MAYOR PRO TEM
Justin D. Jordan



COUNCIL MEMBERS

Amanda Butler

William M. Goldfinch IV

Beth Helms

Larry A. White

PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA

Thursday, July 13, 2023 | 5:30 p.m.

Planning & Building Dept. Conference Room – 196 Laurel Street

I. CALL TO ORDER

II. MINUTES

- A. Approval of May 17, 2023 Planning Commission Workshop Minutes
- B. Approval of June 1, 2023 Planning Commission Meeting Minutes

III. SUBDIVISIONS

A. Colonial Farms, phases 1 & 2 – requesting street name approval and preliminary plan approval (located on Hwy 548).

IV. PUBLIC HEARINGS

A. REZONING REQUESTS

1. Request to rezone approximately 15.61 acres of property located at 300 Bellamy Ave (PIN 383-00-00-0381) from City of Conway Institutional (IN) to High-Density Residential (R-3).

B. REZONING/ANNEXATION REQUESTS

- Request to annex approximately 7.18 acres of property located on HWY 501 [PIN's 338-09-02-0008 (2197 Church Street), 338-09-02-0009, 338-09-02-0010 (2199 Church Street), 338-09-02-0011 & 338-09-02-0014 (2201 Church Street)], and rezone from the Horry County Highway Commercial (HC) to City of Conway Highway Commercial (HC).
- 2. Request to annex approximately 0.09 acres of property located on HWY 501 (PIN 338-09-02-0007), and rezone from the Horry County Highway Commercial (HC) to City of Conway Highway Commercial (HC).
- 3. Request to annex approximately 12.56 acres of property located near the intersection of HWY 701 S. and Pitch Landing Rd (PIN 381-00-00-0003), and rezone from the Horry County Highway Commercial (HC) district to the City of Conway Planned Development (PD) district.
- 4. Request to annex approximately 5.26 acres of property located at the corner of HWY 701 S. and Pitch Landing Rd, and Wildair Circle (PIN 381-08-01-0006), and rezone from the Horry County Community Retail Services (RE2) district and Commercial Forest Agriculture (CFA) district to the City of Conway Planned Development (PD) district.

MAYOR Barbara Jo Blain-Bellamy

City of NWAY SOUTH CAROLINA

COUNCIL MEMBERS

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- Request to annex approximately 4.56 acres of property located near the southwest intersection of HWY 701 S. and Pitch Landing Rd (PIN's 381-08-04-0009 and -0010), and rezone from the Horry County Commercial Forest Agriculture (CFA) district to the City of Conway Planned Development (PD) district.
- 6. Request to annex approximately (+/-) 1,740 acres of property located on HWY 701 S., Pitch Landing Rd, and Blaze Trail (PIN's 380-00-00-0038, 403-00-00-0001, 403-00-00-0002, and 403-00-00-0022), and rezone from the from Horry County Commercial Forest Agriculture (CFA) district to the City of Conway Planned Development (PD) District.

C. LAND DEVELOPMENT AGREEMENT

1. Proposed development agreement by G3 Engineers (applicant) for development of property located on Pitch Landing Road and Hwy 701 South, known as the Warden Station, containing +/-1763.28 acres, (PINs 381-00-00-0003, 381-08-04-0009, 381-08-04-0010, 380-00-00-0038, 381-08-01-0006, 403-00-00-0001, 403-00-00-0002, and 403-00-00-0022).

V. PUBLIC INPUT

VI. BOARD INPUT

VII. STAFF INPUT

VIII. UPCOMING MEETINGS

<u>MEETING</u>	DATE	TIME	<u>LOCATION</u>	ADDRESS
City Council	July 17, 2023	4:00 p.m.	City Hall	229 Main St.
Community Appearance Board (CAB)	July 26, 2023	4:00 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.
Board of Zoning Appeals (BZA)	June 27, 2023	5:30 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.
Planning Commission (PC)	August 3, 2023	5:30 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.

IX. ADJOURNMENT

CITY OF CONWAY PLANNING COMMISSION WORKSHOP WEDNESDAY, May 17, 2023

Planning & Building Dept. Conference Room – 196 Laurel Street

Present: Brian O'Neil, Jessica Wise, Danny Hardee, Ellen Watkins, Virginia Norris, Julie Hardwick

Absent: Kendall Brown, David Sligh, Samantha Miller

Staff: Jessica Hucks, Planning Director; Brent Gerald, Planner; Kym Wilkerson, Zoning

Administrator; Le Hendrick, Fire Chief; June Wood, Public Information Officer; Jeff

Leveille, IT; Anne Bessant, Planning Assistant

Others: Robert Days, Ashley Proctor, Jeff Miller, Shep Guyton, Felix Pitts, Brandon Truesdale,

April O'Leary

I. CALL TO ORDER

Chairman O'Neil called to order at 5:30 p.m.

II. DISCUSSION

Request by G3 Engineering, agent for various property owners, to annex 8 parcels, consisting of approximately 1,743 acres property, located on or near the corner of Hwy 701 South and Pitch Landing Road (PIN #'s 380-00-00-0038, 403-00-00-0001, 403-00-00-0002, 381-00-00-0003, 381-08-01-0006, 381-08-04-0009, 381-08-04-0010, 403-00-00-0022), and rezone from the Horry County Commercial Forest Agriculture (CFA), Community Retail Services (RE2) and Highway Commercial (HC) districts to the City of Conway Highway Commercial (HC) and Planned Development (PD) districts.

Hucks stated that last year, staff began discussions with an engineering firm on annexation of this property. At that time, the property was not contiguous to property in the City. Since then, Dollar General at 3546 Hwy 701 South was annexed February 6th, Bucks Township Storage at 3550 Hwy 701 South was annexed on March 20th, and The Gun Store at 3594 Hwy 701 South is currently going through the annexation process, with first reading scheduled for April 17, 2023. If First Reading of 3594 Hwy 701 South is approved, Final Reading will be scheduled for May 1, 2023.

With the annexation and rezoning of the aforementioned properties almost complete, the annexation and rezoning applications for the property known as The Warden Tract, and surrounding parcels, can proceed with Planning Commission review and recommendation.

