

City Hall
80 Broad Street
September 27, 2016
5:00 p.m.

CITY COUNCIL

A. Roll Call

B. Invocation – Councilmember Moody

C. Pledge of Allegiance

D. Presentations and Recognitions

1. Proclamation recognizing Literacy Month and National Adult Education and Family Literacy Week
2. Resolution honoring the memory of Ruth Cupp (Councilmember Shahid)

E. Public Hearings

1. An ordinance authorizing the Mayor to execute on behalf of the City of Charleston a Fourth Amendment to the Development Agreement between the City and the Daniel Island Company, Inc., Daniel Island Investments, LLC and Daniel Island Associates, LLC, as assignors of the Harry Frank Guggenheim Foundation and Daniel Island Development Company, Inc. (**AS AMENDED**) (**Second Reading**)
2. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that property located on Maybank Highway at Promenade Vista Street (James Island) (approximately 10.57 acres) (TMS #424-00-00-001) (Council District 6), be rezoned from Gathering Place (GP) classification to Planned Unit Development (PUD) classification. The property is owned by CPC James Island, LLC. (**AS AMENDED**) (**Second Reading**)
3. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 403 Wappoo Road (West Ashley) (0.46 acre) (TMS #350-10-00-010) (Council District 5), be rezoned from Single-Family Residential (SR-1) classification to Single and Two-Family Residential (STR) classification. The property is owned by Christopher and Rachel Davis.
4. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that Clements Ferry Road (Cainhoy) (18.09 acres) (TMS #275-00-00-084) (Council District 1), be rezoned from Conservation (C) classification to Rural Residential (RR-1) classification. The property is owned by Thomas Island LLC.

5. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 1484 Camp Road (James Island) (7.88 acre) (TMS #425-06-00-089) (Council District 12), be rezoned so as to include it in the School Overlay Zone (S) classification. The property is owned by the Charleston County School District.
6. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 813 Dupont Road (Dupont|Wappoo – West Ashley) (1.665 acres) (TMS #351-13-00-047) (Council District 7), be rezoned from General Business (GB) classification to Diverse Residential (DR-2) classification. The property is owned by the Oaks at Dupont, LLC. (**SECOND READING**)
7. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that property located on Savannah Highway (West Ashley) (16.01 acres) (TMS #286-00-00-033) (Council District 5), be zoned General Business (GB) classification. The property is owned by Selaf Gateway Village LLC.
8. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 1830 Maybank Highway (James Island) (1.0 acre) (TMS #343-04-00-007) (Council District 11), be zoned Single-Family Residential (SR-1) classification. The property is owned by Maria and Steven Mungo. (**SECOND READING**)
9. An ordinance to amend provisions of Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Part 17 – Upper Peninsula District pertaining to rooftop uses, mixed uses, parking, and bicycle parking facilities.

F. Act on Public Hearing Matters

G. Approval of City Council Minutes:

1. September 13, 2016

H. Citizens Participation Period

I. Petitions and Communications:

1. A Resolution extending an invitation to the City of Panama City, Republic of Panama, to become a Sister City and inviting the people of Panama City, Panama to participate in this program.
2. West Ashley Revitalization Commission Appointments (*To be sent under separate cover*)

J. Council Committee Reports:

1. Committee on Human Resources: (Meeting was held on Thursday, September 15, 2016 at 4:00 p.m.)

-- Approval of the Blue Cross/Blue Shield Administrative Contract, 2017 Healthcare Budget, and Approval of Cigna Life and Disability Renewal

2. Committee on Community Development: (Meeting was held on Thursday, September 22, 2016 at 4:30 p.m.)

-- Request to extend the timeframe for performance under the Memorandum of Understanding between the City of Charleston and the Episcopal Diocese Community Housing Development Organization of South Carolina (Information Only)

-- UDAG Funding Presentations: City of Charleston Requests to the Charleston Citywide Local Development Corporation (Information Only)

-- Discussion: Land Acquisition Opportunities (Information Only)

3. Committee on Public Works and Utilities: (Meeting was held on Tuesday, September 27, 2016 at 4:00 p.m.)

a. Acceptance and Dedication of Rights-of-Way and Easements

(i) Sidewalk at intersection of Ripley Point Drive and Highway 61 Connector - Approval to notify SCDOT that the City intends to accept maintenance responsibility for 12 feet of proposed concrete sidewalk and ADA ramp with detectable warning assemblies for a portion of the sidewalk located within the SCDOT right-of-way at the intersection of US Highway 61 Connector (SC 61 Conn) and Ripley Point Drive (local). Letter and map attached.

-- Letter

-- Map

(ii) Gadsdenboro Park Sidewalk – 85 feet along Concord Street north from intersection with Laurens Street - Approval to notify SCDOT that the City intends to accept maintenance responsibility for 85 feet of proposed granite curbing for a portion of the sidewalk located within the SCDOT right-of-way along Concord Street (S-10-396). Letter and map attached.

-- Letter

-- Map

4. Committee on Ways and Means:

(Bids and Purchases

(Police Department: Approval to accept the 2016 Edward Byrne Memorial grant from the U.S. Department of Justice Office of Justice Program's-Bureau of Justice Assistance (FY16 Allocation: \$21,387) for Automated License Plate Readers. The

- Automated License Plate Readers cost \$25,598. A match in the amount of \$4,511 will be budgeted for in 2017.
- (Fire Department: Approval to accept a SLED grant in the amount of \$70,000 for the Low Country Regional Collapse Search & Rescue Team-Charleston. Funds will be used for replacement of equipment and required training. No City match is required.
 - (Office of Cultural Affairs: Approval to accept a grant from Charleston County Accommodations Tax Committee in the amount of \$10,714 for the 2017 Piccolo Spoleto Festival. No City match is required.
 - (Office of Cultural Affairs: Approval to accept a grant from Charleston County Accommodations Tax Committee in the amount of \$5,275 for the 2016 Holiday Magic in Historic Charleston. No City match is required.
 - (Office of Cultural Affairs: Approval to accept a grant from Charleston County Accommodations Tax Committee in the amount of \$6,107 for the 2016 MOJA Arts Festival. No City match is required.
 - (Mayor's Office for Children Youth and Families: Approval to accept an Office on Violence Against Women grant in the amount of \$353,697 to enhance training and services to end abuse in Later Life Program. No City match is required.
 - (Parks-Capital Projects: Approval of a CPD Forensic Lab Professional Services Contract with Stubbs Muldrow Herin Architects in the amount of \$450,250 for basic services including structural, civil, MEP, fire protection, and back-up fuel system engineering consultants in addition to architectural design, and covers all design, bidding and construction administration phases. A specialty forensic lab consulting fee is also included. The Professional Services Contract will obligate \$450,250 of the \$6,591,000 project budget. The funding source for this project is the 2015 Installment Purchase Revenue Bond (\$6,591,000).
 - (Parks-Capital Projects: Approval of a Purchase Request with Sole Source Justification for a CIAC/OWIP Agreement with SCE&G in the amount of \$52,622.86 for a high pressure gasline relocation for the Savannah Highway Fire Station (FS#11). Currently, a 10" SCE&G gasline bisects the site and its relocation would accommodate the most optimal placement of the station and should be executed before the start of construction on the building in 2017. The CIAC/OWIP will obligate \$52,622.86 of the \$8,505,131 project budget. The funding source for this project is: 2015 Installment Purchase Revenue Bond (\$8,505,131).
 - (Public Service: Approval of the Forest Acres Drainage Improvement Project – Phase 1 construction contract with Gulf Stream Construction Co., Inc. in the amount of \$11,416,960.21 for the construction of Phase 1 drainage improvements in the West Oak Forest neighborhood and along Heathwood Drive. With the approval of the budget, Staff is authorized to award and/or amend contracts less than \$40,000 to the extent contingency funds exist in the Council approved budget.
 - (Approval of the Blue Cross/Blue Shield Administrative Contract, 2017 Healthcare Budget, and Approval of Cigna Life and Disability Renewal
 - (Request approval for the Mayor to execute the attached Lease Agreement whereby the City leases to MUSC 80 parking spaces located at Charleston RiverDogs VIP Lot. The property is owned by the City of Charleston.
 - (Request approval for the Mayor to execute the attached Agreement to Buy and Sell

Real Estate whereby the City agrees to purchase a 1,699 square foot parcel located on Nassau Street for \$75,000. [TMS#459-05-03-005; Nassau Street (south of Lee Street and west of Nassau Street)] The property is owned by Edward K. Pritchard III.

(Request approval for the Mayor to execute the attached Memorandum of Agreement whereby the City agrees to abandon a portion of its easement interest on Meeting and Huger Place, LLC's property. (TMS# 459-01-01-017) This property is owned by Meeting and Huger Place, LLC.

(Consider the following annexations:

- 14 Shadowmoss Parkway (TMS# 358-07-00-007) 0.36 acre, West Ashley (District 10). The property is owned by Paula and Chris Iannuccilli.
- 7 Arcadian Park (TMS# 418-15-00-069) 0.25 acre, West Ashley (District 3). The property is owned by Kathleen and Josh Bell.
- 472 Woodland Shores (TMS# 343-16-00-040) 0.30 acre, James Island (District 11). The property is owned by Rolina Homes, LLC.
- 336 Folly Road (TMS# 424-05-00-029) 0.42 acre, James Island (District 11). The property is owned by George Smythe and David Smythe

Give first reading to the following bills coming from Ways and Means:

An ordinance to provide for the annexation of property known as 14 Shadowmoss Parkway (0.36 acre) (TMS# 358-07-00-007), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 10.

An ordinance to provide for the annexation of property known as 7 Arcadian Park (0.25 acre) (TMS# 418-15-00-069), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 3.

An ordinance to provide for the annexation of property known as 472 Woodland Shores Road (0.30 acre) (TMS# 343-16-00-040), James Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11.

An ordinance to provide for the annexation of property known as 336 Folly Road (0.42 acre) (TMS# 424-05-00-029), James Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11.

K. Bills up for Second Reading:

1. *An ordinance to provide for the annexation of property known as 614 Stoneboro Court (0.23 acre) (TMS# 343-15-00-099), James Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and*

make it part of District 11. The property is owned by Erin Hitchinson.

2. *An ordinance to provide for the annexation of property known as 2027 Woodcliff Street (0.23 acre) (TMS# 355-15-00-060), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 2. The property is owned by Nicholas and Elaine Boyer.*
3. *An ordinance to provide for the annexation of property on Secessionville Road (2.14 acres) (TMS# 427-00-00-006, 427-00-00-116, 427-00-00-117, 427-00-00-250 and 427-00-00-251), James Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 6. The property is owned by ION Venture LLC.*
4. *An ordinance to provide for the annexation of property on Grimball Road Extension (0.79 acre) (TMS# 427-00-00-086), James Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 6. The property is owned by Johnny Troutman and Eunice Troutman.*
5. *An ordinance to provide for the annexation of property known as 1830 Maybank Highway Extension (1.0 acre) (TMS# 343-04-00-007), James Island, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11. The property is owned by Maria and Steven Mungo.*
6. *An ordinance to amend Section 2-23 of the Code of the City of Charleston by adding a new Section 2-23(f) establishing rules and procedures for telephonic participation in City Council Meetings, Special Meetings, and Committee Meetings. (AS AMENDED)*
7. *An ordinance to provide for the annexation of property known as Savannah Highway (16.01 acres) (TMS# 286-00-00-033), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 5. The property is owned by Selaf Gateway Village LLC.*
8. *An ordinance to amend Section 54-943(c) of the Code of the City of Charleston (Zoning Ordinance) to modify the vote required of City Council in the event a matter is disapproved by the Planning Commission or when a petition in opposition to a matter signed by owners of twenty percent of the area of lots subject to the matter, or of those immediately adjacent on the sides and rear or directly opposite thereto is presented to Council to sixty (60%) percent of the members of Council present and voting (**Planning Commission recommends disapproval.**) (DEFERRED)*
9. *An ordinance to provide for the annexation of property known as Clements Ferry Road (19.02 acres) (a portion of TMS# 271-00-01-031), Cainhoy, Berkeley County, to the City of Charleston, shown within the area annexed upon a map attached*

hereto and make it part of District 1. (DEFERRED)

10. *An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that Clements Ferry Road (Cainhoy) (approximately 19.02 acres) (a portion of TMS #271-00-01-031) (Council District 1), be zoned General Business (GB) classification. (DEFERRED)*
11. *An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Section 54-208.1 Bed and Breakfasts not located within the Old and Historic District, to clarify where Bed and Breakfasts are permitted in areas outside the Old and Historic District. (DEFERRED FOR PUBLIC HEARING)*
12. *An ordinance to amend the Old and Historic District and Old City District Regulations of Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) to amend the definition of structure, to provide definitions for height, scale, mass and immediate surroundings, immediate surrounding area and neighborhood, to clarify the authority of the Board of Architectural Review as it pertains to its review of height, scale and mass of new construction to achieve compatibility and proper form and proportion between new structures and those in its immediate surroundings, and to codify certain policy statements for the use in evaluation applications. (DEFERRED FOR PUBLIC HEARING)*

L. Bills up for First Reading

1. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 472 Woodland Shores Road (James Island) (0.30 acre) (TMS #343-16-00-040) (Council District 11), be zoned Single-Family Residential (SR-1) classification. The property is owned by Rolina Homes LLC.
2. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 336 Folly Road (James Island) (0.42 acre) (TMS #424-05-00-029) (Council District 11), be zoned General Business (GB) classification. The property is owned by George Smythe and David Smythe.
3. An ordinance to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Section 54-220 Accommodations Overlay Zone, by inserting language to preserve Mixed-Use Districts; prohibit the displacement of housing by accommodations and consider the effects of housing units to be altered or replaced on the housing stock and whether requirements to protect the affordability of the housing units should be attached to an accommodations special exception approval; prohibit the displacement or reduction of office space by accommodations to be located within areas on the Peninsula designated "A-1" on the Accommodations Overlay Zoning Map and on streets with office use as a predominant use; prohibit the displacement of more than 25 percent of ground floor, store front retail space by accommodations uses on streets with ground floor, store

front retail as a dominant use; prohibit an overconcentration of accommodations units within areas on the Peninsula designated "A-1" on the Accommodations Overlay Zoning Map; amend revised Subsection B. 1. (g) by deleting wording regarding pedestrian activity and transit system usage and inserting language regarding the location and design of guest drop off and pick up areas; and amend revised Subsection B. 1. (h) 15 to require additional information on parking and public transit provisions for employees **(AS AMENDED)** *(DEFERRED)*

4. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that property located off North Westchester Road (West Ashley) (2.225 acres) (TMS #309-15-00-070) (Council District 7), be rezoned from Light Industrial (LI) classification to General Business (GB) classification. *(DEFERRED)*
5. An ordinance to amend provisions of Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Part 12 – Gathering Place to change district name and specific details within, by amending Article 2, Part 3, Table of Permitted Uses to change district name, by amending Sec. 54-301, Table 3.1: Height, Area and Setback Regulations adding a new row, by amending Sec. 54-201, Base Zoning Districts to change district name, by amending Article 2, Part 11, Sec. 54-268 designation of Design Review District, Review Authority, Scope of Authority and Exemptions to change district name, by amending Article 3, Part 8, Sec. 54-347 landscape buffer requirements to change district name. *(DEFERRED)*
6. An ordinance to amend the Zoning Ordinance of the City of Charleston by changing the Zone Map, which is a part thereof, so that 61 Cannon Street (Cannonborough-Elliottborough - Peninsula) (0.38 acre) (TMS #460-12-01-008) (Council District 4), be rezoned from Limited Business (LB) classification to Mixed-Use Workforce Housing (MU-1/WH) classification. ***(Planning Commission recommends disapproval; requires ¾ vote of Council.)*** *(DEFERRED)*
7. An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 21, Section 115 to provide regulations for the operation of unmanned aerial vehicles. *(DEFERRED)*

M. Miscellaneous Business:

1. The next regular meeting of City Council will be October 11, 2016 at 5:00 p.m. at **TBA.**



City of Charleston

JOHN J. TECKLENBURG
MAYOR

PROCLAMATION

WHEREAS; the need for a highly literate citizenry increases as our community moves toward an increasingly technological future; and

WHEREAS; approximately 15 percent of the adults in the City of Charleston experience literacy issues that severely impact their lives and families, their ability to work productively, and their full participation as citizens and residents of our state; and

WHEREAS; Trident Literacy Association provides individualized instruction to adults in the City of Charleston to help them improve their skills and qualify for jobs, including those who earn their GED and WorkKeys Career Readiness Certificates and those who learn how to use the computer; and

WHEREAS; Trident Literacy Association has served our community for 44 years, contributing to making Charleston a better place for all our citizens, and

WHEREAS; the City of Charleston deems it important to recognize and highlight the economic and societal importance of literacy.

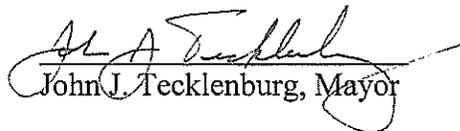
NOW, THEREFORE, I, John J. Tecklenburg, Mayor of the City of Charleston, do hereby proclaim September 2016 as:

LITERACY MONTH

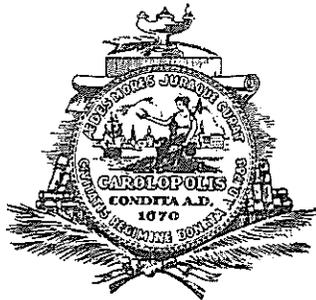
and September 26–October 1, 2016 as:

NATIONAL ADULT EDUCATION AND FAMILY LITERACY WEEK

in the City of Charleston and urge my fellow citizens to learn more about the importance of literacy and to become involved with literacy in our community.


John J. Tecklenburg, Mayor

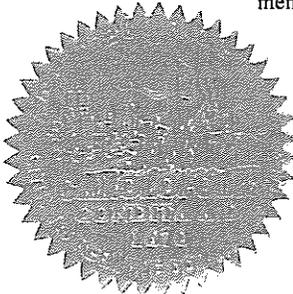




RESOLUTION

- WHEREAS; The City of Charleston extends deepest sympathy at the death of one of its dedicated citizens, **RUTH WILLIAMS CUPP**; and
- WHEREAS; **RUTH WILLIAMS CUPP** was born on December 16, 1928, in Fort Worth, Texas, and departed this life on July 9, 2016; and
- WHEREAS; **RUTH WILLIAMS CUPP** graduated from North Charleston High School and earned a scholarship to attend Winthrop College, working during the summer months at the Charleston Orphan House on Calhoun Street; and
- WHEREAS; **RUTH WILLIAMS CUPP** enrolled at the University of South Carolina School of Law in January 1951, as the lone woman in a class of 45 law students; and
- WHEREAS; **RUTH WILLIAMS CUPP** worked with Charleston attorney Robert McCormick Figg during her law school career, completing legal research gratis; and
- WHEREAS; **RUTH WILLIAMS CUPP** was mentored by Charleston attorney Bernard Soloman and opened an office with local attorney Joe Cabaniss, where she became the first female member of the Charleston County Bar Association; and
- WHEREAS; **RUTH WILLIAMS CUPP** was elected to the House of Representatives serving from 1962 to 1964 as the only woman of 124 members; and
- WHEREAS; **RUTH WILLIAMS CUPP** during her legislative career focused on issues effecting women, children, and Charleston; and
- WHEREAS; **RUTH WILLIAMS CUPP** retired from the legislature and worked with the firm of Young, Clement and Rivers; Sinkler, Gibbs and Simmons, and as in-house counsel for the Medical University of South Carolina; and
- WHEREAS; **RUTH WILLIAMS CUPP** in 1991 was appointed the first female associate judge of probate of the Probate Court; and
- WHEREAS; **RUTH WILLIAMS CUPP** was a passionate historical researcher and author in which she documented the town of Liberty Hill established by freed men in 1864, and authored *Portia Steps Up to the Bar, the First Women Lawyers in South Carolina*, published in 2003, *Attorneys from Charlestowne to Charleston*; and in 2013, *Miracles on St. Margaret's Street*, capturing poignant stories of the Florence Crittendon's history in South Carolina; and
- WHEREAS; **RUTH WILLIAMS CUPP** served on the Charleston County Bar Executive Committee, the Historian to the Executive Committee of the South Carolina Women Lawyer's Association, and the Executive Committee of the Senior Lawyer's Division of the South Carolina Bar; and

NOW, THEREFORE, BE IT RESOLVED THAT, I, John J. Tecklenburg, Mayor of the City of Charleston, on behalf of all our citizens, hereby extend to the members of her family this expression of sincere regret for their loss, and hope that they will be consoled by the memories of her fine life and achievements.



John J. Tecklenburg, Mayor

Vanessa Turner Maybank, Clerk of Council

PUBLIC HEARING

The public is hereby advised that the City Council of Charleston will hold a public hearing Tuesday, September 27, 2016 beginning at 5:00 p.m. at City Hall, 80 Broad Street, on the request that the following item be considered:

ORDINANCE

An ordinance authorizing the Mayor to execute on behalf of the City of Charleston a Fourth Amendment to the Development Agreement between the City and the Daniel Island Company, Inc., Daniel Island Investments, LLC and Daniel Island Associates, LLC, as assignors of the Harry Frank Guggenheim Foundation and Daniel Island Development Company, Inc. The Fourth Amendment addresses parks and other public amenities and the lease or transfer of lands that will be subject to public access covenants. Copies of the Fourth Amendment are available at the Office of the Clerk of Council, 80 Broad Street, Charleston, SC.

VANESSA TURNER MAYBANK
Clerk of Council

In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation or other accommodation please contact Janet Schumacher at (843) 577-1389 or email to schumacherj@charleston-sc.gov three business days prior to the meeting.

Please insert as a Display Ad in the Post Courier on Saturday, August 20, 2016. Charge account PC103190.

Please insert in the Chronicle as a Display Ad on Wednesday, August 24, 2016. **Please provide an affidavit of publication for all public hearings.**

EI.)



Ratification Number _____

A N O R D I N A N C E

AUTHORIZING THE MAYOR TO EXECUTE ON BEHALF OF THE CITY OF CHARLESTON A FOURTH AMENDMENT TO THE DEVELOPMENT AGREEMENT BETWEEN THE CITY AND THE DANIEL ISLAND COMPANY, INC., DANIEL ISLAND INVESTMENTS, LLC AND DANIEL ISLAND ASSOCIATES, LLC, AS ASSIGNORS OF THE HARRY FRANK GUGGENHEIM FOUNDATION AND DANIEL ISLAND DEVELOPMENT COMPANY, INC. (AS AMENDED)

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. The Mayor is hereby authorized to execute on behalf of the City the Fourth Amendment to Development Agreement, the Development Agreement being originally between the City and The Harry Frank Guggenheim Foundation (the "Foundation") and Daniel Island Development Company, Inc. (the "DIDC"), the Foundation and DIDC having assigned their respective interests under said Development Agreement to The Daniel Island Company, Inc, Daniel Island Investments, LLC and Daniel Island Associates, LLC (the "Assignees"), a copy of said Fourth Amendment between the City and the Assignees being attached hereto as Exhibit A and made a part hereof.

Section 2. This Ordinance shall become effective upon ratification.

Ratified in City Council this ____ day of _____ in the Year of Our Lord, 2016, and in the ____th Year of the Independence of the United States of America

John J. Tecklenburg, Mayor

ATTEST:

Vanessa Turner Maybank
Clerk of Council

THIS CONTRACT IS SUBJECT TO ARBITRATION
PURSUANT TO THE SOUTH CAROLINA UNIFORM ARBITRATION ACT

FOURTH AMENDMENT TO
DEVELOPMENT AGREEMENT
(DANIEL ISLAND)

THIS FOURTH (4TH) AMENDMENT TO THE DANIEL ISLAND DEVELOPMENT AGREEMENT (the "Fourth Amendment") is made and entered into this ____ day of _____, 2016 between the City of Charleston, South Carolina, a South Carolina Municipal Corporation (the "City") and The Daniel Island Company, Inc., a South Carolina corporation, ("DIC"), Daniel Island Investments, LLC, a South Carolina limited liability company ("DII") and Daniel Island Associates, LLC, a Delaware limited liability company, ("DIA")("DIC, DII and DIA collectively, the "Owner Parties").

WHEREAS, the City, The Harry Frank Guggenheim Foundation, a not-for-profit corporation organized under the laws of the State of New York, (the "Foundation") and Daniel Island Development Company, Inc., a business corporation organized under the laws of the State of South Carolina, ("DIDC") entered into that certain Development Agreement dated June 1, 1995 which was recorded on June 23, 1995 in the Berkeley County RMC Office in Book 681, Page 300 (the "Development Agreement"); and

WHEREAS, the City, the Foundation and DIDC amended the Development Agreement by First Amendment to the Development Agreement dated June, 1997 and recorded in Book 1092, Page 275 on June 25, 1997 in the Berkeley County RMC Office (the "First Amendment"); and

WHEREAS, the Foundation sold all of its interest in Daniel Island and Rhoden Island to DIC and DII and assigned its rights as an "Owner Party" under the Development Agreement to DIC

and DII by Assignment and Assumption of Rights and Easements dated June 24, 1997 and recorded in Book 1093, page 290 in the Berkeley County RMC Office; and

WHEREAS, DIDC sold all of its interest in Daniel Island and Rhoden Island to DIC and DII and assigned its rights as an “Owner Party” under the Development Agreement to DIC and DII by Assignment and Assumption of Rights and Easements dated June 24, 1997 and recorded in Book 1093, Page 298 in the Berkeley County RMC Office; and

WHEREAS, the City and the Owner Parties amended the Development Agreement by the Second Amendment to the Development Agreement which is recorded in Book 1695, Page 74 in the Berkeley County RMC Office; and

WHEREAS, certain of the properties owned by DIC and DII were transferred to DIA and DIA became an “Owner Party” under the Development Agreement by Assignment and Assumption Agreement recorded in Book 1478, Page 307 in the Berkeley County RMC Office; and

WHEREAS, the City, DIC, DII and DIA (DIC, DII and DIA collectively, the “Owner Parties”) amended the Development Agreement by the Third Amendment to the Development Agreement which is recorded in Book 1931, Page 187 in the Berkeley County RMC Office; and

WHEREAS, the City and the Owner Parties desire to amend the Development Agreement by this Fourth Amendment to reflect changed circumstances since 1995 and the current needs and goals of the parties and the Daniel Island community with respect to the Development Agreement; and

WHEREAS, the City and the Owner Parties agree that the funds budgeted for the District Park South of the Mark Clark of \$3,150,000 in 1991 dollars (equal to \$5,393,752 in 2016 dollars) should be allocated to improvements at Governor’s Park; and

WHEREAS, Daniel Island Town Association, Inc., a South Carolina nonprofit corporation

("DITA") joins this Amendment and agrees to be bound by the terms applicable to DITA.

NOW, THEREFORE, in consideration of the mutual promises contained herein and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree to amend the Development Agreement as follows:

1. The City and Owner Parties hereby delete Article 5, Article 6, Article 7, Exhibit 2.10, Exhibit 2.11, Exhibit 5.4, Exhibit 6.8 and all definitions used solely in these deleted Articles and Exhibits (collectively the "Deleted Development Agreement Provisions"). The parties agree that all obligations contained in Deleted Development Agreement Provisions have been terminated, satisfied in full or otherwise waived. The parties substitute and replace the Deleted Development Agreement Provisions with the provisions of this Fourth Amendment.

2. The City agrees to construct a multi-purpose recreation center (the "Center") of approximately 25,000 square feet on Governor's Park with a total budget of not less than \$3,150,000 in 1991 dollars (equal to \$5,393,752 in 2016 dollars). Upon the execution of this Fourth Amendment, the City agrees to expeditiously proceed with a program and scope of work for the Center and pursue such other efforts to enable construction of the Center to commence within 24 months of the effective date of this Fourth Amendment. The size, scope and program of the Center shall be subject to the budget. It is agreed that the Center may be constructed pursuant to a private/public partnership with a design-build construction contract. For purposes hereof, construction shall be deemed to have commenced upon the execution of a construction contract and the commencement of construction for the Center. In the event that the City elects not to construct the City Neighborhood Park more fully described in Paragraph 6, the City shall invest the \$300,000 in 1991 dollars (equal to \$513,691 in 2016 dollars) in the recreation center at Governor's Park instead.

3. The City shall convey to Daniel Island Town Association, Inc. a South Carolina non-profit corporation ("DITA") the dock and adjacent greenspace as more fully shown on attached "Exhibits

B and B-1, and a perpetual access and maintenance easement for all trails, lighting, boardwalks and walkways that the Owner Parties funded in connection with the construction of the Family Circle Tennis Cup Tournament Center (“FCC Tennis Center”), including the boardwalks and the paths around the playground and those behind the FCC Tennis Center that run through Governor’s Park, all as more fully shown on attached “Exhibit A” as RO1, RO2 (collectively the “FCC Dock and Trails”). DITA shall maintain the FCC Dock and Trails to a maintenance standard equal to the City’s maintenance standards for other City park facilities on Daniel Island (“City Maintenance Standard”). All costs associated with the conveyance, including without limitation surveys, subdivisions, title insurance and the City’s reasonable attorneys’ fees, shall be the responsibility of the DITA. The City’s conveyance to the DITA of the FCC Dock and easement to the FCC Trails shall be subject to perpetual, free-of-charge public access deed restrictions that allow access to the FCC Dock and Trails at and during all times that Governor’s Park is open to the public, and a reverter in favor of the City in the event that the DITA shall fail to maintain the FCC Dock and Trails to the City Maintenance Standard after written notice and an opportunity to cure of not less than 180 days. The City’s conveyance of the FCC Dock and Trails shall also be subject to all terms and conditions of that certain Agreement between the City and Charleston Tennis, LLC, dated September 23, 2014, and attached hereto as Exhibit F and incorporated herein by reference (to include securing any required approvals of Charleston Tennis, LLL to the contemplated transfers). Any maintenance projects, such as erosion control, in process as of the date of this Fourth Amendment will be completed by the City before the conveyances of the FCC Dock and Trails.

4. Daniel Island Company, Inc. shall convey to the City land for a waterfront park as more fully shown on the attached “Exhibit C” (“Waterfront Park Land”), which land is adjacent to the FCC Dock and Trails. ”). All costs associated with the conveyance, including without limitation surveys, subdivisions, title insurance and the City’s reasonable attorneys’ fees, shall be the responsibility of the Daniel Island Company, Inc. Upon receipt of title to the Waterfront Park Land,

the City shall immediately convey the Waterfront Park Land to the DITA subject to perpetual, free-of-charge public access deed restrictions and a reverter in favor of the City in the event that the DITA shall fail to meet its maintenance obligations with respect to the Waterfront Park Land after written notice and an opportunity to cure of not less than 180 days. The DITA shall be responsible for improving the Waterfront Park Land by the addition of amenities what will enable the Waterfront Park Land to appear and function as a public park, including without limitation, the installation of parking, grassing, grading, irrigation, seating, park furniture, trail improvements, landscaping and lighting. The City shall be entitled to review and provide input on the plans for improvements to the Waterfront Park Lands. The hours of operation of the Waterfront Park Land shall be comparable to the hours of operation Governor's Park, during which times the Waterfront Park Land shall be accessible to the general public on the same terms and conditions as is accorded to DITA's members, guests and invitees. The Waterfront Park Land shall not be encumbered without approval of the City, which approval shall not be unreasonably withheld.

5. The City shall give a 30 year lease to the DITA ("South End Lease") for Tract AA-5 and AA- 2 containing approximately 52.23 acres as more fully shown on the plat dated March 11, 1997 and recorded in Plat Cabinet M, Pages 309-312 in the Berkeley County Register of Deeds Office as more fully shown on attached "Exhibit D" ("South End Property"). The South End Lease shall contain provisions that enable two (2) ten-year extensions. The parties may mutually agree to add additional property to the South End Lease. The South End Lease shall be subject to perpetual, free-of-charge public access lease and use restrictions limiting the use of the property leased under the South End Lease to recreational uses and agricultural uses. The rent for each term and extension term shall be \$100 paid in advance at the beginning of the term or extension term. A condition of the South End Lease will require that the DITA provide a publicly dedicated road to the South End Property. Within twenty-four (24) months of the effective date of this Fourth Amendment, the City and the DIC will cooperate in seeking the necessary permits to widen and

pave the Causeway that provides access to the South End Property. Upon receipt of the necessary permits, DIC will pave the Causeway and dedicate it to the City. A condition of the South End Lease shall require the DITA to grant the City, its officers, officials, agents, guests and invitees, access rights over and across the South End Property locations as the City and the DITA shall mutually agree in their reasonable discretion. In the event of breach of the lease terms by the DITA and the failure to cure after written notice and the expiration of 180 days, the South End Lease shall provide that the City shall have the right to terminate the South End Lease and regain possession of the leased land.

6. The City reserves the option to construct one neighborhood park (“City Neighborhood Park”) with a construction budget of not less than \$300,000 in 1991 dollars (equal to \$513,691 in 2016 dollars) on the lands north of the Mark Clark Expressway more fully described in “Exhibit E” (Parcel I Tract F-A). The City shall notify Daniel Island Associates of its intention to construct the City Neighborhood Park and commence construction within 24 months of the effective date of this Fourth Amendment (the “Park Notice”). Upon such notification and once a construction contract has been executed for the City Neighborhood Park, Daniel Island Associates shall cause the land for the City Neighborhood Park to be conveyed to the City. Daniel Island Associates shall be responsible for all costs associated with the conveyance, including without limitation surveys, subdivisions, title insurance and the City’s reasonable attorneys’ fees. If the City fails to enter into a construction contract for the park improvements within 24 months of the execution of this Fourth Amendment, Daniel Island Associates shall have no obligation to transfer the land for the City Neighborhood Park to the City, the City shall invest the \$300,000 in 1991 dollars (equal to \$513,691 in 2016 dollars) in the recreational center at Governor’s Park instead, and the City shall have no liability for its failure to construct the City Neighborhood Park. If the City does not provide the Park Notice or gives a written waiver of its rights to the City Neighborhood Park or fails to commence construction within the timeframes set forth herein, the City shall be deemed to have

relinquished all rights to the City Neighborhood Park Land and Daniel Island Associates shall have the right to develop Parcel I Tract F-A as it deems appropriate; provided however, any development shall include a public neighborhood park of not less than 1 acre of contiguous highland.

7. The City agrees to release and satisfy that certain mortgage dated June 18, 1997, recorded in Book 1092, Page 320, given by Daniel Island Development Company and the Harry Frank Guggenheim Foundation to the City encumbering 82.947 acres now owned by the State Ports Authority.

8. The City intends to enter into a long range agreement with the South Carolina State Ports Authority to allow the South Carolina State Ports Authority to place dredge materials on lands owned by the City on Daniel Island which had previously been planned for use as City Parks. The Owner Parties consent to the dredge arrangements.

9. Except as amended by this agreement, the Development Agreement shall remain in full force and effect.

Signature Page Follows

IN WITNESS WHEREOF, the parties have executed this Fourth Amendment to the Development Agreement as of the date first above written, after due authorization by the Charleston City Council by Ordinance No. _____.

IN THE PRESENCE OF:

THE CITY OF CHARLESTON

By: _____ (L.S.)
John Tecklenburg, Its Mayor

ATTEST: _____
Clerk of Council

STATE OF SOUTH CAROLINA)

ACKNOWLEDGMENT

COUNTY OF CHARLESTON)

The undersigned Notary Public does hereby certify that The City of Charleston, by John Tecklenburg, its Mayor, personally appeared before me and acknowledged the due execution of the above document on the ___ day of _____, 2016.

NOTARY PUBLIC FOR SOUTH CAROLINA
My Commission Expires: _____

Signature Page of Fourth Amendment to
Development Agreement (Daniel Island) Continued

IN THE PRESENCE OF:

THE DANIEL ISLAND COMPANY, INC., a
South Carolina corporation

By: _____ (L.S.)
Matthew Sloan
Its: President

STATE OF SOUTH CAROLINA)
COUNTY OF CHARLESTON)

ACKNOWLEDGMENT

The undersigned Notary Public does hereby certify that The Daniel Island Company, Inc. by Matthew Sloan, its President, personally appeared before me and acknowledged the due execution of the above document on the ___ day of _____, 2016.

NOTARY PUBLIC FOR SOUTH CAROLINA
My Commission Expires: _____

Signature Page of Fourth Amendment to
Development Agreement (Daniel Island) Continued

IN THE PRESENCE OF:

DANIEL ISLAND INVESTMENTS L.L.C., a
South Carolina limited liability company

By: _____ (L.S.)
Matthew Sloan
Its: President

STATE OF SOUTH CAROLINA)

ACKNOWLEDGMENT

COUNTY OF CHARLESTON)

The undersigned Notary Public does hereby certify that Daniel Island Investments, L.L.C. by Matthew Sloan, its President, personally appeared before me and acknowledged the due execution of the above document on the ___ day of _____, 2016.

NOTARY PUBLIC FOR SOUTH CAROLINA
My Commission Expires: _____

Signature Page of Fourth Amendment to
Development Agreement (Daniel Island) Continued

IN THE PRESENCE OF:

DANIEL ISLAND ASSOCIATES L.L.C., a
Delaware limited liability company

By: _____(L.S.)
Matthew Sloan
Its: President

STATE OF SOUTH CAROLINA)

ACKNOWLEDGMENT

COUNTY OF CHARLESTON)

The undersigned Notary Public does hereby certify that Daniel Island Associates L.L.C. by Matthew Sloan, its President, personally appeared before me and acknowledged the due execution of the above document on the ____ day of _____, 2016.

NOTARY PUBLIC FOR SOUTH CAROLINA
My Commission Expires: _____

Signature Page of Fourth Amendment to
Development Agreement (Daniel Island) Continued

Daniel Island Town Association, Inc. a South Carolina nonprofit corporation joins in this Fourth Amendment to the Development Agreement (Daniel Island) and agrees to be bound by the terms applicable to it.

IN THE PRESENCE OF:

DANIEL ISLAND TOWN ASSOCIATION, INC. a
South Carolina nonprofit corporation

By: _____(L.S.)
Matthew Sloan
Its: Vice President

STATE OF SOUTH CAROLINA)

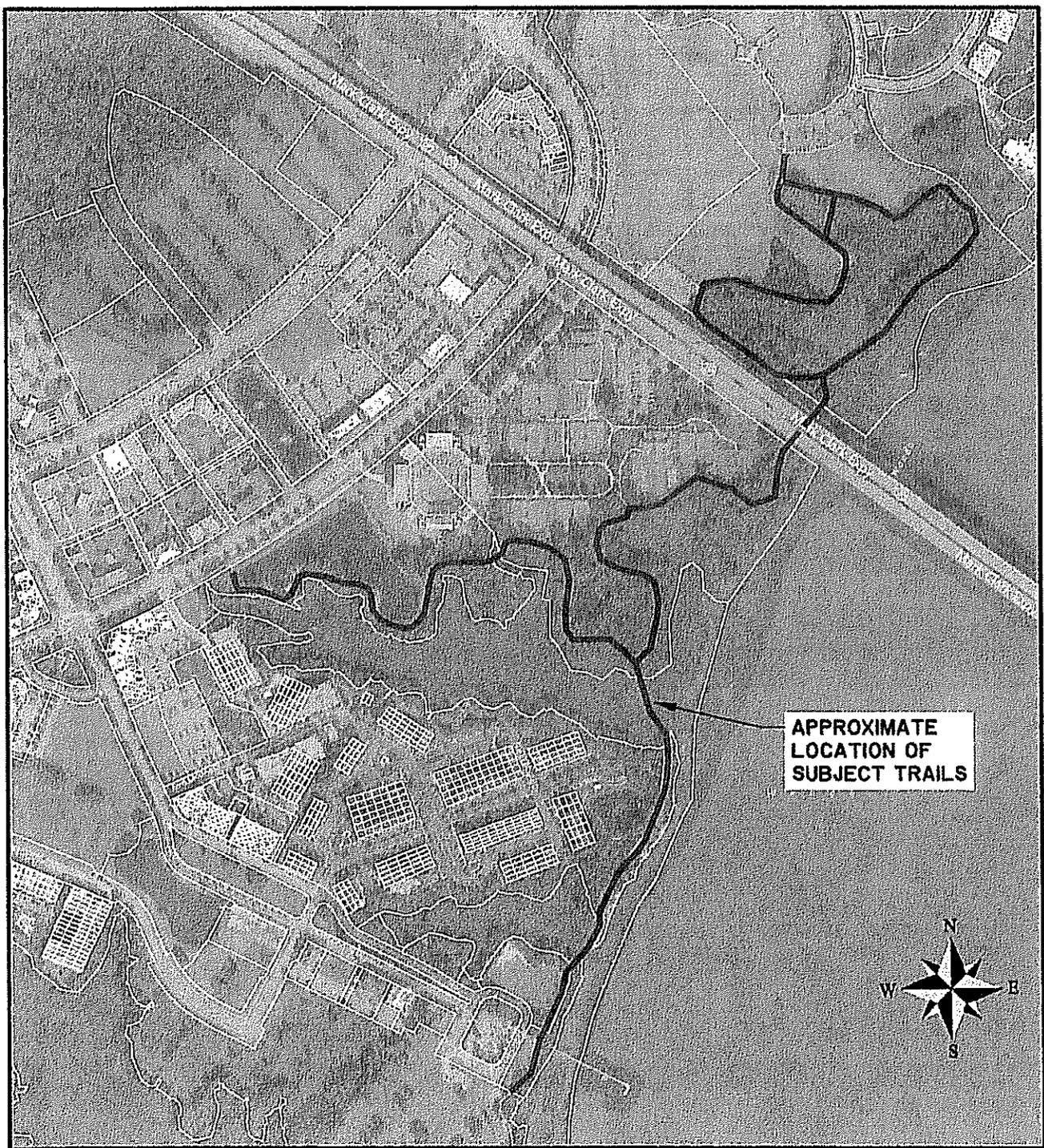
ACKNOWLEDGMENT

COUNTY OF CHARLESTON)

The undersigned Notary Public does hereby certify that Daniel Island Town Association, Inc. by Matthew Sloan, its Vice President, personally appeared before me and acknowledged the due execution of the above document on the ___ day of _____, 2016.

NOTARY PUBLIC FOR SOUTH CAROLINA
My Commission Expires: _____

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APPROXIMATE
LOCATION OF
SUBJECT TRAILS

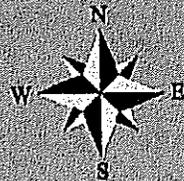


EXHIBIT A

CLIENT:
THE DANIEL ISLAND COMPANY, INC.

LOCATION: CITY OF CHARLESTON, SOUTH CAROLINA

DATE: 06/20/16

DRAWN BY: BDR

SHEET: —

JOB NUMBER: J-12357.0000

REVIEWED BY: BDR

SCALE: 1" = 500'

THOMAS & HUTTON
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1503 Newcastle Street • Suite A
Brunswick, GA 31520 • 912.466.0536

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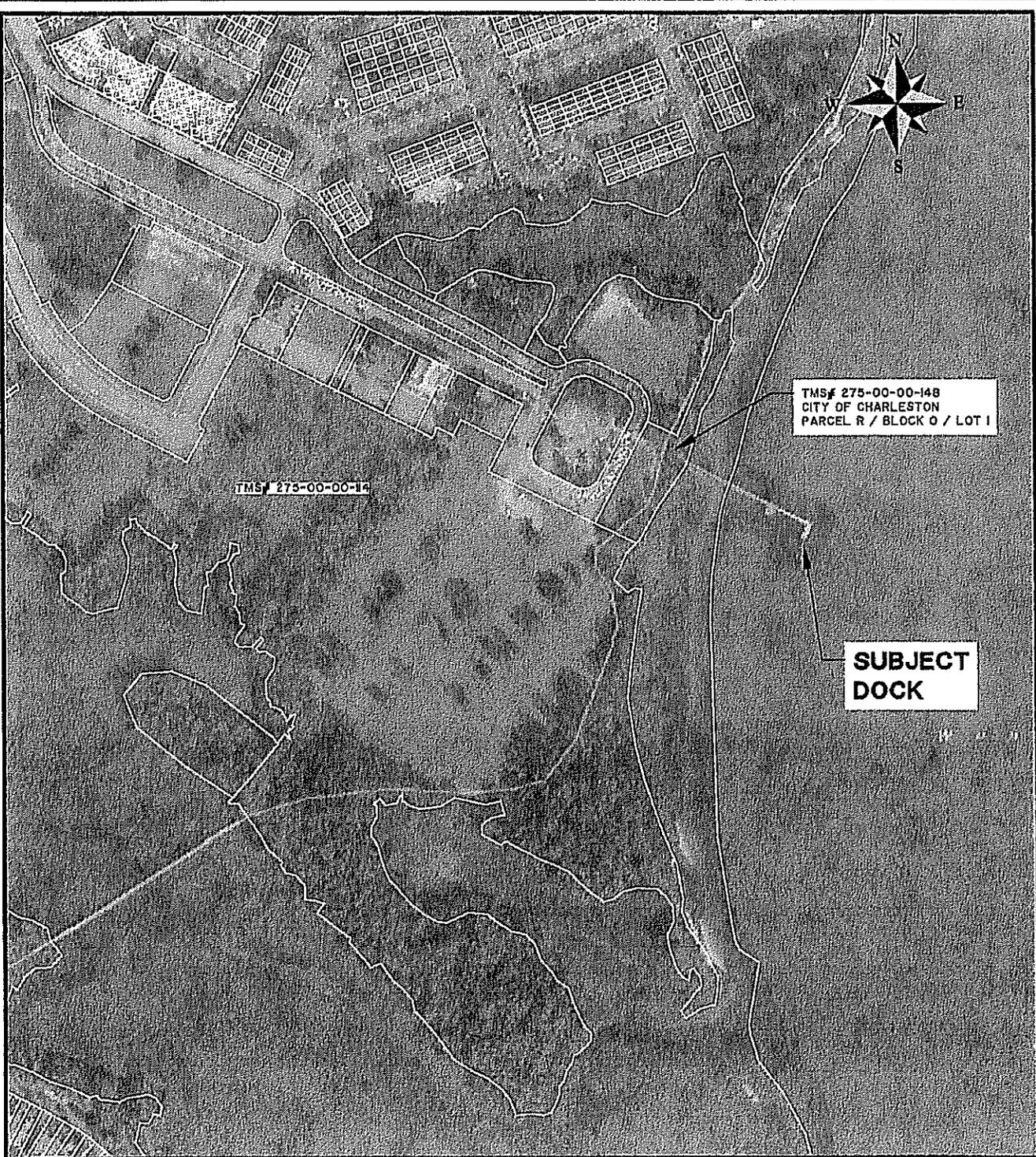


EXHIBIT B.1

CLIENT:
THE DANIEL ISLAND COMPANY, INC.
LOCATION: CITY OF CHARLESTON, SOUTH CAROLINA
DATE: 06/20/16 DRAWN BY: BDR
JOB NUMBER: J-12357.0000 REVIEWED BY: BDR

SHEET: ---
SCALE: 1" = 300.0001'



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

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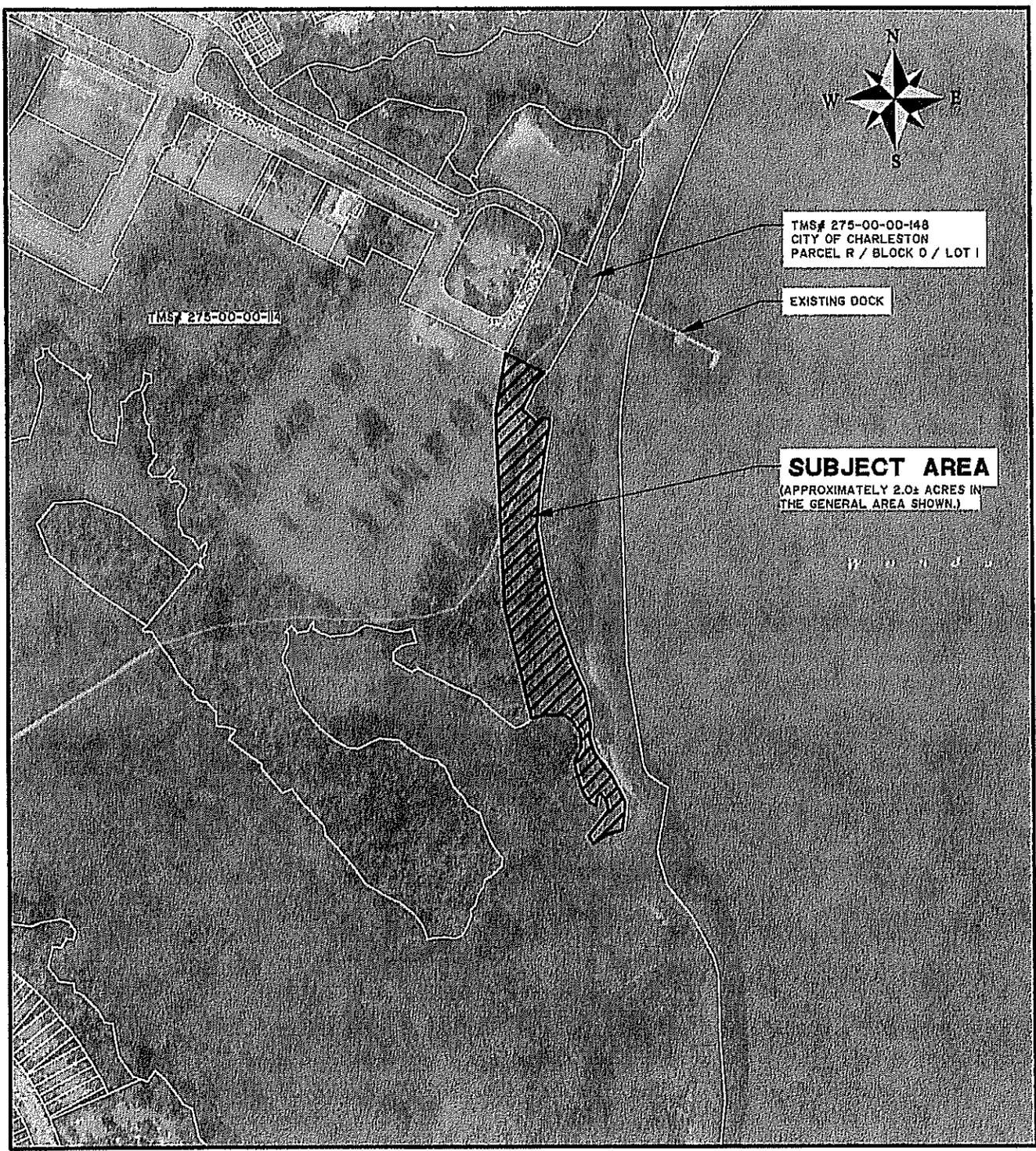


EXHIBIT C

CLIENT:
THE DANIEL ISLAND COMPANY, INC.
 LOCATION: CITY OF CHARLESTON, SOUTH CAROLINA
 DATE: 06/20/16 DRAWN BY: BDR SHEET: ---
 JOB NUMBER: J-12357.0000 REVIEWED BY: BDR SCALE: 1" = 300'



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

www.thomasandhutton.com



Ratification Number 2014-127

AN ORDINANCE

AUTHORIZING THE MAYOR TO EXECUTE ON BEHALF OF THE CITY AN AGREEMENT WITH CHARLESTON TENNIS, LLC PERTAINING THE LEASE AND MANAGEMENT OF CITY-OWNED FACILITIES KNOWN AS THE FAMILY CIRCLE STADIUM, SATELLITE COURTS, RAQUET CLUB AND THE GROUNDS ASSOICATED THEREWITH, ALL AS SET FORTH IN THE AGREEMENT ATTACHED TO THIS ORDINANCE AS EXHIBIT A AND INCORPORATED THEREIN BY REFERENCE.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMEBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. The Mayor is hereby authorized to execute on behalf of the City an agreement with Charleston Tennis, LLC pertaining to the lease and management of City-owned property known as the Family Circle Stadium, Satellite Courts, Racquet Club and Grounds, the terms of said lease and management being more fully set forth in the Agreement attached to this Ordinance as Exhibit A and made a part hereof.

