

Town of Kiawah Island

ORDINANCE 2016-02

AN ORDINANCE TO AMEND ARTICLE 12, SECTION 12-62, ZONING MAP, THE MUNICIPAL CODE OF THE TOWN OF KIAWAH ISLAND AND TO AMEND THE TOWN OF KIAWAH ISLAND COMPREHENSIVE PLAN LAND USE ELEMENT SO AS TO ADOPT A LAND USE PLANNED DEVELOPMENT ZONING DISTRICT (PD-3)

WHEREAS, the Town of Kiawah Island finds that it is in the public interest to amend the zoning for Parcel 204-00-00-013 to Planned Development District; and

WHEREAS, this zoning change would be compatible with surrounding land uses and would not be detrimental to the public health, safety and welfare, and further, would be consistent with the Comprehensive Plan; and

WHEREAS, the Planning Commission held a properly noticed meeting on February 24, 2016 at which time a presentation was made by staff and the applicant on the rezoning request, the Zoning Map amendment, and the Comprehensive Plan amendment; and

WHEREAS, the Planning Commission, after consideration of the staff report, and the criteria set forth in Section 12-23 of the Zoning Ordinance, subsequently voted to recommend to Town Council that the rezoning request, Zoning Map amendment, and Comprehensive Plan amendment be approved with conditions as recommended by Town Staff; and

WHEREAS, a properly noticed Public Hearing was held on March 1, 2016 providing the public an opportunity to comment on the proposed amendments.

NOW, THEREFORE, BE IT ORDERED AND ORDAINED, by the Council of the Town of Kiawah Island, South Carolina and it is ordained by the authority of said Council.

SECTION 1 Purpose

The purpose of this Ordinance is to re-zone Parcel 204-00-00-013 to PD-3, to amend the Zoning Map, and to amend the Comprehensive Plan consistent therewith.

SECTION 2 Ordinance

See attached Exhibit "A" attached hereto and incorporated herein verbatim.

SECTION 3 Severability

If any part of this Ordinance is held to be unconstitutional, it shall be construed to have been the legislative intent to pass said Ordinance without such unconstitutional provision, and the remainder of said Ordinance shall be deemed to be valid as if such portion had not been included. If said Ordinance, or any provisions thereof, is held to be inapplicable to any person, group of persons, property, kind of property, circumstances or set of circumstances, such holding shall not affect the applicability thereof to any other persons, property or circumstances.

SECTION 4 Effective Date and Duration

This Ordinance shall be effective upon second reading approval.

PASSED, APPROVED, AND ADOPTED BY COUNCIL FOR THE TOWN OF KIAWAH ISLAND ON THIS 8th DAY OF MARCH, 2016.


Charles R. Lipuma, Mayor


Petra Reynolds, Town Clerk

First Reading Approval: March 1, 2016

Second Reading Approval: March 8, 2016

EXHIBIT A

MARCH 11, 2016

PLANNED DEVELOPMENT GUIDELINES FOR

Town of Kiawah Island Municipal Center Planned Development

Property ID 2040000013

Betsy Kerrison Parkway, Johns Island

Prepared for Owner:
Town of Kiawah Island
21 Beachwalker Drive
Kiawah Island, SC 29455

Prepared By:

TOWN OF KIAWAH ISLAND

21 BEACHWALKER DRIVE

KIAWAH ISLAND, SC 29455

STEPHANIE TILLERSON – ADMINISTRATOR

(843) 768-9166

LS3P

205-1/2 KING STREET

CHARLESTON, SC 29401

DAVID BURT – ARCHITECT

(843) 577-4444

STANTEC

4969 CENTRE POINTE DRIVE SUITE 200

NORTH CHARLESTON, SC 29418

BRYAN KIZER – CIVIL ENGINEER

(843) 740-7700

Town of Kiawah Island Municipal Center Development PlanTable of Contents

1. Planned Development Name
2. Statement of Objectives
3. Site Information
4. Table of Land Uses
5. Impact Assessment / Analysis
6. Traffic Study for Planned Development
7. Development Schedule
8. Signs
9. Parking
10. Landscape Requirements
11. Changes to the PD
12. Letters of Coordination
13. Appendix: Exhibits

<u>Exhibit "A"</u>	<u>TOWN OF KIAWAH ISLAND MUNICIPAL CENTER DEVELOPMENT PLAN</u>
<u>Exhibit "A.1"</u>	<u>RECORDED PLAT</u>
<u>Exhibit "B"</u>	<u>SITE PLAN AND LAND USE AREAS</u>
<u>Exhibit "C"</u>	<u>LANDSCAPE SKETCH PLAN</u>
<u>Exhibit "D"</u>	<u>VIEW CORRIDOR PLAN</u>
<u>Exhibit "E"</u>	<u>TRAFFIC IMPACT ASSESSMENT</u>
<u>Exhibit "F"</u>	<u>DEED DOCUMENT (LIMITED WARRANTY)</u>
<u>Exhibit "G"</u>	<u>DEED DOCUMENT (QUITCLAIM)</u>
<u>Exhibit "H"</u>	<u>DEED DOCUMENT (SCDOT TITLE SUPPORT)</u>
<u>Exhibit "I"</u>	<u>DHEC COORDINATION LETTER</u>
<u>Exhibit "J"</u>	<u>PERMIT TO CONSTRUCT WASTEWATER (MAIN BUILDING)</u>
<u>Exhibit "K"</u>	<u>PERMIT TO CONSTRUCT WASTEWATER (GARAGE BUILDING)</u>
<u>Exhibit "L"</u>	<u>ST. JOHN'S WATER COMPANY COORDINATION LETTER</u>
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<u>Exhibit "Q"</u>	<u>ARCHITECTURAL ELEVATIONS – TOWN HALL</u>
<u>Exhibit "R"</u>	<u>ARCHITECTURAL ELEVATIONS – GARAGE</u>
<u>Exhibit "S"</u>	<u>WATER UTILITY PLAN</u>
<u>Exhibit "T"</u>	<u>SEWER UTILITY PLAN</u>
<u>Exhibit "U"</u>	<u>OCRM CRITICAL LINE PLAT</u>

1. Planned Development Name:

Town of Kiawah Island Municipal Center Development Plan (MCDP)

2. Statement of Objectives:

The current property (TMS 204-00-00-013) is located on the East side of Betsy Kerrison Parkway just North of Haulover Creek in The Town of Kiawah Island, Charleston County with a total acreage of 27.903 acres of which 17.96 acres are highland. This property is currently zoned as CS Community Support, and will be subject to this Planned Development. The intent of this application is to create a Planned Development for this entire property. See Recorded Plat - Exhibit "A".

Purpose and Intent

The proposed civic use is consistent with the area and complies with the Town of Kiawah Island (TOKI) Land Use Planning and Zoning Ordinance and Comprehensive Plan. The application will meet the criteria by providing site design that keeps the existing grand tree undisturbed and protected. The application will result in the maintaining of natural open space and the introduction of native landscaping while also providing visual connections from the new Municipal Center to the adjacent roadways and parking areas. As the Town Hall is the central civic building for the Town of Kiawah, visibility upon approach to the site and visibility of the building from the parking lot is of central importance to the design. In order to obtain this visibility and presence the Town of Kiawah desires a greater distribution of open space and visual access than the current zoning allows. Public Service agencies will provide the necessary public services and programs to serve this development at the time it is developed. See Letters of Coordination attached in the Appendix.

It is the intent of the Town of Kiawah Island to plan, develop, and operate a new Municipal Center for the benefit of the citizens, visitors, and service providers of the Kiawah Island community. The Municipal Center Development Plan (MCDP) is intended to promote the creation of a contained campus of local government and civic uses that will be phased and sized to meet primary community needs. It is the intention of the Applicant to develop this property with the same high regard for the managing of natural resources on the rest of the island.

The MCDP will be divided into Two Phases with the Second Phase being allowed the uses shown in Table 4.1. Phase One includes 14.26 highland acres and will house the Town Hall and Garage building. Phase Two includes the rest of the 3.7 highland acres and will be developed at a future date. See Landscape Sketch Plan – Exhibit "B".

Phase 1 will include the construction of two new municipal buildings totaling approximately 18,000sf. The Town Hall is a single story building with sloped roofs. The single story Garage building has sloped roofs as well.

The MCDP will provide for a Phase 2 allowing for an extension of the Civic campus with additional support facilities to be determined. See Table 4.1 for a list of proposed uses.

The overall design concept of the Town Hall has two primary intentions; one, to incorporate design concepts of other prominent Island buildings with this Town Hall, and two, to elevate the building above the base flood elevation to provide visual connection to visitors when approaching the site. Similar to other properties on the Island of Kiawah, the Phase 1 Town Hall will sit on an elevated grade with views through to the creek and the island beyond upon entering the main lobby doors. In order to allow for views of the creek, there will be some clearing of non-grand trees in the highland area between the building and the OCRM Critical Line Setback. Grand Trees are all trees with a DBH of 24 inches or greater except Pine & Sweet Gum species. See Exhibit "C" in attachments for a graphic representation of the views provided from and to the Town Hall. The Town Hall is bisected by the main lobby to provide for two separate halves of the building; one side the Administration wing for staff only, the other side the Council Chambers for use by the public.

Preservation and celebration of the grand oak tree on site is central to the overall design of both the Phase 1 site and the Town Hall building. The entrance to the site from Betsy Kerrison Parkway is purposefully situated for visitors to drive past the tree to the landscape buffered parking areas. During construction of the site entrance, the OCRM Critical Line Buffer will be temporarily impacted by rough grading only and will be restored to its original condition upon completion of the roadway. As the roadway passes the grand tree, a pervious paver system is included in the roadway design to minimize impact to the root system. Decorative landscape lighting for specimen trees and the grand oak tree are also included as part of this Planned Development.

3. Site Information:

Total Acreage = 27.903 Acres

Phase 1 Acreage:

Marsh Acreage = 9.833 Acres

Highland Acreage = 14.26 Acres

Total Phase 1 = 24.203 Acres

Phase 2 Acreage:

Marsh Acreage = n/a

Highland Acreage = 3.7 Acres (Approx.)

Total Phase 2 = 3.7 Acres (Approx.)

See Recorded Plat - Exhibit "A".

4. Table of Land Uses:

The Town Hall is the principal use of this Planned Development and will be constructed as soon as possible. The Garage building is a secondary use building and will also be constructed as soon as possible. Any structures in Phase 2 will be developed at a later date.

The Town Hall is a single story building with the following functions; providing office area for the Town of Kiawah Island staff, providing one location for applications and distribution of business licenses and building permits, providing a space for the Charleston Visitor’s Bureau, and providing a council chamber room for council meetings, professional development, and civic functions. The building will be open during normal business hours but it is understood that staff may be present before or after hours.

The single story Garage building will primarily house motor vehicles for use by the town staff which may include but is not limited to; medium duty trucks, all-terrain vehicles, boats, and other water vehicles. Also included in the Garage building will be support, storage, and locker room areas for the Town of Kiawah Island staff.

Areas between structures shall be covered by easements where necessary for access to provide maintenance and utility service.

The floor area ratio for the combined Town Hall and Garage building in relation to the Phase 1 lot as designed is 0.029 (FAR).

All uses noted as allowed uses, conditional uses, and special exception uses in the CS, Community Support Zoning District are allowed by right in both phases of this PD. Accessory uses allowed in CS are also allowed by right as part of this PD and will match all setback requirements of Primary Use buildings. In addition, the following uses are permitted by right.

TABLE 4.1 - THE MUNICIPAL CENTER PLANNED DEVELOPMENT DISTRICT STANDARDS

Additional Uses Allowed by right in Phase I and Phase II
Nature exhibitions including but not limited to; wildlife demonstrations, educational demonstrations, community gatherings for performances and displays
General agricultural uses including community gardens and roadside produce stands
Parks as allowed in CS Zoning including an area devoted to a dog park

5. Impact Assessment/Analysis:

As the roadway passes the grand tree, a pervious paver system is included in the roadway design to minimize impact to the root system.

The impact of this development on existing public facilities and services will be minimal. The properties will tie-in to public water which will cause a minimal additional demand. Since sewer is not available on the property a sanitary field will be constructed at the rear of the property with 100% redundancy so there will be no impact on public sewer services.

Water will be provided by St. John's Water Company. Electricity will be provided by Berkeley Electric Co-Op. All new utility lines will be underground.

6. Traffic Study for Planned Development:

The existing roads are adequately sized for this development. The development will comply with all SCDOT requirements, including but not limited to all required mitigation. Stantec Engineering completed a Traffic Study on behalf of the Town of Kiawah which shows that Phase 1 will only require a single entrance/exit to the site. The traffic impact is minimal. The location of curb cuts will be coordinated with SCDOT. See Traffic Impact Assessment – Exhibit "E".

7. Development Schedule:

Development of the entire planned development shall be completed within 50 years of the date of approval of the rezoning to the PD Zoning District. Phase 1 of the MCDP will begin shortly upon the Town of Kiawah Island Council approval of the rezoning to the PD Zoning District, compliance with all subsequent processes and requirements, and approval of all required permits, and shall be completed within 10 years of the date of approval of the rezoning to the PD Zoning District. Phase 2 shall be completed within 50 years of the date of approval of the rezoning to the PD Zoning District.

Prior to obtaining an updated OCRM Critical Line (approved by OCRM), the Planning Director may approve zoning permits for limited site disturbance activities provided:

- No such disturbance is located within 150 feet of the currently approved OCRM Critical Line as shown on the approved, recorded plat;
- No such disturbance is located within required buffers;
- The property access shall be through a temporary construction access as approved by DOT;
- Tree protection shall be installed prior to the issuance of zoning permits; and
- Permits to construct shall not be issued.
- SCDHEC NPDES Permit must be issued prior to any site disturbance.

Once the updated OCRM Critical Line has been approved by OCRM, a boundary plat including the updated OCRM Critical Line and OCRM approval stamp/signature must be submitted for approval and recording pursuant to the Town of Kiawah Island Code of Ordinances, then a Site Plan Review application must be submitted pursuant to the Town of Kiawah Island Code of Ordinances and Site Plan Review approval and issuance of zoning and building permits must occur prior to any further property improvements/construction activities."

8. Signs:

The permanent signage for this Planned Development will make every effort to meet the Architectural Review Board and KICA (Kiawah Island Community Association) signage standards at the time of the application. Ultimate approval on permanent signage resides with the Town Planning Director. Site monumental signage will be externally lit.

Temporary fencing and signage shall be allowed as part of the MCDP. Temporary fencing shall be erected upon start of sitework and shall be removed prior to issuance of certificate of occupancy. Fencing shall be constructed of chain link and be 5' minimum and 8' maximum in height from adjacent grade with mesh screening to obscure construction activities on site from Betsy Kerrison Parkway. A lockable gate will be provided at the construction entrance location. Temporary project signage and graphics may be both free standing or attached to temporary fencing and shall be located within 100' of either side of the construction entrance. Individual signs shall have a maximum height equal to installed fencing height and a width no greater than twice the height. Signage and graphics are limited to the project team and renderings depicting the building under construction and will be removed with the temporary fencing.

9. Parking:

Parking is provided as indicated on Exhibit "B" included in the attachments. Parking complies with the TOKI ordinance Section 12-123 with the exception of allowing parking in front of the buildings. The parking lot areas will be lit by Berkeley Electric in a manner similar to Freshfields. Overflow parking is also provided during periods of heavy use with the installation of a rolled curb allowing guests access to additional parking areas. If necessary, Phase 2 can also be used as an area of overflow parking.

Parking shall be allowed in front of the building in areas indicated on Exhibit "B" and shall have adequate landscape screening as indicated on Exhibit "D" included in the attachments.

10. Lot Standards and Landscape Buffer Requirements:

Landscape for Phase 1 of the MCPD is illustrated in Exhibit "C" included in the attachments. The following standards apply:

No development may occur within required buffer areas with the exception of sidewalks and permitted drives and signs. All buffer areas shall accommodate required plant material within the buffer. Drainage swales and stormwater detention ponds may be placed in the buffer only when trees are not endangered and only when they meander through the buffer in a natural manner. Storm water detention ponds may not occupy more than twenty five percent (25%) of the buffer area.

Front:

PHASE 1:

Buffer and Setback of Seventy-Five (75) feet along Betsy Kerrison Parkway with the following plant material per 100 LF (2 – Canopy Trees, 4 – Understory Trees, 30 – Shrubs)

PHASE 2:

Buffer and Setback of Seventy-Five (75') feet along Betsy Kerrison Parkway, provided, however that the Planning Director may allow buildings and/or parking lots to be located within the required buffer as long as they are not closer than twenty-five feet (25') to the front/right-of-way property line and the density of plant material in the rest of the buffer is increased to be the equivalent to

what would have been required within the seventy-five foot (75') buffer. With the following plant material per 100 LF (2 – Canopy Trees, 4 – Understory Trees, 30 – Shrubs).

Side and Rear:

Twenty Five (25) foot setback and buffer. With the following plant material per 100 LF (2 – Canopy Trees, 4 – Understory Trees, 30 – Shrubs).

OCRM Critical Line:

A Fifty (50) foot OCRM Critical Line Buffer and Setback is required. Grading that may be related to drainage within buffer area -shall be minimized. If limited grading is required as part of the comprehensive drainage plan, areas that are impacted within the OCRM buffer shall be restored to a natural condition.

TABLE 10.1 – DIMENSIONAL STANDARDS

Phase	Minimum Setback & Buffer (Front)	Minimum Setback & Buffer (Side & Rear)	Max. Building Height	Max. Lot Coverage	Min. Lot Size	Max. Floor Area Ratio	Min. OCRM Critical Line Setback & Buffer	Min. Lot Depth	Min. Lot Width
Phase 1	75'	25'	40' (2 Stories)	70%	14 Acres	0.25	50'	120'	150'
Phase 2	75'	25'	40' (2 Stories)	70%	3 Acres	0.25	50'	120'	150'

11. Changes to the PD:

Items not specifically addressed in this Planned Development shall comply with the Town of Kiawah Island Land Use Planning and Zoning Ordinance regulations for the CS Community Support Zoning District.

The proposed development will proceed in accordance with the provisions of The Town of Kiawah Island zoning regulations, applicable provisions of the Town of Kiawah Island Comprehensive Plan, and with such conditions as may be attached to this PD.

Variances shall not apply to the Planned Development and all major changes to the Planned Development must be approved by the Town Council.

12. Letters of Coordination:

Letters of coordination from Agencies having provided review or service to this site are included in the attachments as part of the Appendix.

DHEC for stormwater discharge-	Included as Exhibit "I"
DHEC for wastewater- Main Bldg.	Included as Exhibit "J"
DHEC for wastewater- Garage	Included as Exhibit "K"
St. John's Water-	Included as Exhibit "L"
Berkeley Electric Cooperative	Included as Exhibit "M"
St. John's Fire District	Included as Exhibit "N"
Terracon Wetland review-	Included as Exhibit "O"

13. Appendix:

<u>Exhibit "A.1"</u>	<u>RECORDED PLAT</u>
<u>Exhibit "B"</u>	<u>SITE PLAN AND LAND USE AREAS</u>
<u>Exhibit "C"</u>	<u>LANDSCAPE SKETCH PLAN</u>
<u>Exhibit "D"</u>	<u>VIEW CORRIDOR PLAN</u>
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<u>Exhibit "S"</u>	<u>WATER UTILITY PLAN</u>
<u>Exhibit "T"</u>	<u>SEWER UTILITY PLAN</u>
<u>Exhibit "U"</u>	<u>OCRM CRITICAL LINE PLAT</u>

GRID NORTH-NAD 83
SCALE: 1" = 200'

EXHIBIT A.1

LINE TABLE

Table with columns: LINE, BEARING, DISTANCE. Lists 38 line segments with their respective bearings and distances.

Table with columns: LINE, BEARING, DISTANCE. Lists 38 line segments with their respective bearings and distances.

APPROVED PLAT
PUBLIC ACQ
John B. Wilson
DIRECTOR OF PLANNING
CHARLESTON COUNTY PLANNING BOARD
04779 JUNE 1, 1992
DATE

CURVE TABLE

Table with columns: CURVE, DELTA, RADIUS, ARC, CHORD, TANGENT, CHORD BRG. Lists 32 curve data points.

LEGEND table listing symbols for various survey features like computed points, iron pins, right-of-way, concrete monuments, power poles, etc.

TRACT DATA

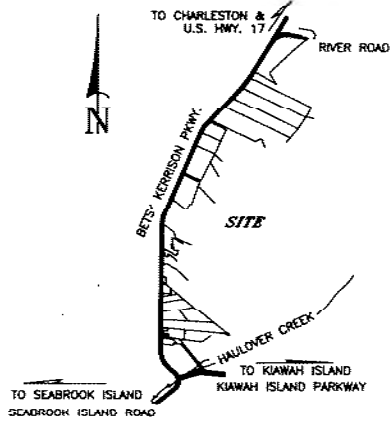
Table with columns: TRACT, T.M.S. #, OWNER, DEED REF. - PLAT REF., PROPOSED AREA TAKING. Lists various tracts and their owners.

SOUTH CAROLINA COASTAL COUNCIL CERTIFICATION

THE AREA SHOWN ON THIS PLAT IS A GENERAL REPRESENTATION OF COASTAL COUNCIL PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS, BY THEIR NATURE, ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME...

Charleston, South Carolina
Office of Register Mesne Conveyance

Plat recorded this 5th day of June 1992 at 10:00 o'clock in Plat Book 04779, page 215, and tracing with copy filed in File 5. Original plat (as printed) delivered to Southeastern Surveying, Inc. by Robert N. King, Register Mesne Conveyance.



- REFERENCES
1. RIGHT-OF-WAY ACQUISITION & BOUNDARY SURVEYS & PLATS FOR PARCELS E, F, H, K, L, P, Q, R, & S, AS DONE BY S.S.I., DATED 5-19 & 3-21-91, REVISED ON 5-11, 4-27, 5-4, 5-7, & 5-11-92, RESPECTIVELY.
2. PLATS FOUND ON RECORD IN THE CHARLESTON COUNTY R.M.C. OFFICE: PLAT BOOK/PAGE SURVEY OF DATE

- NOTES:
1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY IS FOR DESCRIPTIVE PURPOSE ONLY.
2. THE DISTANCES SHOWN HEREON ARE HORIZONTAL DISTANCES.
3. THE AREA SHOWN HEREON WAS DETERMINED BY THE COORDINATE METHOD.
4. THIS PLAT HAS BEEN DONE FOR THE USE AND PURPOSE OF THE CLIENT ASCRIBED AND CONTRACTED WITH TO ESTABLISH THE BOUNDARY OF THIS PROPERTY...

I, KEITH A. WILSON, A REGISTERED PROFESSIONAL LAND SURVEYOR OF THE STATE OF SOUTH CAROLINA, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE PARCELS & TRACTS, EITHER WHOLLY OR IN PART, THAT ARE BEING EFFECTED BY THE JOHNS ISLAND GARDEN PARKWAY & RIGHT-OF-WAY ACQUISITION PROJECT...

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

Signature: Keith A. Wilson, S.C.C.L.S. # 12222, dated 5/29/92. Scale in feet: 0, 200, 400, 600.