The applicants are proposing to develop a majority of the property as a PD. The surrounding parcels that are also proposed to be annexed into the City, all of which have frontage on either Hwy 701 South or Pitch Landing Rd, are proposing to annex in as Highway Commercial (HC).

The current proposal for the Warden Tracts (consisting of a combined total of \pm 1,743 acres acres) is to annex and rezone to a Planned Development District. It will include single-family, multifamily and

highway commercial uses. Out of the total acreage, approx. 507 acres of the tract is located within the AE flood zone. Per an ACOE preliminary jurisdictional determination (PJD) letter dated January 6, 2021, the property contains 714.3 acres of wetlands. The wetlands and the flood zone overlap in some areas (as seen on the preliminary site plan for the project).

This project is outside of the City's utility service area. Sewer would be provided via GSWSA and water would be provided via Bucksport Water Systems. Per an email provided by the engineer to Bucksport Water in December 2022, they were informed that they would have to discuss the project with their engineer about recommendations to service a development of that size, which could include a new well, a tank and a treatment facility.

They have also provided staff with a Traffic Impact Study, from November 2022.

It's staffs understanding that the applicants also plan to seek a development agreement with the City at some point in the annexation / rezoning process; however, to date, staff has not received any information pertaining to the development agreement.

Shep Guyton, Brandon Truesdale and Felix Pitts, applicants were present and further explained the request.

The commissioners, applicants and staff discussed the request in length.

The following items were discussed during the meeting:

- Wetland impacts
- Collecting sanitation fees
- Fire station concerns
- Design Standards for the planned development
- Infrastructure concerns for the area
- Building near flood zones
- Buffers to existing residential
- Open Space for the development
- Development agreement
- Lot sizes for the Highway Commercial (HC) district

V. ADJOURNMENT

A motion was made to adjourn the meeting. The vote in favor was unanimous. The motion carried. The meeting adjourned at approximately 6:58 pm.

Approved and signed this	day of	, 2023.
	Brian O'Neil, Chairperson	

CITY OF CONWAY PLANNING COMMISSION MEETING THURSDAY, JUNE 1, 2023

Planning & Building Dept. Conference Room – 196 Laurel Street

Present: Kendall Brown, Brian O'Neil, David Sligh, Ellen Watkins, Samantha Miller, Virginia Norris

Absent: Jessica Wise, Danny Hardee

Staff: Jessica Hucks, Planning Director; Marquiez Carter, Planning Intern; Katie Dennis, Planning

Concierge; Charlie Crosby IT; Anne Bessant, Planning Assistant

Others: Suzanne Roman

I. CALL TO ORDER

Chairman O'Neil called to order at approximately 5:30 p.m.

II. APPROVAL OF MINUTES

Hardwick made a motion, seconded by Sligh to approve the April 6, 2023 minutes as written. The vote in favor was unanimous. The motion carried.

III. PUBLIC HEARINGS

A. TEXT AMENDMENTS

1. Previously Deferred – Amendment to Article 2 – Definitions, Article 4 – Use Tables, and Article 5 – Specific Use Regulations, of the City of Conway Unified Development Ordinance (UDO), regarding shooting ranges and armories.

Hucks stated that currently there is no provision for the lawful permitting of shooting ranges within any zoning district in the City of Conway.

A 2017 report form the Pew Research Center found that; Nationwide, 30% of Americans own guns and 11% don't personally own a gun but live with someone who does. However, 52% of those who do not own guns could see themselves owning one at a point in the future. The demographics in this region may differ as; 46% of those who live in rural areas are gun owners while 28% of those in suburbs and 19% of those in urban areas own guns. The City of Conway contains all three of these characteristics.

With 41% of Americans currently having access to a firearm and potentially an additional 35% acquiring guns in the near future, The City of Conway recognizes the benefit of and potential demand for specialized facilities designed to both instruct and develop proficiency in the safe handling of firearms.

Property located at 3794 HWY 701 South is currently going through the annexation process (PIN 381-01-04-0022). This 2.45-acre parcel contains "The Gun Store", a firearms retail sales business with an indoor shooting range facility. The property is currently zoned Horry County "Indoor Amusement Commercial" (AM1), which permits indoor shooting ranges. Upon annexing, the use on the subject parcel will become a "legal nonconforming" use. In addition to the UDO not defining or addressing shooting ranges, the property owner

has expressed concerns that annexing will prohibit future expansion of his business, if he chooses. The site is large enough to consider expansion or addition of buildings to the property. Planning Commission recommended approval of annexation of this property (as HC) at their April 6th meeting. City Council deferred 1st reading of the annexation / rezoning request to give the applicant an opportunity to explore other options besides annexation into the City, due to their concerns with annexing. As a result of this property, staff began researching other cities and towns and how they defined and permitted such facilities, so that in the event this came about with other properties — either already containing such use, or vacant properties seeking to develop a shooting range, the City would have standards to address the use and that would include provisions to offer protections for adjacent properties.

While indoor shooting facilities may be appropriate within industrial areas, except for those facilities solely for the training of law enforcement, the incorporated area does not seem to be a suitable setting for outdoor shooting ranges. This amendment proposes to allow indoor shooting ranges, with conditions in three (3) districts: Highway Commercial (HC), Light Industrial (LI), and Heavy Industrial (HI). In addition to providing provisions for the use of indoor shooting ranges, staff also proposes to define uses associated with shooting ranges and armories in *Article 2 – Definitions*, of the UDO.

This amendment was deferred at the May 4th Planning Commission meeting due to questions from Planning Commission regarding design standards for indoor shooting ranges, and whether there were any that could be included in the amendment. Staff has revised the amendment slightly, to include a general statement regarding design standards, that is also provided in the NRA standards as well as the US Dept. of Energy standards.

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to City Council after said review.

The board and staff discussed at length.

Sligh made a motion to recommend approval to Council conditional upon deletion of sub paragraph 9.C. "Facilities shall be designed, constructed, and operated in strict compliance with the National Rifle Association (N.R.A.) Standards". O'Neil seconded the motion and the motion carried unanimously.

2. Previously Deferred – Amendment to Articles 4 – Use Tables and Article 5 – Specific Use Regulations, of the City of Conway Unified Development Ordinance (UDO), regarding the keeping of chickens in residential zoning districts.

