

**Exhibit 13.14: Freshfields Village PDD Application**  
**10.04.13**  
**(attached)**

permar

**Freshfields Retail Village**  
Planned Development District Application

Charleston County, South Carolina



Atlantic Partners, LLC  
211 King Street  
Suite 300  
Charleston, SC 29401

May 2002



Permar

May 31, 2002

Ms. Brana S. Rerig, AICP  
Project Officer II  
Charleston County Planning Department  
4045 Bridge View Drive  
North Charleston, SC 29405-7464

RE: Freshfields Retail Village  
Planned Development District Application

Dear Ms. Rerig:

In accordance with provisions of the Charleston County Zoning and Land Development Regulations, Articles 3.4. and 3.5., please find attached an application for a zoning map amendment request to rezone approximately 60 acres of property on Seabrook Island, Charleston County, South Carolina, from an existing RSL to a proposed PDD zoning classification. This application is submitted for your review on behalf of the existing owners of the described property, Atlantic Partners, LLC.

Freshfields Retail Village is a mixed-use village center serving the combined needs of the Johns Island, Seabrook Island and Kiawah Island community. It will include a broad range of retail sales and services, and residential uses that will provide the islands' residents and guests a community center of activity within a beautiful walking environment. The proposed concept is consistent with the Charleston County Comprehensive Plan regarding long-range land use patterns.

Included for your review and evaluation are a Charleston County Zoning Change Application, fee, property description (survey/deeds), project text description, and supporting graphics and exhibits. Particular attention was given to the comments made at the various informal sessions, over the past several months, regarding proposed use types, traffic impact, and development guidelines.

The applicant and associated team members look forward to participating in your review and sharing our long-term vision.

Best regards,



Mark Permar

Cc: Mr. Charles P. Darby, III  
Mr. Trenholm Walker  
Mr. Ed Goodwin

**Freshfields Retail Village**  
Planned Development District Application  
Charleston County, South Carolina

Atlantic Partners, LLC  
211 King Street  
Suite 300  
Charleston, SC 29401

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Application History:

Submittal .....  
Charleston County Planning .....  
Charleston County Council .....  
First Reading .....  
Final Reading .....

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PROJECT TEAM

Master Developer/Planning  
Kiawah Development Partners, Inc.  
P. O. Box 12001  
Charleston, SC 29422

Archeology  
Chicora Foundation  
P. O. Box 8664  
861 Arbutus Drive  
Columbia, SC 29202

Civil Engineering  
Thomas and Hutton Engineering Company  
935 Houston Northcutt Boulevard – Suite 100  
Mt. Pleasant, SC 29464

Legal  
Pratt-Thomas, Pearce, Epting & Walker, P.A.  
16 Charlotte Street  
P. O. Drawer 22247  
Charleston, SC 29413-2247

Conceptual Planning/Market Research  
Permar Inc.  
76 Wentworth Street  
Suite 400  
Charleston, SC 29401

Land Planning/Landscape Development  
Design Works  
50 George Street  
Charleston, SC 29401

Surveying  
Southeastern Surveying, Inc.  
147 Wappoo Creek Drive  
Suite 102  
Charleston, SC 29412

Traffic Analysis  
Transportation Planners – Engineers, Inc.  
6620 Southpoint Drive South  
Suite 120  
Jacksonville, FL 32216

SECTION 1  
STATEMENT OF INTENT

The Freshfields Retail Village is a mixed-use village center serving the combined needs of the Johns Island, Seabrook Island and Kiawah Island community. It will feature a range of commercial and residential uses that will provide the islands' residents and guests a center of activity within a beautiful walking environment. Drawing from the long heritage of agriculture use on the site and immediate area, the village will blend the beauty of the low country agricultural landscape, parks and gardens, and intimate rural architecture.

Freshfields consists of approximately 60 acres generally bounded by Seabrook Island Drive and Kiawah Island Parkway on the north and open farm fields on the remaining property lines. A portion of the total acreage is adjacent to Haulover Creek that separates Seabrook Island and Johns Island.

Freshfields is conceived as a mixed-use activity center predominately composed of a broad range of commercial uses in combination with a limited number of residential uses characteristic of traditional rural village settings. The applicant is requesting rezoning the property to a Planned Development District (PDD) to allow for flexibility during the planning and development process, while maintaining the overall goals and objectives of the Charleston County Comprehensive Plan.

The proposed concept of a local village center providing a broad range of retail sales and services to the Johns Island, Seabrook Island and Kiawah Island area will be consistent with established and anticipated Charleston County growth policies and applicable comprehensive planning objectives. The applicant commits that the proposed Project development is in conformance with such criteria for the following reasons:

- A. The Project development is compatible with and complementary to the surrounding land uses.
- B. Project improvements are planned to be in substantial compliance with all applicable regulations.
- C. The Project development will promote design excellence by featuring amenities and permitting variations in siting, land usage, and diverse commercial and residential uses that respond to existing natural features.
- D. The Project development will result in an efficient, economical extension of community facilities and services.
- E. The Project development will be implemented in a manner that balances the community and natural environment.

**SECTION 2**  
**OWNERSHIP AND PROPERTY DESCRIPTION**

**2.01 Short Title**

This ordinance shall be known and cited as "The Freshfields Retail Village PDD \_\_\_\_\_ Ordinance".

**2.02 Intent and General Location**

It is the intent of the Developer to plan and develop a Planned Development Project on approximately 60 acres located in the unincorporated area of Charleston County, South Carolina. The site is depicted on the Location Map attached as Exhibit A.

The Real Property is on Seabrook Island, as depicted on the Survey of Real Property attached as Exhibit B. The site is bounded by the Kiawah Island Parkway and Seabrook Island Road on the north, and extensive open agricultural fields along the balance of the property to the east, south and west.

**2.03 Legal Description of the Property**

**Tract I-D**

All that certain piece, parcel, or tract of land situate, lying and being on Seabrook Island, County of Charleston, State of South Carolina, containing 52.659 acres, more or less, and shown and designated as "Tract D" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACT I-D OWNED BY HAULOVER CREEK DEVELOPMENT COMPANY, LLC, LOCATED ON SEABROOK ISLAND, CHARLESTON COUNTY, SOUTH CAROLINA" dated June 22, 1999, last revised on July 13, 2000, and recorded in Plat Book EE at page 192, in the R.M.C. office for Charleston County, South Carolina, said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

**Tract VII**

All that certain piece, parcel, or trace of land situate, lying and being on Seabrook Island, County of Charleston, State aforesaid, know and designated at "Tract VII" containing 4.277 acres of highland above the DHEC-OCRM Critical Line, more or less, and 2.489 acres of marsh lying below the DHEC-OCRM Critical Line, more or less, as shown on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D, AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND, CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised on January 20, 1998, and recorded in Plat Book EE at pages 194 through 202, in the R.M.C. Office for Charleston County, South Carolina, said property having such location, butts and bounds, metes, courses, and distances as will by reference to said plat more fully appear.

SECTION 3  
GENERAL PLAN OF DEVELOPMENT

3.01 Purpose

The Project will be a mixed-use commercial village serving the retail sales and service needs of the lower portion of Johns Island, and the residential resort communities of Seabrook and Kiawah Islands. The Project will be located on property that has been identified for such uses as outlined in the Charleston County Comprehensive Plan (April 20, 1999).

This new community village of approximately 60 acres consists of two parcels adjacent to the primary access roadways of Seabrook Island Road and the Kiawah Island Parkway, and is at the terminus of the Betsy Kerrison Parkway. The property has been substantially cleared of vegetation as a result of hundreds of years of agricultural use. The exceptions of this are the tree-lined roadways and the edge along Haulover Creek along the northern property line.

It is the intent of the Developer to create an active village center that combines the best of sales and service for necessities (groceries, pharmacy, dry cleaning, hardware, professional offices, etc.) as well as shopping as entertainment (restaurants, specialty retail, movies, etc.) within a pleasant walking environment. When combined with park space suitable for special events, the Freshfields Retail Village will be a center for community-wide activities.

The project will employ infrastructure design and placement that minimizes disruption to the mix of existing natural features while maintaining a high level of efficiency and economy. The purpose of this ordinance is to encourage environmentally sound development of the Real Property, improve the quality of life for area-wide residents and guests and establish guidelines and standards for development of the Real Property.

The standards provided herein are intended to permit the innovation necessary to accomplish this purpose. This ordinance, therefore, contemplates creative yet slight modifications from the strict application of every requirement found in the County's zoning and other regulations and ordinances. These modifications to the County's Zoning and Land Development Regulations Ordinance are set forth in Exhibit H.

The Developer has had extensive experience applying appropriate criteria in similarly sensitive coastal areas. The proposed standards strike a practical balance between more general countywide performance standards and the particular land areas comprising the Freshfields Retail Village.

The applicant is requesting a Planned Development classification in order to allow a flexible mixed-use development over a multiple phase time period. The proposed PD-FV (Freshfields Village) classification would allow for combined retail sales/services, office, and residential uses in a rural village setting. To address specific requirements of the Planned Development approach, the applicant outlines the following:

Art. 3.5. Planned Development  
3.5.3. Results

A. Greater choice in the type of environment and living units available to the public.

The proposed concept plan will include a composition of multiple uses (retail sales/services, offices, and residential) in single use and combined use structures. Living units of varying sizes will be located above some of the retail buildings, as well as freestanding buildings. This form of residential type, within a village setting, will be a positive addition to the range of residential types that presently exist. This housing type (in a village setting) is not presently available within the immediate market area, and will therefore provide additional diversity to the range of existing residential types.

B. More open space

The proposed concept plan approach includes substantial buffers along the major contiguous roadways (Kiawah Island Parkway 100', Seabrook Island Road 50' to the South and 30' to the North). In addition, the plan proposes a combination of planted open fields, interior gardens, "garden like" streetscapes, and a large open water area in order to provide contrast in the open space system. It is estimated that approximately one third of the land area will be one of the variable categories of open space noted above. Maximum building cover will be limited to no greater than 40% of the total area. Additional efficiency will be gained by locating select office and residential uses on upper floors.

C. A creative approach to the use of land and related physical development.

A key structuring element of the proposed concept plan is concentrating uses in a village setting that is characterized by reasonable walking distances from one point to another. The garden like atmosphere will be further accentuated with public gathering areas adjacent to diverse retail uses. This would include outdoor seating/eating areas, parks, and an outdoor amphitheatre designed specifically for community-wide special events throughout the year.

D. An efficient use of land resulting in smaller networks of utilities and streets, and thereby lower housing costs.

The concept plan will be developed in a way that concentrates retail sales/services for the John's Island, Seabrook Island, and Kiawah Island market area. This concentration of community-wide commercial in a central, easily accessible location will be a clear alternative to continuous strip commercial development that is often the norm for rural retail growth.

It is further anticipated moderate density housing over retail and freestanding village residential structures is an alternative to the continuous pattern of low density detached residential development throughout the area. While addressing a market need for the area, by locating residential units within a short walking distance of the village retail, many of the vehicular trips between uses will be reduced. This will have a positive impact on existing and anticipated traffic patterns in the islands' area.

E. Implementation of the Comprehensive Plan

The Comprehensive Plan for this location within Charleston County anticipated the need for community oriented retail sales/services as well as nearby residential uses. By concentrating such convenience uses at the intersection of three significant roadways, it is further predicted that the village will have a positive impact on circulation flow patterns.

### 3.02 Master Land Use Plan

Exhibit E, the Master Land Use Plan, is a conceptual design plan, which illustrates tentative, schematic land uses and locations of potential use types. The Master Land Use Plan is not intended to show the final land uses and Parcel boundaries. The final design of development use and locations as well as Parcel boundaries may be shifted to satisfy market objectives, respond to natural conditions, and be consistent with the overall general goals and approach for development provided herein. When used herein, the Master Land Use Plan shall mean the Master Land Use Plan then in effect. The Master Land Use Plan establishes an overall Project limit of 480,000 sq. ft. of commercial uses (including 100 hotel/inn rooms), and 200 dwelling units of residential uses.

### 3.03 Land Use Density

The Real Property encompasses approximately 60 acres within the unincorporated area of Charleston County, South Carolina. Approximately 240 residential Dwelling Units would be authorized under current zoning within the entire Project, which would result in an average overall Density of 4 Dwelling Units per highland acre. The Master Land Use Plan suggests a commercial land use type and residential density type that is consistent with the Charleston County Comprehensive Plan (April 20, 1999).

The intent of this Development and this application is that the Developer will have multiple alternatives in assigning Densities and commercial types to the various Parcels. Therefore, the Developer may vary Densities of individual tracts or building Parcels including the type of structures to be placed on such tract, and the final configuration of that tract, provided the overall Density Cap of 480,000 sq. ft. of commercial uses (350,000 on the first floor, and 130,000 on the second floor), 200 units of residential uses, and 100 hotel rooms, is not exceeded.

The proposed density and use allowance increase was based upon research evaluation of existing and future growth patterns of the immediate area. This included projections of permanent resident housing units and population, and resort guest and non-owner resident patterns.

It is anticipated that as the village is phased, both categories will not be maximized. This theoretical allowance results in an overall density of 3 dwelling units per acre and 8,000 square feet of non-residential per acre; however, the exact mix and final composition of residential/non-residential cannot be determined. As part of each phase, the applicant will provide the planning staff an accounting of residential density and retail area.

### 3.04 Development Sequence, Scheduling, Phasing

Phasing for the Project will ultimately be based on economic and marketing factors influencing applicable demands. Throughout the development process, phasing will vary, as refinements of these demands are determined along with preferences of the residential markets served by this community. It is the intent of the Developer to complete the land development over a 12-15 year program. Phases would generally be in segments of 100,000 to 150,000 sq. ft. of retail sales/services and offices, and 20-50 dwelling units. Three to four primary phases are anticipated.

3.05 Relationship to Zoning and Land Development Regulations Ordinance

The Project is consistent with the primary objectives of the Zoning and Land Development Regulations Ordinance (Nov 20, 2001), as outlined in Article 1.5 Purpose and Intent; however, the Developer is proposing certain alternatives or modifications to select sections of the Ordinance so as to allow for innovative solutions consistent with such objectives. Alternatives to specific sections of the Ordinance, as outlined in Exhibit H, are intended to enhance the flexibility of achieving the objectives without adversely impacting goals of other sections of the Ordinance.

This flexibility is critical to creating a multi-phased development that must respond to changes in market conditions, and consumer preferences while balancing long range community-wide goals and objectives.

### 3.06 Utility Services and Easements

The Developer anticipates the Real Property will be served by a community water and sewer system. The Developer shall grant the easements necessary and/or required to insure the continued operation and maintenance of all storm water management features, utilities, and other essential services. The Developer anticipates that utility services will be provided by the following:

Electric:	Berkeley Electric Cooperative
Telephone	BellSouth
Water:	St. John's Water Company
Sewer:	Seabrook Island Utility Commission

Attached as Exhibit G are copies of letters from these utility providers indicating their willingness to provide service to the Real Property.

Water and sewer infrastructure shall be installed by the Developer and then transferred to the service provider.

### 3.07 Roadways/Traffic Study

The developer will construct the roadways serving the Project. The Master Land Use Plan, Exhibit E, illustrates the approximate location of the circulation systems. These locations are subject to change by the Developer depending on topography, natural features, subdivision layouts, amenities, utilities' locations, and other pertinent considerations.

Major collector/minor collector and local roads within the Project will be private. Certain road improvements immediately adjacent to the Project are anticipated as a result of the Project. The Developer has indicated to the appropriate governing bodies its willingness to contribute resources in order to advance improvements to existing road infrastructure. Specifically, the Applicant has presented to the towns of Seabrook Island and Kiawah Island road improvements for intersections that will provide ingress and egress for users.

The County shall have no maintenance obligation or responsibility for those roadways that remain private, which shall be maintained by the Developer and/or one or more duly organized homeowners' associations.

The Developer agrees to participate in such roadway improvements adjacent to the Property as deemed required as part of the Traffic Study (Exhibit F), required as a part of this application. In particular, a coordinated effort by Charleston County and the towns of Seabrook and Kiawah Island is presently evaluating proposed improvements at the intersection of Betsy Kerrison Parkway, Seabrook Island Road, and the Kiawah Island Parkway that will be coordinated with the planning of the Project. The Applicant has agreed to contribute up to 3.8 acres of land area to properly execute the future Intersection Improvement.

### 3.08 Signage, Buffers & Fencing, Tree Replacement

The Developer shall provide a uniform and integrated program of signage, buffers and fencing, and tree replacement, which will be enforced through restrictive covenants imposing architectural controls. This program will be implemented through the ARB standards adopted therefore, which shall be in place prior to the construction of any Lots, tracts, or building parcels and prior to the issuance of any building certificates of occupancy. The ARB standards shall contain criteria governing placement, size, shape, and color, and shall conform to the following standards:

1. Signage, related feature walls, and landscaping shall be located such that they do not materially detract from the natural scenic beauty of the Project site.
2. Signage, related feature walls, and landscaping shall be located such that they do not obscure other identification, informational, or vehicular control signs.
3. Signage, related feature walls and landscaping, shall be permitted within rights-of-way providing they do not interfere with traffic or pedestrian safety.

These standards shall meet all development standards as outlined in the Charleston County Zoning and Development Regulations with the following exceptions that would be integrated in the PD-FV district:

#### Signage

##### 9.11.1.C.

##### Prohibited Signs

The following signs shall be allowed:

##### 10. Banners (for special events only)

Time period limited to two weeks prior to and including special event.

##### 11. Sandwich Signs

Reason: These signs are consistent with the character of rural villages.

##### 9.11.1.E.

##### Illumination

The first listing shall read as follows:

1. All lighted On-Premises signs shall be set back at least 100 feet from property in an PD-FV district except Freshfields Village identity signs, which may be located within 25 feet of the property line. Only exterior lighting sources will be permitted (no interior lighting).

##### 9.11.2.A.

##### Table for Free-Standing On-Premises Signs

Maximum area will be limited to 100 sq.ft.

**SECTION 4**  
**PROPOSED DEVELOPMENT STANDARDS**

**4.01 Permitted Uses**

All uses listed under the heading PDD-FV (Freshfields Village) within the Zoning and Land Development Regulations Ordinance, as modified by Exhibit H shall apply as a matter of right to the Property. This listing includes a range of residential and non-residential uses that is consistent with the vision of a rural village serving the three islands area.

**4.02 Dwelling Units**

The total number of single-family detached, single-family attached, or multi-family residential Dwelling Units within the Project shall not exceed 200 ("Project Cap").

Specific housing types will be evaluated prior to each phase based upon market demand and appropriate fit with the village concept. Based upon analysis at the time of application, the following is a listing and mix of housing types:

a. Single Family Detached	0
b. Town Homes	40 D.U.
c. Apartments	160 D.U.
- Over Retail	40
- Freestanding	120
<b>TOTAL</b>	<b>200 D.U.</b>

**4.03 Building Development Standards**

It is the intent of the developer to establish a Freshfields Village Architectural Review Board to oversee the implementation of development standards and specific design guidelines for architecture and landscape architecture. These guidelines will be organized by the ARB prior to submittal of the initial phase of development. A general representation of the framework for these guidelines is as indicated by Exhibit I.

The ARB shall prescribe and determine Lot area, Lot width, Lot depth, Lot coverage, setback and yard requirements, square footage limitations, building heights, number of structures per Lot, in accord with the County's Zoning and Land Development Regulations Ordinance as modified below.

All development in the PDD-FV district shall be subject to the following density, intensity and dimensional standards:

<b>PDD-FV DENSITY/INTENSITY AND DIMENSIONAL STANDARDS</b>	
<b>MINIMUM LOT AREA</b>	4,000 square feet
<b>MINIMUM LOT WIDTH</b>	50 feet
<b>MINIMUM SETBACKS</b>	
Front/Street side	None
Interior Side	None
Rear	None
OCRM Critical Line	25 feet (Ave.) * No less than 20 feet
<b>MAXIMUM BUILDING COVER</b>	40% of lot
<b>MAXIMUM HEIGHT</b>	3 Habitable Floors (55' from F.F.E. to roof ridge)

**I. Statement of Purpose, Intent, Objectives**

The Freshfields Village district is a mixed-use village center serving the combined needs of the Johns Island, Seabrook Island and Kiawah Island Community. The district is composed of a broad range of commercial uses in combination with a limited number of residential uses characteristic of traditional rural villages.

**II. Land Uses:**

The uses will be as outlined in Table 6.1-1 (Exhibit H)

<u>Description</u>	<u>Acreage</u>	<u>Units</u>	<u>Density</u>
A. Residential			
1. Town Homes	Mixed Use	40 D.U.	*
2. Apartments	Mixed Use	160 D.U.	*
- Over Retail	40		
- Freestanding	120		
		<u>200 D.U.</u>	
* Overall density 3D.U./Ac			
	<u>Acreage</u>	<u>Structures</u>	<u>Sq. Footage</u>
B. Commercial			
- Retail Sales/Services	Mixed Use	10 -16	350,000
C. Office	Mixed Use	4 - 8	130,000

- D. Recreational
  - Buffer Areas 4 Ac.
  - Parks, Gardens, Ponds 10 Ac.

**III. Setback Criteria**

Setback and dimensional standards are as outlined above.

**IV. Lot Size Criteria**

It is the intent of the applicant to own the entire development and not further subdivide; however, if subdivision occurs, the minimum lot size is 4,000 Sq. Ft.

**V. Lighting Plan**

A lighting plan will be developed with each phase that is consistent with S 9.6.4.C. Site Lighting.

**VI. Off-Street Parking**

Off-street parking will meet all dimensional requirements as outlined in Art. 9.3. The concept plan is based upon a walking distance village concept that encourages shared parking. The applicant requests that an overall parking ratio for all uses be established at 1 space for 300 Sq. Ft. of all non-residential, and 1.5 spaces for the standard 2 bedroom dwelling unit. Restaurant use will require one space per 150 sq. ft. of seating area, plus one space per employee. Provisions will be made for peak use times and special events on adjacent grass areas.

**VII. Tree Survey**

The property is substantially open fields void of trees that would require survey location. Trees existing on the property area are generally included in buffer areas along Seabrook Island Road (50' on the South and 30' on the North) and the Kiawah Island Parkway (100')

**VIII. Screening/Buffer Areas**

Proper screening of uses as required will be identified on detailed site plans for each phase. Landscaping will meet or exceed Charleston County planting requirements at time the site is developed.

**IX. Fences and Walls**

If included in future development, fences and walls will be so indicated, and will meet existing criteria.

**X. Streets**

It is Intent of the applicant to design, construct, and maintain all roadway and drainage improvements privately. Detailed drawings of the proposed improvements will be prepared and advanced to Charleston County for record purposes.

**XI. Phasing**

It is the intent of the applicant to phase the proposed development over a 12-15 year period. Phases would generally be in segments of 20-50 Dwelling Units and 100,000 to 150,000 Sq. Ft. of retail sales/services, and offices. Three to four primary phases are anticipated.

**XII. Signs**

The graphic system will meet the requirements of Art. 9.11. with exceptions noted.

SECTION 5  
GENERAL DEVELOPMENT COMMITMENTS

The Developer agrees, on behalf of itself, its successors and assigns, to the following commitments as part of the development of the Freshfields Retail Village:

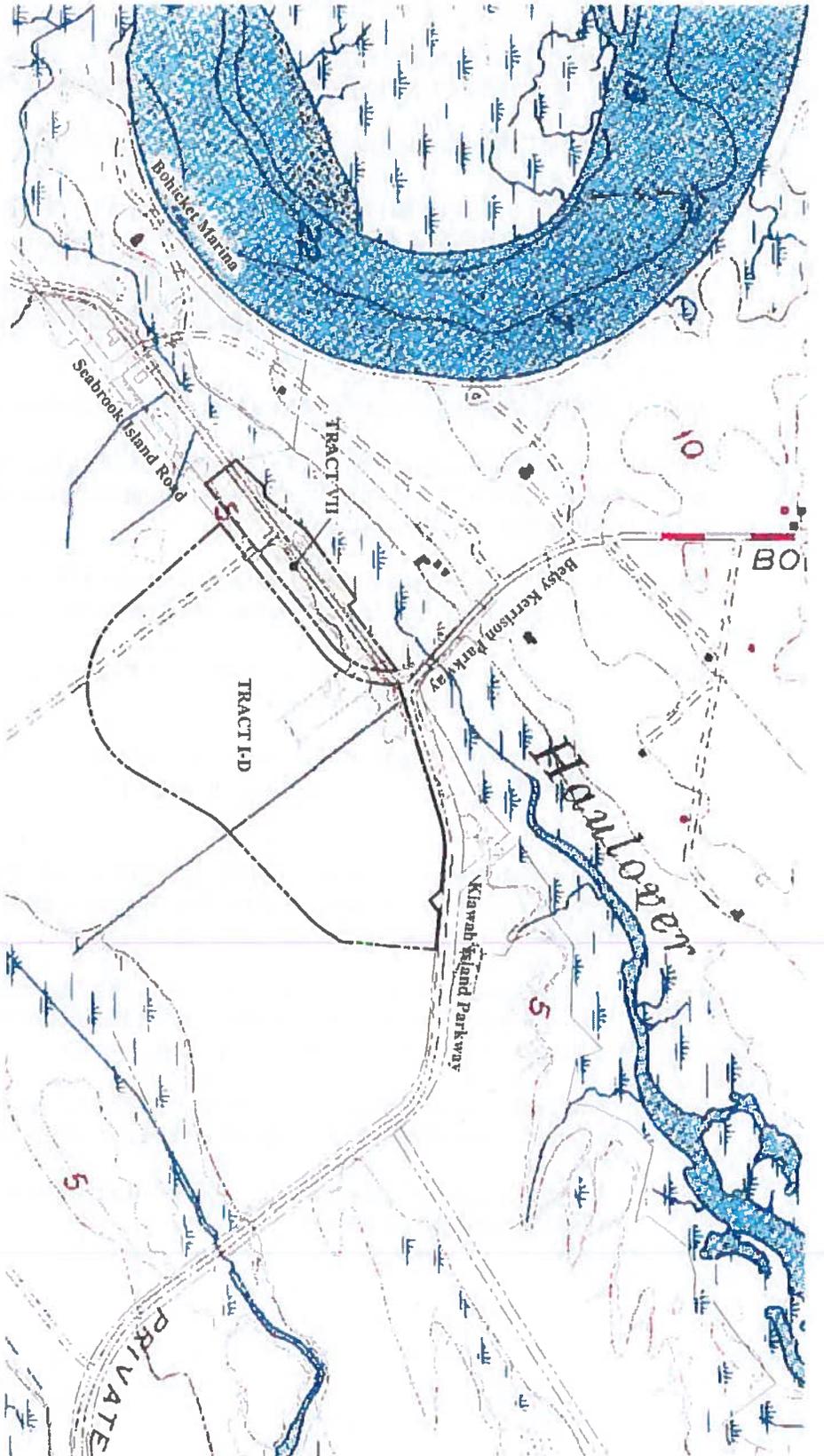
- To act in good faith to implement the plan as described herein.
- To institute architectural restrictions and covenants ensuring quality development and augmenting governmental regulations.
- To establish the legal framework for one or more associations or some other appropriate organization to assume responsibility for any "common area" and community supported areas such as parks, wooded preserves, bike trails, private roads, etc.
- To employ high standards of planning, design, and management in all phases of development.
- To evaluate all express conditions adopted as part of this application, and if they are accepted, to faithfully abide by them.

SECTION 6  
DEFINITIONS AND ABBREVIATIONS

In this Agreement, unless the word or phrase is non-capitalized:

- (a) "Agreement" means this Planned Development District Application, including the recitals and exhibits attached hereto.
- (b) "ARB" means the architectural review board appointed by the Developer that will be established under a binding declaration of covenants, conditions, and restrictions imposed on the Real Property.
- (c) "Comprehensive Plan" means the master plan for the County including the official map, adopted pursuant to S.C. Code § 6-29-310 et seq.
- (d) "County" is Charleston County, South Carolina, a local governmental entity organized and existing under the laws of South Carolina.
- (e) "Density" means the number of Dwelling Units per acre. Parcel Density equals the number of Dwelling Units divided by the gross acreage above DHEC-OCRM's critical line, including fresh water Wetlands and Water Bodies. In locations where the Property Owner has created new fresh water Water Bodies or Wetlands, the calculation of Parcel Density shall include newly created lagoon acreage in determining gross acreage.
- (f) "Developer" means Kiawah Development Partners, Inc., Kiawah Resort Associates, L.P., (or any one of them) and their successors in interest or successors in title and/or assigns.
- (g) "Development" means the planning for or carrying out of a building activity or mining operation, the making of a material change in the use or appearance of any structure or property, or the dividing of land into three or more parcels. "Development", as designated in a law or development permit, includes the planning for and all other activity customarily associated with it unless otherwise specified. When appropriate to the context, development refers to the planning for or the act of developing or to the result of development. Reference to a specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit generality of this item.
- (h) "Development Parcel" means any tract of land on which Development may occur, including platted Lots and unplatted parcels, but excluding street rights-of-way.
- (i) "Dwelling Unit" has the same meaning as "Dwelling" in the County Zoning and Land Development Regulations Ordinance as modified by Exhibit H.
- (j) "Guest Lodging" means a room, suite, or cottage designed for occupancy as a single unit. Ancillary uses shall include meeting rooms, break rooms, dining areas and other similar spaces in support of the primary use of Guest Lodge.