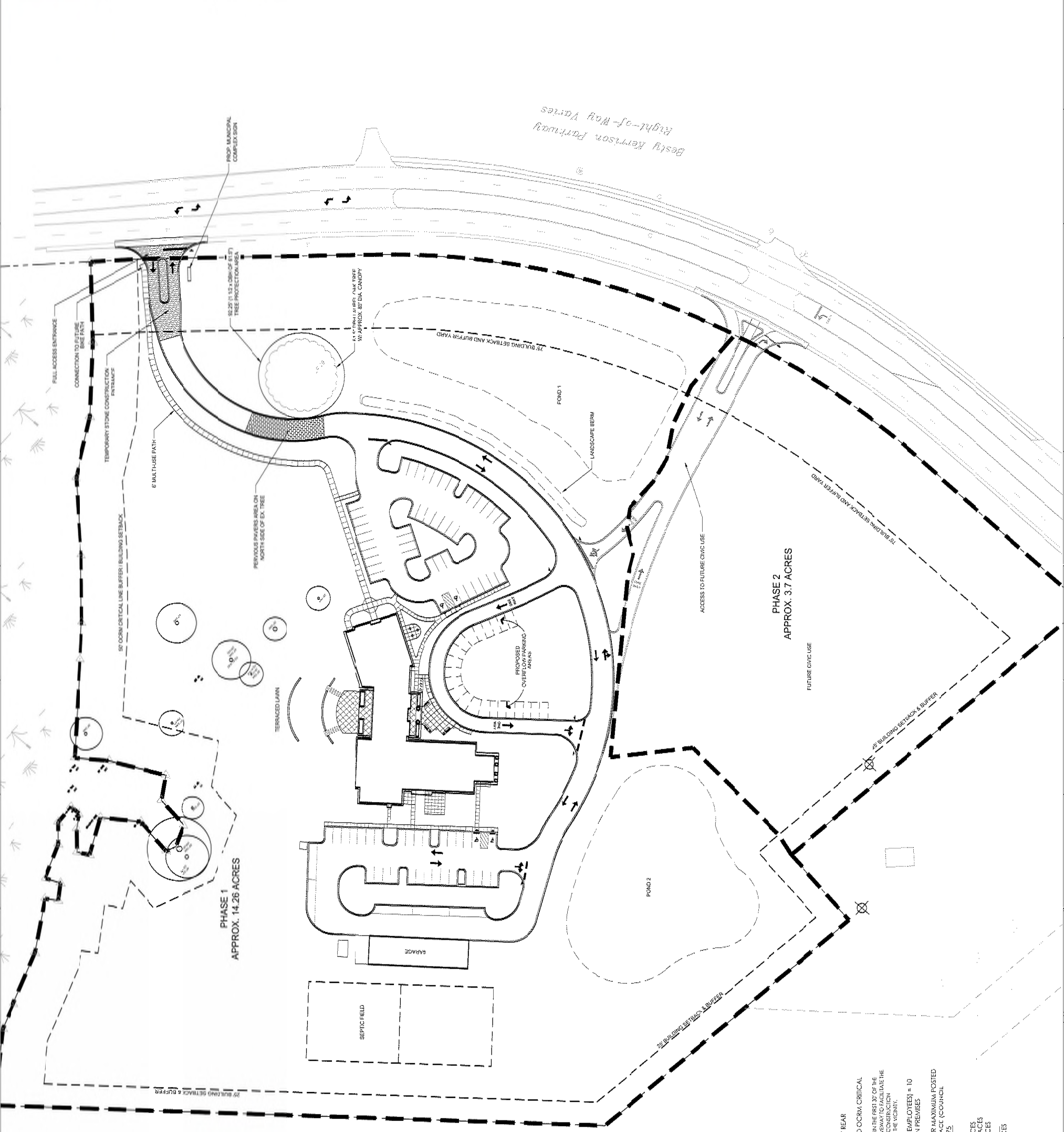
A STRIP MAP FOR RIGHT-OF-WAY ACQUISITION from VARIOUS TRACTS, PARCELS, & LOTS of LAND LYING along the EASTERN RIGHT-OF-WAY of the BETSY KERRISON PARKWAY (VARIABLE R/W), S.R. S-10-20, f.k.a. BOHICKET ROAD LOCATED on JOHNS ISLAND CHARLESTON COUNTY, SOUTH CAROLINA

Logo for Southeastern Surveying, Inc. with address: 147 Wappoo Creek Drive - Suite 102, Charleston, South Carolina 29412, (803) 795-9330.

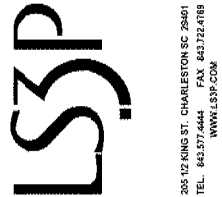
Table with columns: DATE, DRAWN, CHECKED, JOB, DWG, COOD, SHEET, REV. Lists project details and revision history.



EXHIBIT B



- GENERAL SITE INFORMATION**
- TMS: 204-00-00-013. PARCEL AREA: 27,903 AC.
 - BUILDING SETBACK: 75' FRONT (PHASE 1 AND PHASE 2); 25' SIDE; 25' REAR
 - BUFFER YARDS: 75' FRONT (PHASE 1 AND PHASE 2); 50' UNDISTURBED OCKM CRITICAL LINE (LOADING ONLY WITH PERMANENT VEGETATION STABILIZATION MAY OCCUR WITHIN THE FIRST 30' OF THE OCKM CRITICAL LINE NEAR THE PROPOSED MUNICIPAL CONVEYER ENTRANCE DRIVEWAY TO FACILITATE THE INSTALLATION AND ASSOCIATED GRADING OF THE NEW DRIVEWAY, TEMPORARY CONSTRUCTION ENTRANCE INSTALLATION, AND REMOVAL OF THE EXISTING GRAVEL DRIVEWAY IN THE VICINITY.
 - PARKING REQUIRED:
 - 1 SPACE PER 2 EMPLOYEES (APPROX. 20 EMPLOYEES) = 10
 - 1 SPACE PER COMPANY PARKED CAR ON PREMISES (APPROX. 20 VEHICLES) = 20
 - 1 SPACE PER 4 PERSONS ALLOWED UNDER MAXIMUM POSTED OCCUPANCY IN COMMACH METRO SPACE (COUNCIL CHAMBERS MAX OCCUPANCY = 298) @ 7.5
 - 105 SPACES
 - PARKING PROVIDED:
 - VEHICULAR PARKING: 70 SPACES
 - OVERHEAD VEHICULAR PARKING: 22 SPACES
 - HANDICAP PARKING: 4 SPACES
 - (2 VAN ACCESSIBLE)
 - TOTAL: 105 SPACES
 - PROJECT AREAS:
 - TOTAL ACREAGE: 27.90 ACRES
 - PHASE 1 ACREAGE: 14.26 ACRES
 - PHASE 2 ACREAGE: 9.94 ACRES



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REVISIONS:

No.	Description	Date
1	Issue for Review	02/17/2016
2	Issue for Review	02/17/2016
3	Issue for Review	02/17/2016
4	Issue for Review	02/17/2016
5	Issue for Review	02/17/2016
6	Issue for Review	02/17/2016
7	Issue for Review	02/17/2016
8	Issue for Review	02/17/2016
9	Issue for Review	02/17/2016
10	Issue for Review	02/17/2016
11	Issue for Review	02/17/2016
12	Issue for Review	02/17/2016
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20	Issue for Review	02/17/2016
21	Issue for Review	02/17/2016
22	Issue for Review	02/17/2016
23	Issue for Review	02/17/2016
24	Issue for Review	02/17/2016
25	Issue for Review	02/17/2016
26	Issue for Review	02/17/2016
27	Issue for Review	02/17/2016
28	Issue for Review	02/17/2016
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100	Issue for Review	02/17/2016

PROJECT: 17600006
 DATE: FEBRUARY 16, 2016
 DRAWN BY: JP
 CHECKED BY: BDK

PHASE 1
 SITE PLAN
 EXHIBIT

CI

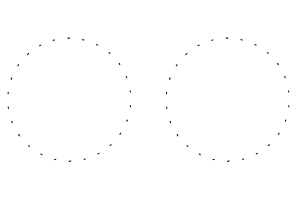
EXHIBIT C



TOWN OF KIAWAH
ISLAND MUNICIPAL
COMPLEX



205 12 KING ST., CHARLESTON, SC 29401
TEL. 843.777.4444 FAX. 843.724.7789
WWW.LS3P.COM



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REVISIONS:

No.	Description	Date

PROJECT: 1704-15-180
DATE: 01/15/2015
DRAWN BY: Adler
CHECKED BY: Chaska

LANDSCAPE
SKETCH PLAN -
EXHIBIT "C"

A-223



KIAWAH
MUNICIPAL
COMPLEX



285 1/2 KING ST. CHARLESTON SC 29403
TEL. 843.577.4444 FAX. 843.722.4789
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NO.	DATE	DESCRIPTION
1	03/01/2013	ISSUE FOR PERMIT
2	03/01/2013	ISSUE FOR PERMIT
3	03/01/2013	ISSUE FOR PERMIT
4	03/01/2013	ISSUE FOR PERMIT

PROJECT: 17442845
DATE: MARCH 01, 2016
DRAWN BY: JKH
CHECKED BY: CH

LANDSCAPE &
VIEW
CORRIDOR
EXHIBIT
L-1

CONSTRUCTION
DOCUMENTS

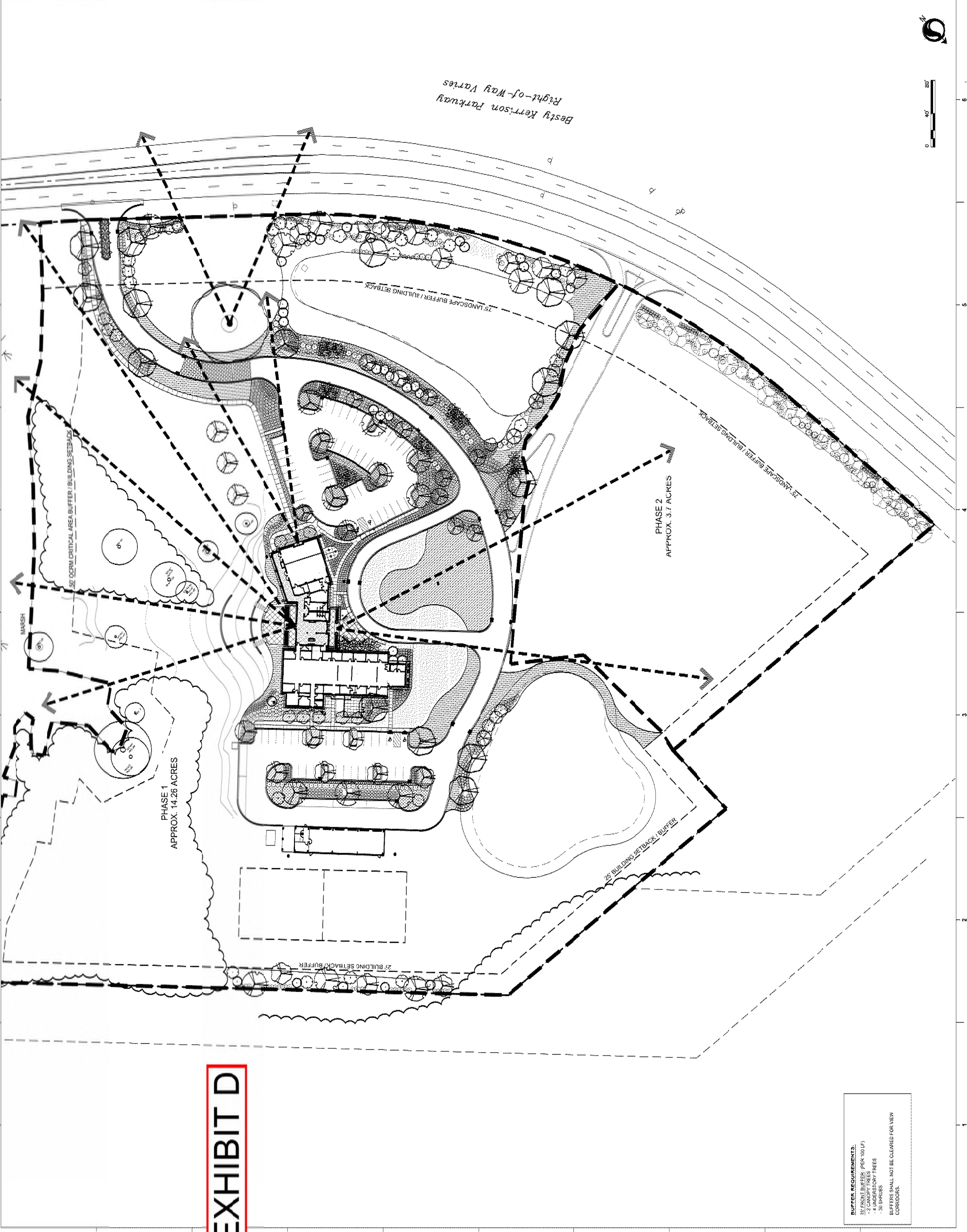


EXHIBIT D

BUFFER REQUIREMENTS:
 25' FRONT BUFFER (PER 100 LF)
 - 2 CANOPY TREES
 - 4 UNDERSTORY TREES
 - 30 SHRUBS
 BUFFERS SHALL NOT BE CLEARED FOR VIEW
 CORRIDORS.

To: David Burt, AIA
LS3P
File: 171001527

From: Stuart Day, PE
Stantec Consulting Services Inc.

Date: February 8, 2016

Reference: Kiawah Town Hall Site Traffic Impact Analysis – Updated Size

Stantec performed a Traffic Impact Analysis in October of 2014 for the proposed Kiawah Town Hall site located along Betsy Kerrison Parkway in Charleston County, South Carolina. The original analysis was performed for a 39,000 square-foot municipal center.

The original study stated the study intersections currently operate and are expected to continue to operate at acceptable levels-of-service. The original study recommended a northbound right-turn lane along Betsy Kerrison Parkway at the South Project Driveway and a southbound left-turn lane along Betsy Kerrison Parkway at the North Project Driveway.

The facility has been reduced to approximately 14,350 square feet. Based upon SCDOT requirements, a traffic study is no longer required. Since the original study had been performed, the original recommendations were reviewed.

The level-of-service analysis statement would still be valid. Based upon the new size of the facility, exclusive turn lanes are no longer recommended at this time.

Thank you for the opportunity to work of the Kiawah Town Hall site. Please let me know if you have any questions or comments on this review.

Regards,

STANTEC CONSULTING SERVICES INC.



Stuart Day, PE
Transportation Engineer
Phone: (843) 740-6335
Fax: (843) 740-7707
stuart.day@stantec.com

KIAWAH TOWN HALL SITE TRAFFIC IMPACT ANALYSIS

Kiawah Island, South Carolina



Prepared for:
LS3P

Prepared by:
Stantec Consulting Services Inc.

October 2014

KIAWAH TOWN HALL SITE TRAFFIC IMPACT ANALYSIS


Kiawah Island, South Carolina



Prepared for:
LS3P
205 ½ King Street
Charleston, South Carolina

Prepared by:
Stantec Consulting Services Inc.
4969 Centre Pointe Drive, Suite 200
North Charleston, South Carolina
Phone: (843) 740-7700
Fax: (843) 740-7707

October 2014
Project No. 171001527


A circular professional seal for Richard A. Ruff, a Licensed Professional Engineer in South Carolina. The seal contains the text "SOUTH CAROLINA", "LICENSED PROFESSIONAL ENGINEER", and "No. 27504". The name "RICHARD A. RUFF" is written around the bottom inner edge of the seal. A blue ink signature is written over the seal, and the date "10/30/14" is written to the right of the seal.

Richard A. Ruff 10/30/14
Signature Date

Table of Contents

EXECUTIVE SUMMARY	III
1.0 INTRODUCTION	1
1.1 PROJECT BACKGROUND.....	1
1.2 EXISTING ROADWAY CONDITIONS.....	4
2.0 DRIVEWAY SPACING REVIEW	5
3.0 PROJECT TRAFFIC.....	6
3.1 PROPOSED LAND USES.....	6
3.2 TRIP GENERATION ESTIMATES	6
3.3 TRIP DISTRIBUTION & ASSIGNMENT	6
4.0 TRAFFIC VOLUME DEVELOPMENT.....	8
4.1 EXISTING TRAFFIC VOLUMES.....	8
4.2 FUTURE TRAFFIC VOLUME PROJECTIONS.....	8
5.0 TRAFFIC IMPACT ANALYSIS	12
5.1 INTERSECTION LOS ANALYSIS	12
5.2 TURN LANE ANALYSIS.....	13
6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS.....	16

List of Tables

Table 3.1 – Trip Generation Estimates 6
Table 5.1 – *HCM 2010* LOS Criteria for Unsignalized & Signalized Intersections 12
Table 5.2 – Intersection Analysis Results 13

List of Figures

Exhibit 1.1 – Project Location Map 2
Exhibit 1.2 – Site Plan 3
Exhibit 3.1 –Peak-Hour Project Traffic Volumes..... 7
Exhibit 4.1 – 2014 Existing Peak Hour Traffic Volumes 9
Exhibit 4.2 – 2017 No Build Peak Hour Traffic Volumes 10
Exhibit 4.3 – 2017 Build Peak Hour Traffic Volumes..... 11

List of Appendices

- A) Trip Generation Worksheet
- B) Traffic Volume Data
- C) Traffic Volume Development Worksheets
- D) Analysis Worksheets (2014 Existing Conditions)
- E) Analysis Worksheets (2017 No Build Conditions)
- F) Analysis Worksheets (2017 Build Conditions)
- G) Turn Lane Analysis Worksheets

Executive Summary

A traffic impact analysis was conducted for the Kiawah Town Hall Site in accordance with SCDOT and Town of Kiawah Island guidelines. The proposed Kiawah Town Hall Site development is located on the east side of Betsy Kerrison Parkway north of Kiawah Island Parkway on James Island north of Kiawah Island, South Carolina and consists of a 39,000 square-foot municipal center.

Access to the development will be provided through one proposed full access driveway along Betsy Kerrison Parkway and one proposed right-turn in/right-turn out access driveway along Betsy Kerrison Parkway. The proposed full access North Project Driveway is located approximately 760 feet south of the intersection of Betsy Kerrison Parkway & E. Resurrection Road, which meets the SCDOT spacing criteria. The proposed right-turn in/right-turn out access South Project Driveway is located approximately 385 feet south of the North Project Driveway, which meets the SCDOT spacing criteria.

The results of the intersection analyses indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Kiawah Town Hall Site development.

Based on the turn lane criteria, an exclusive northbound right-turn lane (280 feet in length) along Betsy Kerrison Parkway at the South Project Driveway is recommended and an exclusive southbound left-turn lane (330 feet in length) along Betsy Kerrison Parkway at the North Project Driveway is recommended.

1.0 Introduction

The purpose of this report is to document a traffic impact analysis for the Kiawah Town Hall Site in accordance with SCDOT and Town of Kiawah Island guidelines. This report summarizes the procedures and findings of the traffic impact analysis.

1.1 PROJECT BACKGROUND

The proposed Kiawah Town Hall Site development is located on the east side of Betsy Kerrison Parkway north of Kiawah Island Parkway on James Island north of Kiawah Island, South Carolina and consists of a 39,000 square-foot municipal center. Access to the development will be provided through one proposed full access driveway along Betsy Kerrison Parkway (also known as the North Project Driveway) and one proposed right-turn in/right-turn out access driveway along Betsy Kerrison Parkway (also known as South Project Driveway).

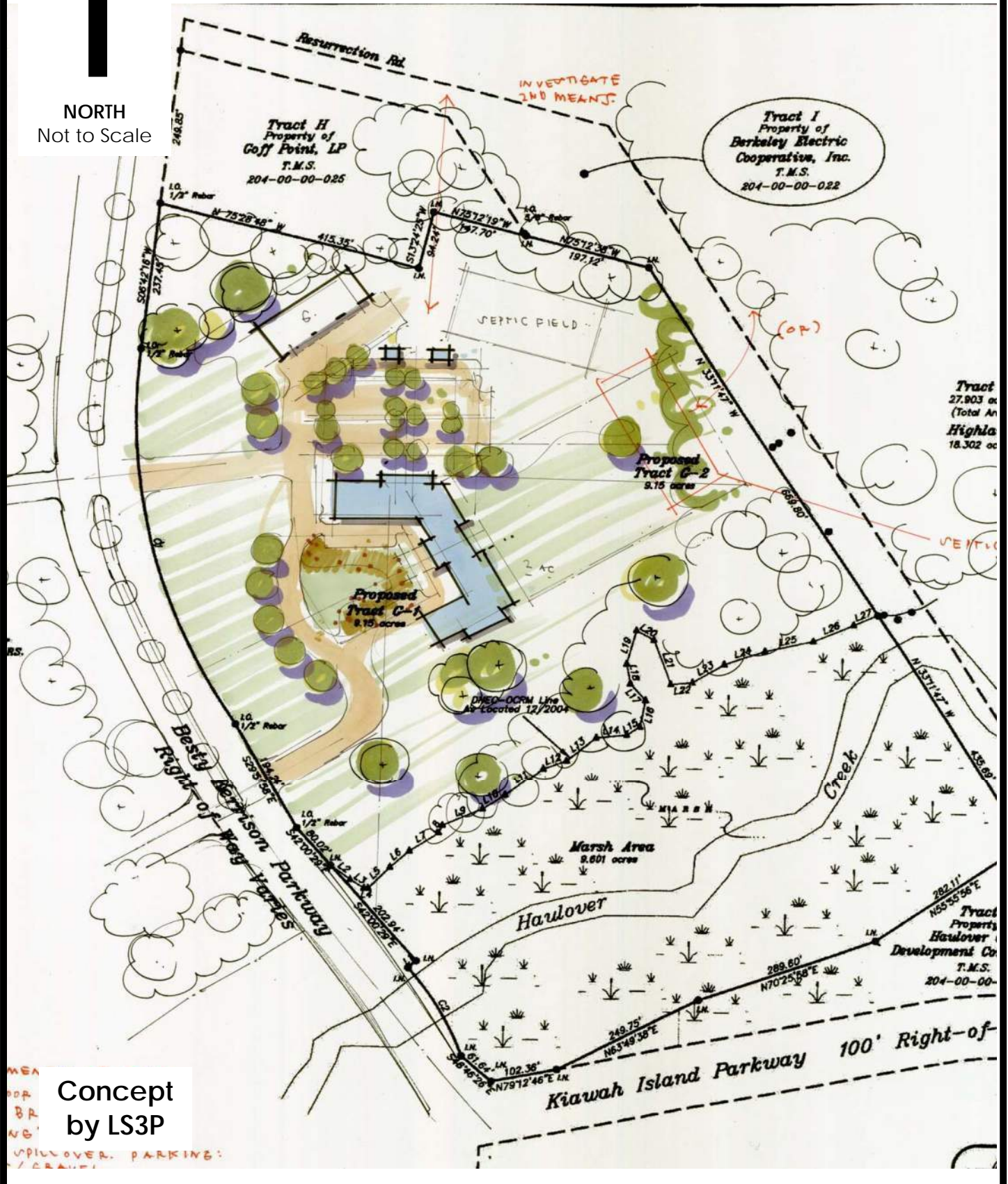
The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. The extent of the existing roadway network to be studied consists of the intersection of Betsy Kerrison Parkway & Kiawah Island Parkway/Seabrook Island Road for use in the traffic impact analysis.

The buildout date for the proposed development is anticipated prior to 2017; therefore, future-year 2017 conditions were analyzed as the Build scenario. Exhibit 1.1 illustrates the location of the project site, including the adjacent public roadway network, and Exhibit 1.2 illustrates a site plan of the proposed development.





NORTH
Not to Scale



Concept
by LS3P

MEAN
POA
BR
VE
SPILLOVER, PARKING:
/CRAFT



1.2 EXISTING ROADWAY CONDITIONS

Betsy Kerrison Parkway is a four-to-five-lane minor arterial that primarily serves residential land uses. The posted speed limit is 50 mph and the 2013 AADT was 13,300 vpd. Based upon existing turning movement counts, the percentage of heavy vehicles along Betsy Kerrison Parkway is 3%.