Hucks stated, *Section 5.2.5* of the UDO sets forth the regulations governing the non-commercial keeping of livestock or fowl. This section makes keeping chickens illegal throughout most of the City, allowing it only in RA, FA, and IN zoning districts.

The keeping of chickens was added as an allowed use in IN in 2017. At this time, Conway High School had asked that chickens be allowed for the furtherance of their agricultural programming. The original 2017 amendment also proposed allowing chickens in low-density residential zoning districts in addition to IN, but at that time, Council chose to move forward with the IN amendment only.

Since then, there has been a movement in the area to allow the keeping of urban chickens, and Conway is no different. Through the years, the Planning Department has required families to get rid of their chickens, and each time it was a difficult thing for families who treated them like pets. Additionally, with the recent rising cost of eggs, more citizens are considering raising chickens.

The proposed amendment to the UDO would allow chickens to be kept in R and R-1 neighborhoods, without allowing the other types of fowl and livestock. This would accommodate most of the areas that are known to

PC 6/1/2023

keep chickens and hopefully address community concerns. No more than 10 chickens could be kept on R or R-1 property, and all chickens must be cooped and penned to keep them from freely roaming. No roosters are permitted and all areas must be kept in a clean and healthy condition.

At the May 4th Planning Commission meeting, members discussed several options with staff regarding the number of chickens that were proposed to be allowed with this amendment, and there was public input in favor of allowing city residents to have chickens with little to no restriction. PC asked staff to provide information from surrounding areas and how they regulated urban chickens. The proposed amendment was deferred to the June Planning Commission meeting.

Staff recommended that Planning Commission give a thorough review of the request and make an informed recommendation to City Council after said review.

The board and staff discussed at length.

Norris made a motion to recommend approval to Council with the staff's recommended conditions, also adding the R2 district (only having a single family detached dwelling with no lot size changes), Rural Residential and making a 6-chicken allowance. O'Neil seconded the motion. The motion carried unanimously.

Sligh noted that the motion he understood that was made included a lot size requirement and would have not voted in favor or would have suggested that the minimum lot size requirement be added in the motion.

IV.	PUBL	IC II	NPUT

None

V. BOARD INPUT

None

VI. STAFF INPUT

None

VII. ADJOURNMENT

A motion was made to adjourn the meeting.	The vote	in favor	was	unanimous.	The	motion	carried.	The
meeting adjourned at approximately 6:15 pm.								

2022

Approved and signed this	day of	, 2023.
	Brian O'Neil, Chairma	n

ITEM: III.A

ISSUE:

Colonial Farms – The applicant, David Norris, DN Engineering Inc., request preliminary approval of phases 1 and 2 of the subdivision and development of PIN: 326-00-00-0027 and 326-00-00-0047, located on S.C. Hwy 548, with frontage on and access to S.C. Hwy 501.

ANALYSIS:

PHASE 1

Phase 1 is a 131-lot single-family subdivision, located on: PIN 326-00-00-0027. The tract contains: 65.03-acres, which would be a calculated gross density of: 2.01 units per acre. This parcel is zoned: R-1, which requires a minimum lot size of: 7,500 sq. ft. and 75-ft. minimum lot width for single-family lots.

This phase provides a total 28.34-acres of Open Space with 14.28-acres excluding; ponds, wetlands and buffers.

Phase 1 proposes two points of access onto S.C. Hwy 548 and a connection to the roadway system in Phase 2, as well as a stub-out to adjacent PIN: 327-00-0035.

PHASE 2

Phase 2 is a 97-lot fee-simple townhome development, located on PIN: 326-00-00-0047. The tract contains: 19.12-acres, which would be a calculated gross density of: 5.07 units per acre. This parcel is zoned: R-2, which requires a minimum lot size of: 2,000 sq. ft and an 18-ft. minimum lot width for townhome lots.

This phase provides a total 3.30-acres of Open Space with 2.80-acres excluding; ponds, wetlands and buffers.

Phase 2 proposes two additional points of access; one on S.C. Hwy 548 and another on S.C. Hwy 501 and will provide connectivity for Phase 1, as well as a stub-out to adjacent PIN: 326-00-00-0029.

Upon completion of both phases, this development will have: 228 residential units with four points of access and inner-connectivity provided to adjacent parcels both on the east and south of the development.

BACKGROUND:

Sep. 30, 2019 the tracts were separated, while still in Horry County

Aug. 16, 2021 a sketch plan for the entire project was submitted for review

Dec. 20, 2021 both tracts were annexed into and rezoned by: The City of Conway

Dec. 14, 2022 preliminary plans were submitted for Phase 1

Jan. 31, 2023 preliminary plans were submitted for: Phase 2

May 26, 2023 revised plans were submitted for: Phase 2

June 7, 2023 revised plans were submitted for Phase 1

The plans are still being reviewed by the Technical Review Committee (TRC).

STREET NAMES

The applicant is requesting approval of the following street names. Horry County has already reserved these names for this development:

