

Post & Courier

CHARLESTON COUNTY COUNCIL PUBLIC HEARING **Thursday, November 10, 2022 at 6:30 PM**

Charleston County Council will hold a public hearing on the matter listed below beginning at 6:30 p.m., Thursday, November 10, 2022, in Council Chambers (second floor of the Lonnie Hamilton, III, Public Services Building, located at: 4045 Bridge View Drive, North Charleston, SC 29405. Packet information can be found online at: <https://www.charlestoncounty.org/departments/zoning-planning/>. The meeting will be livestreamed at: <https://www.charlestoncounty.org/departments/county-council/cctv.php>. Public comments may be made in person or written public comments may be emailed to CCPC@charlestoncounty.org or mailed to the address listed above by noon on Thursday, November 10, 2022. Contact the Zoning and Planning Department at (843)202-7200 or CCPC@charlestoncounty.org for additional information.

- a. Request to rezone TMS # 205-00-00-365, 830 Kiawah Island Parkway, from the Low Density Residential (R-4) Zoning District to the Andell West Commercial Planned Development (PD-185).

This Public Notice is in accordance with Section 6-29-760 of the Code of Laws of South Carolina.

Kristen L. Salisbury
Clerk of Council

ZREZ-08-22-00140: Case History

Planning Commission: October 10, 2022
Public Hearing: November 10, 2022
Planning and Public Works Committee: March 16, 2023
First Reading: March 21, 2023
Second Reading: April 4, 2023
Third Reading: April 25, 2023

CASE INFORMATION

Applicant: Christopher Corrada

Owner: Andell West, LLC

Location: 830 Kiawah Island Parkway

Parcel Identification: 205-00-00-365

Application: Request to rezone TMS 205-00-00-365, 830 Kiawah Island Parkway, from the Low Density Residential (R-4) Zoning District to the Andell West Commercial Planned Development, PD-185.

Council District: 9 (Honeycutt)

Property Size: 21.6 acres

Overview of Requested PD Guidelines:

- Comparison of Land Uses and Density/Intensity and Dimensional Standards:

	PD-185	R-4	CC
Allowed Land Uses Include	-Residential Uses Not Permitted -Retail Sales or Services, General; Food Sales -Building Materials or Garden Equipment and Supplies Retailer -Medical Office -Special Events -Kennel; Veterinary Services -Convention Center or Visitors Bureau -Bar or Lounge -Restaurant, Fast Food; Restaurant, General -Heavy Construction Services or General Contractor -Vehicle Rental or Leasing -Liquor, Beer or Wine Sales -Convenience Store -Gasoline Service Station	-Allows for 4 Dwelling Units per acre -Community Garden -Horticultural Production (C) -Group Home -Duplex, Triplex, and Fourplex (S) -School, Primary & Secondary -Manufactured Housing Unit (C) -Limited Home Rental Short Term Rental (C) -Extended Home Rental Short-Term Rental (S) -Community Recreation -Library or Archive -Golf Course or Country Club (C) -Pre-School or Educational Nursery (S) -Hair, Nail, or Skin Care Services (C)	-Allows for 16 Principal Dwelling Units per Acre -Multi-Family (C) -Duplex, Triplex, Fourplex and Single Family Attached (C) -Affordable and Workforce Dwelling Unit (C) -School, Primary Secondary -Pre-School -Hospital -Outpatient and Rehabilitation Facilities -Kennel and Veterinary Services -Restaurant, Fast Food (C) -Restaurant General (C) -Heavy Construction Services or General Contractor -Commercial or Industrial Machinery or Equipment,

	-Administration or Business Office -Vehicle Rental or Leasing -Hair, Skin or Nail Care Services -Vehicle Parts, Accessories, or Tire Store -Microbrewery and Distillery	-Recycling Collection, Drop-Off -Catering Service (S) -Community Residential Care Facility (S) -Business, Professional, Labor, Political Organization; Social or Civic Organization; Social Club or Lodge (S)	Construction Tools, Heavy Duty Vehicle Leasing or Rental -Truck Stop -Gas Station -Vehicle Sales -Landscaping and Horticultural Services -Vehicle Storage
Maximum Density	No Residential Uses	4 dwelling units per acre	16 dwelling units per acre
Minimum Lot Area	4,000 square feet	5,000 square feet w/ public water and sewer 10,000 square feet w/ public water and sewer 14,500 square feet without public water and sewer	4,000 square feet
Minimum Lot Width	15 feet	50 feet	15 feet
Kiawah Island Parkway Frontage Setback	100 feet		
Front/Internal Setback	None	20 feet	Minimum Setbacks shall be the vegetated buffers as required in Chapter 9, Development Standards, of the ZLDR.
Interior Side Setback	None	5 feet	
Rear Setback	None	10 feet	
Maximum Building Cover	40% of lot	30% of lot	35% of lot
Maximum Height	55 feet or 3.5 Stories	35 feet	55 feet/3.5 Stories, whichever is less.

- Open Space to make up 20% of the development.
- A required 100' type J vegetative buffer along the Kiawah Island Parkway.
- A required 10' buffer along all adjacent R-4 properties; no internal buffers required.
- A pedestrian and bike path circulation plan.
- Vehicle connection(s) to the existing Freshfields development.
- A traffic study was performed and recommended:
 - One left hand turn lane onto Kiawah Island Parkway and one right hand turn lane onto Kiawah Island Parkway.
 - Monitor the intersection of Kiawah Island Parkway and access into the development for traffic signal warrants and install a traffic signal if and when warranted.

Zoning History: In 1999, the subject property was zoned Agriculture General (AG) Zoning District, and with the adoption of the Zoning and Land Development Regulations Ordinance in 2001, was zoned Low Density Suburban (RSL). The RSL Zoning District was renamed Low Density Residential (R-4) Zoning District in 2006. Prior to this request, in June of 2022, the applicant requested a rezoning to the Community Commercial (CC) zoning district; however, at the Planning Commission meeting, the applicant requested deferral. On June 23, 2022, the applicant withdrew the application in order to submit a planned development application. A workshop with the public and the Planning Commission was held on July 11, 2022, where much of the sentiment was more positive than that heard from the previous request to CC. After working

further with staff and residents, the applicant now presents this Planned Development application.

Adjacent Zoning: The subject property is currently undeveloped. Properties to the North, East, and South are zoned Low Density Residential (R-4) and are currently undeveloped. Properties to the West are within the Town of Kiawah Island, zoned Planned Development, and contain the Freshfields Village development.

Municipalities Notified/Response: The City of Charleston, Town of James Island, Town of Kiawah Island, City of North Charleston, and Town of Seabrook Island were notified of the request. All responses are included in this packet.

APPROVAL CRITERIA

Pursuant to ZLDR Section 4.25.8.J, Approval Criteria: "Applications for Planned Developments may be approved only if County Council determines that the following criteria are met:"

- A. The PD Development Plan complies with the standards contained in this Article;

Staff Response: The development is consistent with the standards of the Planned Development Zoning District article. Therefore, this criterion is met.

- B. The development is consistent with the intent of the *Comprehensive Plan* and other adopted policy documents; and

Staff Response: The subject parcel is recommended for the Urban/Suburban Mixed Use Future Land Category in the Comprehensive Plan, which is described as encouraging "compatible mixed-use development and a general land use pattern that includes a variety of housing types, retail, service, employment, civic, and compatible industrial uses, as well as public and open spaces and linkages to public transit in a walkable environment." The subject property is located within the Urban Growth Boundary next to Freshfields Village, where the current uses include, but are not limited to: professional offices; restaurants; retail sales; financial services; hair, nail and skin care services; a gasoline service station; and a hotel. Due to the wide variety of existing and allowed commercial and residential uses in the immediate area, this request is consistent with the Comprehensive Plan recommendation and the stated purposes of the ZLDR.

- C. The County and other agencies will be able to provide necessary public services, facilities, and programs to serve the development proposed, at the time the property is developed.

Staff Response: By providing the required Letters of Coordination from service and utility providers, including Fire and EMS, water and sewer, and the County Public Works Department, the applicant has demonstrated that all applicable agencies will be able to provide the necessary services, facilities, and programs to serve the proposed development.

STAFF RECOMMENDATION:

Because one or more of the approval criteria are met, Staff recommends approval with the following conditions:

- Sec. 5, Uses
 - Rename section "Uses and Development Standards."
 - Change the sentence leading into the list of uses to state "The following uses will be allowed by right (each use is as defined in the current edition of the Charleston County ZLDR)."
 - Remove "Restaurant, Fast Food" from the list of allowed uses.
- Sec. 8, Impact Assessment/Public Facilities and Services:
 - Provide updated letters of coordination as part of the Site Plan Review application; all

Letters of Coordination must be dated within six months of the formal submittal.

- Sec. 10, Development Schedule
 - Delete the word “and” from the first sentence (“The Developer intends to complete **and** grading activities...”).
- Sec. 14, Compliance with the ZLDR
 - Subsection A: Change to state “Standards not specifically addressed within or adjusted by this Planned Development Plan shall comply with the **CC Zoning District requirements of the** Charleston County Zoning and Land Development Regulations Ordinance in effect at the time of subsequent development application submittal.”
 - Subsection C: Remove the last sentence and list of minor changes.
 - Subsection D: Change reference to Section 4.23.9 to reference 4.25.8.J, Planned Development Procedure; Approval Criteria.
- Sec. 17, Dimensional Standards
 - Remove this section and rename section 5 Uses and Development Standards, as stated above.
 - Renumber the sections that follow accordingly and update any references to them as applicable.
- Sec. 25, Parking
 - Delete the first sentence and replace with a statement that parking shall comply with Article 9.3 of the ZLDR with exception and list as exceptions the allowances for parking in the front and rear of buildings and the loading area facing the adjacent R4 property to be screened by the retention pond and associated landscaping.
- Sec. 29, Building Development Standards
 - Remove this section and renumber the rest of the sections (and all applicable references).
- Sec. 30, Lighting
 - Change the first sentence to reference compliance with ZLDR Section 9.5.3.C, Site Lighting Standards.
 - Remove the reference to “Night Sky Compliance” or include the specific lighting standards that apply to be considered “Night Sky” compliant (for staff administration purposes).
- Sec. 31, Buffers and Landscaping
 - Change the last sentence to read “This list is not exclusive.”
- Sec. 32, Sidewalk and Bike Path
 - Include the following statement: “Sidewalks shall comply with the requirements of Chapter 9, Development Standards, of the ZLDR.”
- Sec. 33, Conceptual Site Plan
 - Delete the following text from this section: “This site plan is subject to change in the discretion of the owner based on design and engineering considerations, market demands, tenant requirements, and other factors. Such changes shall not be considered a major modification to the Planned Development. Building design and square footage may vary but will not increase above the total approved square footage” (this is covered by the earlier reference in the PD to ZLDR Section 4.25.10, Variances and Other Modifications to Approved PD Development Plans).
- Label all conceptual plans as “Exhibit A,” “Exhibit B,” etc.

PLANNING COMMISSION MEETING: October 10, 2022

Recommendation: The vote was tied (4-4) resulting in a recommendation for disapproval.

Speakers: Two people spoke in support of the request; Three people spoke in opposition to the request.

Public input: Two letters in support have been received;

Four letters in support with staff's recommendations have been received, one of which disagreed with the

recommendation to remove Fast Food restaurants, but agreed with all other recommendations;

Four letters in opposition have been received;

Six letters expressing general concerns with traffic, connections with Freshfields Village, confusion regarding the reference to the CC Zoning District, and the Fast-Food Restaurant use inclusion

Notifications: 280 notification letters were sent to individuals on the Johns Island and Kiawah/Seabrook Interested Parties Lists, as well as property owners within 300 feet of the subject parcel on September 23, 2022. Additionally, this request was noticed in the *Post & Courier* on September 23, 2022.

PUBLIC HEARING: November 10, 2022

Speakers: Three individuals and Trenholm Walker, a representative for the applicant spoke in support of the request. Two individuals spoke in opposition to the request and three individuals requested Council defer the request so the applicant could work with the owner of Freshfields Village on integrating access.

Public input: Two letters in support have been received. Five letters in opposition have been received. One letter expressing opposition to a traffic light at Kiawah and Maybank Highway, not indicating support or opposition to the request, has been received.

Notifications: 280 notification letters were sent to individuals on the Johns Island and Kiawah/Seabrook Interested Parties Lists, as well as property owners within 300 feet of the subject parcel on October 21, 2022. Additionally, this request was noticed in the *Post & Courier* on October 21, 2022.

DEFERRAL REQUEST: November 11, 2022

The applicant sent a written request to the County Council Chair to defer consideration of the Andell West Planned Development application by the Planning/Public Works Committee and County Council's First Reading of the application until the January 12, 2023 Council meeting. The Chair of County Council approved the applicant's request to postpone the Andell West PD from the November 17th Planning/Public Works Committee meeting to the January 12th Planning/Public Works Committee meeting.

DEFERRAL REQUEST: December 27, 2022

The applicant sent a written request to the County Council Chair to defer consideration of the Andell West Planned Development application by the Planning/Public Works Committee and County Council's First Reading of the application until the March 16th, 2023 Council meeting. The Chair of County Council approved the applicant's request to postpone the Andell West PD from the January 12th, 2023 Planning/Public Works Committee meeting to the March 16th, 2023 Planning/Public Works Committee meeting.

PLANNING AND PUBLIC WORKS COMMITTEE: March 16, 2023



Charleston County Zoning Map Amendment Request

Planning and Public Works Committee: March 16, 2023

First Reading: March 21, 2023

Second Reading: April 4, 2023

Third Reading: April 25, 2023

ZREZ-08-22-00140

Request to rezone TMS 205-00-00-365, 830 Kiawah Island Parkway, from the Low Density Residential (R-4) Zoning District to the Andell West Commercial Planned Development, PD-185

- Johns Island Area: 830 Kiawah Island Parkway
- Parcel I.D.: 205-00-00-365
- Owner: Andell West, LLC
- Applicant: Christopher Corrada
- Property Size: 21.6 acres
- Council District: 9 (Honeycutt)

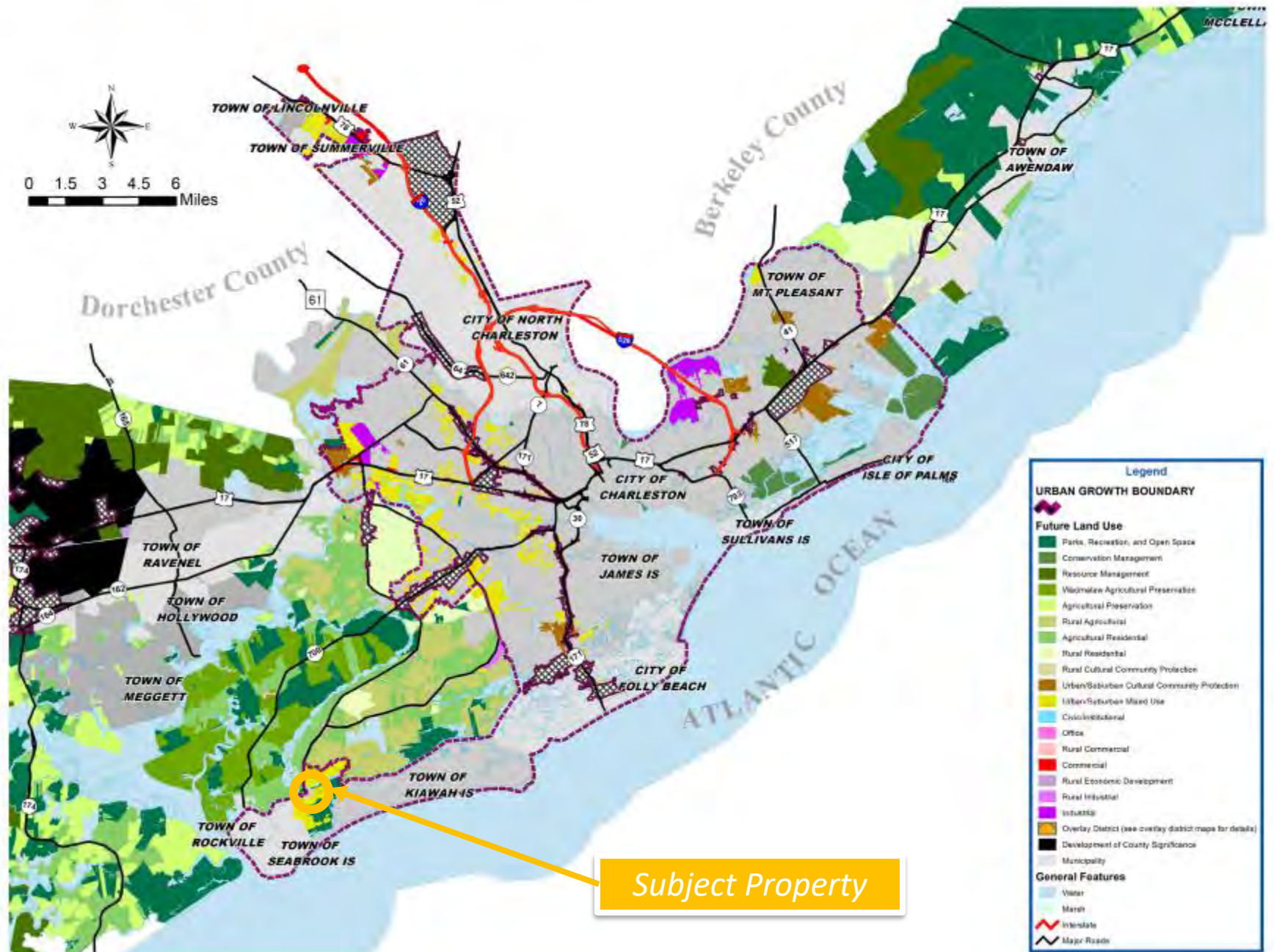
Zoning History

- In 1999, the subject property was zoned Agriculture General (AG) Zoning District, and with the adoption of the Zoning and Land Development Regulations Ordinance in 2001, was zoned Low Density Suburban (RSL).
- The RSL Zoning District was renamed Low Density Residential (R-4) Zoning District in 2006.
- Prior to this request, in June of 2022, the applicant requested a rezoning to Community Commercial (CC) zoning district; however, at the Planning Commission meeting, the applicant requested deferral.
- A workshop with the public and the Planning Commission was held on July 11, 2022, where much of the sentiment was more positive than that heard from the previous request to CC. After working further with staff and residents, the applicant now presents this Planned Development application.

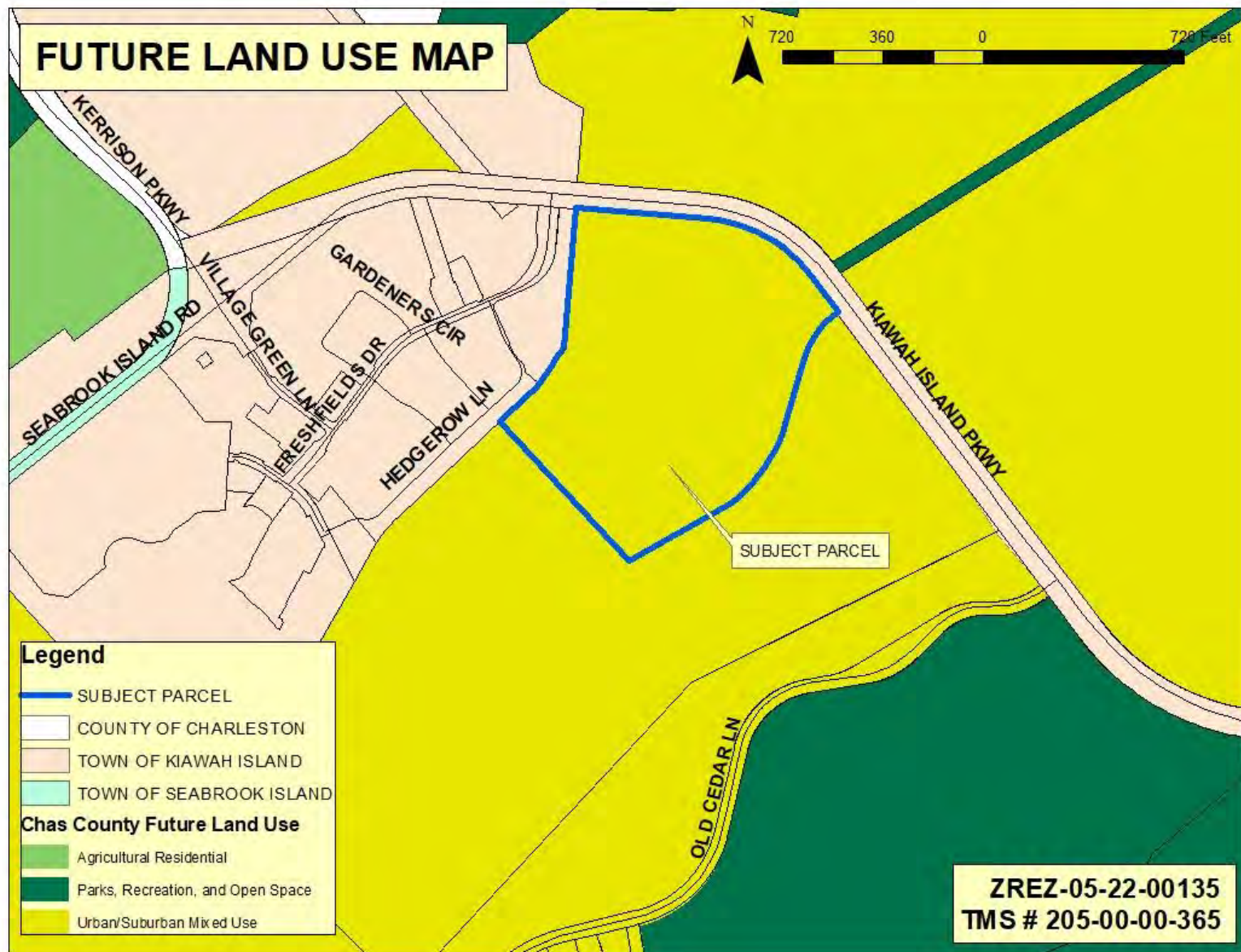
Zoning History

- After the November 10th 2022 Public Hearing, the applicant requested to defer the request for two months to the January 12th, 2023 Planning and Public Works Committee Meeting to give them time to assess community concerns.
- On December 27th, 2022 the applicant requested another deferral to the March 16th Planning Public Works Committee Meeting to continue working with the community and addressing concerns.

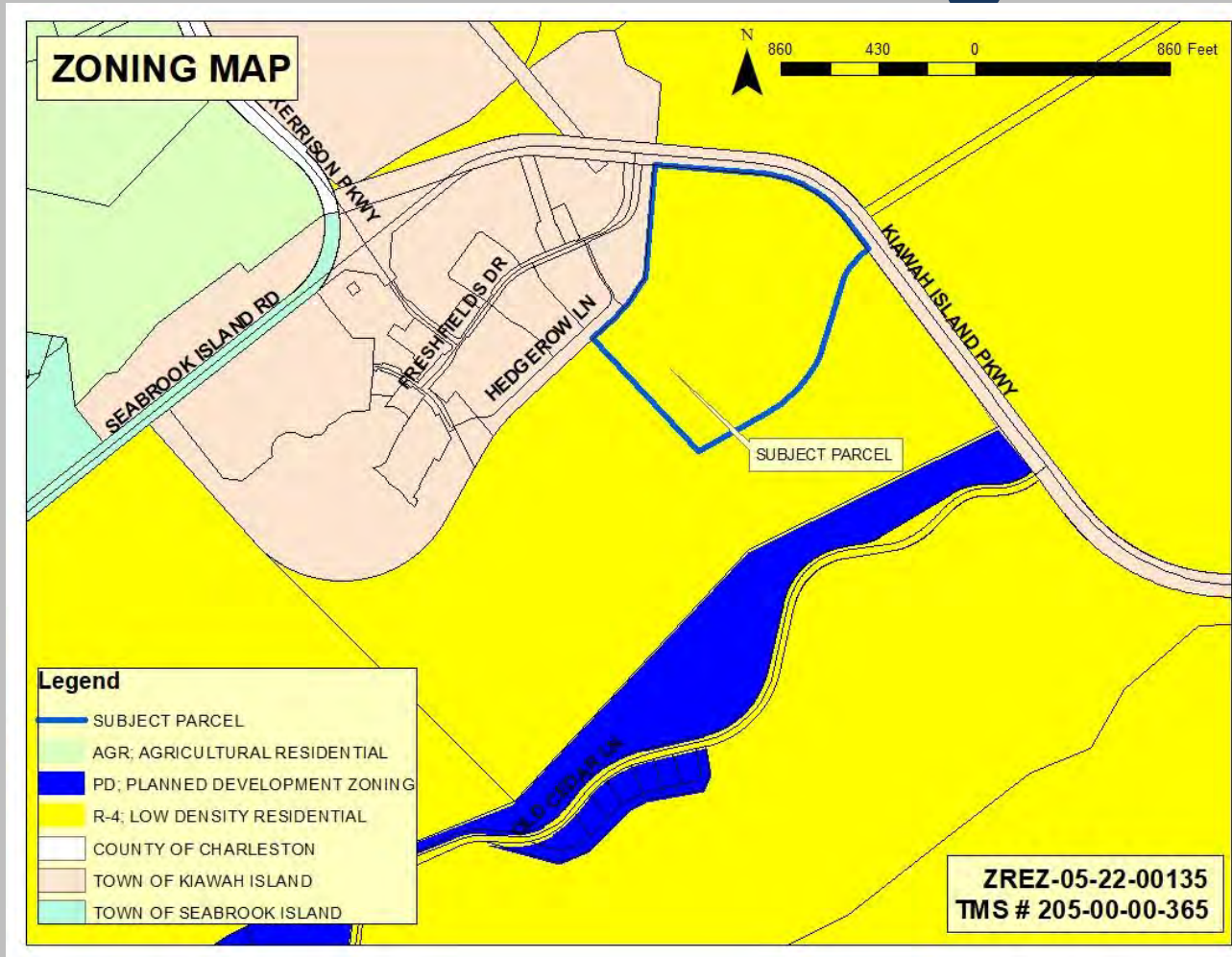
MAP 3.1.5: URBAN/SUBURBAN FUTURE LAND USE DETAIL



Future Land Use

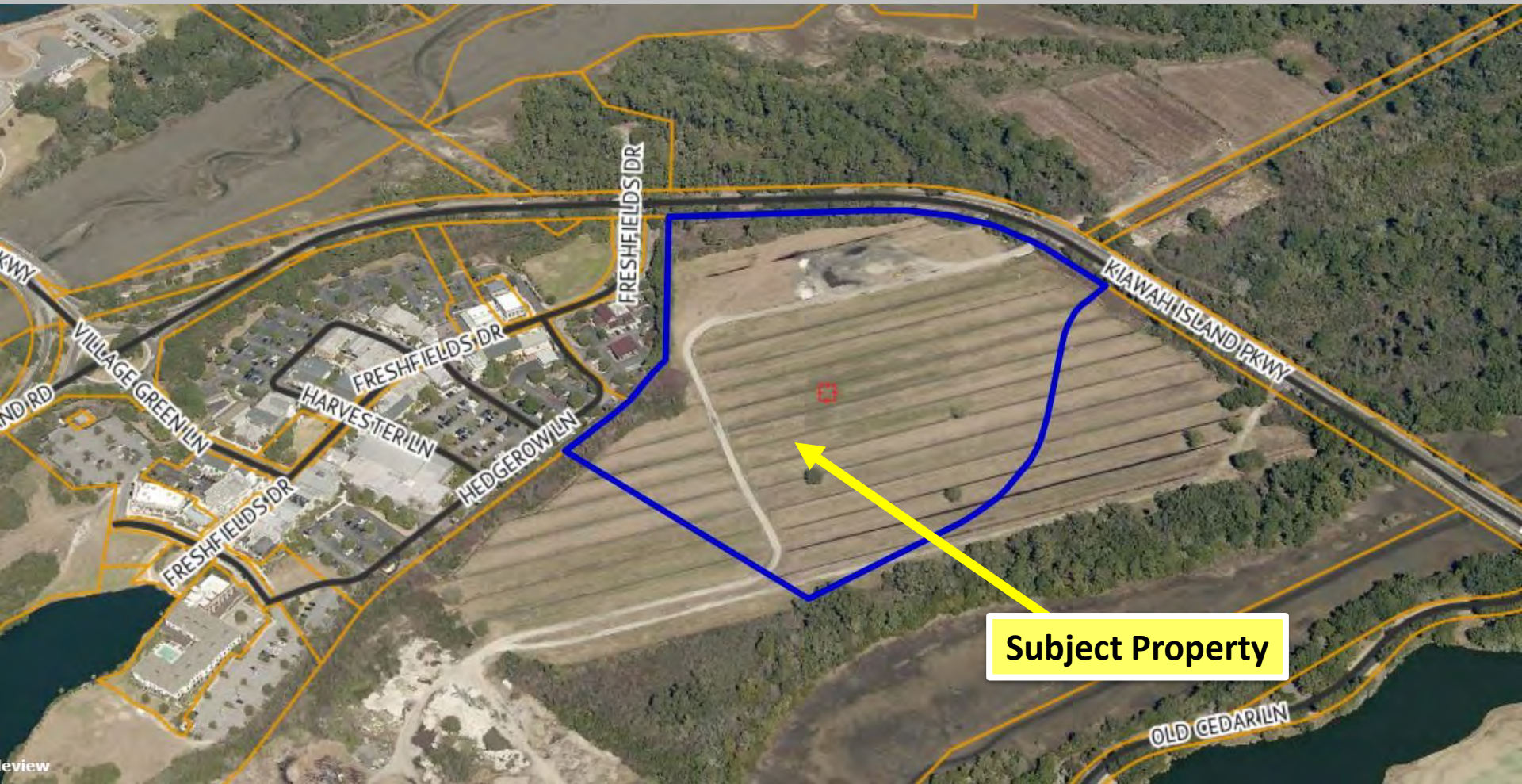


Current Zoning



The subject property is currently undeveloped. Properties to the North, East, and South are zoned Low Density Residential (R-4) and are currently undeveloped. Properties to the West are within the Town of Kiawah Island, zoned Planned Development, and contain the Freshfields Village development. The subject property has been recently used to accommodate parking for PGA Tournament Events.