Section 2. This Ordinance shall become effective upon ratification.

Ratified in City Council this 23rd day of September in the Year of Our Lord, 2014, and in the 239th Year of the Independence of the United States of America

Joseph P. Riley, Jr., Mayor

ATTEST:

Vanessa Luvina Raybank
Clerk of Council

AGREEMENT

THIS AGREEMENT (herein "Agreement") is made and entered into as of the 23rd day of September, 2014 (the "Effective Date"), by and between Charleston Tennis, LLC, a limited liability company formed under the laws of the State of Delaware (herein "Charleston Tennis") and the City of Charleston, South Carolina (herein "Charleston").

RECITALS

WHEREAS, Charleston owns a sports and recreational park on Daniel Island, located in the City of Charleston, County of Berkeley, State of South Carolina (the "Park"), amenities of such park including, but not being limited to, a stadium tennis court referred to by the parties as the Family Circle Stadium (the "Family Circle Stadium"), satellite tennis courts (the "Satellite Courts"), a racquet club and other racquet sport structures and facilities (the "Racquet Club"), and the grounds associated therewith (the "Grounds"), all as further described on Exhibits A and B hereto (aggregately the "Tennis Center"); and

WHEREAS, Charleston owns a dock and boardwalk located immediately to the south of the Tennis Center on the Wando River on Daniel Island as further described on Exhibit A hereto (the "Dock"); and

WHEREAS, Charleston and Gruner + Jahr USA Publishing, a division of Gruner + Jahr Printing & Publishing Co. ("G+J"), predecessor-in-interest to Charleston Tennis, entered into an agreement dated as of May 1, 2000, for the construction, leasing, maintenance and operation of the Tennis Center and G+J's use of the Dock and other areas of the Park in connection with its use of the Tennis Center, for a term commencing on May 1, 2000, and ending on the date thirty (30) days after the last day of Tournament Week (as defined below) of the 2020 FC Cup (as defined below, and such agreement, the "Original Agreement"); and

WHEREAS, Charleston Tennis owns the tournament class membership in, and desires to continue as of the Effective Date to stage and operate, the Family Circle Cup (the "FC Cup"), a Premier Level women's professional tennis tournament sanctioned by the World Tennis Association (herein "WTA"), and desires to continue as of the Effective Date to conduct other events and activities on a year-round basis during the 2014- 2029 calendar years at the Tennis Center and use the Dock in connection therewith; and

WHEREAS, Charleston Tennis and Charleston wish to set forth the terms and conditions pursuant to which Charleston will continue as of the Effective Date to grant Charleston Tennis the lease of and right to use the Tennis Center, the Dock, and other areas of the Park in accordance with the current site plan attached hereto as Exhibit G, to allow Charleston Tennis to stage and operate the FC Cup, manage the Tennis Center on behalf of Charleston, and conduct other events and activities year-round at the Tennis Center.

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. DEFINITIONS

As used in this Agreement, the following defined terms shall have the meanings ascribed to such terms as follows:

1.1. FC Cup means the annual Premier Level women's professional tennis tournament sanctioned by the WTA Tour and staged and operated by Charleston Tennis, known at the time of execution of this Agreement as the "Family Circle Cup," or any comparable WTA Tour professional tennis tournament staged and operated in place of the FC Cup.

1.2. Essential Facilities means certain permanent facilities at the Tennis Center and the Dock, as further described on Exhibit A.

1.3. Additional Facilities means the facilities at the Tennis Center as described on Exhibit B.

1.4. Manager's Facilities means the existing temporary structures, furniture, trade fixtures, computers and other structures and personal property erected or installed in or at the Tennis Center, or as permitted by Charleston Tennis, in connection with the FC Cup and other events and activities staged, sponsored, conducted or permitted by Charleston Tennis at the Tennis Center or otherwise in connection with managing the Tennis Center, including, but not limited to, those described on Exhibit C hereto.

1.5. Tournament Week means the period during which matches are being played in a Tournament, beginning with the preliminary rounds and ending on the date of the championship match.

2. LEASE AND USE OF PARK

2.1. Lease and Use of Tennis Center. Subject to paragraph 3.2, Charleston does hereby rent, lease and demise to Charleston Tennis, and Charleston Tennis does hereby rent and lease from Charleston, and Charleston does hereby grant to Charleston Tennis the exclusive right to occupy and use, the Tennis Center to stage and operate the FC Cup and conduct other events and activities year -round at Charleston Tennis' sole discretion, and for all other uses permitted hereunder at Charleston Tennis' sole discretion. This grant and demise shall include all easements and rights-of-way owned or controlled by Charleston and necessary for access, egress and utility service to and from the Tennis Center.

2.2. Condemnation of Tennis Center. In the event Charleston is required under law to exercise its powers of condemnation of the Tennis Center, Charleston shall use its best efforts to notify

Charleston Tennis one (1) calendar year in advance of taking possession of the Tennis Center to enable Charleston Tennis to secure an alternative location for the FC Cup and any other events and activities then-scheduled to be held at the Tennis Center.

2.3. Management of Tennis Center. Charleston Tennis shall manage the Tennis Center on behalf of Charleston as a public facility, and in a professional and businesslike manner, as follows:

(a) Charleston Tennis shall make the Tennis Center available and offer tennis lessons, clinics and tournaments, to the general public and, at its discretion, make the Tennis Center available for private parties, memberships or otherwise, except during the duration of, and five (5) days prior to and following, the FC Cup and any other event conducted by Charleston Tennis at the Tennis Center; provided that Charleston Tennis shall not restrict public access to the Tennis Center for more than twelve (12) weeks per year for major events.

(b) Charleston Tennis shall make the Tennis Center available to residents of the City of Charleston pursuant to paragraph 2.3(a) at rates consistent with the rates charged at other tennis facilities with clay courts owned or operated by Charleston.

(c) Charleston Tennis hereby grants Charleston the right to conduct up to two (2) non-tennis-related events at the Tennis Center each year during the Term (as defined in Section 4.1), except during the duration of, and five (5) days prior to and following, the FC Cup and any other event conducted by Charleston Tennis at the Tennis Center, provided that: (i) Charleston is responsible for all costs of staffing, security, ticketing, setting up, breaking down, and cleaning associated with Charleston's use of the Tennis Center for such events, and any unreasonable costs incurred in connection with such use; (ii) Charleston provides Charleston Tennis with reasonable notice of each event; (iii) such events do not otherwise negatively impact Charleston Tennis' business in connection with the Tennis Center, as determined by Charleston Tennis; (iv) Charleston restores the Tennis Center to the condition in which it was prior to each such event, reasonable wear and tear excepted; and (v) Charleston does not grant such right to any third party without Charleston Tennis' prior written consent. Charleston shall use its best efforts to minimize any loss sustained by Charleston Tennis as a result of its exercise of its rights under this paragraph 2.3(c).

(d) Notwithstanding anything to the contrary herein, during any Tournament, access to the Tennis Center shall be restricted to ticket holders, members of the press, authorized personnel of the Tournament, and any other persons specifically authorized or permitted by Charleston Tennis.

2.4 Charleston Tennis' Use of Other Properties.

(a) At Charleston Tennis' request and provided the request does not conflict with a prior scheduled event or use, Charleston shall rent, lease and demise to Charleston Tennis and shall grant the non-exclusive right to occupy and use, all areas, facilities and utilities of the Park other than the Tennis Center appropriate or necessary (as reasonably determined by Charleston Tennis) for staging and operating a WTA Tour professional women's tennis tournament and

conducting any other events or activities, including, but not limited to, all designated parking spaces at the Park, during and in connection with Charleston Tennis' staging and operating the FC Cup and conducting other events and activities at the Tennis Center. Charleston Tennis agrees to restore such areas, facilities and utilities of the Park to the condition as existed prior to their use by Charleston Tennis.

(b) At Charleston Tennis' request and provided such request does not conflict with a prior scheduled event or use, Charleston shall grant Charleston Tennis the non-exclusive right to occupy and use the recreational pier at the Charleston Maritime Center and the Dock during and in connection with Charleston Tennis' staging and operating the FC Cup. Any damage to the recreational pier or Dock resulting from Charleston Center's use thereof shall be the responsibility of Charleston Tennis. Charleston Tennis agrees to restore the recreational pier or Dock to the condition as existed prior to their use by Charleston Tennis.

(c) At Charleston Tennis' reasonable request and provided such request does not conflict with a prior scheduled event or use, Charleston shall grant Charleston Tennis the non-exclusive right to occupy and use other public waterfront properties and facilities, excluding the Waterfront Park, owned or operated by Charleston in connection with Charleston Tennis' staging and operating the FC Cup. Any damage to such other waterfront properties or facilities resulting from Charleston Tennis' use thereof shall be the responsibility of Charleston Tennis. Charleston Tennis agrees to restore such other waterfront properties and facilities to the condition as existed prior to their use by Charleston Tennis.

2.5 Operation of the FC Cup. Charleston Tennis shall stage and operate the FC Cup at the Tennis Center at its sole cost and expense. Charleston Tennis shall be responsible, at its sole cost and expense, for making any temporary modifications or alterations to the Tennis Center in connection with staging and operating the FC Cup.

2.6 Operation of Other Events and Activities. Charleston Tennis may, but is under no obligation to, conduct other events and activities at the Tennis Center, including, but not limited to, sports, musical and cultural events that are consistent with applicable zoning and other ordinances or regulations, at any time during each year of the Term. Charleston Tennis shall be responsible, at its sole cost and expense, for making any temporary modifications or alterations to the Tennis Center in connection with conducting such events and activities.

2.7. Permits and Licenses. Charleston hereby represents and warrants that, to the best of its knowledge, all permits and licenses required by any government entity on the Effective Date for staging and operating the FC Cup and conducting other events and activities are listed on Exhibit D hereto. Charleston shall notify Charleston Tennis of any change in such permit and license requirements of which it becomes aware and amend Exhibit D from time to time as applicable. Charleston Tennis shall obtain all such licenses and permits in a timely manner as required by the relevant authorities. At Charleston Tennis' request, Charleston shall assist Charleston Tennis in obtaining such licenses and permits.

2.8. Other FC Cup and Event Obligation. Except as otherwise specifically set forth in this Agreement, all duties, responsibilities and obligations that are necessary or appropriate to stage

and operate the FC Cup and to conduct other Charleston Tennis-sponsored or permitted events and activities at the Tennis Center as contemplated hereunder, including payment of admission, retail sales and other taxes, shall be the duties, responsibilities and obligations of Charleston Tennis.

2.9. Re-naming of Stadium. Charleston hereby grants Charleston Tennis and any third party entity that acquires rights to the FC Cup the right to re-name the Family Circle Stadium, provided that the new name does not negatively impact the Tennis Center's image as a family-oriented, wholesome sports and recreational facility.

3. MAINTENANCE AND REPAIR OF TENNIS CENTER

3.1. Charleston Tennis's Obligations. Charleston Tennis shall be responsible for the following upon undertaking operation of the Tennis Center in accordance with this Agreement:

(a) Prior to the expiration or earlier termination of this Agreement, the construction, installation, maintenance and dismantling of Manager's Facilities as solely determined by Charleston Tennis;

(b) Any damage caused to the Tennis Center resulting from the construction, installation, maintenance or dismantling of Manager's Facilities, provided that Charleston provides Charleston Tennis with a detailed map of all power and water lines of the Tennis Center;

(c) Maintenance of the Grounds to standards at least comparable to other tennis facilities owned and operated by Charleston, provided that Charleston provides technical assistance to Charleston Tennis in so maintaining the Grounds upon Charleston Tennis' request, and at Charleston Tennis' direction, other than maintenance to repair damage caused by Charleston's acts or omissions, for which Charleston shall be solely responsible;

(d) Day-to-day non-structural maintenance of the Tennis Center, including, but not limited to, rolling, line brushing, watering, power washing, and resurfacing of the tennis courts;

(e) Reasonably necessary structural maintenance of the Tennis Center (including, but not limited to, painting, plumbing and electrical maintenance), up to a maximum of ten thousand dollars (\$10,000) per year in total, other than maintenance to repair damage caused by Charleston's acts or omissions, for which Charleston shall be solely responsible; provided however, any structural damage to the Tennis Center caused by Charleston Tennis' acts or omissions shall be the sole responsibility of Charleston Tennis.

(f) Payment of ad valorem taxes, if applicable, except that Charleston shall reimburse Charleston Tennis that portion of the tax bill applicable to the real estate on which the Tennis Center is located that Berkeley County may remit to Charleston, provided that Charleston Tennis uses any such reimbursement to offset its costs of managing the Tennis Center in accordance with this Agreement; and

(g) Payment of all customary fees for Charleston Tennis' use of the public utilities and garbage removal services and other applicable customary user fees associated with Charleston Tennis' use of the Tennis Center, provided that Charleston shall impose City of Charleston municipal fees only if and to the extent it imposes such fees on like facilities.

3.2. Charleston's Obligations.

(a) In recognition of Charleston Tennis' expertise in the management, operation and maintenance of professional level sporting venues, and in consideration of its managing the Tennis Center and assuming maintenance and operational costs of the Tennis Center that would otherwise be borne by Charleston, Charleston agrees to pay Charleston Tennis an annual management fee of \$225,000 for each calendar year of the Term, said fee to be increased at the rate of 3% per calendar year during the Term. The fee for calendar years subsequent to the Effective Date shall be payable by June 30 of such year.

(b) Except as provided in Sec. 3.1, Charleston shall be responsible for all capital and structural repairs of the Tennis Center, including, but not limited to: (i) structural upgrades required by the WTA Tour to meet the standards of grounds and facilities at which other WTA Tour tennis tournaments comparable to the FC Cup are staged and operated; and (ii) repairs due to reasonable wear and tear; and (iii) subject to paragraph 3.2 (d), damage caused by casualties and events or occurrences beyond the parties' control, including, without limitation, hurricanes, tornados, wind storms, other extreme weather conditions, fire, flood, other acts of God, strikes, lock-outs, war and civil unrest (events of Force Majeure"). In any event of Force Majeure, Charleston shall repair and restore the affected portion of the Tennis Center to its former condition as soon as possible thereafter.

(c) Notwithstanding paragraph 3.2(a), if after written notice from Charleston Tennis that maintenance or repairs are required, Charleston fails to perform such maintenance or repairs within a reasonable period of time, Charleston Tennis may perform such maintenance or repairs, the cost of which shall be paid by Charleston no later than thirty (30) days after the end of each calendar year in which Charleston Tennis incurs such costs, if applicable, upon receipt of invoices therefor.

(d) Charleston shall pay the costs of all maintenance and repair specified in paragraph 3.2(b) (iii) up to the amount covered by Charleston's insurance policies, the minimum coverage limits of which are set forth on Exhibit B hereto. Each of the parties shall pay one-half (1/2) of the remaining cost, if any, of such maintenance and repair.

(e) Charleston shall be responsible for any reasonably necessary structural maintenance described in paragraph 3.1 (e) in excess of ten thousand dollars (\$10,000) per year, unless such damage is caused by the acts or omissions of Charleston Tennis, in which case Charleston Tennis shall be solely responsible for the same. In the event Charleston fails to perform such maintenance within a reasonable period of time, Charleston Tennis may relieve Charleston of its further obligations in connection therewith and perform such maintenance, the cost of which shall be paid by Charleston no later than thirty (30) days after the end of each calendar year in which Charleston Tennis incurs such costs, if applicable, upon receipt of invoices therefor.

(f) Charleston shall grade and grass, and maintain the path around the waterside perimeter in that portion of the Park north of the Tennis Center, and shall maintain all areas, facilities and utilities therein in a clean and safe condition in accordance with standards at least comparable to the condition of other passive parks owned or operated by Charleston. A "passive park" for purposes of this paragraph 3.2(f) is a park that is used for leisure purposes only and does not contain sports or other active recreational facilities, including, but not limited to, stadiums, courts, ball fields and concert halls.

4. TERM AND TERMINATION

4.1. Term. The term of this Agreement shall commence on the Effective Date and end on the date thirty (30) days after the last day of Tournament Week of the 2029 Tournament, unless earlier terminated under this Section 4 (the "Term").

4.2. Renewal. Charleston and Charleston Tennis acknowledge and agree that as of January 2, 2028, the parties will commence good faith negotiations to amend or renew this Agreement or to enter into a new agreement regarding the subject matter hereof.

4.3. Termination. This Agreement may be terminated without penalty prior to the expiration of the Term as follows:

(a) by the mutual agreement of Charleston and Charleston Tennis at any time;

(b) at the election of Charleston Tennis, if by June 1st of any year of the Term, it provides written notice of termination to Charleston, in which case Charleston Tennis shall be required to manage and operate the Tennis Center pursuant to Section 4.3 until December 31 of the year in which the termination is to take effect, and in which case Charleston shall not be obligated to make any payments required by paragraph 3.2 (a) to Charleston Tennis for the calendar year when the termination is to take effect; and

(c) at the election of either party immediately upon notice by such party to the other party if the other party, after receipt of written notice, fails to cure, within sixty (60) days of receipt of such written notice and any additional time that may be reasonably necessary under the circumstances (provided such party is diligently proceeding in good faith to cure), any breach of a material provision of this Agreement.

4.4. Removal of Manager's Facilities. At the expiration of the Term or earlier termination of this Agreement, Charleston Tennis shall remove then existing Manager's Facilities from the Tennis Center, repair any damage that may be caused thereby and restore the Tennis Center to a clean, graded, well-drained and safe condition.

5. LIABILITY AND INDEMNIFICATION

5.1. Environmental Conditions.

(a) Charleston's Warranty, Representation and Liability.

(i) Charleston hereby warrants and represents to Charleston Tennis that as of the Effective Date, it is unaware of any violation of any federal, state or local environmental laws or regulations in connection with the real property on which the Tennis Center is located. Charleston further warrants and represents that it shall be responsible for any violation of any federal, state or local environmental laws or regulations to the extent caused by Charleston on or after the Effective Date.

(ii) Charleston hereby assumes full and complete responsibility for all costs and expenses arising from a breach of this warranty and representation or any pre-existing condition, to the extent permitted by law, and shall remedy any violation by it of such environmental laws or regulations as soon as practicable to the extent permitted by law. This paragraph 7.1 (a) shall survive expiration or termination of this Agreement.

(b) Charleston Tennis' Warranty, Representation and Liability.

(i) Charleston Tennis hereby warrants and represents to Charleston that it shall operate and manage the Tennis Center in full compliance with all federal, state and local environmental laws and regulations.

(ii) Charleston Tennis shall indemnify and hold harmless Charleston and its shareholders, officials, officers, directors, attorneys, agents, representatives, successors or assigns in respect of the aggregate of all damages to Charleston arising from a breach of this warranty and representation and shall remedy any violation by it of such environmental laws or regulations as soon as practicable to the extent permitted by law. This paragraph 7.1 (b) shall survive expiration or termination of this Agreement.

5.2. Charleston's Liability to Third Parties. Charleston hereby assumes full and complete responsibility for injury to persons (including death resulting therefrom) and damage to third party property occurring on the premises of the Park, including, but not limited to, the Tennis Center, to the extent resulting from (a) any inaccurate representation or warranty made by Charleston hereunder; (b) any default, negligence or misconduct in the performance of any of the covenants or agreements made by, or any of the obligations of, Charleston in this Agreement, latent defects of the Essential Facilities or otherwise at the Park or Tennis Center that Charleston knew or should have known existed prior to such injury or damage.

5.3. Indemnification by Charleston Tennis. Charleston Tennis shall indemnify and hold harmless Charleston and its shareholders, officials, officers, directors, attorneys, agents, representatives, successors or assigns from and against all claims, expenses, losses, costs, deficiencies, liabilities and damages (including reasonable counsel fees and expenses) incurred or suffered by Charleston to the extent resulting from: (a) any inaccurate representation or warranty

made by Charleston Tennis hereunder; or (b) any negligence or misconduct in the performance of any of the covenants or agreements made by, or any of the obligations of, Charleston Tennis in this Agreement.

6. INSURANCE

6.1. Charleston Tennis Insurance. Charleston Tennis shall procure and maintain at all times during the Term commercial general liability insurance, property insurance, workers compensation insurance, employer's liability insurance and vehicular liability insurance in the amounts as the parties shall agree, issued by insurance companies reasonably acceptable to Charleston, and such additional insurance as may be required by local, state, or federal governments or regulatory authorities in connection with its staging and operation of the FC Cup, management of the Tennis Center and conduct of other sports events and activities at the Tennis Center as contemplated hereunder. Charleston shall not be named as an additional insured on said policy or policies. Promptly after execution of this Agreement, Charleston Tennis shall provide Charleston with acceptable certificates of insurance evidencing the existence of the insurance coverage described herein.

6.2. Charleston Insurance. Charleston shall procure and maintain at all times during the Term insurance of the types and in the amounts shown on Exhibit E issued by the South Carolina Insurance Reserve Fund or such other insuring entity it deems acceptable, and such additional insurance as may be required by local, state, or federal governments or regulatory authorities in connection with its ownership of the Tennis Center as contemplated hereunder. Charleston Tennis shall not be named as an additional insured on said policies. Promptly after execution of this Agreement, Charleston shall provide Charleston Tennis with acceptable certificates of insurance evidencing the existence of the insurance coverage described herein.

7. MISCELLANEOUS

7.1. Agents of the Parties. Each party acknowledges and agrees that during the Term, all employees, independent contractors, representatives and agents of it performing services for it pursuant to this Agreement, including, without limitation, contractors, vendors, sponsors, security persons, officers or employers, whether or not such services are being performed at the Tennis Center and regardless of the nature of the services being performed, are exclusively employed or retained by such party and not the other. Except as otherwise specifically set forth herein, each party acknowledges that it is its sole responsibility to hire, train, supervise, discipline, and direct the time, manner and method of accomplishing the work to be performed by such persons or entities. Charleston Tennis also acknowledges that it is solely responsible to compensate its employees, independent contractors, representatives and agents for products and services provided by them and to pay all applicable employment and other withholding taxes with respect to such persons. Nothing herein shall be deemed to constitute a joint venture or partnership between Charleston Tennis and Charleston.

(a) DBE/WBE Goals for Vendors at the Tennis Center shall be 20%-combined participation. These goals shall apply to all vendor contracts with Charleston Tennis at the

Tennis Center. For purposes of this paragraph, DBE/WBE shall be defined as a small business owned and controlled by minorities or owned and controlled by women. This means that 51% of the business must be owned by minorities or women and they must control the management and daily operations of the business

(b) Charleston Tennis shall coordinate its efforts to meet the above-stated DBE/WBE goals with Charleston's Minority Business Office, Department of Budget, Finance and Revenue Collections (BFRC), P.O. Box 304, SC 29402. The present contact person is Theron Snype. The phone number is 843-973-7247.

7.2. License of Trademarks.

(a) Charleston Tennis hereby grants Charleston the right to use the Charleston Tennis and FC Cup names, trademarks and logos (the "FC Cup Trademarks") solely for the purpose of promoting and advertising the FC Cup and Charleston's association therewith. All such use shall be subject to Charleston Tennis' prior approval, said approval not to be unreasonably withheld, and all goodwill associated therewith shall inure to the benefit of G+1. Charleston Tennis hereby represents and warrants that the FC Cup Trademarks do not violate or infringe upon the rights of any third party.

(b) Charleston hereby grants Charleston Tennis the right to use the City of Charleston's names, trademarks and logos (the "Charleston Trademarks") solely for the purpose of promoting and advertising the FC Cup and Charleston. All such use shall be subject to Charleston's prior approval, said approval not to be unreasonably withheld, and all goodwill associated therewith shall inure to the benefit of Charleston. Charleston hereby represents and warrants that the Charleston Trademarks do not violate or infringe upon the rights of any third party.

(c) Notwithstanding the foregoing, neither party shall have the right to sell products or services using the other party's trademarks or logos without the other party's prior approval.

7.3. Ticket Holders. Charleston Tennis and Charleston acknowledge and agree that the list of ticket holders is the sole and exclusive property of Charleston Tennis. To the extent legally permissible, Charleston Tennis shall provide Charleston reasonable access to the list of ticket holders for the sole purpose of promoting the FC Cup.

7.4. Certificate as to No Default, etc.: Information. Either party shall deliver to the other within ten (10) business days after written request, an officer's certificate stating: (i) that this Agreement is unmodified and in full force and effect (or, if there have been modifications, that this Agreement is in full force and effect, as modified, and stating the modifications); (ii) the dates to which payments hereunder have been paid; (iii) that no default exists hereunder, or, if any such default exists, specifying the nature and period of existence thereof; and (iv) such other information with respect to the party and the subject matter of this Agreement from time to time may reasonably be requested. Any such officer's certificate may be relied upon by any prospective purchaser or mortgagee, if applicable, of the

Tennis Center or any part thereof or interest therein.

7.5. Covenant of Quiet Enjoyment. If Charleston Tennis fulfills its obligations hereunder in accordance with the terms of this Agreement, Charleston covenants that Charleston Tennis shall have peaceful and quiet occupation, possession and enjoyment of the Tennis Center and appurtenances, free and clear of any interference from anyone other than persons claiming by, through or under Charleston Tennis.

7.6. Memorandum of Agreement. This Agreement shall not be recorded; however, at the request of either party, a short memorandum of this Agreement may be recorded in the office of the Registers of Mense Conveyances for Berkeley County.

7.7. No Broker. Each party represents and warrants to the other that it has not dealt with any broker in connection with this Agreement and the subject transaction.

7.8. Amendments and Waivers; Cumulative Remedies. This Agreement may not be amended or modified in any manner except by an instrument in writing signed by each of the parties. The failure of either party to enforce at any time any of the provisions of this Agreement shall in no way be construed to be a waiver of any such provision or the right of either party thereafter to enforce each and every such provision. No waiver of any breach of this Agreement shall be held to be a waiver of any other or subsequent breach. Furthermore, all remedies are cumulative, including the right of either party to seek equitable relief in addition to money damages unless otherwise stipulated in this Agreement.

7.9. Force Majeure. Neither party shall be responsible for or have any liability associated with any failure or delay, and such failure or delay shall not constitute a default under of breach of this Agreement, for any period and to the extent that the failure or delay is due in whole or in part to any cause beyond such party's reasonable control, including, but not limited to, acts of God, nature, fires, floods, earthquakes, explosions, epidemics, riots, insurrections, revolutions, wars (declared and undeclared), terrorism, sabotage, strikes, lockouts plant shutdowns, labor shortages, freight embargoes, unusually severe weather, unavailability of supplies or sources of energy, delay or interruptions to transportation, acts of government (other than such party, if applicable) in either its sovereign or contractual capacity, voluntary or involuntary compliance with a later-enacted law, order, regulation, rule or request of any governmental authority (other than such party, if applicable), or any other event or force majeure (each, an event of "Force Majeure"). Upon any such event, the affected party immediately shall notify the other party in writing of such event and the nature and extent of its effect on such party's performance hereunder and use its best efforts to protect against and minimize any failure or delay associated therewith.

7.10. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto, and their respective successors, heirs, legal representatives and assigns. Charleston shall not have the right to assign or transfer any of its rights or obligations under this Agreement, mortgage or otherwise encumber the Tennis Center, or pledge its rights pursuant to this Agreement as collateral, without the prior written consent of Charleston Tennis. Charleston Tennis shall not have the right to assign or transfer its rights and obligations under this Agreement except to a wholly owned subsidiary of, or entity under common ownership or

control with, Charleston Tennis, or to pledge its rights pursuant to this Agreement as collateral, without the prior written consent of Charleston.

7.11. Leasehold and Business Financing.

(a) Leasehold and Business Financing. Neither party shall borrow against this Agreement or the leasehold, or any part or parts thereof, or finance, encumber or assign any part or parts thereof as security for the loan, without the prior approval of the other party.

(b) Lender's Rights. If either party (as such, the "Financing Party") obtains the approval of the other party (as such, the "Non-Financing Party") pursuant to paragraph 7.11 (a) and finances as aforesaid, then and in such event, as long as any such financing shall remain unsatisfied, or until written notice of satisfaction is given by the holder to the Financing Party, the parties shall amend this Agreement to include provisions granting Lender rights of notification and consent with respect to any termination, cancellation, surrender or modification of this Agreement.

7.12. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto, and their respective successors, heirs, legal representatives and assigns.

7.13. No Third Party Beneficiaries. This Agreement is intended solely for the benefit of the parties hereto and is not intended for the use and benefit of any other party. Nothing contained in this Agreement is intended to make any person or entity that is not a signatory to this Agreement a third party beneficiary of any right created by this Agreement or by operation of law.

7.14. Severability. Each particular prohibition or restriction set forth in any section or paragraph of this Agreement shall be deemed a severable unit, and if any court of competent jurisdiction determines that any portion of such restraint, or the application thereof, is against the policy of the law in any respect, but such restraint, considered as a whole, is not so clearly unreasonable and overreaching in its terms as to be unconscionable, the court shall enforce so much of such restraint as it determines by a preponderance of the evidence to be necessary to protect the interests of the parties hereto. If any one or more of said provisions is determined to be invalid, illegal or otherwise unenforceable, in whole or in part, the remaining provisions, and any partially enforceable provisions to the extent enforceable, shall be binding and enforceable.

7.15. Entire Agreement. This Agreement, including all Exhibits attached hereto, represents the entire and integrated agreement by and between Charleston Tennis and Charleston and supersedes all prior negotiations, representations or agreements, either written or oral, between the parties on the subject matter hereof, including, but not limited to, the Original Agreement. The waiver by either party of a breach of any provision of this Agreement shall not constitute a waiver of a subsequent breach of such provision or any remaining provision of this Agreement.

7.16. Headings. The descriptive headings in this Agreement are inserted for convenience only and do not constitute a part of this Agreement. References to "Sections" and "paragraphs," unless otherwise stated, refer to sections and paragraphs of this Agreement.

7.17. Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.

7.18. Governing Law. This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of South Carolina.

7.19. Notices. All notices, consents, approvals and the like required under any of the provisions of this Agreement shall be in writing and shall be deemed to be effective (a) if personally delivered or sent by overnight courier (such as Federal Express), upon delivery, (b) if sent by Facsimile, upon successful transmission, or (c) if sent by U.S. mail registered or certified return receipt requested, with sufficient postage affixed thereto, addressed as follows, upon receipt.

(a) If to Charleston, to:

City of Charleston Legal Department
50 Broad Street
Charleston, SC 29401
Fax: 843-724-2706

With a copy to:

City of Charleston Real Estate Division
P.O. Box 304
Charleston, SC 29402

(b) If to Charleston Tennis, to:

Tom Harty, President, National Media Group
Meredith Corporation
805 Third Avenue
New York, NY 10022
Fax: 212-551-7154

With a copy to:

General Counsel, National Media & Marketing
Meredith Corporation
805 Third Avenue
New York, NY 10022
Fax: 212-499-2199

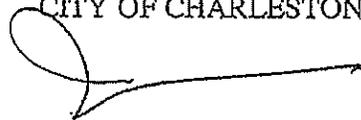
or as may be otherwise specified by either party by notice to the other party. At either party's request, the other party promptly shall designate an individual who shall be authorized to receive service of process in connection with any disputes or litigation arising out of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed and delivered as of the day and year first above written.

WITNESS:

Debra Matthews

CITY OF CHARLESTON



By: _____
Its: Mayor

CHARLESTON TENNIS, LLC

By: Nancy W. Weber
Its: EVP, CMO

EXHIBIT A

Tennis Center and Dock

Essential Facilities

FAMILY CIRCLE STADIUM

Structure:

- Circular Shape
- Capacity for temporary bleachers to be set up in the north, south, east and west end zones

Seating:

- Box seats: at least three thousand five hundred (3,500) seats approximately 1,485 in boxes with chair backs surrounding the Family Circle stadium
- First eight (8) rows on the east and west sides and first six (6) rows on the north and south sides, seats configured for six (6) seat boxes, three (3) per row; remaining seats without divider rails
- Each seat approximately sixteen (16) inches to eighteen (18) inches in width
- Each seat reflex blue color (or color otherwise agreed upon by the parties) with cup holder
- Each seat individually numbered
- Space for approximately thirty-five (35) champagne tables located at top of Stadium on widened aisle, sectioned from walkway, with the ability for tables to be bolted down
- Temporary seating: area for six thousand five hundred (6,500) additional seats
- Ability to access concession stands and restrooms
- Permanent press box (instead of a stage)
- Area on center court, lower than lowest box seats, for handicapped and photographers

Staging Entrance:

- Located in the west end zone of the Family Circle Stadium
- Approximately nine (9) feet high x twelve (12) feet wide

Court Surface:

- Above-surface irrigation system with pop-up heads
- Lee Fast dry clay
- Standard tape

Lighting:

- At least one (1) extension at each corner of the Family Circle Stadium
- One hundred (100) foot candles measuring thirty-six (36) inches above the court surface, with uniformity ratios of 1.5: 1 inside the doubles boundaries, 2: 1 at ten (10) feet behind the baseline, and 2: 1 outside the doubles boundaries
- Otherwise meeting WTA Tour and television requirements

Sound System:

- Capable of supporting the Permanent Stadium with power to allow for temporary seating

Scoreboards:

- Two (2) LED matrix scoreboards with custom text software, approximately 5'5" x 14' in size

SATELLITE COURTS

Courts:

- At least seventeen (17) tennis courts, laid out as follows:
- ten (10) clay courts (comprised of five (5) clay courts in banks of two (2))
- three (3) stand-alone clay courts
- four (4) hard courts (comprised of two (2) hard courts in banks of two (2))
- Each bank of two (2) tennis courts to measure one hundred twenty (120) feet x one hundred twenty (120) feet
- Each tennis court to be constructed with the "California" corner design
- At least one (1) practice wall

Fencing:

Jet black, vinyl-coated sleeved removable fencing

Four (4)-foot fencing installed along sixty (60) feet of the one hundred twenty (120) foot sides of the banks of each two (2) tennis courts

Lighting:

- Club level lighting on all Satellite Courts
- Environmental, low-level

Walkways:

- Seven to eight (7-8)-foot wide walkways located between tennis courts
- Each walkway composed of concrete or sand shell

Rest Station:

- Located immediately adjacent to each bank of tennis courts
- Each to contain at least one (1) canopy

GROUNDS

Tournament Main Entrance:

- Located such that all spectators must pass the main entrance before entering the tennis grounds
- Plaza in stamped concrete or paved with concrete accent
- Bus drop-off from off-site parking

On-Site Parking:

- One hundred Forty (140) spaces at the entrance drive
- Eighty (80) spaces at the Racquet Club
- Three hundred thirty (330) grass spaces within walking distance to Tennis Center, located north of the Mark Clark
- Spaces on any land controlled by Charleston as available for use by FC Cup patrons, spectators and volunteers, located adjacent to the Tennis Center

Media Support:

- Area for three (3) semi-trailers, two (2) office trailers and one (1) satellite dish
- Area along Seven Farms Road
- Video hook-ups from stanchions
- Cabling to Press Box and Interview Room at Racquet Club

Landscaping:

- Located around the Family Circle Stadium, satellite courts and next to the walkways between the satellite courts
- Natural grass
- Trees including palm trees
- Flowering shrubs
- Flower beds
- Irrigation system

Electrical Requirements:

- Television: five hundred (500) amps, three (3) phase
- Family Circle Stadium lights: four hundred (400) amps, three (3) phase
- Media tent: six hundred (600) amps with AC
- Hospitality tent: five hundred (500) amps with AC
- Sponsor Row: two thousand one hundred (2,100) amps
- Food Court: three thousand one hundred (3,100) amps
- Concerts
- Two thousand four hundred (2,400) amps, three (3) phase one thousand two hundred (1,200) amps, three (3) phase
- Trailers: one hundred (100) amps for each eight (8) trailers
- Merchandise tent: six hundred (600) amps with AC
- Fan Zone: one hundred (100) amps

Lights: four hundred (400) amps, three (3) phase

Detention Pond

- See Site Plan (Exhibit G) for location
- To be available for storm water drainage for the Tennis Center

DOCK

Dock:

- Fixed pier and pierhead (8' x 175', 20' x 20')
- Gangway: (one at 4' x 70' for ADA compliance)
- Floating dock (one at 12' x 50')
- Floating dock piles and mooring piles (dolphins)
- Handrails (400 linear feet)
- Miscellaneous (utilities, lighting)

Boardwalk:

- Path system from Dock to Tennis Center
- Timber bridges with handrails with two (2) wider areas to accommodate access and/or observation (total 6' x 350' with two landings)
- Soft-surface path on land connecting the two (2) wooden structures

EXHIBIT B

Tennis Center *Additional Facilities*

FAMILY CIRCLE STADIUM

Structure: Lower level in brick veneer and/or stucco; remainder exposed

Concession Stands:

- Four (4) concession stands in the Family Circle Stadium, to be accessible when temporary seating
- is installed
- Each concession stand to include:
- One (1) sink
- Roll-down door at counter
- Full-length counter with HC access
- Electric outlets on side walls
- Painted masonry walls
- Slat wall on rear wall

Restrooms:

Adequate number of restrooms to meet all applicable code requirements for a three thousand five hundred (3,500) seat stadium

- Two (2) men's restrooms
- Two (2) women's restrooms
- Two (2) private restrooms

Capability for temporary restroom facilities to be installed by Charleston Tennis to accommodate additional temporary seating

Storage areas:

- Tournament storage
- 1,200 square feet of storage, with some areas having fifteen (15) foot ceilings
- Ability to store umpire chairs, banners, signs, Tournament support supplies, maintenance equipment
- Fork-lift accessible
- Painted block walls
- Suitable lighting

Sponsor storage:

- 1,200 square feet of storage, with some areas having fifteen (15) foot ceilings
- Fork-lift accessible
- Painted block walls
- Suitable lighting
- Wall between Tournament and Sponsor storage areas

Family Circle Cup Workshop:

- Eight Hundred (800) square feet of open space

RACQUET CLUB

Ground Floor:

- Total dimensions of not less than five thousand (5,000) square feet
- Tennis pro shop

Merchandise area:

- Racquet stringing room
- Sales check-out area centralized in merchandise area
- Scheduling and information counter
- Pro Shop manager's office
- Business office
- Merchandise storage
- Two (2) fitting rooms

One (1) men's bathroom locker room with at least four (4) showers, two (2) standing johns (1 handicapped), one (1) stall, ten (10) lockers and one (1) sink

One women's bathroom/locker room with at least four (4) showers, three (3) stalls (one handicapped), ten lockers and one (1) sink

Area for FC Cup history display

Director of tennis office

One (1) tennis pro office

One (1) pro shop manager office

Multi-use indoor area

Mechanical room

Two (2) Jock out bathrooms, one (1) male and one (1) female

Second Floor:

- Total dimensions of not less than five thousand (5,000) square feet
- Indoor space for one (1) Tournament player hospitality area lounge/conference room that opens up to an adjacent outdoor patio/deck with a view of the tennis courts
- One (1) executive office lounge that opens up to a patio/deck, space for conference table seating eight-ten (8-10) persons, snack bar
- Space for six (6) offices and nine (9) cubicles
- Reception room, bathrooms and kitchen for cold prep only
- Offices convertible for use by the WTA Tour and player services
- Capability for Charleston Tennis to divide certain offices specified by Charleston Tennis
- Multi-use work-out room of at least six hundred (600) square feet

Design:

- "Low country" decor

- Porches/decks located at front and back of Racquet Club, overlooking grounds
- Light and airy feeling

Racquet Club Court:

- Above-surface irrigation system with pop-up heads
- Lee Fast dry green clay
- Standard tape
- High mast lighting a Plaza seating an Elevated deck surrounding court

EXHIBIT C

Tennis Center *Manager's Facilities*

Tents and Booths

- Press Center (40' x 100')
- Merchandise Tent (40' x 100')
- Family Circle Hospitality Area (40' x 100') with 20' deck along the water
- Volunteer Tent (20' x 60')
- Fan Zone (20' x 40')
- Kids' Zone (30' x 80')
- Cyber Cafe Booth (20' x 30')
- Additional Food Tents (x 4) (20' x 20')

**Some of the tents above could be placed on unused satellite courts*

Main Entrance

- Ticket area (20' x 30') and approximately eighteen (18) "sponsor row" booths (each 10' x 10') aligned on each side of the entrance space

Family Circle Stadium Seating

- Bleachers at the north, south and west end zones of the Family Circle Stadium

Restroom Facilities

- Sufficient Number to accommodate temporary stadium seating

EXHIBIT D

Permits and Licenses

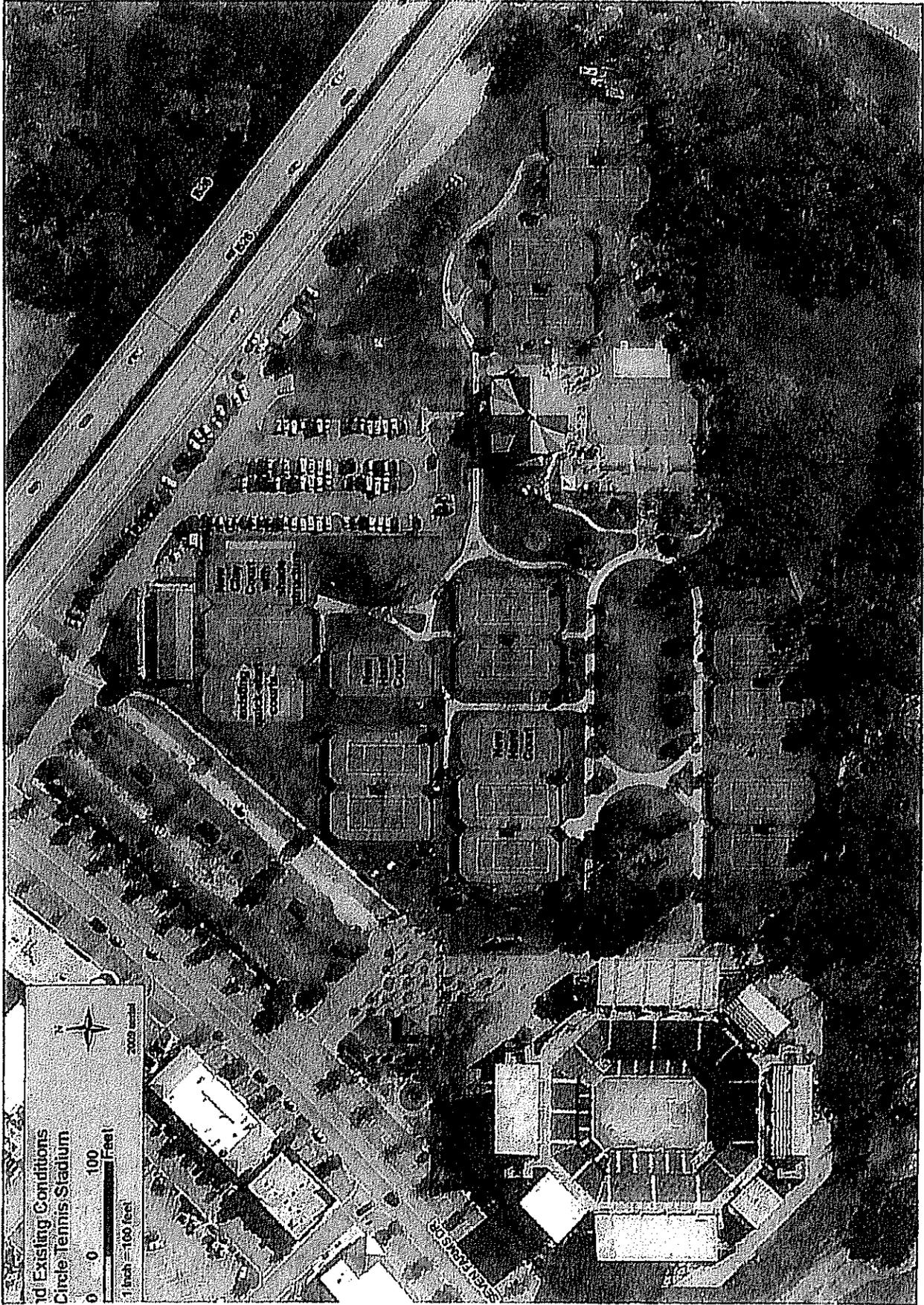
1. Business license (required by State of South Carolina)
2. Liquor license (required by State of South Carolina)
3. Event permit (required by Charleston or other governmental entity, if applicable)
4. Food permit (required by DHEC, if applicable)
5. Temporary structure permit (required by Charleston, DHEC or other governmental entity, if applicable)

EXHIBIT E

Charleston's Insurance Policies

1. Comprehensive General Liability and Property Insurance with combined single liability limits for personal injury or death and property damage in the amount of \$600,000 per occurrence.
2. Property and Casualty Insurance for the replacement value of the Tennis Center and any portion thereof, on an all-risk of physical loss or damage basis, including fire, earthquake, hazard, flood and windstorm.
3. Workmen's Compensation Liability Insurance with liability limits as required by law.
4. Employer's Liability Insurance with liability limits for bodily injury in the amount of \$600,000 per occurrence.
5. Vehicular Liability Insurance with combined single liability limits for personal injury or death and property damage in the amount of \$600,000 per occurrence.