- Colonial Farms
- Dissident
- Dragoon
- Freedom
- Haversack

- Little Mill
- Old Wagon
- Parapet
- Skirmish

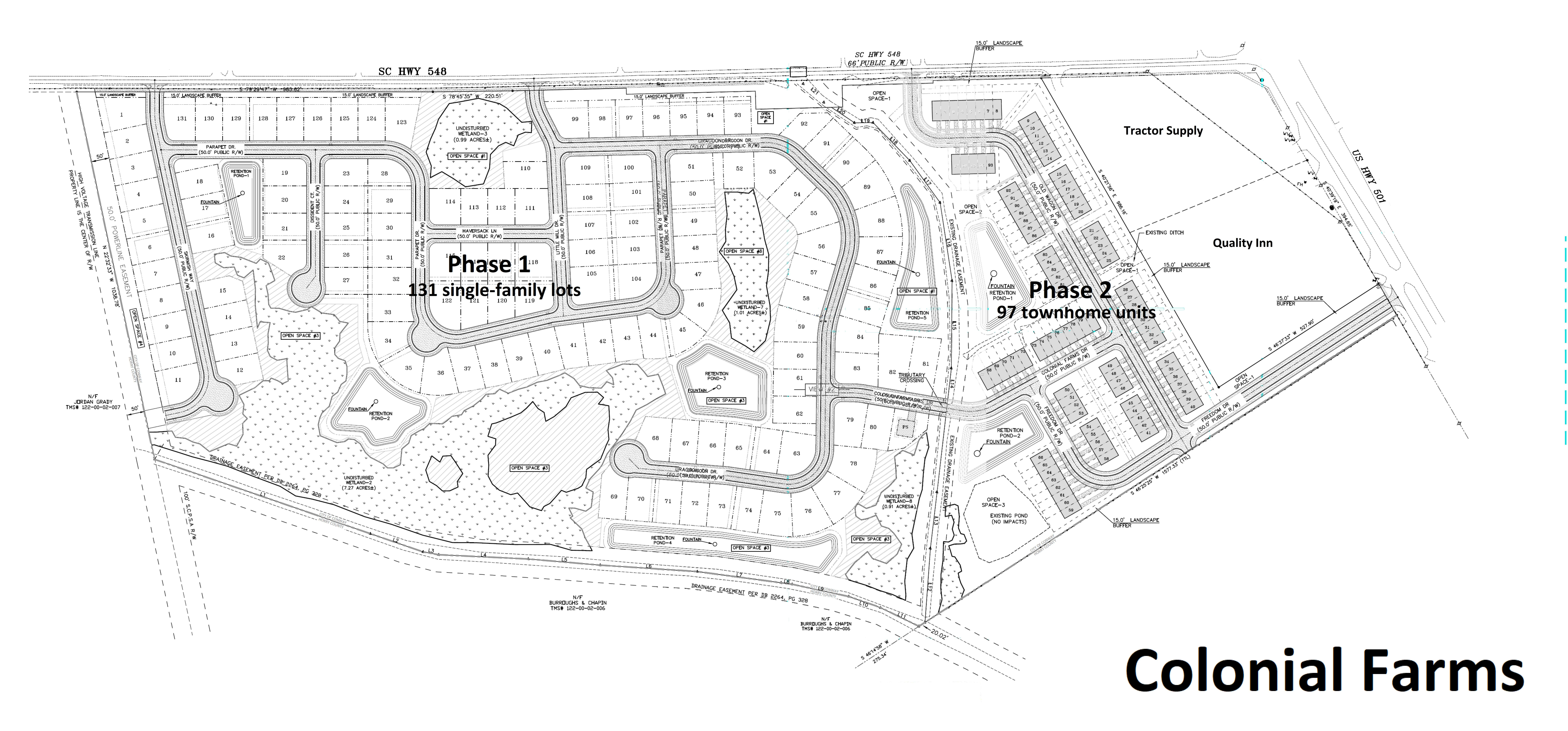
The suffixes for the street names were intentionally left off to allow for any subsequent changes between now and preliminary approval by TRC.

SUBDIVISION NAME

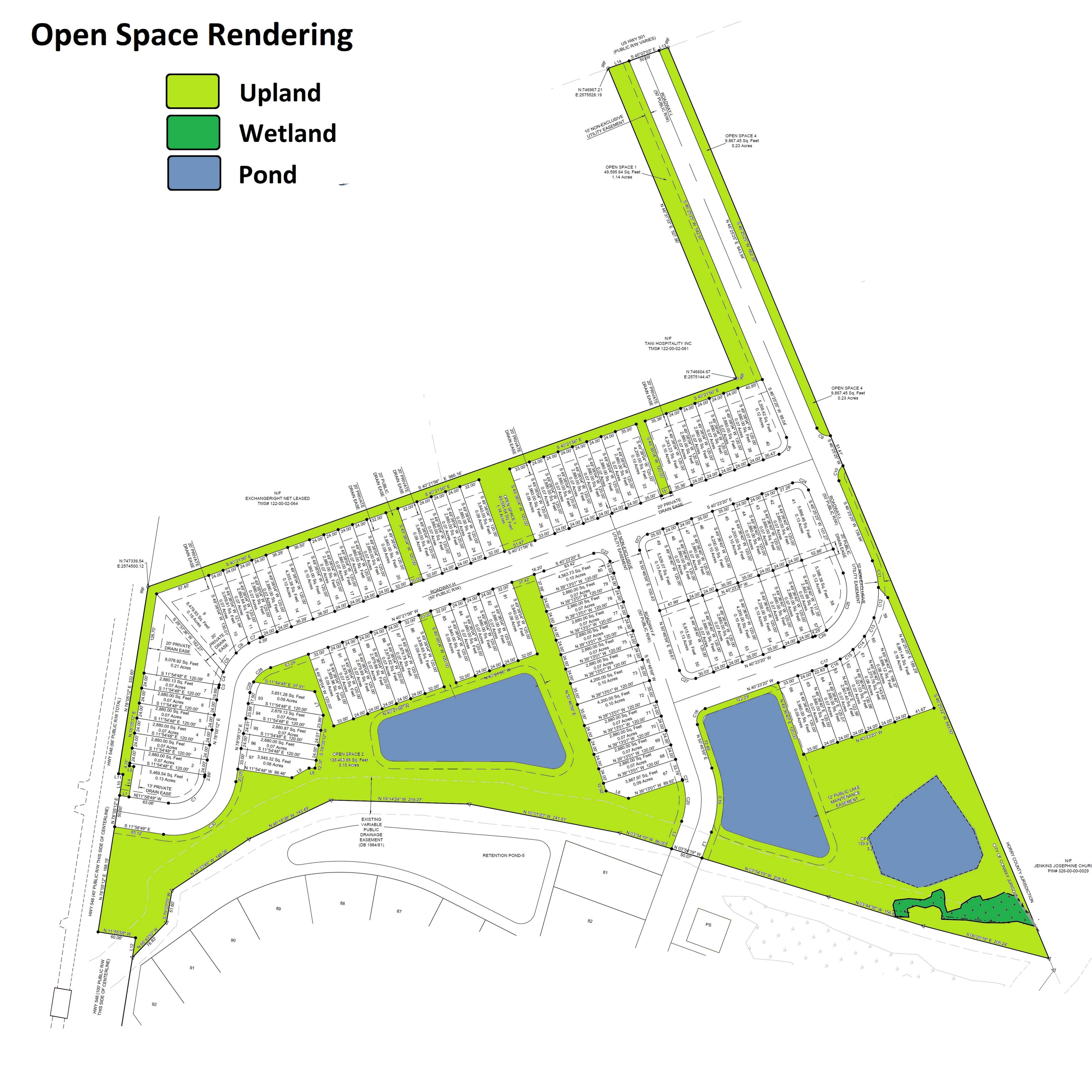
City Council is required to approve the names of subdivisions / developments. The name of this development is scheduled for consideration by Council at their July 17th meeting.