Aerial View to the North



Aerial View to the South



Site Photos



**1 – Subject Property
TMS 205-00-00-365**



**2 –Subject Property
TMS 205-00-00-365**

Site Photos



**3 – Adjacent Parcel
TMS 205-00-00-225**



**4 – Adjacent Parcel
TMS 205-00-00-356**

Conceptual Site Plan



- ① HARRIS TEETER STORE:
53,600 SF
- ② RETAIL:
10,000 SF
- ③ HARRIS TEETER FUTURE
EXPANSION: 10,000 SF
- ④ INTENTIONALLY DELETED
- ⑤ GAS STATION
- ⑥ SIGNAGE IN MEDIAN
- ⑦ POTENTIAL CONNECTION
TO FRESHFIELDS
- ⑧ FUTURE RETAIL:
46,400 SF
- ⑨ CONSTRUCTION
ENTRANCE

Comparison of Land Uses

	Proposed PD-185	R-4	CC
Allowed Land Uses Include	-Residential Uses Not Permitted -Retail Sales or Services, General; Food Sales -Building Materials or Garden Equipment and Supplies Retailer -Medical Office -Special Events -Kennel; Veterinary Services -Convention Center or Visitors Bureau -Bar or Lounge -Restaurant, Fast Food; Restaurant, General -Heavy Construction Services or General Contractor -Vehicle Rental or Leasing -Liquor, Beer or Wine Sales -Convenience Store -Gasoline Service Station -Administration or Business Office -Vehicle Rental or Leasing -Hair, Skin or Nail Care Services -Vehicle Parts, Accessories, or Tire Store -Microbrewery and Distillery	-Allows for 4 Dwelling Units per acre -Community Garden -Horticultural Production (C) -Group Home -Duplex, Triplex, and Fourplex (S) -School, Primary & Secondary -Manufactured Housing Unit (C) -Limited Home Rental Short Term Rental (C) -Extended Home Rental Short-Term Rental (S) -Community Recreation -Library or Archive -Golf Course or Country Club (C) -Pre-School or Educational Nursery (S) -Hair, Nail, or Skin Care Services (C) -Recycling Collection, Drop-Off -Catering Service (S) -Community Residential Care Facility (S) -Business, Professional, Labor, Political Organization; Social or Civic Organization; Social Club or Lodge (S)	-Allows for 16 Principal Dwelling Units per Acre -Multi-Family (C) -Duplex, Triplex, Fourplex and Single Family Attached (C) -Affordable and Workforce Dwelling Unit (C) -School, Primary Secondary -Pre-School -Hospital -Outpatient and Rehabilitation Facilities -Kennel and Veterinary Services -Restaurant, Fast Food (C) -Restaurant General (C) -Heavy Construction Services or General Contractor -Commercial or Industrial Machinery or Equipment, Construction Tools, Heavy Duty Vehicle Leasing or Rental -Truck Stop -Gas Station -Vehicle Sales -Landscaping and Horticultural Services -Vehicle Storage

Comparison of Density/Intensity and Dimensional Standards

	Proposed PD 185	R-4	CC
Minimum Lot Width	15 feet	50 feet	15 feet
Kiawah Island Parkway Frontage Setback	100 feet		
Front/Internal Setback	None	20 feet	Minimum Setbacks shall be the vegetated buffers as required in Chapter 9, Development Standards, of the ZLDR.
Interior Side Setback	None	5 feet	
Rear Setback	None	10 feet	
Maximum Building Cover	40% of lot	30% of lot	35% of lot
Maximum Height	55 feet or 3.5 Stories	35 feet	55 feet/3.5 Stories, whichever is less.

Overview of Other Requested PD Guidelines

- A required 100-foot Type J vegetative buffer along Kiawah Island Parkway.
- A required 10-foot buffer against all adjacent R-4 properties; no internal buffers required.
- A pedestrian and bike path circulation plan to connect with the existing Freshfields development.
- Vehicle connection(s) to the existing Freshfields development
- A traffic study was performed and recommended:
 - One left hand turn lane onto Kiawah Island Parkway and one right hand turn lane onto Kiawah Island Parkway.
 - Monitor the intersection of Kiawah Island Parkway and access into the development for traffic signal warrants and install a traffic signal if and when warranted.

Approval Criteria—Section 4.25.8.J

Pursuant to ZLDR Section 4.25.8.J, Approval Criteria: “Applications for Planned Developments may be approved only if County Council determines that the following criteria are met:”:

A. The PD Development Plan complies with the standards contained in this Article;

Staff Response: The development is consistent with the standards of the Planned Development Zoning District article. Therefore, this criterion is met.

B. The development is consistent with the intent of the *Comprehensive Plan* and other adopted policy documents; and

Staff Response: The subject parcel is recommended for the Urban/Suburban Mixed Use Future Land Category in the Comprehensive Plan, which is described as encouraging “compatible mixed-use development and a general land use pattern that includes a variety of housing types, retail, service, employment, civic, and compatible industrial uses, as well as public and open spaces and linkages to public transit in a walkable environment.” The subject property is located within the Urban Growth Boundary next to Freshfields Village, where the current uses include, but are not limited to: professional offices; restaurants; retail sales; financial services; hair, nail and skin care services; a gasoline service station; and a hotel. Due to the wide variety of existing and allowed commercial and residential uses in the immediate area, this request is consistent with the Comprehensive Plan recommendation and the stated purposes of the ZLDR.

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Pursuant to ZLDR Section 4.25.8.J, Approval Criteria: “Applications for Planned Developments may be approved only if County Council determines that the following criteria are met:”

C. The County and other agencies will be able to provide necessary public services, facilities, and programs to serve the development proposed, at the time the property is developed.

Staff Response: By providing the required Letters of Coordination from service and utility providers, including Fire and EMS, water and sewer, and the County Public Works Department, the applicant has demonstrated that all applicable agencies will be able to provide the necessary services, facilities, and programs to serve the proposed development.

Staff Recommendation

Because one or more of the approval criteria are met, Staff recommends approval with the following conditions:

- Sec. 5, Uses
 - Rename section “Uses and Development Standards.”
 - Change the sentence leading into the list of uses to state “The following uses will be allowed by right (each use is as defined in the current edition of the Charleston County ZLDR).”
 - Remove “Restaurant, Fast Food” from the list of allowed uses.
 - Sec. 8, Impact Assessment/Public Facilities and Services:
 - Provide updated letters of coordination as part of the Site Plan Review application; all Letters of Coordination must be dated within six months of the formal submittal.
 - Sec. 10, Development Schedule
 - Delete the word “and” from the first sentence.
 - Sec. 14, Compliance with the ZLDR
 - Subsection A: Change to state “Standards not specifically addressed within or adjusted by this Planned Development Plan shall comply with the CC Zoning District requirements of the Charleston County Zoning and Land Development Regulations Ordinance in effect at the time of subsequent development application submittal.”
 - Subsection C: Remove the last sentence and list of minor changes.
 - Subsection D: Change reference to Section 4.23.9 to reference 4.25.8.J, Planned Development Procedure; Approval Criteria.
 - Sec. 17, Dimensional Standards
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 - Delete the first sentence and replace with a statement that parking shall comply with Article 9.3 of the ZLDR with exception and list as exceptions the allowances for parking in the front and rear of buildings and the loading area facing the adjacent R4 property to be screened by the retention pond and associated landscaping.
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 - Remove the reference to “Night Sky Compliance” or include the specific lighting standards that apply to be considered “Night Sky” compliant (for staff administration purposes).
 - Sec. 31, Buffers and Landscaping
 - Change the last sentence to read “This list is not exclusive.”
 - Sec. 32, Sidewalk and Bike Path
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 - Sec. 33, Conceptual Site Plan
 - Delete the following text from this section: “This site plan is subject to change in the discretion of the owner based on design and engineering considerations, market demands, tenant requirements, and other factors. Such changes shall not be considered a major modification to the Planned Development. Building design and square footage may vary but will not increase above the total approved square footage” (this is covered by the earlier reference in the PD to ZLDR Section 4.25.10, Variances and Other Modifications to Approved PD Development Plans).
- Label all conceptual plans as “Exhibit A,” “Exhibit B,” etc..

Planning Commission Recommendation

At the October 10th Planning Commission Meeting, the vote was tied (4-4) which resulted in a recommendation of disapproval.

Speakers

October 10th Planning Commission:

Two people spoke in support of the request; Three people spoke in opposition to the request.

November 10th Public Hearing:

Three individuals and the applicant's representative spoke in support of the request. Two individuals spoke in opposition to the request and three individuals requested Council defer the request so the applicant could work with the owner of Freshfields Village on integrating access.

Public Input

October 10th Planning Commission:

- Two letters in support have been received
- Four letters in support with staff's recommendations have been received, one of which disagreed with the recommendation to remove Fast Food restaurants, but agreed with all other recommendations
- Four letters in opposition have been received
- Six letters expressing general concerns with traffic, connections with Freshfields Village, confusion regarding the reference to the CC Zoning District and the Fast Food Restaurant use inclusion

November 10th Public Hearing:

- Two letters in support have been received
- Five Letters in support have been received
- One letter expressing opposition to a traffic light at Kiawah and Maybank Highway, not indicating support or opposition to the request, has been received

Notifications

October 10th Planning Commission Meeting:

- 280 notification letters were sent to individuals on the Johns Island and Kiawah/Seabrook Interested Parties Lists, as well as property owners within 300 feet of the subject parcel on September 23, 2022.
- Additionally, this request was noticed in the Post & Courier on September 23, 2022.

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Charleston County Zoning Map Amendment Request

Planning and Public Works Committee: March 16, 2023

First Reading: March 21, 2023

Second Reading: April 4, 2023

Third Reading: April 25, 2023

ZONING CHANGE APPLICATION



Zoning/Planning
Department
Lonnie Hamilton, III
Public Services Building
4045 Bridge View Drive
North Charleston, SC 29405
(843) 202-7200
1-800-524-7832
Fax: (843) 202-7222

CASE _____ PD _____

PROPERTY INFORMATION

CURRENT DISTRICT R4 REQUESTED DISTRICT PD
PARCEL ID(S) 2050000365
CITY/AREA OF COUNTY Seabrook Island
STREET ADDRESS 830 Kiawah Island Parkway ACRES 21.62
DEED RECORDED: BOOK 1096 PAGE 601 DATE 4.4.22
PLAT RECORDED: BOOK L22 PAGE 0157 DATE 4.15.22 APPROVAL # _____

APPLICANT—OWNER—REPRESENTATIVE

APPLICANT Andell West LLC HOME PHONE _____
MAIL ADDRESS 800 E. Canal St. WORK PHONE 804-643-4200
CITY, STATE, ZIP Suite 1900 CELL PHONE _____
Richmond, VA 23219 EMAIL _____
James Jones, Manager

OWNER
(IF OTHER THAN APPLICANT)
MAIL ADDRESS _____ HOME PHONE _____
CITY, STATE, ZIP _____ WORK PHONE _____
CELL PHONE _____
EMAIL _____

REPRESENTATIVE
(IF OTHER THAN APPLICANT)
MAIL ADDRESS Chris Corrado HOME PHONE _____
Same WORK PHONE 804-643-4200
CITY, STATE, ZIP _____ CELL PHONE _____
EMAIL ccorrado@Rivervy.com

CERTIFICATION

This application will be returned to the applicant within fifteen (15) business days if these items are not submitted with the application or if any are found to be inaccurate:

- ✓ Copy of Approved and Recorded Plat showing present boundaries of property
- ✓ Copy of Current Recorded Deed to the property (Owner's signature must match documentation.)
- ✓ Copy of Signed Restricted Covenants Affidavit
- ✓ Copy of Signed Posted Notice Affidavit
- ✓ Fee \$150.00 plus \$10.00 per acre (Fees vary for Planned Developments.)

I (we) certify that Chris Corrado is the authorized representative for my (our) zoning change request. I also accept the above requirements for submitting my zoning change application. To the best of my knowledge, all required information has been provided and all information is correct.

Signature of Owner(s) _____ Date _____ Signature of Applicant/ Representative (if other than owner) CC Date 7/25/22
Planner's Signature _____ Date _____ Zoning Inspector's Signature _____ Date _____

OFFICE USE ONLY

Amount Received _____ Cash ? ☐ Check? ☐ # _____ Invoice Number _____

**PLANNED DEVELOPMENT GUIDELINES AND PLAN
FOR
ANDELL WEST COMMERCIAL PD**

830 KIAWAH ISLAND PARKWAY
CHARLESTON COUNTY SOUTH CAROLINA

Parcel Identification: 205-00-00-365

July , 2022

OWNER-APPLICANT:

ANDELL WEST, LLC
800 EAST CANAL STREET, SUITE 1900
RICHMOND, VA 23219
PHONE: (804) 643-4200

1. Planned Development Name and the Property

The Planned Development name is ANDELL WEST COMMERCIAL PLANNED DEVELOPMENT (PD).

The subject property is located at 830 Kiawah Island Parkway, Charleston County, South Carolina.

Parcel Identification: 205-00-00-365

The subject parcel is 21.62 acres.

The lot is within the Urban Growth Boundary and is currently zoned R-4.

2. Statement of Objectives

Andell West is a proposed Commercial Planned Development adjacent to Freshfields Village in Charleston County. The development will provide a much-needed full size grocery store to the Kiawah, Seabrook, and Johns Island communities. In addition, the development will include opportunities for retail and services in-line with the grocery store and along the frontage. The look of the Development will be integrated with the successful design of Freshfields, creating a cohesive feel that will include abundant open space and landscaping. The applicant, Andell West, LLC, an affiliate of Riverstone Properties, LLC, will build upon their long-term commitment to quality and understanding of Kiawah Island since 1993 through the experience of owning the Kiawah Island Golf Resort.

The parcel is 21.62 acres of high ground. The property consists of an open field and a mature tree line along Kiawah Island Parkway. Historically the property has been cleared and used for agricultural use until the early 2000s. More recently it has been used for a staging/parking area for major island events. Uses within the development will be limited to those compatible with the surrounding area and will not include residential. No environmentally sensitive areas will be impacted and a 100-foot buffer along Kiawah Island Parkway will be preserved. The Planned Development will allow people on the islands to have a full-service grocery store and other retail and commercial services without having to drive to the Charleston suburbs causing increased traffic on the roads. It will be sensitively designed and environmentally responsible.

Another objective of the Andell West Commercial PD is to limit the uses that will be available on the property in response to community concerns. The uses allowed will be very similar to those in the Freshfields PD except there will be no residential use.

The Conceptual Site Plan is attached as **Exhibit A**.

3. Intent and Results of Proposed PD.

The Andell West Commercial PD is consistent with the Comprehensive Plan. The property is within the Urban Growth Boundary. The Andell West Commercial PD is

entirely compatible in use with the neighboring existing Freshfields Village. In fact, the owner is seeking a direct internal connection between the two.

This PD will preserve buffers and open space beyond what is required in the Community Commercial zoning district and will allow a design with a village style that will be compatible with Freshfields.

The Development will preserve open space, be designed to be cohesive with the existing development on Kiawah and Seabrook, as well as Freshfields, with complimentary design characteristics, parking design, and walkability. This will provide more retail options for residents of the Islands and provide a much needed modern, full sized grocery store.

4. Site Information and Wetlands.

The property is comprised of 21.62 acres of high ground that is a former farm field. It most recently served as a temporary parking area for the PGA golf tournament on Kiawah Island in 2021.

There are no freshwater or saltwater wetlands on the Property. The US Army Corps of Engineers' delineation for the property confirming there are no freshwater wetlands is attached as **Exhibit B**. The property does not abut the critical area; there is no critical line on the property.

5. Uses.

The applicant proposes certain modifications or replacement wording to select sections of the Zoning and Land Development Regulations Ordinance. These proposed modifications are intended to allow additional flexibility in meeting the intent of the ordinance as outlined in Art. 1.5 Purpose and Intent while responding to the unique siting conditions and concept development for Andell West.

These proposed modifications are specifically intended to address the unique attributes of the resident neighborhoods of Johns Island, Seabrook, and Kiawah as well as unique characteristics of the seasonal population of the costal islands. The proposed retail development will provide needed services to the residents and visitors to these islands.

All development shall be subject to the following density, intensity, and dimensional standards:

DENSITY/INTENSITY AND DIMENSIONAL STANDARDS	
MINIMUM LOT AREA	4000 square feet
MINIMUM LOT WIDTH	15 feet
MINIMUM SETBACKS	
Kiawah Island Parkway Side	100 feet
Front/Internal	None
Interior Side	None
Rear	None
OCRM Critical Line	50 feet; Buffer 35 feet
MAXIMUM BUILDING COVER	40% of Lot
MAXIMUM HEIGHT	55 feet or 3.5 Stories

The intent of this development and this application is to limit the total building floor area to 40% of the lot with a cap of 120,000 square feet, however certain lots within Property could have a higher floor area ratio so long as the overall ratio is limited to 40%. The maximum square footage of the Grocery store will be 65,000 square feet. All other retail buildings will not exceed 55,000 square feet in total, with no one building exceeding 20,000 square feet.

There will be no residential uses.

The following uses will be allowed:

Agricultural Sales or Service
 Roadside Stand; Sweetgrass Basket Stand
 Community Garden
 Farmers Market
 Child Care Center
 Day Camp
 Safety Service
 Pre-School or Educational Nursery
 Medical Office
 Health Care Laboratory
 Library or Archive
 Museum
 Nature Exhibition
 Botanical Garden

Postal Service, United States
Community Recreation
Fishing, Hunting, or Recreational Guide Service
Parks and Recreation
Recreation and Entertainment, Indoor
Recreation and Entertainment, Outdoor
Special Events
Business, Professional, Labor, Political, Social or Civic Organization, Social Club or Lodge
Religious Assembly
Utility Service, Major
Utility Service, Minor
Kennel
Pet Store or Grooming Salon
Small Animal Boarding
Veterinary Service
Banks and Financial Services
Bar or Lounge
Catering Service
Restaurant, Fast Food
Restaurant, General
Communication Services; Data Processing Services; Publishing Industries
Administrative or Business Office; Government Office; Professional Office
Convention Center or Visitors Bureau
Heavy Construction Services or General Contractor
Special Trade Contractor
Parking Lot
Charter Boat or other Recreational Watercraft Rental Service
Consumer Good Rental Service
Vehicle Rental or Leasing
Repair Service, Consumer
Vehicle or Boat Repair or Service
Home Improvement Center
Food Sales
Food Truck
Liquor, Beer, or Wine Sales
Retail Sales or Services, General; Building Materials or Garden Equipment and Supplies
Retailer
Convenience Store
Duplicating or Quick Printing Service; Private Postal or Mailing Service
Service Station, Gasoline
Vehicle Parts, Accessories, or Tire Store
Consumer Convenience Services

Hair, Nail, or Skin Care Services
Personal Improvement Services
Physical Fitness or Health Club
Services to Buildings or Dwellings
Landscaping or Horticultural Services
Artisan and Craftsman
Clay or Related Products, Furniture, Cabinets or Related Products, Toy or Artwork, or
Wood Products Manufacturing or Production
Microbrewery and Distillery
Recycling Collection, Drop Off
Sightseeing Transportation, Land or Water
Taxi or Limousine Service
Electric Vehicle Charging Stations

6. Maximum Density.

There will be no residential use.

7. Affordable/Workforce Dwelling Units.

There will be no residential use.

8. Impact Assessment/Public Facilities and Services.

The impact of this development on existing public facilities and services will be minimal since there is no residential use planned.

Potable Water will be provided by St. John's Water Company. Public sewer and wastewater will be provided by the Town of Seabrook Island. Electricity will be provided by Berkeley Electric Co-Op. These public utilities have the capacity to service the Andell West Commercial PD.

Letters of coordination from these three utilities as well as all the other service providers required by the provisions of the ZLDR are attached collectively as **Exhibit C**.

The owner will pay for, and construct, all infrastructure within the Andell West Commercial PD.

9. Traffic Impact Study.

The traffic impact study that meets the requirements of Article 9.6 of the ZLDR for proposed planned developments is attached as **Exhibit D**.

The entrance is existing and turn lanes were previously installed. The Town of Kiawah owns Kiawah Island Parkway and has recently performed a traffic study for the area. Both the owner's and the Town's traffic study recommend a traffic signal at this intersection when warranted. The owner will obtain an encroachment permit from the Town of Kiawah Island for the entrance on Kiawah Island Parkway as part of the site plan approval. The owner has discussed this with the Town and has agreed to contribute to any improvements to this intersection that the Town deems necessary at the time of Site Plan.

Access recommendation are as follows:

- Access 1 should be constructed with one ingress lane and two egress lanes (one left turn lane and one right turn lane with 200 feet of storage)
- Monitor the intersection of Kiawah Island Parkway & Access 1 for traffic signal warrants and install a traffic signal if and when warranted.

10. Development Schedule.

The Developer intends to complete and grading activities in one phase after approval of the application. Grocery store, adjacent retail, fuel center, and related site work will be complete as the first phase of development. All other retail buildings could be completed in the first phase or in subsequent phases.

11. Open Space.

The open space in the Andell West Commercial PD shall be comprised of buffers and functional community green spaces and parks. The open space will make up approximately 20% of the development.

See Open Space Plan **Exhibit E** for proposed open spaces.

The common open space/recreation areas will be owned and managed by the owner, or a property owners association established by the owner.

12. Streets.

All streets within the Andell West Commercial Planned Development are planned to be privately owned. Their repair and maintenance shall be the responsibility of the owner, or a property owners association established by the owner. The roads may become public if accepted by the County or Town pursuant to the County or Town's requirements and processes.

13. Stormwater and Drainage.

The planned development shall comply with all Charleston County Stormwater Ordinances and South Carolina Department of Health and Environmental Control (SCDHEC) Regulatory requirements. For site locations within sensitive drainage basins, additional stormwater design and construction requirements may be required by the Director of Public Works prior to Stormwater permit approval and issuance. Sensitive drainage basins may include but are not limited to areas which incur flooding conditions, are designated as Special Protection Areas, discharge to water bodies with restrictive Water Quality conditions, and/or are governed by other restrictive Water Quantity and Water Quality conditions. Where possible and allowed by permit, the proposed site may connect its stormwater system with existing conveyances. Best Management Practices (BMP's) shall be utilized, installed, and maintained in compliance with applicable approved permits throughout all phases including, but not limited to, site development, construction, and post construction.

Applicant shall comply with Charleston County Stormwater Ordinances and SCDHEC Regulatory requirements for pre and post construction water quality and quantity. Stormwater design, construction, and maintenance shall be in compliance with applicable approved Charleston County Stormwater Permits. Comprehensive Master Drainage Plan must be provided for proposed site and incorporate all development phasing, future development, existing drainage systems and conveyances, and proposed drainage systems and conveyances. The Comprehensive Stormwater Master Plan shall also include discharge management plans for specialized activities within the development including but not limited to micro farming and urban agriculture activities. Utilization of approved and permitted Low Impact Design elements is encouraged within a comprehensive site Master Drainage Plan.

The maintenance of all stormwater devices, structures, and facilities will be the responsibility of the Developer and/or Property Owner's Association. A Covenants For Permanent Maintenance of Stormwater Facilities shall be established by responsible party and recorded at the Registrar of Deeds office.

The applicant shall coordinate with US Army Corps of Engineers (USACOE), South Carolina Department of Health and Environmental Control (SCDHEC), and Charleston County Public Works regarding any and all wetland areas.

14. Compliance with the ZLDR

A. Standards not specifically addressed within or adjusted by this Planned Development Plan shall comply with the Charleston County Zoning and Land

Development Regulations Ordinance in effect at the time of subsequent development application submittal.

B. Applicant shall proceed with the development in accordance with the provisions of these zoning regulations, applicable provisions of the Charleston County Comprehensive Plan, and with such conditions as may be attached to any rezoning to the applicable PD district.

C. Proposed modifications to the approved PD development plan shall be processed in accordance with Sec. 4.25.10, *Variances and Other Modifications to Approved PD Development Plans*. All major changes to the Planned Development must be approved by County Council. The following shall be considered minor changes that do not require the approval of County Council:

- Increase in Common Open Space area;
- Increase in Setbacks;
- Increase in the area, dimensions, and/or Density of Landscape Buffers;
- Decrease in Building Floor Area;
- Size and shape of Buildings;
- Decrease in the number or size of Signs;
- Minor shifts in the layout of buildings and parking in the Sketch Plan; and
- Minor shifts in the location of access points or internal Roadways

D. The proposed development complies with the approval criteria contained in Section 4.23.9 as explained herein:

1. This Planned Development complies with the standards contained in Article 4 of the ZLDR.
2. The development is consistent with the intent of the Comprehensive Plan.
3. The County and other agencies will be able to provide necessary public services, facilities and programs to serve this development at the time it is developed. Please see **Exhibit C** for Letters of Coordination from the various public service providers in support of this development.

15. Historic and Archaeological Survey.

The South Carolina Historic Preservation Office (SHIPO) directed the owner to use its online search map to locate any archeological or historic sites in its database. The result of that search is attached as **Exhibit F** and there are no known significant historic or archeological sites on the property.

16. Letters of Coordination.

Letters of coordination are attached collectively as **Exhibit C**.

17. Dimensional Standards.

See Section 14.

18. Architectural Guidelines.

The Architectural Guidelines of Article 9.5 of the ZLDR shall apply to the Andell West Commercial PD.

Exhibit J contains examples of architectural design being considered as inspiration for Andell West. Elements of these existing grocery stores and local buildings, including Freshfields Village, may be incorporated into the final Andell West design.

19. Lots to Abut Common Open Space.

There are no residential parcels or lots. The buildings, parking, and other facilities in the Andell West Commercial PD will be appropriately situated to take advantage of the common open space or similar areas as is reasonably practicable.

20. Access.

There is immediate access from the Kiawah Island Parkway to the Andell West Commercial PD. There currently exists the necessary curb cut for the entrance. The entrance parkway may be located partially on the adjacent property, if necessary due to design constraints.

The Andell West Commercial PD will include stub outs for connections to future development on adjacent parcels. Additionally, the owner will seek to connect internally from the property to Freshfields Village, to avoid traffic having to travel on the Kiawah Island Parkway between the two centers.

21. Commercial Areas:

Commercial areas within the Andell West Commercial PD and adjacent commercial areas shall be directly connected through paved sidewalks, trails, or other pedestrian infrastructure; and

Commercial areas within the Andell West Commercial PD shall be planned as groups having common parking areas and common ingress and egress points.

Please see Circulation Plan in **Exhibit G**.

22. Industrial Uses.

There will be no industrial uses within the Andell West Commercial PD other than those listed in Section 5. No permitted industrial uses shall abut any residential uses, therefore no vegetative buffer will be required.

23. Areas Designated for Future Use.

Any areas designated for future expansion or not intended for immediate improvement or development within the Andell West Commercial PD shall remain in a natural state until such time as development permits are approved.

24. Signs.

Any signage located on the Development will follow the ZLDR requirements as listed in Article 9.8.

Monument sign location is shown on the Conceptual Master Plan on **Exhibit A**. The Monument sign will be compatible with the Freshfields Village sign.

25. Parking.

A minimum of four parking spaces per each 1,000 square feet shall be provided. Shared parking shall be allowed as set forth in this Exhibit and follow Article 9.3 of the ZLDR. Parking shall be permitted in the front and rear of buildings. The loading area facing the adjacent R4 property will be screened by the retention pond and associated landscaping.

26. Tree Protection.

The Andell West Commercial PD shall comply with all provisions of Article 9.2, Tree Protection and Preservation, of the ZLDR.

There are few to no trees on the property. A copy of the tree survey is attached as **Exhibit H**.

27. Resource Areas.

The Andell West Commercial PD does not contain any resources determined significant by the Planning Director.

28. Common Open Space.

Please see Open Space Plan **Exhibit E** showing areas of the development that will be open space to be used as buffer, open lawns, seating areas, and landscaped areas.

29. Building Development Standards.

Section 5 contains the table of building development standards for the Andell West Commercial PD for height, setbacks, maximum lot coverage, etc.

30. Lighting.

All Lighting will comply with the ZLDR. All street and parking lighting will be Night Sky compliant.

31. Buffers and Landscaping.

The property shall have a 100' Type J vegetative buffer along the Kiawah Island Parkway. The main entrance to the property from Kiawah Island Parkway shall be a divided road with a planted median of overstory trees and shrubs. All landscaping will be designed with the intent of seamlessly blending with the aesthetic of the existing developments on the Islands. Please see **Exhibit E** for suggested/typical native plant list. This list shall not be typical and exclusive as defined.

Per Section 4.25.5.C a 10-foot buffer will be required along adjacent R-4 properties or Freshfields Village. No internal buffers will be required.

32. Sidewalk and Bike Path. Please see Circulation Plan **Exhibit G**.

33. Conceptual Sketch Plan.

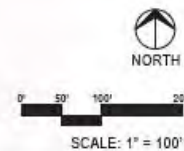
Attached as **Exhibit A** is a conceptual site plan that provides the overall concept and layout for Andell West Commercial PD. This site plan is subject to change in the discretion of the owner based on design and engineering considerations, market demands, tenant requirements, and other factors. Such changes shall not be considered a major modification to the Planned Development. Building design and square footage may vary but will not increase above the total approved square footage.