EXHIBIT G
Current Site Plan



2009

1 inch = 100 feet

0 0 100 Feet

Existing Conditions

Circle Tennis Stadium



PUBLIC HEARING

The public is hereby advised that the City Council of Charleston will hold a public hearing Tuesday, September 27, 2016 beginning at 5:00 p.m. at City Hall, 80 Broad Street, on the request that the Zoning Ordinance of the City of Charleston be changed in the following respects:

REZONINGS

1. To rezone Maybank Highway at Promenade Vista Street (*James Island*) (Approx. 10.57 acres) (TMS# 424-00-00-001) from Gathering Place (GP) classification to Planned Unit Development (PUD) classification.
2. To rezone 403 Wappoo Road (*West Ashley*) (0.46 acre) (TMS# 350-10-00-010) from Single-Family Residential (SR-1) classification to Single and Two-Family Residential (STR) classification.
3. To rezone Clements Ferry Road (*Cainhoy*) 918.09 acre) (TMS# 275-00-00-084) from Conservation (C) classification to Rural Residential (RR-1) classification.
4. 1484 Camp Road (*James Island*) (7.88 acre) (TMS# 425-06-00-089) to include property in the School Overlay Zone (S) classification. Zoned Single-Family Residential (SR-1).
5. To rezone 813 Dupont Road (*Dupont|Wappoo – West Ashley*) (1.665 acre) (TMS# 351-13-00-047) from General Business (GB) classification to Diverse Residential (DR-2) classification.

ZONINGS

To zone the following properties annexed into the City of Charleston:

1. Property located on Savannah Highway (*West Ashley*) (16.01 acres) (TMS# 286-00-00-033) General Business (GB).
2. 1830 Maybank Highway (*James Island*) (1.0 acre) (TMS# 343-04-00-007) Single-Family Residential (SR-1).

ORDINANCE AMENDMENTS

1. To amend provisions of Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Part 17 – Upper Peninsula District to change specific details within.

VANESSA TURNER MAYBANK
Clerk of Council

In accordance with the Americans with Disabilities Act, people who need alternative formats, ASL (American Sign Language) Interpretation or other accommodation please contact Janet Schumacher at (843) 577-1389 or email to schumacherj@charleston-sc.gov three business days prior to the meeting.

Please insert as a Display Ad in the Post Courier on Sunday, September 11, 2016. Charge account PC103190.

Please insert in the Chronicle as a Display Ad on Wednesday, September 14, 2016. **Please provide an affidavit of publication for all public hearings.**

CITY OF CHARLESTON PLANNING COMMISSION MEETING REPORT

MEETING OF AUGUST 17, 2016

A meeting of the City of Charleston Planning Commission was held at **5:00 p.m., on Wednesday, August 17, 2016** in the Public Meeting Room, 1st Floor, 2 George St. The following applications were considered:

REZONINGS

1. **Maybank Hwy at Promenade Vista St (James Island) TMS# 4240000001** – approx. 10.57 ac. Request rezoning from Gathering Place (GP) to Planned Unit Development (PUD).

RECOMMENDED APPROVAL WITH CONDITIONS

2. **53 Bogard St (Peninsula - Cannonborough/Elliottborough) TMS# 4600803105** – 0.118 ac. Request rezoning from Diverse Residential (DR-2F) to Commercial Transitional (CT).

DEFERRED BY APPLICANT

3. **403 Wappoo Rd (West Ashley) TMS# 3501000010** – 0.46 ac. Request rezoning from Single-Family Residential (SR-1) to Single and Two-Family Residential (STR).

RECOMMENDED APPROVAL

4. **Clements Ferry Rd (Cainhoy) TMS# 2750000084** – 18.09 ac. Request rezoning from Conservation (C) to Rural Residential (RR-1).

RECOMMENDED APPROVAL

5. **1484 Camp Rd (James Island) TMS# 4250600089** – 7.88 ac. Request rezoning to include property in the School Overlay Zone (S). Zoned Single-Family Residential (SR-1).

RECOMMENDED APPROVAL

SUBDIVISIONS

1. **Brigade St (Peninsula) TMS# 4640000003 & 017** – 15.85 ac. 3 lots. Request subdivision concept plan approval. Zoned Mixed-Use Workforce Housing (MU-2/WH).

DEFERRED BY APPLICANT

2. **Carolina Bay, Phase 22 (Carolina Bay - West Ashley) TMS# 3070000005** – 3.03 ac. 10 lots. Request subdivision concept plan approval. Zoned Planned Unit Development (PUD).

DEFERRED BY APPLICANT

3. **Stefan Drive Townhomes (James Island) TMS# 3430700146-148** – 0.703 ac. 8 lots. Request subdivision concept plan approval. Zoned Diverse Residential (DR-12).

APPROVED WITH CONDITIONS

ORDINANCE AMENDMENTS

1. Request approval to amend provisions of Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Part 17 – Upper Peninsula District to change specific details within.

RECOMMENDED APPROVAL

2. Request approval to amend Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) by amending Section 54-208.1 Bed and Breakfasts not located within the Old and Historic District, to clarify where Bed and Breakfasts are permitted in areas outside the Old and Historic District.

DEFERRED BY PLANNING COMMISSION

PRESENTATION AND DISCUSSION

Presentation and discussion of fence height zoning regulations within residentially zoned areas.

PLANNING COMMISSION ASKED STAFF TO STUDY RESIDENTIAL FENCE HEIGHTS AND BRING A PROPOSED ORDINANCE AMENDMENT TO THEM AT A FUTURE MEETING

ELECTION OF CHAIR AND VICE-CHAIR

Commission selection of a chairperson and a vice-chairperson to serve until January 1, 2017.

PLANNING COMMISSION ELECTED SUNDAY LEMPESIS AS CHAIR AND GORDON GEER AS VICE CHAIR UNTIL THE END OF THE YEAR

APPROVAL OF MINUTES

APPROVED MINUTES FROM THE APRIL 20, 2016 AND MAY 18, 2016 MEETINGS

REPORT OF THE TECHNICAL REVIEW COMMITTEE

Over the past month, the following subdivision projects were submitted to the TRC for review and approval. The findings of the TRC shall be presented to the Planning Commission. Items approved by the TRC comply with all applicable regulations and standards of the City of Charleston.

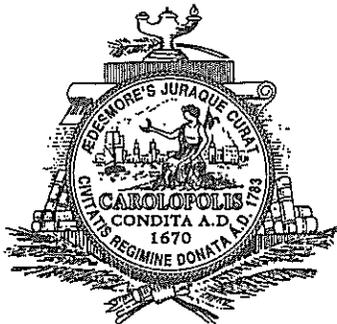
Preliminary & Final Plats

1. The Marshes at Cooper River (Cainhoy) TMS# 2670000004, 005, 010, 050-057, 069 – 34.6 ac. 128 lots. PUD. Preliminary subdivision plat under review.
2. Parcel R, Block C, Lot 2 (Daniel Island) TMS# 2750000220 – 5.2 ac. 2 lots. DI-TC. Final subdivision plat pending approval.
3. Carolina Bay Phase 13A (West Ashley) TMS# 3070000004, 3090000054 – 21.0 ac. 55 lots. PUD. Final subdivision plat pending approval.
4. Fairchild Street (Daniel Island) TMS# 2750000269 – 1.3 ac. 2 lots. DI-TC. Preliminary subdivision plat pending approval.
5. Hopewell Drive (Cainhoy) TMS# 2620000008 – 3.3 ac. R/W. PUD. Preliminary subdivision plat under review.
6. Parcel F, Phase 4 (Daniel Island) TMS# 2750000249 – 14.7 ac. 23 lots. DI-R. Final subdivision plat pending approval.
7. Grand Oaks Phases 7A, 7B, 9A (West Ashley) TMS# 3010000697 – 69.3 ac. 144 lots. PUD. Preliminary subdivision plat pending approval.

Road Construction Plans

1. The Marshes at Cooper River (Cainhoy) TMS# 2670000004, 005, 010, 050-057, 069 – 34.6 ac. 128 lots. PUD. Road construction plans under review.
2. Grand Oaks Phases 7A, 7B, 9A (West Ashley) TMS# 3010000697 – 69.3 ac. 144 lots. PUD. Road construction plans pending approval.

E2.)



Ratification Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT PROPERTY LOCATED ON MAYBANK HIGHWAY AT PROMENADE VISTA STREET (JAMES ISLAND) (APPROXIMATELY 10.57 ACRES) (TMS #424-00-00-001) (COUNCIL DISTRICT 6), BE REZONED FROM GATHERING PLACE (GP) CLASSIFICATION TO PLANNED UNIT DEVELOPMENT (PUD) CLASSIFICATION. **(AS AMENDED)**

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation from Gathering Place (GP) classification to Planned Unit Development (PUD) classification.

Section 2. The property to be rezoned is described as follows:
property located on Maybank Highway at Promenade Vista Street (James Island) (approximately 10.57 acres) (TMS #424-00-00-001)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By: _____
John J. Tecklenburg
Mayor, City of Charleston

Attest: _____
Vanessa Turner Maybank
Clerk of Council

Rezoning

Maybank Hwy at Promenade Vista St

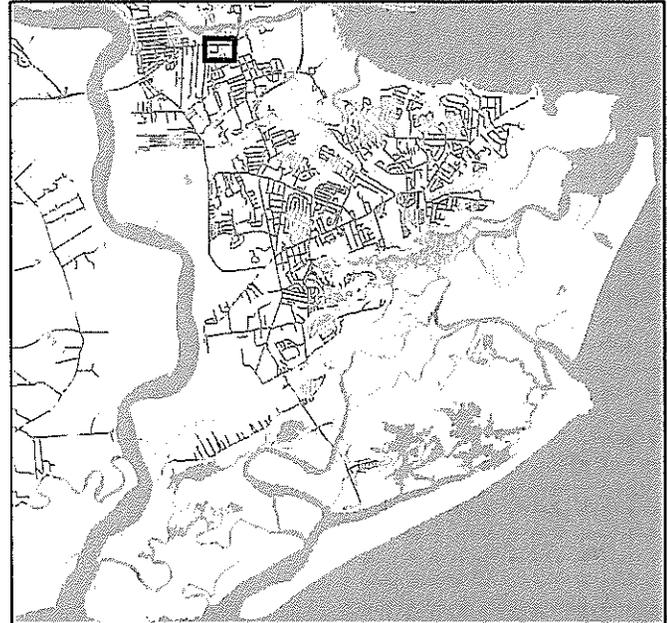
TMS# 424000001

approximately 10.57 ac.

Request rezoning from Gathering Place (GP)
to Planned Unit Development (PUD)

Owner: CPC James Island, LLC
Applicant: Hellman Yates & Tisdale, PA

Area



Location

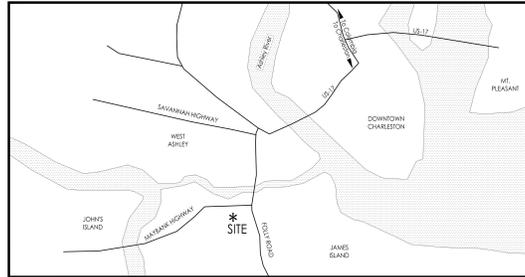


DEVELOPMENT GUIDELINES

FOR THE

MAYBANK PLANNED UNIT DEVELOPMENT

James Island, City of Charleston, South Carolina



City Project ID # 160705-MaybankHwy-1

Approved _____, 2016

Prepared for:



AND

CPC James Island, LLC
3060 Peachtree Road
Suite 220
Atlanta, GA 30305
(Owner)

Prepared by:

HELLMAN YATES & TISDALE
ATTORNEYS AND COUNSELORS AT LAW

HELLMAN YATES & TISDALE, PA
105 BROAD STREET, THIRD FLOOR
CHARLESTON, SOUTH CAROLINA 29401
843 266-9099

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1.1 Relationship to the Zoning Ordinance

The Development Guidelines and Land Use Plan for the Maybank Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein. The Maybank PUD is based on and meets the following criteria:

- a. Consistency with the City's Century V Plan, as the underlying property is designated Urban Center and a Gathering Place;
- b. Better achieving the goals of the Century V Plan and all adopted plans for the subject property, than the current Gathering Place (GP) zoning, as the PUD narrowly tailors the uses and plans to better meet the community's input and serve its needs;
- c. Consistency with the City's adopted master road plan, as the Maybank PUD will not require any new roads and will connect with existing roadways;
- d. Better protecting and preserving natural and cultural resources, if any, than the existing zoning as the existing Gathering Place zoning would result in less green space and fewer trees saved;
- e. Compatibility with the density and maximum building height of adjacent developed neighborhoods, by falling in between the less dense properties behind the property and across Maybank Highway and the higher density and height of adjacent properties;
- f. Compatibility with the existing network of public streets in adjacent neighborhoods and areas by creating and enhancing connectivity including provisions for public and private connections to adjoining properties and neighborhoods;
- g. Providing for adequate parking for residents and users, by requiring a minimum of 1.4 spaces per unit;
- h. Confirming accommodation by existing and planned public facilities including but not limited to, roads, sewer, water, schools, and parks as is evidenced by the included traffic study, coordination letters, and newly proposed usable open space;
- i. Providing for new and adequate public facilities, open space, and recreational amenities as shown in the attached exhibits;
- j. Adequately providing for the continued maintenance of common areas, open space, and other public facilities not dedicated to the City by making the foregoing an obligation of the current and any future property owner; and
- k. Providing for a mixture of residential, commercial, conservation, and other uses.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Maybank PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Maybank PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Maybank PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

Commercial - The commercial component of this development will allow for uses permitted in the City of Charleston Zoning Ordinance Limited Business, (LB) District as modified by Section 1.4.3.4., herein. Commercial uses are permitted in designated first floor areas of the residential districts.

Conservation and Usable Open Space - The conservation and usable open space component of this development will allow for the preservation of the natural character of the rear of the site and the retention of trees in use-restricted conservation designated areas in accordance with recorded covenants, while usable open space designated areas will allow for open green space areas usable by residents, guests, and commercial use patrons.

Having three different uses for this development meets the standards set for a Planned Unit Development.

The proposed land use is as follows:
(All acreages are approximate and subject to change per City staff review)

Gross Land Area	10.57 Ac.
Conservation Open Space including Tree Save Area	3.26 Ac.
Usable Open Space	1.00 Ac.
Salt Water Marsh	0.00 Ac.
Wetlands	0.00 Ac.
Combined Salt/Fresh Water Wetlands	0.00 Ac.
Minimum Dwelling Units	272 DU
Maximum Dwelling Units	279 DU
Net Developable Land	10.57 Ac.

1.4 Zoning Districts and Design

1.4.1 Residential Multi-Family 3 Story District

1. The Residential Multi-Family 3 Story district is identified in the areas depicted as 3 Story Building in the Master Plan and is intended to allow high density residential development that permits allowable commercial uses in designated areas.
2. Any structure shall be three (3) stories in height, not to exceed a maximum of fifty-five (55') feet as measured from the average curb on Maybank Highway adjacent to the project site to the nearest building

eave in the district, and no less than would be necessary to allow for at least a nine (9') ceiling at each story using conventional construction materials. Maximum ridge heights and applicable roof pitches shall be as determined by the City's administrative officer set forth in Section 1.4.6.

3. There shall be no setback requirements or maximum lot occupancy requirements.
4. There shall be a parking requirement of 1.4 spaces per dwelling unit, a portion (no more than 30%) of which may be compact spaces. No off street loading shall be required. Parking may be shared with the 4 Story District.
5. The total of all conditioned space in the Residential Multi-Family 3 Story district and the Residential Multi-Family 4 Story district shall be at least 251,000 rentable square feet (measured from the conditioned interiors of rentable units).

1.4.2 Residential Multi-Family 4 Story District

1. The Residential Multi-Family 4 Story district is identified in the areas depicted as 4 Story Building in the Master Plan and is intended to allow high density residential development that permits allowable commercial uses in designated areas.
2. Any structure shall be four (4) stories in height, not to exceed a maximum of sixty (60') feet as measured from the average curb on Maybank Highway adjacent to the project site to the nearest building eave in the district, and no less than would be necessary to allow for at least a nine (9') ceiling at each story using conventional construction materials. Maximum ridge heights and applicable roof pitches shall be as determined by the administrative officer set forth in Section 1.4.6.
3. There shall be no setback requirements or maximum lot occupancy requirements.
4. There shall be a parking requirement of 1.4 spaces per dwelling unit, a portion (no more than 30% of which) may be compact spaces. No off street loading shall be required. Parking may be shared with the 3 Story District. Parking may be permitted under or within portions of the Residential Multi-Family 4 Story district where specifically designated on the Conceptual Site Master Plan.
5. The total of all conditioned space in the Residential Multi-Family 3 Story district and the Residential Multi-Family 4 Story district shall be at least 251,000 rentable square feet (measured from the conditioned interiors of rentable units).

1.4.3 Commercial District

1. The Commercial District is designed to serve and enhance residential areas by providing a zoning district or overlay, as applicable, to allow for commercial uses in designated areas on first (ground) floors within residential districts. It is the intent to provide a zoning classification that will provide for those commercial uses which are compatible with and

that compliment adjoining residential districts. Leasing and amenity uses shall be deemed commercial uses.

2. There shall be no setback requirements or maximum lot occupancy requirements, provided that a maximum of 5,000 square feet of the Commercial District shall exist in the Residential Multi-Family 3 Story District and a maximum of 6,500 square feet of the Commercial District shall exist in the Residential Multi-Family 4 Story District. In no event shall the total commercial development, however, exceed 7,500 square feet. Residential uses remain permitted uses in areas that are depicted as permitting commercial uses in residential areas.
3. There shall not be a parking requirement for commercial development. Off street loading and commercial parking shall be permitted in on site standard automobile sized parking spaces.
4. The following uses, permitted under the City of Charleston's Limited Business (LB) zoning district, shall be permitted outside the hours of 7:00 AM to 11:00 PM: Fitness Centers, Health Clubs, Spinning Studios, Gymnasiums, and similar, provided that such uses are not manned by employees after the hours of 11:00 PM and prior to 4:30 AM.

1.4.4 Conservation Open Space District

The Conservation Open Space District will be used to preserve and enhance the natural character and existing landscape in accordance with existing recorded covenants. This will allow for reduced impact to the proliferation of grand trees while taking advantage of the topography and other existing site features. Conservation Open Space designated areas shall be limited in use solely to protect, conserve, and maintain forested and scenic areas and to filter and absorb stormwater. The existing stormwater pond use shall be permitted in the Conservation Open Space District. Improvements, linear utilities and connections (such as stormwater pipes), new and modified outfall structures and drainage are permitted to be made to the existing stormwater pond. However no new stormwater ponds nor increases in the boundaries of the existing stormwater pond beyond City requirements and restrictive covenants in place as of the adoption of this planned unit development shall be permitted. The Conservation Open Space District shall not require parking. The Conservation Open Space District shall not be subdivided out of the parent parcel and shall be maintained by the owner of the parent parcel. Uses not permitted in the Declaration of Covenants and Restrictions for Tree Save Areas dated June 15, 2015, and recorded in Book 483 at Page 38 in the RMC for Charleston County, as may be amended from time to time as permitted therein, shall govern the uses of the Conservation Open Space District.

1.4.5 Usable Open Space District

Usable Open Space District is designed to have usable open space that allow for open green space areas usable for development gatherings and events for the use of residents, guests, and commercial use patrons. The Usable Open Space District shall not require parking. A mass/public transit stop shall be permitted

in the Usable Open Space at the intersection of Standard Way and Promenade Vista Street. Conditioned Buildings shall not encroach in the Usable Open Space District, provided that porches, patios, overhangs, stoops, gutters, eaves, walkways, and sidewalks may encroach into and over the Usable Open Space District from a neighboring district or districts.

1.4.6 Design Requirements

Approval of any development, exterior improvements, additions, or changes to any development shall be submitted solely to the administrative officer, as utilized in Section 54-268.c., for her or his approval and shall meet applicable ADA and FHA regulations. One (1) year after a Certificate of Occupancy or Certificates of Occupancy, as may be applicable, has or have been granted for the fully completed development permitted within this Planned Unit Development District, any approval shall go before the administrative officer or the Design Review Board as may be required by Section 54-268.

1.5 Open Space

20% of the gross project acreage must be set aside as permanent open space (“Required Open Space”). Of this Required Open Space, 25% must be set aside as active use open land (Usable Open Space District). The purpose of this section is to describe the characteristics of open space land and uses allowed within permanent open space.

Open spaces designated on the Master Plan or identified during Site Plan approval shall be improved or conveyed as the development is developed. Potential uses are outdoor spaces that are planned, designed and managed for ecological, recreational (including sidewalks), cultural, and aesthetic purposes.

The developers/owner shall be responsible for the maintenance of the open space. This may be transferred by means of the establishment of a homeowners association or neighborhood regime.

OPEN SPACE REQUIREMENT

2.114 acres of open space is required within the Planned Unit Development districts. Actual open space provided is as shown in the Appendix.

Usable Open Space District	0.529 ac.
Conservation Open Space District	1.59 ac.
Total Open Space Required	2.114 ac.

1.6 Buffers and Landscaping

Buffers within the Planned Unit Development District shall be as follows:

1. Maybank Highway - Usable Open Space (note that the portion of the Usable Open Space District runs along Maybank Highway and, while no buffer is required, this portion of the district shall generally contain the vegetation types with quantities suggested by City of Charleston Buffer Type C (and shall include street trees along and within the Maybank Highway right of way toward such quantities), subject to adjustment by City Staff or the administrative officer).
2. Promenade Vista - Usable Open Space or Perimeter Vehicular per Ordinance Section 54-343, as applicable.
3. East Side: 10' Type B Buffer with the same plant material requirement as a typical 15' type B Buffer).
4. Buffer along Residential DR-2F and SR-1: Undisturbed 25' with the ability to augment with additional native (where practicable) plant material and is part of the tree save area under recorded covenants. Improvements, linear utilities and connections (such as stormwater pipes), new and modified outfall structures and drainage are permitted to be made to and from the existing stormwater pond.

Buffer areas designated for conservation should be preserved and protected during the construction process and existing vegetation should be augmented with new plant material as necessary to provide a consistent sense of spatial separation and effectively screen different land uses, zoning designations or roads visually.

Landscaping requirements for parking areas and parking lots shall meet the following requirements: Parking lot landscape islands shall not be required if alternative placements will allow for an equal or greater number, size, or preferred species of tree may be planted. Each parking row shall terminate with landscape islands.

All projects affected by the landscape and screening requirements shall submit a plan for review and approval by the Zoning Division. The plan shall be consistent with the requirements outlined in the City of Charleston Zoning Ordinance as may be modified by the Conceptual Site Master Plan or the administrative officer. Buffers shall not be required between the different Districts in the PUD. Buffer areas, where applicable and specifically depicted on exhibits hereto, may be included in the Conservation Open Space calculations.

1.7 Tree Summary

All developments within the Planned Unit Development District, except as set forth herein, shall adhere to Article 16 of the City of Charleston Zoning Ordinance. The variance granted on December 7, 2011, that permitted the removal of certain trees shall be incorporated herein as a right. Any trees located outside of areas depicted as Tree Save Areas or Conservation Open Space may be removed.

One (1) year after a Certificate of Occupancy or Certificates of Occupancy, as may be applicable, has or have been granted for the fully completed development permitted within this Planned Unit Development District, removal of any trees shall be subject to Section 54-327 of the City of Charleston Zoning Ordinance.

1.8 Right of Ways and Sidewalks

Public Right of Ways, if any, shall meet Street Design Requirements and Standards in the City of Charleston zoning code in Sec. 54-821. Sidewalks along Maybank Highway shall be eight (8') feet wide and shall include street lights and tree wells as approved by the City of Charleston Parks Department. Sidewalks along Promenade Vista Way shall be at least five (5') feet wide, or as presently constructed and accepted by the City of Charleston. Approval of required street trees and street lights shall be by the City of Charleston Parks Department. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT Access and Roadside Management Standards (ARMS) Manual. Direction and traffic signage shall conform to the MUTCD standards. Streets, Sidewalks, and Trails shall meet the requirements of Table 8-2.1: Street Design Requirements, Section 54-821.

1.9 Drainage Basin Analysis

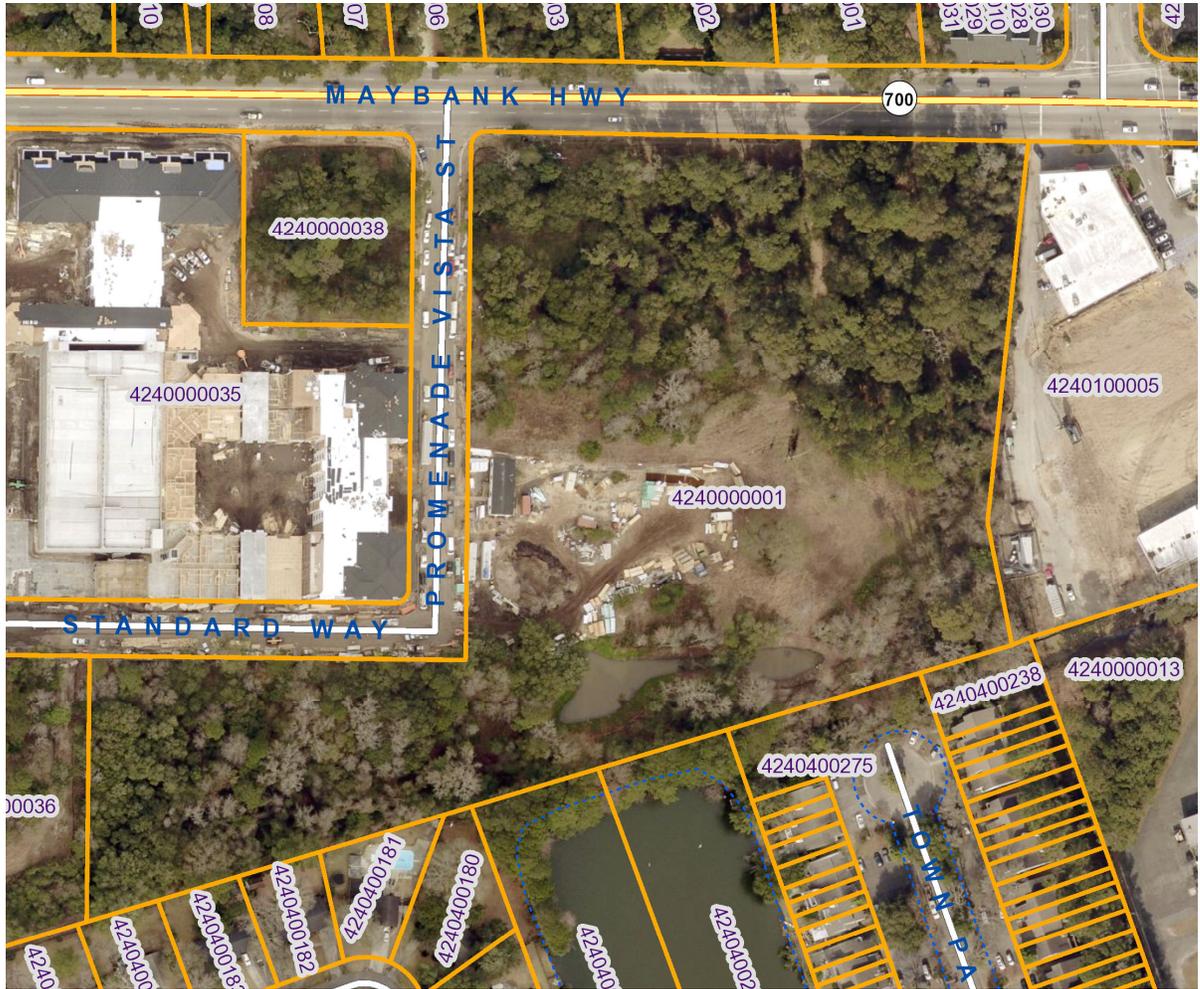
Maybank PUD will be developed within the current stormwater management guidelines of the City of Charleston for water quality and quantity. Water quality and quantity is of the utmost importance.

The land contains no wetlands or critical area. The majority of the land is graded or wooded. The proposed project will include a drainage plan in accordance with the City requirements. The proposed drainage for the development will generally maintain the existing drainage pattern and may use a series of drainage boxes, pipes, swales, existing ponds, and underground detention. Conceptual stormwater management designs may call for the use of underground detention and drainage systems, submerged or otherwise, interfacing with existing facilities on the property to meet the City of Charleston Stormwater Standards Design manual, including but not limited to the requirement to provide a stormwater technical report (SWTR) prior to any subdivision conceptual plan.

1.10 Post-Development Requirements

1. CPC James Island, LLC, its successors and assigns, commit to fund the installation of a traffic signal and crosswalks at the intersection of Maybank Highway and Fleming Road, should traffic studies show a warrant, or should the City of Charleston reach an agreement with SCDOT for such a traffic signal within 5 years from the date of the approval of the Maybank PUD.
2. CPC James Island, LLC, its successors and assigns, shall work with CARTA to provide a logical sheltered bus stop location, with proximity to the maximum number of riders and where permitted by in the Maybank PUD. Design of such shelter shall be subject to CARTA and standard City of Charleston requirements.

2. Tax Map.



3. LETTERS OF COORDINATION
 - A. SCE&G



September 9, 2015

Chip Dillard
Core Property Capital
3060 Peachtree Road
Suite 220
Atlanta, GA 30305

Re: TMS# 424-00-00-001 Charleston County, SC

Dear Mr. Dillard:

This letter will verify that South Carolina Electric and Gas Company has sufficient electric and natural gas capacity to serve the referenced parcel above. Electric and gas service will be provided in accordance with SCE&G's General Terms and Conditions, other documents on file with the South Carolina Public Service Commission, and the Company's standard operating policies and procedures.

Please contact me at 843-576-8447 if you have any questions or if I may be of assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven M. Morillo". The signature is written in a cursive style with a large initial "S" and "M".

Steven M. Morillo
Customer Service Engineering

B. CHARLESTON WATER SYSTEM



PO Box B
Charleston, SC 29402
103 St. Philip Street (29403)

(843) 727-6800
www.charlestonwater.com

Board of Commissioners
Thomas B. Pritchard, Chairman
David E. Rivers, Vice Chairman
William E. Koopman, Jr., Commissioner
Mayor Joseph P. Riley, Jr. (Ex-Officio)
Councilmember Dean C. Riegel (Ex-Officio)

Officers
Kin Hill, P.E., Chief Executive Officer
Dorothy Harrison, Chief Administrative Officer
Wesley Ropp, CMA, Chief Financial Officer
Andy Fairey, Chief Operating Officer
Mark Cline, P.E., Capital Projects Officer

7/14/2015

Mr. Josh Lilly
Stantec
4969 Centre Pointe Dr., Ste. 200
North Charleston, SC 29418

Re: Water Availability to TMS #424-00-00-001 to serve 417 residential units & 22,500 sf commercial unit

Dear Mr. Lilly,

This letter is to certify our willingness and ability to provide water to the above referenced site in Charleston County, South Carolina. We currently have a 10" water main in the right-of-way of Maybank Hwy. and a four inch water main in the right-of-way of Fleming Rd. that your property may be served from. Please be advised that it will be necessary to connect the proposed mains into both existing mains according to Charleston Water System policy. This review does not supplant any other review as required by governing authorities and municipalities. It will of course be a developer responsibility to ensure there are adequate pressures and quantities on this line to serve this site with domestic water/fire flow and not negatively impact the existing developments. Please be advised any extensions or modification to the infrastructure as well as any additional fire protection will be a developer expense. All fees and costs associated with providing water service to this site will be a developer expense. This letter does not reserve capacity in the Charleston Water System infrastructure and it is incumbent upon the developer or his agent to confirm the availability herein granted past 12 months of this correspondence.

The Charleston Water System certifies the availability of service only insofar as its rights allow. Should access to our existing main/mains be denied by appropriate governing authorities, the Charleston Water System will have no other option than to deny service.

Please contact James Island PSD with wastewater service issues.

This letter is not to be construed as a letter of acceptance for operation and maintenance from the Department of Health and Environmental Control.

If there are any questions pertaining to this letter, please do not hesitate to call on me at (843) 727-6870.

Sincerely,

A handwritten signature in blue ink that reads "Cheryl Boyle".

Cheryl L. Boyle
Engineering Assistant
Charleston Water System
cc: file

This is an "uncontrolled" copy of a controlled document.

C. AT&T



385 Meeting St Suite 322
Charleston, SC 29403

Tel: 843-722-5066
Fax: 843-722-5270

September 09, 2015

ATTN: Mr. Chip Dillard
Core Property Capital
3060 Peachtree Road
Suite 220
Atlanta, Georgia 30305

Re: Will Serve Letter – Verification of Available AT&T Services For:

Maybank Highway Multi-Family
1815 Maybank Hwy
Charleston, SC 29412

Dear Mr. Dillard

This is to verify that AT&T Southeast will provide underground voice, data, & video services to the planned development known as Maybank Highway Multi-family, 1815 Maybank Hwy, in Charleston, SC 29412 located within TMS #'s 424-00-00-001. Service to this project will be provided as a mixed use development, both commercial & residential.

The provisioning of this service is contingent upon receiving approved plans of the development with addresses approved by the 911 service center, granted utility easements either inside equipment room with controlled environment or a 10' X 10' site for a cabinet, handholes & cables, and proper lead time to design and install the services. Installation of these services will begin after the Power Company has completed installation of their facilities, the right of way is cleared of all obstacles, and the right of way has been graded to within six inches of final grade.

Plans should be submitted to AT&T, Attn: Mike Caruso 3246 Fortune Dr , N. Charleston, SC 29418 or email PDF file to mc0761@att.com. We would appreciate your acknowledgement of receipt of this letter and your approval of the above conditions. Please indicate your approval by signing this letter and returning in it to me either by mail or by fax to (843)-760-0163

Should you have any question or concerns, please contact me at (843) 552-3997.

Sincerely, *Mike Caruso*

Mike Caruso MGR-OSP Plng & Engrg Design

Approval: _____

D. JAMES ISLAND PSD

Wastewater Superintendent
David Hoffman



Maintenance and Operations
Supervisor
Jeff Cohen

Wastewater Department
James Island Public Service District

July 27, 2015

Stantec
Attn: Joshua Lilly, P.E.
4969 Centre Pointe Drive, Ste. 200
North Charleston, SC 29418

Re: TMS# 424-00-00-001
0 Maybank Hwy

Dear Mr. Lilly:

The James Island Public Service District (District) **does** have sewer service provided to the above referenced property. This property is in the City of Charleston. Any property that will be subdivided into 3 or more lots is considered a development. We will need to see a full set of engineering drawings of the proposed development for review and approval.

Please visit the District's web site at www.jipspd.org to view our Design, Guidelines and Standards. If you have any questions or need additional information, please call me at the District office at 843-762-5258.

Sincerely,



David J. Hoffman, Jr.
Wastewater Superintendent

c: Chris Seabolt, Fire Chief via email
Customer Service Department via email

Please note: **This letter expires six (6) months from date of issuance**

E. CHARLESTON COUNTY SCHOOL DISTRICT

August 18, 2016

Erica Chase
Associate - Stantec
4969 Centre Point Drive Suite 200
North Charleston, SC 29418-6952
(843) 740-6342

Operations

RE: TMS# 424-00-00-001

Gerrita Postlewait
Superintendent of Schools

Dear Ms. Chase,

Jeff Borowy, P.E.
Chief Operating Officer

Please accept this letter as "Proof of Coordination" for the 17.47 acre development located on Maybank Highway on James Island in Charleston County (TMS #: 424-00-00-001).

Sean Hughes
Director of Operational Planning

To determine an estimation of additional students any development will create, the following formula is used: An average of .4 students per single-family unit and .2 students per multi family unit which is then divided by the number of kindergarten through twelve grade levels (which is a total of 13 levels) to get a grade level average. That average is multiplied by the number of grade levels per school level and rounded to the nearest whole number.

The locations you supplied will involve three (3) different school zones. The expected impacts to enrollments are as follows:

- Elementary School, 25 students
- Middle School, 12 students
- High School, 17 students

We are supplying you the names of the schools that fall within the attendance area where your development will take place. These are subject to change. The information is as follows:

Elementary School: Harborview Elementary School or Murray LaSaine Montessori
Middle School: Fort Johnson Middle School
High School: James Island Charter High School

Please contact me if there are additional questions or needs.

Sincerely,



Sean

Sean C. Hughes, LEED AP
Director of Operational Planning
Operations
Charleston County School District
Phone: (843) 566-8190

4 APPENDIX
4.1 SURVEY

4.2 SURVEY WITH TREES



A TREE AND TOPOGRAPHICAL SURVEY OF
PARCEL 3
TMS #424-00-00-001
 OWNED BY JLW MAYBANK II, LLC.
 LOCATED IN THE CITY OF CHARLESTON
 CHARLESTON COUNTY, SOUTH CAROLINA

BWA surveying LLC
 1035-B Jenkins Road
 Charleston, SC 29407
 (843) 795-9330

DATE: 02/27/2015
DRAWN: JMS
CHECK: RHB
CC: J
JOB: 15109
DWG: T1495
SHEET: 1 OF 3

NO.	DATE	DESCRIPTION	BY

4.3 MASTER PLAN

4.3.1 Conceptual Site Master Plan and Detail

- NOTES:
1. 106# 42206-00-001
 2. 106# 42206-00-001
 3. ZONING: PUD
 4. PROPOSED USE: NEW MULTIFAMILY COMMERC. COMMERCIAL USES, & CONSERVATION OPEN SPACE
 5. 1. BUFFER ALONG MAYBANK: 0'
 - 5.1. BUFFER ALONG OPEN SPACE
 - 5.2. BUFFER (PROMENADE VISTA): PER SECTION 54.348
 - 5.3. BUFFER (JAMES ISLAND SHOPPING CENTER): 10' TYPE B
 - 5.4. BUFFER (JAMES ISLAND SHOPPING CENTER): 10' TYPE B
 6. BUFFER (JAMES ISLAND SHOPPING CENTER): 25' UNDISTURBED 25'
 6. RESIDENTIAL DENSITY: 379 PER ACRE (MINIMUM)
 7. PARKING REQUIRED: 1,400 SPACES PER UNIT
 - 8.1. 25% OF THE PARCEL - 2.11 AC
 - 8.2. 25% OF THE 20% OPEN SPACE TO BE USABLE - 0.529 AC



CONCEPTUAL SITE MASTER PLAN

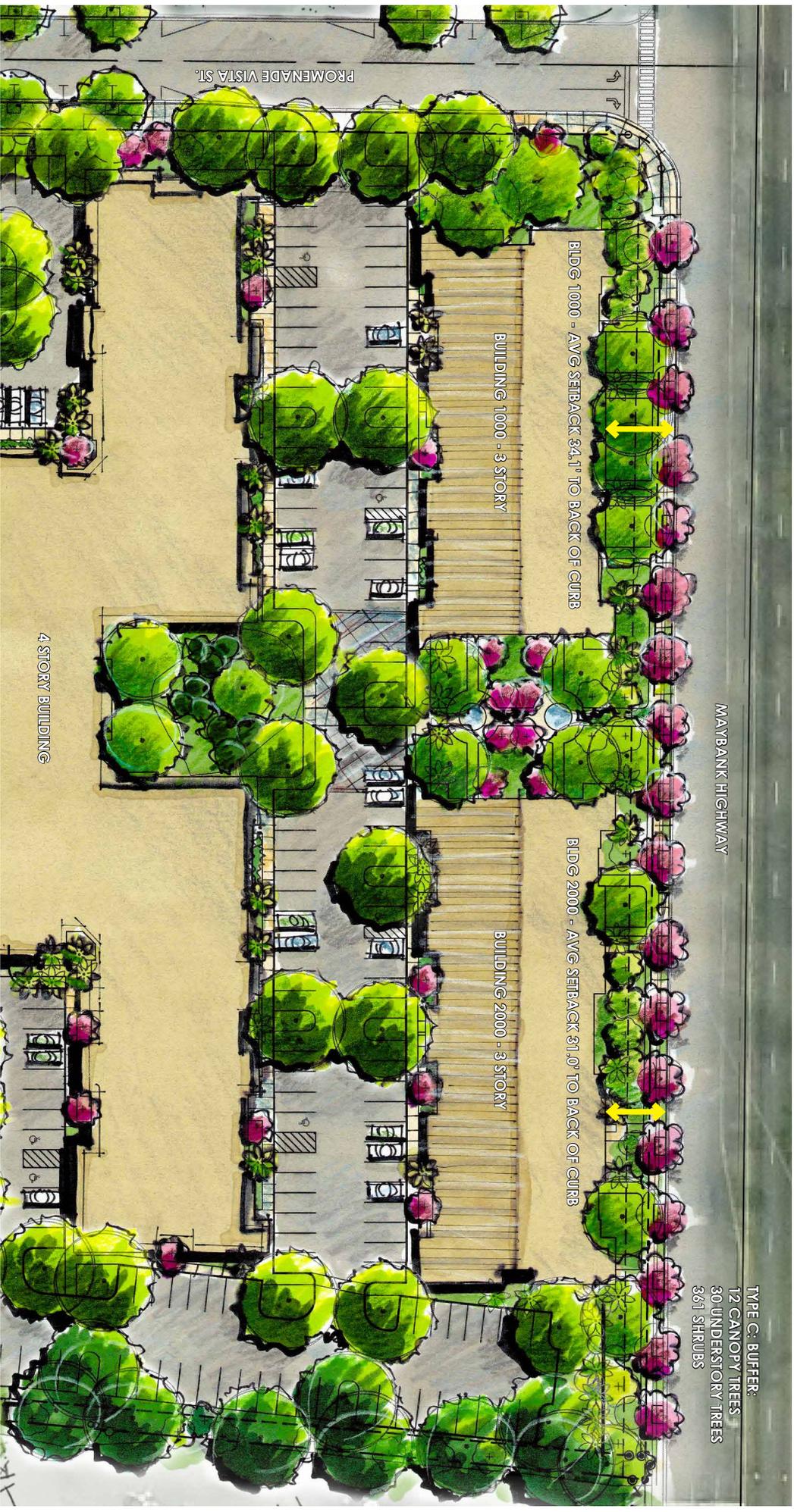
MAYBANK PLANNED UNIT DEVELOPMENT

JAMES ISLAND, SC

AUGUST 2016

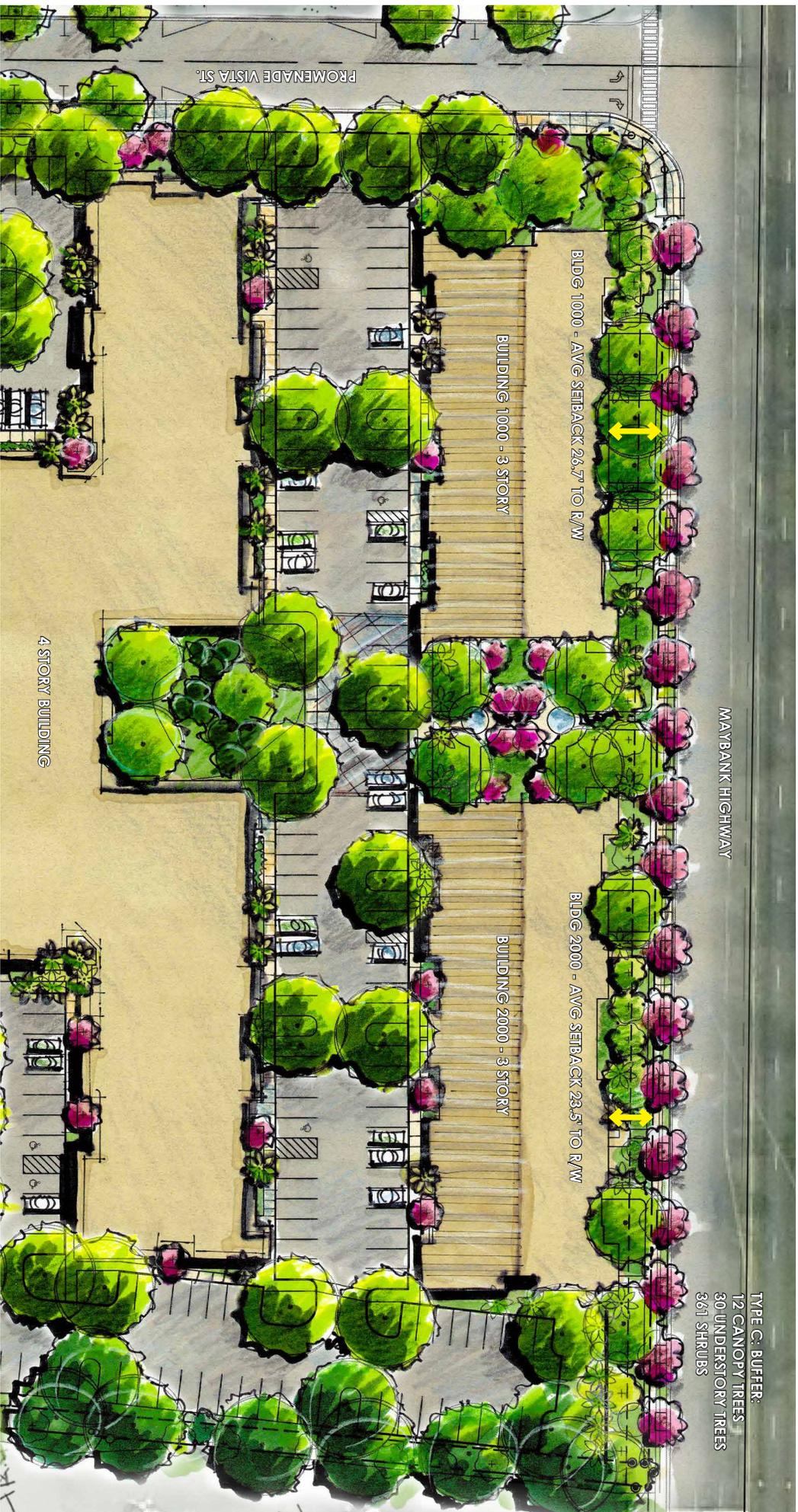
SCALE: 1"=40'-0"





FRONTAGE EXHIBIT

MAYBANK PLANNED UNIT DEVELOPMENT



MAYBANK HIGHWAY

TYPE C - BUFFER:
 12 CANOPY TREES
 30 UNDERSTORY TREES
 361 SHRUBS

BLDG 1000 - AVG SETBACK 26.7' TO R/W

BUILDING 1000 - 3 STORY

BLDG 2000 - AVG SETBACK 23.5' TO R/W

BUILDING 2000 - 3 STORY

4 STORY BUILDING

PROMENADE VISTA ST.

