

# TOWN OF SEABROOK ISLAND

Planning Commission Regular Meeting

July 12, 2023 – 1:30PM

Town Hall, Council Chambers  
2001 Seabrook Island Road  
Seabrook Island, SC 29455



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## AGENDA

### CALL TO ORDER

### APPROVAL OF MINUTES

1. Regular Meeting: June 14, 2023

[pages 2 – 3]

### OLD BUSINESS ITEMS

*There are no old business items*

### NEW BUSINESS ITEMS

1. **Annexation & Rezoning Request: 4484 Betsy Kerrison Parkway**

[pages 4 – 249]

- a) An ordinance annexing Charleston County Tax Map Number 204-00-00-010 containing approximately 17.75 +/- acres at 4484 Betsy Kerrison Parkway
- b) An ordinance adopting a mixed-use concept plan and development conditions for the Andell Mixed Use project.
  - Applicant Presentation (Up to 30 Minutes)
  - Receipt of Public Comments (Up to 30 Minutes)

Please Note: During the public comment period, each speaker will be limited to 3 minutes in which to make his or her comments. A sign-up sheet will be available 15 minutes prior to the start of the meeting. Preference will be given to individuals who have signed up prior to the start of the meeting. Individuals may also submit public comments prior to the meeting date on the town's website at [www.townofseabrookisland.org/andell](http://www.townofseabrookisland.org/andell).

### ITEMS FOR INFORMATION / DISCUSSION

*There are no items for information/discussion*

### ADJOURN

# TOWN OF SEABROOK ISLAND

Planning Commission Regular Meeting

June 14, 2023

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## MINUTES

Present: Stan Ullner (Chair), Jim Newton, Tom Hund, Tyler Newman (Zoning Administrator), Katharine Watkins (Assistant Town Administrator)

Absent: Wayne Billian, Sharon Welch

Guests: None.

### APPROVAL OF MINUTES

#### 1. Regular Meeting: February 8, 2023

Mr. Newton moved to approve the previous meeting minutes of February 8<sup>th</sup>; Mr. Hund seconded. All voted in favor.

The previous meeting minutes of February 8<sup>th</sup> were approved.

### OLD BUSINESS ITEMS

The Commission inquired about the temporary use permit for the tennis center and clarified the process for the renewal of the temporary use permit.

Zoning Administrator Newman updated the Commission on the status of the temporary use permit for Camp St. Christopher.

### NEW BUSINESS ITEMS

#### 1. **Rezoning Request: 2761 Old Forest Drive**

Zoning Administrator Newman summarized the rezoning request from the Seabrook Island Property Owners Association (SIPOA) at 2761 Old Forest Drive from R-SF2 to CP.

Mr. Hund moved to approve the rezoning request at 2761 Old Forest Drive; Mr. Newton seconded. All voted in favor.

The request was approved.

### ITEMS FOR INFORMATION / DISCUSSION

None.

**ADJOURN**

Mr. Newton moved to adjourn the meeting; Mr. Hund seconded. All voted in favor.

The meeting adjourned at 1:37PM.

Date: June 14<sup>th</sup>, 2023

Prepared by: *Katharine E. Watkins*  
Assistant Town Administrator



# MEMORANDUM

**TO:** Planning Commission Members  
**FROM:** Tyler Newman, Zoning Administrator  
**SUBJECT:** Annexation & Rezoning Request for 4484 Betsy Kerrison Parkway  
**MEETING DATE:** July 12, 2023

Rezoning #89	
<b>Applicants:</b>	Todd Richardson (Applicant) Bohicket Creek Investors, LLC (Owner)
<b>Location:</b>	4484 Betsy Kerrison Parkway
<b>Tax Map Number:</b>	204-00-00-010
<b>Current Zoning District:</b>	Agricultural Residential (AGR / Charleston County)
<b>Proposed Zoning District:</b>	Mixed-Use (MU)
<b>Purpose:</b>	To annex the subject property into the Town of Seabrook Island with a Mixed-Use (MU) zoning designation.

## Overview

The Planning Commission is asked to review and provide a recommendation on an annexation and rezoning request from Todd Richardson of Synchronicity Land & Architecture, submitted on behalf of the property owner, Bohicket Creek Investors, LLC (collectively, “the Applicants”), for Charleston County Tax Map Number 204-00-00-010, containing approximately 17.75 +/- acres located at 4484 Betsy Kerrison Parkway. The Applicants are seeking to annex the property into the Town of Seabrook Island with a zoning designation of Mixed-Use (MU).

The subject property, which is currently undeveloped, is located in unincorporated Charleston County and has a zoning designation of Agricultural Residential (AGR). To its north, the property abuts a single-family home, which is also in unincorporated Charleston County and zoned AGR. To the south, the property abuts an undeveloped parcel which is located in the Town of Kiawah Island and zoned Planned Development (PD – Freshfields Village). To the west, the property abuts two properties in the Town of Seabrook Island, including Bohicket Marina, which is zoned MU, and a vacant lot zoned LC Limited Commercial. The property is also located across Betsy Kerrison Parkway from Kiawah Island Town Hall, which is located within the Kiawah town limits.

Subject to approval of the annexation request and corresponding MU zoning designation, this property is intended to be utilized as a private yacht club with corresponding amenities, to include:

- A pool house and boat house;

- A “detached hotel” containing ten (10) two-story cottages that provide accommodation for club members as well as the public; and
- Open spaces that are open to the public, including a boardwalk, pathways, and a community crabbing dock.

Pursuant to Development Standards Ordinance (DSO) § 7.4.C.4 the Applicant may offer conditions to be attached to the rezoning request. These conditions may be more restrictive than the requirements of the MU district but shall not alter the intent of the district nor permit uses not otherwise authorized in the MU district.

Per the development conditions provided with the Applicants’ submittal, the permitted uses for the subject property, upon annexation into the Town of Seabrook Island with a MU zoning designation, will be limited to the following (*See Attachment 15, Development Conditions*):

- Boat docks, landings and launches;
- Fitness clubs and health spas;
- Greenways, boardwalks, and non-motorized trails/pathways;
- Hotels (single building or collection of buildings), not to exceed ten (10) units;
- Indoor recreation facilities, including club buildings, meeting and event facilities, and gymnasiums;
- Offices (general and professional);
- Open air recreation, including boat ramps, docks (including crab docks), piers and swimming pools;
- Open space preserves; and
- Restaurants (not including drive-through facilities)

The proposed development conditions would also allow the following conditional uses, which are expressly allowed in the MU district:

- Establishments serving alcoholic beverages
- Marina facilities
- Outdoor seating at eating/drinking establishments

Pursuant to the development conditions, the Applicants have elected to **remove** all residential uses which would otherwise be permitted in the MU district, including:

- Dwellings on upper floors above businesses
- Home occupations
- Short-term rental units
- Multifamily dwellings
- Townhomes
- Two-family dwellings
- Vacation club unit

In addition to the aforementioned uses, the DSO has a provision for “similar uses” which are uses that are not specifically addressed in the DSO but are determined by the Zoning Administrator to closely approximate one of the allowable uses in the zoning district. In these cases, the Zoning Administrator may allow the proposed use as a “similar use.” Any use so designated is subject to the same conditions and requirements applicable to the use which the Zoning Administrator has determined it most clearly resembles.

## Criteria for Annexation

Pursuant to S.C. Code of Laws 5-3-150:

(3) ... Any area or property which is contiguous to a municipality may be annexed to the municipality by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation. Upon the agreement of the governing body to accept the petition and annex the area, and the enactment of an ordinance declaring the area annexed to the municipality, the annexation is complete. No member of the governing body who owns property or stock in a corporation owning property in the area proposed to be annexed is eligible to vote on the ordinance. This method of annexation is in addition to any other methods authorized by law.

## Criteria for Zoning Map Amendments

Pursuant to §19.3 of the DSO, in considering amendments to the official zoning map, the Planning Commission shall consider each of the seventeen criteria outlined in §19.3.B, as follows:

- 1) Whether the proposed rezoning is consistent with the goals, policies, and future land use recommendations for the Town's Comprehensive Plan;
- 2) Whether the intended use of the property is consistent with the intent and purpose of the district to which the property is proposed to be rezoned;
- 3) Whether there are, have been, or are anticipated to be (pursuant to the Comprehensive Plan) changing conditions in the surrounding area that would make approval of the proposed rezoning appropriate;
- 4) Whether the range and intensity of uses allowed in the proposed zoning district will be compatible with permitted uses and intensities in the surrounding area;
- 5) Whether adequate utilities, transportation, drainage, and other public or private infrastructure exist, or can reasonably be made available, to serve the range and intensity of uses allowed in the proposed zoning district;
- 6) Whether the range and intensity of uses allowed in the proposed zoning district will exceed the structural capacity of existing soils, and whether the allowable uses can be accommodated within the proposed zoning district without the excessive use of fill;
- 7) Whether the range and intensity of uses allowed in the proposed zoning district will substantially increase the volume of stormwater runoff, overburden existing storm drainage infrastructure, or adversely impact surface water quality, when compared to the range and intensity of uses allowed in the current zoning district;
- 8) Whether the range and intensity of uses allowed in the proposed zoning district will substantially increase the volume of vehicular and pedestrian traffic, or will adversely impact vehicular and pedestrian safety, when compared to the range and intensity of uses allowed in the current zoning district;

- 9) Whether the current zoning district prohibits or unreasonably restricts all economically beneficial use of the property, provided the hardship was not self-imposed by action of the property owner;
- 10) Whether the proposed rezoning will encourage commercial uses in areas designated for such activities in the Comprehensive Plan;
- 11) Whether the proposed rezoning will encourage the preservation of conversation lands, critical areas, natural resource areas, and open spaces in areas designated for such activities in the Comprehensive Plan;
- 12) Whether the proposed zoning district will adversely impact the enjoyment of natural and scenic features by neighboring property owners or the public at large by allowing development of a certain size, scale, bulk, height, or type that is substantially out of character with the surrounding area;
- 13) Whether the proposed rezoning will threaten the continued presence or integrity of archaeological or historic sites or features;
- 14) Whether the range and intensity of uses allowed in the proposed zoning district will adversely impact air and water quality, natural features, sensitive lands, vegetation, or wildlife habitat, when compared to the range and intensity of uses allowed in the current zoning district;
- 15) Whether the range and intensity of uses allowed in the proposed zoning district will place a disproportionate burden upon, or otherwise exceed the capacity of, existing community facilities, when compared to the range of uses allowed in the current zoning district;
- 16) Whether future development on the property, if rezoned, will be accessible to essential public services, including, but not limited to, police, fire, emergency medical services, and sanitation; and
- 17) Such other factors as may be deemed appropriate by the Planning Commission or Town Council.

### Staff Analysis of Annexation Criteria

The annexation request satisfies the two requirements established by S.C. Law for a 100% annexation:

- The subject property is contiguous to property which is already in the Town limits of Seabrook Island; and
- The petition has been signed by all persons owning real estate in the area requesting annexation.

Should Town Council accept the petition and agree to annex the subject property, it must enact an ordinance declaring the area annexed to the municipality. At that point, the annexation is complete.

### Staff Analysis of Rezoning Criteria Pursuant to DSO §19.3.B

**1) Whether the proposed rezoning is consistent with the goals, policies, and future land use recommendations for the Town’s Comprehensive Plan.**

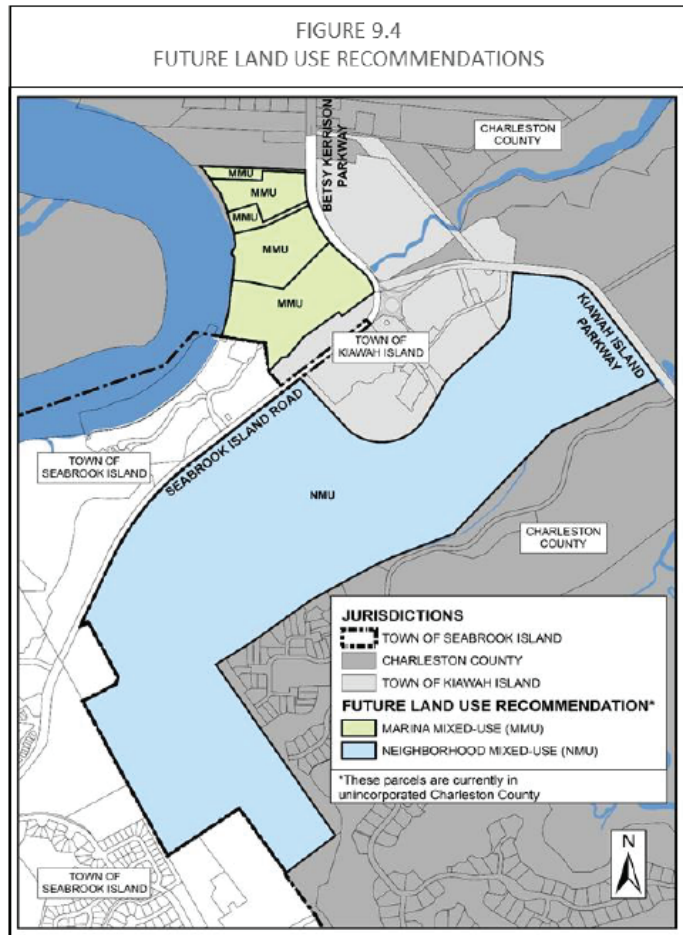
Chapter 9 of the Town’s Comprehensive Plan (adopted July 23, 2019) addresses future land use recommendations for properties on the periphery of the existing town limits. The subject property is specifically highlighted on Figure 9.4 (Future Land Use Recommendations) of the Comprehensive Plan as a property that may potentially be annexed into the town in the future. If an annexation request were to be received in the future, the Comprehensive Plan recommended the following land use category upon annexation: **Marina Mixed-Use (MMU).**

Per the Town’s Comprehensive Plan, the MMU designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including but not limited to: hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. In the concept plan included with their submittal package the Applicants propose several of these types of uses including a ten-unit hotel, yacht club with corresponding amenities including a restaurant, as well as recreational uses.

It should be noted that the Comprehensive Plan was adopted nearly three years prior to the Town’s new DSO. The new Mixed Use District, which was included in the new DSO, was intended to implement the MMU land use category, as recommended in the Comprehensive Plan.

**2) Whether the intended use of the property is consistent with the intent and purpose of the district to which the property is proposed to be rezoned.**

Per Article 7 of the DSO, the purpose of the MU district is to offer a tool that permits a combination of residential and non-residential uses within a cohesive integrated development. The MU district encourages a variety of housing types along with complementary office, retail, and service uses in scale with the character of the district and surrounding area (See Attachment 19, DSO Article 7:





*Mixed Use District*). While a MU district may incorporate residential uses, residential uses are not required in order to qualify for MU designation pursuant to §7.5.H(4) of the DSO.

The concept plan associated with this request does not propose any residential development and the corresponding development conditions remove all residential uses from the list of permitted uses on the site. The only way residential uses could be allowed in the future would be to amend the development conditions by ordinance, following two readings and a public hearing. However, there are a variety of uses proposed on site including a private yacht club with corresponding amenities including a pool house and boat house, ten two-story cottages that provide accommodation for club members as well as the public, and open spaces that are open to the public including a boardwalk, pathways, and a community crabbing dock.

Chapter 9 of the Town's Comprehensive Plan (adopted July 23, 2019) acknowledges that while a limited number of multi-family residential units may be permitted in a MU district, the primary uses are intended to be commercial in nature. Additionally, should the property ever be redeveloped in the future there, only those uses expressly allowed in the development conditions would be allowed on the site.

**3) Whether there are, have been, or are anticipated to be (pursuant to the Comprehensive Plan) changing conditions in the surrounding area that would make approval of the proposed rezoning appropriate.**

Chapter 9 of the Town's Comprehensive Plan (adopted July 23, 2019) addresses future land use recommendations outside of the existing town limits. The subject property is specifically highlighted on Figure 9.4 (Future Land Use Recommendations) of the Comprehensive Plan as a property which may potentially be annexed into the town in the future. If annexed, the Comprehensive Plan recommended a future land use category of Marina Mixed-Use (MMU).

Per the Town's Comprehensive Plan, the MMU designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including but not limited to: hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. In the concept plan included with their submittal package the Applicants propose several of these use categories including a ten-unit hotel, yacht club and corresponding amenities including a restaurant, as well as recreational uses.

It should be noted that the Comprehensive Plan was adopted nearly three years prior to the Town's new DSO. The new Mixed Use District, which was included in the new DSO, was intended to implement the MMU land use category, as recommended in the Comprehensive Plan.

**4) Whether the range and intensity of uses allowed in the proposed zoning district will be compatible with permitted uses and intensities in the surrounding area.**

The subject property is directly adjacent to several properties located within the Seabrook Island town limits, including:

- **1880–1902 Andell Bluff Boulevard** (Bohicket Marina & Market/Zoned MU)
- **1881 Andell Bluff Boulevard Units A–D** (Marina Dry Stack Building/Zoned MU)
- **1884 Seabrook Island Road** (Vacant/Zoned LC)

- **Various Tax Map Numbers associated with the existing boat slips at Bohicket Marina**

The subject property is also directly adjacent to two properties located within the Kiawah Island town limits:

- **1846 Seabrook Island Road** (Undeveloped/Zoned Planned Development – Freshfields Village)
- **4475 Betsy Kerrison Parkway** (Kiawah Island Town Hall)

Additionally, the subject property is directly adjacent to one property located in unincorporated Charleston County:

- **4480-4482 Betsy Kerrison Parkway** (Single-Family Residence/Zoned AGR)



*(Attachment 7, Existing Land Use Map)*



*(Attachment 8, Proposed Land Use Map)*

Under the county's Zoning and Land Development Regulations (ZLDR), the subject property is located at the periphery of the Charleston County Urban Growth Boundary. Surrounding properties to the south, east and west, which are all located within the town limits of Seabrook Island or Kiawah Island, are located outside of the county's UGB. Each of these adjacent properties are zoned to allow commercial, institutional and/or mixed use development. In addition to the existing Bohicket Marina, which is in the town limits of Seabrook Island, neighboring PD-zoned parcels in the Town of Kiawah Island allow a wide variety of uses, including: residential, educational services, health care services, museums, postal service, recreation & entertainment (outdoor & indoor), accommodations, financial services, utilities, food services and drinking places, and offices.

It should also be noted that while the county's UGB, as implemented through its ZLDR, limits certain types of development, it does not exist to prohibit development entirely. As mentioned above, the county allows an extensive list of residential and non-residential uses in the AGR district, including many of those contained in the Applicants' proposed development plan.

**5) Whether adequate utilities, transportation, drainage, and other public or private infrastructure exist, or can reasonably be made available, to serve the range and intensity of uses allowed in the proposed zoning district.**

The subject property is adjacent to one private roadway (Andell Bluff Boulevard), and one public roadway (Betsy Kerrison Parkway), and is also directly adjacent to the existing Bohicket Marina Village development. The proposed concept plan intends to create an inter-parcel connection between the two properties, thereby allowing patrons to walk, bike, and drive between the proposed development and the adjacent Bohicket Marina Village development; removing the need to traverse Betsy Kerrison Parkway and Seabrook Island Road in the process. Any improvements, alterations, or encroachments into the public roadway will require review/approval from the South Carolina Department of Transportation (SCDOT). It should be noted that the Applicants are the owners of Andell Bluff Boulevard as well as the adjacent Bohicket Marina Village Development.

Efforts by the Applicants to reduce the volume of stormwater runoff associated with the proposed development include placing construction activities on areas of previous residential construction and on less sensitive areas of the site, having shared parking lot areas to limit the amount of impervious coverage, retaining grand trees, and incorporating Low Impact Development stormwater management practices, such as pervious pavement systems, bio-swales, and large passive open spaces capable of processing stormwater runoff and general site drainage. Prior to the issuance of any town permits for this project, the Applicants will first need to submit the proposed project to the South Carolina Department of Health and Environmental Control (SCDHEC) Bureau of Water Coastal Stormwater Permitting for review and approval to ensure compliance with all environmental requirements, including stormwater runoff/drainage.

If the property were to be developed under the current Charleston County AGR zoning designation, water services would be provided by St. John's Water Company Inc. and electricity would be provided by Berkeley Electric Cooperative. Annexing the property into Seabrook Island will result in no change to the water and electric provider.

If the annexation request is approved, sewer service will be provided by the Seabrook Island Utility Commission (SIUC). Based on calculations provided by the Applicants and reviewed by SIUC, the

development will result in approximately 11,055 gallons per day, or the equivalent of less than 40 equivalent residential units (ERU's). As an added layer of protection for the town and SIUC, any changes to the development plan which will result in more than 40 ERU's would be considered a major change to the development conditions. Major changes may only be approved by ordinance following two readings and a public hearing.

On May 17, 2023, during a Joint Work Session between the Town of Seabrook Island Town Council and Planning Commission pertaining to this specific request for annexation and rezoning representatives of the Seabrook Island Utility Commission indicated that the proposed development would have a "negligible impact on overall capacity" for the operations of the Utility Commission. (<https://www.youtube.com/watch?v=h4aEQAM1iO0&t=3449s>)

Prior to any development occurring on site, the Applicants will be required to provide documentation that they have received "will serve" letters from all relevant outside agencies, including Berkeley Electric Cooperative, St. John's Water Company Inc., and SIUC.

**6) Whether the range and intensity of uses allowed in the proposed zoning district will exceed the structural capacity of existing soils, and whether the allowable uses can be accommodated within the proposed zoning district without the excessive use of fill.**

Per the Applicants' narrative, the subject property "sits upon a high bluff, with sandy soils that drain very well". Additionally, the Applicants' contracted geotechnical engineers have indicated that the proposed buildings can be supported on conventional shallow foundation systems. Prior to the issuance of any town permits for this project the Applicants must first submit the proposed project to the South Carolina Department of Health and Environmental Control (SCDHEC) for review and approval to ensure compliance with all environmental requirements.

**7) Whether the range and intensity of uses allowed in the proposed zoning district will substantially increase the volume of stormwater runoff, overburden existing storm drainage infrastructure, or adversely impact surface water quality, when compared to the range and intensity of uses allowed in the current zoning district.**

Per the Applicant's narrative, the proposed design places an emphasis on saving grand trees, maintaining existing site resources, and preserving naturally undisturbed areas.

Further efforts by the applicant to reduce the volume of stormwater runoff associated with the proposed development include placing construction activities on areas of previous residential construction and on less sensitive areas of the site, having shared parking lot areas to limit the amount of impervious coverage, and incorporating Low Impact Development stormwater management practices, such as pervious pavement systems, bio-swales, and large passive open spaces capable of processing stormwater runoff and general site drainage.

In addition to the efforts listed above, the development conditions associated with the proposed annexation and corresponding Mixed-Use zoning designation require a 75-foot vegetative buffer from Betsy Kerrison Parkway. The requirement of the 75-foot buffer is an effort by staff as well as the Applicants to maintain the existing Charleston County buffer requirements that are applied to new development along Betsy Kerrison Parkway. It should be noted that the town's DSO does not require the installation of a streetscape buffer, so the proposed 75-foot buffer is a concession that was made by the Applicants at the town's request. The county's ZLDR notes that the purpose

of the buffer is to provide transition between neighboring properties and streets, foster balanced streetscapes, and to moderate climatic effects.

Prior to the issuance of any construction permits for this project, the Applicants will first need to submit the proposed design to the South Carolina Department of Health and Environmental Control (SCDHEC) Bureau of Water Coastal Stormwater Permitting for review and approval to ensure compliance with all environmental requirements including stormwater runoff and drainage.

**8) Whether the range and intensity of uses allowed in the proposed zoning district will substantially increase the volume of vehicular and pedestrian traffic, or will adversely impact vehicular and pedestrian safety, when compared to the range and intensity of uses allowed in the current zoning district.**

Under the current Charleston County AGR zoning designation, there are a wide range of permitted uses that are allowable, either by-right or as conditional uses or special exceptions (*See Attachment 18, Charleston County Table of Uses*). It is difficult to definitively state the volume of traffic that would be generated by each individual use without a site-specific plan showing the proposed density and scale of each possible use. However, several of the uses allowed under the current AGR zoning designation would likely generate comparable, or perhaps even higher, daily and/or peak-hour traffic volumes than the uses proposed by the Applicants, including:

- Boat ramps, commercial docks and marinas
- Golf course or country club
- Medical office
- Parks and recreation facilities
- Primary or secondary school
- Religious assembly (church, mosque, synagogue, etc.)

The town contracted with an outside traffic engineer, Reveer Group, to conduct an independent review of the Traffic Impact Analysis (TIA) that was provided with the Applicant's submittal (*See Attachment 16, Traffic Impact Analysis*). In their review of the Applicant's TIA, Reveer Group came to the following conclusions (*See Attachment 17, Reveer Group TIA Analysis*):

- The TIA provided by the Applicant was performed to industry standards.
- The project is predicted to have minimal impact on local roadways and maintain acceptable levels of service.
- 20% of the project is predicted to use Seabrook Island Road with resulting traffic delay being less than one second.
- During weekdays, the PM-peak hour has the highest amount of traffic added to the roadways, being 34 total trips. Spread over the hour, this is an additional car on the road at two-minute increments.
- On Saturday at midday the amount of traffic added to roadways is about 46 in total, which is about a car each minute.
- SCDOT requires the project's entrance from Betsy Kerrison Parkway to be directly across from the existing entrance to Kiawah's Municipal Center. This driveway relocation is warranted from a safety standpoint.

- Using data from the Applicant’s TIA, the maximum delay experienced by drivers at each of the four studied areas is:
  - Traffic Circle – 1.6 second in the morning
  - Seabrook Island Road at Andell Bluff intersection – 0.3 seconds in the afternoon
  - Andell Bluff at Marsh Oak Lane intersection – No change
  - Betsy Kerrison at the project’s main entrance – 17.8 seconds in the morning and 18.0 seconds in the afternoon. It should be noted that this delay is only felt by the cars making a left turn out of the project’s main driveway and onto Betsy Kerrison Parkway. There is no impact to motorists traveling along Betsy Kerrison Parkway.
- The Applicant’s TIA suggests that the existing two-way left turn lane striping on Betsy Kerrison Parkway be extended to the south to accommodate the drivers coming from the islands and turning left into the new main entrance. This recommendation is supported and should be included with the project’s proposed improvements. These improvements will require the approval of SCDOT and would be considered along with the Applicant’s encroachment permit request.
- The Applicant’s TIA assessed the need for a right turn lane off Betsy Kerrison Parkway into the main entrance and the conclusion that one is not necessary is correct.
- Sight distance was not evaluated in the TIA and is a concern.

In their narrative, the Applicants state that when needed, they intend to allow the internal driveway that connects Andell Bluff Boulevard to Betsy Kerrison Parkway to serve as a means for emergency access to Seabrook Island, traffic redirection, and a secondary evacuation route. This connectivity would serve as a benefit to the Town of Seabrook Island as currently the only access to the island is provided via Seabrook Island Road.

**9) Whether the current zoning district prohibits or unreasonably restricts all economically beneficial use of the property, provided the hardship was not self-imposed by action of the property owner.**

The subject property is currently zoned Agricultural Residential (AGR) per the Charleston County zoning map. Allowable uses in the AGR district include (*See Attachment 18, Charleston County Table of Uses*):

- Apiculture (Bee Keeping)
- Horticultural Production
- Community Garden
- Farmers Market
- Manufactured Housing Units
- Single-Family Dwelling Units
- Court of Law
- Safety Services
- Group Home
- Primary & Secondary Schools
- Library
- Museum
- Botanical Garden
- Community Recreation
- Fishing/Hunting/Recreational Guide Services

- Religious Assembly
- Minor Utilities
- Recycling Collection

There are also various conditional uses (C) and uses permitted through the granting of a special exception (S) in the AGR district including:

- Aquaculture (C)
- Mariculture (C)
- Animal & Insect Production (C)
- Hemp Crop Production & Processing (S)
- Winery (C)
- Agricultural Processing (C)
- Agricultural Sales/Services (C)
- Roadside Stand/Sweetgrass Basket Stand (C)
- Bona Fide Forestry Operation (C)
- Lumber Mill (S)
- Assisted Living (S)
- Group Dwelling (C)
- Short-Term Rental: Limited Home Rental (C)
- Short-Term Rental: Extended Home Rental (S)
- Child Caring Institution (S)
- Affordable/Workforce Housing Dwelling Units (C)
- Group Residential (S)
- Farm Labor Housing (S)
- Adult Day Care Services (S)
- Family Home (C)
- Cemetery (C)
- Pre-school (S)
- Higher Education Facility (S)
- Medical Office (S)
- Community Residential Care Facility (S)
- Counseling Services (S)
- Intermediate Care Facility (S)
- Home Health Agency (S)
- Residential Treatment Facility for Children (S)
- Nature Exhibition (C)
- Zoo (S)
- Postal Service (C)
- Golf Course or Country Club (C)
- Parks & Recreation (C)
- Golf Driving Range (S)
- Solar Farm (S)
- Major Utility (S)
- RV Park (S)
- Campground (S)
- Commercial or Private Stable (C)

- Kennel (S)
- Small Animal Boarding (C)
- Veterinary Services (S)
- Catering Services (S)
- Charter Boat or Other Recreational Watercraft Rental Service (C)
- Boat Yard (C)
- Hair/Nail/Skin Care services (C)
- Boat Ramp (C)
- Community Dock (S)
- Marina (S)
- Artisan and Craftsman (C)
- Resource Extraction/Mining (S)
- Water Transportation (S)

While there are a wide range of uses that are currently possible under the county's AGR zoning designation, many of these are agricultural or light industrial uses that are not allowable under the proposed MU zoning designation.

The uses that are allowable under the proposed MU zoning designation are aligned with the goals outlined in Chapter 9 of the Town of Seabrook Island Comprehensive Plan (adopted July 23, 2019) for the subject property to accommodate mixed-use development that is primarily commercial in nature.

**10) Whether the proposed rezoning will encourage commercial uses in areas designated for such activities in the Comprehensive Plan.**

Chapter 9 of the Town's Comprehensive Plan (adopted July 23, 2019) addresses future land use recommendations outside of the existing town limits. The subject property is specifically highlighted on Figure 9.4 (Future Land Use Recommendations) of the Comprehensive Plan as a property that could potentially request to annex into the town and if annexation were to be requested the Comprehensive Plan identified the subject property as a viable property for a Marina Mixed-Use (MMU) zoning designation.

Per the Town's Comprehensive Plan, the MMU designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including but not limited to: hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. In the concept plan included with their submittal package, the Applicants propose several of these types of uses, including a ten-unit hotel, yacht club with corresponding amenities including a restaurant, as well as recreational uses.

It should be noted that the Comprehensive Plan was adopted nearly three years prior to the Town's new DSO. The new Mixed Use District, which was included in the new DSO, was intended to implement the MMU land use category, as recommended in the Comprehensive Plan.

**11) Whether the proposed rezoning will encourage the preservation of conservation lands, critical areas, natural resource areas, and open spaces in areas designated for such activities in the Comprehensive Plan.**



The gross acreage of the subject property is 17.754 acres. Of that, approximately 12.52 acres (70%) is designated as “high ground.” Per the open space chart provided on the Applicants’ concept plan, approximately 13.79 acres (78%) of the subject property will serve as open space and will remain undeveloped, while the areas proposed for development (private club & amenities, ten guest cottages, driveway & parking) will take up approximately 3.96 acres (22.3%) of the site (*See Attachment 11, Concept Plan – Open Space*)

The Applicants have requested a reduction in the critical area setbacks to accommodate the alignment of a new driveway with the entrance to Kiawah Town Hall, for the existing boardwalk to be extended from Bohicket Marina to the edge of the subject property, and to allow buildings to avoid conflicts with existing grand trees on the site. Neither the driveway nor any commercial building will encroach into the critical area itself. While the proposed plan calls for limited encroachments into the **setback area**, no structure, including the proposed crab dock, boardwalk or marina slips, may be allowed to encroach into the **critical area** itself unless reviewed and approved by SCDHEC-OCRM, which has jurisdiction within the marsh areas and Bohicket Creek. As with any other project within a critical area, the Applicants shall be required to comply with all requirements imposed by SCDHEC-OCRM.

**12) Whether the proposed zoning district will adversely impact the enjoyment of natural and scenic features by neighboring property owners or the public at large by allowing development of a certain size, scale, bulk, height, or type that is substantially out of character with the surrounding area.**

The subject property is currently undeveloped and inaccessible to neighboring property owners or the public at large. The Applicants are proposing to extend/enhance the waterfront boardwalk experience from the neighboring Bohicket Marina property. Additionally, the Applicants are proposing several open space features that will be accessible to the public, including a marsh-front pathway for walking and biking, a community crabbing dock, and meandering green spaces shaded by preserved trees.

Per the Applicant’s narrative, the proposed buildings will be appropriately scaled and thoughtfully situated. The DSO allows commercial buildings to increase the maximum allowable height by one additional foot for each three feet of additional front yard setback that is added to the required setback, with a maximum height of 40 feet above the required design flood elevation. The Applicants have provided a 75-foot setback from Betsy Kerrison Parkway rather than the required 20-foot setback for parking and building that is required in the DSO. Therefore they, would be permitted to build to a maximum height of 40 feet above ground level as the proposed buildings are in a Shaded X flood zone.

The Applicants are seeking approval for several “modifications” from the setback requirements of the DSO including (*See Attachment 15, Development Conditions*):

- **Project Entry Location:** A modification from DSO § 10.5.A.1 and § 10.5.A.2 to permit the proposed turn lanes, roadways, sidewalks, and retaining wall adjacent to the critical line to encroach up to 25 feet into the required 25-foot critical area setback and 25-foot waterbody setback. The estimated area of encroachment is 2,070 square feet (+/-).
- **Crabbing Dock & Marsh Walking Trail:** A modification from DSO § 10.5.A.1 and § 10.5.A.2 to permit the proposed crabbing dock and walking trail to encroach up to 25 feet into the

required 25-foot critical area setback and 25-foot waterbody setback. The estimated area of encroachment is 5,775 square feet (+/-). Encroachments that are shown beyond the critical line fall under the purview of SCDHEC-OCRM and will be reviewed and approved by those governing bodies.

- **Rear Outdoor Seating for Eating/Drinking Establishments:** A modification from DSO § 10.5.A.1, § 10.5.A.2, § 10.5.B.1, and § 7.3.C to permit portions of the pool house, yacht club, and boat house buildings to encroach up to 10 feet into the required 25-foot critical area setback, 10 feet into the required 25-foot waterbody setback, and up to 25 feet into the 40-foot rear property setback. The estimated area of encroachment for the proposed pool house building is 494 square feet (+/-) into the required rear property setback and 396 square feet (+/-) into the critical area setback. The estimated area of encroachment for the proposed yacht club building is 1,717 square feet (+/-) into the required rear property setback and 404 square feet (+/-) into the required critical area setback. The estimated area of encroachment for the proposed boat house building is 579 square feet (+/-) into the required rear property setback and 104 square feet (+/-) into the required critical area setback.
- **Rear Boardwalk:** A modification from DSO § 10.5.A.1, § 10.5.A.2, and § 7.3.C to permit the proposed board walk to encroach 25 feet into the required 25-foot critical area setback, 25-foot waterbody setback, and 40-foot rear property setback. The area of encroachment for the proposed boardwalk is 7,070 square feet (+/-).

If approved, these modifications will allow the Applicants to deviate from the setback requirements of the DSO. While staff acknowledges that the proposed encroachments exceed the DSO setback standards, the resulting development is not “substantially out of character” with the surrounding area including, specifically, the neighboring Bohicket Marina.

**13) Whether the proposed rezoning will threaten the continued presence or integrity of archaeological or historic sites or features.**

Per the South Carolina Department of Archives and History, there are no known archaeological or historic sites, structures, or districts on the property, or in its immediate vicinity.

**14) Whether the range and intensity of uses allowed in the proposed zoning district will adversely impact air and water quality, natural features, sensitive lands, vegetation, or wildlife habitat, when compared the range and intensity of uses allowed in the current zoning district.**

Per the Applicants’ narrative, in considering the design shown on the proposed concept plan careful consideration was taken into account by saving grand trees, maintaining existing site resources, and preserving naturally undisturbed areas.

Of the 17.754 acres on the subject property a total of approximately 3.96 acres (22.3%) will be developed (private club & amenities, ten cottages, driveway & parking). An additional approximately 13.79 acres of the site (78%) will serve as open space and remain undeveloped.

In addition to the efforts listed above, the development conditions associated with the proposed annexation and corresponding Mixed-Use zoning designation require a 75-foot vegetative buffer from Betsy Kerrison Parkway as well as a 20-foot vegetative buffer from the adjacent AGR zoned parcel. The requirement of the 75-foot buffer is an effort by staff as well as the Applicants to maintain the existing Charleston County buffer requirements that are applied to new

development along Betsy Kerrison Parkway. The town's DSO does not require the installation of any vegetative buffer along Betsy Kerrison Parkway, so the proposed 75-foot buffer is a concession that was made by the Applicants. The Charleston County Zoning and Land Development Regulations Ordinance notes that the purpose of the buffer is to provide transition between neighboring properties and streets, foster balanced streetscapes, and to moderate climatic effects.

Additionally, under the current Charleston County AGR zoning designation there are a variety of agricultural and light industrial uses that may be permitted on site which could have significantly greater impact on the existing natural features than the proposed development shown on the Applicant's concept plan.

Lastly, upon annexation, the property will be eligible to tie into the town's public sewer system. Should the property remain in the county, future development (whether residential or commercial) would be served either by a private utility or a septic system. Septic systems have been found to pose a significant threat to water quality in several nearby communities due to system failure, seepage, and rising water tables. The State of South Carolina has no requirements for inspections or repairs to septic systems, which has resulted in significant environmental concerns, specifically due to fecal coliform, in neighboring coastal communities, such as Shem Creek in Mount Pleasant, James Island Creek on James Island, and large sections of Folly Beach. (See, for example [https://www.postandcourier.com/septic-tanks/amid-growth-and-lax-rules-a-menace-beneath-lawns-threatens-sc-waterways-health/article\\_ff78c926-d875-11ed-a26d-e3a7f9419349.html](https://www.postandcourier.com/septic-tanks/amid-growth-and-lax-rules-a-menace-beneath-lawns-threatens-sc-waterways-health/article_ff78c926-d875-11ed-a26d-e3a7f9419349.html))

**15) Whether the range and intensity of uses allowed in the proposed zoning district will place a disproportionate burden upon, or otherwise exceed the capacity of, existing community facilities, when compared to the range of uses allowed in the current zoning district.**

Per Chapter 7 of the Comprehensive Plan (adopted July 23, 2019), "Community Facilities" in the context of this criterion includes the buildings, amenities, lands, and services needed to serve the public health, safety and welfare which comprise things such as adequate fire and police protection, access to health and emergency medical care, emergency preparedness, places for recreation and quality schools.

Police and emergency medical services for the subject property are currently provided by Charleston County and that will remain the case regardless of whether or not the property is annexed into the Town of Seabrook Island. Fire services are currently provided by St. John's Fire Department and that will also remain the case if the property is annexed into the town. Additionally, if the property were to be developed under the current Charleston County AGR zoning designation, water services for the subject property would be provided by St. John's Water Company Inc. This, too, will remain the case if the property is annexed into the town.

If the annexation request is granted, sewer service will be provided by the Seabrook Island Utility Commission. On May 17, 2023, during a Joint Work Session between the Town of Seabrook Island Town Council and Planning Commission pertaining to this specific request for annexation and rezoning representatives of the Seabrook Island Utility Commission indicated that the proposed development would have a "negligible impact on overall capacity" for the operations of the Utility Commission (<https://www.youtube.com/watch?v=h4aEQAM1iO0&t=3449s>).

In terms of recreation, the primary use of the proposed development is intended to function as a private yacht club with corresponding amenities including a pool house and boat house, ten two-story cottages that provide accommodation for club members as well as the public, and open spaces that are open to the public including a boardwalk, pathways, and a community crabbing dock.

Members of the proposed private club will not have access to any community or recreational facilities that are owned/operated by the Seabrook Island Property Owners Association (SIPOA) or the Seabrook Island Club. Annexing the property will also have no impact on current access restrictions behind the SIPOA security gate. However, members of those organizations will have the opportunity to become members of the proposed private yacht club if they choose to do so.

The Applicants have elected to remove all residential uses from the MU district. Therefore, the annexation and proposed development conditions should have no impact whatsoever on existing schools.

Regarding emergency preparedness, the Applicants state that, when needed, they intend to allow the internal driveway that connects Andell Bluff Boulevard to Betsy Kerrison Parkway to serve as a means for emergency access to Seabrook Island, traffic redirection, and a secondary evacuation route. This connectivity would serve as a benefit to the Town of Seabrook Island as, currently, the only access to and from the island is provided via the traffic circle and Seabrook Island Road.

The addition of a new private club with corresponding amenities, as well as the proposed open spaces that will be open to the public, could help to alleviate any current burden on existing community and recreational facilities. Furthermore, the development of the site will provide an additional emergency access route when needed.

**16) Whether future development on the property, if rezoned, will be accessible to essential public services, including, but not limited to, police, fire, emergency medical services; and sanitation.**

Police and emergency medical services for the subject property are currently provided by Charleston County and that will remain the case if the property is annexed into the Town of Seabrook Island. Fire services are currently provided by St. John's Fire Department and that will also remain the case if the property is annexed into the town. Additionally, if the property were to be developed under the current Charleston County AGR zoning designation water services for the subject property would be provided by St. John's Water Company Inc. and that will remain the case if the property is annexed into the town.

If the annexation request is granted, sanitation (sewer & wastewater) services will be provided by the Seabrook Island Utility Commission. On May 17, 2023, during a Joint Work Session between the Town of Seabrook Island Town Council and Planning Commission pertaining to this specific request for annexation and rezoning representatives of the Seabrook Island Utility Commission indicated that the proposed development would have a "negligible impact on overall capacity" for the operations of the Utility Commission.

No development will occur on the subject property until the Applicants have obtained "will serve" letters from all necessary outside agencies including St. John's Water Company Inc. and the Seabrook Island Utility Commission.

**17) Such other factors as may be deemed appropriate by the Planning Commission or Town Council.**

At the time of the writing of this staff report, Town staff are not aware of any other factors deemed appropriate by the Planning Commission or Town Council.

**Staff Recommendation**

Although future annexation of this property is contemplated in the town's Comprehensive Plan, the question of whether or not to annex the property is a policy decision which rests solely with Town Council.

Should Town Council desire to annex the subject property, based upon our review and analysis of the criteria established in §19.3.B of the DSO, staff recommends in favor of **APPROVAL** of the Mixed-Use zoning designation, subject to the proposed development conditions and concept plan included in the Applicant's submittal package.

Respectfully submitted,



Tyler Newman  
Zoning Administrator

## Attachments

The following supplemental items have been attached for review:

1	Annexation Application	p. 23-24
2	Rezoning Application	p. 25-26
3	Draft Annexation Ordinance	p. 27-34
4	Draft Rezoning Ordinance	p. 35-58
5	Applicant's Analysis of §19.3.B	p. 59-72
6	Existing Conditions Survey	p. 73-76
7	Existing Land Use Map	p. 77
8	Proposed Land Use Map	p. 78
9	Concept Plan (Rendering)	p. 79
10	Concept Plan (Technical)	p. 80
11	Concept Plan (Open Space)	p. 81
12	Concept Plan (Modifications)	p. 82
13	Architectural Renderings	p. 83-91
14	Property Deed	p. 92-97
15	Development Conditions	p. 98-114
16	Traffic Impact Analysis (TIA)	p. 115-209
17	Reveer Group TIA Review	p. 210-218
18	SCDOT Email	p. 219-221
19	Charleston County Table of Uses	p. 222-231
20	DSO Article 7 – Mixed Use District	p. 232-245
21	Sewer Calculations & Correspondence	p. 246-247
22	Summary of Outside Agency Reviews	p. 248
23	Original Seabrook Island PUD (8-16-71)	p. 249



# TOWN OF SEABROOK ISLAND

2001 Seabrook Island Road  
 Seabrook Island, SC 29455  
 (843) 768-9121

## Annexation Application

*USE THIS FORM FOR: Request for annexation of real property into the Town limits of Seabrook Island*

### 1. PROPERTY INFORMATION

Property Address(es)	4484 BETSY KERRISON PARKWAY, JOHNS ISLAND, SC 29455		
Tax Map Number(s)	204-00-00-010	Block #	Lot #
Current Zoning (County)	AGR - CHARLESTON COUNTY	Proposed Zoning (Town)	MU - MIXED USE
Current Use(s)	RESIDENTIAL VACANT	Proposed Use(s)	AMENITY/COMMERCIAL
Is this property subject to private restrictions or covenants? (eg. SIPOA and/or Regime)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is this property subject to an OCRM critical line? (eg. Marshfront or Beachfront Lots)			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Lot Area (Acres or Ft <sup>2</sup> )	17.75 AC	High Ground (Acres or Ft <sup>2</sup> )	12.53 AC

### 2. PROPERTY OWNER INFORMATION

Please provide information for all Property Owner(s). The Property Owner name(s) must match those listed on the deed.

Property Ownership Type	<input type="checkbox"/> Individual(s)	<input checked="" type="checkbox"/> Corporation	<input type="checkbox"/> Eleemosynary	<input type="checkbox"/> HOA/Regime
	<input type="checkbox"/> Partnership	<input type="checkbox"/> Trust	<input type="checkbox"/> Other	
Property Owner Name(s)	BOHICKET CREEK INVESTORS LLC			
Property Owner Address	559 KING STREET, CHARLESTON, SC 29403			
Property Owner Phone Number	N/A			
Property Owner Email Address	N/A			

### 3. DESIGNATION OF AGENT

If the Property Owner(s) wish(es) to designate an agent to serve on his/her/their/its behalf, please provide information for the designated Agent.

Agent Name(s)	TODD RICHARDSON, PLA
Agent Address	69 MORRIS ST, STE 101, CHARLESTON, SC 29403
Agent Phone Number	843.203.4766
Agent Email Address	TODD@SYNCHRONICITY.DESIGN
What is the Agent's relationship to the Property Owner(s)?	LANDSCAPE ARCHITECT

### 4. OVERVIEW OF REQUEST

Please provide a brief overview of the annexation request.

RESPECTFULLY REQUEST THE ANNEXATION OF THE SUBJECT PARCEL FROM CHARLESTON COUNTY INTO THE TOWN OF SEABROOK ISLAND, WITH THE INTENDED FUTURE LAND USE ZONING DESIGNATION OF MU - MIXED USE.

### 5. CERTIFICATION

Under penalty of perjury, I (we) hereby certify that the information contained in this application, including all supplemental materials, is true and accurate to the best of my (our) knowledge.

Owner Signature(s)		Date	3/8/23
		Date	

OFFICE USE ONLY						
Date Received	Status	Permit #	Issue Date			

## 6. APPLICATION MATERIALS

Annexation Applications must be accompanied by the following supplemental materials, as applicable. An application is not considered “complete” until all required documentation has been received by the Zoning Administrator.

### Required for ALL applications:

- Completed and signed Annexation Application Form (*Paper Required; PDF Optional*)**
  - Please submit one completed paper application.
  - The application form must be signed by ALL property owners. Properties which are owned by an association, corporation, partnership, trust or similar entity may be signed by an individual with the authority to sign on behalf of the entity.
  - All signatures must be original.
- Application Fee (See Schedule in Section 7)**
  - Application fees may be paid by cash, check, or money order (payable to “Town of Seabrook Island”). Credit card payments will be accepted if paid in-person at Seabrook Island Town Hall.
- Property survey (*Paper or PDF Required*)**
- Deed of record (*Paper or PDF Required*)**
- Completed and signed Zoning Map Amendment Application form, with all required submittal documents and fees (*Paper or PDF Required*)**
- Any other information deemed relevant by the Zoning Administrator. (*Paper or PDF Required*)**

## 7. FEE SCHEDULE

Zoning Designation for Annexed Property	Fee Amount
Conservation (CP)	No Charge
All Zoning Designations Except CP and MU	\$250.00
Mixed Use (MU)	\$1,250.00 + \$10.00 Per Acre





# TOWN OF SEABROOK ISLAND

2001 Seabrook Island Road  
 Seabrook Island, SC 29455  
 (843) 768-9121

## Rezoning Application

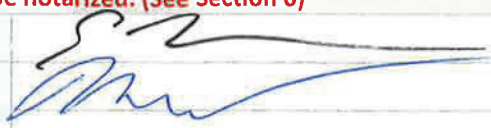
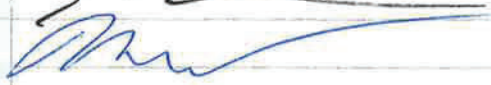
*USE THIS FORM FOR: Requests to rezone property within the Town limits of Seabrook Island (Also known as a "Map Amendment")*

1. PROPERTY INFORMATION			
Property Address(es)	4484 BETSY KERRISON PARKWAY, JOHNS ISLAND, SC 29455		
Tax Map Number(s)	204-00-00-010	Block #	Lot #
Current Zoning	AGR - CHARLESTON COUNTY	Proposed Zoning	MU - MIXED USE
Current Use(s)	RESIDENTIAL/VACANT	Proposed Use(s)	AMENITY/COMMERICAL
Is this property subject to private restrictions or covenants? (eg. SIPOA and/or Regime)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is this property subject to an OCRM critical line? (eg. Marshfront or Beachfront Lots)			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Lot Area (Acres or Ft <sup>2</sup> )	17.75 AC	High Ground (Acres or Ft <sup>2</sup> )	12.53 AC

2. APPLICANT INFORMATION	
Please provide information regarding the individual(s) who is (are) submitting the Rezoning Application.	
Applicant Name(s)	TODD RICHARDSON, PLA
Applicant Address	69 MORRIS STREET, CHARLESTON, SC 29403
Applicant Phone Number	843.203.4766
Applicant Email Address	TODD@SYNCHRONICITY.DESIGN
If the Applicant(s) is (are) not the Property Owner(s), what is the Applicant(s)'s relationship to the Property Owner(s)?	LANDSCAPE ARCHITECT

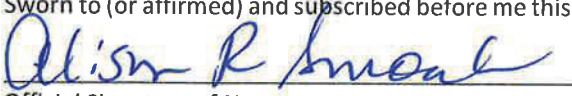
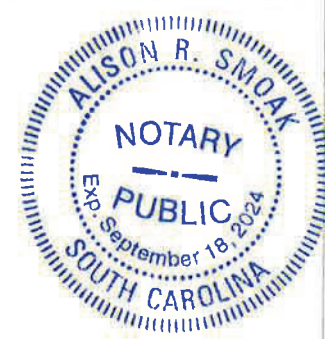
3. PROPERTY OWNER INFORMATION	
Please provide information for all Property Owner(s). The Property Owner name(s) must match those listed on the deed.	
Property Ownership Type	<input type="checkbox"/> Individual(s) <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Eleemosynary <input type="checkbox"/> HOA/Regime <input type="checkbox"/> Partnership <input type="checkbox"/> Trust <input type="checkbox"/> Other
Property Owner Name(s)	BOHICKET CREEK INVESTORS, LLC
Property Owner Address	559 KING STREET, CHARLESTON, SC 29403
Property Owner Phone Number	N/A
Property Owner Email Address	N/A

4. OVERVIEW OF REQUEST
Please provide a brief overview of the rezoning request.
RESPECTFULLY REQUEST THE LAND USE ZONING DESIGNATION OF THE SUBJECT PARCEL TO BE MU - MIXED USE.

5. CERTIFICATION	
Under penalty of perjury, I (we) hereby certify that the information contained in this application, including all supplemental materials, is true and accurate to the best of my (our) knowledge. <b>This form must be signed in the presence of the Zoning Administrator OR signatures must be notarized. (See Section 6)</b>	
Applicant Signature	 Date 3.08.23
Owner Signature(s) (If different from Applicant)	 Date 3/8/23
	Date

OFFICE USE ONLY							
Date Received		Case #		Ordinance #		Adopted	

## 6. ACKNOWLEDGEMENT

Zoning Administrator Signature	Date
- OR -	
Notary Certification (If not signed in the presence of the Zoning Administrator)	Notary's Official Seal
State of <u>South Carolina</u> ; County of <u>Charleston</u>  One this <u>8</u> day of <u>March</u> 20 <u>23</u> , before me personally appeared the above signers who provided satisfactory evidence of his/her/their identification to be the person whose name(s) is (are) subscribed to this instrument and he/she/they acknowledged that he/she/they have executed the foregoing instrument by his/her/their signature(s) above.  Sworn to (or affirmed) and subscribed before me this <u>8</u> day of <u>March</u> 20 <u>23</u> .  Official Signature of Notary  My commission expires: <u>September 18, 2024</u>	

## 7. APPLICATION MATERIALS

Rezoning Applications must be accompanied by the following supplemental materials, as applicable. An application is not considered "complete" until all required documentation has been received by the Zoning Administrator.

### Required for ALL applications:

- Completed and signed Rezoning Application Form (Paper Required; PDF Optional)**
  - o Please submit one completed paper application.
  - o The application form must be signed by ALL property owners. Properties which are owned by an association, corporation, partnership, trust or similar entity may be signed by an individual with the authority to sign on behalf of the entity. **All signatures must be original.**
  - o The form must be signed in the presence of the Zoning Administrator or signatures must be notarized.
- Application Fee (See Schedule in Section 7)**
  - o Application fees may be paid by cash, check, or money order (payable to "Town of Seabrook Island"). Credit card payments will be accepted if paid in-person at Seabrook Island Town Hall.
- A narrative that explains the reason(s) for the rezoning request, the existing zoning designation of the property, the current or most recent use, the proposed zoning designation of the property, the intended use of the property upon rezoning, and how the request meets the criteria outlined in DSO Section 19.3.B (Paper or PDF Required)**
- Property survey (Paper or PDF Required)**
- A map or description detailing the existing zoning designation and land uses of all adjacent properties. (Paper or PDF Required)**
- Deed of record (Paper or PDF Required)**
- Traffic impact analysis (if deemed applicable by the Zoning Administrator). (Paper or PDF Required)**
- Any other information deemed relevant by the Zoning Administrator. (Paper or PDF Required)**

## 8. FEE SCHEDULE

Zoning Designation for Annexed Property	Fee Amount
Conservation (CP)	No Charge
All Zoning Designations Except CP and MU	\$250.00
Mixed Use (MU)	\$1,250.00 + \$10.00 Per Acre

**TOWN OF SEABROOK ISLAND**

**ORDINANCE NO. 2023-06**

**ADOPTED \_\_\_\_\_**

**AN ORDINANCE ANNEXING CHARLESTON COUNTY TAX MAP NUMBER 204-00-00-010  
CONTAINING APPROXIMATELY 17.75 +/- ACRES AT 4484 BETSY KERRISON PARKWAY**

**WHEREAS**, Bohicket Creek Investors, LLC (the “Property Owner”), is the owner of certain real property commonly identified, as of the effective date of this ordinance, as Charleston County Tax Map Number 204-00-00-010, containing approximately 17.75 +/- acres located at 4484 Betsy Kerrison Parkway, being more particularly described in the attached Exhibit A, and shown on the survey in the attached Exhibit B (the “Property”); and

**WHEREAS**, on June 12, 2023, the Property Owner submitted a petition to the Town Council for the Town of Seabrook Island (the “Town Council”) requesting that the Property be annexed to and made part of the corporate limits of the Town of Seabrook Island (the “Town”) under the provisions of S.C. Code Section 5-3-150(3);

**WHEREAS**, the Planning Commission of the Town of Seabrook Island (the “Planning Commission”), in a duly called meeting on [July 12, 2023], made a recommendation [in favor of / in opposition to] annexing the Property; and

**WHEREAS**, the Planning Commission further recommended that, upon annexation, the Property be zoned, pursuant to the Development Standards Ordinance for the Town of Seabrook Island (the “DSO”), as follows: [MU Mixed Use (Andell)]; and

**WHEREAS**, a public hearing was advertised and held at 2:30 p.m. on [August 22, 2023], during a duly called Town Council meeting; and

**WHEREAS**, S.C. Code Section 5-3-150(3) provides that any area or property which is contiguous to a municipality may be annexed to the municipality by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation. Upon the agreement of the governing body to accept the petition and annex the area, and the enactment of an ordinance declaring the area annexed to the municipality, the annexation is complete; and

**WHEREAS**, using the definition of “contiguous” as outlined in S.C. Code Section 5-3-305, the Town Council has determined that the above referenced property is contiguous to the corporate limits of the Town of Seabrook Island; and

**WHEREAS**, the Town Council has further determined that that the annexation petition has been signed by all persons owning real estate in the area requesting annexation; and

**WHEREAS**, the Town Council has further determined that the proposed zoning designation of [MU Mixed Use (Andell)] is consistent with the recommendations contained within the Town of Seabrook Island Comprehensive Plan (2019), which was adopted by Ordinance No. 2019-06 on July 23, 2019; and

**WHEREAS**, the Town Council has further determined that the proposed annexation and zoning designation satisfy the criteria for map amendments, as defined in Section 19.3(B) of the DSO; and

**WHEREAS**, the Town Council has further determined that annexation of the Property will be in the best interest of the Town; and

**NOW, THEREFORE**, pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, **BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF SEABROOK ISLAND:**

**SECTION 1. Annexation.**

The corporate limits of the Town are hereby extended so as to include, annex and make a part of said Town, the above-described Property, being more or less 17.75 acres, the same being fully described in the attached Exhibit A, and shown on the survey in the attached Exhibit B.

**SECTION 2. Zoning Classification of Annexed Property.**

Upon annexation into the corporate limits of the Town, the above-described Property shall be zoned, as follows: [MU Mixed Use (Andell)].

**SECTION 3. Zoning Map Amended.**

The Official Zoning District Map of the Town of Seabrook Island (the "Zoning Map") is hereby amended so as to include the above-described Property within the corporate limits of the Town, and to apply a zoning designation of [MU Mixed Use (Andell)] to the Property on the Zoning Map.

**SECTION 4. Notification.**

Notice of the annexation of the above-described Property and the inclusion thereof within the corporate limits of the Town shall forthwith be filed by the Town Clerk with the Secretary of State of South Carolina (SCSOS), the South Carolina Department of Public Safety (SCDPS), and the South Carolina Department of Transportation (SCDOT), pursuant to S.C. Code Section 5-3-90(E).

**SECTION 5. Severability.**

If any section, subsection, paragraph, clause, or provision of this ordinance shall be deemed to be unconstitutional, unenforceable, or otherwise invalid by the final decision of a court of competent jurisdiction, it shall be construed to have been the legislative intent of Town Council to pass said ordinance without such unconstitutional provision, and the validity of all remaining sections,

subsections, paragraphs, clauses, or provisions of said ordinance shall not be affected thereby. If said ordinance, or any provision thereof, is held by the final decision of a court of competent jurisdiction to be inapplicable to any person, group of persons, property, kind of property, circumstances or set of circumstances, such holding shall not affect the applicability thereof to any other persons, property or circumstances.

**SECTION 6. Effective Date.**

This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2023, having been duly adopted by the Town Council for the Town of Seabrook Island on the \_\_\_\_ day of \_\_\_\_\_, 2023.

First Reading: August 22, 2023  
Public Hearing: August 22, 2023  
Second Reading: September 26, 2023

TOWN OF SEABROOK ISLAND

\_\_\_\_\_  
John Gregg, Mayor

ATTEST

\_\_\_\_\_  
Katharine E. Watkins, Town Clerk

## EXHIBIT A

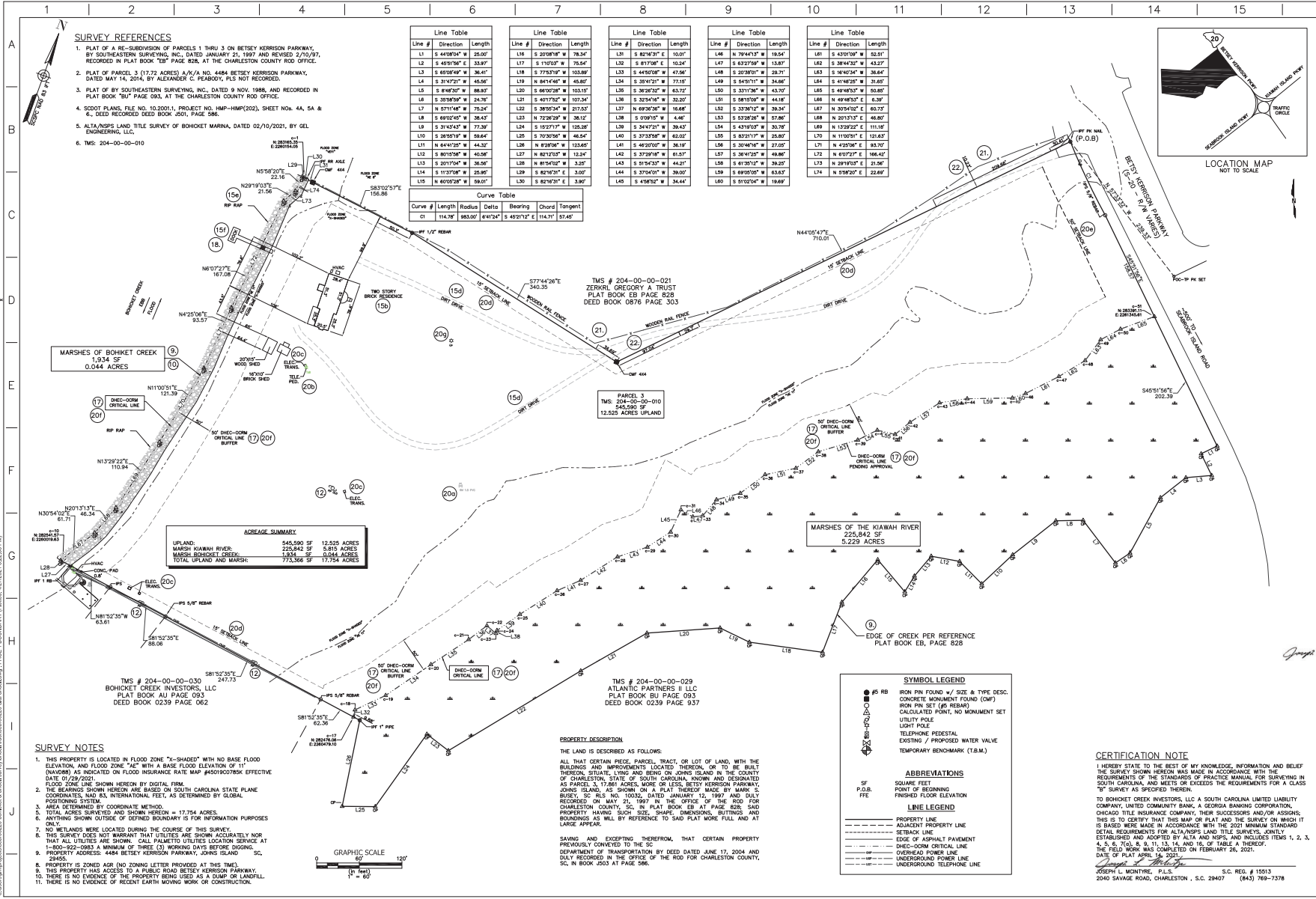
### LEGAL DESCRIPTION

All that certain piece, parcel, tract, or lot of land, with the buildings and improvements located thereon, or to be built thereon, situate, lying and being on Johns Island in the County of Charleston, State of South Carolina, known and designated as **TRACT 3, 17.75 ACRES, MORE OR LESS, BETSY KERRISON PARKWAY, JOHNS ISLAND**, as shown on a survey thereof made by GEL Engineering, LLC dated April 14, 2021 and being the same property as shown on a plat thereof made by Mark S. Busey, SC RLS No. 10032, dated January 12, 1997 and duly recorded on May 21, 1997 in the Office of the ROD for Charleston County, SC, in Plat Book EB at Page 828; SAID property having such size, shape, dimensions, buttings and boundings as will by reference to said Plat more full and at large appear.

SAVING AND EXCEPTING THEREFROM, that certain property previously conveyed to the SC Department of Transportation by Deed dated June 17, 2004, and duly recorded July 27, 2004, in the Office of the Register of Deeds for Charleston County, SC, in Book J503 at Page 586.

**EXHIBIT B**

**PROPERTY SURVEY**



**SURVEY REFERENCES**

1. PLAT OF A RE-SUBDIVISION OF PARCELS 1 THRU 3 ON BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "B" PAGE 828, AT THE CHARLESTON COUNTY ROAD OFFICE.
2. PLAT OF PARCEL 3 (17.72 ACRES) A/K/A NO. 4484 BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "B" PAGE 828, AT THE CHARLESTON COUNTY ROAD OFFICE.
3. PLAT OF BY SOUTHEASTERN SURVEYING, INC. DATED 9 NOV. 1988, AND RECORDED IN PLAT BOOK "B" PAGE 093, AT THE CHARLESTON COUNTY ROAD OFFICE.
4. SCOTT PLANS, FILE NO. 10-20011, PROJECT NO. HMP-HMP(202), SHEET Nos. 4A, 5A & 6, DEED RECORDED DEED BOOK 300, PAGE 586.
5. ALTA/NGPS LAND TITLE SURVEY OF BOHCKET MARINA, DATED 02/10/2021, BY GEL ENGINEERING, LLC.
6. TMS: 204-00-00-010

Line #	Direction	Length
L1	S 49'00" W	25.07'
L2	S 49'50" E	33.97'
L3	S 60'00" W	36.47'
L4	S 37'27" W	45.56'
L5	S 46'45" W	46.83'
L6	S 33'00" W	24.78'
L7	N 57'14" W	75.24'
L8	S 60'02" W	36.47'
L9	S 33'45" W	77.30'
L10	S 28'50" W	59.64'
L11	N 64'41" W	44.32'
L12	S 60'15" W	40.58'
L13	S 20'10" W	36.50'
L14	N 11'37" W	25.95'
L15	N 40'28" W	59.01'

Line #	Direction	Length
L16	S 20'08" W	78.34'
L17	N 17'03" W	76.54'
L18	S 77'53" W	103.89'
L19	N 84'44" W	46.86'
L20	S 86'07" W	103.10'
L21	S 40'17" W	107.34'
L22	S 38'55" W	217.57'
L23	N 72'08" W	38.12'
L24	S 12'27" W	118.58'
L25	S 70'30" W	48.54'
L26	N 8'28" W	123.65'
L27	N 82'17" W	13.24'
L28	N 81'00" W	33.97'
L29	S 82'47" W	3.00'
L30	S 82'17" W	3.90'

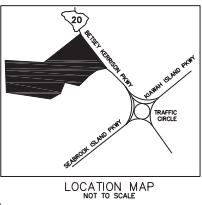
Line #	Direction	Length
L31	S 82'17" W	10.97'
L32	S 81'70" W	10.24'
L33	S 44'50" W	47.96'
L34	S 59'47" W	77.17'
L35	S 30'25" W	63.72'
L36	S 32'54" W	32.87'
L37	N 69'38" W	16.68'
L38	S 59'09" W	4.46'
L39	S 34'47" W	39.62'
L40	S 37'37" W	62.02'
L41	S 46'20" W	38.19'
L42	S 37'29" W	61.57'
L43	S 51'32" W	44.27'
L44	S 37'04" W	39.07'
L45	S 45'52" W	34.44'

Line #	Direction	Length
L46	N 79'44" W	19.54'
L47	S 63'27" W	13.87'
L48	S 20'30" W	28.71'
L49	S 60'11" W	34.46'
L50	S 33'17" W	43.10'
L51	S 58'15" W	44.18'
L52	S 33'07" W	39.34'
L53	S 33'25" W	57.86'
L54	S 43'30" W	30.39'
L55	S 87'51" W	25.87'
L56	S 30'46" W	27.20'
L57	N 30'41" W	49.86'
L58	S 61'02" W	39.37'
L59	S 69'05" W	63.67'
L60	S 51'02" W	19.89'

Line #	Direction	Length
L61	S 43'30" W	52.91'
L62	S 38'44" W	43.37'
L63	S 16'40" W	36.44'
L64	S 44'48" W	31.65'
L65	S 48'48" W	50.87'
L66	N 49'48" W	6.39'
L67	N 30'54" W	60.73'
L68	N 20'15" W	46.86'
L69	N 13'27" W	111.18'
L70	N 11'05" W	121.63'
L71	N 42'08" W	93.10'
L72	N 30'17" W	186.47'
L73	N 29'10" W	21.96'
L74	N 59'20" W	22.66'

Curve #	Length	Radius	Delta	Bearing	Chord	Tangent
C1	114.78'	983.00'	64°12'4"	S 49°12'2" E	114.71'	57.46'

Category	Area (SF)	Area (ACRES)
UPLAND	545,590 SF	12,529 ACRES
MARSH KIAWAH RIVER	225,842 SF	5,229 ACRES
MARSH BOHCKET CREEK	1,934 SF	0.044 ACRES
TOTAL UPLAND AND MARSH	773,366 SF	17,754 ACRES



Charleston, SC 29407  
 2040 Savage Road  
 Charleston, SC 29407  
 P: 843.763.1777  
 F: 843.763.1777  
**GEL Engineering LLC**  
 a member of THE GEL GROUP, INC.  
 ENGINEERING  
 CONSULTING  
 SURVEYING  
 10/12/2021  
 10/12/2021

ALTA/NGPS LAND TITLE SURVEY OF ANDELL TRACT - TRACT 3 - PREPARED FOR BOHCKET INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, AND/OR ASSIGNS, THEIR SUCCESSORS AND/OR ASSIGNS, LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SOUTH CAROLINA.



DATE SURVEYED: Nov 2020-Feb 2021  
 LAST REVISED: 04/14/2021  
 DRAWING FILENAME: s8082020-010-ANDELL.dwg

DRAWN/CHECKED: MCG/JLM  
 APPROVED/PLOTTED: JLM  
 PROJECT NUMBER: SBBR0220  
 SHEET NUMBER: 1  
 OF 3

**SURVEY NOTES**

1. THIS PROPERTY IS LOCATED IN FLOOD ZONE "X-SHADED" WITH NO BASE FLOOD ELEVATION, AND FLOOD ZONE "AE" WITH A BASE FLOOD ELEVATION OF 11' (DAWGERS) AS INDICATED ON FLOOD INSURANCE RATE MAP #8082020M EFFECTIVE DATE 07/29/2021.
2. THE BEARINGS SHOWN HEREON ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATES, LAND AREA, INTERNATIONAL FEET, AS DETERMINED BY GLOBAL POSITIONING SYSTEM.
3. AREA DETERMINED BY COORDINATE METHOD.
4. TOTAL ACRES SURVEYED AND SHOWN HEREON = 17,754 ACRES.
5. ANYTHING SHOWN OUTSIDE OF DEFINED BOUNDARY IS FOR INFORMATION PURPOSES ONLY.
6. NO WETLANDS WERE LOCATED DURING THE COURSE OF THIS SURVEY.
7. THIS SURVEY DOES NOT WARRANT THAT UTILITIES ARE SHOWN ACCURATELY NOR THAT ALL UTILITIES ARE SHOWN. CALL PALMETTO UTILITIES LOCATION SERVICE AT 1-800-923-0883 A MINIMUM OF THREE (3) WORKING DAYS BEFORE DIGGING.
8. PROPERTY ADDRESS: 4484 BETSEY KERRISON PARKWAY, JOHNS ISLAND, SC, 29465.
9. PROPERTY IS ZONED AGR (NO ZONING LETTER PROVIDED AT THIS TIME).
10. THIS PROPERTY HAS ACCESS TO A PUBLIC ROAD BETSEY KERRISON PARKWAY.
11. THERE IS NO EVIDENCE OF THE PROPERTY BEING USED AS A DUMP OR LANDFILL.
12. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK OR CONSTRUCTION.