Table of Exhibits

Exhibit A-	Conceptual Site Plan
Exhibit B-	Wetlands
Exhibit C-	Letters of Coordination
Exhibit D-	Traffic Impact Study
Exhibit E-	Open Space Plan
Exhibit F-	Historic and Archaeological Survey
Exhibit G-	Circulation Plan
Exhibit H-	Tree Study
Exhibit I-	Utility Sketch Plan
Exhibit J-	Architectural Inspiration



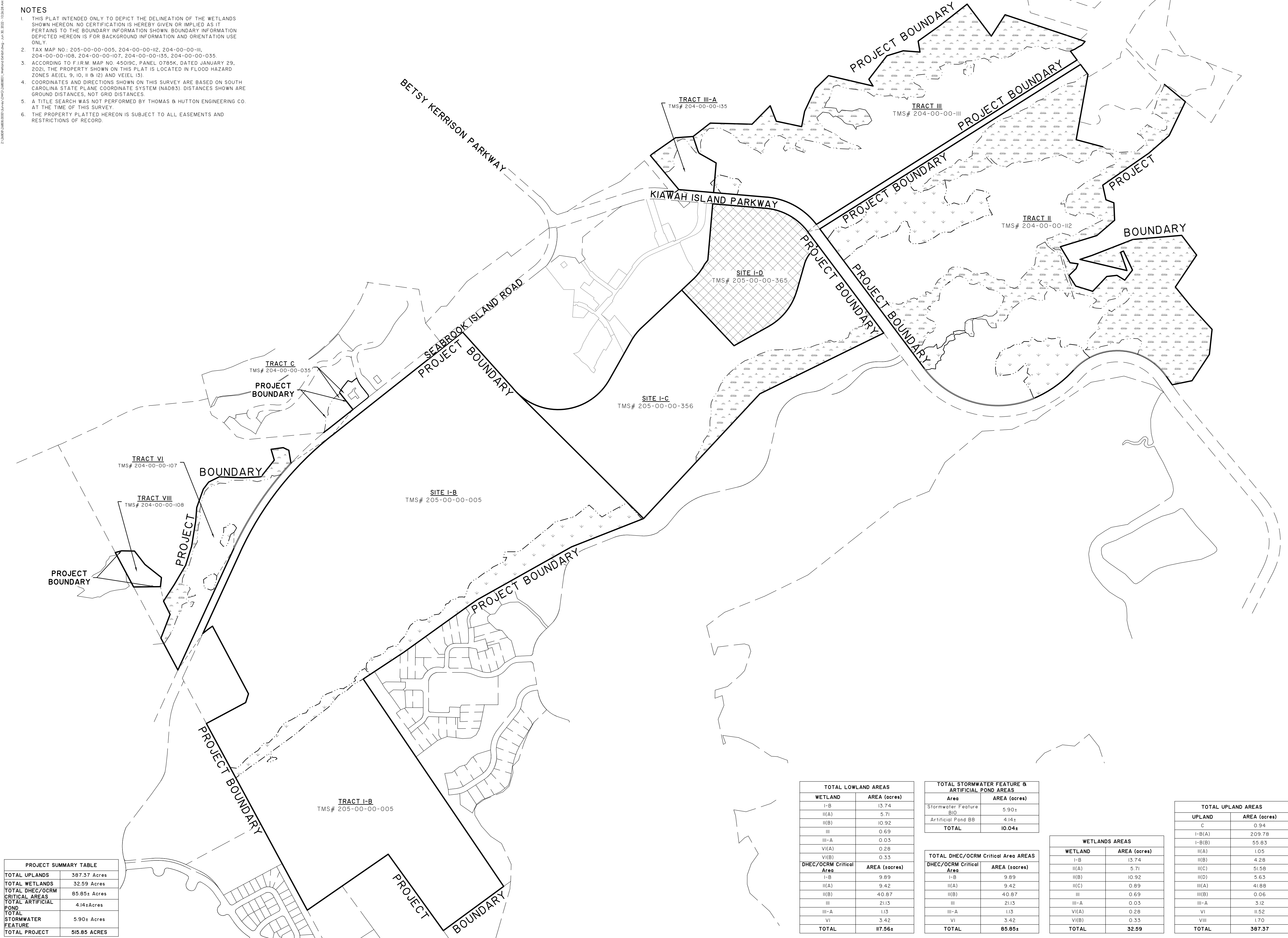
- ① HARRIS TEETER STORE:
53,600 SF
- ② RETAIL:
10,000 SF
- ③ HARRIS TEETER FUTURE
EXPANSION: 10,000 SF
- ④ INTENTIONALLY DELETED
- ⑤ GAS STATION
- ⑥ SIGNAGE IN MEDIAN
- ⑦ POTENTIAL CONNECTION
TO FRESHFIELDS
- ⑧ FUTURE RETAIL:
46,400 SF
- ⑨ CONSTRUCTION
ENTRANCE



Z:\36808\26808.DWG 2/28/2025 10:28:25 AM

NOTES

1. THIS PLAT INTENDED ONLY TO DEPICT THE DELINEATION OF THE WETLANDS SHOWN HEREON. NO CERTIFICATION IS HEREBY GIVEN OR IMPLIED AS IT PERTAINS TO THE BOUNDARY INFORMATION SHOWN. BOUNDARY INFORMATION DEPICTED HEREON IS FOR BACKGROUND INFORMATION AND ORIENTATION USE ONLY.
2. TAX MAP NO.: 205-00-00-005, 204-00-00-112, 204-00-00-111, 204-00-00-108, 204-00-00-107, 204-00-00-135, 204-00-00-035.
3. ACCORDING TO FIRM MAP NO. 4509C, PANEL 0785K, DATED JANUARY 29, 2021, THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN FLOOD HAZARD ZONES AE(EL 9, 10, 11 & 12) AND VE(EL 13).
4. COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
5. A TITLE SEARCH WAS NOT PERFORMED BY THOMAS & HUTTON ENGINEERING CO. AT THE TIME OF THIS SURVEY.
6. THE PROPERTY PLATTED HEREON IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.



PROJECT SUMMARY TABLE	
TOTAL UPLANDS	387.37 Acres
TOTAL WETLANDS	32.59 Acres
TOTAL DHEC/OCRM CRITICAL AREAS	85.85± Acres
TOTAL ARTIFICIAL POND	4.14± Acres
TOTAL STORMWATER FEATURE	5.90± Acres
TOTAL PROJECT	515.85 ACRES

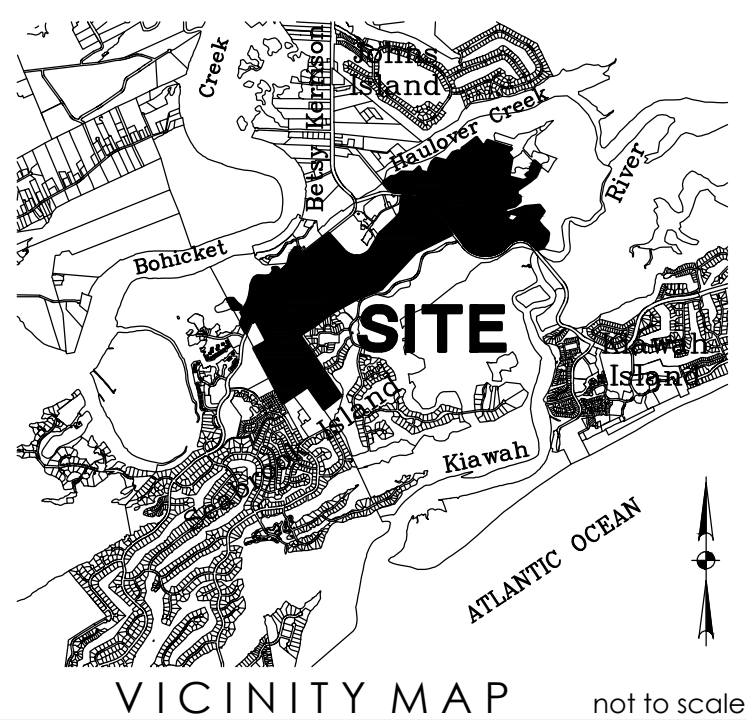
TOTAL LOWLAND AREAS	
WETLAND	AREA (acres)
I-B	13.74
II(A)	5.71
II(B)	10.92
III	0.69
III-A	0.03
VI(A)	0.28
VI(B)	0.33
DHEC/OCRM Critical Area	AREA (acres)
I-B	9.89
II(A)	9.42
II(B)	40.87
III	21.13
III-A	1.13
VI	3.42
TOTAL	117.56±

TOTAL STORMWATER FEATURE & ARTIFICIAL POND AREAS	
Area	AREA (acres)
Stormwater Feature BIO	5.90±
Artificial Pond BB	4.14±
TOTAL	10.04±

TOTAL DHEC/OCRM Critical Area AREAS	
DHEC/OCRM Critical Area	AREA (acres)
I-B	9.89
II(A)	9.42
II(B)	40.87
III	21.13
III-A	1.13
VI	3.42
TOTAL	85.85±

WETLANDS AREAS	
WETLAND	AREA (acres)
I-B	13.74
II(A)	5.71
II(B)	10.92
III(C)	0.89
III	0.69
III-A	0.03
VI(A)	0.28
VI(B)	0.33
TOTAL	32.59

TOTAL UPLAND AREAS	
UPLAND	AREA (acres)
C	0.94
I-B(A)	209.78
I-B(B)	55.63
II(A)	1.05
II(B)	4.28
II(C)	51.58
II(D)	5.63
III(A)	41.88
III(B)	0.06
III-A	3.12
VI	11.52
VIII	1.70
TOTAL	387.37



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NOTE
SEE SHEET II FOR NOTES, LINE & CURVE DATA TABLES.

LEGEND	
○	MEANDER POINT (NO MONUMENT)
▲	WETLAND POINT (NO MONUMENT)
	WETLAND
	DHEC/OCRM CRITICAL AREA
	PROJECT BOUNDARY

ANDELL WEST
WETLAND EXHIBIT

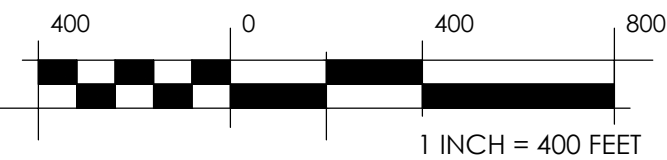
SEABROOK ISLAND
CHARLESTON COUNTY, SOUTH CAROLINA
prepared for
Riverstone Properties

No	Revision	By	Date

THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

682 Johnnie Dodds Boulevard • Suite 100
Mt. Pleasant, SC 29464 • 843.849.0200

www.thomasandhutton.com




plat 06/29/22 drawn FRE/ABQ reviewed FEQ field crew NH

job 26808

SHEET 1 OF 1



Berkeley Electric Cooperative, Inc.

Your Touchstone Energy® Cooperative 

www.berkeleyelectric.coop

Post Office Box 1234, Moncks Corner, SC 29461

May 26, 2021

Thomas & Hutton
C/o: Bill Fellers
682 Johnnie Dodds Boulevard, Suite 100
Mount Pleasant, SC 29464

**Re: Power Availability for Andell Multi-Family and Commercial Development off Kiawah Island Parkway
Charleston County, SC
TMS 205-00-00-005**

Dear Bill:

Berkeley Electric Cooperative will supply the electrical distribution requirements for the above referenced location. We look forward to extending our facilities to meet the needs of this property.

All services that are rendered will be under our service rules and regulations at the time of service. If you have any questions, please don't hesitate to give me a call.

Sincerely,



Kevin Mims
Supervisor of Distribution Design

KM/ts

Cc: Thomas Barnette, Manager of Construction and Maintenance
Scott Bennett, Johns Island District Line Superintendent
Charles Tyrrell, Johns Island District Planning Supervisor
William Howe, Johns Island District Service Planner
Bill Fellers, Thomas & Hutton (emailed copy)
File



CHARLESTON AREA REGIONAL TRANSPORTATION AUTHORITY

August 8, 2022

Ryan Berry
Asset Manager
Riverstone Properties
800 East Canal Street
Suite 1900
Richmond, Virginia 23219

RE: Letter of Coordination

Dear Mr. Berry,

Thank you for contacting us regarding your project at 830 Kiawah Island Parkway. No further approvals are required by CARTA. A BRT corridor has been proposed for this region along Rivers Avenue and is currently undergoing planning and design. There will be an impact to the right-of-way. For more information on the LCRT please visit this website (<https://lowcountryrapidtransit.com/>) or email us at info@lowcountryrapidtransit.com.

Thank you again,
Belén K. Vitello

The Applicant has requested Letters of Coordination from:

-USPS

The letter has yet been received.



Seabrook Island Utility Commission

Commissioners:
Annie Smith-Jones
Lee Vancini
E. James Ferland

August 26, 2021

Bill Fellers
Thomas and Hutton Engineering, Co.
682 Johnnie Dodds Blvd. Suite 100
Mt. Pleasant, SC 29464

RE: Andell Commercial Tract part of TMS number 205-00-00-005
Sewer Availability and Willingness to Serve

Dear Bill Fellers,

This letter confirms that the Andell Commercial Tract at TMS number 205-00-00-005 on Johns Island is within the sewer service area of the Seabrook Island Utility Commission (SIUC). SIUC does have sewer available in area to provide sewer service to the tract. Our system is SC DHEC approved and we have the willingness to provide sewer service to the Andell Commercial Tract at TMS number 205-00-00-005. The capacity requirements, effluent storage and disposal and pumping requirements will need to be evaluated as part of the development plan with any improvements required for the development to be constructed by the developer at its expense and conveyed to SIUC.

If you have any questions, feel free to give me a call at 843-768-0102.

Sincerely,

Tommy West
Manager

Seabrook Town Hall
Town Hall
2001 Seabrook Island Road
Johns Island, SC 29455
Office 843-768-9121

Accounting/Billing Office
130 Gardener's Circle PMB 635
Johns Island, SC 29455
Office 843-868-9008
Fax 843-768-1075

Wastewater Treatment
Plant Operations Office:
2902-A Seabrook Island Road
Johns Island, SC 29455
Office 843-768-0102
Fax 843-768-1075

ST. JOHN'S FIRE DISTRICT

COMMISSIONERS:
DEBRA LEHMAN, Chair
LEROY BLAKE, Vice-Chair
ROBERT E. WRIGHT
ISIAH WHITE
MARY JONES
WILLIAM THOMAE
FRANK J. BROCCOLO
STEPHEN ROLANDO
ERIC P. BRITTON

P.O. BOX 56
1148 Main Road
JOHNS ISLAND, S.C. 29455
PHONE: (843) 559-9194
FAX: (843) 737-0058



COLLEEN WALZ, Fire Chief

06/28/2021

Bill Fellers
Thomas & Hutton
682 Johnnie Dodds Blvd Suite 100
Mount Pleasant, SC 29464

Mr. Fellers,

The St. John's Fire District is in receipt of your request for a willingness to serve for Andell tract (TMS# 205-00-00-005) being subdivided by Riverstone Properties.. Any emergency needs at the site shall be addressed by dialing 911.

Appropriate codes regarding fire apparatus access and fire department locations are based on the 2018 International Fire Code and final approval by the Fire District.

While this letter serves as an acknowledgement of the proposed development only, further site plan review and onsite inspection will be required as final plans are further developed. Additionally, applicable code compliance will be based on the type and use of the structure, including the location of fire hydrants and fire department access points. Inspections of the facility area will be required during construction and annually after the certificate of occupancy is approved. A final report will be provided for your reference after each inspection.

Thanks,

Ryan Kunitzer
Chief Fire Marshal
St. Johns Fire District
843-559-9194

ST. JOHN'S WATER COMPANY, INC.
"This institution is an equal opportunity employer and provider"
Post Office Box 629
John's Island, South Carolina 29457-0629
Phone (843) 559-0186
Fax (843) 559-0371

Board Members
Thomas Legare, Jr., Chair
Cindy Floyd, Vice Chair
Robert M. Lee, Sec/Treas
Cheryl Glover
Isaac Robinson
Becky J. Dennis
Glenda Miller
Tommy West
Richard Thomas

June 8, 2021

Bill Fellers
Thomas & Hutton
682 Johnnie Dodds Blvd, Suite 100
Mt. Pleasant, SC 29464

Re: Andell Commercial Tract part of TMS number 205-00-00-005
Water Availability and Willingness to Serve

Dear Bill Fellers:

This letter is to confirm that the Andell Commercial Tract at TMS number 205-00-00-005 on Johns Island is within the water service area of the St. John's Water Company, Inc. (SJWC). SJWC does have water available from an existing 14-inch water line on Kiawah Island Parkway for water service to the Andell Commercial Tract at TMS number 205-00-00-005. Our system is SC DHEC approved and we have the willingness to provide potable water service to the Andell Commercial Tract at TMS number 205-00-00-005. The capacity requirements, water storage, and pumping provisions will need to be evaluated as part of the development plan with any improvement requirements to serve the development borne by the developer.

If you have any questions, feel free to give me a call at 843-514-5570.

Sincerely,



Colleen Schild
Assistant Manager/Engineer

UPDATED
TRAFFIC IMPACT STUDY
for

ANDELL WEST

Located in
Kiawah Island, South Carolina

Prepared for
Thomas & Hutton Engineering Co.

Prepared by
Ramey Kemp & Associates, Inc.

Moving forward.



November 2021
RKA Project #21341

UPDATED
TRAFFIC IMPACT STUDY
for

ANDELL WEST

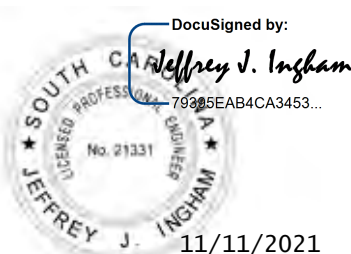
Located in
Kiawah Island, South Carolina

Prepared for
Thomas & Hutton Engineering Co.
682 Johnnie Dodds Boulevard, Suite 100
Mount Pleasant, South Carolina 29464

Prepared by
Ramey Kemp & Associates, Inc.
7301 Rivers Avenue, Suite 242
North Charleston, South Carolina 29406



November 2021
RKA Project #21341



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EXECUTIVE SUMMARY

An updated traffic impact study (TIS) was conducted for the proposed Andell West development in accordance with SCDOT guidelines. The updated TIS was prepared to reflect changes to the proposed site plan.

The proposed development is located on the south side of Kiawah Island Parkway east of Freshfields Drive in Kiawah Island, South Carolina. The development will consist of up to 160,000-sf of retail space. Access to the development is proposed to be provided via one full-movement access (Access 1) on Kiawah Island Parkway.

Based on the findings of this study, the roundabout at the intersection of Betsy Kerrison Parkway and Kiawah Island Parkway/Seabrook Island Road is expected to continue to function at good levels of service.

The northbound approach of Freshfields Drive is expected to operate with moderate delay during the PM peak hour; however, queues are expected to be relatively short (approximately four to five vehicles or about 100-125 feet).

The Access outbound approach to Kiawah Island Parkway is expected to operate well during the AM peak hour as a stop-controlled approach. However, long delays and queues are possible in the PM peak hour. Anticipated traffic volumes are expected to meet warrants for installation of a traffic signal in the future. Signals should not be installed until actual volumes meet the required thresholds; therefore, a traffic signal warrant analysis should be performed at an appropriate time. If and when the intersection is signalized, it is expected to operate with only minor delays. The existing turn lanes on Kiawah Island Parkway do not need to be extended.

Access recommendation are as follows:

- Access 1 should be constructed with one ingress lane and two egress lanes (one left turn lane and one right turn lane with 200 feet of storage)
- Monitor the intersection of Kiawah Island Parkway & Access 1 for traffic signal warrants and install a traffic signal if and when warranted.

1. INTRODUCTION

The purpose of this report is to document a traffic impact study for the proposed Andell West development in accordance with SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact study.

1.1. Project Background

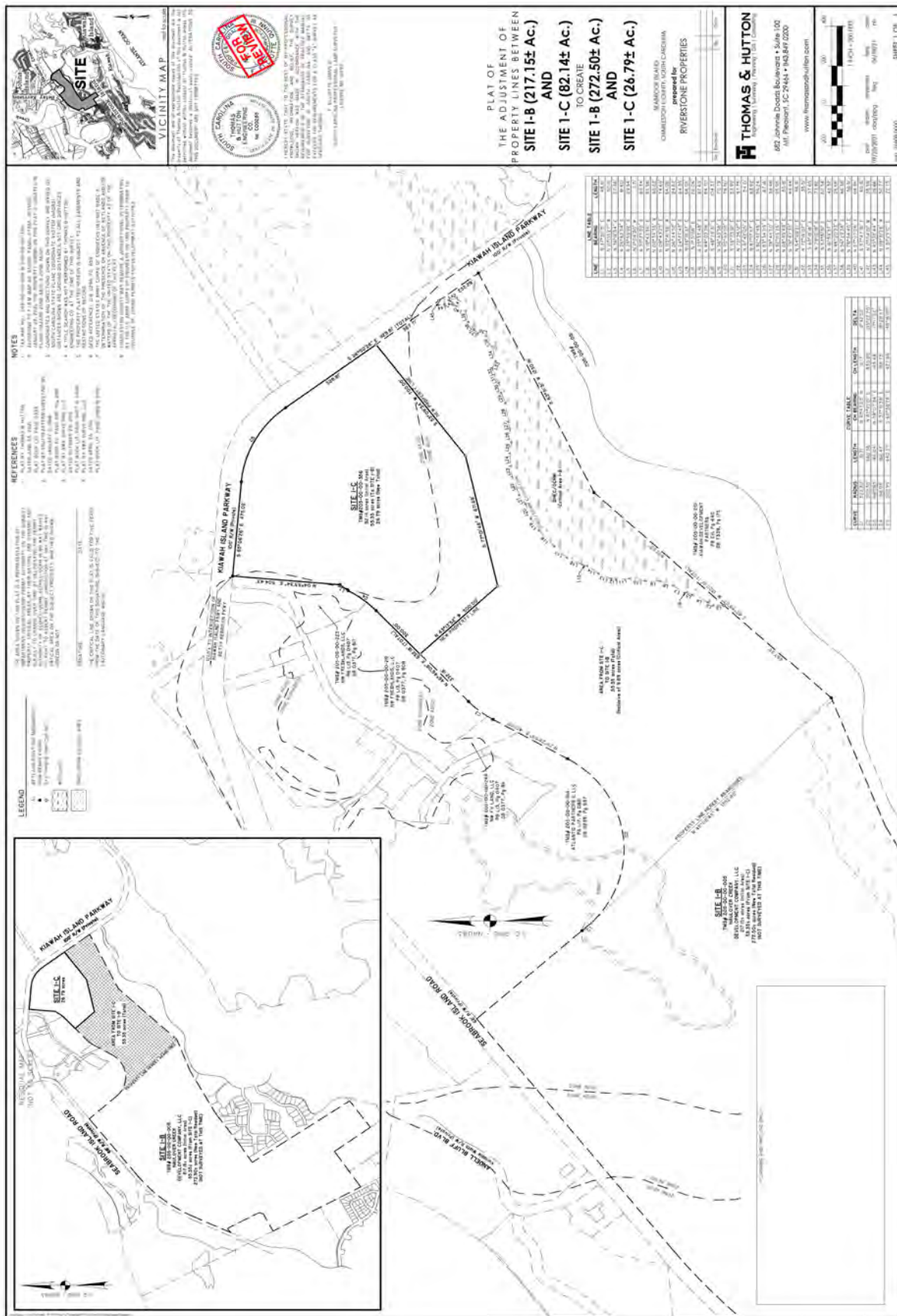
The proposed development is located on the south side of Kiawah Island Parkway east of Freshfields Drive in Kiawah Island, South Carolina. The development will consist of up to 160,000-sf of retail space. Access to the development is proposed to be provided via one full-movement access on Kiawah Island Parkway.

The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. The following intersections are studied:

- Betsy Kerrison Parkway & Seabrook Island Road/Kiawah Island Parkway,
- Kiawah Island Parkway & Freshfields Drive, and
- Kiawah Island Parkway & Access 1

Future-year analyses assume 2025 conditions as the Build scenario. Figure 1 shows the location of the project site and Figure 2 illustrates the conceptual site plan.





1.2. Existing Roadway Conditions

A review of the existing roadway conditions in the study area was conducted and is summarized in Table 1. Figure 3 illustrates the existing lane geometry.

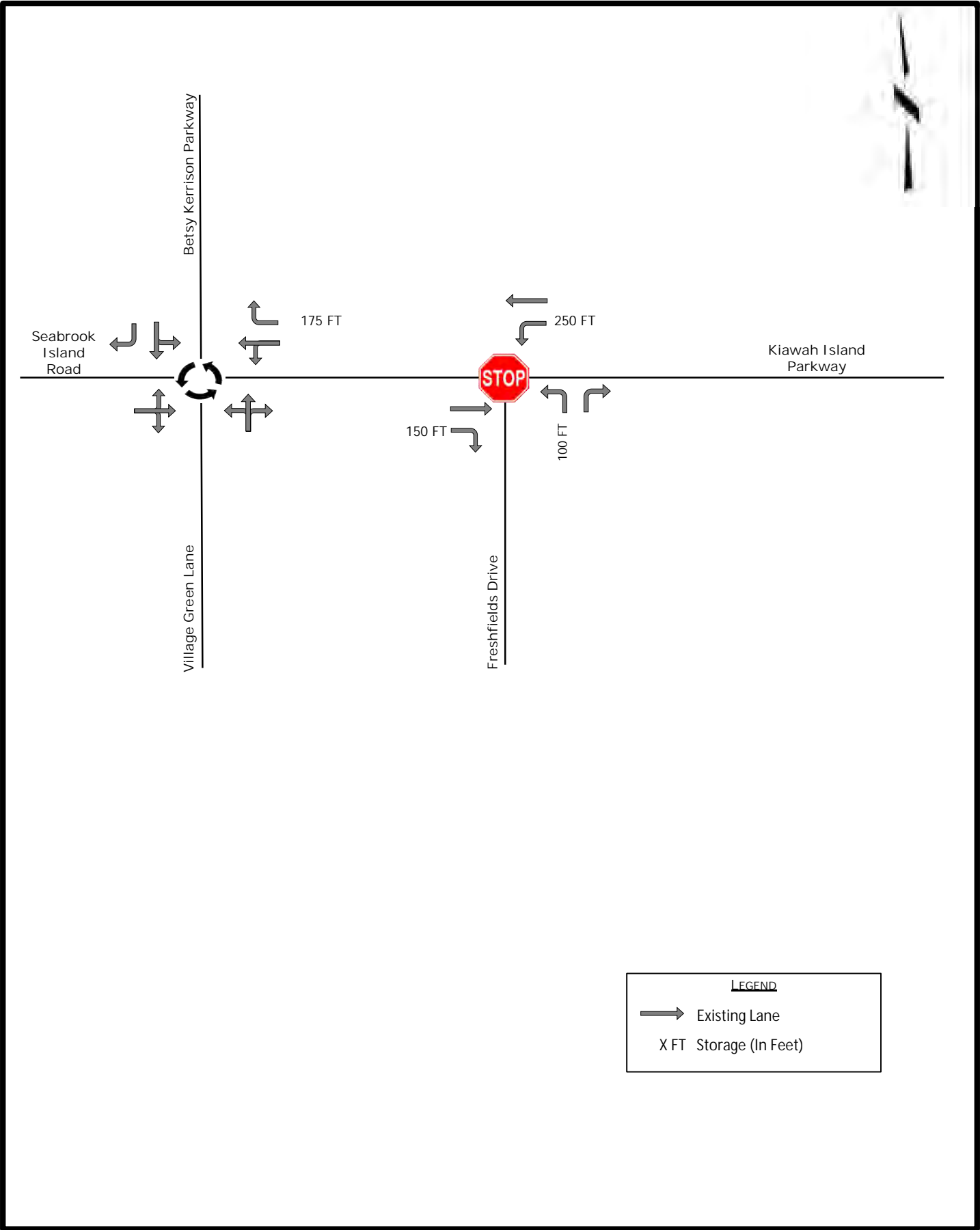
Table 1 – Street Inventory

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2020 AADT
Betsy Kerrison Parkway	S-10-20	5-lane undivided	35 MPH	SCDOT	13,800
Seabrook Island Road	-	2-lane undivided	35 MPH	Local	6,900
Kiawah Island Parkway	-	2-lane undivided	35 MPH	Local	-
Freshfields Drive	-	2-lane mixed	15 MPH	Local	-

1.3. Driveway Location

Access to the development is proposed to be provided via one full-movement access (Access 1) on Kiawah Island Parkway. Access 1 is proposed to be located approximately 950 ft east of Freshfields Drive at an existing unpaved driveway location.

Driveway spacing appears to meet SCDOT criteria.



2. PROJECT TRAFFIC

2.1. Proposed Land Uses

The proposed development will consist of up to 160,000-sf of retail space. The project site is currently vacant. It was previously used as a temporary, unpaved parking lot.

2.2. Trip Generation Estimates

The trip generation potential was estimated using information contained in ITE's *Trip Generation Manual*, 10th Edition (2017) for land use code (LUC) 820 – Shopping Center. The weekday daily, AM peak hour, and PM peak hour trip generation is shown in Table 2 and documented in Appendix A.