Kiawah Island Parkway is a two-lane, undivided local roadway that serves as the only access to the Town of Kiawah Island. The posted speed limit is 35 mph. Based upon existing turning movement counts, the percentage of heavy vehicles along Kiawah Island Parkway is 2%.

Seabrook Island Road is a two-lane, undivided minor arterial that primarily serves as the only access to the Town of Seabrook Island. The posted speed limit is 35 mph. Based upon existing turning movement counts, the percentage of heavy vehicles along Seabrook Island Road is 2%.

2.0 Driveway Spacing Review

Access to the development will be provided through one proposed full access driveway and one proposed right-turn in/right-turn out access driveway along Betsy Kerrison Parkway. A review of the driveway spacing of the proposed full access driveways was undertaken based upon information contained in SCDOT's *Access & Roadside Management Standards (ARMS)* manual.

Based upon the 50 mph posted speed limit and the driveway spacing criteria of *ARMS*, a minimum driveway spacing of 400 feet is required for full access and 150 feet for right-turn in/right-turn out access along Betsy Kerrison Parkway. The proposed full access North Project Driveway is located approximately 760 feet south of the intersection of Betsy Kerrison Parkway & E. Resurrection Road, which meets the SCDOT spacing criteria. The proposed right-turn in/right-turn out access South Project Driveway is located approximately 385 feet south of the North Project Driveway, which meets the SCDOT spacing criteria.

3.0 Project Traffic

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the Kiawah Town Hall Site. These trips were distributed and assigned throughout the study roadway network.

3.1 PROPOSED LAND USES

The Kiawah Town Hall Site consists of a 39,000 square-foot municipal center. The project site is currently vacant.

3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using traffic volume information collected from the existing Kiawah Island Municipal Center. As noted in ITE’s *Trip Generation Manual* reference, local data is preferred for projecting trip generation potential when available. Due to the fact that ITE’s *Trip Generation Manual* data is limited for the proposed project use, 24-hour machine count data was collected at the existing Kiawah Island Municipal Center at 21 Beachwalker Drive during a typical weekday. The local data was used to develop trip generation estimate, which were similar to the available ITE data, for the weekday daily, the weekday AM peak hour of the adjacent street, and the weekday PM peak hour of the adjacent street time periods. The trip generation estimates for the development is shown in Table 3.1 and documented in Appendix A. The local 24-hour data is documented in Appendix B.

Table 3.1 – Trip Generation Estimates

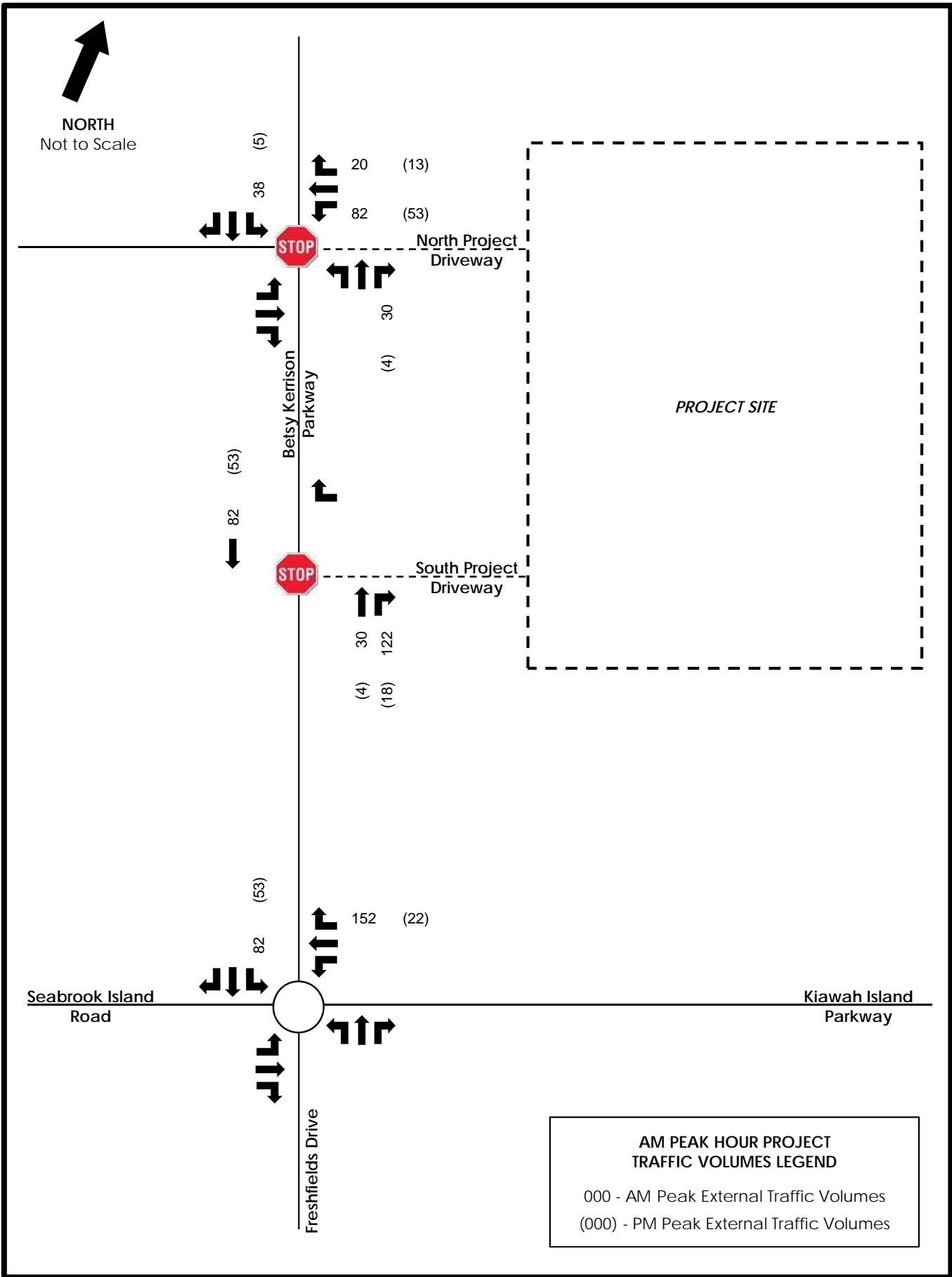
Land Use	Scale	Daily	Weekday AM Peak Hour		Weekday PM Peak Hour	
			Enter	Exit	Enter	Exit
Existing Kiawah Municipal Center Site	39,000 sf	2,234	190	102	27	66
New, External Trips:		2,234	190	102	27	66

3.3 TRIP DISTRIBUTION & ASSIGNMENT

New external traffic expected to be generated by the Kiawah Town Hall Site was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of new project trips was assumed to be:

- 20% to/from the north via Betsy Kerrison Parkway; and
- 80% to/from the south/east via Kiawah Island Parkway.

The assignment of project traffic is illustrated in Exhibit 3.1 for the AM peak hour and PM peak hour.



4.0 Traffic Volume Development

Existing 2014 traffic volumes were collected for use in the analysis and future-year traffic volumes were developed for projected 2017 conditions. The future-year traffic volumes consisted of existing traffic volumes adjusted by an annual growth rate and projected traffic volumes of the Kiawah Town Hall Site.

4.1 EXISTING TRAFFIC VOLUMES

Vehicle turning movement counts were conducted during the weekday AM peak period (from 7:00 AM to 9:00 AM) and the weekday PM peak period (from 4:00 PM to 6:00 PM) at the intersection of Betsy Kerrison Parkway & Kiawah Island Parkway/Seabrook Island Road for use in the traffic impact analysis.

The raw traffic volume counts are provided in Appendix B and the 2014 existing traffic volumes are illustrated in Exhibit 4.1 and documented in Appendix C.

4.2 FUTURE TRAFFIC VOLUME PROJECTIONS

To develop an annual background growth rate for use in the analysis, historical count data along Betsy Kerrison Parkway (SCDOT count station #348) was reviewed over the past five years. It was determined that the roadway has experienced annual growth of approximately 1.0%. Therefore, a 1.0% annual growth rate was utilized to develop 2017 No Build traffic volumes, which are illustrated in Exhibit 4.2 and documented in Appendix C.

The Kiawah Town Hall Site project traffic volumes were then added to the 2017 No Build traffic volumes to develop 2017 Build traffic volumes, which are illustrated in Exhibit 4.3 and documented in Appendix C.

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838 (335)
0 (0)



North Project Driveway

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(0) 0
(0) 0

Betsy Kerrison Parkway

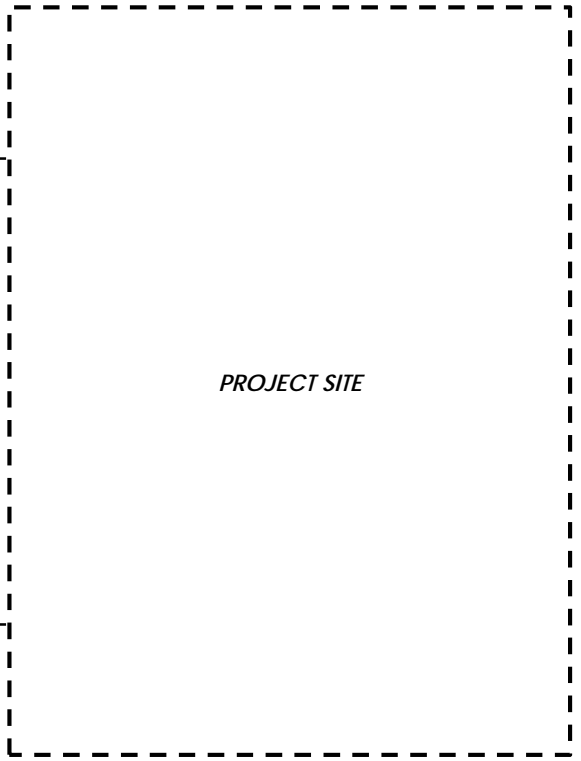
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0 263 (0)
(0) (751) (0)

838 (335)



South Project Driveway

(751) 263 (0)
(0) 0



Seabrook Island Road

Kiawah Island Parkway

174 (123)
112 (66)
552 (146)

138 (503)
23 (38)
4 (4)

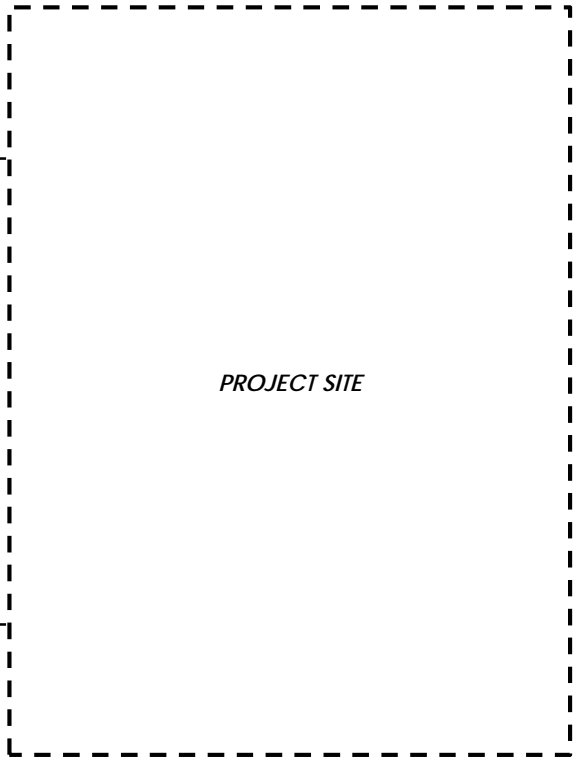
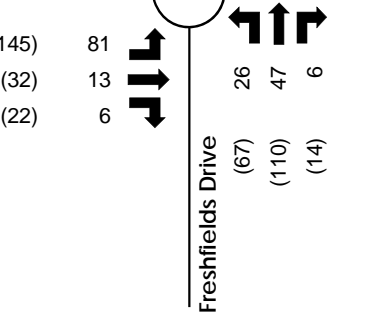
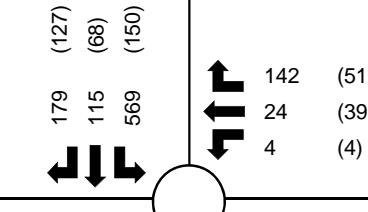
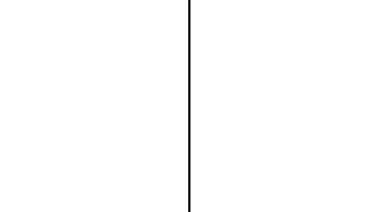
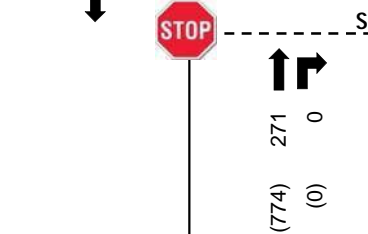
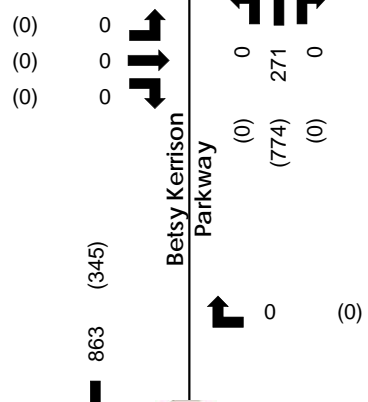
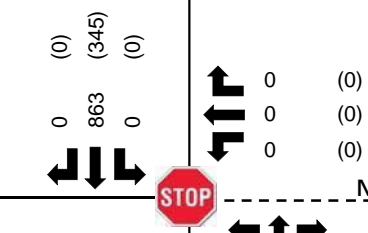
(141) 79
(31) 13
(21) 6

Freshfields Drive
(65) 25
(107) 46
(14) 6

2014 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND
000 - AM Peak Hour Traffic Volumes
(000) - PM Peak Hour Traffic Volumes



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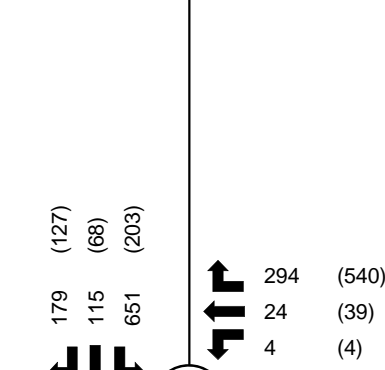
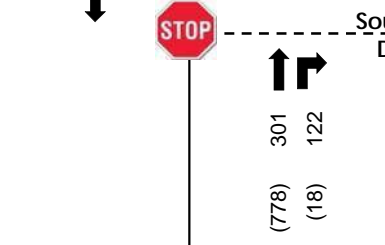
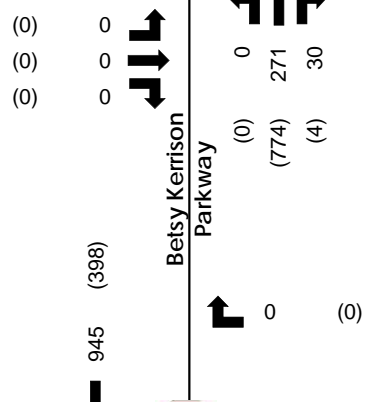
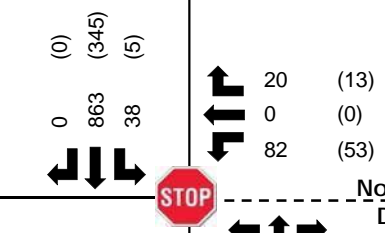


Seabrook Island Road

Kiawah Island Parkway

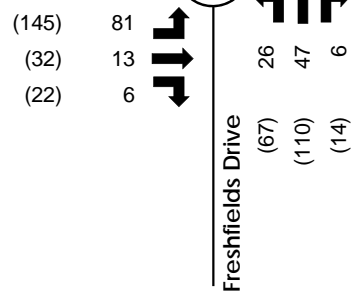
2017 NO BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND
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(000) - PM Peak Hour Traffic Volumes

NORTH
Not to Scale

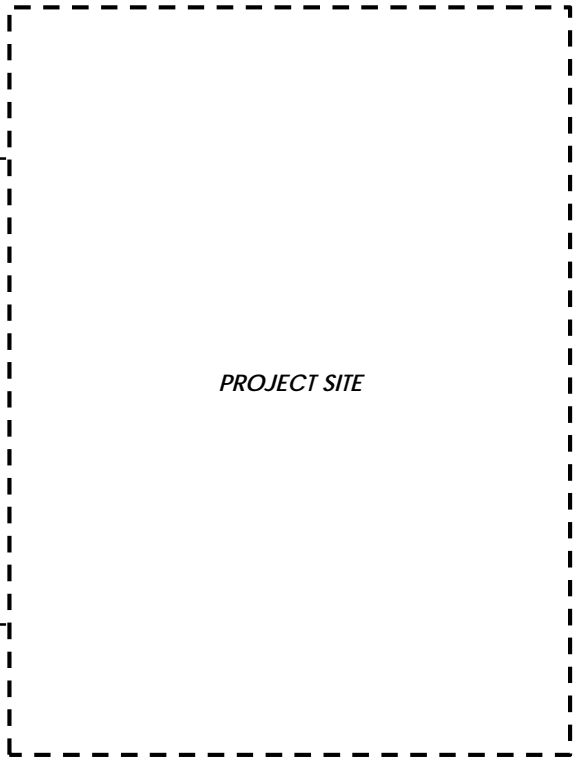


Seabrook Island Road

Kiawah Island Parkway



Freshfields Drive



2017 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND
000 - AM Peak Hour Traffic Volumes
(000) - PM Peak Hour Traffic Volumes

5.0 Traffic Impact Analysis

Using the existing and projected traffic volumes previously discussed, intersection analyses were conducted for the study and project driveway intersections considering 2014 Existing conditions, 2017 No Build conditions, and 2017 Build conditions. This analysis was conducted using the Transportation Research Board’s *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 8 software for intersection analysis and *Sidra Intersection*, Version 6 software for roundabout analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 5.1 summarizes the *HCM 2010* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 5.1 – *HCM 2010* LOS Criteria for Unsignalized & Signalized Intersections

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

5.1 INTERSECTION LOS ANALYSIS

As part of the intersection analysis, SCDOT’s default Synchro parameters were utilized. Existing peak-hour factors (PHF) were utilized in the analysis of existing and future conditions and a minimum PHF of 0.90 and maximum PHF of 0.95 being considered for future-year conditions. Existing heavy vehicle percentages, as previously discussed, were utilized in the analysis, with a minimum percentage of 2% considered. The existing lane geometry was also utilized for the analysis of existing conditions and future-year scenarios.

Using the *Synchro* and *SIDRA* softwares, intersection analyses were conducted for 2014 Existing conditions, 2017 No Build conditions, and 2017 Build conditions for the weekday AM peak-hour and the weekday PM peak-hour time periods. The results of the intersection analyses for existing and future-year conditions for the weekday AM and PM peak-hour time periods are summarized in Table 5.2. For the unsignalized intersections, the LOS and delay results are shown for the worst-case minor-street approaches only, as based upon the *HCM 2010* methodologies for two-way stop-controlled intersections.

Table 5.2 – Intersection Analysis Results

Intersection	Intersection Control	LOS/Delay (seconds)					
		2014 Existing Conditions		2017 No Build Conditions		2017 Build Conditions	
		AM	PM	AM	PM	AM	PM
Betsy Kerrison Parkway & Kiawah Island Parkway/ Seabrook Island Road	Roundabout	B/10.8	A/7.5	B/10.7	A/7.3	B/10.3	A/7.6
Betsy Kerrison Parkway & North Project Driveway	Two-Way Stop	-	-	-	-	D/28.4	D/32.2
Betsy Kerrison Parkway & South Project Driveway	Two-Way Stop	-	-	-	-	A/0 (WB)	A/0 (WB)

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

The results of the intersection analyses indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Kiawah Town Hall Site development.

Worksheets documenting the intersection analyses are provided in Appendix D for 2014 Existing conditions, Appendix E for 2017 No Build conditions and Appendix F for 2017 Build conditions.

5.2 TURN LANE ANALYSIS

An analysis was conducted to determine the potential need for exclusive turn lanes for the proposed ingress movements at the project driveway intersections along Betsy Kerrison Parkway. This analysis was conducted utilizing the criteria documented in SCDOT’s *ARMS* manual and *Highway Design Manual* (2003).

The need for exclusive right-turn lanes is based upon the criteria documented in Section 15.5.1.1 of the *Highway Design Manual*, which consists of seven considerations. These considerations and applications for the proposed project driveways are listed below.

- 1) *at a free-flowing leg of any intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 15.5A;*

The criteria are not applicable as Betsy Kerrison Parkway is not a two-lane roadway.

- 2) *at the free-flowing leg of any unsignalized intersection on a high-speed, four-lane urban or rural highway which satisfies the criteria in Figure 15.5B;*

Due to the fact that Betsy Kerrison Parkway meets the criteria, the project driveways were analyzed for exclusive right-turn lanes using Figure 15.5B. The North Project Driveway does not meet the criteria during either peak period. The South Project Driveway meets the criteria during the AM peak period. Worksheets documenting the turn lane analysis are provided in Appendix G.

- 3) *at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level-of-service criteria;*

As shown in Table 5.2, the respective intersections are projected to operate at an acceptable LOS without exclusive right-turn lanes.

- 4) *at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour and where there is greater than 300 vehicles per hour per lane on the mainline;*

The respective intersections are not signalized and are not anticipated to experience greater than 300 right-turning vehicles per hour; therefore, this consideration is not applicable.

- 5) *for uniformity of intersection design along the highway if other intersections have right-turn lanes;*

There are no right-turn lanes along Betsy Kerrison Parkway at nearby intersections; therefore, this consideration is not met.

- 6) *at railroad crossings where the railroad is paralleled to the facility and is located close to the intersection and where a right-turn lane would be desirable to store queued vehicles avoiding interference with the movement of through traffic; or*

The respective intersections are not near railroad facilities; therefore, this consideration is not applicable.

- 7) *at any intersection where the crash experience, existing traffic operations, sight distance restrictions, or engineering judgment indicates a significant conflict related to right turning vehicles.*

No issues with crashes, traffic operations, or sight distance are known; therefore, this consideration is not applicable.

Based on the *Highway Design Manual* considerations for the project driveways, an exclusive northbound right-turn lane along Betsy Kerrison Parkway at the South Project Driveway is recommended; an exclusive northbound right-turn lane along Betsy Kerrison Parkway at the North Project Driveway is not recommended at this time. Based on the criteria set in SCDOT's *ARMS* manual, it is recommended that

the northbound right-turn lane along Betsy Kerrison Parkway at the South Project Driveway consist of a total length of 280 feet, with 100 feet of storage and a 180-foot taper.

The need for exclusive left-turn lanes is based upon the criteria documented in Section 15.5.1.2 of the *Highway Design Manual*, which consists of six considerations. These considerations and applications for the proposed North Project Driveway are listed below.

- 1) *at any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figures 15.5C, 15.5D, 15.5E, 15.5F, 15.5G;*

The criteria are not applicable as Betsy Kerrison Parkway is not a two-lane roadway.

- 2) *at any signalized intersection. At locations where you have 300 vehicles per hour, consider a traffic review to determine if dual left-turn lanes are required;*

The intersection is not signalized; therefore, this consideration is not applicable.

- 3) *at all entrances to major residential, commercial and industrial developments;*

The development is not a major residential, commercial, or industrial development; therefore, this consideration is not applicable.

- 4) *at all median crossovers;*

The left-turning movement would be crossing over a median that is approximately 20 feet in width, allowing width for a left-turn lane; therefore, the criterion is met.