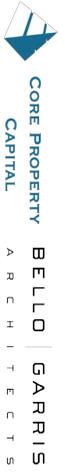
NOTE: PORCHES AND OVERHANGS MAY ENCROACH INTO THE SETBACK AREA

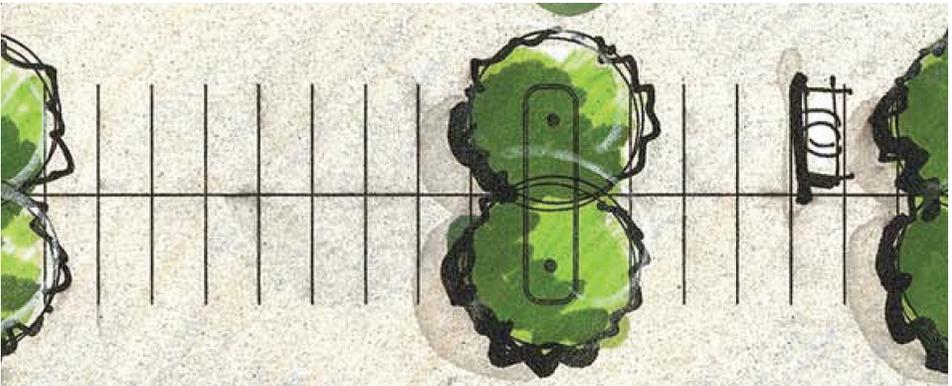
FRONTAGE EXHIBIT

MAYBANK PLANNED UNIT DEVELOPMENT

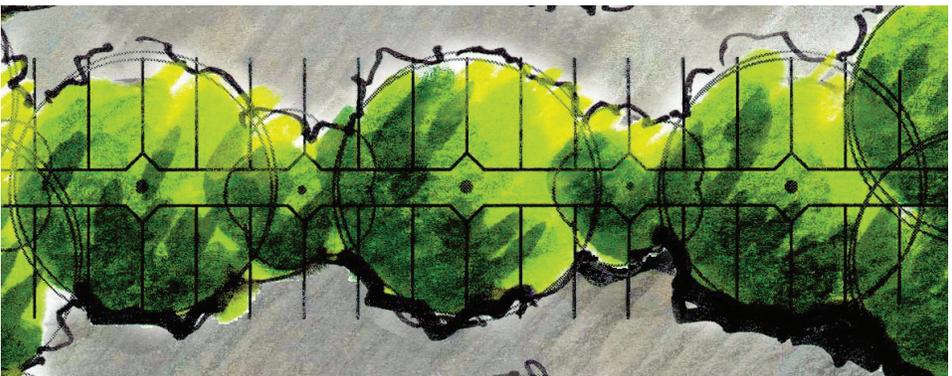
JAMES ISLAND, SC

AUGUST 2016





PREVIOUS PARKING DESIGN



PROPOSED PARKING DESIGN

PARKING LANDSCAPE EXHIBIT

MAYBANK PLANNED UNIT DEVELOPMENT

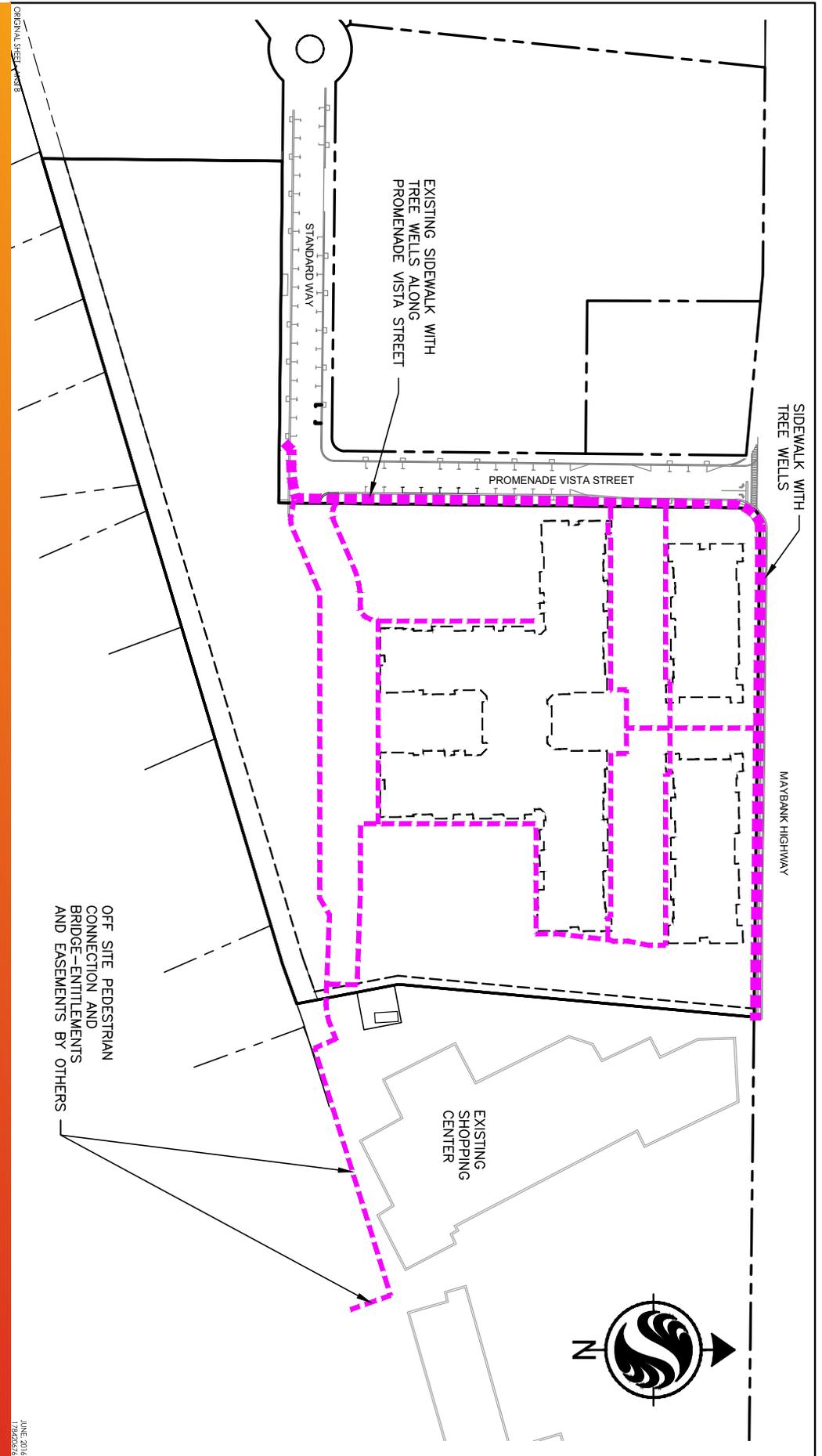
JAMES ISLAND, SC

AUGUST 2016



CORE PROPERTY
CAPITAL

BELLO | GARRIS
ARCHITECTS



4969 Centre Pointe Dr, Suite 200
 North Charleston, SC 29418

Legend
 PEDESTRIAN CONNECTION

Notes

OFF SITE PEDESTRIAN CONNECTION AND BRIDGE-ENTITLEMENTS AND EASEMENTS BY OTHERS

Client/Project
 CORE PROPERTY CAPITAL
 MAYBANK MULTIFAMILY
 CITY OF CHARLESTON
 Figure No. 4.0

JUNE 2019
 178262678

PEDESTRIAN CONNECTION EXHIBIT

4.3.2 Zoning Districts and Open Space

5. TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis. Because of the reduction in developable residential units and commercial space effectuated by the Maybank PUD as compared to the allowable density the Property's existing Gathering Place zoning permits, the Department of Planning, Preservation and Sustainability has determined, during the PUD Pre-Application Plan review, that the potential impact the Maybank PUD is anticipated to have substantially less impact on the existing transportation infrastructure than the entitled Gathering Place development would have. Technical Review Committee requirements for traffic impact studies for any modification to the Site Plan and Master Plan as to increases in the buildable density and uses shall still apply. A copy of the traffic impact analysis is attached hereto and incorporated herein by reference.

**MAYBANK PLANNED
DEVELOPMENT - TRAFFIC IMPACT
ANALYSIS**

Charleston, South Carolina



Prepared for:
Core Property Capital

Prepared by:
Stantec Consulting Services Inc.

June 2016

**MAYBANK PLANNED
DEVELOPMENT - TRAFFIC IMPACT
ANALYSIS**

Charleston, South Carolina

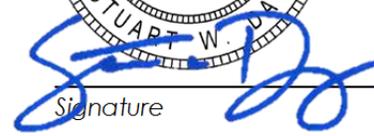


Prepared for:
Core Property Capital
3060 Peachtree Road, Suite 220
Atlanta, Georgia

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

June 2016
Project No. 178420676





Signature

6-14-16

Date

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- B) Traffic Volume Data
- C) Traffic Volume Development Worksheets
- D) Analysis Worksheets (2016 Existing Conditions)
- E) Analysis Worksheets (2019 No Build Conditions)
- F) Analysis Worksheets (2019 Build Conditions)
- G) Turn Lane Analysis Worksheets

Executive Summary

A traffic impact analysis was conducted for the Maybank Planned Development in accordance with City of Charleston and SCDOT guidelines. The proposed Maybank Planned Development is located on the south side of SC 700/Maybank Highway between Fleming Road and Wappoo Creek Drive in the City of Charleston, South Carolina and is proposed to consist of 278 apartments and 7,500 square feet of retail.

Access to the development will be provided through one existing full access driveway along SC 700/Maybank Highway and one existing full access driveway along Fleming Road. These driveways will be shared with the adjacent development, The Standard.

The results of the signalized intersection analyses indicate that the study intersections (see page 1 for study intersections) currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Maybank Planned Development, with one exception. The SC 700/Maybank Highway/Country Club Drive & SC 171/Folly Road intersection currently experiences LOS E conditions during the PM peak hour and is anticipated to experience LOS F conditions in the future, with or without the project. Project traffic is projected to be 1.8% of the total intersection traffic for the 2019 Build conditions. Due to the fact that the intersection is projected to operate at undesirable conditions and the minimal impact of the project traffic, no improvements are recommended at this time.

The results of the unsignalized intersection analyses show the SC 700/Maybank Highway approaches to the intersections with Fleming Road and the Project Driveway currently experience free-flow LOS A conditions and are expected to continue to experience free-flow LOS A conditions with the development of the project site. The northbound approach of the SC 700/Maybank Highway & Fleming Road intersection currently experiences LOS E conditions during the AM peak hour and is anticipated to experience LOS F conditions in the future with or without consideration of the Maybank Planned Development. The northbound approach of the SC 700/Maybank Highway & Project Driveway intersection is projected to experience undesirable delay in the future with the development of the project site. Future signalization of the SC 700/Maybank Highway & Fleming Road intersection would mitigate the undesirable condition at both intersections. Therefore, it is recommended that a signal warrant analysis be performed to determine if signal warrants would be met at the intersection of SC 700/Maybank Highway & Fleming Road upon completion of the Maybank Planned Development and The Standard.

Based on the *Highway Design Manual* considerations for the project driveways, exclusive ingress turn lanes along Fleming Road at the project driveway are not recommended at this time. The existing right-turn lane along SC 700/Maybank Highway will serve the eastbound right-turn movement at the project driveway and the existing two-way left-turn lane along SC 700/Maybank Highway will serve the westbound left-turn movement at the project driveway.

1.0 Introduction

The purpose of this report is to document a traffic impact analysis for the Maybank Planned Development in accordance with City of Charleston and SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact analysis.

1.1 PROJECT BACKGROUND

The proposed Maybank Planned Development is located on the south side of SC 700/Maybank Highway between Fleming Road and Wappoo Creek Drive in the City of Charleston, South Carolina and is proposed to consist of 278 apartments and 7,500 square feet of retail. Access to the development will be provided through one existing full access driveway along SC 700/Maybank Highway and one existing full access driveway along Fleming Road. These driveways will be shared with the adjacent development, The Standard.

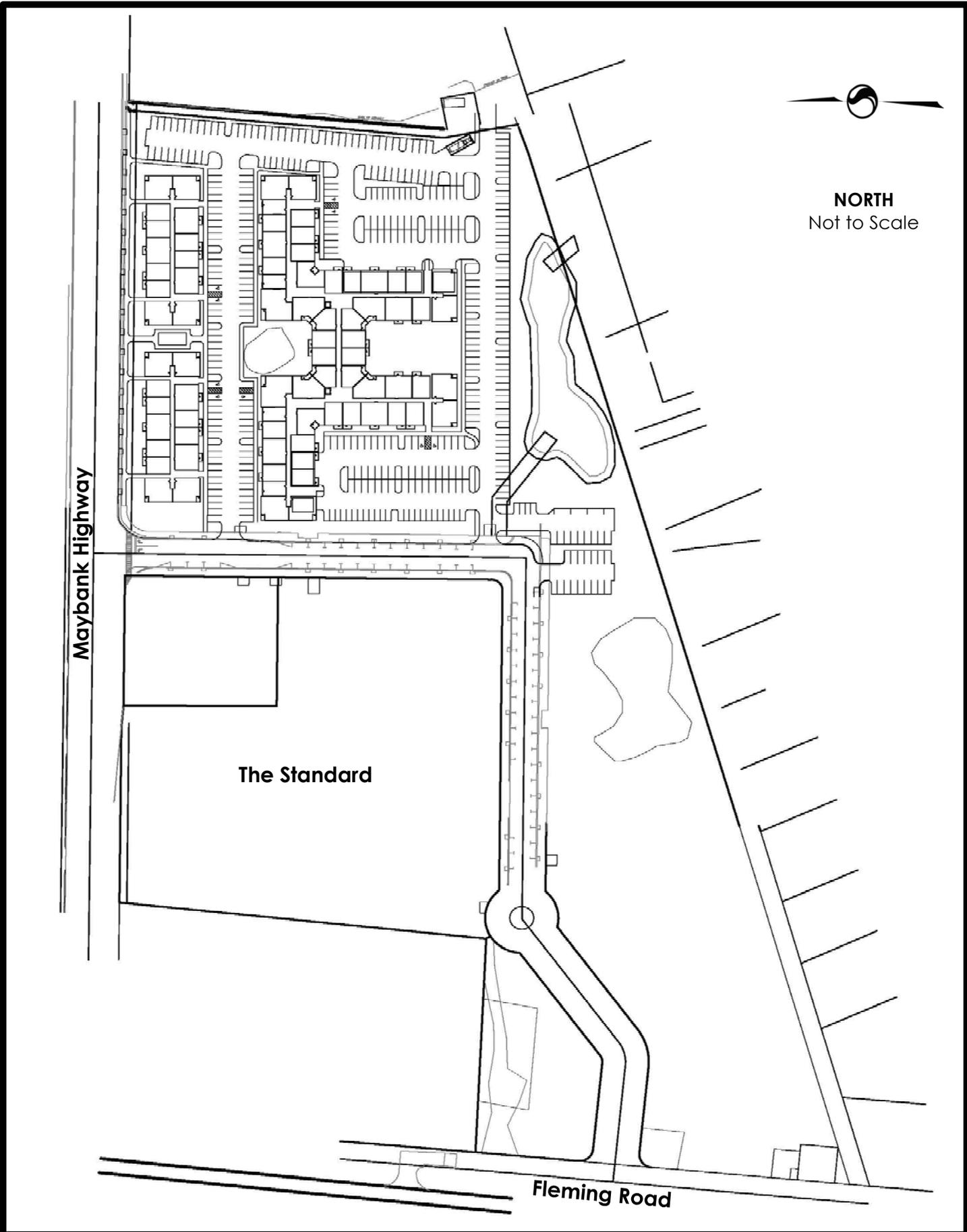
The traffic impact analysis considers the weekday AM peak hour (between 7:00 AM and 9:00 AM) and the weekday PM peak hour (between 4:00 PM and 6:00 PM) as the study time frames. Based upon discussions with city staff, the extent of the existing roadway network to be studied consists of the five (5) intersections of:

- 1) SC 700/Maybank Highway & Fleming Road;
- 2) SC 700/Maybank Highway & Wappoo Creek Drive;
- 3) SC 700/Maybank Highway & Old Folly Road;
- 4) SC 700/Maybank Highway/Country Club Drive & SC 171/Folly Road; and
- 5) Old Folly Road & SC 171/Folly Road.

The buildout date for the proposed development is anticipated to be 2019; therefore, future-year 2019 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



NORTH
Not to Scale

Maybank Highway

The Standard

Fleming Road

1.2 EXISTING ROADWAY CONDITIONS

SC 700/Maybank Highway is a five-lane arterial, with a two-way left-turn lane, which primarily serves residential and commercial land uses. The posted speed limit is 40 mph and the 2015 AADT was 23,800 vpd. Based upon existing turning movement counts, the percentage of heavy vehicles along SC 700/Maybank Highway is 1%.

Fleming Road is a two-lane local road that primarily serves residential land uses. The posted speed limit is 35 mph and the 2015 AADT was 2,300 vpd.

Old Folly Road is a two-lane arterial, with turn lanes at the intersections with SC 700/Maybank Highway and SC 171/Folly Road, which serves commercial land uses. Based upon existing turning movement counts, the percentage of heavy vehicles along Old Folly Road is 1%.

SC 171/Folly Road is a five-lane arterial, with a two-way left-turn lane and turn lanes at the study intersections, which primarily serves commercial land uses. The posted speed limit is 40 mph and the 2015 AADT was 29,800 vpd. Based upon existing turning movement counts, the percentage of heavy vehicles along SC 171/Folly Road is less than 1%.

2.0 Driveway Spacing Review

Access to the development will be provided through one existing full access driveway along SC 700/Maybank Highway and one existing full access driveway along Fleming Road. These driveways will be shared with the adjacent development, The Standard.

Due to the fact that the project will access existing driveways, no additional improvements are recommended at this time.

3.0 Project Traffic

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the Maybank Planned Development. These trips were distributed and assigned throughout the study roadway network.

3.1 PROPOSED LAND USES

The Maybank Planned Development consists of 278 apartments and 7,500 square feet of retail. The project site is currently vacant.

3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using information contained in ITE's *Trip Generation Manual*, 9th Edition (2012) reference. The estimates utilized land use code (LUC) 220 – Apartment and LUC 820 – Shopping Center and were developed 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.

Due to the nature of the development, internal and pass-by capture was also considered in the trip generation estimates. Internal capture considers interaction between multiple uses in a development and was limited to 20%. Pass-by traffic is attracted from the existing traffic volumes on adjacent roadways and reduces the new trip impacts of a retail project site. Internal and pass-by capture traffic was estimated using information contained in ITE's *Trip Generation Handbook*, 3rd Edition (2014) reference.

The trip generation estimates for the development is shown in Table 3.1 and documented in Appendix A.

Table 3.1 – Trip Generation Estimates

Land Use	ITE LUC	Scale	Daily	Weekday AM Peak Hour		Weekday PM Peak Hour	
				Enter	Exit	Enter	Exit
Apartment	220	278 DU	1,808	28	112	111	60
Shopping Center	820	7,500 sf	1,261	20	12	51	55
Gross Trips:			3,069	48	124	162	115
-Internal Capture:			-452	-2	-2	-19	-19
-Pass-by Capture Trips:			-352	-5	-5	-15	-15
New, External Trips:			2,265	41	117	128	81

3.3 MODAL SPLIT

The modal split is the percentage of trips using a particular mode of travel (such as vehicles, bicycles, walking, and telecommuting). With the proximity of the Maybank Planned site to other areas on James Island, there is a great opportunity to provide development within walking and bicycling distance to other

areas on James Island. Based upon the 2014 US Census Bureau data for the City of Charleston, approximately 77% of people drove alone to work, with 23% carpooling, walking, biking, or telecommuting.

Based upon the location of the project, it is expected that residents of the Maybank Planned Development would follow these percentages, reducing vehicle demand by 23%. However, in an effort to provide a conservative analysis, a modal split for carpooling, walking, biking, and telecommuting was not considered in the traffic analysis.

3.4 TRIP DISTRIBUTION & ASSIGNMENT

New external traffic expected to be generated by the Maybank Planned Development 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:

- 25% to/from the west via SC 700/Maybank Highway;
- 50% to/from the north via SC 171/Folly Road; and
- 25% to/from the south via SC 171/Folly Road.

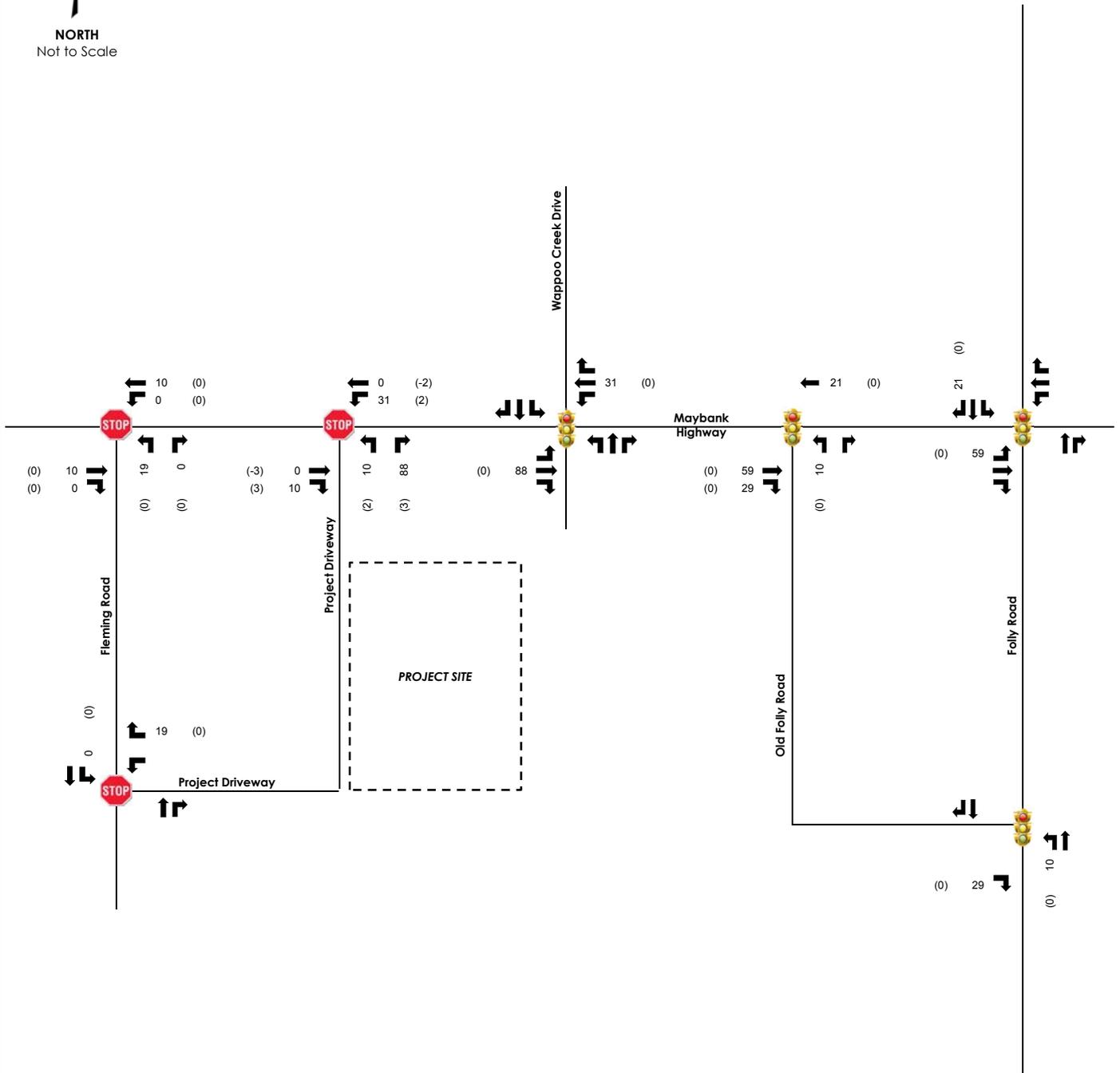
Pass-by traffic expected to be generated by the Maybank Planned Development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of pass-by project trips was assumed to be:

- 50% to/from westbound SC 700/Maybank Highway; and
- 50% to/from eastbound SC 700/Maybank Highway.

The assignment of project traffic, in terms of new and pass-by trips, is illustrated in Exhibit 3.1 for the AM peak hour and Exhibit 3.2 for the PM peak hour.



NORTH
Not to Scale

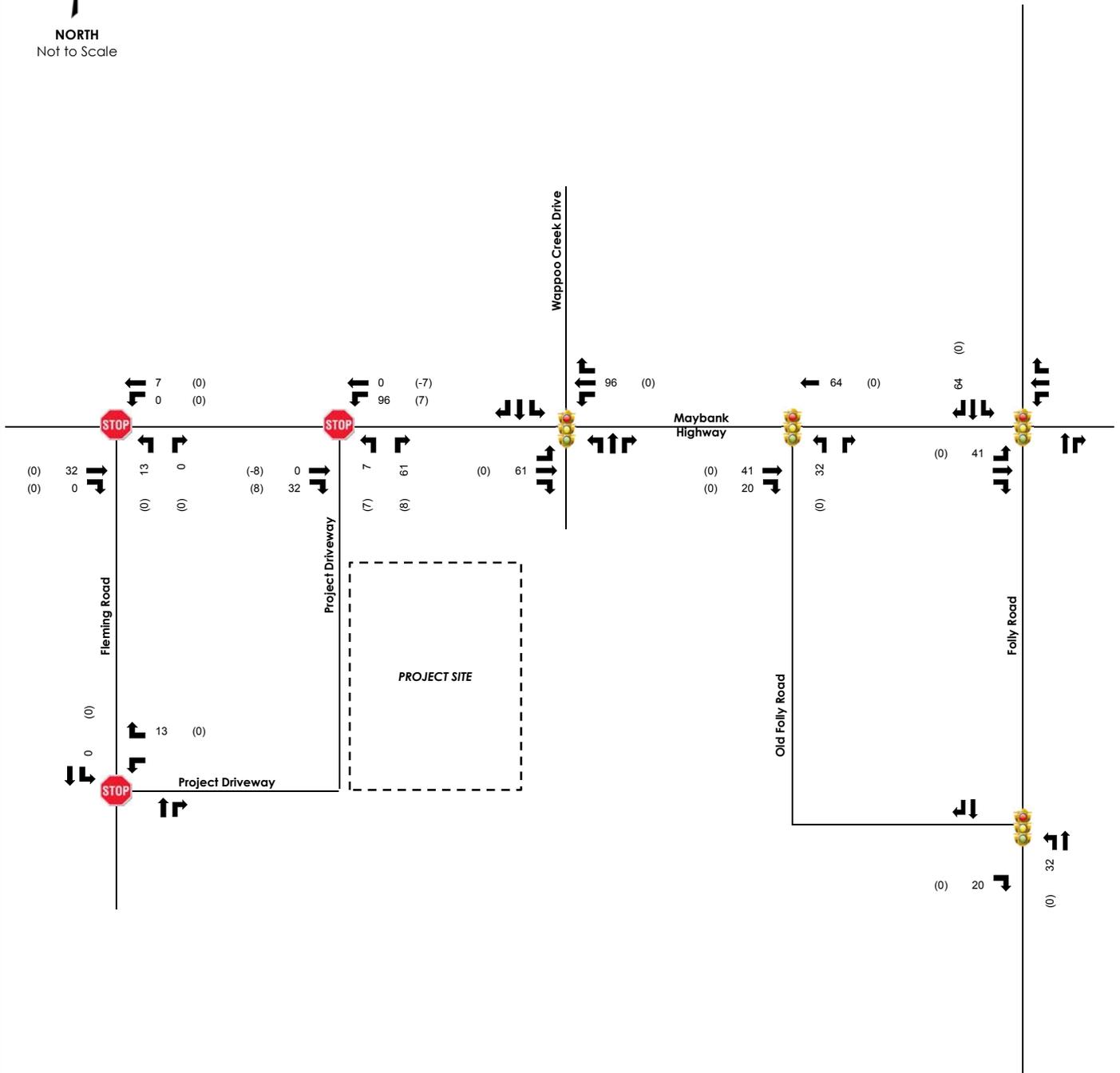


AM PEAK HOUR PROJECT TRAFFIC VOLUMES LEGEND

000 - AM Peak External Traffic Volumes
 (000) - AM Peak Pass-by Traffic Volumes



NORTH
Not to Scale



PM PEAK HOUR PROJECT TRAFFIC VOLUMES LEGEND

000 - PM Peak External Traffic Volumes
 (000) - PM Peak Pass-By Traffic Volumes

4.0 Traffic Volume Development

Existing 2015 traffic volumes were collected for use in the analysis and future-year traffic volumes were developed for projected 2016 and 2019 conditions. The future-year traffic volumes consisted of existing traffic volumes adjusted by an annual growth rate, traffic volumes from fully entitled development, and projected traffic volumes of the Maybank Planned Development.

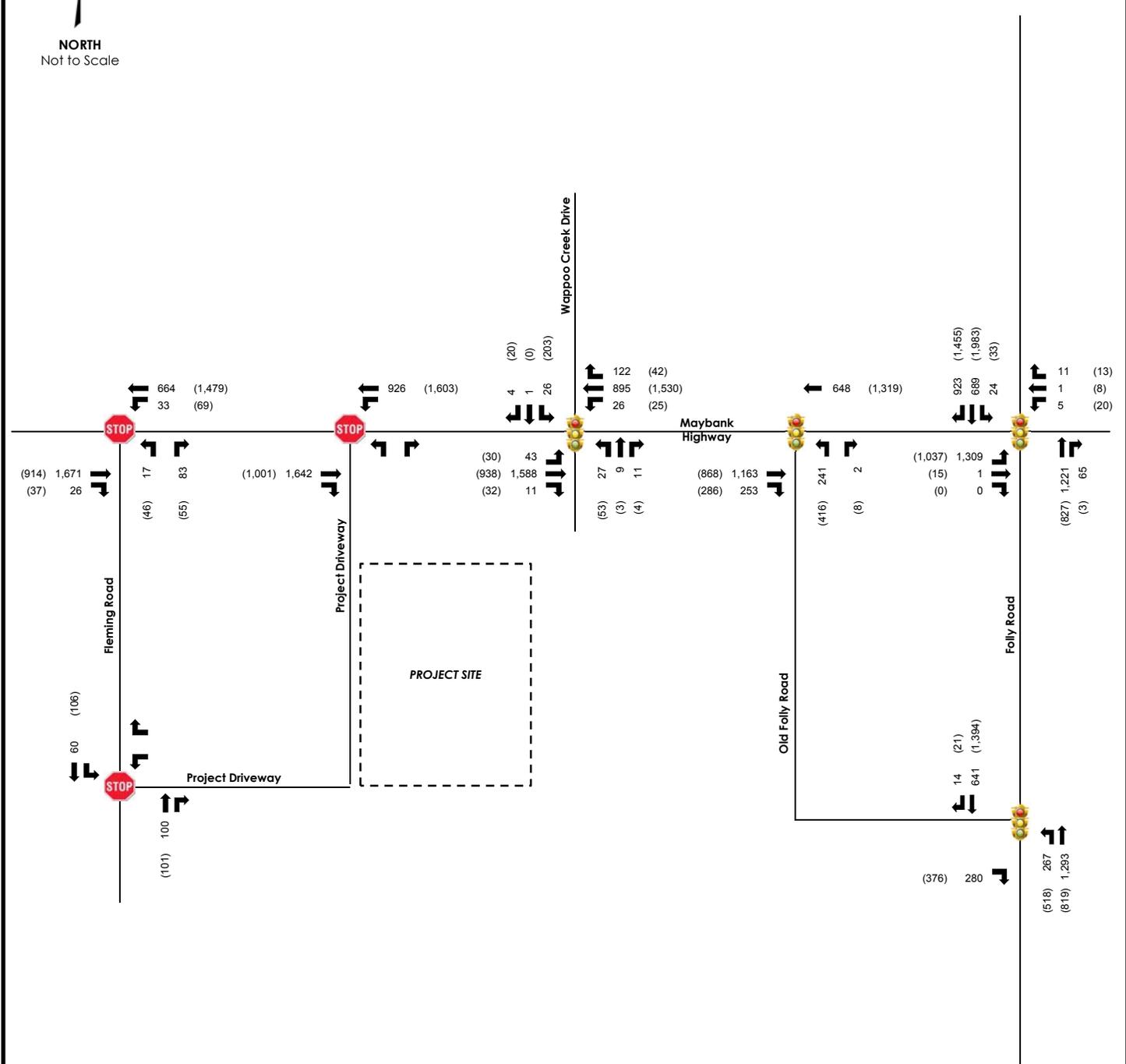
4.1 EXISTING TRAFFIC VOLUMES

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 five intersections of: SC 171/Folly Road & SC 700/Maybank Highway and County Club Drive, SC 171/Folly Road & Old Folly Road, SC 700/Maybank Highway & Old Folly Road, and SC 700/Maybank Highway & Wappoo Creek Place for use in the traffic impact analysis.

The raw traffic volume counts are provided in Appendix B and the 2015 existing traffic volumes are illustrated in Exhibit 4.1 and documented in Appendix C.



NORTH
Not to Scale



2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM Peak Hour Traffic Volumes
(000) - PM Peak Hour Traffic Volumes

4.2 FUTURE TRAFFIC VOLUME PROJECTIONS

4.2.1 Historical Growth Rates

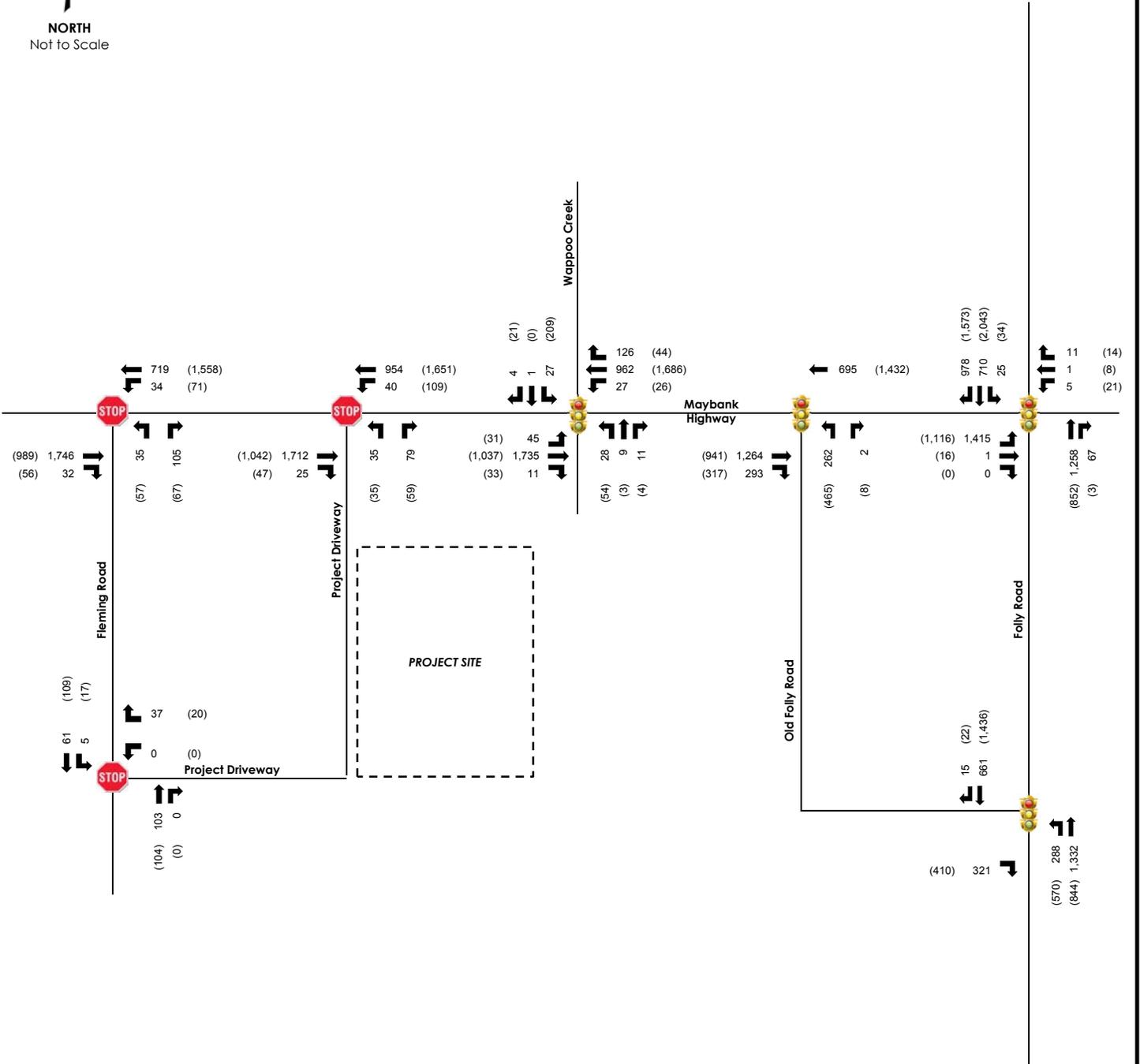
To develop an annual background growth rate for use in the analysis, historical count data along SC 700/Maybank Highway (SCDOT count station #271) and Fleming Road (SCDOT count station #607) was reviewed over the past five years. It was determined that the roadways have collectively experienced annual growth of less than 1.0%. Therefore, a 1.0% annual growth rate was utilized to develop 2016 Existing Conditions, 2019 No Build traffic volumes, which are illustrated in Exhibit 4.2 and documented in Appendix C.

4.2.2 Fully Entitled Development Traffic Volume Projections

In addition to the background growth rates, a fully entitled project is currently underway within the study area and was considered in the analysis. The Standard is located in the southwest quadrant of the SC 700/Maybank Highway & Fleming Road intersection, west of and adjacent to the project site. According to the traffic impact study performed for The Standard, the project is planned to consist of 284 apartment units, 10,000 square-feet of specialty retail space, and a 6,000 square-foot high-turnover sit-down restaurant. The Standard was recently under construction and was completed in late 2015. Since the development of the site is beginning to lease apartments, 100% the trips associated with this development were considered fully entitled for the purposes of this report.

4.2.3 2019 No Build Traffic Volumes

The 2019 No Build traffic volumes, which include consideration of the background growth rates and nearby development traffic volumes, are illustrated in Exhibit 4.2 and documented in Appendix C.

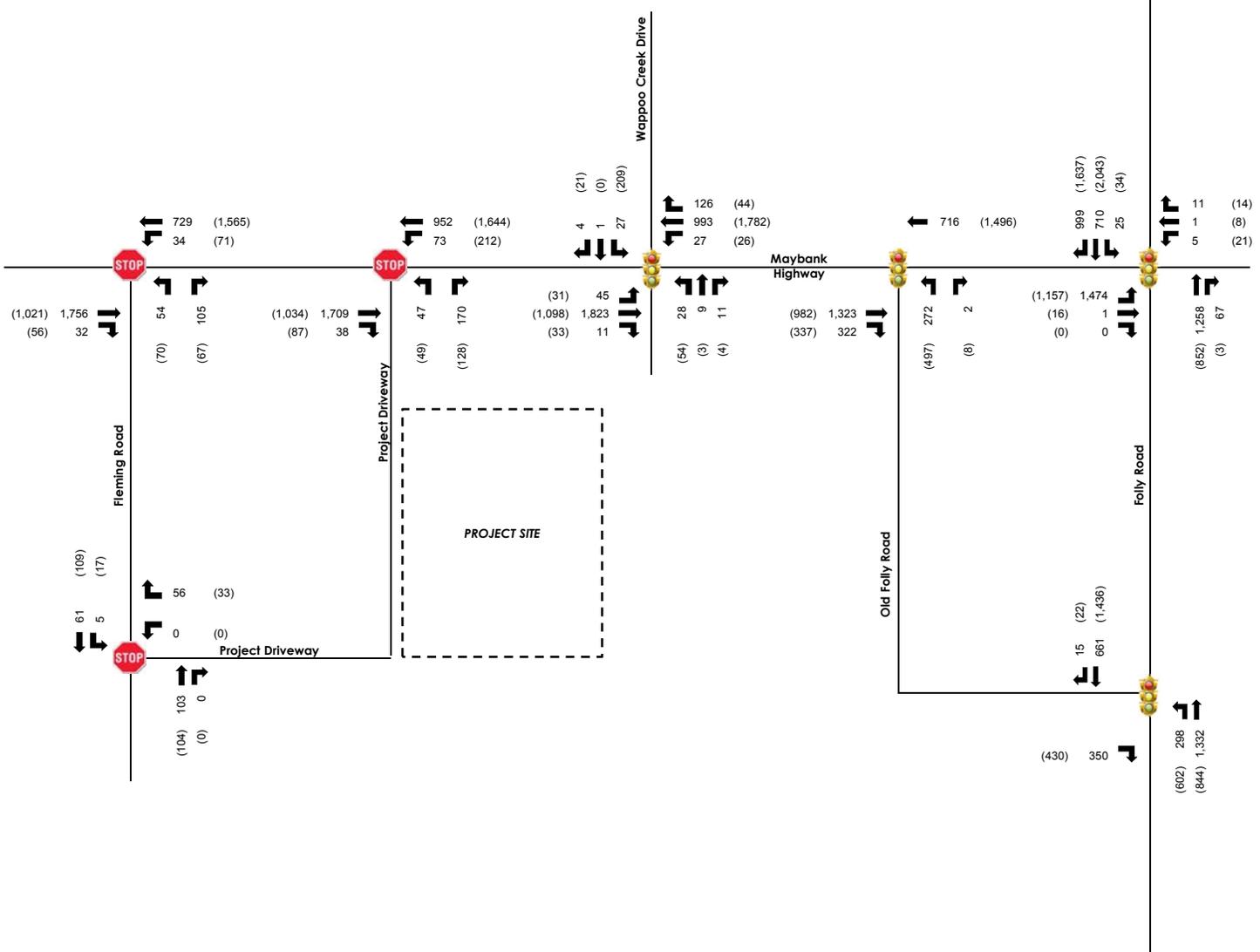


2018 NO BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM Peak Hour Traffic Volumes
 (000) - PM Peak Hour Traffic Volumes

4.2.4 2019 Build Traffic Volumes

The Maybank Planned Development project traffic volumes were then added to the 2019 No Build traffic volumes to develop 2019 Build traffic volumes, which are illustrated in Exhibit 4.3 and documented in Appendix C.



2018 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 2016 Existing conditions, 2019 No Build conditions, and 2019 Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 9 software for intersection 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* software, intersection analyses were conducted for 2016 Existing conditions, 2019 No Build conditions, and 2019 Build conditions for the weekday AM peak-hour and the weekday PM peak-hour time periods.

The results of the signalized intersection analyses for existing and future-year conditions for the weekday AM and PM peak-hour time periods are summarized in Table 5.2.

Table 5.2 – Signalized Intersection Analysis Results

Intersection	Intersection Control	LOS/Delay (seconds)					
		2016 Existing Conditions		2019 No Build Conditions		2019 Build Conditions	
		AM	PM	AM	PM	AM	PM
SC 700/Maybank Highway & Wappoo Creek Drive	Signalized	A/6.5	B/12.3	A/6.9	B/15.7	A/7.0	B/15.6
SC 700/Maybank Highway & Old Folly Road	Signalized	A/7.7	A/9.6	A/9.0	B/11.0	B/10.1	B/11.8
SC 700/Maybank Highway/Country Club Drive & SC 171/Folly Road	Signalized	D/42.4	E/67.8	D/52.2	F/93.4	E/56.9	F/101.4
Old Folly Road & SC 171/Folly Road	Signalized	A/2.2	A/9.2	A/2.3	B/14.0	A/2.3	B/15.4

The results of the signalized intersection analyses indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Maybank Planned Development, with one exception.

The SC 700/Maybank Highway/Country Club Drive & SC 171/Folly Road intersection currently experiences LOS E conditions during the PM peak hour and is anticipated to experience LOS F conditions in the future, with or without the Maybank Planned Development. Project traffic is projected to be 1.8% of the total intersection traffic for the 2019 Build conditions. Due to the fact that the intersection is projected to operate at undesirable conditions and the minimal impact of the project traffic, no improvements are recommended at this time.

The results of the unsignalized intersection analyses for existing and future-year conditions for the weekday AM and PM peak-hour time periods are summarized in Table 5.3.

Table 5.3 – Unsignalized Intersection Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2016 Peak Conditions		2019 No Build Conditions		2019 Build Conditions	
		AM	PM	AM	PM	AM	PM
SC 700/Maybank Highway & Fleming Road	EB	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0
	WB	A/0.9	A/0.5	A/0.9	A/0.5	A/0.9	A/0.5
	NB	E/44.6	D/31.0	F/118.6	E/44.2	F/216.5	F/60.7
Fleming Road & Project Driveway	WB	-	-	A/9.0	A/8.9	A/9.1	A/9.0
	NB	-	-	A/0.0	A/0.0	A/0.0	A/0.0
	SB	-	-	A/0.6	A/1.0	A/0.6	A/1.0
SC 700/Maybank Highway & Project Driveway	EB	-	-	A/0.0	A/0.0	A/0.0	A/0.0
	WB	-	-	A/0.8	A/0.8	A/1.5	A/1.9
	NB	-	-	E/44.9	D/28.6	F/67.4	E/48.0

The results of the unsignalized intersection analyses for the SC 700/Maybank Highway & Fleming Road intersection indicate that the SC 700/Maybank Highway approaches to the intersection currently experience free-flow LOS A conditions and are expected to continue to experience free-flow LOS A conditions with the development of the project site. The northbound approach of the SC 700/Maybank Highway & Fleming Road intersection currently experiences LOS E conditions during the AM peak hour and is anticipated to experience LOS F conditions in the future, with or without consideration of the Maybank Planned Development. Future signalization of the SC 700/Maybank Highway & Fleming Road intersection would mitigate the undesirable conditions. Therefore, it is recommended that a signal warrant analysis be performed to determine if signal warrants would be met at the intersection of SC 700/Maybank Highway & Fleming Road upon completion of the project.

At the SC 700/Maybank Highway & Project Driveway intersection, the SC 700/Maybank Highway approaches to the intersection currently experience free-flow LOS A conditions and are expected to continue to experience free-flow LOS A conditions with the development of the Maybank Planned Development and the Standard. The northbound approach of the SC 700/Maybank Highway & Project Driveway intersection is projected to experience undesirable delay in the future with the development of the project site. It should be noted that the undesirable operating conditions for the SC 700/Maybank Highway & Project Driveway intersection will only impact residents and patrons of the Maybank Planned Development and the Standard. It is anticipated that future signalization of the SC 700/Maybank

Highway & Fleming Road intersection would attract additional trips from the Maybank Planned Development and the Standard, reducing the delay at the SC 700/Maybank Highway & Project Driveway intersection, as well as creating acceptable gaps for vehicles turning onto SC 700/Maybank Highway from the project site. Therefore, no improvements are recommended for the intersection at this time.

Worksheets documenting the intersection analyses are provided in Appendix D for 2016 Existing conditions, Appendix E for 2019 No Build conditions and Appendix F for 2019 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 existing project driveway intersection along Fleming Road. There is an existing right-turn lane along SC 700/Maybank Highway, which will accommodate the right-turn movement into the project. 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 existing project driveway along Fleming Road 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;*

Fleming Road meets the criteria; therefore, the project driveway was analyzed for an exclusive right-turn lane using Figure 15.5A. The project driveway does not meet the criteria during either peak period. Worksheets documenting the turn lane analysis are provided in Appendix G.

- 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;*

The criteria are not applicable for Fleming Road.

- 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 intersection is projected to operate at an acceptable LOS without an exclusive right-turn lane.

- 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 intersection is not signalized and is not projected 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 Fleming Road 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 intersection is 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 Fleming Road at the project driveway is not recommended at this time.

The existing right-turn lane along SC 700/Maybank Highway will serve the eastbound right-turn movement at the project driveway.

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 project driveway along Fleming Road are listed below. There is an existing two-way, left-turn lane along SC 700/Maybank Highway, which will accommodate the left-turn movement into the project.