- (k) "Lot" means Development Parcel identified in a Subdivision Plat recorded in the Charleston County RMC office.
- (l) "Open Areas" means areas of Pervious Cover and includes, but is not limited to, yards, vegetated areas, lagoons, lakes, Wetlands, and Water Bodies.
- (m) "Parties" are the Developer and Charleston County.
- (n) "Parcel" means any of those tracts of the Real Property that are located in the approximate areas identified on the Master Plan.
- (o) "Pervious Cover" Means land which permits the absorption of stormwater into the ground. This may include walkways and driveways, which are pervious to stormwater.
- (p) "Project" is the Development that has occurred and will occur on the Real Property.
- (q) "Project Cap" means the total number of Dwelling Units on the Real Property shall not exceed 200, the commercial uses shall not exceed 480,000 sq. ft., and hotel rooms shall not exceed 100 rooms.
- (r) "Real Property" is the real property described in Section 2.03 and includes any improvements or structures customarily regarded as part of real property.
- (s) "Setback" means and refers to the minimum distance to the nearest adjacent property line, street, or right-of-way.
- (t) "Single Family Detached Dwelling" means a building containing one Dwelling Unit that is not attached to any other Dwelling Unit and is surrounded by yards or open space.
- (u) "Subdivision Plat" means a recorded graphic description of property prepared and approved in compliance with the County's Zoning and Land Development Regulations Ordinance as modified by Exhibit H.
- (v) "Water Bodies" means property determined to be under water no less than eleven (11) months of the year and under such standing water for a continuous period of no less than nine (9) months of the year.
- (w) "Wetlands" means those properties with elevations below the mean high water line, and properties within a pond, lagoon, or other Water Bodies.
- (x) "Zoning Board of Adjustment" or "ZBA" means the duly appointed Zoning Board of Adjustment for the County.



# LOCATION MAP

Atlantic Partners, LLC  
 311 N 43 Street, Suite 301  
 Charleston, SC 29401  
 February 2003

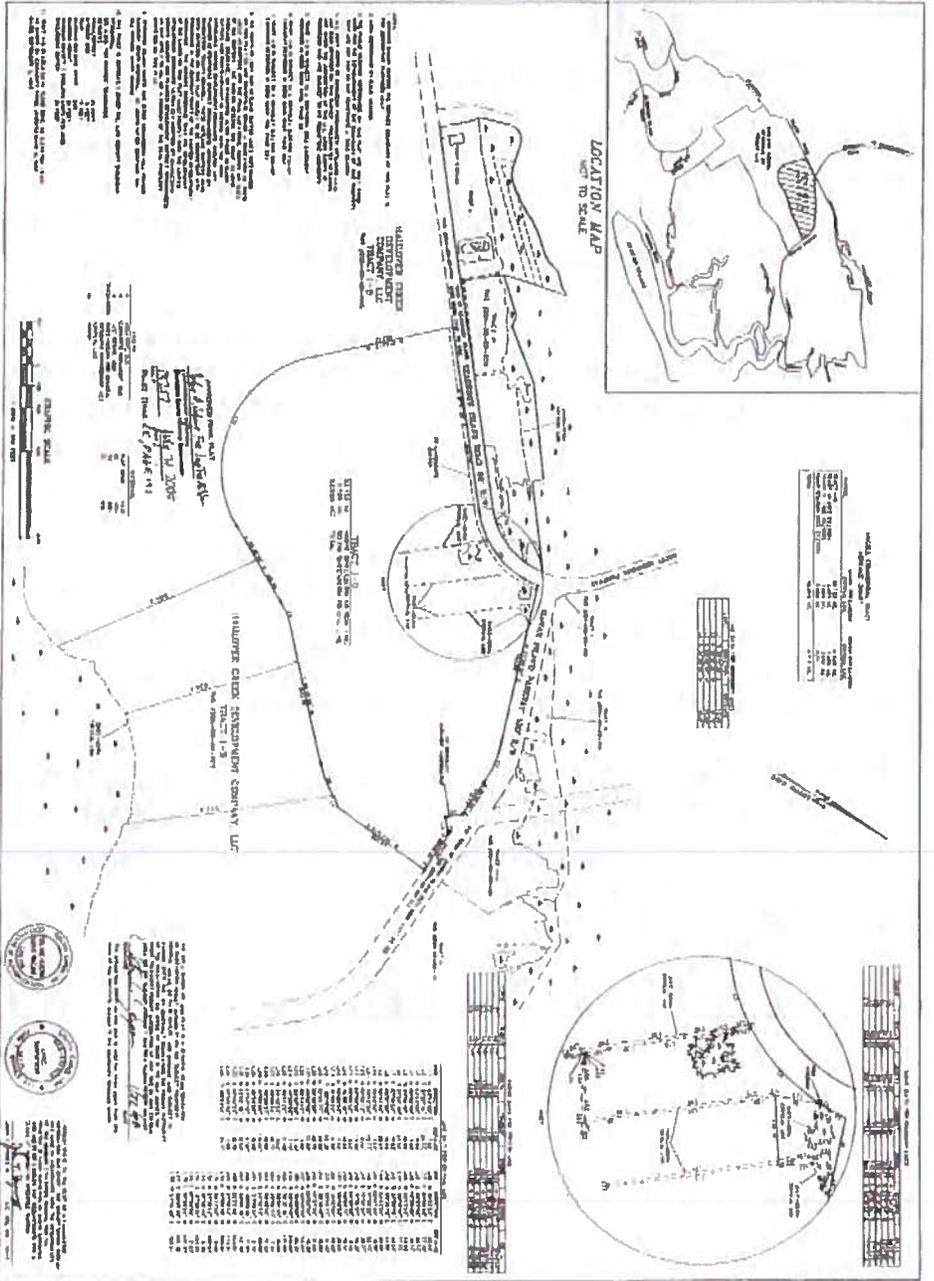
1:10,000 Scale

0	200	400	600	800	1000
0	200	400	600	800	1000



Atlantic Partners, LLC  
 311 King Street, Suite 200  
 Charleston, SC 29401  
 Planning 2011  
 1/2011

# SURVEY OF REAL PROPERTY



**A SUBDIVISION PLAN OF TRACT I-D**

OWNED BY HULLYER CREEK DEVELOPMENT COMPANY, LLC  
 LOCATED IN SPANISH ISLAND  
 CHARLESTON COUNTY, SOUTH CAROLINA

**Combs & Sons Surveying, Inc.**  
 147 Wagon Creek Drive - Suite 102  
 Charleston, South Carolina 29412  
 (803) 785-0320 Fax 781-2177

DATE	1/2011
BY	[Signature]
SCALE	AS SHOWN
PROJECT	HULLYER CREEK DEVELOPMENT TRACT I-D
CLIENT	ATLANTIC PARTNERS, LLC
NO. OF SHEETS	1 OF 1
TITLE	SURVEY OF REAL PROPERTY

STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF CHARLESTON ) QUIT CLAIM DEED

KNOW ALL MEN BY THESE PRESENTS, that HAULOVER CREEK DEVELOPMENT COMPANY, LLC, (the "Grantor") for and in consideration of the sum of Ten and 00/100 DOLLARS (\$10.00) and other valuable consideration, to it in hand paid at and before the sealing of these presents by ATLANTIC PARTNERS, L.L.C, (the "Grantee"), in the State aforesaid, the receipt and sufficiency of which are hereby acknowledged, have remised, released and forever quit claimed, and by these presents do remise, release and forever quit claim unto the said Grantee, the following described property, to-wit:

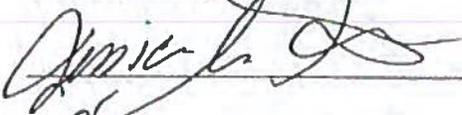
SEE ATTACHED EXHIBIT A FOR COMPLETE LEGAL DESCRIPTION

TOGETHER with all and singular the rights, members, hereditaments and appurtenances to the said premises belonging, or in any wise incident or appertaining.

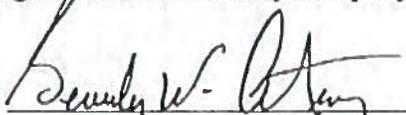
TO HAVE AND TO HOLD, all and singular the said premises before mentioned unto the said Grantee, its successors and assigns, forever so that neither the said Grantor, its successors and assigns, nor any other person or persons, claiming under it shall at any time hereafter, by any way or means, have, claim or demand any right or title to the aforesaid premises or appurtenances, or any part or parcel thereof, forever.

IN WITNESS WHEREOF, HAULOVER CREEK DEVELOPMENT COMPANY, LLC, has caused these presents to be executed in its name by its Manager thereunto duly authorized, and its seal to be hereunto affixed, this 20<sup>th</sup> day of December, in the year of our Lord Two Thousand, and in the Two Hundred and Twenty-Fifth Year of the Sovereignty and Independence of the United States of America.

SIGNED, SEALED AND DELIVERED  
IN THE PRESENCE OF:

  
\_\_\_\_\_  
Cheryl K. Toy

HAULOVER CREEK DEVELOPMENT  
COMPANY, LLC, (SEAL)  
a Virginia limited liability company

BY:   
\_\_\_\_\_  
Beverley W. Armstfong  
Its Manager

STATE OF VIRGINIA )  
 )  
COUNTY OF RICHMOND )

ACKNOWLEDGMENT

The foregoing instrument was acknowledged before me by **Haulover Creek Development Company, LLC, a Virginia limited liability company**, by Beverley W. Armstrong, its Manager, this 20<sup>th</sup> day of December, 2000.

Cheryl K. Toy (SEAL)  
Notary Public for ~~South Carolina~~ Virginia  
My Commission Expires: 5/31/03

Exhibit "A"  
Property Description

(Tract I-D)

All that certain piece, parcel or tract of land situate, lying and being on Seabrook Island, County of Charleston, State aforesaid, containing 52.659 acres, more or less, and shown and designated as "Tract I-D" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACT I-D OWNED BY HAULOVER CREEK DEVELOPMENT COMPANY, LLC, LOCATED ON SEABROOK ISLAND CHARLESTON COUNTY, SOUTH CAROLINA" dated June 22, 1999, having latest revision date of July 13, 2000, and recorded August 2, 2000, in Plat Book EE, at Page 193 the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

Being a portion of the property conveyed to Haulover Creek Development Company, LLC, by deed of East Seabrook Limited Partnership, a South Carolina limited partnership, dated February 2, 1998, and recorded February 3, 1998, in Book U-296, Page 859 in the RMC Office for Charleston County.

Portion of TMS # 205-00-00-005

Grantee's Address:

211 King Street, Suite 300  
Charleston, South Carolina 29401

EXHIBIT "B"  
Permitted Encumbrances

1. Taxes for the year 2001 and all subsequent years, a lien but not yet due and payable.
2. Interests created by, or limitations on use imposed by, the Federal Coastal Zone Management Act or other federal law, or by SC Code, Chapter 39, Title 48, as amended, or any regulations promulgated pursuant to said state or federal laws.
3. Notes and conditions appearing on plat entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded simultaneously herewith in the RMC Office for Charleston County, S.C.
4. No assurance is made as to the exact amount of acreage contained in the property described herein.
5. Title to that portion of the property which is or may be filled-in land, or which is or has been under water, or which lies below the mean high water mark of abutting tidal waters.
6. Roll-back taxes as provided under Title 12, S.C. Code of Laws, as amended, including Section 12-43-220 and others.
7. Unrecorded Sewer Utility Agreement by and between East Seabrook Limited Partnership, a Texas Limited Partnership, and Heater of Seabrook, Inc., dated October 4, 1990.
8. Title to that portion of the property within the bounds of roads created by the following documents:
  - a) "Deed to Right-of-Way" from Marie A. Hamilton, Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow to Charleston County dated March 28, 1949, and recorded November 19, 1949, in Book J-51, at Page 7 in the RMC Office for Charleston County, S.C.
  - b) "Deed To Right-of-Way" from John E. Andell, Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow to Charleston County dated March 28, 1949, and recorded November 19, 1949, in Book J-51, at Page 8 in the RMC Office for Charleston County.
  - c) "Deed to Right-of-Way" from Marguerite Andell, Marguerite H. Beckett (also known as Margaret H. Beckett), Dorothy H. McKee and Elizabeth H. Stringfellow to Charleston County dated March 28, 1949, and recorded November 19, 1949, in Book J-51, at Page 9 in the RMC Office for Charleston County.
9. Easement to Berkeley Electric Cooperative, Inc., dated July 7, 1972, and recorded July 25, 1972, in Book T-99, at Page 227 in the RMC Office for Charleston County.

10. Covenants, restrictions and limitations as contained in that certain deed from Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow to Andell Development Limited Partnership dated January 26, 1989, and recorded January 27, 1989, in Book L-181, at Page 846 in the RMC Office for Charleston County.
11. Unrecorded Second Post Closing Agreement relating to obligations in connection with provisions of water and sewer by and between Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow and Andell Development Limited Partnership dated January 26, 1989.

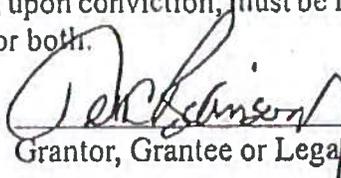
PERSONALLY appeared before me the undersigned, who, being duly sworn, deposes and says:

- 1. I have read the information on this Affidavit and I understand such information. BK: H360PG2
- 2. The property being transferred by Haulover Creek Development Company, I.L.C, to Atlantic Partners, L on Dec. 20, 2000.
- 3. Check one of the following: *The DEED is*
  - (a) \_\_\_ subject to the deed recording fee as a transfer for consideration paid or to be paid in money money's worth.
  - (b) \_\_\_ subject to the deed recording fee as a transfer between a corporation, a partnership, or of entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or a distribution to a trust beneficiary.
  - (c) x EXEMPT from the deed recording fee because (exemption # 12)  
Explanation if required Quit-Claim Deed

(If exempt, please skip items 4-6, and go to item 7 of this affidavit.)

- 4. Check one of the following if either item 3(a) or item 3(b) above has been checked.
  - (a) \_\_\_ The fee is computed on the consideration paid or to be paid in money or money's worth in amount of \_\_\_\_\_.
  - (b) \_\_\_ The fee is computed on the fair market value of the realty which is \$ \_\_\_\_\_.
  - (c) \_\_\_ The fee is computed on the fair market value of the realty as established for property purposes which is \$ \_\_\_\_\_.
- 5. Check YES \_\_\_ or NO x to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "YES", the amount of the outstanding balance of this lien or encumbrance is \$ \_\_\_\_\_.
- 6. The DEED Recording Fee is computed as follows:
  - (a) \_\_\_\_\_ the amount listed in item 4 above
  - (b) 0.00 the amount listed in item 5 above (no amount place zero)
  - (c) \_\_\_\_\_ subtract line 6(b) from Line 6(a) and place the result.

- 7. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Attorney.
- 8. I understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

  
 \_\_\_\_\_  
 Grantor, Grantee or Legal Representative

Sworn to before me this 21<sup>st</sup>  
 day of Dec., 2000.  
Gara C. Payne  
 Notary Public for South Carolina  
 My Commission Expires: 10-31-2001

Naxson Pruet Jacobs Pollard & Robinson  
POST OFFICE BOX 486  
CHARLESTON, SOUTH CAROLINA 29402

FILED

W360-206

2000 DEC 21 PM 4:06

CHARLIE LYBRAND  
REGISTER  
CHARLESTON COUNTY SC

TMS VERIFIED  
BAC lmy  
DTD 12-29-00

13-00

**EXEMPT**

17-00

*Pl  
Jal ✓*

*OK'd  
S. J.*

RECEIVED FROM RMC  
DEC 29 2000  
PEGGY A. MOSELEY  
CHARLESTON COUNTY AUDITOR

STATE OF SOUTH CAROLINA )  
 ) TITLE TO REAL ESTATE  
COUNTY OF CHARLESTON )

WHEREAS, Andell Development Limited Partnership was created pursuant to that certain Agreement of Limited Partnership dated December 12, 1988, as amended, and that certain Certificate of Limited Partnership filed with the Secretary of State for Texas on December 15, 1988; and,

WHEREAS, Andell Development Limited Partnership filed for a Certificate to Transact Business in South Carolina on January 25, 1989; and,

WHEREAS, portions of the below described property were conveyed to Andell Development Limited Partnership by deed of Margaret Hamilton Beckett, Dorothy Hamilton McKee (also known as Dorothy H. McKee), and Elizabeth H. Stringfellow (formerly Elizabeth Thompson Hamilton) dated January 26, 1989, and recorded January 27, 1989, in Book L-181, Page 846 in the RMC Office for Charleston County; and,

WHEREAS, the below described "Pump Station" was conveyed to Andell Development Limited Partnership by deed of Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow dated January 26, 1989, and recorded January 27, 1989, in Book L-181, Page 858 in the RMC Office for Charleston County; and,

WHEREAS, Andell Development Limited Partnership changed the partnership name to East Seabrook Limited Partnership pursuant to that certain Second Amendment to Application for Registration of a Foreign Limited Partnership filed on May 4, 1989, with the Secretary of State of South Carolina, and as further evidenced by the Affidavit of General Partner's Authority dated November 3, 1992, and recorded in Book G-220, Page 585 in the RMC Office for Charleston County; and,

WHEREAS, the below described "Tract C" and "Tract D" were conveyed to East Seabrook Limited Partnership by deed of Bohicket Creek Investors Limited Partnership, a Delaware limited partnership, dated December 21, 1990, and recorded February 15, 1991, in Book M-200, Page 51 in the RMC Office for Charleston County;

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS, THAT EAST SEABROOK LIMITED PARTNERSHIP (a Texas limited partnership hereinafter sometimes referred to as the "Grantor"), in the County and State aforesaid, for/and in consideration of the sum of One and No/100 (\$1.00) Dollar and other good and valuable consideration, to it in hand paid at and before the sealing of these presents by ATLANTIC PARTNERS, LLC, (a South Carolina limited liability company) (hereinafter sometimes referred to as the "Grantee"), in the County and State aforesaid, the receipt whereof is hereby acknowledged, has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release, subject to the covenants, conditions, obligations, restrictions, reservations, encumbrances, and easements set forth on Exhibit "B" attached hereto and incorporated herein by reference (the "Permitted Encumbrances") unto ATLANTIC PARTNERS, LLC, the following described property, to-wit:



Exhibit "A"  
Property Description  
(Tract VI)

BK U296PG849

All that certain piece, parcel or tract of land situate, lying and being in the Town of Seabrook Island, County of Charleston, State aforesaid, totalling 15.554 acres above the mean high water line of said tract, containing 12.054 acres above DHEC-OCRM Critical Line, more or less, and 3.500 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract VI" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-107

-ALSO CONVEYING-  
(Tract VII)

All that certain piece, parcel or tract of land situate, lying and being in the County of Charleston, State aforesaid, totalling 6.766 acres above the mean high water line of said tract, containing 4.277 acres above DHEC-OCRM Critical Line, more or less, and 2.489 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract VII" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-029

-ALSO CONVEYING-  
(Tract VIII)

All that certain piece, parcel or tract of land situate, lying and being in the Town of Seabrook Island, County of Charleston, State aforesaid, totalling 1.696 acres above the mean high water line of said tract, containing 0.365 acres above DHEC-OCRM Critical Line, more or less, and 1.331 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract VIII" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-108

-ALSO CONVEYING-  
(Tract IX)

All that certain piece, parcel or tract of land situate, lying and being in the County of Charleston, State aforesaid, totalling 2.192 acres above the mean high water line of said tract, containing 0.563 acres above DHEC-OCRM Critical Line, more or less, and 1.629 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract IX" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-110

-ALSO CONVEYING-  
(Tract X)

All that certain piece, parcel or tract of land situate, lying and being in the County of Charleston, State aforesaid, totalling 0.029 acres above the mean high water line of said tract, containing 0.029 acres above DHEC-OCRM Critical Line, more or less, and 0.000 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract X" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-109

All being a portion of the property conveyed to Andell Development Limited Partnership by deed of Margaret Hamilton Beckett, Dorothy Hamilton McKee (also known as Dorothy H. McKee), and Elizabeth H. Stringfellow (formerly Elizabeth Thompson Hamilton) dated January 26, 1989, and recorded January 27, 1989, in Book L-181, Page 846 in the RMC Office for Charleston County.

-ALSO CONVEYING-  
(Tract C)

All that certain piece, parcel or tract of land situate, lying and being in the Town of Seabrook Island, County of Charleston, State aforesaid, totalling 1.805 acres above the mean high water line of said tract, containing 1.688 acres above DHEC-OCRM Critical Line, more or less, and 0.117 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract C" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-035

Being a portion of the property conveyed to East Seabrook Limited Partnership by deed of conveyance of Bohicket Creek Investors Limited Partnership dated December 21, 1990, and recorded February 15, 1991, in Book M-200, Page 51 in the RMC Office for Charleston County.

-ALSO CONVEYING-  
(Tract D)

All that certain piece, parcel or tract of land situate, lying and being in the Town of Seabrook Island, County of Charleston, State aforesaid, totalling 6.106 acres above the mean high water line of said tract, containing 3.004 acres above DHEC-OCRM Critical Line, more or less, and 3.102 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "Tract D" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-030

Being a portion of the property conveyed to East Seabrook Limited Partnership by deed of conveyance of Bohicket Creek Investors Limited Partnership dated December 21, 1990, and recorded February 15, 1991, in Book M-200, Page 51 in the RMC Office for Charleston County.

-ALSO CONVEYING-  
(Pump Station Site)

All that certain piece, parcel or tract of land situate, lying and being in the Town of Seabrook Island, County of Charleston, State aforesaid, totalling 0.060 acres, containing 0.060 acres above DHEC-OCRM Critical Line, more or less, and 0.000 acres below DHEC-OCRM Critical Line, more or less, and shown and designated as "PUMP STATION" on a plat prepared by Southeastern Surveying, Inc., entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded in Plat Book EC, at Pages 285-288, in the RMC Office for Charleston County, S.C., said property having such location, butts and bounds, metes, courses and distances as will by reference to said plat more fully appear.

TMS # 204-00-00-028

Being a portion of the property conveyed to East Seabrook Limited Partnership by deed of Bohicket Creek Investors Limited Partnership dated December 21, 1990, and recorded February 15, 1991, in Book M-200, Page 51 in the RMC Office for Charleston County, and by Quit-Claim Deed of Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow dated January 26, 1989, and recorded January 27, 1989, in Book L-181, Page 858 in the RMC Office for Charleston County.

EX U296PG853

Address of Grantee:  
Post Office Box 12001  
Charleston, South Carolina 29422

AS TO ALL PARCELS:

1. Taxes for the year 1998 and all subsequent years, a lien but not yet due and payable.
2. Interests created by, or limitations on use imposed by, the Federal Coastal Zone Management Act or other federal law, or by SC Code, Chapter 39, Title 48, as amended, or any regulations promulgated pursuant to said state or federal laws.
3. No assurance is given as to the exact amount of acreage contained in the property described herein.
4. Title to that portion of the property which is or may be filled-in land, or which is or has been under water, or which lies below the mean high water mark of abutting tidal waters.
5. Roll-back taxes as provided under Title 12, S.C. Code of Laws, as amended, including Section 12-43-220 and others.
6. Easement to Berkeley Electric Cooperative, Inc., dated July 7, 1972, and recorded July 25, 1972, in Book T-99, at Page 227 in the RMC Office for Charleston County.
7. Notes and conditions appearing on that certain plat entitled "A SUBDIVISION PLAT OF TRACTS I-A, I-B, I-C, II, III, III-A, IV THRU X, C, D AND A PUMP STATION OWNED BY EAST SEABROOK LIMITED PARTNERSHIP LOCATED IN THE TOWN OF SEABROOK ISLAND AND CHARLESTON COUNTY CHARLESTON COUNTY, SOUTH CAROLINA" dated January 2, 1998, last revised January 20, 1998, and recorded simultaneously herewith in the RMC Office for Charleston County, S.C.

ADDITIONAL EXCEPTIONS AS TO TRACTS VI - X

8. Unrecorded Sewer Utility Agreement by and between East Seabrook Limited Partnership, a Texas Limited Partnership, and Heater of Seabrook, Inc., dated October 4, 1990.
9. Title to that portion of the property within the bounds of roads created by the following documents:
  - a) "Deed to Right-of-Way" from Marie A. Hamilton, Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow to Charleston County dated March 28, 1949, and recorded November 19, 1949, in Book J-51, at Page 7 in the RMC Office for Charleston County, S.C.
  - b) "Deed To Right-of-Way" from John E. Andell, Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow to Charleston County dated March 28, 1949, and recorded November 19, 1949, in Book J-51, at Page 8 in the RMC Office for Charleston County.

- c) "Deed to Right-of-Way" from Marguerite Andell, Marguerite H. Beckett (also known as Margaret H. Beckett), Dorothy H. McKee and Elizabeth H. Stringfellow to Charleston County dated March 28, 1949, and recorded November 19, 1949, in Book J-51, at Page 9 in the RMC Office for Charleston County.
10. Grant of Easement dated December 19, 1974, from Margaret Hamilton Beckett, et al., to Coastal Shores, Inc., recorded April 9, 1975, in Book M-106 at Page 232 in the RMC Office for Charleston County; said easement(s) are shown as two forty (40') foot drainage easements abutting the Kiawah Island Parkway on that certain plat by Southeastern Surveying, Inc., dated November 9, 1988, last revised January 16, 1989, and entitled "A Plat of Tracts I Thru X Containing a Total of 1053.784 Acres and a 24.106 Ac. Outparcel Owned by Heirs of Margaretha Andell Tracts I Thru X About to be Conveyed to Andell Development Limited Partnership Located on Seabrook Island, Charleston County, S.C.," recorded in Plat Book BU, at Pages 93-96. (As to Tract VII).
  11. Covenants, restrictions and limitations as contained in that certain deed from Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow to Andell Development Limited Partnership dated January 26, 1989, and recorded January 27, 1989, in Book L-181, at Page 846 in the RMC Office for Charleston County.
  12. Unrecorded Agreement by and between Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow and the Seabrook Island Company dated August 15, 1980 and attached as Exhibit D to that certain deed recorded October 2, 1985 in Book E-149 at Page 10 in aforesaid RMC office. (AS TO TRACT VII ONLY)
  13. Unrecorded Second Post Closing Agreement relating to obligations in connection with provisions of water and sewer by and between Margaret H. Beckett, Dorothy H. McKee and Elizabeth H. Stringfellow and Andell Development Limited Partnership dated January 26, 1989.
  14. Title to that portion of the premises lying within the bounds of Betsy Kerrison Parkway. (APPLIES TO TRACT X ONLY)

ADDITIONAL EXCEPTIONS AS TO TRACTS C AND D ONLY:

17. Right-of-Way Easement granted to Berkeley Electric Cooperative, Inc. by Andell Bluff Associates by instrument dated August 1, 1986 and recorded in Book B-157 at page 497 in aforesaid RMC office.
18. Right-of-Way Easement granted to Southern Bell Telephone and Telegraph Company by Andell Bluff Associates, a Limited Partnership dated July 31, 1981 and recorded in Book R-126 at Page 89 in aforesaid RMC office.
20. Rights of the public in and to the drainage easements by virtue of the dedication of said drainage easements executed by William C. Whitner on that certain plat by E.M. Seabrook, Jr. dated November 13, 1981 and recorded in Plat Book AU at page 62 in aforesaid RMC office.

21. Specific easements shown on the following plats of record as follows:

Plat Book AU, Page 62:

- a. 2 sixty (60') foot drainage easements as located on Tract D
  - b. 1 thirty (30') foot utility easement as located on Tract D
22. Restrictive Covenant entered into between Bohicket Creek Investors Limited Partnership and Food Lion, Inc., a North Carolina corporation dated January 9, 1991 and recorded January 22, 1991 in Book X-199 at Page 33 in aforesaid RMC office. (AS TO TRACT D ONLY)
23. Parking Easement Agreement by and between Bohicket Creek Investors Limited Partnership and East Seabrook Limited Partnership dated December 21, 1990 and recorded February 15, 1991 in Book M-200 at Page 754 in aforesaid RMC office. (AS TO TRACT D ONLY)
24. Memorandum of Ground Lease by and between Bohicket Creek Investors Limited Partnership, a Delaware Limited Partnership and Southern National Bank of South Carolina effective as of July 9, 1990 and recorded September 26, 1990 in Book Y-196 at Page 236 in aforesaid RMC office. (AS TO TRACT C ONLY)
25. Easement from Bohicket Creek Investors Limited Partnership, (a Delaware Limited Partnership) to Southern National Bank of South Carolina dated September 19, 1990 and recorded in Book Y-196 at Page 225 in aforesaid RMC office. (AS TO TRACT C ONLY)
26. Unrecorded Ground Lease between East Seabrook Limited Partnership and NCNB National Bank of South Carolina n/k/a NationsBank, N.A. dated December 10, 1991.