**PROPERTY DESCRIPTION**  
 THE LAND IS DESCRIBED AS FOLLOWS:  
 ALL THAT CERTAIN PIECE, PARCEL, TRACT, OR LOT OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS LOCATED THEREON, OR TO BE BUILT THEREON, SITUATE, LYING AND BEING ON JOHNS ISLAND AND IN THE COUNTY OF CHARLESTON, STATE OF SOUTH CAROLINA, KNOWN AND DESIGNATED AS PARCEL 3, 17,869 ACRES, MORE OR LESS, BETSEY KERRISON PARKWAY, JOHNS ISLAND, AS SHOWN ON A PLAT THEREOF MADE BY MARK S. BEYER, S.C. REG. NO. 110032, DATED JANUARY 11, 1997 AND PLAT RECORDED ON MAP NO. 1997 IN THE OFFICE OF THE HD FOR CHARLESTON COUNTY, SC, IN PLAT BOOK "B" AT PAGE 828, SAID PROPERTY HAVING SAID 282.28 SHARP DIMENSIONED BUTTRISS AND BOUNDINGS AS WELL BY REFERENCE TO SAID PLAT MORE FULL AND AT LARGE APPEAR.  
 SAVING AND EXCEPTING THEREFROM, THAT CERTAIN PROPERTY PREVIOUSLY CONVEYED TO THE SC DEPARTMENT OF TRANSPORTATION BY DEED DATED JUNE 17, 2004 AND DULY RECORDED IN THE OFFICE OF THE HD FOR CHARLESTON COUNTY, SC, IN BOOK 3503 AT PAGE 586.

**SYMBOL LEGEND**

- PS 5/8" REBAR
- CONCRETE MONUMENT FOUND W/ SIZE & TYPE DESC.
- IRON PIN SET (PS REBAR)
- CALCULATED POINT, NO MONUMENT SET
- UTILITY POLE
- LIGHT POLE
- TELEPHONE PEDESTAL
- EXISTING / PROPOSED WATER VALVE
- TEMPORARY BENCHMARK (T.S.M.)

**ABBREVIATIONS**

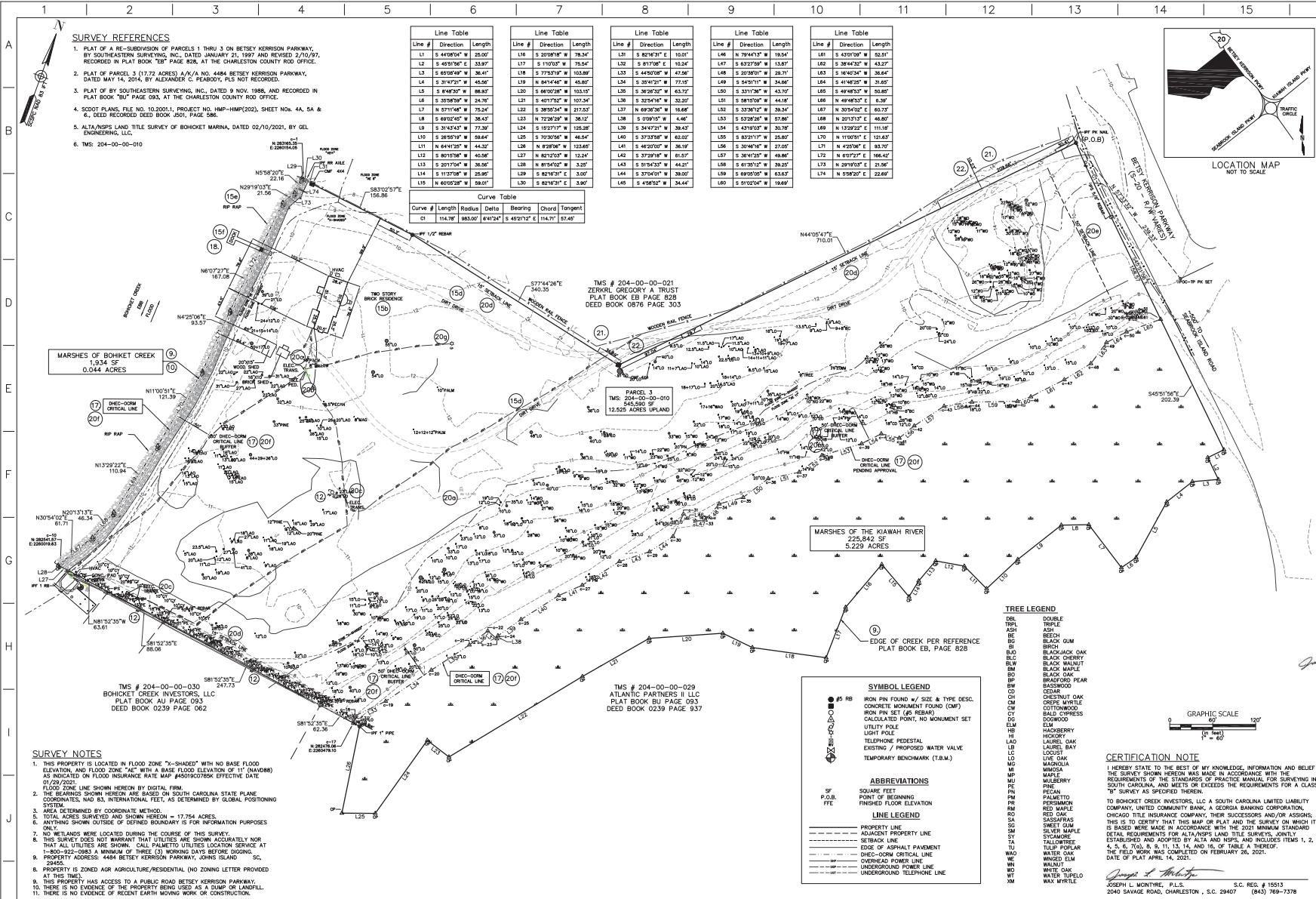
- SF: SQUARE FEET
- P.O.B.: POINT OF BEGINNING
- FTE: FINISHED FLOOR ELEVATION

**LINE LEGEND**

- Solid line: PROPERTY LINE
- Dashed line: ADJACENT PROPERTY LINE
- Dotted line: SETBACK LINE
- Line with dashes: EDGE OF ASPHALT PAVEMENT
- Line with triangles: DHEC-00M OPTICAL LINE
- Line with squares: OVERHEAD POWER LINE
- Line with circles: UNDERGROUND POWER LINE
- Line with crosses: UNDERGROUND TELEPHONE LINE

**CERTIFICATION NOTE**  
 I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN.  
 TO BOHCKET INVESTORS, LLC A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, CHICAGO TITLE INSURANCE COMPANY, THEIR SUCCESSORS AND/OR ASSIGNS, THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD PRACTICE REQUIREMENTS FOR ALTA/NGPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, AND 15 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 26, 2021.  
 DATE OF PLAT APRIL 16, 2021  
 Joseph L. Montyrie, P.E. S.C. REG. # 161513  
 2040 SAVAGE ROAD, CHARLESTON, S.C. 29407 (843) 769-7378





**Engineering LLC**  
a member of THE GEL GROUP, INC.  
SURVEYING & ENGINEERING

2040 Savage Road  
Charleston, SC 29407  
843.789.7378

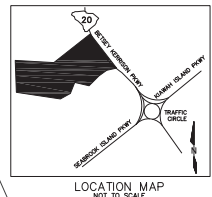
**DATE SURVEYED** Nov-Dec 2020  
**LAST REVISED** 01/04/2020  
**DRAWING FILENAME** SEBR00220-08-ALTA-01.dwg  
**DRAWN/CHECKED** JLM  
**APPROVED/PLOTTED** JLM  
**PROJECT NUMBER** SEBR00220  
**SHEET NUMBER** 2

**CERTIFICATION STATE**  
I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN.

**JOSEPH L. MONTRE, P.L.L.C.**  
2040 SAVAGE ROAD, CHARLESTON, S.C. 29407 (843) 789-7378

**SURVEY REFERENCES**

1. PLAT OF A RE-SUBDIVISION OF PARCELS 1 THRU 3 ON BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97. RECORDED IN PLAT BOOK "B" PAGE 826. AT THE CHARLESTON COUNTY ROAD OFFICE.
2. PLAT OF PARCEL 3 (17.72 ACRES) A/K/A NO. 4484 BETSEY KERRISON PARKWAY, DATED MAY 14, 2004 BY LAY ALEXANDER S. PEARSON, P.L.S. NOT RECORDED.
3. PLAT OF BY SOUTHEASTERN SURVEYING, INC. DATED 9 NOV. 1988, AND RECORDED IN PLAT BOOK "BU" PAGE 093, AT THE CHARLESTON COUNTY ROAD OFFICE.
4. SCODOT PLANS, FILE NO. 10.2001.1, PROJECT NO. HMP-HMP(202), SHEET Nos. 4A, 5A & 6. DEED RECORDED DEED BOOK 300, PAGE 586.
5. ALTA/NSPS LAND TITLE SURVEY OF BOHCKET MARINA, DATED 02/10/2021, BY GEL ENGINEERING, LLC.
6. TMS: 204-00-00-010



**SURVEY NOTES**

1. THIS PROPERTY IS LOCATED IN FLOOD ZONE "X-1" WITH NO BASE FLOOD ELEVATION AND FLOOD ZONE "X-1" WITH A BASE FLOOD ELEVATION OF 17' (NAVD88) AS INDICATED ON FLOOD INSURANCE RATE MAP 48010C0288K EFFECTIVE DATE 01/29/2020.
2. THE BEARINGS SHOWN HEREON ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATES, NAD 83, INTERNATIONAL FEET, AS DETERMINED BY GLOBAL POSITIONING SYSTEM.
3. AREA DETERMINED BY COORDINATE METHOD.
4. TOTAL ACRES SURVEYED AND SHOWN HEREON = 17.754 ACRES.
5. ANYTHING SHOWN OUTSIDE OF DEFINED BOUNDARY IS FOR INFORMATION PURPOSES ONLY.
6. NO WETLANDS WERE LOCATED DURING THE COURSE OF THIS SURVEY.
7. THIS SURVEY DOES NOT WARRANT THAT UTILITIES ARE SHOWN ACCURATELY NOR THAT ALL UTILITIES ARE SHOWN. CALL PALMETTO UTILITIES LOCATION SERVICE AT 1-800-522-0283 A MINIMUM OF THREE (3) WORKING DAYS BEFORE DIGGING, SC, 29405.
8. PROPERTY ADDRESS: 4484 BETSEY KERRISON PARKWAY, JOHNS ISLAND, SC, 29405.
9. PROPERTY IS ZONED AGR AGRICULTURE/RESIDENTIAL (NO ZONING LETTER PROVIDED AT THIS TIME).
10. THIS PROPERTY HAS ACCESS TO A PUBLIC ROAD BETSEY KERRISON PARKWAY.
11. THERE IS NO EVIDENCE OF THE PROPERTY BEING USED AS A DUMP OR LANDFILL.
12. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK OR CONSTRUCTION.

**SYMBOL LEGEND**

- IRON PIN FOUND W/ SIZE & TYPE DESC.
- CONCRETE MONUMENT FOUND (CMP)
- IRON PIN SET (AS REBAR)
- CALCULATED POINT, NO MONUMENT SET
- UTILITY POLE
- LIGHT POLE
- TELEPHONE PEDESTAL
- EXISTING / PROPOSED WATER VALVE
- TEMPORARY BENCHMARK (T.B.M.)

**ABBREVIATIONS**

SP	SQUARE FEET
P.O.B.	POINT OF BEGINNING
F.F.E.	FINISHED FLOOR ELEVATION

**LINE LEGEND**

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- SETBACK LINE
- EDGE OF ASPHALT PAVEMENT
- DHC-OEM CRITICAL LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND TELEPHONE LINE

- TREE LEGEND**
- DBL DOUBLE
  - TWR TWIG
  - ASH
  - BCH BECH
  - BLG BLACK GUM
  - BRS BIRCH
  - BLK BLACKJACK OAK
  - BLC BLACK CHERRY
  - BLW BLACK WALNUT
  - BLM BLACK MAPLE
  - BMF BLACK MOUNTAIN FERN
  - BRP BRADFORD PEAR
  - BAL BALD PINE
  - CD CEDAR
  - CDNB CEDAR NUT
  - CRP CREPE MYTLE
  - COY COTTONWOOD
  - BLD BALD CYPRESS
  - DOG DOGWOOD
  - ELM ELM
  - HS HICKORY
  - LAO LAUREL OAK
  - LAU LAUREL BAY
  - LOC LOCUST
  - LRG LARGO
  - MG MANGROVE
  - MRM MYRTLE
  - MAO MALE
  - MLB METALBERRY
  - PIE PINE
  - PECA PECAN
  - PAI PALMETTO
  - PER PERFORM
  - RED RED MAPLE
  - ROB ROSE OAK
  - SC SCALOPPER
  - SMT SWEET GUM
  - SLA SLAVY
  - SYG SYCAMORE
  - TOX TOXOPARIS
  - TU TULIP POPLAR
  - WAT WATER OAK
  - WNE WINNED OAK
  - WEL WHITE ELM
  - WHI WHITE
  - WT WATER TURTLE
  - WAX WAX MYRTLE
- GRAPHIC SCALE**  
0 50 100 FEET



**TOWN OF SEABROOK ISLAND**

**ORDINANCE NO. 2023-07**

**ADOPTED \_\_\_\_\_**

**AN ORDINANCE ADOPTING A MIXED-USE CONCEPT PLAN & DEVELOPMENT CONDITIONS FOR THE ANDELL MIXED-USE PROJECT**

**WHEREAS**, the parcel commonly identified, as of the effective date of this ordinance, as Charleston County Tax Map Number 204-00-00-010, containing approximately 17.75 +/- acres located at 4484 Betsy Kerrison Parkway and being more particularly described in the attached Exhibit A (the “Site”) and shown in the attached Exhibit B, (the “Survey”) was annexed to and made a part of the Town of Seabrook Island by ordinance adopted by the Town Council for the Town of Seabrook Island (the “Town Council”) on \_\_\_\_\_, 2023 (Ordinance No. 2023-\_\_\_); and

**WHEREAS**, pursuant to Ordinance No. 2023-\_\_\_, the Site was zoned as follows: MU Mixed-Use (Andell); and

**WHEREAS**, Section 7.4(C)(1)(a), of the Development Standards Ordinance for the Town of Seabrook Island (the “DSO”), requires as part of the approval process that a Mixed-Use Development Project shall contain a concept plan and, if applicable, development conditions; and

**WHEREAS**, the applicant has submitted Development Conditions for the Site as shown within the attached Exhibit C (the “Development Conditions”), and a Concept Plan for the Site as shown within the attached Exhibit D (the “Concept Plan”), both of which have been reviewed by the Planning Commission and the Town Council and found to be consistent with the Town’s Comprehensive Plan and the review criteria outlined in Section 7.5 of the DSO;

**NOW, THEREFORE**, pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, **BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF SEABROOK ISLAND:**

**Section 1. Development Conditions Adopted.**

The Development Conditions for the Andell Mixed-Use Project, as shown within the attached Exhibit C, are hereby adopted by reference as if fully set forth herein. Where any conflicts exist between the Development Conditions and the DSO, the more restrictive provision shall apply. A copy of these development conditions shall be maintained on file in the office of the Town Clerk and the Zoning Administrator.

**Section 2. Concept Plan Adopted.**

The Concept Plan for the Andell Mixed-Use Project, as shown within the attached Exhibit D, is hereby adopted by reference as if fully set forth herein. A copy of this Concept Plan shall be maintained on file in the office of the Town Clerk and the Zoning Administrator.

**Section 3. Applicability.**

The provisions of this ordinance shall apply to the parcel commonly identified as Charleston County Tax Map Number 204-00-00-010 as of the effective date of this ordinance, containing approximately 17.75 +/- acres located at 4484 Betsy Kerrison Parkway and being more particularly described in the attached Exhibit A and shown in the attached Exhibit B.

**Section 4. Severability.**

If any section, subsection, paragraph, clause, or provision of this ordinance shall be deemed to be unconstitutional, unenforceable, or otherwise invalid by the final decision of a court of competent jurisdiction, it shall be construed to have been the legislative intent of Town Council to pass said ordinance without such unconstitutional provision, and the validity of all remaining sections, subsections, paragraphs, clauses, or provisions of said ordinance shall not be affected thereby. If said ordinance, or any provision thereof, is held by the final decision of a court of competent jurisdiction to be inapplicable to any person, group of persons, property, kind of property, circumstances or set of circumstances, such holding shall not affect the applicability thereof to any other persons, property or circumstances.

**Section 5. Conflicting Ordinances Repealed.**

All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 6. Effective Date.**

This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2023, having been duly adopted by the Town Council for the Town of Seabrook Island on the \_\_\_\_ day of \_\_\_\_\_, 2023.

First Reading: August 22, 2023  
Public Hearing: August 22, 2023  
Second Reading: September 26, 2023

TOWN OF SEABROOK ISLAND

\_\_\_\_\_  
John Gregg, Mayor

ATTEST

\_\_\_\_\_  
Katharine E. Watkins, Town Clerk

EXHIBIT A

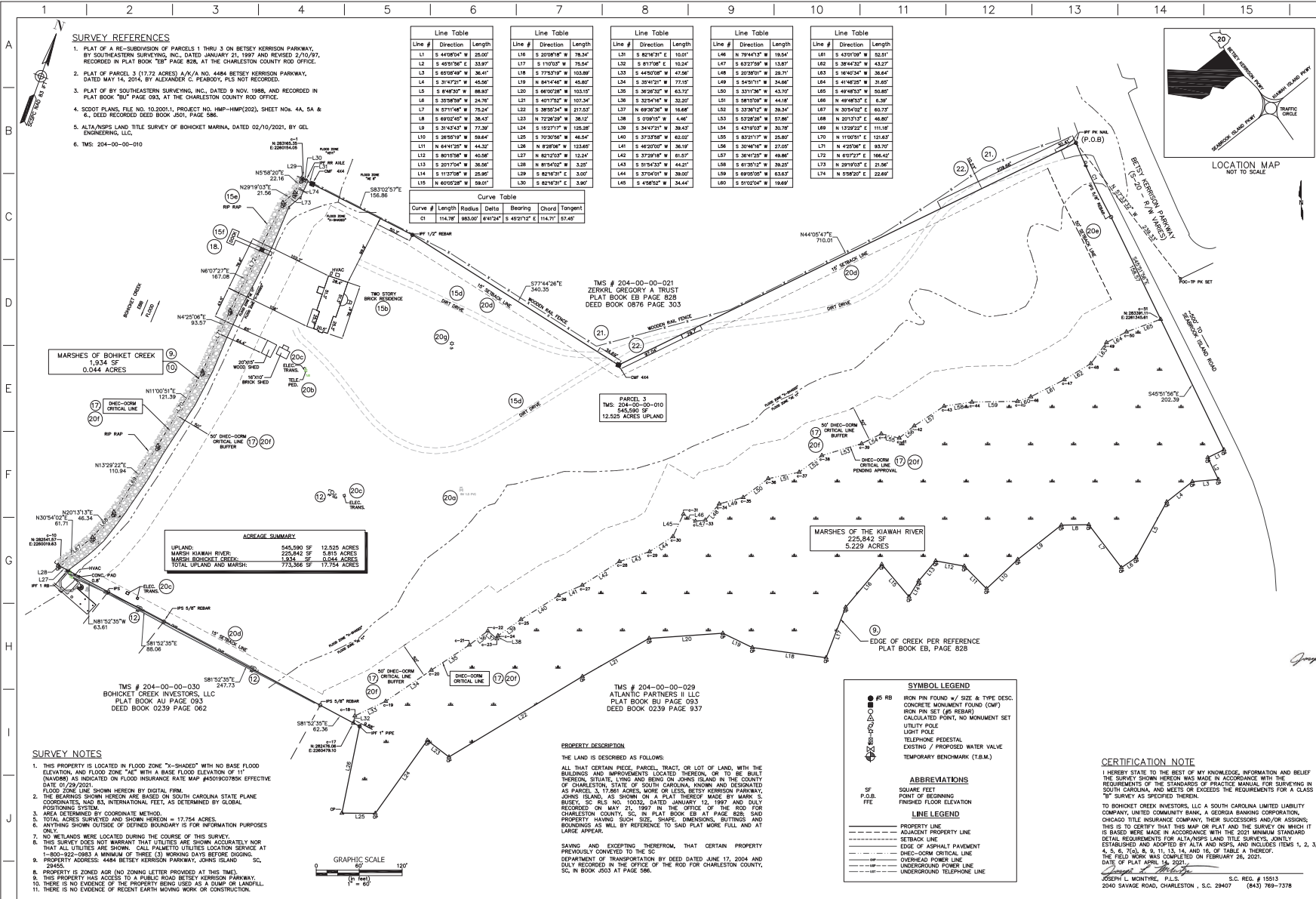
**LEGAL DESCRIPTION  
ANDELL MIXED-USE PROJECT**

All that certain piece, parcel, tract, or lot of land, with the buildings and improvements located thereon, or to be built thereon, situate, lying and being on Johns Island in the County of Charleston, State of South Carolina, known and designated as **TRACT 3, 17.75 ACRES, MORE OR LESS, BETSY KERRISON PARKWAY, JOHNS ISLAND**, as shown on a survey thereof made by GEL Engineering, LLC dated April 14, 2021 and being the same as shown on a plat thereof made by Mark S. Busey, SC RLS No. 10032, dated January 12, 1997 and duly recorded on May 21, 1997 in the Office of the ROD for Charleston County, SC, in Plat Book EB at Page 828; SAID property having such size, shape, dimensions, buttings and boundings as will by reference to said Plat more full and at large appear.

SAVING AND EXCEPTING THEREFROM, that certain property previously conveyed to the SC Department of Transportation by Deed dated June 17, 2004, and duly recorded July 27, 2004, in the Office of the Register of Deeds for Charleston County, SC, in Book J503 at Page 586.

**EXHIBIT B**

**Property Survey**



**SURVEY REFERENCES**

1. PLAT OF A RE-SUBDIVISION OF PARCELS 1 THRU 3 ON BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "B" PAGE 928, IN THE CHARLESTON COUNTY ROAD OFFICE.
2. PLAT OF PARCEL 3 (17.72 ACRES) A/K/A NO. 4484 BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "B" PAGE 928, IN THE CHARLESTON COUNTY ROAD OFFICE.
3. PLAT OF BY SOUTHEASTERN SURVEYING, INC. DATED 9 NOV. 1988, AND RECORDED IN PLAT BOOK "B" PAGE 093, AT THE CHARLESTON COUNTY ROAD OFFICE.
4. SCOTT PLANS, FILE NO. 10-20011, PROJECT NO. HMP-HMP(202), SHEET Nos. 4A, 5A & 6, DEED RECORDED DEED BOOK 300, PAGE 586.
5. ALTA/NPS LAND TITLE SURVEY OF BOHCKET MARINA, DATED 02/10/2021, BY GEL ENGINEERING, LLC.
6. TMS: 204-00-00-010

Line Table		Line Table		Line Table		Line Table		Line Table			
Line #	Direction	Length	Line #	Direction	Length	Line #	Direction	Length	Line #	Direction	Length
L1	S 49'00"W	25.00'	L16	S 20'08"W	78.34'	L31	S 82'14"W	10.07'	L46	N 79'44"E	19.54'
L2	S 49'50"W	33.97'	L17	N 17'03"W	76.54'	L32	S 81'70"W	10.24'	L47	S 63'27"E	13.87'
L3	S 49'00"W	36.47'	L18	S 77'53"W	103.89'	L33	S 44'50"W	47.94'	L48	S 20'30"W	29.71'
L4	S 33'27"W	45.58'	L19	N 84'14"E	46.87'	L34	S 39'47"W	77.17'	L49	S 84'51"W	34.48'
L5	S 44'45"W	46.83'	L20	S 96'07"E	103.10'	L35	S 30'20"E	63.72'	L50	S 33'17"E	43.10'
L6	S 33'29"W	24.78'	L21	S 40'17"E	107.34'	L36	S 32'54"E	32.82'	L51	S 81'50"W	44.18'
L7	N 57'14"W	75.24'	L22	S 38'50"E	217.57'	L37	N 69'30"E	16.64'	L52	S 33'07"E	39.34'
L8	S 49'02"W	36.47'	L23	N 72'28"W	38.12'	L38	S 59'09"E	4.46'	L53	S 33'29"E	57.86'
L9	S 33'45"E	77.30'	L24	S 12'27"W	155.29'	L39	S 34'17"E	39.67'	L54	S 43'50"E	30.76'
L10	S 38'50"W	59.64'	L25	S 70'30"E	48.54'	L40	S 37'37"E	62.02'	L55	S 87'51"E	25.87'
L11	N 64'41"E	44.32'	L26	N 83'08"W	123.65'	L41	S 46'20"W	38.19'	L56	S 30'46"E	27.20'
L12	S 49'15"W	40.56'	L27	N 82'17"W	123.24'	L42	S 37'29"E	61.57'	L57	N 30'41"E	49.86'
L13	S 20'15"W	36.56'	L28	N 81'00"W	13.97'	L43	S 51'32"E	44.27'	L58	S 61'02"E	39.57'
L14	N 11'37"W	25.95'	L29	S 82'14"E	3.00'	L44	S 37'04"E	39.07'	L59	S 69'05"E	63.87'
L15	N 40'28"E	59.01'	L30	S 82'14"E	3.80'	L45	S 45'52"E	34.44'	L60	S 51'02"E	19.89'

**Curve Table**

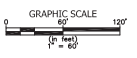
Curve #	Length	Radius	Delta	Bearing	Chord	Tangent
C1	114.78'	983.00'	64°12'4"	S 45°12'2" E	114.71'	57.46'

**ADAGE SUMMARY**

UPLAND:	545,590 SF	12,529 ACRES
MARSH KIWAH RIVER:	225,842 SF	5,818 ACRES
MARSH BOHCKET CREEK:	1,934 SF	0.044 ACRES
TOTAL UPLAND AND MARSH:	773,366 SF	17,754 ACRES

**SURVEY NOTES**

1. THIS PROPERTY IS LOCATED IN FLOOD ZONE "X-SHADED" WITH NO BASE FLOOD ELEVATION, AND FLOOD ZONE "AE" WITH A BASE FLOOD ELEVATION OF 11' (DAWGBO) AS INDICATED ON FLOOD INSURANCE RATE MAP #880707006 EFFECTIVE DATE 07/29/2021.
2. THE BEARINGS SHOWN HEREON ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATES, LAND AREA, INTERNATIONAL FEET, AS DETERMINED BY GLOBAL POSITIONING SYSTEM.
3. AREA DETERMINED BY COORDINATE METHOD.
4. TOTAL ACRES SURVEYED AND SHOWN HEREON = 17,754 ACRES.
5. ANYTHING SHOWN OUTSIDE OF DEFINED BOUNDARY IS FOR INFORMATION PURPOSES ONLY.
6. NO WETLANDS WERE LOCATED DURING THE COURSE OF THIS SURVEY.
7. THIS SURVEY DOES NOT WARRANT THAT UTILITIES ARE SHOWN ACCURATELY NOR THAT ALL UTILITIES ARE SHOWN. CALL PALMETTO UTILITIES LOCATION SERVICE AT 1-800-923-0883 A MINIMUM OF THREE (3) WORKING DAYS BEFORE DIGGING.
8. PROPERTY ADDRESS: 4484 BETSEY KERRISON PARKWAY, JOHNS ISLAND, SC, 29465.
9. PROPERTY IS ZONED AGR (NO ZONING LETTER PROVIDED AT THIS TIME).
10. THIS PROPERTY HAS ACCESS TO A PUBLIC ROAD BETSEY KERRISON PARKWAY.
11. THERE IS NO EVIDENCE OF THE PROPERTY BEING USED AS A DUMP OR LANDFILL.
12. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK OR CONSTRUCTION.



**PROPERTY DESCRIPTION**  
 THE LAND IS DESCRIBED AS FOLLOWS:  
 ALL THAT CERTAIN PIECE, PARCEL, TRACT, OR LOT OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS LOCATED THEREON, OR TO BE BUILT THEREON, SITUATE, LYING AND BEING ON JOHNS ISLAND IN THE COUNTY OF CHARLESTON, STATE OF SOUTH CAROLINA, KNOWN AND DESIGNATED AS PARCEL 3, 17.880 ACRES, MORE OR LESS, BETSEY KERRISON PARKWAY, JOHNS ISLAND, AS SHOWN ON A PLAT THEREOF MADE BY MARK S. BERRY, S.C. P.L.S. NO. 10002, DATED JANUARY 21, 1997 AND PAID TO CHARLESTON COUNTY, SC, IN PLAT BOOK "B" AT PAGE 928, SAID PROPERTY HAVING SAID 282' SHARP DIMENSIONED BUTTRESS AND BOUNDINGS AS WELL BY REFERENCE TO SAID PLAT MORE FULL AND AT LARGE APPEAR.  
 SAVING AND EXCEPTING THEREFROM, THAT CERTAIN PROPERTY PREVIOUSLY CONVEYED TO THE SC DEPARTMENT OF TRANSPORTATION BY DEED DATED JUNE 17, 2004 AND DULY RECORDED IN THE OFFICE OF THE ROAD FOR CHARLESTON COUNTY, SC, IN BOOK 3503 AT PAGE 586.

**SYMBOL LEGEND**

- 6# RB BORN PIN FOUND W/ SIZE & TYPE DESC.
- CONCRETE MONUMENT FOUND (NO CMP)
- IRON PIN SET (6# REBAR)
- CALCULATED POINT, NO MONUMENT SET
- UTILITY POLE
- LIGHT POLE
- TELEPHONE PEDESTAL
- EXISTING / PROPOSED WATER VALVE
- TEMPORARY BENCHMARK (T.B.M.)

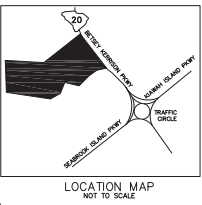
**ABBREVIATIONS**

- SF SQUARE FEET
- P.O.B. POINT OF BEGINNING
- FTE FROSHED FLOOR ELEVATION

**LINE LEGEND**

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- SETBACK LINE
- EDGE OF ASPHALT PAVEMENT
- DEED-CO-DM ORIGINAL LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND TELEPHONE LINE

**CERTIFICATION NOTE**  
 I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN.  
 TO BOHCKET CREEK INVESTORS, LLC A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, CHICAGO TITLE INSURANCE COMPANY, THEIR SUCCESSORS AND/OR ASSIGNS. THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD PRACTICE REQUIREMENTS FOR ALTA/NPS/LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7(a), 8, & 11, 12, 14, AND 16 OF TABLE A HEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 26, 2021. DATE OF PLAT APRIL 16, 2021.  
 JOSEPH L. MONTYRE, P.L.S. S.C. REG. # 15513  
 2040 SAVAGE ROAD, CHARLESTON, S.C. 29407 (843) 789-7378



Charleston, SC 29407  
 2040 Savage Road  
 Charleston, SC 29407  
 PH: 843.789.7378  
 FAX: 843.789.7379

**Engineering LLC**  
 a member of THE GEL GROUP, INC.  
 ENGINEERING

**GEL**  
 professional

ALTA/NPS/LAND TITLE SURVEY OF ANDRELL TRACT - TRACT 3 - PREPARED FOR BOHCKET CREEK INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, CHICAGO TITLE INSURANCE COMPANY, THEIR SUCCESSORS AND/OR ASSIGNS. LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SOUTH CAROLINA.

**JOHN L. MONTYRE, P.L.S.**  
 S.C. REG. # 15513  
 No. 002889

**JOHN L. MONTYRE, P.L.S.**  
 S.C. REG. # 15513  
 No. 002889

**DATE SURVEYED** FB Nov 2020-Feb 2021 1799

**LAST REVISED** 04/14/2021

**DRAWING FILENAME** sbr020220-38-ANDELL.dwg

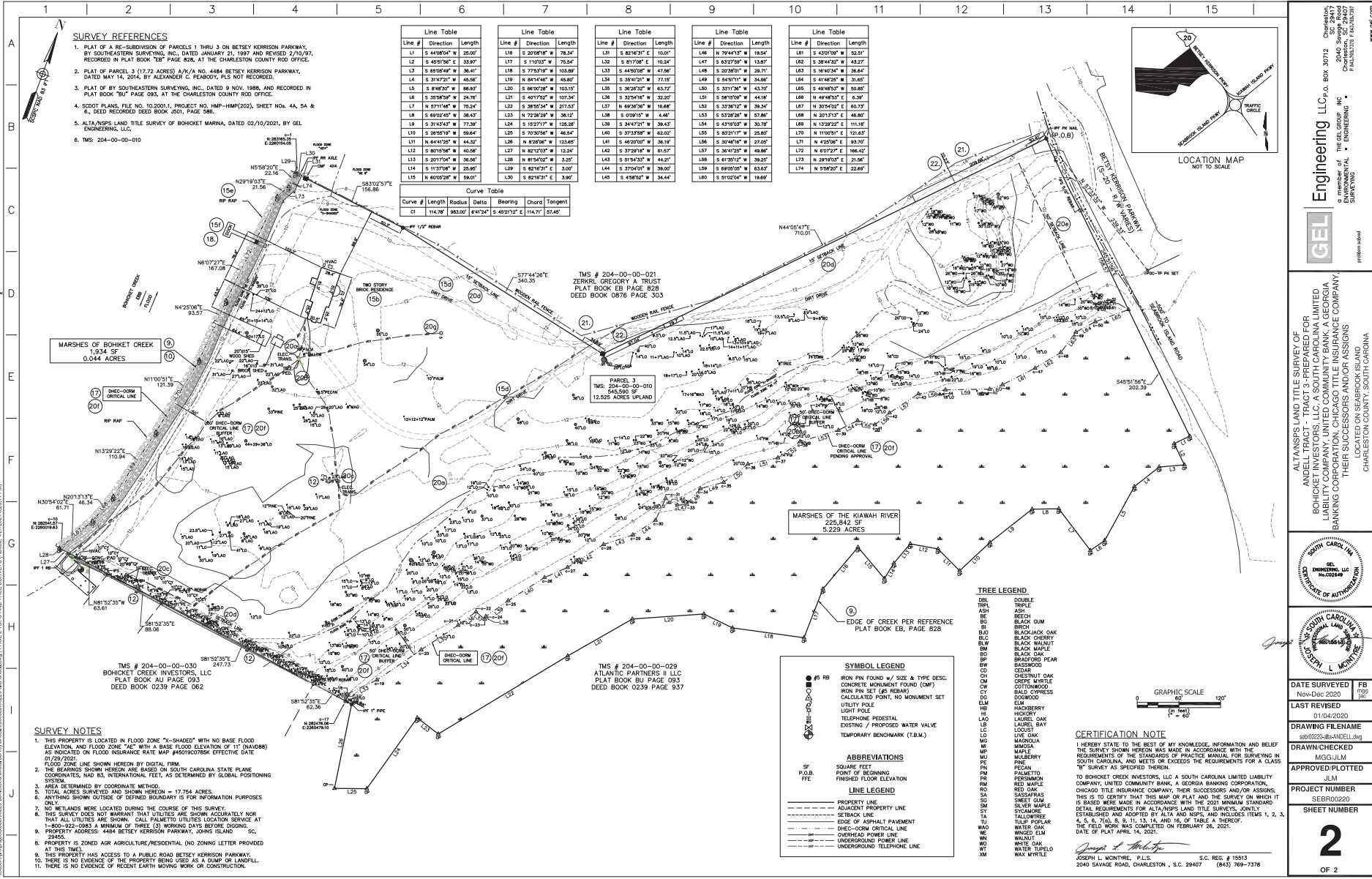
**DRAWN/CHECKED** MCG/JLM

**APPROVED/PLOTTED** JLM

**PROJECT NUMBER** SEBR0220

**SHEET NUMBER** 1

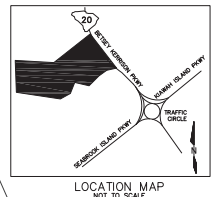
OF 3



**SURVEY REFERENCES**

- 1. PLAT OF A RE-SUBDIVISION OF PARCELS 1 THRU 3 ON BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC., DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "BF" PAGE 928, AT THE CHARLESTON COUNTY ROAD OFFICE.
- 2. PLAT OF PARCEL 3 (17.72 ACRES) A/K/A HD. 4484 BETSEY KERRISON PARKWAY, DATED MAY 14, 2004, BY LAY ALEXANDER S. PEARDY, PLS NOT RECORDED.
- 3. PLAT OF BY SOUTHEASTERN SURVEYING, INC., DATED 9 NOV. 1988, AND RECORDED IN PLAT BOOK "BU" PAGE 093, AT THE CHARLESTON COUNTY ROAD OFFICE.
- 4. SCOTT PLANS, FILE NO. 10.2001.1, PROJECT NO. HMP-HMP(002), SHEET Nos. 4A, 5A & 6, DEED RECORDED DEED BOOK 060, PAGE 596.
- 5. ALTA/NPS'S LAND TITLE SURVEY OF BOHKKET MARINA, DATED 02/10/2021, BY GEL ENGINEERING, L.L.C.
- 6. TMS: 204-00-00-010

Line Tables and Curve Tables with columns for Line #, Direction, Length, and Curve parameters (Radius, Delta, Bearing, Chord, Tangent).



MARSHES OF BOHKKET CREEK  
1,934 SF  
0.044 ACRES

TMS # 204-00-00-021  
ZERKEL GREGORY A TRUST  
PLAT BOOK ED PAGE 529  
DEED BOOK 0876 PAGE 303

MARSHES OF THE KIAWAH RIVER  
5,229 ACRES

TMS # 204-00-00-030  
BOHKKET CREEK INVESTORS, LLC  
PLAT BOOK AU PAGE 093  
DEED BOOK 0239 PAGE 062

TMS # 204-00-00-029  
ATLANTIC PARTNERS II LLC  
PLAT BOOK BU PAGE 093  
DEED BOOK 0239 PAGE 937

**SURVEY NOTES**

- 1. THIS PROPERTY IS LOCATED IN FLOOD ZONE "X2-SHADED" WITH NO BASE FLOOD ELEVATION AND FLOOD ZONE "X2" WITH A BASE FLOOD ELEVATION OF 11' (NAD83) AS INDICATED ON FLOOD INSURANCE RATE MAP #460102078K EFFECTIVE DATE 01/29/2021.
- 2. THE BEARINGS SHOWN HEREON ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATES, NAD 83, INTERNATIONAL FEET, AS DETERMINED BY GLOBAL POSITIONING SYSTEM.
- 3. AREA DETERMINED BY COORDINATE METHOD.
- 4. TOTAL ACRES SURVEYED AND SHOWN HEREON = 17,754 ACRES.
- 5. ANYTHING SHOWN OUTSIDE OF DEFINED BOUNDARY IS FOR INFORMATION PURPOSES ONLY.
- 6. NO WETLANDS WERE LOCATED DURING THE COURSE OF THIS SURVEY.
- 7. THIS SURVEY DOES NOT WARRANT THAT UTILITIES ARE SHOWN ACCURATELY NOR THAT ALL UTILITIES ARE SHOWN. CALL PALMETTO UTILITIES LOCATION SERVICE AT 1-800-922-0983 A MINIMUM OF THREE (3) WORKING DAYS BEFORE DIGGING, SC 29405.
- 8. PROPERTY ADDRESS: 4484 BETSEY KERRISON PARKWAY, JOHNS ISLAND, SC 29465.
- 9. PROPERTY IS ZONED AGR AGRICULTURE/RESIDENTIAL (NO ZONING LETTER PROVIDED AT THIS TIME).
- 10. THIS PROPERTY HAS ACCESS TO A PUBLIC ROAD BETSEY KERRISON PARKWAY.
- 11. THERE IS NO EVIDENCE OF THE PROPERTY BEING USED AS A DUMP OR LANDFILL.
- 12. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK OR CONSTRUCTION.

**SYMBOL LEGEND**  
● #8 RB IRON PIN FOUND W/ SIZE & TYPE DESC.  
○ CONCRETE MONUMENT FOUND (CMF)  
○ IRON PIN SET (AS REBAR)  
○ CALCULATED POINT, NO MONUMENT SET  
○ UTILITY POLE  
○ LIGHT POLE  
○ TELEPHONE PEDESTAL  
○ EXISTING / PROPOSED WATER VALVE  
○ TEMPORARY BENCHMARK (T.B.M.)

**ABBREVIATIONS**  
SF SQUARE FEET  
P.O.B. POINT OF BEGINNING  
FTE FINISHED FLOOR ELEVATION

**LINE LEGEND**  
— PROPERTY LINE  
--- ADJACENT PROPERTY LINE  
- - - ESTATE LINE  
- - - EDGE OF ASPHALT PAVEMENT  
--- DHEC-CONV ORITICAL LINE  
--- OVERHEAD POWER LINE  
--- UNDERGROUND POWER LINE  
- - - UNDERGROUND TELEPHONE LINE

- TREE LEGEND**
- DBL DOUBLE
  - TRN TRIPLE
  - ASH ASH
  - BE BEECH
  - BG BLACK GUM
  - BH BIRCH
  - BL BLACKOAK
  - BLC BLACK CHERRY
  - BLW BLACK WALNUT
  - BMA BLACK MAPLE
  - BM BASSWOOD
  - BF BROWN PEAR
  - BR BALD PINE
  - CD CEDAR
  - CO COASTAL PINE
  - CR CREEK WHITE
  - CT CUTTING
  - CY CYPRUS
  - DBL DOUBLE
  - ELM ELM
  - HO Hickory
  - HS HAWTHORN
  - LA LAUREL OAK
  - LB LAUREL BAY
  - LC LOCUST
  - LD LIVE OAK
  - MG MAGNOLIA
  - MI MIMOSA
  - MP MAPLE
  - MIH MIELBERRY
  - PI PINE
  - PC PECAN
  - PA PALMETTO
  - PR PERSIMMON
  - RM RED MAPLE
  - RO RED OAK
  - SD SLOAN PINE
  - SM SWEET GUM
  - SL SILVER MAPLE
  - SY SYCAMORE
  - TA TALEGUM
  - TU TULIP POPLAR
  - WA WATER OAK
  - WE WEINER ELM
  - WH WHITE HAWTHORN
  - WY WHITE OAK
  - WT WATER TUPLEO
  - WM WAX MYRTLE

**CERTIFICATION NOTE**

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN.

TO BOHKKET CREEK INVESTORS, LLC A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, CHICAGO TITLE INSURANCE COMPANY, THEIR SUCCESSORS AND/OR ASSIGNS, THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NPS'S LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7(a), 8, 9, 11, 13, 14, AND 15, OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 26, 2021. DATE OF PLAT APRIL 14, 2021.

Joseph T. Montre, P.L.L.C. S.C. REG. # 15513  
2040 SAVAGE ROAD, CHARLESTON, S.C. 29407 (843) 769-7376



**Engineering LLC**  
a member of THE GEL GROUP, INC.  
SURVEYING & ENGINEERING  
Charleston, SC 29412  
2040 Savage Road  
P.O. Box 30712  
Charleston, SC 29412  
Charleston, SC 29412  
843-769-7376  
985450339

ALTA/NPS'S LAND TITLE SURVEY OF ANDELL TRACT - TRACT 3 - PREPARED FOR BOHKKET INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, THEIR SUCCESSORS AND/OR ASSIGNS, LOCATED ON SEABOARD ISLAND CHARLESTON COUNTY, SOUTH CAROLINA



DATE SURVEYED Nov-Dec 2020  
LAST REVISED 01/04/2020  
DRAWING FILENAME sbb0220-030-0029.dwg  
DRAWN/CHECKED BY JLM  
APPROVED/PLOTTED BY JLM  
PROJECT NUMBER SEBR00220  
SHEET NUMBER 2  
OF 2

Charleston, SC 29412  
2040 Savage Road  
P.O. Box 30712  
Charleston, SC 29412  
843-769-7376  
985450339





Exhibit C

**DEVELOPMENT CONDITIONS  
ANDELL MIXED-USE PROJECT**

# ANDELL MIXED-USE PROJECT: DEVELOPMENT CONDITIONS

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## GENERAL CONDITIONS

### 1. DEFINITIONS

FOR PURPOSES OF THESE DEVELOPMENT CONDITIONS, THE FOLLOWING TERMS SHALL BE DEFINED AS FOLLOWS, UNLESS THE CONTEXT CLEARLY INDICATES OR REQUIRES A DIFFERENT MEANING:

- A) **CONCEPT PLAN**. THE CONCEPT PLAN FOR THE ANDELL MIXED-USE PROJECT, PREPARED PURSUANT TO THE REQUIREMENTS OF SECTION 7.4(C) OF THE DSO AND ATTACHED AS EXHIBIT C TO ORDINANCE NO. 2023-\_\_\_\_, WHICH WAS ADOPTED BY THE MAYOR AND COUNCIL FOR THE TOWN OF SEABROOK ISLAND ON \_\_\_\_\_, 2023.
- B) **DEVELOPER**. BOHICKET CREEK INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY. FOR PURPOSES OF THESE DEVELOPMENT CONDITIONS, THE TERM “DEVELOPER” SHALL INCLUDE SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS.
- C) **DSO**. THE DEVELOPMENT STANDARDS ORDINANCE FOR THE TOWN OF SEABROOK ISLAND.
- D) **MU DISTRICT**. THE MIXED-USE DEVELOPMENT DISTRICT, AS FURTHER DEFINED IN ARTICLE 7 OF THE DSO.
- E) **SITE**. THE ANDELL MIXED-USE PROJECT, AS FULLY DESCRIBED IN THE LEGAL DESCRIPTION ATTACHED AS EXHIBIT A TO ORDINANCE NO. 2023-\_\_\_\_, WHICH WAS ADOPTED BY THE MAYOR AND COUNCIL FOR THE TOWN OF SEABROOK ISLAND ON \_\_\_\_\_, 2023.
- F) **SCDHEC**. THE SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL.
- G) **SCDOT**. THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION.
- H) **SIUC**. THE SEABROOK ISLAND UTILITY COMMISSION.
- I) **SJWC**. THE ST. JOHN’S WATER COMPANY, INC.
- J) **TOWN**. THE TOWN OF SEABROOK ISLAND, SOUTH CAROLINA.

### 2. PURPOSE OF DISTRICT

THE PURPOSE OF THE MU DISTRICT IS TO OFFER A TOOL THAT PERMITS A COMBINATION OF USES WITHIN A COHESIVE, INTEGRATED DEVELOPMENT WHICH IS IN SCALE WITH THE CHARACTER OF THE DISTRICT AND SURROUNDING AREAS. BY ENCOURAGING FLEXIBILITY, THE MU DISTRICT SEEKS TO PROMOTE THE MOST APPROPRIATE USE OF LAND BY IMPROVING THE DESIGN, CHARACTER AND QUALITY OF NEW DEVELOPMENT. THE MU DISTRICT IS INTENDED TO BE USED IN CONNECTION WITH DEVELOPMENTS WHERE THE TOWN HAS DETERMINED THAT THE QUALITY OF A PROPOSED NEW DEVELOPMENT WILL BE ENHANCED BY FLEXIBILITY IN THE PLANNING PROCESS.

### **3. PLATTING REQUIREMENTS**

SUBDIVISION OF THE SITE SHALL BE IN ACCORDANCE WITH THE PLATTING PROCEDURES AND DESIGN REQUIREMENTS OF ARTICLES 15 AND 16 OF THE DSO, UNLESS EXPRESSLY MODIFIED HEREIN.

### **4. BONDING AND PERFORMANCE GUARANTEES**

BONDING REQUIREMENTS AND PERFORMANCE GUARANTEES, WHERE APPLICABLE, SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 11.3(A)(10), 15.3(D)(2)(D), 16.3(B)(2), 16.3(B)(3)(D) AND 18.4(B)(3) OF THE DSO.

## **PROJECT CONDITIONS**

### **1. GENERAL PROVISIONS**

EACH PROPOSAL FOR DEVELOPMENT UNDER THE MU DISTRICT IS ANTICIPATED TO BE UNIQUE. EXCEPT AS MODIFIED BY THESE DEVELOPMENT CONDITIONS, DEVELOPMENT OF THE SITE SHALL BE SUBJECT TO ALL OF THE APPLICABLE STANDARDS, PROCEDURES AND REGULATIONS SET FORTH IN THE DSO.

THE DEVELOPMENT DEPICTED ON THE CONCEPT PLAN IS INTENDED TO REFLECT THE GENERAL ARRANGEMENT OF PROPOSED USES AND STRUCTURES ON THE SITE, BUT THE FINAL CONFIGURATION, PLACEMENT AND SIZE OF INDIVIDUAL BUILDINGS AND OTHER SITE ELEMENTS MAY BE ALTERED OR MODIFIED, WITHIN THE LIMITS OF THE DSO AND THESE DEVELOPMENT CONDITIONS, DURING THE DESIGN, PERMITTING AND CONSTRUCTION PHASES. THE FINAL ALIGNMENT OF ANY PUBLIC OR PRIVATE STREETS, THE LOCATIONS OF DRIVEWAYS AND OPEN SPACE AREAS AND THE LAYOUT, WIDTH AND DIMENSIONS OF INDIVIDUAL LOTS, IF APPLICABLE, MAY BE MODIFIED TO ACCOMMODATE FINAL BUILDING LAYOUTS, PROVIDED SUCH MODIFICATIONS ARE NOT INCONSISTENT WITH THE PROVISIONS OF THE DSO AND THESE DEVELOPMENT CONDITIONS.

THESE DEVELOPMENT CONDITIONS, TOGETHER WITH THE GENERAL PROJECT LAYOUT DEPICTED ON THE CONCEPT PLAN, SHALL BE FOLLOWED IN CONNECTION WITH DEVELOPMENT TAKING PLACE ON THE SITE; PROVIDED, HOWEVER, WHERE ANY CONFLICT EXISTS BETWEEN THESE

DEVELOPMENT CONDITIONS, THE CONCEPT PLAN AND THE REQUIREMENTS OF THE DSO, THE MORE RESTRICTIVE PROVISION SHALL APPLY.

## **2. PERMITTED AND CONDITIONAL USES**

USES ALLOWED ON THE SITE SHALL BE LIMITED TO THE FOLLOWING:

### **A) NON-RESIDENTIAL USES:**

- i) **PERMITTED USES:** ALL NON-RESIDENTIAL USES, INCLUDING ACCESSORY USES AND STRUCTURES, WHICH ARE LISTED AS A “PERMITTED USE (P)” WITHIN TABLE 7.2 (SCHEDULE OF USES: MIXED-USE DISTRICT) OF THE DSO, SHALL BE ALLOWED ON THE SITE, SUBJECT TO ANY LIMITATIONS AND CONDITIONS FURTHER IMPOSED BY THESE DEVELOPMENT CONDITIONS. IT IS UNDERSTOOD AND ACKNOWLEDGED BY BOTH THE TOWN AND DEVELOPER THAT THE FOLLOWING USES SHALL BE EXPRESSLY ALLOWED:
  - a) BOAT DOCKS, LANDINGS AND LAUNCHES
  - b) FITNESS CLUBS AND HEALTH SPAS
  - c) GREENWAYS, BOARDWALKS AND NON-MOTORIZED TRAILS/PATHWAYS
  - d) HOTELS (SINGLE BUILDING OR COLLECTION OF BUILDINGS)
  - e) INDOOR RECREATION FACILITIES, INCLUDING CLUB BUILDINGS, EVENT AND MEETING FACILITIES AND GYMNASIUMS
  - f) OFFICES (GENERAL AND PROFESSIONAL)
  - g) OPEN AIR RECREATION, INCLUDING BOAT RAMPS, DOCKS (INCLUDING CRAB DOCKS), PIERS AND SWIMMING POOLS
  - h) OPEN SPACE PRESERVES
  - i) RESTAURANTS (NOT INCLUDING DRIVE-THROUGH FACILITIES)
- ii) **CONDITIONAL USES:** ALL NON-RESIDENTIAL USES, INCLUDING ACCESSORY USES AND STRUCTURES, WHICH ARE LISTED AS A “CONDITIONAL USE (C)” WITHIN TABLE 7.2 (SCHEDULE OF USES: MIXED-USE DISTRICT) OF THE DSO, SHALL BE ALLOWED ON THE SITE, SUBJECT TO THE SPECIFIC CONDITIONS REFERENCED THEREIN AND SUBJECT TO ANY LIMITATIONS AND CONDITIONS FURTHER IMPOSED BY THESE DEVELOPMENT CONDITIONS. IT IS UNDERSTOOD AND ACKNOWLEDGED BY BOTH THE TOWN AND DEVELOPER THAT THE FOLLOWING USES SHALL BE EXPRESSLY ALLOWED:

- a) ESTABLISHMENTS SERVING ALCOHOLIC BEVERAGES
- b) MARINA FACILITIES
- c) OUTDOOR SEATING AT EATING/DRINKING ESTABLISHMENTS

iii) **SIMILAR USES:** ANY REQUEST TO ESTABLISH A USE WHICH IS NOT SPECIFICALLY ADDRESSED IN ANY ZONING DISTRICT WITHIN THE DSO SHALL BE SUBMITTED TO THE ZONING ADMINISTRATOR FOR REVIEW BASED ON THE STANDARDS SET FORTH IN SECTION 12.6(G) OF THE DSO. IF THE ZONING ADMINISTRATOR DETERMINES THAT THE PROPOSED USE MOST CLOSELY APPROXIMATES ONE OF THE ALLOWABLE USES SPECIFIED IN PARAGRAPHS i) OR ii) ABOVE, THE ZONING ADMINISTRATOR MAY ALLOW THE PROPOSED USE AS A "SIMILAR USE" ON THE SITE. ANY USE SO DESIGNATED SHALL BE SUBJECT TO THE SAME CONDITIONS AND REQUIREMENTS APPLICABLE TO THE USE WHICH THE ZONING ADMINISTRATOR HAS DETERMINED IT MOST CLOSELY RESEMBLES.

### 3. DENSITY

- A) THE TOTAL AREA OCCUPIED BY NON-RESIDENTIAL USES SHALL NOT EXCEED FIFTY PERCENT (50%) OF THE TOTAL SITE AREA.
- B) THE TOTAL NUMBER OF HOTEL UNITS ALLOWED ON THE SITE SHALL NOT EXCEED 10, REGARDLESS OF WHETHER THE UNITS ARE LOCATED WITHIN A SINGLE BUILDING OR A COLLECTION OF BUILDINGS.

### 4. STREETS, DRIVEWAYS AND SIDEWALKS

- A) SUBJECT TO THE PROVISIONS SET FORTH IN SECTION 19 (VARIANCES) OF THESE DEVELOPMENT CONDITIONS, STREETS AND/OR DRIVEWAYS WILL BE INSTALLED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPT PLAN. WHERE PROVIDED, INTERNAL STREETS SHALL CONFORM WITH THE STANDARDS SET FORTH IN ARTICLE 16 OF THE DSO. DRIVEWAYS SHALL CONFORM WITH THE STANDARDS SET FORTH IN SECTION 2.4(B) OF THE DSO.
- B) SUBJECT TO THE PROVISIONS SET FORTH IN SECTION 19 (VARIANCES) OF THESE DEVELOPMENT CONDITIONS, SIDEWALKS (AT LEAST 5 FEET IN WIDTH; 7 FEET WHEN ABUTTING A PARKING AREA) SHALL BE INSTALLED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPT PLAN. ADDITIONAL SIDEWALKS MAY BE INSTALLED AT THE DEVELOPER'S DISCRETION.
- C) A SIDEWALK (AT LEAST 5 FEET IN WIDTH) SHALL BE INSTALLED ALONG THE BETSY KERRISON PARKWAY ROAD FRONTAGE. WHERE PROVIDED, THE SIDEWALK SHALL CONNECT TO EXISTING SIDEWALKS ON ADJACENT PROPERTIES; OTHERWISE, THE SIDEWALK SHALL BE STUBBED OUT TO EACH NEIGHBORING PROPERTY LINE. THE SIDEWALK ALONG BETSY KERRISON PARKWAY MAY BE INSTALLED WITHIN THE EXISTING

ROAD RIGHT-OF-WAY (SUBJECT TO SCDOT APPROVAL) OR ON THE SITE IN A LOCATION ADJACENT TO THE ROAD RIGHT-OF-WAY. IF INSTALLED ON THE SITE, THE DEVELOPER MAY GRANT TO THE TOWN AN EASEMENT OF SUFFICIENT WIDTH AND DIMENSIONS TO ALLOW FOR PUBLIC USE AND MAINTENANCE OF THE SIDEWALK.

- D) ADJUSTMENTS TO THE FINAL LOCATIONS OF INTERNAL STREET/DRIVEWAY ALIGNMENTS AND SIDEWALKS MAY OCCUR AT THE DISCRETION OF THE DEVELOPER, AS REQUIRED TO MEET STATE AND/OR LOCAL AGENCY STANDARDS, AS A RESULT OF FURTHER SITE INVESTIGATION, OR AS A RESULT OF FUTURE DEVELOPMENT. PROVIDED THE PROPOSED ADJUSTMENTS SATISFY ALL OTHER CONDITIONS OF THESE DEVELOPMENT CONDITIONS AND ANY APPLICABLE PROVISIONS OF THE DSO, SUCH ADJUSTMENTS MAY BE APPROVED BY THE ZONING ADMINISTRATOR AS A MINOR MODIFICATION TO THE CONCEPT PLAN.

#### **5. VEHICULAR ACCESS AND ROAD IMPROVEMENTS**

- A) THE SITE SHALL BE SERVED BY TWO POINTS OF INGRESS/EGRESS. ONE ACCESS POINT SHALL BE PROVIDED FROM BETSY KERRISON PARKWAY (S-20) AND A SECOND ACCESS POINT SHALL BE PROVIDED FROM BOHICKET MARINA VIA AN INTER-PARCEL CONNECTION TO ANDELL BLUFF BOULEVARD. BOTH ENTRANCES MAY BE PLACED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPT PLAN, SUBJECT TO THE PROVISIONS OF SECTION 19 (VARIANCES) OF THESE DEVELOPMENT CONDITIONS AND THE GRANTING OF ANY NECESSARY ENCROACHMENT PERMITS FROM STATE AND/OR LOCAL AGENCIES. ADJUSTMENTS TO THE FINAL LOCATIONS OF INGRESS/EGRESS POINTS MAY OCCUR AT THE DISCRETION OF THE DEVELOPER, AS REQUIRED TO MEET STATE AND/OR LOCAL AGENCY STANDARDS, AS A RESULT OF FURTHER SITE INVESTIGATION, OR AS A RESULT OF FUTURE DEVELOPMENT. PROVIDED THE ADJUSTMENTS SATISFY ALL OTHER CONDITIONS OF THESE DEVELOPMENT CONDITIONS AND ANY APPLICABLE PROVISIONS OF THE DSO, SUCH ADJUSTMENTS MAY BE APPROVED BY THE ZONING ADMINISTRATOR AS A MINOR MODIFICATION TO THE CONCEPT PLAN.
- B) ANY OFF-SITE ROAD IMPROVEMENTS OR MODIFICATIONS DEEMED NECESSARY BY A TRAFFIC IMPACT ANALYSIS (TIA) AND/OR BY SCDOT AS PART OF ITS ENCROACHMENT REVIEW AND PERMITTING PROCESS TO SERVE FUTURE DEVELOPMENT ON THE SITE SHALL BE COMPLETED BY THE DEVELOPER PRIOR TO ISSUANCE BY THE TOWN OF ANY PERMITS FOR VERTICAL CONSTRUCTION ON THE SITE.
- C) SUBJECT TO APPROVAL BY SCDOT, TEMPORARY CONSTRUCTION ACCESS TO AND FROM THE SITE SHALL BE VIA BETSY KERRISON PARKWAY.

#### **6. LANDSCAPING, BUFFERING & TREE PRESERVATION**

LANDSCAPING, BUFFERING AND TREE PRESERVATION SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 11 OF THE DSO.

NOTWITHSTANDING THE FOREGOING, THE FOLLOWING BUFFER REQUIREMENTS SHALL APPLY:

- A) A BUFFER SHALL BE PROVIDED ON THE SITE ALONG THE SHARED PROPERTY LINE WITH CHARLESTON COUNTY TAX MAP NUMBER 204-00-021 (ZONED AGR AGRICULTURAL IN UNINCORPORATED CHARLESTON COUNTY). THIS BUFFER SHALL MEET THE MINIMUM BUFFER ZONE SPECIFICATIONS FOR A "ZONE A" BUFFER, AS PROVIDED IN TABLE 11-3A (BUFFER ZONE SPECIFICATIONS) OF THE DSO.
- B) A STREETScape BUFFER SHALL BE PROVIDED ALONG THE BETSY KERRISON PARKWAY RIGHT-OF-WAY. THIS BUFFER SHALL MEET THE MINIMUM BUFFER ZONE SPECIFICATIONS PROVIDED BELOW:
- i) STREETScape BUFFER SPECIFICATIONS:
    - a) MINIMUM DEPTH: 75 FEET
    - b) CANOPY TREES (PER 100 LINEAR FEET): 9
    - c) ORNAMENTAL AND/OR EVERGREEN TREES (PER 100 LINEAR FEET): 12
    - d) SHRUBS (PER 100 LINEAR FEET): 60
  - ii) ONLY THE FOLLOWING TYPES OF STRUCTURES AND APPURTENANCES MAY BE PERMITTED TO ENCROACH INTO THE REQUIRED STREETScape BUFFER, PROVIDED THEY DO NOT DIMINISH THE INTENT OF THE BUFFER:
    - a) SIDEWALKS AND NON-MOTORIZED TRAILS/PATHWAYS, INCLUSIVE OF BENCHES AND SIMILAR PEDESTRIAN-ORIENTED AMENITIES;
    - b) PERMITTED SIGNS;
    - c) FENCES AND WALLS (UP TO THE REQUIRED FRONT YARD SETBACK LINE);
    - d) IRRIGATION;
    - e) SITE LIGHTING;
    - f) UTILITIES;
    - g) A DRIVEWAY PROVIDING TEMPORARY CONSTRUCTION ACCESS TO AND FROM THE SITE VIA BETSY KERRISON PARKWAY; AND
    - h) A PERMANENT DRIVEWAY, INCLUSIVE OF CURB AND GUTTER, PROVIDING ACCESS TO AND FROM THE SITE VIA BETSY KERRISON PARKWAY, PROVIDED THE AREA OF ENCROACHMENT SHALL BE ROUGHLY PERPENDICULAR TO THE BETSY KERRISON ROAD RIGHT-OF-WAY.



- C) WHERE TREES AND VEGETATION EXIST WITHIN THE REQUIRED BUFFER AREAS, THE EXISTING TREES AND VEGETATION MAY COUNT TOWARD MEETING THE BUFFER REQUIREMENTS AND SHALL BE SUPPLEMENTED, AS NEEDED, TO FULLY COMPLY WITH THE REQUIREMENTS SPECIFIED HEREIN.

## **7. OPEN SPACE**

OPEN SPACE SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 7.3(D) OF THE DSO. DEDICATED OPEN SPACE MAY INCLUDE LANDSCAPING, ACTIVE AND PASSIVE RECREATION AREAS, PEDESTRIAN AND MULTI-USE PATHS, UTILITIES AND ASSOCIATED INFRASTRUCTURE AND UTILITY EASEMENTS, SUBJECT TO THE PROVISIONS SET FORTH BELOW:

- A) A MINIMUM OF 20% OF THE SITE'S GROSS LAND AREA SHALL BE SET ASIDE AS DEDICATED OPEN SPACE.
  - i. STREETS, SIDEWALKS, PARKING LOTS AND OTHER IMPERVIOUS SURFACES SHALL BE EXCLUDED FROM THE CALCULATION OF REQUIRED OPEN SPACE.
  - ii. LANDS OCCUPIED BY BIKE PATHS, TENNIS COURTS, OR SIMILAR RECREATIONAL AMENITIES MAY BE COUNTED AS DEDICATED OPEN SPACE; PROVIDED, SUCH IMPERVIOUS SURFACES SHALL NOT CONSTITUTE MORE THAN 10% OF THE TOTAL REQUIRED OPEN SPACE.
  - iii. UP TO 50% OF THE DEDICATED OPEN SPACE REQUIREMENT MAY BE SATISFIED WITH LAND COVERED BY WATER OR BY STORMWATER DETENTION OR RETENTION BASINS IF THE ZONING ADMINISTRATOR DETERMINES THAT THE WATER BODY OR BASIN CONSTITUTES AN AMENITY THAT CONTRIBUTES TO THE CHARACTER OF THE MIXED-USE DEVELOPMENT AND OFFERS AN ACTIVE OR PASSIVE LEISURE EXPERIENCE.
  - iv. AT LEAST 50% OF THE DEDICATED OPEN SPACE SHALL BE USABLE FOR ACTIVE AND/OR PASSIVE RECREATION INCLUDING, BUT NOT LIMITED TO, WALKING, BIKING, PLAYFIELDS, PICNICKING, PLAYGROUNDS, RELAXATION, BOATING AND/OR WATER SPORTS.
- B) THE LAND SET ASIDE FOR DEDICATED OPEN SPACE SHALL NOT BE INCLUDED ON ANY LOT DESIGNATED FOR DEVELOPMENT.
- C) THE REQUIRED OPEN SPACE LAND SHALL BE PERMANENTLY RESERVED FOR OPEN SPACE PURPOSES AND SHALL BE CONVEYED USING ONE OR MORE OF THE OPTIONS PROVIDED IN SECTION 7.3(D)(2) OF THE DSO.
- D) ANY OPEN SPACE LAND WHICH IS INTENDED TO BE DEDICATED TO THE TOWN SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 7.3(D)(3) OF THE DSO AND MUST BE ACCEPTED BY VOTE OF TOWN COUNCIL PRIOR TO DEDICATION.

**8. PARKING AND LOADING**

- A) PARKING AND LOADING REQUIREMENTS FOR ALL PERMITTED AND CONDITIONAL USES ON THE SITE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 12 OF THE DSO.
- B) SUBJECT TO THE SHARED/Common PARKING PROVISIONS OF SECTIONS 12.2(C) OF THE DSO AND THE MAXIMUM PARKING REQUIREMENTS SPECIFIED IN SECTION 12.3(F) OF THE DSO, SHARED PARKING MAY BE PROVIDED ON THE SITE IN CONJUNCTION WITH THE NEIGHBORING BOHICKET MARINA SITE.

**9. SIGNAGE**

ALL SIGNS CONSTRUCTED OR INSTALLED ON THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 13 OF THE DSO.

**10. BUILDING HEIGHTS**

THE MAXIMUM BUILDING HEIGHT FOR ALL BUILDINGS CONSTRUCTED ON THE SITE SHALL BE 36 FEET ABOVE THE DESIGN FLOOD ELEVATION, PROVIDED:

- A) COMMERCIAL BUILDINGS MAY INCREASE THE MAXIMUM ALLOWABLE HEIGHT BY ONE (1) ADDITIONAL FOOT FOR EACH THREE (3) FEET OF ADDITIONAL FRONT YARD SETBACK PROVIDED, WITH A MAXIMUM BUILDING HEIGHT OF 40 FEET ABOVE THE REQUIRED DESIGN FLOOD ELEVATION;
- B) ENCLOSED BOAT STORAGE FACILITIES MAY BE CONSTRUCTED TO A MAXIMUM BUILDING HEIGHT OF 40 FEET ABOVE THE DESIGN FLOOD ELEVATION; AND
- C) UNENCLOSED BOAT STORAGE SHALL NOT EXCEED THE HEIGHT OF ANY ENCLOSED BOAT STORAGE BUILDING AND SHALL BE MEASURED TO THE TOP OF THE HIGHEST BOAT.

THE MAXIMUM BUILDING HEIGHT SPECIFIED HEREIN SHALL NOT APPLY TO STRUCTURES WHICH ARE EXPRESSLY EXEMPTED PURSUANT TO SECTION 2.5(C) OF THE DSO.

**11. CONSTRUCTION SCHEDULE AND PHASING**

THIS DEVELOPMENT MAY BE CONSTRUCTED IN PHASES AT THE DEVELOPER'S DISCRETION.

**12. SETBACKS**

- A) PERIMETER SETBACKS. THE FOLLOWING SETBACK REQUIREMENTS SHALL APPLY TO THE PERIMETER OF THE SITE:
  - i) MINIMUM FRONT YARD SETBACK (FROM BETSY KERRISON PARKWAY ROAD RIGHT-OF-WAY):

- a) BUILDINGS AND OTHER STRUCTURES (EXCLUDING FENCES AND WALLS):  
75 FEET
- b) PARKING: 50 FEET
- c) FENCES AND WALLS: 20 FEET
- ii) MINIMUM SIDE YARD SETBACK: 20 FEET
- iii) MINIMUM REAR YARD SETBACK: 40 FEET

B) GENERAL NOTES:

- i) ALL SETBACKS SHALL BE MEASURED FROM THE PROPERTY LINES, PROVIDED:
  - a) IF A CRITICAL AREA IS PRESENT ON THE PROPERTY, THE REQUIRED SETBACK SHALL BE THE GREATER OF THE MINIMUM SETBACK PROVIDED IN PARAGRAPH (A) ABOVE OR THE CRITICAL AREA SETBACK PROVIDED IN SECTION 10.5(A) OF THE DSO.
  - b) IF A WATERBODY IS PRESENT ON THE PROPERTY, THE REQUIRED SETBACK SHALL BE THE GREATER OF THE MINIMUM SETBACK PROVIDED IN PARAGRAPH (A) ABOVE OR THE WATERBODY SETBACK PROVIDED IN SECTION 10.5(A) OF THE DSO.
  - c) IN INSTANCES WHERE A BUFFER IS REQUIRED PURSUANT TO SECTION 6 OF THESE DEVELOPMENT CONDITIONS, THE REQUIRED SETBACK SHALL BE THE GREATER OF THE MINIMUM SETBACK PROVIDED IN PARAGRAPH (A) ABOVE OR THE WIDTH OF THE REQUIRED BUFFER.
- ii) IN INSTANCES WHERE A CONDITIONAL USE REQUIRES A LARGER SETBACK THAN THOSE PROVIDED IN PARAGRAPH (A) ABOVE, THE MORE RESTRICTIVE SETBACK REQUIREMENT SHALL APPLY.
- iii) THE FOLLOWING TYPES OF STRUCTURES AND ARCHITECTURAL FEATURES MAY ENCROACH INTO THE REQUIRED SETBACKS:
  - a) ACCESSORY STRUCTURES: AS PROVIDED IN SECTION 2.2(A) OF THE DSO
  - b) ACCESSIBLE RAMPS: LEAST ENCROACHMENT NECESSARY TO PROVIDE REASONABLE ACCOMMODATION PURSUANT TO THE FEDERAL FAIR HOUSING ACT (FHA) AND AMERICANS WITH DISABILITIES ACT (ADA)
  - c) DRIVEWAYS: AS PROVIDED IN SECTION 2.4(B) OF THE DSO

d) FENCES AND WALLS: AS PROVIDED IN SECTION 2.5(B) OF THE DSO

e) SIGNS: AS PROVIDED IN ARTICLE 13 OF THE DSO

iv) THE DEVELOPER MAY SEEK RELIEF FROM THE SETBACK REQUIREMENTS SPECIFIED HEREIN ONLY BY MEANS OF A VARIANCE APPLICATION. VARIANCE APPLICATIONS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE TOWN'S BOARD OF ZONING APPEALS, PURSUANT TO THE PROCEDURES AND REVIEW CRITERIA SET FORTH IN SECTION 20.3 OF THE DSO.