- 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 for Fleming Road.

- 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 project driveway 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;*

There is no median along Fleming Road; therefore, this consideration is not applicable.

- 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 no other left-turn lanes along Fleming Road at nearby intersections; therefore, this consideration is not applicable.

- 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 the project driveways, an exclusive left-turn lane along Fleming Road at the project driveway is not recommended at this time.

The existing two-way left-turn lane along SC 700/Maybank Highway will serve the westbound left-turn movement at the project driveway.

6.0 Summary of Findings and Recommendations

A traffic impact analysis was conducted for the Maybank Planned Development in accordance with City of Charleston and SCDOT guidelines. The proposed Maybank Planned Development is located on the south side of SC 700/Maybank Highway between Fleming Road and Wappoo Creek Drive in the City of Charleston, South Carolina and is proposed to consist of 270 apartments.

Access to the development will be provided through one existing full access driveway along SC 700/Maybank Highway and one existing full access driveway along Fleming Road. These driveways will be shared with the adjacent development, The Standard.

The results of the signalized intersection analyses indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with consideration of the Maybank Planned Development, with one exception. The SC 700/Maybank Highway/Country Club Drive & SC 171/Folly Road intersection currently experiences LOS E conditions during the PM peak hour and is anticipated to experience LOS F conditions in the future, with or without the project. Project traffic is projected to be 1.8% of the total intersection traffic for the 2019 Build conditions. Due to the fact that the intersection is projected to operate at undesirable conditions and the minimal impact of the project traffic, no improvements are recommended at this time.

The results of the unsignalized intersection analyses show the SC 700/Maybank Highway approaches to the intersections with Fleming Road and the Project Driveway currently experience free-flow LOS A conditions and are expected to continue to experience free-flow LOS A conditions with the development of the project site. The northbound approach of the SC 700/Maybank Highway & Fleming Road intersection currently experiences LOS E conditions during the AM peak hour and is anticipated to experience LOS F conditions in the future with or without consideration of the Maybank Planned Development. The northbound approach of the SC 700/Maybank Highway & Project Driveway intersection is projected to experience undesirable delay in the future with the development of the project site. Future signalization of the SC 700/Maybank Highway & Fleming Road intersection would mitigate the undesirable condition at both intersections. Therefore, it is recommended that a signal warrant analysis be performed to determine if signal warrants would be met at the intersection of SC 700/Maybank Highway & Fleming Road upon completion of the Maybank Planned Development and The Standard.

Based on the *Highway Design Manual* considerations for the project driveways, exclusive ingress turn lanes along Fleming Road at the project driveway are not recommended at this time. The existing right-turn lane along SC 700/Maybank Highway will serve the eastbound right-turn movement at the project driveway and the existing two-way left-turn lane along SC 700/Maybank Highway will serve the westbound left-turn movement at the project driveway.

Appendix A

Trip Generation Worksheet

TRIP GENERATION ESTIMATES
Maybank Planned Development

Weekday Daily

TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS			PASS-BY CAPTURE TRIPS			NEW EXTERNAL TRIPS				
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Apartment	9th	220	278	DU	$T=6.06(X) + 123.56$	50%	50%	904	904	1,808	12%	113	113	226	0%	0	0	0	791	791	1,582
Shopping Center	9th	820	7.5	ksf	$\ln(T)=0.65 \ln(X) + 5.83$	50%	50%	631	630	1,261	18%	113	113	226	34%	176	176	352	342	341	683
Total:								1,535	1,534	3,069	15%	226	226	452	11%	176	176	352	1,133	1,132	2,265

Weekday AM Peak Hour

TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS			PASS-BY CAPTURE TRIPS			NEW EXTERNAL TRIPS				
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Apartment	9th	220	278	DU	$T=0.49(X) + 3.73$	20%	80%	28	112	140	1%	1	1	2	0%	0	0	0	27	111	138
Shopping Center	9th	820	7.5	ksf	$\ln(T)=0.61 \ln(X)+2.24$	62%	38%	20	12	32	6%	1	1	2	34%	5	5	10	14	6	20
Total:								48	124	172	2%	2	2	4	6%	5	5	10	41	117	158

Weekday PM Peak Hour

TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS			PASS-BY CAPTURE TRIPS			NEW EXTERNAL TRIPS				
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Apartment	9th	220	278	DU	$T=0.55(X) + 17.65$	65%	35%	111	60	171	11%	14	5	19	0%	0	0	0	97	55	152
Shopping Center	9th	820	7.5	ksf	$\ln(T)=0.67 \ln(X) + 3.31$	48%	52%	51	55	106	18%	5	14	19	34%	15	15	30	31	26	57
Total:								162	115	277	14%	19	19	38	11%	15	15	30	128	81	209

Appendix B

Traffic Count Data

Short Counts

735 Maryland St.
Columbia, SC 29201

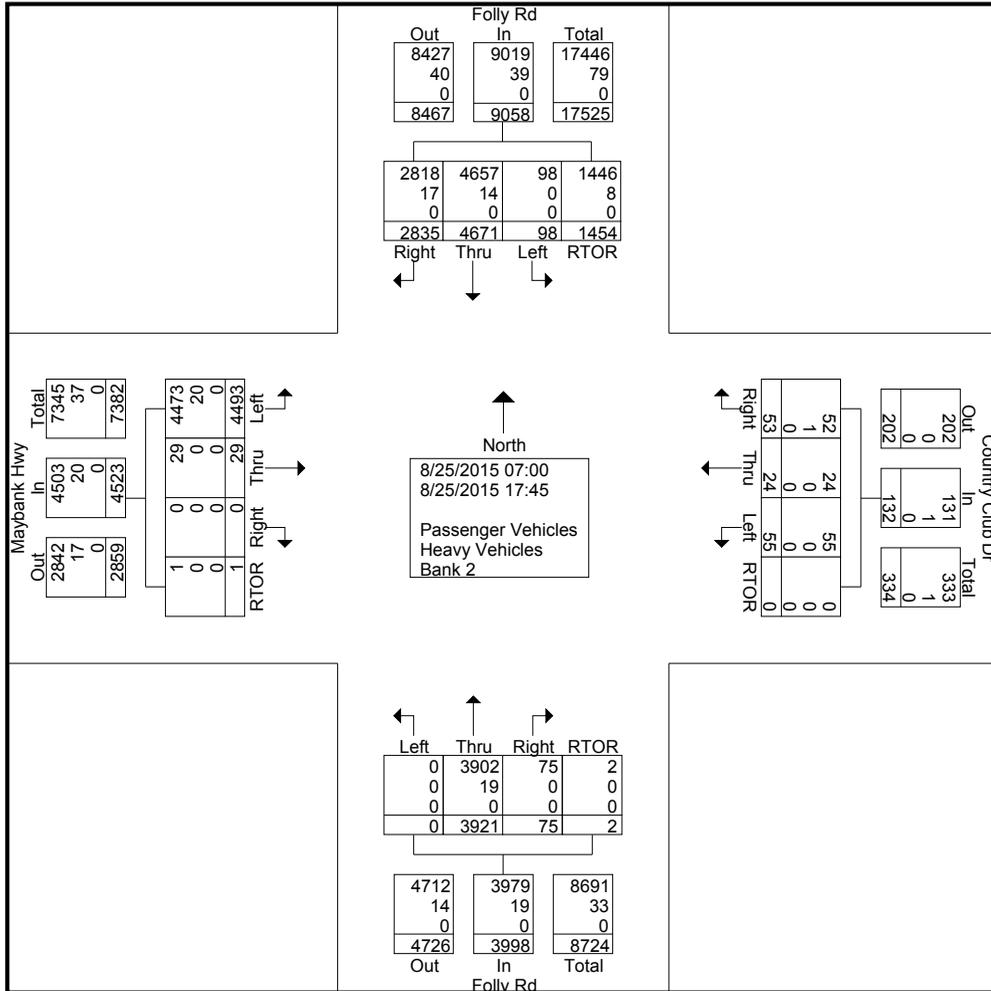
You Can Count On Us!

File Name : Folly Rd @ Maybank-Country Club

Site Code : 08252015

Start Date : 8/25/2015

Page No : 2



Short Counts

735 Maryland St.
Columbia, SC 29201

You Can Count On Us!

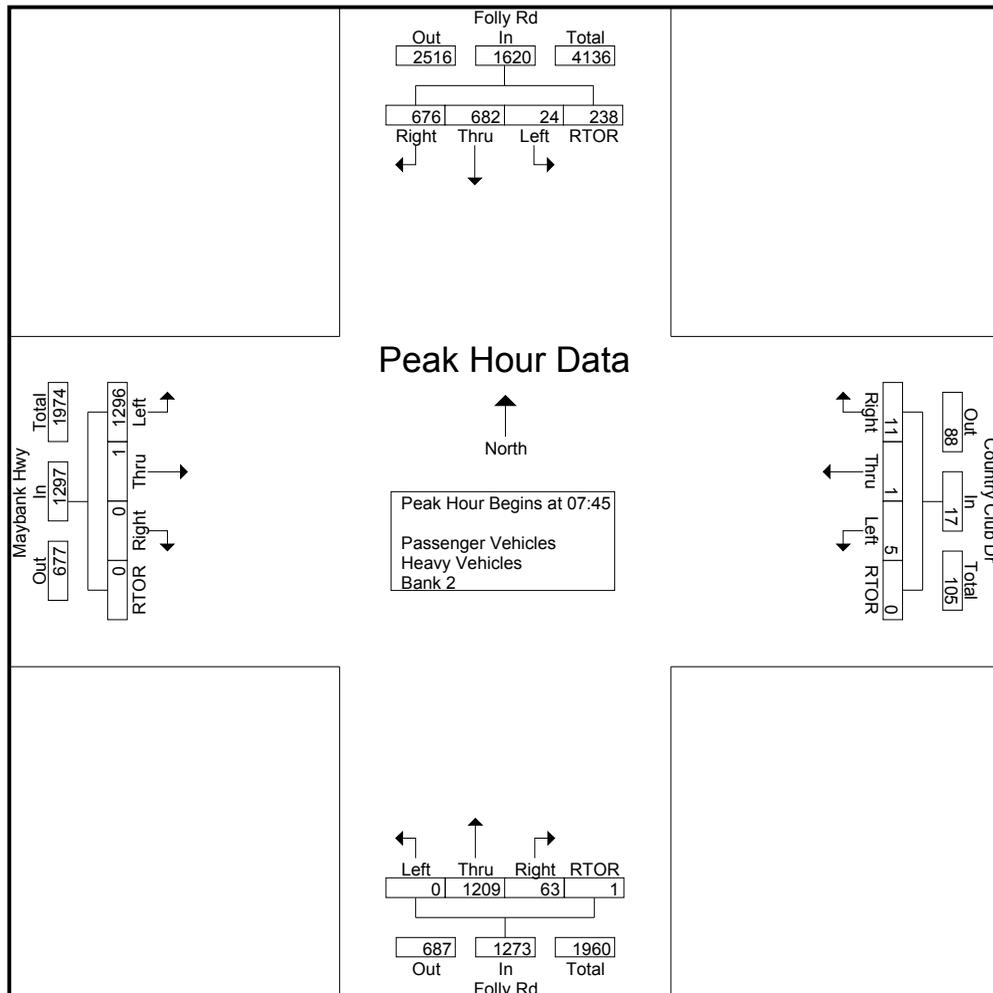
File Name : Folly Rd @ Maybank-Country Club

Site Code : 08252015

Start Date : 8/25/2015

Page No : 3

Start Time	Folly Rd Southbound					Country Club Dr Westbound					Folly Rd Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	173	134	43	352	2	0	4	0	6	0	281	8	0	289	343	0	0	0	343	990
08:00	4	166	174	55	399	0	1	2	0	3	0	351	46	0	397	303	1	0	0	304	1103
08:15	5	137	185	82	409	2	0	1	0	3	0	296	3	1	300	352	0	0	0	352	1064
08:30	13	206	183	58	460	1	0	4	0	5	0	281	6	0	287	298	0	0	0	298	1050
Total Volume	24	682	676	238	1620	5	1	11	0	17	0	1209	63	1	1273	1296	1	0	0	1297	4207
% App. Total	1.5	42.1	41.7	14.7		29.4	5.9	64.7	0		0	95	4.9	0.1		99.9	0.1	0	0		
PHF	.462	.828	.914	.726	.880	.625	.250	.688	.000	.708	.000	.861	.342	.250	.802	.920	.250	.000	.000	.921	.954



Short Counts

735 Maryland St.
Columbia, SC 29201

You Can Count On Us!

File Name : Folly Rd @ Maybank-Country Club

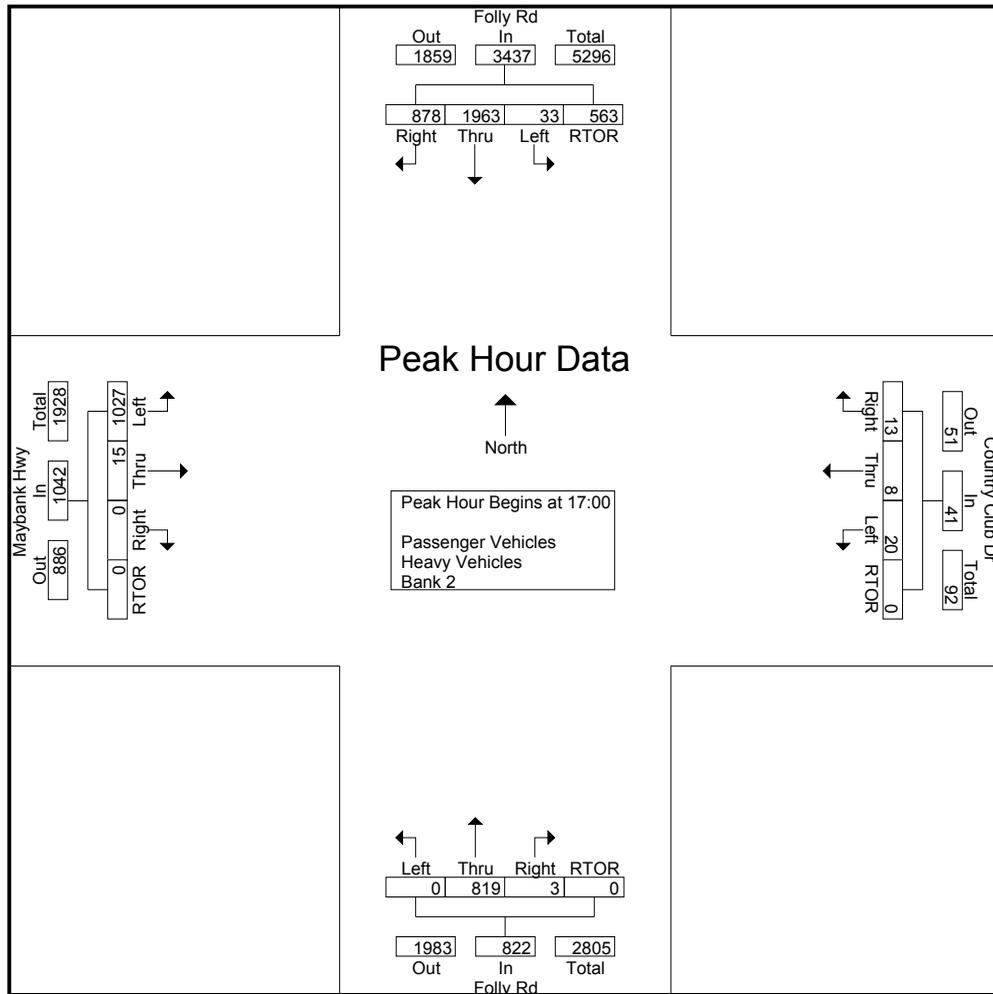
Site Code : 08252015

Start Date : 8/25/2015

Page No : 4

Start Time	Folly Rd Southbound					Country Club Dr Westbound					Folly Rd Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
17:00	8	440	214	135	797	5	3	1	0	9	0	209	0	0	209	256	1	0	0	257	1272
17:15	10	454	219	134	817	7	0	6	0	13	0	211	0	0	211	272	0	0	0	272	1313
17:30	9	534	252	131	926	3	1	4	0	8	0	207	1	0	208	236	14	0	0	250	1392
17:45	6	535	193	163	897	5	4	2	0	11	0	192	2	0	194	263	0	0	0	263	1365
Total Volume	33	1963	878	563	3437	20	8	13	0	41	0	819	3	0	822	1027	15	0	0	1042	5342
% App. Total	1	57.1	25.5	16.4		48.8	19.5	31.7	0		0	99.6	0.4	0		98.6	1.4	0	0		
PHF	.825	.917	.871	.863	.928	.714	.500	.542	.000	.788	.000	.970	.375	.000	.974	.944	.268	.000	.000	.958	.959

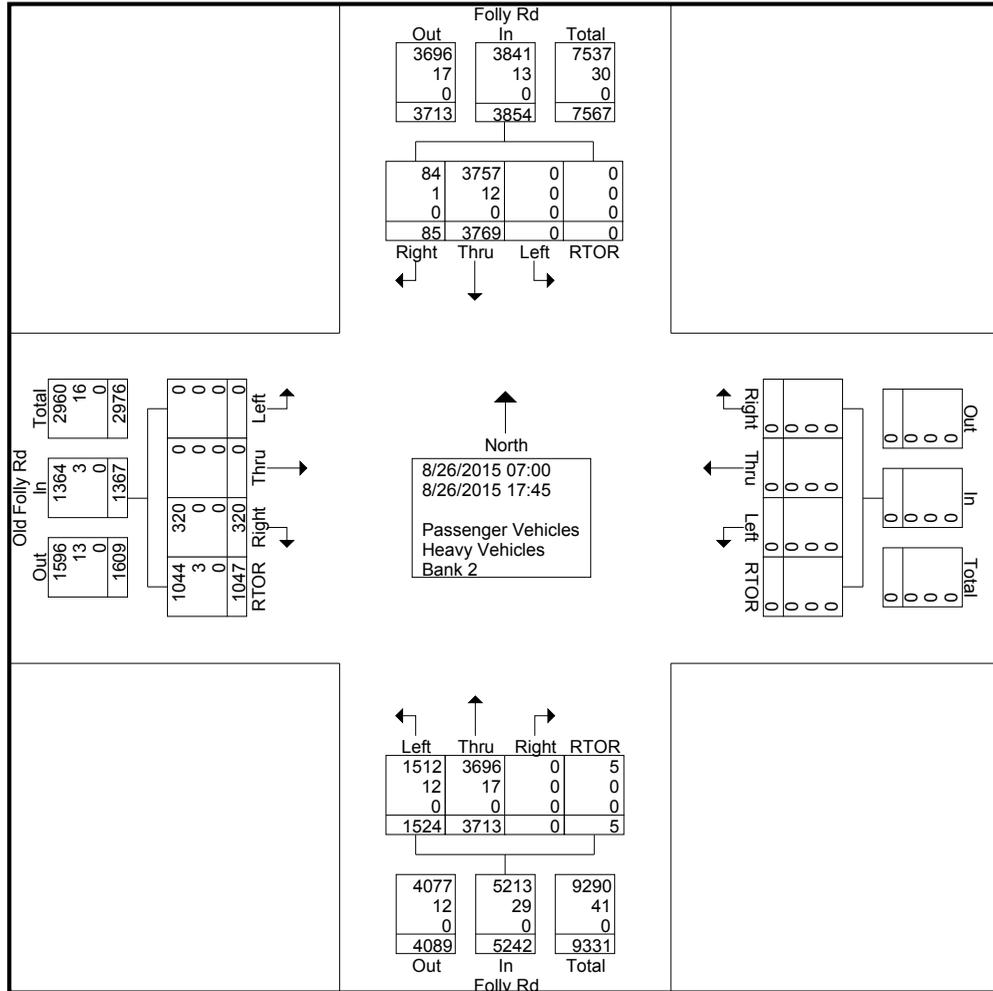
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00



Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Folly Rd @ Old Folly Rd
Site Code : 08262015
Start Date : 8/26/2015
Page No : 2

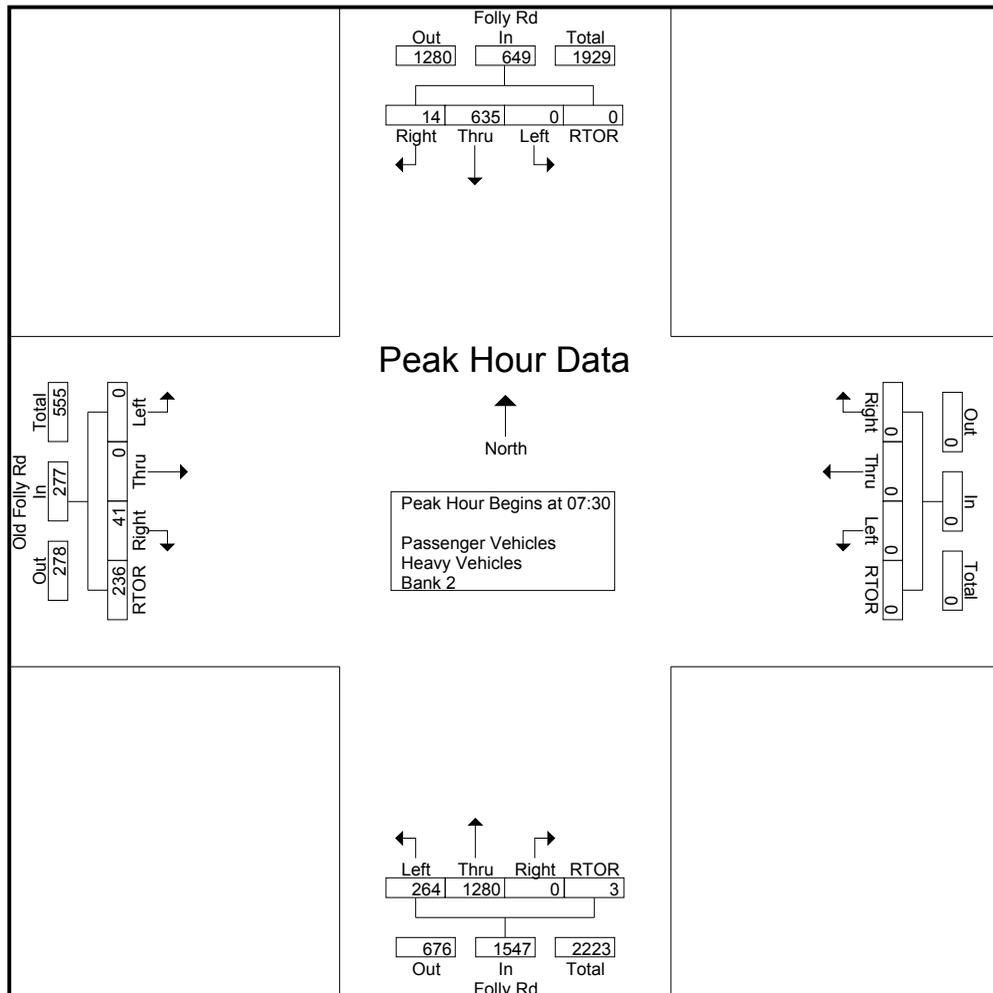


Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Folly Rd @ Old Folly Rd
Site Code : 08262015
Start Date : 8/26/2015
Page No : 3

Start Time	Folly Rd Southbound					Westbound					Folly Rd Northbound					Old Folly Rd Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	146	3	0	149	0	0	0	0	0	67	360	0	0	427	0	0	11	52	63	639
07:45	0	181	3	0	184	0	0	0	0	0	64	305	0	0	369	0	0	7	42	49	602
08:00	0	150	8	0	158	0	0	0	0	0	61	353	0	2	416	0	0	7	65	72	646
08:15	0	158	0	0	158	0	0	0	0	0	72	262	0	1	335	0	0	16	77	93	586
Total Volume	0	635	14	0	649	0	0	0	0	0	264	1280	0	3	1547	0	0	41	236	277	2473
% App. Total	0	97.8	2.2	0		0	0	0	0	0	17.1	82.7	0	0.2		0	0	14.8	85.2		
PHF	.000	.877	.438	.000	.882	.000	.000	.000	.000	.000	.917	.889	.000	.375	.906	.000	.000	.641	.766	.745	.957



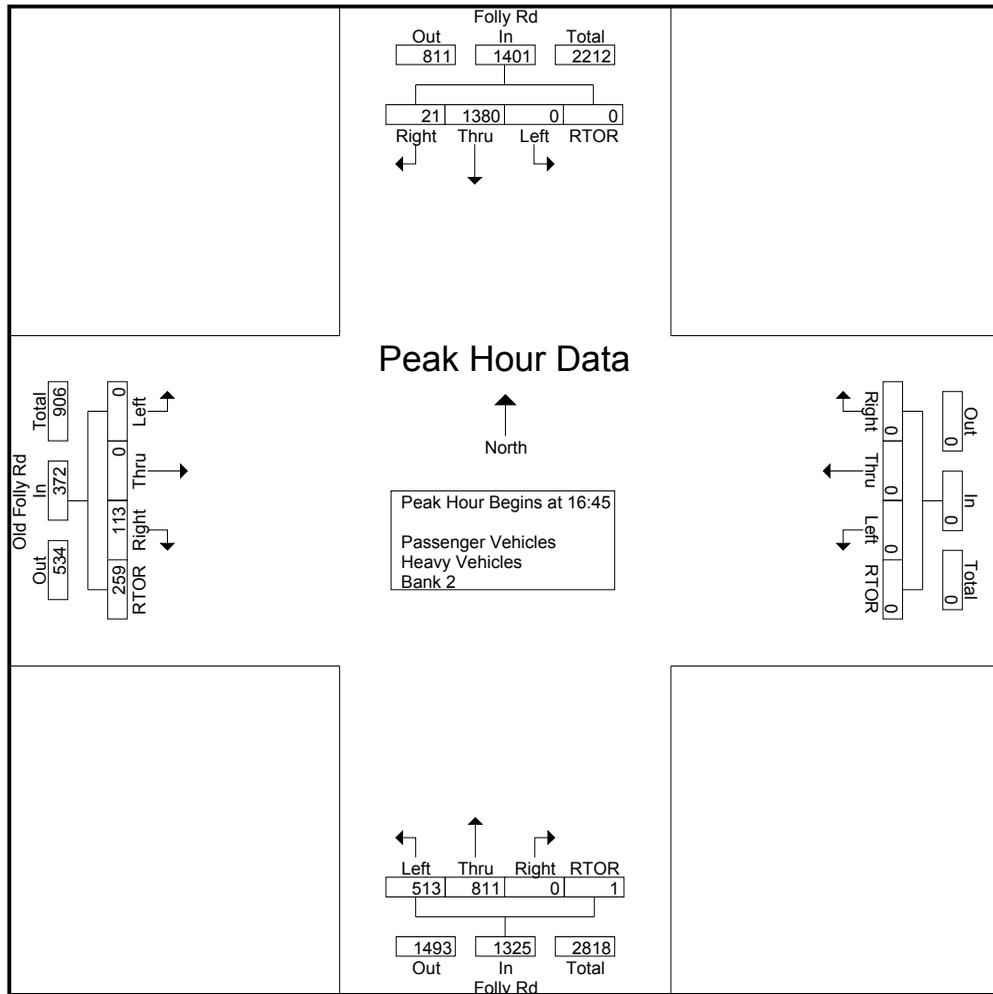
Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Folly Rd @ Old Folly Rd
Site Code : 08262015
Start Date : 8/26/2015
Page No : 4

Start Time	Folly Rd Southbound					Westbound					Folly Rd Northbound					Old Folly Rd Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
16:45	0	322	1	0	323	0	0	0	0	0	127	197	0	0	324	0	0	29	49	78	725
17:00	0	330	8	0	338	0	0	0	0	0	139	231	0	1	371	0	0	24	65	89	798
17:15	0	324	9	0	333	0	0	0	0	0	127	204	0	0	331	0	0	29	86	115	779
17:30	0	404	3	0	407	0	0	0	0	0	120	179	0	0	299	0	0	31	59	90	796
Total Volume	0	1380	21	0	1401	0	0	0	0	0	513	811	0	1	1325	0	0	113	259	372	3098
% App. Total	0	98.5	1.5	0		0	0	0	0		38.7	61.2	0	0.1		0	0	30.4	69.6		
PHF	.000	.854	.583	.000	.861	.000	.000	.000	.000	.000	.923	.878	.000	.250	.893	.000	.000	.911	.753	.809	.971

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45



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 : Maybank @ Old Folly Rd
Site Code : 08252015
Start Date : 8/25/2015
Page No : 1

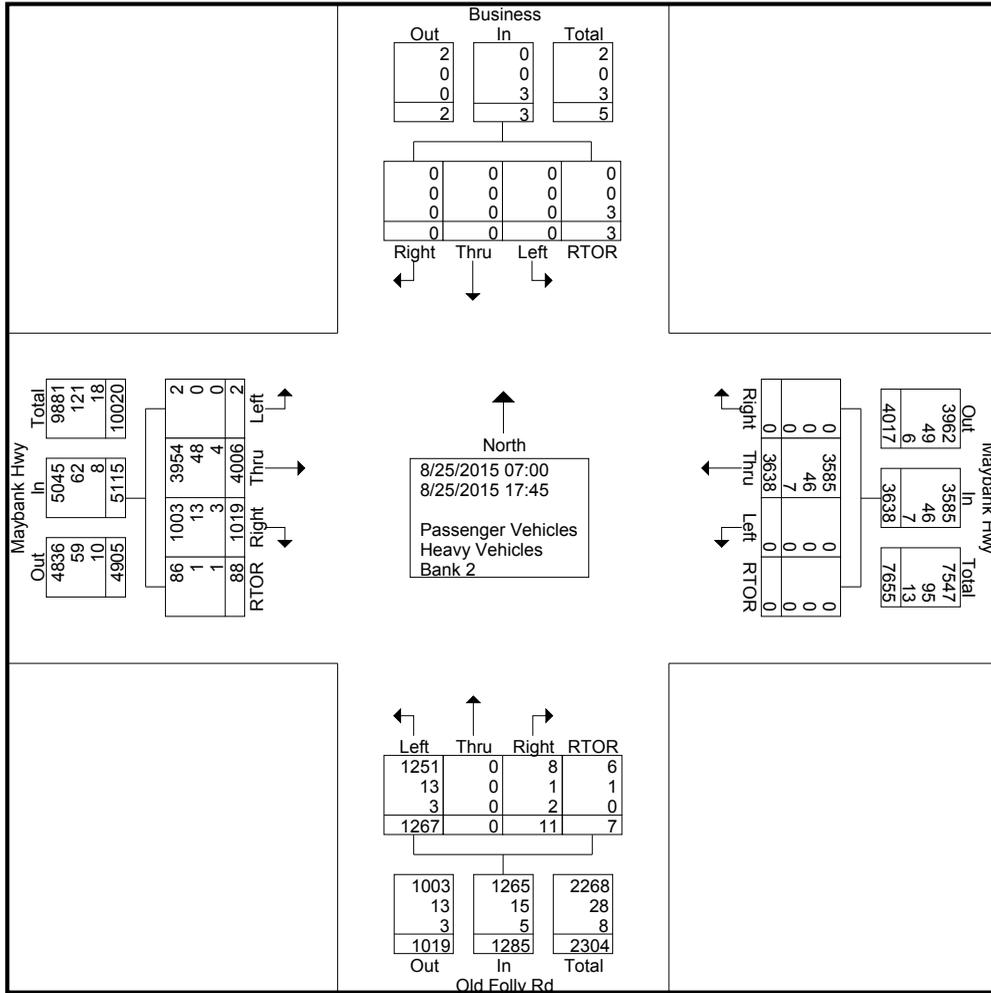
Groups Printed- Passenger Vehicles - Heavy Vehicles - Bank 2

Start Time	Business Southbound				Maybank Hwy Westbound				Old Folly Rd Northbound				Maybank Hwy Eastbound				Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:00	0	0	0	1	0	128	0	0	28	0	0	0	1	303	62	2	525
07:15	0	0	0	0	0	138	0	0	28	0	2	0	0	263	75	6	512
07:30	0	0	0	0	0	118	0	0	54	0	2	0	0	353	56	3	586
07:45	0	0	0	0	0	163	0	0	56	0	0	0	0	306	35	5	565
Total	0	0	0	1	0	547	0	0	166	0	4	0	1	1225	228	16	2188
08:00	0	0	0	0	0	141	0	0	59	0	0	0	0	295	57	6	558
08:15	0	0	0	1	0	171	0	0	56	0	1	0	0	272	63	10	574
08:30	0	0	0	0	0	167	0	0	68	0	1	0	0	278	65	9	588
08:45	0	0	0	1	0	133	0	0	63	0	0	0	0	196	59	7	459
Total	0	0	0	2	0	612	0	0	246	0	2	0	0	1041	244	32	2179
16:00	0	0	0	0	0	282	0	0	121	0	1	0	1	220	67	12	704
16:15	0	0	0	0	0	284	0	0	112	0	1	0	0	244	85	4	730
16:30	0	0	0	0	0	307	0	0	129	0	0	0	0	205	60	3	704
16:45	0	0	0	0	0	300	0	0	81	0	0	2	0	212	69	4	668
Total	0	0	0	0	0	1173	0	0	443	0	2	2	1	881	281	23	2806
17:00	0	0	0	0	0	313	0	0	112	0	1	0	0	236	67	4	733
17:15	0	0	0	0	0	321	0	0	109	0	0	0	0	219	68	6	723
17:30	0	0	0	0	0	335	0	0	88	0	1	5	0	226	61	1	717
17:45	0	0	0	0	0	337	0	0	103	0	1	0	0	178	70	6	695
Total	0	0	0	0	0	1306	0	0	412	0	3	5	0	859	266	17	2868
Grand Total	0	0	0	3	0	3638	0	0	1267	0	11	7	2	4006	1019	88	10041
Apprch %	0	0	0	100	0	100	0	0	98.6	0	0.9	0.5	0	78.3	19.9	1.7	
Total %	0	0	0	0	0	36.2	0	0	12.6	0	0.1	0.1	0	39.9	10.1	0.9	
Passenger Vehicles	0	0	0	0	0	3585	0	0	1251	0	8	6	2	3954	1003	86	9895
% Passenger Vehicles	0	0	0	0	0	98.5	0	0	98.7	0	72.7	85.7	100	98.7	98.4	97.7	98.5
Heavy Vehicles	0	0	0	0	0	46	0	0	13	0	1	1	0	48	13	1	123
% Heavy Vehicles	0	0	0	0	0	1.3	0	0	1	0	9.1	14.3	0	1.2	1.3	1.1	1.2
Bank 2	0	0	0	3	0	7	0	0	3	0	2	0	0	4	3	1	23
% Bank 2	0	0	0	100	0	0.2	0	0	0.2	0	18.2	0	0	0.1	0.3	1.1	0.2

Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Maybank @ Old Folly Rd
Site Code : 08252015
Start Date : 8/25/2015
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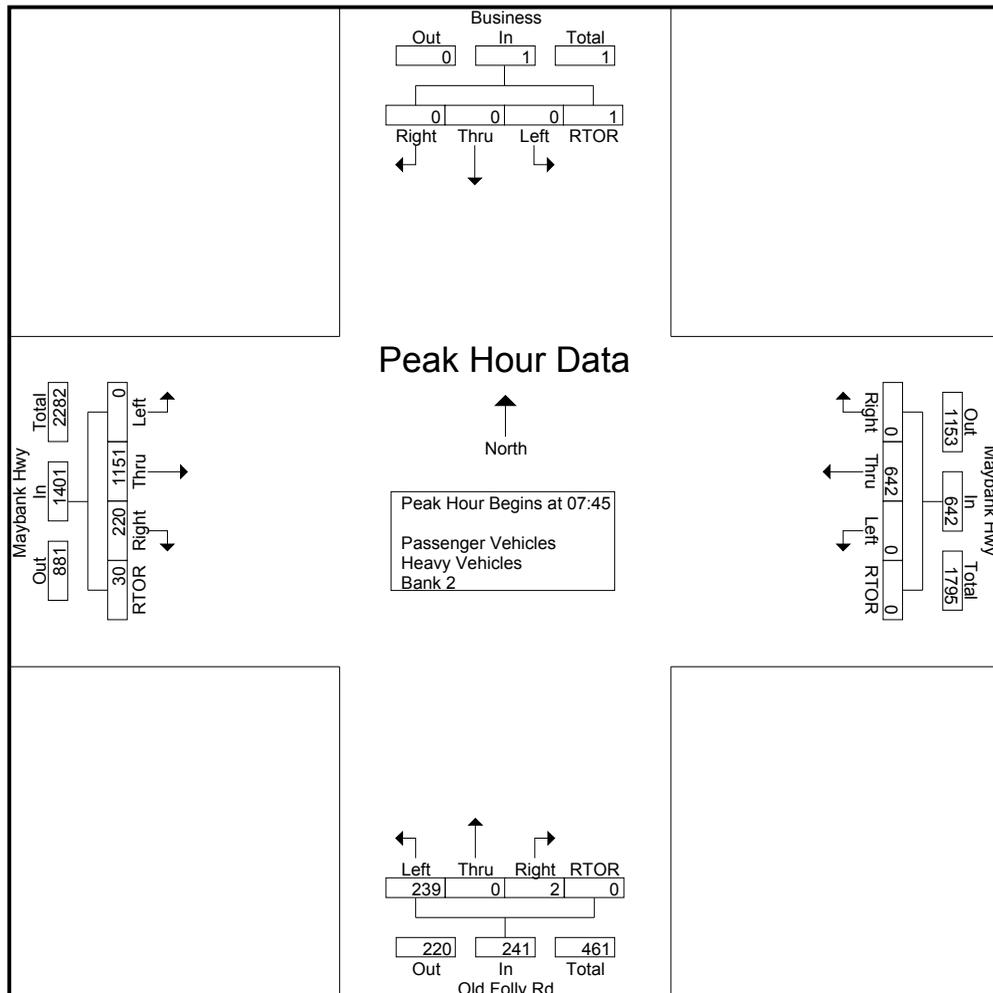


Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Maybank @ Old Folly Rd
Site Code : 08252015
Start Date : 8/25/2015
Page No : 3

Start Time	Business Southbound					Maybank Hwy Westbound					Old Folly Rd Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	163	0	0	163	56	0	0	0	56	0	306	35	5	346	565
08:00	0	0	0	0	0	0	141	0	0	141	59	0	0	0	59	0	295	57	6	358	558
08:15	0	0	0	1	1	0	171	0	0	171	56	0	1	0	57	0	272	63	10	345	574
08:30	0	0	0	0	0	0	167	0	0	167	68	0	1	0	69	0	278	65	9	352	588
Total Volume	0	0	0	1	1	0	642	0	0	642	239	0	2	0	241	0	1151	220	30	1401	2285
% App. Total	0	0	0	100		0	100	0	0		99.2	0	0.8	0		0	82.2	15.7	2.1		
PHF	.000	.000	.000	.250	.250	.000	.939	.000	.000	.939	.879	.000	.500	.000	.873	.000	.940	.846	.750	.978	.972



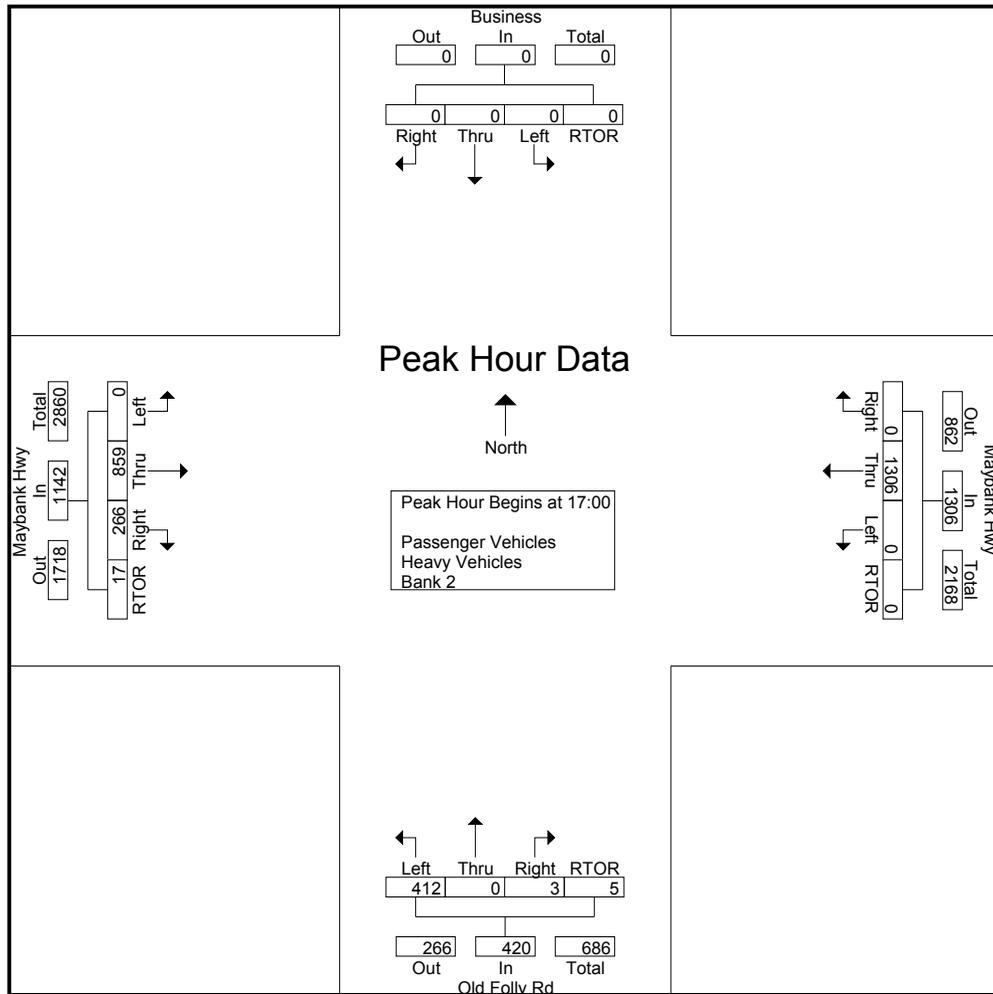
Short Counts

735 Maryland St.
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File Name : Maybank @ Old Folly Rd
Site Code : 08252015
Start Date : 8/25/2015
Page No : 4

Start Time	Business Southbound					Maybank Hwy Westbound					Old Folly Rd Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
17:00	0	0	0	0	0	0	313	0	0	313	112	0	1	0	113	0	236	67	4	307	733
17:15	0	0	0	0	0	0	321	0	0	321	109	0	0	0	109	0	219	68	6	293	723
17:30	0	0	0	0	0	0	335	0	0	335	88	0	1	5	94	0	226	61	1	288	717
17:45	0	0	0	0	0	0	337	0	0	337	103	0	1	0	104	0	178	70	6	254	695
Total Volume	0	0	0	0	0	0	1306	0	0	1306	412	0	3	5	420	0	859	266	17	1142	2868
% App. Total	0	0	0	0	0	0	100	0	0	100	98.1	0	0.7	1.2	100	0	75.2	23.3	1.5	100	100
PHF	.000	.000	.000	.000	.000	.000	.969	.000	.000	.969	.920	.000	.750	.250	.929	.000	.910	.950	.708	.930	.978

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00



Short Counts

735 Maryland St.
Columbia, SC 29201

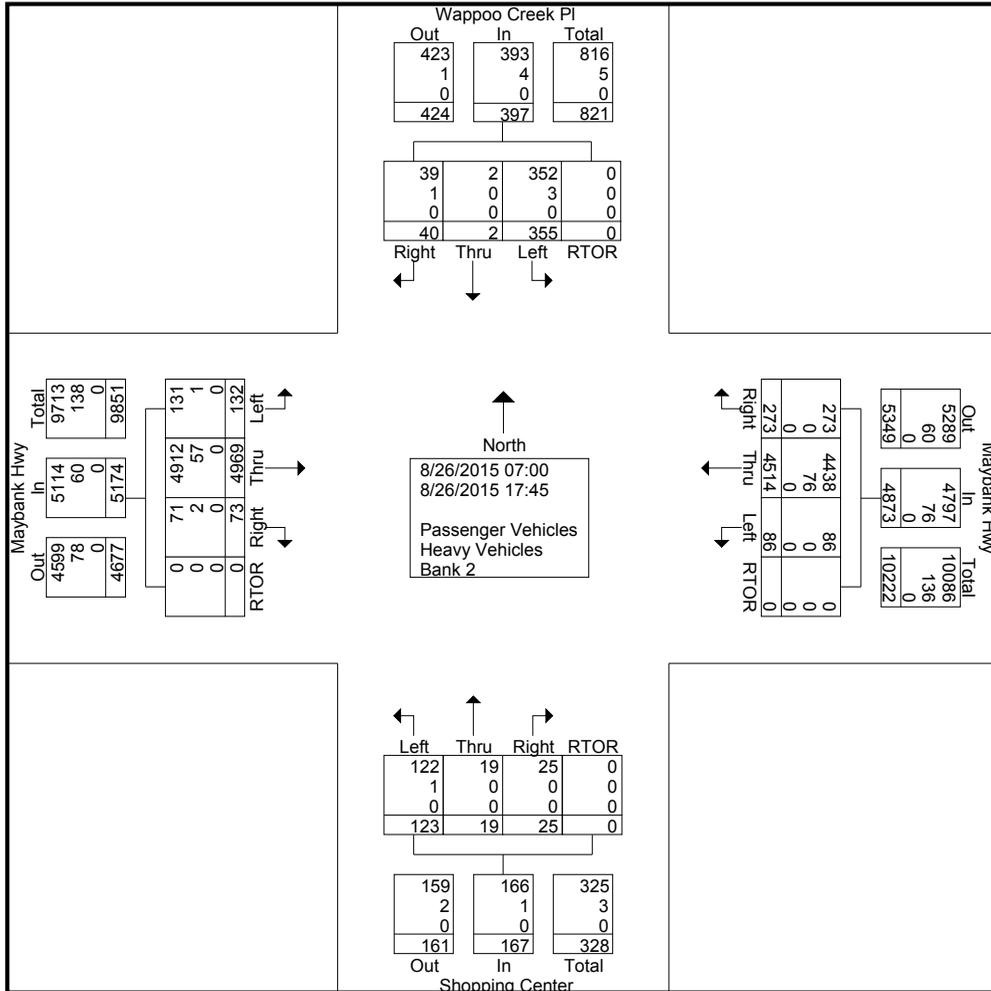
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File Name : Maybank Hwy @ Wappoo Creek PI