ADDITIONAL EXCEPTIONS AS TO PUMP STATION SITE:

27. Lease Agreement between East Seabrook Limited Partnership and Seabrook Utilities Corp. recorded in Book P-119, Page 86, as amended by amendment recorded in Book D-172, Page 152, said lease being assigned to Utilities Services, Inc., by instrument recorded in Book E-149, Page 61.

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

- 1. I have read the information on this Affidavit and I understand such information.
- 2. The property being transferred by East Seabrook Limited Partnership to Atlantic Partners, LLC, February 2, 1998.
- 3. Check one of the following: *The DEED is*  
 (a)  subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.  
 (b)  subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.  
 (c)  EXEMPT from the deed recording fee because (exemption # \_\_\_\_\_)  
 Explanation if required \_\_\_\_\_ (If exempt please skip items 4-6, and go to item 7 of this affidavit.)

- 4. Check one of the following if either item 3(a) or item 3(b) above has been checked.  
 (a)  The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$2,500,000.00.  
 (b)  The fee is computed on the fair market value of the realty which is \$\_\_\_\_\_  
 (c)  The fee is computed on the fair market value of the realty as established for property tax purposes which is \$\_\_\_\_\_.

5. Check YES  or NO  to the following: A lien or encumbrance existed on the land, tenement or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "YES" the amount of the outstanding balance of this lien or encumbrance is \$\_\_\_\_\_.

- 6. The DEED Recording Fee is computed as follows:  
 (a) 2,500,000.00 the amount listed in item 4 above  
 (b) 0.00 the amount listed in item 5 above (no amount plus zero)  
 (c) 2,500,000.00 subtract line 6(b) from Line 6(a) and place the result.

7. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: attorney.

8. I understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

Matthew J. Norton  
 Grantor, Grantee or Legal Representative

Sworn to before me this 2nd day of Feb., 1998.  
Dana C. Gopher  
 Notary Public for South Carolina  
 My Commission Expires: 10-31-2001

Mexican ... Robinson  
CHARLES

BK U296PG858  
FILED

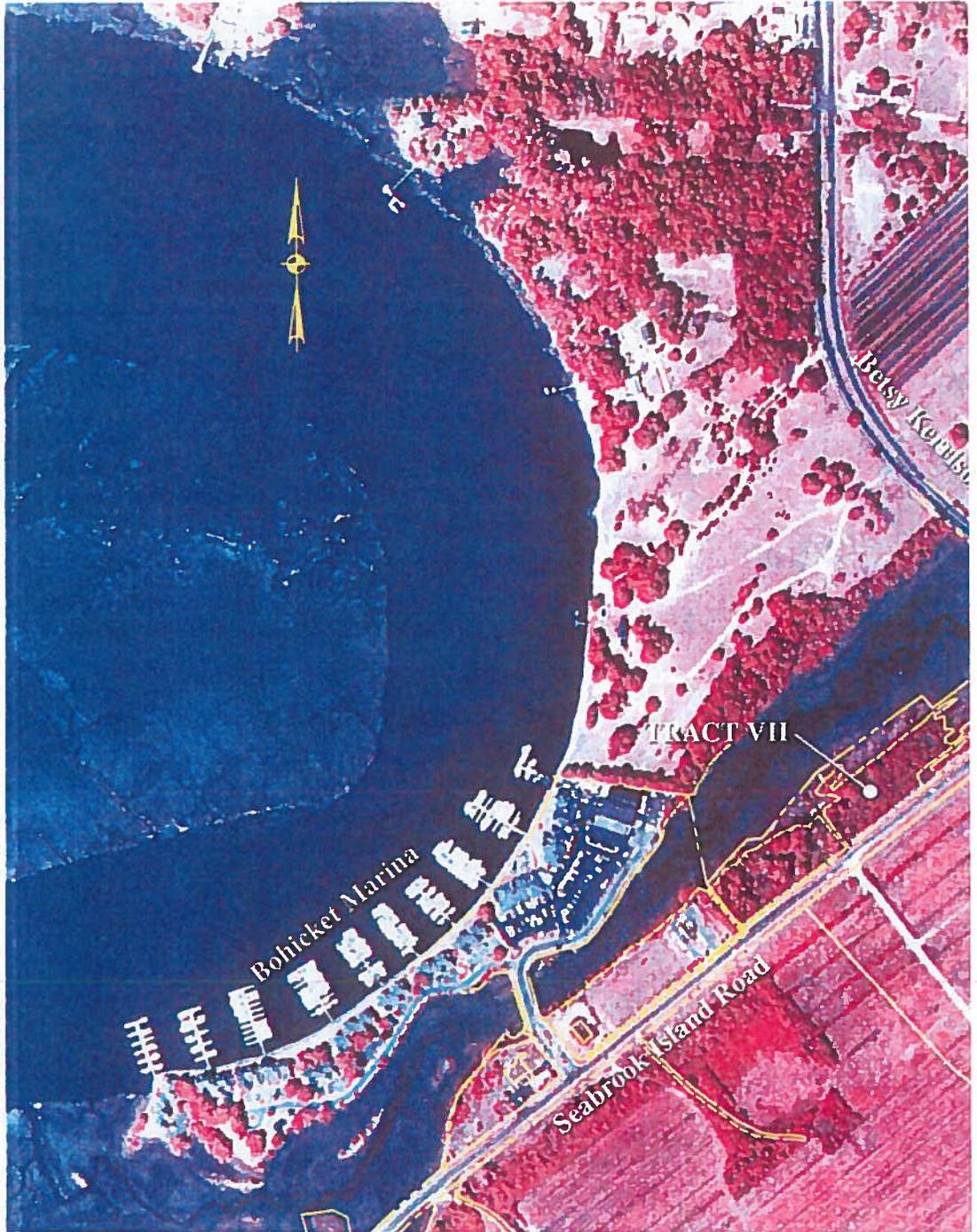
U296-847  
98 FEB -3 PM 4:49  
CHARLIE LYBRAND  
REGISTER  
CHARLESTON COUNTY SC

Expenses	17.00
	6500.0
	2750.0
TOTAL	9267.0

CFB 5  
LW

PID VERIFIED	
ASSR	<u>LED</u>
DTD	<u>2-5-98</u>

Recorded this 3 day of FEB  
On Property Record Card  
*Gregory A. Mosley*  
Auditor Charleston County



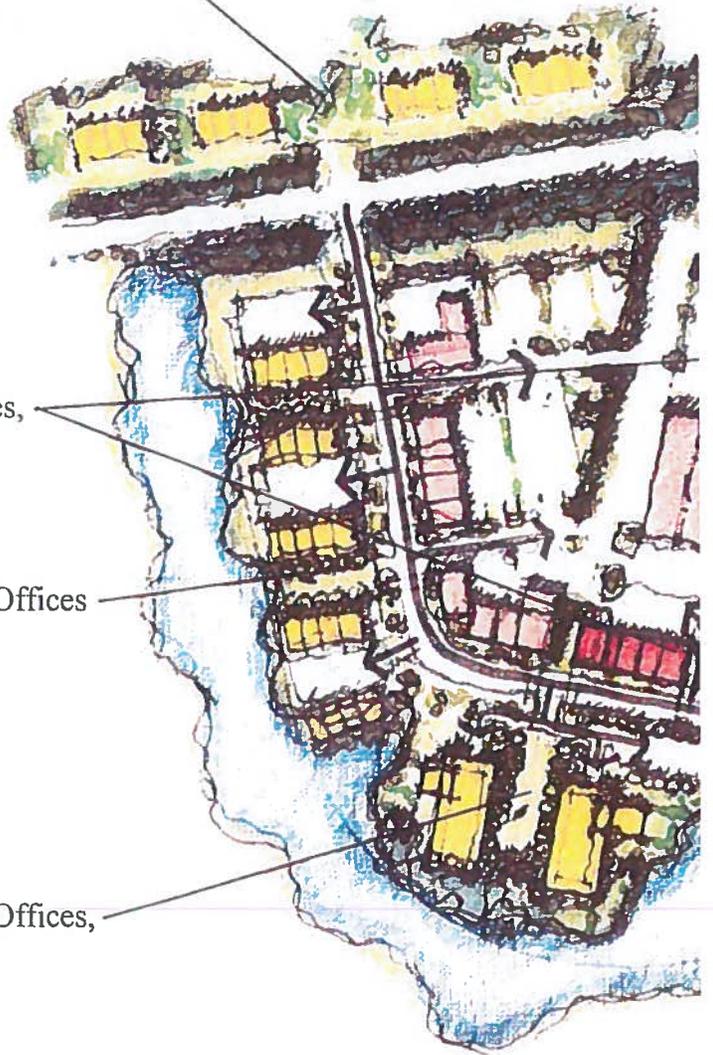
	<b>Atlantic Partners, LLC</b> 211 King Street, Suite 300 Charleston, SC 29401
1 Acre	November 2001
0 200 400 800 1200	0 . . . . . 5 Minute Walk . . . . .

# AERIAL PHOTO



• Residential, Offices

• Flower Fields, Nursery,  
Community Gardens



• Retail, Offices,  
Residential

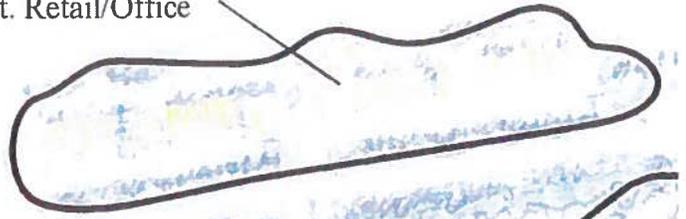
• Residential, Offices

• Residential, Offices,  
Retail

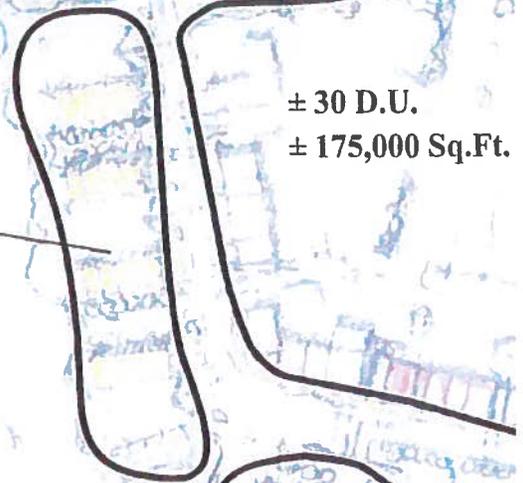
	<b>Atlantic Partners, LLC</b> 211 King Street, Suite 300 Charleston, SC 29401 November 2001
1 Acre	0 100 200 400 600 2.5 Minute Walk

# MASTER LA

± 30 D.U.  
± 30,000 Sq.Ft. Retail/Office



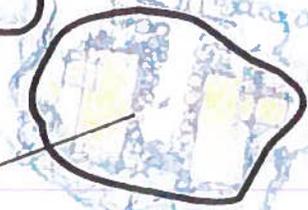
± 30 D.U.  
± 175,000 Sq.Ft.



± 60 D.U.  
± 50,000 Sq.Ft. Retail/Office



± 60 D.U.  
± 30,000 Sq.Ft. Retail/Office



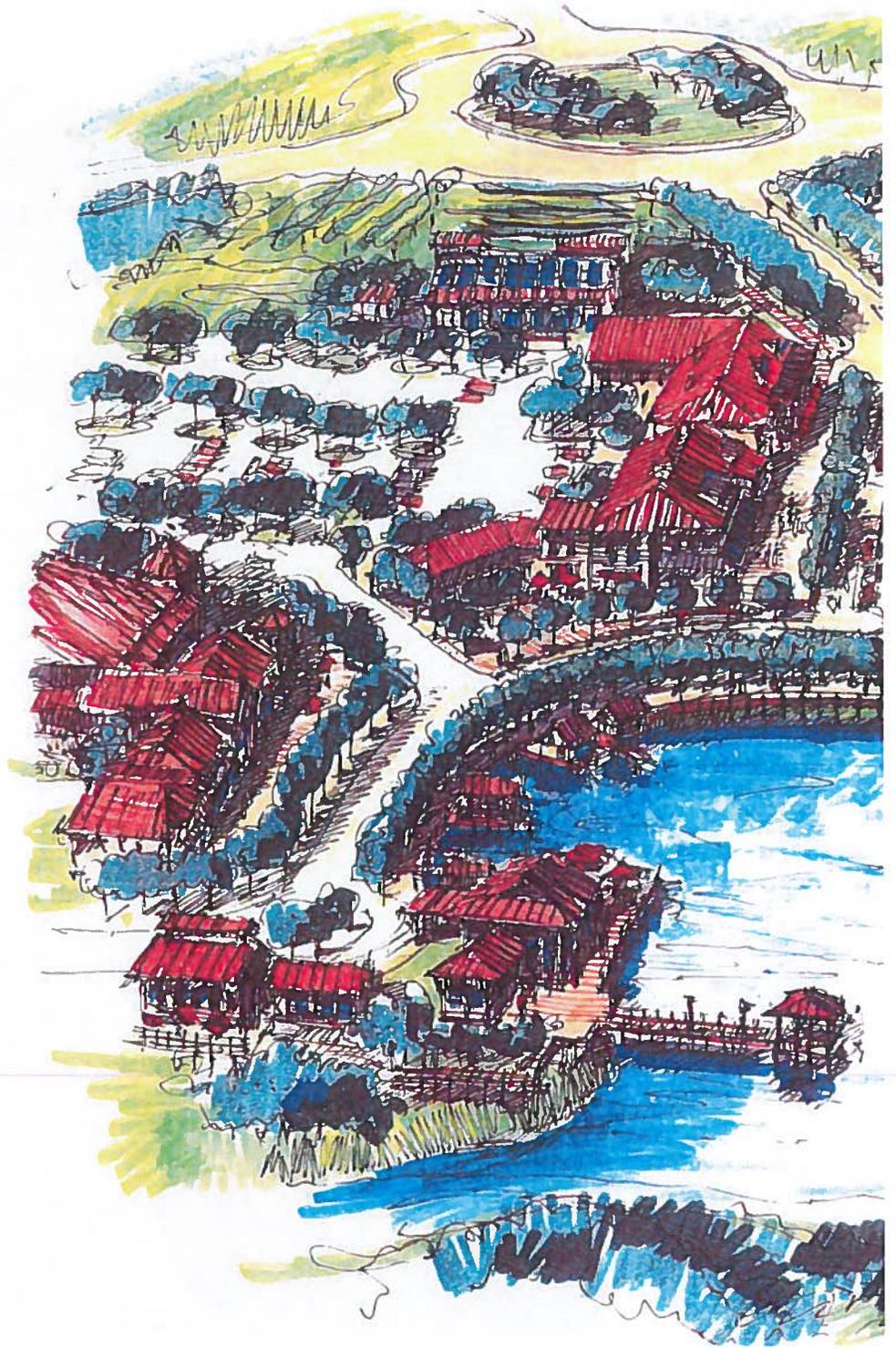
**Atlantic Partners, LLC**  
211 King Street, Suite 300  
Charleston, SC 29401

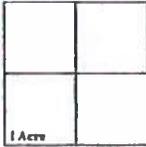
November 2001

1 Acre

0 100 200 400 600  
0 . . . . . 2.5 Minute Walk . . .

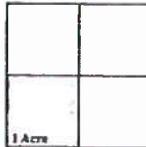
# MASTER LA



	<b>Atlantic Partners, LLC</b> 211 King Street, Suite 300 Charleston, SC 29401 November 2001
0 100 200 400 600	0 . . . . . 2.5 Mile Walk . . .

# MASTER LA



	<b>Atlantic Partners, LLC</b> 211 King Street, Suite 300 Charleston, SC 29401
1 Acre	November 2001
0 200 400 800 1200	5 Minute Walk

# AERIAL PHOTO

TRAFFIC IMPACT STUDY FOR PLANNED ANDELL COMMERCIAL  
VILLAGE AT KIAWAH ISLAND PARKWAY/SEABROOK ISLAND ROAD/  
BETSY KERRISON PARKWAY

PREPARED FOR: KIAWAH RESORT ASSOCIATES, L.P.

PREPARED BY: TRANSPORTATION PLANNERS-ENGINEERS, INC.  
JACKSONVILLE, FLORIDA  
TPE JOB NO. 01-1756

DATE; OCTOBER 29, 2001

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TRAFFIC IMPACT STUDY FOR PLANNED ANDELL COMMERCIAL  
VILLAGE AT KIAWAH ISLAND PARKWAY/SEABROOK ISLAND ROAD/  
AND BETSY KERRISON PARKWAY

Introduction

Transportation Planners - Engineers, Inc. (TPE), Jacksonville, Florida were retained to conduct a traffic engineering study and develop the traffic impact study for the planned Andell Commercial Village near Kiawah Island and Seabrook Island at the southside of Johns Island. Figure 1 shows the general location of the 60 acre development site. It is at the south quadrant of the existing intersection of Kiawah Island Parkway, Seabrook Island Road, and Betsy Kerrison Parkway.

Existing Study Area Roads and Traffic Trends

Figure 2 shows 24-hour traffic and PM peak hour traffic on study area roadways. The peak season 24-hour traffic on the three major roadways which will provide direct access to the Andell Commercial Village are 10,000 vehicles for Kiawah Island Parkway, 7,000 vehicles for Seabrook Island Road, and 14,000 vehicles for Betsy Kerrison Parkway. Both Kiawah Island Parkway and Seabrook Island Road are 2-lane, undivided roadways, while Betsy Kerrison Parkway is a 4-lane, divided highway.

PM peak hour traffic during the peak season (June - August) averages about 918 vehicles on Kiawah Island Parkway, 632 vehicles on Seabrook Island Road, and 1,270 vehicles on Betsy Kerrison Parkway. PM peak hour level of service (L.O.S.) for these roadways is "B", "A" and "A", respectively during the peak season period. Figure 3 shows TPE's June 28, 2001 manual traffic count at the intersection of these three roadways at the planned development site.

Planned Andell Commercial Village Development  
and Traffic Generation

Table 1 shows the planned Phase 1 development comprising 150,000 gross square feet of commercial land uses including a grocery food store, general offices, medical office, general retail shops, specialty shops, drug store, etc. Two out parcels with a convenience food/gas store and drive-thru bank and 40 condo rental units are also planned.

In total, this Phase 1 development is expected to generate about 6,061 inbound and 6,061 outbound vehicle trips on an average weekday during the peak season and about 60% of this demand during the off-season months. For the most critical PM peak hour time, there will be an average of 582 inbound and 608 outbound vehicle trips generated by Andell.

Not all of these vehicle trips will be "new" traffic. Some will be internal trips within the development and others will be traffic already on the adjacent roadways but will be "passby or diverted" trips to and from the various land uses within the development.

Using the Institute of Transportation Engineers 1997 Trip Generation Manual and the October 1998 I.T.E. Trip Generation Handbook, the internal and passby/diverted traffic was estimated. The final "new" traffic added to the local roadways is shown on Table 1. For example, during the PM peak hour, there will be 308 inbound trips and 325 outbound trips at the three planned access locations.

Figure 4 shows TPE's estimate of Year 2003 PM peak hour traffic at the planned "roundabout" intersection of Kiawah Island Parkway/Seabrook Island Road/Betsy Kerrison Parkway. This estimate was based upon TPE's June 28, 2001 traffic count at the intersection (Figure 3) and the assumption that PM peak hour traffic would increase by 10% to Year 2003.

Figure 5 shows the Phase 1 Andell Commercial Village PM peak hour traffic and the total traffic on the three study area roadways. Passby/diverted traffic was determined from the Year 2003 traffic as shown on Figure 4, and the Andell "new" 2003 traffic was added based upon the following estimated distribution for the new (added) traffic:

A)Kiawah Island	50%
B)Seabrook Island	33%
C)Johns Island	<u>17%</u>
	100%

For example, of the total 308 inbound and 325 outbound "new" trips generated by Andell, 154 inbound trips came from Kiawah Island and 162 outbound trips went to Kiawah Island.

Table 4 shows the 24-hour and PM peak hour traffic on the three study area roadways for Year 2001 and Year 2003 without and with the Andell Commercial Village Phase 1 development. Table 5 also shows the PM peak hour traffic by direction for each roadway for Year 2001 and 2003 with and without Andell compared to the peak hour two-way service volume capacity for each.

The Peak and Off-peak season traffic estimates are given also. All roadways will have good level of service in Year 2003 with the Andell development.

#### Andell Commercial Village - Phase 2 Development And Traffic Generation (Year 2013)

Table 2 shows the traffic generation of Andell up to 450,000 gross square feet of commercial land uses with the Phase 1 outparcels and 40 condo units plus an additional 210 condo units and a 100 room hotel. During the PM peak hour, there will be 636 inbound and 667 outbound new vehicle trips at the three site access locations. The 292 inbound and 308 outbound passby/diverted traffic was determined based upon the expected traffic without the Andell development in Year 2013.

Figure 6 shows the Year 2013 PM peak hour traffic on the study area roadways. This Year 2013 traffic was estimated based upon the Year 2003 traffic with no Andell development plus a 30% increase (about 3% per year average for the ten years).

The "new" traffic generated by the Andell development was determined based upon the following study area (market area) dwelling units at peak season:

- A) Kiawah Island Parkway (Kiawah Island 5,689 units, V.I.T. - East development 250 units, KRA-Cassique development 520 units - Total 6,459 units) 41.5%

B)Seabrook Island Road (Seabrook Island 3,000 units, V.I.T. - West development 530 units - Total 3,530 units) 22.7%

C)Betsy Kerrison Parkway (Mullet Hall 1,090 units, Hope Plantation 482 units, Johns Island 4,000 units - Total 5,575 units) 35.8%

Figure 7 shows the estimated PM peak hour traffic along the roadways and at the Andell access locations for Year 2013 assuming 450,000 gross square feet of commercial land uses and other uses as shown on Table 2. At the Kiawah Island Parkway access there will be 387 left turns from the Parkway and 346 right turns to the Parkway related to Andell. At the Seabrook Island Road access, there will be 210 right turns inbound and 222 left turns outbound during the PM peak hour. The demand from and to Betsy Kerrison Parkway is expected to be 281 inbound and 347 outbound as shown.

Table 3 and Figure 8 show the estimated traffic generation of the Andell Commercial Village if it is developed to 600,000 gross square feet with two out parcels and the 250 condo units and 100-room hotel. At the Kiawah Island Parkway, the anticipated 452 lefts from the Parkway will oppose 485 eastbound through trips. The average vehicle gap time (time between vehicles approaching from the west opposing the left turn traffic) will be 7.4 seconds. The average time to accelerate from a stopped condition in the planned separate left-turn lane on the Kiawah Island Parkway and cross over the single eastbound lane completely will be between 2.5-3.5 seconds. The average distance between the 485 eastbound vehicles during the PM peak hour will be about 488 feet (7.4 seconds x 66 feet per second). Hence, an average of 2-3 vehicles can turn left between the opposing westbound vehicles in order to travel into the Andell development on the Kiawah Island Parkway. This potential number of left turns (970 to 1,455) is much more than the expected 452 left turns. Hence, no traffic signal or other traffic control device will be required to handle the left-turn traffic. The opposing westbound traffic is fairly low (485 vehicles) and the left-turns can be made safely from the planned left-turn lane without traffic control.

In order to make sure that there will be no traffic safety concern at the Kiawah Island Parkway access, there will be no left turn outbound traffic at this location. The demand for this movement will be minor and it can be made from the main entrance (Roundabout).

Tables 4 and 5 show the Year 2013 traffic estimates with and without the Andell Commercial Village for the 450,000 square feet and 600,000 square feet plans. Table 5 shows the expected PM peak hour level of service for each study area roadway for each assumption. All roadways will have L.O.S. "A", "B" or "C" except for the Kiawah Island Parkway in Year 2013 with the 600,000 gross square foot development plan. The peak season PM peak hour traffic on the Parkway is estimated at 1,174 westbound and 898 eastbound, or a total of 2,072 vehicles. This would be a L.O.S. "D". It is important to identify a breakdown of this estimated Year 2013 traffic based on the full build out of Andell to 600,000 gross square feet. The following breakdown is provided.

	<u>Year 2001</u>	<u>2001-2013 growth</u>	<u>added due to Andell development</u>	<u>Total</u>
Kiawah Island Parkway PM Peak Hour Traffic - Year 2013				
A) Westbound	599	256	319	1,174
B) Eastbound	319	241	338	898

Road Improvements and Andell Access Plan

Figure 9 shows the recommended access plan for the Andell development. The main entrance will be designed into the planned roundabout intersection expected to be constructed. However, if it isn't a major typical intersection design will also work. A traffic signal would ultimately be warranted if the roundabout intersection isn't constructed. The roundabout can be designed to safely accommodate the estimated peak hour traffic demands as shown on Figures 4-8.

The Kiawah Island and Seabrook Island separate access is strongly recommended in order to greatly reduce the total traffic passing through the future roundabout or other intersection layout. The following improvements for each location are given:

A) at Kiawah Island Parkway:

- 1- Construct westbound left turn lane with 50 foot taper and 350 feet for deceleration and storage and westbound bypass lane.
- 2- Construct deceleration lane and 45 foot radius for an eastbound right turn lane. This is expected to be a minor movement, however, right turns are the safest traffic movement and service vehicles and emergency vehicles can use this entrance as needed.
- 3- Construct a right-turn out lane to exit Andell with a 45 foot radius and 100 foot acceleration lane, and a left-turn lane with some acceleration area within the median westbound.

B) at Seabrook Island Road:

- 1- Construct right turn lane with 50 foot taper and 200 feet for deceleration and a 45 foot radius.
- 2- Construct westbound left-turn lane with 50 foot taper and 125 feet of storage and bypass lane.
- 3- Construct outbound left turn lane and provide some acceleration area within the median westbound to safely merge into the westbound traffic flow. Also, provide for right turn lane outbound from Andell.

C) Betsy Kerrison Parkway

- 1- Provide adequate signage prior to the intersection on the north approach to help direct drivers.

TABLE 1  
ESTIMATED TRAFFIC GENERATED BY PLANNED ANDELL COMMERCIAL  
VILLAGE - YEAR 2003

Land Use	ITE Code	Square feet	Estimated Weekday Traffic (1)					
			24-hour		AM Peak Hr.		PM Peak Hr.	
			IN	OUT	IN	OUT	IN	OUT
1) Shopping Center	820							
A) Food Store		35,000						
B) Restaurants(2-3)		10,000						
C) Coffee Shop, Wine & Cheese, Liquor		7,500						
D) Drug/Pharmacy		5,000						
E) Hardware/Nursery		5,000						
F) Laundry		2,500						
G) General Retail Shops		25,000						
H) General Office		33,000						
I) Medical Office		6,000						
J) Bank		4,500						
K) Other		16,500						
	subtotal	150,000	4,421 (1547)	4,421 (1547)	124 (43)	79 (28)	394 (138)	426 (149)
2) Out Parcels								
A) Convenience Food/Gas (12 pumps)	845	2,500	976 (586)	976 (586)	60 (37)	60 (37)	80 (45)	80 (45)
B) Drive-thru Bank	912	3,500	464 (218)	464 (218)	25 (12)	19 (9)	95 (45)	95 (45)
	subtotal	6,000						
3) Residential								
A) Condo-rentals	230	40 units	200 (0)	200 (0)	3 (0)	13 (0)	13 (0)	7 (0)
Total (passby/diverted/new internal)			6,061 (2,351)	6,061 (2,351)	212 (92)	171 (74)	582 (228)	608 (239)
passby/diverted								
Internal trips			506	506	9	15	46	44
new trips			3,204	3,204	111	82	308	325

(1) Source: a) Institute of Transportation Engineers, Trip Generation Manual, 1997 and Trip Generation Handbook, 1998  
b) Compiled by Transportation Planners-Engineers, Inc. Jacksonville, Fl.  
TPE job no. 01-1756 July 11, 2001  
(x) Pass-by trips and diverted linked trips (trips already on roads)



Transportation Planners-Engineers, Inc.