- 5) *for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy); or*

There are other left-turn lanes along Betsy Kerrison Parkway at nearby intersections; therefore, the criterion is met.

- 6) *at any intersection where crash experience, traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgment indicates a significant conflict related to left-turning vehicles.*

No issues with crashes, traffic operations, or sight distance are known; therefore, this consideration is not applicable.

Based on the *Highway Design Manual* considerations for an exclusive left-turn lane at the North Project Driveway, an exclusive southbound left-turn lane along Betsy Kerrison Parkway is recommended. Based on the criteria set in SCDOT's *ARMS* manual, it is recommended that the southbound left-turn lane along Betsy Kerrison Parkway at the North Project Driveway consist of a total length of 330 feet, with 150 feet of storage and a 180-foot taper.

6.0 Summary of Findings and Recommendations

A traffic impact analysis was conducted for the Kiawah Town Hall Site in accordance with SCDOT and Town of Kiawah Island guidelines. The proposed Kiawah Town Hall Site development is located on the east side of Betsy Kerrison Parkway north of Kiawah Island Parkway on James Island north of Kiawah Island, South Carolina and consists of a 39,000 square-foot municipal center.

Access to the development will be provided through one proposed full access driveway along Betsy Kerrison Parkway and one proposed right-turn in/right-turn out access driveway along Betsy Kerrison Parkway. The proposed full access North Project Driveway is located approximately 760 feet south of the intersection of Betsy Kerrison Parkway & E. Resurrection Road, which meets the SCDOT spacing criteria. The proposed right-turn in/right-turn out access South Project Driveway is located approximately 385 feet south of the North Project Driveway, which meets the SCDOT spacing criteria.

The results of the intersection analyses indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Kiawah Town Hall Site development.

Based on the turn lane criteria, an exclusive northbound right-turn lane (280 feet in length) along Betsy Kerrison Parkway at the South Project Driveway is recommended and an exclusive southbound left-turn lane (330 feet in length) along Betsy Kerrison Parkway at the North Project Driveway is recommended.

Appendix A

Trip Generation Worksheet

TRIP GENERATION ESTIMATES

Kiawah Town Hall

Weekday Daily

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Existing Kiawah Municipal Center Site Counts on 9-9-14	39	ksf	$T=57.29(X)$	50%	50%	1,117	1,117	2,234	1,117	1,117	2,234
Total:						1,117	1,117	2,234	1,117	1,117	2,234

Weekday AM Peak Hour

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Existing Kiawah Municipal Center Site Counts on 9-9-14	39	ksf	$T=7.49(X)$	65%	35%	190	102	292	190	102	292
Total:						190	102	292	190	102	292

Weekday PM Peak Hour

TRIP GENERATION CHARACTERISTICS				DIRECT. DISTRIB.		GROSS TRIPS			NEW EXTERNAL TRIPS		
Land Use	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	In	Out	Total
Existing Kiawah Municipal Center Site Counts on 9-9-14	39	ksf	$T=2.38(X)$	29%	71%	27	66	93	27	66	93
Total:						27	66	93	27	66	93

Appendix B

Traffic Count Data

SHORT COUNTS

735 Maryland St
Columbia, SC 29201

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Betsy Kerrison @ Kiawah Island Pkwy
Site Code : 00091014
Start Date : 9/10/2014
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	Betsy Kerrison Pkwy Southbound				Kiawah Island Pkwy Westbound				Village Green Ln Northbound				Seabrook Island Rd Eastbound				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00	26	13	86	5	17	3	0	0	0	4	0	0	0	4	17	1	176
07:15	25	18	78	8	23	1	0	0	2	6	3	0	2	9	10	0	185
07:30	25	22	97	4	19	5	0	1	1	9	8	0	1	4	12	0	208
07:45	33	23	118	0	24	3	0	0	0	9	11	0	3	4	12	1	241
Total	109	76	379	17	83	12	0	1	3	28	22	0	6	21	51	2	810
08:00	36	31	133	6	35	7	0	0	2	9	6	0	1	3	14	0	283
08:15	47	28	121	3	41	6	2	0	2	14	9	0	2	6	22	0	303
08:30	30	27	141	6	36	5	0	0	1	10	5	0	1	4	27	1	294
08:45	61	26	157	8	26	5	2	0	1	13	5	0	2	0	16	0	322
Total	174	112	552	23	138	23	4	0	6	46	25	0	6	13	79	1	1202

*** BREAK ***

16:00	20	25	39	5	136	12	2	1	2	20	16	0	5	3	30	1	317
16:15	18	20	43	0	150	12	1	0	4	25	19	0	2	7	21	0	322
16:30	28	15	34	6	118	6	2	0	2	26	17	0	6	6	34	0	300
16:45	43	16	35	3	120	10	1	0	1	20	19	0	7	7	37	0	319
Total	109	76	151	14	524	40	6	1	9	91	71	0	20	23	122	1	1258
17:00	34	15	34	2	115	10	0	0	7	36	10	0	6	11	49	0	329
17:15	30	12	28	7	122	8	2	0	1	18	14	0	7	9	40	0	298
17:30	34	13	25	0	108	5	2	1	1	17	16	0	10	7	27	1	267
17:45	21	20	20	4	88	8	1	0	6	17	12	0	7	8	26	0	238
Total	119	60	107	13	433	31	5	1	15	88	52	0	30	35	142	1	1132
Grand Total	511	324	1189	67	1178	106	15	3	33	253	170	0	62	92	394	5	4402
Apprch %	24.4	15.5	56.9	3.2	90.5	8.1	1.2	0.2	7.2	55.5	37.3	0	11.2	16.6	71.2	0.9	
Total %	11.6	7.4	27	1.5	26.8	2.4	0.3	0.1	0.7	5.7	3.9	0	1.4	2.1	9	0.1	
Unshifted	501	317	1155	62	1149	100	15	3	32	250	169	0	61	86	387	5	4292
% Unshifted	98	97.8	97.1	92.5	97.5	94.3	100	100	97	98.8	99.4	0	98.4	93.5	98.2	100	97.5
Bank 1	9	5	32	1	26	5	0	0	1	3	1	0	1	4	7	0	95
% Bank 1	1.8	1.5	2.7	1.5	2.2	4.7	0	0	3	1.2	0.6	0	1.6	4.3	1.8	0	2.2
Bank 2	1	2	2	4	3	1	0	0	0	0	0	0	0	2	0	0	15
% Bank 2	0.2	0.6	0.2	6	0.3	0.9	0	0	0	0	0	0	0	2.2	0	0	0.3

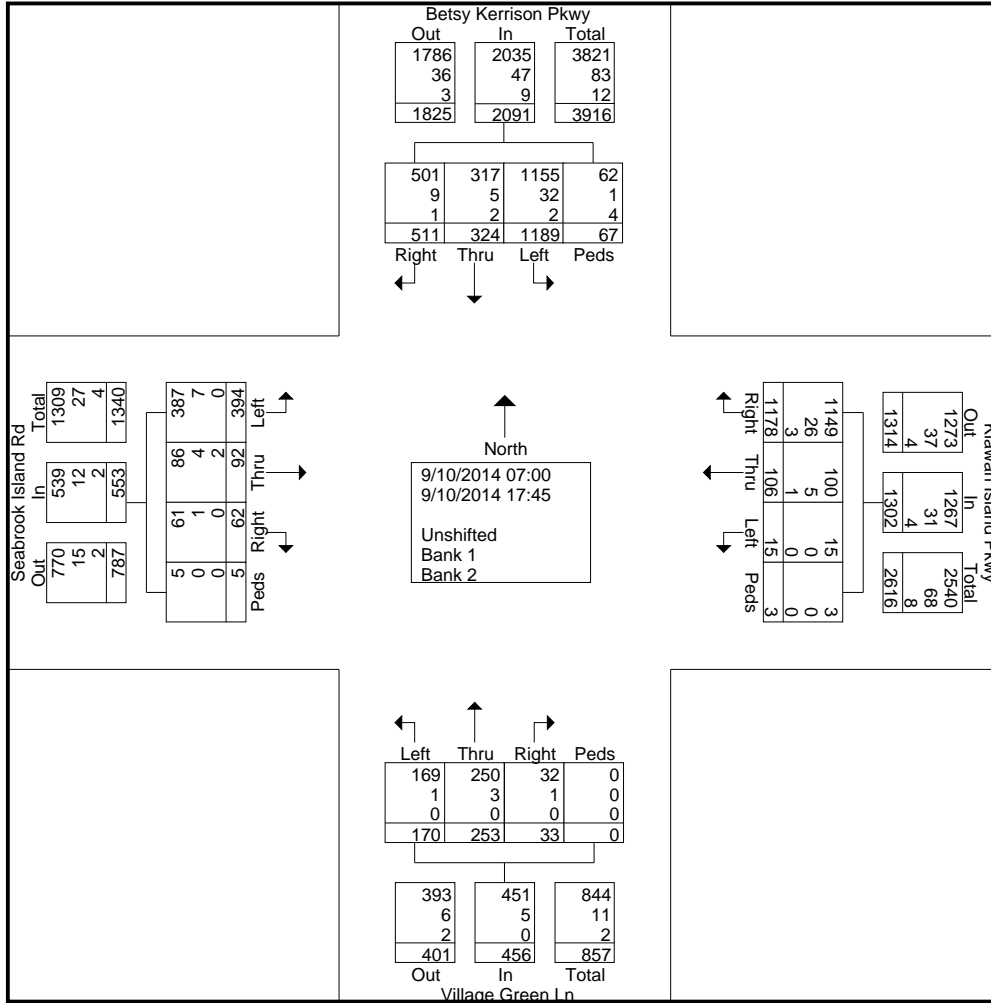
SHORT COUNTS

735 Maryland St
Columbia, SC 29201

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Betsy Kerrison @ Kiawah Island Pkwy
Site Code : 00091014
Start Date : 9/10/2014
Page No : 2



SHORT COUNTS

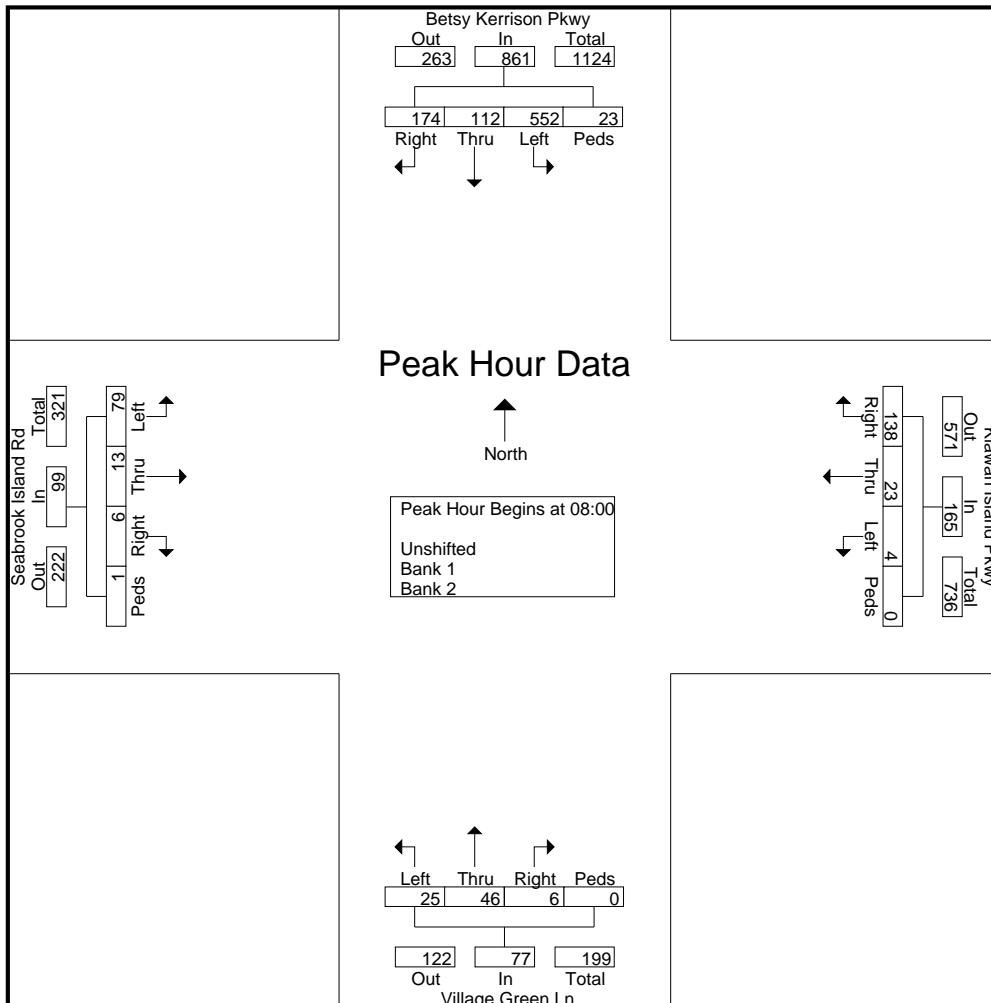
735 Maryland St
Columbia, SC 29201

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Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Betsy Kerrison @ Kiawah Island Pkwy
Site Code : 00091014
Start Date : 9/10/2014
Page No : 3

Start Time	Betsy Kerrison Pkwy Southbound					Kiawah Island Pkwy Westbound					Village Green Ln Northbound					Seabrook Island Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	36	31	133	6	206	35	7	0	0	42	2	9	6	0	17	1	3	14	0	18	283
08:15	47	28	121	3	199	41	6	2	0	49	2	14	9	0	25	2	6	22	0	30	303
08:30	30	27	141	6	204	36	5	0	0	41	1	10	5	0	16	1	4	27	1	33	294
08:45	61	26	157	8	252	26	5	2	0	33	1	13	5	0	19	2	0	16	0	18	322
Total Volume	174	112	552	23	861	138	23	4	0	165	6	46	25	0	77	6	13	79	1	99	1202
% App. Total	20.2	13	64.1	2.7		83.6	13.9	2.4	0		7.8	59.7	32.5	0		6.1	13.1	79.8	1		
PHF	.713	.903	.879	.719	.854	.841	.821	.500	.000	.842	.750	.821	.694	.000	.770	.750	.542	.731	.250	.750	.933



SHORT COUNTS

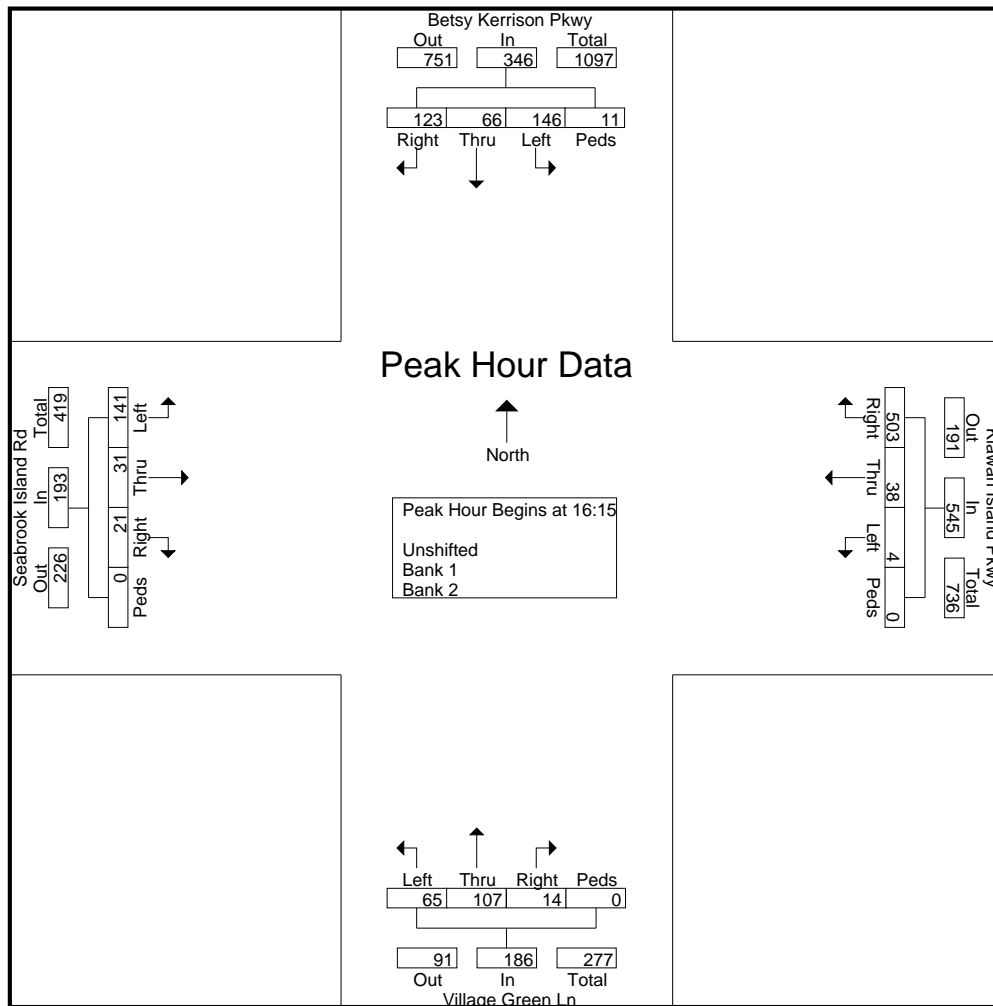
735 Maryland St
Columbia, SC 29201

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

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Betsy Kerrison @ Kiawah Island Pkwy
Site Code : 00091014
Start Date : 9/10/2014
Page No : 4

Start Time	Betsy Kerrison Pkwy Southbound					Kiawah Island Pkwy Westbound					Village Green Ln Northbound					Seabrook Island Rd Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	18	20	43	0	81	150	12	1	0	163	4	25	19	0	48	2	7	21	0	30	322
16:30	28	15	34	6	83	118	6	2	0	126	2	26	17	0	45	6	6	34	0	46	300
16:45	43	16	35	3	97	120	10	1	0	131	1	20	19	0	40	7	7	37	0	51	319
17:00	34	15	34	2	85	115	10	0	0	125	7	36	10	0	53	6	11	49	0	66	329
Total Volume	123	66	146	11	346	503	38	4	0	545	14	107	65	0	186	21	31	141	0	193	1270
% App. Total	35.5	19.1	42.2	3.2		92.3	7	0.7	0		7.5	57.5	34.9	0		10.9	16.1	73.1	0		
PHF	.715	.825	.849	.458	.892	.838	.792	.500	.000	.836	.500	.743	.855	.000	.877	.750	.705	.719	.000	.731	.965



Short Counts

735 Maryland St
Columbia, SC 29201
You Can Count on Us!

Site Code: Kiawah Island
Station ID: Municipal Center
Entrance

Latitude: 0' 0.000 Undefined

Start Time	Tue 09-Sep-14	<-----Quarter		Hour----->		Hour Total	
		1st	2nd	3rd	4th		
12:00 AM		*	*	*	*	*	
01:00		*	*	*	*	*	
02:00		*	*	*	*	*	
03:00		*	*	*	*	*	
04:00		*	*	*	*	*	
05:00		*	*	*	*	*	
06:00		*	*	*	*	*	
07:00		*	*	*	*	*	
08:00		*	*	*	*	*	
09:00		*	*	*	*	*	
10:00		*	20	19	14	53	
11:00		14	10	5	6	35	
12:00 PM		8	4	3	11	26	
01:00		10	6	6	15	37	
02:00		14	10	12	12	48	
03:00		12	6	4	4	26	
04:00		2	2	3	3	10	
05:00		3	5	1	2	11	
06:00		0	1	0	0	1	
07:00		0	0	0	0	0	
08:00		1	0	0	0	1	
09:00		0	0	0	2	2	
10:00		2	0	1	2	5	
11:00		3	0	0	0	3	
Day Total						258	

Short Counts

735 Maryland St
Columbia, SC 29201
You Can Count on Us!

Site Code: Kiawah Island
Station ID: Municipal Center
Entrance

Latitude: 0' 0.000 Undefined

Start Time	Wed 10-Sep-14	<-----Quarter		Hour----->		Hour Total
		1st	2nd	3rd	4th	
12:00 AM		0	0	0	0	0
01:00		0	0	0	0	0
02:00		1	0	0	0	1
03:00		0	0	0	0	0
04:00		0	0	3	0	3
05:00		0	3	2	4	9
06:00		5	6	5	14	30
07:00		10	16	9	9	44
08:00		22	17	15	18	72
09:00		15	14	22	16	67
10:00		*	*	*	*	*
11:00		*	*	*	*	*
12:00 PM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		*	*	*	*	*
03:00		*	*	*	*	*
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	*	*	*	*
11:00		*	*	*	*	*
Day Total						226
Grand Total						484

ADT

ADT 489

AADT 489

Short Counts

735 Maryland St
Columbia, SC 29201
You Can Count on Us!

Site Code: Kiawah Island
Station ID: Municipal Center
Exit

Latitude: 0' 0.000 Undefined

Start Time	Tue 09-Sep-14	<-----Quarter		Hour----->		Hour Total
		1st	2nd	3rd	4th	
12:00 AM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		*	*	*	*	*
03:00		*	*	*	*	*
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	15	13	9	37
11:00		7	9	4	5	25
12:00 PM		2	4	2	6	14
01:00		6	8	2	8	24
02:00		6	7	6	6	25
03:00		14	10	10	4	38
04:00		6	12	5	2	25
05:00		14	5	4	1	24
06:00		3	0	0	0	3
07:00		0	0	1	0	1
08:00		1	0	0	0	1
09:00		0	0	0	0	0
10:00		1	1	1	4	7
11:00		4	0	0	0	4
Day Total						228

Short Counts

735 Maryland St
Columbia, SC 29201
You Can Count on Us!

Site Code: Kiawah Island
Station ID: Municipal Center
Exit

Latitude: 0' 0.000 Undefined

Start Time	Wed 10-Sep-14	<-----Quarter		Hour----->		Hour Total
		1st	2nd	3rd	4th	
12:00 AM		0	0	0	0	0
01:00		0	0	0	0	0
02:00		0	0	0	0	0
03:00		0	0	0	0	0
04:00		0	0	1	0	1
05:00		0	3	3	0	6
06:00		3	5	2	4	14
07:00		8	10	5	1	24
08:00		8	10	6	14	38
09:00		6	12	10	18	46
10:00		0	*	*	*	0
11:00		*	*	*	*	*
12:00 PM		*	*	*	*	*
01:00		*	*	*	*	*
02:00		*	*	*	*	*
03:00		*	*	*	*	*
04:00		*	*	*	*	*
05:00		*	*	*	*	*
06:00		*	*	*	*	*
07:00		*	*	*	*	*
08:00		*	*	*	*	*
09:00		*	*	*	*	*
10:00		*	*	*	*	*
11:00		*	*	*	*	*
Day Total						129
Grand Total						357

ADT

ADT 357

AADT 357

Appendix C

Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Betsy Kerrison Parkway & Kiawah Island Parkway

TRAFFIC CONTROL: Roundabout

DATE COUNTED: September 10, 2014

AM PEAK HOUR (8:00-9:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2014 TRAFFIC VOLUMES	79	13	6	4	23	138	25	46	6	552	112	174
Years To Buildout (2017)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	2	0	0	0	1	4	1	1	0	17	3	5
2017 NO-BUILD TRAFFIC VOLUMES	81	13	6	4	24	142	26	47	6	569	115	179
New Project Traffic	0	0	0	0	0	152	0	0	0	82	0	0
Pass-By Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2017 BUILD TRAFFIC VOLUMES	81	13	6	4	24	294	26	47	6	651	115	179