Site Code : 08262015

Start Date : 8/26/2015

Page No : 2



Short Counts

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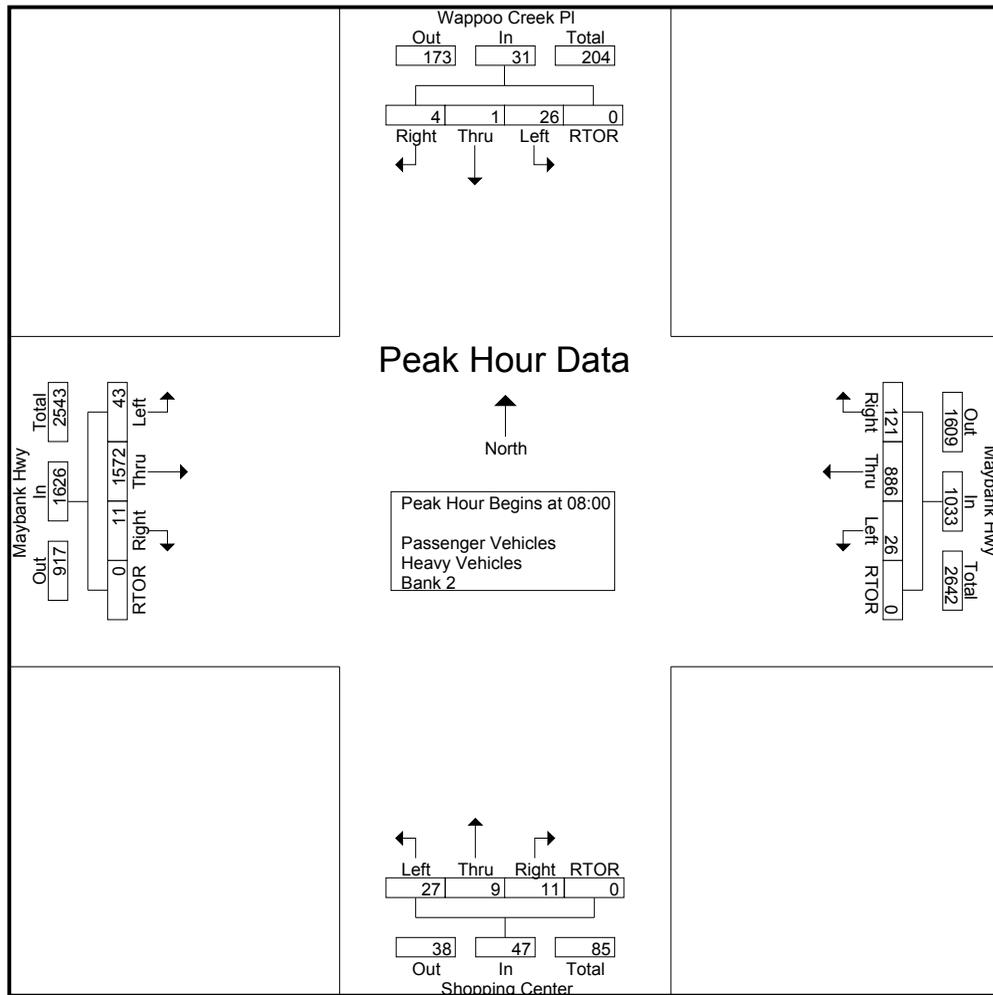
File Name : Maybank Hwy @ Wappoo Creek PI

Site Code : 08262015

Start Date : 8/26/2015

Page No : 3

Start Time	Wappoo Creek PI Southbound					Maybank Hwy Westbound					Shopping Center Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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	4	0	2	0	6	5	216	14	0	235	5	1	4	0	10	15	411	4	0	430	681
08:15	7	0	1	0	8	6	259	27	0	292	6	5	1	0	12	5	426	2	0	433	745
08:30	9	1	1	0	11	10	229	30	0	269	6	1	4	0	11	14	380	3	0	397	688
08:45	6	0	0	0	6	5	182	50	0	237	10	2	2	0	14	9	355	2	0	366	623
Total Volume	26	1	4	0	31	26	886	121	0	1033	27	9	11	0	47	43	1572	11	0	1626	2737
% App. Total	83.9	3.2	12.9	0		2.5	85.8	11.7	0		57.4	19.1	23.4	0		2.6	96.7	0.7	0		
PHF	.722	.250	.500	.000	.705	.650	.855	.605	.000	.884	.675	.450	.688	.000	.839	.717	.923	.688	.000	.939	.918



Short Counts

735 Maryland St.
Columbia, SC 29201

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File Name : Maybank Hwy @ Wappoo Creek PI

Site Code : 08262015

Start Date : 8/26/2015

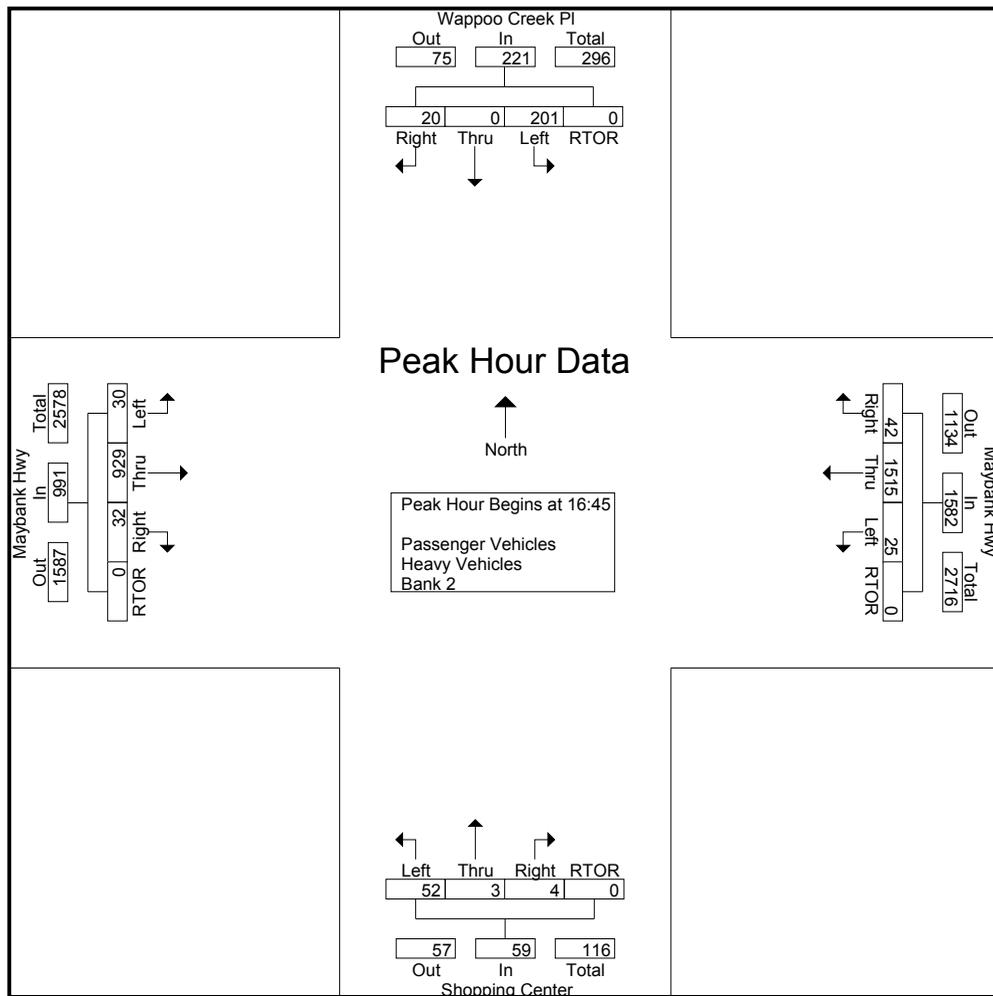
Page No : 4

Start Time	Wappoo Creek PI Southbound					Maybank Hwy Westbound					Shopping Center Northbound					Maybank Hwy Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	70	0	3	0	73	7	347	11	0	365	12	1	1	0	14	4	202	8	0	214	666
17:00	52	0	9	0	61	8	383	12	0	403	13	0	2	0	15	11	273	9	0	293	772
17:15	38	0	6	0	44	3	386	7	0	396	8	2	0	0	10	9	227	9	0	245	695
17:30	41	0	2	0	43	7	399	12	0	418	19	0	1	0	20	6	227	6	0	239	720
Total Volume	201	0	20	0	221	25	1515	42	0	1582	52	3	4	0	59	30	929	32	0	991	2853
% App. Total	91	0	9	0		1.6	95.8	2.7	0		88.1	5.1	6.8	0		3	93.7	3.2	0		
PHF	.718	.000	.556	.000	.757	.781	.949	.875	.000	.946	.684	.375	.500	.000	.738	.682	.851	.889	.000	.846	.924



Short Counts

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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 : Maybank @ Fleming

Site Code : 01162013

Start Date : 1/16/2013

Page No : 1

Groups Printed- Unshifted

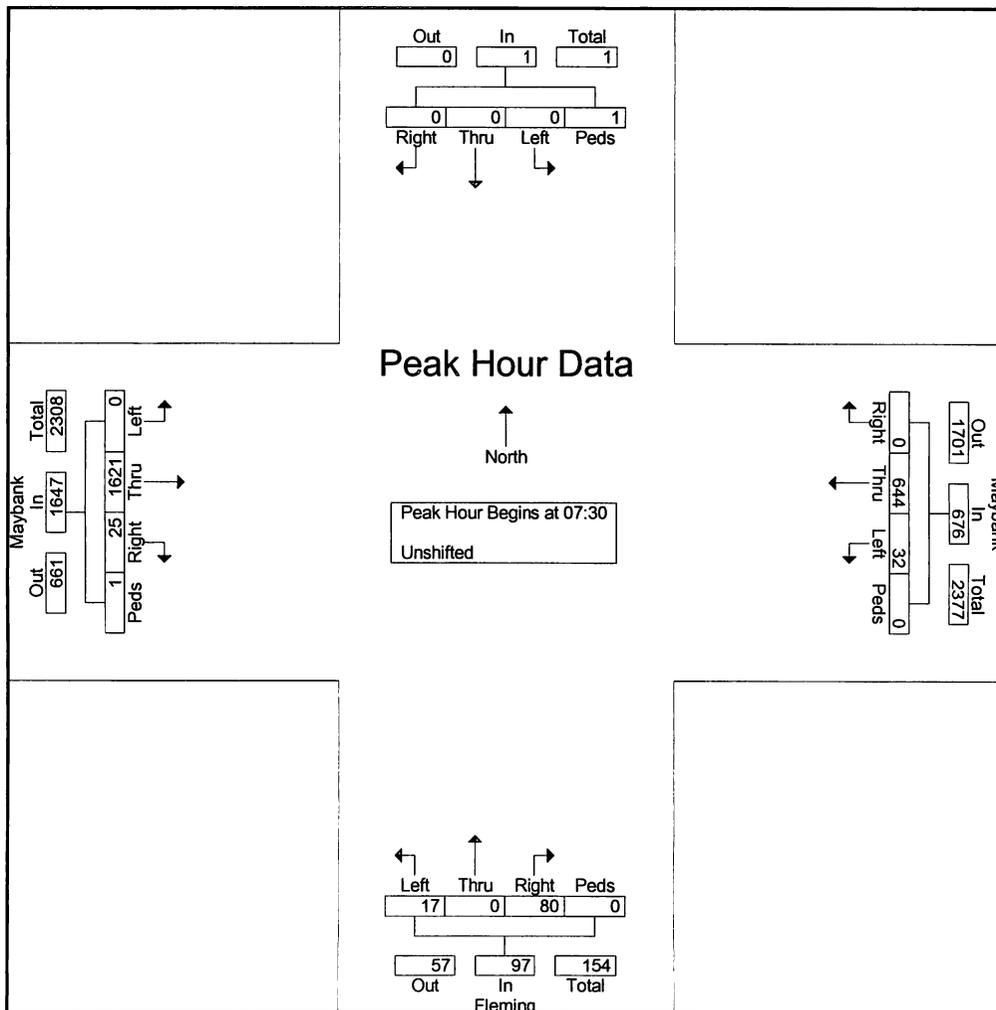
Start Time	Southbound				Maybank Westbound				Fleming Northbound				Maybank Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	9	110	0	1	6	0	6	0	0	290	5	0	427
07:15	0	0	0	0	13	108	0	0	4	0	12	0	0	365	10	0	512
07:30	0	0	0	0	11	159	0	0	4	0	18	0	0	418	3	0	613
07:45	0	0	0	0	7	136	0	0	3	0	20	0	0	437	10	0	613
Total	0	0	0	0	40	513	0	1	17	0	56	0	0	1510	28	0	2165
08:00	0	0	0	0	9	189	0	0	7	0	26	0	0	388	11	0	630
08:15	0	0	0	1	5	160	0	0	3	0	16	0	0	378	1	1	565
08:30	0	0	0	0	10	143	0	0	5	0	15	0	0	399	3	0	575
08:45	0	0	0	0	6	164	0	0	3	0	15	0	0	303	6	0	497
Total	0	0	0	1	30	656	0	0	18	0	72	0	0	1468	21	1	2267
16:00	0	0	0	0	18	275	0	0	7	0	19	0	0	201	3	0	523
16:15	0	0	0	0	18	307	0	0	9	0	14	0	0	177	15	0	540
16:30	0	0	0	0	15	284	0	0	9	0	19	0	0	203	6	0	536
16:45	0	0	0	0	10	338	0	0	7	0	15	0	0	207	8	0	585
Total	0	0	0	0	61	1204	0	0	32	0	67	0	0	788	32	0	2184
17:00	0	0	0	0	17	330	0	0	10	0	12	0	0	208	12	0	589
17:15	0	0	0	0	15	335	0	0	15	0	15	0	0	207	10	0	597
17:30	0	0	0	0	15	372	0	0	9	0	13	0	0	263	5	0	677
17:45	0	0	0	0	20	398	0	0	11	0	13	0	0	209	9	0	660
Total	0	0	0	0	67	1435	0	0	45	0	53	0	0	887	36	0	2523
Grand Total	0	0	0	1	198	3808	0	1	112	0	248	0	0	4653	117	1	9139
Apprch %	0	0	0	100	4.9	95	0	0	31.1	0	68.9	0	0	97.5	2.5	0	
Total %	0	0	0	0	2.2	41.7	0	0	1.2	0	2.7	0	0	50.9	1.3	0	

Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Maybank @ Fleming
Site Code : 01162013
Start Date : 1/16/2013
Page No : 3

Start Time	Southbound					Maybank Westbound					Fleming Northbound					Maybank Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	11	159	0	0	170	4	0	18	0	22	0	418	3	0	421	613
07:45	0	0	0	0	0	7	136	0	0	143	3	0	20	0	23	0	437	10	0	447	613
08:00	0	0	0	0	0	9	189	0	0	198	7	0	26	0	33	0	388	11	0	399	630
08:15	0	0	0	1	1	5	160	0	0	165	3	0	16	0	19	0	378	1	1	380	565
Total Volume	0	0	0	1	1	32	644	0	0	676	17	0	80	0	97	0	1621	25	1	1647	2421
% App. Total	0	0	0	100		4.7	95.3	0	0		17.5	0	82.5	0		0	98.4	1.5	0.1		
PHF	.000	.000	.000	.250	.250	.727	.852	.000	.000	.854	.607	.000	.769	.000	.735	.000	.927	.568	.250	.921	.961

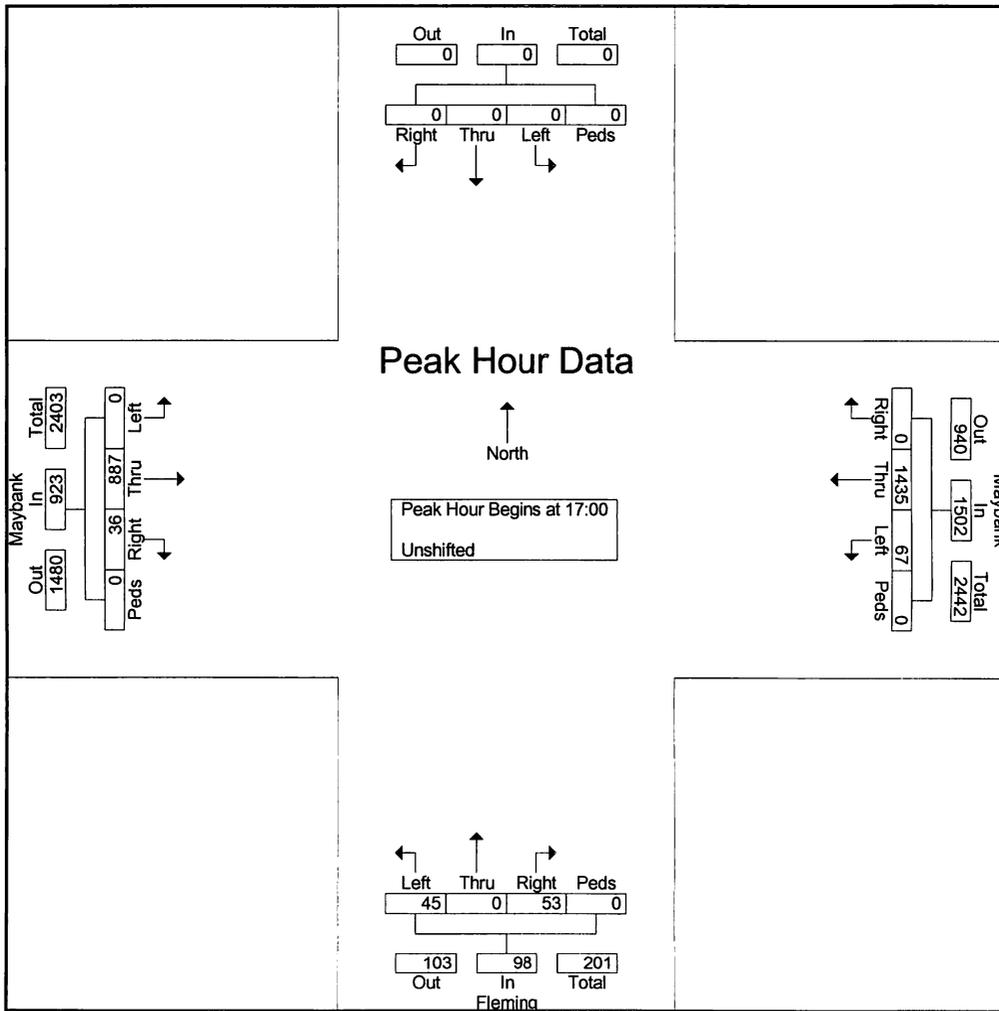


Short Counts

735 Maryland St.
Columbia, SC 29201
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File Name : Maybank @ Fleming
Site Code : 01162013
Start Date : 1/16/2013
Page No : 4

Start Time	Southbound					Maybank Westbound					Fleming Northbound					Maybank Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	17	330	0	0	347	10	0	12	0	22	0	208	12	0	220	589
17:15	0	0	0	0	0	15	335	0	0	350	15	0	15	0	30	0	207	10	0	217	597
17:30	0	0	0	0	0	15	372	0	0	387	9	0	13	0	22	0	263	5	0	268	677
17:45	0	0	0	0	0	20	398	0	0	418	11	0	13	0	24	0	209	9	0	218	660
Total Volume	0	0	0	0	0	67	1435	0	0	1502	45	0	53	0	98	0	887	36	0	923	2523
% App. Total	0	0	0	0	0	4.5	95.5	0	0		45.9	0	54.1	0		0	96.1	3.9	0		
PHF	.000	.000	.000	.000	.000	.838	.901	.000	.000	.898	.750	.000	.883	.000	.817	.000	.843	.750	.000	.861	.932



Appendix C

Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Maybank Highway & Fleming Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES		1654	26	33	657		17		82			
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	17	0	0	7	0	0	0	1	0	0	0
2016 TRAFFIC VOLUMES	0	1671	26	33	664	0	17	0	83	0	0	0
Years To Buildout (2019)	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	51	1	1	20	0	1	0	3	0	0	0
Vested Traffic		25	5		35		17		20			
2019 NO-BUILD TRAFFIC VOLUMES	0	1,746	32	34	719	0	35	0	105	0	0	0
New Project Traffic		10			10		19					
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	1,756	32	34	729	0	54	0	105	0	0	0

PM PEAK HOUR (4:15-5:15 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES		905	37	68	1464		46		54			
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	9	0	1	15	0	0	0	1	0	0	0
2016 TRAFFIC VOLUMES	0	914	37	69	1479	0	46	0	55	0	0	0
Years To Buildout (2019)	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	28	1	2	45	0	1	0	2	0	0	0
Vested Traffic		47	17		35		9		11			
2019 NO-BUILD TRAFFIC VOLUMES	0	989	56	71	1,558	0	57	0	67	0	0	0
New Project Traffic		32			7		13					
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	1,021	56	71	1,565	0	70	0	67	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Maybank Highway & Project Driveway

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES		1626			917							
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	16	0	0	9	0	0	0	0	0	0	0
2016 TRAFFIC VOLUMES	0	1642	0	0	926	0	0	0	0	0	0	0
Years To Buildout (2019)	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	50	0	0	28	0	0	0	0	0	0	0
Vested Traffic		20	25	40			35		79			
2019 NO-BUILD TRAFFIC VOLUMES	0	1,712	25	40	954	0	35	0	79	0	0	0
New Project Traffic			10	31			10		88			
Pass-By Project Traffic		-3	3	2	-2		2		3			
2019 BUILD TRAFFIC VOLUMES	0	1,709	38	73	952	0	47	0	170	0	0	0

PM PEAK HOUR (4:15-5:15 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES		991			1587							
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	10	0	0	16	0	0	0	0	0	0	0
2016 TRAFFIC VOLUMES	0	1001	0	0	1603	0	0	0	0	0	0	0
Years To Buildout (2019)	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	30	0	0	49	0	0	0	0	0	0	0
Vested Traffic		11	47	109			35		59			
2019 NO-BUILD TRAFFIC VOLUMES	0	1,042	47	109	1,651	0	35	0	59	0	0	0
New Project Traffic			32	96			7		61			
Pass-By Project Traffic		-8	8	7	-7		7		8			
2019 BUILD TRAFFIC VOLUMES	0	1,034	87	212	1,644	0	49	0	128	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Maybank Highway & Wappoo Creek Drive

TRAFFIC CONTROL: Signalized

DATE COUNTED: Wednesday August 26, 2015

AM PEAK HOUR (8:00-9:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	43	1572	11	26	886	121	27	9	11	26	1	4
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	16	0	0	9	1	0	0	0	0	0	0
2016 TRAFFIC VOLUMES	43	1588	11	26	895	122	27	9	11	26	1	4
Years To Buildout (2019)	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	1	48	0	1	27	4	1	0	0	1	0	0
Vested Traffic		99			40							
2019 NO-BUILD TRAFFIC VOLUMES	45	1,735	11	27	962	126	28	9	11	27	1	4
New Project Traffic		88			31							
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	45	1,823	11	27	993	126	28	9	11	27	1	4

PM PEAK HOUR (4:15-5:15 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	30	929	32	25	1515	42	52	3	4	201	0	20
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	9	0	0	15	0	1	0	0	2	0	0
2016 TRAFFIC VOLUMES	30	938	32	25	1530	42	53	3	4	203	0	20
Years To Buildout (2019)	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	1	28	1	1	46	1	2	0	0	6	0	1
Vested Traffic		70			109							
2019 NO-BUILD TRAFFIC VOLUMES	31	1,037	33	26	1,686	44	54	3	4	209	0	21
New Project Traffic		61			96							
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	31	1,098	33	26	1,782	44	54	3	4	209	0	21

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Maybank Highway & Old Folly Road

TRAFFIC CONTROL: Signalized

DATE COUNTED: Tuesday August 25, 2015

AM PEAK HOUR (7:45-8:45 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	0	1151	250	0	642	0	239	0	2	0	0	0
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	12	3	0	6	0	2	0	0	0	0	0
2016 TRAFFIC VOLUMES	0	1163	253	0	648	0	241	0	2	0	0	0
Years To Buildout (2019)	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	35	8	0	20	0	7	0	0	0	0	0
Vested Traffic		66	33		27		13					
2019 NO-BUILD TRAFFIC VOLUMES	0	1,264	293	0	695	0	262	0	2	0	0	0
New Project Traffic		59	29		21		10					
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	1,323	322	0	716	0	272	0	2	0	0	0

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	0	859	283	0	1306	0	412	0	8	0	0	0
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	9	3	0	13	0	4	0	0	0	0	0
2016 TRAFFIC VOLUMES	0	868	286	0	1319	0	416	0	8	0	0	0
Years To Buildout (2019)	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	26	9	0	40	0	13	0	0	0	0	0
Vested Traffic		47	23		73		36					
2019 NO-BUILD TRAFFIC VOLUMES	0	941	317	0	1,432	0	465	0	8	0	0	0
New Project Traffic		41	20		64		32					
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	982	337	0	1,496	0	497	0	8	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Maybank Highway & Folly Road

TRAFFIC CONTROL: Signalized

DATE COUNTED: Tuesday August 25, 2015

AM PEAK HOUR (7:45-8:45 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	1296	1	0	5	1	11	0	1209	64	24	682	914
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	13	0	0	0	0	0	0	12	1	0	7	9
2016 TRAFFIC VOLUMES	1309	1	0	5	1	11	0	1221	65	24	689	923
Years To Buildout (2019)	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	40	0	0	0	0	0	0	37	2	1	21	28
Vested Traffic	66											27
2019 NO-BUILD TRAFFIC VOLUMES	1,415	1	0	5	1	11	0	1,258	67	25	710	978
New Project Traffic	59											21
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	1,474	1	0	5	1	11	0	1,258	67	25	710	999

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	1027	15	0	20	8	13	0	819	3	33	1963	1441
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	10	0	0	0	0	0	0	8	0	0	20	14
2016 TRAFFIC VOLUMES	1037	15	0	20	8	13	0	827	3	33	1983	1455
Years To Buildout (2019)	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	31	0	0	1	0	0	0	25	0	1	60	44
Vested Traffic	47											73
2019 NO-BUILD TRAFFIC VOLUMES	1,116	16	0	21	8	14	0	852	3	34	2,043	1,573
New Project Traffic	41											64
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	1,157	16	0	21	8	14	0	852	3	34	2,043	1,637

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Old Folly Road & Folly Road

TRAFFIC CONTROL: Signalized

DATE COUNTED: Wednesday August 26, 2015

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	0	0	277	0	0	0	264	1280	0	0	635	14
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	3	0	0	0	3	13	0	0	6	0
2016 TRAFFIC VOLUMES	0	0	280	0	0	0	267	1293	0	0	641	14
Years To Buildout (2019)	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	8	0	0	0	8	39	0	0	19	0
Vested Traffic			33				13					
2019 NO-BUILD TRAFFIC VOLUMES	0	0	321	0	0	0	288	1,332	0	0	661	15
New Project Traffic			29				10					
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	0	350	0	0	0	298	1,332	0	0	661	15

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2015 TRAFFIC VOLUMES	0	0	372	0	0	0	513	811	0	0	1380	21
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	4	0	0	0	5	8	0	0	14	0
2016 TRAFFIC VOLUMES	0	0	376	0	0	0	518	819	0	0	1394	21
Years To Buildout (2019)	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	11	0	0	0	16	25	0	0	42	1
Vested Traffic			23				36					
2019 NO-BUILD TRAFFIC VOLUMES	0	0	410	0	0	0	570	844	0	0	1,436	22
New Project Traffic			20				32					
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	0	430	0	0	0	602	844	0	0	1,436	22

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Fleming Road & Project Driveway

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2016 TRAFFIC VOLUMES								99			59	
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	1	0	0	1	0
2016 TRAFFIC VOLUMES	0	0	0	0	0	0	0	100	0	0	60	0
Years To Buildout (2019)	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	3	0	0	2	0
Vested Traffic						37				5		
2019 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	37	0	103	0	5	61	0
New Project Traffic						19						
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	0	0	0	0	56	0	103	0	5	61	0

PM PEAK HOUR (4:15-5:15 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2016 TRAFFIC VOLUMES								100			105	
Years To Current (2016)	1	1	1	1	1	1	1	1	1	1	1	1
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	1	0	0	1	0
2016 TRAFFIC VOLUMES	0	0	0	0	0	0	0	101	0	0	106	0
Years To Buildout (2019)	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	3	0	0	3	0
Vested Traffic						20				17		
2019 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	20	0	104	0	17	109	0
New Project Traffic						13						
Pass-By Project Traffic												
2019 BUILD TRAFFIC VOLUMES	0	0	0	0	0	33	0	104	0	17	109	0

Appendix D

Analysis Worksheets (2016 Existing Conditions)

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1671	26	33	664	17	83
Future Vol, veh/h	1671	26	33	664	17	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1857	29	37	738	19	92

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1886
Stage 1	-	-	1871
Stage 2	-	-	442
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	314
Stage 1	-	-	107
Stage 2	-	-	615
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	314
Mov Cap-2 Maneuver	-	-	88
Stage 1	-	-	107
Stage 2	-	-	543

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	44.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	197	-	-	314	-
HCM Lane V/C Ratio	0.564	-	-	0.117	-
HCM Control Delay (s)	44.6	-	-	18	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	3	-	-	0.4	-

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	100	0	0	60
Future Vol, veh/h	0	0	100	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	111	0	0	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	178	111	0	0	111	0
Stage 1	111	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	812	942	-	-	1479	-
Stage 1	914	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	812	942	-	-	1479	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	956	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1479
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1642	0	0	926	0	0
Future Vol, veh/h	1642	0	0	926	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	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1824	0	0	1029	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1824
Stage 1	-	-	1824
Stage 2	-	-	514
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	332
Stage 1	-	-	114
Stage 2	-	-	565
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	332
Mov Cap-2 Maneuver	-	-	94
Stage 1	-	-	114
Stage 2	-	-	565

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	332	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1588	11	26	895	122	27	9	11	26	1	4
Future Volume (veh/h)	43	1588	11	26	895	122	27	9	11	26	1	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	47	1726	12	28	973	133	29	10	12	28	1	4
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	2386	17	246	2344	1049	181	41	32	275	7	141
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	508	3603	25	277	3539	1583	718	464	364	1443	82	1583
Grp Volume(v), veh/h	47	847	891	28	973	133	51	0	0	29	0	4
Grp Sat Flow(s),veh/h/ln	508	1770	1858	277	1770	1583	1546	0	0	1526	0	1583
Q Serve(g_s), s	2.3	15.0	15.0	3.5	6.2	1.5	0.7	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	8.5	15.0	15.0	18.5	6.2	1.5	1.4	0.0	0.0	0.7	0.0	0.1
Prop In Lane	1.00		0.01	1.00		1.00	0.57		0.24	0.97		1.00
Lane Grp Cap(c), veh/h	420	1172	1231	246	2344	1049	255	0	0	283	0	141
V/C Ratio(X)	0.11	0.72	0.72	0.11	0.42	0.13	0.20	0.00	0.00	0.10	0.00	0.03
Avail Cap(c_a), veh/h	420	1172	1231	246	2345	1049	622	0	0	621	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	5.3	5.3	11.3	3.8	3.0	20.7	0.0	0.0	20.4	0.0	20.1
Incr Delay (d2), s/veh	0.1	2.2	2.1	0.2	0.1	0.1	0.4	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.8	8.2	0.3	3.0	0.6	0.7	0.0	0.0	0.4	0.0	0.1
LnGrp Delay(d),s/veh	5.9	7.5	7.4	11.5	3.9	3.1	21.0	0.0	0.0	20.5	0.0	20.2
LnGrp LOS	A	A	A	B	A	A	C			C		C
Approach Vol, veh/h		1785			1134			51				33
Approach Delay, s/veh		7.4			4.0			21.0				20.5
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.3		38.0		10.3		38.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		32.0		16.0		32.0				
Max Q Clear Time (g_c+I1), s		2.7		20.5		3.4		17.0				
Green Ext Time (p_c), s		0.9		11.4		0.9		15.0				
Intersection Summary												
HCM 2010 Ctrl Delay				6.5								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
5: Old Folly Rd & Maybank Hwy

2016 Existing Conditions
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑			↑↑	↑↑			
Traffic Volume (veh/h)	1163	253	0	648	241	2		
Future Volume (veh/h)	1163	253	0	648	241	2		
Number	8	18	7	4	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900		
Adj Flow Rate, veh/h	1199	261	0	668	250	0		
Adj No. of Lanes	2	0	0	2	2	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	0	2	2	0		
Cap, veh/h	1851	399	0	2261	427	194		
Arrive On Green	0.64	0.64	0.00	0.64	0.12	0.00		
Sat Flow, veh/h	2990	625	0	3725	3548	1615		
Grp Volume(v), veh/h	728	732	0	668	250	0		
Grp Sat Flow(s),veh/h/ln	1770	1752	0	1770	1774	1615		
Q Serve(g_s), s	12.6	12.9	0.0	4.2	3.3	0.0		
Cycle Q Clear(g_c), s	12.6	12.9	0.0	4.2	3.3	0.0		
Prop In Lane		0.36	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1131	1120	0	2261	427	194		
V/C Ratio(X)	0.64	0.65	0.00	0.30	0.59	0.00		
Avail Cap(c_a), veh/h	1136	1125	0	2273	1139	518		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	5.5	5.6	0.0	4.0	20.7	0.0		
Incr Delay (d2), s/veh	1.2	1.4	0.0	0.1	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.3	6.5	0.0	2.0	1.7	0.0		
LnGrp Delay(d),s/veh	6.8	6.9	0.0	4.1	22.0	0.0		
LnGrp LOS	A	A		A	C			
Approach Vol, veh/h	1460			668	250			
Approach Delay, s/veh	6.9			4.1	22.0			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				37.8		12.0		37.8
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				32.0		16.0		32.0
Max Q Clear Time (g_c+11), s				6.2		5.3		14.9
Green Ext Time (p_c), s				25.5		0.7		16.9
Intersection Summary								
HCM 2010 Ctrl Delay				7.7				
HCM 2010 LOS				A				
Notes								

HCM 2010 Signalized Intersection Summary
6: Maybank Hwy/Country Club Dr. & Folly Rd

2016 Existing Conditions
AM Peak Hour

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↘	↑↑	↗	↘	↖		↘	↑	↗
Traffic Volume (veh/h)	0	1221	65	24	689	923	1309	1	0	5	1	11
Future Volume (veh/h)	0	1221	65	24	689	923	1309	1	0	5	1	11
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	0	1285	68	25	725	972	1379	0	0	5	1	0
Adj No. of Lanes	0	2	0	1	2	1	2	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	1366	72	104	1646	1349	1372	720	0	11	11	10
Arrive On Green	0.00	0.40	0.40	0.02	0.47	0.47	0.39	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	0	3513	181	1774	3539	1583	3548	1863	0	1774	1863	1583
Grp Volume(v), veh/h	0	664	689	25	725	972	1379	0	0	5	1	0
Grp Sat Flow(s),veh/h/ln	0	1770	1831	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.0	45.7	45.9	1.0	17.5	29.8	49.0	0.0	0.0	0.4	0.1	0.0
Cycle Q Clear(g_c), s	0.0	45.7	45.9	1.0	17.5	29.8	49.0	0.0	0.0	0.4	0.1	0.0
Prop In Lane	0.00		0.10	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	707	731	104	1646	1349	1372	720	0	11	11	10
V/C Ratio(X)	0.00	0.94	0.94	0.24	0.44	0.72	1.00	0.00	0.00	0.47	0.09	0.00
Avail Cap(c_a), veh/h	0	707	731	198	1732	1387	1372	720	0	224	235	200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	36.6	36.6	30.3	22.8	3.6	38.8	0.0	0.0	62.8	62.6	0.0
Incr Delay (d2), s/veh	0.0	20.5	20.5	1.2	0.2	1.8	25.5	0.0	0.0	28.8	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.3	27.3	0.5	8.6	34.4	28.7	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	57.1	57.1	31.4	23.0	5.4	64.3	0.0	0.0	91.5	66.0	0.0
LnGrp LOS		E	E	C	C	A	F			F	E	
Approach Vol, veh/h		1353			1722			1379			6	
Approach Delay, s/veh		57.1			13.2			64.3			87.3	
Approach LOS		E			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.9		6.8	8.3	56.6		55.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		62.0		16.0	9.0	47.0		49.0				
Max Q Clear Time (g_c+11), s		31.8		2.4	3.0	47.9		51.0				
Green Ext Time (p_c), s		27.1		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				42.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
7: Folly Rd & Old Folly Rd

2016 Existing Conditions
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		↗	↖	↑↑	↑↑	↗		
Traffic Volume (veh/h)	0	280	267	1293	641	14		
Future Volume (veh/h)	0	280	267	1293	641	14		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	0	292	278	1347	668	0		
Adj No. of Lanes	0	1	1	2	2	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	743	2949	1967	880		
Arrive On Green	0.00	0.00	0.11	0.83	0.56	0.00		
Sat Flow, veh/h	0		1774	3632	3632	1583		
Grp Volume(v), veh/h	0.0		278	1347	668	0		
Grp Sat Flow(s),veh/h/ln			1774	1770	1770	1583		
Q Serve(g_s), s			1.9	3.7	3.7	0.0		
Cycle Q Clear(g_c), s			1.9	3.7	3.7	0.0		
Prop In Lane			1.00			1.00		
Lane Grp Cap(c), veh/h			743	2949	1967	880		
V/C Ratio(X)			0.37	0.46	0.34	0.00		
Avail Cap(c_a), veh/h			990	3146	1967	880		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh			2.4	0.8	4.4	0.0		
Incr Delay (d2), s/veh			0.3	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.8	1.7	1.8	0.0		
LnGrp Delay(d),s/veh			2.7	0.9	4.5	0.0		
LnGrp LOS			A	A	A			
Approach Vol, veh/h				1625	668			
Approach Delay, s/veh				1.2	4.5			
Approach LOS				A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	6.0	26.0				36.0		
Change Period (Y+Rc), s	6.0	6.0				6.0		
Max Green Setting (Gmax), s	6.0	17.0				32.0		
Max Q Clear Time (g_c+1), s	6.0	5.7				5.7		
Green Ext Time (p_c), s	0.4	11.1				24.3		
Intersection Summary								
HCM 2010 Ctrl Delay			2.2					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	914	37	69	1479	46	55
Future Vol, veh/h	914	37	69	1479	46	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1016	41	77	1643	51	61

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1057
Stage 1	-	-	1036
Stage 2	-	-	975
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	655
Stage 1	-	-	303
Stage 2	-	-	326
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	655
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	303
Stage 2	-	-	288

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	31
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	248	-	-	655	-
HCM Lane V/C Ratio	0.453	-	-	0.117	-
HCM Control Delay (s)	31	-	-	11.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.2	-	-	0.4	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	0	101	0	0	106
Future Vol, veh/h	0	0	101	0	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	112	0	0	118

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	112	0	0	112	0
Stage 1	112	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	758	941	-	-	1478	-
Stage 1	913	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	941	-	-	1478	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	907	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1478
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1001	0	0	1603	0	0
Future Vol, veh/h	1001	0	0	1603	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	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1112	0	0	1781	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1112
Stage 1	-	-	1112
Stage 2	-	-	891
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	624
Stage 1	-	-	276
Stage 2	-	-	361
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	624
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	276
Stage 2	-	-	361

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	624	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

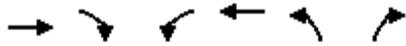
HCM 2010 Signalized Intersection Summary
 4: Harris Teeter Shopping Center/Wappoo Creek Dr. & Maybank Hwy

2016 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	938	32	25	1530	42	53	3	4	203	0	20
Future Volume (veh/h)	30	938	32	25	1530	42	53	3	4	203	0	20
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	33	1020	35	27	1663	46	58	3	4	221	0	22
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1966	67	331	1993	892	255	14	10	485	0	357
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	285	3491	120	533	3539	1583	600	64	43	1586	0	1583
Grp Volume(v), veh/h	33	517	538	27	1663	46	65	0	0	221	0	22
Grp Sat Flow(s),veh/h/ln	285	1770	1842	533	1770	1583	707	0	0	1586	0	1583
Q Serve(g_s), s	6.1	10.2	10.2	1.9	22.0	0.7	2.1	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	28.1	10.2	10.2	12.1	22.0	0.7	8.8	0.0	0.0	6.7	0.0	0.6
Prop In Lane	1.00		0.07	1.00		1.00	0.89		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	177	997	1037	331	1993	892	279	0	0	485	0	357
V/C Ratio(X)	0.19	0.52	0.52	0.08	0.83	0.05	0.23	0.00	0.00	0.46	0.00	0.06
Avail Cap(c_a), veh/h	177	997	1037	331	1993	892	358	0	0	563	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	7.7	7.7	11.4	10.2	5.6	22.7	0.0	0.0	19.6	0.0	17.3
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.1	3.2	0.0	0.4	0.0	0.0	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.0	5.2	0.3	11.5	0.3	1.0	0.0	0.0	3.2	0.0	0.3
LnGrp Delay(d),s/veh	22.3	8.1	8.1	11.5	13.5	5.6	23.1	0.0	0.0	20.3	0.0	17.3
LnGrp LOS	C	A	A	B	B	A	C			C		B
Approach Vol, veh/h		1088			1736			65			243	
Approach Delay, s/veh		8.6			13.2			23.1			20.0	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		38.0		18.8		38.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		32.0		16.0		32.0				
Max Q Clear Time (g_c+I1), s		8.7		24.0		10.8		30.1				
Green Ext Time (p_c), s		2.7		8.0		2.0		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay				12.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
5: Old Folly Rd & Maybank Hwy

2016 Existing Conditions
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑			↑↑	↑↑			
Traffic Volume (veh/h)	868	286	0	1319	416	8		
Future Volume (veh/h)	868	286	0	1319	416	8		
Number	8	18	7	4	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900		
Adj Flow Rate, veh/h	886	292	0	1346	431	0		
Adj No. of Lanes	2	0	0	2	2	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		
Percent Heavy Veh, %	2	2	0	2	2	0		
Cap, veh/h	1487	489	0	2009	639	291		
Arrive On Green	0.57	0.57	0.00	0.57	0.18	0.00		
Sat Flow, veh/h	2712	861	0	3725	3548	1615		
Grp Volume(v), veh/h	598	580	0	1346	431	0		
Grp Sat Flow(s),veh/h/ln	1770	1711	0	1770	1774	1615		
Q Serve(g_s), s	10.5	10.5	0.0	12.6	5.4	0.0		
Cycle Q Clear(g_c), s	10.5	10.5	0.0	12.6	5.4	0.0		
Prop In Lane		0.50	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1004	971	0	2009	639	291		
V/C Ratio(X)	0.60	0.60	0.00	0.67	0.67	0.00		
Avail Cap(c_a), veh/h	1005	972	0	2011	1194	544		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	6.7	6.7	0.0	7.2	18.2	0.0		
Incr Delay (d2), s/veh	1.0	1.0	0.0	0.9	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.2	5.1	0.0	6.2	2.7	0.0		
LnGrp Delay(d),s/veh	7.7	7.7	0.0	8.0	19.4	0.0		
LnGrp LOS	A	A		A	B			
Approach Vol, veh/h	1178			1346	431			
Approach Delay, s/veh	7.7			8.0	19.4			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				33.0		14.6		33.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				27.0		16.0		27.0
Max Q Clear Time (g_c+1), s				14.6		7.4		12.5
Green Ext Time (p_c), s				12.4		1.2		14.4
Intersection Summary								
HCM 2010 Ctrl Delay			9.6					
HCM 2010 LOS			A					
Notes								

HCM 2010 Signalized Intersection Summary
6: Maybank Hwy/Country Club Dr. & Folly Rd

2016 Existing Conditions
PM Peak Hour

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↘	↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	0	827	3	33	1983	1455	1037	15	0	20	8	13
Future Volume (veh/h)	0	827	3	33	1983	1455	1037	15	0	20	8	13
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	0	861	3	34	2066	1516	1091	0	0	21	8	0
Adj No. of Lanes	0	2	0	1	2	1	2	1	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	1736	6	295	1936	1335	1051	552	0	35	37	31
Arrive On Green	0.00	0.48	0.48	0.02	0.55	0.55	0.30	0.00	0.00	0.02	0.02	0.00
Sat Flow, veh/h	0	3711	13	1774	3539	1583	3548	1863	0	1774	1863	1583
Grp Volume(v), veh/h	0	421	443	34	2066	1516	1091	0	0	21	8	0
Grp Sat Flow(s),veh/h/ln	0	1770	1861	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.0	21.4	21.4	1.2	72.0	72.0	39.0	0.0	0.0	1.5	0.6	0.0
Cycle Q Clear(g_c), s	0.0	21.4	21.4	1.2	72.0	72.0	39.0	0.0	0.0	1.5	0.6	0.0
Prop In Lane	0.00		0.01	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	849	893	295	1936	1335	1051	552	0	35	37	31
V/C Ratio(X)	0.00	0.50	0.50	0.12	1.07	1.14	1.04	0.00	0.00	0.60	0.22	0.00
Avail Cap(c_a), veh/h	0	849	893	378	1936	1335	1051	552	0	216	226	192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.4	23.4	17.9	29.8	7.3	46.3	0.0	0.0	64.0	63.5	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.2	41.1	70.6	38.0	0.0	0.0	15.0	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	11.1	0.6	46.0	74.4	24.5	0.0	0.0	0.9	0.3	0.0
LnGrp Delay(d),s/veh	0.0	23.8	23.8	18.0	70.9	77.9	84.3	0.0	0.0	79.0	66.4	0.0
LnGrp LOS		C	C	B	F	F	F			E	E	
Approach Vol, veh/h		864			3616			1091			29	
Approach Delay, s/veh		23.8			73.3			84.3			75.5	
Approach LOS		C			E			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		78.0		8.6	8.8	69.2		45.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		72.0		16.0	9.0	57.0		39.0				
Max Q Clear Time (g_c+11), s		74.0		3.5	3.2	23.4		41.0				
Green Ext Time (p_c), s		0.0		0.1	0.0	33.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				67.8								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
7: Folly Rd & Old Folly Rd

2016 Existing Conditions
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		↗	↖	↑↑	↑↑	↘		
Traffic Volume (veh/h)	0	376	518	819	1394	21		
Future Volume (veh/h)	0	376	518	819	1394	21		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	0	388	534	844	1437	0		
Adj No. of Lanes	0	1	1	2	2	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	602	3198	2131	953		
Arrive On Green	0.00	0.00	0.21	0.90	0.60	0.00		
Sat Flow, veh/h	0		1774	3632	3632	1583		
Grp Volume(v), veh/h	0.0		534	844	1437	0		
Grp Sat Flow(s),veh/h/ln			1774	1770	1770	1583		
Q Serve(g_s), s			9.4	1.9	16.9	0.0		
Cycle Q Clear(g_c), s			9.4	1.9	16.9	0.0		
Prop In Lane			1.00			1.00		
Lane Grp Cap(c), veh/h			602	3198	2131	953		
V/C Ratio(X)			0.89	0.26	0.67	0.00		
Avail Cap(c_a), veh/h			836	3524	2131	953		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh			14.5	0.4	8.3	0.0		
Incr Delay (d2), s/veh			8.7	0.0	0.9	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			10.1	0.8	8.4	0.0		
LnGrp Delay(d),s/veh			23.2	0.4	9.2	0.0		
LnGrp LOS			C	A	A			
Approach Vol, veh/h				1378	1437			
Approach Delay, s/veh				9.2	9.2			
Approach LOS				A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	18.8	43.5				62.3		
Change Period (Y+Rc), s	6.0	6.0				6.0		
Max Green Setting (Gmax), s	21.0	35.0				62.0		
Max Q Clear Time (g_c+I1), s	18.9	18.9				3.9		
Green Ext Time (p_c), s	1.4	15.9				52.4		
Intersection Summary								
HCM 2010 Ctrl Delay			9.2					
HCM 2010 LOS			A					

Appendix E

Analysis Worksheets (2019 No Build Conditions)

Intersection

Int Delay, s/veh 6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1746	32	34	719	35	105
Future Vol, veh/h	1746	32	34	719	35	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1940	36	38	799	39	117

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1976
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	-	-	289
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	289
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	118.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	-	-	289	-
HCM Lane V/C Ratio	0.966	-	-	0.131	-
HCM Control Delay (s)	118.6	-	-	19.3	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	7.3	-	-	0.4	-

Notes

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

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	37	103	0	5	61
Future Vol, veh/h	0	37	103	0	5	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	114	0	6	68

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	193	114	0
Stage 1	114	-	-
Stage 2	79	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	796	939	1475
Stage 1	911	-	-
Stage 2	944	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	793	939	1475
Mov Cap-2 Maneuver	793	-	-
Stage 1	911	-	-
Stage 2	940	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	939	1475
HCM Lane V/C Ratio	-	-	0.044	0.004
HCM Control Delay (s)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1712	25	40	954	35	79
Future Vol, veh/h	1712	25	40	954	35	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1902	28	44	1060	39	88

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1930
Stage 1	-	-	1916
Stage 2	-	-	619
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	301
Stage 1	-	-	101
Stage 2	-	-	499
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	301
Mov Cap-2 Maneuver	-	-	80
Stage 1	-	-	101
Stage 2	-	-	426

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	44.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	80	255	-	-	301	-
HCM Lane V/C Ratio	0.486	0.344	-	-	0.148	-
HCM Control Delay (s)	86.7	26.4	-	-	19	-
HCM Lane LOS	F	D	-	-	C	-
HCM 95th %tile Q(veh)	2	1.5	-	-	0.5	-