TRAFFIC STUDIES  
 ROAD DESIGN AND ENGINEERING  
 TRAFFIC ACCIDENT ANALYSES  
 EMINENT DOMAIN ANALYSES

TABLE 2  
 ESTIMATED TRAFFIC GENERATED BY PLANNED ANDELL COMMERCIAL  
 VILLAGE AT BUILD OUT - YEAR 2013

Land Use	ITE Code	Square feet or size	Estimated Weekday Traffic (1)					
			24-hour		AM Peak Hr.		PM Peak Hr.	
			IN	OUT	IN	OUT	IN	OUT
1) Shopping Center								
A) Phase 1	820	150,000						
B) Phase 2	820	294,000						
subtotal		444,000	9,000	9,000	236	152	806	873
			(2250)	(2250)	(59)	(38)	(202)	(218) (2)
2) Out Parcels								
A) Phase 1	845/ 912	6,000	1440	1440	85	79	175	175
Total		450,000	(804)	(49)	(49)	(46)	(90)	(90) (2)
3) Residential								
A) Phase 1	230	40 units						
B) Phase 2	230	210 units						
subtotal		250 units	442	442	11	58	59	30
C) Hotel	330	100 rooms	411	411	30	12	17	23
Total (Passby+diverted +new+internal)			11,293	11,293	362	301	1057	1101
passby+diverted trips			(3,054)	(3,054)	(108)	(84)	(292)	(308) (2)
Internal trips			1,115	1,115	33	51	129	126
new trips			8,626	8,626	261	190	636	667

(1) Source: a) Institute of Transportation Engineers, Trip Generation Manual, 1997 and Trip Generation Handbook, 1998  
 b) Compiled by Transportation Planners-Engineers, Inc. Jacksonville, FL. TPE job no. 01-1756 July 19, 2001  
 (2) (x) Pass-by trips and diverted linked trips (trips already on roads)

TABLE 3  
ESTIMATED TRAFFIC GENERATED BY PLANNED ANDELL COMMERCIAL  
VILLAGE AT BUILD OUT - YEAR 2013

Land Use	ITE Code	Square feet or size	Estimated Weekday Traffic (1)					
			24-hour		AM Peak Hr.		PM Peak Hr.	
			IN	OUT	IN	OUT	IN	OUT
1) Shopping Center								
A) Phase 1	820	150,000						
B) Phases 2-3	820	444,000						
subtotal		594,000	10,717	10,717	282	180	977	1058
			(2465)	(2465)	(65)	(42)	(223)	(243) (2)
2) Out Parcels								
A) Phase 1	845/ 912	6,000	1440	1440	85	79	175	175
Total		600,000	(804)	( 49)	(49)	(46)	(90)	(90) (2)
3) Residential								
A) Phase 1	230	40 units						
B) Phases 2-3	230	210 units						
subtotal		250 units	442	442	11	58	59	30
C) Hotel	330	100 rooms	411	411	30	12	17	23
Total (passby+diverted + new + internal)			13,010	13,010	408	329	1,228	1,286
passby+diverted trips			(3,269)	(3,269)	(114)	(88)	(313)	(333) (2)
Internal trips			1,115	1,115	33	51	146	139
new trips			8,626	8,626	261	190	769	814

(1) Source: a) Institute of Transportation Engineers, Trip Generation Manual, 1997 and Trip Generation Handbook, 1998

b) Compiled by Transportation Planners-Engineers, Inc. Jacksonville, Fl. TPE job no. 01-1756 July 11, 2001

(2) (x) Pass-by trips and diverted linked trips (trips already on roads)

TABLE 4  
 ESTIMATED YEAR 2003 AND 2013 TRAFFIC WITH AND WITHOUT  
 ANDELL COMMERCIAL VILLAGE

Roadway	Year				
	2001 24-hr.	PM Pk hr.	(1) 2003 24-hr.	(2) 2013 24-hr.	(3)
A) Kiawah Island Parkway					
1- without Andell commercial	10,000	918	11,100	14,400	14,400
2- with Andell commercial	NA	NA	14,300	19,865	21,550
at Kiawah Bridge	10,000	918	12,155	16,885	18,315
B) Seabrook Island Road					
1- without Andell commercial	7,000	632	7,700	10,000	10,000
2- with Andell commercial	NA	NA	10,000	13,000	13,925
C) Betsy Kerrison Parkway					
1- without Andell commercial	14,000	1,270	15,400	20,000	20,000
2- with Andell commercial	NA	NA	16,300	24,715	26,175

(1) with Andell Commercial Center 150,000 s.f. shopping center  
 (2) with Andell at 450,000 s.f. shopping center (3) with Andell at 600,000 s.f.

Source: Transportation Planners-Engineers, Inc.  
 Aug. 15, 2001 TPE job no. 01-1756

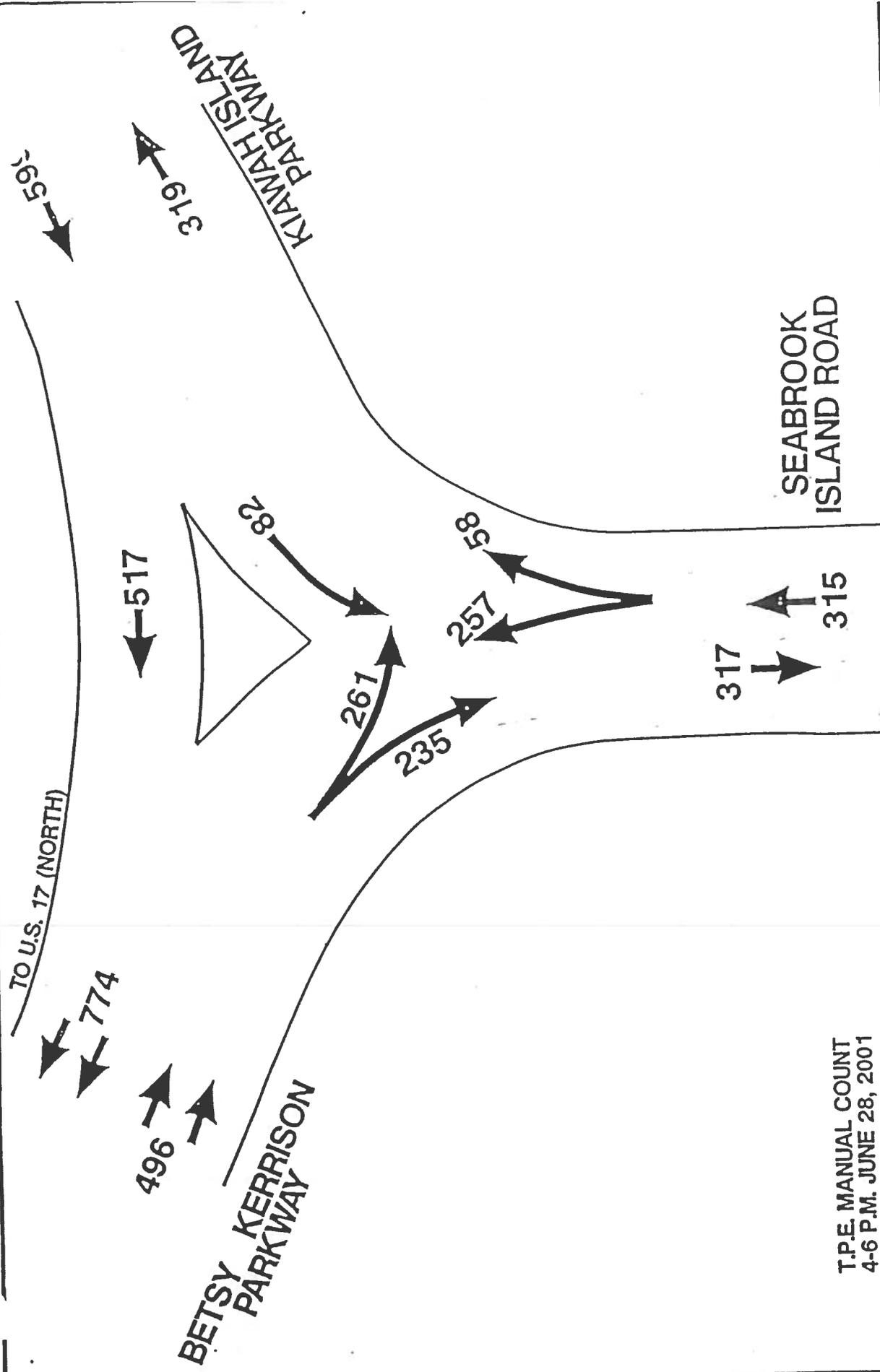
TABLE 5  
EXISTING AND PROJECTED PM PEAK HOUR WEEKDAY  
TRAFFIC ON STUDY AREA ROADWAYS:  
PEAK AND OFF-PEAK SEASONS

Roadway	Segment	2-way Capacity at Level of Service (7) "D"		Year 2003 (5)	Year 2013 (6)	PM Peak Hr. Traffic With Andell Commercial Village					
		Year 2001	Year 2003			2003	(7) L.O.S.	(8) 2013	(7) L.O.S.	(9) 2013	(7) L.O.S.
Betsy Kerrison Parkway (4-lane divided)	Kiawah	4,110	4,930	1270	1816	1510	A	2279	B	2408	B
	Island Parkway			858	1226	1019	A	1538	A	1623	A
	to north										
Kiawah Island Parkway (2-lane divided)	East of Betsy Kerrison Parkway	1,370	1,920	918	1311	1328	B	1867	C	2072	D
				551	787	797	B	1120	B	1243	B
Seabrook Island Road (2-lane undivided)	West of Betsy Kerrison Parkway	1,640	2,390	632	905	851	A	1206	B	1269	B
				442	634	596	A	844	A	888	A

- (1) Peak Season June-August (See Table A in Appendix)
- (2) Off-Peak March-May, September-November is about 67.5% of Peak Season Traffic (See Table A)  
Winter Off-Peak(December-February) is only about 52% of Peak Season Traffic.
- (3) Off-Peak(March-May, Sept.-Nov.) is about 60% of Peak Season Traffic
- (4) Off-Peak (March-May) is about 70% of Peak Season Traffic
- (5) Year 2003 PM peak hour traffic is estimated to be Year 2001 traffic plus 10% growth (excludes Andell Commercial Village)
- (6) Year 2013 PM peak hour traffic is estimated to be year 2003 plus 30% growth(excludes Andell)
- (7) See TPE service volume computer analyses runs in Appendix (Tables A-0). These are based on Highway Capacity Manual (1997)  
Source: Transportation Planners-Engineers, Inc. TPE job no. 01-1756 July 18, 2001
- (8) Based upon Andell Commercial Center with 450,000 s.f. shopping center
- (9) Based upon Andell Commercial Center with 600,000 s.f. shopping center







T.P.E. MANUAL COUNT  
4-6 P.M. JUNE 28, 2001

**TPE**  
TRANSPORTATION  
PLANNERS-ENGINEERS, INC.  
TRAFFIC STUDIES/DESIGN/CONSTRUCTION  
ROADWAY CONSTRUCTION MANAGEMENT  
6020 SANDHURST DRIVE, SUITE 110  
DUBLIN, CALIFORNIA 94568

P.M. PEAK HOUR

4:00 - 5:00

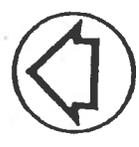
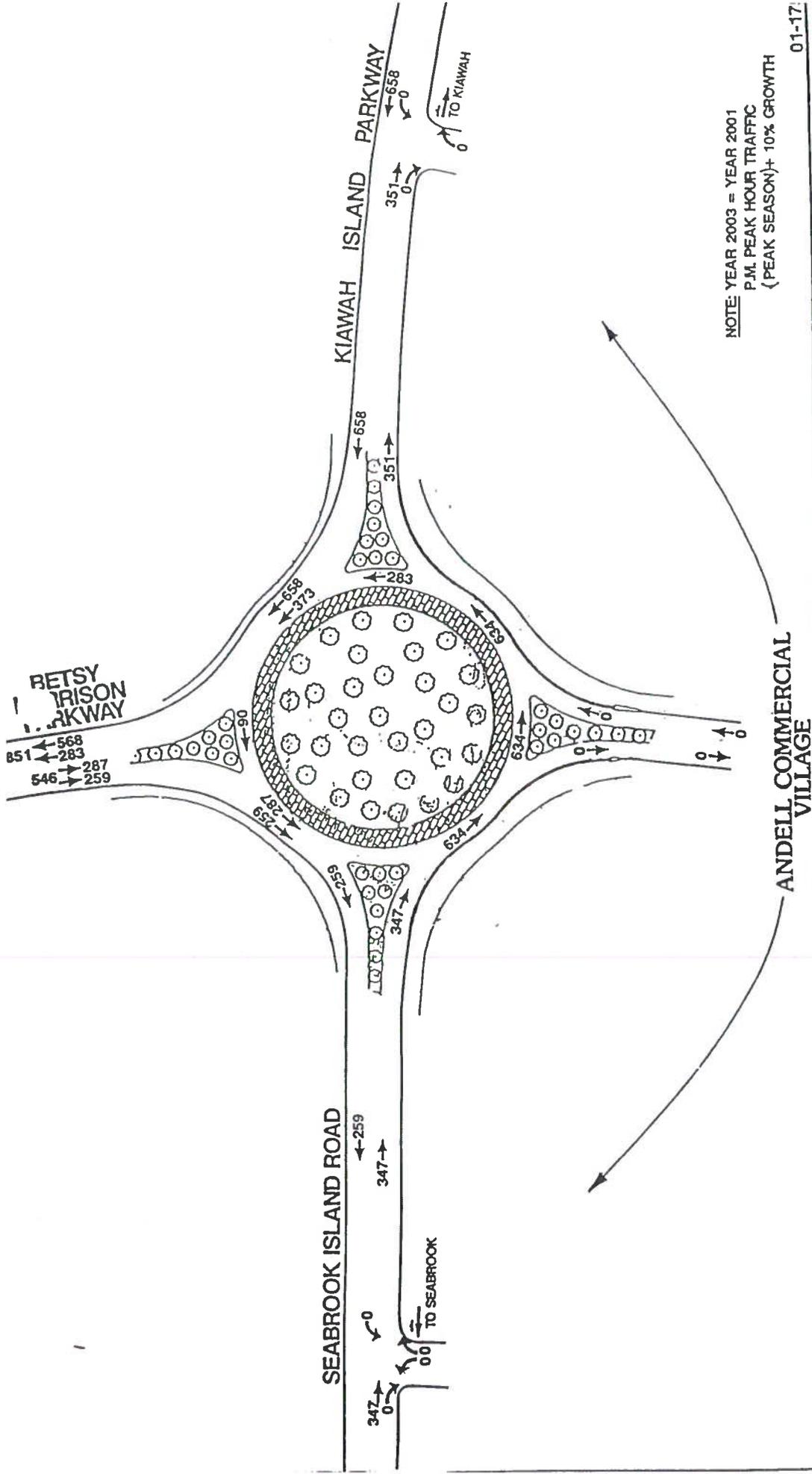


FIGURE 3



OCT. 15, 2001

01-17

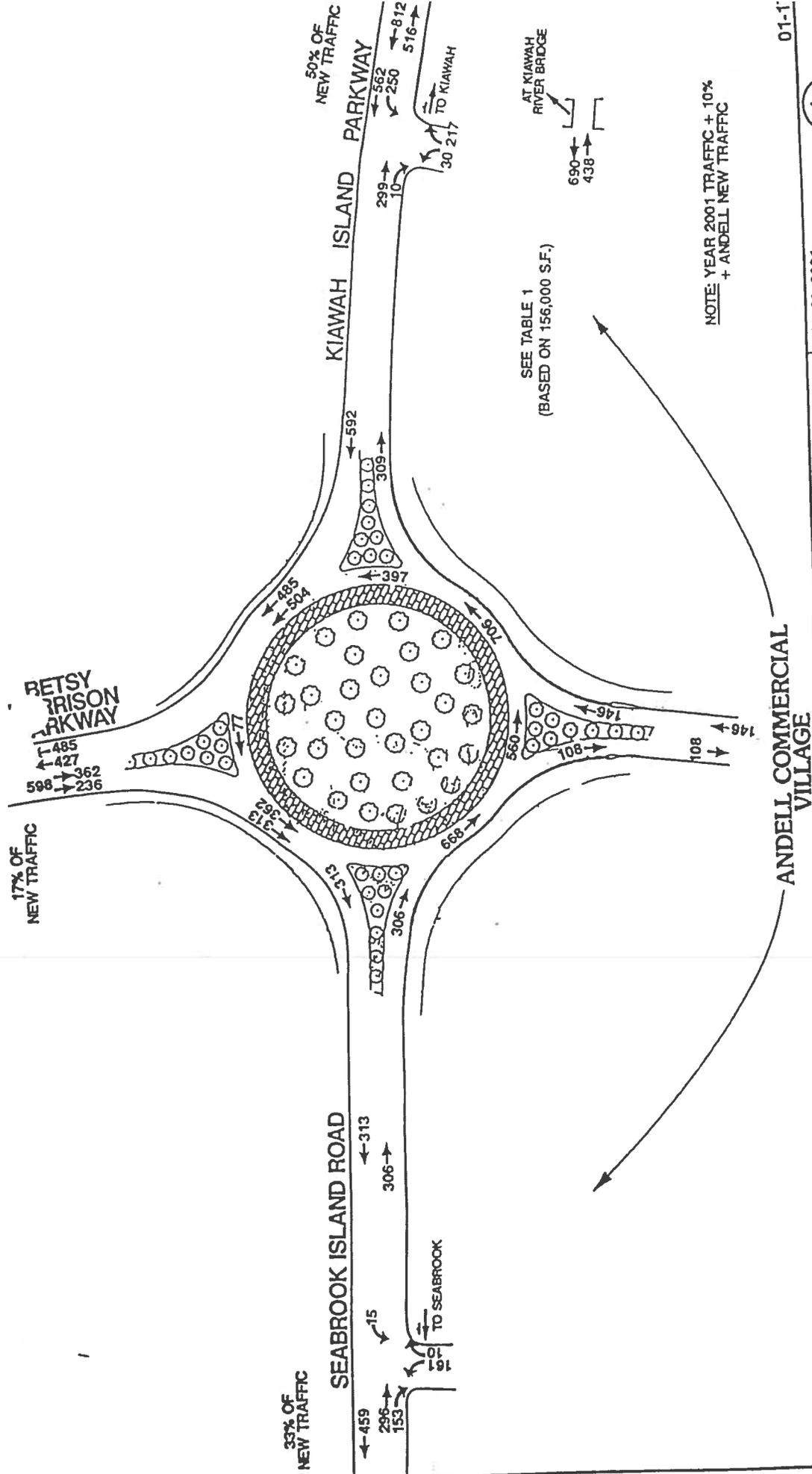
**ESTIMATED TRAFFIC: YEAR 2003  
P.M. PEAK HOUR - NO ANDELL  
COMMERCIAL VILLAGE - PEAK SEASON**

**TRANSPORTATION PLANNERS-ENGINEERS, INC.**  
TRAFFIC ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
6000 SOUTHPOINT DRIVE, SUITE 120  
JACKSON, MISSISSIPPI 39211  
(601) 214-1124



NOT TO SCALE

**FIGURE 4**



01-1

OCT. 29, 2001

NOT TO SCALE

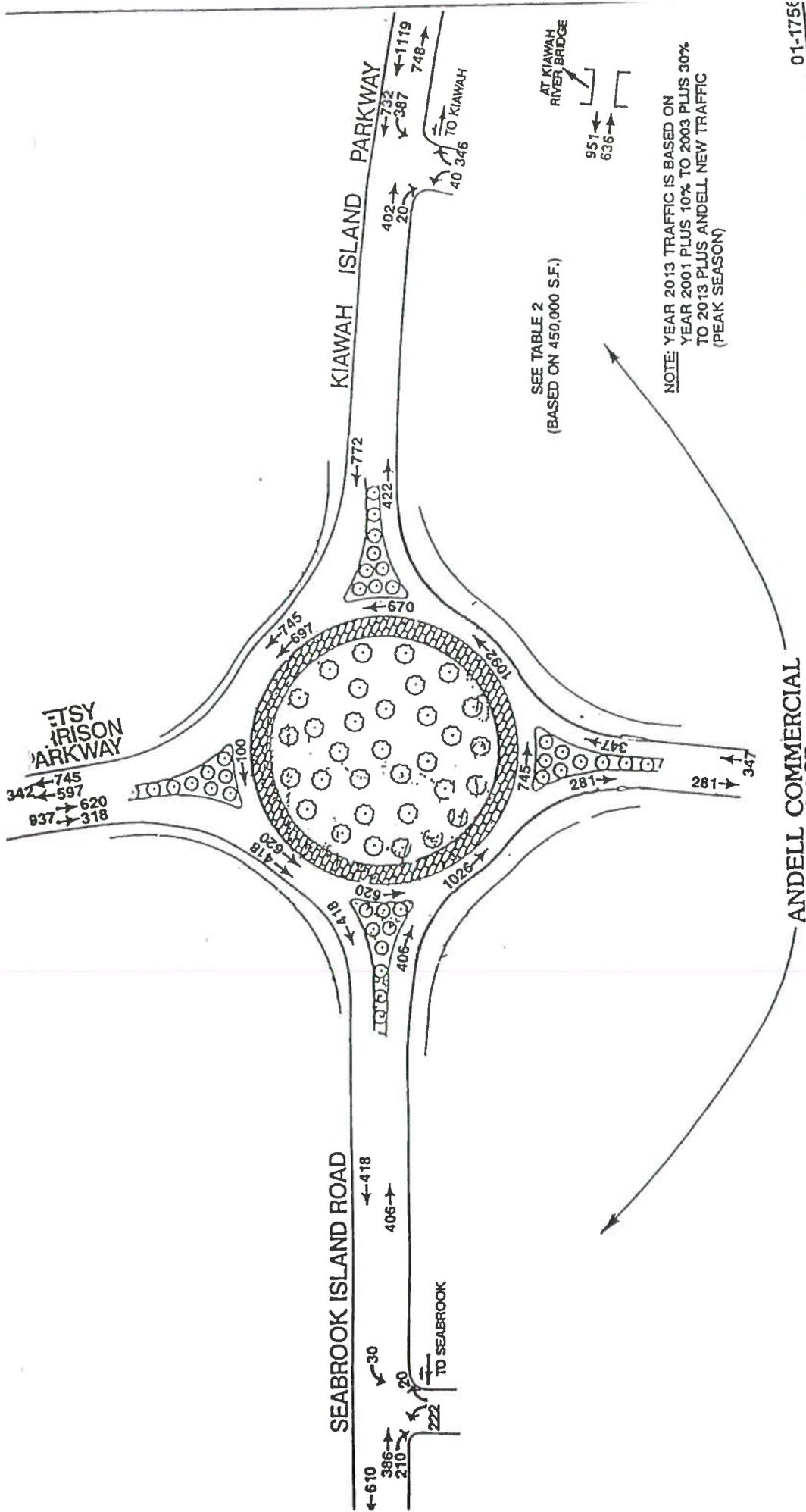
FIGURE 5

ESTIMATED TRAFFIC: YEAR 2003  
P.M. PEAK HOUR WITH ANDELL  
COMMERCIAL VILLAGE - PEAK SEASON

TRANSPORTATION,  
PLANNERS-ENGINEERS, INC.  
TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
120  
JACKSONVILLE, FLORIDA 32218  
(904) 216-1724

**TPE**





01-1756



NOT TO SCALE

FIGURE 7

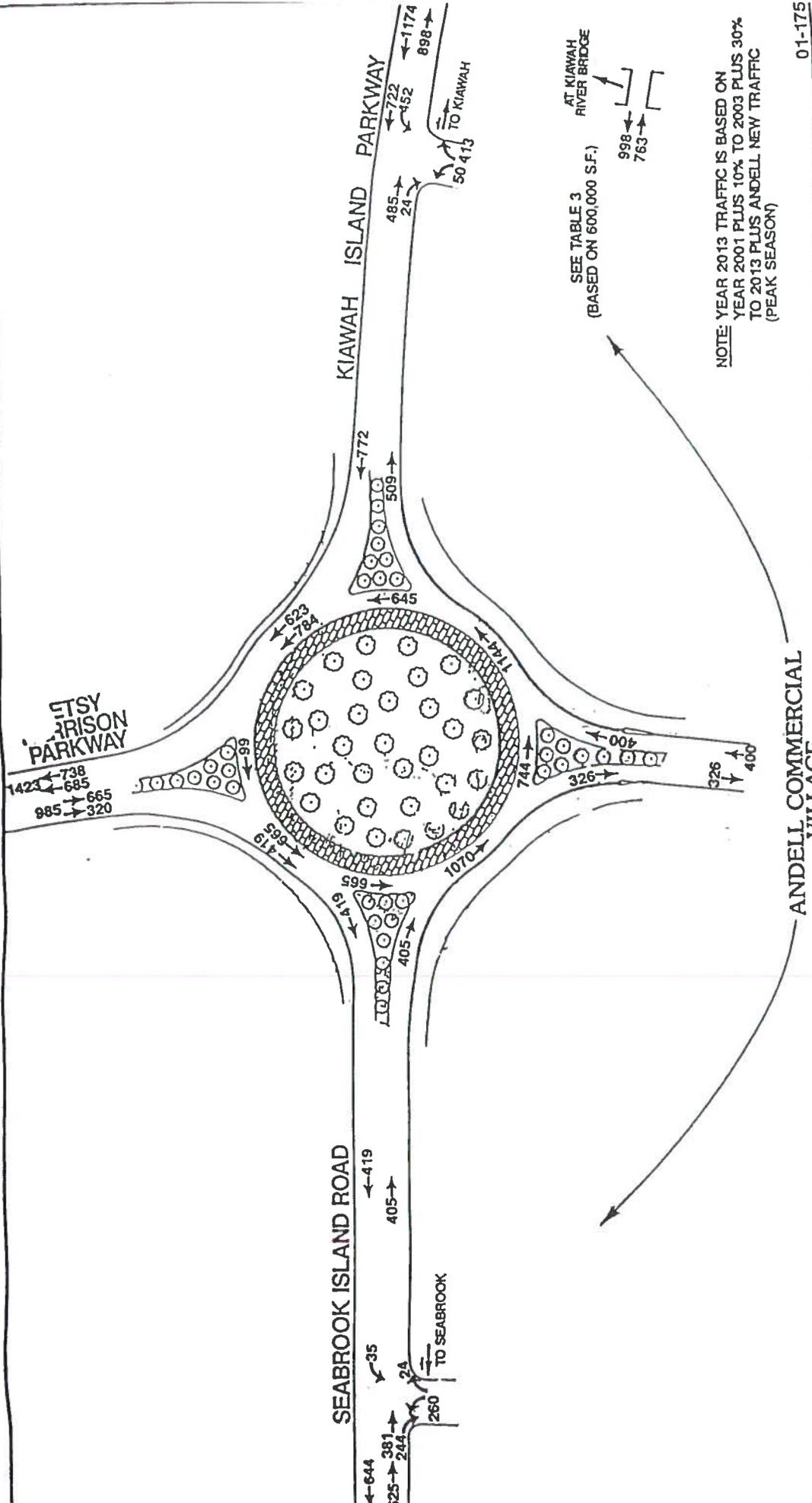
OCT. 29, 2001

ANDELL COMMERCIAL VILLAGE

**ESTIMATED TRAFFIC: YEAR 2013  
P.M. PEAK HOUR WITH ANDELL  
COMMERCIAL VILLAGE - PEAK SEASON**

TRANSPORTATION PLANNERS-ENGINEERS, INC.  
TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
6600 SOUTHSHORE DRIVE, SUITE 120  
JACKSONVILLE, FLORIDA 32216  
(904) 216-1754