PM PEAK HOUR (4:15-5:15 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2014 TRAFFIC VOLUMES	141	31	21	4	38	503	65	107	14	146	66	123
Years To Buildout (2017)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	4	1	1	0	1	15	2	3	0	4	2	4
2017 NO-BUILD TRAFFIC VOLUMES	145	32	22	4	39	518	67	110	14	150	68	127
New Project Traffic	0	0	0	0	0	22	0	0	0	53	0	0
Pass-By Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2017 BUILD TRAFFIC VOLUMES	145	32	22	4	39	540	67	110	14	203	68	127

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Betsy Kerrison Parkway & South Project Driveway

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2014 TRAFFIC VOLUMES								263			838	
Years To Buildout (2017)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	8	0	0	25	0
2017 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	271	0	0	863	0
New Project Traffic	0	0	0	0	0	0	0	30	122	0	82	0
Pass-By Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2017 BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	301	122	0	945	0

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2014 TRAFFIC VOLUMES								751			335	
Years To Buildout (2017)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	23	0	0	10	0
2017 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	774	0	0	345	0
New Project Traffic	0	0	0	0	0	0	0	4	18	0	53	0
Pass-By Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2017 BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	778	18	0	398	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Betsy Kerrison Parkway & North Project Driveway

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2014 TRAFFIC VOLUMES								263			838	
Years To Buildout (2017)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	8	0	0	25	0
2017 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	271	0	0	863	0
New Project Traffic	0	0	0	82	0	20	0	0	30	38	0	0
Pass-By Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2017 BUILD TRAFFIC VOLUMES	0	0	0	82	0	20	0	271	30	38	863	0

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2014 TRAFFIC VOLUMES								751			335	
Years To Buildout (2017)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	23	0	0	10	0
2017 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	774	0	0	345	0
New Project Traffic	0	0	0	53	0	13	0	0	4	5	0	0
Pass-By Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
2017 BUILD TRAFFIC VOLUMES	0	0	0	53	0	13	0	774	4	5	345	0

Appendix D

Analysis Worksheets (2014 Existing Conditions)

MOVEMENT SUMMARY

 Site: BetsyKerrison&KiawahIsland_2014_AM

2014 Existing Conditions
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Fresh Fields Ent											
3	L2	32	2.0	0.159	16.1	LOS B	1.0	24.6	0.77	1.59	28.5
8	T1	60	2.0	0.159	9.3	LOS A	1.0	24.6	0.77	1.59	28.5
18	R2	8	2.0	0.159	9.3	LOS A	1.0	24.6	0.77	1.59	28.5
Approach		100	2.0	0.159	11.5	LOS B	1.0	24.6	0.77	0.79	28.5
East: Kiawah Island Pkwy											
1	L2	5	2.0	0.068	11.0	LOS B	0.4	9.8	0.38	0.84	31.3
6	T1	27	2.0	0.068	2.4	LOS A	0.4	9.8	0.38	0.84	31.3
16	R2	164	2.0	0.068	3.3	LOS A	0.4	9.8	0.13	0.69	32.0
Approach		196	2.0	0.068	3.9	LOS A	0.4	9.8	0.17	0.36	31.8
North: Betsy Kerrison Pkwy											
7	L2	642	2.0	0.535	13.7	LOS B	5.1	130.8	0.36	1.20	32.5
4	T1	130	2.0	0.535	5.5	LOS A	5.1	130.8	0.36	1.20	32.5
14	R2	202	2.0	0.128	7.6	LOS A	0.0	0.0	0.00	1.03	39.9
Approach		974	2.0	0.535	11.3	LOS B	5.1	130.8	0.28	0.58	33.9
West: Seabrook Island Rd											
5	L2	105	2.0	0.218	19.6	LOS B	1.4	34.9	0.80	1.72	26.7
2	T1	17	2.0	0.218	8.1	LOS A	1.4	34.9	0.80	1.72	26.7
12	R2	8	2.0	0.218	9.8	LOS A	1.4	34.9	0.80	1.72	26.7
Approach		131	2.0	0.218	17.5	LOS B	1.4	34.9	0.80	0.86	26.7
All Vehicles		1402	2.0	0.535	10.8	LOS B	5.1	130.8	0.35	0.59	32.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: BetsyKerrison&KiawahIsland_2014_PM

2014 Existing Conditions
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Fresh Fields Ent											
3	L2	74	2.0	0.238	13.0	LOS B	1.4	36.5	0.61	1.34	29.5
8	T1	122	2.0	0.238	6.2	LOS A	1.4	36.5	0.61	1.34	29.5
18	R2	16	2.0	0.238	6.2	LOS A	1.4	36.5	0.61	1.34	29.5
Approach		211	2.0	0.238	8.6	LOS A	1.4	36.5	0.61	0.67	29.5
East: Kiawah Island Pkwy											
1	L2	5	2.0	0.237	12.1	LOS B	1.5	38.8	0.58	1.10	30.6
6	T1	45	2.0	0.237	3.6	LOS A	1.5	38.8	0.58	1.10	30.6
16	R2	599	2.0	0.237	3.8	LOS A	1.5	38.8	0.22	0.79	31.6
Approach		649	2.0	0.237	4.4	LOS A	1.5	38.8	0.24	0.41	31.5
North: Betsy Kerrison Pkwy											
7	L2	164	2.0	0.174	13.7	LOS B	1.1	26.9	0.33	1.22	33.5
4	T1	74	2.0	0.174	5.5	LOS A	1.1	26.9	0.33	1.22	33.5
14	R2	138	2.0	0.088	7.6	LOS A	0.0	0.0	0.00	1.03	39.9
Approach		376	2.0	0.174	9.9	LOS A	1.1	26.9	0.21	0.58	35.7
West: Seabrook Island Rd											
5	L2	193	2.0	0.264	15.0	LOS B	1.6	41.5	0.51	1.32	28.7
2	T1	42	2.0	0.264	3.4	LOS A	1.6	41.5	0.51	1.32	28.7
12	R2	29	2.0	0.264	5.1	LOS A	1.6	41.5	0.51	1.32	28.7
Approach		264	2.0	0.264	12.0	LOS B	1.6	41.5	0.51	0.66	28.7
All Vehicles		1501	2.0	0.264	7.5	LOS A	1.6	41.5	0.33	0.53	31.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E

Analysis Worksheets (2017 No Build Conditions)

MOVEMENT SUMMARY

 Site: BetsyKerrison&KiawahIsland_2017NB_AM

2017 No Build Conditions
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Fresh Fields Ent											
3	L2	29	2.0	0.135	15.7	LOS B	0.8	20.6	0.75	1.54	28.7
8	T1	52	2.0	0.135	8.9	LOS A	0.8	20.6	0.75	1.54	28.7
18	R2	7	2.0	0.135	8.9	LOS A	0.8	20.6	0.75	1.54	28.7
Approach		88	2.0	0.135	11.1	LOS B	0.8	20.6	0.75	0.77	28.7
East: Kiawah Island Pkwy											
1	L2	4	2.0	0.064	10.9	LOS B	0.4	9.2	0.35	0.81	31.4
6	T1	27	2.0	0.064	2.3	LOS A	0.4	9.2	0.35	0.81	31.4
16	R2	158	2.0	0.064	3.3	LOS A	0.4	9.2	0.13	0.68	32.0
Approach		189	2.0	0.064	3.8	LOS A	0.4	9.2	0.16	0.35	31.9
North: Betsy Kerrison Pkwy											
7	L2	632	2.0	0.524	13.6	LOS B	4.9	125.6	0.33	1.20	32.6
4	T1	128	2.0	0.524	5.4	LOS A	4.9	125.6	0.33	1.20	32.6
14	R2	199	2.0	0.126	7.6	LOS A	0.0	0.0	0.00	1.03	39.9
Approach		959	2.0	0.524	11.3	LOS B	4.9	125.6	0.27	0.58	33.9
West: Seabrook Island Rd											
5	L2	90	2.0	0.182	19.3	LOS B	1.1	28.5	0.78	1.68	26.8
2	T1	14	2.0	0.182	7.8	LOS A	1.1	28.5	0.78	1.68	26.8
12	R2	7	2.0	0.182	9.5	LOS A	1.1	28.5	0.78	1.68	26.8
Approach		111	2.0	0.182	17.2	LOS B	1.1	28.5	0.78	0.84	26.8
All Vehicles		1347	2.0	0.524	10.7	LOS B	4.9	125.6	0.32	0.58	32.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: BetsyKerrison&KiawahIsland_2017NB_PM

2017 No Build Conditions
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Fresh Fields Ent											
3	L2	74	2.0	0.231	12.7	LOS B	1.4	35.0	0.58	1.30	29.6
8	T1	122	2.0	0.231	5.9	LOS A	1.4	35.0	0.58	1.30	29.6
18	R2	16	2.0	0.231	5.9	LOS A	1.4	35.0	0.58	1.30	29.6
Approach		212	2.0	0.231	8.3	LOS A	1.4	35.0	0.58	0.65	29.6
East: Kiawah Island Pkwy											
1	L2	4	2.0	0.226	12.0	LOS B	1.4	36.5	0.55	1.07	30.7
6	T1	43	2.0	0.226	3.4	LOS A	1.4	36.5	0.55	1.07	30.7
16	R2	576	2.0	0.226	3.7	LOS A	1.4	36.5	0.21	0.78	31.7
Approach		623	2.0	0.226	4.3	LOS A	1.4	36.5	0.24	0.40	31.6
North: Betsy Kerrison Pkwy											
7	L2	167	2.0	0.176	13.7	LOS B	1.1	27.3	0.32	1.22	33.5
4	T1	76	2.0	0.176	5.5	LOS A	1.1	27.3	0.32	1.22	33.5
14	R2	141	2.0	0.089	7.6	LOS A	0.0	0.0	0.00	1.03	39.9
Approach		383	2.0	0.176	9.9	LOS A	1.1	27.3	0.20	0.58	35.7
West: Seabrook Island Rd											
5	L2	161	2.0	0.221	14.9	LOS B	1.3	33.6	0.50	1.31	28.7
2	T1	36	2.0	0.221	3.4	LOS A	1.3	33.6	0.50	1.31	28.7
12	R2	24	2.0	0.221	5.1	LOS A	1.3	33.6	0.50	1.31	28.7
Approach		221	2.0	0.221	12.0	LOS B	1.3	33.6	0.50	0.65	28.7
All Vehicles		1440	2.0	0.231	7.3	LOS A	1.4	36.5	0.32	0.52	31.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix F

Analysis Worksheets (2017 Build Conditions)

MOVEMENT SUMMARY

 Site: BetsyKerrison&KiawahIsland_2017B_AM

2017 Build Conditions
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Fresh Fields Ent											
3	L2	29	2.0	0.150	16.9	LOS B	0.9	23.7	0.80	1.62	28.1
8	T1	52	2.0	0.150	10.1	LOS B	0.9	23.7	0.80	1.62	28.1
18	R2	7	2.0	0.150	10.0	LOS B	0.9	23.7	0.80	1.62	28.1
Approach		88	2.0	0.150	12.3	LOS B	0.9	23.7	0.80	0.81	28.1
East: Kiawah Island Pkwy											
1	L2	4	2.0	0.122	10.9	LOS B	0.7	18.4	0.37	0.87	31.5
6	T1	27	2.0	0.122	2.4	LOS A	0.7	18.4	0.37	0.87	31.5
16	R2	327	2.0	0.122	3.3	LOS A	0.7	18.4	0.15	0.71	32.0
Approach		358	2.0	0.122	4.0	LOS A	0.7	18.4	0.17	0.36	32.0
North: Betsy Kerrison Pkwy											
7	L2	723	2.0	0.587	13.7	LOS B	6.2	157.3	0.37	1.19	32.4
4	T1	128	2.0	0.587	5.5	LOS A	6.2	157.3	0.37	1.19	32.4
14	R2	199	2.0	0.126	7.6	LOS A	0.0	0.0	0.00	1.03	39.9
Approach		1050	2.0	0.587	11.5	LOS B	6.2	157.3	0.30	0.58	33.6
West: Seabrook Island Rd											
5	L2	90	2.0	0.204	20.6	LOS C	1.3	33.0	0.83	1.76	26.3
2	T1	14	2.0	0.204	9.1	LOS A	1.3	33.0	0.83	1.76	26.3
12	R2	7	2.0	0.204	10.8	LOS B	1.3	33.0	0.83	1.76	26.3
Approach		111	2.0	0.204	18.5	LOS B	1.3	33.0	0.83	0.88	26.3
All Vehicles		1607	2.0	0.587	10.3	LOS B	6.2	157.3	0.34	0.57	32.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	82	0	20	0	271	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	91	0	22	0	301	33

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1194	1377	479	882	1361	167	959	0	0
Stage 1	1043	1043	-	318	318	-	-	-	-
Stage 2	151	334	-	564	1043	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	142	144	533	241	147	848	713	-	-
Stage 1	245	305	-	668	652	-	-	-	-
Stage 2	836	642	-	478	305	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	130	133	533	227	136	848	713	-	-
Mov Cap-2 Maneuver	130	133	-	227	136	-	-	-	-
Stage 1	245	282	-	668	652	-	-	-	-
Stage 2	814	642	-	443	282	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	28.4	0
HCM LOS	A	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	713	-	-	-	265	1222	-	-
HCM Lane V/C Ratio	-	-	-	-	0.428	0.035	-	-
HCM Control Delay (s)	0	-	-	0	28.4	8.1	0.3	-
HCM Lane LOS	A	-	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	2	0.1	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	38	863	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	42	959	0

Major/Minor Major2

Conflicting Flow All	334	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	1222	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1222	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s	0.6
HCM LOS	

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	301	122	0	945	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	334	136	0	1050	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	470	927
Stage 1	-	-	402
Stage 2	-	-	525
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	1088	267
Stage 1	-	-	644
Stage 2	-	-	558
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1088	267
Mov Cap-2 Maneuver	-	-	394
Stage 1	-	-	644
Stage 2	-	-	558

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

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1088	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	-	0
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-

MOVEMENT SUMMARY

 Site: BetsyKerrison&KiawahIsland_2017B_PM

2017 Build Conditions
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Fresh Fields Ent											
3	L2	74	2.0	0.243	13.2	LOS B	1.5	37.1	0.62	1.37	29.4
8	T1	122	2.0	0.243	6.4	LOS A	1.5	37.1	0.62	1.37	29.4
18	R2	16	2.0	0.243	6.4	LOS A	1.5	37.1	0.62	1.37	29.4
Approach		212	2.0	0.243	8.8	LOS A	1.5	37.1	0.62	0.68	29.4
East: Kiawah Island Pkwy											
1	L2	4	2.0	0.235	12.0	LOS B	1.5	38.4	0.56	1.07	30.7
6	T1	43	2.0	0.235	3.4	LOS A	1.5	38.4	0.56	1.07	30.7
16	R2	600	2.0	0.235	3.7	LOS A	1.5	38.4	0.21	0.78	31.7
Approach		648	2.0	0.235	4.4	LOS A	1.5	38.4	0.24	0.40	31.6
North: Betsy Kerrison Pkwy											
7	L2	226	2.0	0.220	13.8	LOS B	1.4	35.6	0.34	1.24	33.1
4	T1	76	2.0	0.220	5.5	LOS A	1.4	35.6	0.34	1.24	33.1
14	R2	141	2.0	0.089	7.6	LOS A	0.0	0.0	0.00	1.03	39.9
Approach		442	2.0	0.220	10.4	LOS B	1.4	35.6	0.23	0.59	35.1
West: Seabrook Island Rd											
5	L2	161	2.0	0.234	15.4	LOS B	1.4	35.8	0.55	1.36	28.6
2	T1	36	2.0	0.234	3.8	LOS A	1.4	35.8	0.55	1.36	28.6
12	R2	24	2.0	0.234	5.5	LOS A	1.4	35.8	0.55	1.36	28.6
Approach		221	2.0	0.234	12.4	LOS B	1.4	35.8	0.55	0.68	28.6
All Vehicles		1523	2.0	0.243	7.6	LOS A	1.5	38.4	0.33	0.54	31.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection										
Int Delay, s/veh	1.8									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	53	0	13	0	774	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	59	0	14	0	860	4

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	824	1258	192	1065	1256	432	383	0	0
Stage 1	394	394	-	862	862	-	-	-	-
Stage 2	430	864	-	203	394	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	265	170	817	177	170	572	1172	-	-
Stage 1	602	604	-	316	370	-	-	-	-
Stage 2	574	369	-	780	604	-	-	-	-
Platoon blocked, %	-								
Mov Cap-1 Maneuver	256	168	817	176	168	572	1172	-	-
Mov Cap-2 Maneuver	256	168	-	176	168	-	-	-	-
Stage 1	602	598	-	316	370	-	-	-	-
Stage 2	560	369	-	772	598	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	32.2	0
HCM LOS	A	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	-	204	774	-	-
HCM Lane V/C Ratio	-	-	-	-	0.359	0.007	-	-
HCM Control Delay (s)	0	-	-	0	32.2	9.7	0	-
HCM Lane LOS	A	-	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	345	0
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	2	2	2
Mvmt Flow	6	383	0

Major/Minor Major2

Conflicting Flow All	864	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	774	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	774	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.1

HCM LOS

Minor Lane/Major Mvmt

Intersection

Int Delay, s/veh 0

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	778	18	0	398	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	864	20	0	442	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	884	1095
Stage 1	-	-	874
Stage 2	-	-	221
Critical Hdwy	-	4.14	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.22	3.52
Pot Cap-1 Maneuver	-	761	208
Stage 1	-	-	369
Stage 2	-	-	795
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	761	208
Mov Cap-2 Maneuver	-	-	305
Stage 1	-	-	369
Stage 2	-	-	795

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

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	761	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	-	0
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-

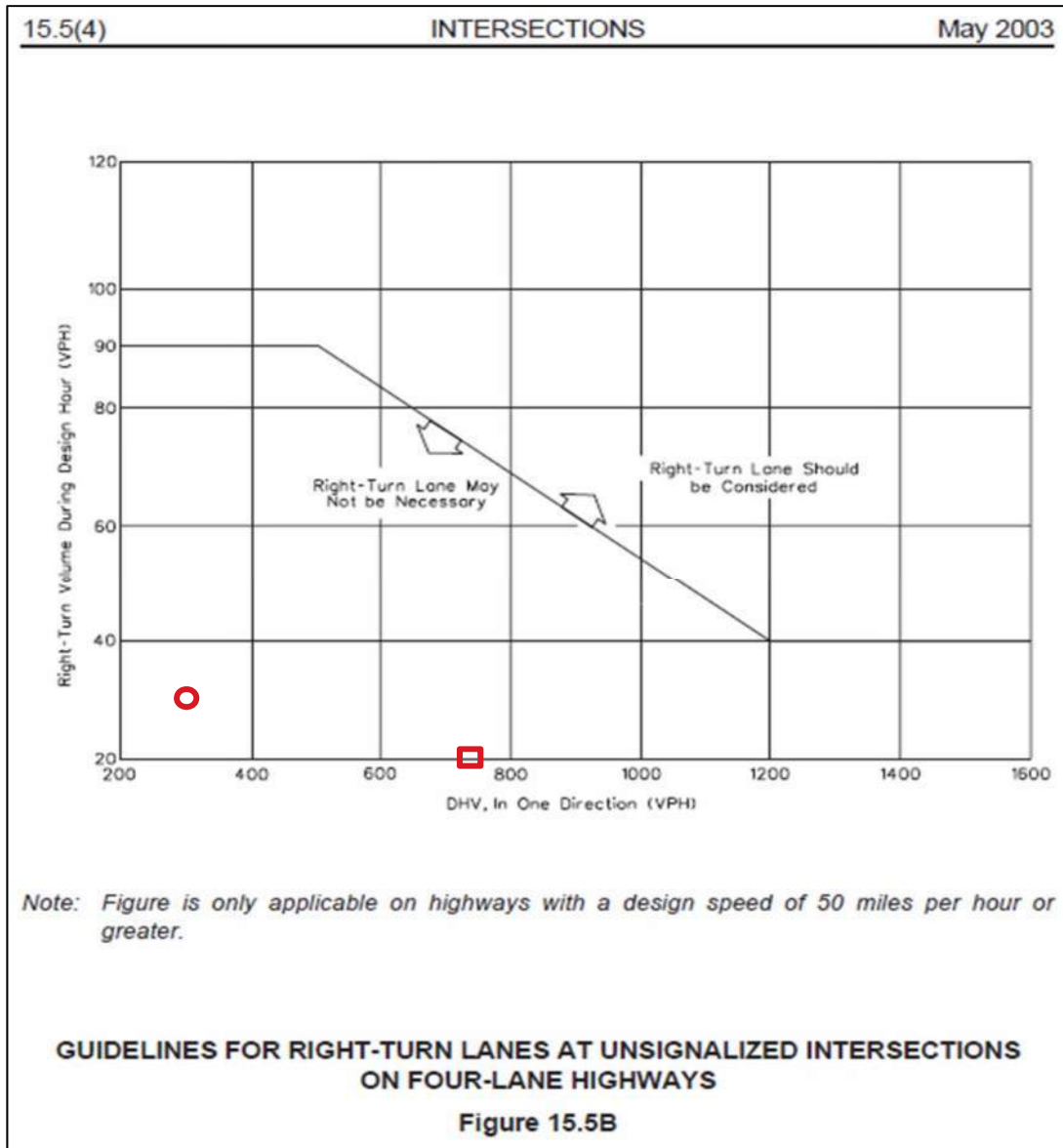
Appendix G

Turn Lane Analysis Worksheets

RIGHT-TURN LANE WARRANT REVIEW

INTERSECTION: Betsy Kerrison Parkway & North Project Driveway

MOVEMENT: Northbound Right-Turn Lane

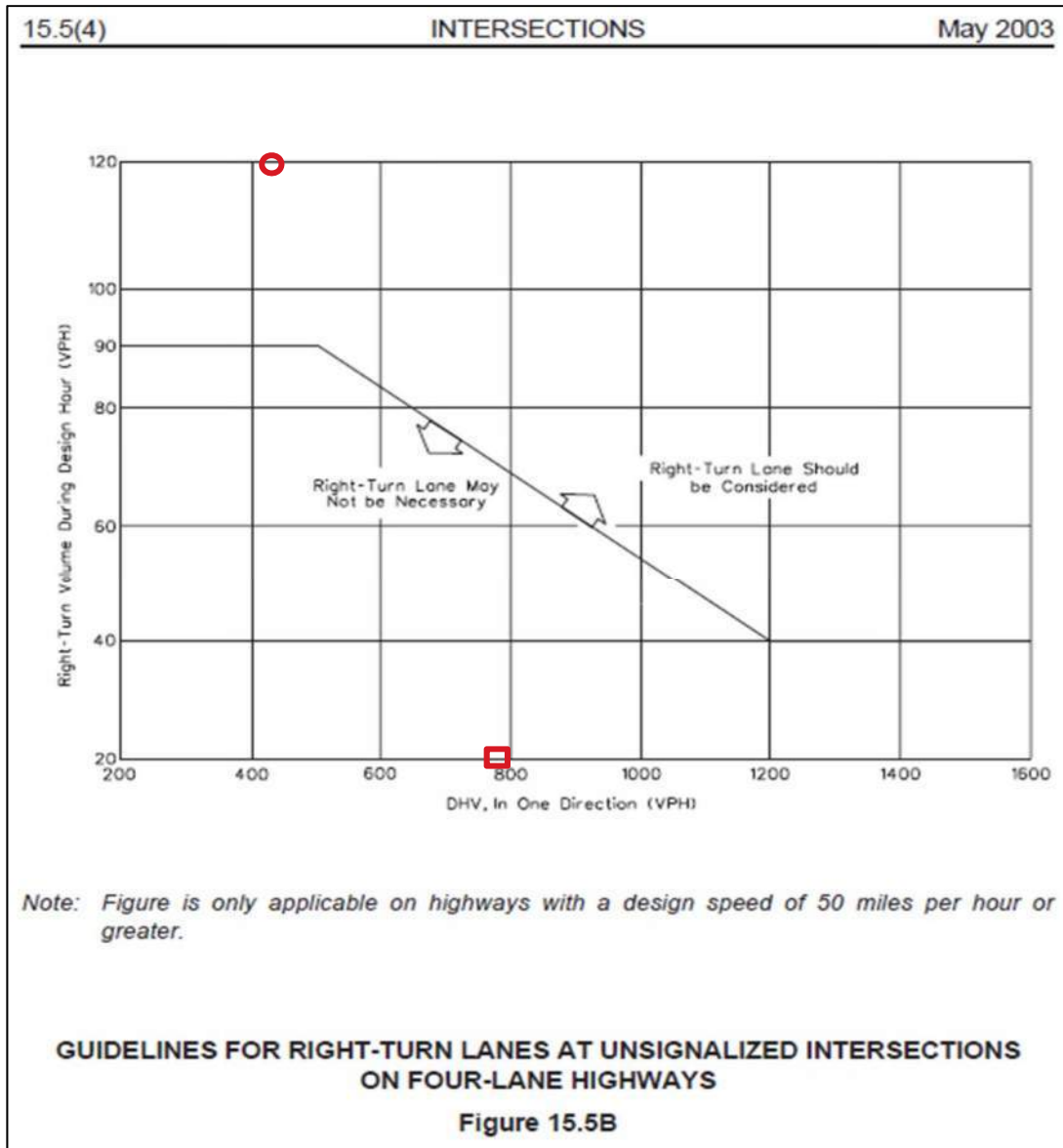


2017 Build Conditions	Major Road Volume (Direction of Right Turn Ingress)	Right Turn Volume	Speed along Right Turn Ingress	Symbol
AM Peak Hour	301	30	50	○
PM Peak Hour	778	4	50	□