### **13. PUBLIC UTILITY SERVICES (WATER AND SEWER)**

PUBLIC UTILITY SERVICES WILL BE PROVIDED TO THE SITE BY SIUC (SEWER) AND SJWC (WATER), SUBJECT TO THE FOLLOWING CONDITIONS:

- A) IN ORDER TO SERVE FUTURE DEVELOPMENT ON THE SITE, THE DEVELOPER SHALL CONSTRUCT, OR CAUSE TO BE CONSTRUCTED, AT DEVELOPER'S COST, ALL NECESSARY WATER AND SEWER INFRASTRUCTURE TO, FROM AND WITHIN THE SITE;
- B) CONSTRUCTION OF ALL WATER AND SEWER INFRASTRUCTURE TO, FROM AND WITHIN THE SITE SHALL COMPLY WITH ALL APPLICABLE STANDARDS, SPECIFICATIONS AND PROCEDURES IMPOSED BY SIUC, SJWC, SCDHEC AND ANY OTHER LOCAL, STATE OR FEDERAL AGENCY HAVING JURISDICTION OVER THE SITE;
- C) IF THE DEVELOPER INTENDS TO CONNECT FUTURE SEWER INFRASTRUCTURE WITHIN THE SITE TO SIUC'S EXISTING SEWER COLLECTION SYSTEMS VIA A SEWER MAIN LOCATED ON PRIVATE PROPERTY FOR WHICH AN ACCESS EASEMENT IS NOT PROVIDED, THE DEVELOPER SHALL CONVEY, OR CAUSE TO BE CONVEYED, TO SIUC ANY NECESSARY EASEMENT(S) OF SUFFICIENT SIZE AND DIMENSION TO ALLOW SIUC TO ACCESS AND MAINTAIN THE SEWER MAIN(S) TO WHICH THE DEVELOPER INTENDS TO CONNECT. SUCH CONVEYANCE(S) SHALL BE MADE PRIOR TO FINAL APPROVAL OF ANY SITE-SPECIFIC DEVELOPMENT PLAN;
- D) ACCORDING TO GENERALLY ACCEPTED INDUSTRY STANDARDS, THE MIXTURE OF USES AND DENSITIES SHOWN ON THE CONCEPT PLAN ARE ANTICIPATED TO GENERATE, UPON CONSTRUCTION, A TOTAL DEMAND OF UP TO 40 EQUIVALENT RESIDENTIAL UNITS (ERU) ON THE SIUC'S SEWER SYSTEM. ANY CHANGES TO THE MIXTURE OF USES AND DENSITIES WHICH, ACCORDING TO GENERALLY ACCEPTED INDUSTRY STANDARDS, WILL RESULT IN THE GENERATION OF MORE THAN 40 ERU'S WILL BE CONSIDERED A MAJOR AMENDMENT TO THESE DEVELOPMENT CONDITIONS AND SHALL BE SUBJECT TO THE AMENDMENT PROVISIONS CONTAINED WITHIN SECTION 20(B) (AMENDMENTS; MAJOR);
- E) A "WILLINGNESS AND CAPABILITY LETTER" MUST BE RECEIVED FROM SIUC PRIOR TO CONSTRUCTION OF ANY SEWER COLLECTION AND TRANSMISSION FACILITIES ON THE SITE

- F) PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS BY THE TOWN, THE DEVELOPER SHALL BE RESPONSIBLE FOR PAYING ALL APPLICABLE FEES IMPOSED BY SIUC AND SJWC, INCLUDING, BUT NOT LIMITED TO, CONNECTION, IMPACT, METER AND/OR TAP FEES.

**14. BINDING EFFECT OF REZONING DOCUMENTS AND VESTED RIGHTS**

- A) THE PROVISIONS OF THESE DEVELOPMENT CONDITIONS SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE DEVELOPER AND SUBSEQUENT OWNERS OF THE SITE AND TO THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS, UNLESS AMENDED PURSUANT TO SECTION 7.4(E) OF THE DSO, OR UNTIL SUCH TIME AS THE SITE IS REZONED TO ANOTHER ZONING DISTRICT PURSUANT TO THE PROVISIONS OF ARTICLE 19 OF THE DSO.
- B) NOTWITHSTANDING THE PROVISIONS SPECIFIED IN PARAGRAPH (A) ABOVE, A VESTED RIGHT TO DEVELOP THE SITE IN ACCORDANCE WITH A SITE-SPECIFIC DEVELOPMENT PLAN SHALL COMMENCE UPON THE EARLIER OF THE FOLLOWING:
  - i) FINAL APPROVAL OF A SITE-SPECIFIC DEVELOPMENT PLAN BY THE REVIEWING AUTHORITY AUTHORIZED TO APPROVE THE SITE-SPECIFIC DEVELOPMENT PLAN AND PAYMENT TO THE TOWN OF ALL APPLICABLE FEES; OR
  - ii) IN THE EVENT ONE OR MORE VARIANCES ARE NECESSARY PRIOR TO APPROVAL OF THE SITE-SPECIFIC DEVELOPMENT PLAN, THEN UPON FINAL APPROVAL BY THE BOARD OF ZONING APPEALS OF THE NECESSARY VARIANCE(S).
- D) GENERAL PROVISIONS RELATING TO VESTED RIGHTS.
  - i) THE VESTED RIGHT AUTHORIZED IN PARAGRAPH (B) SHALL EXPIRE TWO (2) YEARS AFTER THE DATE OF ITS COMMENCEMENT, UNLESS EXTENDED PURSUANT TO PARAGRAPH ii) BELOW.
  - ii) NO SOONER THAN THREE (3) MONTHS, AND NO LATER THAN 45 DAYS, PRIOR TO THE EXPIRATION OF THE TWO-YEAR VESTED RIGHT PERIOD, THE DEVELOPER MAY APPLY TO THE ZONING ADMINISTRATOR FOR AN ANNUAL EXTENSION OF THE VESTED RIGHT. THE ZONING ADMINISTRATOR MUST APPROVE THE VESTED RIGHT EXTENSION, UNLESS AN AMENDMENT TO THE LAND DEVELOPMENT REGULATIONS HAS BEEN ADOPTED THAT PROHIBITS APPROVAL. NO MORE THAN FIVE (5) ANNUAL EXTENSIONS OF THE VESTED RIGHT MAY BE APPROVED.
  - iii) A VESTED SITE-SPECIFIC DEVELOPMENT PLAN MAY BE AMENDED IF THE AMENDMENT CONFORMS TO, OR DOES NOT CAUSE GREATER NONCONFORMITY WITH, THE THEN CURRENT PROVISIONS OF THE DSO, THE TOWN CODE, OR OTHER APPLICABLE REGULATIONS, INCLUDING THESE DEVELOPMENT CONDITIONS. APPROVAL OR CONDITIONAL APPROVAL OF AN AMENDMENT DOES NOT RESET OR RESTART THE EXPIRATION PERIOD OF A VESTED RIGHT.

- iv) DURING THE VESTING PERIOD, CHANGES TO THE SITE'S ZONING DISTRICT DESIGNATION, OR CHANGES TO LAND USE REGULATIONS AFFECTING THE SITE, DO NOT OPERATE TO AFFECT, PREVENT OR DELAY DEVELOPMENT OF THE SITE UNDER THE VESTED SITE-SPECIFIC DEVELOPMENT PLAN WITHOUT CONSENT OF THE DEVELOPER; PROVIDED:
  - a) THE VESTED SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO LATER ENACTED FEDERAL, STATE OR LOCAL LAWS ADOPTED TO PROTECT PUBLIC HEALTH, SAFETY AND WELFARE, INCLUDING, BUT NOT LIMITED TO, BUILDING, FIRE, PLUMBING, ELECTRICAL AND MECHANICAL CODES, AND NONCONFORMING STRUCTURE AND USE REGULATIONS WHICH DO NOT PROVIDE FOR THE GRANDFATHERING OF THE VESTED RIGHT; AND
  - b) THE VESTED SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO LATER ENACTED OVERLAY ZONING THAT IMPOSES SITE-PLAN RELATED REQUIREMENTS BUT DOES NOT AFFECT ALLOWABLE USE TYPES, BUILDING HEIGHT (AS IT AFFECTS DENSITY OR INTENSITY OF USES), OR DENSITY OR INTENSITY OF USES.

**15. RESTRICTIVE COVENANTS**

ANY RESTRICTIVE COVENANTS FOR THE SITE SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE DSO. ANY RESTRICTIVE COVENANTS SHALL BE RECORDED IN THE REGISTER OF DEEDS OFFICE FOR CHARLESTON COUNTY.

**16. DEVELOPMENT IMPACT FEES**

FUTURE DEVELOPMENT OF THE SITE SHALL BE SUBJECT TO ALL CURRENT AND FUTURE DEVELOPMENT IMPACT FEES IMPOSED BY THE TOWN, PROVIDED SUCH FEES ARE APPLIED CONSISTENTLY AND IN THE SAME MANNER TO ALL SIMILARLY SITUATED PROPERTY WITHIN THE TOWN LIMITS. FOR THE PURPOSE OF THIS AGREEMENT, THE TERM "DEVELOPMENT IMPACT FEES" SHALL INCLUDE, BUT NOT BE LIMITED TO, THE MEANING ASCRIBED IN THE SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT, SECTIONS 6-1-910, ET SEQ., OF THE SC CODE OF LAWS.

**17. ARCHITECTURAL REQUIREMENTS & BUILDING MATERIALS**

- A) THE PRIMARY EXTERIOR BUILDING MATERIALS FOR ANY STRUCTURES WHICH ARE CONSTRUCTED ON THE SITE SHALL INCLUDE A COMBINATION OF ANY ONE OR MORE OF THE FOLLOWING: BRICK, STONE, FIBER CEMENT SIDING, STUCCO AND SIMILAR HIGH-QUALITY MATERIALS DEEMED APPROPRIATE BY THE REVIEWING AUTHORITY. VINYL SIDING SHALL NOT BE PERMITTED AS A PRIMARY BUILDING MATERIAL.
- B) FREESTANDING WALLS, INCLUDING RETAINING WALLS, WHICH ARE CONSTRUCTED ON THE SITE SHALL BE MADE OF STUCCO, CYPRESS, PRESSURE-TREATED WOOD, WOOD

COMPOSITE, BRICK OR STONE, OR SIMILAR MATERIALS DEEMED APPROPRIATE BY THE REVIEWING AUTHORITY.

- C) FENCES WHICH ARE CONSTRUCTED ON THE SITE SHALL BE MADE OF STUCCO, CYPRESS, PRESSURE-TREATED WOOD, WOOD COMPOSITE, IRON, POWDER COATED ALUMINUM, OR SIMILAR MATERIALS DEEMED APPROPRIATE BY THE REVIEWING AUTHORITY.

## **18. ENVIRONMENTAL PERFORMANCE STANDARDS**

DEVELOPMENT OF THE SITE SHALL COMPLY WITH ALL APPLICABLE ENVIRONMENTAL PERFORMANCE STANDARDS SET FORTH IN ARTICLE 10 OF THE DSO.

## **19. VARIANCES**

THE CONCEPT PLAN IS INTENDED TO BE CONCEPTUAL IN NATURE. ACCORDINGLY, TO THE EXTENT ANY STRUCTURES OR OTHER SITE IMPROVEMENTS SHOWN ON THE CONCEPT PLAN ARE FOUND TO BE INCONSISTENT WITH THE REQUIREMENTS OF THE DSO OR THESE DEVELOPMENT CONDITIONS DURING THE SITE-SPECIFIC PLAN REVIEW AND/OR PERMITTING PROCESS, THE DEVELOPER MAY APPLY FOR RELIEF FROM SUCH REQUIREMENTS BY MEANS OF A VARIANCE APPLICATION. VARIANCE APPLICATIONS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE TOWN'S BOARD OF ZONING APPEALS, PURSUANT TO THE PROCEDURES AND REVIEW CRITERIA SET FORTH IN SECTION 20.3 OF THE DSO.

## **20. AMENDMENTS**

AMENDMENTS TO THESE DEVELOPMENT CONDITIONS, THE CONCEPT PLAN AND/OR ANY FINAL OR SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO THE FOLLOWING REVIEW PROCEDURES:

- A) **MINOR AMENDMENTS.** PROVIDED THE PROPOSED AMENDMENTS COMPLY WITH ALL OTHER APPLICABLE PROVISIONS OF THE DSO AND THESE DEVELOPMENT CONDITIONS, THE ZONING ADMINISTRATOR SHALL HAVE THE AUTHORITY TO APPROVE:
  - i) CHANGES WHICH RESULT IN A DECREASE IN APPROVED NON-RESIDENTIAL BUILDING DENSITY OR BUILDING SIZE;
  - ii) CHANGES IN LAND USE DESIGNATIONS WITHIN THE SITE FROM ONE ALLOWABLE NON-RESIDENTIAL USE TO ANOTHER ALLOWABLE NON-RESIDENTIAL USE, OR FROM AN ALLOWABLE NON-RESIDENTIAL USES TO DEDICATED OPEN SPACE;
  - iii) CHANGES IN INFRASTRUCTURE FEATURES INCLUDING:
    - a) LOCATIONS OF SITE INGRESS/EGRESS;
    - b) LOCATIONS OF INTERNAL STREETS AND DRIVEWAYS;

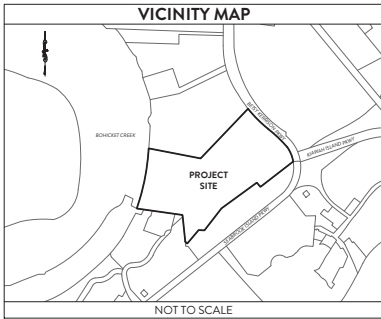
- c) LOCATIONS OF WATER AND SEWER INFRASTRUCTUR;
- d) LOCATIONS AND DIMENSIONS OF STORM DRAINAGE INFRASTRUCTURE;
- e) LOCATIONS AND DIMENSIONS OF BOARDWALKS, DOCKS, OPEN SPACE AMENITIES, TRAILS/PATHWAYS AND SIDEWALKS;
- iv) MOVEMENT OF BUILDINGS, INCLUDING ACCESSORY STRUCTURES, WITHIN THE SAME GENERAL VICINITY AS SHOWN ON THE CONCEPT PLAN;
- v) INTERNAL REARRANGEMENT OF PARKING LOTS, PROVIDED THE REQUIRED NUMBER OF PARKING SPACES IS NOT REDUCED; AND
- vi) ALL OTHER MINOR CHANGES EXPRESSLY AUTHORIZED BY THESE DEVELOPMENT CONDITIONS.

B) **MAJOR AMENDMENTS.** ALL OTHER CHANGES SHALL BE CONSIDERED AS A NEW APPLICATION AND PROCESSED IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 7.4(C) AND (D) OF THE DSO.



**EXHIBIT D**

**CONCEPT PLAN  
ANDELL MIXED-USE PROJECT**

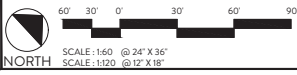
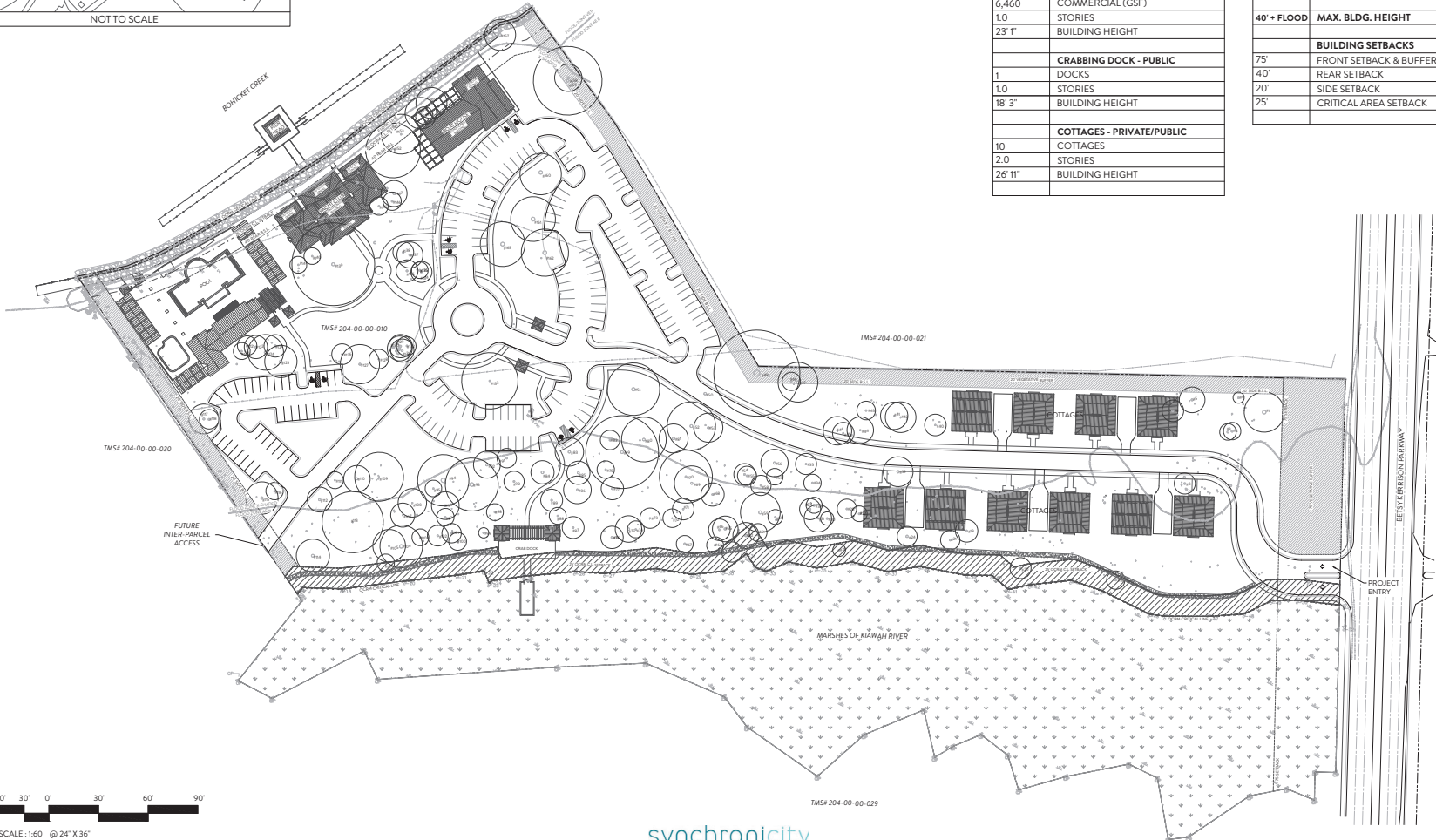


ACREAGE CHART	
PHASE	AREA
PRIVATE CLUB & AMENITIES	0.91 AC +/-
COTTAGES	0.51 AC +/-
OS - OPEN SPACE	13.79 AC +/-
ROADWAY & PARKING	2.54 AC +/-
<b>TOTAL AREA:</b>	<b>17.75 AC</b>

OPEN SPACE CHART	
OPEN SPACE	AREA
<b>TOTAL OPEN SPACE</b>	<b>13.79 AC +/-</b>
ACTIVE OPEN SPACE	6.77 AC +/-
OCRM CRITICAL AREA	5.23 AC +/-
BUFFERS/CRITICAL AREA SETBACKS	1.66 AC +/-
MARSH WALK	0.13 AC +/-
<b>TOTAL AREA:</b>	<b>13.79 AC OR 78%</b>

UNIT SUMMARY	
10,300	<b>YACHT CLUB - PRIVATE</b>
2.0	COMMERCIAL (GSF)
38' 8"	STORIES
	BUILDING HEIGHT
4,600	<b>BOAT HOUSE - PRIVATE</b>
1.0	COMMERCIAL (GSF)
28' 6"	STORIES
	BUILDING HEIGHT
6,460	<b>POOL HOUSE - PRIVATE</b>
1.0	COMMERCIAL (GSF)
23' 1"	STORIES
	BUILDING HEIGHT
1	<b>CRABBING DOCK - PUBLIC</b>
1.0	DOCKS
18' 3"	STORIES
	BUILDING HEIGHT
10	<b>COTTAGES - PRIVATE/PUBLIC</b>
2.0	COTTAGES
26' 11"	STORIES
	BUILDING HEIGHT

DEVELOPMENT SUMMARY	
<b>TMS#</b>	<b>204-00-00-010</b>
<b>MU</b>	<b>PROPOSED ZONING</b>
<b>17.75 AC +/-</b>	<b>GROSS ACREAGE</b>
12.52 AC +/-	HIGH GROUND AREA
5.23 AC +/-	OCRM CRITICAL AREA
	<b>UNITS</b>
4	AMENITY/COMMERCIAL
10	COTTAGES
<b>40' + FLOOD</b>	<b>MAX. BLDG. HEIGHT</b>
	<b>BUILDING SETBACKS</b>
75'	FRONT SETBACK & BUFFER
40'	REAR SETBACK
20'	SIDE SETBACK
25'	CRITICAL AREA SETBACK



ANNEXATION & REZONING

# ANDELL

THE TOWN OF SEABROOK ISLAND  
STATE OF SOUTH CAROLINA

A MIXED-USE DEVELOPMENT



**DEVELOPER**  
BOHICKET CREEK INVESTORS LLC

MAY 25, 2023

DRAWINGS AND SPECIFICATIONS ARE PROPRIETARY AND PROPERTY OF SYNCHRONICITY, LLC. NO USAGE ON ANY OTHER PROJECT OR DESIGN PERMITTED. VIOLATIONS SUBJECT TO FULL PROSECUTION UNDER LAW. USAGE FOR ANY REASON OUTSIDE OF THIS SPECIFIC PROJECT MUST HAVE WRITTEN PERMISSION FROM SYNCHRONICITY, LLC.

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## EXECUTIVE SUMMARY

Andell is a Mixed-Use Development located at 4484 Betsy Kerrison Parkway on Johns Island, within the County of Charleston, South Carolina. It is located northwest of the traffic circle intersection of Betsy Kerrison Parkway, Seabrook Island Road, and Kiawah Island Parkway. The project is a standalone parcel poised for redevelopment with a land area totaling 17.75 acres. The parcel is identified as Tax Map # 204-00-00-010, Charleston County, South Carolina.

The current zoning designation of the parcel is AGR – Agricultural Residential.

Presently, the site is comprised of a vacant residential structure, unimproved fields and green spaces with a mix of trees with varying levels of size, health & significance. The parcel abuts Bohicket Marina Village, Bohicket Creek and marshlands of the Kiawah River.

It is the Andell Developer's intent to provide additional offerings to the residents of Seabrook Island with carefully curated amenity facilities and accessible open spaces that will work in tandem with Bohicket Marina Village's commercial and retail uses.

The development concept is an innovative Mixed-Use Development incorporating clustered design practices. In keeping with a contemporary Lowcountry vernacular, Andell will provide a charming coastal, human-scaled, and pedestrian-friendly destination waterfront amenity.

The Andell Mixed-Use Development shall be comprised of five concept uses, ranging in operation from Private, Private/Public, and Public: The Yacht Club, The Pool House, The Boat House, The Cottages, and The Open Spaces.

**The Yacht Club (Private)** will provide Yacht Club members and guests with a formal setting for social & cultural gathering spaces with dining opportunities set amongst contextually appropriate massing. The Yacht Club will be open to the public for planned events at the discretion of the Club.

**The Pool House (Private)** will provide Yacht Club members and guests with a swimming and sunbathing area supported by typical poolside facilities.

**The Boat House (Private)** will provide Yacht Club members a casual flex space for club members and guests. Specific uses include, but are not limited to Yacht Club events, fishing tournaments, fundraisers, general events, and youth programs.

**The Cottages (Private/Public)** will include ten two-story horizontal hospitality units. They will provide temporary accommodation primarily for members and guests of the Yacht Club, and occasionally the public when not fully utilized.

**The Open Spaces (Public)** will feature a new extended Bohicket Creek boardwalk experience, a marsh-front pathway for walking and biking, a community crabbing dock, and meandering green spaces shaded by numerous large preserved grand trees. Each of these outdoor amenities will be accessible for public enjoyment.

This new village will integrate seamlessly within the Town's Lowcountry fabric, greatly contributing to the existing townscape. The efforts of the Developer of Andell will positively impact Seabrook Island's measured growth, providing additional community facilities...yielding a beautiful, naturally situated, safe & sociable environment.

Andell will set the example as a signature mixed-use development, transforming neglected and underutilized natural resources into a beautiful destination amenity village. The Andell development will create new working, leisure, dining, social, and cultural opportunities for Seabrook Island's citizens and visitors alike.

The Annexation & Rezoning of the Andell parcel presents Seabrook Island with a unique opportunity. In accord with the recently adopted Development Standards Ordinance, the Town is presented with a favorable circumstance to openly embrace the addition of a wonderful project which will both complement and serve the existing Bohicket Marina Village and Seabrook Island.

The union of Andell and Bohicket Marina Village under the Mixed-Use District standards will lead the way for the creation of a truly unique, unparalleled destination waterfront commercial & amenity experience.

This rare occasion will unlock future opportunities for improvement and enhancement yet to be discovered. An amazing benefit awaits the Town and Citizenry of Seabrook Island.

# CRITERIA FOR MAP AMENDMENTS

*Per the Town of Seabrook Island Development Standards Ordinance, Section 19.3 (B)*

## I. Whether the proposed rezoning is consistent with the goals, policies, and future land use recommendations of the TOWN's COMPREHENSIVE PLAN:

Through contextually sensitive design, innovative shared open space planning and a contemporary Lowcountry architectural vernacular, the objective of the Andell development is to appropriately comply with Seabrook Island's 2019 Comprehensive Plan's Goals as follows:

### ECONOMIC DEVELOPMENT ELEMENT

#### Element Goal

Through the coordination and cooperation of all governing entities, implement strategies that promote the economic vitality and financial stability of Seabrook Island while maintaining its residential character and preserving its natural beauty.

- The Andell Development Team intends to provide future community enhancements with an extended Bohicket Creek waterfront boardwalk experience as well as additional gathering, dining, and leisure spaces in support of the Seabrook Island community and culture.
- These new commercial ventures will contribute to the Town of Seabrook Island tax base, as well as provide new job opportunities for a diverse, multi-generational workforce.

### CULTURAL RESOURCES ELEMENT

#### Element Goal

Maintain Seabrook Island's environmental integrity and natural beauty through the continuation of sustainable actions that ensure that natural systems and built structures protect habitats, create a healthy environment, and promote energy efficiency.

- The Andell Development Team intends to create an impressive array of publicly accessible open spaces.
- These open spaces will feature a new extended Bohicket Creek boardwalk experience, a marsh-front pathway for walking and biking, a community crabbing dock, and meandering green spaces shaded by numerous large preserved grand trees.
- Each of these outdoor amenities will be accessible for public enjoyment.



## LAND USE ELEMENT

### Element Goal

Maintain and enhance the existing residential and commercial character of the Town, and provide for compatible, appropriate, and high-quality development and redevelopment.

- The Andell Development Team will be bringing a property and project into Seabrook Island that will dovetail nicely within the Town’s Future Land Use Recommendations for “Marina Mixed-Use”.
- Andell will comprise an attractive mix of uses, primarily commercial in nature, geared toward the promotion of tourism, including hotels, restaurants, entertainment, cultural, and recreational uses.
- Careful consideration through selective land planning, tree preservation and open space designation will minimize adverse impacts to the surrounding marine environment.

## TRANSPORTATION ELEMENT

### Element Goal

Ensure the ongoing maintenance and improvement of the Town’s multi-modal transportation system, with a focus on safety, efficiency, and compatibility with land use patterns, community character and the natural environment, while regionally supporting roadway initiatives that improve traffic flow between Seabrook Island, Kiawah Island, Johns Island, and the Greater Charleston area.

- The Andell Development Team has spent a significant amount of time and study in creating a responsive series of traffic design elements to ensure seamless integration within the Seabrook Island road network.
- An internal access driveway will serve as the linking element from the Seabrook Island community between the districts.
- A private driveway stemming from Betsy Kerrison Parkway will feature a tree-lined streetscape that will enhance the project aesthetic while adding a future inter-parcel access route to Bohicket Marina Village.
- This inter-parcel access route will aid in reducing traffic on Betsy Kerrison Parkway, Seabrook Island Road, the existing Andell Bluff Boulevard, and the nearby traffic circle.
- An added community benefit to the Town of Seabrook Island will be the ability for Andell’s internal access driveway to serve as means for emergency vehicle access, traffic redirection, and a secondary evacuation route. All of these measures will increase the ability to quickly, and efficiently route citizens to safety in times of need.

**II. Whether the intended use of the property is consistent with the intent and purpose of the district to which the property is proposed to be rezoned:**

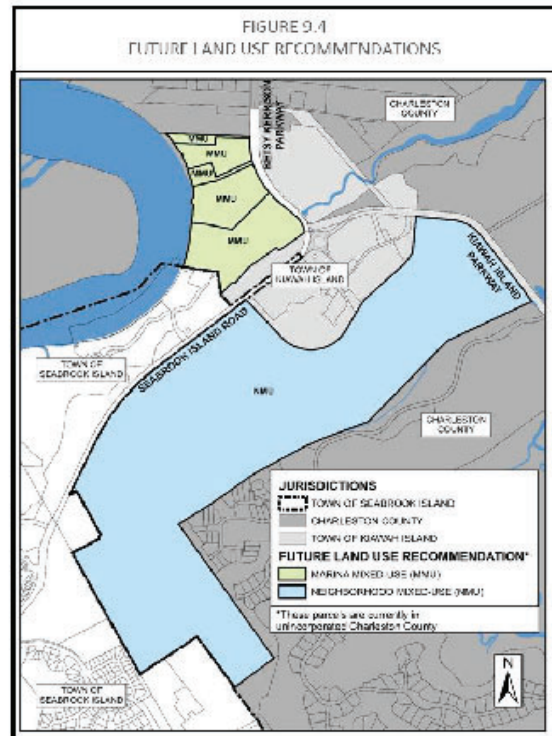
Per Chapter 9, page 9-4 of the Comprehensive Plan, and further exhibited in Figure 9.4 (Enclosed), the project and its uses are consistent with the Town’s future land use designations of “Marina Mixed-Use (MMU)”:



- e) Recreational Facilities (Golf, Tennis, Swimming, Equestrian);
- f) Park;
- g) Municipal Services (Churches, Town Facilities, EMS, Heliport); and
- h) Utility Services.

**Future Land Use Recommendations (Outside Town Limits)**  
 Several parcels of land adjacent, or in close proximity, to the Town could be annexed sometime in the future. It is in the Town’s best interest to consider what type of development would best serve the needs of the community in the event that these properties were to be annexed. Two future land use recommendations for the extraterritorial parcels identified in Figure 9.4 provide guidance for future development in the event any or all of these properties are annexed:

**Marina Mixed-Use (MMU)** – The Marina Mixed Use designation is intended to accommodate mixed use development which is primarily commercial in nature. The primary uses envisioned for this designation include commercial activities which are geared primarily toward the support and promotion of tourism, including hotels, bed and breakfasts, restaurants, entertainment, cultural and recreational uses. Light retail uses, including retail and office, will also be permitted. Though the primary use is intended to be commercial in nature, a limited number of multi-family residential units may also be permitted, and the mixture of residential and commercial uses may be horizontal and/or vertical. Given the proximity to sensitive environmental and ecological areas, development of land within the Marina Mixed Use designation will require great care to minimize adverse impacts to the surrounding marine environment.



**III. Whether there are, have been, or are anticipated to be (pursuant to the COMPREHENSIVE PLAN) changing conditions in the surrounding area that would make approval of the proposed rezoning appropriate:**

The growing population of Seabrook Island and the surrounding communities have consistently supported the commercial development at Bohicket Marina. The Andell development intends to provide future community enhancements with an extended Bohicket Creek waterfront boardwalk experience as well as additional gathering, dining, and leisure spaces in support of the Seabrook Island community and culture.

As an anticipated future response to the growing needs of the Seabrook Island community, Andell is currently identified as a future Town annexation with the intended development of the parcel to accommodate uses within the proposed Marina Mixed-Use (MMU) district.

The project is in keeping with the Town's Comprehensive Plan goals and future designated land uses.

**IV. Whether the range and intensity of uses allowed in the proposed zoning district will be compatible with permitted uses and intensities in the surrounding area:**

Andell seeks to complement the existing adjacent Bohicket Marina Village with a relaxing mixed-use amenity development comprised of five concept uses, ranging in operation from Private, Private/Public, and Public: The Yacht Club, The Pool House, The Boat House, The Cottages, and The Open Spaces.

**The Yacht Club (Private)** will provide Yacht Club members and guests with a formal setting for social & cultural gathering spaces with dining opportunities set amongst contextually appropriate massing. The Yacht Club will be open to the public for planned events at the discretion of the Club.

**The Pool House (Private)** will provide Yacht Club members and guests with a swimming and sunbathing area supported by typical poolside facilities.

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It is the Andell Developer's intent to provide additional offerings to the residents of Seabrook Island with carefully curated amenity facilities and accessible open spaces that will work in tandem with Bohicket Marina Village's commercial and retail uses.

In keeping with a contemporary Lowcountry vernacular, Andell will provide a charming coastal, human-scaled, and pedestrian-friendly destination waterfront amenity.

**V. Whether adequate utilities, transportation, drainage, and other public or private infrastructure exist, or can reasonably be made available, to serve the range and intensity of uses allowed in the proposed zoning district:**

The Andell site is in close proximity to the existing infrastructure of both Betsy Kerrison Parkway & Bohicket Marina Village. Linked by an inter-parcel connection route, Andell users will be able to directly walk, bike and drive between the two projects, removing the need to traverse Betsy Kerrison Parkway and Seabrook Island Road in the process.

Inter-parcel connectivity reduces road traffic network burden by minimizing the need to travel long distances, thus preserving lands further out, ultimately saving taxpayers further infrastructure costs.

Presently, older infrastructure for water, sewer, and electricity exist on site. There will be updated utility and infrastructure plans to support the redevelopment of the site. It is anticipated that Saint John's Water Company (SJWC) will provide water services, that the Seabrook Island Utility Commission (SIUC) will provide wastewater services, and that Berkeley Electric Cooperative (BEC) will provide electricity to the Andell site.

Furthermore, stormwater drainage and outfall will be accommodated on site.

**VI. Whether the range and intensity of uses allowed in the proposed zoning district will exceed the structural capacity of existing soils, and whether the allowable uses can be accommodated within the proposed zoning district without the excessive use of fill:**

Andell sits upon a high bluff, with sandy soils that drain very well. Based on the results of the subsurface exploration and analyses, it is the opinion of Insight Group (Geotechnical Engineers) that the proposed buildings can be supported on conventional shallow foundation systems subject to review and concurrence of the project structural engineer.

**VII. Whether the range and intensity of uses allowed in the proposed zoning district will substantially increase the volume of stormwater runoff, overburden existing storm drainage infrastructure, or adversely impact surface water quality, when compared to the range and intensity of uses allowed in the current zoning district:**

In the design and layout of the Andell project, careful consideration was taken into account by saving grand trees, maintaining site resources, and preserving naturally undisturbed areas. Buffers have been included in the layout to ensure that marshland boundaries are properly upheld & maintained.

The proposed site has been designed to follow the natural contours of the area to minimize the amount of clearing and grading in preserving natural drainage ways and patterns. The proposed

design includes the fortification and repair of the existing riprap seawall, providing protection to the shoreline and the future development program.

Construction activities, as well as development and redevelopment, areas will be placed largely on areas of previous residential construction and on less sensitive areas of the site (uplands). The commercial areas will have shared parking lot areas to limit the amount of impervious area. With respect to the parking areas, the design team will strive to incorporate Low Impact Development (L.I.D.) stormwater management practices such as pervious pavement systems, bio-swales, and large passive open spaces capable of processing stormwater runoff and general site drainage.

**VIII. Whether the range and intensity of uses allowed in the proposed zoning district will substantially increase the volume of vehicular and pedestrian traffic, or will adversely impact vehicular and pedestrian safety, when compared to the range and intensity of uses allowed in the current zoning district:**

An internal access route will serve as the linking element from the Seabrook Island community between the districts. A private driveway stemming from Betsy Kerrison Parkway will feature a tree-lined streetscape that will enhance the project aesthetic while adding a future inter-parcel access route to Bohicket Marina Village. This inter-parcel access route will aid in reducing traffic on Betsy Kerrison Parkway, Seabrook Island Road, the existing Andell Bluff Boulevard, and the nearby traffic circle.

An added community benefit to the Town of Seabrook Island will be the ability for Andell's internal access route to serve as means for emergency vehicle access, traffic redirection, and a secondary evacuation route. All of these measures will increase the ability to quickly, and efficiently route citizens to safety in times of need.

BIHL Engineering conducted a Traffic Impact Analysis, which is enclosed with this application.

**IX. Whether the current zoning district prohibits or unreasonably restricts all economically beneficial use of the property, provided the hardship was not self-imposed by action of the property owner:**

While the current Charleston County AGR – Agricultural Residential zoning district does allow certain proposed uses contained within the Andell Concept Plan, there are other existing allowable use capabilities such as agricultural, light industrial, and multi-family. These uses are inconsistent with the spirit & intent of the Seabrook Island Comprehensive Plan and the Development Standards Ordinance.

Within the Charleston County AGR – Agricultural Residential zoning district, an extensive number of land uses are allowed By Right, Conditionally, and via Special Exception. A full listing of these uses is included in the Appendix of this application.

Below is a sampling of the current allowable AGR uses:

Aquaculture, Animal & Insect Production, Horticultural Production, Agricultural Processing, Lumber Mill, Manufactured Housing Unit, Cemetery, Utility Service, Recreational Vehicle Park, Recycling Collection, and Resource Extraction/Mining.

The Andell development is poised to work in tandem with the commercial & retail uses of the adjacent Bohicket Marina Village. The Seabrook Island Mixed-Use zoning designation is a more appropriate land use platform for the future of this truly unique development.

**X. Whether the proposed rezoning will encourage commercial uses in areas designated for such activities in the COMPREHENSIVE PLAN:**

Mixed-Use zoning with an emphasis on clustered village development can provide additional community conveniences, encourage appropriate commercial uses, and add greater walkability opportunities for pedestrians. Primary non-residential uses in a clustered, concentrated development approach provides greater opportunities for culinary destinations, cultural attractions, maritime events, and park experiences. This uniquely curated grouping of high-quality amenities will create a symbiotic district of commercially self-supported success.

**XI. Whether the proposed rezoning will encourage the preservation of conservation lands, CRITICAL AREAs, natural resource areas, and OPEN SPACES in areas designated for such activities in the COMPREHENSIVE PLAN:**

The project intends to preserve, to the best of its ability, the natural conditions of the subject property in order to maintain the charming characteristics of Seabrook Island and the surrounding Lowcountry communities. Each structure will be carefully situated in order to protect trees, marshlands, and other natural resources. The Concept Plan designates over 75% of the Andell site as Open Space, per the enclosed chart:

<b>OPEN SPACE CHART</b>	
OPEN SPACE	AREA
<b>TOTAL OPEN SPACE</b>	<b>13.79 AC +/-</b>
ACTIVE OPEN SPACE	7.10 AC +/-
WETLANDS	5.23 AC +/-
BUFFERS	1.33 AC +/-
MARSH WALK	0.13 AC +/-
<b>TOTAL AREA:</b>	<b>13.79 AC OR 78%</b>

**XII. Whether the proposed zoning district will adversely impact the enjoyment of natural and scenic features by neighboring property owners or the public at large by allowing**

**DEVELOPMENT of a certain size, scale, bulk, height, or type that is substantially out of character with the surrounding area:**

Andell will set the example as a signature amenity village; implementing innovative cluster planning methods and Low Impact Development practices to preserve and maintain its beautiful natural resources into a charming destination, creating new leisure and social opportunities for Seabrook Island's citizens. Buildings will be appropriately scaled and thoughtfully situated. The development will enhance the waterfront boardwalk experience, via continuation.

**XIII. Whether the proposed rezoning will threaten the continued presence or integrity of archaeological or historic sites or features:**

No Archaeological or Historic sites or features exist on the property.

**XIV. Whether the range and intensity of uses allowed in the proposed zoning district will adversely impact air and water quality, natural features, sensitive lands, vegetation, or wildlife habitat, when compared to the range and intensity of uses allowed in the current zoning district:**

The proposed low intensity of land uses do not pose significant impacts on the surrounding air or water qualities. The intent of the proposed uses is to enhance the natural environment while making it accessible for community enjoyment. The existing marshlands will remain protected by required setbacks, buffers, and preserved existing tree canopy. A significant number of existing grand trees will be preserved and enhanced under the direct supervision and care of a team of Certified Arborists.

**XV. Whether the range and intensity of uses allowed in the proposed zoning district will place a disproportionate burden upon, or otherwise exceed the capacity of, existing community facilities, when compared to the range of uses allowed in the current zoning district:**

This new village will integrate seamlessly within the Town's Lowcountry fabric, greatly contributing to the existing townscape. The efforts of the Developer of Andell will positively impact Seabrook Island's measured growth, providing additional community facilities...yielding a beautiful, naturally situated, safe & sociable environment.

Andell will set the example as a signature mixed-use development, transforming neglected and underutilized natural resources into a beautiful destination amenity village. The Andell development will create new working, leisure, dining, social, and cultural opportunities for Seabrook Island's citizens and visitors alike.

**XVI. Whether future DEVELOPMENT on the property, if rezoned, will be accessible to essential public services, including, but not limited to, police, fire, emergency medical services; and sanitation:**

The internal private driveway will appear to function as a public street via the presence of pedestrians, bicyclists, and motorists. Seabrook Island's emergency service and public service providers (such as Police, Fire, EMS, Trash Collection, etc.) will have access to and through the site as needed, as well as inter-parcel access to Bohicket Marina Village.

An added community benefit to the Town of Seabrook Island will be the ability for Andell's internal private driveway to serve as means for emergency vehicle access, traffic redirection, and a secondary evacuation route. All of these measures will increase the ability to quickly, and efficiently route citizens to safety in times of need.

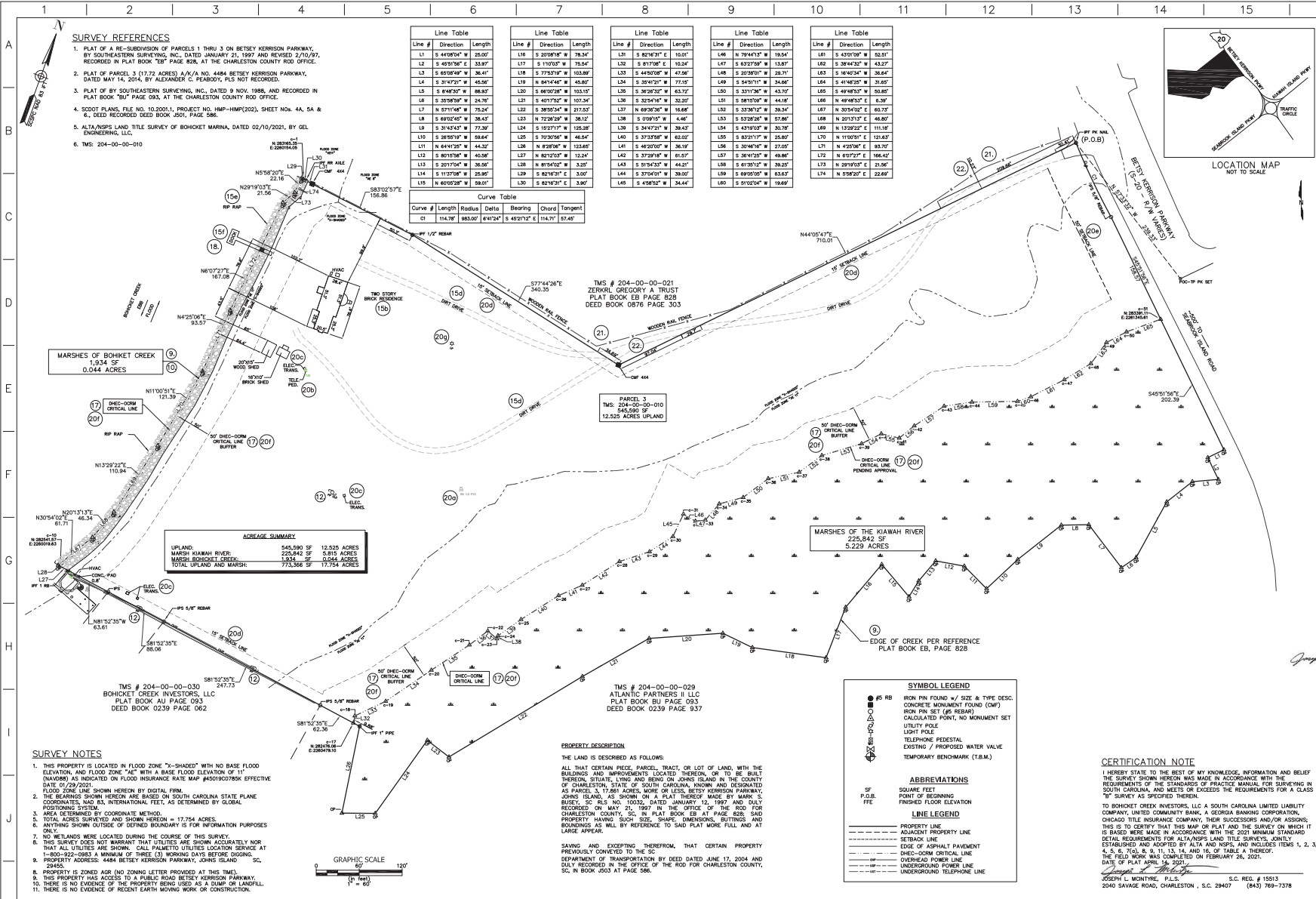
**XVII. Such other factors as may be deemed appropriate by the PLANNING COMMISSION or TOWN COUNCIL:**

The Annexation & Rezoning of the Andell parcel presents Seabrook Island with a unique opportunity. In accord with the recently adopted Development Standards Ordinance, the Town is presented with a favorable circumstance to openly embrace the addition of a wonderful project which will both complement and serve the existing Bohicket Marina Village and Seabrook Island.

The union of Andell and Bohicket Marina Village under the Mixed-Use District standards will lead the way for the creation of a truly unique, unparalleled destination waterfront commercial & amenity experience.

This rare occasion will unlock future opportunities for improvement and enhancement yet to be discovered. An amazing benefit awaits the Town and Citizenry of Seabrook Island.



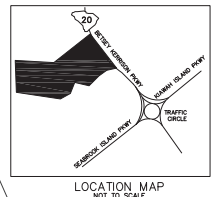


**SURVEY REFERENCES**

1. PLAT OF A RE-SUBDIVISION OF PARCELS 1 THRU 3 ON BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "B" PAGE 928, AT THE CHARLESTON COUNTY ROAD OFFICE.
2. PLAT OF PARCEL 3 (17.72 ACRES) A/K/A NO. 4484 BETSEY KERRISON PARKWAY, BY SOUTHEASTERN SURVEYING, INC. DATED JANUARY 21, 1997 AND REVISED 2/10/97, RECORDED IN PLAT BOOK "B" PAGE 928, AT THE CHARLESTON COUNTY ROAD OFFICE.
3. PLAT OF BY SOUTHEASTERN SURVEYING, INC. DATED 9 NOV. 1988, AND RECORDED IN PLAT BOOK "B" PAGE 093, AT THE CHARLESTON COUNTY ROAD OFFICE.
4. SCOTT PLANS, FILE NO. 10-20011, PROJECT NO. HMP-HMP(202), SHEET NO. 4A, 5A & 6, DEED RECORDED DEED BOOK 300, PAGE 586.
5. ALTA/NPS LAND TITLE SURVEY OF BOHCKET MARINA, DATED 02/10/2021, BY GEL ENGINEERING, LLC.
6. TMS: 204-00-00-010

Line Table		Line Table		Line Table		Line Table		Line Table			
Line #	Direction	Length	Line #	Direction	Length	Line #	Direction	Length	Line #	Direction	Length
L1	S 49'00" E	25.07'	L16	S 20'08" W	78.34'	L31	S 82'14" N	10.07'	L46	S 79'44" W	19.54'
L2	S 49'50" E	33.97'	L17	N 17'03" W	76.54'	L32	S 81'70" E	10.24'	L47	S 63'27" W	13.87'
L3	S 49'00" W	36.47'	L18	S 77'53" W	103.89'	L33	S 44'50" W	47.96'	L48	S 20'30" W	29.71'
L4	S 37'27" W	45.56'	L19	N 84'14" W	46.86'	L34	S 39'27" W	77.07'	L49	S 84'01" W	34.46'
L5	S 46'45" W	86.83'	L20	S 86'07" W	103.10'	L35	S 36'20" W	63.72'	L50	S 33'17" W	43.10'
L6	S 33'00" W	24.78'	L21	S 40'17" W	107.34'	L36	S 32'54" W	32.82'	L51	S 58'15" W	44.18'
L7	N 57'14" W	75.24'	L22	S 38'50" W	217.57'	L37	N 69'30" W	16.68'	L52	S 33'07" W	39.34'
L8	S 60'00" W	36.47'	L23	N 72'08" W	38.12'	L38	S 59'00" W	4.46'	L53	S 33'20" W	57.86'
L9	S 33'45" W	77.30'	L24	S 12'27" W	155.29'	L39	S 34'47" W	39.62'	L54	S 43'00" W	30.39'
L10	S 28'50" W	59.64'	L25	S 70'30" W	48.54'	L40	S 37'37" W	62.02'	L55	S 87'51" W	25.87'
L11	N 64'41" W	44.32'	L26	N 8'30" W	123.65'	L41	S 46'20" W	38.19'	L56	S 30'46" W	27.20'
L12	S 80'15" W	40.58'	L27	N 82'17" W	12.24'	L42	S 37'29" W	61.57'	L57	N 30'17" W	49.86'
L13	S 20'15" W	36.56'	L28	N 81'00" W	12.97'	L43	S 51'20" W	44.27'	L58	S 61'00" W	39.37'
L14	N 11'37" W	25.95'	L29	S 82'14" W	3.00'	L44	S 37'04" W	39.07'	L59	S 69'05" W	63.87'
L15	N 40'28" W	58.01'	L30	S 82'14" W	3.90'	L45	S 45'52" W	34.44'	L60	S 51'02" W	19.89'

Curve Table			
Curve #	Length	Radius	Delta
C1	114.78'	983.00'	64°12'4"
C2	114.78'	983.00'	64°12'4"



GEL Engineering LLC  
 a member of THE GEL GROUP, INC.  
 ENGINEERING & SURVEYING  
 30712 S.C. 29407  
 2040 SAVAGE ROAD  
 CHARLESTON, SOUTH CAROLINA 29405  
 TEL: 803.799.7378  
 FAX: 803.799.7379  
 www.gelgroup.com

ALTA/NPS LAND TITLE SURVEY OF ANDELL TRACT - TRACT 3 - PREPARED FOR BOHCKET INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, AND/OR ASSIGNS, THEIR SUCCESSORS AND/OR ASSIGNS. LOCATED ON JOHNS ISLAND, CHARLESTON COUNTY, SOUTH CAROLINA.

SOUTH CAROLINA  
 GEL ENGINEERING, LLC  
 No. 002849  
 STATE OF AUTHORITY

SOUTH CAROLINA  
 JOSEPH L. MONTYRE  
 No. 161815  
 STATE OF AUTHORITY

DATE SURVEYED	FB
Nov 2020-Feb 2021	1709
LAST REVISED	04/14/2021
DRAWING FILENAME	98022020-03B-ANDELL.dwg
DRAWN/CHECKED	MGJ/MLM
APPROVED/PLOTTED	JLM
PROJECT NUMBER	SEBR0220
SHEET NUMBER	1

JOSEPH L. MONTYRE, P.L.S. S.C. REG. # 15513  
 2040 SAVAGE ROAD, CHARLESTON, S.C. 29407 (843) 789-7378

ADDSAGE SUMMARY	
UPLAND:	545,590 SF 12,529 ACRES
MARSH KIAWAH RIVER:	225,842 SF 5,815 ACRES
MARSH BOHCKET CREEK:	1,934 SF 0.044 ACRES
TOTAL UPLAND AND MARSH:	773,366 SF 17,754 ACRES

**PROPERTY DESCRIPTION**

THE LAND IS DESCRIBED AS FOLLOWS:

ALL THAT CERTAIN PIECE, PARCEL, TRACT, OR LOT OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS LOCATED THEREON, OR TO BE BUILT THEREON, SITUATE, LYING AND BEING ON JOHNS ISLAND AND IN THE COUNTY OF CHARLESTON, STATE OF SOUTH CAROLINA, KNOWN AND DESIGNATED AS PARCEL 3, 17.860 ACRES, MORE OR LESS, BETSEY KERRISON PARKWAY, JOHNS ISLAND, AS SHOWN ON A PLAT THEREOF MADE BY MARK S. BERRY, S.C. P.L.S. NO. 110032, DATED JANUARY 12, 1997 AND PLAT RECORDED ON MAY 21, 1997 IN THE OFFICE OF THE HD FOR CHARLESTON COUNTY, SC, IN PLAT BOOK "B" AT PAGE 928, SAID PROPERTY HAVING SAID 2021 SHAPED DIMENSIONS, BOUNDRIES AND BOUNDINGS AS WILL BE REFERENCED TO SAID PLAT MORE FULL AND AT LARGE APPEAR.

SAVING AND EXCEPTING THEREFROM, THAT CERTAIN PROPERTY PREVIOUSLY CONVEYED TO THE SC DEPARTMENT OF TRANSPORTATION BY DEED DATED JUNE 17, 2004 AND DULY RECORDED IN THE OFFICE OF THE HD FOR CHARLESTON COUNTY, SC, IN BOOK 1503 AT PAGE 586.

**SYMBOL LEGEND**

- #5 REBAR
- CONCRETE MONUMENT FOUND W/ SIZE & TYPE DESC.
- IRON PIN SET (#5 REBAR)
- CALCULATED POINT, NO MONUMENT SET
- UTILITY POLE
- LIGHT POLE
- TELEPHONE PEDESTAL
- EXISTING / PROPOSED WATER VALVE
- TEMPORARY BENCHMARK (T.B.M.)

**ABBREVIATIONS**

- SF SQUARE FEET
- P.O.B. POINT OF BEGINNING
- FTE FROSTED FLOOR ELEVATION

**LINE LEGEND**

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- SETBACK LINE
- EDGE OF ASPHALT PAVEMENT
- DNEC-DCRM ORIGINAL LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND TELEPHONE LINE

**CERTIFICATION NOTE**

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN.

TO BOHCKET INVESTORS, LLC A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, CHICAGO TITLE INSURANCE COMPANY, THEIR SUCCESSORS AND/OR ASSIGNS, THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD PRACTICE REQUIREMENTS FOR ALTA/NPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, AND 15 OF TABLE A HEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 26, 2021. DATE OF PLAT APRIL 14, 2021.

JOSEPH L. MONTYRE, P.L.S. S.C. REG. # 15513  
2040 SAVAGE ROAD, CHARLESTON, S.C. 29407 (843) 789-7378

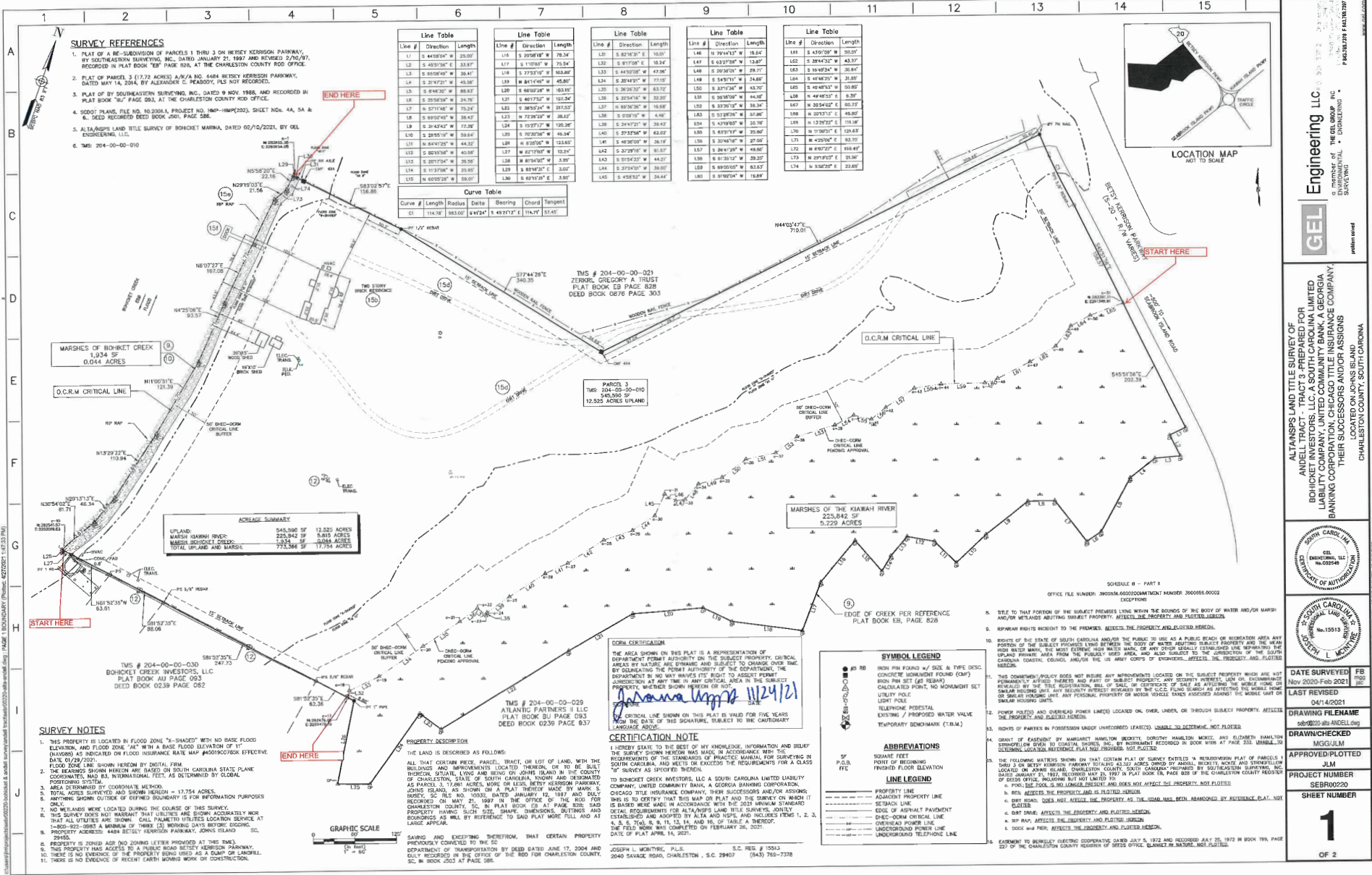
**SURVEY NOTES**

1. THIS PROPERTY IS LOCATED IN FLOOD ZONE "X-SHADED" WITH NO BASE FLOOD ELEVATION, AND FLOOD ZONE "AE" WITH A BASE FLOOD ELEVATION OF 11' (DAWGBO) AS INDICATED ON FLOOD INSURANCE RATE MAP #809070706 EFFECTIVE DATE 07/29/2021.
2. THE BEARINGS SHOWN HEREON ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATES, LAND AREA, INTERNATIONAL FEET, AS DETERMINED BY GLOBAL POSITIONING SYSTEM.
3. AREA DETERMINED BY COORDINATE METHOD.
4. TOTAL ACRES SURVEYED AND SHOWN HEREON = 17,754 ACRES.
5. ANYTHING SHOWN OUTSIDE OF DEFINED BOUNDARY IS FOR INFORMATION PURPOSES ONLY.
6. NO WETLANDS WERE LOCATED DURING THE COURSE OF THIS SURVEY.
7. THIS SURVEY DOES NOT WARRANT THAT UTILITIES ARE SHOWN ACCURATELY NOR THAT ALL UTILITIES ARE SHOWN. CALL PALMETTO UTILITIES LOCATION SERVICE AT 1-800-225-0883 A MINIMUM OF THREE (3) WORKING DAYS BEFORE DIGGING.
8. PROPERTY ADDRESS: 4484 BETSEY KERRISON PARKWAY, JOHNS ISLAND, SC, 29405.
9. PROPERTY IS ZONED AGR (NO ZONING LETTER PROVIDED AT THIS TIME).
10. THIS PROPERTY HAS ACCESS TO A PUBLIC ROAD BETSEY KERRISON PARKWAY.
11. THERE IS NO EVIDENCE OF THE PROPERTY BEING USED AS A DUMP OR LANDFILL.
12. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK OR CONSTRUCTION.