RECOMMENDATION:

If Planning Commission recommends approval of the applicant's requests, staff recommends that it be contingent upon subsequent review and approval by the Technical Review Committee (TRC).







DATE: JULY 13, 2023 AGENDA ITEM: IV.A.1

ISSUE:

Discussion of a proposed rezoning by Coastal Carolina Student Housing Partners, LLC, to rezone approximately 15.61 acres located at 300 Bellamy Ave from the Institutional (IN) district to the High-Density Residential (R-3) district (PIN 383-00-00-0381).

BACKGROUND:

On May 23, 2023, the applicants submitted a rezoning application for the subject property, located on Bellamy Lane. The property is currently zoned Institutional (IN). The property is accessed via Bellamy Lane, an entrance off Lonestar Street and within Commerce Plaza; a primarily industrial area.

The property was annexed into the City limits in 2017 as Institutional (IN), in order to facilitate the development of student housing. Per *Article 4 – Use Tables*, of the UDO, student housing is identified as an "accessory use" to a college or university. Some of the student housing developments along HWY 544 are zoned IN as well for this reason. However, current staff has come to interpret this "use" as only being permitted in conjunction with a principal use on the same property in which the student housing is proposed to be constructed (*i.e.* dormitory). Construction of the Bellamy Student Housing development began in 2018, and the units were issued a certificate of occupancy in the same year.

The applicants have not specified a reason for the rezoning, other than that the proposed buyer(s) are concerned with the residential use of the property under the current zoning, as they intend to rent entire units to families (lease entire units), rather than to lease individual bedrooms to college students. However, the zoning of the property does not dictate "who" the units can be leased to. Evidence suggests that since the buildings were completed, the units have been leased to anyone who qualifies, not just college students.

Per Section 3.2.5 of the UDO, the intent of the High-Density Residential (R-3) district is to provide areas for high-density attached, detached, semi-attached, and multifamily residential development in the City of Conway and to prohibit uses that would substantially interfere with the development or continuation of residential structures in the district.

Surrounding Uses / Zoning Districts:

The property is directly adjacent to Commerce Plaza, with parcels zoned City Heavy Industrial (HI). Property behind the development is zoned Horry County CFA and property beside the development is zoned Horry County PUD and MA2 (a manufacturing district).

CITY OF CONWAY COMPREHENSIVE PLAN:

The future land use map of the *Comprehensive Plan* also identifies the property as being High-Density Residential (R-3).

NEXT STEPS AND DATES/ESTIMATES:

July 14-17, 2023 Staff forwards PC recommendation to City Clerk for inclusion on next available Council meeting agenda for first reading; *tentatively* August 7, 2023.

STAFF RECOMMENDATION:

While staff supports the City's Future Land Use Map of the Comprehensive Plan, there are concerns that some of the uses within the commerce plaza industrial area will become legal-nonconforming, based on their distance from the subject property, as there are certain uses that must be a minimum distance from residentially zoned property. Per *Section 5.1.24* of the UDO, tattoo parlors and body piercing establishments are required to be located a minimum of 600-ft from all residential zoning districts. If the subject property is rezoned to R-3, an existing tattoo parlor will abut the property and will become legal-nonconforming. The existing business can continue, but if it were to cease operating at the location for 180 days or longer, it cannot be re-established at the current location, nor can any other use that is required to be a certain distance from residentially zoned property.

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to Council after said review.

ATTACHMENTS:

Application;

GIS Maps



Zoning Map Amendment Application Incomplete applications will not be accepted.

Staff Use Only	
Received:	

City of Conway Planning Department 196 Laurei Street, 29526

Phone: (843) 488-9888 Conway, South Carolina

www.cityotconway.com

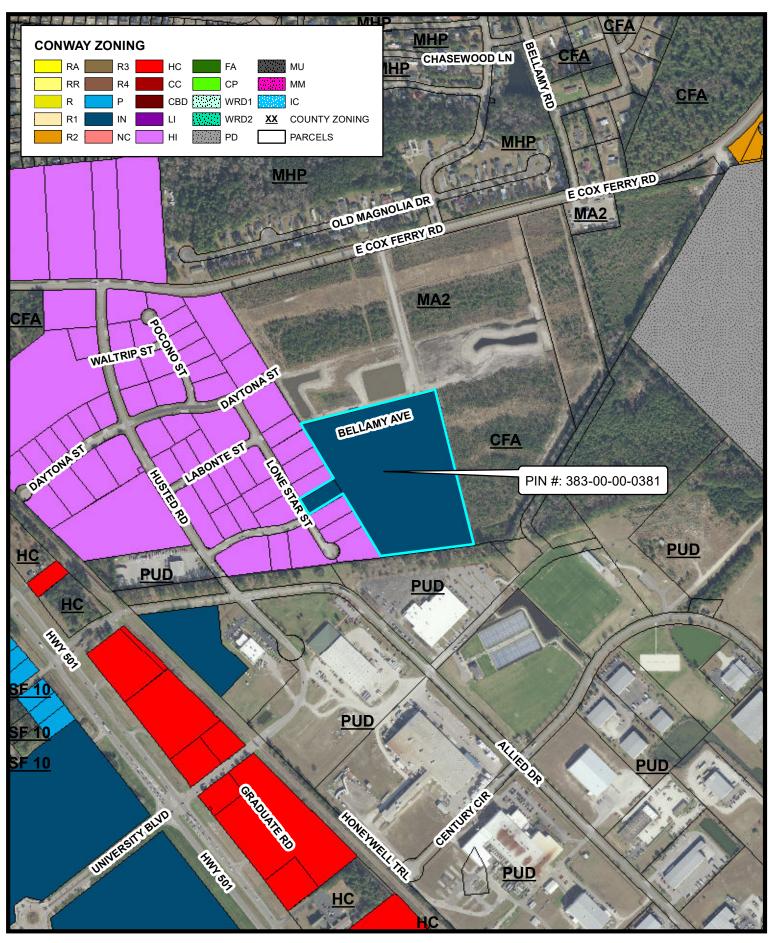
Notice

All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property, in order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filing fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. A plat of the property to be rezoned may be required with this application.