RIGHT-TURN LANE WARRANT REVIEW

INTERSECTION: Betsy Kerrison Parkway & South Project Driveway

MOVEMENT: Northbound Right-Turn Lane



2017 Build Conditions	Major Road Volume (Direction of Right Turn Ingress)	Right Turn Volume	Speed along Right Turn Ingress	Symbol
AM Peak Hour	423	122	50	○
PM Peak Hour	796	18	50	□



BP0440537

PGS:

5

EXHIBIT F

STATE OF SOUTH CAROLINA]
COUNTY OF CHARLESTON] LIMITED WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That

WE, Shawn O. McKee, as Successor Trustee to Dorothy H. McKee and T. Heyward Carter, Jr., Co-Trustees of the Article 5 Credit Shelter Trust under the William J. McKee Revocable Trust dated December 5, 2001 and Marie Beckett, Initial Trustee, Margaret H. Beckett Revocable Trust, dated October 17, 2006
(hereinafter whether singular or plural the "Grantor")

in the State aforesaid, for and in consideration of the sum of TWO MILLION AND NO/100--- (\$2,000,000.00) DOLLARS to the Grantor in hand paid at and before the sealing of these presents by

The Town of Kiawah Island, South Carolina, a duly chartered municipality
(hereinafter whether singular or plural the "Grantee")

in the 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 easements, restrictions, reservations and conditions ('Exceptions') set forth below, unto the said

The Town of Kiawah Island, South Carolina, a duly chartered municipality,

the following described property:

All that lot, piece, parcel or tract of land situate, lying and being on Johns Island, Charleston County, State of South Carolina, measuring and containing 23.2 acres, more or less, butting and bounding to the west on Seabrook Island Road (a/k/a Betsy Kerrison Parkway), to the north on property now or formerly of the Board of American Missions Lutheran Church and Berkeley Electric Co-operative, Inc., to the east on property now or formerly of Berkeley Electric Co-operative, Inc., and to the south on Haulover Creek which separates Johns Island from Seabrook Island.

It is the intention of the Grantor herein to convey and they do hereby convey all of their right, title and interest in and to Tract G as shown on a plat entitled, "A STRIP MAP for RIGHT-of-WAY ACQUISITION from VARIOUS TRACTS, PARCELS, & LOTS of LAND LYING along the EASTERN RIGHT-of-WAY of the BETSY KERRISON PARKWAY (VARIABLE R/W), S.R. S-10-20, f.k.a. BOHICKET ROAD LOCATED on JOHNS ISLAND CHARLESTON COUNTY, SOUTH CAROLINA," by Southeastern Surveying, Inc., dated February 5, 1991, revised May 29, 1992 an recorded in Plat Book CH at Page 25 in the RMC Office for Charleston County.

Notwithstanding anything herein to the contrary the Grantor gives no warranty of title as to any portion of the above described property located below the mean high water mark of Haulover Creek a/k/a Andell Creek and the marshes thereof.

SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD.

Being the same property conveyed to Dorothy H. McKee and T. Heyward Carter, Jr., Co-Trustees of the Article 5 Credit Shelter Trust under the William J. McKee Revocable Trust, dated December 5, 2001 by deed of Dorothy H. McKee and T. Heyward Carter, Jr., as Successor Co-Trustees of the William J. McKee Revocable Trust, dated December 5, 2001 and recorded in Book A629 at Page 135 in the RMC Office for Charleston County and the same property conveyed to Marie Beckett, Initial Trustee, Margaret H. Beckett Revocable Trust, dated October 17, 2006 by deed of Margaret

H. Beckett dated September 5, 2007 and recorded in Book F639 at Page 478 in the RMC Office for Charleston County.

TMS # 204-00-00-013

Grantee's Address: 21 Beachwalker Drive, Kiawah Island SC
29435

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

To Have and To Hold all and singular the premises before mentioned unto the said Grantee, The Town of Kiawah Island, South Carolina, a duly chartered municipality, its successors and assigns forever.

And the Grantor does hereby bind themselves and theirs successors, heirs and assigns, to warrant and forever defend all and singular the said premises unto the said Grantee, its successors and assigns, against themselves and their heirs, successors and assigns to claim the same or any part thereof.


WITNESS the Hand and Seal of the Grantor this 12th day of November in the year of our Lord two thousand fourteen and in the two hundred and thirty-ninth year of the Sovereignty and Independence of the United States of America.

Signed, Sealed and delivered in the presence of:



Witness #1

Shawn O. McKee as Trustee
Shawn O. McKee, as Successor Trustee to Dorothy H. McKee and T. Heyward Carter, Jr., Co-Trustees of the Article 5 Credit Shelter Trust under the William J. McKee Revocable Trust dated December 5, 2001

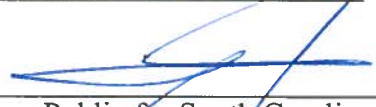


Witness #2

STATE OF SOUTH CAROLINA)
)
COUNTY OF CHARLESTON)

The within instrument was acknowledged before me by its maker.

SWORN to before me
November 12, 2014



Notary Public for South Carolina
My commission expires: 11-7-15

WITNESS the Hand and Seal of the Grantor this 12th day of November in the year of our Lord two thousand fourteen and in the two hundred and thirty-ninth year of the Sovereignty and Independence of the United States of America.


Signed, Sealed and delivered
in the presence of:



Witness #1



Witness #2

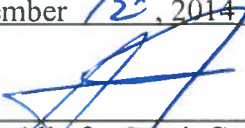


Marie Beckett, Initial Trustee, Margaret
H. Beckett Revocable Trust, dated
October 17, 2006

STATE OF SOUTH CAROLINA)
)
COUNTY OF CHARLESTON)

The within instrument was acknowledged before me by its maker.

SWORN to before me
November 12th, 2014



Notary Public for South Carolina
My commission expires: 11-7-15

STATE OF SOUTH CAROLINA]
COUNTY OF CHARLESTON]

AFFIDAVIT

Date of Transfer of Title
(Closing Date) November 12, 2014

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** Shawn O. McKee, as Successor Trustee to Dorothy H. McKee and T. Heyward Carter, Jr., Co-Trustees of the Article 5 Credit Shelter Trust under the William J. McKee Revocable Trust dated December 5, 2001 and Marie Beckett, Initial Trustee, Margaret H. Beckett Revocable Trust, dated October 17, 2006 **TO** The Town of Kiawah Island, South Carolina, a duly chartered municipality **ON** November 12, 2014.
3. Check one of the following: **The DEED is**
 - (a) ~~XX~~ 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) **X** EXEMPT from the deed recording fee because (exemptions 1-12) (If exempt, please skip item 4-6, and go to item 7 of this affidavit.) 2 transfers to municipality
4. Check one of the following if either item 3(a) or item 3(b) above has been checked.
 - (a) ~~XX~~ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$ 2,000,000.00.
 - (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 **XX** 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 based on the following:

(a) \$ 2,000,000.00	the amount listed in item 4 above.
LESS (b) \$ _____	the amount listed in item 5 above (no amount place zero).
TOTAL (c) \$ 2,000,000.00	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: _____
8. Check if property other than Real Property is being transferred on this Deed.
9. _____ DEED OF DISTRIBUTION - ATTORNEY'S AFFIDAVIT: Estate of _____ Deceased CASE NUMBER _____ Personally appeared before me the undersigned attorney who, being duly sworn, certified that s/he is licensed to practice law in the State of South Carolina; that s/he has prepared the Deed of Distribution for the Personal Rep. in the Estate of _____ deceased and that the grantee(s) therein are correct and conform to the estate file for the above named decedent.
10. 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.

Shawn O. McKee Trustee

(Grantor, Grantee, or Legal Representative connected with this transaction)

Sworn to before me this
November 12, 2014

[Signature]
Notary Public for South Carolina
My Commission Expires: 11-9-15

[Faint notary stamp]

RECORDER'S PAGE



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

Filed By:

BRUCE A BERLINSKY ESQUIRE
 P.O. BOX 206
 CHARLESTON SC 29402 (BOX)

RECORDED		
Date:	November 13, 2014	
Time:	12:34:37 PM	
<u>Book</u>	<u>Page</u>	<u>DocType</u>
0440	537	Deed
Charlie Lybrand, Register Charleston County, SC		

MAKER:

MCKEE SHAWN O TR AL

Note:

RECIPIENT:

TOWN OF KIAWAH ISLAND

of Pages:

Recording Fee	\$ 10.00
State Fee	<EXEMPT>
County Fee	<EXEMPT>
Extra Pages	\$ -
Postage	\$ -
Chattel	\$ -
TOTAL	\$ 10.00

Original Book:

Original Page:

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AUDITOR STAMP HERE

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NOV 14 2014

PETER J. TECKLENBURG
Charleston County Auditor

PID VERIFIED BY ASSESSOR

REP MRD

DATE 11/17/14

4



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EXHIBIT G

STATE OF SOUTH CAROLINA]
] QUITCLAIM DEED
COUNTY OF CHARLESTON]

NOW THEREFORE KNOW ALL MEN BY THESE PRESENTS, That

I, Marie Beckett, as Trustee of the Beckett Family Trust
under the Margaret H. Beckett Revocable Trust dated October 17, 2006
(hereinafter whether singular or plural the "Grantor")

in consideration of the premises and also in consideration of the sum of FIVE AND NO/100S---
(\$5.00) DOLLARS to me in hand paid at and before the sealing and delivery of these presents by

The Town of Kiawah Island, South Carolina, a duly chartered municipality
(hereinafter whether singular or plural the "Grantee")

the receipt whereof is hereby acknowledged, have remised, released and forever quit-claimed, and
by these presents do remise, release and forever quit-claim unto the said

The Town of Kiawah Island, South Carolina, a duly chartered municipality

all of my right, title and interest in and to the following described property to wit:

All that lot, piece, parcel or tract of land situate, lying and being on Johns Island, Charleston County,
State of South Carolina, measuring and containing 23.2 acres, more or less, butting and bounding
to the west on Seabrook Island Road (a/k/a Betsy Kerrison Parkway), to the north on property now
or formerly of the Board of American Missions Lutheran Church and Berkeley Electric Co-operative,
Inc., to the east on property now or formerly of Berkeley Electric Co-operative, Inc., and to the south
on Haulover Creek which separates Johns Island from Seabrook Island.

It is the intention of the Grantor herein to convey and they do hereby convey all of their right, title
and interest in and to Tract G as shown on a plat entitled, "A STRIP MAP for RIGHT-of-WAY
ACQUISITION from VARIOUS TRACTS, PARCELS, & LOTS of LAND LYING along the
EASTERN RIGHT-of-WAY of the BETSY KERRISON PARKWAY (VARIABLE R/W), S.R. S-
10-20, f.k.a. BOHICKET ROAD LOCATED on JOHNS ISLAND CHARLESTON COUNTY,
SOUTH CAROLINA," by Southeastern Surveying, Inc., dated February 5, 1991, revised May 29,
1992 an recorded in Plat Book CH at Page 25 in the RMC Office for Charleston County.

SUBJECT TO RESTRICTIONS AND EASEMENTS OF RECORD.

TMS # 204-00-00-013

Grantee's Address: 21 Beachwalker Drive, Kiawah Island SC
29455

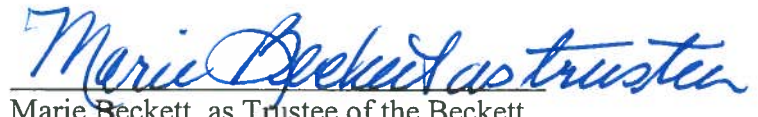
Together with all and singular, the rights, members, hereditaments, and appurtenances to the
said premises belonging or in anywise incident or appertaining.

To Have and To Hold all and singular the said premises before mentioned unto the said The Town of Kiawah Island, South Carolina, a duly chartered municipality, his heirs and assigns forever, so that neither I, the said Marie Beckett, as Trustee of the Beckett Family Trust under the Margaret H. Beckett Revocable Trust dated October 17, 2006, nor my successors, heirs or assigns, nor any other person or persons, claiming under me or them, 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 of parcel thereof, forever, except as specifically set forth herein.

WITNESS my Hand and Seal this 12th day of November in the year of our Lord two thousand fourteen and in the two hundred and thirty-ninth year of the Sovereignty and Independence of the United States of America.



Witness #1



Marie Beckett, as Trustee of the Beckett Family Trust under the Margaret H. Beckett Revocable Trust dated October 17, 2006

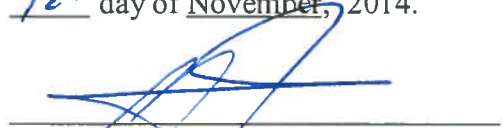


Witness #2

STATE OF SOUTH CAROLINA]
]
COUNTY OF CHARLESTON]

The within instrument was acknowledged before me by its maker.

SWORN to before me this
12th day of November, 2014.



Notary Public for South Carolina
My commission expires: 11-7-15

STATE OF SOUTH CAROLINA]
COUNTY OF CHARLESTON]

AFFIDAVIT

Date of Transfer of Title
(Closing Date) _____, 2014

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 Marie Beckett, as Trustee of the Beckett Family Trust under the Margaret H. Beckett Revocable Trust dated October 17, 2006 TO The Town of Kiawah Island, South Carolina, a duly chartered municipality ON _____**
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) X EXEMPT from the deed recording fee because (exemptions 1-12) (If exempt, please skip item 4-6, and go to item 7 of this affidavit.) item 12 - quitclaim deed
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 \$_____.
 - (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 based on the following:

(a) \$ _____	the amount listed in item 4 above.
LESS (b) \$ _____	the amount listed in item 5 above (no amount place zero).
TOTAL (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:_____
8. Check if property other than Real Property is being transferred on this Deed.
9. _____ DEED OF DISTRIBUTION - ATTORNEY'S AFFIDAVIT: Estate of _____ Deceased CASE NUMBER _____ Personally appeared before me the undersigned attorney who, being duly sworn, certified that s/he is licensed to practice law in the State of South Carolina; that s/he has prepared the Deed of Distribution for the Personal Rep. in the Estate of _____ deceased and that the grantee(s) therein are correct and conform to the estate file for the above named decedent.
10. 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.

Marie Beckett

(Grantor, Grantee, or Legal Representative connected with this transaction)

Sworn to before me this 12
day of November, 2014

Notary Public for South Carolina
My Commission Expires: 11-7-11

Printed Name
PO Box 208
Charleston, SC 29402

RECORDER'S PAGE



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

Filed By:

BRUCE A BERLINSKY ESQUIRE
 P.O. BOX 206
 CHARLESTON SC 29402 (BOX)

RECORDED

Date:	November 13, 2014	
Time:	12:33:05 PM	
<u>Book</u>	<u>Page</u>	<u>DocType</u>
0440	535	Q/Claim
Charlie Lybrand, Register Charleston County, SC		

MAKER:

BECKETT MARIE TR AL

Note:

RECIPIENT:

TOWN OF KIAWAH ISLD

of Pages:

Recording Fee	\$ 10.00
State Fee	<EXEMPT>
County Fee	<EXEMPT>
Extra Pages	\$ -
Postage	\$ -
Chattel	\$ -
TOTAL	\$ 10.00

Original Book:

Original Page:

DRAWER
CLERK

AUDITOR STAMP HERE

RECEIVED From RMC

NOV 14 2014

PETER J. TECKLEBURG
Charleston County Auditor

PID VERIFIED BY ASSESSOR

REP MRD

DATE 11/17/14

31



0440
Book



535
Page



11/13/2014
Recorded Date



4
Pgs



Original Book



Original Page



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Doc Type



12:33:05
Recorded Time

**THE STATE OF SOUTH CAROLINA
COUNTY OF CHARLESTON**

TITLE TO REAL ESTATE
Approximate Survey Station

Road/Route S-20
File 10.2001.1
Item _____
Project HMP-HIMP(202)
PIN 27428

_____ 12+73 To 18+59 RT _____
_____ To _____
_____ To _____

PAYMENT
REQUESTED
7-15-04

KNOW ALL MEN BY THESE PRESENTS, That I (or we) **Margaret H. Beckett and Dorothy H. McKee, 4484 Bohicket Road, Johns Island, South Carolina 29455** in consideration of the sum of **Twelve Thousand and No/100 (\$12,000.00) Dollars** and other valuable consideration to me (or us) in hand paid at and before the sealing and delivering thereof, by the South Carolina Department of Transportation, Columbia, South Carolina, receipt of which is hereby acknowledged, have granted, bargained, sold and released, and by these presents do grant, bargain, sell and release, unto the said South Carolina Department of Transportation, its successors and assigns, all that certain real property in fee simple absolute **from Roundabout at Kiawah Island on Road S-20 (Betsy Kerrison Parkway)**, State and County aforesaid, as shown on plans prepared by the South Carolina Department of Transportation and dated _____, said property being herein conveyed to have a width of **SEE** feet, that is **SPECIAL** feet on **PROVISIONS** side(s) of the survey centerline of the highway as shown on the reference plans.

SPECIAL PROVISIONS:

The above consideration is for 0.247 acre (10,759 square feet) of land and all improvements thereon, if any. Herein conveyed is property being variable in width and described as follows: Within 55 feet of the relocated centerline of Road S-20 on the right between approximate survey stations 12+73 and 13+41, thence within 75 feet between approximate survey stations 13+41 and 14+91, thence within 55 feet between approximate survey stations 14+91 and 17+00, thence within 45 feet between approximate survey stations 17+00 and 18+30. This being a portion of the property acquired from Elizabeth H. Stringfellow by deed dated January 27, 1989 and recorded January 27, 1989 in Deed Book M181, Page 624; and by Will of Margaretha Andell, filed January 11, 1946, as reflected in Probate File No. 838-29 in the probate court for Charleston County and shown as Tax Map No. 204-00-00-013.

RECORDED: 7-15-04 JWC
FILE _____
PROJECT _____

DIRECTOR
SCDOT P. O. BOX 191
COLUMBIA, SOUTH CAROLINA 29202

Together with, all and singular, the rights, members, hereditaments and appurtenances thereunto belonging, or in any wise incident or appertaining.

And I (or we) do hereby bind myself (or ourselves), my (or our) heirs, executor and administrators, to warrant and forever defend all and singular said premises unto said South Carolina Department of Transportation, its successors and assigns, against myself (or ourselves) and my (or our) heirs and against every person whomsoever lawfully claiming or to claim the same, or any part thereof.

TO HAVE AND TO HOLD in fee simple, absolute and singular the said property and the rights hereinbefore granted, unto the said South Carolina Department of Transportation, its successors and assigns forever.

IN WITNESS WHEREOF, I (or we) have hereunto set my (or our) hand(s) and seal(s) this 6th day of July, in the year of our Lord, Two Thousand and 04.

Signed, sealed and delivered in the presence of:

James A. Beckett Jr.
1st Witness

Margaret H. Beckett
(L.S.)

[Signature]
2nd Witness

Deborah H. McKee
(L.S.)

NOTE: All right of way agreements must be in writing and are subject to rejection by the South Carolina Department of Transportation.

THE STATE OF SOUTH CAROLINA)
COUNTY OF CHARLESTON)

PROBATE

I, Tommy W. Smwak, Notary Public for the State of S.C., do hereby certify that: MARGARET H. Beckett & Deborah H. McKee

personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Subscribed to and sworn before me this 6th day of July, 2004.

[Signature]
Notary Public, State of S.C.

My Commission Expires: 9-4-06

STATE OF SOUTH CAROLINA)

COUNTY OF CHARLESTON)

Road/Route S-20)

File 10.2001.1)

Item)

Project HMP-HIMP(202))

PIN 27428)

AFFIDAVIT

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

Property located on the above road or route, bearing **Charleston** COUNTY, was transferred by **Margaret H. Beckett and Dorothy H. McKee** to the South Carolina Department of Transportation on ~~June 17, 2004~~ ⁷⁻⁶⁻ ~~June 17, 2004~~.

The above transaction is exempt, or partially exempt from the recording fee as set forth in S. C. Code Ann. Section 12-24-10 et. seq. because the deed is transferring realty to the State, its agencies and departments, and its political subdivisions, including school districts (Section 12-24-40(2).)

As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as Right of Way Agent for the South Carolina Department of Transportation.

I further understand that a person required to furnish this affidavit who willfully 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.


Responsible Person Connected with the Transaction

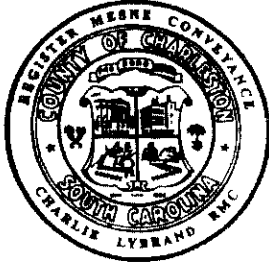
SWORN to before me this 12th

day of July, 2004



NOTARY PUBLIC FOR South Carolina

My Commission Expires: 7-26-05



RECORDER'S PAGE

This page Must remain with the original document.

SC DOT
P.O. 504 191
Columbia, SC 29202

Recording Fee 10.00
State Fee _____
County Fee _____
Postage _____
TOTAL 10.00

FILED
J 503-275
2004 JUL 27 AM 9:21
CHARLES LYBRAND
REGISTER
CHARLESTON COUNTY SC

PID VERIFIED BY ASSESSOR
REP LMG
DATE 8/2/04

RECEIVED FROM RMC
AUG - 2 2004
PEGGY A. MOSELEY
CHARLESTON COUNTY AUDITOR

EXHIBIT I



Catherine E. Heigel, Director

Promoting and protecting the health of the public and the environment

February 5, 2016

John Prorock, PE, LEED Green Associate
Project Engineer, Community Development
Stantec
4969 Centre Pointe Dr. Ste 200
North Charleston, SC 29418-69521

Re: Letter of Coordination
Kiawah Municipal Complex, Charleston County

Dear John Prorock,

This is to acknowledge receipt of your request for NPDES coverage under the 2012 Construction General Permit for Stormwater Discharge. Our office received the complete application on January 11, 2016 for land disturbance amounting to 12.8 acres of a project site located in Kiawah Island, off of Betsy Kerrison Parkway, south of the Resurrection Road intersection. This project is currently under review.