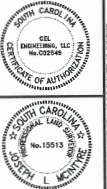




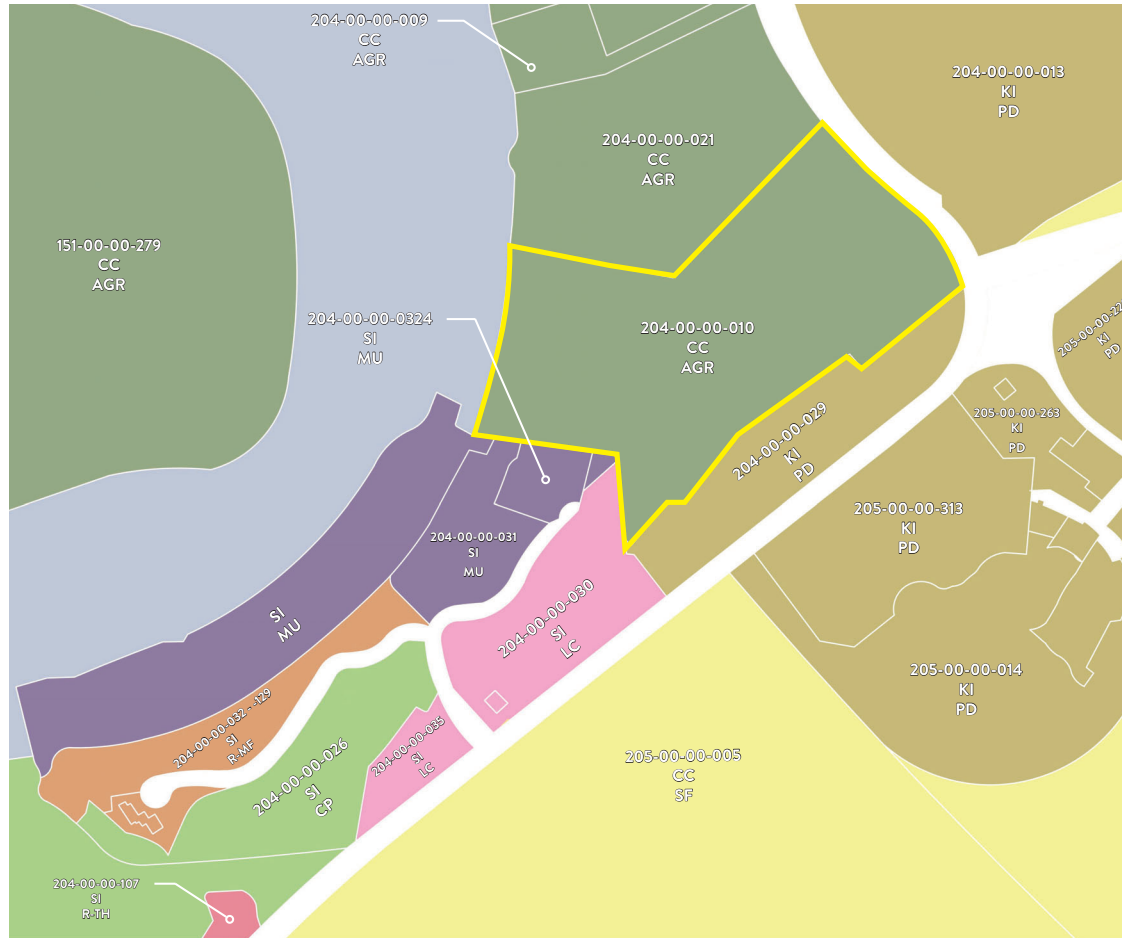


**GEL Engineering LLC**  
 a member of THE GROUP, INC.  
 ENVIRONMENTAL • ENGINEERING • SURVEYING  
 1401 W. JOHNS ISLAND  
 CHARLESTON COUNTY, SOUTH CAROLINA  
 PHONE: 803.738.1100 FAX: 803.738.1101

ALTANPS LAND TITLE SURVEY OF AN UNDIVIDED INTEREST IN PARCELS 1, 2 & 3 OF BETSEY KERRISON PARKWAY, BOHICRET INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY, UNITED COMMUNITY BANK, A GEORGIA BANKING CORPORATION, CHICAGO TITLE INSURANCE COMPANY, THEIR SUCCESSORS AND/OR ASSIGNS LOCATED ON JOHNS ISLAND CHARLESTON COUNTY, SOUTH CAROLINA

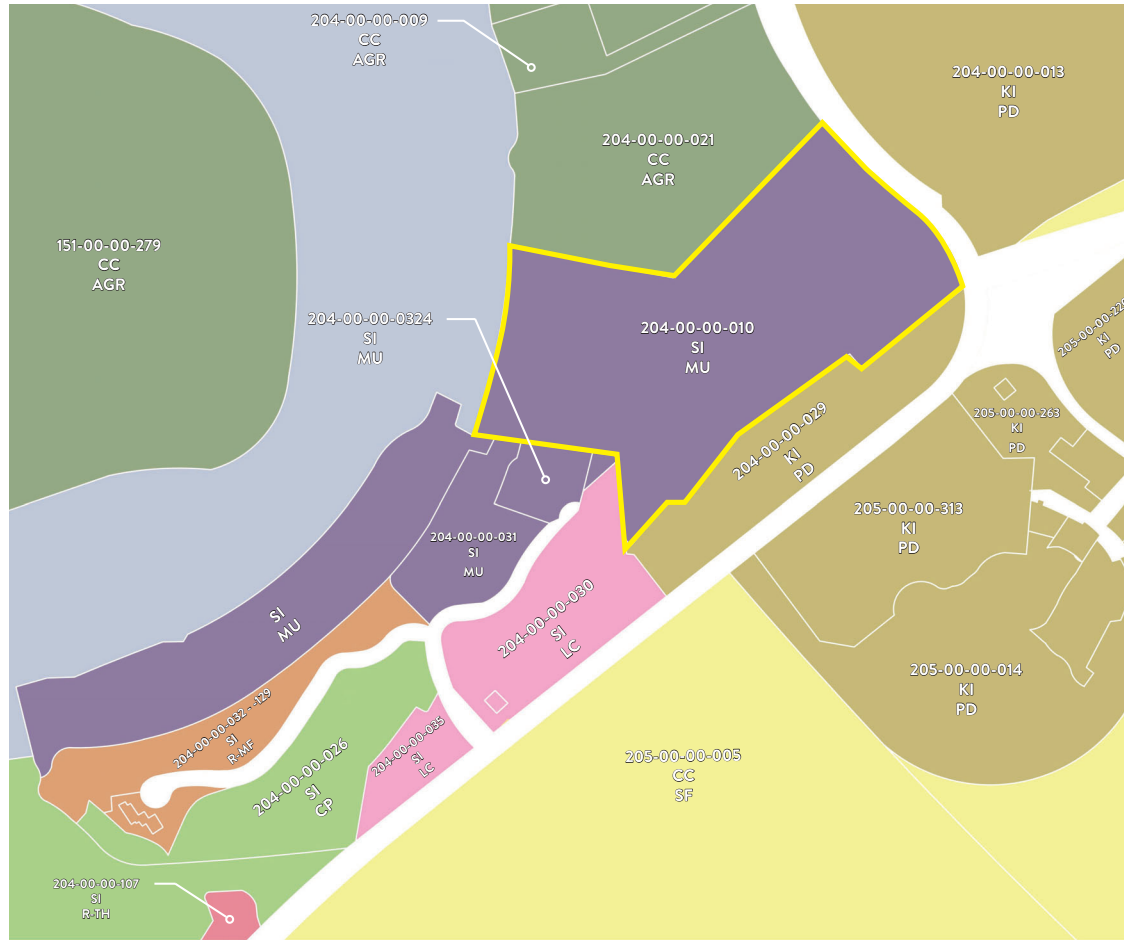


DATE SURVEYED FB Nov 2020-Feb 2021  
 LAST REVISED 04/14/2021  
 DRAWING FILENAME 2020-00-00-021.dwg  
 DRAWN/CHECKED MCGUILL  
 APPROVED/PLOTTED JLM  
 PROJECT NUMBER SEBR00220  
 SHEET NUMBER 1 OF 2



LEGEND		
COLOR	JURIS.	ZONING
<span style="display:inline-block; width:15px; height:15px; background-color:#90EE90;"></span>	SI	CONSERVATION
<span style="display:inline-block; width:15px; height:15px; background-color:#8FBC8F;"></span>	CC	AGRICULTURAL RESIDENTIAL
<span style="display:inline-block; width:15px; height:15px; background-color:#FFFF99;"></span>	CC	SINGLE FAMILY RESIDENTIAL
<span style="display:inline-block; width:15px; height:15px; background-color:#FFB6C1;"></span>	SI	TOWNHOME RESIDENTIAL
<span style="display:inline-block; width:15px; height:15px; background-color:#FFDAB9;"></span>	SI	MULTI-FAMILY RESIDENTIAL
<span style="display:inline-block; width:15px; height:15px; background-color:#FFB6C1;"></span>	SI	LIMITED COMMERCIAL
<span style="display:inline-block; width:15px; height:15px; background-color:#9932CC;"></span>	SI	MIXED-USE
<span style="display:inline-block; width:15px; height:15px; background-color:#B8860B;"></span>	KI	PLANNED DEVELOPMENT
<span style="display:inline-block; width:15px; height:15px; background-color:#ADD8E6;"></span>		CREEK
<span style="display:inline-block; width:15px; height:15px; background-color:#FFFFFF;"></span>		RIGHT-OF-WAY

\* SI = SEABROOK ISLAND  
 KI = KIAWAH ISLAND  
 CC= CHARLESTON COUNTY



LEGEND		
COLOR	JURIS.	ZONING
[Green]	SI	CONSERVATION
[Dark Green]	CC	AGRICULTURAL RESIDENTIAL
[Light Green]	CC	SINGLE FAMILY RESIDENTIAL
[Pink]	SI	TOWNHOME RESIDENTIAL
[Orange]	SI	MULTI-FAMILY RESIDENTIAL
[Purple]	SI	LIMITED COMMERCIAL
[Dark Purple]	SI	MIXED-USE
[Brown]	KI	PLANNED DEVELOPMENT
[Blue-Grey]		CREEK
[White]		RIGHT-OF-WAY

\* SI - SEABROOK ISLAND  
 KI - KIAWAH ISLAND  
 CC- CHARLESTON COUNTY



ACREAGE CHART	
PHASE	AREA
PRIVATE CLUB & AMENITIES	0.91 AC +/-
COTTAGES	0.51 AC +/-
OS - OPEN SPACE	13.79 AC +/-
ROADWAY & PARKING	2.54 AC +/-
<b>TOTAL AREA:</b>	<b>17.75 AC</b>

OPEN SPACE CHART	
OPEN SPACE	AREA
<b>TOTAL OPEN SPACE</b>	<b>13.79 AC +/-</b>
ACTIVE OPEN SPACE	6.77 AC +/-
OCRM CRITICAL AREA	5.23 AC +/-
BUFFERS/CRITICAL AREA SETBACKS	1.66 AC +/-
MARSH WALK	0.13 AC +/-
<b>TOTAL AREA:</b>	<b>13.79 AC OR 78%</b>

UNIT SUMMARY	
<b>A</b>	<b>YACHT CLUB - PRIVATE</b>
10,300	COMMERCIAL (GSF)
2.0	STORIES
38' 8"	BUILDING HEIGHT
<b>B</b>	<b>BOAT HOUSE - PRIVATE</b>
4,600	COMMERCIAL (GSF)
1.0	STORIES
28' 6"	BUILDING HEIGHT
<b>C</b>	<b>POOL HOUSE - PRIVATE</b>
6,460	COMMERCIAL (GSF)
1.0	STORIES
23' 1"	BUILDING HEIGHT
<b>D</b>	<b>CRABBING DOCK - PUBLIC</b>
1	DOCKS
1.0	STORIES
18' 3"	BUILDING HEIGHT
<b>E</b>	<b>COTTAGES - PRIVATE/PUBLIC</b>
10	COTTAGES
2.0	STORIES
26' 11"	BUILDING HEIGHT

DEVELOPMENT SUMMARY	
TMS#	204-00-00-010
MU	PROPOSED ZONING
17.75 AC +/-	GROSS ACREAGE
12.52 AC +/-	HIGH GROUND AREA
5.23 AC +/-	OCRM CRITICAL AREA
UNITS	
4	AMENITY/COMMERCIAL
10	COTTAGES
40' + FLOOD	MAX. BLDG. HEIGHT
75'	FRONT SETBACK & BUFFER
40'	REAR SETBACK
20'	SIDE SETBACK
25'	CRITICAL AREA SETBACK

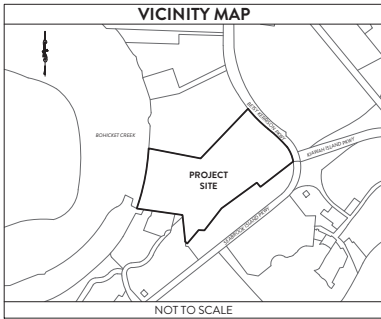


SITE RENDER 23.03 copy.jpg

synchronicity  
LAND ARCHITECTURE

ANELL - CONCEPT RENDERING

03.15.2023

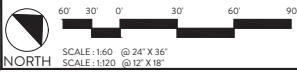
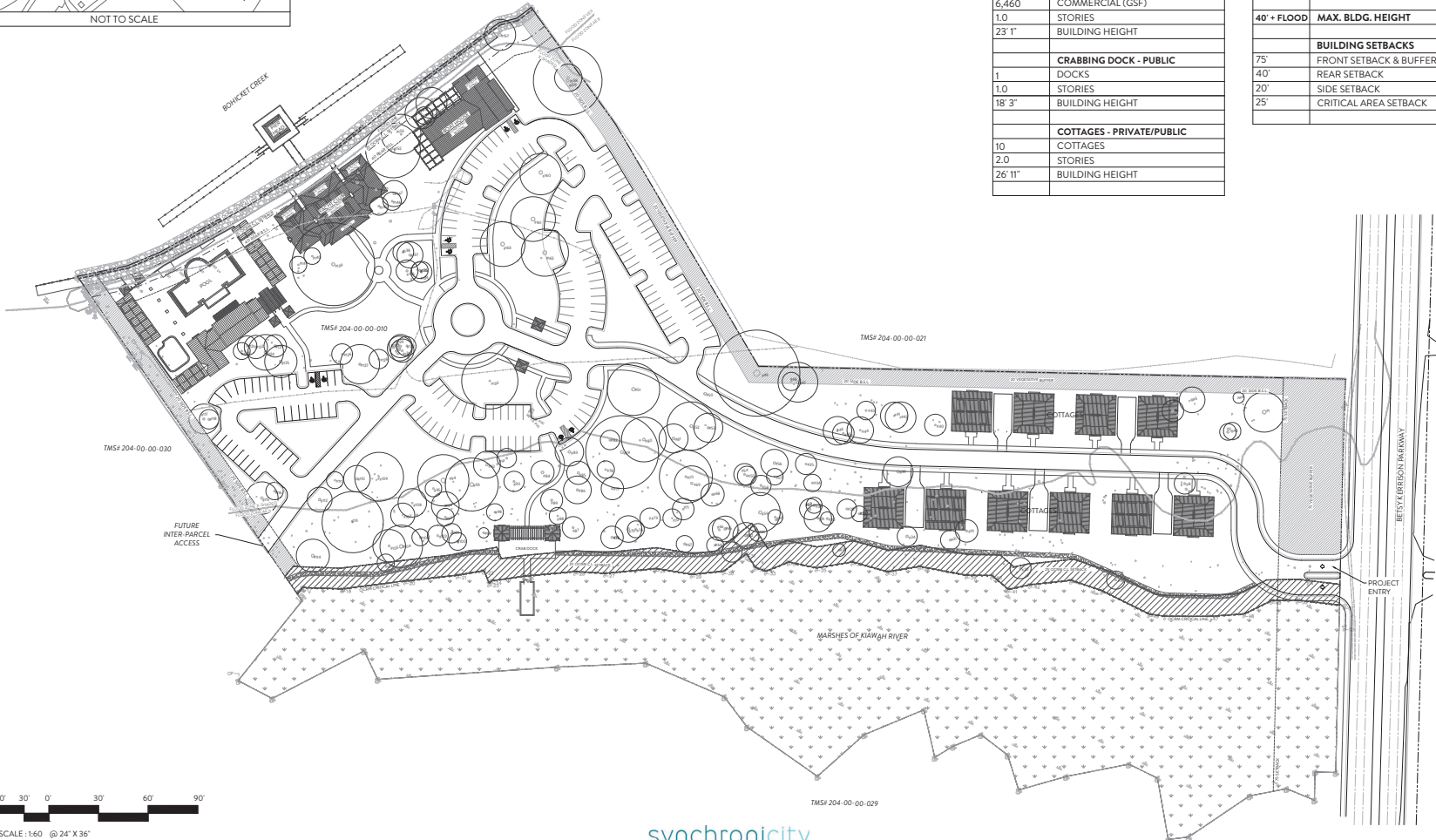


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	BUILDING HEIGHT
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1.0	COMMERCIAL (GSF)
28' 6"	STORIES
	BUILDING HEIGHT
6,460	<b>POOL HOUSE - PRIVATE</b>
1.0	COMMERCIAL (GSF)
23' 1"	STORIES
	BUILDING HEIGHT
1	<b>CRABBING DOCK - PUBLIC</b>
1.0	DOCKS
18' 3"	STORIES
	BUILDING HEIGHT
10	<b>COTTAGES - PRIVATE/PUBLIC</b>
2.0	COTTAGES
26' 11"	STORIES
	BUILDING HEIGHT

DEVELOPMENT SUMMARY	
<b>TMS#</b>	<b>204-00-00-010</b>
<b>MU</b>	<b>PROPOSED ZONING</b>
<b>17.75 AC +/-</b>	<b>GROSS ACREAGE</b>
12.52 AC +/-	HIGH GROUND AREA
5.23 AC +/-	OCRM CRITICAL AREA
	<b>UNITS</b>
4	AMENITY/COMMERCIAL
10	COTTAGES
<b>40' + FLOOD</b>	<b>MAX. BLDG. HEIGHT</b>
	<b>BUILDING SETBACKS</b>
75'	FRONT SETBACK & BUFFER
40'	REAR SETBACK
20'	SIDE SETBACK
25'	CRITICAL AREA SETBACK



NOT FOR CONSTRUCTION





ACREAGE CHART	
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PRIVATE CLUB & AMENITIES	0.91 AC +/-
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<b>TOTAL AREA:</b>	<b>13.79 AC OR 78%</b>



MODIFICATIONS	
A	PROJECT ENTRY LOCATION
B	CRABBING DOCK / MARSH TRAIL
C	OUTDOOR SEATING; EATING / DRINKING
D	REAR BOARDWALK
E	DOCK / PATHWAY / GANGWAY

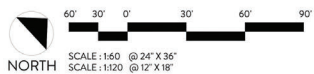
ACREAGE CHART	
PHASE	AREA
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<b>2</b>	<b>BOAT HOUSE - PRIVATE</b>
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6,460	COMMERCIAL (GSF)
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23' 1"	BUILDING HEIGHT
<b>4</b>	<b>CRABBING DOCK - PUBLIC</b>
1	DOCKS
1.0	STORIES
18' 3"	BUILDING HEIGHT
<b>5</b>	<b>COTTAGES - PRIVATE/PUBLIC</b>
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<b>UNITS</b>	
4	AMENITY/COMMERCIAL
10	COTTAGES
<b>40' + FLOOD MAX. BLDG. HEIGHT</b>	
<b>BUILDING SETBACKS</b>	
75'	FRONT SETBACK & BUFFER
40'	REAR SETBACK
20'	SIDE SETBACK
25'	CRITICAL AREA SETBACK

























Prepared By:

Bradshaw & Company, LLC  
147 Wappoo Creek Drive, Suite 605  
Charleston, SC 29412

STATE OF SOUTH CAROLINA                    )  
  )  
COUNTY OF CHARLESTON                    )                    **GENERAL WARRANTY DEED**

The designation Grantor and Grantee as used herein shall include the named parties and their heirs, successors and assigns and shall include singular, plural, masculine, feminine or neuter as required by context.

**KNOW ALL MEN BY THESE PRESENTS**, that **Andell Point, LLC**, a South Carolina limited liability company and **Andell I, LLC**, a South Carolina limited liability company and **DD&B Andell LLC**, a South Carolina limited liability company (collectively, the "Grantor"), in the State aforesaid, for and in consideration of the sum of FIVE MILLION SIX HUNDRED THOUSAND AND NO/100 DOLLARS (\$5,600,000.00), the receipt and sufficiency of which is here acknowledged, has granted, bargained, sold and released, and by these presents do grant, bargain, sell and release unto the said:

**Bohicket Creek Investors, LLC, a South Carolina limited liability company (the "Grantee")**

All Grantor's right, title and equitable or legal interest in and to:

See Exhibit "A" attached hereto and made a part hereof (the "Property" or the "Premises") Charleston County Tax Map No.:  
2040000010

Common Address: 4484 Betsy Kerrison Parkway, Johns Island, SC 29455

Grantee Address: 559 King Street, Charleston, SC 29403

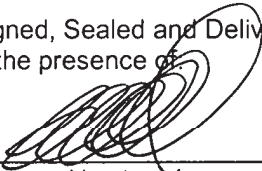
TOGETHER with all and singular, the rights, members, hereditaments and appurtenances to the said Premises belonging or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular the said Premises before mentioned unto the said Grantee, and Grantee's successors and assigns forever.

**AND GRANTOR DOES**, subject to the Permitted Exceptions set forth on Exhibit "B" attached hereto, hereby promise, for themselves and Grantor's heirs, successors, assigns, and representatives, to warrant and forever defend the above Premises unto the Grantee, Grantee's successors and assigns, against the Grantor and Grantor's heirs, successors, assigns, and representatives and against every person whomsoever lawfully claiming, or to claim, the same or any part thereof.

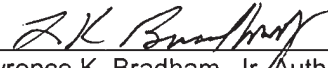
WITNESS the Hand and Seal of Lawrence K. Bradham, Jr. as Authorized Signatory on behalf of Andell Point, LLC, a South Carolina limited liability company, and William E. Walpole as Authorized Signatory on behalf of Andell I, LLC, a South Carolina limited liability company, and Daniel A. Wartinbee as Authorized Signatory on behalf of DD&B Andell LLC, a South Carolina limited liability company this 27th day of April, 2021.

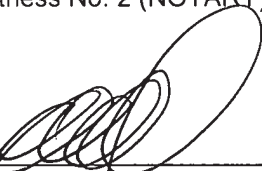
Signed, Sealed and Delivered  
in the presence of

  
\_\_\_\_\_  
Witness No. 1

  
\_\_\_\_\_  
Witness No. 2 (NOTARY)

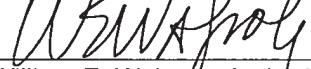
Andell Point, LLC,  
a South Carolina limited liability company

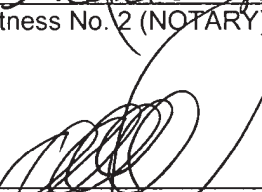
BY:   
\_\_\_\_\_  
Lawrence K. Bradham, Jr. Authorized Signatory

  
\_\_\_\_\_  
Witness No. 1

  
\_\_\_\_\_  
Witness No. 2 (NOTARY)

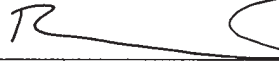
Andell I, LLC,  
a South Carolina limited liability company

BY:   
\_\_\_\_\_  
William E. Walpole, Authorized Signatory

  
\_\_\_\_\_  
Witness No. 1

  
\_\_\_\_\_  
Witness No. 2 (NOTARY)

DD&B Andell LLC,  
a South Carolina limited liability company

BY:   
\_\_\_\_\_  
Daniel A. Wartinbee, Authorized Signatory

STATE OF SOUTH CAROLINA

COUNTY OF CHARLESTON

I, The Undersigned, a Notary Public for the County of Charleston and State of South Carolina, do hereby certify that A Lawrence K. Bradham, Jr. as Authorized Signatory on behalf of Andell Point, LLC, a South Carolina limited liability company, and William E. Walpole as Authorized Signatory on behalf of Andell I, LLC, a SC limited liability company, and Daniel A. Wartinbee as Authorized Signatory on behalf of DD&B Andell LLC, a South Carolina limited liability company personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

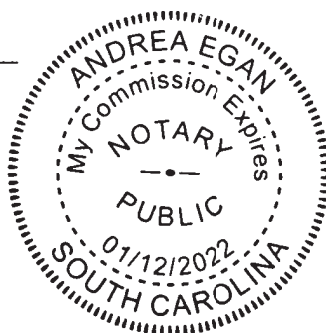
Witness my hand and official seal, this the 27th of April, 2021.

  
\_\_\_\_\_  
Notary Public

My Commission Expires: 11/12/22

(SEAL)

{01695109.DOC 2}



## Exhibit "A"

ALL that certain piece, parcel, tract, or lot of land, with the buildings and improvements located thereon, or to be built thereon, situate, lying and being on Johns Island in the County of Charleston, State of South Carolina, known and designated as **PARCEL 3, 17.861 ACRES, MORE OR LESS, BETSY KERRISON PARKWAY, JOHNS ISLAND**, as shown on a plat thereof made by Mark S. Busey, SC RLS No. 10032, dated January 12, 1997 and duly recorded on May 21, 1997 in the Office of the ROD for Charleston County, SC, in Plat Book EB at Page 828; SAID property having such size, shape, dimensions, buttings and boundings as will by reference to said Plat more full and at large appear.

SAVING AND EXCEPTING THEREFROM, that certain property previously conveyed to the SC Department of Transportation by Deed dated June 17, 2004 and duly recorded July 27, 2004 in the Office of the ROD for Charleston County, SC, in Book J503 at Page 586.

THIS being the same property as conveyed to Andell Point, LLC, a South Carolina limited liability company, by Deed of Shawn O. McKee, as Personal Representative of The Estate of Dorothy McKee a/k/a Dorothy H. McKee, Charleston County Probate Case No. 2014-ES-10-0424, and McKee Properties, LLC, said Deed being dated August 18, 2014 and duly recorded on August 20, 2014 in the Office of the ROD for Charleston County, SC, in Book 0424 at Page 195; as further conveyed to DD&B Andell Point LLC, a South Carolina limited liability company, by Deed of Andell Point, LLC, a South Carolina limited liability company said Deed being dated August 31, 2017, and recorded on September 6, 2017, in the Office of the ROD for Charleston County, SC in Book 0664, at Page 351; as further conveyed to Andell I, LLC, a South Carolina limited liability company by Deed of Andell Point, LLC, a South Carolina limited liability company said Deed being dated August 31, 2017, and recorded on September 6, 2017, in the Office of the ROD for Charleston County, SC in Book 0664, at Page 352.

TMS No.: 204-00-00-010

Exhibit "B"  
Permitted Exceptions

1. Taxes, and assessments for the year 2021 and subsequent years, which are not yet due and payable.
2. The exact amount of acreage contained in the Property.
3. Title to that portion of the Property lying within the bounds of the body of water, and/or below the mean high water mark of abutting tidal waters, and/or any portion of the Property which may be marshland and/or wetlands or located within a marsh area.
4. Riparian Rights incident to the Premises.
5. Rights of the State of South Carolina and/or the Public to use as a public beach or recreation area any portion of the subject Premises lying between the body of water abutting subject property and the mean high water mark, the most extreme high water mark, or any other legally established line separating the upland private area from the publicly used area, and also subject to the jurisdiction of the South Carolina Coastal Council and/or the US Army Corps of Engineers.
6. Power Pole(s) and Overhead Power Line(s) located on, over, under, or through the Property/
7. Grant of Easement by Margaret Hamilton Beckett, Dorothy Hamilton McKee, and Elizabeth Hamilton Stringfellow given to Coastal Shores, Inc., by instrument recorded in Book M106 at Page 232, in the ROD Office for Charleston County, South Carolina.
8. The following matters shown on that certain plat of survey entitled "A Resubdivision Plat of Parcels 1 thru 3 on Betsy Kerrison Parkway Totaling 43.327 Acres Owned by Andell, Beckett, McKee and Stringfellow located on Johns Island, Charleston County, South Carolina" prepared by Southeastern Surveying, Inc. dated January 21, 1997, recorded May 21, 1997 in Plat Book EB, Page 828 of the Charleston County Register of Deeds Office, including but not limited to:
  - a. Res;
  - b. Dirt Drive;
  - c. Rip Rap;
  - d. Dock; and
  - e. Pier.
9. Easement to Berkeley Electric Cooperative dated July 5, 1972 and recorded July 25, 1972 in Book T, Page 227 of the ROD Office for Charleston County, South Carolina.
10. Any and all restrictions on use of the property and/or rights to restrict or exercise jurisdiction over the Property by any governmental agency including, but not limited to the U.S. Army Corps of Engineers with respect to any portion of the Property which may constitute wetlands or navigable waters and any regulations imposed on the Property by the Coastal Division of DHEC or the Water Resources Division of the Department of Natural Resources due to the environmental protection laws or other laws including without limitation, laws, rules, regulations and orders concerning wetlands or wetlands protection or the use of navigable waters.
11. Rights and jurisdiction vested in the South Carolina Department of Health and Environmental Control-Office of Coastal Resources Management by law, including the power of said agency to mandate the removal or modification of any docking facility constructed in accordance with its permitting authority.
12. Interests created by, or limitations on use imposed by, the Federal Coastal Zone Management Act, or other federal law or by SC Code, Chapter 39, Title 48, as amended, or other state law or any regulations promulgated pursuant to said state or federal laws.

Prepared By:

Bradshaw & Company, LLC  
147 Wappoo Creek Drive, Suite 605  
Charleston, SC 29412

STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF CHARLESTON )

**AFFIDAVIT FOR TAXABLE OR  
EXEMPT TRANSFERS**

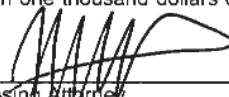
PERSONALLY, appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this Affidavit and I understand such information.
2. The property is being transferred is located at 4484 Betsy Kerrison Parkway, Johns Island, SC 29455 bearing Charleston County Tax Map Number 2040000010, was transferred by Andell Point, LLC, a South Carolina limited liability company and Andell I, LLC, a South Carolina limited liability company and DD&B Andell LLC, a South Carolina limited liability company to Seabreeze Marina, LLC, a SC limited liability company on April 30, 2021.  
**Bonicket Creek Investors, LLC**
3. Check one of the following: The DEED is:
  - a.  subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
  - b.  subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or a distribution to a trust beneficiary.
  - c.  EXEMPT from the deed recording fee because (see information section of affidavit): \_\_\_\_\_ (If exempt, please skip items 4-7 and go to item 8 of this affidavit.)

If exempt under exemption #14 as described in the Information section of this affidavit, did the agent and principal relationship exist at the time of the original sale and was the purpose of this relationship to purchase the realty?  
Check Yes  or No

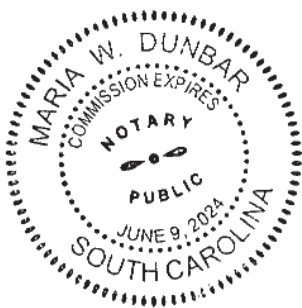
4. Check one of the following if either item 3(a) or item 3(b) above has been checked. (See Information section of this affidavit):
  - a.  The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$5,600,000.00.
  - b.  The fee is computed on the fair market value of the realty which is \$ \_\_\_\_\_.
  - c.  The fee is computed on the fair market value of the realty as established for property tax purposes which is \$ \_\_\_\_\_.
5. Check YES  or NO  to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If YES, the amount of the outstanding encumbrance is \$ \_\_\_\_\_.
6. The deed recording fee is computed as follows:
 

a. Place the amount listed in item 4 above here:	\$ <u>5,600,000.00</u>
b. Place the amount listed in item 5 above here: (If no amount is listed, place zero here.)	\$ <u>0.00</u>
c. Subtract Line 6(b) from Line 6(a) and place the result here:	\$ <u>5,600,000.00</u>
7. The deed recording fee is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$20,720.00.
8. As required by Code Section '12-24-70, I state that I am a responsible person who was connected with the transaction as: Closing Attorney
9. I understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

  
Closing Attorney  
Joshua Reeves  
Print or Type Name Here

Witness my hand and official seal, this the 30 of April 2021.

Maria W. Dunbar  
Notary Public for South Carolina  
My Commission Expires: 06/09/2024  
Maria W. Dunbar





# RECORDER'S PAGE



**NOTE:** This page **MUST** remain with the original document

**Filed By:**

BUIST BYARS & TAYLOR, LLC  
 652 COLEMAN BLVD.  
 SUITE 200  
 MT. PLEASANT SC 29464-4018 (COURIER)

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Time:	4:01:59 PM	
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Michael Miller, Register Charleston County, SC		

**MAKER:**

ANDELL POINT LLC AL

# of Pages: 6

Note:

**RECIPIENT:**

BOHICKET CREEK INVS LLC

Recording Fee	\$ 15.00
State Fee	\$ 14,560.00
County Fee	\$ 6,160.00
Extra Pages	\$ -
Postage	\$ -
Chattel	\$ -
<b>TOTAL</b>	<b>\$ 20,735.00</b>

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 Peter J. Tecklenburg  
 Charleston County Auditor

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# ANDELL MIXED-USE PROJECT: DEVELOPMENT CONDITIONS

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## GENERAL CONDITIONS

### 1. DEFINITIONS

FOR PURPOSES OF THESE DEVELOPMENT CONDITIONS, THE FOLLOWING TERMS SHALL BE DEFINED AS FOLLOWS, UNLESS THE CONTEXT CLEARLY INDICATES OR REQUIRES A DIFFERENT MEANING:

- A) **CONCEPT PLAN**. THE CONCEPT PLAN FOR THE ANDELL MIXED-USE PROJECT, PREPARED PURSUANT TO THE REQUIREMENTS OF SECTION 7.4(C) OF THE DSO AND ATTACHED AS EXHIBIT C TO ORDINANCE NO. 2023-\_\_\_\_, WHICH WAS ADOPTED BY THE MAYOR AND COUNCIL FOR THE TOWN OF SEABROOK ISLAND ON \_\_\_\_\_, 2023.
- B) **DEVELOPER**. BOHICKET CREEK INVESTORS, LLC, A SOUTH CAROLINA LIMITED LIABILITY COMPANY. FOR PURPOSES OF THESE DEVELOPMENT CONDITIONS, THE TERM “DEVELOPER” SHALL INCLUDE SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS.
- C) **DSO**. THE DEVELOPMENT STANDARDS ORDINANCE FOR THE TOWN OF SEABROOK ISLAND.
- D) **MU DISTRICT**. THE MIXED-USE DEVELOPMENT DISTRICT, AS FURTHER DEFINED IN ARTICLE 7 OF THE DSO.
- E) **SITE**. THE ANDELL MIXED-USE PROJECT, AS FULLY DESCRIBED IN THE LEGAL DESCRIPTION ATTACHED AS EXHIBIT A TO ORDINANCE NO. 2023-\_\_\_\_, WHICH WAS ADOPTED BY THE MAYOR AND COUNCIL FOR THE TOWN OF SEABROOK ISLAND ON \_\_\_\_\_, 2023.
- F) **SCDHEC**. THE SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL.
- G) **SCDOT**. THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION.
- H) **SIUC**. THE SEABROOK ISLAND UTILITY COMMISSION.
- I) **SJWC**. THE ST. JOHN’S WATER COMPANY, INC.
- J) **TOWN**. THE TOWN OF SEABROOK ISLAND, SOUTH CAROLINA.

### 2. PURPOSE OF DISTRICT

THE PURPOSE OF THE MU DISTRICT IS TO OFFER A TOOL THAT PERMITS A COMBINATION OF USES WITHIN A COHESIVE, INTEGRATED DEVELOPMENT WHICH IS IN SCALE WITH THE CHARACTER OF THE DISTRICT AND SURROUNDING AREAS. BY ENCOURAGING FLEXIBILITY, THE MU DISTRICT SEEKS TO PROMOTE THE MOST APPROPRIATE USE OF LAND BY IMPROVING THE DESIGN, CHARACTER AND QUALITY OF NEW DEVELOPMENT. THE MU DISTRICT IS INTENDED TO BE USED IN CONNECTION WITH DEVELOPMENTS WHERE THE TOWN HAS DETERMINED THAT THE QUALITY OF A PROPOSED NEW DEVELOPMENT WILL BE ENHANCED BY FLEXIBILITY IN THE PLANNING PROCESS.

### **3. PLATTING REQUIREMENTS**

SUBDIVISION OF THE SITE SHALL BE IN ACCORDANCE WITH THE PLATTING PROCEDURES AND DESIGN REQUIREMENTS OF ARTICLES 15 AND 16 OF THE DSO, UNLESS EXPRESSLY MODIFIED HEREIN.

### **4. BONDING AND PERFORMANCE GUARANTEES**

BONDING REQUIREMENTS AND PERFORMANCE GUARANTEES, WHERE APPLICABLE, SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 11.3(A)(10), 15.3(D)(2)(D), 16.3(B)(2), 16.3(B)(3)(D) AND 18.4(B)(3) OF THE DSO.

## **PROJECT CONDITIONS**

### **1. GENERAL PROVISIONS**

EACH PROPOSAL FOR DEVELOPMENT UNDER THE MU DISTRICT IS ANTICIPATED TO BE UNIQUE. EXCEPT AS MODIFIED BY THESE DEVELOPMENT CONDITIONS, DEVELOPMENT OF THE SITE SHALL BE SUBJECT TO ALL OF THE APPLICABLE STANDARDS, PROCEDURES AND REGULATIONS SET FORTH IN THE DSO.

THE DEVELOPMENT DEPICTED ON THE CONCEPT PLAN IS INTENDED TO REFLECT THE GENERAL ARRANGEMENT OF PROPOSED USES AND STRUCTURES ON THE SITE, BUT THE FINAL CONFIGURATION, PLACEMENT AND SIZE OF INDIVIDUAL BUILDINGS AND OTHER SITE ELEMENTS MAY BE ALTERED OR MODIFIED, WITHIN THE LIMITS OF THE DSO AND THESE DEVELOPMENT CONDITIONS, DURING THE DESIGN, PERMITTING AND CONSTRUCTION PHASES. THE FINAL ALIGNMENT OF ANY PUBLIC OR PRIVATE STREETS, THE LOCATIONS OF DRIVEWAYS AND OPEN SPACE AREAS AND THE LAYOUT, WIDTH AND DIMENSIONS OF INDIVIDUAL LOTS, IF APPLICABLE, MAY BE MODIFIED TO ACCOMMODATE FINAL BUILDING LAYOUTS, PROVIDED SUCH MODIFICATIONS ARE NOT INCONSISTENT WITH THE PROVISIONS OF THE DSO AND THESE DEVELOPMENT CONDITIONS.

THESE DEVELOPMENT CONDITIONS, TOGETHER WITH THE GENERAL PROJECT LAYOUT DEPICTED ON THE CONCEPT PLAN, SHALL BE FOLLOWED IN CONNECTION WITH DEVELOPMENT TAKING PLACE ON THE SITE; PROVIDED, HOWEVER, WHERE ANY CONFLICT EXISTS BETWEEN THESE

DEVELOPMENT CONDITIONS, THE CONCEPT PLAN AND THE REQUIREMENTS OF THE DSO, THE MORE RESTRICTIVE PROVISION SHALL APPLY.

## **2. PERMITTED AND CONDITIONAL USES**

USES ALLOWED ON THE SITE SHALL BE LIMITED TO THE FOLLOWING:

### **A) NON-RESIDENTIAL USES:**

- i) **PERMITTED USES:** ALL NON-RESIDENTIAL USES, INCLUDING ACCESSORY USES AND STRUCTURES, WHICH ARE LISTED AS A “PERMITTED USE (P)” WITHIN TABLE 7.2 (SCHEDULE OF USES: MIXED-USE DISTRICT) OF THE DSO, SHALL BE ALLOWED ON THE SITE, SUBJECT TO ANY LIMITATIONS AND CONDITIONS FURTHER IMPOSED BY THESE DEVELOPMENT CONDITIONS. IT IS UNDERSTOOD AND ACKNOWLEDGED BY BOTH THE TOWN AND DEVELOPER THAT THE FOLLOWING USES SHALL BE EXPRESSLY ALLOWED:
  - a) BOAT DOCKS, LANDINGS AND LAUNCHES
  - b) FITNESS CLUBS AND HEALTH SPAS
  - c) GREENWAYS, BOARDWALKS AND NON-MOTORIZED TRAILS/PATHWAYS
  - d) HOTELS (SINGLE BUILDING OR COLLECTION OF BUILDINGS)
  - e) INDOOR RECREATION FACILITIES, INCLUDING CLUB BUILDINGS, EVENT AND MEETING FACILITIES AND GYMNASIUMS
  - f) OFFICES (GENERAL AND PROFESSIONAL)
  - g) OPEN AIR RECREATION, INCLUDING BOAT RAMPS, DOCKS (INCLUDING CRAB DOCKS), PIERS AND SWIMMING POOLS
  - h) OPEN SPACE PRESERVES
  - i) RESTAURANTS (NOT INCLUDING DRIVE-THROUGH FACILITIES)
- ii) **CONDITIONAL USES:** ALL NON-RESIDENTIAL USES, INCLUDING ACCESSORY USES AND STRUCTURES, WHICH ARE LISTED AS A “CONDITIONAL USE (C)” WITHIN TABLE 7.2 (SCHEDULE OF USES: MIXED-USE DISTRICT) OF THE DSO, SHALL BE ALLOWED ON THE SITE, SUBJECT TO THE SPECIFIC CONDITIONS REFERENCED THEREIN AND SUBJECT TO ANY LIMITATIONS AND CONDITIONS FURTHER IMPOSED BY THESE DEVELOPMENT CONDITIONS. IT IS UNDERSTOOD AND ACKNOWLEDGED BY BOTH THE TOWN AND DEVELOPER THAT THE FOLLOWING USES SHALL BE EXPRESSLY ALLOWED:

- a) ESTABLISHMENTS SERVING ALCOHOLIC BEVERAGES
- b) MARINA FACILITIES
- c) OUTDOOR SEATING AT EATING/DRINKING ESTABLISHMENTS

iii) **SIMILAR USES:** ANY REQUEST TO ESTABLISH A USE WHICH IS NOT SPECIFICALLY ADDRESSED IN ANY ZONING DISTRICT WITHIN THE DSO SHALL BE SUBMITTED TO THE ZONING ADMINISTRATOR FOR REVIEW BASED ON THE STANDARDS SET FORTH IN SECTION 12.6(G) OF THE DSO. IF THE ZONING ADMINISTRATOR DETERMINES THAT THE PROPOSED USE MOST CLOSELY APPROXIMATES ONE OF THE ALLOWABLE USES SPECIFIED IN PARAGRAPHS i) OR ii) ABOVE, THE ZONING ADMINISTRATOR MAY ALLOW THE PROPOSED USE AS A "SIMILAR USE" ON THE SITE. ANY USE SO DESIGNATED SHALL BE SUBJECT TO THE SAME CONDITIONS AND REQUIREMENTS APPLICABLE TO THE USE WHICH THE ZONING ADMINISTRATOR HAS DETERMINED IT MOST CLOSELY RESEMBLES.

### 3. DENSITY

- A) THE TOTAL AREA OCCUPIED BY NON-RESIDENTIAL USES SHALL NOT EXCEED FIFTY PERCENT (50%) OF THE TOTAL SITE AREA.
- B) THE TOTAL NUMBER OF HOTEL UNITS ALLOWED ON THE SITE SHALL NOT EXCEED 10, REGARDLESS OF WHETHER THE UNITS ARE LOCATED WITHIN A SINGLE BUILDING OR A COLLECTION OF BUILDINGS.

### 4. STREETS, DRIVEWAYS AND SIDEWALKS

- A) STREETS AND/OR DRIVEWAYS WILL BE INSTALLED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPT PLAN. WHERE PROVIDED, INTERNAL STREETS SHALL CONFORM WITH THE STANDARDS SET FORTH IN ARTICLE 16 OF THE DSO. DRIVEWAYS SHALL CONFORM WITH THE STANDARDS SET FORTH IN SECTION 2.4(B) OF THE DSO.
- B) SIDEWALKS (AT LEAST 5 FEET IN WIDTH) SHALL BE INSTALLED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPT PLAN. ADDITIONAL SIDEWALKS MAY BE INSTALLED AT THE DEVELOPER'S DISCRETION.
- C) A SIDEWALK (AT LEAST 5 FEET IN WIDTH) SHALL BE INSTALLED ALONG THE BETSY KERRISON PARKWAY ROAD FRONTAGE. WHERE PROVIDED, THE SIDEWALK SHALL CONNECT TO EXISTING SIDEWALKS ON ADJACENT PROPERTIES; OTHERWISE, THE SIDEWALK SHALL BE STUBBED OUT TO EACH NEIGHBORING PROPERTY LINE. THE SIDEWALK ALONG BETSY KERRISON PARKWAY MAY BE INSTALLED WITHIN THE EXISTING ROAD RIGHT-OF-WAY (SUBJECT TO SCDOT APPROVAL) OR ON THE SITE IN A LOCATION ADJACENT TO THE ROAD RIGHT-OF-WAY. IF INSTALLED ON THE SITE, THE DEVELOPER MAY GRANT TO THE TOWN AN EASEMENT OF SUFFICIENT WIDTH AND DIMENSIONS TO ALLOW FOR PUBLIC USE AND MAINTENANCE OF THE SIDEWALK.

- D) ADJUSTMENTS TO THE FINAL LOCATIONS OF INTERNAL STREET/DRIVEWAY ALIGNMENTS AND SIDEWALKS MAY OCCUR AT THE DISCRETION OF THE DEVELOPER, AS REQUIRED TO MEET STATE AND/OR LOCAL AGENCY STANDARDS, AS A RESULT OF FURTHER SITE INVESTIGATION, OR AS A RESULT OF FUTURE DEVELOPMENT. PROVIDED THE PROPOSED ADJUSTMENTS SATISFY ALL OTHER CONDITIONS OF THESE DEVELOPMENT CONDITIONS AND ANY APPLICABLE PROVISIONS OF THE DSO, SUCH ADJUSTMENTS MAY BE APPROVED BY THE ZONING ADMINISTRATOR AS A MINOR MODIFICATION TO THE CONCEPT PLAN.

**5. VEHICULAR ACCESS AND ROAD IMPROVEMENTS**

- A) THE SITE SHALL BE SERVED BY TWO POINTS OF INGRESS/EGRESS. THE MAIN ACCESS POINT SHALL BE PROVIDED FROM BETSY KERRISON PARKWAY (S-20), AN SCDOT RIGHT-OF-WAY WHICH IS SUBJECT TO THE STATE AGENCY'S ENCROACHMENT PERMIT REVIEW AND APPROVAL PROCESS. THE SECOND ACCESS POINT SHALL BE PROVIDED FROM BOHICKET MARINA VIA AN INTER-PARCEL CONNECTION TO ANDELL BLUFF BOULEVARD, A PRIVATE RIGHT-OF-WAY. BOTH ENTRANCES MAY BE PLACED IN THE GENERAL LOCATIONS SHOWN ON THE CONCEPT PLAN, SUBJECT TO THE GRANTING OF ANY NECESSARY ENCROACHMENT PERMITS FROM STATE AND/OR LOCAL AGENCIES. ADJUSTMENTS TO THE FINAL LOCATIONS OF INGRESS/EGRESS POINTS MAY OCCUR AT THE DISCRETION OF THE DEVELOPER, AS REQUIRED TO MEET STATE AND/OR LOCAL AGENCY STANDARDS, AS A RESULT OF FURTHER SITE INVESTIGATION, OR AS A RESULT OF FUTURE DEVELOPMENT. PROVIDED THE ADJUSTMENTS SATISFY ALL OTHER CONDITIONS OF THESE DEVELOPMENT CONDITIONS AND ANY APPLICABLE PROVISIONS OF THE DSO, SUCH ADJUSTMENTS MAY BE APPROVED BY THE ZONING ADMINISTRATOR AS A MINOR MODIFICATION TO THE CONCEPT PLAN.
- B) SUBJECT TO APPROVAL BY SCDOT, TEMPORARY CONSTRUCTION ACCESS TO AND FROM THE SITE SHALL BE VIA BETSY KERRISON PARKWAY.

**6. LANDSCAPING, BUFFERING & TREE PRESERVATION**

LANDSCAPING, BUFFERING AND TREE PRESERVATION SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 11 OF THE DSO.

NOTWITHSTANDING THE FOREGOING, THE FOLLOWING BUFFER REQUIREMENTS SHALL APPLY:

- A) A BUFFER SHALL BE PROVIDED ON THE SITE ALONG THE SHARED PROPERTY LINE WITH CHARLESTON COUNTY TAX MAP NUMBER 204-00-021 (ZONED AGR AGRICULTURAL IN UNINCORPORATED CHARLESTON COUNTY). THIS BUFFER SHALL MEET THE MINIMUM BUFFER ZONE SPECIFICATIONS FOR A "ZONE A" BUFFER, AS PROVIDED IN TABLE 11-3A (BUFFER ZONE SPECIFICATIONS) OF THE DSO.
- B) A STREETScape BUFFER SHALL BE PROVIDED ALONG THE BETSY KERRISON PARKWAY RIGHT-OF-WAY. THIS BUFFER SHALL MEET THE MINIMUM BUFFER ZONE SPECIFICATIONS PROVIDED BELOW:

- i) STREETScape BUFFER SPECIFICATIONS:
  - a) MINIMUM DEPTH: 75 FEET
  - b) CANOPY TREES (PER 100 LINEAR FEET): 9
  - c) ORNAMENTAL AND/OR EVERGREEN TREES (PER 100 LINEAR FEET): 12
  - d) SHRUBS (PER 100 LINEAR FEET): 60
- ii) ONLY THE FOLLOWING TYPES OF STRUCTURES AND APPURTENANCES MAY BE PERMITTED TO ENCROACH INTO THE REQUIRED STREETScape BUFFER, PROVIDED THEY DO NOT DIMINISH THE INTENT OF THE BUFFER:
  - a) SIDEWALKS AND NON-MOTORIZED TRAILS/PATHWAYS, INCLUSIVE OF BENCHES AND SIMILAR PEDESTRIAN-ORIENTED AMENITIES;
  - b) PERMITTED SIGNS;
  - c) FENCES AND WALLS (UP TO THE REQUIRED FRONT YARD SETBACK LINE);
  - d) IRRIGATION;
  - e) SITE LIGHTING;
  - f) UTILITIES;
  - g) A DRIVEWAY PROVIDING TEMPORARY CONSTRUCTION ACCESS TO AND FROM THE SITE VIA BETSY KERRISON PARKWAY; AND
  - h) A PERMANENT PRIVATE RIGHT-OF-WAY, INCLUSIVE OF CURB AND GUTTER, PROVIDING ACCESS TO AND FROM THE SITE VIA BETSY KERRISON PARKWAY, PROVIDED THE AREA OF ENCROACHMENT SHALL BE ROUGHLY PERPENDICULAR TO THE BETSY KERRISON ROAD RIGHT-OF-WAY.
- C) WHERE TREES AND VEGETATION EXIST WITHIN THE REQUIRED BUFFER AREAS, THE EXISTING TREES AND VEGETATION MAY COUNT TOWARD MEETING THE BUFFER REQUIREMENTS AND SHALL BE SUPPLEMENTED, AS NEEDED, TO FULLY COMPLY WITH THE REQUIREMENTS SPECIFIED HEREIN.

**7. OPEN SPACE**

OPEN SPACE SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 7.3(D) OF THE DSO. DEDICATED OPEN SPACE MAY INCLUDE LANDSCAPING, ACTIVE AND PASSIVE RECREATION AREAS,

PEDESTRIAN AND MULTI-USE PATHS, UTILITIES AND ASSOCIATED INFRASTRUCTURE AND UTILITY EASEMENTS, SUBJECT TO THE PROVISIONS SET FORTH BELOW:

- A) A MINIMUM OF 20% OF THE SITE'S GROSS LAND AREA SHALL BE SET ASIDE AS DEDICATED OPEN SPACE.
  - i. STREETS, DRIVEWAYS, SIDEWALKS, PARKING LOTS AND OTHER IMPERVIOUS SURFACES SHALL BE EXCLUDED FROM THE CALCULATION OF REQUIRED OPEN SPACE.
  - ii. LANDS OCCUPIED BY BIKE PATHS, TENNIS COURTS, OR SIMILAR RECREATIONAL AMENITIES MAY BE COUNTED AS DEDICATED OPEN SPACE; PROVIDED, SUCH IMPERVIOUS SURFACES SHALL NOT CONSTITUTE MORE THAN 10% OF THE TOTAL REQUIRED OPEN SPACE.
  - iii. UP TO 50% OF THE DEDICATED OPEN SPACE REQUIREMENT MAY BE SATISFIED WITH LAND COVERED BY WATER OR BY STORMWATER DETENTION OR RETENTION BASINS IF THE ZONING ADMINISTRATOR DETERMINES THAT THE WATER BODY OR BASIN CONSTITUTES AN AMENITY THAT CONTRIBUTES TO THE CHARACTER OF THE MIXED-USE DEVELOPMENT AND OFFERS AN ACTIVE OR PASSIVE LEISURE EXPERIENCE.
  - iv. AT LEAST 50% OF THE DEDICATED OPEN SPACE SHALL BE USABLE FOR ACTIVE AND/OR PASSIVE RECREATION INCLUDING, BUT NOT LIMITED TO, WALKING, BIKING, PLAYFIELDS, PICNICKING, PLAYGROUNDS, RELAXATION, BOATING AND/OR WATER SPORTS.
- B) THE LAND SET ASIDE FOR DEDICATED OPEN SPACE SHALL NOT BE INCLUDED ON ANY LOT DESIGNATED FOR DEVELOPMENT.
- C) THE REQUIRED OPEN SPACE LAND SHALL BE PERMANENTLY RESERVED FOR OPEN SPACE PURPOSES AND SHALL BE CONVEYED USING ONE OR MORE OF THE OPTIONS PROVIDED IN SECTION 7.3(D)(2) OF THE DSO.
- D) ANY OPEN SPACE LAND WHICH IS INTENDED TO BE DEDICATED TO THE TOWN SHALL MEET THE REQUIREMENTS PROVIDED IN SECTION 7.3(D)(3) OF THE DSO AND MUST BE ACCEPTED BY VOTE OF TOWN COUNCIL PRIOR TO DEDICATION.

## **8. PARKING AND LOADING**

- A) PARKING AND LOADING REQUIREMENTS FOR ALL PERMITTED AND CONDITIONAL USES ON THE SITE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 12 OF THE DSO.
- B) SUBJECT TO THE SHARED/Common PARKING PROVISIONS OF SECTIONS 12.2(C) OF THE DSO AND THE MAXIMUM PARKING REQUIREMENTS SPECIFIED IN SECTION 12.3(F) OF THE



DSO, SHARED PARKING MAY BE PROVIDED ON THE SITE IN CONJUNCTION WITH THE NEIGHBORING BOHICKET MARINA SITE.

**9. SIGNAGE**

ALL SIGNS CONSTRUCTED OR INSTALLED ON THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 13 OF THE DSO.

**10. BUILDING HEIGHTS**

THE MAXIMUM BUILDING HEIGHT FOR ALL BUILDINGS CONSTRUCTED ON THE SITE SHALL BE 36 FEET ABOVE THE DESIGN FLOOD ELEVATION, PROVIDED:

- A) COMMERCIAL BUILDINGS MAY INCREASE THE MAXIMUM ALLOWABLE HEIGHT BY ONE (1) ADDITIONAL FOOT FOR EACH THREE (3) FEET OF ADDITIONAL FRONT YARD SETBACK PROVIDED, WITH A MAXIMUM BUILDING HEIGHT OF 40 FEET ABOVE THE REQUIRED DESIGN FLOOD ELEVATION;
- B) ENCLOSED BOAT STORAGE FACILITIES MAY BE CONSTRUCTED TO A MAXIMUM BUILDING HEIGHT OF 40 FEET ABOVE THE DESIGN FLOOD ELEVATION; AND
- C) UNENCLOSED BOAT STORAGE SHALL NOT EXCEED THE HEIGHT OF ANY ENCLOSED BOAT STORAGE BUILDING AND SHALL BE MEASURED TO THE TOP OF THE HIGHEST BOAT.

THE MAXIMUM BUILDING HEIGHT SPECIFIED HEREIN SHALL NOT APPLY TO STRUCTURES WHICH ARE EXPRESSLY EXEMPTED PURSUANT TO SECTION 2.5(C) OF THE DSO.

**11. CONSTRUCTION SCHEDULE AND PHASING**

THIS DEVELOPMENT MAY BE CONSTRUCTED IN PHASES AT THE DEVELOPER'S DISCRETION.

**12. SETBACKS**

- A) PERIMETER SETBACKS. THE FOLLOWING SETBACK REQUIREMENTS SHALL APPLY TO THE PERIMETER OF THE SITE:
  - i) MINIMUM FRONT YARD SETBACK (FROM BETSY KERRISON PARKWAY ROAD RIGHT-OF-WAY):
    - a) BUILDINGS AND OTHER STRUCTURES (EXCLUDING FENCES AND WALLS): 75 FEET
    - b) PARKING: 50 FEET
    - c) FENCES AND WALLS: 20 FEET

ii) MINIMUM SIDE YARD SETBACK: 20 FEET

iii) MINIMUM REAR YARD SETBACK: 40 FEET

B) GENERAL NOTES:

i) ALL SETBACKS SHALL BE MEASURED FROM THE PROPERTY LINES, PROVIDED:

a) IF A CRITICAL AREA IS PRESENT ON THE PROPERTY, THE REQUIRED SETBACK SHALL BE THE GREATER OF THE MINIMUM SETBACK PROVIDED IN PARAGRAPH (A) ABOVE OR THE CRITICAL AREA SETBACK PROVIDED IN SECTION 10.5(A) OF THE DSO.

b) IF A WATERBODY IS PRESENT ON THE PROPERTY, THE REQUIRED SETBACK SHALL BE THE GREATER OF THE MINIMUM SETBACK PROVIDED IN PARAGRAPH (A) ABOVE OR THE WATERBODY SETBACK PROVIDED IN SECTION 10.5(A) OF THE DSO.

c) IN INSTANCES WHERE A BUFFER IS REQUIRED PURSUANT TO SECTION 6 OF THESE DEVELOPMENT CONDITIONS, THE REQUIRED SETBACK SHALL BE THE GREATER OF THE MINIMUM SETBACK PROVIDED IN PARAGRAPH (A) ABOVE OR THE WIDTH OF THE REQUIRED BUFFER.

ii) IN INSTANCES WHERE A CONDITIONAL USE REQUIRES A LARGER SETBACK THAN THOSE PROVIDED IN PARAGRAPH (A) ABOVE, THE MORE RESTRICTIVE SETBACK REQUIREMENT SHALL APPLY.

iii) THE FOLLOWING TYPES OF STRUCTURES AND ARCHITECTURAL FEATURES MAY ENCROACH INTO THE REQUIRED SETBACKS:

a) ACCESSORY STRUCTURES: AS PROVIDED IN SECTION 2.2(A) OF THE DSO

b) ACCESSIBLE RAMPS: LEAST ENCROACHMENT NECESSARY TO PROVIDE REASONABLE ACCOMMODATION PURSUANT TO THE FEDERAL FAIR HOUSING ACT (FHA) AND AMERICANS WITH DISABILITIES ACT (ADA)

c) DRIVEWAYS: AS PROVIDED IN SECTION 2.4(B) OF THE DSO

d) FENCES AND WALLS: AS PROVIDED IN SECTION 2.5(B) OF THE DSO

e) SIGNS: AS PROVIDED IN ARTICLE 13 OF THE DSO

**13. PUBLIC UTILITY SERVICES (WATER AND SEWER)**

PUBLIC UTILITY SERVICES WILL BE PROVIDED TO THE SITE BY SIUC (SEWER) AND SJWC (WATER), SUBJECT TO THE FOLLOWING CONDITIONS:

- A) IN ORDER TO SERVE FUTURE DEVELOPMENT ON THE SITE, THE DEVELOPER SHALL CONSTRUCT, OR CAUSE TO BE CONSTRUCTED, AT DEVELOPER'S COST, ALL NECESSARY WATER AND SEWER INFRASTRUCTURE TO, FROM AND WITHIN THE SITE;
- B) CONSTRUCTION OF ALL WATER AND SEWER INFRASTRUCTURE TO, FROM AND WITHIN THE SITE SHALL COMPLY WITH ALL APPLICABLE STANDARDS, SPECIFICATIONS AND PROCEDURES IMPOSED BY SIUC, SJWC, SCDHEC AND ANY OTHER LOCAL, STATE OR FEDERAL AGENCY HAVING JURISDICTION OVER THE SITE;
- C) IF THE DEVELOPER INTENDS TO CONNECT FUTURE SEWER INFRASTRUCTURE WITHIN THE SITE TO SIUC'S EXISTING SEWER COLLECTION SYSTEMS VIA A SEWER MAIN LOCATED ON PRIVATE PROPERTY FOR WHICH AN ACCESS EASEMENT IS NOT PROVIDED, THE DEVELOPER SHALL CONVEY, OR CAUSE TO BE CONVEYED, TO SIUC ANY NECESSARY EASEMENT(S) OF SUFFICIENT SIZE AND DIMENSION TO ALLOW SIUC TO ACCESS AND MAINTAIN THE SEWER MAIN(S) TO WHICH THE DEVELOPER INTENDS TO CONNECT. SUCH CONVEYANCE(S) SHALL BE MADE PRIOR TO FINAL APPROVAL OF ANY SITE-SPECIFIC DEVELOPMENT PLAN;
- D) ACCORDING TO GENERALLY ACCEPTED INDUSTRY STANDARDS, THE MIXTURE OF USES AND DENSITIES SHOWN ON THE CONCEPT PLAN ARE ANTICIPATED TO GENERATE, UPON CONSTRUCTION, A TOTAL DEMAND OF UP TO 45 EQUIVALENT RESIDENTIAL UNITS (ERU) ON THE SIUC'S SEWER SYSTEM. ANY CHANGES TO THE MIXTURE OF USES AND DENSITIES WHICH, ACCORDING TO GENERALLY ACCEPTED INDUSTRY STANDARDS, WILL RESULT IN THE GENERATION OF MORE THAN 45 ERU'S WILL BE CONSIDERED A MAJOR AMENDMENT TO THESE DEVELOPMENT CONDITIONS AND SHALL BE SUBJECT TO THE AMENDMENT PROVISIONS CONTAINED WITHIN SECTION 20(B) (AMENDMENTS; MAJOR);
- E) A "WILLINGNESS AND CAPABILITY LETTER" MUST BE RECEIVED FROM SIUC PRIOR TO CONSTRUCTION OF ANY SEWER COLLECTION AND TRANSMISSION FACILITIES ON THE SITE
- F) PRIOR TO THE ISSUANCE OF ANY BUILDING PERMITS BY THE TOWN, THE DEVELOPER SHALL BE RESPONSIBLE FOR PAYING ALL APPLICABLE FEES IMPOSED BY SIUC AND SJWC, INCLUDING, BUT NOT LIMITED TO, CONNECTION, IMPACT, METER AND/OR TAP FEES.

**14. BINDING EFFECT OF REZONING DOCUMENTS AND VESTED RIGHTS**

- A) THE PROVISIONS OF THESE DEVELOPMENT CONDITIONS SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE DEVELOPER AND SUBSEQUENT OWNERS OF THE SITE AND TO THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS, UNLESS AMENDED PURSUANT TO SECTION 7.4(E) OF THE DSO, OR UNTIL SUCH TIME AS THE SITE IS REZONED TO ANOTHER ZONING DISTRICT PURSUANT TO THE PROVISIONS OF ARTICLE 19 OF THE DSO.

B) NOTWITHSTANDING THE PROVISIONS SPECIFIED IN PARAGRAPH (A) ABOVE, A VESTED RIGHT TO DEVELOP THE SITE IN ACCORDANCE WITH THE CONCEPT PLAN ATTACHED AS EXHIBIT C AND THIS ORDINANCE SHALL ARISE UPON THE ADOPTION OF THIS ORDINANCE. VESTED RIGHTS SHALL ALSO ARISE UPON THE ADOPTION OF ANY SUBSEQUENT SITE-SPECIFIC DEVELOPMENT PLAN(S) BY THE REVIEWING AUTHORITY AUTHORIZED TO APPROVE THE SITE-SPECIFIC DEVELOPMENT PLAN AND PAYMENT TO THE TOWN OF ALL APPLICABLE FEES.

D) GENERAL PROVISIONS RELATING TO VESTED RIGHTS.

i) VESTED RIGHTS AUTHORIZED IN PARAGRAPH (B) SHALL EXPIRE TWO (2) YEARS AFTER THE DATE OF ITS COMMENCEMENT, UNLESS EXTENDED PURSUANT TO PARAGRAPH ii) BELOW.

ii) NO SOONER THAN THREE (3) MONTHS, AND NO LATER THAN 45 DAYS, PRIOR TO THE EXPIRATION OF THE TWO-YEAR VESTED RIGHT PERIOD, THE DEVELOPER MAY APPLY TO THE ZONING ADMINISTRATOR FOR AN ANNUAL EXTENSION OF THE VESTED RIGHT. THE ZONING ADMINISTRATOR MUST APPROVE THE VESTED RIGHT EXTENSION, UNLESS AN AMENDMENT TO THE LAND DEVELOPMENT REGULATIONS HAS BEEN ADOPTED THAT PROHIBITS APPROVAL. NO MORE THAN FIVE (5) ANNUAL EXTENSIONS OF THE VESTED RIGHT MAY BE APPROVED.

iii) A VESTED SITE-SPECIFIC DEVELOPMENT PLAN MAY BE AMENDED IF THE AMENDMENT CONFORMS TO, OR DOES NOT CAUSE GREATER NONCONFORMITY WITH, THE THEN CURRENT PROVISIONS OF THE DSO, THE TOWN CODE, OR OTHER APPLICABLE REGULATIONS, INCLUDING THESE DEVELOPMENT CONDITIONS. APPROVAL OR CONDITIONAL APPROVAL OF AN AMENDMENT DOES NOT RESET OR RESTART THE EXPIRATION PERIOD OF A VESTED RIGHT.

iv) DURING THE VESTING PERIOD, CHANGES TO THE SITE'S ZONING DISTRICT DESIGNATION, OR CHANGES TO LAND USE REGULATIONS AFFECTING THE SITE, DO NOT OPERATE TO AFFECT, PREVENT OR DELAY DEVELOPMENT OF THE SITE UNDER THE VESTED SITE-SPECIFIC DEVELOPMENT PLAN WITHOUT CONSENT OF THE DEVELOPER; PROVIDED:

a) THE VESTED SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO LATER ENACTED FEDERAL, STATE OR LOCAL LAWS ADOPTED TO PROTECT PUBLIC HEALTH, SAFETY AND WELFARE, INCLUDING, BUT NOT LIMITED TO, BUILDING, FIRE, PLUMBING, ELECTRICAL AND MECHANICAL CODES, AND NONCONFORMING STRUCTURE AND USE REGULATIONS WHICH DO NOT PROVIDE FOR THE GRANDFATHERING OF THE VESTED RIGHT; AND

b) THE VESTED SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO LATER ENACTED OVERLAY ZONING THAT IMPOSES SITE-PLAN RELATED

REQUIREMENTS BUT DOES NOT AFFECT ALLOWABLE USE TYPES, BUILDING HEIGHT (AS IT AFFECTS DENSITY OR INTENSITY OF USES), OR DENSITY OR INTENSITY OF USES.

**15. RESTRICTIVE COVENANTS**

ANY RESTRICTIVE COVENANTS FOR THE SITE SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE DSO. ANY RESTRICTIVE COVENANTS SHALL BE RECORDED IN THE REGISTER OF DEEDS OFFICE FOR CHARLESTON COUNTY.

**16. DEVELOPMENT IMPACT FEES**

FUTURE DEVELOPMENT OF THE SITE SHALL BE SUBJECT TO ALL CURRENT AND FUTURE DEVELOPMENT IMPACT FEES IMPOSED BY THE TOWN, PROVIDED SUCH FEES ARE APPLIED CONSISTENTLY AND IN THE SAME MANNER TO ALL SIMILARLY SITUATED PROPERTY WITHIN THE TOWN LIMITS. FOR THE PURPOSE OF THIS AGREEMENT, THE TERM “DEVELOPMENT IMPACT FEES” SHALL INCLUDE, BUT NOT BE LIMITED TO, THE MEANING ASCRIBED IN THE SOUTH CAROLINA DEVELOPMENT IMPACT FEE ACT, SECTIONS 6-1-910, ET SEQ., OF THE SC CODE OF LAWS.

**17. ARCHITECTURAL REQUIREMENTS & BUILDING MATERIALS**

- A) THE PRIMARY EXTERIOR BUILDING MATERIALS FOR ANY STRUCTURES WHICH ARE CONSTRUCTED ON THE SITE SHALL INCLUDE A COMBINATION OF ANY ONE OR MORE OF THE FOLLOWING: BRICK, STONE, FIBER CEMENT SIDING, STUCCO AND SIMILAR HIGH-QUALITY MATERIALS DEEMED APPROPRIATE BY THE REVIEWING AUTHORITY. VINYL SIDING SHALL NOT BE PERMITTED AS A PRIMARY BUILDING MATERIAL.
- B) FREESTANDING WALLS, INCLUDING RETAINING WALLS, WHICH ARE CONSTRUCTED ON THE SITE SHALL BE MADE OF STUCCO, CYPRESS, PRESSURE-TREATED WOOD, WOOD COMPOSITE, BRICK OR STONE, OR SIMILAR MATERIALS DEEMED APPROPRIATE BY THE REVIEWING AUTHORITY.
- C) FENCES WHICH ARE CONSTRUCTED ON THE SITE SHALL BE MADE OF STUCCO, CYPRESS, PRESSURE-TREATED WOOD, WOOD COMPOSITE, IRON, POWDER COATED ALUMINUM, OR SIMILAR MATERIALS DEEMED APPROPRIATE BY THE REVIEWING AUTHORITY.

**18. PERMITTED MODIFICATIONS FROM DEVELOPMENT STANDARDS ORDINANCE**

THE FOLLOWING MODIFICATIONS FROM THE STANDARDS AND REQUIREMENTS SET FORTH IN THE DEVELOPMENT STANDARDS ORDINANCE ARE EXPRESSLY AUTHORIZED AND PERMITTED, PER THIS ORDINANCE AND AS DEPICTED IN THE CONCEPT PLAN ATTACHED AS EXHIBIT C. THESE MODIFICATIONS ARE LIMITED TO THE FEATURES, INCLUDING SUBSTANTIALLY SIMILAR FEATURES OTHERWISE ALLOWED BY THE DSO AND AS DETERMINED BY THE ZONING ADMINISTRATOR, DEPICTED ON THE CONCEPT PLAN AND SPECIFICALLY DESCRIBED BELOW.

ENCROACHMENTS BEYOND THE CRITICAL LINE ARE OUTSIDE THE JURISDICTION OF SEABROOK ISLAND AND FALL UNDER THE PURVIEW OF SCDHEC – OCRM. SAID ENCROACHMENTS SHALL BE REVIEWED AND APPROVED WITHIN THOSE GOVERNING BODIES.

**A) PROJECT ENTRY LOCATION** – THE PROPOSED PROJECT ENTRY FOR THE SITE IS ALIGNED WITH THE ESTABLISHED KIAWAH ISLAND TOWN HALL SITE ENTRY AND THEREFORE REQUIRES ENCROACHMENTS WITHIN THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE FOR PAVED TURN LANES/ROADWAYS/SIDEWALKS AND THE ERECTION OF A RETAINING WALL ADJACENT TO THE CRITICAL LINE. TO CLARIFY, NO IMPROVEMENTS WILL CROSS THE CRITICAL LINE, BUT THE PROPOSED TURN LANES/ROADWAYS/SIDEWALKS AND RETAINING WALL WILL ENCROACH 25 FEET INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

I) A MODIFICATION IS GRANTED FROM SECTION 10.5(A)(1) AND SECTION 10.5(A)(2) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT THE PROPOSED TURN LANES/ROADWAYS//SIDEWALKS AND RETAINING WALL ADJACENT TO THE CRITICAL LINE TO ENCROACH INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

II) THE ESTIMATED AREA OF ENCROACHMENT IS 2,070 SF +/- . PLEASE REFER TO EXHIBITS E AND F.

**B) CRABBING DOCK/MARSH WALKING TRAIL** – IN THE SPIRIT AND INTENT OF THE OPPORTUNITIES FOR ENHANCED SEABROOK ISLAND PUBLIC EXPERIENCES, THE DEVELOPMENT IS ANTICIPATED TO INCLUDE A CRABBING DOCK AND WALKING TRAIL ALONG THE MARSHES OF KIAWAH RIVER AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C. THE PROPOSED CRABBING DOCK AND WALKING TRAIL ALONG THE MARSHES OF KIAWAH RIVER WILL, IN CERTAIN INSTANCES, ENCROACH UP TO AND INCLUDING 25 FEET INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

I) A MODIFICATION IS GRANTED FROM SECTION 10.5(A)(1) AND SECTION 10.5(A)(2) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT THE PROPOSED CRABBING DOCK AND WALKING TRAIL ALONG THE MARSHES OF KIAWAH RIVER TO ENCROACH INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

II) THE ESTIMATED AREA OF ENCROACHMENT IS 5,775 SF +/- . PLEASE REFER TO EXHIBITS E AND F.

III) ENCROACHMENTS BEYOND THE CRITICAL LINE ARE OUTSIDE THE JURISDICTION OF SEABROOK ISLAND AND FALL UNDER THE PURVIEW OF SCDHEC – OCRM. SAID ENCROACHMENTS SHALL BE REVIEWED AND APPROVED WITHIN THOSE GOVERNING BODIES.

**C) REAR OUTDOOR SEATING FOR EATING/DRINKING ESTABLISHMENTS** – IN THE SPIRIT AND INTENT OF THE OPPORTUNITIES FOR ENHANCED SEABROOK ISLAND PUBLIC EXPERIENCES, THE DEVELOPMENT IS ANTICIPATED TO INCLUDE STRUCTURED OUTDOOR SEATING AND PATRON AREAS FOR THE PROPOSED EATING/DRINKING ESTABLISHMENTS LOCATED AT THE POOL HOUSE, YACHT CLUB, AND THE BOAT HOUSE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C. TO CLARIFY, NO IMPROVEMENTS WILL CROSS THE CRITICAL LINE, BUT THE PROPOSED OUTDOOR SEATING AND PATRON AREAS WILL, IN CERTAIN INSTANCES, ENCROACH UP TO 10 FEET INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AND 25 FEET INTO THE 40 FOOT REAR BUILDING SETBACK AREA AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

I) THE CONDITIONAL USE OF AN OUTDOOR SEATING AND PATRON AREAS FOR THE PROPOSED EATING/DRINKING ESTABLISHMENTS FOR THE DEVELOPMENT IS PERMITTED IN ACCORDANCE WITH SECTION 9.4(K)(2) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D.

II) A MODIFICATION IS GRANTED FROM SECTION 7.3(C)(1) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT THE PROPOSED OUTDOOR SEATING AND PATRON AREAS FOR THE PROPOSED EATING/DRINKING ESTABLISHMENTS FOR THE DEVELOPMENT TO ENCROACH INTO THE 40 FOOT REAR BUILDING SETBACK AREA AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

III) A MODIFICATION IS GRANTED FROM SECTION 10.5(A)(1), SECTION 10.5(A)(2) AND SECTION 10.5(B)(1) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT THE PROPOSED OUTDOOR SEATING AND PATRON AREAS FOR THE PROPOSED EATING/DRINKING ESTABLISHMENTS FOR THE DEVELOPMENT TO ENCROACH INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

IV) THE ESTIMATED ENCROACHMENTS FOR THE REAR OUTDOOR SEATING FOR EATING/DRINKING ESTABLISHMENTS ARE AS FOLLOWS:

**a. POOL HOUSE**

1. THE ESTIMATED AREA OF ENCROACHMENT FOR THE REAR BUILDING SETBACK IS 494 SF +/-.

2. THE ESTIMATED AREA OF ENCROACHMENT FOR THE CRITICAL LINE SETBACK IS 396 SF +/-.

**b. YACHT CLUB**

1. THE ESTIMATED AREA OF ENCROACHMENT FOR THE REAR BUILDING SETBACK IS 1,717 SF +/-.
2. THE ESTIMATED AREA OF ENCROACHMENT FOR THE CRITICAL LINE SETBACK IS 404 SF +/-.

**c. BOAT HOUSE**

1. THE ESTIMATED AREA OF ENCROACHMENT FOR THE REAR BUILDING SETBACK IS 579 SF +/-.
2. THE ESTIMATED AREA OF ENCROACHMENT FOR THE CRITICAL LINE SETBACK IS 104 SF +/-.

V) PLEASE REFER TO EXHIBITS E AND F.

**D) REAR BOARDWALK** – IN THE SPIRIT AND INTENT OF THE OPPORTUNITIES FOR ENHANCED SEABROOK ISLAND PUBLIC EXPERIENCES, THE DEVELOPMENT IS ANTICIPATED TO INCLUDE A WATERFRONT BOARDWALK AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C. TO CLARIFY, NO IMPROVEMENTS WILL CROSS THE CRITICAL LINE, BUT PROPOSED BOARDWALK WILL ENCROACH 25 FEET INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE ALONG THE EXISTING SEAWALL AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

I) A MODIFICATION IS GRANTED FROM SECTION 7.3(C) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT THE PROPOSED BOARDWALK TO ENCROACH INTO THE 40 FOOT REAR BUILDING SETBACK AREA AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

II) A MODIFICATION IS GRANTED FROM SECTION 10.5(A)(1) AND SECTION 10.5(A)(2) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT THE PROPOSED BOARDWALK TO ENCROACH INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.

III) THE ESTIMATED AREA OF ENCROACHMENT IS 7,070 SF +/- . PLEASE REFER TO EXHIBITS E AND F.

**E) DOCK/PATHWAY/GANGWAY** – THE DEVELOPMENT IS ANTICIPATED TO INCLUDE A DOCK AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C. THE PROPOSED DOCK, INCLUDING THE PATHWAY AND GANGWAY TO THE DOCK, WILL ENCROACH 25 FEET INTO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.



- I) A MODIFICATION IS GRANTED FROM SECTION 10.5(A)(1) AND SECTION 10.5(A)(2) OF THE DEVELOPMENT STANDARDS ORDINANCE ATTACHED AS EXHIBIT D TO PERMIT ACCESS TO THE PROPOSED DOCK, INCLUDING THE PATHWAY AND GANGWAY TO THE DOCK, ADJACENT TO THE 25 FOOT SETBACK AREA FOR THE CRITICAL LINE AS DEPICTED ON THE CONCEPT PLAN ATTACHED AS EXHIBIT C.
- II) THE ESTIMATED AREA OF ENCROACHMENT IS 0 SF +/- . PLEASE REFER TO EXHIBITS E AND F.
- III) ENCROACHMENTS BEYOND THE CRITICAL LINE ARE OUTSIDE THE JURISDICTION OF SEABROOK ISLAND AND FALL UNDER THE PURVIEW OF SCDHEC – OCRM. SAID ENCROACHMENTS SHALL BE REVIEWED AND APPROVED WITHIN THOSE GOVERNING BODIES.

## **19. ENVIRONMENTAL PERFORMANCE STANDARDS**

DEVELOPMENT OF THE SITE SHALL COMPLY WITH ALL APPLICABLE ENVIRONMENTAL PERFORMANCE STANDARDS SET FORTH IN ARTICLE 10 OF THE DSO.

## **20. VARIANCES**

THE DEVELOPER MAY APPLY FOR RELIEF FROM THIS ORDINANCE AND THE DSO BY WAY OF A VARIANCE APPLICATION. NO VARIANCES SHALL BE NECESSARY WITH RESPECT TO THE PERMITTED MODIFICATIONS SET FORTH IN PARAGRAPH 18 OR OTHER PROVISIONS OF THIS ORDINANCE. VARIANCE APPLICATIONS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE TOWN'S BOARD OF ZONING APPEALS, PURSUANT TO THE PROCEDURES AND REVIEW CRITERIA SET FORTH IN SECTION 20.3 OF THE DSO.