Table 2 – Trip Generation Estimates

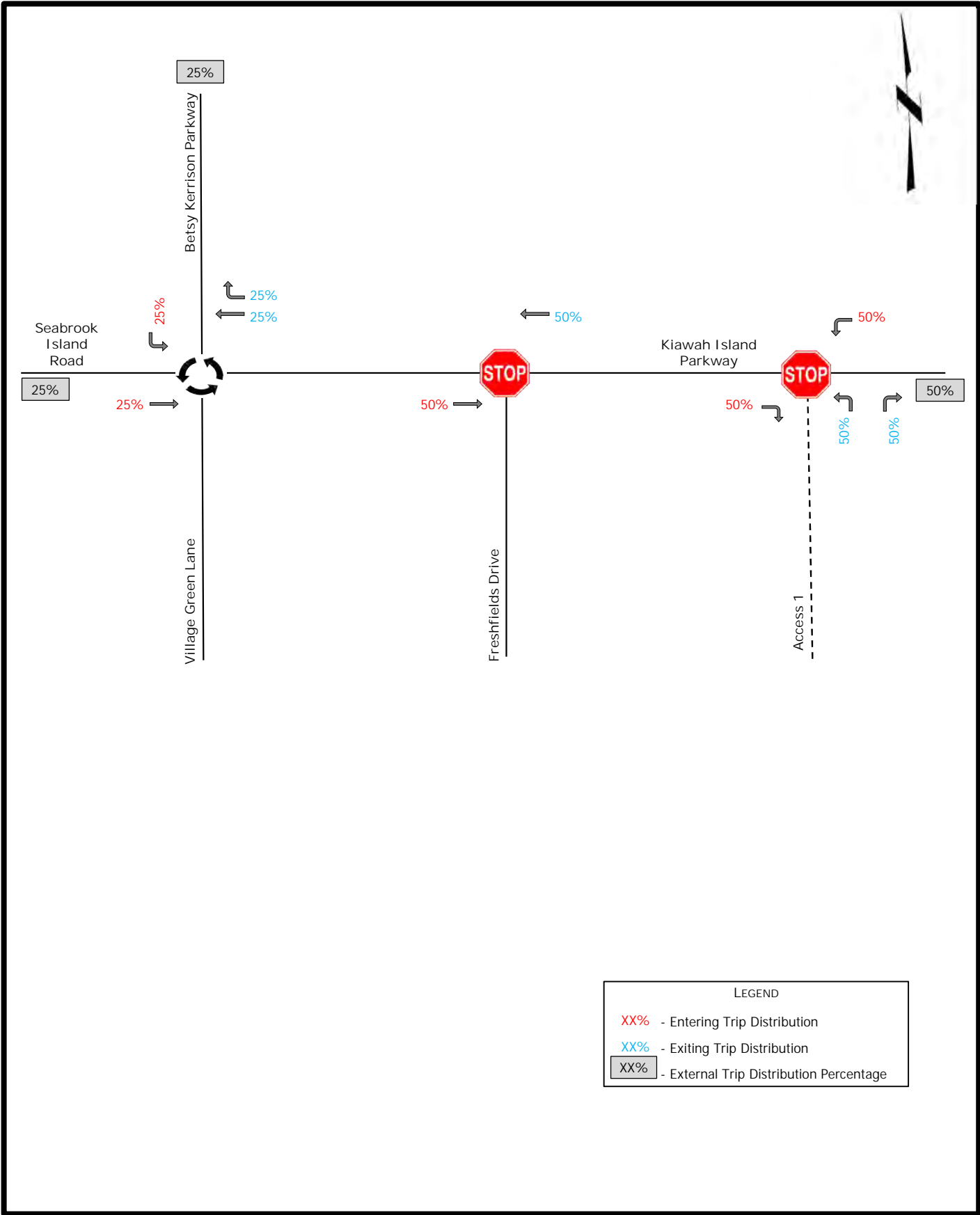
Land Use	ITE LUC	Size	Daily Traffic	AM Peak			PM Peak		
				Enter	Exit	Total	Enter	Exit	Total
Shopping Center	820	160,000 SF	8,276	144	88	232	369	400	769
-Pass-By Trips				--	--	--	-131	-131	-262
Total New External Trips:				144	88	232	238	269	507

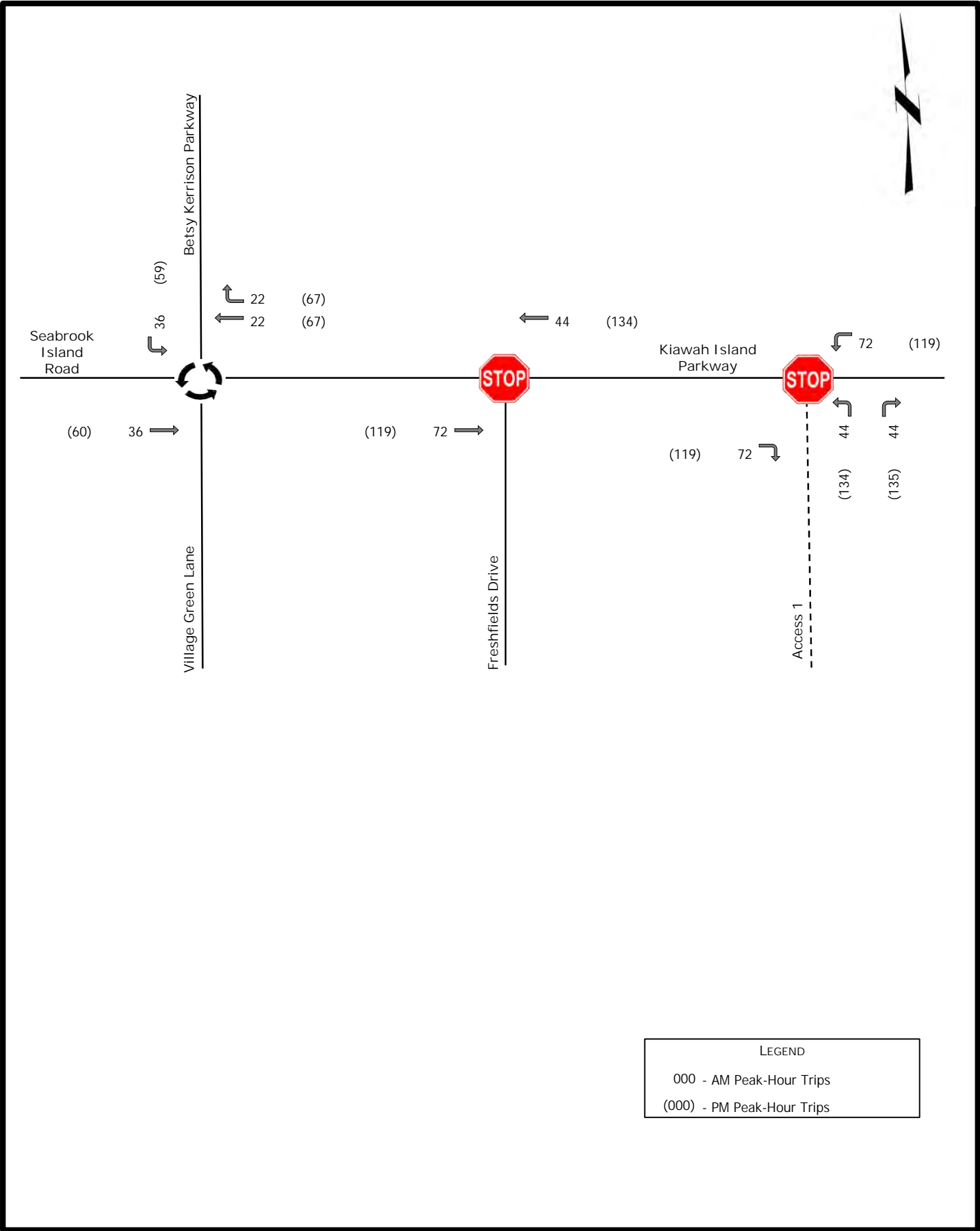
3.3 Trip Distribution & Assignment

New external traffic expected to be generated was distributed and assigned to the roadway network based upon existing travel patterns and engineering judgment. The distribution of new external project trips was assumed to be:

- 50% to/from the east via Kiawah Island Parkway,
- 25% to/from the west via Seabrook Island Road, and
- 25% to/from the north via Betsy Kerrison Parkway

The directional distribution assumptions are shown in Figures 4 and 6, while the assignment of the project traffic is shown in Figures 5 (new trips), 7 (pass-by trips), and 8 (total trips).

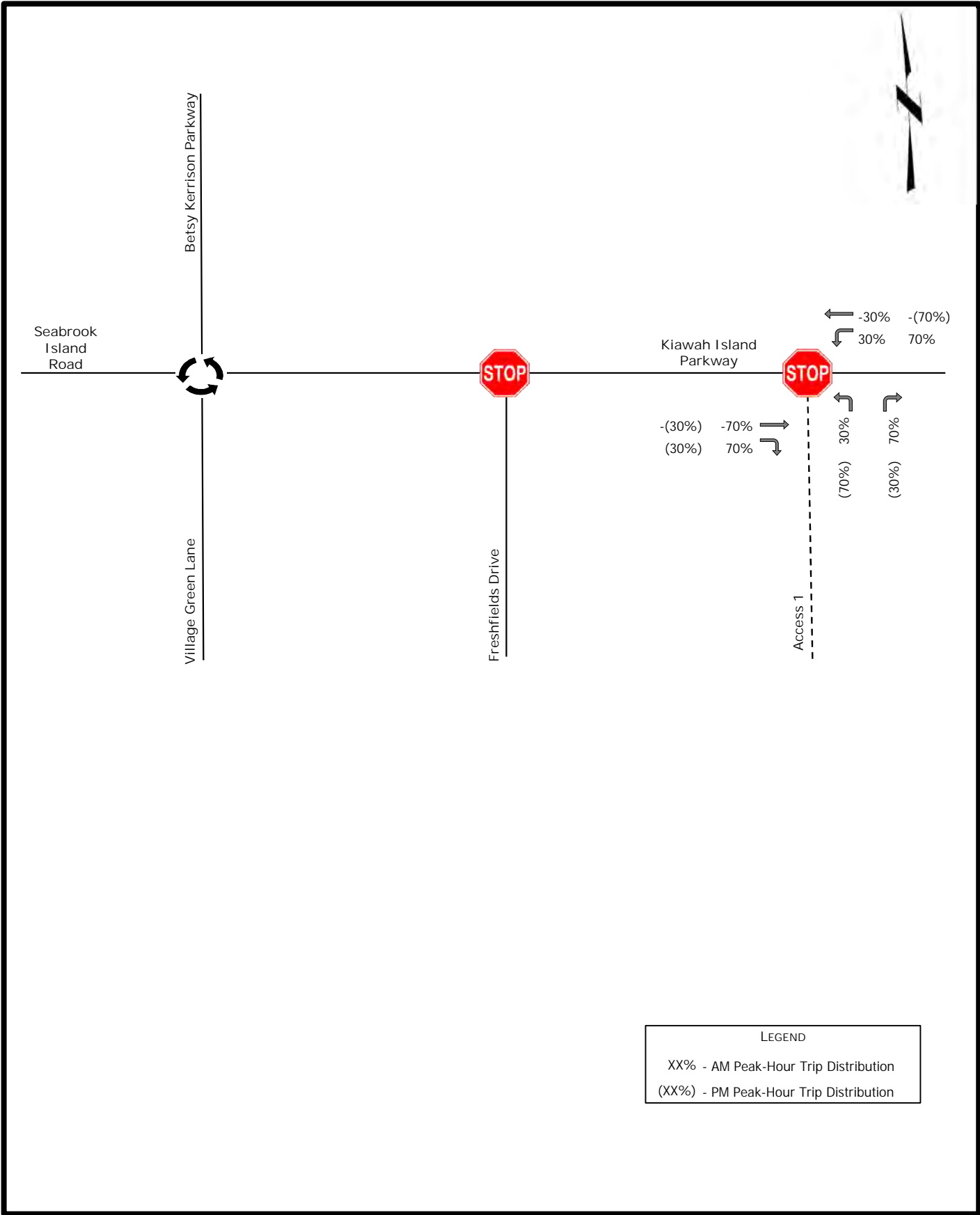




LEGEND

000 - AM Peak-Hour Trips

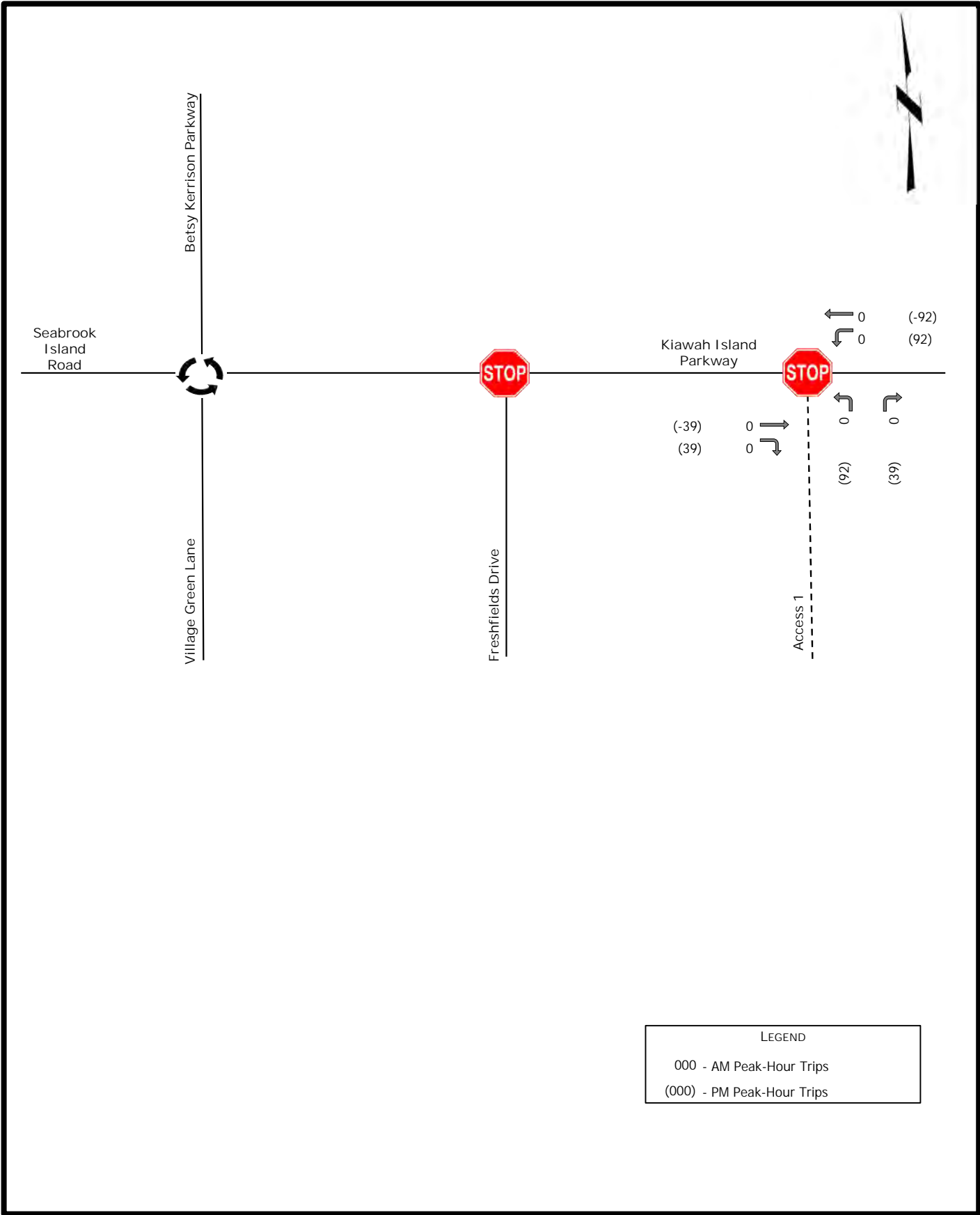
(000) - PM Peak-Hour Trips

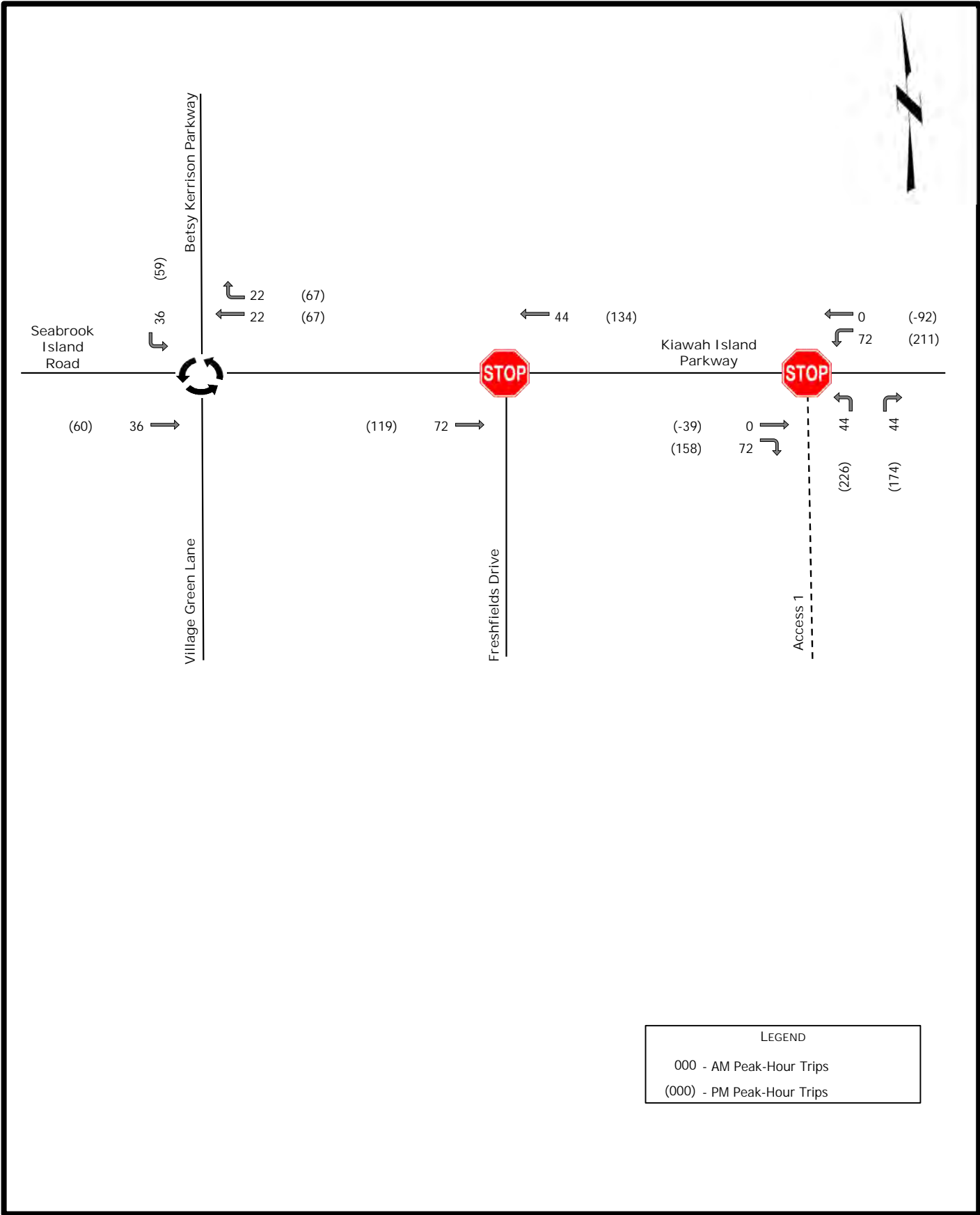


LEGEND

XX% - AM Peak-Hour Trip Distribution

((XX%)) - PM Peak-Hour Trip Distribution





3. TRAFFIC VOLUME DEVELOPMENT

3.1. Existing Traffic Volumes

Vehicle turning movement counts were conducted during the weekday AM peak period (7:00 AM to 9:00 AM) and the weekday PM peak period (4:00 PM to 6:00 PM) at the following intersections:

- Betsy Kerrison Parkway & Seabrook Island Road/Kiawah Island Parkway
- Kiawah Island Parkway & Freshfields Drive

The counts were conducted in May and June 2021. The 2021 traffic volumes are illustrated in Figure 9 and provided in Appendix B.

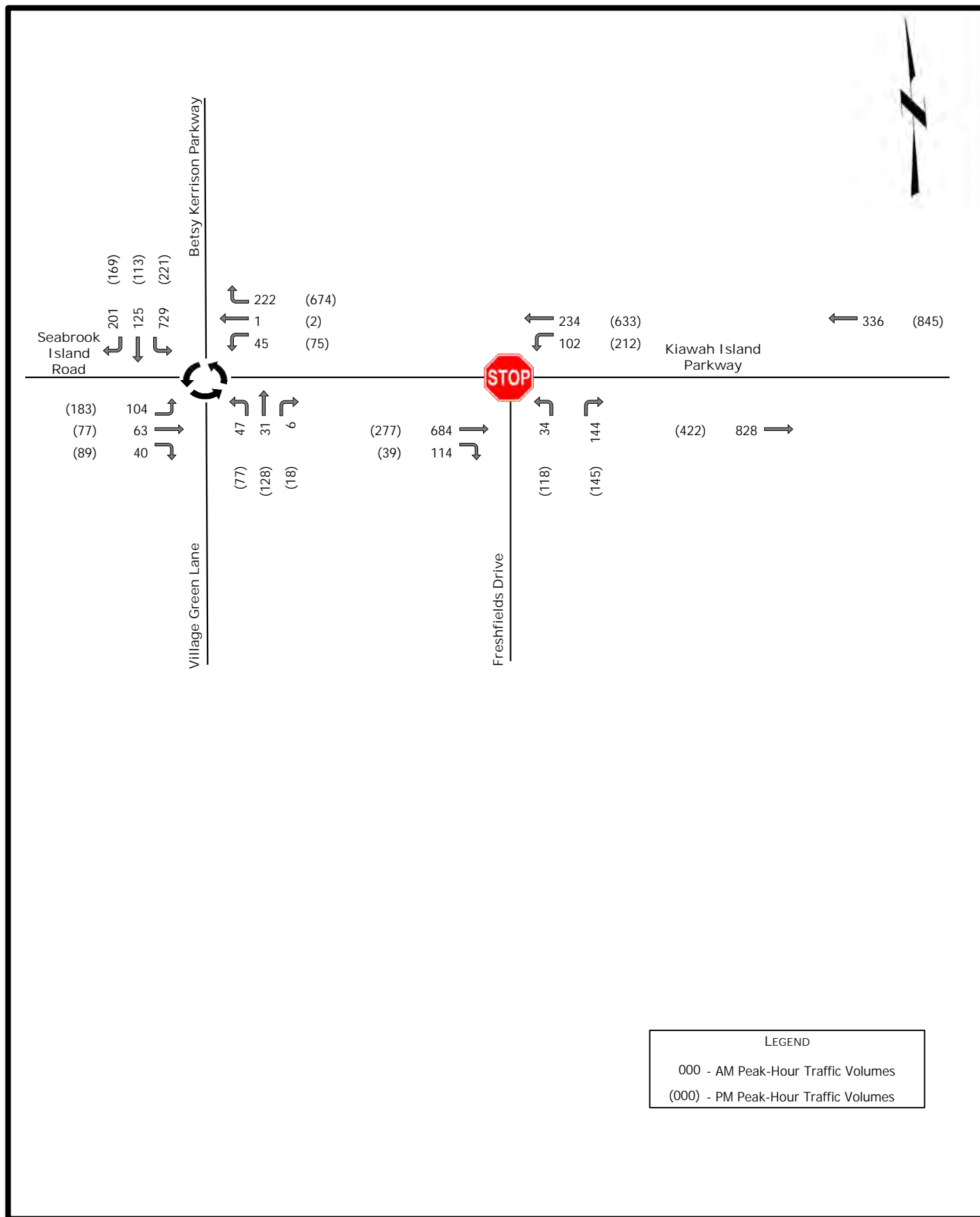
3.2. Future No-Build Traffic Volumes

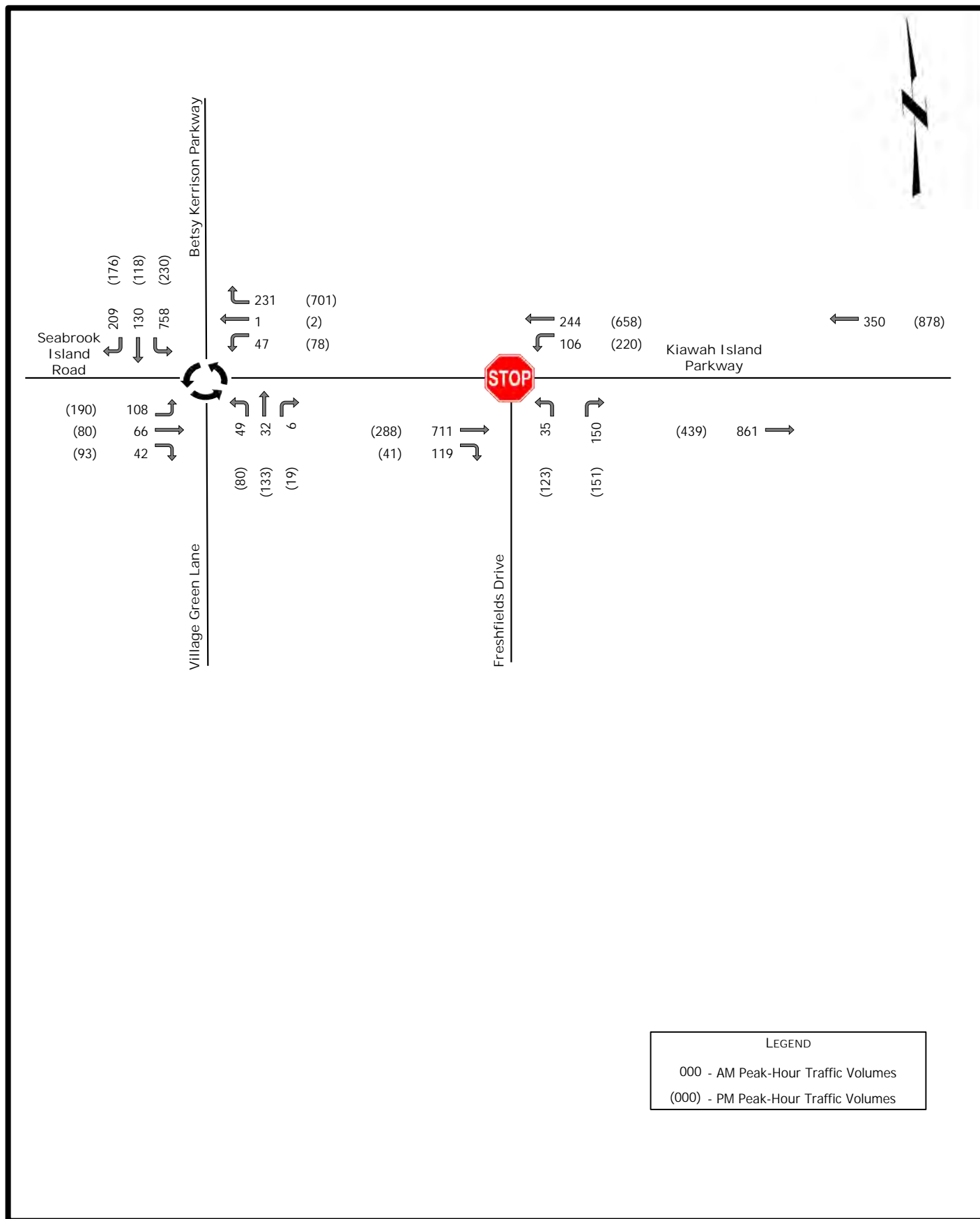
An annual 1% growth rate was applied to determine the 2025 background traffic volumes. The growth rate was based on SCDOT count station data (Station #723) over the past ten years (2010-2019). There were no adjacent developments considered.