Notes

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1735	11	27	962	126	28	9	11	27	1	4
Future Volume (veh/h)	45	1735	11	27	962	126	28	9	11	27	1	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	49	1886	12	29	1046	137	30	10	12	29	1	4
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	2489	16	217	2443	1093	167	39	30	257	7	136
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	472	3605	23	237	3539	1583	715	459	352	1461	78	1583
Grp Volume(v), veh/h	49	925	973	29	1046	137	52	0	0	30	0	4
Grp Sat Flow(s),veh/h/ln	472	1770	1859	237	1770	1583	1526	0	0	1539	0	1583
Q Serve(g_s), s	2.7	18.2	18.2	4.9	7.0	1.6	0.9	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	9.7	18.2	18.2	23.1	7.0	1.6	1.7	0.0	0.0	0.8	0.0	0.1
Prop In Lane	1.00		0.01	1.00		1.00	0.58		0.23	0.97		1.00
Lane Grp Cap(c), veh/h	399	1222	1283	217	2443	1093	237	0	0	264	0	136
V/C Ratio(X)	0.12	0.76	0.76	0.13	0.43	0.13	0.22	0.00	0.00	0.11	0.00	0.03
Avail Cap(c_a), veh/h	399	1222	1283	217	2444	1093	560	0	0	561	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.8	5.4	5.4	12.9	3.6	2.8	23.1	0.0	0.0	22.8	0.0	22.5
Incr Delay (d2), s/veh	0.1	2.8	2.7	0.3	0.1	0.1	0.5	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.4	9.9	0.3	3.4	0.7	0.8	0.0	0.0	0.4	0.0	0.1
LnGrp Delay(d),s/veh	5.9	8.1	8.1	13.2	3.8	2.9	23.6	0.0	0.0	23.0	0.0	22.5
LnGrp LOS	A	A	A	B	A	A	C			C		C
Approach Vol, veh/h		1947			1212			52				34
Approach Delay, s/veh		8.0			3.9			23.6				22.9
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.6		43.0		10.6		43.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		37.0		16.0		37.0				
Max Q Clear Time (g_c+I1), s		2.8		25.1		3.7		20.2				
Green Ext Time (p_c), s		0.9		11.9		0.9		16.8				
Intersection Summary												
HCM 2010 Ctrl Delay			6.9									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
5: Old Folly Rd & Maybank Hwy

2019 No Build Conditions
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑			↑↑	↑↑			
Traffic Volume (veh/h)	1264	293	0	695	262	2		
Future Volume (veh/h)	1264	293	0	695	262	2		
Number	8	18	7	4	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900		
Adj Flow Rate, veh/h	1331	308	0	732	278	0		
Adj No. of Lanes	2	0	0	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	0	2	2	0		
Cap, veh/h	1816	413	0	2242	456	208		
Arrive On Green	0.63	0.63	0.00	0.63	0.13	0.00		
Sat Flow, veh/h	2959	651	0	3725	3548	1615		
Grp Volume(v), veh/h	813	826	0	732	278	0		
Grp Sat Flow(s),veh/h/ln	1770	1748	0	1770	1774	1615		
Q Serve(g_s), s	15.7	16.6	0.0	4.8	3.7	0.0		
Cycle Q Clear(g_c), s	15.7	16.6	0.0	4.8	3.7	0.0		
Prop In Lane		0.37	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1121	1107	0	2242	456	208		
V/C Ratio(X)	0.72	0.75	0.00	0.33	0.61	0.00		
Avail Cap(c_a), veh/h	1123	1109	0	2245	1125	512		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	6.3	6.4	0.0	4.3	20.8	0.0		
Incr Delay (d2), s/veh	2.4	2.8	0.0	0.1	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.2	8.7	0.0	2.4	1.9	0.0		
LnGrp Delay(d),s/veh	8.6	9.2	0.0	4.4	22.1	0.0		
LnGrp LOS	A	A		A	C			
Approach Vol, veh/h	1639			732	278			
Approach Delay, s/veh	8.9			4.4	22.1			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.0		12.5		38.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				32.0		16.0		32.0
Max Q Clear Time (g_c+11), s				6.8		5.7		18.6
Green Ext Time (p_c), s				25.0		0.8		13.4
Intersection Summary								
HCM 2010 Ctrl Delay			9.0					
HCM 2010 LOS			A					
Notes								

HCM 2010 Signalized Intersection Summary
6: Maybank Hwy/Country Club Dr. & Folly Rd

2019 No Build Conditions
AM Peak Hour



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↔	↑↑	↔	↔	↔		↔	↑	↔
Traffic Volume (veh/h)	0	1258	67	25	710	978	1415	1	0	5	1	11
Future Volume (veh/h)	0	1258	67	25	710	978	1415	1	0	5	1	11
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	0	1324	71	26	747	1029	1490	0	0	5	1	0
Adj No. of Lanes	0	2	0	1	2	1	2	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	1338	72	93	1621	1349	1399	734	0	11	11	10
Arrive On Green	0.00	0.39	0.39	0.02	0.46	0.46	0.39	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	0	3510	183	1774	3539	1583	3548	1863	0	1774	1863	1583
Grp Volume(v), veh/h	0	685	710	26	747	1029	1490	0	0	5	1	0
Grp Sat Flow(s),veh/h/ln	0	1770	1830	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.0	48.7	48.9	1.1	18.4	34.8	50.0	0.0	0.0	0.4	0.1	0.0
Cycle Q Clear(g_c), s	0.0	48.7	48.9	1.1	18.4	34.8	50.0	0.0	0.0	0.4	0.1	0.0
Prop In Lane	0.00		0.10	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	693	717	93	1621	1349	1399	734	0	11	11	10
V/C Ratio(X)	0.00	0.99	0.99	0.28	0.46	0.76	1.07	0.00	0.00	0.47	0.09	0.00
Avail Cap(c_a), veh/h	0	693	717	185	1702	1386	1399	734	0	224	235	200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	38.3	38.4	31.7	23.6	4.0	38.4	0.0	0.0	62.8	62.7	0.0
Incr Delay (d2), s/veh	0.0	31.0	31.2	1.6	0.2	2.5	43.6	0.0	0.0	28.8	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	29.7	30.9	0.6	9.0	36.7	32.7	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	69.3	69.6	33.3	23.8	6.5	82.0	0.0	0.0	91.6	66.1	0.0
LnGrp LOS		E	E	C	C	A	F			F	E	
Approach Vol, veh/h		1395			1802			1490			6	
Approach Delay, s/veh		69.4			14.0			82.0			87.3	
Approach LOS		E			B			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.1		6.8	8.4	55.7		56.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		61.0		16.0	9.0	46.0		50.0				
Max Q Clear Time (g_c+11), s		36.8		2.4	3.1	50.9		52.0				
Green Ext Time (p_c), s		21.3		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				52.2								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary
7: Folly Rd & Old Folly Rd

2019 No Build Conditions
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		↗	↖	↑↑	↑↑	↖		
Traffic Volume (veh/h)	0	321	288	1332	661	15		
Future Volume (veh/h)	0	321	288	1332	661	15		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	0	338	303	1402	696	0		
Adj No. of Lanes	0	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	737	2952	1946	871		
Arrive On Green	0.00	0.00	0.12	0.83	0.55	0.00		
Sat Flow, veh/h	0		1774	3632	3632	1583		
Grp Volume(v), veh/h	0.0		303	1402	696	0		
Grp Sat Flow(s),veh/h/ln			1774	1770	1770	1583		
Q Serve(g_s), s			2.1	3.9	4.0	0.0		
Cycle Q Clear(g_c), s			2.1	3.9	4.0	0.0		
Prop In Lane			1.00			1.00		
Lane Grp Cap(c), veh/h			737	2952	1946	871		
V/C Ratio(X)			0.41	0.47	0.36	0.00		
Avail Cap(c_a), veh/h			968	3130	1946	871		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh			2.5	0.8	4.6	0.0		
Incr Delay (d2), s/veh			0.4	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			0.9	1.8	2.0	0.0		
LnGrp Delay(d),s/veh			2.9	0.9	4.7	0.0		
LnGrp LOS			A	A	A			
Approach Vol, veh/h				1705	696			
Approach Delay, s/veh				1.3	4.7			
Approach LOS				A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	30.3	25.9				36.2		
Change Period (Y+Rc), s	6.0	6.0				6.0		
Max Green Setting (Gmax), s	17.0					32.0		
Max Q Clear Time (g_c+I), s	6.0					5.9		
Green Ext Time (p_c), s	0.4	10.9				24.3		
Intersection Summary								
HCM 2010 Ctrl Delay			2.3					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	989	56	71	1558	57	67
Future Vol, veh/h	989	56	71	1558	57	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1099	62	79	1731	63	74

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1161
Stage 1	-	-	1130
Stage 2	-	-	1023
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	-	597	~ 41
Stage 1	-	-	270
Stage 2	-	-	308
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	597	~ 36
Mov Cap-2 Maneuver	-	-	139
Stage 1	-	-	270
Stage 2	-	-	267

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	44.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	-	-	597	-
HCM Lane V/C Ratio	0.618	-	-	0.132	-
HCM Control Delay (s)	44.2	-	-	11.9	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	3.6	-	-	0.5	-

Notes

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

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	20	104	0	17	109
Future Vol, veh/h	0	20	104	0	17	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	116	0	19	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	275	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	715	936	-	-	1473	-
Stage 1	909	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	936	-	-	1473	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.9		0		1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	936	1473
HCM Lane V/C Ratio	-	-	0.024	0.013
HCM Control Delay (s)	-	-	8.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1042	47	109	1651	35	59
Future Vol, veh/h	1042	47	109	1651	35	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1158	52	121	1834	39	66

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	2343
Stage 1	-	-	1184
Stage 2	-	-	1159
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	-	572	~ 30
Stage 1	-	-	253
Stage 2	-	-	261
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	572	~ 24
Mov Cap-2 Maneuver	-	-	114
Stage 1	-	-	253
Stage 2	-	-	206

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	28.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	114	441	-	-	572	-
HCM Lane V/C Ratio	0.341	0.149	-	-	0.212	-
HCM Control Delay (s)	52.1	14.6	-	-	13	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.4	0.5	-	-	0.8	-

Notes

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1037	33	26	1686	44	54	3	4	209	0	21
Future Volume (veh/h)	31	1037	33	26	1686	44	54	3	4	209	0	21
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	34	1127	36	28	1833	48	59	3	4	227	0	23
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	1964	63	296	1986	888	255	14	10	490	0	362
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	241	3501	112	481	3539	1583	592	62	42	1590	0	1583
Grp Volume(v), veh/h	34	570	593	28	1833	48	66	0	0	227	0	23
Grp Sat Flow(s),veh/h/ln	241	1770	1843	481	1770	1583	695	0	0	1590	0	1583
Q Serve(g_s), s	5.1	11.9	11.9	2.3	26.9	0.8	2.2	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	32.0	11.9	11.9	14.2	26.9	0.8	9.1	0.0	0.0	6.9	0.0	0.6
Prop In Lane	1.00		0.06	1.00		1.00	0.89		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	148	993	1034	296	1986	888	279	0	0	490	0	362
V/C Ratio(X)	0.23	0.57	0.57	0.09	0.92	0.05	0.24	0.00	0.00	0.46	0.00	0.06
Avail Cap(c_a), veh/h	148	993	1034	296	1986	888	352	0	0	562	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	8.1	8.1	12.7	11.4	5.7	22.8	0.0	0.0	19.6	0.0	17.2
Incr Delay (d2), s/veh	0.8	0.8	0.8	0.1	7.8	0.0	0.4	0.0	0.0	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.9	6.2	0.3	14.9	0.3	1.0	0.0	0.0	3.2	0.0	0.3
LnGrp Delay(d),s/veh	27.7	8.9	8.9	12.8	19.2	5.7	23.2	0.0	0.0	20.3	0.0	17.3
LnGrp LOS	C	A	A	B	B	A	C			C		B
Approach Vol, veh/h		1197			1909			66			250	
Approach Delay, s/veh		9.4			18.8			23.2			20.0	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		38.0		19.0		38.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		32.0		16.0		32.0				
Max Q Clear Time (g_c+I1), s		8.9		28.9		11.1		34.0				
Green Ext Time (p_c), s		2.7		3.1		1.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				15.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
5: Old Folly Rd & Maybank Hwy

2019 No Build Conditions
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑			↑↑	↑↑			
Traffic Volume (veh/h)	941	317	0	1432	465	8		
Future Volume (veh/h)	941	317	0	1432	465	8		
Number	8	18	7	4	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900		
Adj Flow Rate, veh/h	991	334	0	1507	496	0		
Adj No. of Lanes	2	0	0	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	0	2	2	0		
Cap, veh/h	1534	513	0	2084	676	308		
Arrive On Green	0.59	0.59	0.00	0.59	0.19	0.00		
Sat Flow, veh/h	2700	872	0	3725	3548	1615		
Grp Volume(v), veh/h	670	655	0	1507	496	0		
Grp Sat Flow(s),veh/h/ln	1770	1709	0	1770	1774	1615		
Q Serve(g_s), s	13.6	13.9	0.0	16.6	7.1	0.0		
Cycle Q Clear(g_c), s	13.6	13.9	0.0	16.6	7.1	0.0		
Prop In Lane		0.51	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1042	1006	0	2084	676	308		
V/C Ratio(X)	0.64	0.65	0.00	0.72	0.73	0.00		
Avail Cap(c_a), veh/h	1042	1006	0	2084	1045	476		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	7.4	7.4	0.0	8.0	20.7	0.0		
Incr Delay (d2), s/veh	1.4	1.5	0.0	1.3	1.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.9	6.8	0.0	8.3	3.6	0.0		
LnGrp Delay(d),s/veh	8.8	8.9	0.0	9.3	22.3	0.0		
LnGrp LOS	A	A		A	C			
Approach Vol, veh/h	1325			1507	496			
Approach Delay, s/veh	8.9			9.3	22.3			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.0		16.3		38.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				32.0		16.0		32.0
Max Q Clear Time (g_c+1), s				18.6		9.1		15.9
Green Ext Time (p_c), s				13.4		1.2		16.1
Intersection Summary								
HCM 2010 Ctrl Delay				11.0				
HCM 2010 LOS				B				
Notes								

HCM 2010 Signalized Intersection Summary
6: Maybank Hwy/Country Club Dr. & Folly Rd

2019 No Build Conditions
PM Peak Hour



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↖	↑↑	↗	↖	↗		↖	↑	↗
Traffic Volume (veh/h)	0	852	3	34	2043	1573	1116	16	0	21	8	14
Future Volume (veh/h)	0	852	3	34	2043	1573	1116	16	0	21	8	14
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	0	897	3	36	2151	1656	1187	0	0	22	8	0
Adj No. of Lanes	0	2	0	1	2	1	2	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	1706	6	277	1909	1335	1078	566	0	36	38	32
Arrive On Green	0.00	0.47	0.47	0.02	0.54	0.54	0.30	0.00	0.00	0.02	0.02	0.00
Sat Flow, veh/h	0	3711	12	1774	3539	1583	3548	1863	0	1774	1863	1583
Grp Volume(v), veh/h	0	439	461	36	2151	1656	1187	0	0	22	8	0
Grp Sat Flow(s),veh/h/ln	0	1770	1861	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.0	22.9	22.9	1.3	71.0	71.0	40.0	0.0	0.0	1.6	0.6	0.0
Cycle Q Clear(g_c), s	0.0	22.9	22.9	1.3	71.0	71.0	40.0	0.0	0.0	1.6	0.6	0.0
Prop In Lane	0.00		0.01	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	834	877	277	1909	1335	1078	566	0	36	38	32
V/C Ratio(X)	0.00	0.53	0.53	0.13	1.13	1.24	1.10	0.00	0.00	0.61	0.21	0.00
Avail Cap(c_a), veh/h	0	834	877	359	1909	1335	1078	566	0	216	226	192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.5	24.5	18.7	30.3	7.2	45.8	0.0	0.0	64.0	63.5	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.2	64.6	114.8	59.5	0.0	0.0	15.7	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	11.9	0.7	51.6	90.8	28.4	0.0	0.0	1.0	0.3	0.0
LnGrp Delay(d),s/veh	0.0	25.1	25.0	18.9	94.9	122.0	105.3	0.0	0.0	79.7	66.2	0.0
LnGrp LOS		C	C	B	F	F	F			E	E	
Approach Vol, veh/h		900			3843			1187			30	
Approach Delay, s/veh		25.1			105.9			105.3			76.1	
Approach LOS		C			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		77.0		8.7	8.9	68.1		46.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		71.0		16.0	9.0	56.0		40.0				
Max Q Clear Time (g_c+11), s		73.0		3.6	3.3	24.9		42.0				
Green Ext Time (p_c), s		0.0		0.1	0.0	31.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				93.4								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
7: Folly Rd & Old Folly Rd

2019 No Build Conditions
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		↗	↖	↑↑	↑↑	↘		
Traffic Volume (veh/h)	0	410	570	844	1436	22		
Future Volume (veh/h)	0	410	570	844	1436	22		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	0	432	600	888	1512	0		
Adj No. of Lanes	0	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	650	3305	2149	961		
Arrive On Green	0.00	0.00	0.26	0.93	0.61	0.00		
Sat Flow, veh/h	0		1774	3632	3632	1583		
Grp Volume(v), veh/h	0.0		600	888	1512	0		
Grp Sat Flow(s),veh/h/ln			1774	1770	1770	1583		
Q Serve(g_s), s			19.8	2.0	26.5	0.0		
Cycle Q Clear(g_c), s			19.8	2.0	26.5	0.0		
Prop In Lane			1.00			1.00		
Lane Grp Cap(c), veh/h			650	3305	2149	961		
V/C Ratio(X)			0.92	0.27	0.70	0.00		
Avail Cap(c_a), veh/h			853	3594	2149	961		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh			23.3	0.3	12.2	0.0		
Incr Delay (d2), s/veh			13.0	0.0	1.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			16.7	0.9	13.1	0.0		
LnGrp Delay(d),s/veh			36.3	0.3	13.3	0.0		
LnGrp LOS			D	A	B			
Approach Vol, veh/h				1488	1512			
Approach Delay, s/veh				14.8	13.3			
Approach LOS				B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	29.6	61.0				90.6		
Change Period (Y+Rc), s	6.0	6.0				6.0		
Max Green Setting (Gmax), s	34.6	52.0				92.0		
Max Q Clear Time (g_c+D), s	21.8	28.5				4.0		
Green Ext Time (p_c), s	1.8	23.3				80.6		
Intersection Summary								
HCM 2010 Ctrl Delay			14.0					
HCM 2010 LOS			B					

Appendix F

Analysis Worksheets (2019 Build Conditions)

Intersection

Int Delay, s/veh 13

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1756	32	34	729	54	105
Future Vol, veh/h	1756	32	34	729	54	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1951	36	38	810	60	117

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1987
Stage 1	-	-	1969
Stage 2	-	-	481
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	286
Stage 1	-	-	95
Stage 2	-	-	588
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	286
Mov Cap-2 Maneuver	-	-	78
Stage 1	-	-	95
Stage 2	-	-	510

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	216.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	-	-	286	-
HCM Lane V/C Ratio	1.244	-	-	0.132	-
HCM Control Delay (s)	216.5	-	-	19.5	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	10.6	-	-	0.5	-

Notes

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

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	56	103	0	5	61
Future Vol, veh/h	0	56	103	0	5	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	114	0	6	68

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	193	114	0
Stage 1	114	-	-
Stage 2	79	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	796	939	1475
Stage 1	911	-	-
Stage 2	944	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	793	939	1475
Mov Cap-2 Maneuver	793	-	-
Stage 1	911	-	-
Stage 2	940	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	939	1475
HCM Lane V/C Ratio	-	-	0.066	0.004
HCM Control Delay (s)	-	-	9.1	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection

Int Delay, s/veh 5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1709	38	73	952	47	170
Future Vol, veh/h	1709	38	73	952	47	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1899	42	81	1058	52	189

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1941
Stage 1	-	-	1920
Stage 2	-	-	691
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	-	298	~ 20
Stage 1	-	-	101
Stage 2	-	-	459
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	298	~ 15
Mov Cap-2 Maneuver	-	-	76
Stage 1	-	-	101
Stage 2	-	-	334

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	67.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	76	252	-	-	298	-
HCM Lane V/C Ratio	0.687	0.75	-	-	0.272	-
HCM Control Delay (s)	122	52.3	-	-	21.5	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	3.2	5.3	-	-	1.1	-

Notes

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

HCM 2010 Signalized Intersection Summary
 4: Harris Teeter Shopping Center/Wappoo Creek Dr. & Maybank Hwy

2019 Build Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1823	11	27	993	126	28	9	11	27	1	4
Future Volume (veh/h)	45	1823	11	27	993	126	28	9	11	27	1	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	49	1982	12	29	1079	137	30	10	12	29	1	4
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	392	2576	16	201	2528	1131	154	37	28	241	6	129
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	457	3607	22	216	3539	1583	706	457	349	1473	78	1583
Grp Volume(v), veh/h	49	971	1023	29	1079	137	52	0	0	30	0	4
Grp Sat Flow(s),veh/h/ln	457	1770	1859	216	1770	1583	1512	0	0	1550	0	1583
Q Serve(g_s), s	2.9	20.4	20.5	5.8	7.4	1.6	1.0	0.0	0.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	10.3	20.4	20.5	26.3	7.4	1.6	1.9	0.0	0.0	0.9	0.0	0.1
Prop In Lane	1.00		0.01	1.00		1.00	0.58		0.23	0.97		1.00
Lane Grp Cap(c), veh/h	392	1264	1328	201	2528	1131	220	0	0	247	0	129
V/C Ratio(X)	0.13	0.77	0.77	0.14	0.43	0.12	0.24	0.00	0.00	0.12	0.00	0.03
Avail Cap(c_a), veh/h	392	1264	1328	201	2529	1131	509	0	0	513	0	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.6	5.3	5.3	13.7	3.5	2.6	25.6	0.0	0.0	25.2	0.0	24.9
Incr Delay (d2), s/veh	0.1	2.9	2.8	0.3	0.1	0.0	0.5	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.7	11.3	0.4	3.5	0.7	0.8	0.0	0.0	0.5	0.0	0.1
LnGrp Delay(d),s/veh	5.7	8.3	8.2	14.0	3.6	2.7	26.2	0.0	0.0	25.4	0.0	25.0
LnGrp LOS	A	A	A	B	A	A	C			C		C
Approach Vol, veh/h		2043			1245			52				34
Approach Delay, s/veh		8.1			3.7			26.2				25.4
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.8		48.0		10.8		48.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		42.0		16.0		42.0				
Max Q Clear Time (g_c+I1), s		2.9		28.3		3.9		22.5				
Green Ext Time (p_c), s		0.9		13.6		0.9		19.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
5: Old Folly Rd & Maybank Hwy

2019 Build Conditions
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑			↑↑	↑↑			
Traffic Volume (veh/h)	1323	322	0	716	272	2		
Future Volume (veh/h)	1323	322	0	716	272	2		
Number	8	18	7	4	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900		
Adj Flow Rate, veh/h	1393	339	0	754	288	0		
Adj No. of Lanes	2	0	0	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	0	2	2	0		
Cap, veh/h	1793	426	0	2235	467	212		
Arrive On Green	0.63	0.63	0.00	0.63	0.13	0.00		
Sat Flow, veh/h	2932	674	0	3725	3548	1615		
Grp Volume(v), veh/h	855	877	0	754	288	0		
Grp Sat Flow(s),veh/h/ln	1770	1744	0	1770	1774	1615		
Q Serve(g_s), s	17.5	18.9	0.0	5.1	3.9	0.0		
Cycle Q Clear(g_c), s	17.5	18.9	0.0	5.1	3.9	0.0		
Prop In Lane		0.39	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1117	1101	0	2235	467	212		
V/C Ratio(X)	0.77	0.80	0.00	0.34	0.62	0.00		
Avail Cap(c_a), veh/h	1118	1102	0	2236	1121	510		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	6.7	6.9	0.0	4.4	20.8	0.0		
Incr Delay (d2), s/veh	3.2	4.2	0.0	0.1	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.3	10.0	0.0	2.4	2.0	0.0		
LnGrp Delay(d),s/veh	9.9	11.1	0.0	4.5	22.1	0.0		
LnGrp LOS	A	B		A	C			
Approach Vol, veh/h	1732			754	288			
Approach Delay, s/veh	10.5			4.5	22.1			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.0		12.7		38.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				32.0		16.0		32.0
Max Q Clear Time (g_c+1), s				7.1		5.9		20.9
Green Ext Time (p_c), s				24.9		0.8		11.1
Intersection Summary								
HCM 2010 Ctrl Delay			10.1					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary
6: Maybank Hwy/Country Club Dr. & Folly Rd

2019 Build Conditions
AM Peak Hour



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↘	↑↑	↗	↘	↖		↘	↑	↗
Traffic Volume (veh/h)	0	1258	67	25	710	999	1474	1	0	5	1	11
Future Volume (veh/h)	0	1258	67	25	710	999	1474	1	0	5	1	11
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	0	1324	71	26	747	1052	1553	0	0	5	1	0
Adj No. of Lanes	0	2	0	1	2	1	2	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	1312	70	90	1593	1349	1426	749	0	11	11	10
Arrive On Green	0.00	0.38	0.38	0.02	0.45	0.45	0.40	0.00	0.00	0.01	0.01	0.00
Sat Flow, veh/h	0	3510	183	1774	3539	1583	3548	1863	0	1774	1863	1583
Grp Volume(v), veh/h	0	685	710	26	747	1052	1553	0	0	5	1	0
Grp Sat Flow(s),veh/h/ln	0	1770	1830	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.0	48.7	48.7	1.1	18.7	37.1	51.0	0.0	0.0	0.4	0.1	0.0
Cycle Q Clear(g_c), s	0.0	48.7	48.7	1.1	18.7	37.1	51.0	0.0	0.0	0.4	0.1	0.0
Prop In Lane	0.00		0.10	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	680	703	90	1593	1349	1426	749	0	11	11	10
V/C Ratio(X)	0.00	1.01	1.01	0.29	0.47	0.78	1.09	0.00	0.00	0.47	0.09	0.00
Avail Cap(c_a), veh/h	0	680	703	183	1673	1385	1426	749	0	224	235	200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	39.1	39.1	31.9	24.3	4.1	37.9	0.0	0.0	62.9	62.7	0.0
Incr Delay (d2), s/veh	0.0	36.3	36.6	1.7	0.2	2.9	52.0	0.0	0.0	28.8	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.5	31.6	0.6	9.2	37.6	35.1	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	75.4	75.7	33.6	24.5	7.0	89.9	0.0	0.0	91.6	66.1	0.0
LnGrp LOS		F	F	C	C	A	F			F	E	
Approach Vol, veh/h		1395			1825			1553			6	
Approach Delay, s/veh		75.6			14.5			89.9			87.4	
Approach LOS		E			B			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.1		6.8	8.4	54.7		57.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		60.0		16.0	9.0	45.0		51.0				
Max Q Clear Time (g_c+11), s		39.1		2.4	3.1	50.7		53.0				
Green Ext Time (p_c), s		18.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				56.9								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary
7: Folly Rd & Old Folly Rd

2019 Build Conditions
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		↗	↖	↑↑	↑↑	↗		
Traffic Volume (veh/h)	0	350	298	1332	661	15		
Future Volume (veh/h)	0	350	298	1332	661	15		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	0	368	314	1402	696	0		
Adj No. of Lanes	0	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	740	2953	1936	866		
Arrive On Green	0.00	0.00	0.12	0.83	0.55	0.00		
Sat Flow, veh/h	0		1774	3632	3632	1583		
Grp Volume(v), veh/h	0.0		314	1402	696	0		
Grp Sat Flow(s),veh/h/ln			1774	1770	1770	1583		
Q Serve(g_s), s			2.2	3.9	4.0	0.0		
Cycle Q Clear(g_c), s			2.2	3.9	4.0	0.0		
Prop In Lane			1.00			1.00		
Lane Grp Cap(c), veh/h			740	2953	1936	866		
V/C Ratio(X)			0.42	0.47	0.36	0.00		
Avail Cap(c_a), veh/h			965	3126	1936	866		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh			2.5	0.8	4.6	0.0		
Incr Delay (d2), s/veh			0.4	0.1	0.1	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			1.0	1.8	2.0	0.0		
LnGrp Delay(d),s/veh			2.9	0.9	4.7	0.0		
LnGrp LOS			A	A	A			
Approach Vol, veh/h				1716	696			
Approach Delay, s/veh				1.3	4.7			
Approach LOS				A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	10.4	25.8				36.2		
Change Period (Y+Rc), s	6.0	6.0				6.0		
Max Green Setting (Gmax), s	17.0	17.0				32.0		
Max Q Clear Time (g_c+I), s	14.2	6.0				5.9		
Green Ext Time (p_c), s	0.5	10.9				24.3		
Intersection Summary								
HCM 2010 Ctrl Delay			2.3					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1021	56	71	1565	70	67
Future Vol, veh/h	1021	56	71	1565	70	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1134	62	79	1739	78	74

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1197
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	-	-	579
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	579
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	60.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	579	-
HCM Lane V/C Ratio	0.743	-	-	0.136	-
HCM Control Delay (s)	60.7	-	-	12.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.9	-	-	0.5	-

Notes

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

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	33	104	0	17	109
Future Vol, veh/h	0	33	104	0	17	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	116	0	19	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	275	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	715	936	-	-	1473	-
Stage 1	909	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	705	936	-	-	1473	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9		0		1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	936	1473
HCM Lane V/C Ratio	-	-	0.039	0.013
HCM Control Delay (s)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	1034	87	212	1644	49	128
Future Vol, veh/h	1034	87	212	1644	49	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1149	97	236	1827	54	142

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1246
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	-	-	554
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	554
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	48
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	76	429	-	-	554	-
HCM Lane V/C Ratio	0.716	0.332	-	-	0.425	-
HCM Control Delay (s)	127.6	17.5	-	-	16.2	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	3.4	1.4	-	-	2.1	-

Notes

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

HCM 2010 Signalized Intersection Summary
 4: Harris Teeter Shopping Center/Wappoo Creek Dr. & Maybank Hwy

2019 Build Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1098	33	26	1782	44	54	3	4	209	0	21
Future Volume (veh/h)	31	1098	33	26	1782	44	54	3	4	209	0	21
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	34	1193	36	28	1937	48	59	3	4	227	0	23
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	2069	62	286	2088	934	230	13	9	465	0	347
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.22	0.22	0.22	0.22	0.00	0.22
Sat Flow, veh/h	218	3508	106	452	3539	1583	552	58	39	1599	0	1583
Grp Volume(v), veh/h	34	602	627	28	1937	48	66	0	0	227	0	23
Grp Sat Flow(s),veh/h/ln	218	1770	1844	452	1770	1583	649	0	0	1599	0	1583
Q Serve(g_s), s	5.9	13.3	13.3	2.6	31.1	0.8	2.5	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	37.0	13.3	13.3	15.8	31.1	0.8	10.2	0.0	0.0	7.7	0.0	0.7
Prop In Lane	1.00		0.06	1.00		1.00	0.89		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	135	1044	1088	286	2088	934	251	0	0	465	0	347
V/C Ratio(X)	0.25	0.58	0.58	0.10	0.93	0.05	0.26	0.00	0.00	0.49	0.00	0.07
Avail Cap(c_a), veh/h	135	1044	1088	286	2088	934	302	0	0	516	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	8.0	8.0	12.9	11.7	5.4	25.8	0.0	0.0	22.2	0.0	19.4
Incr Delay (d2), s/veh	1.0	0.8	0.8	0.1	7.9	0.0	0.6	0.0	0.0	0.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.6	6.9	0.3	17.1	0.4	1.1	0.0	0.0	3.6	0.0	0.3
LnGrp Delay(d),s/veh	30.6	8.8	8.8	13.1	19.6	5.5	26.4	0.0	0.0	22.9	0.0	19.5
LnGrp LOS	C	A	A	B	B	A	C			C		B
Approach Vol, veh/h		1263			2013			66			250	
Approach Delay, s/veh		9.4			19.1			26.4			22.6	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.7		43.0		19.7		43.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		37.0		16.0		37.0				
Max Q Clear Time (g_c+I1), s		9.7		33.1		12.2		39.0				
Green Ext Time (p_c), s		2.4		3.9		1.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				16.1								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
5: Old Folly Rd & Maybank Hwy

2019 Build Conditions
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑			↑↑	↑↑			
Traffic Volume (veh/h)	982	337	0	1496	497	8		
Future Volume (veh/h)	982	337	0	1496	497	8		
Number	8	18	7	4	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	0	1863	1863	1900		
Adj Flow Rate, veh/h	1034	355	0	1575	530	0		
Adj No. of Lanes	2	0	0	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	0	2	2	0		
Cap, veh/h	1511	513	0	2061	707	322		
Arrive On Green	0.58	0.58	0.00	0.58	0.20	0.00		
Sat Flow, veh/h	2688	882	0	3725	3548	1615		
Grp Volume(v), veh/h	702	687	0	1575	530	0		
Grp Sat Flow(s),veh/h/ln1770	1707	1707	0	1770	1774	1615		
Q Serve(g_s), s	15.1	15.5	0.0	18.4	7.7	0.0		
Cycle Q Clear(g_c), s	15.1	15.5	0.0	18.4	7.7	0.0		
Prop In Lane		0.52	0.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1030	994	0	2061	707	322		
V/C Ratio(X)	0.68	0.69	0.00	0.76	0.75	0.00		
Avail Cap(c_a), veh/h	1031	994	0	2061	1033	470		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	7.9	8.0	0.0	8.6	20.7	0.0		
Incr Delay (d2), s/veh	1.8	2.1	0.0	1.8	1.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln7.7	7.7	7.6	0.0	9.3	3.9	0.0		
LnGrp Delay(d),s/veh	9.8	10.1	0.0	10.4	22.5	0.0		
LnGrp LOS	A	B		B	C			
Approach Vol, veh/h	1389			1575	530			
Approach Delay, s/veh	9.9			10.4	22.5			
Approach LOS	A			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				38.0		17.0		38.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				32.0		16.0		32.0
Max Q Clear Time (g_c+11), s				20.4		9.7		17.5
Green Ext Time (p_c), s				11.6		1.2		14.5
Intersection Summary								
HCM 2010 Ctrl Delay				12.0				
HCM 2010 LOS				B				
Notes								

HCM 2010 Signalized Intersection Summary
6: Maybank Hwy/Country Club Dr. & Folly Rd

2019 Build Conditions
PM Peak Hour



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑		↖	↑↑	↗	↖	↗		↖	↑	↗
Traffic Volume (veh/h)	0	852	3	34	2043	1637	1157	16	0	21	8	14
Future Volume (veh/h)	0	852	3	34	2043	1637	1157	16	0	21	8	14
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	0	897	3	36	2151	1723	1230	0	0	22	8	0
Adj No. of Lanes	0	2	0	1	2	1	2	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	0	1678	6	271	1882	1335	1105	580	0	36	38	32
Arrive On Green	0.00	0.46	0.46	0.02	0.53	0.53	0.31	0.00	0.00	0.02	0.02	0.00
Sat Flow, veh/h	0	3711	12	1774	3539	1583	3548	1863	0	1774	1863	1583
Grp Volume(v), veh/h	0	439	461	36	2151	1723	1230	0	0	22	8	0
Grp Sat Flow(s),veh/h/ln	0	1770	1861	1774	1770	1583	1774	1863	0	1774	1863	1583
Q Serve(g_s), s	0.0	23.3	23.3	1.4	70.0	70.0	41.0	0.0	0.0	1.6	0.6	0.0
Cycle Q Clear(g_c), s	0.0	23.3	23.3	1.4	70.0	70.0	41.0	0.0	0.0	1.6	0.6	0.0
Prop In Lane	0.00		0.01	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	821	863	271	1882	1335	1105	580	0	36	38	32
V/C Ratio(X)	0.00	0.53	0.53	0.13	1.14	1.29	1.11	0.00	0.00	0.61	0.21	0.00
Avail Cap(c_a), veh/h	0	821	863	353	1882	1335	1105	580	0	216	226	192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.2	25.2	19.3	30.8	7.1	45.3	0.0	0.0	64.0	63.5	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.6	0.2	71.3	136.6	63.8	0.0	0.0	15.7	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.5	12.1	0.7	52.6	98.9	29.7	0.0	0.0	1.0	0.3	0.0
LnGrp Delay(d),s/veh	0.0	25.8	25.8	19.5	102.2	143.7	109.1	0.0	0.0	79.7	66.2	0.0
LnGrp LOS		C	C	B	F	F	F			E	E	
Approach Vol, veh/h		900			3910			1230			30	
Approach Delay, s/veh		25.8			119.7			109.1			76.1	
Approach LOS		C			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		76.0		8.7	8.9	67.1		47.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		70.0		16.0	9.0	55.0		41.0				
Max Q Clear Time (g_c+11), s		72.0		3.6	3.4	25.3		43.0				
Green Ext Time (p_c), s		0.0		0.1	0.0	29.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				103.4								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary
7: Folly Rd & Old Folly Rd

2019 Build Conditions
PM Peak Hour



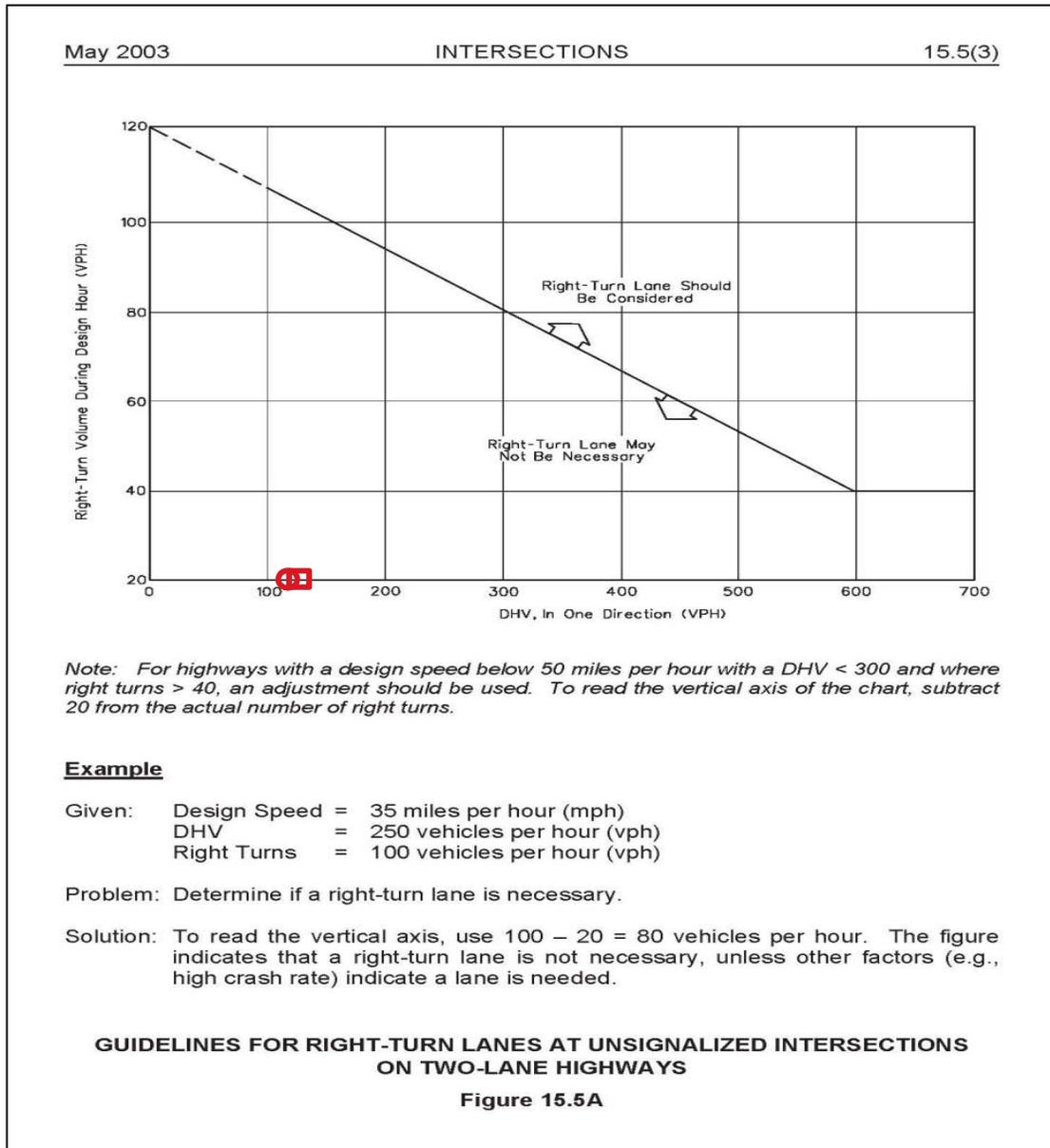
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations		↗	↖	↑↑	↑↑	↘		
Traffic Volume (veh/h)	0	430	602	844	1436	22		
Future Volume (veh/h)	0	430	602	844	1436	22		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	0	453	634	888	1512	0		
Adj No. of Lanes	0	1	1	2	2	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	2	2	2	2	2		
Cap, veh/h	0	0	680	3326	2100	939		
Arrive On Green	0.00	0.00	0.29	0.94	0.59	0.00		
Sat Flow, veh/h	0		1774	3632	3632	1583		
Grp Volume(v), veh/h	0.0		634	888	1512	0		
Grp Sat Flow(s),veh/h/ln			1774	1770	1770	1583		
Q Serve(g_s), s			24.5	2.0	30.3	0.0		
Cycle Q Clear(g_c), s			24.5	2.0	30.3	0.0		
Prop In Lane			1.00			1.00		
Lane Grp Cap(c), veh/h			680	3326	2100	939		
V/C Ratio(X)			0.93	0.27	0.72	0.00		
Avail Cap(c_a), veh/h			883	3618	2100	939		
HCM Platoon Ratio			1.00	1.00	1.00	1.00		
Upstream Filter(I)			1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh			25.8	0.2	14.4	0.0		
Incr Delay (d2), s/veh			13.9	0.0	1.2	0.0		
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln			19.4	0.9	15.1	0.0		
LnGrp Delay(d),s/veh			39.7	0.3	15.6	0.0		
LnGrp LOS			D	A	B			
Approach Vol, veh/h				1522	1512			
Approach Delay, s/veh				16.7	15.6			
Approach LOS				B	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	34.6	65.2				99.8		
Change Period (Y+Rc), s	6.0	6.0				6.0		
Max Green Setting (Gmax), s	40.0	56.0				102.0		
Max Q Clear Time (g_c+20), s	20.5	32.3				4.0		
Green Ext Time (p_c), s	2.1	23.6				89.8		
Intersection Summary								
HCM 2010 Ctrl Delay			16.2					
HCM 2010 LOS			B					

Appendix G

Turn Lane Analysis Worksheets

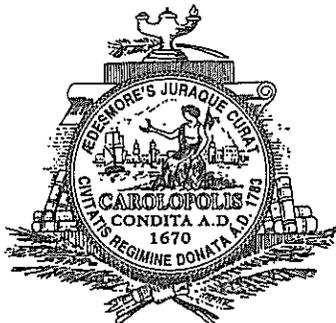
RIGHT-TURN LANE WARRANT REVIEW

INTERSECTION: Fleming Road & Project Driveway
MOVEMENT Northbound Right-Turn Lane



2018 Build Conditions	Major Road Volume (Direction of Right Turn Ingress)	Right Turn Volume	Speed along Right Turn Ingress	Symbol
AM Peak Hour	103	0	35	○
PM Peak Hour	104	0	35	□

E3.)



Ratification Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 403 WAPP00 ROAD (WEST ASHLEY) (0.46 ACRE) (TMS #350-10-00-010) (COUNCIL DISTRICT 5), BE REZONED FROM SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION TO SINGLE AND TWO-FAMILY RESIDENTIAL (STR) CLASSIFICATION. THE PROPERTY IS OWNED BY CHRISTOPHER AND RACHEL DAVIS.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation from Single-Family Residential (SR-1) classification to Single and Two-Family Residential (STR) classification.

Section 2. The property to be rezoned is described as follows:
403 Wappoo Road (West Ashley) (0.46 acre) (TMS #350-10-00-010)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this ____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By: _____
John J. Tecklenburg
Mayor, City of Charleston

Attest: _____
Vanessa Turner Maybank
Clerk of Council

Rezoning 3

403 Wappoo Rd (West Ashley)

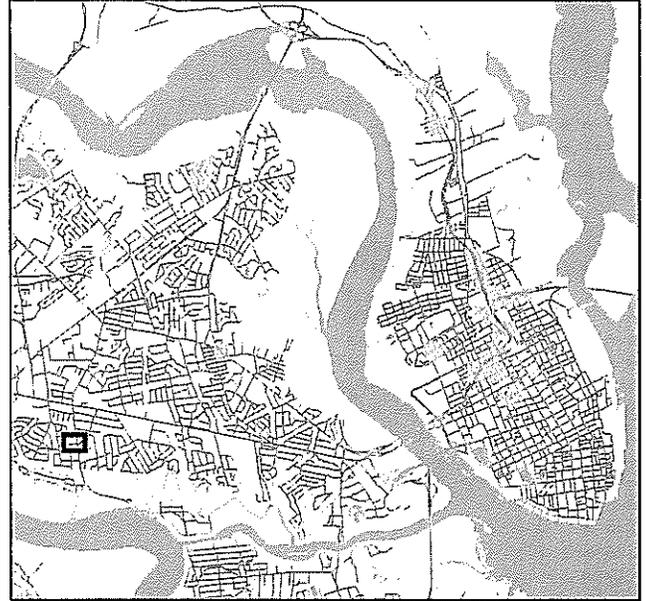
TMS# 3501000010

0.46 ac.

Request rezoning from Single-Family Residential (SR-1)
to Single and Two-Family Residential (STR).

Owner: Christopher & Rachel Davis

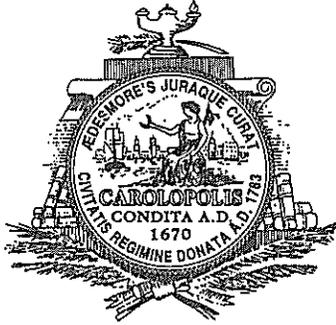
Area



Location



E4.)



Ratification Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT CLEMENTS FERRY ROAD (CAINHOY) (18.09 ACRES) (TMS #275-00-00-084) (COUNCIL DISTRICT 1), BE REZONED FROM CONSERVATION (C) CLASSIFICATION TO RURAL RESIDENTIAL (RR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY THOMAS ISLAND LLC.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation from Conservation (C) classification to Rural Residential (RR-1) classification.

Section 2. The property to be rezoned is described as follows:
Clements Ferry Road (Cainhoy) (18.09 acres) (TMS #275-00-00-084)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By: _____
John J. Tecklenburg
Mayor, City of Charleston

Attest: _____
Vanessa Turner Maybank
Clerk of Council

Rezoning 4

Clements Ferry Rd (Cainhoy)

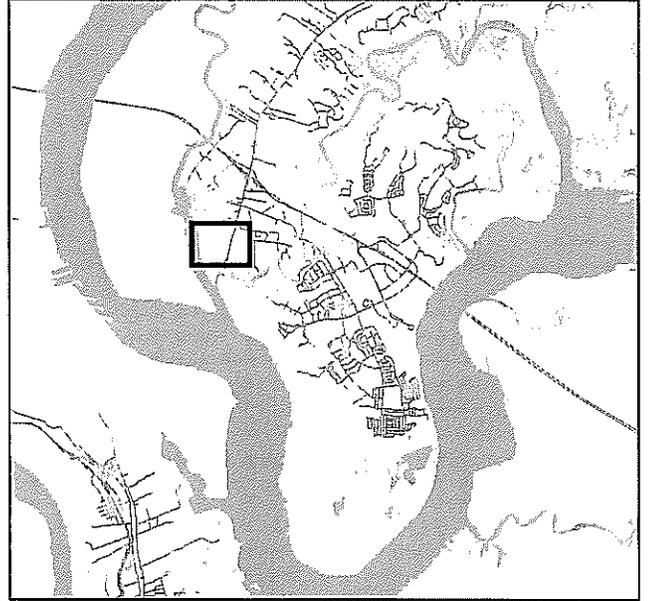
TMS# 2750000084

18.09 ac.