## **21. AMENDMENTS**

AMENDMENTS TO THESE DEVELOPMENT CONDITIONS, THE CONCEPT PLAN AND/OR ANY FINAL OR SITE-SPECIFIC DEVELOPMENT PLAN SHALL BE SUBJECT TO THE FOLLOWING REVIEW PROCEDURES:

- A) **MINOR AMENDMENTS.** PROVIDED THE PROPOSED AMENDMENTS COMPLY WITH ALL OTHER APPLICABLE PROVISIONS OF THE DSO AND THESE DEVELOPMENT CONDITIONS, THE ZONING ADMINISTRATOR SHALL HAVE THE AUTHORITY TO APPROVE:
  - i) CHANGES WHICH RESULT IN A DECREASE IN APPROVED NON-RESIDENTIAL BUILDING DENSITY OR BUILDING SIZE;
  - ii) CHANGES IN LAND USE DESIGNATIONS WITHIN THE SITE FROM ONE ALLOWABLE NON-RESIDENTIAL USE TO ANOTHER ALLOWABLE NON-RESIDENTIAL USE, OR FROM AN ALLOWABLE NON-RESIDENTIAL USES TO DEDICATED OPEN SPACE;
  - iii) CHANGES IN INFRASTRUCTURE FEATURES INCLUDING:

- a) LOCATIONS OF SITE INGRESS/EGRESS;
- b) LOCATIONS OF INTERNAL STREETS AND DRIVEWAYS;
- c) LOCATIONS OF WATER AND SEWER INFRASTRUCTURE;
- d) LOCATIONS AND DIMENSIONS OF STORM DRAINAGE INFRASTRUCTURE;
- e) LOCATIONS AND DIMENSIONS OF BOARDWALKS, DOCKS, OPEN SPACE AMENITIES, TRAILS/PATHWAYS AND SIDEWALKS;
- iv) MOVEMENT OF BUILDINGS, INCLUDING ACCESSORY STRUCTURES, WITHIN THE SAME GENERAL VICINITY AS SHOWN ON THE CONCEPT PLAN;
- v) INTERNAL REARRANGEMENT OF PARKING LOTS, PROVIDED THE REQUIRED NUMBER OF PARKING SPACES IS NOT REDUCED; AND
- vi) ALL OTHER MINOR CHANGES EXPRESSLY AUTHORIZED BY THESE DEVELOPMENT CONDITIONS.

B) **MAJOR AMENDMENTS.** ALL OTHER CHANGES SHALL BE CONSIDERED AS A NEW APPLICATION AND PROCESSED IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 7.4(C) AND (D) OF THE DSO.

*Traffic Impact Analysis*

# Andell Development Seabrook Island, SC

*Prepared for:*  
Synchronicity

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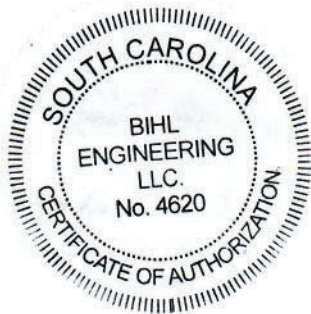
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**Traffic Impact Analysis  
Andell Development  
Seabrook Island, SC**

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**April 2023**

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## 1.0 Executive Summary

The Andell development is proposed to be located adjacent to the Bohicket Marina in Seabrook Island, SC. The development is planned to include a 10 unit boutique hotel and a private club with marina, pool, and restaurant facilities. The development will have two access points – one new full access driveway on Betsy Kerrison Parkway and a connection to Bohicket Marina from Andell Bluff Boulevard. For the purposes of this traffic impact analysis (TIA), the proposed development is assumed to be complete by 2024.

This report presents the trip generation, distribution, traffic analyses, and any recommendations for transportation improvements required to meet anticipated traffic demands.

The study area for the TIA includes the following intersections:

- Betsy Kerrison Parkway/Village Green Lane at Seabrook Island Road/Kiawah Island Parkway (roundabout)
- Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1 (unsignalized)
- Seabrook Island Road at Andell Bluff Boulevard (unsignalized)
- Andell Bluff Boulevard at Marsh Oak Lane (unsignalized)

Due to the COVID-19 pandemic, traffic volumes and travel patterns have been impacted. All turning movements were adjusted using AM and PM adjustment factors as stated in the SCDOT District 6 *Traffic Impact Analyses during COVID-19 Pandemic (Update)* memorandum (February 5, 2021). A factor of 1.15 was also applied to the Saturday Midday peak hour conditions. These adjusted traffic volumes were used in the Existing conditions analysis.

Due to the recreation nature of the development, a Saturday Midday condition was also reviewed along with the standard weekday AM and PM peak hour conditions.

All study area intersections currently operate acceptably are projected to continue to operate acceptably in the 2024 No Build and Build conditions.

Based on results of the analysis the following transportation-related improvement is recommended.

- Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1
  - Coordination with SCDOT and/or the Town of Kiawah Island on the opportunity and feasibility to potentially extend the two-way left-turn lane striping to facilitate left turns into the site from Betsy Kerrison Parkway. This is a low volume movement, but the restriping would help facilitate traffic flow into the site.

Results in this report are based solely on traffic studies and are considered input into final design considerations. The final design will be determined by the project engineer after other design elements (such as, but not limited to, utilities, stormwater, etc.) are taken into consideration.

## 2.0 Introduction

The Andell development is proposed to be located adjacent to the Bohicket Marina in Seabrook Island, SC. The development is planned to include a 10 unit boutique hotel and a private club with marina, pool, and restaurant facilities. The development will have two access points – one new full access driveway on Betsy Kerrison Parkway and a connection to Bohicket Marina from Andell Bluff Boulevard. For the purposes of this TIA, the proposed development is assumed to be complete by 2024.

## 3.0 Inventory

### 3.1 Study Area

The study area for the TIA includes the following existing intersections:

- Betsy Kerrison Parkway/Village Green Lane at Seabrook Island Road/Kiawah Island Parkway (roundabout)
- Betsy Kerrison Parkway at Kiawah Island Municipal Driveway (unsignalized)
- Seabrook Island Road at Andell Bluff Boulevard (unsignalized)
- Andell Bluff Boulevard at Marsh Oak Lane (unsignalized)

**Figure 1 (Appendix)** shows the site location and **Figure 2 (Appendix)** shows the project conceptual site plan.

### 3.2 Existing Conditions

Roadways in the project vicinity include Betsy Kerrison Parkway, Seabrook Island Road, Kiawah Island Parkway, Village Green Lane, Andell Bluff Boulevard, Marsh Oak Lane, and the Kiawah Island Municipal Driveway.

Betsy Kerrison Parkway (S-20) is a four-lane, divided minor arterial roadway with a grass median and a posted speed limit of 50 miles per hour (mph) from Bohicket Road to just north of Kiawah Island Municipal Driveway. Betsy Kerrison Parkway has a posted speed limit of 35 mph as drivers approach the roundabout. There is a two-way left-turn lane in the vicinity of the Kiawah Island Municipal Driveway with a painted median that extends to the roundabout. Per South Carolina Department of Transportation (SCDOT) counts, Betsy Kerrison Parkway has a 2021 annual average daily traffic (AADT) of 7,900 vehicles per day (vpd). and a 2020 AADT of 13,800 vpd. The proposed development has one planned full access driveway (Site Driveway #1) on Betsy Kerrison Parkway to form the fourth leg of the intersection at the Kiawah Island Municipal Driveway.

Seabrook Island Road is a two-lane, undivided roadway with a posted speed limit of 35 mph. Per SCDOT counts, Seabrook Island Road has a 2021 AADT of 7,100 vpd and a 2020 AADT of 6,900.

Kiawah Island Parkway is a two-lane, undivided roadway with a posted speed limit of 35 mph.

Village Green Lane is a two-lane, undivided roadway with a posted speed limit of 15 mph. Village Green Lane leads to the Fresh Fields Village shopping center.

Andell Bluff Boulevard is a two-lane, undivided roadway. Andell Bluff Boulevard has on-street parking on the south side of the street in portions of the study area.

Marsh Oak Lane is a gated two-lane roadway that leads to Bohicket Marina Village.

Kiawah Island Municipal Driveway is a two-lane driveway that leads to the Town of Kiawah Island Municipal Center.

**Figure 3 (Appendix)** shows the existing roadway laneage in the study area.

#### **4.0 Traffic Generation**

The trip generation of the proposed development was determined using trip generation information from the Institute of Transportation Engineers' (ITE) *Trip Generation, 11th Edition* (2021) and discussions with the developer on the details of the private club. Due to the recreation nature of the development, a Saturday Midday condition was also reviewed along with the standard weekday AM and PM peak hour conditions. The resort hotel land use code was used for the planned 10 boutique inn units as the understood primary purpose of those cottages is to serve marina customers. The Saturday Midday trip generation was based on the weekday PM peak of generator as Saturday information was not available.

To be conservative, no internal capture within the development or pass-by trips were assumed in the analysis.

**Table 1** and **Table 2** summarizes the AM, PM, and Saturday Midday peak hour trips associated with the proposed site.

As shown in **Table 1**, the proposed development is projected to generate 15 new trips during the AM peak hour (14 entering and 1 exiting) and 34 new trips during the PM peak hour (22 entering and 12 exiting).

As shown in **Table 2**, the proposed development is projected to generate 46 new trips during the Saturday Midday peak hour (26 entering and 20 exiting).



**Table 1:  
Trip Generation - Weekday**

Land Use and Intensity	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
10 room Boutique Hotel	330 <sup>1</sup>	3	2	1	4	2	2
Private Club Employees/Members	Site Specific <sup>2</sup>	12	12	0	30	20	10
<b>Net New Trips</b>		<b>15</b>	<b>14</b>	<b>1</b>	<b>34</b>	<b>22</b>	<b>12</b>

Source: ITE Trip Generation, 11<sup>th</sup> Edition

1. LU Code 330 Resort Hotel used
2. Based on discussions with developer

**Table 2:  
Trip Generation - Saturday Midday**

Land Use and Intensity	ITE Land Use Code	Saturday Midday Peak Hour		
		Total	In	Out
12 Cottages	330 <sup>1</sup>	5	3	2
Private Club Employees/Members	Site Specific <sup>2</sup>	38	21	17
Private Club Event	Site Specific <sup>2</sup>	3	2	1
<b>Net New Trips</b>		<b>46</b>	<b>26</b>	<b>20</b>

Source: ITE Trip Generation, 11<sup>th</sup> Edition

1. LU Code 330 Resort Hotel Weekday PM peak hour of generator used
2. Based on discussions with developer

## 5.0 Site Traffic Distribution

The proposed project traffic was assigned to the surrounding roadway network. The directional distribution and assignment were based on qualitative knowledge of the project area, quantitative application of existing traffic patterns, and expected trip length.

The following general trip distribution was applied to the project trips associated with the proposed development during the weekday AM peak hour conditions:

- 75% to/from the north on Betsy Kerrison Parkway
- 10% to/from the east on Kiawah Island Parkway
- 10% to/from the west on Seabrook Island Road
- 5% to/from the south on Village Green Lane

The following general trip distribution was applied to the project trips associated with the proposed development during the weekday PM peak hour and Saturday Midday peak hour conditions:

- 50% to/from the north on Betsy Kerrison Parkway
- 25% to/from the east on Kiawah Island Parkway
- 20% to/from the west on Seabrook Island Road
- 5% to/from the south on Village Green Lane

**Figure 4 Appendix** shows the traffic distribution to the site in the study area for the weekday AM peak hour as well as the weekday PM peak hour and Saturday Midday peak hour conditions.

## 6.0 Traffic Volumes

### 6.1 Existing Traffic

Peak hour intersection turning movement counts including vehicular, pedestrian, and heavy vehicle traffic were performed in May 2021 from 7:00 AM to 9:00 AM, from 11:00 AM to 1:00 PM, and from 4:00 PM to 6:00 PM at the following intersections:

- Betsy Kerrison Parkway/Village Green Lane at Seabrook Island Road/Kiawah Island Parkway
- Betsy Kerrison Parkway at Kiawah Island Municipal Driveway
- Seabrook Island Road at Andell Bluff Boulevard
- Andell Bluff Boulevard at Marsh Oak Lane

Due to the COVID-19 pandemic, traffic volumes and travel patterns have been impacted. All turning movements were adjusted using AM and PM adjustment factors of 1.15 and 1.02 for the AM and PM peak hours, respectively, as stated in the SCDOT District 6 *Traffic Impact Analyses during COVID-19 Pandemic (Update)* memorandum (February 5, 2021). A factor of 1.15 was also applied to the Saturday Midday peak hour conditions. These adjusted traffic volumes were used in the Existing conditions analysis.

Existing peak hour intersection turning movement volumes are shown on **Figure 5**. The turning movement count data is included in the **Appendix**.

### 6.2 2024 No Build Traffic

Historic growth is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area. An overall growth rate of 2.0% was applied to the study area in the analysis.

The 2024 No Build traffic volumes include existing traffic grown to the buildout year. **Figure 6 (Appendix)**, **Figure 7 (Appendix)**, and **Figure 8 (Appendix)** show the 2024 No Build AM, PM, and Saturday Midday peak hour traffic volumes, respectively.

### 6.3 Project Traffic

The AM peak hour, PM peak hour, and Saturday Midday peak hour projected project trips were assigned based on the trip distribution discussed in **Section 5**.

### 6.4 2024 Build Traffic

The 2024 total traffic volumes include the 2024 background traffic and the proposed development traffic at buildout. The 2024 AM, PM, and Saturday Midday peak hour total traffic volumes are shown in **Figure 6 (Appendix)**, **Figure 7 (Appendix)**, and **Figure 8 (Appendix)**, respectively.

Intersection volume development worksheets are included in the **Appendix**.

## 7.0 Capacity Analysis

Capacity analyses were performed for the AM, PM, and Saturday Midday peak hours in the Existing, 2024 No Build, and 2024 Build conditions using the Synchro and SIDRA software programs to determine the operating characteristics of the adjacent roadway network and the impacts of the proposed project. The analyses were conducted with methodologies contained in the *Highway Capacity Manual, 6<sup>th</sup> Edition* (HCM 6) (Transportation Research Board, 2016). The Synchro and SIDRA output sheets are included in the **Appendix**.

Capacity of an intersection is defined as the maximum number of vehicles that can pass through an intersection during a specified time, typically an hour. Capacity is described by level of service (LOS) for the operating characteristics of an intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. HCM 6 defines six levels of service, LOS A through LOS F, with A being the best and F being the worst.

LOS for a two-way stop-controlled (TWSC) intersection is determined by the delay of the poorest performing minor approach, as LOS is not defined for TWSC intersections as a whole. It is typical for minor stop-controlled side streets and driveways on major streets to experience longer delays at LOS E and LOS F during peak hours while the majority of the traffic moving through the corridor typically experiences little or no delay.

LOS for a roundabout is determined by the overall intersection operations and is reflected in seconds per vehicle.

Capacity analyses were performed for the Existing, 2024 No Build, and 2024 Build AM, PM, and Saturday MIDDAY peak hour traffic conditions for the following intersections:

- Betsy Kerrison Parkway/Village Green Lane at Seabrook Island Road/Kiawah Island Parkway (roundabout)
- Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1 (unsignalized)
- Seabrook Island Road at Andell Bluff Boulevard (unsignalized)
- Andell Bluff Boulevard at Marsh Oak Lane (unsignalized)

Any peak hour factors (PHF) above 0.95 were adjusted to 0.95 in all conditions for the purposes of the analysis. Any heavy vehicle percentages (HV%) below 2.0% were adjusted to 2.0% in all conditions for the purposes of the analysis.

**Table 2** summarizes LOS and control delay (average seconds of delay per vehicle) for the projected Existing, 2024 No Build, and 2024 Build AM, PM, and Saturday MIDDAY peak hour conditions at the study area intersections.

### **7.1 Betsy Kerrison Parkway/Village Green Lane at Seabrook Island Road/Kiawah Island Parkway**

As shown in **Table 3**, the roundabout at Betsy Kerrison Parkway/Village Green Lane at Seabrook Island Road/Kiawah Island Parkway currently operates at LOS C during the AM peak hour and at LOS A during the PM and Saturday MIDDAY peak hours. The intersection is projected to continue to operate at LOS C during the AM peak hour and at LOS A during the PM and Saturday MIDDAY peak hours in the 2024 No Build and 2024 Build conditions.

### **7.2 Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1**

The proposed development has one planned full access driveway (Site Access #1) to form the fourth leg of the intersection of Betsy Kerrison Parkway at Kiawah Island Municipal Driveway.

SCDOT *Roadway Design Manual (2021)* guidelines were reviewed at the unsignalized intersection of Kiawah Island Municipal Driveway/Site Driveway #1 to determine if criteria were met for the installation of an exclusive southbound right-turn lane on Betsy Kerrison Parkway. Based on a comparison of the projected 2024 Build conditions AM, PM, and Saturday MIDDAY peak hour traffic volumes to the criteria, it was determined that an exclusive southbound right-turn lane “may not be necessary” at the intersection and is therefore not recommended. The turn lane analysis chart is included in the **Appendix**.

<b>Table 3: Level of Service and delay (average seconds per vehicle)</b>										
Intersection	Traffic Control <sup>1</sup>	Existing Conditions			2024 No Build Conditions			2024 Build Conditions		
		AM Peak Hour	PM Peak Hour	Saturday Midday Peak Hour	AM Peak Hour	PM Peak Hour	Saturday Midday Peak Hour	AM Peak Hour	PM Peak Hour	Saturday Midday Peak Hour
Betsy Kerrison Parkway/ Village Green Lane at Seabrook Island Road/ Kiawah Island Parkway	R	C (17.6)	A (4.4)	A (8.3)	C (22.5)	A (4.8)	A (9.4)	C (24.1)	A (4.9)	A (9.8)
Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1	U	B (13.3) – WB	B (13.5) – WB	A (0.0) – WB	B (13.7) – WB	B (14.0) – WB	A (0.0) – WB	D (31.5) – EB	C (14.6) – WB	C (18.0) – EB
Seabrook Island Road at Andell Bluff Boulevard	U	B (12.8) – EB	B (14.7) – SB	C (15.0) – SB	B (13.2) – EB	C (15.5) – SB	C (15.9) – SB	B (13.2) – SB	C (15.8) – SB	C (16.1) – SB
Andell Bluff Boulevard at Marsh Oak Lane	U	A (8.6) – EB	A (8.8) – EB	A (8.7) – EB	A (8.6) – EB	A (8.8) – EB	A (8.7) – EB	A (8.6) – EB	A (8.8) – EB	A (8.7) – EB

1. R = Roundabout, S = Signalized, U = Unsignalized

Two vehicles of median storage was assumed for the Kiawah Island Municipal Driveway/Site Driveway #1 approach due to the TWLTL on Betsy Kerrison Parkway. As shown in **Table 3**, the unsignalized intersection of Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1 currently operates acceptably at LOS B during the AM and PM peak hours, and at LOS A during the Saturday MIDDAY peak hour. The intersection is projected to continue to operate acceptably at LOS B during the AM and PM peak hours, and at LOS A during the Saturday MIDDAY peak hour in the 2024 No Build conditions. The intersection is projected to operate acceptably at LOS D during the AM peak hour and at LOS B during the PM peak hour, and at LOS C during the Saturday MIDDAY peak hours in the 2024 Build conditions.

### 7.3 *Seabrook Island Road at Andell Bluff Boulevard*

As shown in **Table 3**, the unsignalized intersection of Seabrook Island Road at Andell Bluff Boulevard currently operates at LOS B during the AM and PM peak hours and at LOS C during the Saturday MIDDAY peak hour. The intersection is projected to continue to operate acceptably at LOS B during the AM peak hour during and at LOS C during the PM and Saturday MIDDAY peak hours in the 2024 No Build and 2024 Build conditions.

### 7.4 *Andell Bluff Boulevard at Marsh Oak Lane*

As shown in **Table 3**, the unsignalized intersection of at Andell Bluff Boulevard at Marsh Oak Lane currently operates at LOS A during the AM, PM, and Saturday MIDDAY peak hours. The intersection is projected to continue to operate acceptably at LOS A during the AM, PM, and Saturday MIDDAY peak hours in the 2024 No Build and 2024 Build conditions.

## 8.0 **Conclusion**

The Andell development is proposed to be located adjacent to the Bohicket Marina in Seabrook Island, SC. The development is planned to include a 10 unit boutique hotel and a private club with marina, pool, and restaurant facilities. The development will have two access points – one new full access driveway on Betsy Kerrison Parkway and a connection to Bohicket Marina from Andell Bluff Boulevard. For the purposes of this TIA, the proposed development is assumed to be complete by 2024.

Based on results of the analysis the following transportation-related improvement is recommended.

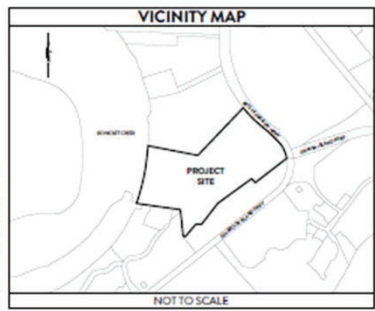
- Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1
  - Coordination with SCDOT and/or the Town of Kiawah Island on the opportunity and feasibility to potentially extend the two-way left-turn lane striping to facilitate left turns into the site from Betsy Kerrison Parkway. This is a low volume movement, but the restriping would help facilitate traffic flow into the site.

Results in this report are based solely on traffic studies and are considered input into final design considerations. The final design will be determined by the project engineer after other design elements (such as, but not limited to, utilities, stormwater, etc.) are taken into consideration.

## Appendix





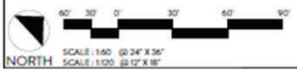
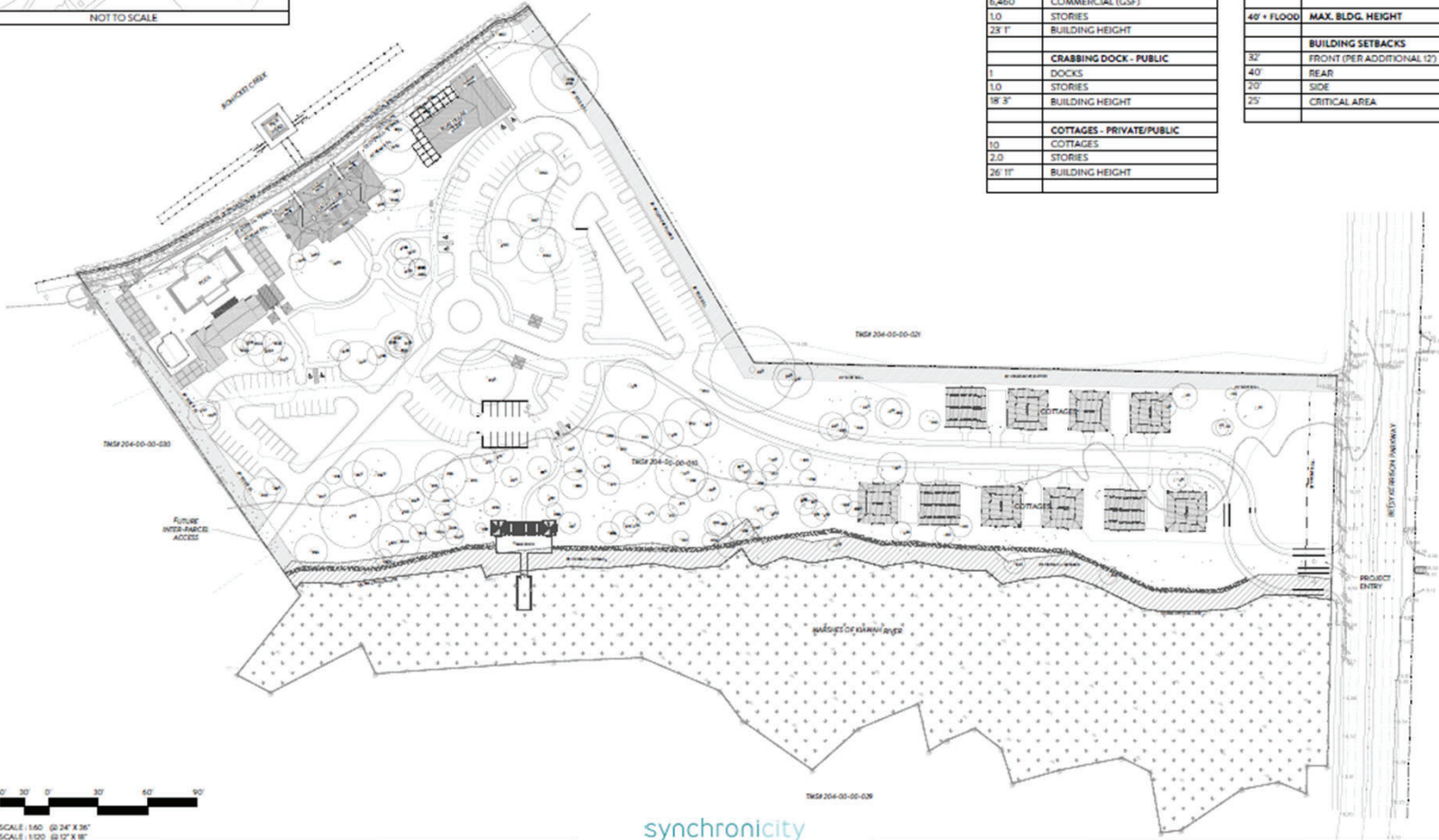


ACREAGE CHART	
PHASE	AREA
PRIVATE CLUB & AMENITIES	0.91 AC +/-
COTTAGES	0.51 AC +/-
OS - OPEN SPACE	13.79 AC +/-
ROADWAY & PARKING	2.54 AC +/-
<b>TOTAL AREA:</b>	<b>17.75 AC</b>

OPEN SPACE CHART	
OPEN SPACE	AREA
<b>TOTAL OPEN SPACE</b>	<b>13.79 AC +/-</b>
ACTIVE OPEN SPACE	7.10 AC +/-
OCRM CRITICAL AREA	5.23 AC +/-
BUFFERS/CRITICAL AREA SETBACKS	1.33 AC +/-
MARSH WALK	0.13 AC +/-
<b>TOTAL AREA:</b>	<b>13.79 AC OR 78%</b>

UNIT SUMMARY	
10,300	YACHT CLUB - PRIVATE
2.0	COMMERCIAL (GSF)
38' 8"	STORIES
	BUILDING HEIGHT
4,600	BOAT HOUSE - PRIVATE
1.0	COMMERCIAL (GSF)
28' 6"	STORIES
	BUILDING HEIGHT
6,460	POOL HOUSE - PRIVATE
1.0	COMMERCIAL (GSF)
23' 1"	STORIES
	BUILDING HEIGHT
1	CRABBING DOCK - PUBLIC
1.0	DOCKS
18' 3"	STORIES
	BUILDING HEIGHT
10	COTTAGES - PRIVATE/PUBLIC
2.0	COTTAGES
26' 11"	STORIES
	BUILDING HEIGHT

DEVELOPMENT SUMMARY	
TMS#	204-00-00-010
MU	PROPOSED ZONING
17.75 AC +/-	GROSS ACREAGE
12.52 AC +/-	HIGH GROUND AREA
5.23 AC +/-	OCRM CRITICAL AREA
UNITS	
4	AMENITY/COMMERCIAL
10	COTTAGES
49' + FLOOD	MAX. BLDG. HEIGHT
BUILDING SETBACKS	
32'	FRONT (PER ADDITIONAL 12')
40'	REAR
20'	SIDE
25'	CRITICAL AREA



**ANDELL**  
 MIXED-USE  
 SEABROOK ISLAND  
 SOUTH CAROLINA

SHEET TITLE  
**ANDELL  
 CONCEPT PLAN**  
 SHEET #  
**L-100**  
 JOB #: 78815.01  
 DATE: 01.15.2023  
 RE: ANNEXATION

NOT FOR CONSTRUCTION

Source: Synchronicity

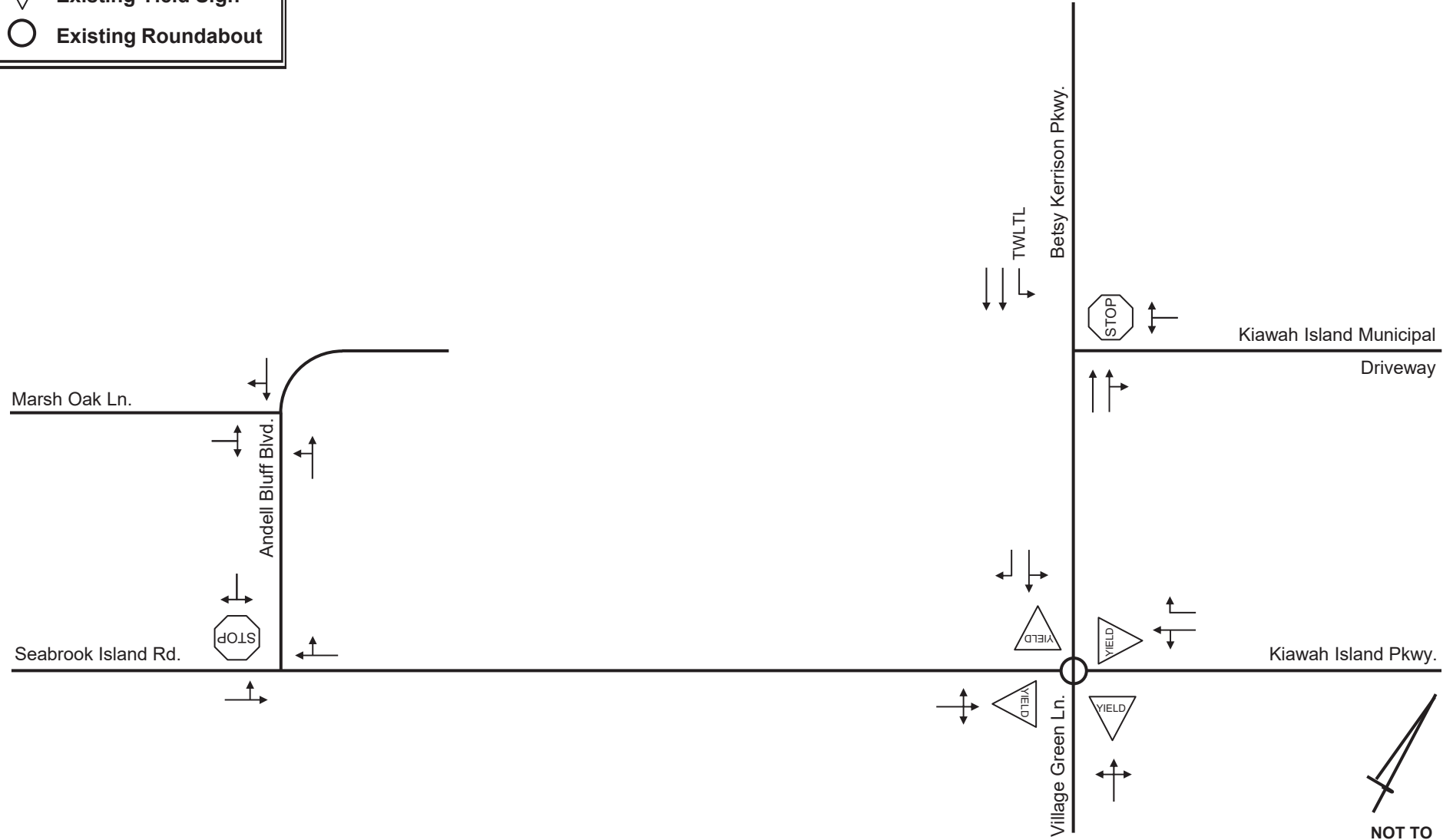
Andell Development  
Traffic Impact Analysis

Conceptual  
Site Plan

Figure 2

**LEGEND**

- Existing Laneage
- STOP Existing Stop Sign
- YIELD Existing Yield Sign
- Existing Roundabout



NOT TO SCALE



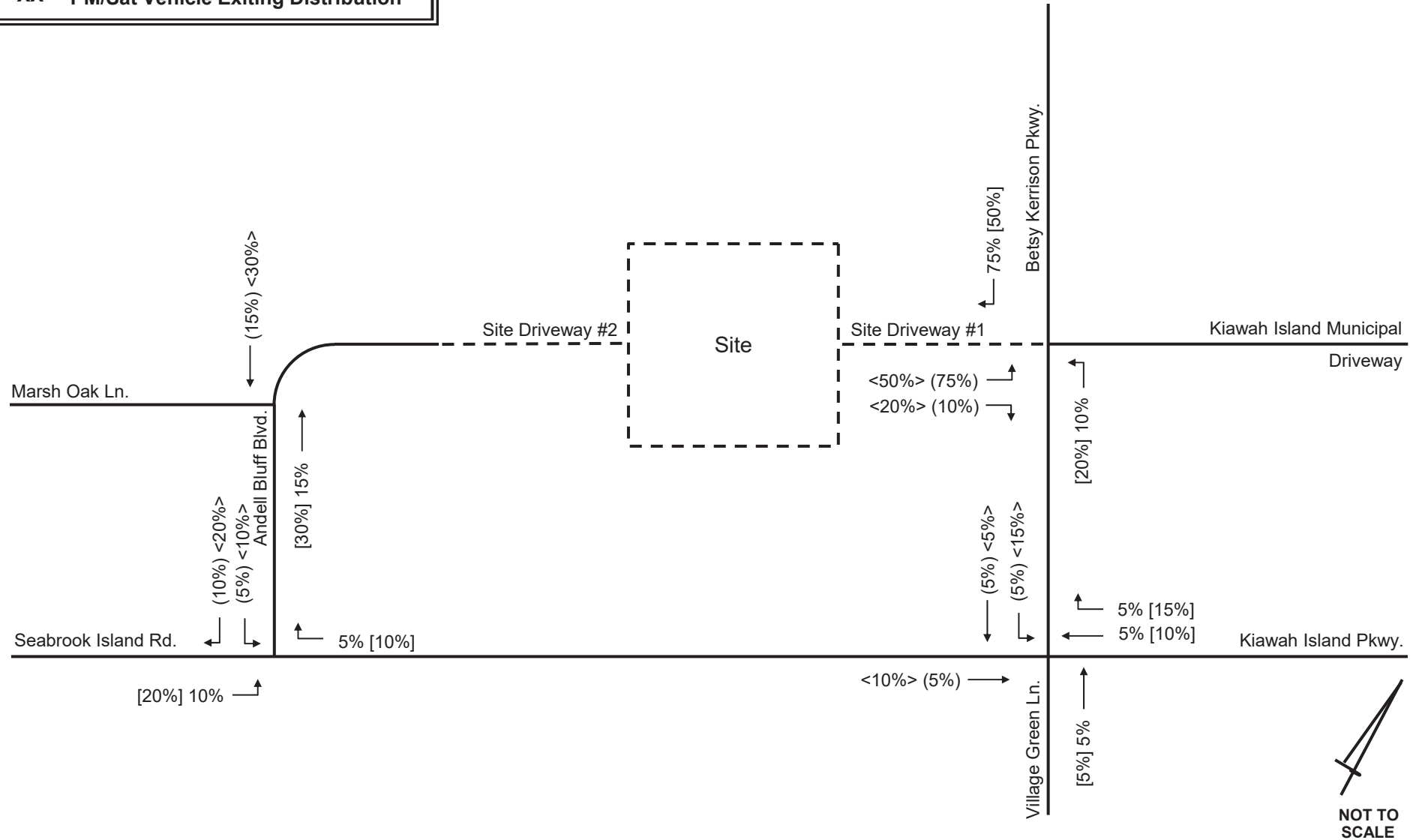
**Andell Development  
Traffic Impact Analysis**

**Existing Laneage**

**Figure 3**

**LEGEND**

- XX** AM Vehicle Entering Distribution
- (XX)** AM Vehicle Exiting Distribution
- [XX]** PM/Sat Vehicle Entering Distribution
- <XX>** PM/Sat Vehicle Exiting Distribution



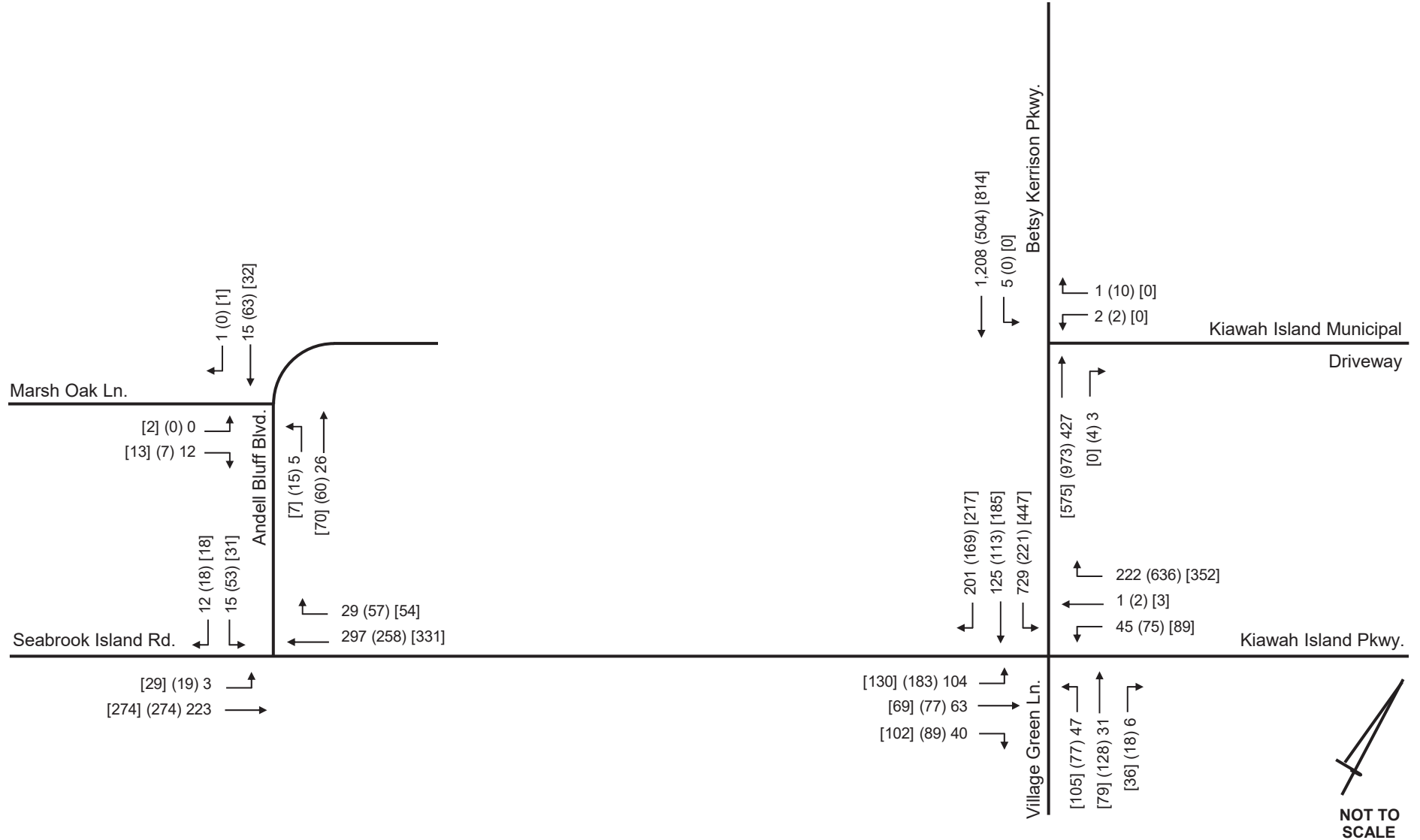
**Andell Development  
Traffic Impact Analysis**

**Weekday and Saturday  
Midday Trip Distribution**

**Figure 4**

**LEGEND**

- XX** Weekday AM Peak Hour Traffic
- (XX)** Weekday PM Peak Hour Traffic
- [XX]** Saturday Peak Hour Traffic



NOT TO SCALE



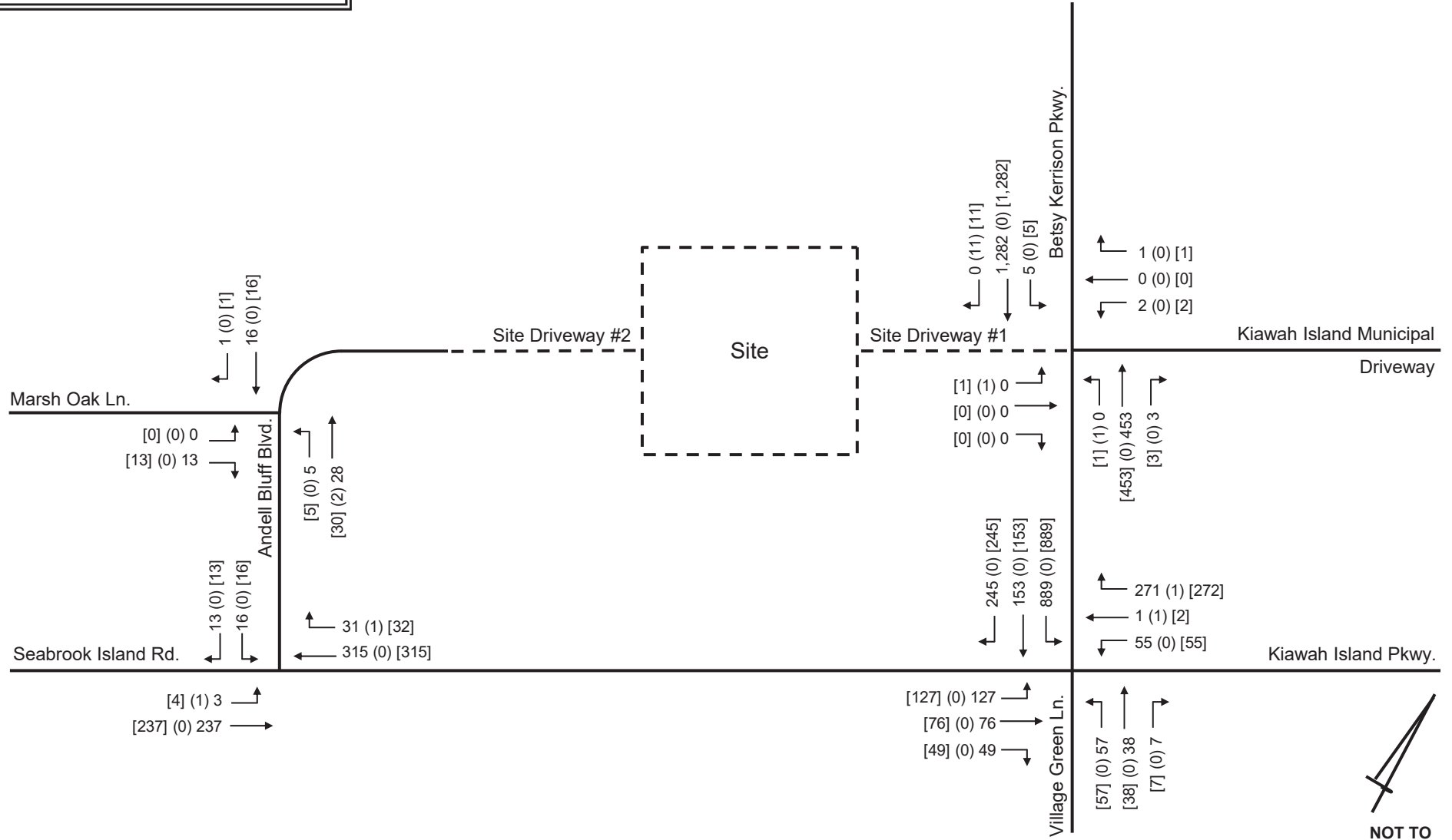
**Andell Development  
Traffic Impact Analysis**

**Existing  
Traffic Volumes  
(non COVID Adjusted)**

**Figure 5**

**LEGEND**

- XX** 2024 Background Traffic
- (XX)** Site Traffic
- [XX]** 2024 Buildout Traffic



NOT TO SCALE



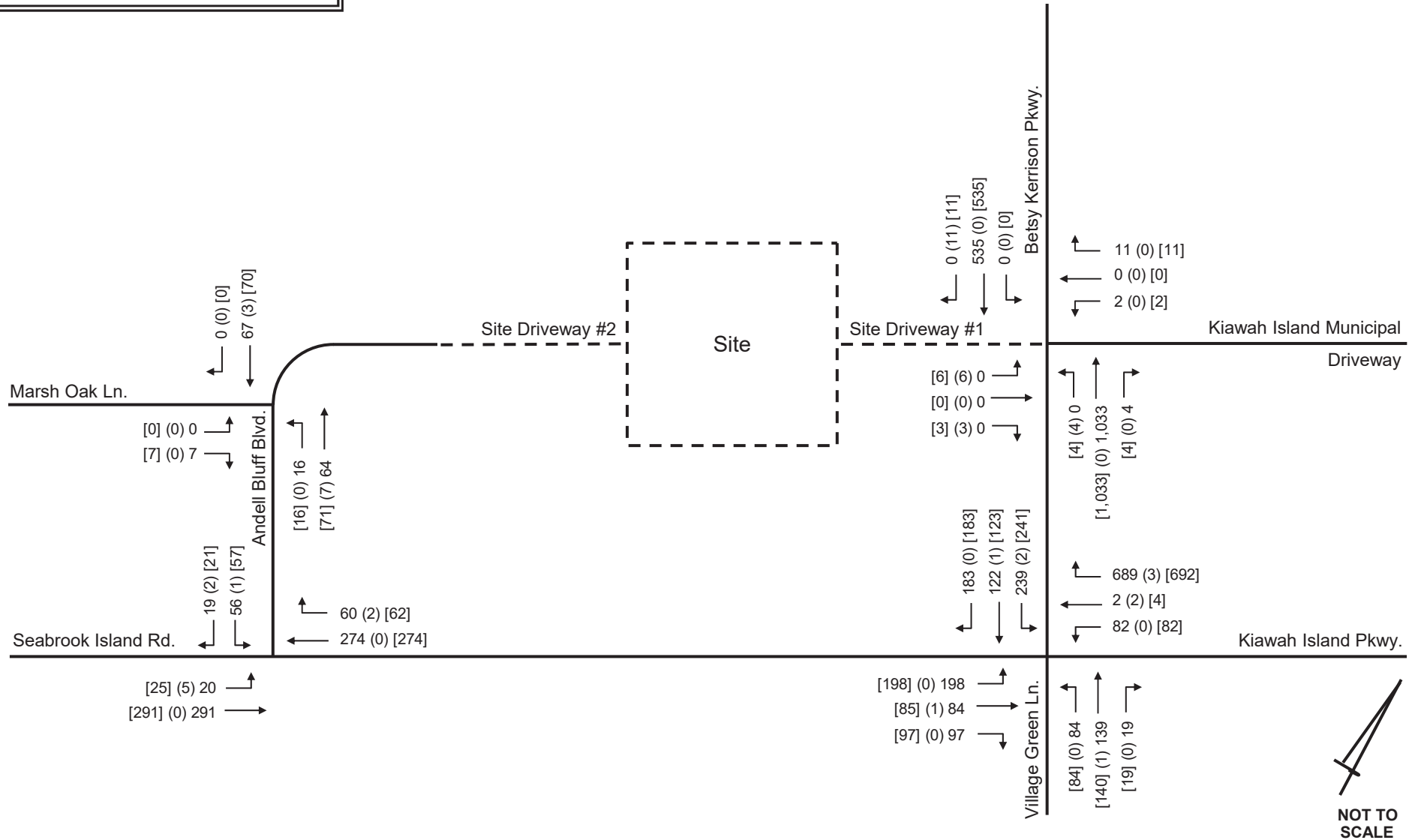
**Andell Development  
Traffic Impact Analysis**

**2024 AM Peak  
Traffic Volumes**

**Figure 6**

**LEGEND**

- XX** 2024 Background Traffic
- (XX)** Site Traffic
- [XX]** 2024 Buildout Traffic



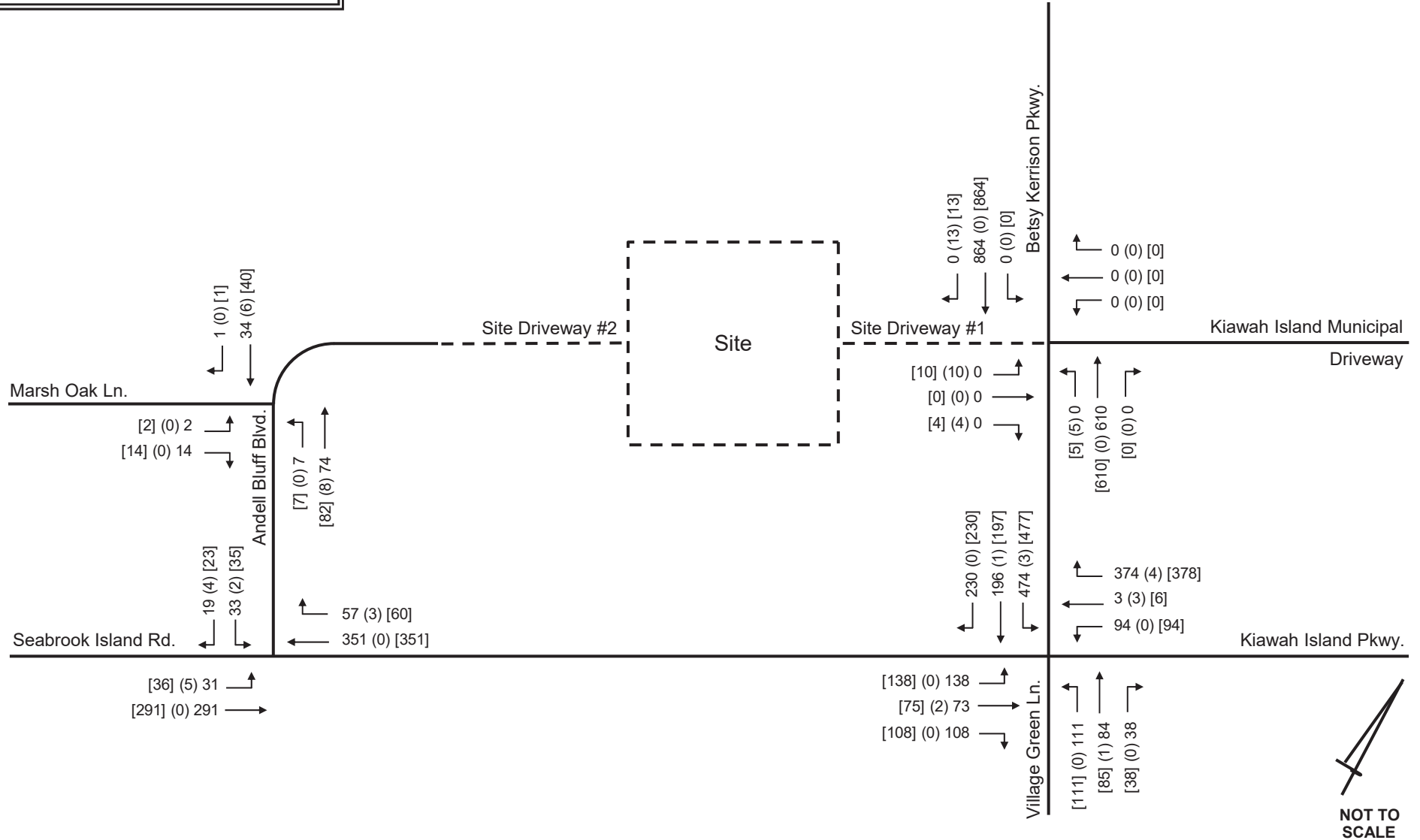
**Andell Development  
Traffic Impact Analysis**

**2024 PM Peak  
Traffic Volumes**

**Figure 7**

**LEGEND**

- XX** 2024 Background Traffic
- (XX)** Site Traffic
- [XX]** 2024 Buildout Traffic



**Andell Development  
Traffic Impact Analysis**

**2024 Saturday Midday Peak  
Traffic Volumes**

**Figure 8**





# SHORT COUNTS

File Name : Kiawah Island Traffic Circle WD\_rotated

Site Code :

Start Date : 5/6/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Betsy Kerrison Pkwy From North				Kiawah Island Pkwy From East				Village Green Ln From South				Seabrook Island Rd From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	107	22	28	0	4	0	25	0	6	3	1	0	15	10	6	0	227
07:15 AM	108	30	29	0	4	0	39	0	7	3	0	0	25	13	11	0	269
07:30 AM	154	20	45	0	10	0	33	0	11	4	1	0	21	10	6	0	315
07:45 AM	186	25	52	0	1	0	32	0	5	9	0	0	20	8	8	0	346
Total	555	97	154	0	19	0	129	0	29	19	2	0	81	41	31	0	1157
08:00 AM	173	28	38	0	7	0	37	0	12	9	1	0	29	16	8	0	358
08:15 AM	172	31	54	0	13	0	50	0	13	9	1	0	16	10	6	0	375
08:30 AM	205	27	52	0	11	0	65	0	9	7	2	0	36	21	12	0	447
08:45 AM	179	39	57	0	14	1	70	0	13	6	2	0	23	16	14	0	434
Total	729	125	201	0	45	1	222	0	47	31	6	0	104	63	40	0	1614
04:00 PM	61	27	37	0	15	0	167	0	27	31	5	0	41	11	21	0	443
04:15 PM	59	39	42	0	22	0	173	0	25	35	5	0	51	20	22	0	493
04:30 PM	47	22	39	0	17	0	158	0	18	25	5	0	48	22	15	0	416
04:45 PM	56	30	53	0	17	1	145	0	17	28	3	0	33	15	31	0	429
Total	223	118	171	0	71	1	643	0	87	119	18	0	173	68	89	0	1781
05:00 PM	59	22	35	0	19	1	160	0	17	40	5	0	51	20	21	0	450
05:15 PM	47	33	43	0	24	1	164	0	22	17	3	0	37	15	19	0	425
05:30 PM	46	28	37	0	20	0	150	0	12	14	7	0	27	10	20	0	371
05:45 PM	50	26	22	0	13	0	128	0	26	24	3	0	30	15	19	0	356
Total	202	109	137	0	76	2	602	0	77	95	18	0	145	60	79	0	1602
Grand Total	1709	449	663	0	211	4	1596	0	240	264	44	0	503	232	239	0	6154
Apprch %	60.6	15.9	23.5	0	11.7	0.2	88.1	0	43.8	48.2	8	0	51.6	23.8	24.5	0	
Total %	27.8	7.3	10.8	0	3.4	0.1	25.9	0	3.9	4.3	0.7	0	8.2	3.8	3.9	0	
Passenger Vehicles	1650	446	644	0	202	4	1540	0	238	260	43	0	485	226	238	0	5976
% Passenger Vehicles	96.5	99.3	97.1	0	95.7	100	96.5	0	99.2	98.5	97.7	0	96.4	97.4	99.6	0	97.1
Heavy Vehicles	58	3	17	0	9	0	55	0	2	2	1	0	15	6	1	0	169
% Heavy Vehicles	3.4	0.7	2.6	0	4.3	0	3.4	0	0.8	0.8	2.3	0	3	2.6	0.4	0	2.7
Buses	1	0	2	0	0	0	1	0	0	2	0	0	3	0	0	0	9
% Buses	0.1	0	0.3	0	0	0	0.1	0	0	0.8	0	0	0.6	0	0	0	0.1

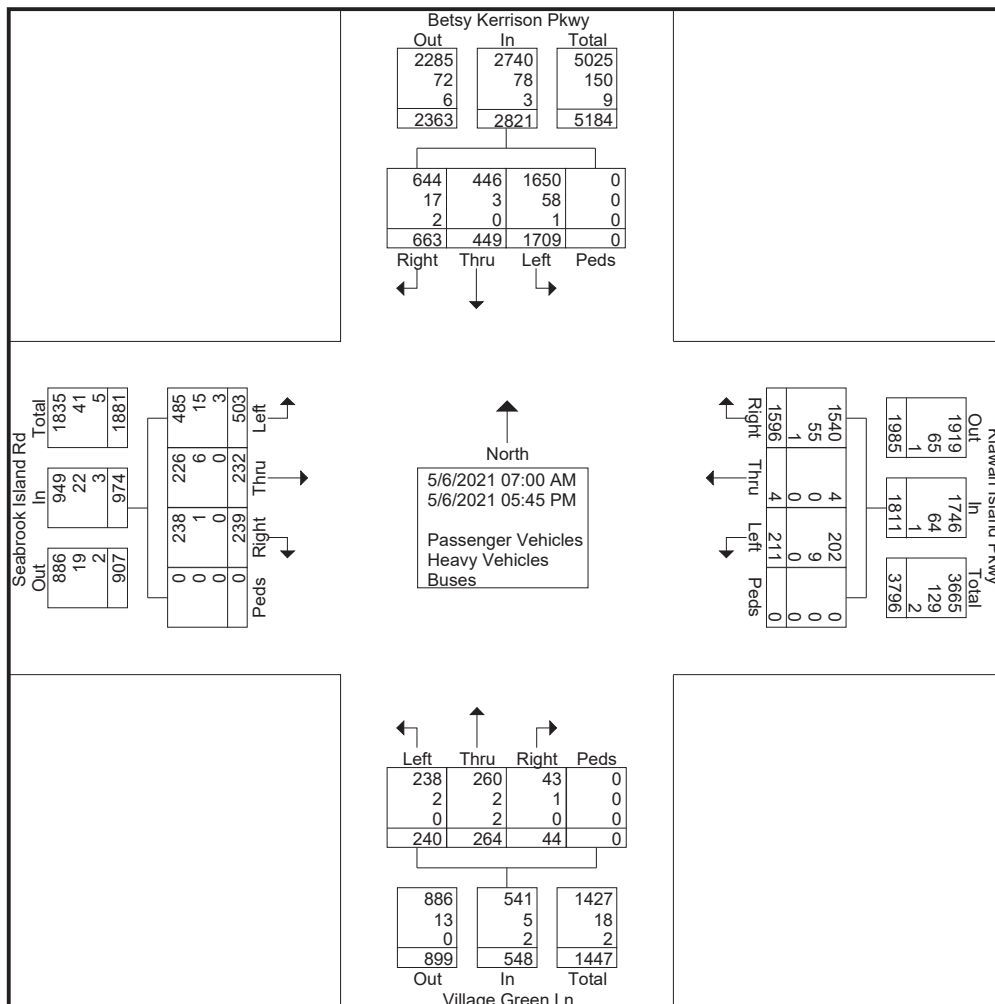
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Site Code :

Start Date : 5/6/2021

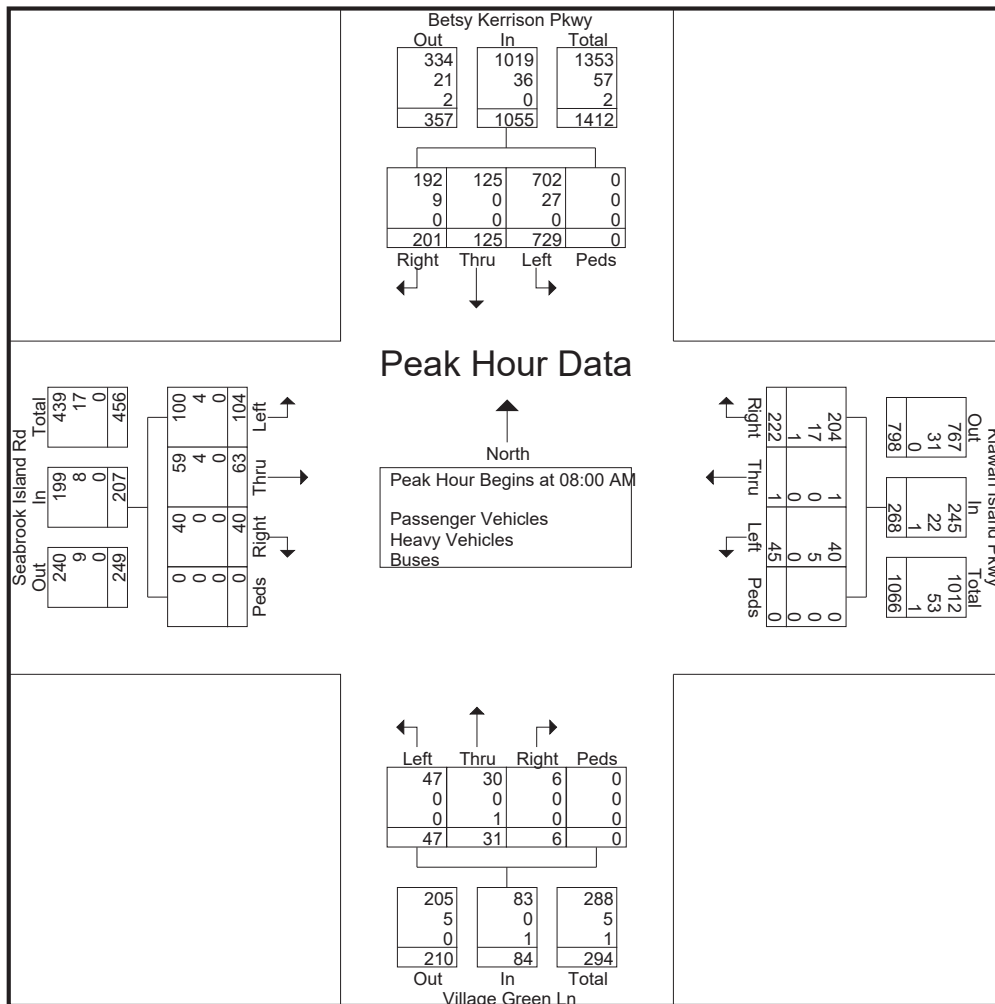
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 Start Date : 5/6/2021  
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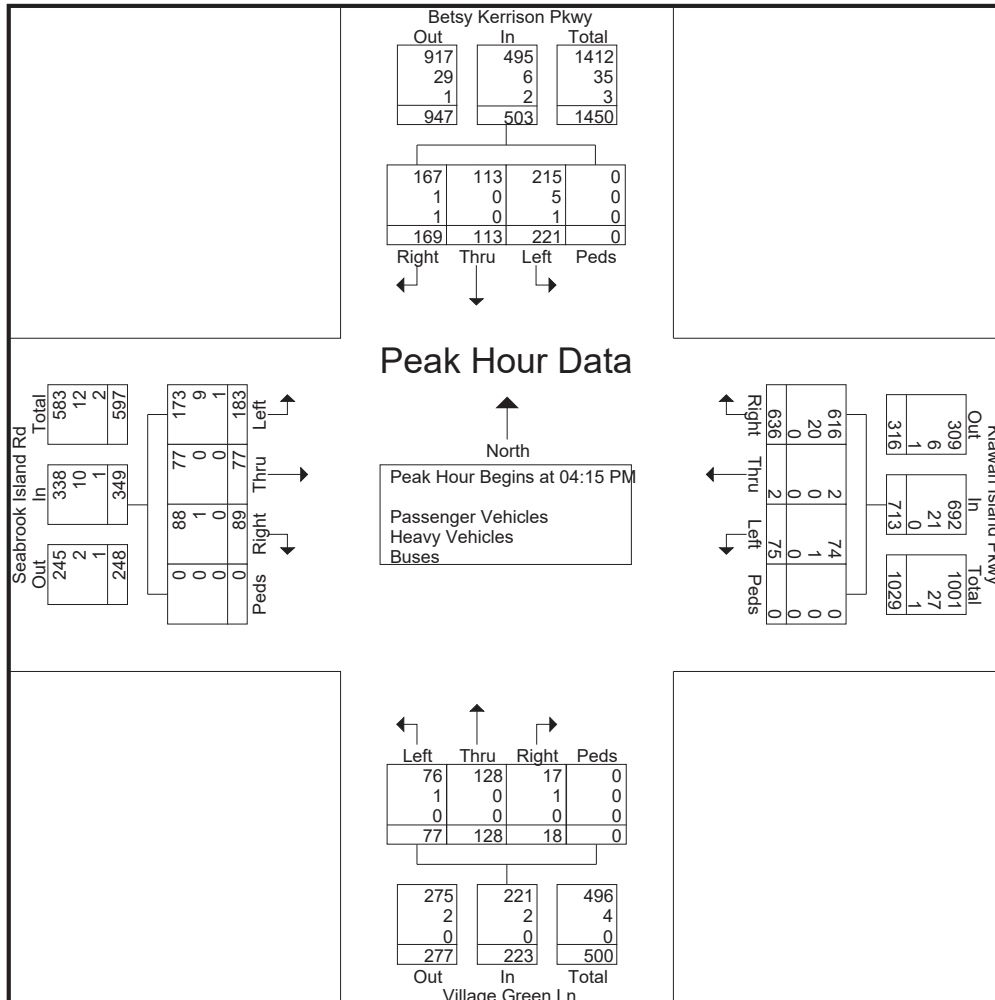
Start Time	Betsy Kerrison Pkwy From North					Kiawah Island Pkwy From East					Village Green Ln From South					Seabrook Island Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	173	28	38	0	239	7	0	37	0	44	12	9	1	0	22	29	16	8	0	53	358
08:15 AM	172	31	54	0	257	13	0	50	0	63	13	9	1	0	23	16	10	6	0	32	375
08:30 AM	205	27	52	0	284	11	0	65	0	76	9	7	2	0	18	36	21	12	0	69	447
08:45 AM	179	39	57	0	275	14	1	70	0	85	13	6	2	0	21	23	16	14	0	53	434
Total Volume	729	125	201	0	1055	45	1	222	0	268	47	31	6	0	84	104	63	40	0	207	1614
% App. Total	69.1	11.8	19.1	0		16.8	0.4	82.8	0		56	36.9	7.1	0		50.2	30.4	19.3	0		
PHF	.889	.801	.882	.000	.929	.804	.250	.793	.000	.788	.904	.861	.750	.000	.913	.722	.750	.714	.000	.750	.903
Passenger Vehicles	702	125	192	0	1019	40	1	204	0	245	47	30	6	0	83	100	59	40	0	199	1546
% Passenger Vehicles	96.3		95.5			88.9		91.9			96.8					96.2	93.7				
Heavy Vehicles	27	0	9	0	36	5	0	17	0	22	0	0	0	0	0	4	4	0	0	8	66
% Heavy Vehicles	3.7	0	4.5	0	3.4	11.1	0	7.7	0	8.2	0	0	0	0	0	3.8	6.3	0	0	3.9	4.1
Buses	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0.5	0	0.4	0	3.2	0	0	1.2	0	0	0	0	0	0.1



# SHORT COUNTS

File Name : Kiawah Island Traffic Circle WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 4

Start Time	Betsy Kerrison Pkwy From North					Kiawah Island Pkwy From East					Village Green Ln From South					Seabrook Island Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	59	39	42	0	140	22	0	173	0	195	25	35	5	0	65	51	20	22	0	93	493
04:30 PM	47	22	39	0	108	17	0	158	0	175	18	25	5	0	48	48	22	15	0	85	416
04:45 PM	56	30	53	0	139	17	1	145	0	163	17	28	3	0	48	33	15	31	0	79	429
05:00 PM	59	22	35	0	116	19	1	160	0	180	17	40	5	0	62	51	20	21	0	92	450
Total Volume	221	113	169	0	503	75	2	636	0	713	77	128	18	0	223	183	77	89	0	349	1788
% App. Total	43.9	22.5	33.6	0		10.5	0.3	89.2	0		34.5	57.4	8.1	0		52.4	22.1	25.5	0		
PHF	.936	.724	.797	.000	.898	.852	.500	.919	.000	.914	.770	.800	.900	.000	.858	.897	.875	.718	.000	.938	.907
Passenger Vehicles	215	113	167	0	495	74	2	616	0	692	76	128	17	0	221	173	77	88	0	338	1746
% Passenger Vehicles	97.3		98.8			98.7		96.9			98.7		94.4			94.5		98.9			
Heavy Vehicles	5	0	1	0	6	1	0	20	0	21	1	0	1	0	2	9	0	1	0	10	39
% Heavy Vehicles	2.3	0	0.6	0	1.2	1.3	0	3.1	0	2.9	1.3	0	5.6	0	0.9	4.9	0	1.1	0	2.9	2.2
Buses	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
% Buses	0.5	0	0.6	0	0.4	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.3	0.2

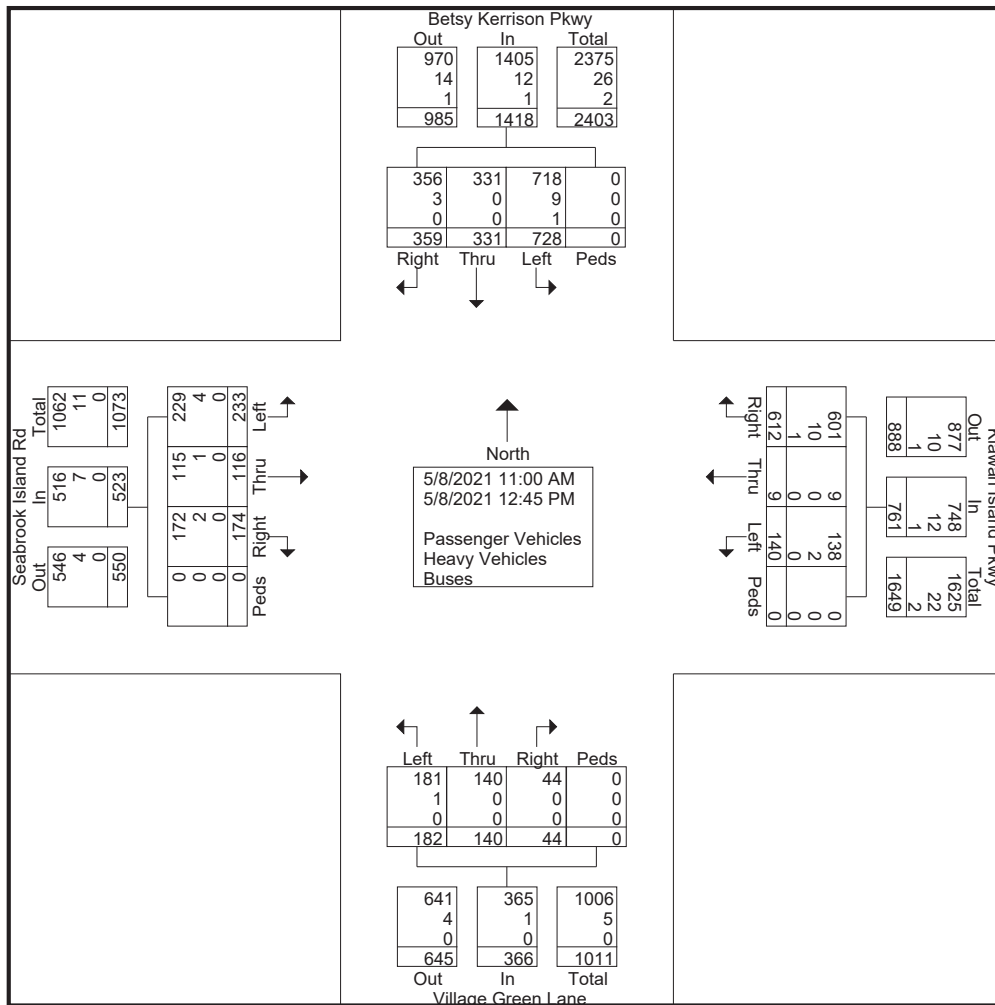


# SHORT COUNTS

File Name : Kiawah Island Traffic Circle Sat\_rotated  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