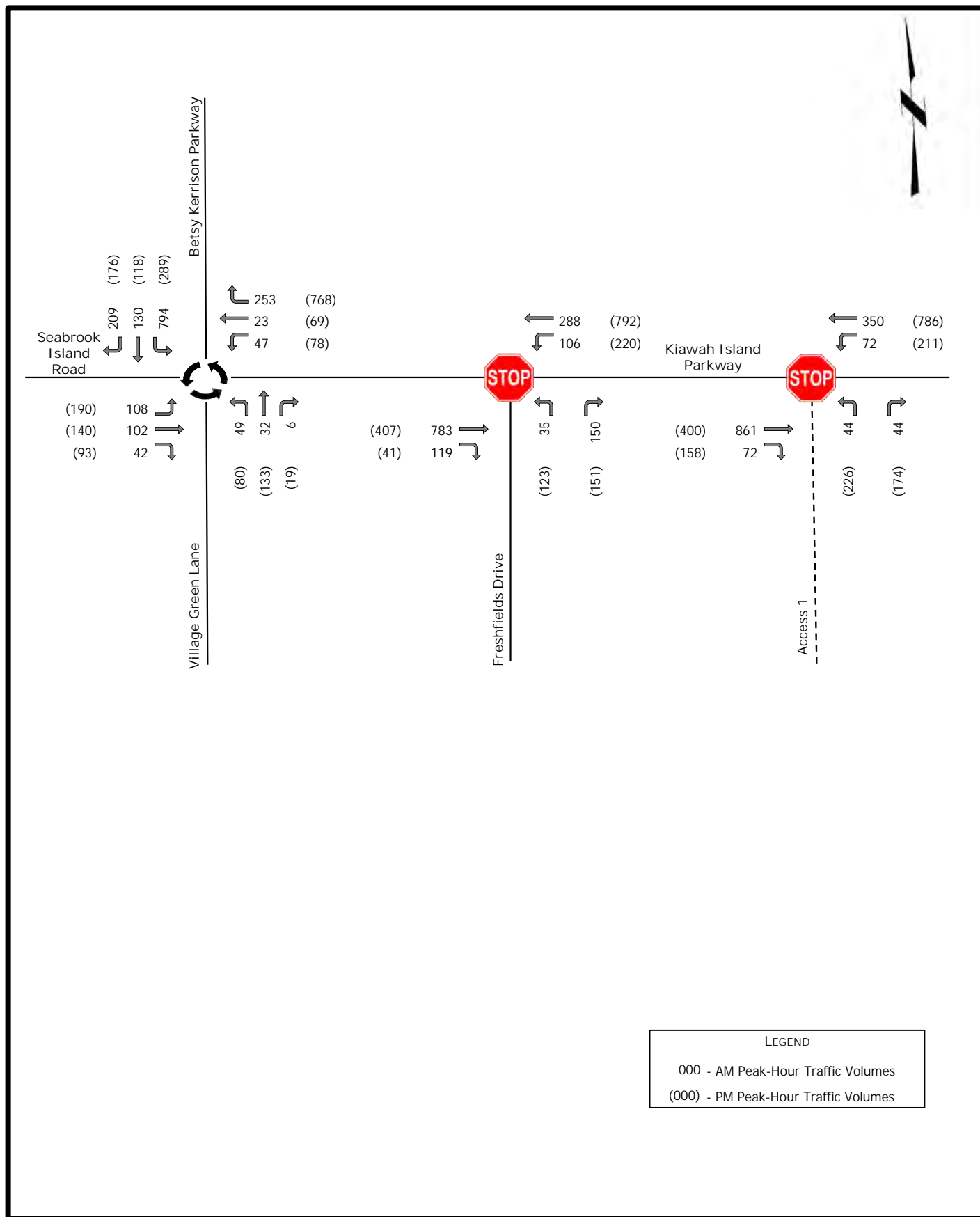
The 2025 No-Build traffic volumes are shown in Figure 10.

3.3. Build Out Traffic Volumes

The site generated traffic volumes were added to the 2025 No-Build traffic volumes to determine the 2025 Build volumes. The 2025 Build volumes are illustrated in Figure 11. Refer to Appendix C for traffic volume development worksheets.







4. TRAFFIC IMPACT ANALYSIS

4.1. Turn Lane Analysis

Kiawah Island Parkway has existing left and right turn lanes for inbound vehicles at both Freshfields Drive and Access 1. These existing turn lanes are expected to accommodate future traffic volumes and anticipated queue lengths.

4.2. Intersection LOS Analysis

Using the existing and proposed traffic volumes, intersection analyses were conducted for the study and project driveway intersections considering 2021 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions. Study intersections were analyzed using methodology outlined in the Transportation Research Board's *Highway Capacity Manual 6th Edition (HCM 6th Edition)*. Synchro (version 10.3) was used to complete the analyses for study intersections. SIDRA INTERSECTION 9 was used for all roundabout analyses.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 3 summarizes the *HCM 6th Edition* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 3 – HCM 6th Edition LOS Criteria for Unsignalized & Signalized Intersections

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

For roundabout intersections, Sidra provides LOS calculations for all approaches and an overall intersection LOS. Synchro capacity analysis results for unsignalized intersections do not provide an overall LOS, but rather a LOS for minor street approaches and major street left turn movements.

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied, and a minimum heavy vehicle percentage of 2% was considered.

The results of the intersection analyses are summarized in Table 4.

Table 4 – Intersection Analysis Results

Intersection	App.	LOS/Delay (seconds)							
		2021 Existing Conditions		2025 No-Build Conditions		2025 Build Conditions		2025 Build Conditions w/ Signal	
		AM	PM	AM	PM	AM	PM	AM	PM
Betsy Kerrison Parkway & Seabrook Island Road/Kiawah Island Parkway	EB	C/16.3	B/10.0	C/18.2	B/10.7	C/23.6	B/14.3	--	--
	WB	A/0.6	A/0.7	A/0.7	A/0.7	A/0.7	A/1.1	--	--
	NB	B/10.2	A/8.3	B/10.8	A/8.8	B/12.0	B/10.7	--	--
	SB	B/12.1	A/4.9	B/13.3	A/5.1	C/15.5	A/6.2	--	--
	Overall	B/10.6	A/4.5	B/11.7	A/4.7	B/13.8	A/6.0	--	--
Kiawah Island Parkway & Freshfields Drive	EB	--	--	--	--	--	--	--	--
	WB ¹	A/9.8	A/8.5	A/10.0	A/8.6	B/10.3	A/9.1	--	--
	NB ²	C/18.2	C/23.5	C/19.4	D/26.5	C/21.9	E/38.2	--	--
Kiawah Island Parkway & Access 1	EB	--	--	--	--	--	--	B/16.2	B/13.0
	WB	--	--	--	--	B ¹ /10.9	A ¹ /9.8	A/4.2	A/8.9
	NB	--	--	--	--	C ² /18.4	F ² /146.1	C/25.1	B/16.3
	Overall	--	--	--	--	--	--	B/13.3	B/11.6

1. LOS for major street left turn movement

2. LOS for minor street approach

The roundabout at Betsy Kerrison Parkway and Kiawah Island Parkway is expected to operate at an overall LOS B or better under all analysis conditions. All approaches are anticipated to operate at LOS C or better during the peak hours.

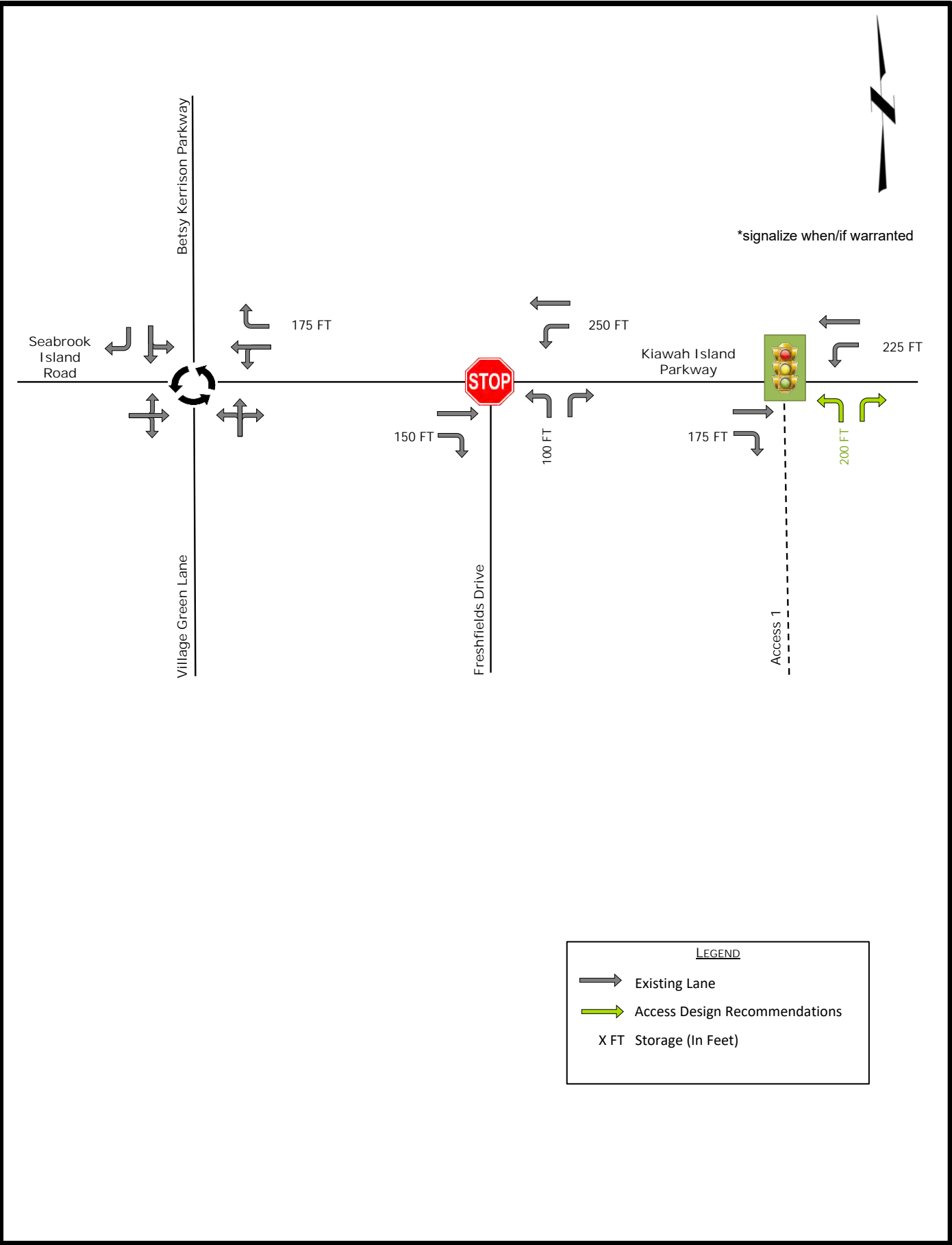
Freshfields Drive may operate with moderate delays; however, queue lengths are expected to be less than five vehicles during peak times. There is an approximately 150 ft receiving lane striped on Kiawah Island Parkway that vehicles exiting to the west may use to make a two-stage left turn. Additionally, if delay to turn left were to become excessive, vehicles may exit the development via Village Green Lane (at the roundabout).

The Access outbound approach to Kiawah Island Parkway is expected to operate well during the AM peak hour as a stop-controlled approach. However, long delays and queues are possible in the PM peak hour. Anticipated traffic volumes are expected to meet warrants for installation of a traffic

signal in the future. Signals should not be installed until actual volumes meet the required thresholds; therefore, a traffic signal warrant analysis should be performed at an appropriate time. If and when the intersection is signalized, it is expected to operate with only minor delays. The existing turn lanes on Kiawah Island Parkway do not need to be extended.

Access 1 should be constructed with one ingress lane and two egress lanes (one left turn lane and one right turn lane). The egress lanes should include 200 feet of storage for left turning vehicles approaching Kiawah Island Parkway. The existing turn lanes on Kiawah Island Parkway do not need to be extended.

Figure 12 shows the proposed lane configuration for the Build (2025) conditions. Worksheets documenting the intersection analyses are provided in Appendix D for 2021 Existing conditions, Appendix E for 2025 No-Build conditions, and Appendix F for 2025 Build conditions.



5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

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Access recommendation are as follows:

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- Monitor the intersection of Kiawah Island Parkway & Access 1 for traffic signal warrants and install a traffic signal if and when warranted.

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APPENDIX A

Trip Generation Worksheet

ANDELL WEST TIS
TRIP GENERATION ESTIMATES

Daily Trips

Land Use	ITE LUC Code	Size	Unit	Gross Trips			External Trips			Pass By				New External Trips		
				In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total
Shopping Center	820	160	ksf	4,138	4,138	8,276	4,138	4,138	8,276							
				4,138	4,138	8,276	4,138	4,138	8,276							

AM Peak Hour Trips

Land Use	ITE LUC Code	Size	Unit	Gross Trips			External Trips			Pass By				New External Trips		
				In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total
Shopping Center	820	160	ksf	144	88	232	144	88	232	0%	0	0	0	144	88	232
				144	88	232	144	88	232	0%	0	0	0	144	88	232

PM Peak Hour Trips

Land Use	ITE LUC Code	Size	Unit	Gross Trips			External Trips			Pass By				New External Trips		
				In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total
Shopping Center	820	160	ksf	369	400	769	369	400	769	34%	131	131	262	238	269	507
				369	400	769	369	400	769	34%	131	131	262	238	269	507

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APPENDIX B

Traffic Count Data



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Columbia, SC 29201

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File Name : Kiawah Island Traffic Circle

Site Code :

Start Date : 05/06/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

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

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735 Maryland St
Columbia, SC 29201

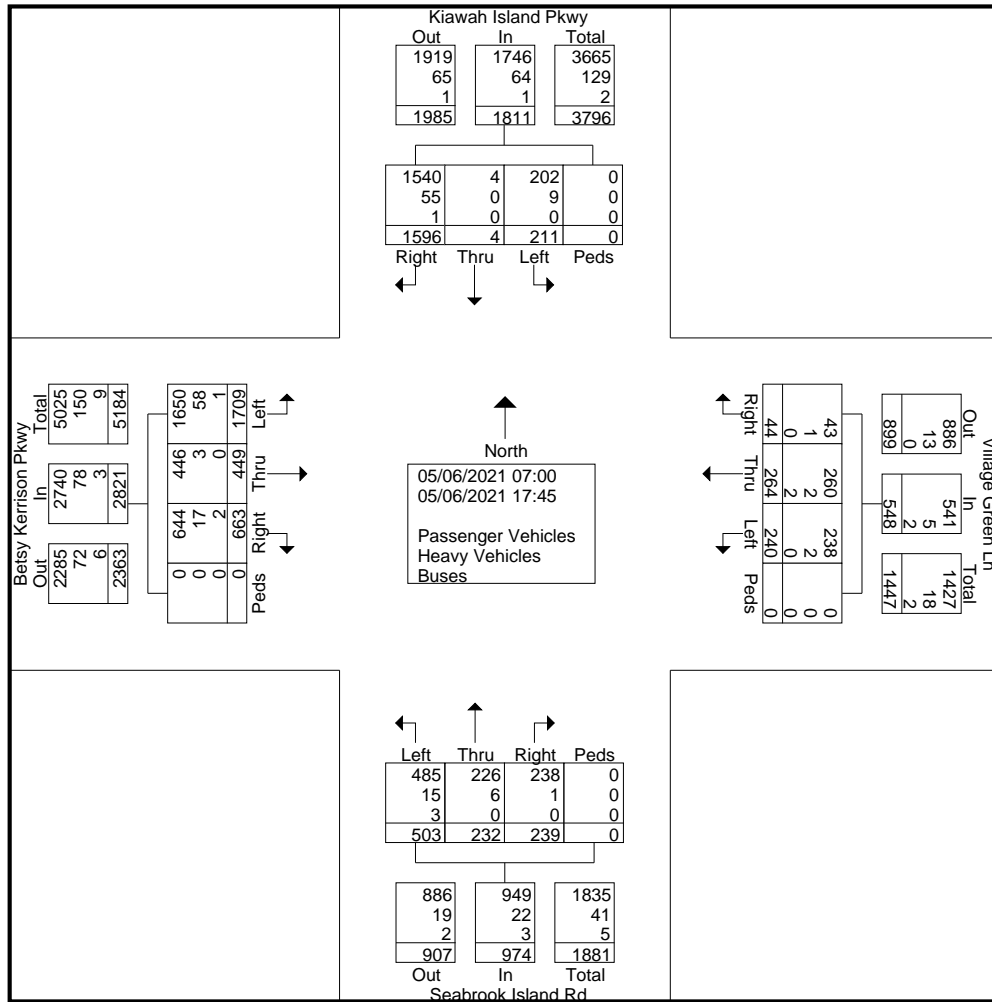
We can't say we're the Best, but you Can!

File Name : Kiawah Island Traffic Circle

Site Code :

Start Date : 05/06/2021

Page No : 2



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Columbia, SC 29201

We can't say we're the Best, but you Can!

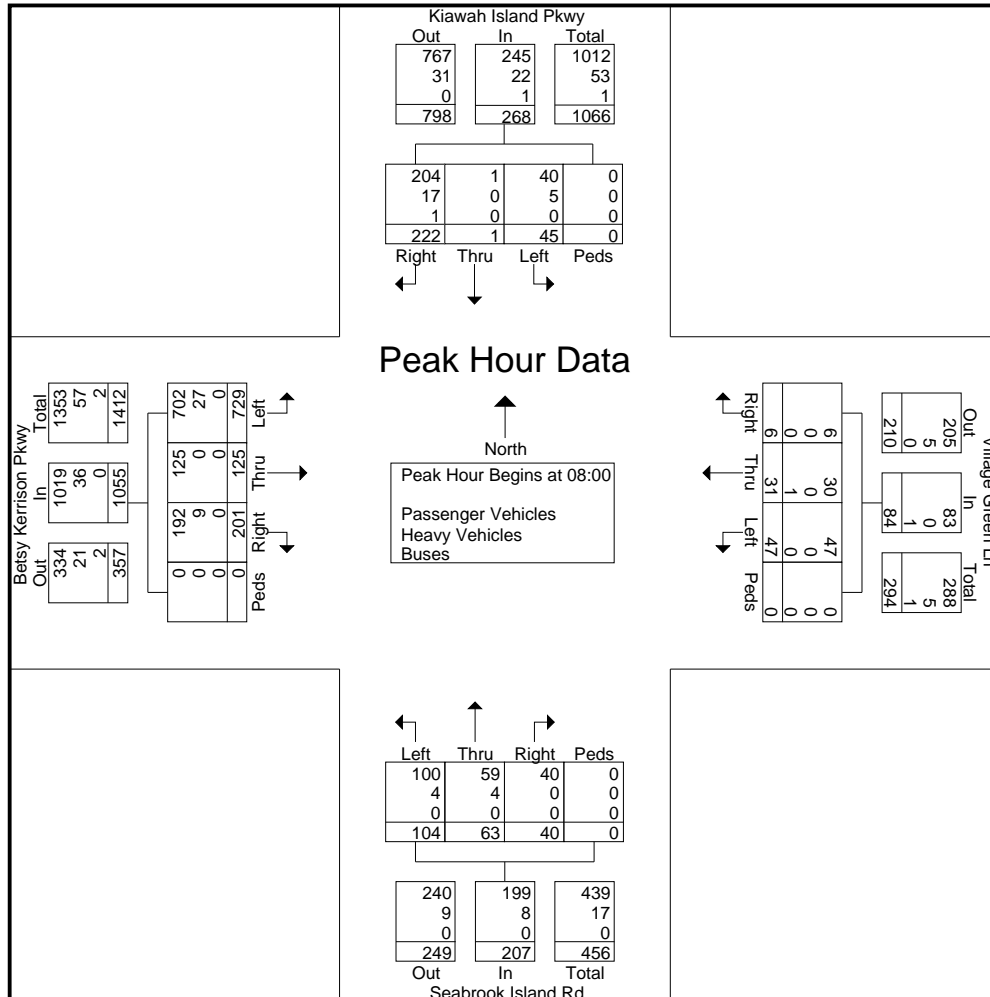
File Name : Kiawah Island Traffic Circle

Site Code :

Start Date : 05/06/2021

Page No : 3

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



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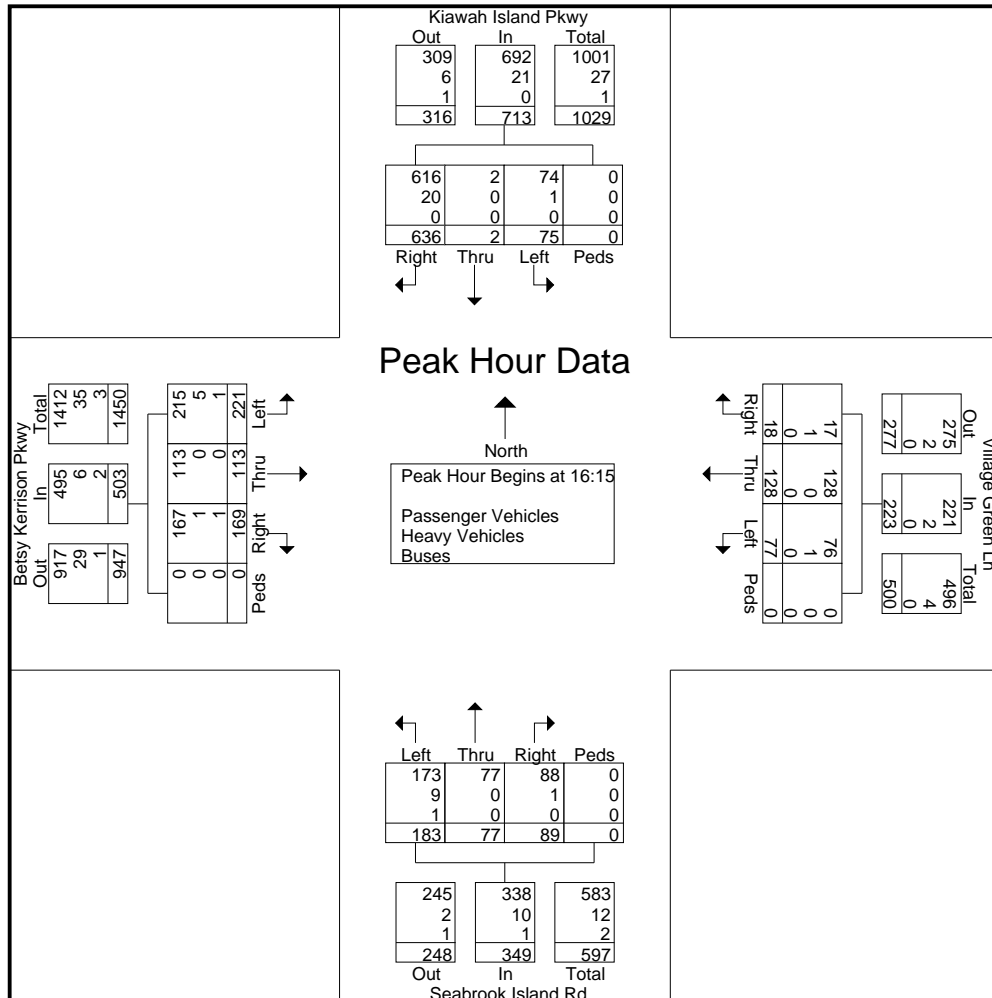
File Name : Kiawah Island Traffic Circle

Site Code :

Start Date : 05/06/2021

Page No : 4

	Kiawah Island Pkwy Southbound					Village Green Ln Westbound					Seabrook Island Rd Northbound					Betsy Kerrison Pkwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	22	0	173	0	195	25	35	5	0	65	51	20	22	0	93	59	39	42	0	140	493
16:30	17	0	158	0	175	18	25	5	0	48	48	22	15	0	85	47	22	39	0	108	416
16:45	17	1	145	0	163	17	28	3	0	48	33	15	31	0	79	56	30	53	0	139	429
17:00	19	1	160	0	180	17	40	5	0	62	51	20	21	0	92	59	22	35	0	116	450
Total Volume	75	2	636	0	713	77	128	18	0	223	183	77	89	0	349	221	113	169	0	503	1788
% App. Total	10.5	0.3	89.2	0		34.5	57.4	8.1	0		52.4	22.1	25.5	0		43.9	22.5	33.6	0		
PHF	.852	.500	.919	.000	.914	.770	.800	.900	.000	.858	.897	.875	.718	.000	.938	.936	.724	.797	.000	.898	.907
Passenger Vehicles	74	2	616	0	692	76	128	17	0	221	173	77	88	0	338	215	113	167	0	495	1746
% Passenger Vehicles																					
Heavy Vehicles	1	0	20	0	21	1	0	1	0	2	9	0	1	0	10	5	0	1	0	6	39
% Heavy Vehicles	1.3	0	3.1	0	2.9	1.3	0	5.6	0	0.9	4.9	0	1.1	0	2.9	2.3	0	0.6	0	1.2	2.2
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	3
% Buses	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.3	0.5	0	0.6	0	0.4	0.2



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File Name : Kiawah Island Pkwy @ Freshfields Dr

Site Code :

Start Date : 06/15/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Southbound				Kiawah Island Pkwy Westbound				Freshfields Dr Northbound				Kiawah Island Pkwy Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	7	39	0	0	14	0	22	0	0	101	26	0	209
07:15	0	0	0	0	10	24	0	0	13	0	29	0	0	97	27	0	200
07:30	0	0	0	0	7	30	0	0	7	0	41	0	0	150	24	0	259
07:45	0	0	0	0	15	34	0	0	5	0	27	0	0	154	18	0	253
Total	0	0	0	0	39	127	0	0	39	0	119	0	0	502	95	0	921
08:00	0	0	0	0	20	42	0	0	6	0	31	0	0	167	30	0	296
08:15	0	0	0	0	27	50	0	0	9	0	37	0	0	162	32	0	317
08:30	0	0	0	0	25	52	0	0	11	0	36	0	0	137	31	0	292
08:45	0	0	0	0	30	53	0	0	8	0	40	0	0	183	21	0	335
Total	0	0	0	0	102	197	0	0	34	0	144	0	0	649	114	0	1240
16:00	0	0	0	0	43	134	0	0	25	0	47	0	0	64	12	0	325
16:15	0	0	0	0	40	147	0	0	20	0	42	0	0	49	17	0	315
16:30	0	0	0	0	48	139	0	0	23	0	41	0	0	61	13	0	325
16:45	0	0	0	0	57	138	0	0	31	0	43	0	0	50	9	0	328
Total	0	0	0	0	188	558	0	0	99	0	173	0	0	224	51	0	1293
17:00	0	0	0	0	45	147	0	0	35	0	38	0	0	45	8	0	318
17:15	0	0	0	0	56	162	0	0	35	0	39	0	0	45	13	0	350
17:30	0	0	0	0	56	164	0	0	30	0	28	0	0	48	10	0	336
17:45	0	0	0	0	55	160	0	0	18	0	40	0	0	56	8	0	337
Total	0	0	0	0	212	633	0	0	118	0	145	0	0	194	39	0	1341
Grand Total	0	0	0	0	541	1515	0	0	290	0	581	0	0	1569	299	0	4795
Apprch %	0	0	0	0	26.3	73.7	0	0	33.3	0	66.7	0	0	84	16	0	
Total %	0	0	0	0	11.3	31.6	0	0	6	0	12.1	0	0	32.7	6.2	0	
Passenger Vehicles	0	0	0	0	537	1476	0	0	282	0	573	0	0	1504	290	0	4662
% Passenger Vehicles	0	0	0	0	99.3	97.4	0	0	97.2	0	98.6	0	0	95.9	97	0	97.2
Heavy Vehicles	0	0	0	0	3	39	0	0	8	0	8	0	0	62	9	0	129
% Heavy Vehicles	0	0	0	0	0.6	2.6	0	0	2.8	0	1.4	0	0	4	3	0	2.7
Buses	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4
% Buses	0	0	0	0	0.2	0	0	0	0	0	0	0	0	0.2	0	0	0.1

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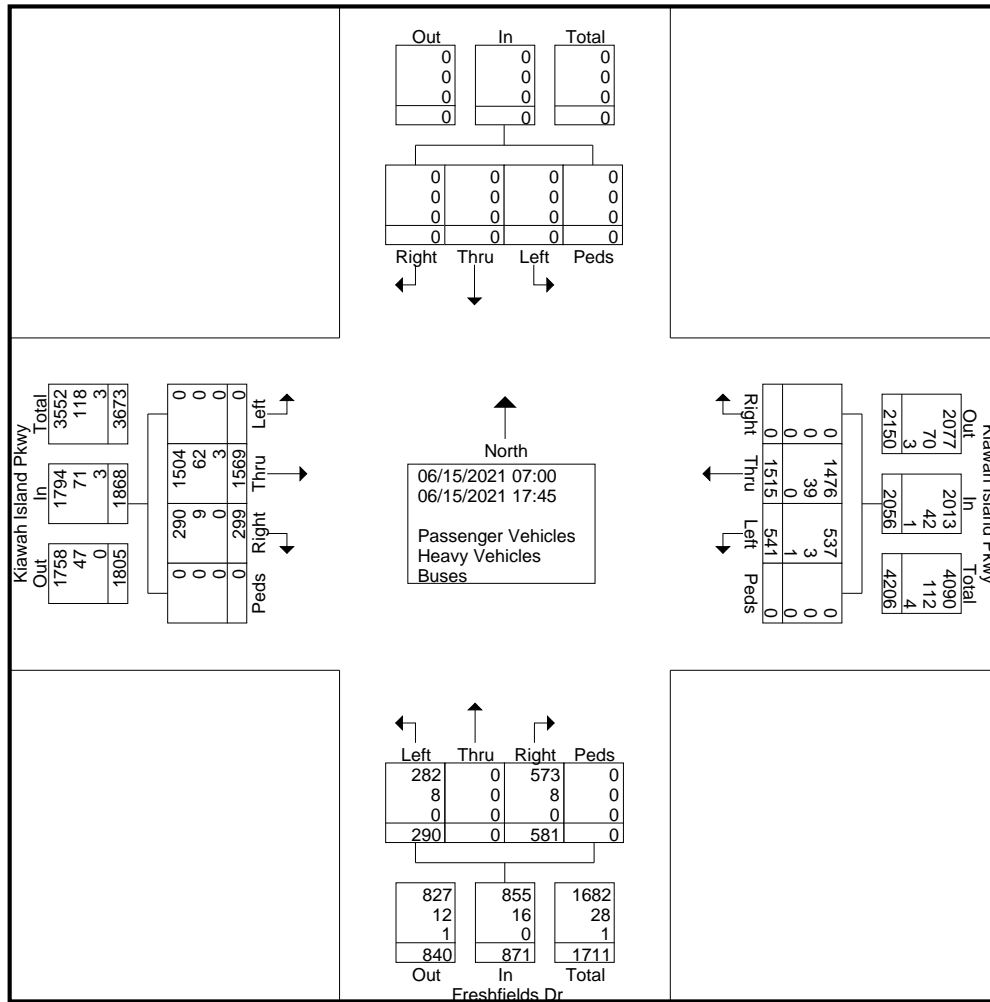
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File Name : Kiawah Island Pkwy @ Freshfields Dr