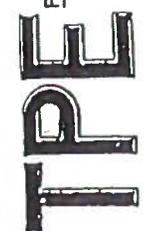




OCT. 29, 2001

**ESTIMATED TRAFFIC: YEAR 2013  
P.M. PEAK HOUR WITH ANDELL  
COMMERCIAL VILLAGE - PEAK SEASON**

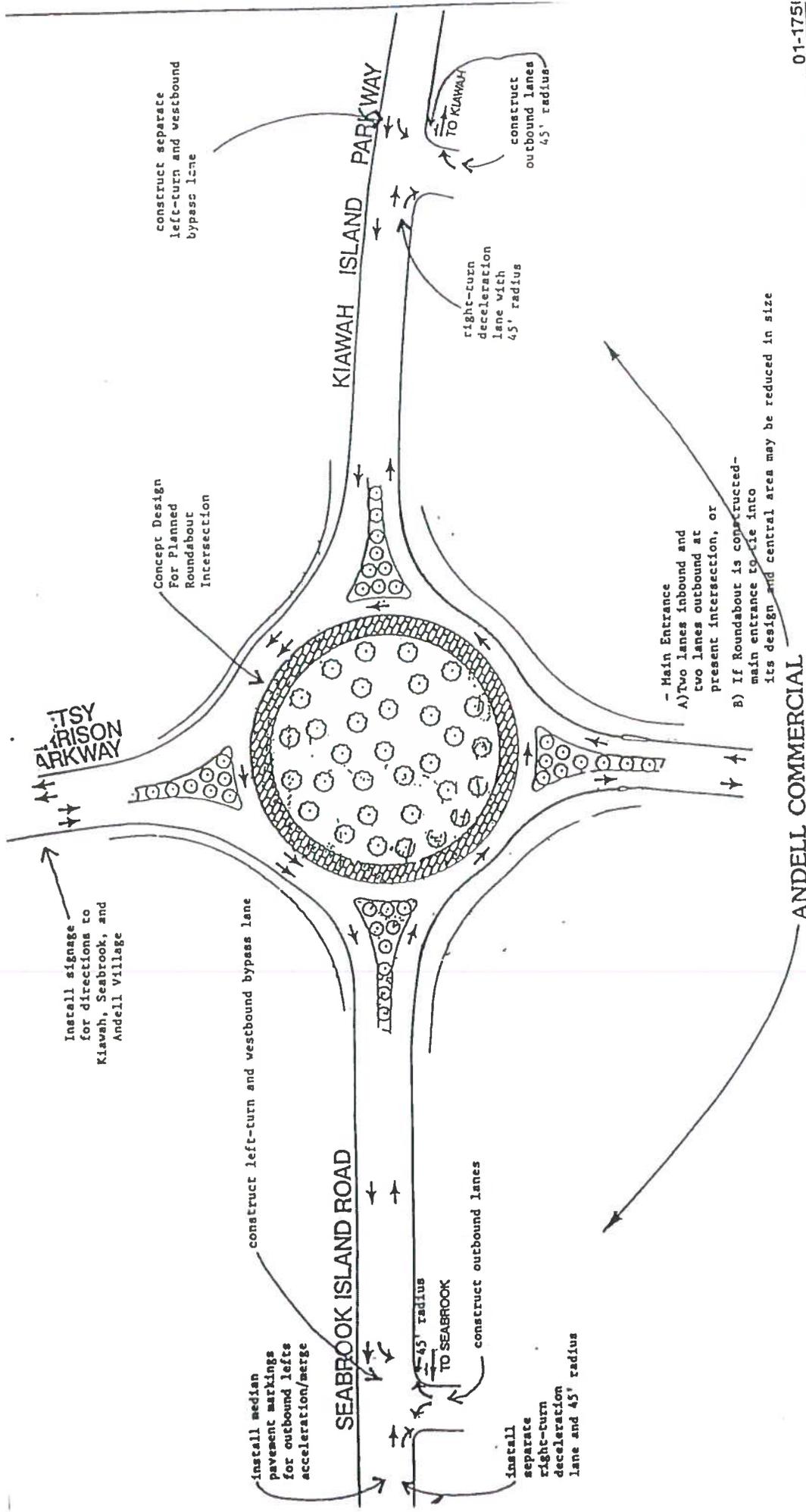
TRANSPORTATION  
PLANNERS-ENGINEERS, INC.  
TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
600 JACKSONVILLE, FLORIDA 32215  
(904) 214-1724



NOT TO SCALE

**FIGURE 8**

01-175



01-1751



NOT TO SCALE

FIGURE 9

OCT. 29, 2001

ROAD IMPROVEMENTS AND ANDELL COMMERCIAL VILLAGE ACCESS PLAN

TRANSPORTATION PLANNERS-ENGINEERS, INC.  
TRAFFIC STUDIES, DESIGN AND OPERATING  
ROADWAY CONSTRUCTION MANAGEMENT  
6520 SANDHURST DRIVE S. - SUITE 120  
JACKSONVILLE, FLORIDA 32216  
(904) 244-1754

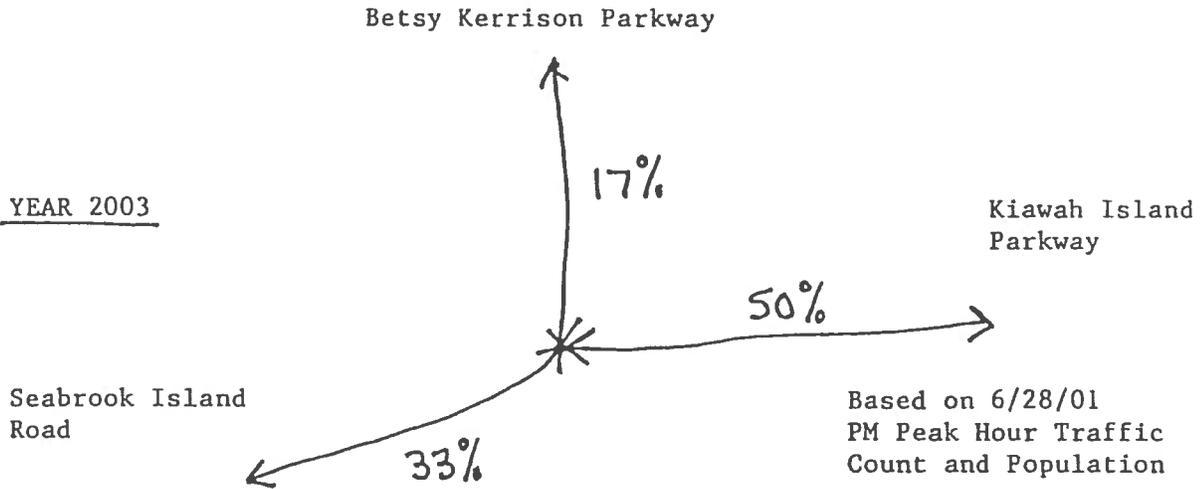
**TPE**

1

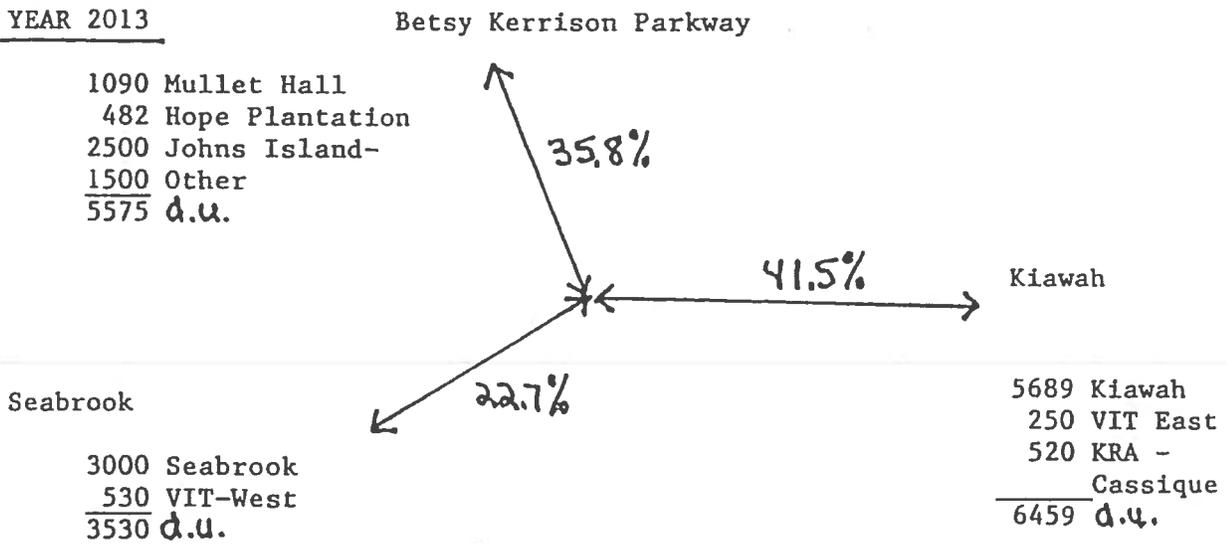
APPENDIX

TRAFFIC DISTRIBUTION ASSUMPTIONS  
FOR ANDELL VILLAGE - NEW TRIPS

YEAR 2003



YEAR 2013



7-11-01



Transportation Planners-Engineers, Inc.

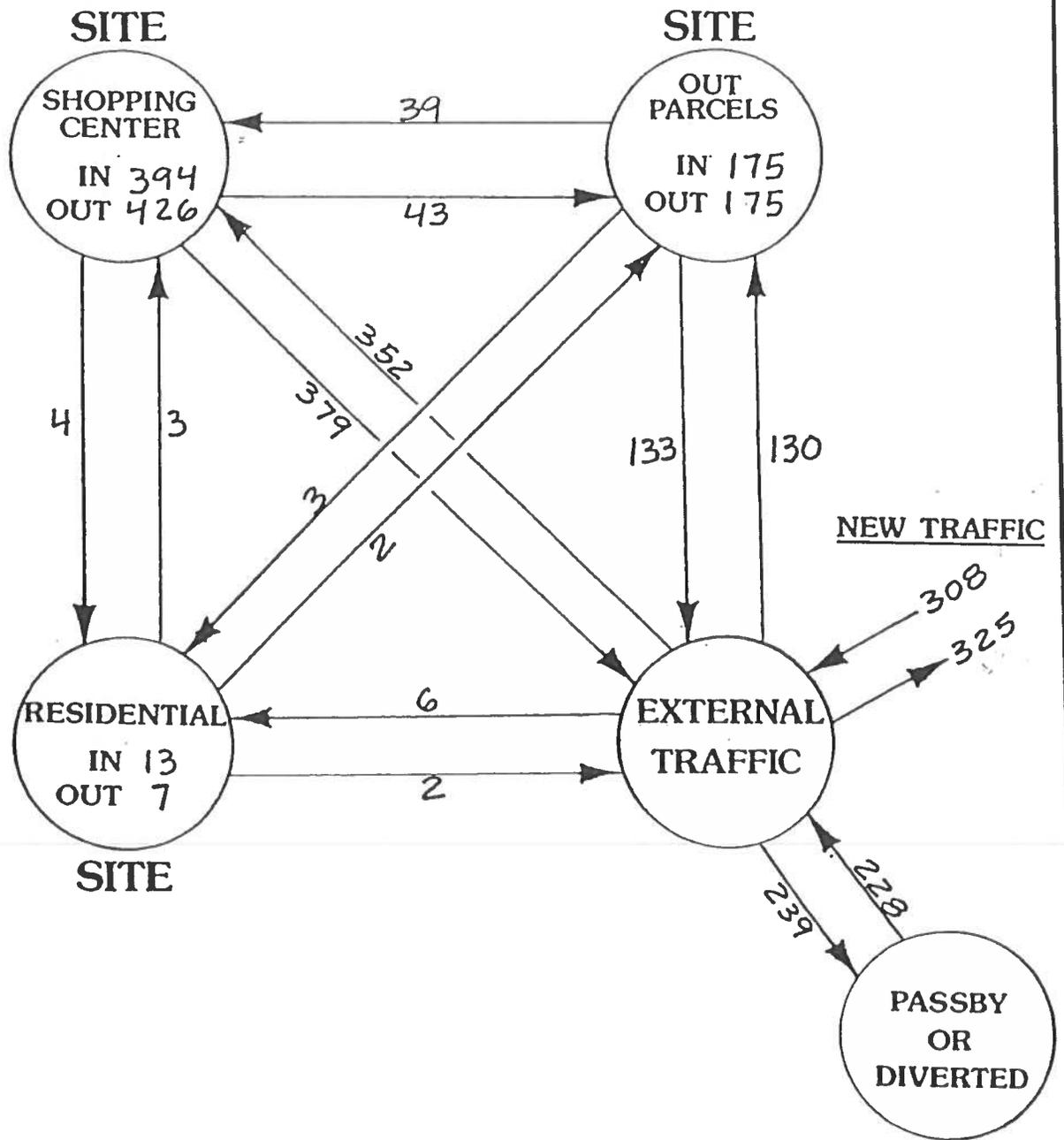
TRAFFIC STUDIES  
 ROAD DESIGN AND ENGINEERING  
 TRAFFIC ACCIDENT ANALYSES  
 EMINENT DOMAIN ANALYSES

TABLE A  
 SEASONAL SEWAGE GALLONS FOR KIAWAH AND SEABROOK ISLANDS;  
 1999 AND 2000 (1)

	Summer High Peak (June-Aug.)	Winter Low Peak (Dec.-Feb.)	Spring Mid Peak (Mar.- May)	Fall Mid Peak (Sept.-Nov.)
A)Kiawah Island Seasonal Traffic Factor(2)	27,574 100.0	11,968 230.4	17,770 155.2	14,857 185.6
B)Seabrook Island Seasonal Traffic Factor(2)	10,341 100.0	7,281 142.0	7,333 141.0	9,157 112.9
C)Combined Seasonal Factor(2)	37,915 100.0	19,249 197.0	25,103 151.0	24,014 157.9
<u>YEAR 2000</u>				
A)Kiawah Island Seasonal Factor(2)	24,034 100.0	9,953 241.5	16,034 149.9	12,992 185.0
B)Seabrook Island Seasonal Factor(2)	9,286 100.0	8,159 113.8	9,967 93.2	8,430 110.2
C)Combined Seasonal Factor (2)	33,320 100.0	18,112 184.0	26,001 128.2	21,422 155.5
<u>YEARS 1999 and 2000</u>				
A)Combined Seasonal Factor(2)	71,235 100.0	37,361 191.0	51,104 139.4	45,436 156.8

(1) Estimated gallons of sewer water use, The Beach Company, Mr. Ed Goodwin 6/5/01  
 (2) Seasonal adjustment factor for traffic counts based on sewer usage

Source: Transportation Planners-Engineers, Inc. July 11, 2001 TPE job no. 01-1756



**TPE**

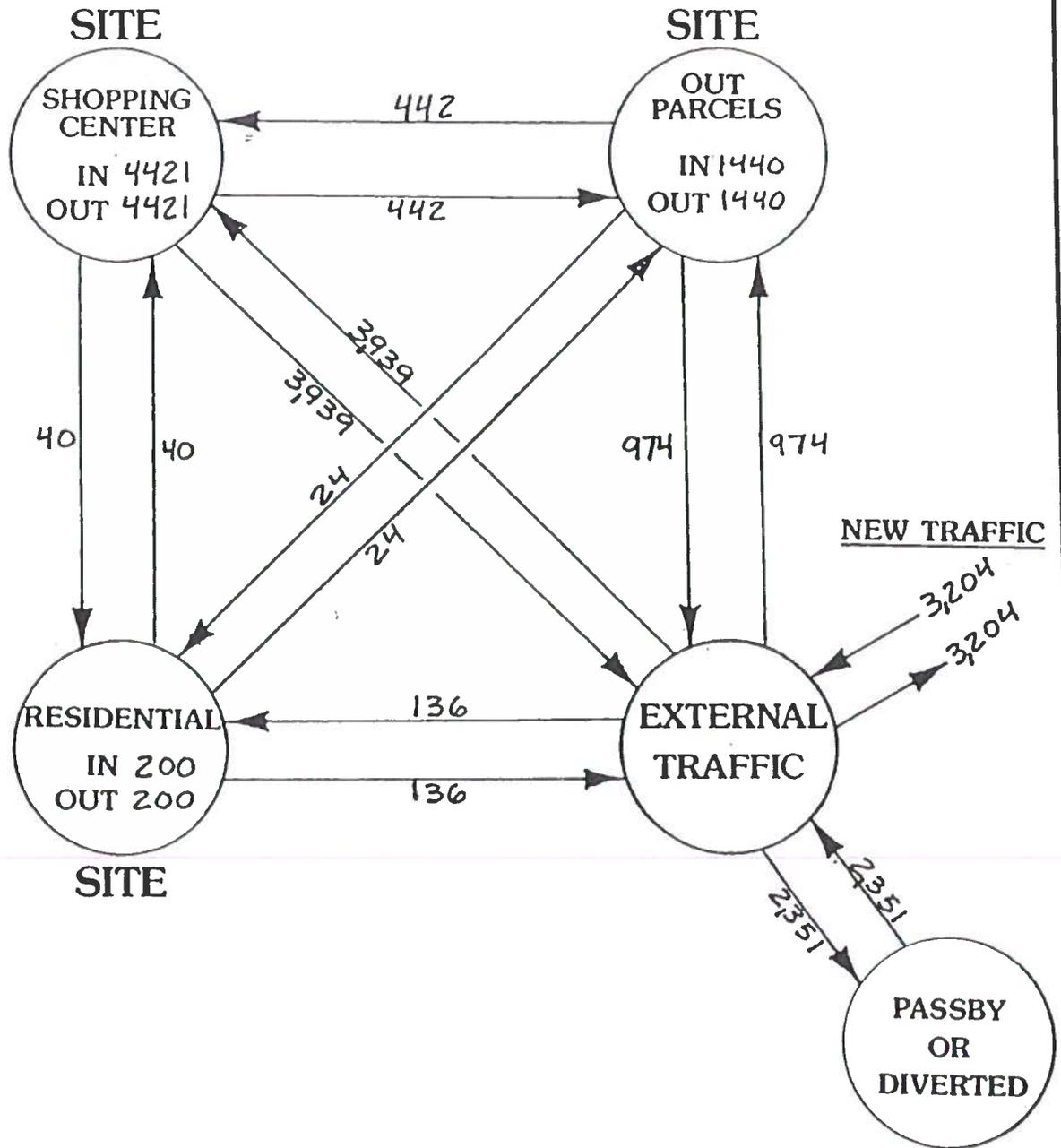
TRANSPORTATION  
PLANNERS-ENGINEERS, INC.

TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
8428 SOUTHPOINT DRIVE E. - SUITE 120  
JACKSONVILLE, FLORIDA 32216  
(904) 244-1734

TRAFFIC GENERATED BY  
ANDELL COMMERCIAL  
VILLAGE  
YEAR 2003  
P.M. PEAK HOUR

01-1756

FIGURE A



**TPE**

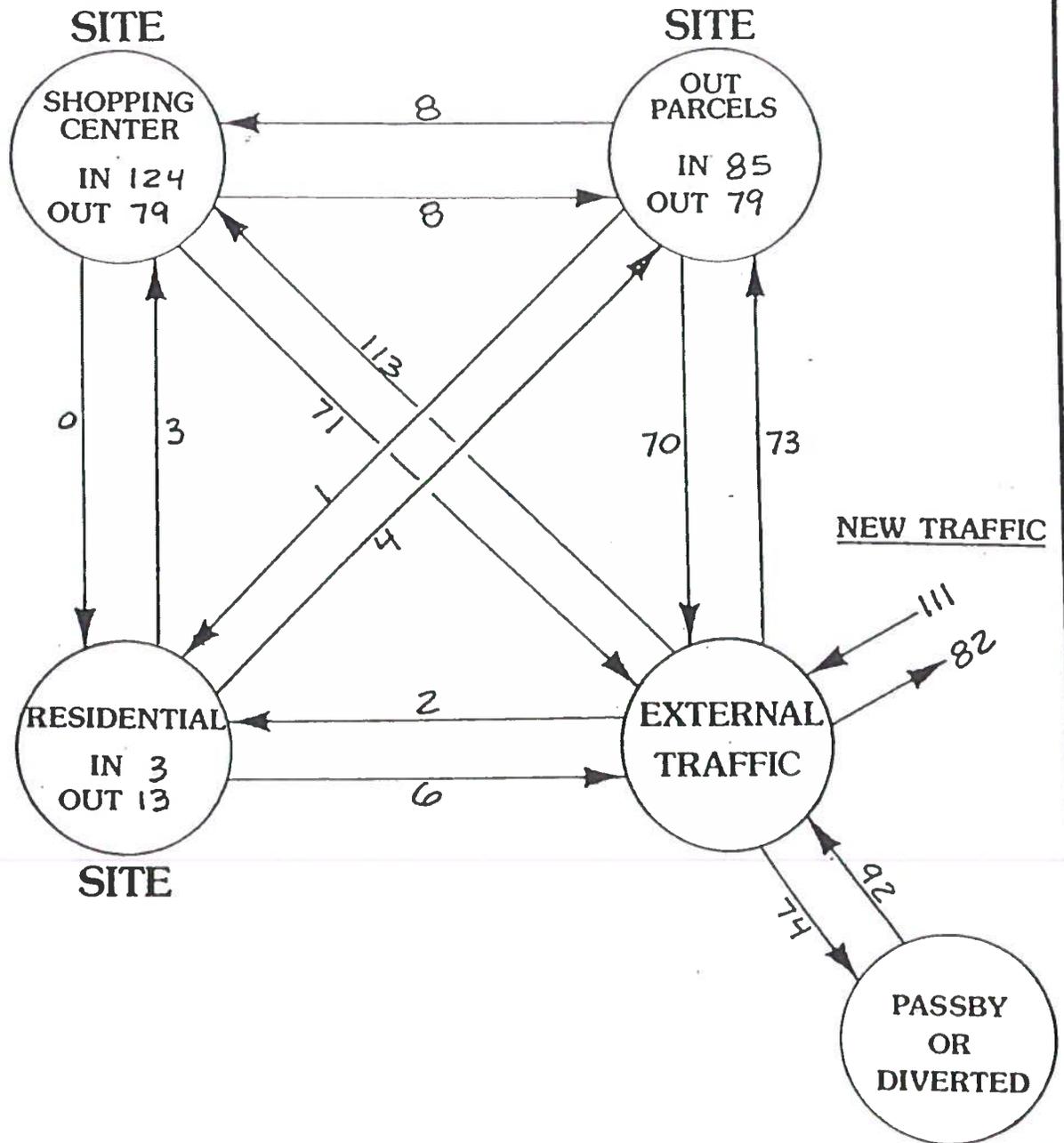
TRANSPORTATION  
PLANNERS-ENGINEERS, INC.

TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
6428 SOUTHFOOT DRIVE S. - SUITE 128  
JACKSONVILLE, FLORIDA 32218  
(904) 294-1734

TRAFFIC GENERATED BY  
ANDELL COMMERCIAL  
VILLAGE  
YEAR 2003  
24-HOUR WEEKDAY

01-1756

FIGURE B



**TPE**

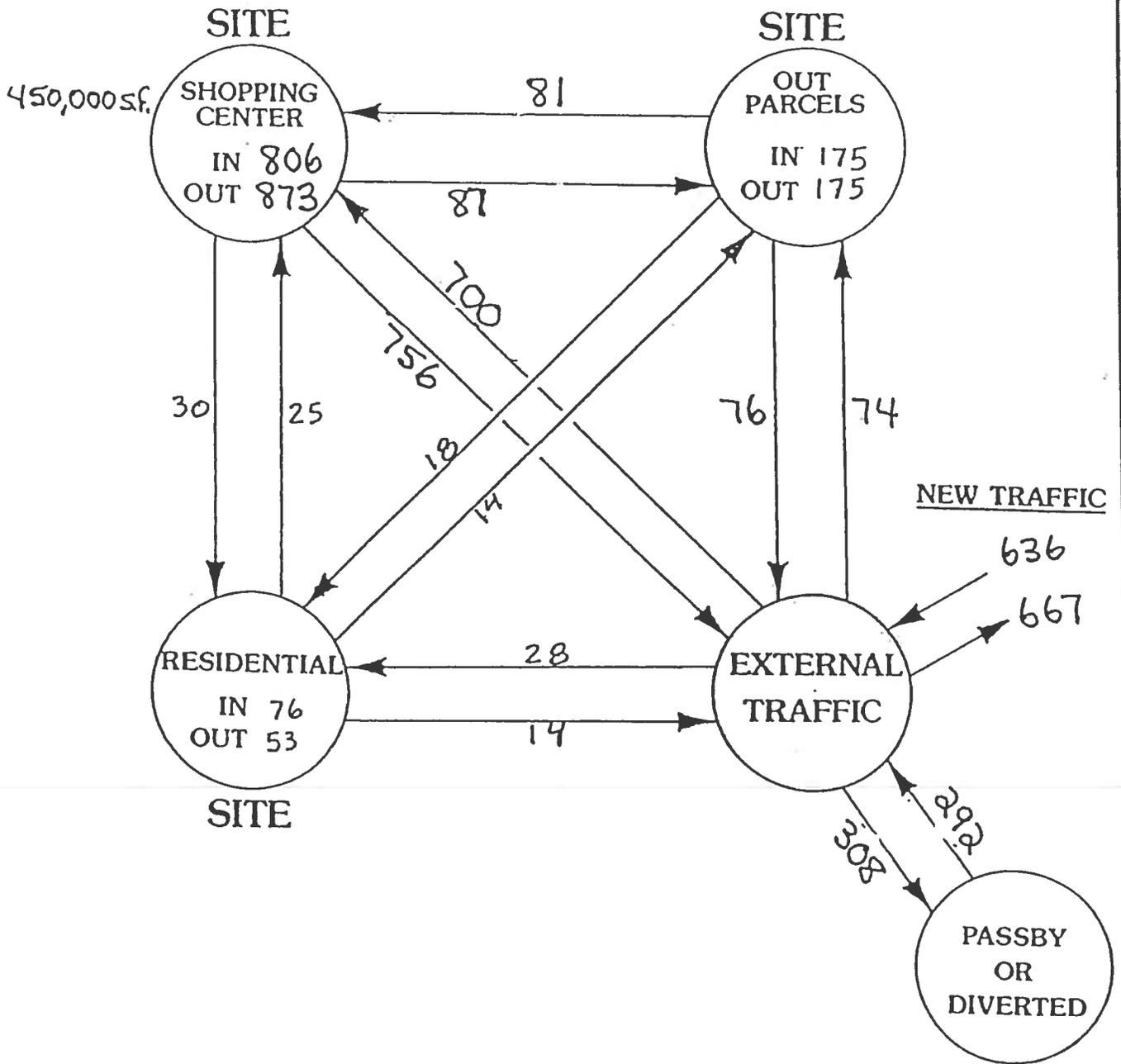
TRANSPORTATION  
PLANNERS-ENGINEERS, INC.

TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
6428 SOUTHPOINT DRIVE S. - SUITE 128  
JACKSONVILLE, FLORIDA 32216  
(904) 296-1734

TRAFFIC GENERATED BY  
ANDELL COMMERCIAL  
VILLAGE  
YEAR 2003  
A.M. PEAK HOUR

01-1756

FIGURE C



**TPE**

TRANSPORTATION  
PLANNERS-ENGINEERS, INC.

TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
 HIGHWAY CONSTRUCTION MANAGEMENT  
 TRAFFIC SIGNAL DESIGN  
 6420 SOUTHSHORE DRIVE S. - SUITE 120  
 JACKSONVILLE, FLORIDA 32216  
 (904) 244-1724

TRAFFIC GENERATED BY  
 ANDELL COMMERCIAL  
 VILLAGE  
 YEAR 2013  
 P.M. PEAK HOUR

01-1756

FIGURE D

# U2LN-TAB 4.0

TABLE A

Uninterrupted Urban 2-Lane Level of Service Tables  
Based on the 1997 Highway Capacity Manual  
Florida Department of Transportation  
Systems Planning Office - May 2000



Road Name: Kiawah Is. Pky.