If you have any questions, please call me at 843-953-7809.

Sincerely,

John L. Vinson
Coastal Stormwater Permitting Section

cc: Matt Hauser – DHEC – BOW
Bryan D. Kizer, PE - Stantec



South Carolina Department of Health
and Environmental Control

Coastal Stormwater Permitting Section
1362 McMillan Avenue, Suite 400
Charleston, SC 29405

John Prorock, PE, LEED Green Associate
Project Engineer, Community Development
Stantec
4969 Centre Pointe Dr. Ste 200
North Charleston, SC 29418-69521

EXHIBIT J



PERMIT TO CONSTRUCT Onsite Wastewater System

File Nbr **201410003**
County: Charleston

Name: TOWN OF KIAWAH ISLAND	Address: 21 BEACHWALKER DR KIAWAH ISLAND, SC 29455	Program Code: 362
Type Facility: COMMERCIAL		System Code: 221
Subdivision:	Site: 4475 BETSY KERRISON PKWY	TM#: 204-00-00-013
Block: Lot:	KIAWAH ISLAND, SC 29455	Water Supply: PUBLIC

PERMIT TO CONSTRUCT SYSTEM SPECIFICATIONS

Daily Flow (gpd): 1497	Tank Sizes (gal): Septic Tank: 2500 <i>(1500 + 1000)</i>	Pump Chamber: 1000	Grease Trap:
LTAR: .80	Trenches: Length (ft): 936 <i>(9-104' lines)</i>	Width (in): 36	Max. Depth (in): 24
	Min Pump Capacity: 10	gpm at 13	ft. of Head

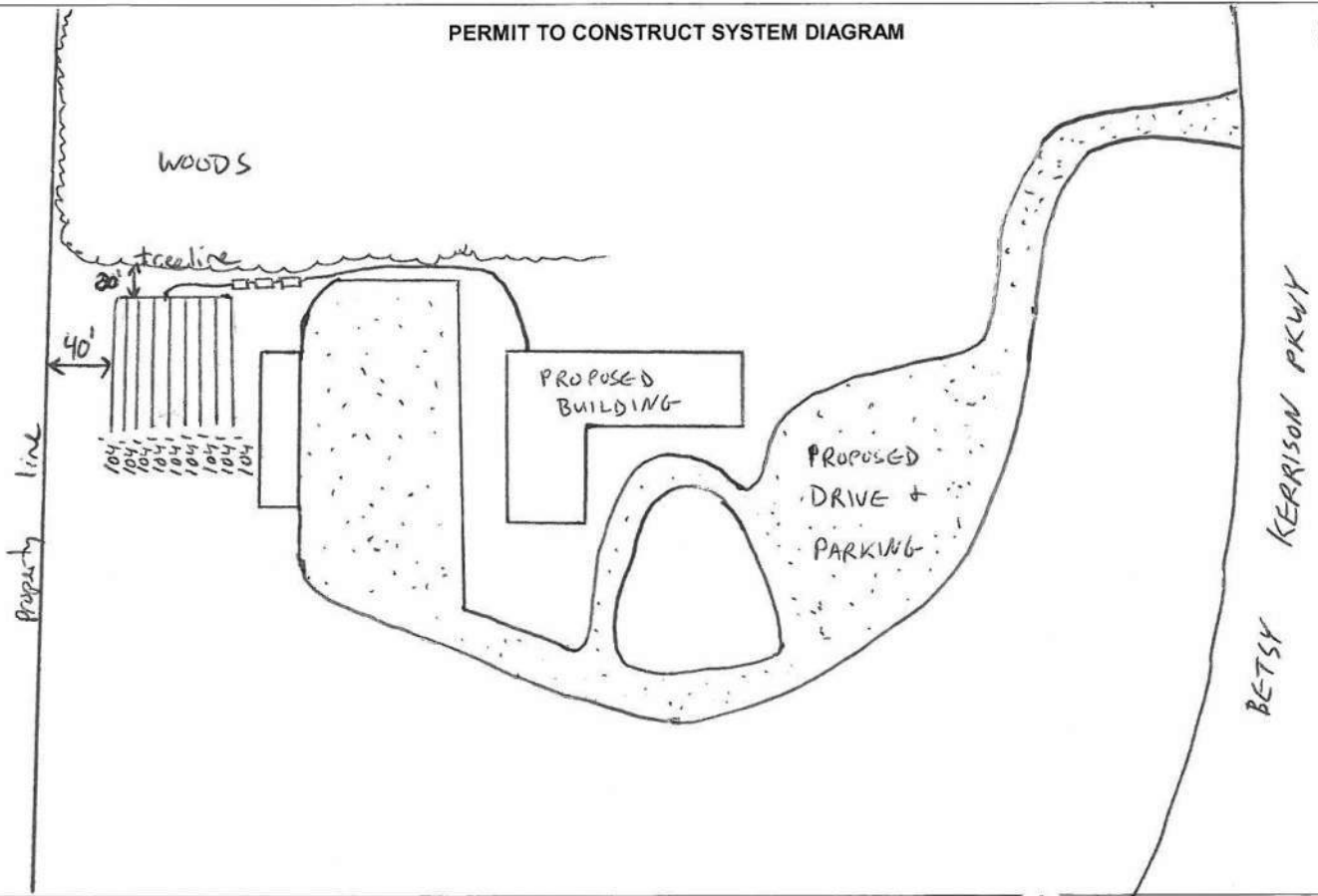
SPECIAL INSTRUCTIONS/CONDITIONS

THIS PERMIT IS SITE SPECIFIC. ANY CHANGES TO THE SYSTEM MUST BE APPROVED BY DHEC. ALTERNATIVE TRENCH PRODUCTS APPROVED UNDER STATE RULES AND REGULATIONS MAY BE SUBSTITUTED. ANY UNAPPROVED CHANGES WILL VOID THIS PERMIT.

- All applicable setbacks set forth in Regulation 61-56 apply.
- Maximum Trench Depth not to exceed 24 inches
- Do not cut, fill, bulldoze, scrape or change the grade of the natural soils in the septic system area.
- Do not install under wet soil conditions.
- No parking, driving, building or paving over the area of septic system before or after installation.
- Minimum 9" cover over system after installation.
- This system is specifically designed for a Municipal Campus with a Maximum Daily Flow of 1497 gpd.

PERMIT TO CONSTRUCT SYSTEM DIAGRAM

(NTS)



Issued/Revised By: *Jimmy B. [Signature]*

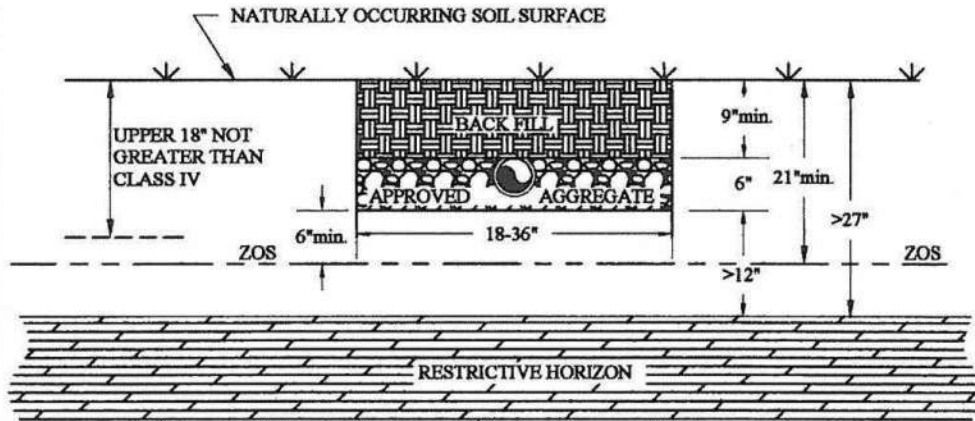
Date: 11/5/16

**SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
BUREAU OF ENVIRONMENTAL HEALTH**

ALTERNATIVE STANDARD
SHALLOW PLACEMENT WITH SIX (6) INCH AGGREGATE DEPTH

PROGRAM 362 / CODE 220 / CODE 221 IF PUMPED

TYPICAL DESIGN ILLUSTRATION



SCALE: 3/4"=1'

TLS REV. 02/2006

EXHIBIT K



PERMIT TO CONSTRUCT Onsite Wastewater System

File Nbr **2015120018**
County: Charleston

Name: BRYAN KIZER

Type Facility: COMMERCIAL

Subdivision:

Block: Lot:

Address: 4969 CENTRE POINTE DR STE 200
NORTH CHARLESTON, SC 29418

Site: 4475 BETSY KERRISON PKWY
KIAWAH ISLAND, SC 29455

Program Code: 362

System Code: 220

TM#: 204-00-00-013

Water Supply: PUBLIC

PERMIT TO CONSTRUCT SYSTEM SPECIFICATIONS

Daily Flow (gpd): 500

LTAR: .80

Tank Sizes (gal): Septic Tank: 1000 Pump Chamber: Grease Trap:
Trenches: Length (ft): 313 Width (in): 36 Max. Depth (in): 24 Agg. Depth (in): 6
Min Pump Capacity: gpm at ft. of Head

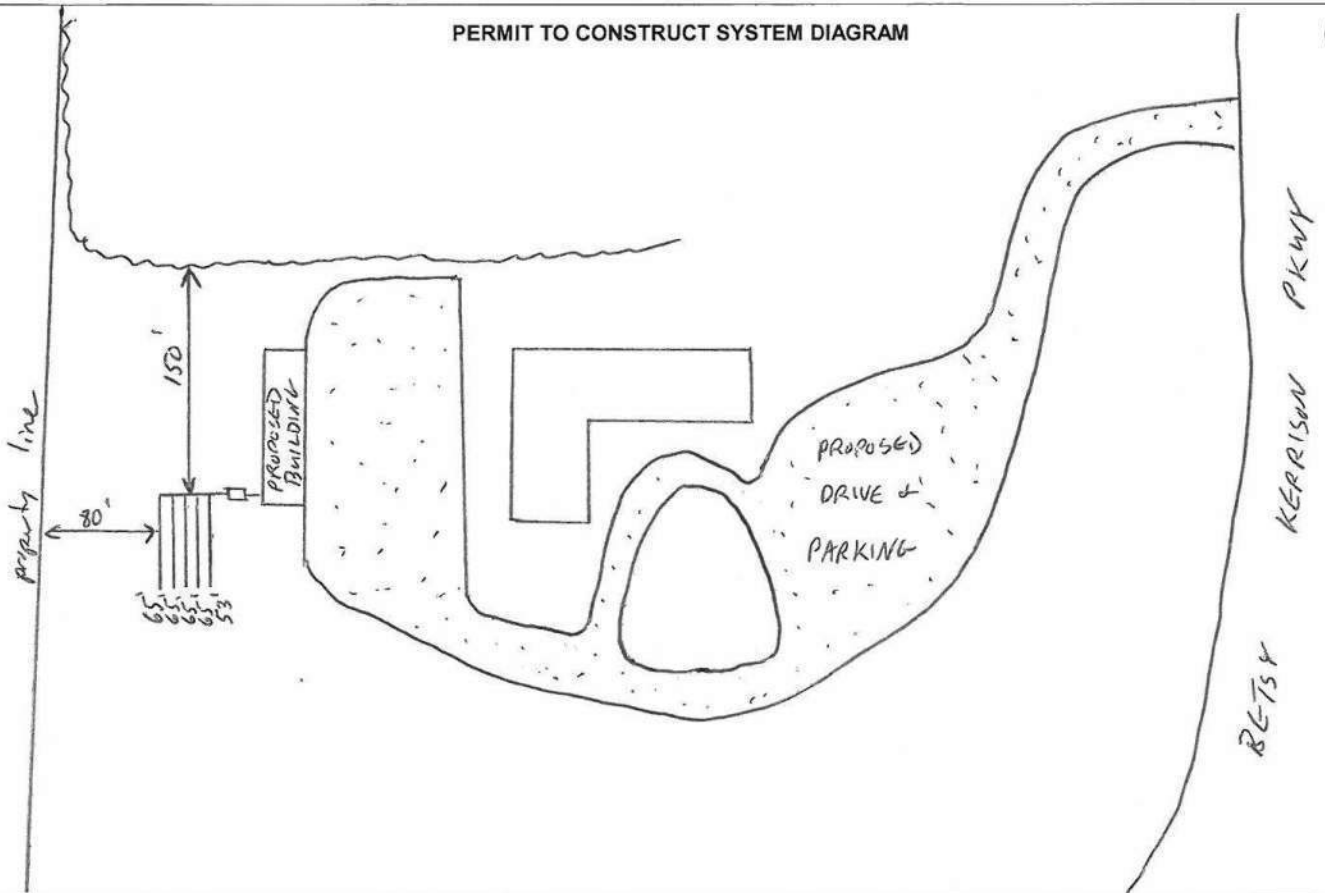
SPECIAL INSTRUCTIONS/CONDITIONS

THIS PERMIT IS SITE SPECIFIC. ANY CHANGES TO THE SYSTEM MUST BE APPROVED BY DHEC. ALTERNATIVE TRENCH PRODUCTS APPROVED UNDER STATE RULES AND REGULATIONS MAY BE SUBSTITUTED. ANY UNAPPROVED CHANGES WILL VOID THIS PERMIT.

- All applicable setbacks set forth in Regulation 61-56 apply.
- Maximum Trench Depth not to exceed 24 inches
- Do not cut, fill, bulldoze, scrape or change the grade of the natural soils in the septic system area.
- Do not install under wet soil conditions.
- No parking, driving, building or paving over the area of septic system before or after installation.
- Minimum 9" cover over system after installation.
- This system is specifically designed for a Maintenance Facility with a Maximum Daily Flow of 500 gpd.

PERMIT TO CONSTRUCT SYSTEM DIAGRAM

(NTS)



Issued/Revised By: James Bily

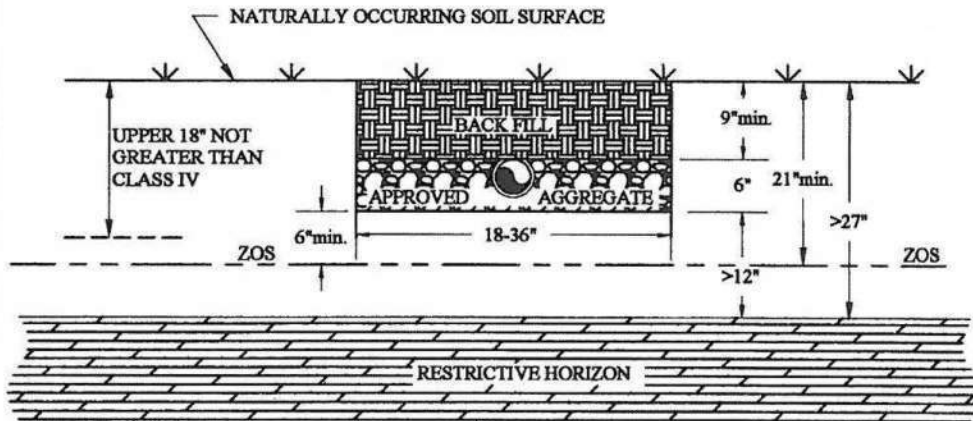
Date: 11/5/16

**SOUTH CAROLINA DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
BUREAU OF ENVIRONMENTAL HEALTH**

ALTERNATIVE STANDARD
SHALLOW PLACEMENT WITH SIX (6) INCH AGGREGATE DEPTH

PROGRAM 362 / CODE 220 / CODE 221 IF PUMPED

TYPICAL DESIGN ILLUSTRATION



SCALE: 3/4"=1'

U.S. ENV. 02/28/84

ST. JOHN'S WATER COMPANY, INC.

"This institution is an equal opportunity employer and provider"

Post Office Box 629

John's Island, South Carolina 29457-0629

Phone (843) 559-0186

Fax (843) 559-0371

Board Members

Julia H. Grant, Chair

Thomas Legare, Jr., Vice Chair

Robert M. Lee, Sec/Treas

Cheryl Glover

Isaac Robinson

Becky J. Dennis

Cindy M. Floyd

Tommy West

Richard Thomas

EXHIBIT L

February 4, 2016

Mr. Bryan Kizer

Stantec

4969 Centre Pointe Drive, Suite 200

N. Charleston, SC 29418-6952

Re: Kiawah Island Town Hall at TMS number 204-00-00-013
Water Availability and Willingness to Serve
Letter of Coordination

Dear Mr. Kizer:

This letter is to confirm that TMS number 204-00-00-013 on Johns Island is within the water service area of the St. John's Water Company, Inc. (SJWC). SJWC does have water available from an existing 24-inch water line located on Betsy Kerrison Parkway for water service to TMS number 204-00-00-013 for the proposed new Kiawah Island Town Hall buildings. Our system is SC DHEC approved and we have the capacity and willingness to provide potable water service to TMS number 204-00-00-013. This letter of coordination verifies that TMS number 204-00-00-013 fronts Betsy Kerrison Parkway and our existing water line is in the Betsy Kerrison Parkway road right-of-way, therefore the property line is within 50-feet of the existing SJWC water line.

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

Sincerely,



Colleen Schild

Assistant Manager/Engineer



BERKELEY ELECTRIC COOPERATIVE, INC.

www.bec.coop Your Touchstone Energy Partner 

February 4, 2016

EXHIBIT M

Stantec
C/o: John Prorock
4969 Centre Point Dr., Suite 200
North Charleston, SC 29418

**Re: Power Availability for Town of Kiawah Facility
Charleston County, SC
Part of TMS 204-00-00-013**

Dear John:

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

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

Sincerely,



John Hall
Manager of Construction and Design

JH/ts

Cc: Tim Mobley, V.P. of Engineering and Operations
Kevin Varner, Supervisor of Distribution Design
John Prorock, Stantec – emailed copy
File



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

Post Office Box 340
Awendaw, SC 29429
(843) 884-7525
Fax (843) 884-3044

ST. JOHN'S FIRE DISTRICT

COMMISSIONERS:
JOHN CONNOLLY, Chair
THOMAS KULICK, Vice-Chair
H. ALBERT THOMPSON
LEROY BLAKE
JOHN OLSON
SAMUEL BROWNLEE
ERIC P. BRITTON

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



COLLEEN WALZ, Fire Chief

February 11, 2016

EXHIBIT N

Attention: John Prorock, PE
Stantec
4969 Centre Pointe Dr. Suite 200
North Charleston, SC 29418

Dear John Prorock,

Reference: Letter of Coordination
Kiawah Municipal Complex
Town of Kiawah Island, South Carolina

This is to acknowledge that St. John's Fire District is aware of the proposed Kiawah Municipal Complex project and will provide service to the project located off of Betsy Kerrison Parkway, south of the Resurrection Rd. intersection. Our office has been involved with the Town of Kiawah Island Building Department in the preliminary coordination and review process and will be involved in future reviews and approval of the project.

Sincerely,

A handwritten signature in black ink that reads "Colleen Walz".

Colleen Walz
Fire Chief

St. John's Fire District
P.O. Box 56
John's Island S.C. 29457

Phone (843) 864-4384
Fax (843) 559-3687
Web: www.stjfd.org

EXHIBIT O

February 4, 2016



Town of Kiawah Island
21 Beachwalker Drive
Kiawah Island, South Carolina 29455

C/o LS3P Associates LTD

Re: Preliminary Wetland Review
Kiawah Municipal Complex
4475 Betsy Kerrison Parkway
Johns Island, Charleston County, South Carolina

To whom it may concern:

Terracon Consultants, Inc. (Terracon) is pleased to provide a preliminary wetland review for the above-referenced project site in South Carolina.

Terracon reviewed readily available resources to assist with identifying potential Waters of the US (WoUS) and suspect wetland areas on the project site or in the immediate vicinity of the project site. These sources include the current United States Geological Survey (USGS) Topographic Map, United States Fish and Wildlife Service National Wetland Inventory (USFWS NWI) Map, US Department of Agriculture – Natural Resource Conservation Services (USDA – NRCS Service) Soil Survey data, and aerial photographs.

USGS Topographic Map

The 1971 Rockville Quad, USGS topographic map for the project site does not depict water features on the site. Haulover Creek is depicted adjacent to the southern portion of the project site.

Aerial Photographs

The color spectrum of infrared aerials provides information regarding the moisture content of the soil. Generally, darker areas contain more moisture. The infrared aerial photographs for the project site depict possible hydric soils on the northern portion. Possible hydric soils are depicted adjacent to the southern portion of the project site.

USFWS NWI

The USFWS NWI map does not depict wetlands on the project site. Wetlands are depicted adjacent to the southern portion of the project site. It should be noted that the location of mapped wetlands on the NWI map is often times approximate and not necessarily indicative of actual field conditions.



Terracon Consultants, Inc. 1450 Fifth Street, West North Charleston, South Carolina 29405

P [843] 884 1234 F [843] 884 9234 terracon.com

Geotechnical



Environmental



Construction Materials



Facilities

USDA – NRCS Service Soil Survey

Terracon reviewed the USDA NRCS Soil Survey data to identify occurrences of documented hydric soils on the project site. Hydric soils with a 100% hydric rating are depicted on the northern portion of the project site with the rest of the project site containing hydric soils with a 3% rating. Dawhoo and rutlege loamy fine sand (Da) is the hydric soil depicted on the northern portion of the project site. The project area containing Da is historically an agriculture field used for agricultural purposes. Typically historical agriculture fields like the one on the project site would not be considered WoUS or wetlands.

Additional Investigation

At your request Terracon will perform an additional field investigation of the project site to further identify and delineate potential WoUS and wetland areas.

Potential WoUS and wetland areas will be identified and delineated utilizing the Routine On-site Determination Method described in the 1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual (USACE Manual) including the USACE November 2010 Atlantic and Gulf Coastal Plain Regional Supplements (AGCPRS). Potential wetland areas will be located and investigated based on the three wetland parameters of hydrophytic vegetation, hydrology, and hydric soil indicators. Hydrophytic vegetation is assessed by identifying plant species and their assigned wetland indicator rating of obligate (occur in wetlands >99% of the time), facultative wet (occur in wetlands 67-99% of the time), facultative (occur in wetlands 34-66% of the time), facultative upland (occur in wetland 1-33% of the time), and upland (occur in wetlands <1% of the time). The USACE manual defines hydrophytic vegetation as present when at least 50% of the dominant plant species are rated obligate (OBL), facultative wet (FACW), or facultative (FAC). Hydrology is determined based on a number of primary indicators (surface water, water marks, drift deposits, reduced iron presence, oxidized rhizospheres, etc.) and secondary indicators (soil surface cracks, drainage patterns, crawfish burrows, shallow aquitard, etc.). The USACE manual defines hydrology as present when at least one primary indicator and or two secondary indicators are identified. Hydric soil is determined by investigating soil features such as color matrix, hue, and evidence of redox features including indicators such as saturation, stratified layers, gleyed matrix, mucky surface, organic/peat layers, hydrogen sulfide odor, and evidence of mottling indicating reduced conditions.

Closing

We have performed a preliminary wetland review for the proposed project site. Based on the desktop review of the information discussed above, Terracon did not identify potential wetlands or WoUS on the project site. In order to obtain a Jurisdictional Determination the site should be delineated following the procedures documented in the 1987 USACE Wetlands Delineation Manual and the 2010 AGCPRS and the information gathered during the field delineation would be presented to USACE for verification. Only USACE can make a final Jurisdictional Determination. Terracon appreciates this opportunity to provide environmental services to the Town of Kiawah Island. If there are any questions regarding this letter or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,
Terracon Consultants, Inc.