Site Code :

Start Date : 06/15/2021

Page No : 2



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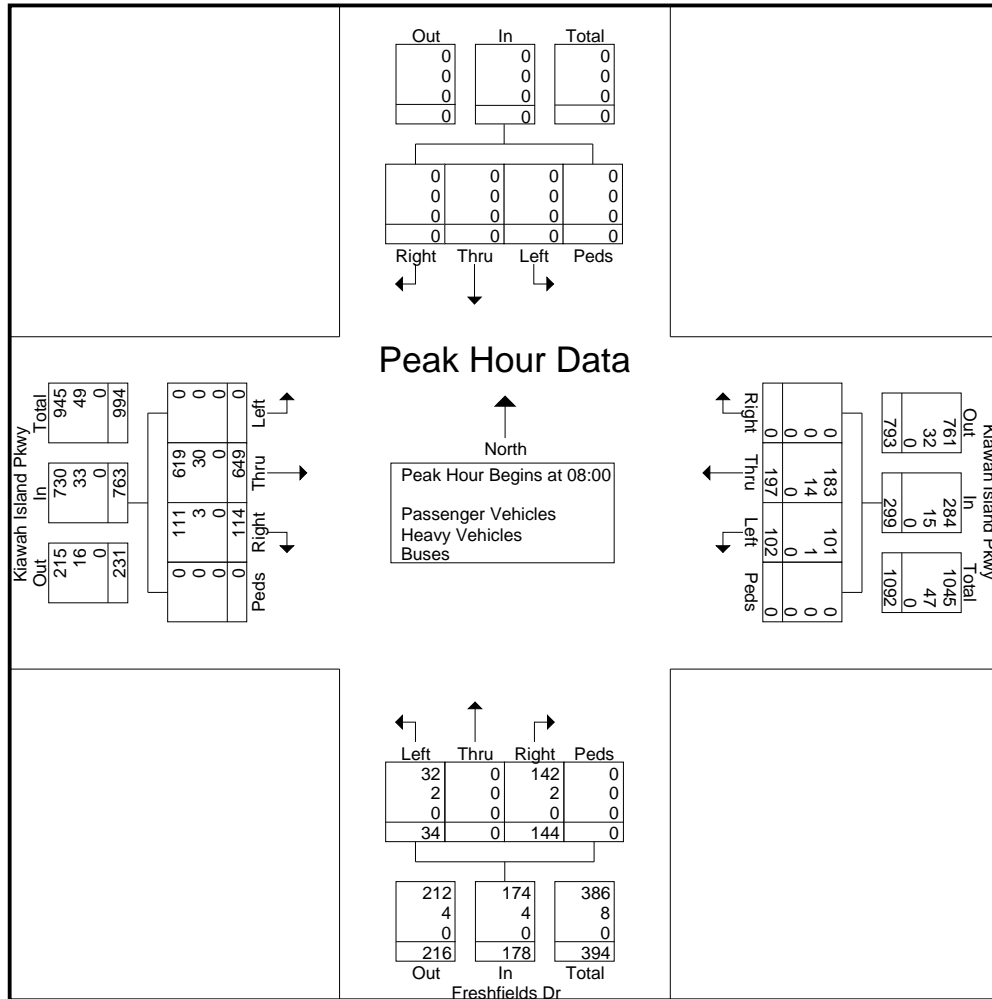
File Name : Kiawah Island Pkwy @ Freshfields Dr

Site Code :

Start Date : 06/15/2021

Page No : 3

	Southbound					Kiawah Island Pkwy Westbound					Freshfields Dr Northbound					Kiawah Island Pkwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	20	42	0	0	62	6	0	31	0	37	0	167	30	0	197	296
08:15	0	0	0	0	0	27	50	0	0	77	9	0	37	0	46	0	162	32	0	194	317
08:30	0	0	0	0	0	25	52	0	0	77	11	0	36	0	47	0	137	31	0	168	292
08:45	0	0	0	0	0	30	53	0	0	83	8	0	40	0	48	0	183	21	0	204	335
Total Volume	0	0	0	0	0	102	197	0	0	299	34	0	144	0	178	0	649	114	0	763	1240
% App. Total	0	0	0	0	0	34.1	65.9	0	0	0	19.1	0	80.9	0	0	0	85.1	14.9	0	0	0
PHF	.000	.000	.000	.000	.000	.850	.929	.000	.000	.901	.773	.000	.900	.000	.927	.000	.887	.891	.000	.935	.925
Passenger Vehicles	0	0	0	0	0	101	183	0	0	284	32	0	142	0	174	0	619	111	0	730	1188
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	14	0	0	15	2	0	2	0	4	0	30	3	0	33	52
% Heavy Vehicles	0	0	0	0	0	1.0	7.1	0	0	5.0	5.9	0	1.4	0	2.2	0	4.6	2.6	0	4.3	4.2
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



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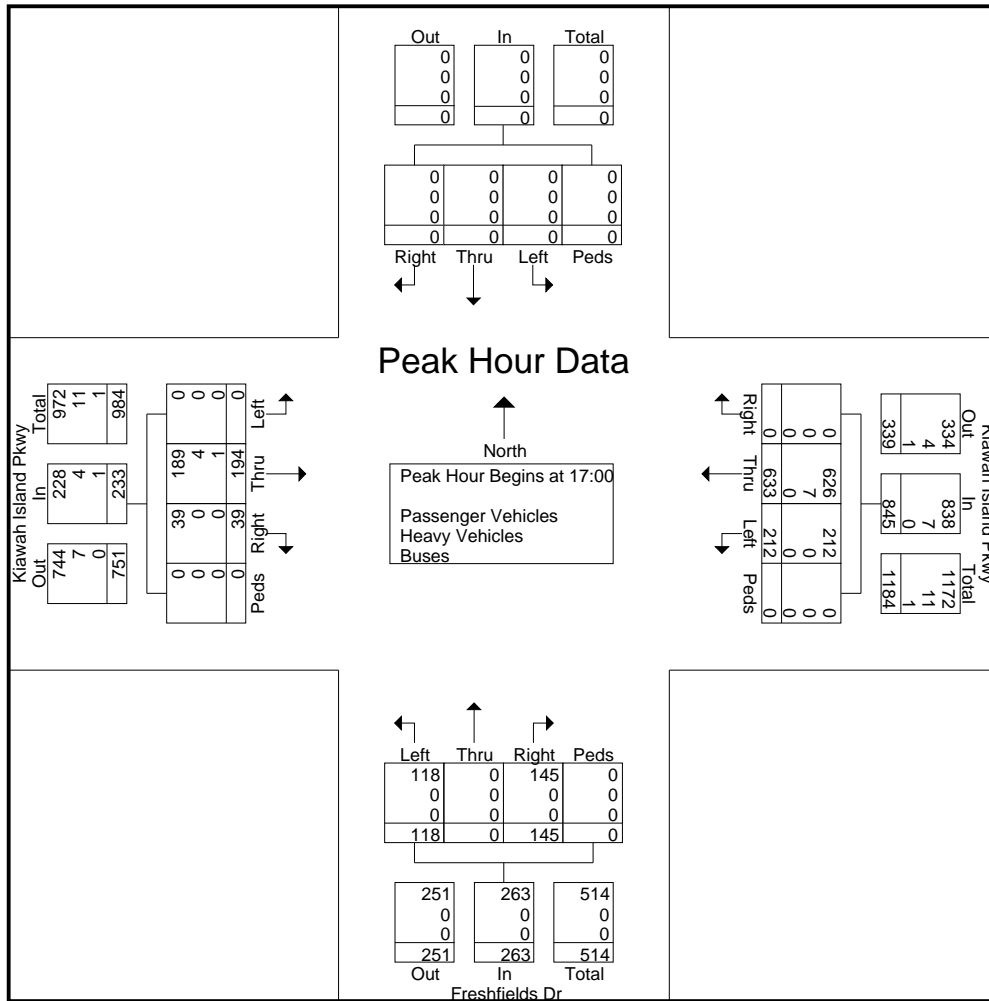
File Name : Kiawah Island Pkwy @ Freshfields Dr

Site Code :

Start Date : 06/15/2021

Page No : 4

	Southbound					Kiawah Island Pkwy Westbound					Freshfields Dr Northbound					Kiawah Island Pkwy Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	45	147	0	0	192	35	0	38	0	73	0	45	8	0	53	318
17:15	0	0	0	0	0	56	162	0	0	218	35	0	39	0	74	0	45	13	0	58	350
17:30	0	0	0	0	0	56	164	0	0	220	30	0	28	0	58	0	48	10	0	58	336
17:45	0	0	0	0	0	55	160	0	0	215	18	0	40	0	58	0	56	8	0	64	337
Total Volume	0	0	0	0	0	212	633	0	0	845	118	0	145	0	263	0	194	39	0	233	1341
% App. Total	0	0	0	0	0	25.1	74.9	0	0		44.9	0	55.1	0		0	83.3	16.7	0		
PHF	.000	.000	.000	.000	.000	.946	.965	.000	.000	.960	.843	.000	.906	.000	.889	.000	.866	.750	.000	.910	.958
Passenger Vehicles	0	0	0	0	0	212	626	0	0	838	118	0	145	0	263	0	189	39	0	228	1329
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	0.8	0	0	0	0	0	0	2.1	0	0	1.7	0.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0.1



APPENDIX C

Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Kiawah Island Parkway & Betsy Kerrison Parkway/Seabrook Island Road/Village Green

TRAFFIC CONTROL: Roundabout

DATE COUNTED: Thursday, May 6, 2021

AM PEAK HOUR (8:00-9:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 TRAFFIC VOLUMES	104	63	40	45	1	222	47	31	6	729	125	201
Years To Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	4	3	2	2	0	9	2	1	0	29	5	8
2025 NO-BUILD TRAFFIC VOLUMES	108	66	42	47	1	231	49	32	6	758	130	209
New Project Traffic		36			22	22				36		
Pass-By Project Traffic												
Total Project Traffic	0	36	0	0	22	22	0	0	0	36	0	0
2025 BUILD TRAFFIC VOLUMES	108	102	42	47	23	253	49	32	6	794	130	209

PM PEAK HOUR (4:15-5:15 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 TRAFFIC VOLUMES	183	77	89	75	2	674	77	128	18	221	113	169
Years To Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	7	3	4	3	0	27	3	5	1	9	5	7
2025 NO-BUILD TRAFFIC VOLUMES	190	80	93	78	2	701	80	133	19	230	118	176
New Project Traffic		60			67	67				59		
Pass-By Project Traffic												
Total Project Traffic	0	60	0	0	67	67	0	0	0	59	0	0
2025 BUILD TRAFFIC VOLUMES	190	140	93	78	69	768	80	133	19	289	118	176

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Kiawah Island Parkway & Freshfields Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Tuesday, June 15, 2021

AM PEAK HOUR (8:00-9:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 TRAFFIC VOLUMES	0	684	114	102	234	0	34	0	144	0	0	0
Years To Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	27	5	4	9	0	1	0	6	0	0	0
2025 NO-BUILD TRAFFIC VOLUMES	0	711	119	106	244	0	35	0	150	0	0	0
New Project Traffic		72			44							
Pass-By Project Traffic												
Total Project Traffic		72			44							
2025 BUILD TRAFFIC VOLUMES	0	783	119	106	288	0	35	0	150	0	0	0

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 TRAFFIC VOLUMES	0	277	39	212	633	0	118	0	145	0	0	0
Years To Buildout (2025)	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	11	2	8	25	0	5	0	6	0	0	0
2025 NO-BUILD TRAFFIC VOLUMES	0	288	41	220	658	0	123	0	151	0	0	0
New Project Traffic		119			134							
Pass-By Project Traffic												
Total Project Traffic		119			134							
2025 BUILD TRAFFIC VOLUMES	0	407	41	220	792	0	123	0	151	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Kiawah Island Parkway & Access 1

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: through vols balanced from Freshfields Drive count

AM PEAK HOUR ()	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 TRAFFIC VOLUMES		828			336							
Years To Buildout (2025)		4			4							
Yearly Growth Rate		1.0%			1.0%							
Background Traffic Growth		33			13							
2025 NO-BUILD TRAFFIC VOLUMES		861			350							
New Project Traffic			72	72			44		44			
Pass-By Project Traffic												
Total Project Traffic		0	72	72	0		44		44			
2025 BUILD TRAFFIC VOLUMES		861	72	72	350		44		44			

PM PEAK HOUR ()	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2021 TRAFFIC VOLUMES		422			845							
Years To Buildout (2025)		4			4							
Yearly Growth Rate		1.0%			1.0%							
Background Traffic Growth		17			34							
2025 NO-BUILD TRAFFIC VOLUMES		439			878							
New Project Traffic			119	119			134		135			
Pass-By Project Traffic		-39	39	92	-92		92		39			
Total Project Traffic		-39	158	211	-92		226		174			
2025 BUILD TRAFFIC VOLUMES		400	158	211	786		226		174			

RAMEY KEMP ASSOCIATES

Moving forward.

Andell West

APPENDIX D

Synchro and Sidra Analysis Worksheets (2021 Existing Conditions)

MOVEMENT SUMMARY

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

Existing AM
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	47	3.0	51	3.0	0.190	10.2	LOS B	0.7	18.1	0.69	0.69	0.69	19.5
8	T1	31	3.0	34	3.0	0.190	10.2	LOS B	0.7	18.1	0.69	0.69	0.69	19.0
18	R2	6	3.0	7	3.0	0.190	10.2	LOS B	0.7	18.1	0.69	0.69	0.69	18.6
Approach		84	3.0	91	3.0	0.190	10.2	LOS B	0.7	18.1	0.69	0.69	0.69	19.2
East: Kiawah Island Parkway														
1	L2	45	3.0	49	3.0	0.044	3.5	LOS A	0.2	4.2	0.31	0.17	0.31	19.2
6	T1	1	3.0	1	3.0	0.044	3.5	LOS A	0.2	4.2	0.31	0.17	0.31	29.9
16	R2	222	3.0	241	3.0	0.148	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		268	3.0	291	3.0	0.148	0.6	LOS A	0.2	4.2	0.05	0.03	0.05	30.1
North: Betsy Kerrison Parkway														
7	L2	729	3.0	792	3.0	0.740	14.2	LOS B	7.9	202.5	0.59	0.34	0.59	27.9
4	T1	125	3.0	136	3.0	0.740	14.2	LOS B	7.9	202.5	0.59	0.34	0.59	18.1
14	R2	201	3.0	218	3.0	0.134	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		1055	3.0	1147	3.0	0.740	12.1	LOS B	7.9	202.5	0.48	0.28	0.48	27.1
West: Seabrook Island														
5	L2	104	3.0	113	3.0	0.469	16.3	LOS C	2.4	61.3	0.77	0.89	1.14	28.1
2	T1	63	3.0	68	3.0	0.469	16.3	LOS C	2.4	61.3	0.77	0.89	1.14	27.5
12	R2	40	3.0	43	3.0	0.469	16.3	LOS C	2.4	61.3	0.77	0.89	1.14	18.0
Approach		207	3.0	225	3.0	0.469	16.3	LOS C	2.4	61.3	0.77	0.89	1.14	25.2
All Vehicles		1614	3.0	1754	3.0	0.740	10.6	LOS B	7.9	202.5	0.45	0.33	0.50	26.7

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 [Existing PM (Site Folder: General)]

Existing AM
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	77	3.0	84	3.0	0.313	8.3	LOS A	1.4	36.5	0.63	0.61	0.63	19.8
8	T1	128	3.0	139	3.0	0.313	8.3	LOS A	1.4	36.5	0.63	0.61	0.63	19.3
18	R2	18	3.0	20	3.0	0.313	8.3	LOS A	1.4	36.5	0.63	0.61	0.63	19.0
Approach		223	3.0	242	3.0	0.313	8.3	LOS A	1.4	36.5	0.63	0.61	0.63	19.5
East: Kiawah Island Parkway														
1	L2	75	3.0	82	3.0	0.090	4.7	LOS A	0.3	8.7	0.46	0.37	0.46	19.0
6	T1	2	3.0	2	3.0	0.090	4.7	LOS A	0.3	8.7	0.46	0.37	0.46	29.5
16	R2	674	3.0	733	3.0	0.451	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.3
Approach		751	3.0	816	3.0	0.451	0.7	LOS A	0.3	8.7	0.05	0.04	0.05	31.6
North: Betsy Kerrison Parkway														
7	L2	221	3.0	240	3.0	0.308	5.9	LOS A	1.5	38.9	0.36	0.23	0.36	30.9
4	T1	113	3.0	123	3.0	0.308	5.9	LOS A	1.5	38.9	0.36	0.23	0.36	19.2
14	R2	169	3.0	184	3.0	0.113	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		503	3.0	547	3.0	0.308	4.9	LOS A	1.5	38.9	0.24	0.15	0.24	27.9
West: Seabrook Island														
5	L2	183	3.0	199	3.0	0.452	10.0	LOS B	2.8	71.6	0.66	0.70	0.80	30.2
2	T1	77	3.0	84	3.0	0.452	10.0	LOS B	2.8	71.6	0.66	0.70	0.80	29.5
12	R2	89	3.0	97	3.0	0.452	10.0	LOS B	2.8	71.6	0.66	0.70	0.80	18.8
Approach		349	3.0	379	3.0	0.452	10.0	LOS B	2.8	71.6	0.66	0.70	0.80	26.1
All Vehicles		1826	3.0	1985	3.0	0.452	4.5	LOS A	2.8	71.6	0.29	0.27	0.32	27.3

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.

HCM 6th TWSC

2: Freshfields Drive & Kiawah Island Parkway

Andell West

Existing (2021) AM Peak Hour

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑	↗	↘	↑	↘	↗
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Traffic Vol, veh/h	684	114	102	234	34	144
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Future Vol, veh/h	684	114	102	234	34	144
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	Yield	-	None	-	Yield
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Storage Length	-	150	250	-	100	0
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Veh in Median Storage, #	0	-	-	0	2	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	743	124	111	254	37	157
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	743
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	864
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	864
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	3	18.2
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HCM LOS			C
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	373	415	-	-	864	-
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HCM Lane V/C Ratio	0.099	0.377	-	-	0.128	-
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HCM Control Delay (s)	15.7	18.8	-	-	9.8	-
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HCM Lane LOS	C	C	-	-	A	-
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HCM 95th %tile Q(veh)	0.3	1.7	-	-	0.4	-
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HCM 6th TWSC

2: Freshfields Drive & Kiawah Island Parkway

Andell West

Existing (2021) PM Peak Hour

Intersection

Int Delay, s/veh 5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑	↑	↑	↑	↑	↑
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Traffic Vol, veh/h	277	39	212	633	118	145
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Future Vol, veh/h	277	39	212	633	118	145
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	Yield	-	None	-	Yield
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Storage Length	-	150	250	-	100	0
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Veh in Median Storage, #	0	-	-	0	2	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	301	42	230	688	128	158
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	301
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	1260
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1260
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	2.1	23.5
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HCM LOS			C
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	230	739	-	-	1260	-
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HCM Lane V/C Ratio	0.558	0.213	-	-	0.183	-
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HCM Control Delay (s)	38.7	11.2	-	-	8.5	-
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HCM Lane LOS	E	B	-	-	A	-
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HCM 95th %tile Q(veh)	3	0.8	-	-	0.7	-
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Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

RAMEY KEMP ASSOCIATES

Moving forward.

Andell West

APPENDIX E

Synchro and Sidra Analysis Worksheets (2025 No-Build Conditions)

MOVEMENT SUMMARY

Site: 101 [No-Build AM (Site Folder: General)]

Existing AM
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	49	3.0	53	3.0	0.205	10.8	LOS B	0.8	19.4	0.70	0.70	0.70	19.4
8	T1	32	3.0	35	3.0	0.205	10.8	LOS B	0.8	19.4	0.70	0.70	0.70	18.9
18	R2	6	3.0	7	3.0	0.205	10.8	LOS B	0.8	19.4	0.70	0.70	0.70	18.5
Approach		87	3.0	95	3.0	0.205	10.8	LOS B	0.8	19.4	0.70	0.70	0.70	19.1
East: Kiawah Island Parkway														
1	L2	47	3.0	51	3.0	0.046	3.5	LOS A	0.2	4.5	0.31	0.18	0.31	19.2
6	T1	1	3.0	1	3.0	0.046	3.5	LOS A	0.2	4.5	0.31	0.18	0.31	29.9
16	R2	231	3.0	251	3.0	0.154	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		279	3.0	303	3.0	0.154	0.7	LOS A	0.2	4.5	0.05	0.03	0.05	30.1
North: Betsy Kerrison Parkway														
7	L2	758	3.0	824	3.0	0.773	15.8	LOS C	8.9	228.5	0.65	0.38	0.65	27.5
4	T1	130	3.0	141	3.0	0.773	15.8	LOS C	8.9	228.5	0.65	0.38	0.65	17.9
14	R2	209	3.0	227	3.0	0.140	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		1097	3.0	1192	3.0	0.773	13.3	LOS B	8.9	228.5	0.53	0.31	0.53	26.7
West: Seabrook Island														
5	L2	108	3.0	117	3.0	0.510	18.2	LOS C	2.7	69.1	0.79	0.94	1.24	27.5
2	T1	66	3.0	72	3.0	0.510	18.2	LOS C	2.7	69.1	0.79	0.94	1.24	26.9
12	R2	42	3.0	46	3.0	0.510	18.2	LOS C	2.7	69.1	0.79	0.94	1.24	17.7
Approach		216	3.0	235	3.0	0.510	18.2	LOS C	2.7	69.1	0.79	0.94	1.24	24.7
All Vehicles		1679	3.0	1825	3.0	0.773	11.7	LOS B	8.9	228.5	0.49	0.37	0.55	26.4

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

MOVEMENT SUMMARY

Site: 101 [No-Build PM (Site Folder: General)]

Existing AM
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	80	3.0	87	3.0	0.333	8.8	LOS A	1.5	39.0	0.64	0.64	0.64	19.8
8	T1	133	3.0	145	3.0	0.333	8.8	LOS A	1.5	39.0	0.64	0.64	0.64	19.3
18	R2	19	3.0	21	3.0	0.333	8.8	LOS A	1.5	39.0	0.64	0.64	0.64	18.9
Approach		232	3.0	252	3.0	0.333	8.8	LOS A	1.5	39.0	0.64	0.64	0.64	19.4
East: Kiawah Island Parkway														
1	L2	78	3.0	85	3.0	0.095	4.8	LOS A	0.4	9.2	0.47	0.38	0.47	19.0
6	T1	2	3.0	2	3.0	0.095	4.8	LOS A	0.4	9.2	0.47	0.38	0.47	29.4
16	R2	701	3.0	762	3.0	0.469	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.3
Approach		781	3.0	849	3.0	0.469	0.7	LOS A	0.4	9.2	0.05	0.04	0.05	31.6
North: Betsy Kerrison Parkway														
7	L2	230	3.0	250	3.0	0.323	6.1	LOS A	1.6	41.4	0.38	0.25	0.38	30.8
4	T1	118	3.0	128	3.0	0.323	6.1	LOS A	1.6	41.4	0.38	0.25	0.38	19.2
14	R2	176	3.0	191	3.0	0.118	2.9	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		524	3.0	570	3.0	0.323	5.1	LOS A	1.6	41.4	0.25	0.16	0.25	27.9
West: Seabrook Island														
5	L2	190	3.0	207	3.0	0.479	10.7	LOS B	3.2	82.0	0.69	0.76	0.89	29.9
2	T1	80	3.0	87	3.0	0.479	10.7	LOS B	3.2	82.0	0.69	0.76	0.89	29.3
12	R2	93	3.0	101	3.0	0.479	10.7	LOS B	3.2	82.0	0.69	0.76	0.89	18.7
Approach		363	3.0	395	3.0	0.479	10.7	LOS B	3.2	82.0	0.69	0.76	0.89	25.8
All Vehicles		1900	3.0	2065	3.0	0.479	4.7	LOS A	3.2	82.0	0.30	0.28	0.34	27.3

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.

HCM 6th TWSC

2: Freshfields Drive & Kiawah Island Parkway

No Build (2025) AM Peak Hour

No Build (2025) AM Peak Hour

Intersection

Int Delay, s/veh 3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑	↑	↑	↑	↑	↑
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Traffic Vol, veh/h	711	119	106	244	35	150
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Future Vol, veh/h	711	119	106	244	35	150
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	Yield	-	None	-	Yield
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Storage Length	-	150	250	-	100	0
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Veh in Median Storage, #	0	-	-	0	2	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	773	129	115	265	38	163
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	773
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	842
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	842
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	3	19.4
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HCM LOS			C
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	359	399	-	-	842	-
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HCM Lane V/C Ratio	0.106	0.409	-	-	0.137	-
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HCM Control Delay (s)	16.2	20.1	-	-	10	-
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HCM Lane LOS	C	C	-	-	A	-
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HCM 95th %tile Q(veh)	0.4	1.9	-	-	0.5	-
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HCM 6th TWSC

2: Freshfields Drive & Kiawah Island Parkway

Andell West

No Build (2025) PM Peak Hour

Intersection

Int Delay, s/veh 6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑	↑	↑	↑	↑	↑
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Traffic Vol, veh/h	288	41	220	658	123	151
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Future Vol, veh/h	288	41	220	658	123	151
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	Yield	-	None	-	Yield
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Storage Length	-	150	250	-	100	0
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Veh in Median Storage, #	0	-	-	0	2	-
--------------------------	---	---	---	---	---	---

Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	313	45	239	715	134	164
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	313
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	1247
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1247
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	2.1	26.5
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HCM LOS			D
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	217	727	-	-	1247	-
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HCM Lane V/C Ratio	0.616	0.226	-	-	0.192	-
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HCM Control Delay (s)	45	11.4	-	-	8.6	-
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HCM Lane LOS	E	B	-	-	A	-
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HCM 95th %tile Q(veh)	3.6	0.9	-	-	0.7	-
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Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

RAMEY KEMP ASSOCIATES

Moving forward.

Andell West

APPENDIX F

Synchro and Sidra Analysis Worksheets (2025 Build Conditions)

MOVEMENT SUMMARY

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

Existing AM
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	49	3.0	53	3.0	0.222	12.0	LOS B	0.8	20.8	0.73	0.73	0.73	19.2
8	T1	32	3.0	35	3.0	0.222	12.0	LOS B	0.8	20.8	0.73	0.73	0.73	18.7
18	R2	6	3.0	7	3.0	0.222	12.0	LOS B	0.8	20.8	0.73	0.73	0.73	18.4
Approach		87	3.0	95	3.0	0.222	12.0	LOS B	0.8	20.8	0.73	0.73	0.73	19.0
East: Kiawah Island Parkway														
1	L2	47	3.0	51	3.0	0.057	3.6	LOS A	0.2	5.6	0.32	0.19	0.32	19.4
6	T1	13	3.0	14	3.0	0.057	3.6	LOS A	0.2	5.6	0.32	0.19	0.32	30.6
16	R2	253	3.0	275	3.0	0.169	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		313	3.0	340	3.0	0.169	0.7	LOS A	0.2	5.6	0.06	0.04	0.06	30.5
North: Betsy Kerrison Parkway														
7	L2	794	3.0	863	3.0	0.814	18.2	LOS C	11.7	298.4	0.76	0.49	0.80	26.7
4	T1	130	3.0	141	3.0	0.814	18.2	LOS C	11.7	298.4	0.76	0.49	0.80	17.5
14	R2	209	3.0	227	3.0	0.140	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		1133	3.0	1232	3.0	0.814	15.5	LOS C	11.7	298.4	0.62	0.40	0.65	26.1
West: Seabrook Island														
5	L2	108	3.0	117	3.0	0.620	23.6	LOS C	3.7	95.9	0.84	1.05	1.51	26.0
2	T1	102	3.0	111	3.0	0.620	23.6	LOS C	3.7	95.9	0.84	1.05	1.51	25.5
12	R2	42	3.0	46	3.0	0.620	23.6	LOS C	3.7	95.9	0.84	1.05	1.51	17.1
Approach		252	3.0	274	3.0	0.620	23.6	LOS C	3.7	95.9	0.84	1.05	1.51	23.8
All Vehicles		1785	3.0	1940	3.0	0.814	13.8	LOS B	11.7	298.4	0.56	0.45	0.67	25.9

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 [Build PM (Site Folder: General)]

Existing AM
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	80	3.0	87	3.0	0.382	10.7	LOS B	1.9	49.0	0.70	0.80	0.84	19.5
8	T1	133	3.0	145	3.0	0.382	10.7	LOS B	1.9	49.0	0.70	0.80	0.84	19.0
18	R2	19	3.0	21	3.0	0.382	10.7	LOS B	1.9	49.0	0.70	0.80	0.84	18.6
Approach		232	3.0	252	3.0	0.382	10.7	LOS B	1.9	49.0	0.70	0.80	0.84	19.1
East: Kiawah Island Parkway														
1	L2	78	3.0	85	3.0	0.175	5.6	LOS A	0.7	17.9	0.50	0.43	0.50	19.4
6	T1	69	3.0	75	3.0	0.175	5.6	LOS A	0.7	17.9	0.50	0.43	0.50	30.9
16	R2	768	3.0	835	3.0	0.513	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.3
Approach		915	3.0	995	3.0	0.513	1.1	LOS A	0.7	17.9	0.08	0.07	0.08	31.8
North: Betsy Kerrison Parkway														
7	L2	289	3.0	314	3.0	0.404	7.5	LOS A	2.1	54.7	0.48	0.37	0.48	30.3
4	T1	118	3.0	128	3.0	0.404	7.5	LOS A	2.1	54.7	0.48	0.37	0.48	19.0
14	R2	176	3.0	191	3.0	0.118	3.1	LOS A	0.0	0.0	0.00	0.00	0.00	34.5
Approach		583	3.0	634	3.0	0.404	6.2	LOS A	2.1	54.7	0.34	0.26	0.34	27.8
West: Seabrook Island														
5	L2	190	3.0	207	3.0	0.597	14.3	LOS B	5.2	132.5	0.78	0.97	1.26	28.8
2	T1	140	3.0	152	3.0	0.597	14.3	LOS B	5.2	132.5	0.78	0.97	1.26	28.2
12	R2	93	3.0	101	3.0	0.597	14.3	LOS B	5.2	132.5	0.78	0.97	1.26	18.3
Approach		423	3.0	460	3.0	0.597	14.3	LOS B	5.2	132.5	0.78	0.97	1.26	25.4
All Vehicles		2153	3.0	2340	3.0	0.597	6.0	LOS A	5.2	132.5	0.35	0.38	0.46	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.