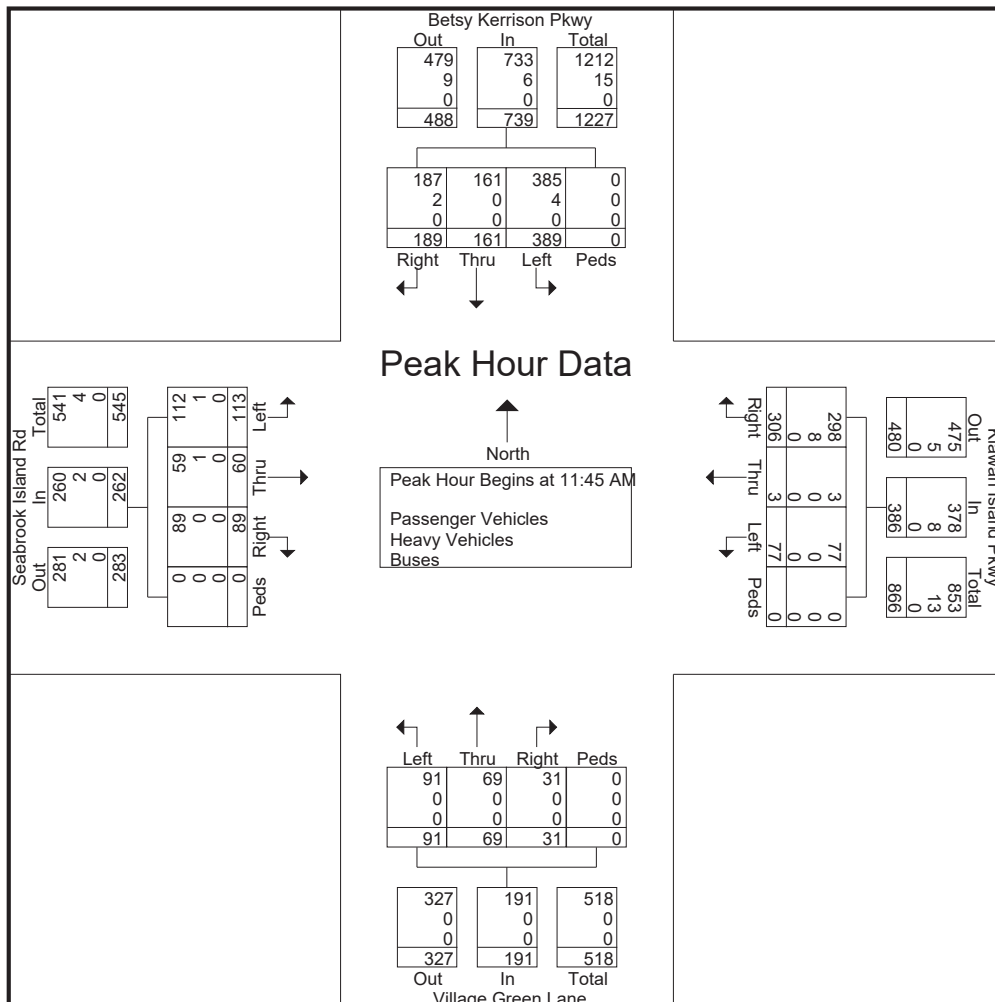
Start Time	Betsy Kerrison Pkwy From North				Kiawah Island Pkwy From East				Village Green Lane From South				Seabrook Island Rd From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	87	37	35	0	14	2	88	0	24	16	1	0	32	13	22	0	371
11:15 AM	81	39	55	0	12	0	83	0	26	10	3	0	32	12	26	0	379
11:30 AM	83	41	43	0	16	1	67	0	22	23	4	0	30	15	29	0	374
11:45 AM	100	35	45	0	18	2	69	0	31	19	7	0	29	18	22	0	395
Total	351	152	178	0	60	5	307	0	103	68	15	0	123	58	99	0	1519
12:00 PM	89	40	48	0	16	0	77	0	19	15	9	0	30	13	18	0	374
12:15 PM	89	41	45	0	24	1	85	0	18	17	7	0	29	14	26	0	396
12:30 PM	111	45	51	0	19	0	75	0	23	18	8	0	25	15	23	0	413
12:45 PM	88	53	37	0	21	3	68	0	19	22	5	0	26	16	8	0	366
Total	377	179	181	0	80	4	305	0	79	72	29	0	110	58	75	0	1549
Grand Total	728	331	359	0	140	9	612	0	182	140	44	0	233	116	174	0	3068
Apprch %	51.3	23.3	25.3	0	18.4	1.2	80.4	0	49.7	38.3	12	0	44.6	22.2	33.3	0	
Total %	23.7	10.8	11.7	0	4.6	0.3	19.9	0	5.9	4.6	1.4	0	7.6	3.8	5.7	0	
Passenger Vehicles	718	331	356	0	138	9	601	0	181	140	44	0	229	115	172	0	3034
% Passenger Vehicles	98.6	100	99.2	0	98.6	100	98.2	0	99.5	100	100	0	98.3	99.1	98.9	0	98.9
Heavy Vehicles	9	0	3	0	2	0	10	0	1	0	0	0	4	1	2	0	32
% Heavy Vehicles	1.2	0	0.8	0	1.4	0	1.6	0	0.5	0	0	0	1.7	0.9	1.1	0	1
Buses	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
% Buses	0.1	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0.1



# SHORT COUNTS

File Name : Kiawah Island Traffic Circle Sat\_rotated  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 2

Start Time	Betsy Kerrison Pkwy From North					Kiawah Island Pkwy From East					Village Green Lane From South					Seabrook Island Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	100	35	45	0	180	18	2	69	0	89	31	19	7	0	57	29	18	22	0	69	395
12:00 PM	89	40	48	0	177	16	0	77	0	93	19	15	9	0	43	30	13	18	0	61	374
12:15 PM	89	41	45	0	175	24	1	85	0	110	18	17	7	0	42	29	14	26	0	69	396
12:30 PM	111	45	51	0	207	19	0	75	0	94	23	18	8	0	49	25	15	23	0	63	413
Total Volume	389	161	189	0	739	77	3	306	0	386	91	69	31	0	191	113	60	89	0	262	1578
% App. Total	52.6	21.8	25.6	0		19.9	0.8	79.3	0		47.6	36.1	16.2	0		43.1	22.9	34	0		
PHF	.876	.894	.926	.000	.893	.802	.375	.900	.000	.877	.734	.908	.861	.000	.838	.942	.833	.856	.000	.949	.955
Passenger Vehicles	385	161	187	0	733	77	3	298	0	378	91	69	31	0	191	112	59	89	0	260	1562
% Passenger Vehicles	99.0		98.9					97.4								99.1	98.3				
Heavy Vehicles	4	0	2	0	6	0	0	8	0	8	0	0	0	0	0	1	1	0	0	2	16
% Heavy Vehicles	1.0	0	1.1	0	0.8	0	0	2.6	0	2.1	0	0	0	0	0	0.9	1.7	0	0	0.8	1.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Marsh Oak Ln WD

Site Code :

Start Date : 5/6/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Andell Bluff Blvd From North				From East				Andell Bluff Blvd From South				Marsh Oak Ln From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	1	0	0	1	0	4
07:15 AM	0	2	0	0	0	0	0	0	1	5	0	0	0	0	2	0	10
07:30 AM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	3	0	8
07:45 AM	0	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	9
Total	0	6	0	0	0	0	0	0	2	16	0	1	0	0	6	0	31
08:00 AM	0	5	1	0	0	0	0	0	1	7	0	0	0	0	3	0	17
08:15 AM	0	3	0	0	0	0	0	0	1	5	0	0	0	0	4	0	13
08:30 AM	0	2	0	0	0	0	0	0	2	4	0	0	0	0	3	0	11
08:45 AM	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	1	11
Total	0	13	1	0	0	0	0	0	4	23	0	0	0	0	10	1	52
04:00 PM	0	16	0	0	0	0	0	0	4	16	0	0	0	0	3	2	41
04:15 PM	0	11	1	0	0	0	0	0	3	16	0	0	0	0	1	0	32
04:30 PM	0	18	0	0	0	0	0	0	1	18	0	0	0	0	0	0	37
04:45 PM	0	16	0	0	0	0	0	0	5	9	0	0	0	0	2	0	32
Total	0	61	1	0	0	0	0	0	13	59	0	0	0	0	6	2	142
05:00 PM	0	14	0	0	0	0	0	0	3	9	0	0	0	0	3	0	29
05:15 PM	0	16	0	0	0	0	0	0	3	19	0	0	0	0	1	0	39
05:30 PM	0	16	0	0	0	0	0	0	4	22	0	0	0	0	1	0	43
05:45 PM	0	12	0	0	0	0	0	0	0	13	0	0	0	0	3	0	28
Total	0	58	0	0	0	0	0	0	10	63	0	0	0	0	8	0	139
Grand Total	0	138	2	0	0	0	0	0	29	161	0	1	0	0	30	3	364
Apprch %	0	98.6	1.4	0	0	0	0	0	15.2	84.3	0	0.5	0	0	90.9	9.1	
Total %	0	37.9	0.5	0	0	0	0	0	8	44.2	0	0.3	0	0	8.2	0.8	
Passenger Vehicles	0	138	2	0	0	0	0	0	27	161	0	1	0	0	28	3	360
% Passenger Vehicles	0	100	100	0	0	0	0	0	93.1	100	0	100	0	0	93.3	100	98.9
Heavy Vehicles	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4
% Heavy Vehicles	0	0	0	0	0	0	0	0	6.9	0	0	0	0	0	6.7	0	1.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



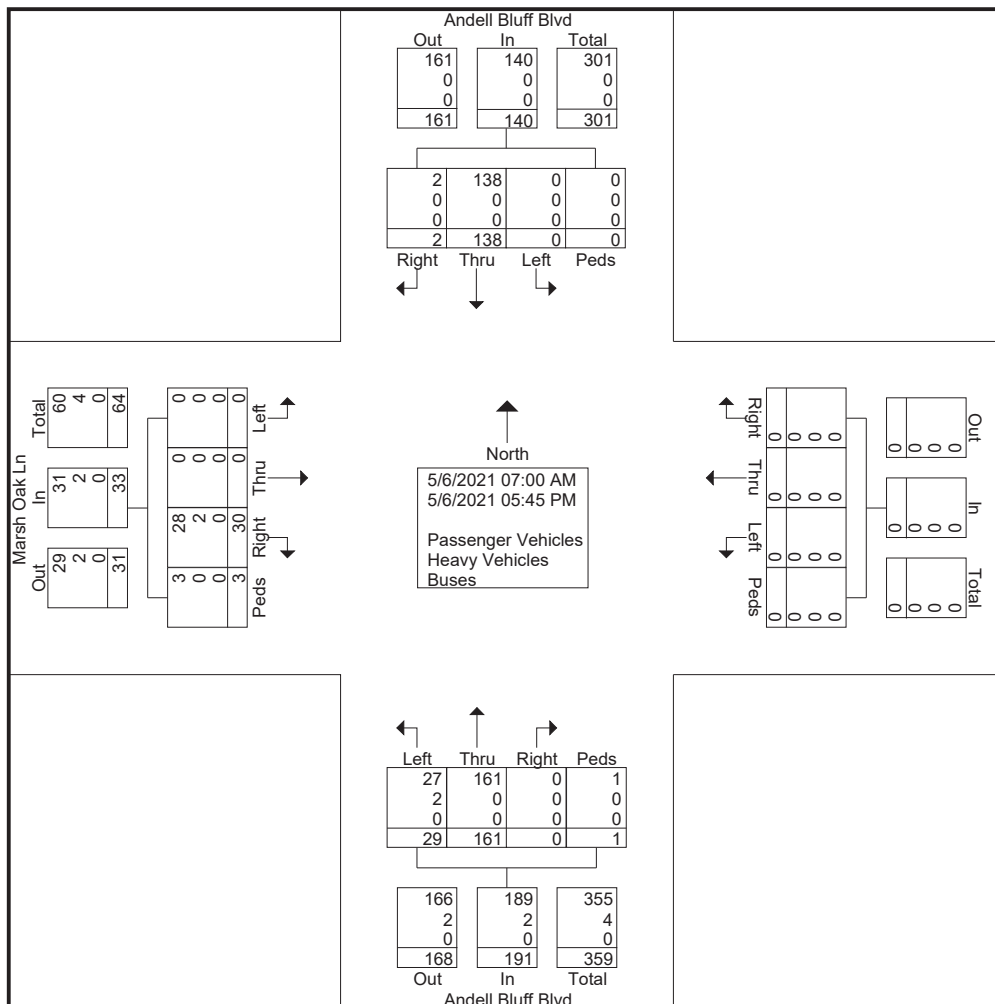
# SHORT COUNTS

File Name : Andell Bluff Blvd @ Marsh Oak Ln WD

Site Code :

Start Date : 5/6/2021

Page No : 2



# SHORT COUNTS

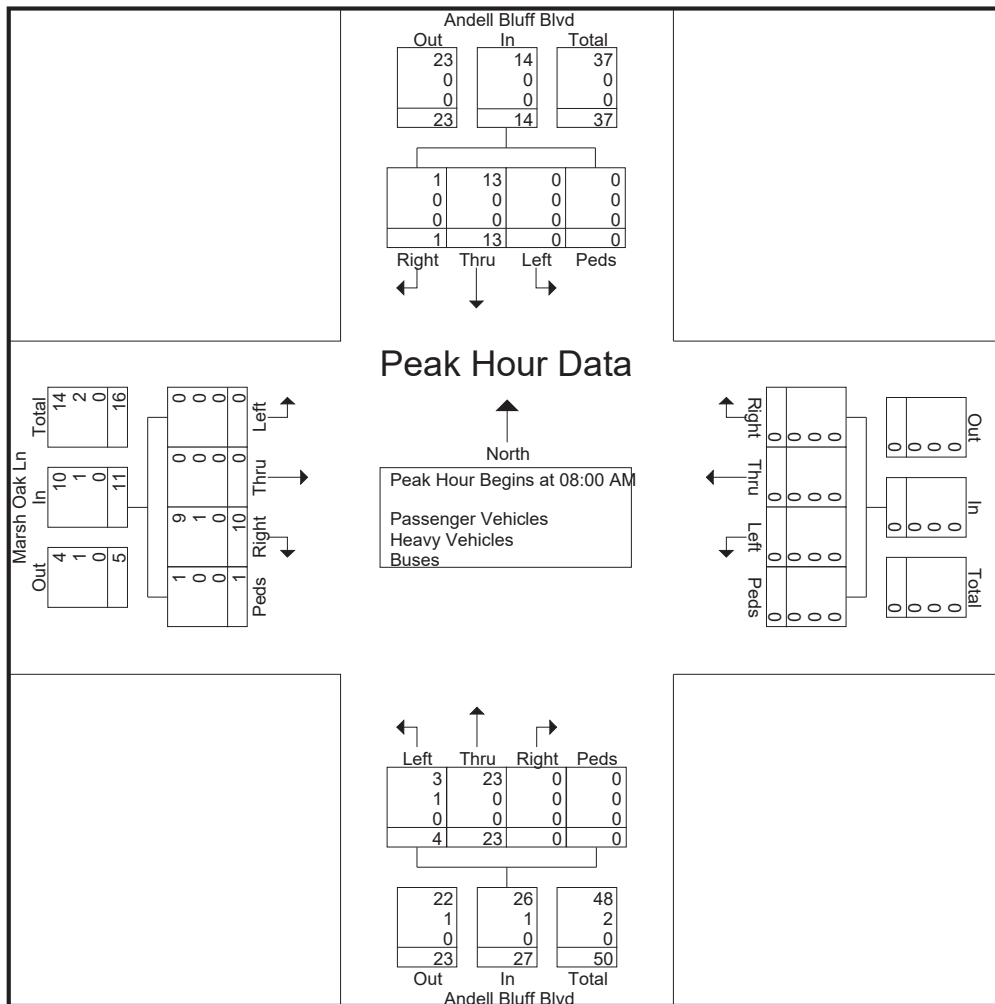
File Name : Andell Bluff Blvd @ Marsh Oak Ln WD

Site Code :

Start Date : 5/6/2021

Page No : 3

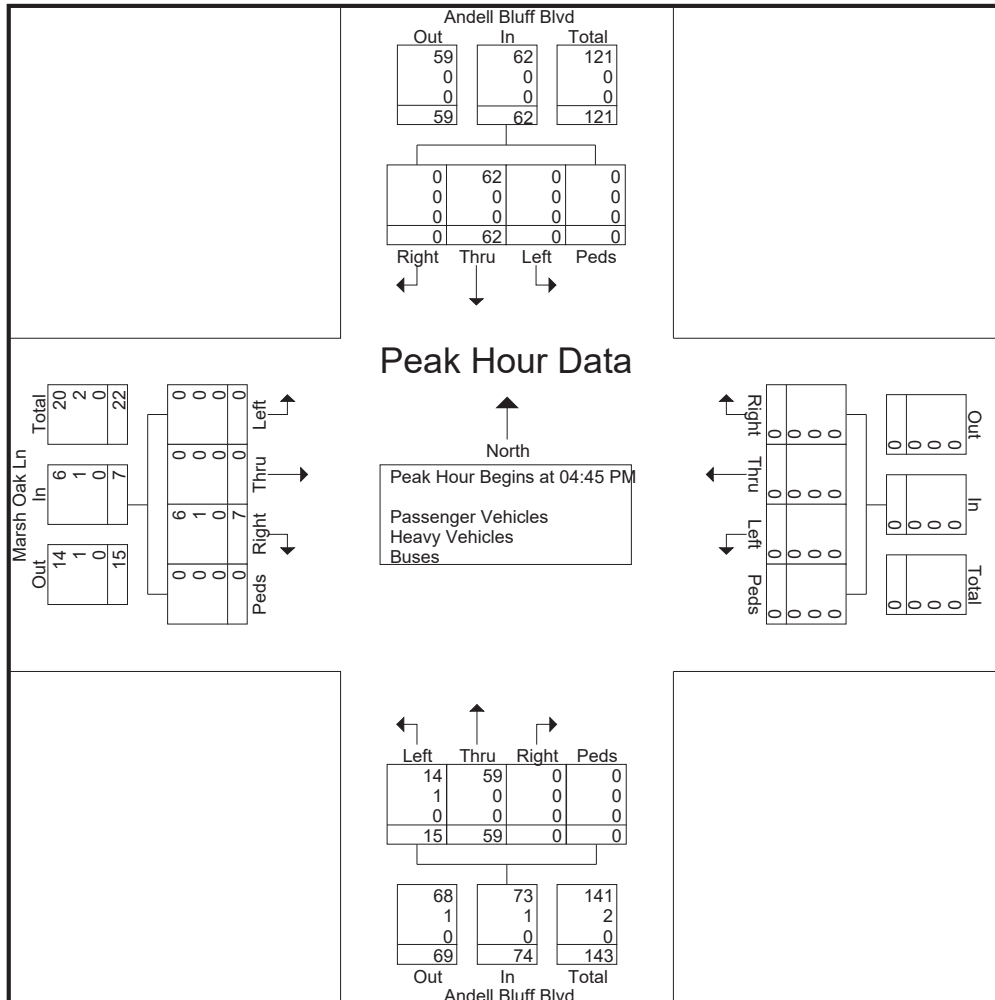
Start Time	Andell Bluff Blvd From North					From East					Andell Bluff Blvd From South					Marsh Oak Ln From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	1	0	6	0	0	0	0	0	1	7	0	0	8	0	0	3	0	3	17
08:15 AM	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	0	0	4	0	4	13
08:30 AM	0	2	0	0	2	0	0	0	0	0	2	4	0	0	6	0	0	3	0	3	11
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	1	1	11
Total Volume	0	13	1	0	14	0	0	0	0	0	4	23	0	0	27	0	0	10	1	11	52
% App. Total	0	92.9	7.1	0		0	0	0	0		14.8	85.2	0	0		0	0	90.9	9.1		
PHF	.000	.650	.250	.000	.583	.000	.000	.000	.000	.000	.500	.821	.000	.000	.844	.000	.000	.625	.250	.688	.765
Passenger Vehicles	0	13	1	0	14	0	0	0	0	0	3	23	0	0	26	0	0	9	1	10	50
% Passenger Vehicles											75.0							90.0			
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	25.0	0	0	0	3.7	0	0	10.0	0	9.1	3.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Marsh Oak Ln WD  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 4

Start Time	Andell Bluff Blvd From North					From East					Andell Bluff Blvd From South					Marsh Oak Ln From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	16	0	0	16	0	0	0	0	0	5	9	0	0	14	0	0	2	0	2	32
05:00 PM	0	14	0	0	14	0	0	0	0	0	3	9	0	0	12	0	0	3	0	3	29
05:15 PM	0	16	0	0	16	0	0	0	0	0	3	19	0	0	22	0	0	1	0	1	39
05:30 PM	0	16	0	0	16	0	0	0	0	0	4	22	0	0	26	0	0	1	0	1	43
Total Volume	0	62	0	0	62	0	0	0	0	0	15	59	0	0	74	0	0	7	0	7	143
% App. Total	0	100	0	0		0	0	0	0	0	20.3	79.7	0	0		0	0	100	0		
PHF	.000	.969	.000	.000	.969	.000	.000	.000	.000	.000	.750	.670	.000	.000	.712	.000	.000	.583	.000	.583	.831
Passenger Vehicles	0	62	0	0	62	0	0	0	0	0	14	59	0	0	73	0	0	6	0	6	141
% Passenger Vehicles											93.3							85.7			
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	6.7	0	0	0	1.4	0	0	14.3	0	14.3	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Marsh Oak Ln Sat

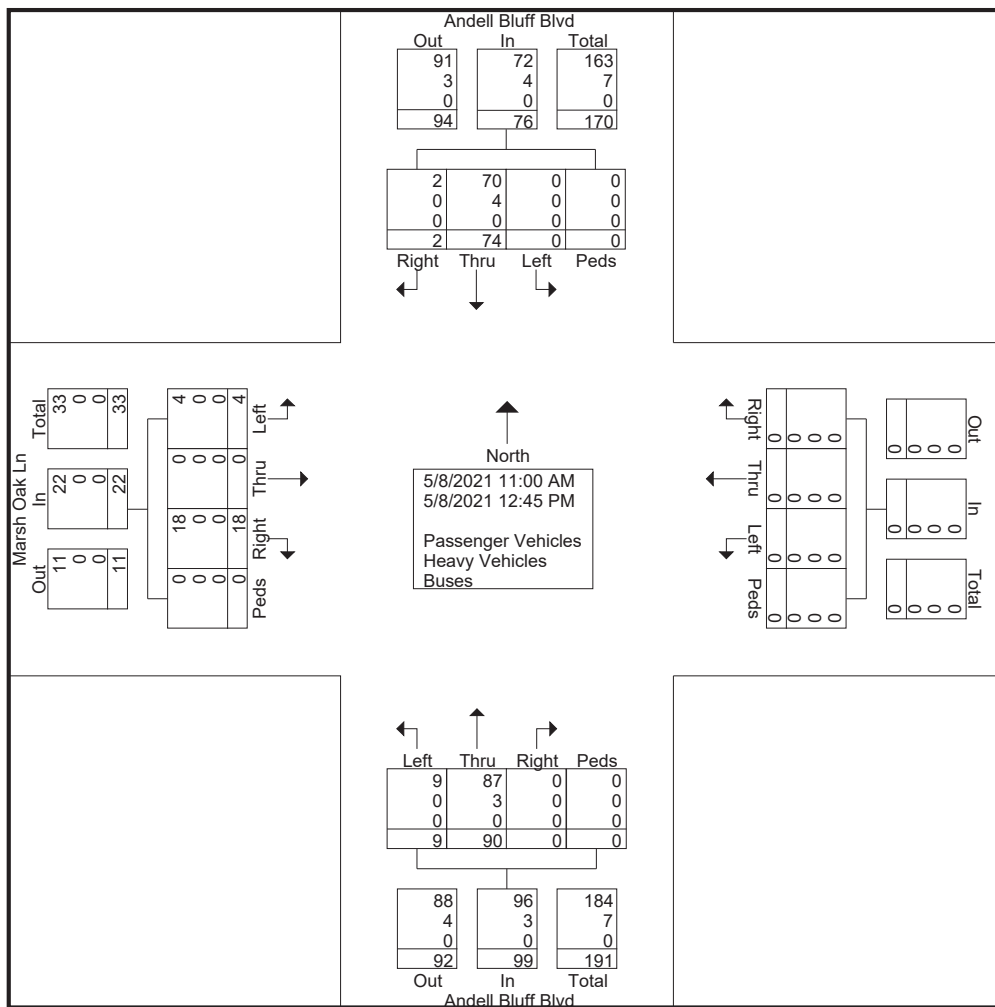
Site Code :

Start Date : 5/8/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

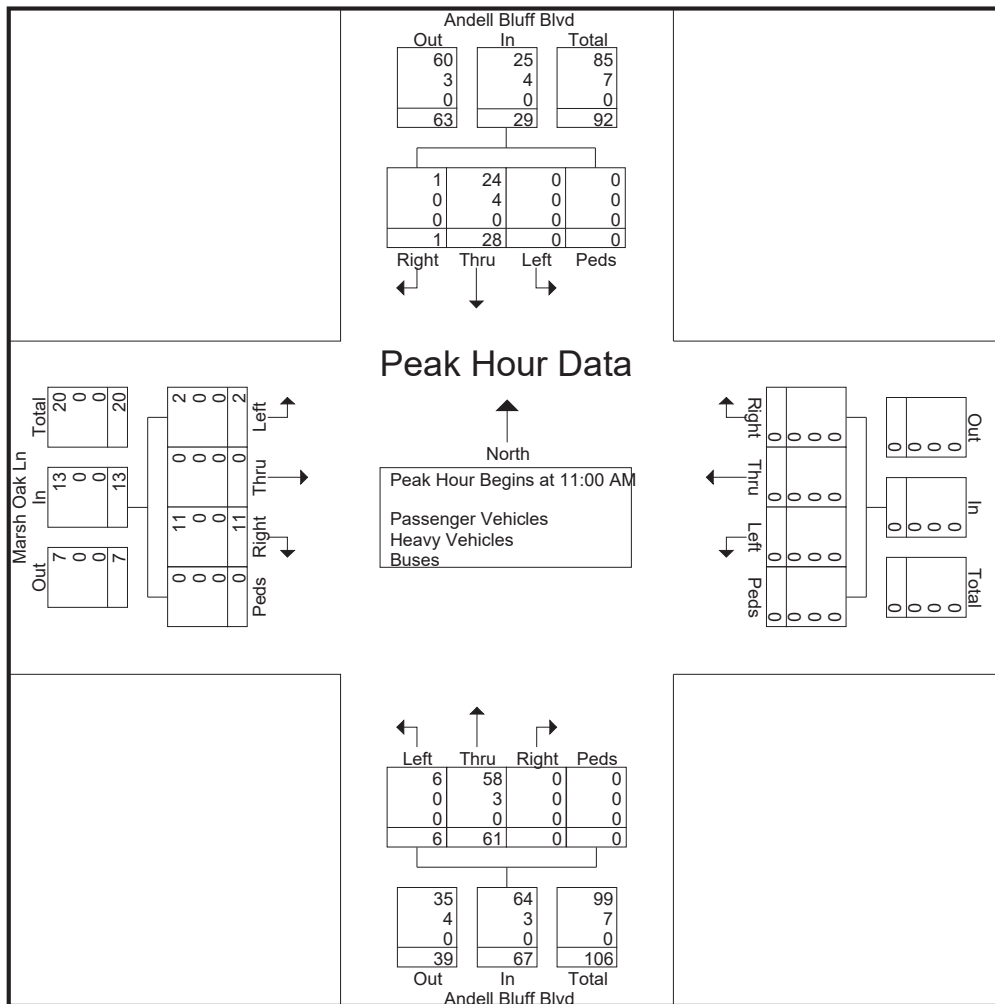
Start Time	Andell Bluff Blvd From North				From East				Andell Bluff Blvd From South				Marsh Oak Ln From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	0	9	0	0	0	0	0	0	1	15	0	0	1	0	1	0	27
11:15 AM	0	5	0	0	0	0	0	0	1	21	0	0	0	0	2	0	29
11:30 AM	0	8	0	0	0	0	0	0	3	12	0	0	0	0	5	0	28
11:45 AM	0	6	1	0	0	0	0	0	1	13	0	0	1	0	3	0	25
<b>Total</b>	0	28	1	0	0	0	0	0	6	61	0	0	2	0	11	0	109
12:00 PM	0	7	1	0	0	0	0	0	0	6	0	0	2	0	3	0	19
12:15 PM	0	13	0	0	0	0	0	0	1	8	0	0	0	0	3	0	25
12:30 PM	0	16	0	0	0	0	0	0	1	3	0	0	0	0	1	0	21
12:45 PM	0	10	0	0	0	0	0	0	1	12	0	0	0	0	0	0	23
<b>Total</b>	0	46	1	0	0	0	0	0	3	29	0	0	2	0	7	0	88
<b>Grand Total</b>	0	74	2	0	0	0	0	0	9	90	0	0	4	0	18	0	197
Apprch %	0	97.4	2.6	0	0	0	0	0	9.1	90.9	0	0	18.2	0	81.8	0	
Total %	0	37.6	1	0	0	0	0	0	4.6	45.7	0	0	2	0	9.1	0	
Passenger Vehicles	0	70	2	0	0	0	0	0	9	87	0	0	4	0	18	0	190
% Passenger Vehicles	0	94.6	100	0	0	0	0	0	100	96.7	0	0	100	0	100	0	96.4
Heavy Vehicles	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7
% Heavy Vehicles	0	5.4	0	0	0	0	0	0	0	3.3	0	0	0	0	0	0	3.6
<b>Buses</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Buses</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Marsh Oak Ln Sat  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 2

Start Time	Andell Bluff Blvd From North					From East					Andell Bluff Blvd From South					Marsh Oak Ln From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	9	0	0	9	0	0	0	0	0	1	15	0	0	16	1	0	1	0	2	27
11:15 AM	0	5	0	0	5	0	0	0	0	0	1	21	0	0	22	0	0	2	0	2	29
11:30 AM	0	8	0	0	8	0	0	0	0	0	3	12	0	0	15	0	0	5	0	5	28
11:45 AM	0	6	1	0	7	0	0	0	0	0	1	13	0	0	14	1	0	3	0	4	25
Total Volume	0	28	1	0	29	0	0	0	0	0	6	61	0	0	67	2	0	11	0	13	109
% App. Total	0	96.6	3.4	0		0	0	0	0		9	91	0	0		15.4	0	84.6	0		
PHF	.000	.778	.250	.000	.806	.000	.000	.000	.000	.000	.500	.726	.000	.000	.761	.500	.000	.550	.000	.650	.940
Passenger Vehicles	0	24	1	0	25	0	0	0	0	0	6	58	0	0	64	2	0	11	0	13	102
% Passenger Vehicles		85.7									95.1										
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% Heavy Vehicles	0	14.3	0	0	13.8	0	0	0	0	0	0	4.9	0	0	4.5	0	0	0	0	0	6.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Seabrook Island Rd WD\_rotated

Site Code :

Start Date : 5/6/2021

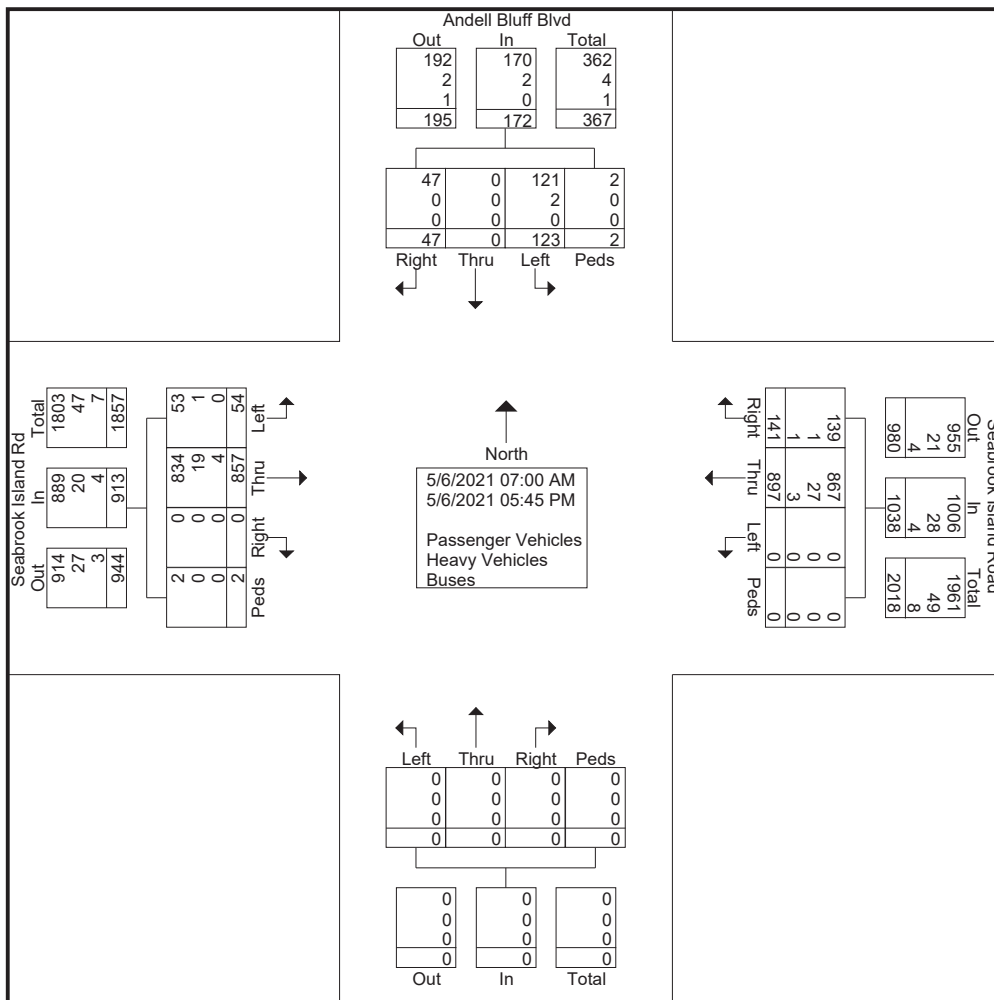
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Andell Bluff Blvd From North				Seabrook Island Road From East				From South				Seabrook Island Rd From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	1	1	0	28	2	0	0	0	0	0	0	31	0	0	63
07:15 AM	2	0	0	0	0	34	5	0	0	0	0	0	1	41	0	0	83
07:30 AM	4	0	2	0	0	57	2	0	0	0	0	0	0	35	0	0	100
07:45 AM	2	0	0	1	0	51	5	0	0	0	0	0	3	35	0	0	97
Total	8	0	3	2	0	170	14	0	0	0	0	0	4	142	0	0	343
08:00 AM	7	0	1	0	0	46	7	0	0	0	0	0	1	44	0	0	106
08:15 AM	1	0	5	0	0	74	7	0	0	0	0	0	0	34	0	0	121
08:30 AM	3	0	3	0	0	60	5	0	0	0	0	0	1	63	0	0	135
08:45 AM	2	0	1	0	0	78	6	0	0	0	0	0	1	53	0	0	141
Total	13	0	10	0	0	258	25	0	0	0	0	0	3	194	0	0	503
04:00 PM	13	0	8	0	0	67	16	0	0	0	0	0	4	61	0	2	171
04:15 PM	10	0	1	0	0	58	13	0	0	0	0	0	6	81	0	0	169
04:30 PM	15	0	5	0	0	65	18	0	0	0	0	0	4	67	0	0	174
04:45 PM	14	0	4	0	0	63	9	0	0	0	0	0	5	60	0	0	155
Total	52	0	18	0	0	253	56	0	0	0	0	0	19	269	0	2	669
05:00 PM	11	0	5	0	0	55	10	0	0	0	0	0	2	78	0	0	161
05:15 PM	12	0	6	0	0	72	14	0	0	0	0	0	8	66	0	0	178
05:30 PM	13	0	4	0	0	53	12	0	0	0	0	0	14	50	0	0	146
05:45 PM	14	0	1	0	0	36	10	0	0	0	0	0	4	58	0	0	123
Total	50	0	16	0	0	216	46	0	0	0	0	0	28	252	0	0	608
Grand Total	123	0	47	2	0	897	141	0	0	0	0	0	54	857	0	2	2123
Apprch %	71.5	0	27.3	1.2	0	86.4	13.6	0	0	0	0	0	5.9	93.9	0	0.2	
Total %	5.8	0	2.2	0.1	0	42.3	6.6	0	0	0	0	0	2.5	40.4	0	0.1	
Passenger Vehicles	121	0	47	2	0	867	139	0	0	0	0	0	53	834	0	2	2065
% Passenger Vehicles	98.4	0	100	100	0	96.7	98.6	0	0	0	0	0	98.1	97.3	0	100	97.3
Heavy Vehicles	2	0	0	0	0	27	1	0	0	0	0	0	1	19	0	0	50
% Heavy Vehicles	1.6	0	0	0	0	3	0.7	0	0	0	0	0	1.9	2.2	0	0	2.4
Buses	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	8
% Buses	0	0	0	0	0	0.3	0.7	0	0	0	0	0	0	0.5	0	0	0.4

# SHORT COUNTS

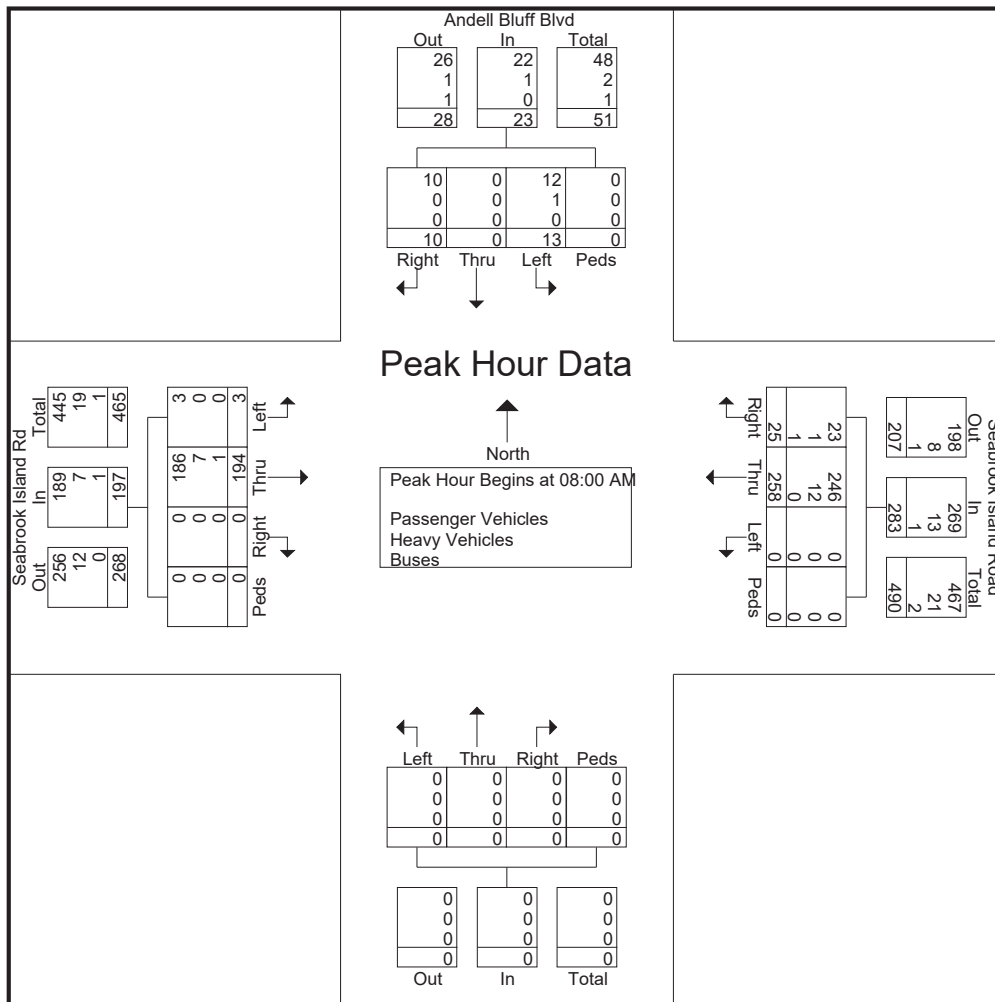
File Name : Andell Bluff Blvd @ Seabrook Island Rd WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 2



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Seabrook Island Rd WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 3

Start Time	Andell Bluff Blvd From North					Seabrook Island Road From East					From South					Seabrook Island Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	7	0	1	0	8	0	46	7	0	53	0	0	0	0	0	1	44	0	0	45	106
08:15 AM	1	0	5	0	6	0	74	7	0	81	0	0	0	0	0	0	34	0	0	34	121
08:30 AM	3	0	3	0	6	0	60	5	0	65	0	0	0	0	0	1	63	0	0	64	135
08:45 AM	2	0	1	0	3	0	78	6	0	84	0	0	0	0	0	1	53	0	0	54	141
Total Volume	13	0	10	0	23	0	258	25	0	283	0	0	0	0	0	3	194	0	0	197	503
% App. Total	56.5	0	43.5	0		0	91.2	8.8	0		0	0	0	0		1.5	98.5	0	0		
PHF	.464	.000	.500	.000	.719	.000	.827	.893	.000	.842	.000	.000	.000	.000	.000	.750	.770	.000	.000	.770	.892
Passenger Vehicles	12	0	10	0	22	0	246	23	0	269	0	0	0	0	0	3	186	0	0	189	480
% Passenger Vehicles	92.3						95.3	92.0									95.9				
Heavy Vehicles	1	0	0	0	1	0	12	1	0	13	0	0	0	0	0	0	7	0	0	7	21
% Heavy Vehicles	7.7	0	0	0	4.3	0	4.7	4.0	0	4.6	0	0	0	0	0	0	3.6	0	0	3.6	4.2
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0	4.0	0	0.4	0	0	0	0	0	0	0.5	0	0	0.5	0.4

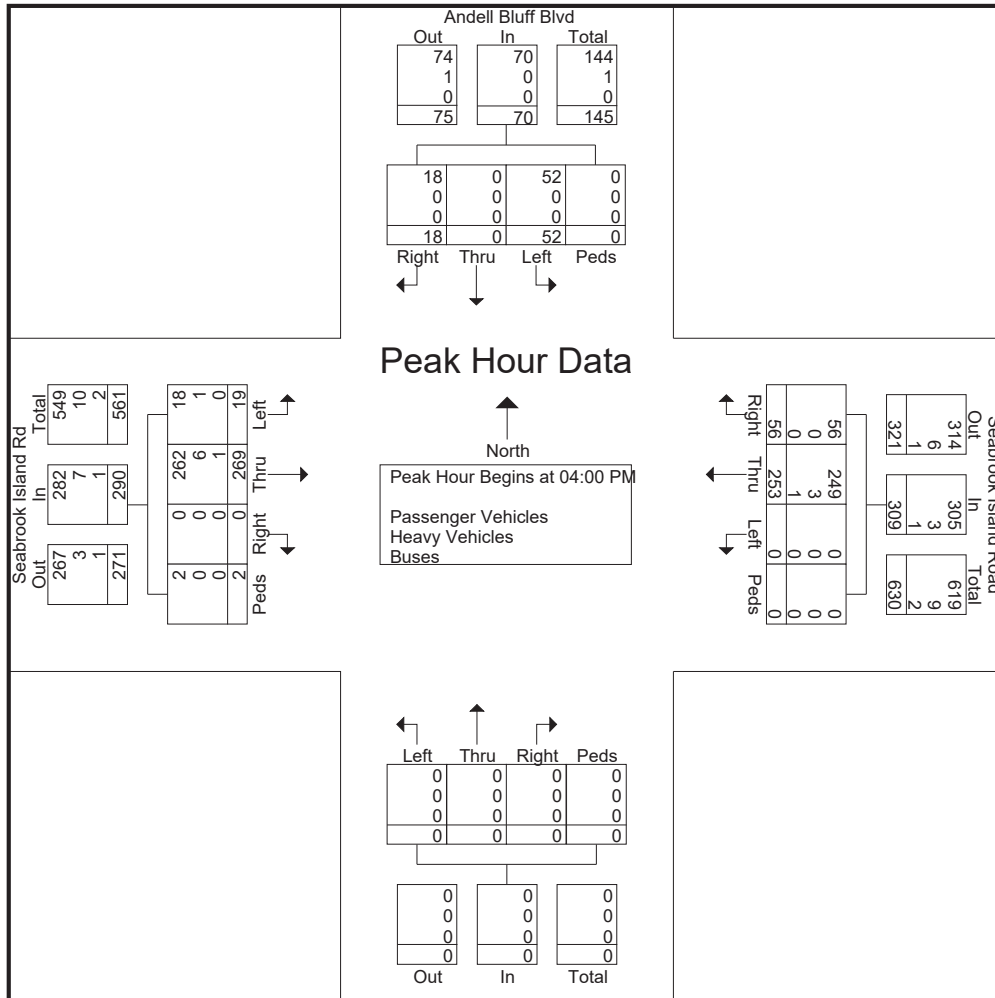




# SHORT COUNTS

File Name : Andell Bluff Blvd @ Seabrook Isand Rd WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 4

Start Time	Andell Bluff Blvd From North					Seabrook Island Road From East					From South					Seabrook Island Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	13	0	8	0	21	0	67	16	0	83	0	0	0	0	0	4	61	0	2	67	171
04:15 PM	10	0	1	0	11	0	58	13	0	71	0	0	0	0	0	6	81	0	0	87	169
04:30 PM	15	0	5	0	20	0	65	18	0	83	0	0	0	0	0	4	67	0	0	71	174
04:45 PM	14	0	4	0	18	0	63	9	0	72	0	0	0	0	0	5	60	0	0	65	155
Total Volume	52	0	18	0	70	0	253	56	0	309	0	0	0	0	0	19	269	0	2	290	669
% App. Total	74.3	0	25.7	0		0	81.9	18.1	0		0	0	0	0		6.6	92.8	0	0.7		
PHF	.867	.000	.563	.000	.833	.000	.944	.778	.000	.931	.000	.000	.000	.000	.000	.792	.830	.000	.250	.833	.961
Passenger Vehicles	52	0	18	0	70	0	249	56	0	305	0	0	0	0	0	18	262	0	2	282	657
% Passenger Vehicles						98.4										94.7 97.4					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
% Heavy Vehicles	0	0	0	0	0	0	1.2	0	0	1.0	0	0	0	0	0	5.3	2.2	0	0	2.4	1.5
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0.3

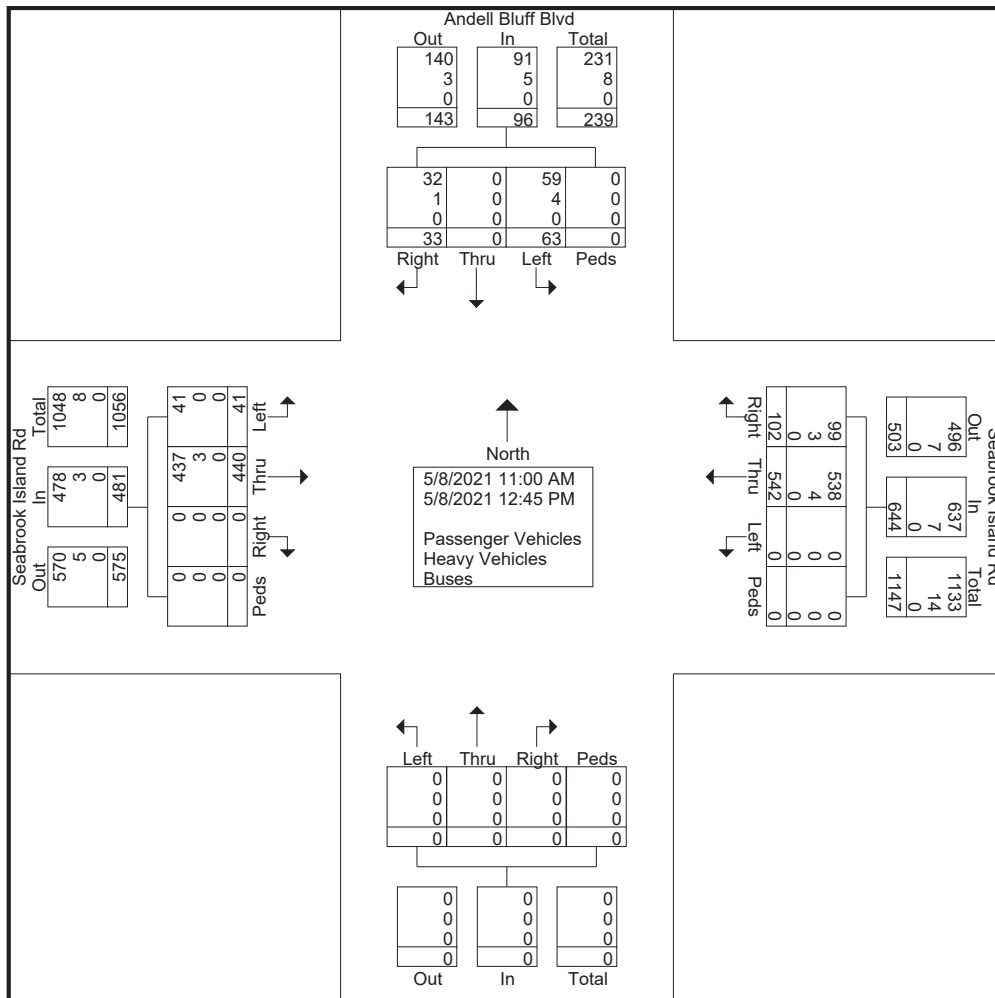


# SHORT COUNTS

File Name : Andell Bluff Blvd @ Seabrook Island Rd Sat\_rotated  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

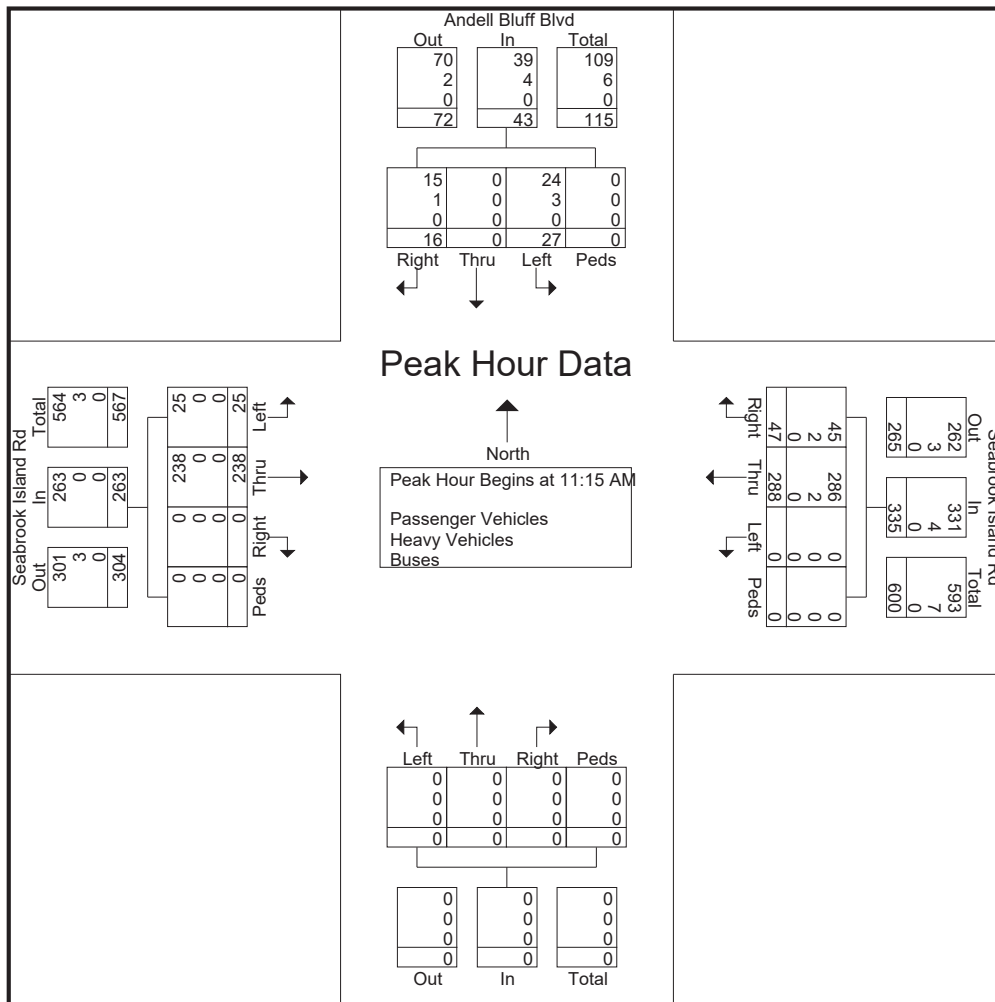
Start Time	Andell Bluff Blvd From North				Seabrook Island Rd From East				From South				Seabrook Island Rd From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	4	0	5	0	0	53	13	0	0	0	0	0	3	62	0	0	140
11:15 AM	6	0	3	0	0	80	14	0	0	0	0	0	9	65	0	0	177
11:30 AM	10	0	2	0	0	64	11	0	0	0	0	0	4	60	0	0	151
11:45 AM	6	0	6	0	0	80	9	0	0	0	0	0	5	62	0	0	168
<b>Total</b>	<b>26</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>277</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>636</b>
12:00 PM	5	0	5	0	0	64	13	0	0	0	0	0	7	51	0	0	145
12:15 PM	11	0	5	0	0	74	6	0	0	0	0	0	7	56	0	0	159
12:30 PM	12	0	6	0	0	71	16	0	0	0	0	0	2	48	0	0	155
12:45 PM	9	0	1	0	0	56	20	0	0	0	0	0	4	36	0	0	126
<b>Total</b>	<b>37</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>265</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>585</b>
<b>Grand Total</b>	<b>63</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>542</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>440</b>	<b>0</b>	<b>0</b>	<b>1221</b>
Apprch %	65.6	0	34.4	0	0	84.2	15.8	0	0	0	0	0	8.5	91.5	0	0	
Total %	5.2	0	2.7	0	0	44.4	8.4	0	0	0	0	0	3.4	36	0	0	
Passenger Vehicles	59	0	32	0	0	538	99	0	0	0	0	0	41	437	0	0	1206
% Passenger Vehicles	93.7	0	97	0	0	99.3	97.1	0	0	0	0	0	100	99.3	0	0	98.8
Heavy Vehicles	4	0	1	0	0	4	3	0	0	0	0	0	0	3	0	0	15
% Heavy Vehicles	6.3	0	3	0	0	0.7	2.9	0	0	0	0	0	0	0.7	0	0	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

File Name : Andell Bluff Blvd @ Seabrook Island Rd Sat\_rotated  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 2

Start Time	Andell Bluff Blvd From North					Seabrook Island Rd From East					From South					Seabrook Island Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	6	0	3	0	9	0	80	14	0	94	0	0	0	0	0	9	65	0	0	74	177
11:30 AM	10	0	2	0	12	0	64	11	0	75	0	0	0	0	0	4	60	0	0	64	151
11:45 AM	6	0	6	0	12	0	80	9	0	89	0	0	0	0	0	5	62	0	0	67	168
12:00 PM	5	0	5	0	10	0	64	13	0	77	0	0	0	0	0	7	51	0	0	58	145
Total Volume	27	0	16	0	43	0	288	47	0	335	0	0	0	0	0	25	238	0	0	263	641
% App. Total	62.8	0	37.2	0		0	86	14	0		0	0	0	0		9.5	90.5	0	0		
PHF	.675	.000	.667	.000	.896	.000	.900	.839	.000	.891	.000	.000	.000	.000	.000	.694	.915	.000	.000	.889	.905
Passenger Vehicles	24	0	15	0	39	0	286	45	0	331	0	0	0	0	0	25	238	0	0	263	633
% Passenger Vehicles	88.9		93.8				99.3	95.7													
Heavy Vehicles	3	0	1	0	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
% Heavy Vehicles	11.1	0	6.3	0	9.3	0	0.7	4.3	0	1.2	0	0	0	0	0	0	0	0	0	0	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS

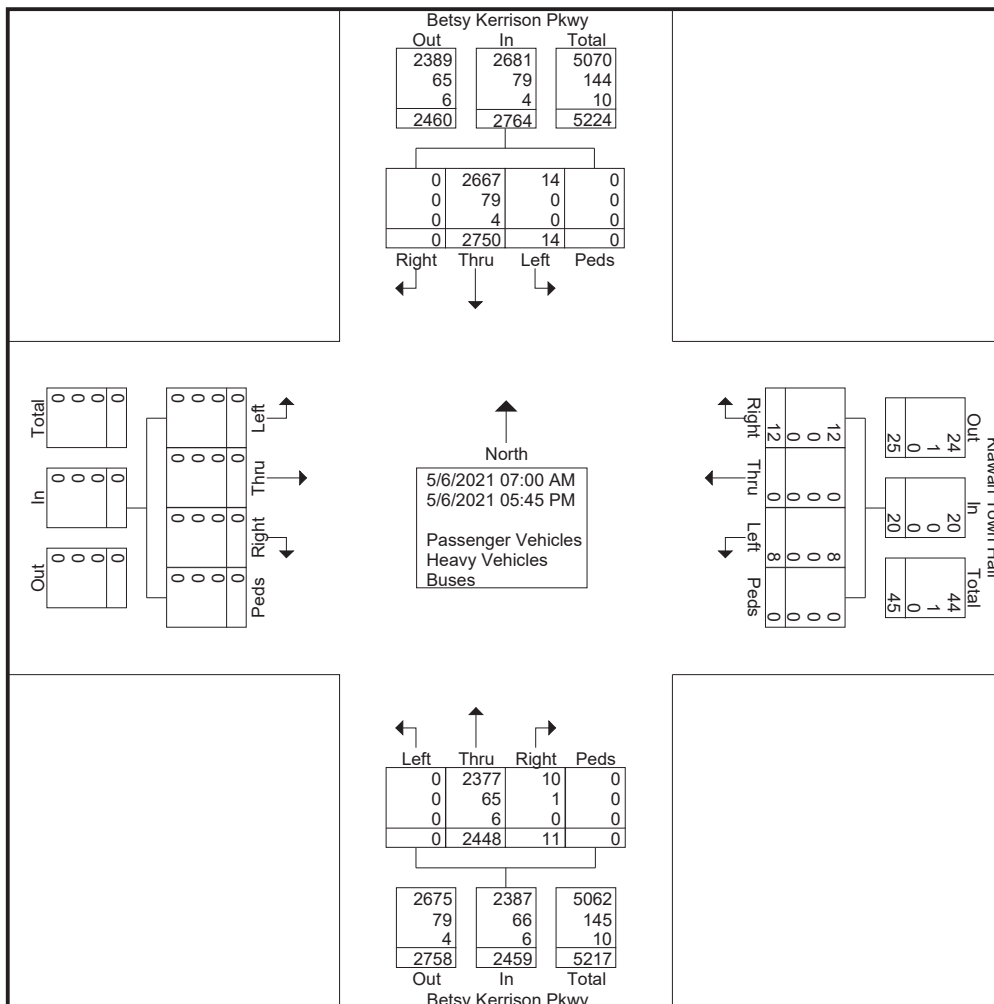
File Name : Betsy Kerrison Pkwy @ Kiawah Island Town Hall WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Betsy Kerrison Pkwy From North				Kiawah Town Hall From East				Betsy Kerrison Pkwy From South				From West				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	0	154	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	207
07:15 AM	2	167	0	0	0	0	0	0	0	67	0	0	0	0	0	0	0	236
07:30 AM	2	211	0	0	0	0	0	0	0	64	0	0	0	0	0	0	0	277
07:45 AM	6	259	0	0	4	0	0	0	0	55	2	0	0	0	0	0	0	326
Total	10	791	0	0	4	0	0	0	0	239	2	0	0	0	0	0	0	1046
08:00 AM	1	235	0	0	0	0	0	0	0	81	1	0	0	0	0	0	0	318
08:15 AM	0	255	0	0	1	0	0	0	0	70	0	0	0	0	0	0	0	326
08:30 AM	1	287	0	0	0	0	0	0	0	120	2	0	0	0	0	0	0	410
08:45 AM	2	273	0	0	1	0	1	0	0	100	0	0	0	0	0	0	0	377
Total	4	1050	0	0	2	0	1	0	0	371	3	0	0	0	0	0	0	1431
04:00 PM	0	123	0	0	1	0	6	0	0	242	2	0	0	0	0	0	0	374
04:15 PM	0	129	0	0	0	0	2	0	0	251	1	0	0	0	0	0	0	383
04:30 PM	0	112	0	0	1	0	2	0	0	245	1	0	0	0	0	0	0	361
04:45 PM	0	130	0	0	0	0	0	0	0	216	0	0	0	0	0	0	0	346
Total	0	494	0	0	2	0	10	0	0	954	4	0	0	0	0	0	0	1464
05:00 PM	0	113	0	0	0	0	0	0	0	256	1	0	0	0	0	0	0	370
05:15 PM	0	109	0	0	0	0	1	0	0	229	0	0	0	0	0	0	0	339
05:30 PM	0	102	0	0	0	0	0	0	0	207	0	0	0	0	0	0	0	309
05:45 PM	0	91	0	0	0	0	0	0	0	192	1	0	0	0	0	0	0	284
Total	0	415	0	0	0	0	1	0	0	884	2	0	0	0	0	0	0	1302
Grand Total	14	2750	0	0	8	0	12	0	0	2448	11	0	0	0	0	0	0	5243
Apprch %	0.5	99.5	0	0	40	0	60	0	0	99.6	0.4	0	0	0	0	0	0	
Total %	0.3	52.5	0	0	0.2	0	0.2	0	0	46.7	0.2	0	0	0	0	0	0	
Passenger Vehicles	14	2667	0	0	8	0	12	0	0	2377	10	0	0	0	0	0	0	5088
% Passenger Vehicles	100	97	0	0	100	0	100	0	0	97.1	90.9	0	0	0	0	0	0	97
Heavy Vehicles	0	79	0	0	0	0	0	0	0	65	1	0	0	0	0	0	0	145
% Heavy Vehicles	0	2.9	0	0	0	0	0	0	0	2.7	9.1	0	0	0	0	0	0	2.8
Buses	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	10
% Buses	0	0.1	0	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0.2

# SHORT COUNTS

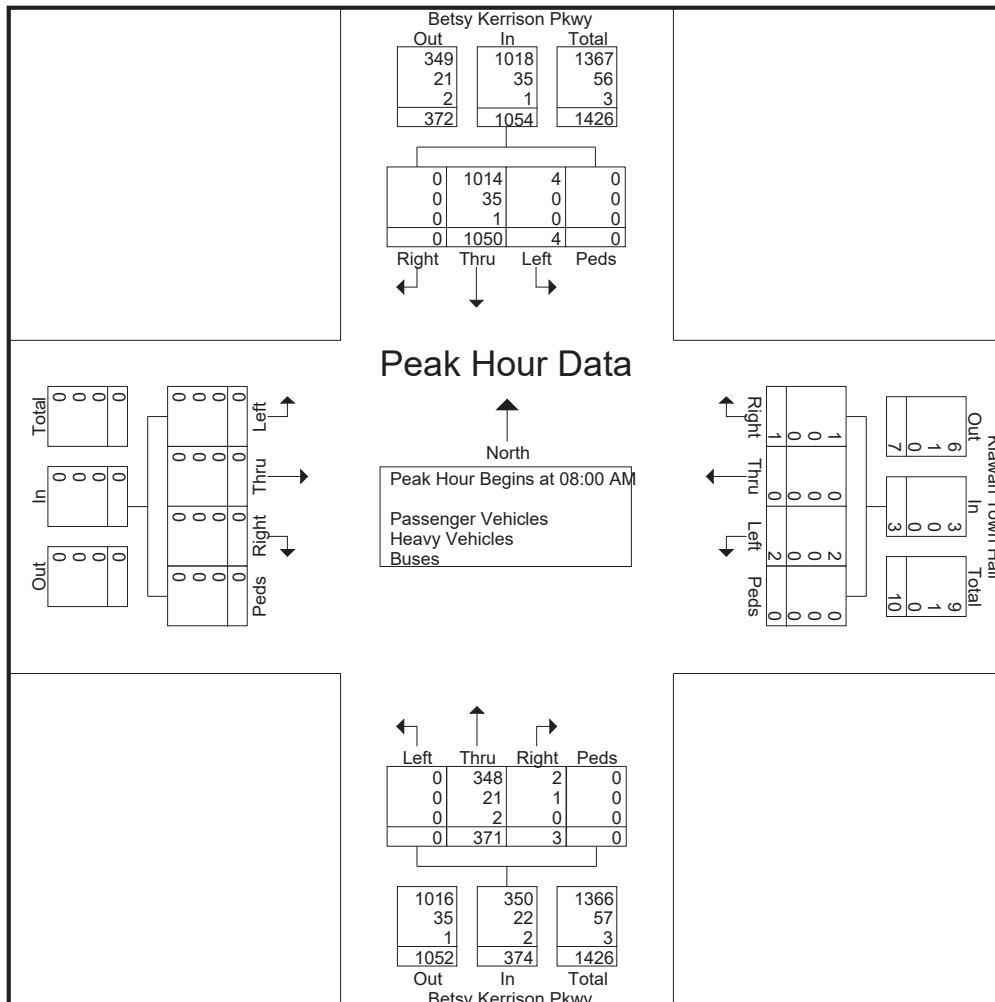
File Name : Betsy Kerrison Pkwy @ Kiawah Island Town Hall WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 2



# SHORT COUNTS

File Name : Betsy Kerrison Pkwy @ Kiawah Island Town Hall WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 3

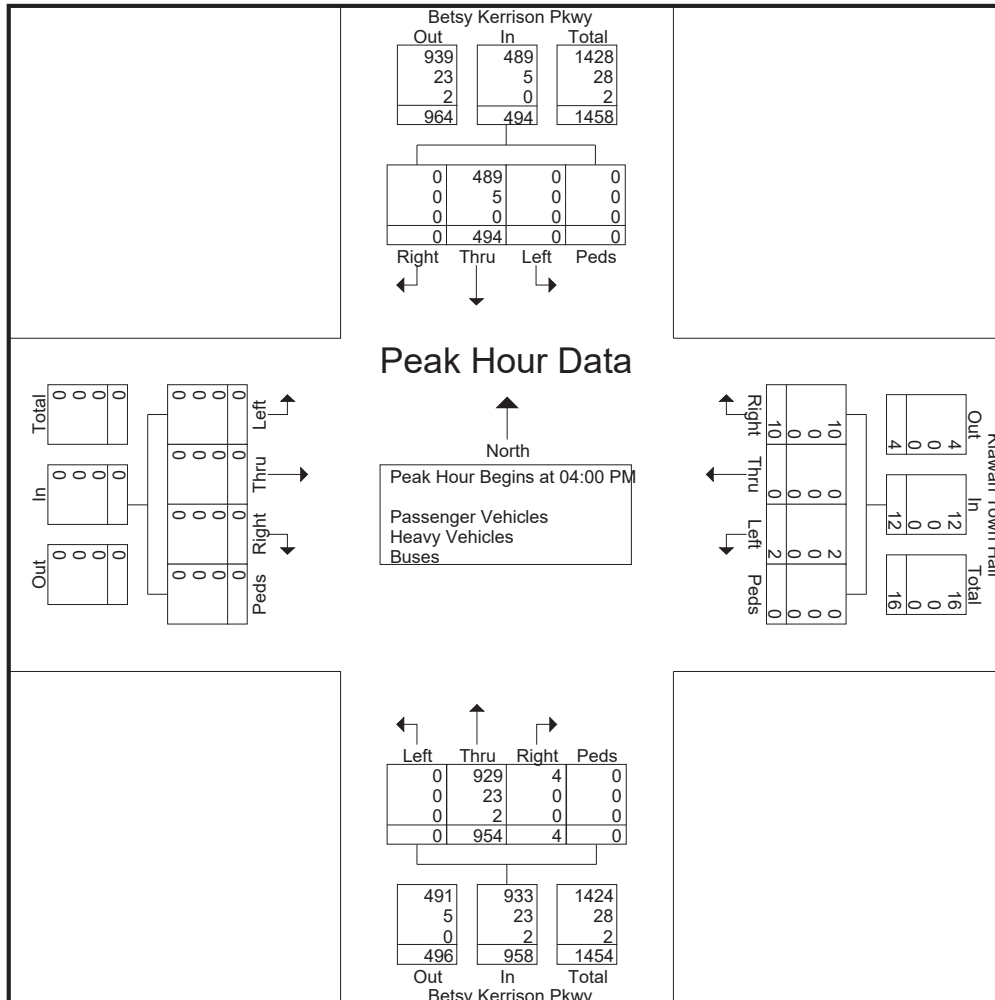
Start Time	Betsy Kerrison Pkwy From North					Kiawah Town Hall From East					Betsy Kerrison Pkwy From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	235	0	0	236	0	0	0	0	0	0	81	1	0	82	0	0	0	0	0	318
08:15 AM	0	255	0	0	255	1	0	0	0	1	0	70	0	0	70	0	0	0	0	0	326
08:30 AM	1	<b>287</b>	0	0	<b>288</b>	0	0	0	0	0	0	<b>120</b>	<b>2</b>	0	<b>122</b>	0	0	0	0	0	<b>410</b>
08:45 AM	2	273	0	0	275	1	0	1	0	2	0	100	0	0	100	0	0	0	0	0	377
Total Volume	4	1050	0	0	1054	2	0	1	0	3	0	371	3	0	374	0	0	0	0	0	1431
% App. Total	0.4	99.6	0	0		66.7	0	33.3	0		0	99.2	0.8	0		0	0	0	0		
PHF	.500	.915	.000	.000	.915	.500	.000	.250	.000	.375	.000	.773	.375	.000	.766	.000	.000	.000	.000	.000	.873
Passenger Vehicles	4	1014	0	0	1018	2	0	1	0	3	0	348	2	0	350	0	0	0	0	0	1371
% Passenger Vehicles	100	96.6	0	0	96.6	100	0	100	0	100	0	93.8	66.7	0	93.6	0	0	0	0	0	95.8
Heavy Vehicles	0	35	0	0	35	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	57
% Heavy Vehicles	0	3.3	0	0	3.3	0	0	0	0	0	0	5.7	33.3	0	5.9	0	0	0	0	0	4.0
Buses	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.2



# SHORT COUNTS

File Name : Betsy Kerrison Pkwy @ Kiawah Island Town Hall WD\_rotated  
 Site Code :  
 Start Date : 5/6/2021  
 Page No : 4