Study Time Period: PM PEAK

AADT: 10,000

User Notes: TPE-6/28/01

K Factor: 0.090

D Factor: 0.652

Peak Hour Factor: 0.940

Adjusted Saturation Flow Rate: 1,900

Free Flow Speed (mph): 45

Area type: Urbanized

Median: No Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	360	630	890	1,250	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	550	960	1,370	1,920	2,740

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	6,100	10,700	15,200	21,300	30,400

# U2LN-TAB 4.0 TABLE B

Uninterrupted Urban 2-Lane Level of Service Tables  
Based on the 1997 Highway Capacity Manual  
Florida Department of Transportation  
Systems Planning Office - May 2000



Road Name: **Kiawah Is. Pky.**

Study Time Period: **PM PEAK**

AADT: **11,100**

User Notes: **2003-No Andell Center**

K Factor: **0.090**

D Factor: **0.652**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **45**

Area type: **Urbanized**

Median: **No**      Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	360	630	890	1,250	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	550	960	1,370	1,920	2,740

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	6,100	10,700	15,200	21,300	30,400

# U2LN-TAB 4.0 TABLE C

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Kiawah Is. Pky.**

Study Time Period: **PM PEAK**

AADT: **14,300**

User Notes: **2003-With Andell Center**

K Factor: **0.093**

D Factor: **0.611**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **45**

Area type: **Urbanized**

Median: **No**      Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	360	630	890	1,250	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	580	1,020	1,460	2,050	2,920

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	6,300	11,000	15,700	22,000	31,400

# U2LN-TAB 4.0 TABLE D

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Kiawah Is. Pky.**

Study Time Period: **PM PEAK**

AADT: **14,400**

User Notes: **2013-No Andell Center**

K Factor: **0.090**

D Factor: **0.652**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **45**

Area type: **Urbanized**

Median: **No**      Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	360	630	890	1,250	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	550	960	1,370	1,920	2,740

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	6,100	10,700	15,200	21,300	30,400

# U2LN-TAB 4.0 TABLE E

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Kiawah Is. Parlway**

Study Time Period: **PM PEAK**

AADT: **19,865**

User Notes: **2013-W/ Andell (450K)**

K Factor: **0.094**

D Factor: **0.599**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **45**

Area type: **Urbanized**

Median: **No**      Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	360	630	890	1,250	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	600	1,040	1,490	2,090	2,980

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	6,300	11,100	15,900	22,200	31,700

# U2LN-TAB 4.0 TABLE F

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Kiawah Is. Parlway**

Study Time Period: PM PEAK

AADT: 21,550

User Notes: 2013-W/ Andell (600K)

K Factor: 0.092

D Factor: 0.567

Peak Hour Factor: 0.940

Adjusted Saturation Flow Rate: 1,900

Free Flow Speed (mph): 45

Area type: Urbanized

Median: No

Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	360	630	890	1,250	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	630	1,100	1,570	2,200	3,150

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	6,800	12,000	17,100	24,000	34,200

# U2LN-TAB 4.0 TABLE G

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Seabrook Is. Rd.**

Study Time Period: **PM PEAK**

AADT: **7,000**

User Notes: **TPE-6/28/01**

K Factor: **0.090**

D Factor: **0.501**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **35**

Area type: **Urbanized**

Median: **No**      Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	50	550	820	1,200	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	110	1,110	1,640	2,390	3,560

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	1,200	12,300	18,200	26,500	39,600

# U2LN-TAB 4.0 TABLE H

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Seabrook Is. Rd.**

Study Time Period: **PM PEAK**

AADT: **7,700**

User Notes: **2003-No Andell Center**

K Factor: **0.090**

D Factor: **0.501**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **35**

Area type: **Urbanized**

Median: **No**

Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	50	550	820	1,200	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	110	1,110	1,640	2,390	3,560

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	1,200	12,300	18,200	26,500	39,600

# U2LN-TAB 4.0

TABLE 1

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000

Road Name: **Seabrook Is. Rd.**

Study Time Period: PM PEAK

AADT: 10,000

User Notes: 2003-With Andell Center

K Factor: 0.085

D Factor: 0.528

Peak Hour Factor: 0.940

Adjusted Saturation Flow Rate: 1,900

Free Flow Speed (mph): 35

Area type: Urbanized

Median: No Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	50	550	820	1,200	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	100	1,050	1,560	2,270	3,380

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	1,200	12,300	18,300	26,700	39,800

# U2LN-TAB 4.0 TABLE J

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Seabrook Is. Rd.**

Study Time Period: **PM PEAK**

AADT: **10,000**

User Notes: **2013-No Andell Center**

K Factor: **0.090**

D Factor: **0.502**

Peak Hour Factor: **0.940**

Adjusted Saturation Flow Rate: **1,900**

Free Flow Speed (mph): **35**

Area type: **Urbanized**

Median: **No**      Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	50	550	820	1,200	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	110	1,100	1,640	2,380	3,560

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	1,200	12,300	18,200	26,500	39,500

# U2LN-TAB 4.0

TABLE K

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000

Road Name: **Seabrook Is. Rd.**Study Time Period: **PM PEAK**AADT: **13,000**User Notes: **2013-W/ Andell (450K)**K Factor: **0.093**D Factor: **0.506**Peak Hour Factor: **0.940**Adjusted Saturation Flow Rate: **1,900**Free Flow Speed (mph): **35**Area type: **Urbanized**Median: **No**Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	50	550	820	1,200	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	110	1,090	1,620	2,360	3,530

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	1,100	11,800	17,500	25,400	38,000

# U2LN-TAB 4.0

TABLE L

Uninterrupted Urban 2-Lane Level of Service Tables

Based on the 1997 Highway Capacity Manual

Florida Department of Transportation

Systems Planning Office - May 2000

Road Name: **Seabrook Is. Rd.**Study Time Period: **PM PEAK**AADT: **13,925**User Notes: **2013-W/ Andell (600K)**K Factor: **0.091**D Factor: **0.507**Peak Hour Factor: **0.940**Adjusted Saturation Flow Rate: **1,900**Free Flow Speed (mph): **35**Area type: **Urbanized**Median: **No** Left Turn Bays: **Yes**

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
1	50	550	820	1,200	1,790

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
2	110	1,090	1,620	2,360	3,520

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
2	1,200	12,000	17,800	25,900	38,700

# UMUL-TAB 4.0 TABLE M

Uninterrupted Urban Multi-lane Level of Service Tables  
Based on the 1997 Highway Capacity Manual and FDOT Level of Service Handbook

## Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Betsy Kerrison Pky.**

K Factor: 0.090

Study Time Period: **PM PEAK**

D Factor: 0.609

Analysis Date: 07/16/2001

Peak Hour Factor: 0.940

AADT: 14,000

Adjusted Saturation Flow Rate: 1,900

User Notes: TPE-6/28/01

Free Flow Speed (mph): 50

Median: Yes      Left Turn Bays: Yes

### PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,070	1,790	2,500	3,000	3,570
3	1,610	2,680	3,750	4,500	5,360
4	2,140	3,570	5,000	6,000	7,140

### PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,760	2,930	4,110	4,930	5,870
6	2,640	4,400	6,160	7,390	8,800
8	3,520	5,870	8,210	9,850	11,730

### ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	19,600	32,600	45,600	54,700	65,200
6	29,300	48,900	68,400	82,100	97,800
8	39,100	65,200	91,200	109,500	130,300

# UMUL-TAB 4.0 TABLE N

Uninterrupted Urban Multi-lane Level of Service Tables  
 Based on the 1997 Highway Capacity Manual and FDOT Level of Service Handbook  
 Florida Department of Transportation  
 Systems Planning Office - May 2000



Road Name: **Betsy Kerrison Pky.**

K Factor: 0.090

Study Time Period: **PM PEAK**

D Factor: 0.609

Analysis Date: **07/16/2001**

Peak Hour Factor: 0.940

AADT: **15,400**

Adjusted Saturation Flow Rate: 1,900

User Notes: **2003 -No Andell Center**

Free Flow Speed (mph) 50

Median: Yes Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,070	1,790	2,500	3,000	3,570
3	1,610	2,680	3,750	4,500	5,360
4	2,140	3,570	5,000	6,000	7,140

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,760	2,930	4,110	4,930	5,870
6	2,640	4,400	6,160	7,390	8,800
8	3,520	5,870	8,210	9,850	11,730

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	19,600	32,600	45,600	54,700	65,200
6	29,300	48,900	68,400	82,100	97,800
8	39,100	65,200	91,200	109,500	130,300

# UMUL-TAB 4.0 TABLE 0

Uninterrupted Urban Multi-lane Level of Service Tables  
 Based on the 1997 Highway Capacity Manual and FDOT Level of Service Handbook  
**Florida Department of Transportation**  
 Systems Planning Office - May 2000



Road Name: **Betsy Kerrison Pky.**

K Factor: 0.093

Study Time Period: **PM PEAK**

D Factor: 0.604

Analysis Date: **07/16/2001**

Peak Hour Factor: 0.940

AADT: 16,300

Adjusted Saturation Flow Rate: 1,900

User Notes: **2003-With Andell Center**

Free Flow Speed (mph): 50

Median: Yes Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,070	1,790	2,500	3,000	3,570
3	1,610	2,680	3,750	4,500	5,360
4	2,140	3,570	5,000	6,000	7,140

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,770	2,960	4,140	4,970	5,910
6	2,660	4,440	6,210	7,450	8,870
8	3,550	5,910	8,280	9,940	11,830

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	19,100	31,800	44,500	53,400	63,600
6	28,600	47,700	66,800	80,100	95,400
8	38,200	63,600	89,000	106,800	127,200

# UMUL-TAB 4.0

TABLE P

Uninterrupted Urban Multi-lane Level of Service Tables  
Based on the 1997 Highway Capacity Manual and FDOT Level of Service Handbook  
Florida Department of Transportation  
Systems Planning Office - May 2000

Road Name: **Betsy Kerrison Pky.**

K Factor: 0.090

Study Time Period: PM PEAK

D Factor: 0.609

Analysis Date: 07/16/2001

Peak Hour Factor: 0.940

AADT: 20,000

Adjusted Saturation Flow Rate: 1,900

User Notes: 2013-No Andell Center

Free Flow Speed (mph): 50

Median: Yes Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,070	1,790	2,500	3,000	3,570
3	1,610	2,680	3,750	4,500	5,360
4	2,140	3,570	5,000	6,000	7,140

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,760	2,930	4,110	4,930	5,870
6	2,640	4,400	6,160	7,390	8,800
8	3,520	5,870	8,210	9,850	11,730

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	19,600	32,600	45,600	54,700	65,200
6	29,300	48,900	68,400	82,100	97,800
8	39,100	65,200	91,200	109,500	130,300

# UMUL-TAB 4.0 TABLE Q

Uninterrupted Urban Multi-lane Level of Service Tables  
 Based on the 1997 Highway Capacity Manual and FDOT Level of Service Handbook  
**Florida Department of Transportation**  
 Systems Planning Office - May 2000



Road Name: **Betsy Kerrison Pky.**

K Factor: 0.092

Study Time Period: **PM PEAK**

D Factor: 0.589

Analysis Date: 07/19/2001

Peak Hour Factor 0.940

AADT: 24,715

Adjusted Saturation Flow Rate: 1,900

User Notes: 2013 W/Andell(450K)

Free Flow Speed (mph) 50

Median: Yes Left Turn Bays: Yes

## PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,070	1,790	2,500	3,000	3,570
3	1,610	2,680	3,750	4,500	5,360
4	2,140	3,570	5,000	6,000	7,140

## PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,820	3,030	4,250	5,090	6,060
6	2,730	4,550	6,370	7,640	9,100
8	3,640	6,060	8,490	10,190	12,130

## ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	19,800	33,000	46,100	55,400	65,900
6	29,700	49,400	69,200	83,100	98,900
8	39,600	65,900	92,300	110,700	131,800

# UMUL-TAB 4.0

TABLE R

Uninterrupted Urban Multi-lane Level of Service Tables  
Based on the 1997 Highway Capacity Manual and FDOT Level of Service Handbook

## Florida Department of Transportation

Systems Planning Office - May 2000



Road Name: **Betsy Kerrison Pky.**

K Factor: 0.096

Study Time Period: PM PEAK

D Factor: 0.591

Analysis Date: 07/19/2001

Peak Hour Factor: 0.940

AADT: 26,175

Adjusted Saturation Flow Rate: 1,900

User Notes: 2013 W/Andell(600K)

Free Flow Speed (mph): 50

Median: Yes Left Turn Bays: Yes

### PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,070	1,790	2,500	3,000	3,570
3	1,610	2,680	3,750	4,500	5,360
4	2,140	3,570	5,000	6,000	7,140

### PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,810	3,020	4,230	5,080	6,040
6	2,720	4,530	6,350	7,620	9,070
8	3,630	6,040	8,460	10,150	12,090

### ANNUAL AVERAGE DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	18,900	31,500	44,100	52,900	63,000
6	28,300	47,200	66,100	79,300	94,400
8	37,800	63,000	88,100	105,800	125,900

Traffic Counts in the Vicinity of Klawah and Seabrook Island

Station	Road Name	Location	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
346	Bohicket Rd.	Edenvale Rd. to River Rd.	6,277	6,142	5,500	7,500	6,800	9,600	9,300	9,400	10,200	10,100	10,500
349	Bohicket Rd.	Maybank Highway to Edenvale Rd.	10,146	8,741	9,300	9,000	8,500	11,200	11,200	11,500	12,400	11,900	12,200
348	Betsy Kerrison Pkwy	River Rd. to 2.95 mi SW of River Rd.	6,713	6,864	5,200	8,300	7,400	11,000	11,100	10,400	11,200	11,800	13,000
539	River Rd.	Bohicket Rd. to Edenvale Rd.	2,446	2,630	1,500	1,200	1,050	N/A	1,500	1,450	1,600	1,600	1,650

CHA 21R

TO BOHICKET MARINA VILLAGE 1 MILE

KIAWAH ISLAND PARKWAY

FUTURE PLANNED COMMERCIAL DEVELOPMENT

SEAROCK ISLAND ROAD

BETSY KERBISCU

BOHICKET MARINA VILLAGE

MISTOLIN

PARTRIDGE FARMWAY

ANT 2



ESTIMATED POPULATION

199	# Days	<u>FINAWAY</u>		<u>SEABROOK</u>		
		# Gallons	EST POPULATION	# Gallons	EST. POPULATION	COMBINED Po
J	31	12601	3874	6734	2,188	6062
F	29	11047	3809	6654	2,295	6104
M	31	16627	5,040	7079	2,283	7,323
A	30	18,815	6,271	7539	2,513	8,784
M	31	18,869	6,028	7226	2,331	8,359
H	30	25,045	8,348	8615	2,811	11,219
J	31	30,764	9,923	12,405	4,001	13,924
A	31	26,913	8,681	10,003	2,236	11,917
S	30	15,082	4,865	8,198	2,732	7,597
O	31	16,855	5,437	10,175	2,339	8,776
N	30	12,635	4,211	9,097	2,032	7,243
D	30	12,256	<u>4,085</u>	8,561	<u>2,853</u>	6,938
			70,572		<u>23,674</u>	
10						
H		10,351	3,339	8203	2,646	5,985
F		9,772	3,369	8081	2,786	6,155
M		14,242	4,594	9876	3,186	7,780
A		17,810	5,936	10,441	3,480	9,416
M		16,050	5,177	9,583	3,091	8,268
H		21,022	7,007	8,934	2,978	9,985
J		26,483	8,542	9,289	2,996	11,538
A		24,597	7,934	9,635	3,103	11,037
S		15,891	5,297	9,444	2,148	8,445
O		11,987	3,867	7,851	2,532	6,399
N		11,095	3,698	7,996	2,660	6,358
D		9,736	<u>3,245</u>	8,194	<u>2,731</u>	5,976
			62,005		<u>25,337</u>	

# SEA ISLANDS INTERSECTION FEASIBILITY STUDY



Charleston County, South Carolina  
April 24, 1993

TRANSPORTATION CONSULTANTS  
**LPA**  
TRANSPORTATION CONSULTANTS

PROFILE  
TOWNS OF KIAWAH AND SEABROOK ISLAND, SC

DEMOGRAPHICS - 1

Population

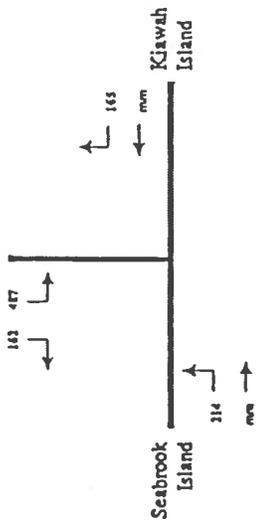
	<u>Year</u>	<u>Residents</u>	<u>Total Population</u>	<u>Peak</u>
Kiawah Island	1990	718	4,000	N/A
Seabrook Island	1990	<u>931</u>	<u>1,000</u>	N/A
Total	1990	1,649	5,000	
Kiawah Island	1995	1,550	4,908	7,310
Seabrook Island	1995	<u>1,319</u>	<u>2,326</u>	<u>2,910</u>
Total	1995	2,869	7,234	10,220
Charleston County	1995	281,983		

Basis for Data

Source of 1990 population data is Tri-County Council of Governments (COG). The Seabrook resident population comprises resident property owners, long-term renters and St. Christopher year-round residents and will include Andell Plantation when developed. Kiawah's 1995 resident population was estimated by the Kiawah External Affairs Committee. Total Seabrook population in 1995 comprises residents, short-term renters—as estimated from gate passes—conference attendees and permanent employees. For Kiawah, the total population estimates for 1995 are based on information from utilities. The peak population, including daily visitors, is that for any single day in July (the peak month for visitors) and reflects the total number of people who would have to be evacuated in the event of an emergency. This number is, of course, growing.

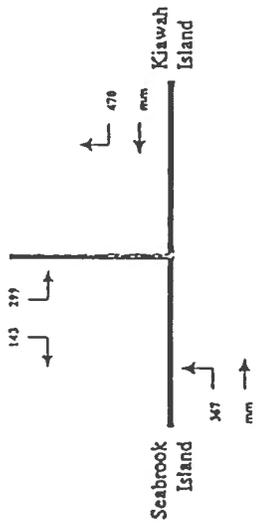
AM Weekday Peak

Betsy Kerrison Parkway



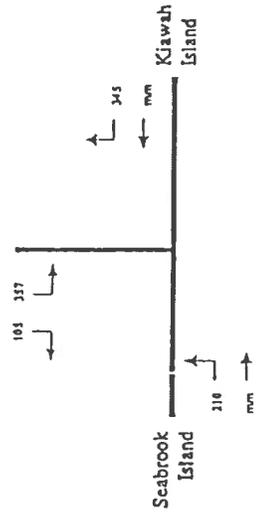
PM Weekday Peak

Betsy Kerrison Parkway



Saturday Peak

Betsy Kerrison Parkway



mm = minor movement



Sea Islands Intersection  
1997 Turning Movement Volumes

Figure 1

ISLAND CENTER  
PIGGY WIGGLY  
(SHOPPING CENTER)

165  
↓ ↑  
131

BETSY KERRISON  
PKWY.

BOHICKET ROAD

← 344  
←

88  
↔ 18  
↔ 59

↪ 38  
← 214  
← 6

← 258

↪ 779  
↪ 700  
↪ 715

↪ 79  
↪ 700

↪ 773

← TO KIAWAH AND SEABROOK ISLAND

↪ 115

↪ 42  
↑ 14

↪ 14

139  
↓ ↑  
70

RIVER ROAD

T.P.E. MANUAL  
TRAFFIC COUNT: 2/29/00

**TPE**

TRANSPORTATION  
ANNERS-ENGINEERS, INC.  
TRAFFIC STUDIES, ROAD DESIGN AND ENGINEERING  
ROADWAY CONSTRUCTION MANAGEMENT  
TRAFFIC SIGNAL DESIGN  
6820 SOUTHPOINT DRIVE S. - SUITE 120  
JACKSONVILLE, FLORIDA 32216  
(904) 284-1734

YEAR 2000  
P.M. PEAK HOUR  
TRAFFIC:  
4:30 - 5:30

MARCH 2, 2000



FIGURE

00-1597

Table 5-7

GENERALIZED TWO WAY PEAK HOUR VOLUMES FOR FLORIDA'S URBANIZED AREAS																																													
STATE TWO-WAY ARTERIALS UNINTERRUPTED FLOW			FREEWAYS																																										
<p><b>Unsignalized</b></p> <p>Lanes/ Divided      Level of Service</p> <table border="1"> <thead> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>810</td> <td>1,270</td> <td>1,720</td> <td>2,260</td> <td>3,010</td> </tr> <tr> <td>4 Divided</td> <td>1,950</td> <td>3,260</td> <td>4,560</td> <td>5,470</td> <td>6,510</td> </tr> <tr> <td>6 Divided</td> <td>2,930</td> <td>4,890</td> <td>6,840</td> <td>8,210</td> <td>9,770</td> </tr> </tbody> </table>							A	B	C	D	E	2 Undivided	810	1,270	1,720	2,260	3,010	4 Divided	1,950	3,260	4,560	5,470	6,510	6 Divided	2,930	4,890	6,840	8,210	9,770																
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<p><b>Group 1</b> (within urbanized area over 500,000 and leading to or passing within 5 miles of the primary city central business district)</p> <p>Lanes      Level of Service</p> <table border="1"> <thead> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>1,900</td> <td>3,000</td> <td>4,500</td> <td>5,800</td> <td>7,200</td> </tr> <tr> <td>6</td> <td>2,900</td> <td>4,600</td> <td>7,000</td> <td>8,900</td> <td>11,000</td> </tr> <tr> <td>8</td> <td>3,900</td> <td>6,300</td> <td>9,500</td> <td>12,200</td> <td>15,100</td> </tr> <tr> <td>10</td> <td>4,900</td> <td>7,900</td> <td>11,900</td> <td>15,200</td> <td>18,800</td> </tr> <tr> <td>12</td> <td>5,700</td> <td>9,300</td> <td>13,900</td> <td>17,900</td> <td>22,100</td> </tr> </tbody> </table>							A	B	C	D	E	4	1,900	3,000	4,500	5,800	7,200	6	2,900	4,600	7,000	8,900	11,000	8	3,900	6,300	9,500	12,200	15,100	10	4,900	7,900	11,900	15,200	18,800	12	5,700	9,300	13,900	17,900	22,100				
	A	B	C	D	E																																								
4	1,900	3,000	4,500	5,800	7,200																																								
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<p><b>INTERRUPTED FLOW</b></p> <p><b>Class I</b> (0.00 to 1.99 signalized intersections per mile)</p> <p>Lanes/ Divided      Level of Service</p> <table border="1"> <thead> <tr> <th></th> <th>A**</th> <th>B</th> <th>C</th> <th>D***</th> <th>E***</th> </tr> </thead> <tbody> <tr> <td>2 Undivided</td> <td>N/A</td> <td>1,000</td> <td>1,450</td> <td>1,550</td> <td>1,550</td> </tr> <tr> <td>4 Divided</td> <td>N/A</td> <td>2,190</td> <td>3,080</td> <td>3,260</td> <td>3,260</td> </tr> <tr> <td>6 Divided</td> <td>N/A</td> <td>3,330</td> <td>4,640</td> <td>4,890</td> <td>4,890</td> </tr> <tr> <td>8 Divided</td> <td>N/A</td> <td>4,210</td> <td>5,710</td> <td>5,990</td> <td>5,990</td> </tr> </tbody> </table>							A**	B	C	D***	E***	2 Undivided	N/A	1,000	1,450	1,550	1,550	4 Divided	N/A	2,190	3,080	3,260	3,260	6 Divided	N/A	3,330	4,640	4,890	4,890	8 Divided	N/A	4,210	5,710	5,990	5,990										
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<p><b>Group 2</b> (within urbanized area and not in Group 1)</p> <p>Lanes      Level of Service</p> <table border="1"> <thead> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>1,900</td> <td>3,000</td> <td>4,500</td> <td>5,800</td> <td>6,900</td> </tr> <tr> <td>6</td> <td>3,000</td> <td>4,600</td> <td>7,000</td> <td>8,900</td> <td>10,500</td> </tr> <tr> <td>8</td> <td>4,000</td> <td>6,300</td> <td>9,500</td> <td>12,100</td> <td>14,400</td> </tr> <tr> <td>10</td> <td>5,000</td> <td>7,900</td> <td>11,900</td> <td>15,100</td> <td>18,000</td> </tr> <tr> <td>12</td> <td>5,900</td> <td>9,300</td> <td>13,900</td> <td>17,700</td> <td>21,100</td> </tr> </tbody> </table>							A	B	C	D	E	4	1,900	3,000	4,500	5,800	6,900	6	3,000	4,600	7,000	8,900	10,500	8	4,000	6,300	9,500	12,100	14,400	10	5,000	7,900	11,900	15,100	18,000	12	5,900	9,300	13,900	17,700	21,100				
	A	B	C	D	E																																								
4	1,900	3,000	4,500	5,800	6,900																																								
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10	5,000	7,900	11,900	15,100	18,000																																								
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<p>The Florida Department of Transportation Source: Systems Planning Office 605 Suwannee Street - Mail Station 19 Tallahassee, Florida 32399-0450 <a href="http://www.dot.state.fl.us/planning">http://www.dot.state.fl.us/planning</a></p>			<p><b>ADJUSTMENTS</b> DIVIDED/UNDIVIDED</p> <p>(after corresponding two-way volume indicated percent)</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Left Turn</th> <th>Bay</th> <th>Adjustment Factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>Yes</td> <td>+5%</td> </tr> <tr> <td>2</td> <td>Undivided</td> <td>No</td> <td>No</td> <td>-20%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>Yes</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>No</td> <td>-25%</td> </tr> </tbody> </table> <p><b>ONE-WAY</b> (after corresponding two-way volume indicated percent)</p> <table border="1"> <thead> <tr> <th>One-Way Lanes</th> <th>Equivalent Two-Way Lanes</th> <th>Adjustment Factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>4</td> <td>-40%</td> </tr> <tr> <td>3</td> <td>6</td> <td>-40%</td> </tr> <tr> <td>4</td> <td>8</td> <td>-40%</td> </tr> <tr> <td>5</td> <td>8</td> <td>-25%</td> </tr> </tbody> </table>			Lanes	Median	Left Turn	Bay	Adjustment Factors	2	Divided	Yes	Yes	+5%	2	Undivided	No	No	-20%	Multi	Undivided	Yes	Yes	-5%	Multi	Undivided	No	No	-25%	One-Way Lanes	Equivalent Two-Way Lanes	Adjustment Factors	2	4	-40%	3	6	-40%	4	8	-40%	5	8	-25%
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<p>* The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way hourly maximum volumes for levels of service, and are based on the 1997 Update to the Highway Capacity Manual and Florida traffic, roadway, and signalization data. To convert to annual average daily (traffic volumes, these volumes must be divided by an appropriate K100 factor (not peak-to-daily ratio). The table's input value assumptions and level of service criteria appear on the following page.</p> <p>** Cannot be achieved.</p> <p>*** Volumes are comparable because intersection capacities have been reached.</p>																																													



Table 5-7 (Continued)

INPUT VALUE ASSUMPTIONS

CHARACTERISTIC	STATE TOWAY ARTERIALS												FREEWAYS												Non-State Roadways	
	Class I			Class II			Class III			Class IV			Group I			Group II			Major City/Co.		Other					
	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	2 Ln	4 Ln				
Number of Through Lanes	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	8 Ln	2 Ln	4 Ln	2 Ln	4 Ln				
Planning Analysis Hour Factor (K100)	0.091	0.093	0.093	0.093	0.093	0.093	0.092	0.092	0.092	0.092	0.092	0.092	0.088	0.088	0.088	0.092	0.092	0.092	0.092	0.091	0.091	0.091				
Directional Distribution Factor (D)	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568				
Peak Hour Factor (PHF)	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.925	0.925	0.925				
Adjusted Saturation Flow Rate	1,850	1,850	1,700	1,850	1,700	1,700	1,850	1,700	1,700	1,850	1,700	1,700	2,150	2,200	2,250	2,050	2,100 <sup>11</sup>	2,150	2,100	1,850	1,850	1,800				
% Turns from Exclusive Lanes	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	14	14	18				
Unsignalized, Transitioning Urban, Rural Arterial Class	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U				
Free Flow Speed (mph)	50	50	50	45	45	45	35	35	35	35	35	30	30	30	30	30	30	30	30	40	40	40				
Base Length of Arterial (mi.)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
Medians (ft)	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N				
Left Turn Bays (ft)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y				
Signalized Intersections	1	1	1	3	3	3	5	5	5	5	5	8	8	8	8	8	8	8	8	2.5	2.5	2.5				
Arterial Type	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4				
Signal Type	A	A	A	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S				
Cycle Length (C)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120				
Weighted Effective Green Ratio (WCG)	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.41	0.41	0.41	0.31				

LEVEL OF SERVICE THRESHOLDS

LEVEL OF SERVICE	STATE TOWAY ARTERIALS												FREEWAYS												Non-State Roadways	
	Class I			Class II			Class III			Class IV			Group I			Group II			Major City/Co.		Other					
	Unsignalized (vel/esp)	(avg. inval. speed)	(control delay)	(control delay)																						
A	< 0.30	>= 42 mph	>= 35 mph	>= 30 mph	>= 24 mph	>= 18 mph	>= 13 mph	>= 10 mph	< 10 sec	< 20 sec																
B	< 0.50	>= 34 mph	>= 28 mph	>= 24 mph	>= 18 mph	>= 13 mph	>= 10 mph	< 20 sec	< 35 sec																	
C	< 0.70	>= 27 mph	>= 22 mph	>= 18 mph	>= 14 mph	>= 9 mph	>= 7 mph	< 35 sec	< 55 sec																	
D	< 0.84	>= 21 mph	>= 17 mph	>= 14 mph	>= 10 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	>= 7 mph	< 55 sec	< 80 sec					
E	< 1.00	>= 16 mph	>= 13 mph	>= 10 mph	< 80 sec	> 80 sec																				
F	> 1.00	< 16 mph	< 13 mph	< 10 mph	> 80 sec	> 80 sec																				

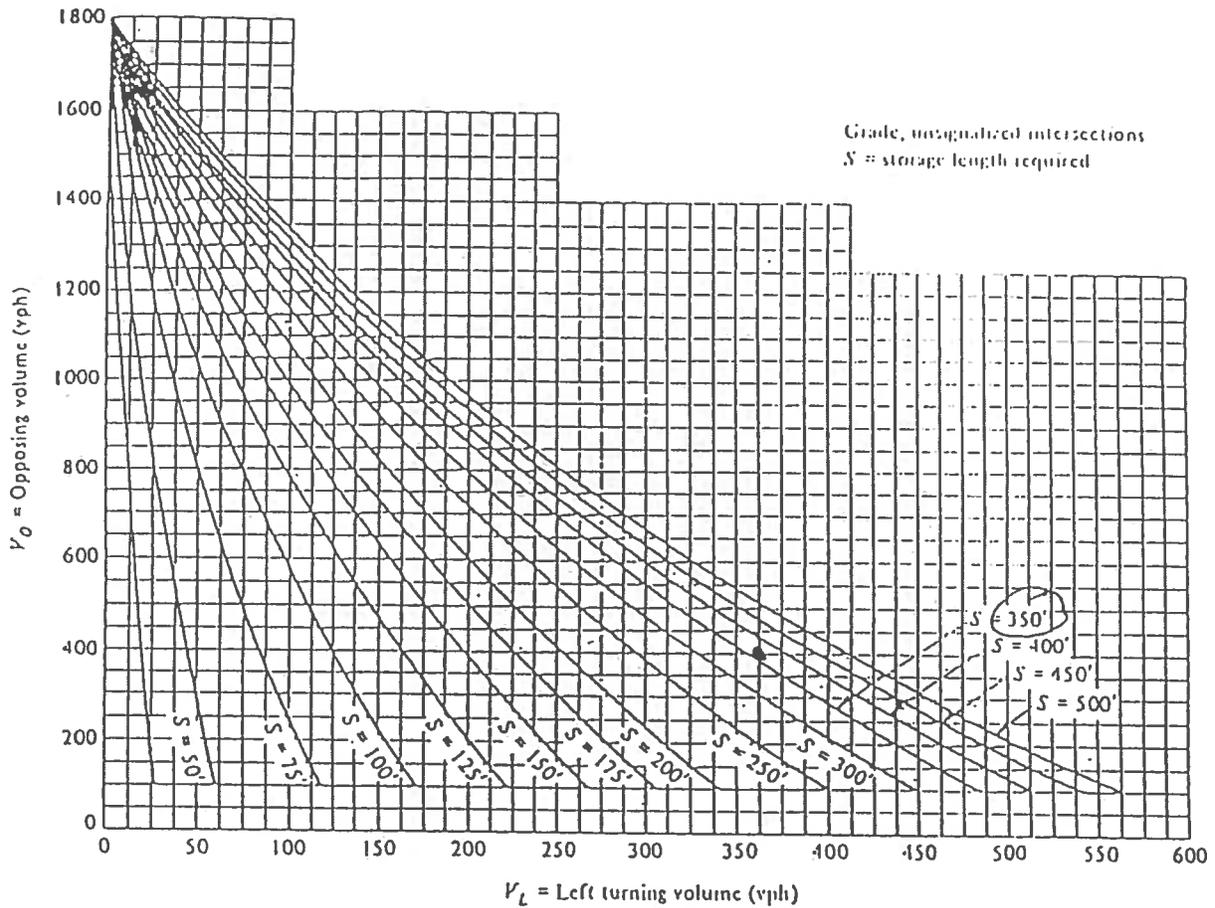


Figure 9-14. Left-turn storage at nonsignalized intersections. (Source: M.D. Harmelink, "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersection," Highway Research Record 211, 1967)

4. Determine the length necessary to decelerate from roadway design speed either to a full stop or to a 15-mph exit curve (see Table 9-11).