HCM 6th TWSC

2: Freshfields Drive & Kiawah Island Parkway

Andell West

Build (2025) AM Peak Hour

Intersection

Int Delay, s/veh 3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	783	119	106	288	35	150
Future Vol, veh/h	783	119	106	288	35	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	150	250	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	851	129	115	313	38	163

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	851	0	1394	851
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	788	-	156	360
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	788	-	133	360
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	NB
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HCM Control Delay, s	0	2.8	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	328	360	-	-	788	-
HCM Lane V/C Ratio	0.116	0.453	-	-	0.146	-
HCM Control Delay (s)	17.4	23	-	-	10.3	-
HCM Lane LOS	C	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	2.3	-	-	0.5	-

HCM 6th TWSC

2: Freshfields Drive & Kiawah Island Parkway

Andell West

Build (2025) PM Peak Hour

Intersection

Int Delay, s/veh 7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	407	41	220	792	123	151
Future Vol, veh/h	407	41	220	792	123	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	150	250	-	100	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	442	45	239	861	134	164

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	442
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1118
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1118
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	38.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	178	615	-	-	1118	-
HCM Lane V/C Ratio	0.751	0.267	-	-	0.214	-
HCM Control Delay (s)	69.1	13	-	-	9.1	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.8	1.1	-	-	0.8	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

3: Site Access & Kiawah Island Parkway

Andell West

Build (2025) AM Peak Hour

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	861	72	72	350	44	44
Future Vol, veh/h	861	72	72	350	44	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	225	-	400	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	936	78	78	380	48	48

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1014
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	684
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	684
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	312	321	-	-	684	-
HCM Lane V/C Ratio	0.153	0.149	-	-	0.114	-
HCM Control Delay (s)	18.6	18.2	-	-	10.9	-
HCM Lane LOS	C	C	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0.4	-

HCM 6th TWSC

3: Site Access & Kiawah Island Parkway

Andell West

Build (2025) PM Peak Hour

Intersection

Int Delay, s/veh 31

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑	↑	↑	↑	↑	↑
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Traffic Vol, veh/h	400	158	211	786	226	174
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Future Vol, veh/h	400	158	211	786	226	174
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	175	225	-	400	0
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Veh in Median Storage, #	0	-	-	0	2	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	435	172	229	854	246	189
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	607
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	971
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	971
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	2.1	146.1
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HCM LOS			F
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Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
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Capacity (veh/h)	179	621	-	-	971	-
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HCM Lane V/C Ratio	1.372	0.305	-	-	0.236	-
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HCM Control Delay (s)	248.3	13.3	-	-	9.8	-
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HCM Lane LOS	F	B	-	-	A	-
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HCM 95th %tile Q(veh)	14.6	1.3	-	-	0.9	-
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Notes













~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

Andell West

3: Site Access & Kiawah Island Parkway

Build (2025) AM Peak Hour w/Signal

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	861	72	72	350	44	44
Future Volume (veh/h)	861	72	72	350	44	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	936	78	78	380	48	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1075	1074	362	1396	183	314
Arrive On Green	0.58	0.58	0.10	0.75	0.10	0.10
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	936	78	78	380	48	48
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	28.2	1.1	0.9	4.3	1.6	1.7
Cycle Q Clear(g_c), s	28.2	1.1	0.9	4.3	1.6	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1075	1074	362	1396	183	314
V/C Ratio(X)	0.87	0.07	0.22	0.27	0.26	0.15
Avail Cap(c_a), veh/h	1356	1312	407	1723	511	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	3.6	11.1	2.7	27.4	21.9
Incr Delay (d2), s/veh	5.3	0.0	0.3	0.1	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.4	0.5	0.8	0.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	3.6	11.4	2.8	28.1	22.2
LnGrp LOS	B	A	B	A	C	C
Approach Vol, veh/h	1014			458	96	
Approach Delay, s/veh	16.2			4.2	25.1	
Approach LOS	B			A	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.3	43.1			54.4	11.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	7.0	47.0			60.0	18.0
Max Q Clear Time (g_c+l1), s	2.9	30.2			6.3	3.7
Green Ext Time (p_c), s	0.0	6.9			2.5	0.2













Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary

3: Site Access & Kiawah Island Parkway

Andell West
Build (2025) PM Peak Hour w/ Signal

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	400	158	211	786	226	174
Future Volume (veh/h)	400	158	211	786	226	174
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	172	229	854	246	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	621	859	528	1100	374	579
Arrive On Green	0.33	0.33	0.16	0.59	0.21	0.21
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	435	172	229	854	246	189
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	10.0	2.8	3.5	17.1	6.3	4.3
Cycle Q Clear(g_c), s	10.0	2.8	3.5	17.1	6.3	4.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	621	859	528	1100	374	579
V/C Ratio(X)	0.70	0.20	0.43	0.78	0.66	0.33
Avail Cap(c_a), veh/h	1698	1772	574	2227	755	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	5.8	8.4	7.7	17.9	11.3
Incr Delay (d2), s/veh	1.4	0.1	0.6	1.2	2.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.2	1.0	4.4	2.5	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	5.9	8.9	8.9	19.9	11.7
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h	607			1083	435	
Approach Delay, s/veh	13.0			8.9	16.3	
Approach LOS	B			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.7	21.5			34.2	15.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	8.0	44.0			58.0	20.0
Max Q Clear Time (g_c+l1), s	5.5	12.0			19.1	8.3
Green Ext Time (p_c), s	0.2	3.4			7.6	1.1

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B



17.4 AC TOTAL SITE AREA

3.6 AC OPEN SPACE
(INCLUDING BUFFERS)

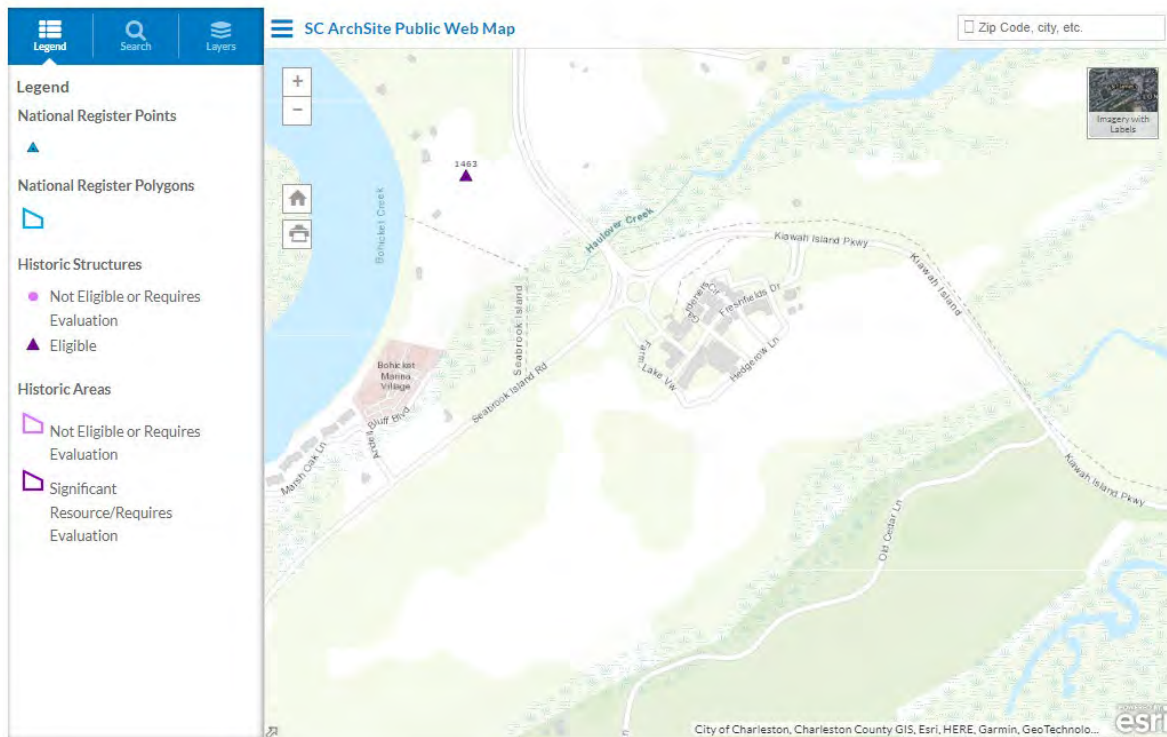
20.5% OPEN SPACE AS
PERCENT OF SITE AREA

--- BUFFER ZONES:
100' BUFFER ON KIAWAH
ISLAND PARKWAY
10' BUFFER TO
FRESHFIELDS

--- COMMON OPEN SPACE

Native Plants for Buffers and Littoral Shelf

Trees		
Botanical Name	Common Name	Notes
<i>Gordonia lasianthus</i>	Loblolly Bay	
<i>Ilex vomitoria</i>	Yaupon Holly - tree form	
<i>Ilex opaca</i>	American Holly	
<i>Liriodendron tulipifera</i>	Tulip Poplar	Wetland/Littoral shelf
<i>Magnolia virginiana</i>	Sweetbay Magnolia	
<i>Pinus palustris</i>	Longleaf Pine	
<i>Quercus falcata</i>	Southern Red Oak	
<i>Quercus laurifolia</i>	Swamp Laurel Oak	Wetland/Littoral shelf
<i>Quercus virginiana</i>	Live Oak	
<i>Sabal palmetto</i>	Palmetto	
<i>Taxodium distichum</i>	Bald Cypress	
Shrubs		
Botanical Name	Common Name	Notes
<i>Callicarpa americana</i>	Callicarpa	
<i>Cephaelis occidentalis</i>	Scotton bush	
<i>Ilex vomitoria</i>	Yaupon Holly	
<i>Illea virginica</i>	Virginia Sweetspire	
<i>Myrica cerifera</i>	Wax Myrtle	Wetland/Littoral shelf
<i>Serenoa repens</i>	Silver Saw Palm	
<i>Sabal minor</i>	Dwarf Palm	
Perennials, Groundcover, Grasses		
Botanical Name	Common Name	Notes
<i>Carex amphibia</i>	Creek Sedge	Wetland/Littoral shelf
<i>Carex cherokeensis</i>	Cherokee Sedge	
<i>Echinodorus cordifolius</i>	Creeping Burhead	
<i>Hibiscus moscheutos</i>	Swamp Sunflower	Wetland/Littoral shelf
<i>Iris versicolor</i>	Blue Flag Iris	Wetland/Littoral shelf
<i>Muhlenbergia lutes</i>	Sweet Grass	
<i>Nymphoides cordata</i>	Little Floating Heart	Wetland/Littoral shelf
<i>Panicum virgatum</i>	Switchgrass	
<i>Pontederia cordata</i>	Pickersweed	Wetland/Littoral shelf
<i>Rhynchospora colorata</i>	Whitetop Sedge	
<i>Sagittaria latifolia</i>	Broadleaf Arrowhead	Wetland/Littoral shelf
<i>Saururus cernuus</i>	Lizard's Tail	Wetland/Littoral shelf
<i>Spartina bakeri</i>	Sand Cordgrass	
<i>Spartina patens</i>	Cordgrass	Wetland/Littoral shelf
<i>Vallisneria spiralis</i>	Tapegrass	Wetland/Littoral shelf

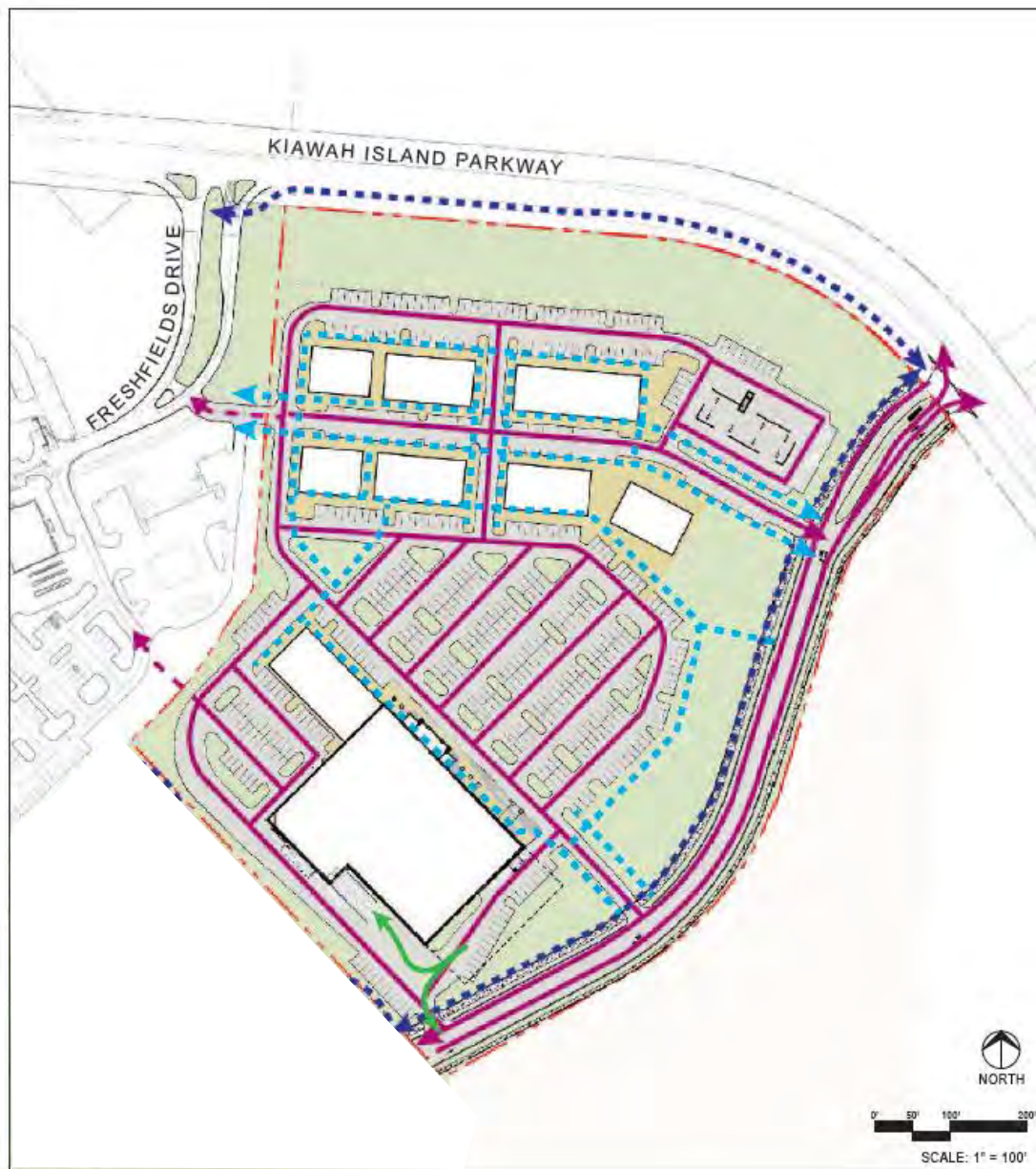


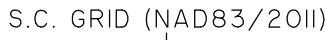
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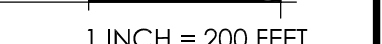




HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

TREE & TOPOGRAPHIC
 SURVEY OF
SITE 1-D (21.62 Ac.)
ANDELL WEST

owned by & prepared for
ANDELL WEST, LLC



1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

CURVE TABLE					
CURVE	RADIUS	LENGTH	CH BEARING	CH LENGTH	DELTA
C1	522.99'	440.57'	S 60°58'26" E	427.66'	48°16'00"
C2	281.50'	149.10'	S 3°15'11" W	147.36'	30°20'48"
C3	528.50'	412.99'	S 38°27'57" W	402.56'	44°46'22"
C4	516.05'	166.47'	N 37°31'39" E	165.75'	18°28'57"



Contextual Grocery Store & Market Precedents



WINTER GARDEN, FLORIDA



HEB AUSTIN, TEXAS

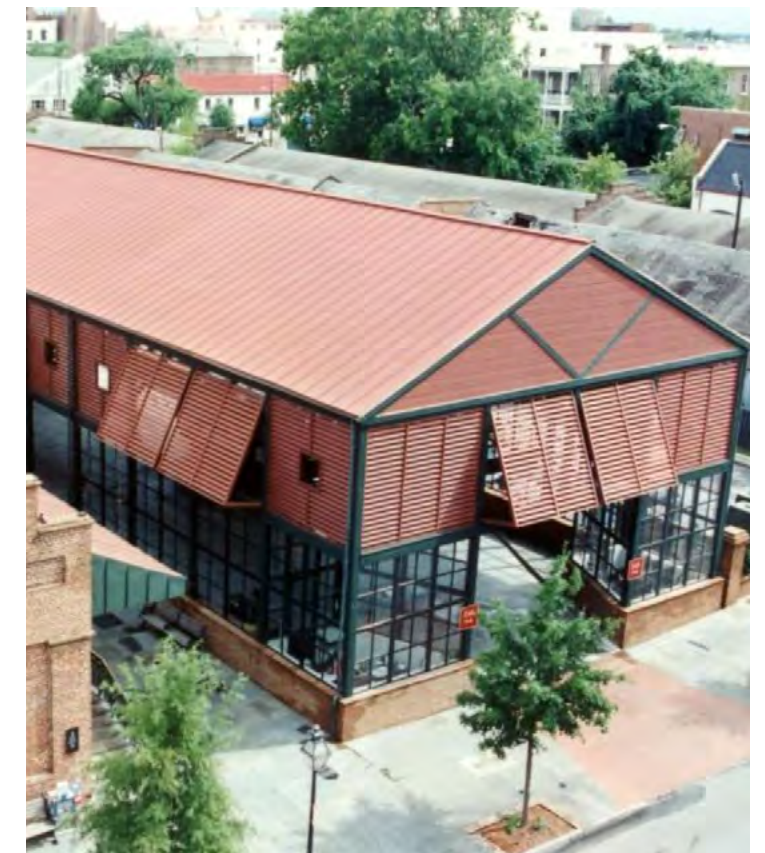


HEB HOUSTON, TEXAS



RT'S MARKET, BLUFFTON, SOUTH CAROLINA

Contextual Grocery Store & Market Precedents



Historic Precedents in the Region



SHED-LIKE MASSING



REPETITIVE BAYS



**SIMPLE MATERIALS, INCLUDING
VERTICAL BOARD AND BRICK**



GLAZING AND SHUTTERS

Architectural Elements

PUBLIC INPUT



Charleston County Planning Commission

4045 Bridge View Drive

North Charleston, SC 29405

Oct 7, 2022

Reference: **ZREZ-08-22-00140**, Request to rezone TMS # 205-00-00-365 from Low Density Residential (R-4) Zoning District to Andell West Planned Development (PD-185)

Dear Commissioners:

The Johns Island Task Force recommends the referenced PD be **approved with staff's recommended conditions**, including the removal of "Restaurant, Fast Food" from the list of allowed uses.

We applaud the extensive outreach the applicant has done with the community over these past few months. We appreciate that they have been very receptive to changes to the PD document.

We look forward to seeing their development come to fruition.

Thank you for your consideration.

Sincere regards,



John Zlogar

Chair, Johns Island Task Force

*The **Johns Island Task Force** is a coalition of community members, landowners and nonprofit organizations dedicated to promoting the welfare of the diverse and vibrant community of Johns Island by providing places dedicated to traditional land uses including culture, history, agriculture, forestry, and outdoor recreation.*

From: [ginny_bush](#)
To: [CCPC](#)
Cc: [Jenny C. Honeycutt](#); [dickieschweers@tds.net](#); [Kylon J. Middleton](#); [Robert L. Wehrman](#); [Herb R. Sass](#); [henrydarby@msn.com](#); [Teddie Pryor](#); [Brantley Moody](#); [Anna B. Johnson](#)
Subject: Andell West PD: ZREZ-08-22-00140
Date: Wednesday, October 05, 2022 11:21:20 AM

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To the Charleston County Planning Commission:

I support the Staff's recommendation for approval of the Andell West PD. The PD materials have responded to and satisfied the major concerns and questions raised by members of the community.

However, I disagree with the Staff's proposed deletion of the Restaurant, Fast Food use in Section 5 of the PD Application. This seems like a minor point, but I believe it has unintended consequences.

The county's definition of fast food includes quickly prepared or prepared foods served in disposable containers for consumption onsite or to-go. Basically any food, beverage or snack not served by waiters to seated guests would be considered "fast food." Deleting this permissible use is overly broad, because it would disallow to-go sandwich or prepared food stores, presumably even ice cream shops.

Note that Freshfields Village has fast food operations, including Jersey Mike's and The Station. As far as I know, these FFV shops are well accepted and have not caused problems with traffic or otherwise.

I suggest a reasonable compromise: Allow "fast food" uses but disallow drive-through window service. This could presumably be accomplished with a condition imposed on the PD. Without drive-through service, there would be no traffic issues normally entailed by typical fast food restaurants.

I believe the community would appreciate additional sources of prepared and to-go meals and snacks, consumed at home or on a bench or table in the commercial development. Such shops contribute to the "village" ambience of both Freshfields and the proposed Andell West developments.

Respectfully submitted,
Ginny Bush
99 Governor's Dr.
Kiawah Island

From: [Tim Hill](#)
To: [CCPC](#)
Subject: Andell West PDP
Date: Wednesday, October 05, 2022 3:55:49 PM

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As a full time Kiawah Island resident, I fully support the planned Andell West PD application and approval. The communities of Johns Island, Kiawah Island and Seabrook Island desperately need the new larger grocery store, pharmacy and gas station. In addition, I support their traffic studies and proposed solutions.

Tim Hill
15 Surfsong
Mobile 703-851-5302
"Excuse typos from my iPhone!"

From: [Chris Corrada](#)
To: [CCPC](#)
Cc: [Jenny C. Honeycutt](#)
Subject: FW: Andell West PD
Date: Friday, October 07, 2022 9:20:21 AM

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FYI...

Christopher J. Corrada
Principal
Riverstone Properties
800 East Canal Street
Suite 1900
Richmond, Virginia 23219
804-643-4200

From: John Gregg <jgregg@townofseabrookisland.org>
Sent: Friday, October 7, 2022 8:09 AM
To: Chris Corrada <CCorrada@riverg.com>; Joe Cronin <jcronin@townofseabrookisland.org>
Cc: Trenholm Walker <>walker@wglfirm.com>
Subject: RE: Andell West PD

Chris,

Thank you for reaching out. I have had a look at the Charleston County Planning Commission October 10, agenda and support the staff recommended approval, with conditions, as presented in the agenda. I have nothing to add to that recommendation.

As the Seabrook Island Town Council has not considered this matter, it will not be possible for me to submit a statement on behalf of the Town supporting the recommended approval.

Kind regards,

John Gregg
Mayor, Town of Seabrook Island

From: [Harry Bell](#)
To: [CCPC](#)
Cc: [Jenny C. Honeycutt](#)
Subject: Fwd: Riverstone Properties application for PD adjacent to Freshfields
Date: Friday, October 07, 2022 6:10:19 AM

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See below as my email bounced back. I trust this is the correct one. I'm traveling and will be unable to attend the hearing in person.

Sent from my iPhone

Harry F. Bell, Jr.
CEO & Chief Creative Strategist
Almost Heaven Media, LLC
Suite 201 WVU Equities House
900 Virginia Street East
Charleston, WV 25301

304-546-9281 mobile

www.ahmdigital.com

If you have received this error, please delete & advise as this is a confidential communication

Begin forwarded message:

From: Harry Bell <harry@ahmdigital.com>
Date: October 7, 2022 at 11:56:17 AM GMT+2
To: CCPS@charlestoncounty.org
Cc: Jenny Honeycutt <JHoneycutt@charlestoncounty.org>
Subject: Riverstone Properties application for PD adjacent to Freshfields

Please accept this email in support of Riverstone's application. While I initially had concerns about this (and still do about a traffic light at the entrance as I much prefer traffic circles) I wanted to share my support.

This is in large part to the Riverstone team, especially Chris Corrada and Roger Warren for taking the time to meet and seek not only input from me as a long term Kiawah property owner, but also sharing some intangibles about their vision going forward.

I appreciate Jenny bringing us together. I understand she also facilitated similar meetings with Cassique residents who shared many if not all of the concerns I raised.

The appreciation and inclusion of EV charging stations as well as solar power generation on the buildings all while keeping design styles harmonious and complementary to Freshfields is absolutely critical to me and they have assured me these are facets which they are including.

It is absolutely essential that growth in this area is done at the high end of environmental sustainability and their adjustment of landscaping planning, water runoff management, appropriate lighting to reduce light pollution and bicycle paths & parking as well as improved walking paths are key.

These are the things the top developers insist upon and I'm considering Riverstone in that category given their exceptional stewardship on Kiawah over the years.

While I'm not yet a full time resident of Kiawah as a continuous property owner since 1986 I'm well aware of the challenges and successes of Kiawah & the surrounding John's Island communities as well as the failures. Those primarily being the delays and difficulties in upgrading Main Road and River Road.

After the upgrade to Betsy Kerrison to 4 lanes years ago I expected those in such positions of political power to move swiftly to complete those upgrades before allowing all the development on John's Island.

The new development on Kiawah by Riverstone , the Seafields project, the MUSC project and the anticipated Bohicket Marina expansion all call out for better and safer John's Island roads and I would be remiss not to again make those points while supporting Riverstone here.

Again, traffic circles NOT traffic lights from Betsy Kerrison all the way on to Kiawah and including this Andell West and the MUSC/Seafields/Bohicket developments are necessary.

Thank you for giving me an opportunity to share this.

Sent from my iPhone

Harry F. Bell, Jr.
CEO & Chief Creative Strategist
Almost Heaven Media, LLC
Suite 201 WVU Equities House
900 Virginia Street East
Charleston, WV 25301

304-546-9281 mobile

www.ahmdigital.com

Kiawah Island address:

54 Kiawah Island Club Drive

If you have received this error, please delete & advise as this is a confidential communication

From: [Susan McLaughlin](#)
To: [CCPC](#)
Subject: Andell West Commercial Planned Development
Date: Tuesday, September 27, 2022 1:39:07 PM

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

I live on Seabrook Island and am writing in opposition to the request to rezone TMS#205-00-00-365,830 Kiawah Island Parkway from Low Density Residential (R-4) to the Andell West Commercial Planned Development (PD-180). This is a large tract of land, and the plan is to build a large Harris Teeter and high density housing on this property. The traffic studies that have been done indicate traffic will increase significantly on roads that are already overburdened. The two main roads that come out to this area are two lane roads (Bohicket and River Roads). Traffic is horrendous during peak times, and there are many accidents along these narrow roads.

Construction has already started on two large projects that will significantly impact traffic along these roads—the MUSC emergency room and medical facility and the Seafields Senior Living Facility. Even without these two projects being operational, there are times when traffic is backed up at the rotary on Seabrook Island Road and we can't get off the island in a timely manner because of a steady stream of traffic headed toward Kiawah Island Parkway. Until the roads are improved on Johns Island, there should be a moratorium on projects that increase traffic in this area significantly.

Also, I don't think anyone has fully studied the ecological impact of taking down trees and completely changing the topography of the area. Seabrook Island Road floods constantly as a result of the construction taking place at Seafields. The contractor is supposed to be addressing the flooding but, to date, little has been done. As a planning commission, do you just continue to approve project after project that removes trees and vegetation and displaces wildlife for the sake of high density development? It always amazes me that developers purchase properties knowing the zoning of the property but then advocate that the zoning be changed to enhance their return on investment. It's time to say no to developers who are just maximizing profit.

Thank you for your time and attention to this matter.

Susan McLaughlin
3061 Baywood Drive
Johns Island, SC 29455

Sent from my iPad

From: [Peter Schneider](#)
To: [CCPC](#)
Cc: [Jenny C. Honeycutt](#)
Subject: Andell West ZREZ-08-22-00140
Date: Wednesday, October 05, 2022 2:57:00 PM

CAUTION: This email originated outside of Charleston County. Do not click links or open attachments from unknown senders or suspicious emails. If you are not sure, please contact IT helpdesk.

This is being submitted to the Charleston County Planning Commission to *oppose* the request to rezone TMS 205-00-00-365 at 830 Kiawah Island Parkway from Low-Density Residential (R-4) to the Andell West Commercial Planned Development, PD-185. As stated in this email, the Applicant has failed to satisfy the “intent” of the Comprehensive Plan and other policies or to further the purpose of the ZLDR. Moreover, there is insufficient infrastructure, and a lack of jurisdictional coordination, to justify the zoning change being sought. The County needs to hit the “pause” button until a better plan is submitted, one that is in keeping with the character of Kiawah Island and which has the support of the island’s residents and the leadership of the impacted towns.