Start Time	Betsy Kerrison Pkwy From North					Kiawah Town Hall From East					Betsy Kerrison Pkwy From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	123	0	0	123	1	0	6	0	7	0	242	2	0	244	0	0	0	0	0	374
04:15 PM	0	129	0	0	129	0	0	2	0	2	0	251	1	0	252	0	0	0	0	0	383
04:30 PM	0	112	0	0	112	1	0	2	0	3	0	245	1	0	246	0	0	0	0	0	361
04:45 PM	0	130	0	0	130	0	0	0	0	0	0	216	0	0	216	0	0	0	0	0	346
Total Volume	0	494	0	0	494	2	0	10	0	12	0	954	4	0	958	0	0	0	0	0	1464
% App. Total	0	100	0	0		16.7	0	83.3	0		0	99.6	0.4	0		0	0	0	0	0	
PHF	.000	.950	.000	.000	.950	.500	.000	.417	.000	.429	.000	.950	.500	.000	.950	.000	.000	.000	.000	.000	.956
Passenger Vehicles	0	489	0	0	489	2	0	10	0	12	0	929	4	0	933	0	0	0	0	0	1434
% Passenger Vehicles	99.0										97.4										
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	28
% Heavy Vehicles	0	1.0	0	0	1.0	0	0	0	0	0	0	2.4	0	0	2.4	0	0	0	0	0	1.9
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

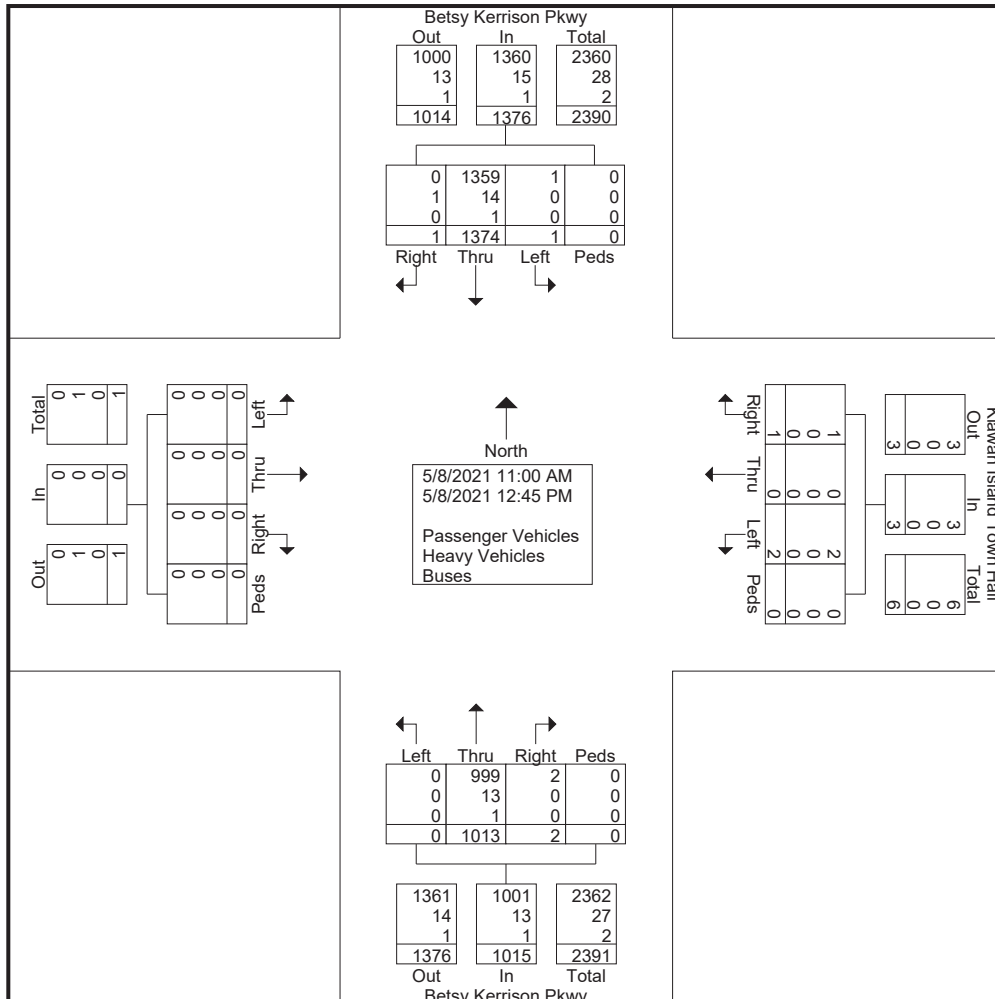


# Short Counts

File Name : Betsy Kerrison Pkwy @ Kiawah Island Town Hall Sat\_rotated  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Betsy Kerrison Pkwy From North				Kiawah Island Town Hall From East				Betsy Kerrison Pkwy From South				From West				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	0	147	0	0	1	0	1	0	0	138	2	0	0	0	0	0	289
11:15 AM	0	182	0	0	1	0	0	0	0	131	0	0	0	0	0	0	314
11:30 AM	0	162	0	0	0	0	0	0	0	124	0	0	0	0	0	0	286
11:45 AM	0	176	0	0	0	0	0	0	0	125	0	0	0	0	0	0	301
<b>Total</b>	<b>0</b>	<b>667</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>518</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1190</b>
12:00 PM	0	167	0	0	0	0	0	0	0	122	0	0	0	0	0	0	289
12:15 PM	0	169	0	0	0	0	0	0	0	130	0	0	0	0	0	0	299
12:30 PM	0	196	0	0	0	0	0	0	0	123	0	0	0	0	0	0	319
12:45 PM	1	175	1	0	0	0	0	0	0	120	0	0	0	0	0	0	297
<b>Total</b>	<b>1</b>	<b>707</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>495</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1204</b>
<b>Grand Total</b>	<b>1</b>	<b>1374</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1013</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2394</b>
Apprch %	0.1	99.9	0.1	0	66.7	0	33.3	0	0	99.8	0.2	0	0	0	0	0	
Total %	0	57.4	0	0	0.1	0	0	0	0	42.3	0.1	0	0	0	0	0	
Passenger Vehicles	1	1359	0	0	2	0	1	0	0	999	2	0	0	0	0	0	2364
% Passenger Vehicles	100	98.9	0	0	100	0	100	0	0	98.6	100	0	0	0	0	0	98.7
Heavy Vehicles	0	14	1	0	0	0	0	0	0	13	0	0	0	0	0	0	28
% Heavy Vehicles	0	1	100	0	0	0	0	0	0	1.3	0	0	0	0	0	0	1.2
Buses	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
% Buses	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0.1

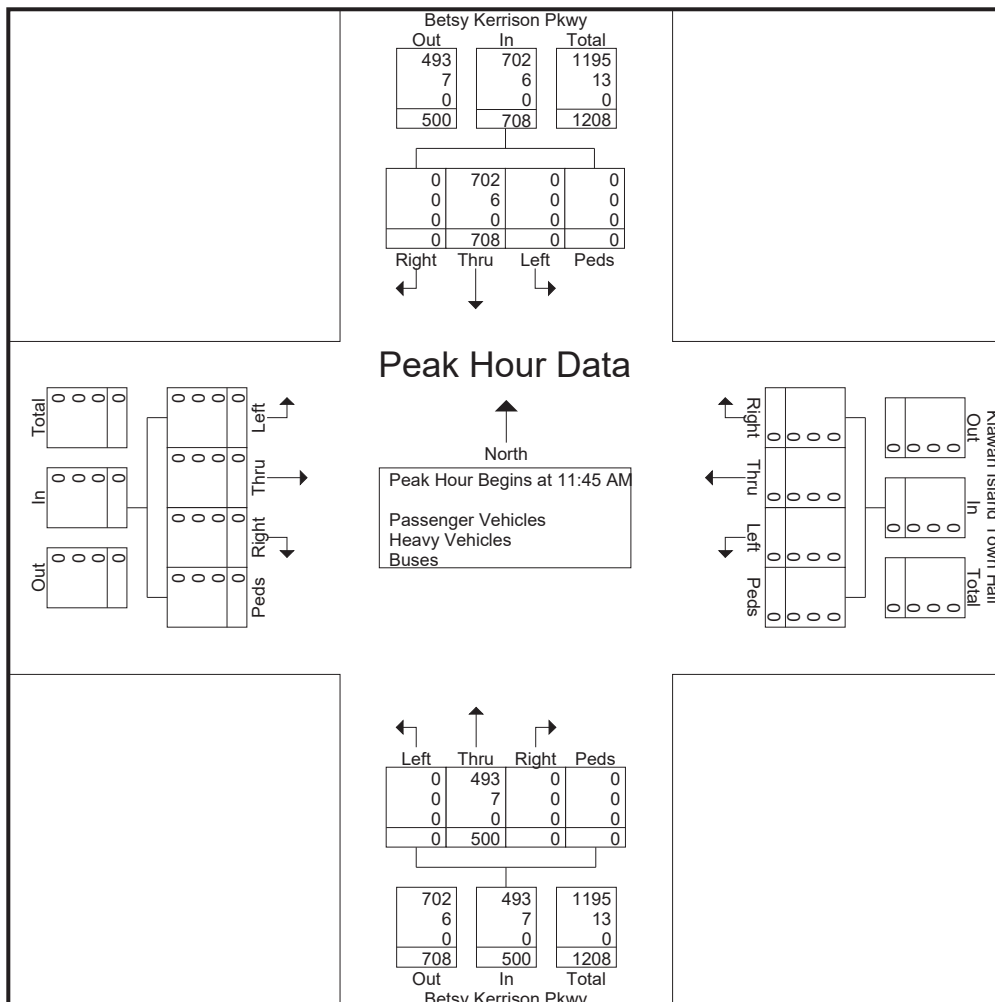




# Short Counts

File Name : Betsy Kerrison Pkwy @ Kiawah Island Town Hall Sat\_rotated  
 Site Code :  
 Start Date : 5/8/2021  
 Page No : 2

Start Time	Betsy Kerrison Pkwy From North					Kiawah Island Town Hall From East					Betsy Kerrison Pkwy From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	176	0	0	176	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	301
12:00 PM	0	167	0	0	167	0	0	0	0	0	0	122	0	0	122	0	0	0	0	0	289
12:15 PM	0	169	0	0	169	0	0	0	0	0	0	<b>130</b>		<b>130</b>	0	0	0	0	0	0	299
12:30 PM	0	<b>196</b>	0	0	<b>196</b>	0	0	0	0	0	0	123	0	0	123	0	0	0	0	0	<b>319</b>
Total Volume	0	708	0	0	708	0	0	0	0	0	0	500	0	0	500	0	0	0	0	0	1208
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
PHF	.000	.903	.000	.000	.903	.000	.000	.000	.000	.000	.000	.962	.000	.000	.962	.000	.000	.000	.000	.000	.947
Passenger Vehicles																					
% Passenger Vehicles	0	99.2	0	0	99.2	0	0	0	0	0	0	98.6	0	0	98.6	0	0	0	0	0	98.9
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0	0	0.8	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	1.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





## INTERSECTION VOLUME DEVELOPMENT

### Andell Development TIA

#### Betsy Kerrison Parkway/Village Green Lane at Kiawah Island Parkway/Seabrook Island Road AM PEAK HOUR (8:00 AM to 9:00 AM)

Description	Village Green Lane <u>Northbound</u>			Betsy Kerrison Parkway <u>Southbound</u>			Seabrook Island Road <u>Eastbound</u>			Kiawah Island Parkway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	47	31	6	729	125	201	104	63	40	45	1	222
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	54	36	7	838	144	231	120	72	46	52	1	255
Pedestrians	0			0			0			0		
Heavy Vehicle %	1.2%			3.4%			3.9%			8.6%		
Peak Hour Factor	0.91			0.93			0.75			0.79		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	57	38	7	889	153	245	127	76	49	55	1	271
<b>Trip Distribution</b>												
New Trips IN		5%									5%	5%
New Trips OUT				5%	5%			5%				
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	0	0	0	0	1	1
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	1	1
<b>2024 Buildout Total</b>	<b>57</b>	<b>38</b>	<b>7</b>	<b>889</b>	<b>153</b>	<b>245</b>	<b>127</b>	<b>76</b>	<b>49</b>	<b>55</b>	<b>2</b>	<b>272</b>

1. Traffic counts collected in May 2021 and adjusted by 1.15 COVID factor based on SCDOT guidance

#### PM PEAK HOUR (4:15 PM to 5:15 PM)

Description	Village Green Lane <u>Northbound</u>			Betsy Kerrison Parkway <u>Southbound</u>			Seabrook Island Road <u>Eastbound</u>			Kiawah Island Parkway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	77	128	18	221	113	169	183	77	89	75	2	636
Existing 2021 Traffic Count Volumes with 1.02 COVID Adjustment Factor Applied <sup>1</sup>	79	131	18	225	115	172	187	79	91	77	2	649
Pedestrians	0			0			0			0		
Heavy Vehicle %	0.9%			1.6%			3.2%			2.9%		
Peak Hour Factor	0.86			0.90			0.94			0.91		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	84	139	19	239	122	183	198	84	97	82	2	689
<b>Trip Distribution</b>												
New Trips IN		5%									10%	15%
New Trips OUT				15%	5%			10%				
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	1	0	2	1	0	0	1	0	0	2	3
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	0	2	1	0	0	1	0	0	2	3
<b>2024 Buildout Total</b>	<b>84</b>	<b>140</b>	<b>19</b>	<b>241</b>	<b>123</b>	<b>183</b>	<b>198</b>	<b>85</b>	<b>97</b>	<b>82</b>	<b>4</b>	<b>692</b>

1. Traffic counts collected in May 2021 and adjusted by 1.02 COVID factor based on SCDOT guidance

**INTERSECTION VOLUME DEVELOPMENT**  
**Andell Development TIA**  
**Seabrook Island Road at Andell Bluff Boulevard**  
**AM PEAK HOUR (8:00 AM to 9:00 AM)**

Description	- Northbound			Andell Bluff Boulevard Southbound			Seabrook Island Road Eastbound			Seabrook Island Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	0	0	0	13	0	10	3	194	0	0	258	25
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	0	0	0	15	0	12	3	223	0	0	297	29
Pedestrians	0			0			0			0		
Heavy Vehicle %	0.0%			4.3%			4.1%			5.0%		
Peak Hour Factor	0.00			0.72			0.77			0.84		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	0	0	0	16	0	13	3	237	0	0	315	31
<b>Trip Distribution</b>												
New Trips IN							10%					5%
New Trips OUT				5%		10%						
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	0	0	0	1	0	0	0	0	1
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	1	0	0	0	0	1
<b>2024 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>315</b>	<b>32</b>

1. Traffic counts collected in May 2021 and adjusted by 1.15 COVID factor based on SCDOT guidance

**PM PEAK HOUR (4:00 PM to 5:00 PM)**

Description	- Northbound			Andell Bluff Boulevard Southbound			Seabrook Island Road Eastbound			Seabrook Island Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	0	0	0	52	0	18	19	269	0	0	253	56
Existing 2021 Traffic Count Volumes with 1.02 COVID Adjustment Factor Applied <sup>1</sup>	0	0	0	53	0	18	19	274	0	0	258	57
Pedestrians	0			0			2			0		
Heavy Vehicle %	0.0%			0.0%			2.7%			1.3%		
Peak Hour Factor	0.00			0.83			0.83			0.93		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	0	0	0	56	0	19	20	291	0	0	274	60
<b>Trip Distribution</b>												
New Trips IN							20%					10%
New Trips OUT				10%		20%						
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	1	0	2	5	0	0	0	0	2
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	1	0	2	5	0	0	0	0	2
<b>2024 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>21</b>	<b>25</b>	<b>291</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>62</b>

1. Traffic counts collected in May 2021 and adjusted by 1.02 COVID factor based on SCDOT guidance

## INTERSECTION VOLUME DEVELOPMENT

### Andell Development TIA Andell Bluff Boulevard at Marsh Oak Lane AM PEAK HOUR (8:00 AM to 9:00 AM)

Description	Andell Bluff Boulevard <u>Northbound</u>			Andell Bluff Boulevard <u>Southbound</u>			Marsh Oak Lane <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	4	23	0	0	13	1	0	0	10	0	0	0
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	5	26	0	0	15	1	0	0	12	0	0	0
Pedestrians	0			0			1			0		
Heavy Vehicle %	3.7%			0.0%			9.1%			0.0%		
Peak Hour Factor	0.84			0.58			0.69			0.00		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	5	28	0	0	16	1	0	0	13	0	0	0
<b>Trip Distribution</b>												
New Trips IN		15%										
New Trips OUT					15%							
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	2	0	0	0	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	0	0	0	0	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Traffic counts collected in May 2021 and adjusted by 1.15 COVID factor based on SCDOT guidance

### PM PEAK HOUR (4:45 PM to 5:45 PM)

Description	Andell Bluff Boulevard <u>Northbound</u>			Andell Bluff Boulevard <u>Southbound</u>			Marsh Oak Lane <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	15	59	0	0	62	0	0	0	7	0	0	0
Existing 2021 Traffic Count Volumes with 1.02 COVID Adjustment Factor Applied <sup>1</sup>	15	60	0	0	63	0	0	0	7	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	1.4%			0.0%			14.3%			0.0%		
Peak Hour Factor	0.71			0.97 (0.95)			0.58			0.00		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	16	64	0	0	67	0	0	0	7	0	0	0
<b>Trip Distribution</b>												
New Trips IN		30%										
New Trips OUT					30%							
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	7	0	0	3	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	7	0	0	3	0	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>16</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Traffic counts collected in May 2021 and adjusted by 1.02 COVID factor based on SCDOT guidance

**INTERSECTION VOLUME DEVELOPMENT**

**Andell Development TIA**

**Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1  
AM PEAK HOUR (8:00 AM to 9:00 AM)**

Description	Betsy Kerrison Parkway <u>Northbound</u>			Betsy Kerrison Parkway <u>Southbound</u>			Site Driveway #1 <u>Eastbound</u>			Kiawah Island Municipal Driveway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	0	371	3	4	1050	0	0	0	0	2	0	1
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	0	427	3	5	1,208	0	0	0	0	2	0	1
Pedestrians	0			0			0			0		
Heavy Vehicle %	6.4%			3.4%			2.0%			0.0%		
Peak Hour Factor	0.77			0.92			0.90			0.38 (0.50)		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	0	453	3	5	1,282	0	0	0	0	2	0	1
<b>Trip Distribution</b>												
New Trips IN	10%					75%						
New Trips OUT							75%		10%			
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	1	0	0	0	0	11	1	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	0	0	0	0	11	1	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>1</b>	<b>453</b>	<b>3</b>	<b>5</b>	<b>1,282</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>

1. Traffic counts collected in May 2021 and adjusted by 1.15 COVID factor based on SCDOT guidance

**PM PEAK HOUR (4:00 PM to 5:00 PM)**

Description	Betsy Kerrison Parkway <u>Northbound</u>			Betsy Kerrison Parkway <u>Southbound</u>			Site Driveway #1 <u>Eastbound</u>			Kiawah Island Municipal Driveway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	0	954	4	0	494	0	0	0	0	2	0	10
Existing 2021 Traffic Count Volumes with 1.02 COVID Adjustment Factor Applied <sup>1</sup>	0	973	4	0	504	0	0	0	0	2	0	10
Pedestrians	0			0			0			0		
Heavy Vehicle %	2.6%			1.0%			2.0%			0.0%		
Peak Hour Factor	0.95			0.95			0.90			0.43 (0.50)		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	0	1,033	4	0	535	0	0	0	0	2	0	11
<b>Trip Distribution</b>												
New Trips IN	20%					50%						
New Trips OUT							50%		20%			
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	4	0	0	0	0	11	6	0	3	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	0	0	0	11	6	0	3	0	0	0
<b>2024 Buildout Total</b>	<b>4</b>	<b>1,033</b>	<b>4</b>	<b>0</b>	<b>535</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>

1. Traffic counts collected in May 2021 and adjusted by 1.02 COVID factor based on SCDOT guidance

**INTERSECTION VOLUME DEVELOPMENT**

**Andell TIA**

**Betsy Kerrison Parkway/Village Green Lane at Kiawah Island Parkway/Seabrook Island Road  
SATURDAY PEAK HOUR (11:45 AM to 12:45 PM)**

Description	Village Green Lane <u>Northbound</u>			Betsy Kerrison Parkway <u>Southbound</u>			Seabrook Island Road <u>Eastbound</u>			Kiawah Island Parkway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	91	69	31	389	161	189	113	60	89	77	3	306
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	105	79	36	447	185	217	130	69	102	89	3	352
Pedestrians	0			0			0			0		
Heavy Vehicle %	0.0%			0.8%			0.8%			2.1%		
Peak Hour Factor	0.84			0.89			0.95			0.88		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	111	84	38	474	196	230	138	73	108	94	3	374
<b>Trip Distribution</b>												
New Trips IN		5%									10%	15%
New Trips OUT				15%	5%			10%				
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	1	0	3	1	0	0	2	0	0	3	4
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1	0	3	1	0	0	2	0	0	3	4
<b>2024 Buildout Total</b>	<b>111</b>	<b>85</b>	<b>38</b>	<b>477</b>	<b>197</b>	<b>230</b>	<b>138</b>	<b>75</b>	<b>108</b>	<b>94</b>	<b>6</b>	<b>378</b>

1. Traffic counts collected in May 2021, 1.15 COVID factor applied

**INTERSECTION VOLUME DEVELOPMENT**  
**Andell TIA**  
**Seabrook Island Road at Andell Bluff Boulevard**  
**SATURDAY PEAK HOUR (11:15 AM to 12:15 PM)**

Description	-			Andell Bluff Boulevard			Seabrook Island Road			Seabrook Island Road		
	<u>Northbound</u>			<u>Southbound</u>			<u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	0	0	0	27	0	16	25	238	0	0	288	47
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	0	0	0	31	0	18	29	274	0	0	331	54
Pedestrians	0			0			0			0		
Heavy Vehicle %	0.0%			9.3%			0.0%			1.2%		
Peak Hour Factor	0.00			0.90			0.89			0.89		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	0	0	0	33	0	19	31	291	0	0	351	57
<b>Trip Distribution</b>												
New Trips IN							20%					10%
New Trips OUT				10%		20%						
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	0	0	2	0	4	5	0	0	0	0	3
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	2	0	4	5	0	0	0	0	3
<b>2024 Buildout Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>291</b>	<b>0</b>	<b>0</b>	<b>351</b>	<b>60</b>

1. Traffic counts collected in May 2021, 1.15 COVID factor applied



**INTERSECTION VOLUME DEVELOPMENT**  
**Andell TIA**  
**Andell Bluff Boulevard at Marsh Oak Lane**  
**SATURDAY PEAK HOUR (11:00 AM to 12:00 PM)**

Description	Andell Bluff Boulevard <u>Northbound</u>			Andell Bluff Boulevard <u>Southbound</u>			Marsh Oak Lane <u>Eastbound</u>			<u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	6	61	0	0	28	1	2	0	11	0	0	0
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	7	70	0	0	32	1	2	0	13	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	4.5%			13.8%			0.0%			0.0%		
Peak Hour Factor	0.76			0.81			0.65			0.00		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	7	74	0	0	34	1	2	0	14	0	0	0
<b>Trip Distribution</b>												
New Trips IN		30%										
New Trips OUT					30%							
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	0	8	0	0	6	0	0	0	0	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	6	0	0	0	0	0	0	0
<b>2024 Buildout Total</b>	<b>7</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Traffic counts collected in May 2021, 1.15 COVID factor applied

**INTERSECTION VOLUME DEVELOPMENT**

**Andell TIA**

**Betsy Kerrison Parkway at Kiawah Island Municipal Driveway/Site Driveway #1  
SATURDAY PEAK HOUR (11:45 AM to 12:45 PM)**

Description	Betsy Kerrison Parkway <u>Northbound</u>			Betsy Kerrison Parkway <u>Southbound</u>			Site Driveway #1 <u>Eastbound</u>			Kiawah Island Municipal Driveway <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Raw May 2021 Traffic Count Volumes	0	500	0	0	708	0	0	0	0	0	0	0
Existing 2021 Traffic Count Volumes with 1.15 COVID Adjustment Factor Applied <sup>1</sup>	0	575	0	0	814	0	0	0	0	0	0	0
Pedestrians	0			0			0			0		
Heavy Vehicle %	1.4%			0.8%			2.0%			0.0%		
Peak Hour Factor	0.96 (0.95)			0.90			0.90			0.00		
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061
Adjacent Site Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2024 Background Traffic	0	610	0	0	864	0	0	0	0	0	0	0
<b>Trip Distribution</b>												
New Trips IN	20%					50%						
New Trips OUT							50%		20%			
<b>Pass By Distribution</b>												
Pass By IN												
Pass By OUT												
New Trips	5	0	0	0	0	13	10	0	4	0	0	0
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	0	0	0	13	10	0	4	0	0	0
<b>2024 Buildout Total</b>	<b>5</b>	<b>610</b>	<b>0</b>	<b>0</b>	<b>864</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Traffic counts collected in May 2021, 1.15 COVID factor applied



Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	223	297	29	15	12
Future Vol, veh/h	3	223	297	29	15	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	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	84	84	72	72
Heavy Vehicles, %	4	4	5	5	4	4
Mvmt Flow	4	290	354	35	21	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	389	0	-	0	670
Stage 1	-	-	-	-	372
Stage 2	-	-	-	-	298
Critical Hdwy	4.14	-	-	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	2.236	-	-	-	3.536
Pot Cap-1 Maneuver	1159	-	-	-	419
Stage 1	-	-	-	-	693
Stage 2	-	-	-	-	749
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1159	-	-	-	417
Mov Cap-2 Maneuver	-	-	-	-	417
Stage 1	-	-	-	-	690
Stage 2	-	-	-	-	749

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	501
HCM Lane V/C Ratio	0.003	-	-	-	0.075
HCM Control Delay (s)	8.1	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	5	26	15	1
Future Vol, veh/h	0	12	5	26	15	1
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	69	69	84	84	58	58
Heavy Vehicles, %	9	9	4	4	2	2
Mvmt Flow	0	17	6	31	26	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	70	27	28	0	0
Stage 1	27	-	-	-	-
Stage 2	43	-	-	-	-
Critical Hdwy	6.49	6.29	4.14	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.236	-	-
Pot Cap-1 Maneuver	917	1029	1573	-	-
Stage 1	978	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	913	1029	1573	-	-
Mov Cap-2 Maneuver	913	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1573	-	1029	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	2	1	427	3	5	1208
Future Vol, veh/h	2	1	427	3	5	1208
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	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	77	77	92	92
Heavy Vehicles, %	2	2	6	6	3	3
Mvmt Flow	4	2	555	4	5	1313

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1224	280	0	0	559	0
Stage 1	557	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.16	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.23	-
Pot Cap-1 Maneuver	171	717	-	-	1001	-
Stage 1	537	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	170	717	-	-	1001	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	441	1001
HCM Lane V/C Ratio	-	-	0.014	0.005
HCM Control Delay (s)	-	-	13.3	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	19	274	258	57	53	18
Future Vol, veh/h	19	274	258	57	53	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	93	93	83	83
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	23	330	277	61	64	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	338	0	-	0	684
Stage 1	-	-	-	-	308
Stage 2	-	-	-	-	376
Critical Hdwy	4.13	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.227	-	-	-	3.518
Pot Cap-1 Maneuver	1216	-	-	-	414
Stage 1	-	-	-	-	745
Stage 2	-	-	-	-	694
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1216	-	-	-	404
Mov Cap-2 Maneuver	-	-	-	-	404
Stage 1	-	-	-	-	728
Stage 2	-	-	-	-	694

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1216	-	-	-	456
HCM Lane V/C Ratio	0.019	-	-	-	0.188
HCM Control Delay (s)	8	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	7	15	60	63	0
Future Vol, veh/h	0	7	15	60	63	0
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	58	58	71	71	95	95
Heavy Vehicles, %	14	14	2	2	2	2
Mvmt Flow	0	12	21	85	66	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	193	66	66	0	0
Stage 1	66	-	-	-	-
Stage 2	127	-	-	-	-
Critical Hdwy	6.54	6.34	4.12	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.218	-	-
Pot Cap-1 Maneuver	769	965	1536	-	-
Stage 1	927	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	758	965	1536	-	-
Mov Cap-2 Maneuver	758	-	-	-	-
Stage 1	914	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1536	-	965	-	-
HCM Lane V/C Ratio	0.014	-	0.013	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	2	10	973	4	0	504
Future Vol, veh/h	2	10	973	4	0	504
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	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	95	95	95	95
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	20	1024	4	0	531

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1292	514	0	0	1028
Stage 1	1026	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	155	505	-	-	671
Stage 1	307	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	505	-	-	671
Mov Cap-2 Maneuver	284	-	-	-	-
Stage 1	307	-	-	-	-
Stage 2	754	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	671
HCM Lane V/C Ratio	-	-	0.054	-
HCM Control Delay (s)	-	-	13.5	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	29	274	331	54	31	18
Future Vol, veh/h	29	274	331	54	31	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	90	90
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	33	308	372	61	34	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	433	0	-	0	777 403
Stage 1	-	-	-	-	403 -
Stage 2	-	-	-	-	374 -
Critical Hdwy	4.12	-	-	-	6.49 6.29
Critical Hdwy Stg 1	-	-	-	-	5.49 -
Critical Hdwy Stg 2	-	-	-	-	5.49 -
Follow-up Hdwy	2.218	-	-	-	3.581 3.381
Pot Cap-1 Maneuver	1127	-	-	-	356 632
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	681 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1127	-	-	-	344 632
Mov Cap-2 Maneuver	-	-	-	-	344 -
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	681 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1127	-	-	-	413
HCM Lane V/C Ratio	0.029	-	-	-	0.132
HCM Control Delay (s)	8.3	0	-	-	15
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	13	7	70	32	1
Future Vol, veh/h	2	13	7	70	32	1
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	65	65	76	76	81	81
Heavy Vehicles, %	2	2	5	5	14	14
Mvmt Flow	3	20	9	92	40	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	151	41	41	0	0
Stage 1	41	-	-	-	-
Stage 2	110	-	-	-	-
Critical Hdwy	6.42	6.22	4.15	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.245	-	-
Pot Cap-1 Maneuver	841	1030	1549	-	-
Stage 1	981	-	-	-	-
Stage 2	915	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	836	1030	1549	-	-
Mov Cap-2 Maneuver	836	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	915	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	999	-	-
HCM Lane V/C Ratio	0.006	-	0.023	-	-
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	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	0	0	575	0	0	814
Future Vol, veh/h	0	0	575	0	0	814
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	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	95	95	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	605	0	0	904

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1057	303	0	0	605
Stage 1	605	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	220	693	-	-	969
Stage 1	508	-	-	-	-
Stage 2	608	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	220	693	-	-	969
Mov Cap-2 Maneuver	416	-	-	-	-
Stage 1	508	-	-	-	-
Stage 2	608	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	969
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

**Intersection**

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	237	315	31	16	13
Future Vol, veh/h	3	237	315	31	16	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	84	84	72	72
Heavy Vehicles, %	4	4	5	5	4	4
Mvmt Flow	4	308	375	37	22	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	412	0	-	0	710 394
Stage 1	-	-	-	-	394 -
Stage 2	-	-	-	-	316 -
Critical Hdwy	4.14	-	-	-	6.44 6.24
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.236	-	-	-	3.536 3.336
Pot Cap-1 Maneuver	1136	-	-	-	397 651
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	735 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1136	-	-	-	395 651
Mov Cap-2 Maneuver	-	-	-	-	395 -
Stage 1	-	-	-	-	674 -
Stage 2	-	-	-	-	735 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1136	-	-	-	480
HCM Lane V/C Ratio	0.003	-	-	-	0.084
HCM Control Delay (s)	8.2	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	13	5	28	16	1
Future Vol, veh/h	0	13	5	28	16	1
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	69	69	84	84	58	58
Heavy Vehicles, %	9	9	4	4	2	2
Mvmt Flow	0	19	6	33	28	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	74	29	30	0	0
Stage 1	29	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.49	6.29	4.14	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.236	-	-
Pot Cap-1 Maneuver	913	1026	1570	-	-
Stage 1	976	-	-	-	-
Stage 2	960	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	909	1026	1570	-	-
Mov Cap-2 Maneuver	909	-	-	-	-
Stage 1	972	-	-	-	-
Stage 2	960	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	1026	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	2	1	453	3	5	1282
Future Vol, veh/h	2	1	453	3	5	1282
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	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	77	77	92	92
Heavy Vehicles, %	2	2	6	6	3	3
Mvmt Flow	4	2	588	4	5	1393

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1297	296	0	0	592
Stage 1	590	-	-	-	-
Stage 2	707	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.16
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.23
Pot Cap-1 Maneuver	154	700	-	-	973
Stage 1	517	-	-	-	-
Stage 2	450	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	153	700	-	-	973
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	517	-	-	-	-
Stage 2	448	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	421	973
HCM Lane V/C Ratio	-	-	0.014	0.006
HCM Control Delay (s)	-	-	13.7	8.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	20	291	274	60	56	19
Future Vol, veh/h	20	291	274	60	56	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	93	93	83	83
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	24	351	295	65	67	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	360	0	-	0	727 328
Stage 1	-	-	-	-	328 -
Stage 2	-	-	-	-	399 -
Critical Hdwy	4.13	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.227	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1193	-	-	-	391 713
Stage 1	-	-	-	-	730 -
Stage 2	-	-	-	-	678 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1193	-	-	-	381 713
Mov Cap-2 Maneuver	-	-	-	-	381 -
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	678 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	432
HCM Lane V/C Ratio	0.02	-	-	-	0.209
HCM Control Delay (s)	8.1	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8



Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	7	16	64	67	0
Future Vol, veh/h	0	7	16	64	67	0
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	58	58	71	71	95	95
Heavy Vehicles, %	14	14	2	2	2	2
Mvmt Flow	0	12	23	90	71	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	207	71	71	0	0
Stage 1	71	-	-	-	-
Stage 2	136	-	-	-	-
Critical Hdwy	6.54	6.34	4.12	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.218	-	-
Pot Cap-1 Maneuver	755	959	1529	-	-
Stage 1	922	-	-	-	-
Stage 2	862	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	743	959	1529	-	-
Mov Cap-2 Maneuver	743	-	-	-	-
Stage 1	907	-	-	-	-
Stage 2	862	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	959	-	-
HCM Lane V/C Ratio	0.015	-	0.013	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	2	11	1033	4	0	535
Future Vol, veh/h	2	11	1033	4	0	535
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	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	95	95	95	95
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	22	1087	4	0	563

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1371	546	0	0	1091
Stage 1	1089	-	-	-	-
Stage 2	282	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	137	482	-	-	635
Stage 1	284	-	-	-	-
Stage 2	741	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	137	482	-	-	635
Mov Cap-2 Maneuver	263	-	-	-	-
Stage 1	284	-	-	-	-
Stage 2	741	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	427	635
HCM Lane V/C Ratio	-	-	0.061	-
HCM Control Delay (s)	-	-	14	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	31	291	351	57	33	19
Future Vol, veh/h	31	291	351	57	33	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	90	90
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	35	327	394	64	37	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	458	0	-	0	823 426
Stage 1	-	-	-	-	426 -
Stage 2	-	-	-	-	397 -
Critical Hdwy	4.12	-	-	-	6.49 6.29
Critical Hdwy Stg 1	-	-	-	-	5.49 -
Critical Hdwy Stg 2	-	-	-	-	5.49 -
Follow-up Hdwy	2.218	-	-	-	3.581 3.381
Pot Cap-1 Maneuver	1103	-	-	-	334 614
Stage 1	-	-	-	-	644 -
Stage 2	-	-	-	-	664 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1103	-	-	-	321 614
Mov Cap-2 Maneuver	-	-	-	-	321 -
Stage 1	-	-	-	-	619 -
Stage 2	-	-	-	-	664 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	389
HCM Lane V/C Ratio	0.032	-	-	-	0.149
HCM Control Delay (s)	8.4	0	-	-	15.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	14	7	74	34	1
Future Vol, veh/h	2	14	7	74	34	1
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	65	65	76	76	81	81
Heavy Vehicles, %	2	2	5	5	14	14
Mvmt Flow	3	22	9	97	42	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	158	43	43	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.15	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.245	-	-	-
Pot Cap-1 Maneuver	833	1027	1547	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	828	1027	1547	-	-	-
Mov Cap-2 Maneuver	828	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	997	-	-
HCM Lane V/C Ratio	0.006	-	0.025	-	-
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	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		T	TT
Traffic Vol, veh/h	0	0	610	0	0	864
Future Vol, veh/h	0	0	610	0	0	864
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	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	95	95	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	642	0	0	960

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1122	321	0	0	642
Stage 1	642	-	-	-	-
Stage 2	480	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	200	675	-	-	939
Stage 1	486	-	-	-	-
Stage 2	588	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	200	675	-	-	939
Mov Cap-2 Maneuver	397	-	-	-	-
Stage 1	486	-	-	-	-
Stage 2	588	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	939
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	237	315	32	16	13
Future Vol, veh/h	4	237	315	32	16	13
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	84	84	72	72
Heavy Vehicles, %	4	4	5	5	4	4
Mvmt Flow	5	308	375	38	22	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	413	0	-	0	712 394
Stage 1	-	-	-	-	394 -
Stage 2	-	-	-	-	318 -
Critical Hdwy	4.14	-	-	-	6.44 6.24
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.236	-	-	-	3.536 3.336
Pot Cap-1 Maneuver	1135	-	-	-	396 651
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	733 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1135	-	-	-	394 651
Mov Cap-2 Maneuver	-	-	-	-	394 -
Stage 1	-	-	-	-	674 -
Stage 2	-	-	-	-	733 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1135	-	-	-	479
HCM Lane V/C Ratio	0.005	-	-	-	0.084
HCM Control Delay (s)	8.2	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	5	30	16	1
Future Vol, veh/h	0	13	5	30	16	1
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	69	69	84	84	58	58
Heavy Vehicles, %	9	9	4	4	2	2
Mvmt Flow	0	19	6	36	28	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	77	29	30	0	0
Stage 1	29	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.49	6.29	4.14	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.236	-	-
Pot Cap-1 Maneuver	909	1026	1570	-	-
Stage 1	976	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	905	1026	1570	-	-
Mov Cap-2 Maneuver	905	-	-	-	-
Stage 1	972	-	-	-	-
Stage 2	957	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	1026	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	1	0	0	2	0	1	1	453	3	5	1282	11
Future Vol, veh/h	1	0	0	2	0	1	1	453	3	5	1282	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	50	50	50	77	77	77	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	3	3	3
Mvmt Flow	1	0	0	4	0	2	1	588	4	5	1393	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1705	2003	703	1299	2007	296	1405	0	0	592	0	0
Stage 1	1409	1409	-	592	592	-	-	-	-	-	-	-
Stage 2	296	594	-	707	1415	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.22	-	-	4.16	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.26	-	-	2.23	-	-
Pot Cap-1 Maneuver	59	59	380	119	59	700	462	-	-	973	-	-
Stage 1	146	203	-	460	492	-	-	-	-	-	-	-
Stage 2	688	491	-	392	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	58	59	380	118	59	700	462	-	-	973	-	-
Mov Cap-2 Maneuver	137	181	-	302	180	-	-	-	-	-	-	-
Stage 1	146	202	-	459	491	-	-	-	-	-	-	-
Stage 2	684	490	-	390	201	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	31.5		14.8		0		0	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	462	-	-	137	373	973	-	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.016	0.006	-	-
HCM Control Delay (s)	12.8	0	-	31.5	14.8	8.7	-	-
HCM Lane LOS	B	A	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	25	291	274	62	57	21
Future Vol, veh/h	25	291	274	62	57	21
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	83	83	93	93	83	83
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	30	351	295	67	69	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	362	0	-	0	740 329
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	411 -
Critical Hdwy	4.13	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.227	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1191	-	-	-	384 712
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	669 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1191	-	-	-	372 712
Mov Cap-2 Maneuver	-	-	-	-	372 -
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	669 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	427
HCM Lane V/C Ratio	0.025	-	-	-	0.22
HCM Control Delay (s)	8.1	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	7	16	71	70	0
Future Vol, veh/h	0	7	16	71	70	0
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	58	58	71	71	95	95
Heavy Vehicles, %	14	14	2	2	2	2
Mvmt Flow	0	12	23	100	74	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	220	74	74	0	0
Stage 1	74	-	-	-	-
Stage 2	146	-	-	-	-
Critical Hdwy	6.54	6.34	4.12	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.218	-	-
Pot Cap-1 Maneuver	742	955	1526	-	-
Stage 1	919	-	-	-	-
Stage 2	853	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	730	955	1526	-	-
Mov Cap-2 Maneuver	730	-	-	-	-
Stage 1	904	-	-	-	-
Stage 2	853	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	955	-	-
HCM Lane V/C Ratio	0.015	-	0.013	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	6	0	3	2	0	11	4	1033	4	0	535	11
Future Vol, veh/h	6	0	3	2	0	11	4	1033	4	0	535	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	50	50	50	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	7	0	3	4	0	22	4	1087	4	0	563	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1121	1668	288	1379	1672	546	575	0	0	1091	0	0
Stage 1	569	569	-	1097	1097	-	-	-	-	-	-	-
Stage 2	552	1099	-	282	575	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	161	95	709	104	95	482	987	-	-	635	-	-
Stage 1	474	504	-	227	287	-	-	-	-	-	-	-
Stage 2	486	287	-	701	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	152	94	709	103	94	482	987	-	-	635	-	-
Mov Cap-2 Maneuver	342	246	-	210	246	-	-	-	-	-	-	-
Stage 1	469	504	-	225	284	-	-	-	-	-	-	-
Stage 2	459	284	-	698	501	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.9		14.6		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	413	402	635	-	-
HCM Lane V/C Ratio	0.004	-	-	0.024	0.065	-	-	-
HCM Control Delay (s)	8.7	0	-	13.9	14.6	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	36	291	351	60	35	23
Future Vol, veh/h	36	291	351	60	35	23
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	89	89	89	89	90	90
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	40	327	394	67	39	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	461	0	-	0	835 428
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	407 -
Critical Hdwy	4.12	-	-	-	6.49 6.29
Critical Hdwy Stg 1	-	-	-	-	5.49 -
Critical Hdwy Stg 2	-	-	-	-	5.49 -
Follow-up Hdwy	2.218	-	-	-	3.581 3.381
Pot Cap-1 Maneuver	1100	-	-	-	328 612
Stage 1	-	-	-	-	643 -
Stage 2	-	-	-	-	657 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1100	-	-	-	314 612
Mov Cap-2 Maneuver	-	-	-	-	314 -
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	657 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1100	-	-	-	389
HCM Lane V/C Ratio	0.037	-	-	-	0.166
HCM Control Delay (s)	8.4	0	-	-	16.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	14	7	82	40	1
Future Vol, veh/h	2	14	7	82	40	1
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	65	65	76	76	81	81
Heavy Vehicles, %	2	2	5	5	14	14
Mvmt Flow	3	22	9	108	49	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	176	50	50	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.15	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.245	-	-	-
Pot Cap-1 Maneuver	814	1018	1537	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	809	1018	1537	-	-	-
Mov Cap-2 Maneuver	809	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1537	-	986	-	-
HCM Lane V/C Ratio	0.006	-	0.025	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	10	0	4	0	0	0	5	610	0	0	864	13
Future Vol, veh/h	10	0	4	0	0	0	5	610	0	0	864	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	95	95	95	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	4	0	0	0	5	642	0	0	960	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1298	1619	487	1132	1626	321	974	0	0	642	0	0
Stage 1	967	967	-	652	652	-	-	-	-	-	-	-
Stage 2	331	652	-	480	974	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	119	102	526	158	101	675	704	-	-	939	-	-
Stage 1	273	331	-	423	462	-	-	-	-	-	-	-
Stage 2	656	462	-	536	328	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	118	101	526	155	100	675	704	-	-	939	-	-
Mov Cap-2 Maneuver	248	270	-	340	266	-	-	-	-	-	-	-
Stage 1	270	331	-	418	457	-	-	-	-	-	-	-
Stage 2	649	457	-	531	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	0	0.2	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	704	-	-	292	-	939	-
HCM Lane V/C Ratio	0.007	-	-	0.053	-	-	-
HCM Control Delay (s)	10.2	0.1	-	18	0	0	-
HCM Lane LOS	B	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-



# MOVEMENT SUMMARY

**Site: 101 [Betsy Kerrison at Seabrook/Kiawah Existing AM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Village Green Lane														
3	L2	54	2.0	59	2.0	0.266	13.6	LOS B	1.0	25.6	0.76	0.78	0.81	31.2
8	T1	36	2.0	40	2.0	0.266	13.6	LOS B	1.0	25.6	0.76	0.78	0.81	30.8
18	R2	7	2.0	8	2.0	0.266	13.6	LOS B	1.0	25.6	0.76	0.78	0.81	29.8
Approach		97	2.0	107	2.0	0.266	13.6	LOS B	1.0	25.6	0.76	0.78	0.81	30.9
East: Kiawah Island Parkway														
1	L2	52	9.0	66	9.0	0.066	4.1	LOS A	0.2	6.3	0.36	0.23	0.36	33.9
6	T1	1	9.0	1	9.0	0.066	4.1	LOS A	0.2	6.3	0.36	0.23	0.36	33.6
16	R2	255	9.0	323	9.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0
Approach		308	9.0	390	9.0	0.210	0.8	LOS A	0.2	6.3	0.06	0.04	0.06	37.2
North: Betsy Kerrison Parkway														
7	L2	838	3.0	901	3.0	0.865	22.4	LOS C	27.4	700.6	0.91	0.83	1.34	27.3
4	T1	144	3.0	155	3.0	0.865	22.4	LOS C	27.4	700.6	0.91	0.83	1.34	27.0
14	R2	231	3.0	248	3.0	0.153	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		1213	3.0	1304	3.0	0.865	18.1	LOS C	27.4	700.6	0.74	0.68	1.09	28.8
West: Seabrook Island Road														
5	L2	120	4.0	160	4.0	0.780	37.8	LOS E	6.0	153.9	0.90	1.25	2.13	23.6
2	T1	72	4.0	96	4.0	0.780	37.8	LOS E	6.0	153.9	0.90	1.25	2.13	23.4
12	R2	46	4.0	61	4.0	0.780	37.8	LOS E	6.0	153.9	0.90	1.25	2.13	22.8
Approach		238	4.0	317	4.0	0.780	37.8	LOS E	6.0	153.9	0.90	1.25	2.13	23.4
All Vehicles		1856	4.1	2118	4.2	0.865	17.6	LOS C	27.4	700.6	0.64	0.65	1.04	29.0

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.



# MOVEMENT SUMMARY

**Site: 101 [Betsy Kerrison at Seabrook/Kiawah Existing PM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Village Green Lane														
3	L2	79	2.0	92	2.0	0.342	8.8	LOS A	1.6	40.7	0.64	0.64	0.64	34.0
8	T1	131	2.0	152	2.0	0.342	8.8	LOS A	1.6	40.7	0.64	0.64	0.64	33.5
18	R2	18	2.0	21	2.0	0.342	8.8	LOS A	1.6	40.7	0.64	0.64	0.64	32.3
Approach		228	2.0	265	2.0	0.342	8.8	LOS A	1.6	40.7	0.64	0.64	0.64	33.6
East: Kiawah Island Parkway														
1	L2	77	3.0	85	3.0	0.095	4.8	LOS A	0.4	9.2	0.47	0.38	0.47	33.7
6	T1	2	3.0	2	3.0	0.095	4.8	LOS A	0.4	9.2	0.47	0.38	0.47	33.3
16	R2	649	3.0	713	3.0	0.439	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0
Approach		728	3.0	800	3.0	0.439	0.7	LOS A	0.4	9.2	0.05	0.04	0.05	37.4
North: Betsy Kerrison Parkway														
7	L2	225	2.0	250	2.0	0.321	6.1	LOS A	1.6	41.1	0.38	0.25	0.38	34.2
4	T1	115	2.0	128	2.0	0.321	6.1	LOS A	1.6	41.1	0.38	0.25	0.38	33.8
14	R2	172	2.0	191	2.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		512	2.0	569	2.0	0.321	4.1	LOS A	1.6	41.1	0.25	0.17	0.25	35.3
West: Seabrook Island Road														
5	L2	187	3.0	199	3.0	0.459	10.3	LOS B	2.9	74.3	0.67	0.72	0.84	32.6
2	T1	79	3.0	84	3.0	0.459	10.3	LOS B	2.9	74.3	0.67	0.72	0.84	32.2
12	R2	91	3.0	97	3.0	0.459	10.3	LOS B	2.9	74.3	0.67	0.72	0.84	31.0
Approach		357	3.0	380	3.0	0.459	10.3	LOS B	2.9	74.3	0.67	0.72	0.84	32.1
All Vehicles		1825	2.6	2014	2.6	0.459	4.4	LOS A	2.9	74.3	0.30	0.28	0.33	35.2

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.

# MOVEMENT SUMMARY

**Site: 101 [Betsy Kerrison at Seabrook/Kiawah Existing Sat (Site Folder: General)]**

New Site  
 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 % ]				[ Veh. ]	[ Dist ]				
South: Village Green Lane														
3	L2	105	2.0	125	2.0	0.406	11.4	LOS B	2.1	54.3	0.71	0.78	0.91	32.3
8	T1	79	2.0	94	2.0	0.406	11.4	LOS B	2.1	54.3	0.71	0.78	0.91	31.9
18	R2	36	2.0	43	2.0	0.406	11.4	LOS B	2.1	54.3	0.71	0.78	0.91	30.8
Approach		220	2.0	262	2.0	0.406	11.4	LOS B	2.1	54.3	0.71	0.78	0.91	31.9
East: Kiawah Island Parkway														
1	L2	89	2.0	101	2.0	0.104	4.5	LOS A	0.4	10.4	0.43	0.33	0.43	33.9
6	T1	3	2.0	3	2.0	0.104	4.5	LOS A	0.4	10.4	0.43	0.33	0.43	33.5
16	R2	352	2.0	400	2.0	0.244	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		444	2.0	505	2.0	0.244	1.0	LOS A	0.4	10.4	0.09	0.07	0.09	37.1
North: Betsy Kerrison Parkway														
7	L2	447	2.0	502	2.0	0.631	11.7	LOS B	6.7	171.2	0.64	0.58	0.81	31.6
4	T1	185	2.0	208	2.0	0.631	11.7	LOS B	6.7	171.2	0.64	0.58	0.81	31.2
14	R2	217	2.0	244	2.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		849	2.0	954	2.0	0.631	8.7	LOS A	6.7	171.2	0.47	0.43	0.60	32.9
West: Seabrook Island Road														
5	L2	130	2.0	137	2.0	0.545	16.1	LOS C	3.5	88.1	0.79	0.93	1.26	30.4
2	T1	69	2.0	73	2.0	0.545	16.1	LOS C	3.5	88.1	0.79	0.93	1.26	30.0
12	R2	102	2.0	107	2.0	0.545	16.1	LOS C	3.5	88.1	0.79	0.93	1.26	29.0
Approach		301	2.0	317	2.0	0.545	16.1	LOS C	3.5	88.1	0.79	0.93	1.26	29.8
All Vehicles		1814	2.0	2037	2.0	0.631	8.3	LOS A	6.7	171.2	0.46	0.46	0.62	33.1

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.

# MOVEMENT SUMMARY

**Site: 101 [Betsy Kerrison at Seabrook/Kiawah NB AM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Village Green Lane														
3	L2	57	2.0	63	2.0	0.297	15.0	LOS B	1.1	29.2	0.78	0.82	0.91	30.6
8	T1	38	2.0	42	2.0	0.297	15.0	LOS B	1.1	29.2	0.78	0.82	0.91	30.2
18	R2	7	2.0	8	2.0	0.297	15.0	LOS B	1.1	29.2	0.78	0.82	0.91	29.2
Approach		102	2.0	112	2.0	0.297	15.0	LOS B	1.1	29.2	0.78	0.82	0.91	30.4
East: Kiawah Island Parkway														
1	L2	55	9.0	70	9.0	0.070	4.2	LOS A	0.3	6.8	0.36	0.24	0.36	33.9
6	T1	1	9.0	1	9.0	0.070	4.2	LOS A	0.3	6.8	0.36	0.24	0.36	33.6
16	R2	271	9.0	343	9.0	0.223	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0
Approach		327	9.0	414	9.0	0.223	0.8	LOS A	0.3	6.8	0.06	0.04	0.06	37.2
North: Betsy Kerrison Parkway														
7	L2	889	3.0	956	3.0	0.924	29.6	LOS D	45.4	1163.4	1.00	1.17	1.89	25.3
4	T1	153	3.0	165	3.0	0.924	29.6	LOS D	45.4	1163.4	1.00	1.17	1.89	25.0
14	R2	245	3.0	263	3.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		1287	3.0	1384	3.0	0.924	24.0	LOS C	45.4	1163.4	0.81	0.95	1.53	26.9
West: Seabrook Island Road														
5	L2	120	4.0	160	4.0	0.839	47.4	LOS E	7.0	181.4	0.93	1.36	2.49	21.5
2	T1	72	4.0	96	4.0	0.839	47.4	LOS E	7.0	181.4	0.93	1.36	2.49	21.4
12	R2	46	4.0	61	4.0	0.839	47.4	LOS E	7.0	181.4	0.93	1.36	2.49	20.9
Approach		238	4.0	317	4.0	0.839	47.4	LOS E	7.0	181.4	0.93	1.36	2.49	21.4
All Vehicles		1954	4.1	2227	4.2	0.924	22.5	LOS C	45.4	1163.4	0.69	0.83	1.36	27.4

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.

# MOVEMENT SUMMARY

**Site: 101 [Betsy Kerrison at Seabrook/Kiawah NB PM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Village Green Lane														
3	L2	84	2.0	98	2.0	0.376	9.6	LOS A	1.9	48.5	0.67	0.69	0.74	33.6
8	T1	139	2.0	162	2.0	0.376	9.6	LOS A	1.9	48.5	0.67	0.69	0.74	33.2
18	R2	19	2.0	22	2.0	0.376	9.6	LOS A	1.9	48.5	0.67	0.69	0.74	32.0
Approach		242	2.0	281	2.0	0.376	9.6	LOS A	1.9	48.5	0.67	0.69	0.74	33.2
East: Kiawah Island Parkway														
1	L2	82	3.0	90	3.0	0.104	5.0	LOS A	0.4	10.1	0.49	0.41	0.49	33.6
6	T1	2	3.0	2	3.0	0.104	5.0	LOS A	0.4	10.1	0.49	0.41	0.49	33.2
16	R2	689	3.0	757	3.0	0.466	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0
Approach		773	3.0	849	3.0	0.466	0.7	LOS A	0.4	10.1	0.05	0.04	0.05	37.4
North: Betsy Kerrison Parkway														
7	L2	239	2.0	266	2.0	0.344	6.4	LOS A	1.8	45.1	0.40	0.27	0.40	34.1
4	T1	122	2.0	136	2.0	0.344	6.4	LOS A	1.8	45.1	0.40	0.27	0.40	33.6
14	R2	183	2.0	203	2.0	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		544	2.0	604	2.0	0.344	4.3	LOS A	1.8	45.1	0.27	0.18	0.27	35.2
West: Seabrook Island Road														
5	L2	198	3.0	211	3.0	0.502	11.4	LOS B	3.5	90.6	0.71	0.81	0.97	32.1
2	T1	84	3.0	89	3.0	0.502	11.4	LOS B	3.5	90.6	0.71	0.81	0.97	31.7
12	R2	97	3.0	103	3.0	0.502	11.4	LOS B	3.5	90.6	0.71	0.81	0.97	30.6
Approach		379	3.0	403	3.0	0.502	11.4	LOS B	3.5	90.6	0.71	0.81	0.97	31.6
All Vehicles		1938	2.6	2138	2.6	0.502	4.8	LOS A	3.5	90.6	0.32	0.31	0.38	35.0

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.

# MOVEMENT SUMMARY

**Site: 101 [Betsy Kerrison at Seabrook/Kiawah NB Sat (Site Folder: General)]**

New Site  
 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 % ]				[ Veh. ]	[ Dist ]				
South: Village Green Lane														
3	L2	111	2.0	132	2.0	0.450	12.8	LOS B	2.5	63.9	0.74	0.83	1.02	31.7
8	T1	84	2.0	100	2.0	0.450	12.8	LOS B	2.5	63.9	0.74	0.83	1.02	31.3
18	R2	38	2.0	45	2.0	0.450	12.8	LOS B	2.5	63.9	0.74	0.83	1.02	30.2
Approach		233	2.0	277	2.0	0.450	12.8	LOS B	2.5	63.9	0.74	0.83	1.02	31.3
East: Kiawah Island Parkway														
1	L2	94	2.0	107	2.0	0.112	4.7	LOS A	0.4	11.2	0.44	0.35	0.44	33.8
6	T1	3	2.0	3	2.0	0.112	4.7	LOS A	0.4	11.2	0.44	0.35	0.44	33.4
16	R2	374	2.0	425	2.0	0.259	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		471	2.0	535	2.0	0.259	1.0	LOS A	0.4	11.2	0.09	0.07	0.09	37.1
North: Betsy Kerrison Parkway														
7	L2	474	2.0	533	2.0	0.677	13.1	LOS B	9.4	238.8	0.70	0.71	1.02	31.0
4	T1	196	2.0	220	2.0	0.677	13.1	LOS B	9.4	238.8	0.70	0.71	1.02	30.6
14	R2	230	2.0	258	2.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		900	2.0	1011	2.0	0.677	9.8	LOS A	9.4	238.8	0.52	0.53	0.76	32.4
West: Seabrook Island Road														
5	L2	138	2.0	145	2.0	0.607	19.1	LOS C	4.2	105.7	0.82	1.00	1.43	29.3
2	T1	73	2.0	77	2.0	0.607	19.1	LOS C	4.2	105.7	0.82	1.00	1.43	28.9
12	R2	108	2.0	114	2.0	0.607	19.1	LOS C	4.2	105.7	0.82	1.00	1.43	28.0
Approach		319	2.0	336	2.0	0.607	19.1	LOS C	4.2	105.7	0.82	1.00	1.43	28.7
All Vehicles		1923	2.0	2160	2.0	0.677	9.4	LOS A	9.4	238.8	0.49	0.53	0.73	32.6

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.

# MOVEMENT SUMMARY

Site: 101 [Betsy Kerrison at Seabrook/Kiawah Build AM (Site Folder: General)]

New Site  
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 %				[ Veh. veh	Dist ] ft					
South: Village Green Lane															
3	L2	57	2.0	63	2.0	0.301	15.3	LOS C	1.2	29.7	0.79	0.83	0.92	30.5	
8	T1	38	2.0	42	2.0	0.301	15.3	LOS C	1.2	29.7	0.79	0.83	0.92	30.1	
18	R2	7	2.0	8	2.0	0.301	15.3	LOS C	1.2	29.7	0.79	0.83	0.92	29.1	
Approach		102	2.0	112	2.0	0.301	15.3	LOS C	1.2	29.7	0.79	0.83	0.92	30.2	
East: Kiawah Island Parkway															
1	L2	55	9.0	70	9.0	0.073	4.2	LOS A	0.3	7.1	0.37	0.25	0.37	34.0	
6	T1	3	9.0	4	9.0	0.073	4.2	LOS A	0.3	7.1	0.37	0.25	0.37	33.6	
16	R2	272	9.0	344	9.0	0.224	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0	
Approach		330	9.0	418	9.0	0.224	0.8	LOS A	0.3	7.1	0.06	0.04	0.06	37.1	
North: Betsy Kerrison Parkway															
7	L2	889	3.0	956	3.0	0.926	30.0	LOS D	46.3	1186.2	1.00	1.20	1.93	25.2	
4	T1	153	3.0	165	3.0	0.926	30.0	LOS D	46.3	1186.2	1.00	1.20	1.93	24.9	
14	R2	245	3.0	263	3.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1	
Approach		1287	3.0	1384	3.0	0.926	24.3	LOS C	46.3	1186.2	0.81	0.97	1.57	26.8	
West: Seabrook Island Road															
5	L2	127	4.0	169	4.0	0.888	55.3	LOS F	8.6	222.5	0.94	1.48	2.88	20.1	
2	T1	76	4.0	101	4.0	0.888	55.3	LOS F	8.6	222.5	0.94	1.48	2.88	19.9	
12	R2	49	4.0	65	4.0	0.888	55.3	LOS F	8.6	222.5	0.94	1.48	2.88	19.5	
Approach		252	4.0	336	4.0	0.888	55.3	LOS F	8.6	222.5	0.94	1.48	2.88	19.9	
All Vehicles		1971	4.1	2250	4.2	0.926	24.1	LOS C	46.3	1186.2	0.69	0.87	1.45	26.9	

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.

# MOVEMENT SUMMARY

Site: 101 [Betsy Kerrison at Seabrook/Kiawah Build PM (Site Folder: General)]

New Site  
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 %				[ Veh. veh	Dist ] ft					
South: Village Green Lane															
3	L2	84	2.0	98	2.0	0.379	9.6	LOS A	1.9	49.2	0.67	0.70	0.75	33.6	
8	T1	140	2.0	163	2.0	0.379	9.6	LOS A	1.9	49.2	0.67	0.70	0.75	33.1	
18	R2	19	2.0	22	2.0	0.379	9.6	LOS A	1.9	49.2	0.67	0.70	0.75	31.9	
Approach		243	2.0	283	2.0	0.379	9.6	LOS A	1.9	49.2	0.67	0.70	0.75	33.2	
East: Kiawah Island Parkway															
1	L2	82	3.0	90	3.0	0.106	5.1	LOS A	0.4	10.3	0.49	0.41	0.49	33.7	
6	T1	4	3.0	4	3.0	0.106	5.1	LOS A	0.4	10.3	0.49	0.41	0.49	33.3	
16	R2	692	3.0	760	3.0	0.468	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0	
Approach		778	3.0	855	3.0	0.468	0.7	LOS A	0.4	10.3	0.05	0.05	0.05	37.4	
North: Betsy Kerrison Parkway															
7	L2	241	2.0	268	2.0	0.348	6.5	LOS A	1.8	45.7	0.41	0.28	0.41	34.1	
4	T1	123	2.0	137	2.0	0.348	6.5	LOS A	1.8	45.7	0.41	0.28	0.41	33.6	
14	R2	183	2.0	203	2.0	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1	
Approach		547	2.0	608	2.0	0.348	4.3	LOS A	1.8	45.7	0.27	0.18	0.27	35.2	
West: Seabrook Island Road															
5	L2	198	3.0	211	3.0	0.505	11.5	LOS B	3.6	91.7	0.71	0.81	0.99	32.0	
2	T1	85	3.0	90	3.0	0.505	11.5	LOS B	3.6	91.7	0.71	0.81	0.99	31.6	
12	R2	97	3.0	103	3.0	0.505	11.5	LOS B	3.6	91.7	0.71	0.81	0.99	30.6	
Approach		380	3.0	404	3.0	0.505	11.5	LOS B	3.6	91.7	0.71	0.81	0.99	31.6	
All Vehicles		1948	2.6	2150	2.6	0.505	4.9	LOS A	3.6	91.7	0.32	0.31	0.38	34.9	

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.

# MOVEMENT SUMMARY

Site: 101 [Betsy Kerrison at Seabrook/Kiawah Build Sat (Site Folder: General)]

New Site  
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 %				[ Veh. veh	Dist ] ft				
South: Village Green Lane														
3	L2	111	2.0	132	2.0	0.454	12.9	LOS B	2.6	64.9	0.74	0.84	1.04	31.7
8	T1	85	2.0	101	2.0	0.454	12.9	LOS B	2.6	64.9	0.74	0.84	1.04	31.2
18	R2	38	2.0	45	2.0	0.454	12.9	LOS B	2.6	64.9	0.74	0.84	1.04	30.2
Approach		234	2.0	279	2.0	0.454	12.9	LOS B	2.6	64.9	0.74	0.84	1.04	31.3
East: Kiawah Island Parkway														
1	L2	94	2.0	107	2.0	0.116	4.7	LOS A	0.5	11.6	0.45	0.35	0.45	33.9
6	T1	6	2.0	7	2.0	0.116	4.7	LOS A	0.5	11.6	0.45	0.35	0.45	33.5
16	R2	378	2.0	430	2.0	0.262	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		478	2.0	543	2.0	0.262	1.1	LOS A	0.5	11.6	0.09	0.07	0.09	37.1
North: Betsy Kerrison Parkway														
7	L2	477	2.0	536	2.0	0.683	13.4	LOS B	9.8	248.8	0.71	0.74	1.06	30.9
4	T1	197	2.0	221	2.0	0.683	13.4	LOS B	9.8	248.8	0.71	0.74	1.06	30.5
14	R2	230	2.0	258	2.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		904	2.0	1016	2.0	0.683	10.0	LOS A	9.8	248.8	0.53	0.55	0.79	32.3
West: Seabrook Island Road														
5	L2	138	2.0	145	2.0	0.614	19.4	LOS C	4.2	107.7	0.82	1.01	1.44	29.1
2	T1	75	2.0	79	2.0	0.614	19.4	LOS C	4.2	107.7	0.82	1.01	1.44	28.8
12	R2	108	2.0	114	2.0	0.614	19.4	LOS C	4.2	107.7	0.82	1.01	1.44	27.9
Approach		321	2.0	338	2.0	0.614	19.4	LOS C	4.2	107.7	0.82	1.01	1.44	28.6
All Vehicles		1937	2.0	2175	2.0	0.683	9.6	LOS A	9.8	248.8	0.49	0.54	0.75	32.5

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.

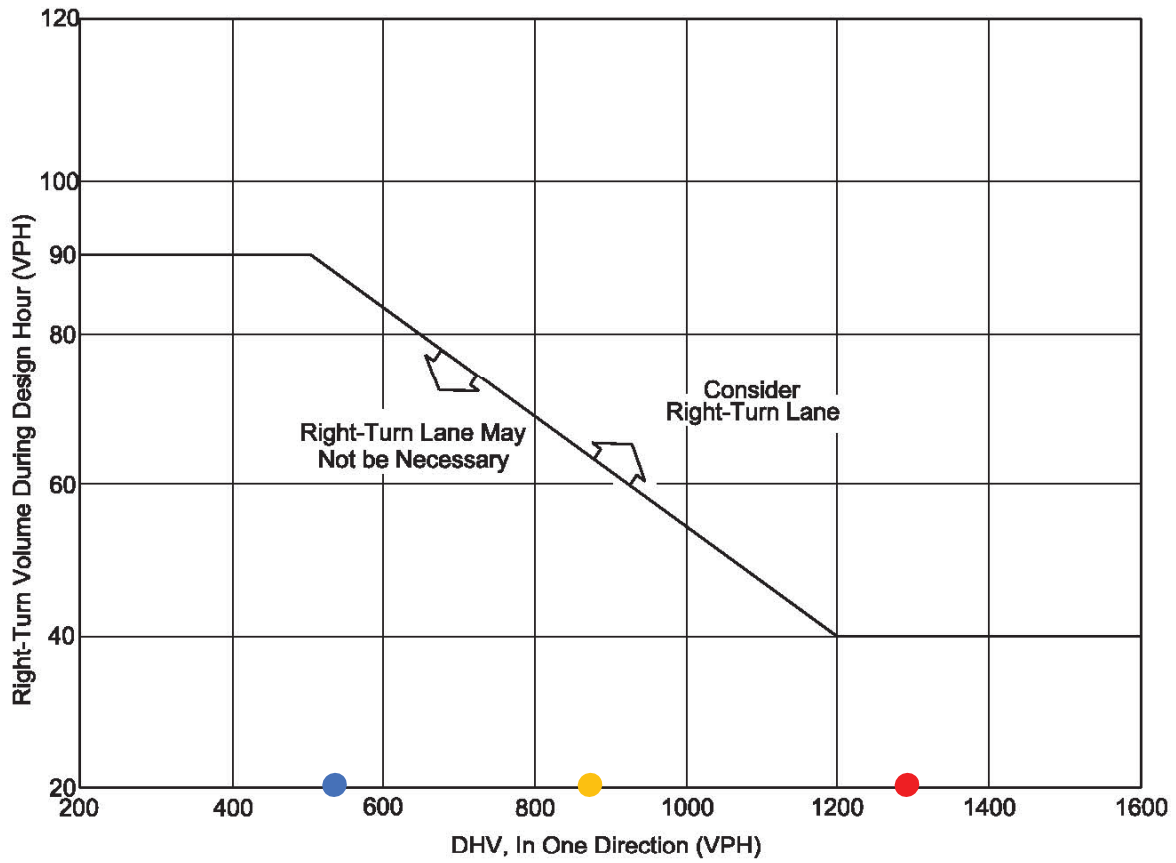
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\10.8.0.1\Storage\Project Files\190003\_21 Andell\SIDRA\Betsy Kerrison at Kiawah\_Seabrook.sip9





Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

<del>×</del>	<del>×</del>	<del>×</del>
● AM Peak Hour	● PM Peak Hour	● SAT Peak Hour
Speed = 35 mph	Speed = 35 mph	Speed = 35 mph
DHV = 1,298	DHV = 546	DHV = 877
R-Turns = 11	R-Turns = 11	R-Turns = 13

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS  
ON FOUR-LANE HIGHWAYS  
Figure 9.5-B**

## Andell Project

Traffic Report Review

May 12, 2023

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**To:** Joseph Cronin  
Tyler Newman  
Town of Seabrook Island  
Town of Seabrook Island

**From:** Paul Ford, PE  
Reveer Group

### PURPOSE

To document Reveer’s review of the traffic impact analysis (TIA) for the Andell project (the Project or the proposed development) as prepared by Bihl Engineering and dated April 28, 2023 (the TIA, or the Report).

### SUMMARY

The TIA was performed to industry standards.

The unique nature of the project results in a limited number of vehicle trips and is predicted to have minimal impact on the local roadways and maintain acceptable levels of service. Specifically for Seabrook residents, 20% of the project is predicted to use Seabrook Island Road (SIR) with resulting traffic delay being less than 1-second.

The Project’s property has an existing driveway off Betsy Kerrison Parkway (BKP) that is 225-feet to the north of the existing entrance to Kiawah’s Municipal Center. SCDOT is requiring the Project to relocate this to directly across from the Municipal Center.

Roadway striping improvements on BKP are recommended at the new driveway to improve traffic flow and reduce safety risks. Reveer agrees with the recommendation, but the implementation ultimately comes after approval by the SCDOT as part of the Project’s encroachment permit.

Sight distance was not evaluated and is a concern at the secondary entrance at the end of Andell Bluff Boulevard / Bohicket Marina.