Whichever length or combination of lengths requires the greatest distance is the total length of turn lane that should be provided where conditions permit.

9.5 MEDIAN OPENINGS

Left-turn ingress or egress requires a median opening when traffic traveling in opposing directions is separated by a barrier median. Median widths commonly vary from 4 ft to over 30 ft. Widths ranging from 14 to 20 ft are desirable for providing separate left turn lanes.

Design elements include the median width, the spacing of median openings, and the geometries of median noses at openings. The design of the median nose can vary from semicircular, usually for medians in the 4-ft to 10-ft range, to bullet nose design, for wider medians and for intersections that will accommodate semi-trailer trucks.

Table 9-12. Minimum maneuver distances. (Source: Adapted from V.G. Storer, Texas A & M University, College Station, TX, "Access Control Issues Related to Urban Arterial Intersection Design," unpublished paper)

SPEED (mph)	MINIMUM MANEUVER DISTANCE (feet) <sup>(1)</sup>
30	140
35	190
40	210
45	300
50	380
55	450

<sup>(1)</sup> Assumes a 4.5 fps<sup>2</sup> deceleration while moving laterally into turn bay at 3.0 fps<sup>2</sup> lateral shift and 9.0 fps<sup>2</sup> average deceleration thereafter.

# Land Use: 820

## Shopping Center

### Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Over 650 shopping centers including neighborhood centers, community centers, regional centers, and super regional centers were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (e.g., ice skating rinks or indoor miniature golf courses). The centers ranged in size from 1,700 to 2,200,000 square feet of gross leasable area (GLA). The centers that were studied are located in suburban areas throughout the United States and therefore represent average U.S. suburban conditions.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

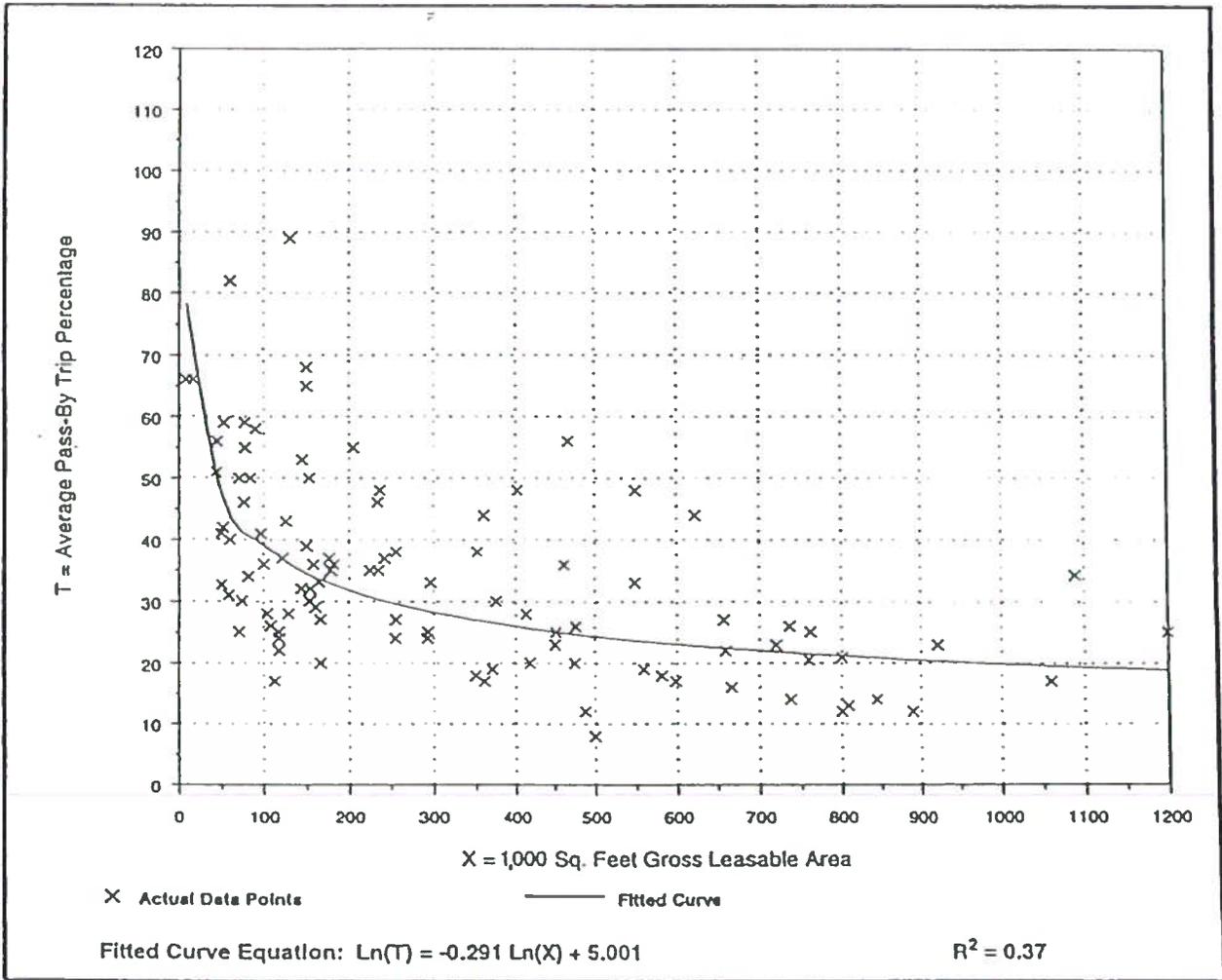
Separate equations have been developed for shopping centers during the Christmas shopping season. Plots are included for the weekday peak hour of adjacent street traffic and the Saturday peak hour of the generator.

Information on hourly, monthly, and daily variation in shopping center traffic is shown in Tables 1, 2, 3, and 4. It should be noted, however, the information contained in these tables is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the tables may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used as they are based on a larger number of studies.

Figure 5.5 Shopping Center (820)

Average Pass-By Trip Percentage vs: 1,000 Sq. Feet Gross Leasable Area  
On a: Weekday, P.M. Peak Period  
Number of Studies: 100  
Average 1,000 Sq. Feet GLA: 329

Data Plot



# Shopping Center (820)

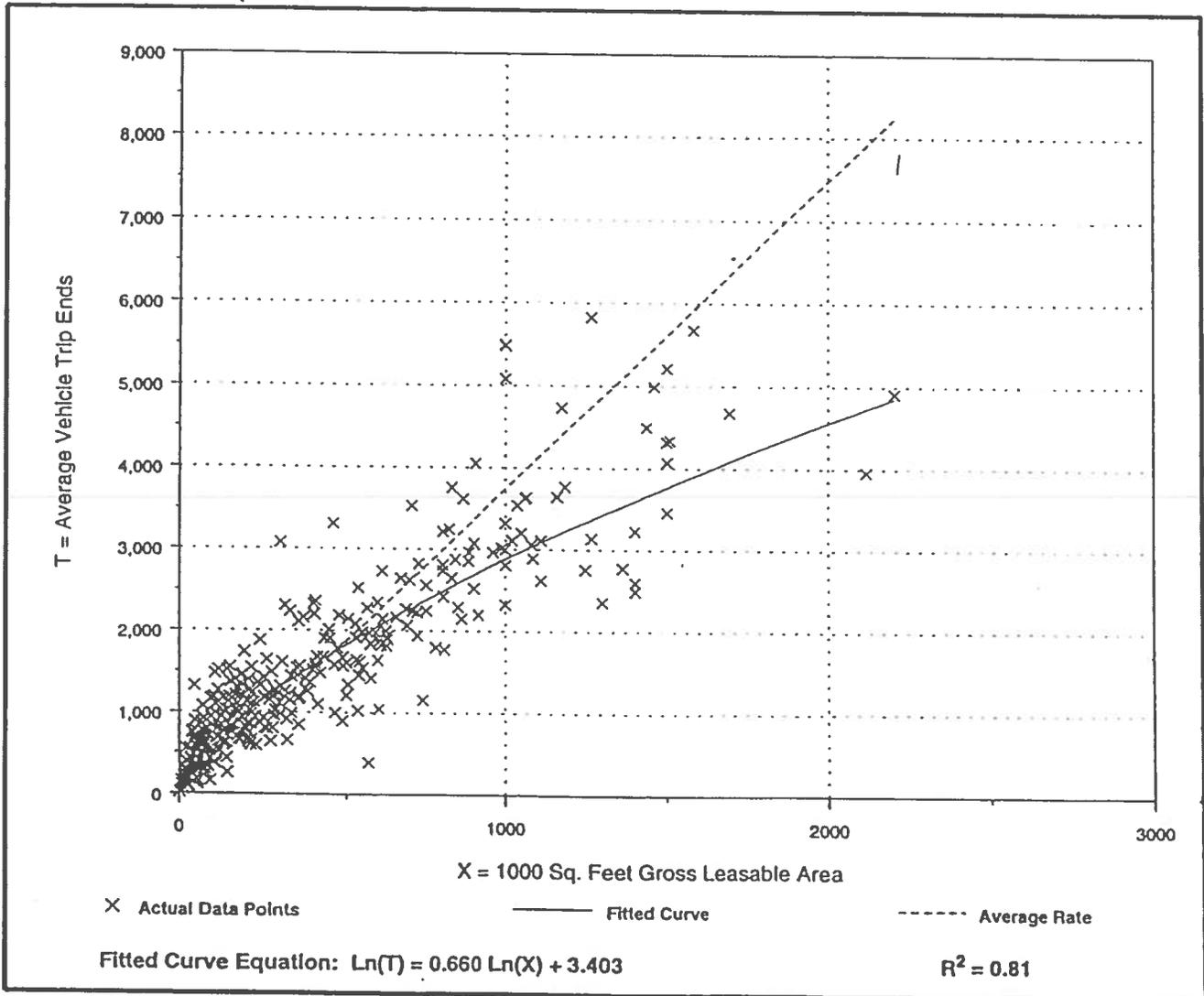
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.

Number of Studies: 401  
 Average 1000 Sq. Feet GLA: 383  
 Directional Distribution: 48% entering, 52% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.74	0.68 - 29.27	2.73

## Data Plot and Equation



# Shopping Center (820)

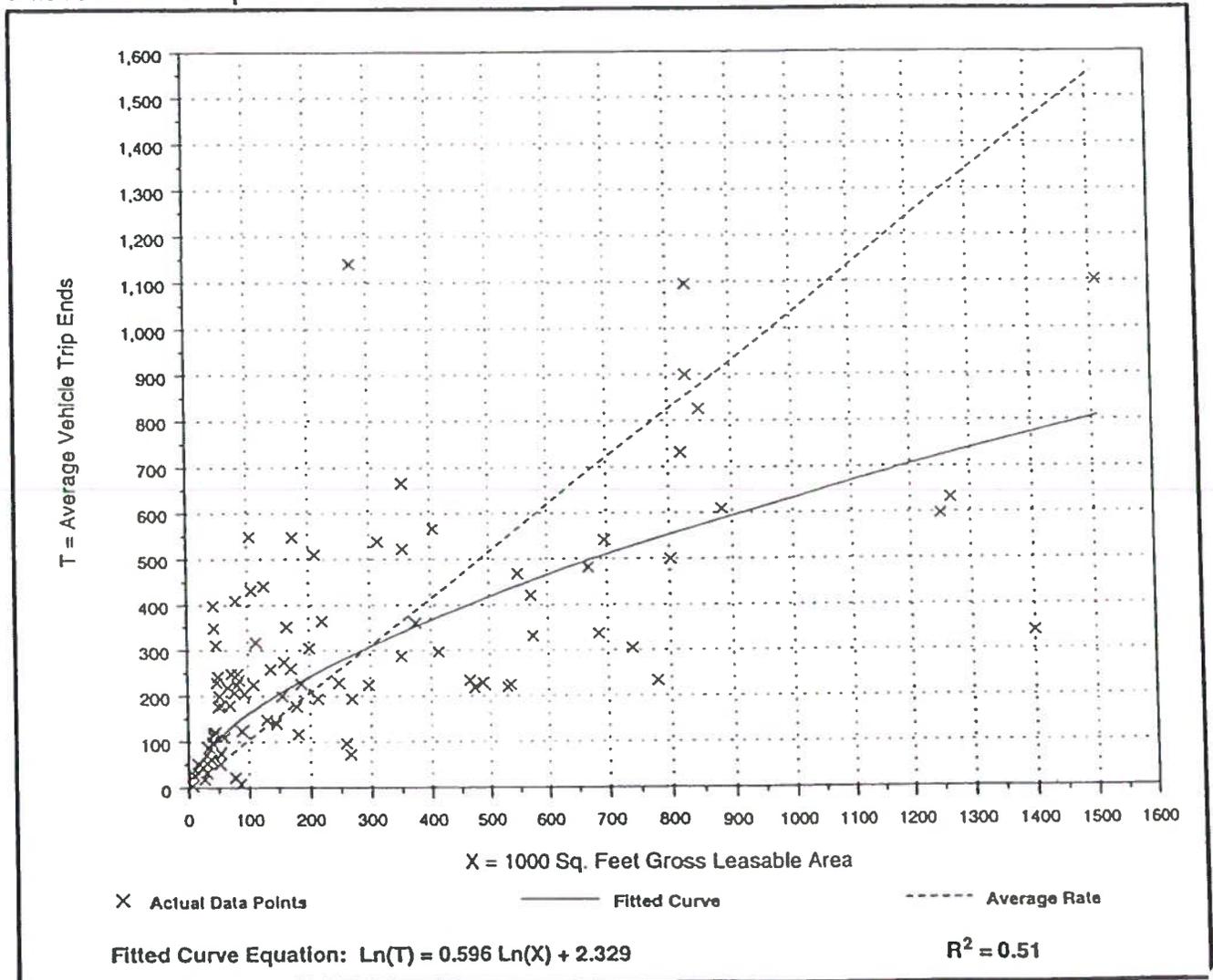
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.

Number of Studies: 96  
 Average 1000 Sq. Feet GLA: 292  
 Directional Distribution: 61% entering, 39% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
1.03	0.10 - 9.05	1.40

## Data Plot and Equation



# Shopping Center (820)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On a: Weekday

Number of Studies: 299  
Average 1000 Sq. Feet GLA: 331  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
42.92	12.50 - 270.89	21.39

## Data Plot and Equation

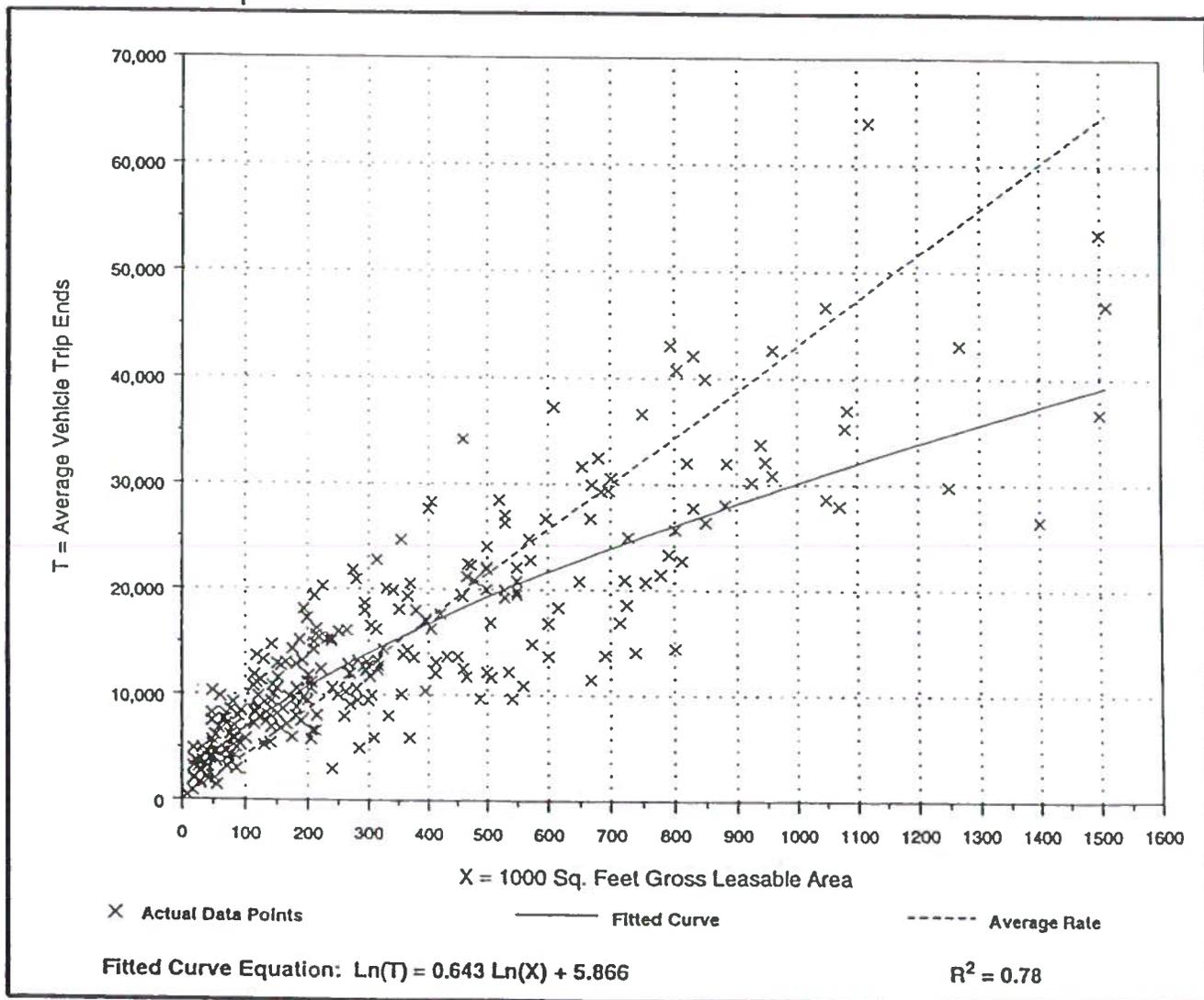


Table 5.26  
 Pass-By Trips and Diverted Linked Trips  
 Weekday, P.M. Peak Period

Land Use 912—Drive-in Bank

SIZE (1,000 SQ. FEET GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
16.0	Overland Park, KS	Dec. 1988	20	4:30-5:30 P.M.	55	-	30	15	n/a	n/a
3.3	Louisville area, KY	Jul. 1993	n/a	4-6 P.M.	22	-	30	48	2,570	Barton-Aschman Assoc.
3.4	Louisville area, KY	Jul. 1993	n/a	4-6 P.M.	22	-	14	64	2,266	Barton-Aschman Assoc.
3.4	Louisville area, KY	Jul. 1993	75	4-6 P.M.	11	-	32	57	1,955	Barton-Aschman Assoc.
3.5	Louisville area, KY	Jun. 1993	53	4-6 P.M.	32	-	21	47	2,785	Barton-Aschman Assoc.
6.4	Louisville area, KY	Jun. 1993	66	4-6 P.M.	20	-	27	53	2,610	Barton-Aschman Assoc.

Average Pass-By Trip Percentage: 47

Table 5.14  
 Pass-By Trips and Diverted Linked Trips  
 Weekday, P.M. Peak Period

Land Use 845—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ. FEET GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
.8	8	Louisville area, KY	1993	83	4-6 P.M.	8	-	40	52	4,965	Barton-Aschman Assoc.
.6	8	Louisville, KY	1993	60	4-6 P.M.	20	-	27	53	1,491	Barton-Aschman Assoc.
.7	10	Louisville, KY	1993	n/a	4-6 P.M.	19	-	24	57	1,812	Barton-Aschman Assoc.
.7	8	Louisville area, KY	1993	n/a	4-6 P.M.	7	-	21	72	2,657	Barton-Aschman Assoc.
.7	10	Louisville area, KY	1993	n/a	4-6 P.M.	16	-	29	55	2,657	Barton-Aschman Assoc.
.8	8	Silver Spring, MD	1992	36	4-6 P.M.	14	-	19	67	3,095	RBA
.4	8	Derwood, MD	1992	46	4-6 P.M.	11	-	43	46	3,770	RBA
2.1	8	Kensington, MD	1992	31	4-6 P.M.	13	-	35	52	1,785	RBA
1	8	Silver Spring, MD	1992	35	4-6 P.M.	3	-	43	54	7,080	RBA

Average Pass-By Trip Percentage: 56

Table 5.13  
 Pass-By Trips and Diverted Linked Trips  
 Weekday, A.M. Peak Period

Land Use 845—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ. FEET GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
.8	8	Louisville area, KY	1993	61	7-9 A.M.	15	-	25	60	4,000	Barton-Aschman Assoc.
.6	8	Louisville, KY	1993	48	7-9 A.M.	13	-	19	68	1,307	Barton-Aschman Assoc.
.7	10	Louisville, KY	1993	47	7-9 A.M.	11	-	22	67	1,105	Barton-Aschman Assoc.
.7	8	Louisville area, KY	1993	n/a	7-9 A.M.	22	-	22	56	1,211	Barton-Aschman Assoc.
.7	10	Louisville area, KY	1993	n/a	7-9 A.M.	31	-	12	46	1,211	Barton-Aschman Assoc.
.3	n/a	Louisville area, KY	1993	75	7-9 A.M.	15	-	13	72	n/a	Barton-Aschman Assoc.
.8	8	Silver Spring, MD	1992	36	7-9 A.M.	14	-	39	47	3,095	RBA
.4	8	Derwood, MD	1992	46	7-9 A.M.	0	-	25	75	3,770	RBA
2.2	8	Kensington, MD	1992	31	7-9 A.M.	34	-	19	47	1,785	RBA
1	8	Silver Spring, MD	1992	35	7-9 A.M.	9	-	13	78	7,080	RBA

Average Pass-By Trip Percentage: 62



**BERKELEY**  
ELECTRIC COOPERATIVE, INC.

Your Touchstone Energy® Partner

TO: MARY PANTLIK  
FROM: RAY

December 13, 2001

Mr. Ray Pantlik  
Director of Development  
Kiawah Resort Associates  
P O Box 12001  
Charleston, SC 29412

**RE: Power Availability Freshfield Planned Development being a part of**  
Tract I-B TMS# 205-0-0-005

Dear Ray:

Berkeley Electric Cooperative, Inc. has the capacity to supply your electrical needs for the above-mentioned project.

Berkeley Electric Cooperative will extend its service pursuant to our Service Rules and Regulations, which are in effect, at the time of service.

If you have any questions, please do not hesitate to give me a call.

Sincerely,

*Richard L. Walker*

Richard L. Walker  
Superintendent of Field Engineering

RW/rj

C: Thomas O. Myers, Jr. P.E.

Post Office Box 1234  
Moncks Corner, SC 29461  
(843) 761-8200  
(843) 825-3383  
Fax (843) 572-1280

Post Office Box 128  
Johns Island, SC 29457  
(843) 559-2458  
Fax (843) 559-3876

Post Office Box 1549  
Goose Creek, SC 29445  
(843) 553-5020  
Fax (843) 553-6761

3745 N. Highway 17  
Awendaw, SC 29429  
(843) 884-7525  
Fax (843) 884-3044

**ST. JOHN'S WATER COMPANY, INC.**

Post Office Box 629  
John's Island, South Carolina 29457-0629  
559-0186

January 14, 2002

Mr. Ray Pantlik, P.E.  
Director of Development  
Kiawah Development Partners, Inc.  
Post Office Box 12001  
Charleston, SC 29422

Re: Freshfields Planned Development  
Water Availability and Willingness to Serve

Dear Mr. Pantlik:

This letter is to confirm that Freshfields Planned Development, proposing to consist of residential and commercial development, is within the water service area of the St. John's Water Company, Inc. (SJWC). SJWC does have water available from both 24-inch and 16-inch ductile iron water lines on Betsy Kerrison Parkway.

Our system is SC DHEC approved and we have the capacity and willingness to provide potable water to your site upon completion of your development. After receiving your certification of water system construction, our final inspection approval, satisfying all legal requirements, payment of fees, and obtaining DHEC approval, SJWC will own, operate and maintain the water distribution system in the referenced project.

If you have any questions, please feel free to give me a call.

Sincerely,  
ST. JOHN'S WATER COMPANY



Ava Robichaux  
General Manager

CC: Colleen Schild / BPB

**ST. JOHN'S WATER COMPANY, INC.**

Post Office Box 629  
John's Island, South Carolina 29457-0629  
559-0186

REC  
JAN 17 2002  
BY:.....

January 15, 2002

Mr. Ray Pantlik, P.E.  
Director of Development  
Kiawah Development Partners, Inc.  
Post Office Box 12001  
Charleston, SC 29422

Re: Freshfields Planned Development  
Water Availability and Willingness to Serve  
Cover Letter

Dear Mr. Pantlik:

Enclosed please find a letter of water availability and willingness to serve for the Freshfields Planned Development as required for Charleston County approval. Please note that the water availability for the development is contingent upon operational completion of our proposed 30-inch water line.

If you have any questions, please feel free to give me a call.

Sincerely,  
ST. JOHN'S WATER COMPANY



Ava Robichaux  
General Manager

CC: Colleen Schild / BPB



**SEABROOK ISLAND  
UTILITY COMMISSION**

2001 Seabrook Island Road • Seabrook Island, S.C. 29455  
Phone: (843) 768-9121 • Fax: (843) 768-9830

Operations Address:  
2902A Seabrook Island Road, S.C. 29455  
Phone: (843) 768-0102 • Fax: (843) 768-1075

RE  
JAN 09 2002  
BY:.....

Commissioners:  
Joseph W. Hall  
Robert J. DeLaney, Jr.  
Jack B. Clarkson

January 8, 2002

Mr. Ray C. Pantlik, PE  
Kiawah Development Partners, Inc.  
P. O. Box 12001  
Charleston, SC 29422

Dear Ray:

In early December you requested a commitment from the Seabrook Island Utility Commission to provide sewer service to a new commercial development by Atlantic Partners, LLC at the intersections of Betsy Kerrison Parkway, Kiawah Parkway and Seabrook Island Road on Johns Island.

This undertaking would be a planned development on approximately 60 acres of land on which about 650,000 sq. ft. of commercial space, 240 residential units and a 100 room hotel would be constructed, collectively requiring a maximum sewer service of 180,000 gallons per day.

Shortly before the December 14 Commission meeting, I talked to Townsend Clarkson by telephone about your request and told him that the Commission had the capacity to serve this volume of wastewater and that I thought the Commission would desire to commit to the service, subject to a formal contract between Atlantic Partners, LLC and the Commission, which is necessary under the Commission's Rate policy.

Townsend and I agreed that a contract patterned after the Cassique agreement would be basically acceptable to both parties and he agreed to get such agreement drafted/typed and delivered to the Commission. As of this date the Commission has not received it.