I am an owner of a home in the Cassique subdivision. This is a neighborhood of 244 houses that abut this particular development. We are the most affected residential community on Kiawah and Johns Islands. This comment is being made by me personally in my personal capacity. I would note that I served for 6 years in DeKalb County, Georgia (Atlanta) as a Member of the Planning Commission.

There are seven major objections to this proposal:

1. Lack of Integration With Freshfields. This parcel is being developed for a new Harris Teeter grocery store, replacing the existing Harris Teeter located in Freshfields Village, which is the commercial center of Kiawah Island. Bar none, the overwhelming sentiment of our community is that the new Harris Teeter must be integrated into Freshfields and must be connected to that shopping area via vehicular and pedestrian linkages. Essentially, it needs to be a “part of” Freshfields for all intents and purposes.

Instead, the Applicant unilaterally has created a disconnected supermarket that will operate in its own universe. This is a horrific outcome for Kiawah and should be rejected outright by the Planning Commission. Indeed, the entire purpose of pursuing a PD was to integrate the new Harris Teeter with Freshfields, which is itself a PD.

The failure to connect these parcels will lead to almost absurd traffic patterns where one will have to exit Harris Teeter and go around a traffic circle to re-enter Freshfields, which is a few hundred feet away. It will undermine the economic viability of Freshfields. But most of all, it will miss a unique planning opportunity to have one coordinated commercial area for Kiawah Island instead of separate commercial parcels.

It is not hard to accomplish a true connection. The Harris Teeter simply should be moved back on the parcel and aligned with Freshfields. At the hearing, an alternative plan will be offered that will accomplish this end.

2. Default to R-4 for Anything Not Covered By the PD. The Staff Recommendation contains a “gotcha” that must be removed. It provides that the Community Commercial zoning category development standards will apply to the parcel in the absence of any specified standards in the PD. This is wrong and unfair. The Kiawah Community pushed back strongly against Community Commercial for this parcel and that zoning request was withdrawn by the Applicant. Community Commercial NEVER has been applied to this land. Rather, the parcel has been zoned previously for Agricultural and later for Residential uses. The existing category is R-4. The Planning Commission should insist that R-4 be the default and also that the PD be sufficiently specific to cover all possibilities for the project.

3. Rear Buffer for Cassique. The original proposal contained a pond in the rear of the proposed store. That apparently has been removed in the new proposal. Regardless, nothing in the plan reflects a rear buffer. There only is a front buffer. Yet, the rear has residential homes while the front has Kiawah Island Parkway. There needs to be buffering for noise, lighting and screening in the rear so that the Cassique residences are shielded from a new commercial development.

4. Retention of R-4 For the Remainder of the Parcel. In 2021, the Applicant attempted to rezone the entire tract (82 acres) not just the 21 acre parcel that will contain the Harris Teeter and outbuildings. The remainder of the property was going to be used for high density, four-story apartments out of character with the vicinity. The Cassique residential community would have been impacted severely by this density increase and by the allowing multi-family.

The Planning Commission should not approve this rezoning unless the Applicant commits to retaining the residential on the rest of the parcel consistent with R-4 standards. The Applicant has garnered community support for a new grocery store in part by providing it will not build new residential. That promise has been understood as applying to the rest of the property covered by the initial application.

5. Ingress/Egress and Traffic. A traffic study accompanying the application is a warning. It reflects that the Andell West development will generate 8,000 net daily trips to the grocery store — that is a lot. According to data I found, there are less than 1,700 residents on the entire island of Kiawah. To cope with the onslaught, the study proposes a traffic light at the entrance to Andell West, Kiawah’s first traffic light, and eventually to do away with a left hand turn into Freshfields. This cuts off a main access point for Freshfields, even further exacerbating the lack of integration. But perhaps equally importantly, there is a 17 mile treacherous two lane road leading into Kiawah Island. Already it backs up coming in and going out has become a crawl in places. Accidents are frequent as trees line the road. Until that road is improved, development on Kiawah that generates traffic in much be put on hold.

6. Coordination With the Town of Kiawah Island and Seabrook. Development on Kiawah Island is reaching a frenzy. In addition to Andell West, there is a new health center, a new retirement community, tract residential housing, condominiums, you name it. This development is taking place without any overall vision and is occurring, like Andell West, as if the only thing that matters is the one parcel at the center of a single application. This piecemeal approach needs to stop. Kiawah Island will be ruined. Charleston County is simply not in the best position to oversee development of such as fragile ecosystem as exists on Kiawah nor should a “crown jewel” enjoyed by residents from a wide area be stained with overdevelopment of the kind we are seeing in other beachfront communities. The Applicant owns almost 500 acres in the vicinity of this parcel. The Planning Commission should pause the rezoning application until the Towns of Kiawah Island and Seabrook, both impacted by

this project, and Charleston County have an opportunity to coordinate. That has not occurred. We do not need two commercial districts sitting side-by-side applying different zoning and development standards and overseen by separate jurisdictions.

7. No Fuel Center. Harris Teeter is proposing to create a large fuel center adjacent to the store. We already have a gas station a few hundred yards away in Freshfields. There is also another gas station on the island and of course Main Road has many gas stations a short distance away. Adding a fueling station is contrary to the “look and feel” of Kiawah and it will draw in traffic for a single purpose. There also are environmental concerns given the marshes nearby. We do not need it. It will be an eyesore and should be struck from the application.

Thank you for considering my views.

Peter Schneider
238 Beauty Berry Court
Johns Island

Sent from my iPad

From: [Blakely Kiefer](#)
To: [CCPC](#)
Subject: Comments on Andell West PD Proposal
Date: Wednesday, October 05, 2022 3:54:18 PM

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Good afternoon,

My name is Jennifer Blakely Kiefer, and my husband and I own 4726 Tennis Club Ln. on Kiawah Island. We have been coming to Kiawah Island since 2008 and have owned property since 2014. As property owners and taxpayers, we wanted to express our position on the Andell West Planned Development proposal.

The Andell West Planned Development will only serve to substantially increase traffic congestion on already stressed roads and existing infrastructure. This is especially true with the major projects that are already planned and/or under development between Kiawah and Seabrook e.g., Seafields, the MUSC freestanding ED, etc.), which will also serve to increase traffic. Moreover, the Andell West Planned Development will have a negative impact on the environment, including the wildlife that makes this area so precious and special. We neither want nor need the proposed Andell West Planned Development and encourage you to reject the proposal.

Thank you for taking these comments into consideration and for your time and attention to this important matter.

Best regards,

Blakely Kiefer

Sent from my iPad

From: [Timothy M. Hazel](#)
To: [Planning: CCPC](#)
Cc: [ginny bush](#); [Debby Perelmutter](#)
Subject: ANDELL WEST PC MEETING -- ZREZ-08-22-00140 -- NOTICE OF TYPO
Date: Monday, October 03, 2022 1:22:08 PM
Attachments: [image998597.png](#)
[image052517.png](#)
[image634244.png](#)
[image322975.png](#)

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To whom it may concern:

I am a property owner on Kiawah Island at 283 Governors Drive. I read with interest the materials that have been posted concerning the Tuesday October 10 Charleston County Planning Commission hearing in connection with the above-referenced application.

I have included an excerpt from the Staff's "Approval Criteria" (taken from page 4 of 4) to bring your attention to a typographical error in the text. Specifically, it is stated that the "Planned Development Plan shall comply with the **CC Zoning District** requirements ..." (see highlighted text below), which is incorrect and should instead reflect that the "Planned Development Plan shall comply with the **PD Zoning District** requirements ..."

Letters of Coordination must be dated within six months of the formal submittal.

- Sec. 10, Development Schedule
 - Deletetheword"and"fromthefirstsentence("TheDeveloperintendstocomplete**and** grading activities...").
- Sec. 14, Compliance with the ZLDR
 - SubsectionA:Changetostate"Standardsnotspecificallyaddressedwithinoradjustedby this Planned Development Plan shall comply with the **CC Zoning District requirements of the** Charleston County Zoning and Land Development Regulations Ordinance in effect at the time of subsequent development application submittal."
 - SubsectionC:Removethelastsentenceandlistofminorchanges.
 - SubsectionD:ChangereferencetoSection4.23.9toreference4.25.8.J,Planned

Thank you for your attention to the above, and presumed action to correct this typo.


Tim

Timothy M. Hazel, Esquire
Pietragallo Gordon Alfano Bosick & Raspanti, LLP
38th Floor, One Oxford Centre
Pittsburgh, PA 15219
Office: (412) 263-1831 Mobile: (412) 592-4746 Fax: (412) 263-4245
TMH@Pietragallo.com | BIO
Connect with me on LinkedIn:



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Timothy M. Hazel, Esquire

Pietragallo Gordon Alfano Bosick & Raspanti, LLP
38th Floor, One Oxford Centre
Pittsburgh, PA 15219
Office: (412) 263-1831 | Mobile: (412) 592-4746 | Fax: (412) 263-4245
TMH@Pietragallo.com | BIO
Connect with me on LinkedIn: 



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From: [Diane Angelini](#)
To: [CCPC](#)
Subject: Comments on Andell West Development for Oct 10 2022 Meeting
Date: Monday, October 03, 2022 2:20:03 PM

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As an owner on Kiawah Island.....I want to add commentary to the Oct 10th meeting on this parcel:

1. No one wants a light on the Kiawah Island Parkway. Kiawah Island residents are at a dead end, and traffic is already backed up getting into Freshfields on a busy summer day. There needs to be more thought given to ALTERNATIVES TO A LIGHT. maybe a rotary or something else so that traffic flows more smoothly.
2. There needs to be an ADDITIONAL ENTRANCE AND EXIT from Seabrook Island Road into this development ...(SIMILAR TO WHAT FRESHFIELDS ALREADY HAS) so that other people coming to this market and commercial space are not JUST on the Kiawah Island Parkway adding to more traffic issues long term. This developer did this for the PGA golf events, etc and this was a traffic reliever All traffic from Bohicket and Seabrook Island could enter this way ...helping to minimize traffic on the Kiawah Island Parkway.
3. Gas Station... I don't think the buffer for this is extensive enough and this will be open 24/7 and lighting will be an issue. More of a buffer needs to be considered, especially if charging stations are planned, and people will be there for a longer period of time in the future.

Thank you

Diane Angelini
31 Burroughs Hall
Kiawah Island

Diane J. Angelini EdD CNM FACNM FAAN
Clinical Professor
College of Nursing
Medical University of South Carolina
Charleston, South Carolina
Co-Founder and Perinatal Editor Emeritus
Journal of Perinatal and Neonatal Nursing
Professor Emerita of OB GYN (Clinical)
Alpert Medical School
Brown University

From: [William Roache](#)
To: [CCPC](#)
Cc: [Jenny C. Honeycutt](#)
Subject: Comments on the Proposed Andell West Rezoning
Date: Thursday, October 06, 2022 5:48:28 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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Dear Planning Commission Members

I want to offer my thoughts and perspectives on the proposed Andell West Rezoning that is currently before the Charleston County Planning Commission. I'm sorry I cannot be in attendance at the hearing. By way of introduction, I have owned a home on Kiawah since 2004. I'm not a full time resident but spend most of the fall and winter on the Island. I'm retired now but I am also a Civil/Transportation Engineer and Land Planner with over 45 years of experience working with communities and developers on visioning significant and often time controversial land development projects that require complex zoning changes to achieve the win/win for the land owner, developer and host community. I am generally a proponent of rational planned development and understand the importance of respecting land owner rights.

I have been following the various proposals for the Andell West Holding since the beginning and watched as it has evolved based on community input. The plan has started to move in the right direction but it is in my opinion still significantly flawed. First, it is difficult to make good decisions on just an 82 acre piece of the roughly 500 acres that make up the Andell Holding. Understanding what ultimately will be needed for infrastructure to support future development and that what gets put in place during this initial phase of development does not preclude future improvements is essential. That requires an understand of the potential future development that will come after this initial 82 acres. Before approving a rezoning that will set the course for the future, the County should engage the towns of Kiawah and Seabrook, residents of both, the current owners of FFV and Riverstone in a Visioning / Master Planning process for the entirety of the Andell Holdings. Ideally this process would:

1. allow the Developer and Towns to agree on a vision for development,
2. establish goals for sustainability, environmental protection, and livability,
3. agree on allowable land uses and densities,
4. identify infrastructure needed to support the plan and more importantly who will build it and when,
5. set out design standards for buildings, landscape and parking etc. ,

This property is located in the "knuckle" between Kiawah, Seabrook and Johns Island and is an ideal setting for a "Village Center" to serve the Sea Islands. The County has a once in a generation opportunity to get it right and set the stage for a sustainable, environmentally sensitive development and I urge you to hit the "pause button" and engage all the stakeholders in a process to create a Win /Win project.

SO what can be done to create a win / win for the County, the Towns and the Developer. The County can start by making sure the approved plan adheres to the planning principles that were embodied from the very beginning of development on Kiawah and carried thru in the design and development of Freshfields Village. Minimizing pavement, designing roadways with "village scale", enhancing walkability, providing ample and accessible open space and expanding landscape buffers. The current proposal does none of these things. While the plan has shown some movement from the original submission it is still not much more than a new strip retail center that, as designed, will "compete" with Freshfields Village for customers and tenants.

It has taken more than a decade for the existing Freshfields Village to reach stability. The current proposal will

not in any way complement the FFV and will most likely adversely impact the existing retail uses. The proposed Harris Teeter is intentionally designed as a competing retail project. With access only from KI Parkway and no real/strong vehicle/pedestrian connections to Fresh Fields Village. The proposed location of the **"Token "** connection is both unsafe and inadequate and likely to create significant congestion. It would be unlikely that Edens & Avant, the new owners of the Village would approve that connection. Without it, customers wishing to also shop at FFV will need to exit onto KI Parkway and travel through the roundabout at Betsy Kerrison to access FFV because the Town is planning to eliminate the left turn at the Station entrance (per the Kimley Horn Traffic recommendations) putting substantially more pressure on the roundabout (Turbo or otherwise).

Concerning the design of the proposed commercial development, the Towns and the County need to strongly advocate that any new retail development should complement and strengthen the existing retail in the Village. To do that the new retail should be thought of more as an expansion of FFV as opposed to a competing center. I have been thinking about this for some time and believe it is very doable. The attached sketch show just one of many possibilities for developing "retail synergy between the existing FFV and the proposed Andell West development by creating strong adjacencies and vehicle/pedestrian connections and continuing the " Walkable Village Design" approach. I have to believe that the new owners of FFV would be eager participants in developing a synergistic plan. More importantly this approach could set the stage for meaningful discussions about the plan for all of the Andell West holdings.

This project is the first phase of development on this very strategic site. It is important that this project be designed with an understanding of what the future development of the Andell Holdings will require for infrastructure and make sure the plan is compatible with the long term needs. The second sketch shows how this project could fit into an overall master plan. The current infrastructure proposed as part of the Andell West proposal is not adequate to address the transportation impacts that will result. There needs to be a connection between KI Parkway and Seabrook Island Road thru the Andell West property to take pressure off of the roundabout at Betsy Kerrison. These connections will also take pressure off the currently proposed signalized entrance and potentially make use of a roundabout possible which would be a benefit for anyone from Kiawah travelling off island. This would also facilitate pedestrian and bicycle access to the commercial development from both Seabrook and Kiawah.

I am hoping the Planning Commission will consider and discuss these issues not approve this rezoning until they have been addressed.

Thank you for listening

Bill Roache
294 Marsh Cove Road
Kiawah



William Roache
Chief Strategic Officer
Founder



P [617.607.2142](tel:617.607.2142)
M [617.872.7779](tel:617.872.7779)
www.vhb.com

101 Walnut Street
PO Box 9151
Watertown MA 02472-4026

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to KI
Pkwy

Strong Pedestrian and Vehicle
Connections to FFV

approx 70
spaces

Approx 43,000 sf
additional retail as an
extension of FFV

Parking
approx 180
spaces

Freshfields Village

Harris
Teeter
53,500sf

To SI
Pkwy



Default to CC Designation – I believe that the default should be to the legacy R-4 designation for the following reasons:

1. The community collaborated with Applicant to move to PD from CC; default to CC Designation would step back on that work.
2. Applicant is an experienced developer and well represented; failure to address items in the PD should not result in broader rights under CC. Should Applicant's project need matters not appropriate for an R-4 designation, Applicant should request a variance allowing for public comment and Commission review.
3. If the commission approves the proposed PD with CC as the default, it would be helpful if the commission could explain what the difference would be had the application been submitted using a CC designation.

Traffic impact and Ingress/Egress – I have several questions for the Applicant.

1. Applicant noted that a traffic study had been done. Did the traffic study contemplate a Fuel Center/Gas Station, which would most likely have a more significant impact on traffic levels than traditional retail store volumes? Will the Applicant make available their traffic study?
2. What coordination has there been between the Town of Kiawah Island ("TOKI") and the Applicant? In particular:
 - a. TOKI's traffic consultant concluded that a traffic light would be needed at a proposed entrance into Andell West. Does the Applicant and/or its' consultant agree?
 - b. TOKI's traffic consultant recommended design changes to Freshfield Drive that would eliminate (i) a left hand turn onto Freshfield Drive from the Parkway and (ii) a left hand turn onto the Parkway from Freshfield Drive. Does the Applicant's traffic consultant incorporate such changes into their conclusion?
3. What coordination has there been between the Applicant and the owner of the Freshfield's development (Edens) regarding egress/ingress between Andell West and Freshfields. In particular:
 - a. The conceptual plan shows a drive between Andell West onto Freshfields Drive just to the right of the current gas station (the "Station"). The proposed location is about 150 feet from the current intersection of Freshfields Drive near the gas station and Truist. At 150 feet, there would be approximately ten car lengths to the stop sign when turning left on Freshfields Drive from the proposed drive. Was this design contemplated by the Applicant's traffic consultant?
 - i. Does traffic consultant have any concerns with what would appear to be a tight intersection and the proposed drive?
 - ii. Given the proposed changes to Freshfields Drive by TOKI's traffic consultant, it would appear that a visitor to Freshfields who would want to exit onto the Parkway towards the traffic circle would need to turn left out of Andell West or backtrack through Freshfields to enter the traffic circle. Did the Applicant's traffic consultant contemplate such traffic in its' conclusions?
 - b. While I realize it is out of scope of the current zoning request, it is nevertheless appropriate to ask the Applicant how they would propose traffic flows (ingress/egress) be routed should additional development occur on the contiguous property owned by the Applicant, as the proposed development has several issues yet to be addressed.

Proposed Uses – I have several proposed edits to the Proposed Uses:

1. Hotels – I understand that the Applicant has agreed to delete this reference. Please ask Applicant to confirm.
2. Fast Food – I understand the Planning Commission is proposing to eliminate but want to understand the limitation (e.g., McDonalds).
3. Vehicle and Boat storage - I propose that this be eliminated as the required storage footprint and visual would be inconsistent with the Freshfields design/aesthetics.
4. Rental of equipment – I propose that this be eliminated as the required storage footprint and visual would be inconsistent with the Freshfields design/aesthetics.
5. Automotive Parts and tire stores.

Gas Station – Applicant has not provided any details on the proposed Fuel Center/Gas Station. I have the following questions/comments:

1. At what point in this process will the Applicant be in a position to provide details on the size/scope of the Gas Station (e.g., number of islands, pumps).
2. Will there be a convenience store included in the design of the Gas Station (creating a “QuikTrip” type center)? I believe the Applicant has said there will not be and, if that is the case, that a statement to this effect be included in the application.
3. Applicant had provided information that the Gas Station would utilize state of the art design/equipment to mitigate environmental risk. I agree that the location of the Gas Station near a fragile maritime ecosystem should include state of the art design/equipment. It appears that some of the items the Applicant noted as state of the art may actually be required design/equipment by South Carolina law/regulations. Please ask the Applicant to identify those items that go beyond state requirements.
4. Does the Applicant plan to have a sign along the Parkway advertising gasoline prices. I believe any sign advertising gas prices would be inconsistent with aesthetic design along the Parkway.

Need for a more comprehensive view/plan for development on Johns Island, including this portion of the island.

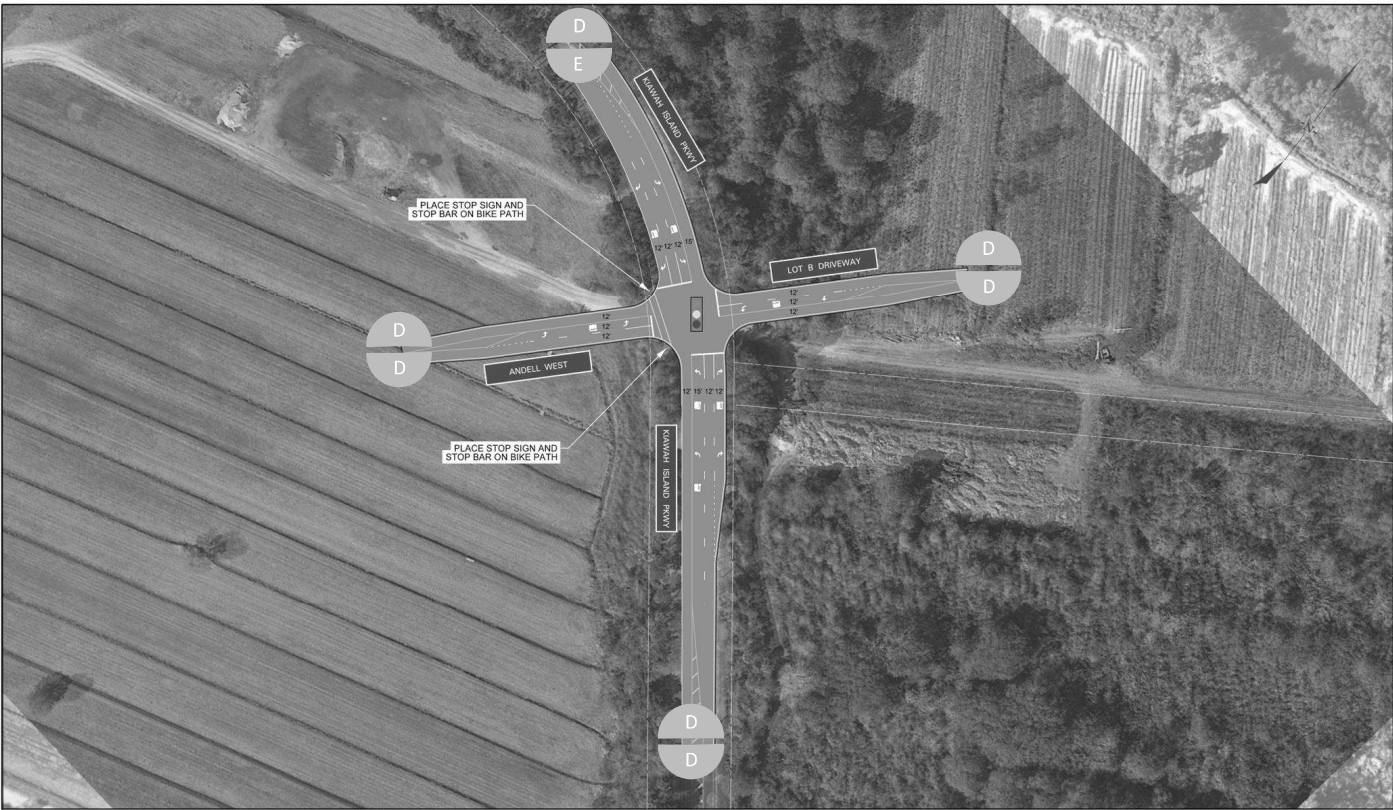
As noted by several members of the community and The Post and Courier, a more comprehensive plan needs to be developed, encompassing the needs and requirements of Charleston County, the Town of Kiawah Island and the Town of Seabrook Island. The piecemeal approach does not meet the needs of the community our governmental leaders are trying to serve. The Applicant would benefit from such a comprehensive plan.

Todd Boney
3532 Shipwatch

Attachments:

1. TOKI Traffic Consultant’s recommendations for Freshfields Drive
2. TOKI Traffic Consultant’s recommendations for Andell West

Seabrook Island Road at Andell West/Lot B
Improvement Concept



Kimley»Horn
11114 E. PARKWAY, SUITE 100
FORT WORTH, TEXAS 76116
PHONE: 817-331-8300

ANDELL WEST/ KIAWAH ISLAND PKWY
INTERSECTION

DATE: 3-1-2022

0 100 200 300
GRAPHIC SCALE

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Kiawah Island Parkway at Freshfields Drive
Improvement Concept (Assumes Interconnect with Freshfields and Andell West)

AM xx AM Vol.
PM (xx) PM Vol.



Kimley»Horn
11111 FARMERS TRAIL, SUITE 100
DALLAS, TEXAS 75244-1111
PHONE: 972.737.8300

**FRESHFIELDS DRIVE/ KIAWAH ISLAND PKWY
INTERSECTION IMPROVEMENTS**

DATE: 3-1-2022

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From: [Bradley Belt](#)
To: [CCPC](#)
Subject: Proposed Andell West PD
Date: Friday, October 07, 2022 11:12:04 AM

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I am a full-time resident on John's Island and a board member of the RiverView Property Owners Association. I am writing with regard to the proposed Planned Development for the 20+ acre known as Andell West (AW) that is adjacent to FreshFields Village (FFV) in the Town of Kiawah Island (TOKI).

Let me note at the outset that I and other members of the local community have met with and corresponded with representatives of the Applicant and other stakeholder groups. The broader Sea Islands community was widely opposed to the original request to rezone the parcel from its current R-4 designation to Community Commercial (CC). While there are several issues that should be addressed, the proposed Planned Development is preferable to CC and generally more consistent with the density, uses, and design of FreshFields Village, and the Applicant appears to have made certain changes that respond to community input, e.g., increased buffering along Kiawah Island Parkway. That is to be commended.

Having said that, I have two concerns with regard to the application that I would commend to the Planning Commission's attention.

The first is with regard to the staff recommendation to default to CC standards with regard to any matters not addressed by the PD. I strongly object to the staff recommendation unless further qualified. As noted, there was widespread opposition to the original request to rezone the parcel to the CC designation. There should be no "back-door" opportunity to introduce CC uses, densities, or standards into the PD. At the very least, the staff recommendation should be revised so that "applicable" provisions of the CC should be added together with the qualification that "in the event any conflict between the Andell PD and CC should arise, the provisions of the Andell PD shall prevail, and in no event shall the provisions of the CC be applied if to do so would conflict with the stated intention of the Andell PD plan ..."

The second, more substantive and important, issue relates to the proposed integration of the AW parcel with FFV. The Applicant's submission shows proposed points of vehicular and pedestrian connectivity between the two parcels. However, at this juncture, nothing has been agreed to in that regard, and it is my understanding that the owner of FFV has informed the Applicant that there can be no integration where proposed due to contractual and ownership considerations. This is more than critical. The traffic capacity study commissioned by TOKI and prepared by Kimley Horn (link below) notes that intersections around FFV will fail with anticipated growth and proposed development projects in the area, including at the entrance to the AW parcel. Kimley Horn recommends several major improvements in order to avoid failing intersections. But, as noted in the study, these improvements assume that there is integration between AW and FFV.

It is my further understanding the owner of FFV has informed the Applicant that a grocery

store and additional retail could be integrated at the rear (south and east side) of FFV, which would necessitate a replatting of the 20+ acre AW parcel.

I would strongly object to approval of the current PD absent effective vehicular and pedestrian integration between AW and FFV. I would urge the PC to defer consideration of the PD until such time as an agreement is reached between the Applicant and the owner of FFV providing for such integration, or conditioning approval of the PD upon such agreement.

<https://www.kiawahisland.org/wp-content/uploads/2016/11/Kiawah-Island-Parkway-Intersection-and-Corridor-Study-022-05-31-Final-Report.pdf>

Respectfully submitted,

Brad Belt
151 Bobcat Ln

Bradley D. Belt
Executive Board
MidOcean Partners
Chairman
Palisades Capital Management
1701 Pennsylvania Avenue NW
Suite 200
Washington, DC 20006
202-497-3736
bdbelt@palcapmgt.com

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From: [Molinoff, Perry B](#)
To: CCPC; [Molinoff, Perry B](#); ccorrada@riverg.com
Subject: CCPC meeting
Date: Friday, October 07, 2022 11:26:11 AM

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Members of CCPC

I have 3 requests with regard to the proposed PD for Andell West to be discussed on Monday afternoon.

1. Please ask Riverstone to revise the list of possible uses. Riverstone has previously committed verbally to not including a hotel on the site or a convenience store associated with the fuel center. These commitments should be clearly stated in the PD application. Several of the proposed allowable uses would be inconsistent with the overall development of this part of the island. Please consider deleting uses like vehicle/boat storage, rental equipment, and the automotive parts and tire store.
2. As presently depicted on the plan, there is a possible connection between Freshfield Village and Andell west just below the existing station. Failure to include easy access for both pedestrians and vehicles between the facilities is likely to significantly impact traffic. I do not believe that the plan should be approved until there is a clear plan to integrate the facilities for both pedestrians and vehicles. This will require agreement between Riverstone and Etons. I recognize that this may be a difficult negotiation, but I do not believe that the project should go forward without solving this problem.
3. There has been a lot of discussion around the proposed fuel center. Gas stations are intrinsically unattractive. There is a small but finite risk of damage to the environment. A fuel center possibly the size of the one at Bees Ferry will likely add to an already problematic traffic situation. These concerns are tolerated if there is a recognized need. However, we already have 2 gas stations, and I don't see a need for a third. Therefore, I would like to ask Riverstone to consider deleting the proposed fuel center from the PD.

Thank you for your attention to these requests.

Perry Molinoff
10 Blue Heron Pond Road