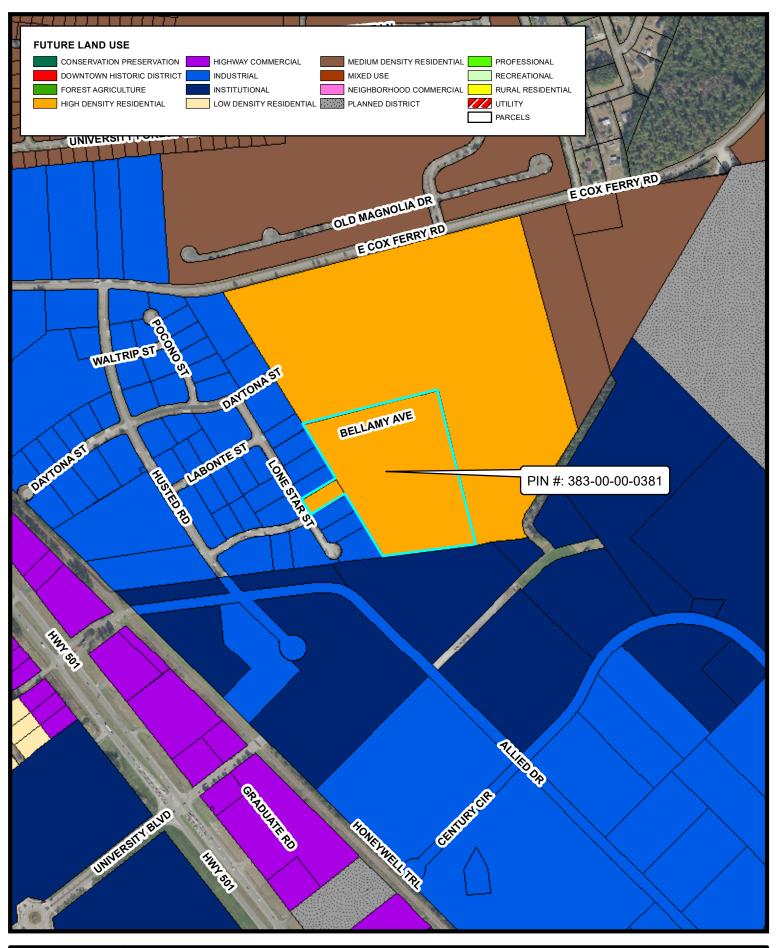
PHYSICAL ADDRESS OF PROPERTY: 300 Bellamy Lane, C	conway, SC 29526 FEE PAID YES NO
AREA OF SUBJECT PROPERTY (ACREAGE): 15.61 Acres	
CURRENT ZONING CLASSIFICATION:	
COMPREHENSIVE PLAN 2035 FUTURE LAND USE: High	Density Residential
REQUESTED ZONING CLASSIFICATION: R3 - High D	ensity Residential
NAME OF PROPERTY OWNER(S): Coastal Carolina Student Housing Partners, LL	CPHONE #
c/o John G. Dixon, Jr.	PHONE #
MAILING ADDRESS OF PROPERTY OWNER(S): 625 Kentucky Street, Scottdale, Georgia 3007	9

I (we) the owner(s) do hereby certify that all	information presented in this Zoning Map
Amendment Application is correct	5/23/23
PROPERTY OWNER'S SIGNATURE(S)	DATE
PROPERTY OWNER'S SIGNATURE(S)	DATE

THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.