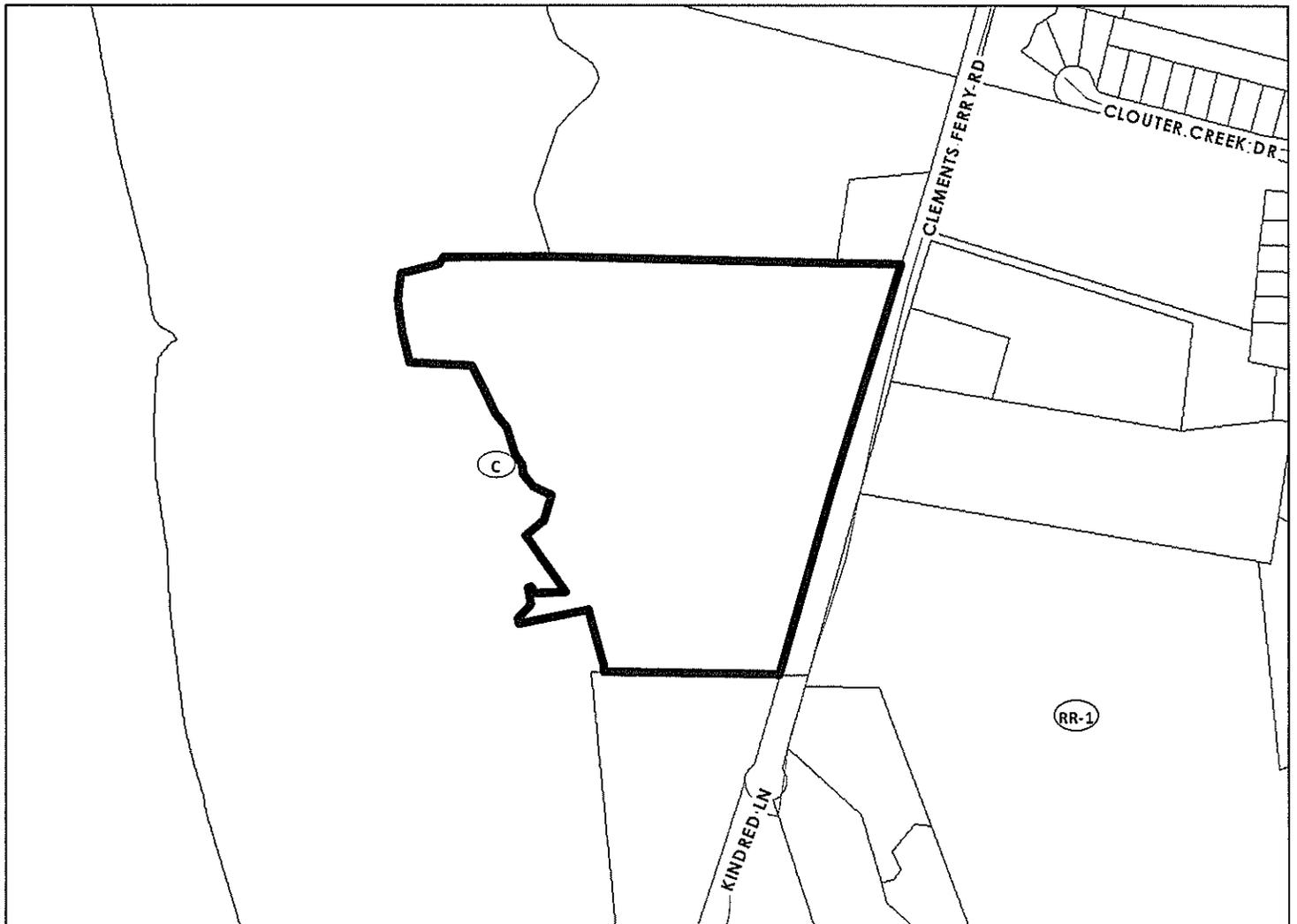
Request rezoning from Conservation (C) to
Rural Residential (RR-1).

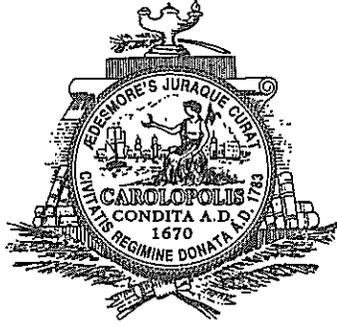
Owner: Thomas Island LLC
Applicant: George B. Smythe

Area



Location





Ratification Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1484 CAMP ROAD (JAMES ISLAND) (7.88 ACRE) (TMS #425-06-00-089) (COUNCIL DISTRICT 12), BE REZONED SO AS TO INCLUDE IT IN THE SCHOOL OVERLAY ZONE (S) CLASSIFICATION. THE PROPERTY IS OWNED BY THE CHARLESTON COUNTY SCHOOL DISTRICT.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation so that the property is included in the School Overlay Zone (S) classification.

Section 2. The property to be rezoned is described as follows:
1484 Camp Road (James Island) (7.88 acre) (TMS #425-06-00-089)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this ____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By: _____
John J. Tecklenburg
Mayor, City of Charleston

Attest: _____
Vanessa Turner Maybank
Clerk of Council

Rezoning 5

1484 Camp Rd (James Island)

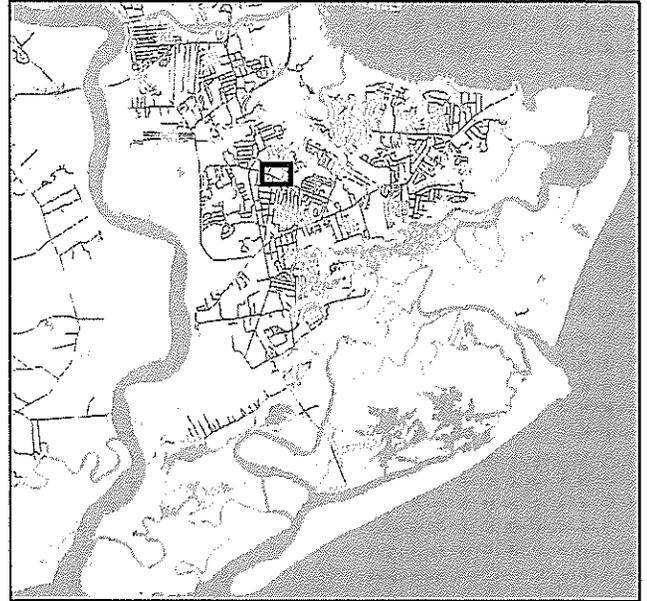
TMS# 4250600089

approximately 7.88 ac.

Request rezoning to include property in the
School Overlay Zone (S).
Zoned Single-Family Residential (SR-1)

Owner: Charleston County School District
Applicant: Hussey Gay Bell – Mike Cain

Area



Location



E(6.)



Ratification Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 813 DUPONT ROAD (DUPONT|WAPPOO – WEST ASHLEY) (1.665 ACRES) (TMS #351-13-00-047) (COUNCIL DISTRICT 7), BE REZONED FROM GENERAL BUSINESS (GB) CLASSIFICATION TO DIVERSE RESIDENTIAL (DR-2) CLASSIFICATION. THE PROPERTY IS OWNED BY THE OAKS AT DUPONT, LLC.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so as to rezone the property described in Section 2 hereof by changing the zoning designation from General Business (GB) classification to Diverse Residential (DR-2) classification.

Section 2. The property to be rezoned is described as follows:
813 Dupont Road (Dupont|Wappoo – West Ashley) (1.665 acres) (TMS #351-13-00-047)

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ in the _____ Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By: _____
John J. Tecklenburg
Mayor, City of Charleston

Attest: _____
Vanessa Turner Maybank
Clerk of Council

Rezoning

813 Dupont Rd (Dupont | Wappoo – West Ashley)

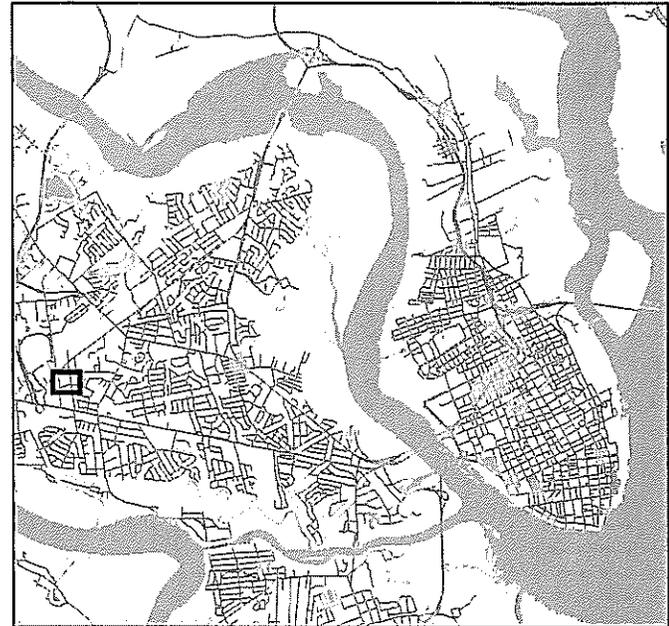
TMS# 3511300047

1.665 ac.

Request rezoning from General Business (GB)
to Diverse Residential (DR-2).

Owner: The Oaks at Dupont LLC
Applicant: SGA Architecture

Area



Location



E7.)



Ratification
Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT PROPERTY LOCATED ON SAVANNAH HIGHWAY (WEST ASHLEY) (16.01 ACRES) (TMS #286-00-00-033) (COUNCIL DISTRICT 5), BE ZONED GENERAL BUSINESS (GB) CLASSIFICATION.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so that the below described property shall become a part thereof:

Property located on Savannah Highway (West Ashley) (16.01 acres) (TMS #286-00-00-033)

Section 2. That the said parcel of land described above shall be zoned General Business (GB) classification.

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By:

John J. Tecklenburg
Mayor, City of Charleston

Attest:

Vanessa Turner Maybank
Clerk of Council

Zoning 2

Savannah Hwy (West Ashley)

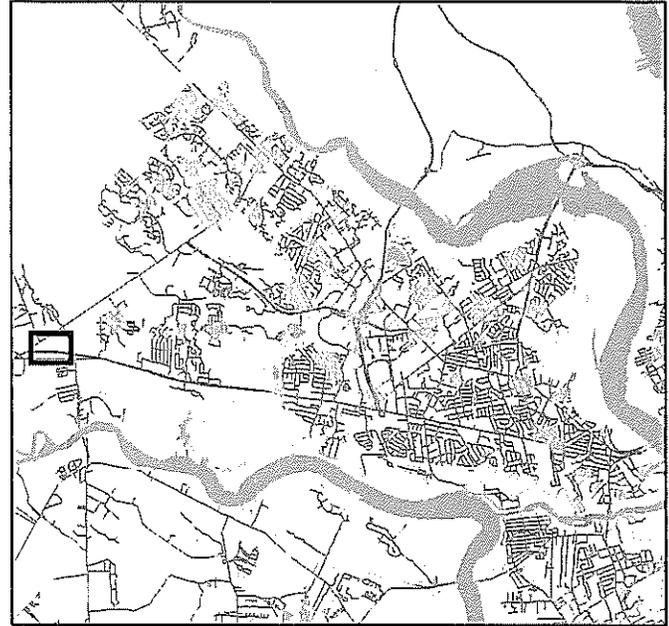
TMS# 2860000033

16.01 ac.

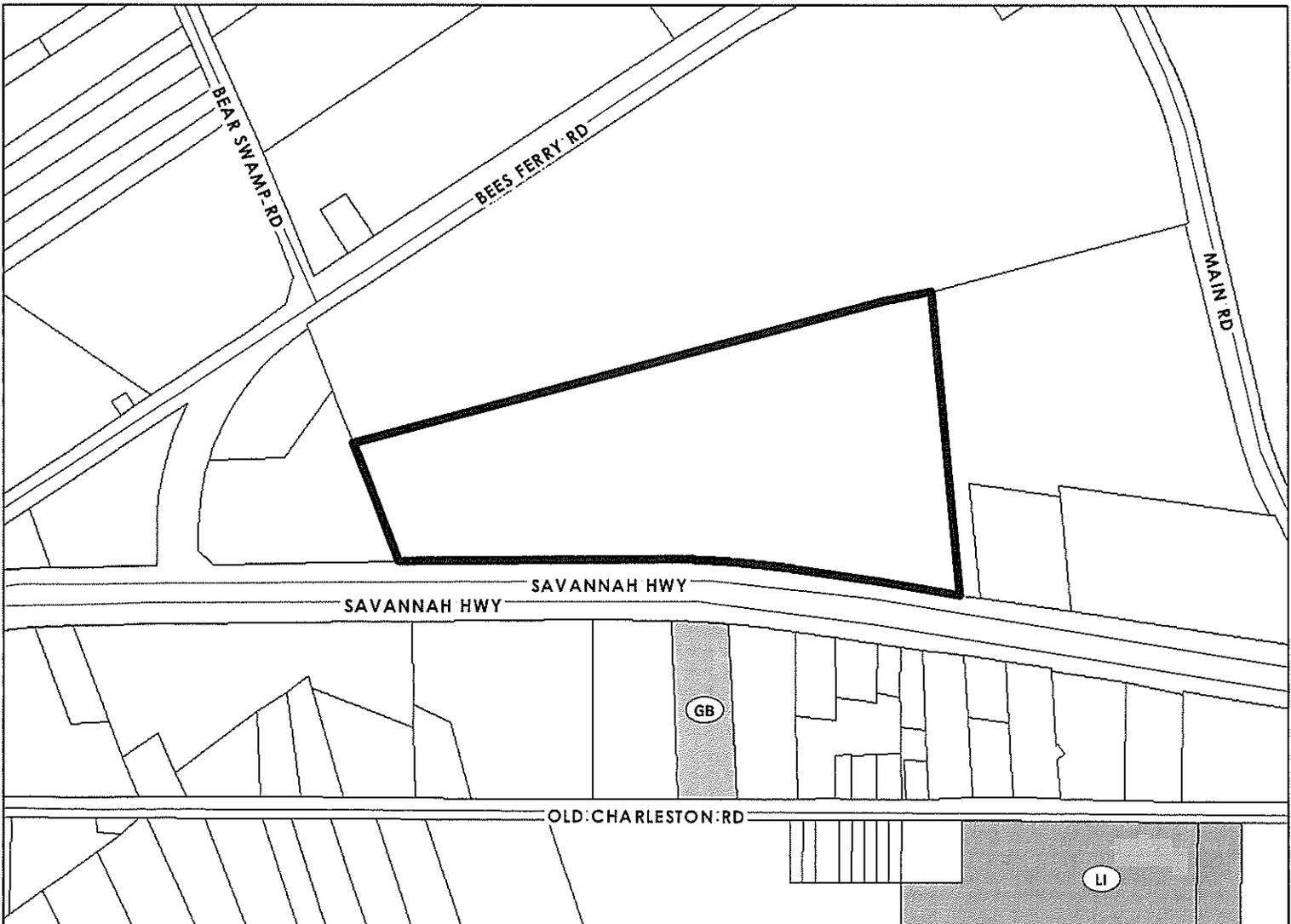
Request zoning of General Business (GB).
Zoned Community Commercial (CC)
in Charleston County.

Owner: Selaf Gateway Village LLC

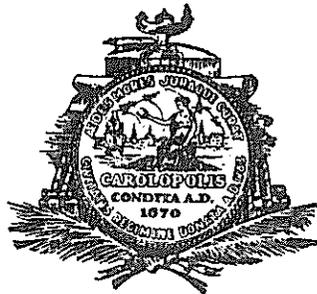
Area



Location



E8.)



Ratification
Number _____

A N O R D I N A N C E

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1830 MAYBANK HIGHWAY (JAMES ISLAND) (1.0 ACRE) (TMS #343-04-00-007) (COUNCIL DISTRICT 11), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY MARIA AND STEVEN MUNGO.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so that the below described property shall become a part thereof:

1830 Maybank Highway (James Island) (1.0 acre) (TMS #343-04-00-007)

Section 2. That the said parcel of land described above shall be zoned Single-Family Residential (SR-1) classification.

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By: _____
John J. Tecklenburg
Mayor, City of Charleston

Attest: _____
Vanessa Turner Maybank
Clerk of Council

Zoning

1830 Maybank Hwy (James Island)

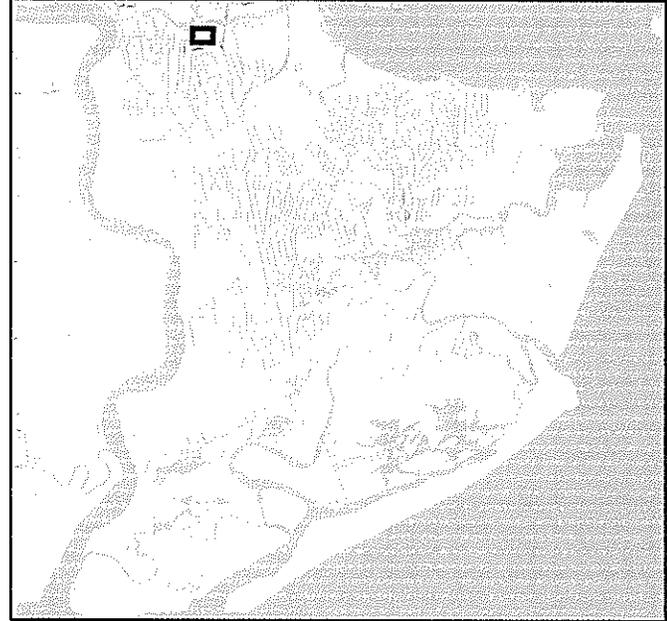
TMS# 3430400007

approx. 1.0 ac.

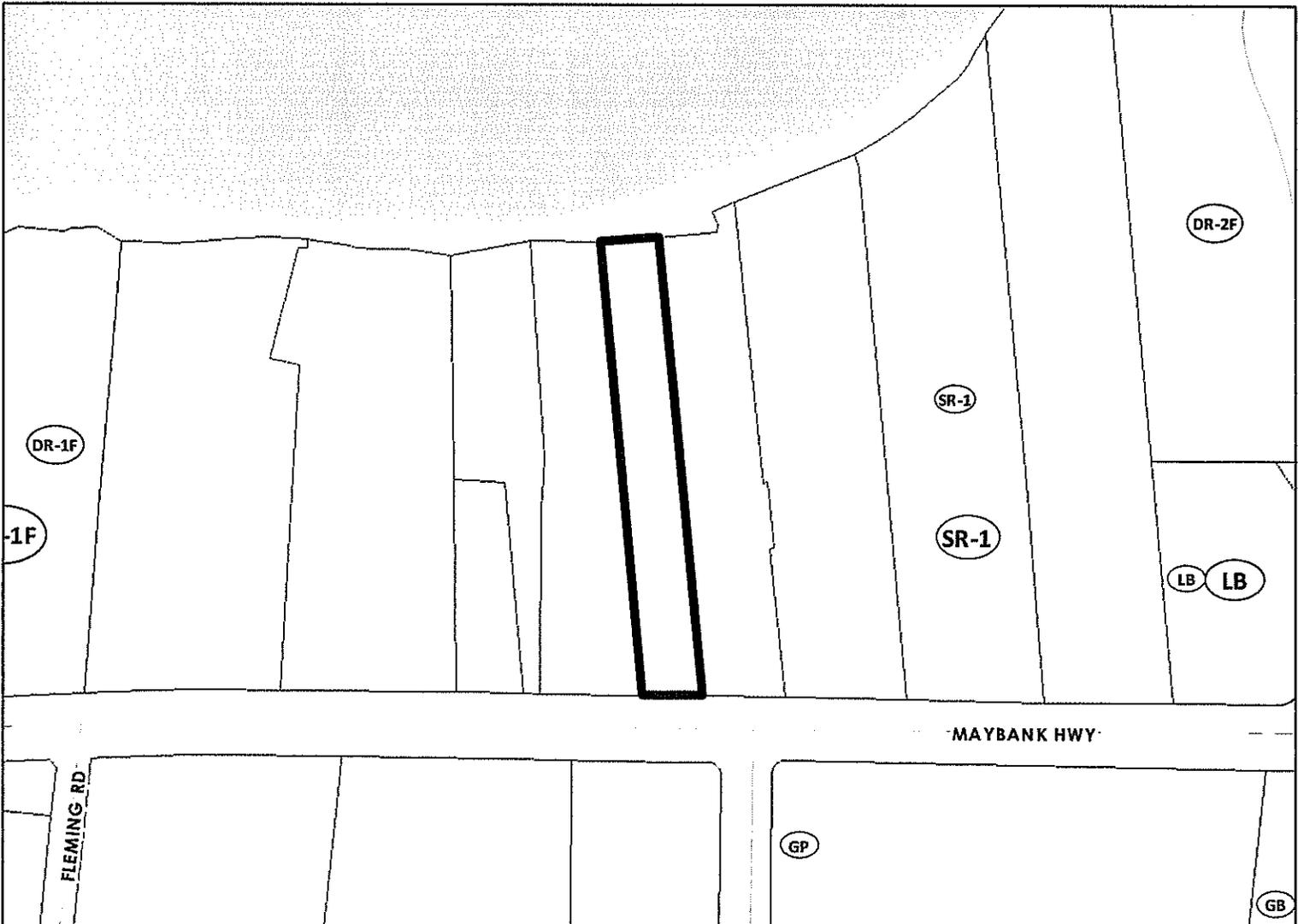
Request zoning of Single-Family Residential (SR-1).
Zoned Single-Family Residential (R-4)
in Charleston County.

Owner: Maria & Steven Mungo

Area



Location



E9.)



Ratification
Number _____

A N O R D I N A N C E

TO AMEND PROVISIONS OF CHAPTER 54 OF THE CODE OF THE CITY OF CHARLESTON (ZONING ORDINANCE) BY AMENDING PART 17 – UPPER PENINSULA DISTRICT PERTAINING TO ROOFTOP USES, MIXED USES, PARKING, AND BICYCLE PARKING FACILITIES.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. Part 17 – Upper Peninsula District of Chapter 54 of the Code of the City of Charleston (Zoning Ordinance) is hereby amended to read as follows (new text in **bold and double underlined** and deleted text with ~~strikethrough~~):

Sec. 54-303. - Rooftop uses above height limit.

Rooftop uses **above the height limit** are permitted, provided that such uses are not residential or office in nature or accessory to residential or office uses, and provided further, the spaces for such uses are open air. Shade structures or other types of partial protection from the elements are allowed.

Sec. 54-305. - Mixed use.

Every new building in the District with more than 50,000 gross square feet of space shall contain at least two (2) different land use categories, ~~with the larger use occupying no more than eighty (80%) percent of the building's gross square footage.~~ For the purpose of this section, land use categories are residential/multifamily, retail, office, institutional, or any other use not falling within these categories.

Sec. 54-306. - Parking.

If workforce housing is included within a building, parking requirements for all workforce housing units shall be one (1) space per two (2) units, **parking requirements for all other residential units shall be one (1) space per one (1) unit.** Parking requirements for all other uses shall be governed by the parking provisions of Article 3, Part 4, Off-Street Parking Requirements, with the exception of the location of parking.

Sec. 54-311. - Incentive options.

Requirements: Exceptional Bicycle Parking and Facilities

This option, designed for long-term, overnight and work-day bicycle storage, is only available for buildings in which more than fifty (50%) percent of the gross square footage is dedicated to residential and/or office use.

For one (1) point, provide and maintain the following:

- (a) Reduce vehicle parking requirements. Minimum vehicle parking requirements may be reduced at the rate of one (1) vehicle space per every six (6) bicycle spaces, up to a maximum of ten (10%) percent of vehicle parking requirements for the building.
- (b) Bicycle Parking and Facilities.

For residential

Provide an onsite enclosed and covered bicycle parking room that is secure and ventilated and which can accommodate ~~the greater of: one (1) bicycle parking space per~~ three bedrooms, rounded up to the next whole number; ~~or twenty (20) bicycle parking spaces.~~ A studio unit shall count as one (1) bedroom for the purpose of this calculation. The facility shall include a bicycle work stand, a basic set of bicycle repair tools and an air pump. The use of security cameras and/or security personnel is encouraged. Spaces within dwelling units do not count toward the bicycle parking requirement.

OR

For office

Provide an onsite enclosed and covered bicycle parking room that is secure and ventilated and which can accommodate ~~the greater of: one (1) bicycle parking space for every two~~ ten thousand (2,000) (10,000) square feet of net office use, rounded up to the next whole number; ~~or fifteen (15) bicycle parking spaces.~~ The facility shall include a bicycle work stand, a basic set of bicycle repair tools and an air pump. The use of security cameras and/or security personnel, and the installation of a vending machine stocked with patch kits, inner tubes, drinks and energy bars are encouraged. A minimum of two (2) onsite showers with associated changing facilities, restrooms and lockers must also be provided within the bicycle parking room or in close proximity thereof.

OR

For mixed use office and residential

If there is mix of office and residential uses in the building, provide an onsite enclosed and covered bicycle parking room that is secure and ventilated and which can accommodate ~~the greater of: one (1) bicycle parking space per~~ three (3) bedrooms, rounded up to the next whole number, plus one (1) bicycle parking space for every ~~two~~ fifteen thousand (2,000) (15,000) square feet of net office use, ~~or fifteen (15) bicycle parking spaces.~~ A studio unit shall count as one (1) bedroom for the purpose of this calculation. Spaces within dwelling units do not count toward the bicycle parking requirement. The facility shall include a bicycle work stand, a basic set of

bicycle repair tools and an air pump. The use of security cameras and/or security personnel is encouraged. A minimum of two (2) onsite showers with associated changing facilities, restrooms and lockers must also be provided within the bicycle parking room or in close proximity thereof.

Section 2. This Ordinance shall become effective upon ratification.

Ratified in City Council this ____ day of
_____ in the Year of Our Lord, 2016,
and in the ____th Year of the Independence of
the United States of America

John J. Tecklenburg
Mayor, City of Charleston

ATTEST:

Vanessa Turner Maybank
Clerk of Council



A RESOLUTION

EXTENDING AN INVITATION TO THE CITY OF PANAMA CITY, REPUBLIC OF PANAMA, TO BECOME A SISTER CITY AND INVITING THE PEOPLE OF PANAMA CITY, PANAMA TO PARTICIPATE IN THIS PROGRAM.

WHEREAS, the Sister City concept was inaugurated by the President of the United States in 1956 to establish greater friendship and understanding between the peoples of the United States and other nations through the medium of direct personal contact; and

WHEREAS, all succeeding U.S. Presidents have endorsed this program, to be conducted for the broad purposes of the exchange of ideas and people between the citizens of the United States of America and the peoples of other nations; and

WHEREAS, to implement this program, the City of Charleston and other communities in the United States have been requested by Sister Cities International to affiliate with cities in other nations of similar characteristics and mutual interest; and

WHEREAS, the City of Charleston, through its Council, does recognize and endorse this program with the hope that it will lead to a lasting friendship between the people of Charleston and Panama City.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CHARLESTON AS FOLLOWS:

Section 1. That this Council on behalf of the people of Charleston does hereby extend an invitation to the government and the people of Panama City, Panama, to participate with Charleston as its Sister City for the purpose of creating greater mutual understanding between the peoples of our two great cities and nations.

Section 2. The Mayor is hereby authorized to act as official representative of Charleston to carry out this program and is authorized to execute the attached Memorandum of Understanding.

Section 3. That copies of this Resolution are to be sent to the Mayor and Council of Panama City, Sister Cities International in Washington, D.C., the Embassy of Panama City, Panama, and the U.S. Embassy in Panama City, Panama.

PASSED AND APPROVED, this _____ day of _____, 2016.

John J. Tecklenburg, Mayor
City of Charleston

ATTEST:

Vanessa Turner Maybank
Clerk of Council



Charleston Sister Cities International
The Charleston, South Carolina - Panama City, Republic of Panama Partnership
Memorandum of Understanding

In order to foster and strengthen relations and provide mutual benefits to their communities Charleston, South Carolina and Panama City, Republic of Panama, do hereby join their respective cities in a Sister Cities International partnership.

With this agreement we hope to build on a shared proud and prosperous historic port heritage and to develop relevant and mutually beneficial relationships to reinforce these ties for future generations to come. We share similar stories as reflected by our citizens of European, African, Caribbean and native decent, our cuisine, our architecture, and our mutual modern growth in maritime commerce in addition to a global surge of interest in our two cities.

With the goals of prosperity, cultural understanding, and exchange, the two parties shall explore opportunities to cultivate closer relations with one another through cooperative activities in the areas of economic and trade development, transportation and exportation, tourism, historical and cultural exchanges, educational and athletic opportunities, as well as health, science, humanitarian, technical and environmental collaborations.

Therefore, by affixing our signatures on behalf of our respective communities, we declare Charleston, South Carolina, United States of America and Panama City, Republic of Panama, Sister Cities beginning on this day, _____, 2016, the date when the Charleston City Council Resolution establishing the Sister City relationship became effective.

Signed in the month of _____, 2016, in duplicate in the Spanish and English languages, both text being equally authentic.

X _____
John Tecklenburg
Mayor
Charleston
_____, 2016

X _____
Jose Blandon Figueroa
Mayor
Panama City
_____, 2016

J2@1)



City of Charleston
South Carolina
Department of Public Service

JOHN J. TECKLENBURG
Mayor

LAURA S. CABINESS, PE
Director

Date

Mr. Kirk R. Richards, P.E.
Assistant District Maintenance Engineer
SCDOT District Six
6355 Fain Blvd
North Charleston, SC 29406

RE: Maintenance of Standard Construction Materials within the Sidewalk at the Intersection of Ripley Point Drive and US Highway 61 Connector (SC 61Conn)

Dear Mr. Richards:

This letter concerns the proposed concrete sidewalk, 5 feet wide by 12 linear feet long and ADA ramp with detectable warning assemblies to be constructed in conjunction with the Cambria Hotel project, within the SCDOT right-of-way at the intersection of Ripley Point Drive and US Highway 61 Connector (SC 61Conn). It is our intention that this will be a public sidewalk at the intersection of these two streets.

The City Council of Charleston, at its meeting held [date of meeting], agreed to accept full maintenance responsibility for the proposed sidewalk within the State maintained right-of-way shown on the attached drawing and which will be constructed under a valid SCDOT Encroachment Permit. The City of Charleston agrees to maintain this sidewalk and corner handicap ramps in compliance with current ADA and SCDOT standards (*ADA Standards for Transportation Facilities, SC Highway Design Manual, SCDOT Standard Drawings, AASHTO Guide for Development of Pedestrian Facilities*).

Should there be any questions, please do not hesitate to contact me at 843-724-3754 or at cabinessl@charleston-sc.gov.

Sincerely,

Laura S. Cabiness, P.E.
Director of Public Service

Cc: Michael R. Metzler, Deputy Director
Thomas F. O'Brien, Deputy Director
Eduardo A. Calderon, Senior Civil Engineer
Earthsource Engineering
Brian Pokrant, GIS Analyst



City of Charleston

South Carolina

Department of Public Service

JOHN J. TECKLENBURG
Mayor

LAURA S. CABINESS, PE
Director

Date

Mr. Kirk R. Richards, P.E.
Assistant District Maintenance Engineer
SCDOT District Six
6355 Fain Blvd
North Charleston, SC 29406

RE: Maintenance of Non-Standard Construction Materials within the Sidewalk at Concord Street (S-10-396), Gadsdenboro Park Development

Dear Mr. Richards:

The City of Charleston, through its Technical Review Committee, and in keeping with the standard construction materials that have historically been used in the streets adjacent to the site, requires the installation of 85 linear foot of granite curbing along Concord Street (S-10-396).

The City Council of Charleston, at its meeting held [date of meeting], in order to maintain the historic character of the streetscape in Charleston, agreed to accept full maintenance responsibility for the non-standard curbing material within the State maintained right-of-way shown on the attached drawing and which have been constructed under a valid SCDOT Encroachment Permit. The City of Charleston agrees to maintain the granite curbing in compliance with current ADA and SCDOT standards (*ADA Standards for Transportation Facilities, SC Highway Design Manual, SCDOT Standard Drawings, and AASHTO Guide for Development of Pedestrian Facilities*).

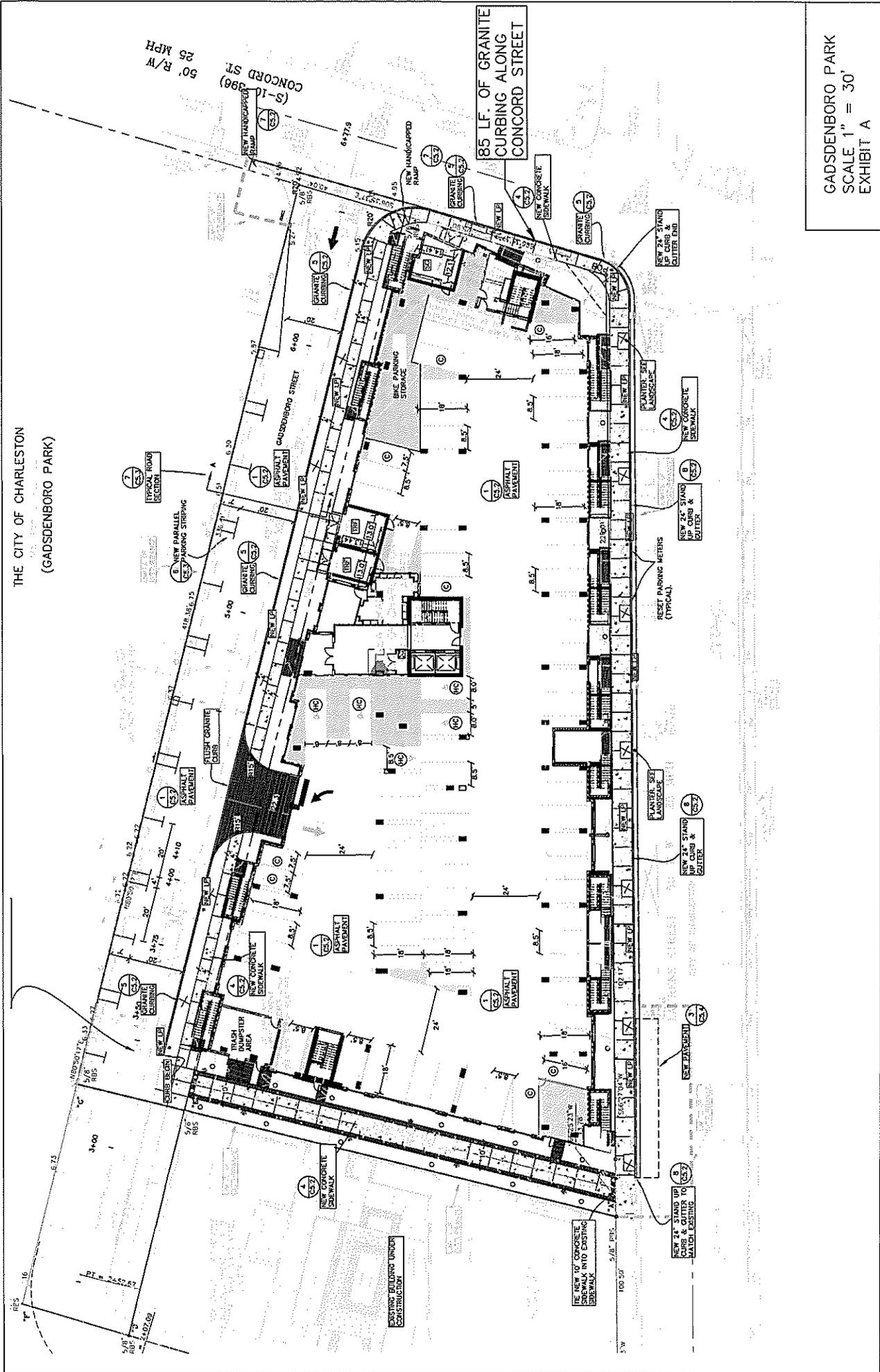
Should there be any questions, please do not hesitate to contact me at 843-724-3754 or at cabinessl@charleston-sc.gov.

Sincerely,

Laura S. Cabiness, P.E.
Director of Public Service

Cc: Michael R. Metzler, Deputy Director
Thomas F. O'Brien, Deputy Director
Eduardo A. Calderon, Senior Civil Engineer
Forsberg Engineering
Brian Pokrant, GIS Analyst

THE CITY OF CHARLESTON
(GADSDENBORO PARK)



GADSDENBORO PARK
SCALE 1" = 30'
EXHIBIT A

KC.)



Ratification
Number _____

AN ORDINANCE

TO AMEND SECTION 2-23 OF THE CODE OF THE CITY OF CHARLESTON BY ADDING A NEW SECTION 2-23(f) ESTABLISHING RULES AND PROCEDURES FOR TELEPHONIC PARTICIPATION IN CITY COUNCIL MEETINGS, SPECIAL MEETINGS, AND COMMITTEE MEETINGS (AS AMENDED).

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON; IN CITY COUNCIL ASSEMBLED:

Section 1. Section 2-23 of the Code of the City of Charleston is hereby amended by adding a new provision, Section 2-23(f), which shall read as follows:

“(f) Councilmembers may attend meetings of City Council or the Committee on Ways and Means by telephone only if such meetings are emergency or special meetings called because of exigent circumstances, and the telephonic attendance is approved by the mayor. Councilmembers may attend committee meetings, other than the Committee on Ways and Means, by telephone in accordance with the following rules and procedures:

- (1) Notice of telephonic attendance shall be provided to the clerk of council’s office and when possible, not less than twenty-four hours before the scheduled start time for the meeting. The clerk of council shall advise the committee chair of the request.
- (2) For committee meetings where a councilmember is attending by telephone, the chair or his/her designee who is presiding over the meeting, a member of the clerk of council’s office, and a member of the legal department shall be physically present.
- (3) At any meeting where a councilmember is attending

telephonically, there shall be a telephone device that allows the voice of the councilmember on the telephone line to be heard by everyone present in the meeting room. A councilmember attending telephonically shall count as part of a quorum and the vote of the member shall be valid. The reason for attending the meeting by telephone shall be recorded in the minutes of the meeting.

- (4) Any meeting where a councilmember is attending telephonically shall be conducted in accordance with the requirements of the S.C. Freedom of Information Act.”
- (5) Any councilmember attending a committee meeting by phone where an executive session is held shall, after the vote to go into executive session is approved, but prior to the convening of the executive session, declare that no other person is on the phone or is within a range that would allow matters to be discussed or considered to be heard. The clerk of council shall enter such declaration into the minutes of the meeting.

Section 2. This Ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ In the Year of Our Lord, 2016, in the ___ Year of the Independence of the United States of America.

John J. Tecklenburg,
Mayor

ATTEST:

Vanessa Turner Maybank,
Clerk of Council

41.)



Ratification Number _____

AN ORDINANCE

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 472 WOODLAND SHORES ROAD (JAMES ISLAND) (0.30 ACRE) (TMS #343-16-00-040) (COUNCIL DISTRICT 11), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY ROLINA HOMES LLC.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so that the below described property shall become a part thereof:

472 Woodland Shores Road (James Island) (0.30 acre) (TMS #343-16-00-040)

Section 2. That the said parcel of land described above shall be zoned Single-Family Residential (SR-1) classification.

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this _____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By:

John J. Tecklenburg
Mayor, City of Charleston

Attest:

Vanessa Turner Maybank
Clerk of Council

Zoning

472 Woodland Shores Road (James Island)

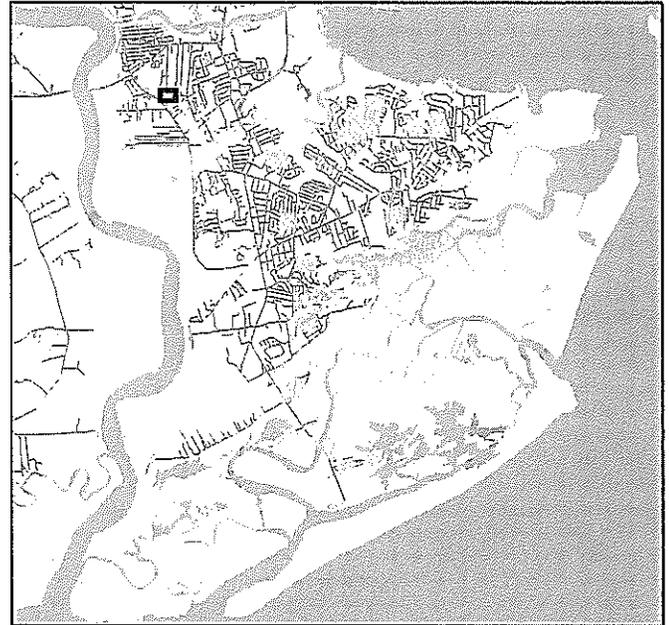
TMS# 3431600040

approx. 0.30 ac.

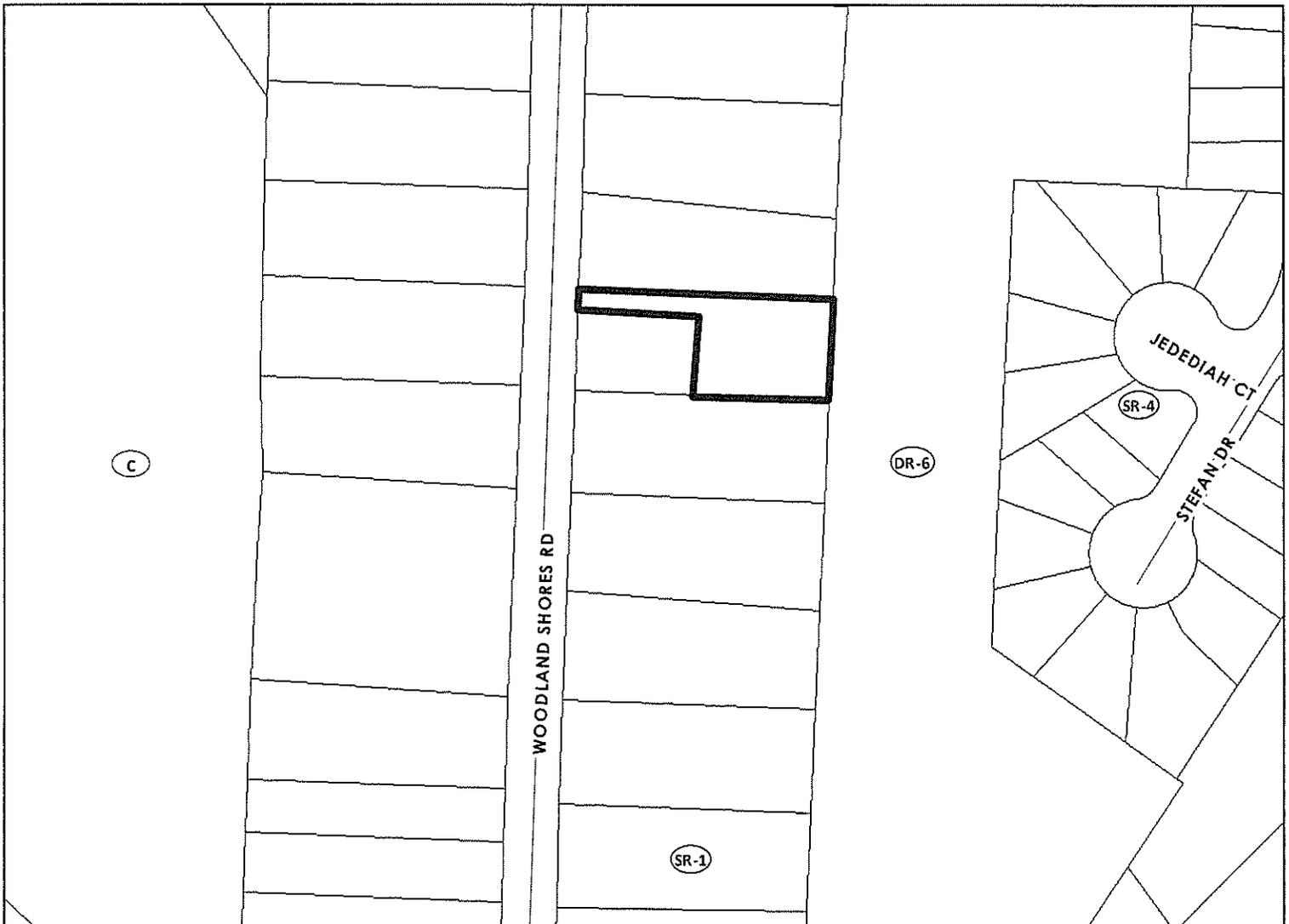
Request zoning of Single-Family Residential (SR-1).
Zoned Single-Family Residential (R-4)
in Charleston County.

Owner: Rolina Homes LLC

Area



Location



L2.)



Ratification
Number _____

A N O R D I N A N C E

TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 336 FOLLY ROAD (JAMES ISLAND) (0.42 ACRE) (TMS #424-05-00-029) (COUNCIL DISTRICT 11), BE ZONED GENERAL BUSINESS (GB) CLASSIFICATION. THE PROPERTY IS OWNED BY GEORGE SMYTHE AND DAVID SMYTHE.

BE IT ORDAINED BY THE MAYOR AND COUNCILMEMBERS OF CHARLESTON, IN CITY COUNCIL ASSEMBLED:

Section 1. That the Zoning Ordinance of the City of Charleston be, and the same hereby is amended, by changing the zone map thereof so that the below described property shall become a part thereof.

336 Folly Road (James Island) (0.42 acre) (TMS #424-05-00-029)

Section 2. That the said parcel of land described above shall be zoned General Business (GB) classification.

Section 3. This ordinance shall become effective upon ratification.

Ratified in City Council this ____ day of _____ in the Year of Our Lord _____, in the _____ Year of Independence of the United States of America.

By:

John J. Tecklenburg
Mayor, City of Charleston

Attest:

Vanessa Turner Maybank
Clerk of Council

Zoning

336 Folly Road (James Island)

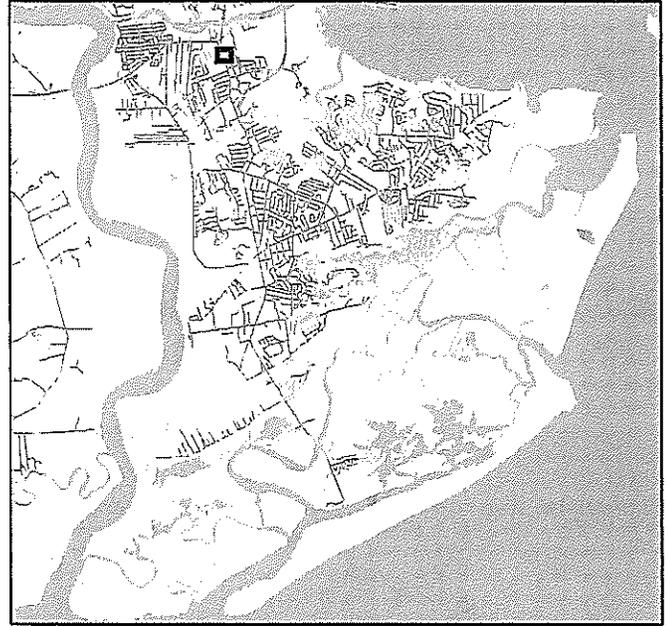
TMS# 4240500029

approx. 0.42 ac.

Request zoning of General Business (GB).
Zoned Folly Road Corridor Overlay District (OD-FRC)
in Charleston County.

Owner: George Smythe and David Smythe

Area



Location