### DISCUSSION

The Report was evaluated against the following standard parameters and the SCDOT’s *Technical Completeness Checklist* that is included as **Attachment 1**:

- Proposed Trip Generation and AM and PM Peak-Hour Projections
- Future Development Considerations
- Trip Distribution
- Traffic Counts

- Level of Service (LOS) Impacts
- Mitigation and Improvement Needs
- Safety
- Feasibility of Alternatives

In general, the Report follows appropriate methodology and provides the required explanation, results, and supporting data and graphics. Commentary on the general parameters are as follows:

## 1 Trip Generation

To begin with, I will add some background to the Project's uniqueness as it helps evaluate the number of traffic trips predicted and the distribution of where they are coming and going from. The Project is described as "a 10-unit boutique hotel and a private club with marina, pool, and restaurant facilities". It is the boutique hotel that is unique here, as it can be visualized as a single building that would have 10 rooms inside of it with people arriving in their cars and checking in at the reception desk. However, these will be 10 individual units, deemed 'cottages' that are provided for members who will predominately be arriving by boat and want a space to relax or clean up before and after visiting other on-site amenities like the pool or restaurant. So, from a traffic perspective, they do not function like a hotel or a condo in the sense of how many "typical" trips per day are generated and as published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual. In this case, the TIA used the Land Use Code (LUC) #330 that is *Resort Hotel* to best represent these 10 units. This choice is still within the hotel category, but produces less trips where on-site accommodations limit the need to leave the property, and use your vehicle to do so.

The remainder of the Project's traffic from the Yacht Club, the Boat House, the Pool House, and Crabbing Dock were not assigned standard LUCs and the results were noted in the Report as "based on discussions with the developer". As this could question the accuracy of the results, the unique nature of the Project (like the cottages) also does not easily "fit" into the typical and standard LUCs. As a check, the amount of proposed space, in terms of square footage, was applied to the LUC for *General Commercial* and the results were similar.

Overall, the traffic trip generation numbers as reported in Tables 1 and 2 of the TIA are considered an accurate representation. It is noted that Table 2 reports 12 cottages but looks to simply be a typo and the traffic numbers reported are consistent with 10-units.

Most notably and consistent with the Project uniqueness and low density, the amount of traffic added to the nearby roadways is minimal. During the weekdays, the PM-peak hour has the highest amount, being 34 total trips. Spread over the hour, this is an additional car on the road at 2-minute increments. On Saturday mid-day, it is 46 total which is about a car each minute. These added cars are further diminished when you apply the distribution factors discussed further herein.

## 2 Future Development Considerations

The Report forecasts regional traffic growth of 2% per year which is standard practice in recognition that development will continue and allows comparison of how much impact the Project's traffic will have against how much traffic is predicted at the time of its completion; in this case the year 2024.

### 3 Trip Distribution

The trip distribution (percentages of total traffic) appears appropriate. The Project will have two access points, one on Betsy Kerrison across from the Municipal Center (considered the main entrance), and another (the secondary entrance) at the end of Andell Bluff next to the existing boat storage area of Bohicket Marina. A graphic is attached showing the Site Plan over a recent aerial picture (Google Earth).

With the uniqueness of the Project, two separate distributions were assigned; one for weekday mornings where most of the traffic is from employees arriving from off the islands (coming from Betsy Kerrison) and one for weekday afternoons and on mid-day Saturdays when members are arriving and leaving.

The weekday morning distribution is:

- 75% would be coming from off the islands (from the north along Betsy Kerrison) and turning right into the main entrance
  - 10% from Kiawah and Freshfields that would go through the traffic circle, down Betsy Kerrison, and turn left into the main entrance
  - 5% from Kiawah and Freshfields that would go through the traffic circle, down Seabrook Island Road, and turn right onto Andell Bluff and proceed to the secondary entrance. This 5% that would choose to take a farther and more circuitous route to the Project was considered odd but could be predicted as low-speed vehicles not wanting to make the left turn on Betsy Kerrison in front of increased oncoming traffic and crossing multiple lanes.
  - 10% from Seabrook Island that would turn left onto Andell Bluff and proceed to the secondary entrance.
- Collectively, **85%** of traffic is projected to use the main entrance on Betsy Kerrison and the other **15%** through the secondary entrance at the Marina.

In the afternoons and on mid-day Saturdays the distribution changes to:

- 50% would be coming from off the islands (from the north along Betsy Kerrison) and turning right into the main entrance
  - 20% from Kiawah and Freshfields that would go through the traffic circle, down Betsy Kerrison, and turn left into the main entrance
  - 10% from Kiawah and Freshfields that would go through the traffic circle, down Seabrook Island Road, and turn right onto Andell Bluff and proceed to the secondary entrance. This 5% that would choose to take a farther and more circuitous route to the Project was considered odd but could be predicted as low-speed vehicles not wanting to make the left turn on Betsy Kerrison in front of increased oncoming traffic and crossing multiple lanes.
  - 20% from Seabrook Island that would turn left onto Andell Bluff and proceed to the secondary entrance.
- Collectively, **80%** of traffic is projected to use the main entrance on Betsy Kerrison and the other **20%** through the secondary entrance at the Marina.

## 4 Traffic Counts

Counts were taken on May 6, 2021, and, using a SCDOT directive that accounts for reduced travel patterns during COVID, the turning movements were increased by 15% in the AM peak hour and 2% in the PM. A 15% increase was also applied to the Saturday mid-day peak hour.

The increased values were then increased by 2% per year to predict the traffic in 2022 (existing conditions) and in 2024 when the Project is expected to be completed and active. The calculations are accurate.

## 5 L.O.S. Impacts

The industry standard is to provide traffic results in terms of Level of Service (LOS) and seconds of time of delay. LOS is a measurement of a road's or intersection's capacity and performance. When the capacity of a road is exceeded, the result is congestion, delay, and a poor level of service. LOS is represented by a letter "grade" ranging from A for excellent conditions (free-flowing traffic and little delay) to F for failure conditions (extremely congested, stop-and-go traffic and excessive delay that is deemed intolerable by drivers). LOS B through E describe progressively worse traffic conditions. Typically, LOS-D is considered the lowest acceptable rating.

Four areas were studied, being 1) the traffic circle, 2) the main entrance on Betsy Kerrison across from the Municipal Center, 3) Seabrook Island Road's intersection with Andell Bluff, and 4) Andell Bluff's intersection with Marsh Oak Lane at the entrance to Bohicket Marina Village.

Once the Project is active, the Report concludes that the four studied roadways and intersections will continue to operate at an acceptable level of service; being LOS D or better. From a delay perspective, the Project's impact is about 1-second when compared to what traffic will already be like in 2024.

Using Table 3 from the Report, the maximum delay experienced by drivers at each of the four studied areas is:

- Traffic Circle = **1.6 seconds** in the morning
- Seabrook Island Road at Andell Bluff intersection = **0.3 seconds** in the afternoon
- Andell Bluff at Marsh Oak Lane intersection = **no change**
- Betsy Kerrison at the Project's main entrance = **17.8 seconds** in the morning and **18.0 seconds** in the afternoon. These values initially appear very impactful and are the only LOS D rating on the chart, but the delay is felt by the cars making a left turn out of the Project's main driveway and onto Betsy Kerrison. There is **no impact** to island residents traveling along Betsy Kerrison.

Overall, the impacts to SIR, Andell Bluff, and Betsy Kerrison are basically negligible and the traffic circle minimal. For a parcel that is approximately 18-acres, these are favorable results.

## 6 Mitigation and Need for Improvements

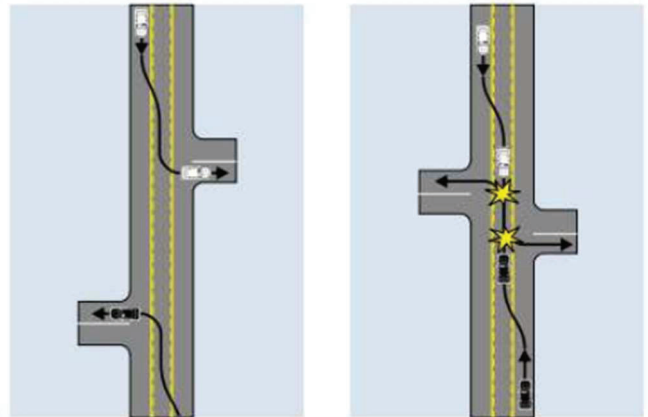
The Report assessed the need for a right turn lane off Betsy Kerrison into the main entrance and the conclusion that one is not necessary is correct.

The Report suggests that the existing two-way left turn lane striping on Betsy Kerrison be extended to the south to accommodate the drivers coming from the islands and turning left into the new main entrance. This recommendation is supported and should be included with the Project’s proposed improvements. This will ultimately require the approval of the SCDOT as part of the encroachment permit request.



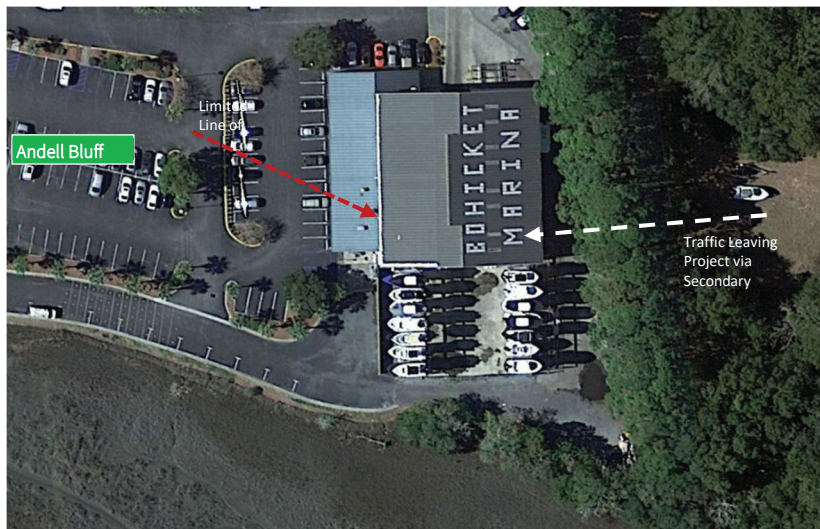
## 7 Safety

The SCDOT required the main entrance to be directly across from the existing Municipal Center’s entrance and not continue to use the property’s existing driveway that is 225-feet to the north. It is assumed that this is to eliminate the “negative offset” that would happen should the Project continue to use its existing driveway, and under increased traffic conditions. “Positive” and “negative” driveways are terms typically used where there is a median that can be shared by turning vehicles from both directions (which is the case here) where a “negative case” is when the driveway on the left is farther up the road so opposing left turning vehicles must overlap in the center lane and potentially have a head-on collision. This is an appropriate request by the SCDOT.



Sight distance was not evaluated in the TIA. Reveer did a cursory review of the main entrance on Betsy Kerrison and at the intersection of Seabrook Island Road and Andell Bluff and sight distance appears adequate at both locations.

There is a concern at the secondary entrance where sight distance may not be adequate for drivers leaving the parking lot to see drivers coming from the Project (approaching from their left), due to the obstruction of the existing boat storage building. It is suggested that this be further evaluated. The aside graphic illustrates the issue.



Also, it is assumed that the parallel parking spaces shown along the right side of Andell Bluff are being eliminated to provide adequate width for the Project's two-way traffic.

It is noted that crash data was not provided, but most likely would not have influenced the analysis.

## **8 Feasibility of Alternatives**

- Alternatives were not presented in the Report.

## Traffic Impact Study Technical Completeness Checklist

### Analyst Requirements

Yes  No South Carolina PE Stamp and Signatures

### Introduction and Executive Summary

Yes  No

### Existing Conditions

Yes  No Study Area Descriptions and Roadway Classifications

Yes  No Analysis Period Correct (AM, Mid-day, PM and/or Saturday)

Yes  No Existing Traffic Operations (LOS, Volumes, Speed Limits, Crash Data, Etc.)

o Note that crash data not provided

Yes  No Other Projected Transportation Improvements in the Area

### Impacts

Yes  No Trip Generation Summary

Yes  No Trip Distribution and Traffic Assignment (assumptions justified)

Yes  No LOS Analysis: Background Traffic Growth and Site Build-out

Yes  No Sight Distance Analysis at Access Points

### Mitigation

Yes  No Identify Need for Turn Lanes, Capacity and Storage Length

Yes  No Identify Need for Signalization n/a

Yes  No Identify Measures to Mitigate LOS Deficiencies n/a based on Table 3 results

### Figures

Yes  No Vicinity Map

Yes  No Site Plan and Proposed Land Use

Yes  No Existing Peak-hour Volumes

Yes  No Projected Background Peak-hour Volumes

Yes  No Trip Distribution % Including Added Project Peak-hour Volumes

Yes  No Project Build-out Volumes

Yes  No Existing and Recommended Lane Configurations

Yes  No Intersection LOS (existing, background, build, mitigated) (or Table)



**Tables**

Yes  No

Trip Generation

Yes  No

Intersection LOS (existing, background, build, mitigated)

**Other**

Yes  No

Technical Appendix (e.g. HCM and Synchro Analysis, Trip generation, etc.)



**From:** [Todd Richardson](#)  
**To:** [Tyler Newman](#)  
**Subject:** Fwd: Andell Project Access  
**Date:** Monday, May 15, 2023 4:27:20 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[09-ANDELL\\_ConceptPlan-Technical.pdf](#)  
[230428 Andell TIA FINAL.pdf](#)

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Hey Tyler,

Please see below & attached from SCDOT...

Thanks!  
Todd

Todd Richardson, PLA + ASLA  
Principal

Synchronicity  
Land + Architecture  
m: 843-906-6069

Begin forwarded message:

**From:** Jennifer Bihl <jennifer@bihl-engineering.com>  
**Date:** May 15, 2023 at 3:59:54 PM EDT  
**To:** Todd Richardson <todd@synchronicity.design>, Mike Shuler <mike@32-north.com>  
**Subject: FW: Andell Project Access**

Fyi

Thanks,  
Jennifer

Jennifer T. Bihl, PE, PTOE, RSP21  
Bihl Engineering, LLC  
(843)637-9187

---

**From:** Fleming, Juleigh B. <FlemingJB@scdot.org>  
**Sent:** Monday, May 15, 2023 3:45 PM  
**To:** Jennifer Bihl <jennifer@bihl-engineering.com>  
**Cc:** Grooms, Robert W. <GroomsRW@scdot.org>; Cannady, Jack R. <CannadyJR@scdot.org>  
**Subject:** RE: Andell Project Access

Good afternoon, Jennifer;

Thank you for the early coordination concerning the proposed Andell project on Betsy Kerrison Pkway in Charleston County.

After reviewing the attached concept plan for access locations, our office has no objection to the proposed project. We do have the following comments:

1. We are in agreement with the proposed driveway location as it aligns with the Kiawah Island Town Hall driveway. Please ensure that thru lanes align and driveway geometry meets requirements outlined in SCDOT's ARMS manual.
2. As mentioned below, projected trip generation for the site falls below the threshold for the requirement of a traffic impact study, therefore the study is not required and no comments are being provided for the study.
3. Please note that all ARMS manual requirements (to include roadway and hydraulic design) for commercial development shall be met for permit approval.

During site design, please check SCDOT Plans Online for as built road plans to indentify any drainage structures that may have been placed in the RW during road construction and for any controls of access-  
<https://falcon.scdot.org/falconwebv4/default.aspx>

Please check the SCDOT Project Viewer ([SCDOT Project Viewer](#)) for any upcoming projects in your vicinity. The Project Viewer has points of contact for all proposed projects. Please consult local governments for their upcoming projects also.

This email does not constitute encroachment approval. Final approval is issued through our online EPPS system. This preliminary review is valid for six months. Any submissions after six months are subject to re-evaluation.

Please let me know if you have any questions.

Thank you!

**JuLeigh B Fleming, PE**  
*District 6 Permit Engineer*

P 843-746-6722 E [flemingjb@scdot.org](mailto:flemingjb@scdot.org)  
6355 Fain Street, North Charleston, SC 29406

---

**From:** Jennifer Bihl <[jennifer@bihl-engineering.com](mailto:jennifer@bihl-engineering.com)>

**Sent:** Thursday, May 11, 2023 9:07 AM

**To:** Fleming, Juleigh B. <[FlemingJB@scdot.org](mailto:FlemingJB@scdot.org)>

**Subject:** Andell Project Access

**\*\*\* This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. \*\*\***

Juleigh,

Please see attached for the discussed site plan for the Andell project – a planned private club.

I have also attached the TIA prepared for Seabrook Island for the project. The trip projections are below the SCDOT TIA threshold with 15 total trips in the AM peak hour, 34 total trips in the PM peak hour, 46 total trips in the Saturday Midday peak hour.

The site is planned to be accessed via a full access across from the Kiawah Town Hall entrance and through cross access with the Bohicket Marina.

Thanks,  
Jennifer

Jennifer T. Bihl, PE, PTOE, RSP21  
Bihl Engineering, LLC  
(843)637-9187



# CHAPTER 6 | USE REGULATIONS

(Ord. No. 2177, 10/26/2021)

## ARTICLE 6.1 USE TYPES AND USE TABLE

This Article explains how to interpret Table 6.1-1, *Use Table*. The top of Table 6.1-1, *Use Table*, contains the Zoning Districts and left side of the table contains the use types. Under the hierarchy established by this Ordinance, the NR district is the least intensive base Zoning District, while the IN Zoning District is the most intensive base Zoning District. The uses listed in Table 6.1-1, *Use Table*, are permitted or not permitted in each Zoning District according to the letter coding described in Sections 6.1.1 through 6.1.5 below.

### Sec. 6.1.6 Table 6.1-1, *Use Table*

Principal uses shall be allowed within the Zoning Districts of this Ordinance in accordance with Table 6.1-1, *Use Table*.

Table 6.1-1 Use Table																						
A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses																						
Land Uses	ZONING DISTRICTS																			Condition		
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC	RC	CC		RI	IN
<b>AGRICULTURAL</b>																						
<b>AGRICULTURAL AND ANIMAL PRODUCTION, PROCESSING, AND SUPPORT</b>																						
Aquaculture			A	A	A	A	C	C													Sec. 6.4.1	
Mariculture			C	C	C	C	C	C													Sec. 6.4.1	
Apiculture (Bee Keeping)			A	A	A	A	A	A														
Animal and Insect Production			A	A	A	A	C	C	C												Sec. 6.4.1	
Concentrated Animal Feeding Operation			S	S	S	S																
Horticultural Production			A	A	A	A	A	A	A	C				A			C	A	A	A	A	Sec. 6.4.1
Hemp Crop Production and/or Processing			S	S	S	S	S														Sec. 6.4.1	
Winery			C	C	C	C	C	C										C	A	C	A	Sec. 6.4.21
Agricultural Processing			C	C	C	C	C	C	S									A	A	A	A	Sec. 6.4.1
Agricultural Sales or Service			A	A	A	A	C											A	A	A	A	Sec. 6.4.44
Roadside Stand; Sweetgrass Basket Stand		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Sec. 6.4.8
Community Garden		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Farmers Market			A	A	A	A	A	C	C	C	C	C		A	A	A	A	A	A	A	A	Sec. 6.4.47
<b>FORESTRY AND LOGGING</b>																						
Bona Fide Forestry Operation		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Sec. 6.4.23
Lumber Mill, Planing, or Saw Mill			A	A	A	A	S													A	A	
<b>RESIDENTIAL</b>																						
<b>ASSISTED LIVING</b>																						



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																	Condition				
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC		RC	CC	RI	IN
Assisted Living			S	S	S	S	S	S	S	S	A	S		S	S	A	A	S	A	S	A	
<b>MANUFACTURED HOUSING</b>																						
Manufactured Housing Unit			A	A	A	A	A	C	C	C	C	A	A									Sec. 6.4.24
Manufactured Housing Park													A									
<b>MULTI-FAMILY DWELLING</b>																						
Dwelling, Multi-Family											A								C	C		Sec. 6.4.31
Triplex and Fourplex								S	S	C	C			C	C	C	C		C	C		Sec. 6.4.35
Duplex								S	S	C	C			C	C	C	C		C	C		Sec. 6.4.35
Dwelling Group			C	C	C	C	C	C	C	C	C	C										Sec. 6.4.7
Dwelling, Single-Family Attached								S	S	C	C			C	C	C	C		C	C		Sec. 6.4.2 Sec. 6.4.31
<b>SHORT-TERM RENTAL</b>																						
Short-Term Rental Property: Limited Home Rental (LHR)			C	C	C	C	C	C	C	C	C	C										Art. 6.8
Short-Term Rental Property: Extended Home Rental (EHR)						S	S	S	S		S											Art. 6.8
<b>SINGLE-FAMILY DWELLING</b>																						
Dwelling Unit, Single-Family Detached	C	A	A	A	A	A	A	A	A	A	A	A	C		C	C	C	C	C	C	C	Sec. 6.4.25
<b>OTHER RESIDENTIAL USES</b>																						
Transitional Housing											S			A	S	S	S		A			
Child Caring Institution			S	S	S	S	S	S	S	S	S	S										
Emergency Shelter									C	A	C			C	A	A		A	C	A		Sec. 6.4.38
Affordable and Workforce Dwelling Unit				C	C	C	C	C	C	C	C			C	C	C	C	C	C	C		Sec. 6.4.19
Group Residential			S	S	S	S	S	S	S	S												
Farm Labor Housing			S	S	S	S	S															Sec. 6.4.9
<b>CIVIC/INSTITUTIONAL</b>																						
<b>COURTS AND PUBLIC SAFETY</b>																						
Courts of Law			A	A	A	A	A	A	A	A	A	A		A	A	A	A	A	A	A	A	
Correctional Institution																					A	
Parole Office or Probation Office														A								A
Safety Service			A	A	A	A	A	A	A	A	A	S	A	A	A	A	A	A	A	A	A	
<b>DAY CARE SERVICES</b>																						
Adult Day Care Services				S	S	S	S	S	S	S	S	S		A	S	S	A	A	A	A	A	



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																			Condition		
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC	RC	CC		RI	IN
Family Home				C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Sec. 6.4.29
Group Home				A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Child Care Center									S	S	S	S		A	A	A	A	A	A	A	A	
Day Camp														A		A	A	A	A		A	
<b>DEATH CARE SERVICES</b>																						
Cemetery		A	A	A	A	A	C	C	C	C	C	S		A	A	A	A	A	A	A	A	Sec. 6.4.53
Funeral Services														A	A	A	A	A	A	A	A	
<b>EDUCATIONAL SERVICES</b>																						
Pre-school or Educational Nursery				S	S	S	S	S	S	S	S	S		A	A	A	A	A	A	A	A	
School, Primary				S	S	S	A	A	A	A	A	S		A	A	A	A	A	A	A	A	
School, Secondary				S	S	S	A	A	A	A	A	S		A	A	A	A	A	A	A	A	
Higher Education Facility				S	S	S	S	S	S	S	S	S		A	S	S	S	S	A	A	A	
Personal Improvement Education				S	S	S	S	S						A	C	A	A	C	A	A	A	Sec. 6.4.26
<b>HEALTH CARE SERVICES</b>																						
Medical Office							S	S	S					A	A	A	A	A	A	A	A	
Community Residential Care Facility							S	S		S	S	S		C	S	S	S	S	C	S	C	Sec. 6.4.42
Counseling Services							S	S						A	A	A	A	A	A	A	A	
Intermediate Care Facility for Individuals with Intellectual Disabilities							S	S		S	S	S		A	S	S	S	S	A	S	A	
Health Care Laboratory														A	A	A	A	A	A	A	A	
Home Health Agency							S	S						A	A	A	A	A	A	A	A	
Hospital; Hospice Facility														A		S	S	S	A	S	A	
Outpatient Facility for Chemically Dependent or Addicted Persons														A	S	S	S	S	A	S	A	
Rehabilitation Facility														A	A	A	A	A	A	A	A	
Residential Treatment Facility for Children or Adolescents (mental health treatment)							S	S			S			A	S	S	S	S	A	S	A	
<b>MUSEUM, HISTORIC SITE, AND SIMILAR INSTITUTIONS</b>																						
Historic Site		C	C	C	C	C	C	C	C	A	A	A		A	A	A	A	A	A	A	A	Sec. 6.4.27
Library or Archive				A	A	A	A	A	A	A	A	A		A	A	A	A	A	A	A	A	
Museum		C	C	C	C	C	A	A	A	A	A	A		A	A	A	A	A	A	A	A	Sec. 6.4.27
Nature Exhibition		C	C	C	C	C	C							A					A	A	A	Sec. 6.4.10
Botanical Garden		A	A	A	A	A	A							A					A	A	A	





Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																	Condition				
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC		RC	CC	RI	IN
<b>Zoo</b>		S	S	S	S	S	S							S				S	S	S	S	
<b>POSTAL SERVICE</b>																						
Postal Service, United States			C	C	C	C	C	C	C	C	C	C		A	A	A	A	A	A	A	A	Sec. 6.4.26
<b>RECREATION AND ENTERTAINMENT</b>																						
Community Recreation		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Fishing, Hunting, or Recreational Guide Service		C	A	C	C	A	A							A	A	A	C	C	C	C	Sec. 6.4.55	
Golf Course or Country Club		C			C	C	C	C	C	C		C										Sec. 6.4.50
Parks and Recreation		C	C	C	C	C	C	C	C	C	C	C		C	C	C	C	C	C	C	C	Sec. 6.4.11
Recreation and Entertainment, Indoor																	C	A	A	A	A	Sec. 6.4.30
Recreation and Entertainment, Outdoor					C	C												C	C	C	C	Sec. 6.4.11
Drive-In Theater																		C	C	C	C	Sec. 6.4.6 Sec. 6.4.11
Golf Driving Range					S	S	S	S	S										C		C	Sec. 6.4.11
Outdoor Shooting Range		S	S	S	S	S													S		S	Sec. 6.4.11
Special Events																	C	C	C		C	Art. 6.7
<b>RELIGIOUS, CIVIC, PROFESSIONAL, AND SIMILAR ORGANIZATIONS</b>																						
Business, Professional, Labor, Political Organization; Social or Civic Organization; Social Club or Lodge					S	S	S	S	S	S	S			A	A	A	A	A	A	A	A	Sec. 6.4.4
Religious Assembly		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
<b>UTILITIES AND WASTE-RELATED USES</b>																						
Utility Service, Major			S	S	S	S	S	S	S	C	C	C	C	C	C	C	C	C	C	C	C	Sec. 6.4.17
Utility Service, Minor	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Solar Farm		S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	Sec. 6.4.46
Waste-Related Uses																					S	
Septic Tank Installation, Cleaning, or Related Service																			S	S	S	
Solid Waste Disposal Facility (Public or Private)			C																		C	Sec. 6.4.51
<b>COMMERCIAL</b>																						
<b>ACCOMMODATIONS</b>																						



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																	Condition					
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC		RC	CC	RI	IN	
Short-Term Rental Property: Commercial Guest House (CGH)															C	C	C	C	C			Art. 6.8	
Hotel or Motel																S	S		C		C	Sec. 6.4.31	
RV (Recreational Vehicle) Park			S	S	S	S	S															Sec. 6.4.12	
Campground			S	S	S	S	S																
<b>ANIMAL SERVICES</b>																							
Stable, Commercial			C	C	C	C	C											C	A	A	A	Sec. 6.4.20	
Stable, Private			A	A	A	A	C	C	S									C	A	A	A	Sec. 6.4.20	
Kennel			C	C	C	C	S	S										S	A	A	A	Sec. 6.4.54	
Pet Store or Grooming Salon																	C	C	A	A	A	Sec. 6.4.32	
Small Animal Boarding			A	A	A	A	C	C	S									C	A	A	A	Sec. 6.4.32	
Veterinary Service			A	A	A	A	S	S								C	C	C	A	A	A	Sec. 6.4.32	
<b>FINANCIAL SERVICES</b>																							
Banks and Financial Services															C	C	C	C	C	A	A	A	Sec. 6.4.26
Short-Term Lender																			C		C	Sec. 6.4.28 Sec. 6.4.31	
<b>FOOD SERVICES AND DRINKING PLACES</b>																							
Bar or Lounge																	S	S	S	S	S	Sec. 6.4.15	
Catering Service				S	S	S	S	S	S	S	S	S			C	C	C	C	A	A	A	Sec. 6.4.34	
Restaurant, Fast Food																	C	C	C		C	Sec. 6.4.15 Sec. 6.4.31	
Restaurant, General																C	C	C	C	C	C	Sec. 6.4.15	
Sexually Oriented Business																					C	Sec. 6.4.18 Sec. 6.4.31	
<b>INFORMATION INDUSTRIES</b>																							
Communication Services; Data Processing Services; Publishing Industries																A	A	A	A	A	A		
Communications Tower			C	C	C	C									C	C	C	C	C	C	C	Sec. 6.4.5	



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																	Condition																										
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC		RC	CC	RI	IN																						
<b>OFFICES</b>																																												
Administrative or Business Office; Government Office; Professional Office																						C	C	C	C	C	A	A	A	Sec. 6.4.26														
<b>OTHER NONRESIDENTIAL DEVELOPMENT</b>																																												
Convention Center or Visitors Bureau																							S		S	S	A	C		C	Sec. 6.4.31													
Heavy Construction Services or General Contractor																											A	A	A															
Billboard																														C	Sec. 9.8.6													
Special Trade Contractor																												C	A	A	A	Sec. 6.4.36												
<b>PARKING, COMMERCIAL</b>																																												
Parking Lot																														C	A	C	A	A	A	A	Sec. 6.4.37							
Parking Garage																														A	A			C		C	Sec. 6.4.31							
<b>RENTAL AND LEASING SERVICES</b>																																												
Charter Boat or other Recreational Watercraft Rental Service					C	C	C																											A	A	A	A	Art. 5.2 Sec. 6.4.39						
Commercial or Industrial Machinery or Equipment, Construction Tools or Equipment, Heavy Duty Truck or Commercial Vehicle Rental or Leasing																																				A	A	A	A					
Consumer Goods Rental Center																																				C	C	A	A	A	Sec. 6.4.26			
Self-Service Storage																																				S	C	C	C	Sec. 6.4.16				
Vehicle Rental or Leasing																																					A	A	A	A				
<b>REPAIR AND MAINTENANCE SERVICES</b>																																												
Boat Yard					C	C	C	C	S																												C	C	C	C	Sec. 6.4.39 Art. 5.2			
Repair Service, Consumer																																						C	C	A	A	Sec. 6.4.40		
Repair Service, Commercial																																						S	S	A	A	A		
Vehicle and Boat Repair or Service																																							C	S	A	A	A	Sec. 6.4.22
<b>RETAIL SALES</b>																																												
Nonstore Retailer																																									A	A		



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																	Condition					
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC		RC	CC	RI	IN	
Fuel Heating Oil Dealer; Liquefied Petroleum Gas (Bottled Gas) Dealer																		C	C	C	C	Sec. 6.4.41	
Home Improvement Center																			A		A		
Food Sales																	C	C	A		A	Sec. 6.4.26	
Food Truck															A	A	A	A	A	A	A		
Liquor, Beer, or Wine Sales																	S	S	S		S		
Retail Sales or Services, General; Building Materials or Garden Equipment and Supplies Retailer																	C	C	A	S	A	Sec. 6.4.26	
Convenience Store																	S	S	A	A	A		
Duplicating or Quick Printing Service; Private Postal or Mailing Service															C	C	C	A	A	A	A	Sec. 6.4.26	
Pawn Shop																			A		A		
Warehouse Club or Superstore																			C		C	Sec. 6.4.31	
Service Station, Gasoline																	C	C	A	S	A	Sec. 6.4.45	
Truck Stop																			A	A	A		
Vehicle Sales																			A		A		
Heavy Duty Truck or Commercial Vehicle Dealer; Manufactured Home Dealer																		S	A	S	A		
Vehicle Parts, Accessories, or Tire Store																		S	A	A	A		
<b>RETAIL OR PERSONAL SERVICES</b>																							
Consumer Convenience Services																		C	C	A		A	Sec. 6.4.26
Hair, Nail, or Skin Care Services			C	C	C	C	C	C	C	C	C	C	C	A	A	A	A	A	A	A	A	Sec. 6.4.3	
Job Training or Placement Services														A	A	A	A	A	A	A	A		
Personal Improvement Services															C	C	C	C	A		A	Sec. 6.4.26	
Physical Fitness or Health Club																A	A	A	A		A		
Tattoo Facility																			S		C	Sec. 6.4.13	
Services to Buildings or Dwellings															C	C	C	C	A	A	A	Sec. 6.4.48	



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																		Condition				
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC	RC		CC	RI	IN	
Landscaping and Horticultural Services			C	C	C	C											S	C	A	A	A	Sec. 6.4.48	
<b>VEHICLE AND WATERCRAFT STORAGE</b>																							
Vehicle Storage																		S	A	A	A		
Impound Yard																					A		
Towing Facility																					A		
Boat Ramp			C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	S	C	Art. 5.2 Sec. 5.2.4	
Community Dock			S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S		S	Art. 5.2 Sec. 5.2.3	
Commercial Dock					S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	Art. 5.2 Sec. 5.2.6	
Marina						S	S	S	S	S				S	S	S	S	S	S	S	S	Art. 5.2 Sec. 5.2.5	
<b>WHOLESALE SALES</b>																							
Wholesale Sales																			A	A	A		
Clay or Related Products and Construction Material Wholesaler																		S	A	A	A		
Flower, Nursery Stock, or Florists' Supplies Wholesaler			A	A	A	A												S	A	A	A		
Petroleum Wholesaler																		S	A	A	A		
Pharmaceutical, Fertilizer and Pesticide Wholesaler																			S	S	S		
<b>INDUSTRIAL</b>																							
<b>INDUSTRIAL SERVICES</b>																							
Laundry, Dry Cleaning, or Carpet Cleaning Plant																					A	A	
Photo Finishing Laboratory																					A	A	
Research and Development Laboratory																					A	A	
Scrap and Salvage Service																					S	S	
<b>MANUFACTURING AND PRODUCTION, GENERAL</b>																							
Artisan and Craftsman				C	C	C	C								C	C	C	C	A	A	A	Sec. 6.4.43	
Manufacturing and Production																		C	C	A	A	Sec. 6.4.57	
Aircraft Manufacturing and Production, including Related Parts																						A	
Chemical Manufacturing and Production																					S	S	



Table 6.1-1 Use Table

A=Use Allowed By Right; C=Use Subject to Conditions; S=Special Exception Use (must also comply with applicable conditions); Blank cells indicated prohibited land uses

Land Uses	ZONING DISTRICTS																	Condition				
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI	RO	GO	NC		RC	CC	RI	IN
Clay or Related Products, Furniture, Cabinets, or Related Products, Toy or Artwork, or Wood Products Manufacturing and Production																		C	C	A	A	Sec. 6.4.57
Microbrewery and Distillery																			C	C	C	Sec. 6.4.33
Pulp Mill or Paper Mill; Rendering Plant																					S	
Slaughter House and Meat Packing																				S	S	
Stone or Shell Products Manufacturing and Production																			C	S	S	Sec. 6.4.57
<b>WAREHOUSE AND FREIGHT MOVEMENT</b>																						
Warehouse and Distribution Facility																				A	A	
Container Storage Facility																				C	C	Sec. 6.4.52
Freight Forwarding Facility																		C	C	C	Sec. 6.4.49	
Fuel Storage Facility																				A	A	
Grain Terminals and Elevators																				A	A	
Stockpiling of Sand, Gravel, or other Aggregate Materials																				A	A	
Storage or Manufacturing of Weapons or Ammunition																				S	S	
<b>OTHER USES</b>																						
<b>RECYCLING USES</b>																						
Recycling Center																				A	A	
Recycling Collection, Drop-Off			A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	Sec. 6.4.58
<b>RESOURCE EXTRACTION/MINING</b>																						
Resource Extraction/Mining			S	S	S	S	S	S												S	S	Sec. 6.4.14
<b>TRANSPORTATION</b>																						
Aviation			C	C	C	C														C	C	Sec. 6.4.56
Private Air Strip			C	C	C	C																Sec. 6.4.56
Railroad Facility																				A	A	
Sightseeing Transportation, Land or Water			S	S	S	S												A	A	A	A	Art. 5.2



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Land Uses	ZONING DISTRICTS														Condition							
	NR	OS	RM	AG-15	AG-10	AG-8	AGR	RR	S-3	R-4	UR	MHS	MHP	CI		RO	GO	NC	RC	CC	RI	IN
Taxi or Limousine Service																		S	A	A	A	
Urban Transit System														A		A	A		C	A	C	Sec. 6.4.31
Water Transportation					S	S	S											A	A	A	A	Art. 5.2

(Ord. No. 2239, 12/06/2022)

Effective on: 12/6/2022, as amended

## Mixed-Use Districts

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# ARTICLE 7

## Town of Seabrook Island Development Standards Ordinance





## Section 7.1 Purpose

**MU, Mixed-Use District.** This district is established for the purpose of offering a tool that permits a combination of residential and non-RESIDENTIAL USEs within a cohesive integrated DEVELOPMENT. A variety of housing types is encouraged at moderate densities, along with complementary office, RETAIL, and service uses in scale with the character of the district and surrounding area. Size limits are imposed to ensure that NONRESIDENTIAL USEs remain appropriate to the district intent.

## Section 7.2 Schedule of Uses

BUILDINGs or land shall not be used; and BUILDINGs shall not be erected, except for the following specified uses, unless otherwise provided for in this ordinance. Land and/or BUILDINGs in the districts indicated at the top of Table 7-2 may be used for the purposes denoted by the following abbreviations:

- A. **PERMITTED USE (P).** Land and/or BUILDINGs in this district may be used by right.
- B. **CONDITIONAL USE (C).** Land and/or BUILDINGs in this district may be used by right, provided the specific conditions related to that use, as found in Article 9 are met.
- C. **Specific Conditions.** Indicates the relevant section listing the requirements or conditions applicable to the CONDITIONAL USE which must be satisfied, in addition to the general criteria of Section 9.3.

Table 7-2 Schedule of Uses: Mixed Use District		
USE	MU	Specific Conditions
<b>ACCESSORY USEs</b>		
ACCESSORY USEs and STRUCTUREs	P	
Drive-in and drive-through facilities for automated teller machines, banks, pharmacies, and similar uses (not including DRIVE-THROUGH RESTAURANTs)	C	Section 9.4 B
Outdoor display areas for RETAIL ESTABLISHMENTs	C	Section 9.4 J
Outdoor seating at eating/drinking establishments	C	Section 9.4 K
Outdoor storage facilities	C	Section 9.4 L
<b>Agriculture and Conservation</b>		
Bulkhead and EROSION control devices	P	
Community gardens	P	
Open space preserves such as WETLANDs and wildlife habitat refuge areas	P	
<b>Entertainment, Hospitality, and Leisure</b>		
Boat docks, landings and launches	P	
Classroom and lecture facilities	P	
Establishments serving alcoholic beverages	C	Section 9.4 D
Fitness club/health spa	P	
Greenways, boardwalks, and non-motorized trails/pathways	P	
Gymnasium and indoor recreation facilities	P	
HOTELs	P	

MARINA	C	Section 9.4 H
Non-commercial community or neighborhood activity uses such as, park/playground, swimming pool, storage STRUCTUREs, and off-street parking	P	
OPEN AIR RECREATION uses	P	Section 9.4 I
RESTAURANTs (not including DRIVE-THROUGH facilities)	P	
<b>Office</b>		
Banks, savings & loans, and similar financial institutions	P	
Government offices	P	
Medical, dental or chiropractic office, including clinics and/or laboratory	P	
Offices, general and professional	P	
<b>Residential</b>		
DWELLINGS on upper floors above businesses	C	Section 9.4 C
HOME OCCUPATIONs	C	Section 9.4 F
SHORT-TERM RENTAL UNITs	C	Section 9.4 O
MULTI-FAMILY DWELLINGs	P	
SINGLE-FAMILY DWELLINGs	P	
TOWNHOMEs	P	
TWO-FAMILY DWELLINGs	P	
VACATION CLUB UNIT	C	Section 9.4 Q
<b>RETAIL</b>		
Establishments, not exceeding 5,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING	P	
Establishments larger than 5,000 square feet but not more than 10,000 square feet, selling goods at RETAIL within a fully enclosed BUILDING	C	Section 9.4 N
<b>Services</b>		
Government facilities, including storage and MAINTENANCE facilities	P	
PERSONAL SERVICEs	P	
Photographic studios	P	
PLACES OF PUBLIC WORSHIP	P	
UTILITY substation or subinstallation	C	Section 9.4 P
Wireless communication antennas or towers	C	Section 9.4 T
<b>Other</b>		
Similar Uses	C	Section 2.6 G

### Section 7.3 Spatial Requirements

- A. **Area and Density.** All LOTs and BUILDINGs shall meet the minimum area and width requirements of Table 7-3. New LOTs shall not be created, except in conformance with these requirements.

Zoning District	Size		Area Occupied by Non-RESIDENTIAL USES (%)		Min. Width (ft.)	Density (max. units/ NET Resid. ACRE)
	Project Area (acres) Minimum	Min. OPEN SPACE (%)	Minimum	Maximum		
<b>MU</b>	5	20	20	50	200	15

- B. **Density Bonus.** A residential density bonus over and above the density otherwise allowed in the mixed-use district may be approved by TOWN COUNCIL provided the applicant increases the percentage of the total project area dedicated for OPEN SPACE. This bonus may be granted only if specifically requested by the applicant. Such bonus shall consist of an additional one (1) unit per NET ACRE of allowable density for every additional five (5) percent of HIGH GROUND land area devoted to dedicated OPEN SPACE beyond the minimum requirement; provided, the maximum bonus shall not exceed an additional five (5) units per NET ACRE.
- C. **SETBACKS.** All STRUCTUREs and their placement on a LOT shall conform to the minimum dimensional requirements listed in Table 7-3a.

Zoning District	Maximum BUILDING HEIGHT (ft./stories)	Minimum Yard SETBACKs (ft.) <sup>21</sup>			
		Front		Side	Rear
		Parking	BUILDING		
<b>MU</b>	36	20	20	20	40

- D. **OPEN SPACE.** Dedicated OPEN SPACE shall be provided in accordance with the following standards:
1. A minimum 20 percent of the gross land area, as specified in Table 7-3, shall be dedicated OPEN SPACE.
  2. Dedicated OPEN SPACE shall be shown on the concept plan and preliminary PLAT, if applicable, and shall be labeled to specify that the land is to be dedicated for OPEN SPACE purposes. The OPEN SPACE land is to be permanently reserved for OPEN SPACE purposes. The applicant shall convey the dedicated OPEN SPACE as a condition of approval through any of the following means, as approved by the TOWN COUNCIL:
    - a. Deeded in perpetuity to the TOWN;
    - b. Reserved for common use or ownership of all property owners within the DEVELOPMENT by covenants in the deeds approved by the TOWN attorney. A copy of the proposed covenants shall be submitted with the application for final site plan approval;

<sup>21</sup> Setbacks apply to the perimeter boundary of the project area. Individual setbacks within the mixed-use development shall be determined during the development plan review process, based on the setback requirements for the zoning district corresponding with the proposed use.

- c. Deeded in perpetuity to a private, non-profit, tax-exempt organization legally constituted for conservation purposes under terms and conditions that ensure the perpetual protection and management of the property for conservation purposes. A copy of the proposed deed and relevant corporate documents of the land trust shall be submitted with the final site plan application;
  - d. Deeded to a property owner's association or REGIME within the DEVELOPMENT upon terms and conditions approved by the TOWN attorney that will ensure the continued use and management of the land for the intended purposes. If this option is selected, the formation and incorporation by the applicant of one or more appropriate property owners' associations or REGIMES shall be required prior to approval. A copy of the proposed property owner's deed and the by-laws and other relevant documents of the property owner's association or REGIME shall be submitted with the final site plan application. The following shall be required if OPEN SPACE is to be dedicated to a property owners' association or REGIME:
    - i. Covenants providing for mandatory membership in the association/REGIME and setting forth the owner's rights, interests, and privileges in the association and the common land, must be included in the deed for each LOT or unit;
    - ii. The property owners' association or REGIME shall have the responsibility of maintaining the OPEN SPACE and shall operate and maintain any recreational facilities which may be provided within the OPEN SPACE;
    - iii. The association or REGIME shall have the authority to levy charges against all property owners to defray the expenses connected with the operation and MAINTENANCE of OPEN SPACE and recreational facilities; and
    - iv. The applicant shall maintain control of dedicated OPEN SPACE and be responsible for its MAINTENANCE until DEVELOPMENT sufficient to support the association or REGIME has taken place.
3. OPEN SPACE to be dedicated to the TOWN shall have shape, dimension, character, location, and topography to ensure appropriate public access and usability, and to accomplish at least two (2) of the following OPEN SPACE purposes:
- a. natural resource conservation,
  - b. WETLAND and water course conservation,
  - c. selective forestry,
  - d. wildlife habitat,
  - e. recreation,
  - f. civic purposes, or
  - g. scenic preservation.

4. Dedicated OPEN SPACE features that are not dedicated to the TOWN may be open to the general public or restricted to the residents or property owners within the DEVELOPMENT.
5. Streets, sidewalks, PARKING LOTS and other IMPERVIOUS SURFACES shall be excluded from the calculation of required OPEN SPACE. However, lands occupied by bike paths, tennis courts, or similar common recreational amenities may be counted as dedicated OPEN SPACE; provided, such IMPERVIOUS SURFACES shall not constitute more than 10 percent of the total required OPEN SPACE.
6. Up to 50 percent of the dedicated OPEN SPACE requirement may be satisfied with land covered by water or by stormwater detention or retention basins if the TOWN determines that such a water body or basin constitutes an amenity that contributes to the character of the mixed-use DEVELOPMENT and offers an active or passive leisure experience.
7. At least 50 percent of the dedicated OPEN SPACE within a mixed-use DEVELOPMENT shall be usable for active and passive recreation including, but not limited to, walking, biking, playfields, picnicking, playgrounds, relaxation, and boating.
8. The dedicated OPEN SPACE shall not be included in SUBDIVISION LOTS designated for DEVELOPMENT or in LOT size calculations.
9. All approved OPEN SPACE shall be dedicated in accordance with the provisions of this section and as approved by TOWN COUNCIL prior to commencing any construction, regardless of whether or not the project will be completed in phases.

## **Section 7.4      Review Procedures**

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All requests for approval of a mixed-use zoning district shall be subject to the review and approval procedures of this section. Mixed-use zoning may be established on any property at the initiation of the TOWN or by rezoning application submitted by the property owner. If initiated by the TOWN, DEVELOPMENT of the property shall be subject to review and approval of concept and final DEVELOPMENT plans, in accordance with the applicable provisions of this section.

### **A. Approval Authority.**

1. The ZONING ADMINISTRATOR and PLANNING COMMISSION shall have review and recommendation authority for the concept plan.
2. The TOWN COUNCIL shall have final approval authority for the concept plan.
3. The ZONING ADMINISTRATOR shall have approval authority for a final plan/site-specific plan where no major changes to the approved concept plan, as defined in Article 14.8, are required.

### **B. Pre-application Review.**

1. All applicants seeking mixed-use zoning approval shall schedule a pre-application conference with the ZONING ADMINISTRATOR to discuss the proposed DEVELOPMENT prior to applying. The ZONING ADMINISTRATOR may include representatives from any

outside agency, department, entity, or consultant as he or she deems appropriate. At the pre-application conference, the ZONING ADMINISTRATOR shall review a proposed sketch plan.

2. At minimum, the sketch plan shall contain the following information:
  - a. Location map of the proposed site;
  - b. General description of proposed land uses, including approximate location and acreage; and
  - c. Proposed GROSS DENSITY of the DEVELOPMENT, type of dwellings proposed, proposed GROSS FLOOR AREA to be devoted to non-RESIDENTIAL USEs and activities and NET DENSITY of individual areas or parcels within the DEVELOPMENT.
3. A narrative description shall also accompany the sketch plan. The narrative shall describe how the proposed mixed-use zoning and uses relate to the goals and recommendations of the TOWN's COMPREHENSIVE PLAN. The narrative shall also describe any anticipated inconsistencies between the proposed DEVELOPMENT and the provisions of this article.
4. The ZONING ADMINISTRATOR shall review the sketch plan and narrative and advise the applicant regarding conformance or inconsistencies with the requirements of this article and any modifications that may be required to comply with the ordinance. Once the pre-application process is complete, if the applicant wishes to proceed with the zoning application, a concept plan of the entire mixed-use DEVELOPMENT shall be prepared and submitted with a formal application.

### C. **Concept Plan.**

1. Application requirements.
  - a. A complete application shall be filed on a form provided by the ZONING ADMINISTRATOR, along with the application fee, a concept plan meeting all requirements of this section, and any DEVELOPMENT conditions proposed by the applicant. Incomplete applications or concept plans shall be returned to the applicant without further processing.
  - b. Unless specifically modified by DEVELOPMENT conditions accepted by the TOWN COUNCIL, a mixed-use DEVELOPMENT shall comply with all regulations in effect at the time of rezoning approval.
  - c. The mixture of uses shall be limited to those specified in Table 7-2.
2. Concept plan requirements. At minimum, the concept plan shall contain the following information in schematic form, unless specifically waived by the ZONING ADMINISTRATOR:
  - a. A title, giving the names of the developers and property owners, the date, scale, and the PERSON or firm preparing the plan.

- b. A vicinity map and north arrow.
  - c. The location and size of the project site, including the total GROSS ACREAGE and total HIGH GROUND
  - d. The current zoning of the subject property and surrounding properties.
  - e. The landowners and general land use of adjoining properties.
  - f. Location of proposed uses assigned to sub-areas.
  - g. A tabulation of total DWELLING UNITS and gross residential densities and the GROSS FLOOR AREA to be devoted to non-RESIDENTIAL USEs and activities.
  - h. Location of existing FLOOD zones, CRITICAL AREAS, WATERBODIES, WETLANDS, and other riparian areas, and significant environmental features.
  - i. General layout of transportation routes including streets and major pedestrian ways.
  - j. The location of existing infrastructure (examples include roadways, sidewalks, and proximity of nearest water and/or sewer mains).
  - k. Conceptual location for any proposed public uses including schools, parks, fire, and medical emergency services, etc.
  - l. General areas to be designated for common OPEN SPACE.
  - m. Tree survey, if applicable, in accordance with Section 11.5 B.
  - n. A TRAFFIC IMPACT ANALYSIS shall be required. The analysis must be prepared by a professional transportation engineer with expertise in the preparation of TRAFFIC IMPACT ANALYSES and shall follow the requirements of Section 8.4.
  - o. A phasing plan, if applicable.
3. Review and approval.
- a. *Staff review.*
    - i. Upon receipt of a complete mixed-use DEVELOPMENT application, the ZONING ADMINISTRATOR shall distribute the application materials to the appropriate TOWN staff, as well as representatives from any outside agency, department, entity, or consultant as he or she deems appropriate.
    - ii. The ZONING ADMINISTRATOR shall prepare a staff report based on the comments provided by other reviewers. The report and recommendations shall be forwarded to the PLANNING COMMISSION for review and recommendation.
    - iii. The ZONING ADMINISTRATOR shall provide notice as required by Section 19.2 and schedule consideration of the mixed-use application on the next available

PLANNING COMMISSION agenda. The ZONING ADMINISTRATOR will then inform the applicant/agent when the request will appear on the PLANNING COMMISSION agenda for action on the application. The applicant or authorized representative must be present at the meeting or the matter will not be heard.

- b. *Optional joint work session.* The applicant may request a joint work session with the TOWN COUNCIL and PLANNING COMMISSION to provide an opportunity to present the application and respond to any initial questions that members may have regarding the proposed DEVELOPMENT.
  - i. If the request is granted, the ZONING ADMINISTRATOR shall schedule the joint work session and notify the applicant when the session will occur.
  - ii. No decision or final action may be taken at a joint work session.
- c. *PLANNING COMMISSION review and recommendation.*
  - i. The ZONING ADMINISTRATOR shall present the staff report to the PLANNING COMMISSION.
  - ii. After allowing time for presentation from the applicant and public comments, if any, the PLANNING COMMISSION shall consider the application for conformance with the requirements of this ordinance and the review criteria in Section 7.5.
  - iii. The PLANNING COMMISSION shall then make a recommendation to the TOWN COUNCIL to approve or deny the application.
- d. *TOWN COUNCIL hearing and final decision.*
  - i. The staff report and PLANNING COMMISSION recommendations shall be forwarded to the TOWN COUNCIL for review and final decision.
  - ii. The ZONING ADMINISTRATOR shall provide notice, as required by Section 19.2 C, for a public hearing and schedule the mixed-use application on the next available TOWN COUNCIL agenda.
  - iii. The ZONING ADMINISTRATOR shall present the staff report and PLANNING COMMISSION recommendation.
  - iv. After allowing time for presentation from the applicant and holding the required public hearing, the TOWN COUNCIL shall consider the application for conformance with the requirements of this ordinance and the review criteria in Section 7.5.
  - v. Following the rezoning procedures, as specified in Section 19.2, the TOWN COUNCIL shall approve, deny, or refer the application back to the PLANNING COMMISSION for further consideration.



4. DEVELOPMENT conditions. The applicant may offer conditions to be attached to the rezoning. Proposed conditions shall be submitted as part of the application and concept plan.
  - a. Conditions may be more restrictive than the requirements of this article but shall not alter the intent of the applicable mixed-use district nor permit uses not otherwise authorized by Table 7-2.
  - b. The conditions shall be described in writing.
  - c. The DEVELOPMENT conditions shall be binding upon the property, unless amended in conformance with the requirements of this section. Upon approval of the rezoning application, the approved DEVELOPMENT conditions shall be recorded in the Register of Deeds Office.
  - d. If phasing is proposed, the applicant shall provide a general breakdown showing the various phases and the estimated schedule of construction.

**D. Final Plan or Site-Specific Plan.**

1. Phasing. The mixed-use DEVELOPMENT may be completed in multiple phases. If the DEVELOPMENT is to be completed in a single phase, the applicant shall prepare and submit a final development plan. If the DEVELOPMENT is to be completed in more than one phase, the applicant shall prepare and submit a site-specific plan prior to construction of each phase of the project. In either case, the final plan/site-specific plan shall contain the elements required in Section 14.5 for final development plans and conform to the previously approved concept plan.
2. Timing. An application for approval of the final plan for the mixed-use DEVELOPMENT or a site-specific plan for the initial phase(s) shall be submitted to the ZONING ADMINISTRATOR within 12 months of the date of TOWN COUNCIL's approval of the concept plan and rezoning.
3. ZONING ADMINISTRATOR review and approval.
  - a. The ZONING ADMINISTRATOR shall distribute the final plan/site-specific plan application to the appropriate TOWN staff, as well as representatives from any outside agency, department, entity, or consultant as he or she deems appropriate.
  - b. Once the plan has been received and reviewed by the appropriate reviewers and the applicant has met all of the required elements of this ordinance, any other applicable regulations, and the approved concept plan and DEVELOPMENT conditions, the ZONING ADMINISTRATOR shall issue a final approval.
  - c. If the plan is inconsistent in any aspect with the approved concept plan, the ZONING ADMINISTRATOR shall follow the procedure specified in this section for amending an approved plan.

- E. Amendments**. Any and all amendments to the concept plan, development conditions and/or final/site-specific plans for the mixed-use shall be subject to the following review procedures:

1. The ZONING ADMINISTRATOR shall have the authority to approve:
  - a. Changes which result in a decrease in approved density or BUILDING size, either residential or non-residential.
  - b. Change in land use designation from MULTI-FAMILY, TWO-FAMILY, or TOWNHOME to SINGLE-FAMILY or a change from any other use to OPEN SPACE/passive recreation; provided, the minimum required proportion of non-RESIDENTIAL USEs shall be retained.
  - c. Change in infrastructure features (i.e., roads/access, sewer, water, storm drainage) internal to the mixed-use area which are clearly beneficial to the occupants of the mixed-use area and will have no impact on adjoining or off-site properties.
  - d. Movement of BUILDINGs within the same general vicinity as shown on the approved plan.
  - e. Internal rearrangement of a PARKING LOT that does not affect the number of PARKING SPACEs or alter access locations or design.
2. All other changes shall be considered as a new application and processed in accordance with the provisions of Section 7.4 C and D.

## **Section 7.5            Development Review Criteria**

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Applications for mixed-use DEVELOPMENT shall only be approved upon a finding of compliance with the following criteria:

- A. **Rezoning Criteria.** The criteria of Article 19.3 B for rezonings shall be satisfied.
- B. **Development Plan Standards.** The standards of Section 14.6 for development plans shall be satisfied.
- C. **Consistency with COMPREHENSIVE PLAN.** All mixed-use DEVELOPMENT shall be designed, constructed, and maintained in conformance with the applicable guidelines and standards established by the TOWN's COMPREHENSIVE PLAN.
- D. **Integration with Transportation System.** Mixed-use DEVELOPMENTs shall be designed to integrate into the adjacent transportation system relative to:
  1. Pedestrian connections to ensure accessibility to current or future DEVELOPMENT, if applicable;
  2. Connectivity to existing and future roadways, sidewalks, and pathways;
  3. Complete streets roadway design that accommodates vehicular, pedestrian, and bicycle transportation modes;
  4. Strategic locations of PARKING LOTs and STRUCTUREs to facilitate shared parking; and

5. Access management to provide internal connections between uses and minimize individual driveway access to perimeter roads.
- E. **Impact on Infrastructure.** The DEVELOPMENT is staged in a manner that allows for and facilitates the timely provision of public utilities, facilities, and services.
  - F. **Compatibility of Uses and STRUCTURES.** The mixed-use DEVELOPMENT is planned so land uses and densities create an appropriate transition to existing or planned uses and densities on adjoining properties.
  - G. **DEVELOPMENT Balance.** If constructed in phases, each phase shall include a mixture of residential types and/or residential and non-RESIDENTIAL USEs to ensure that each phase contributes to the mixed-use concept.
  - H. **General Site Design:** The following characteristics shall be incorporated into the mixed-use DEVELOPMENT:
    1. Pedestrian accessibility/concentration of DEVELOPMENT (critical mass) in a compact, walkable area.
      - a. Uses are concentrated to promote convenient pedestrian access.
      - b. Pedestrian circulation is clearly defined and connects all uses.
      - c. Bicycle and pedestrian access are provided to adjacent DEVELOPMENTs.
      - d. Sidewalks are provided on each side of rights-of-way or PRIVATE STREETs throughout the DEVELOPMENT.
      - e. Strip commercial DEVELOPMENT characterized by single story uncoordinated, unconnected BUILDINGs with large street FRONTAGE PARKING LOTs is specifically prohibited. Strip malls with uncoordinated, unconnected out-parcels are prohibited. All STRUCTUREs are fully integrated into the mixed-use project through common design themes (including, but not limited to, lighting, benches, landscaping, other decorative features but not necessarily BUILDING design), integration with a variety of uses, nonlinear arrangement, common spaces, pedestrian walkways, vehicular access connections, and other features.
    2. Plazas, courtyards, and other common areas are provided for public gathering and interaction. Amenities, such as benches, planters, lighting, fountains, art, and landscaping that further the design theme of the project and encourage interaction shall be provided.
    3. Mixed-use projects require special attention to BUILDING design because of the relationship of land uses in close proximity. Functional integration of residential and commercial uses shall be considered during design of mixed-use projects. The following standards are intended to guide DEVELOPMENT of mixed-use projects:
      - a. The mixed-use DEVELOPMENT shall be designed and developed to provide an appropriate interrelationship between the various uses and STRUCTUREs within the

DEVELOPMENT through the use of complementary materials, unified streetscape treatment, BUFFERing, connectivity for vehicular and pedestrian movement, BUILDING orientation, parking location and height transition.

- b. Residential and commercial uses may be located within the same or adjoining STRUCTUREs, provided applicable health and safety regulations are followed.
  - c. STRUCTUREs shall provide architectural relief and interest, with emphasis at BUILDING entrances and along sidewalks, to promote and enhance a comfortable pedestrian scale and orientation. STRUCTUREs shall have consistent scale and massing to create a unified project. Compatibility with the immediate context is required. However, gradual transitions in scale and massing are permitted.
    - i. Blank walls shall be avoided by including ground floor windows, recesses, extensions and breaks in roof elevation.
    - ii. Design shall provide differentiation between ground level spaces and upper stories. For example, bays or balconies for upper levels, and awnings, canopies, or other similar treatments for lower levels can provide differentiation. Variation in BUILDING materials, trim, paint, ornamentation, windows, or other features such as public art, may also be used.
    - iii. Design shall ensure privacy in residential sectors through effective window placement, soundproofing, landscape screening, or orientation of outdoor living areas (e.g., balconies, PORCHes, and PATIOs). Opposite facing windows at close distances should be offset vertically or horizontally or employ appropriate materials (e.g., glazed or tinted) to protect privacy.
4. Residential uses and diversity of housing types may be required.
- a. Subject to approval by TOWN COUNCIL, a mixed use development may be required to incorporate one or more types of residential uses (SINGLE-FAMILY, MULTI-FAMILY, TOWNHOME, cluster, or TWO-FAMILY) at densities not to exceed those permitted within the MU district, where recommended by the PLANNING COMMISSION to comply with the recommendations of the TOWN's COMPREHENSIVE PLAN.
  - b. Where incorporated into the mixed-use DEVELOPMENT, SINGLE-FAMILY LOT sizes shall be varied to provide a mixture of LOT sizes.
  - c. Minimum LIVABLE FLOOR AREA requirement for SINGLE-FAMILY detached units shall be 850 sq. ft. All other residential types shall adhere to area per number of bedrooms, as listed in the Residential District Table 5-3c.
5. Permitted flexibility in LOT sizes, SETBACKs, street widths and landscaping shall result in a more livable DEVELOPMENT, preservation of natural features, and creation of OPEN SPACE consistent with the policies of the COMPREHENSIVE PLAN and this ordinance.

## **Section 7.6            Timing**

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Approval of the final plan or site-specific plan shall be vested in accordance with the provisions of Section 1.6 B. of this ordinance.

## **Section 7.7            Site Development Regulations**

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- A. In addition to the requirements of this article, all DEVELOPMENT in the Mixed-Use District shall meet the applicable requirements as listed elsewhere in this ordinance:
- B. General Provisions - Article 2
- C. CONDITIONAL USE Requirements - Article 9
- D. Environmental Performance Standards - Article 10
- E. Trees, Landscaping and BUFFERing - Article 11
- F. Parking and Loading - Article 12
- G. Signs - Article 13
- H. Site Plan Review - Article 14

January 25, 2023

Seabrook Island Utility Commission  
2902 A Seabrook Island Road  
Johns Island, SC 29455

**RE: *Andell Marina Mixed Use Development  
Projected Sanitary Sewer Average Daily Flows***

To Whom It May Concern,

On behalf of our Client, Bohicket Creek Investors, LLC, we have calculated the projected average daily sanitary sewer flows for the Andell Marina Mixed Use project that is depicted in the attached site plan prepared by Synchronicity. The projected flows are based upon the South Carolina Department of Health and Environmental Control (SCDHEC) Regulation 61-17, Appendix A unit contributory loading guidance.

Based on that guidance, we have determined that the facility will have a projected average daily sanitary sewer flow of 11,000 gallons per day which equates to approximately 37 Equivalent Residential Units (ERUs). I have attached the spreadsheet that outlines the calculation backup and assumptions.

Please don't hesitate to reach out should you have any questions.

Sincerely,

Kimley-Horn and Associates, Inc.



Casey Warfield, P.E.  
Project Manager / Engineer of Record  
[Casey.Warfield@Kimley-Horn.com](mailto:Casey.Warfield@Kimley-Horn.com)

Attachments:

- Sanitary Sewer Demand Calculations
- Site Plan



## OUTSIDE AGENCY STATUS

**SCDHEC-OCRM** – As per the included parcel Surveys (Sealed & dated February 2021), the Critical Lines along Bohicket Creek and Kiawah River Marsh were recently established and confirmed by SCDHEC-OCRM. Continued coordination with SCDHEC-OCRM will be required as development proceeds.

To note, per the included Surveys, the Critical Line Buffers were calculated based off of the current Charleston County AGR – Agricultural Residential standards. Once annexed, these Buffers will adhere to Town of Seabrook Island standards, which differ in dimension.

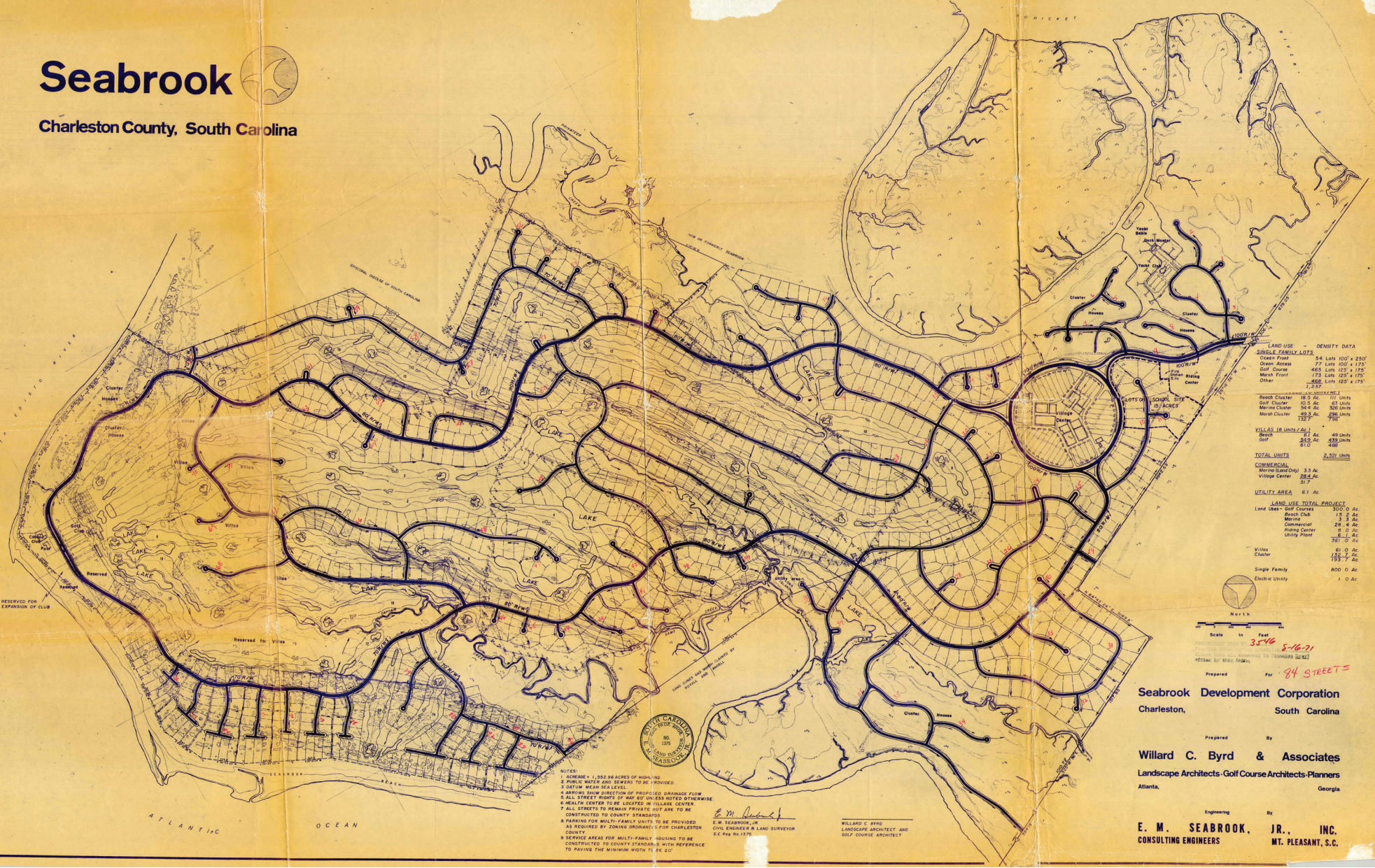
**SCDOT** – As per the included Appendix exhibit, a full Traffic Impact Assessment has been completed. It is currently pending SCDOT final approval. Continued coordination with the SCDOT will be required to facilitate the encroachment permit regarding access along Betsy Kerrison Parkway.



# Seabrook



Charleston County, South Carolina



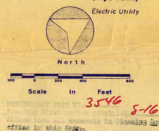
LAND USE - DENSITY DATA

Category	Units
<b>SINGLE FAMILY LOTS</b>	
Green Front	24 Lots 100' x 250'
Green Access	77 Lots 100' x 175'
Golf Course	465 Lots 125' x 175'
Marsh Front	173 Lots 125' x 175'
Other	286 Lots 125' x 175'
	1,237
<b>CLUSTER HOUSING</b>	
Beach Cluster	18.3 Ac. 111 Units
Hill Cluster	10.3 Ac. 63 Units
Marina Cluster	54.4 Ac. 306 Units
Marsh Cluster	29.3 Ac. 286 Units
	132.3 Ac. 766
<b>VILLAGES (8 Units/Ac.)</b>	
Beach	2.1 Ac. 49 Units
Hill	2.1 Ac. 49 Units
Marsh	6.1 Ac. 258 Units
	10.3 Ac. 416 Units
<b>TOTAL UNITS</b>	2,521 Units
<b>COMMERCIAL</b>	
Marina Landings	33 Ac.
Village Center	28.2 Ac.
	61.2 Ac.
<b>UTILITY AREA</b>	6.1 Ac.
<b>LAND USE TOTAL PROJECT</b>	
Lane Uses - Golf Courses	300.0 Ac.
Beach Club	1.2 Ac.
Marina	3.3 Ac.
Commercial	28.4 Ac.
Village Center	8.1 Ac.
Utility Plant	5.7 Ac.
	346.7 Ac.
Village Cluster	61.0 Ac.
Single Family	800.0 Ac.
Electric Utility	1.0 Ac.

NOTES:  
 1. APPROX. 1,500.0 ACRES OF HOUSING  
 2. PUBLIC WATER AND SEWERAGE TO BE PROVIDED.  
 3. DRAINAGE BEHIND SEA LEVEL.  
 4. ARROWS SHOW DIRECTION OF PROPOSED DRAINAGE FLOW  
 5. ALL STREET RIGHTS OF WAY 80' UNLESS NOTED OTHERWISE  
 6. HEALTH CENTER TO BE LOCATED IN VILLAGE CENTER  
 7. ALL STREETS TO REMAIN PRIVATE, NOT ARE TO BE CONSTRUCTED TO COUNTY STANDARDS  
 8. PARKING FOR MULTI-FAMILY UNITS TO BE PROVIDED AS REQUIRED BY ZONING ORDINANCES FOR CHARLESTON COUNTY  
 9. SERVICE AREAS FOR MULTI-FAMILY HOUSING TO BE CONSTRUCTED TO COUNTY STANDARDS WITH REFERENCE TO PAVING THE MINIMUM WIDTH 14' BE 20'

E. M. SEABROOK, JR.  
 CIVIL ENGINEER & LAND SURVEYOR  
 S.C. REG. NO. 1375

WILLARD C. BYRD  
 LANDSCAPE ARCHITECT AND  
 GOLF COURSE ARCHITECT



Seabrook Development Corporation  
 Charleston, South Carolina

Prepared By  
**Willard C. Byrd & Associates**  
 Landscape Architects-Golf Course Architects-Planners  
 Atlanta, Georgia

Engineering By  
**E. M. SEABROOK, JR., INC.**  
 CONSULTING ENGINEERS  
 MT. PLEASANT, S.C.

Prepared For **84 STREETS**