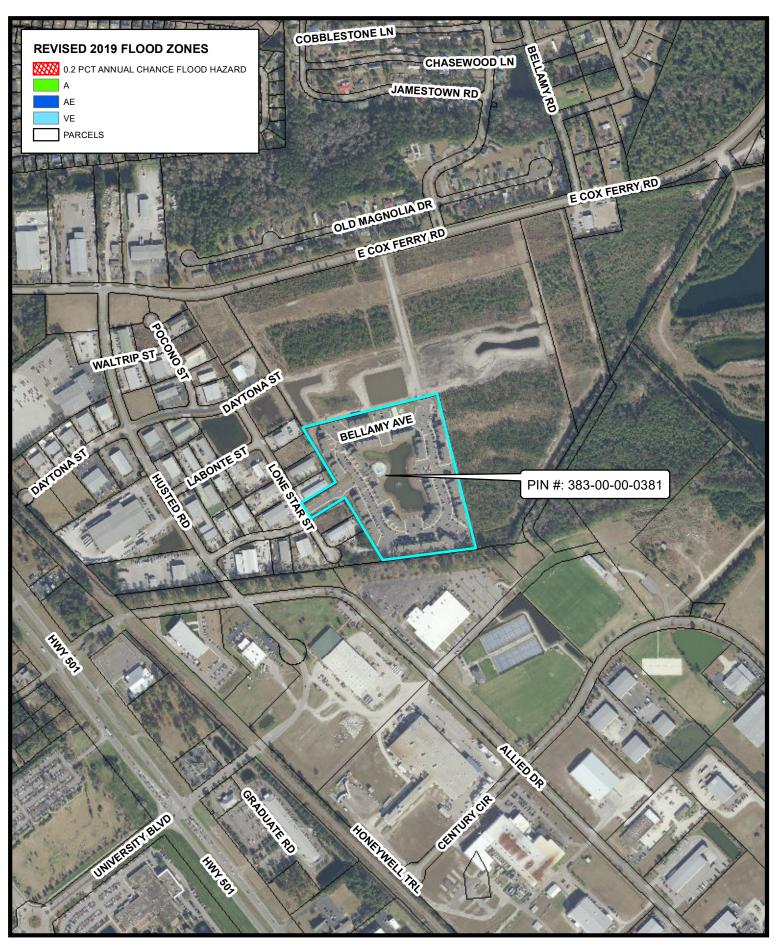




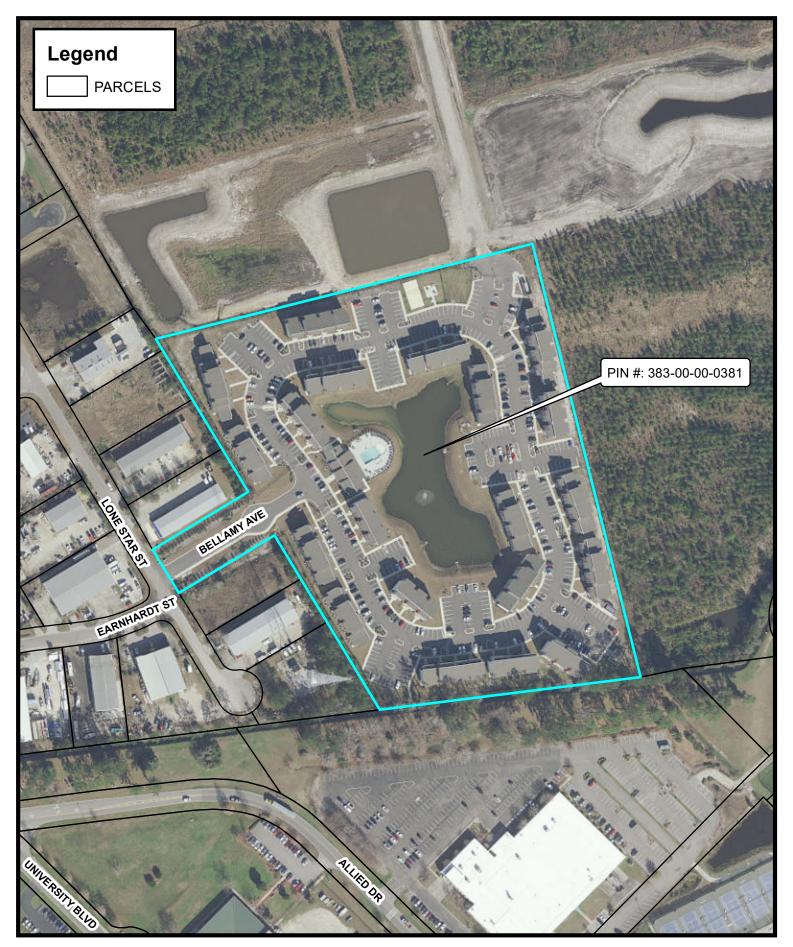




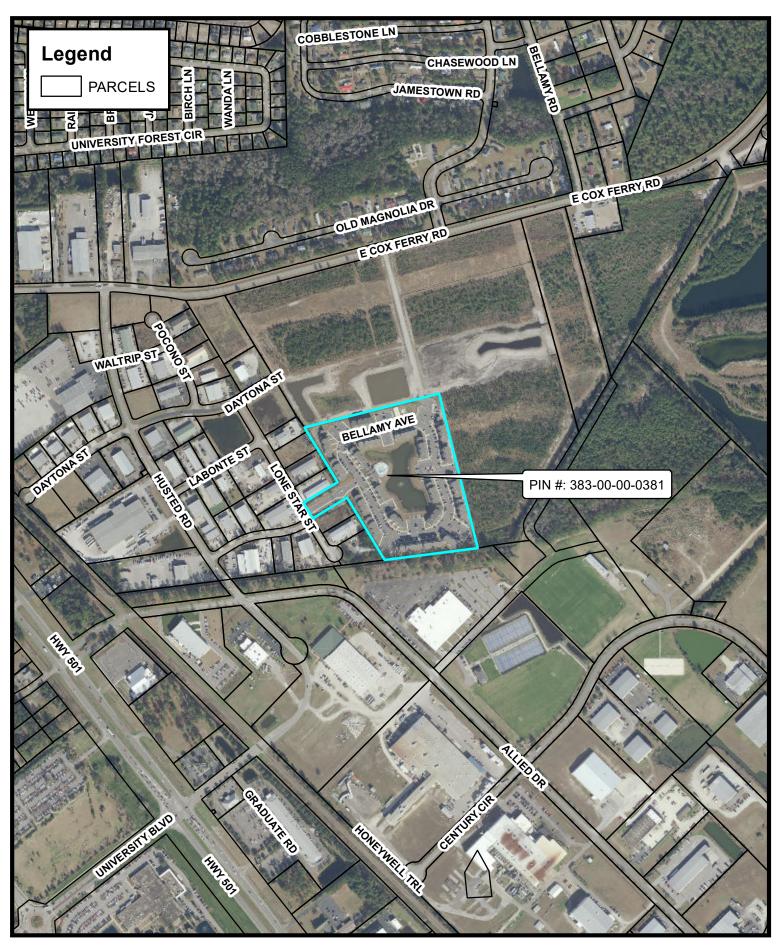
















COASTAL CAROLINA HOUSING PARNTERS, LLC City of Conway Zoning Map Amendment Application - Supplement

INTRODUCTION:

Coastal Carolina Housing Partners, LLC ("the Applicant") is the owner of a +/- 15.61 acre tract of land located in the City of Conway, SC ("the Property") which was previously approved by the City of Conway and developed by the Applicant as a multi-family residential housing complex known as Coastal Bellamy ("the Project"). See photos of existing Project attached as "Exhibit A."

The PIN # for the Property is # 38300000381 and the Project is currently located in an Institutional ("IN") Zoning Distruct¹ and has a Future Land Use Map Designation of High Density Residential ("HDR") and Institutional ("IN"). See City of Conway Zoning and Land Use Map Excerpts attached as "Exhibits B and C." The Project currently serves a mix of student and non-student residents associated with the nearby higher education institutions (i.e. - Horry-Georgetown Technical College, Coastal Carolina University) and includes "per bedroom" lease arrangements for its residents. ²

REQUESTED ZONING MAP AMENDMENT:

The Applicant seeks to amend the City of Conway's Zoning Map for the subject Property from the current IN Zoning District to reflect a more traditionally recognized R—3 (High Density Residential) Zoning District to better reflect the current mix of student and non-student residents residing at the multi-family Project and to better address long-term concerns regarding the IN Zoning District for the Project. Moving forward, the Applicant intends to continue to lease its multi-family units to students at the Project. However, from an operational and management standpoint, the Applicant intends to review and potentially eliminate the "per bedroom" lease requirements more typically associated w/ student housing in the future.