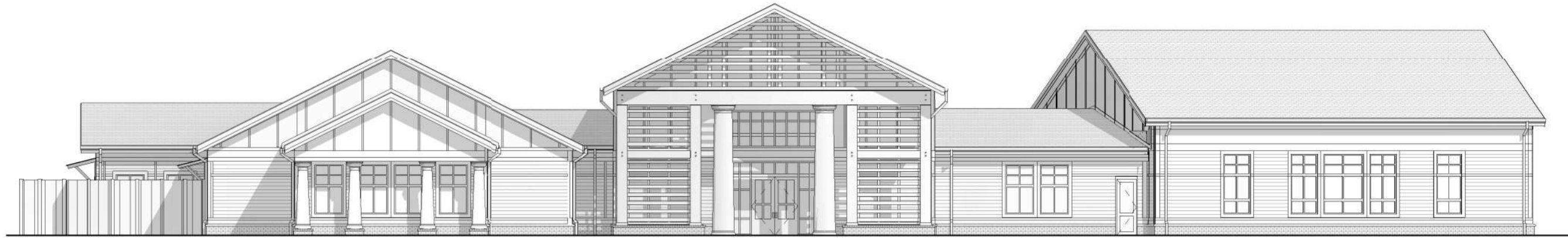
J. Ted Melchers IV
Environmental Scientist



Andy Ruocco
Environmental Department Manager

KIAWAH MUNICIPAL COMPLEX

EXHIBIT P



BUILDING ELEVATION - FRONT ENTRY



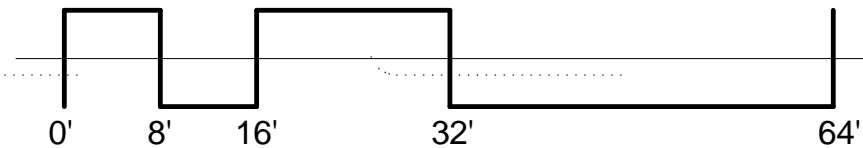
BUILDING ELEVATION - CREEK SIDE

A-221

ARCHITECTURAL ELEVATIONS - EXHIBIT "N"

CONSTRUCTION DOCUMENTS

02.01.2016



LS3P

KIAWAH MUNICIPAL COMPLEX

EXHIBIT Q



BUILDING ELEVATION - EAST



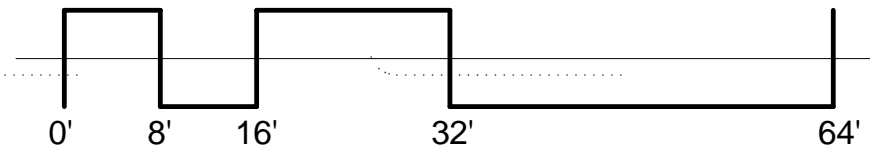
BUILDING ELEVATION - WEST

A-222

ARCHITECTURAL BUILDING ELEVATIONS

CONSTRUCTION DOCUMENTS

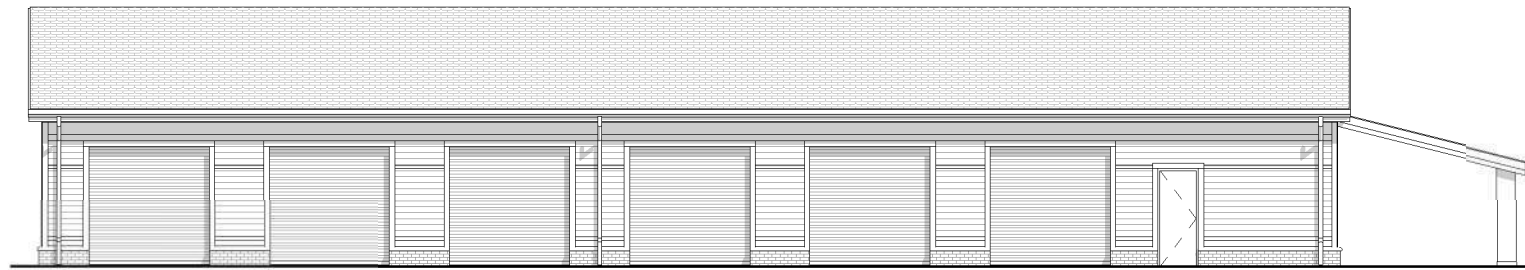
02.01.2016



LS3P

KIAWAH MUNICIPAL COMPLEX

EXHIBIT R



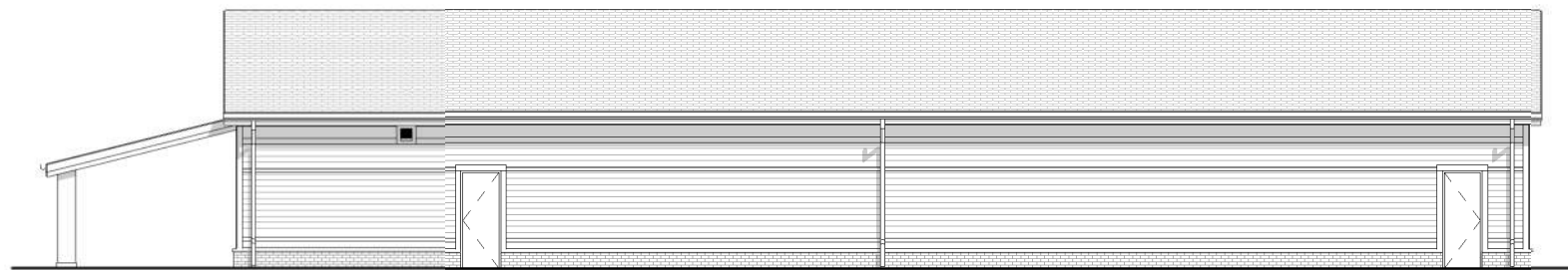
BUILDING ELEVATION - GARAGE EAST



BUILDING ELEVATION - GARAGE SOUTH



BUILDING ELEVATION - GARAGE NORTH



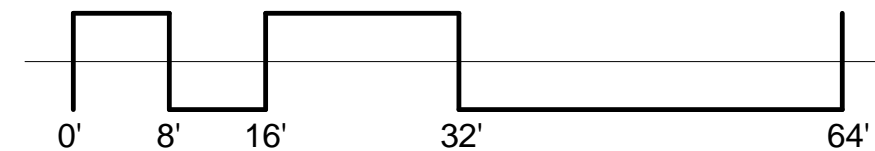
BUILDING ELEVATION - GARAGE WEST

A-223

ARCHITECTURAL ELEVATIONS - EXHIBIT "P"

CONSTRUCTION DOCUMENTS

02.01.2016



LS3P



EXHIBIT S



4800 Century Parkway, Suite 200
 Fort Lauderdale, Florida 33309
 Tel: 954.471.2200
 www.stantec.com



205 12 KING ST. CHARLESTON SC 29401
 TEL. 843.577.4444 FAX 843.722.4789
 WWW.LSP.COM



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 IN ANY FORM WITHOUT WRITTEN PERMISSION
 FROM LSP ASSOCIATES LTD.

REVISIONS:

No.	Description	Date

PROJECT: 17K102648
 DATE: JANUARY 12, 2016
 DRAWN BY: JF
 CHECKED BY: BDK

WATER DISTRIBUTION PLAN

C18

CONSTRUCTION DOCUMENTS

- NOTES**
1. WATER MAIN TO COMPLY WITH THE MINIMUM STANDARDS OF THE ST. JOHN'S WATER COMPANY. ALL PIPE 4" AND GREATER TO BE CONSTRUCTED WITH C900 PVC. ALL PIPE 2" AND 1.5" TO BE CONSTRUCTED WITH PVC OR 2" A1I PIPE 1" AND SMALLER IS TO BE CONSTRUCTED WITH HDPE. ALL PIPE SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE NOTED. ALL PIPE SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE NOTED.
 2. ALL PIPE 4" AND GREATER TO BE CONSTRUCTED WITH C900 PVC. ALL PIPE 2" AND 1.5" TO BE CONSTRUCTED WITH PVC OR 2" A1I PIPE 1" AND SMALLER IS TO BE CONSTRUCTED WITH HDPE. ALL PIPE SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE NOTED. ALL PIPE SHALL BE INSTALLED WITH A MINIMUM COVER OF 18" UNLESS OTHERWISE NOTED.
 3. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND DO NOT NECESSARILY REPRESENT THE EXACT LOCATION OF UTILITIES. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
 4. CONTRACTOR SHALL COORDINATE ALL UTILITY CONNECTIONS WITH SERVICE PROVIDER PRIOR TO START OF CONSTRUCTION.
 5. CONTRACTOR SHALL COORDINATE ARCHITECTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS WITH ALL OTHER CONTRACTORS. ANY DISCREPANCIES IDENTIFIED SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION.
 6. IN CASE OF CONFLICTS BETWEEN PROPOSED WATER MAINS AND STORM WATER PIPING, PROPOSED WATER MAINS TO BE INSTALLED UNDERNEATH PROPOSED STORM WATER PIPING. WATER MAIN SHALL HAVE A FULL LENGTH OF PIPE INSTALLED WITH ITS MIDPOINT VERTICALLY IN LINE WHERE IT CROSSES THE STORM PIPE.
 7. LOCATIONS OF PROPOSED VALVES SHOWN ARE APPROXIMATE. VALVES ARE NOT TO BE INSTALLED IN PAVED AREAS, CURBS, GUTTER SECTIONS, OR UNDERNEATH SIDEWALKS.
 8. 4" FIRE LINE AND 4" FDC LINE SHALL ENTER THE BUILDING USING ANGLE STAINLESS STEEL 4" DIAMETER IN-BUILDING RISER (OR APPROVED EQUIVALENT) AND SHALL TERMINATE AT 1'-0" AFF WITHIN THE MUNICIPAL BUILDING MECHANICAL ROOM. CONTRACTOR SHALL COORDINATE EXACT IN-LOCATIONS FOR THESE LINES WITH THE PROTECTION PLANS.
 9. MINIMUM 180° TURN PREVENTION AT THE 1.5" AND 4" DOMESTIC METER SHALL BE APPROVED BY THE ST. JOHN'S WATER COMPANY. CAP-PRIGATION WATER LINE FOR CONTINUATION BY PROTECTION INSTALLER.



(IN FEET)
 1" = 30'-0"



1 2 3 4 5 6



205 12 KING ST. CHARLESTON SC 29401
TEL. 843.577.4444 FAX 843.722.4789
WWW.LSP.COM



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REVISIONS:	No.	Description	Date

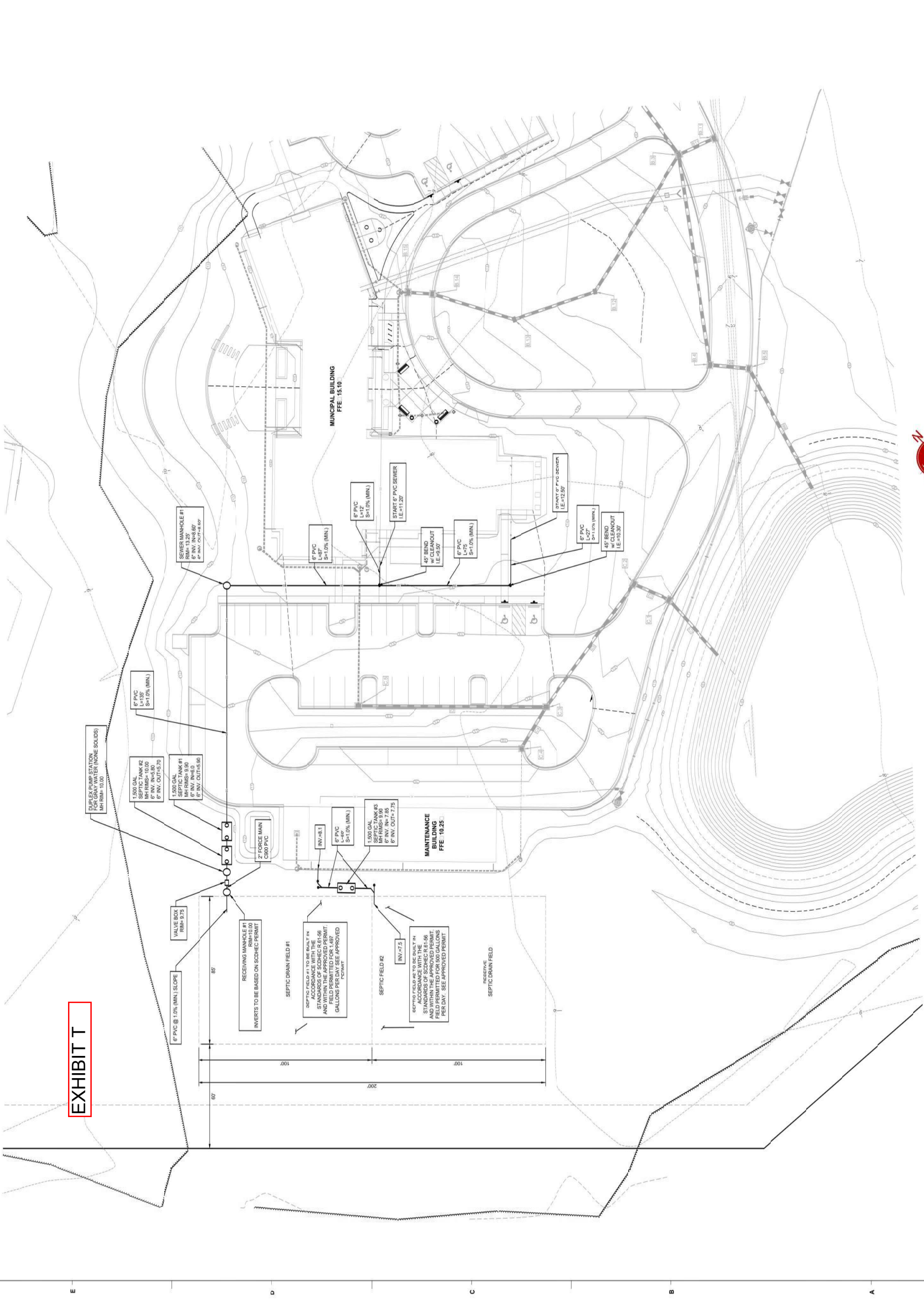
PROJECT: 171420646
DATE: JANUARY 12, 2016
DRAWN BY: JP
CHECKED BY: BSK

SANITARY SEWER PLAN

C19

CONSTRUCTION DOCUMENTS

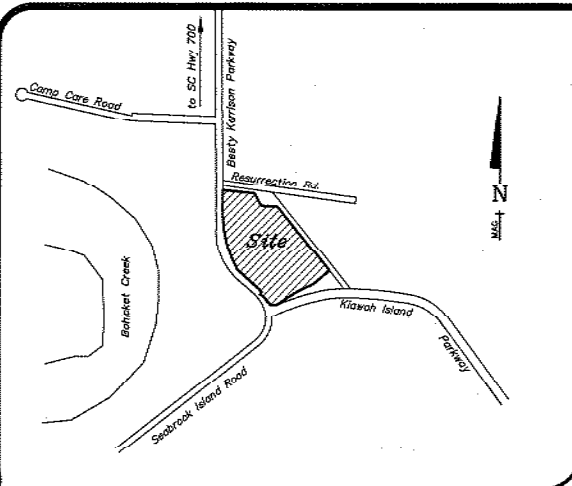
EXHIBIT



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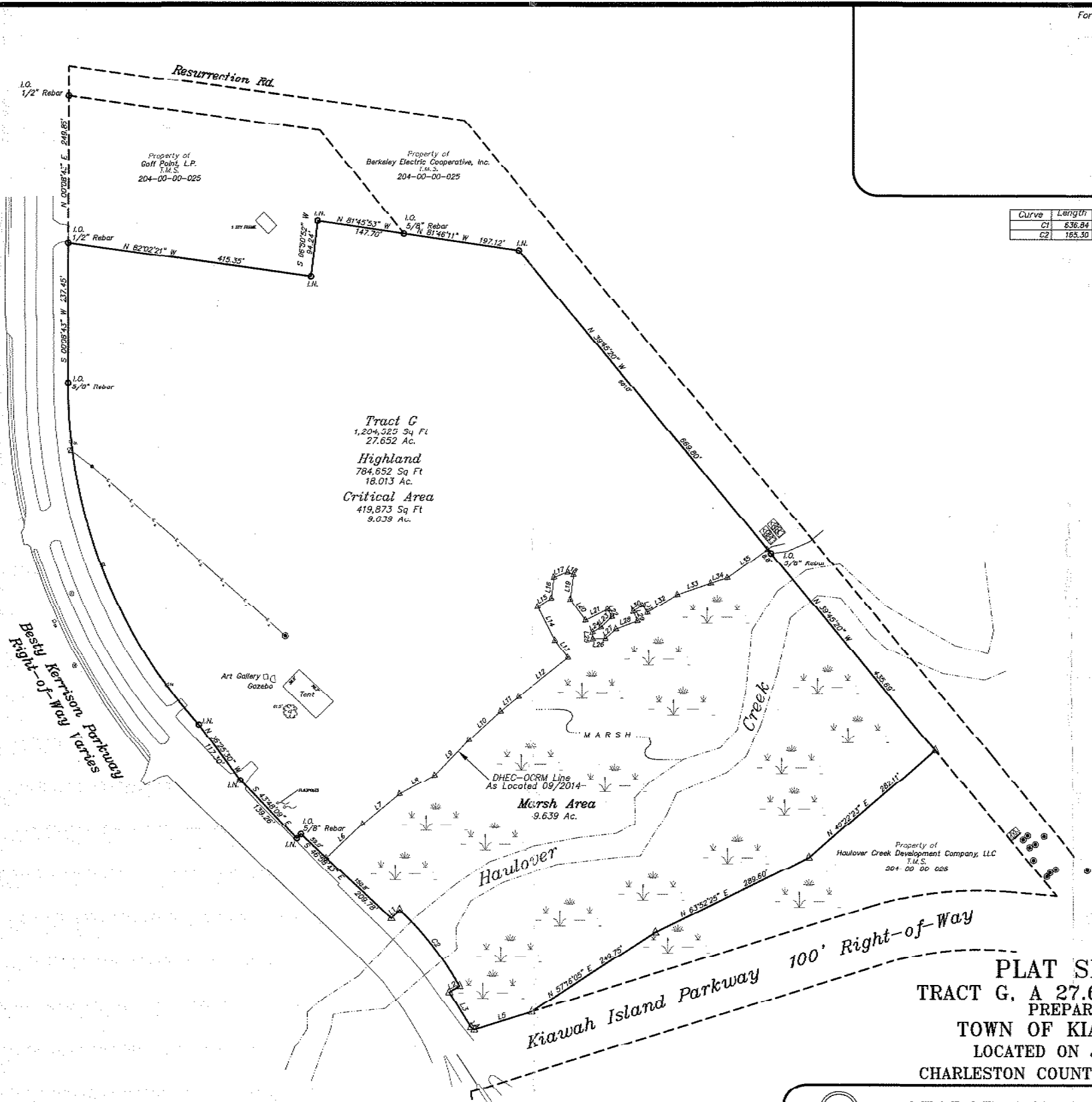
EXHIBIT U



LOCATION MAP
N.T.S.

- LEGEND:**
- I.O. IRON PIN OLD
 - I.N. IRON PIN NEW (5/8 REBAR)
 - CONCRETE MONUMENT FOUND
 - C.P. CALCULATED POINT
 - POWER POLE
 - LIGHT POLE
 - PROPERTY LINE
 - ADJOINER LINE
 - FENCE LINE
 - OVERHEAD UTILITY LINE
 - TRANSFORMER
 - COMMUNICATIONS MANHOLE
 - COMMUNICATIONS PEDESTAL
 - FLAG POLE

- REFERENCES:**
- 1.) I.M.S. 204-00-00-013
 - 2.) PLAT BY SOUTHEASTERN SURVEYING DATED FEB. 5, 1991 PLAT BOOK CH. PAGE 25 PLANNING BOARD No. 04/29 RMC CHARLESTON COUNTY
 - 3.) PLAT BY SOUTHEASTERN SURVEYING DATED MARCH 19, 1991 PLAT BOOK CH. PAGE 31 PLANNING BOARD No. 4732 RMC CHARLESTON COUNTY
 - 4.) SC0101 DUKKEI No. 10-2001.1 SHEETS 4, 4A, 17



Curve	Length	Radius	Delta	Tangent	Chord Direction	Chord Length
C1	636.84	886.84	41°58'47"	333.49	S20°54'45"E	622.68
C2	185.30	540.31	17°31'45"	83.30	N36°03'33"W	164.65

LINE	LENGTH	BEARING
L1	19.95	N43°44'40"E
L2	20.00	S58°57'24"W
L3	70.36	S31°51'04"E
L4	5.02	S55°19'40"E
L5	102.36	N72°39'13"E
L6	84.53	N45°50'16"E
L7	80.86	N50°33'01"E
L8	87.49	N67°19'05"E
L9	83.04	N44°40'39"E
L10	72.82	N42°46'13"E
L11	39.23	N51°03'07"E
L12	107.46	N51°32'12"E
L13	36.98	N36°42'39"W
L14	84.03	N27°28'56"W
L15	27.53	N37°55'22"E
L16	35.54	S07°33'48"W
L17	24.62	S68°30'12"W
L18	11.70	N67°10'03"W
L19	41.97	S07°30'20"W
L20	44.11	S32°51'33"E
L21	41.88	N63°54'08"E
L22	14.51	N30°31'35"W
L23	25.32	N42°23'33"E
L24	16.49	N58°40'44"E
L25	11.53	S02°31'57"E
L26	21.35	N87°57'04"E
L27	23.95	N48°03'59"E
L28	39.29	N89°32'11"E
L29	17.42	N24°10'11"W
L30	18.97	N55°49'47"E
L31	15.02	S33°25'00"E
L32	40.75	N62°45'47"E
L33	59.81	N70°54'11"E
L34	29.59	N71°43'16"E
L35	63.42	N54°28'36"E



THE AREA SHOWN ON THIS PLAT IS A GENERAL REPRESENTATION OF OCRM PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS, BY THEIR NATURE, ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY GENERALLY DELINEATING THE PERMIT AUTHORITY OF THE OCRM, THE OCRM IN NO WAY WAIVES THE RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREIN OR NOT.

George A.Z. Johnson, Jr.
SIGNATURE DATE 02-17-16

The critical line shown on this plat is valid for five years from the date of this signature, subject to the cautionary language above.

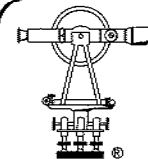
BOUNDARY SURVEY
I, F. Steven Johnson, a Registered Professional Land Surveyor in the State of South Carolina, certify to owner(s) shown herein that this survey shown herein was made in accordance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets or exceeds the requirements for a Class A survey as specified therein.



F. Steven Johnson, RLS S.C. No. 10038
This plat not a valid, true copy unless bearing the raised, embossed seal of the surveyor.
JOB# 24120 F.B.# 932 DRAWN BY: fsj

DATE: DECEMBER 16, 2014 SCALE: 1"=100'
100 50 0 100 200 300
SCALE IN FEET

PLAT SHOWING
TRACT G, A 27.652 ACRE TRACT
PREPARED FOR
TOWN OF KIAWAH ISLAND
LOCATED ON JOHNS ISLAND
CHARLESTON COUNTY, SOUTH CAROLINA



GEORGE A.Z. JOHNSON, JR., INC.
LAND SURVEYORS
6171 SAVANNAH HIGHWAY
RAVENEL, SOUTH CAROLINA 29470
(843) 880.1403 Charleston No. 732.8802 Edisto No. 860.1405
Fax No. (843) 888.1054