I agreed to put the subject on the agenda of the Commission's December 14 meeting. The following excerpt from the drafted minutes of that meeting details the action taken:

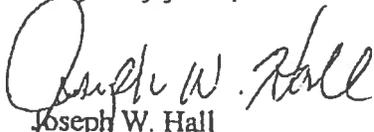
*Operations Manager Young reported on the request from Atlantic Partners, LLC for a letter committing the Commission to sewer service for a planned commercial center at the intersection of Betsy Kerrison*

*Parkway, Kiawah Parkway and Seabrook Island Road. When completed the center would have an estimated need for 180,000 gallons per day of sewer service. Commissioner Delaney proposed the Commission commit to the requested service, subject to a sewer service contract, similar to the sewer service agreement with the Cassique development, being signed with Atlantic Partner, LLC. Commissioner Clarkson seconded the proposal. The proposal was approved unanimously.*

As you are aware, these sewer service agreements cover a variety of items, such as, but not limited to, easements, titles, fees, engineering, construction and operations. We seldom have problems in reaching understanding with developers on such agreements, but with all the many people and entities involved in such projects it is important to have a document enumerating specific obligations and responsibilities of the parties.

I hope this gives you and others to whom this is of concern an understanding of the Commission's position. The Commission has the capacity to serve and has voted to commit the service, subject to an agreement encompassing conditions with which both parties are familiar.

Very truly yours,

  
Joseph W. Hall  
Chairman

CLIFFORD J. SMITH  
CHIEF FIRE INVESTIGATOR

DONALD S. CHASE  
CHIEF FIRE INSPECTOR

**ST. JOHNS  
FIRE DISTRICT**  
**Fire Prevention Bureau**  
P.O. BOX 56  
JOHNS ISLAND, S.C. 29457  
PHONE: (843) 559-9194  
FAX: (843) 559-3687



3 December 2001

Mr. Ray C. Pantlik, P.E.  
Director of Development  
Kiawah Development Partners, Inc.  
P.O. Box 12001  
Charleston, South Carolina 29422

Dear Mr. Pantlik:

The St. Johns Fire Department is in receipt of your letter dated 21 November 2001, requesting a confirmation letter attesting to the availability of resources by the St. Johns Fire District for providing "necessary fire protection" to the proposed construction of *Freshfields Planned Development*.

This letter shall be construed as that acknowledgement with the provisions as indicated.

1. All commercial structures shall comply fully with the International Building Code accepted at the time of permit application.
2. All commercial structures shall comply fully with the International Fire Code accepted at the time of permit application.
3. National Fire Protection Association (NFPA) standards that are applicable to the construction of the residential, retail/office and hotel development shall be enforced.
4. Approved adequacy of water supply and pressure are substantiated for required fire flow (control there of) as calculated by construction and occupancy.

In closing, the St. Johns Fire District has the responsibility for providing emergency services to the proposed area (Betsey Kerrison Parkway, Kiawah Island Parkway and Seabrook Island Road) for the *Freshfields Planned Development*.

Should you require any further assistance regarding this issue, please contact the St. Johns Fire Department's Fire Prevention Bureau at 559-9194.

Sincerely,



D.S. Chase

Chief Fire Inspector  
St. Johns Fire District

c/c Karl E. Ristow  
Chief of Department

# ST. JOHN'S FIRE DISTRICT

## COMMISSIONERS

ISAAC ROBINSON, Chairman  
TIM FORD, Vice Chairman  
ROBERT L. FELHAM  
ERIC F. BRITTON  
JOSEPH ROBINSON  
GENEVA SMITH  
TOM KULIC

P.O. BOX 56  
JOHNS ISLAND, S.C. 29457  
PHONE: (843) 559-9194  
FAX: (843) 559-3687



KARL E. RISTOW, Fire Chief

5 January 2002

Mr. Ray C. Pantlik, P.E.  
Director of Development  
Kiawah Development Partners, Inc.  
P.O. Box 12001  
Charleston, SC 29422

FEB 06 2002

BY: .....

Dear Mr. Pantlik:

I am in receipt of your letter dated 4 February 2002. Pursuant to the clarification that the Charleston County Planning Department is requesting regarding setbacks and proposed building heights (limited to 55 feet above flood elevation), the St. Johns Fire Department will enforce the International Building Code, 2000 Edition, Chapter 5, Table 503, which states, "The height and area for buildings of different construction types shall be governed by the intended use of the building and shall not exceed the limits in Table 503 except as modified hereafter."

Minimum setback issues shall be evaluated and approved or rejected based on the criteria set forth by the International Building Code, 2000 Edition, Chapter 5, Section 506, "Area Modifications" and Section 507, "Unlimited Area Buildings".

I hope that the referenced guidelines will provide clarity to those code requirements that the St. Johns Fire District will enforce.

Should you require any additional information or further assistance, please feel free to contact me at (843) 559-9194.

Sincerely,

D.S. Chase  
Chief Fire Inspector  
St. Johns Fire District

c/c Karl E. Ristow  
Chief of Department

Keith A. Walker  
Deputy Chief of Department

Mark



**Office of Ocean and Coastal  
Resource Management**

1362 McMillan Avenue, Suite 400  
Charleston, SC 29405

(803) 744-5838 FAX (803) 744-5847

June 3, 2002

Mr. Ray Pantlik, P.E.  
Atlantic Partners, LLC  
211 King Street, Suite 300  
Charleston, S.C. 29401

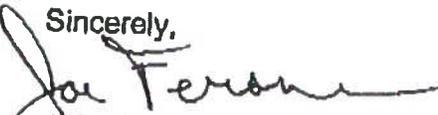
RE: Freshfields Retail Village  
Seabrook Island  
Charleston County  
Proof of Coordination

Dear Mr. Pantlik:

The above referenced project will need several permits and certifications from DHEC-OCRM. However, the submitted plan appears amenable to the existing DHEC-OCRM regulatory constraints. The site may contain wetlands; thus a wetland delineation will be required. Also, DHEC-OCRM must issue a Stormwater Management and Sediment Control permit prior to any land disturbing activity on the site.

I am available to review more detailed plans of the project as it progresses. Presently, it appears you are aware of the various requirements relating to DHEC-OCRM approval of the project.

Sincerely,



Joseph Fersner, P.E.  
Manager, Engineering  
and State Certifications

jjf/cert-let/proof

EXHIBIT H  
Modifications To Charleston County Zoning And Land Development  
Regulations Ordinance

---

DESCRIPTION

The applicant proposes certain modifications or replacement wording to select sections of the Zoning and Land Development Regulations Ordinance (As adopted November 20, 2001). 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 unique siting conditions and concept development for the Freshfields Retail Village.

These proposed modifications are specifically intended to address the unique attributes located near the resident neighborhoods of Johns Island, Seabrook and Kiawah as well as unique characteristics of the seasonal population of the coastal islands. The proposed mixed use village concept combining both residential and retail sales/services can best be executed when certain development standards (such as shared parking) are integrated. Additionally, a balance between technical requirements and aesthetics (such as signage and landscape design) is addressed by an Architectural Review Board.

All development in the PDD-FV district shall be subject to the following density, intensity and dimensional standards:

<b>PDD-FV DENSITY/INTENSITY AND DIMENSIONAL STANDARDS</b>	
<b>MINIMUM LOT AREA</b>	4,000 square feet
<b>MINIMUM LOT WIDTH</b>	50 feet
<b>MINIMUM SETBACKS</b>	
Front/Street side	None
Interior Side	None
Rear	None
OCRM Critical Line	25 feet (Ave.) * No less than 20 feet
<b>MAXIMUM BUILDING COVER</b>	40% of lot
<b>MAXIMUM HEIGHT</b>	3 Habitable Floors (55' from F.F.E. to roof ridge)

**I. Statement of Purpose, Intent, Objectives**

The Freshfields Village district is a mixed-use village center serving the combined needs of the Johns Island, Seabrook Island and Kiawah Island Community. The district is composed of a broad range of commercial uses in combination with a limited number of residential uses characteristic of traditional rural villages.

**II. Land Uses:**

The uses will be as outlined in Table 6.1-1 (Exhibit H)

<u>Description</u>	<u>Acreage</u>	<u>Units</u>	<u>Density</u>
A. Residential			
1. Town Homes	Mixed Use	40 D.U.	*
2. Apartments	Mixed Use	160 D.U.	*
- Over Retail	40		
- Freestanding	120		
		<u>200 D.U.</u>	
* Overall density	3D.U./Ac		
	<u>Acreage</u>	<u>Structures</u>	<u>Sq. Footage</u>
B. Commercial			
- Retail Sales/Services	Mixed Use	10 -16	350,000
C. Office	Mixed Use	4 - 8	130,000

- D. Recreational
  - Buffer Areas 4 Ac.
  - Parks, Gardens, Ponds 10 Ac.

**III. Setback Criteria**

Setback and dimensional standards are as outlined above.

**IV. Lot Size Criteria**

It is the intent of the applicant to own the entire development and not further subdivide; however, if subdivision occurs, the minimum lot size is 4,000 Sq. Ft.

**V. Lighting Plan**

A lighting plan will be developed with each phase that is consistent with S 9.6.4.C. Site Lighting.

**VI. Off-Street Parking**

Off-street parking will meet all dimensional requirements as outlined in Art. 9.3. The concept plan is based upon a walking distance village concept that encourages shared parking. The applicant requests that an overall parking ratio for all uses be established at 1 space for 300 Sq. Ft. of all non-residential, and 1.5 spaces for the standard 2 bedroom dwelling unit. Restaurant use will require one space per 150 sq. ft. of seating area, plus one space per employee. Provisions will be made for peak use times and special events on adjacent grass areas.

**VII. Tree Survey**

The property is substantially open fields void of trees that would require survey location. Trees existing on the property area are generally included in buffer areas along Seabrook Island Road (50' on the South and 30' on the North) and the Kiawah Island Parkway (100')

**VIII. Screening/Buffer Areas**

Proper screening of uses as required will be identified on detailed site plans for each phase. Landscaping will meet or exceed Charleston County planting requirements at time the site is developed.

**IX. Fences and Walls**

If included in future development, fences and walls will be so indicated, and will meet existing criteria.

**X. Streets**

It is intent of the applicant to design, construct, and maintain all roadway and drainage improvements privately. Detailed drawings of the proposed improvements will be prepared and advanced to Charleston County for record purposes.

**XI. Phasing**

It is the intent of the applicant to phase the proposed development over a 12-15 year period. Phases would generally be in segments of 20-50 Dwelling Units and 100,000 to 150,000 Sq. Ft. of retail sales/services, and offices. Three to four primary phases are anticipated.

**XII. Signs**

The graphic system will meet the requirements of Art. 9.11. with exceptions noted.

TABLE 6.1-1

PDD-FV (Freshfields Village)

● Use permitted as a Matter-of-Right

AGRICULTURAL USES		
ANIMAL PRODUCTION		
	Animal Aquaculture, including Finfish Farming, Fish Hatcheries, or Shrimp or Shellfish Farming (in ponds)	
	Apiculture (Bee Keeping)	
	Horse or Other Animal Production	
	Concentrated Animal Feeding Operations	
CROP PRODUCTION		
	Greenhouse Production or Food Crops Grown Under Cover	●
	Horticultural Production or Commercial Nursery Operations	●
	Hydroponics	
	Crop Production	
FORESTRY AND LOGGING		
	Commercial Timber Operations	
	Lumber Mills, Planing, or Saw Mills, including Chipping or Mulching	
STABLE		
	Stable	
SUPPORT ACTIVITIES FOR AGRICULTURE USES		
	Agricultural Processing	
	Agricultural Sales or Services	
	Roadside Stands, including the sale of sweetgrass baskets	●
RESIDENTIAL		
	Congregate Living for the elderly (up to 15 residents)	
	Duplex	●
	Dwelling Group	●
	Farm Labor Housing (up to 10 residents)	
	Farm Labor Housing (Dormitory) (more than 10 residents)	
	Child Caring Institution (more than 20 children)	●
	Group Care Home, Residential (up to 20 children)	
	Group Residential, including Fraternity or Sorority Houses, Dormitories, or Residence Halls	
	Manufactured Housing Unit	
	Manufactured Housing Unit, Replacement	
	Manufactured Housing Park	
	Multi-Family, including Condominiums or Apartments	●
	Retirement Housing	●
	Retirement Housing, Limited (up to 10 residents)	
	Single-Family Attached, also known as Townhouses or Rowhouses	●
	Single-Family Detached	●
	Single-Family Detached (affordable)	
	Single-Family Detached/Manufactured Housing Unit (Joint) or Two Manufactured Housing Units (Joint)	

TABLE 6.1-1

PDD-FV (Freshfields Village)

● Use permitted as a Matter-of-Right

	Transitional Housing, including Homeless and Emergency Shelters, Pre-Parole Detention Facilities, or Halfway Houses	
<b>CIVIC/INSTITUTIONAL</b>		
<b>COURTS AND PUBLIC SAFETY</b>		
	Court of Law	
	Correctional Institutions	
	Parole Offices or Probation Offices	
	Safety Services, including Emergency Medical or Ambulance Service, Fire Protection, or Police Protection	●
<b>DAY CARE SERVICES</b>		
	Adult Day Care Facilities	●
	Child Day Care Facilities, including Group Day Care Home or Child Care Center	●
	Family Day Care Home	
<b>DEATH CARE SERVICES</b>		
	Cemeteries or Crematories	
	Funeral Services, including Funeral Homes or Mortuaries	
<b>EDUCATIONAL SERVICES</b>		
	Pre-school or Educational Nursery	●
	School, Primary	
	School, Secondary	
	College or University Facility	
	Business or Trade School	
	Personal Improvement Education, including Fine Arts Schools or Automobile Driving Schools	
<b>HEALTH CARE SERVICES</b>		
	Medical Office or Outpatient Clinic, including Psychiatrist Offices, Abortion Clinics, Chiropractic Facilities, or Ambulatory Surgical Facilities	●
	Community Residential Care Facilities	●
	Convalescent Services, including Nursing Homes	
	Counseling Services, including Job Training or Placement Services	
	Intermediate Care Facility for the Mentally Retarded	
	Public or Community Health Care Centers	
	Health Care Laboratories, including Medical Diagnostic or Dental Laboratories	●
	Home Health Agencies	
	Hospitals, including General Hospitals, Specialized Hospitals, Chronic Hospitals, Psychiatric or Substance Abuse Hospitals, or Hospices	
	Outpatient Facilities for Chemically Dependent or Addicted Persons	
	Rehabilitation Facilities	
	Residential Treatment Facility for Children or Adolescents (mental health treatment)	
<b>MUSEUMS, HISTORICAL SITES AND SIMILAR</b>		
	Historical Sites (Open to the Public)	
	Libraries or Archives	●
	Museums	●

TABLE 6.1-1

PDD-FV (Freshfields Village)

● Use permitted as a Matter-of-Right

Nature Exhibition	●
Botanical Gardens	●
Zoos	
<b>POSTAL SERVICE</b>	
Postal Service, United States	●
<b>RECREATION AND ENTERTAINMENT</b>	
Community Recreation, including Recreation Centers	●
Fishing or Hunting Guide Service (Commercial)	●
Fishing or Hunting Lodge (Commercial)	
Golf Courses or Country Clubs	
Parks and Recreation	●
Recreation and Entertainment, Indoor, including Billiard Parlors, Bowling Centers, Ice or Roller Skating Rinks, Indoor Shooting Ranges, Theaters, or Video Arcades	●
Recreation and Entertainment, Outdoor, including Amusement Parks, Fairgrounds, Miniature Golf Courses, Race or Go-Cart Tracks, or Sports Arenas	●
Drive-In Theaters	
Golf Driving Ranges	
Outdoor Shooting Ranges	
Recreation or Vacation Camps	
<b>RELIGIOUS, CIVIC, PROFESSIONAL AND SIMILAR</b>	
Business, Professional, Labor, or Political Organizations	●
Social or Civic Organizations, including Youth Organizations, Sororities, or Fraternities	●
Religious Assembly	●
Social Club or Lodge	●
<b>UTILITIES AND WASTE-RELATED USES</b>	
Utility Service, Major	
Electric or Gas Power Generation Facilities	
Utility Substation	●
Electrical or Telephone Switching Facility	●
Sewage Collector or Trunk Lines	●
Sewage Disposal Facilities	
Utility Pumping Station	●
Water Mains	●
Water or Sewage Treatment Facilities	
Water Storage Tank	
Utility Service, Minor	
Electric or Gas Power Distribution	●
Sewage Collection Service Line	●
Water Service Line	●
Waste-Related Uses	
Hazardous Waste Treatment or Disposal	
Nonhazardous Waste Treatment or Disposal	
Septic Tank Installation, Cleaning, or Related Services	
Solid Waste Combustors or Incinerators, including Cogeneration Plants	
Solid Waste Landfill (Public)	

TABLE 6.1-1

PDD-FV (Freshfields Village)

- Use permitted as a Matter-of-Right

	Waste Collection Services	●
	Waste Transfer Facilities	
<b>COMMERCIAL</b>		
<b>ACCOMODATIONS</b>		
	Bed and Breakfast Inns	●
	Hotels or Motels	●
	Rooming or Boarding Houses	
	RV (Recreational Vehicle) Parks or Campgrounds	
<b>ANIMAL SERVICES</b>		
	Kennel	●
	Pet Stores or Grooming Salons	●
	Small Animal Boarding (enclosed building)	●
	Veterinary Services	●
<b>FINANCIAL SERVICES</b>		
	Banks	●
	Financial Services, including Loan or Lending Services, Savings and Loan Institutions, or Stock and Bond Brokers	●
<b>FOOD SERVICES AND DRINKING PLACES</b>		
	Bar or Lounge (Alcoholic Beverages), including Taverns, Cocktail Lounges, or Member Exclusive Bars or Lounges	●
	Catering Service	●
	Restaurant, Fast Food, including Snack or Nonalcoholic Beverage Bars	●
	Restaurant, General, including Cafeterias, Diners, Delicatessens, or Full-Service Restaurants	●
	Sexually Oriented Business	
<b>INFORMATION INDUSTRIES</b>		
	Communication Services, including Radio or Television Broadcasting Studios, News Syndicates, Film or Sound Recording Studios, Telecommunication Service Centers, or Telegraph Service Offices	●
	Communications Towers	
	Data Processing Services	
	Publishing Industries, including Newspaper, Periodical, Book, Database, or Software Publishers	●
<b>OFFICES</b>		
	Administrative or Business Office, including Bookkeeping Services, Couriers, Insurance Offices, Personnel Offices, Real Estate Services, Secretarial Services or Travel Arrangement Services	●
	Government Office	●
	Professional Office, including Accounting, Tax Preparation, Architectural, Engineering, or Legal Services	●
<b>OTHER NONRESIDENTIAL DEVELOPMENT</b>		
	Convention Center or Visitors Bureaus	●
	Heavy Construction Services or General Contractors, including Paving Contractors, or Bridge or Building Construction	●
	Office/Warehouse Complex	
	Off-Premises Sign (e.g. Billboard)	

TABLE 6.1-1

PDD-FV (Freshfields Village)

● Use permitted as a Matter-of-Right

Special Trade Contractors (Offices)	●
Building Equipment or other Machinery Installation Contractors	
Carpentry Contractors	●
Concrete Contractors	●
Drywall, Plastering, Acoustical or Insulation Contractors	●
Electrical Contractors	●
Excavation Contractors	●
Masonry or Stone Contractors	●
Painting or Wall Covering Contractors	●
Plumbing, Heating or Air-Conditioning Contractors	●
Roofing, Siding or Sheet Metal Contractors	●
Tile, Marble, Terrazzo or Mosaic Contractors	●
<b>PARKING, COMMERCIAL</b>	
Parking Lots	●
Parking Garages	●
<b>RENTAL AND LEASING SERVICES</b>	
Charter Boat or other Recreational Watercraft Rental Services	●
Commercial or Industrial Machinery or Equipment Rental or Leasing	
Construction Tools or Equipment Rental	●
Consumer Goods Rental Centers	●
Consumer Goods Rental Service, including Electronics, Appliances, Formal Wear, Costume, Video or Disc, Home Health Equipment, Recreational Goods, or other Household Items	●
Heavy Duty Truck or Commercial Vehicle Rental or Leasing	
Self-Service Storage / Mini Warehouses	
Vehicle Rental or Leasing, including Automobiles, Light or Medium Duty Trucks, Motorcycles, Moving Vans, Utility Trailers, or Recreational Vehicles	●
<b>REPAIR AND MAINTENANCE SERVICES</b>	
Boat Yard	
Repair Service, Consumer, including Appliance, Shoe, Watch, Furniture, Jewelry, or Musical Instrument Repair Shops	●
Repair Service, Commercial, including Electric Motor Repair, Scientific or Professional Instrument Repair, Tool Repair, Heavy Duty Truck or Machinery Servicing and Repair, Tire Retreading or Recapping, or Welding Shops	
Vehicle Repair, Consumer, including Muffler Shops, Auto Repair Garages, Tire or Brake Shops, or Body or Fender Shops	●
Vehicle Service, Limited, including Automotive Oil Change or Lubrication Shops, or Car Washes	●
<b>RETAIL SALES</b>	
Nonstore Retailers	
Direct Selling Establishments	

Office Use ( No Material Storage )

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TABLE 6.1-1

PDD-FV (Freshfields Village)

- Use permitted as a Matter-of-Right

Electronic Shopping or Mail-Order Houses	
Fuel (except liquefied petroleum gas) Dealers, including Heating Oil Dealers	
Liquefied Petroleum Gas (Bottled Gas) Dealers	
Vending Machine Operators	
Building Materials or Garden Equipment and Supplies Retailers	●
Hardware Stores	④
	①
Garden Supplies Centers	●
Outdoor Power Equipment Stores	④
Paint, Varnish, or Wallpaper Stores	④
Food Sales, including Grocery Stores, Meat Markets or Butchers, Retail Bakeries, or Candy Shops	●
Liquor, Beer, or Wine Sales	●
Retail Sales or Services, General	●
Art, Hobby, Musical Instrument, Toy, Sporting Goods, or Related Products Store	④
Clothing, Piece Goods, Shoes, Jewelry, Luggage, Leather Goods or Related Products Store	●
Convenience Stores	①
Drug Stores or Pharmacies	④
Duplicating or Quick Printing Services	●
Electronics, Appliance, or Related Products Store	①
Florist	④
Furniture, Cabinet, Home Furnishings, or Related Products Store	④
Pawn Shop	
Private Postal or Mailing Service	④
Tobacconist	④
Warehouse Clubs or Superstores	
Service Stations, Gasoline (with or without convenience stores)	●
Truck Stop	
Vehicle Sales (new or used)	
Automobile, or Light or Medium Duty Truck Dealers	
Heavy Duty Truck or Commercial Vehicle Dealers	
Manufactured (Mobile) Home Dealers	
Motorcycle, Watercraft, or Recreational Vehicle Dealers	
Vehicle Parts, Accessories or Tire Stores	●
<b>RETAIL OR PERSONAL SERVICES</b>	
Consumer Convenience Service	④
Automated Bank / Teller Machines	④
Drycleaners or Coin-Operated Laundries	●
Drycleaning or Laundry Pick-up Service Stations	④
Locksmith	④
One-Hour Photo Finishing	④
Tailors or Seamstresses	④
Hair, Nail, or Skin Care Services, including Barber Shops or Beauty Salons	●

Design Source Center

TABLE 6.1-1

PDD-FV (Freshfields Village)

● Use permitted as a Matter-of-Right

Personal Improvement Service, including Dance Studios, Health or Physical Fitness Studios, Photography Studios, or Reducing Studios	●
Services to Buildings or Dwellings, including Carpet or Upholstery Cleaning, Exterminating, Janitorial, or Landscaping Services	⊕
<b>VEHICLE STORAGE</b>	
Vehicle Storage, including Bus Bams, Boat or RV Storage, or Impound Yards	
<b>WHOLESALE SALES</b>	
Aircraft Wholesalers, including Related Beverage or Related Products Wholesalers, including Alcoholic Beverages	
Book, Periodical, or Newspaper Wholesalers	
Chemical Wholesalers (except Pharmaceutical Products, Fertilizers, or Pesticides)	
Clay or Related Products Wholesalers	
Computers or Electronic Products Wholesalers	
Construction Material Wholesalers, including Brick, Cement, Concrete, Lumber, Millwork, Plywood, Shell, Stone, Wood Panel or other Related Materials	
Electrical Equipment, Appliances or Components Wholesalers	
Fabric or Apparel Wholesalers	
Farm Supplies or Equipment Wholesalers	
Flower, Nursery Stock or Florists' Supplies Wholesalers	
Food or Related Products Wholesalers	
Furniture, Cabinets, or Related Products Wholesalers	
Glass or Related Products Wholesalers	
Leather Products Wholesalers	
Machinery, Tools, or Construction Equipment Wholesalers	
Manufactured Home (Mobile Home) or other Prefabricated Structures Wholesalers	
Metal or Mineral (except Petroleum) Wholesalers	
Motor Vehicles (Commercial or Passenger) or Trailers Wholesalers, including Related Parts	
Paint, Varnish or Related Supplies Wholesalers	
Paper or Paper Products Wholesalers	
Petroleum Wholesalers	
Pharmaceutical Wholesalers	
Plastics or Rubber Products Wholesalers	
Professional or Commercial Equipment or Supplies Wholesalers, including Office, Medical, or Restaurant Equipment	
Sign Wholesalers	
Tobacco or Related Products Wholesalers	
Toy or Artwork Wholesalers	

TABLE 6.1-1

PDD-FV (Freshfields Village)

- Use permitted as a Matter-of-Right

	Watercraft (Commercial or Recreational) Wholesalers, including Related Parts	
	Wood Products Wholesalers	
	Other Miscellaneous Wholesale Sales	
<b>INDUSTRIAL</b>		
<b>INDUSTRIAL SERVICES</b>		
	Drycleaning or Carpet Cleaning Plants	
	Laundries, Commercial	
	Photo Finishing Laboratories	
	Research and Development Laboratories	
	Scrap and Salvage Service, including Automotive Wrecking Yards, Junk Yards, Parts Salvage, Paper Salvage Yards, Wholesale Scrap or Waste Materials Establishments, or Materials Recovery Facilities	
<b>MANUFACTURING AND PRODUCTION</b>		
	Aircraft Manufacturing, including Related Parts	
	Beverage or Related Products Manufacturing, including Alcoholic Beverages	
	Cement or Concrete Products Manufacturing, including Concrete Batching or Asphalt Mixing	
	Chemical Manufacturing, including Pharmaceutical Products, Chemical Fertilizers or Pesticides	
	Clay or Related Products Manufacturing	
	Computers or Electronic Products Manufacturing	
	Electrical Equipment, Appliances or Components Manufacturing	
	Fabric or Apparel Manufacturing, including Textile Mills	
	Food or Related Products Manufacturing	
	Furniture, Cabinets or Related Products Manufacturing	
	Glass or Related Products Manufacturing	
	Leather Products Manufacturing, including Tanneries	
	Machinery, Tools, or Construction Equipment Manufacturing, including Farm Equipment	
	Manufactured Home (Mobile Home) or other Prefabricated Structures Manufacturing	
	Metal, Petroleum, Coal, and other Mineral Products Manufacturing, including Refineries	
	Motor Vehicle (Commercial and Passenger) or Trailer Manufacturing, including Related Parts	
	Paint, Varnish or Related Supplies Manufacturing	
	Plastics or Rubber Products Manufacturing	
	Printing Press Production or Lithography	

TABLE 6.1-1

PDD-FV (Freshfields Village)

- Use permitted as a Matter-of-Right

	Professional or Commercial Equipment or Supplies	
	Manufacturing, including Office, Medical, Restaurant Equipment, or Specialty Items	
	Pulp or Paper Mills	
	Rendering Plants	
	Sign Manufacturing	
	Slaughter House and Meat Packing	
	Stone or Shell Products Manufacturing	
	Tobacco Products Manufacturing	
	Toy or Artwork Manufacturing	
	Watercraft (Commercial or Recreational) Manufacturing, including Related Parts	
	Wood Products Manufacturing	
	Other Miscellaneous Manufacturing and Production	
<b>WAREHOUSE AND FREIGHT MOVEMENT</b>		
	Warehouse and Distribution Facilities	
	Cold Storage Plants	
	Freight Container Storage Yards, excluding Fuel Storage Facilities	
	Freight Forwarding Facilities, including Truck Terminals, Marine Terminals, or Packing and Crating Facilities	
	Fuel Storage Facilities, excluding Nuclear Fuels	
	Household Moving Storage	
	Grain Terminals and Elevators	
	Parcel Services	
	Retail Store Warehouses	
	Stockpiling of Sand, Gravel, or other Aggregate Materials	
	Storage of Weapons or Ammunition	
<b>OTHER USES</b>		
<b>RECYCLING SERVICES</b>		
	Recycling Center	
	Recycling Collection, Drop-Off	●
<b>RESOURCE EXTRACTION</b>		
	Resource Extraction, including Borrow Pits, Mining, Oil or Gas Extraction, Quarries, or Sand or Gravel Operations	
<b>TRANSPORTATION</b>		
	Aviation, including Private Air Strips	
	Railroad Facility	
	Sightseeing Transportation, Land or Water	①
	Taxi or Limousine Service	①
	Urban Transit Systems	●
	Water Transportation, including Coastal or Inland Water Passenger Transportation	