City of Conway Development Standards:

Upon information and belief, the existing Property was originally designed, developed and constructed in compliance with the City of Conway's applicable Design Standards for the current IN Zoning District and the requested R-3 High Density Residential Zoning District as outlined in Articles 6.2.7 and 6.3.3 of the City of Conway's Unified Development Ordinance ("UDO"). See

¹ City of Conway UDO 3.2.8 - The intent of the IN District is to provide areas for the development of medical, educational, and higher educational, facilities in a campus-like setting. More specifically, the district is intended to accommodate the development styles, uses, and accessory uses associated with these facilities. This district is not intended for businesses engaged in retail sales, except for those businesses that are clearly accessory to and specifically provide services to the permitted principal use.

² Accessory uses in the Institutional (IN) Zoning District shall only be permitted when the principal use in a college or university (Pa3).

Coastal Carolina Housing Partners, LLC Zoning Map Amendment – Supplement

site plan attached as **Exhibit "D."** The City of Conway issued a series of Certificates of Occupancy ("CO's") for the existing Project on or about August 2, 2018. Thus, the Applicant is unaware of any design, development, and/or construction standard issues presented by this R-3 rezoning request at this time. However, the Applicant is prepared to review and address the same with its design professionals as needed.

CONCLUSION:

The Applicant's request to amend the City of Conway's Zoning Map for the subject Property from the current IN Zoning District to R—3 (High Density Residential) Zoning District is appropriate based upon the facts and circumstances presented and it is consistent with the City of Conway's UDO and 2035 Comprehensive Plan, Land Use Element.

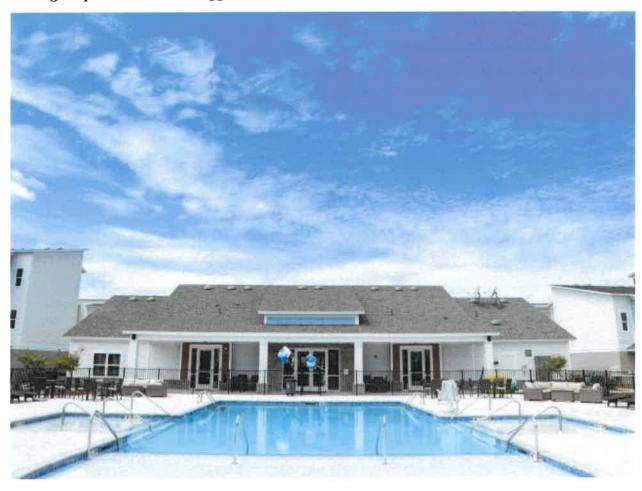
EXHIBIT "A"



Coastal Carolina Housing Partners, LLC Zoning Map Amendment – Supplement



Coastal Carolina Housing Partners, LLC Zoning Map Amendment – Supplement



Coastal Carolina Housing Partners, LLC Zoning Map Amendment – Supplement

EXHIBIT "B"

iii

RURUAL AGRICULTURAL (RA)

RURAL RESIDENTIAL (RR)

LOW DENSITY RESIDENTIAL

LOW DENSITY RESIDENTIAL (R)

LABONTE ST

IS HVIS JNOT

Project Site

MEDIUM DENSITY

RESIDENTIAL (R2)

(R3) HIGH DENSITY RESIDENTIAL

(R4) TRADITIONAL RESIDENTIAL

PROFESSIONAL (P)

INSTITUTIONAL (IN)

COMMERCIAL (NC) NEIGHBORHOOD

HIGHWAY COMMERCIAL (HC)

JALSOH

Horry County, State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, ...

CONMITTOOIN

Coastal Carolina Housing Partners, LLC Zoning Map Amendment – Supplement

EXHIBIT "C"

Coastal Carolina Housing Partners, LLC Zoning Map Amendment – Supplement

EXHIBIT "D"

CODE COMPLIANCE CRITERIA

- All fan systems with a capacity of 2000 cfm or greater, or systems which serve a means of agrees, shall be provided with a duct mounted smoke detector. The smoke detector shall provide system surflown in accordance with IMC 1 action 68. Exhauts systems shall be in accordance with IMC 1 table 403.8.

 All mechanical equipment shall be installed with respect to the mounted of the control of the c
- other equipment so as to permit access and service per the manufacturar's recommendations, and IMC-300.

 Equipment and appliances shall be installed as required by the terms of heir approval, in accordance with the conditions of the stating, the manifacturar's trained listing in the manufacturar's manufacturar's restallation instructions and IMC. Manufacturar's installation instructions shall be evallable on the beat as the firm of impaction, per MinC-304-1.

GENERAL PROJECT NOTES

- turet, electrical, sprinkler, and all other trades for pipe rousing ca, notify archited of any conflicts. construed that the contractor has familianized himself with all made subsequent to the proposal for material or labor due to a ma

901-378-3400 FAX 901-378-3490

ARCHITECT

- work covered by this contract furnish the owner with one complete set of nic "as-built" drawings, which show all work installed. or specified but necessary for the proper installation and operation shall be

- adjusted, and cleaned for proper operation. ranty for all equipment material and installation.
- distilution provided with estitutorizat pleas prior to purchase. International control provided with estitutorization of a libigle menulaturari. Il Be possibilitation of pulmanizati abest treatal in accordance with SMACMA. Il Be possibilitation of the state of t
- Provide burnion venes in all estoces and test in main doct.
 Estend reflegient lines from cooling call to undocro unit.
 Side an etigenant lines in accordance with matin recommendation.
 Locate southern lines in accordance with matin recommendation of above grade, be sloped 148° per foot locate southern units on a first occurred sept. Pad shall set estimate 4 above grade, be sloped 148° per foot sewly from the building and have chamfered edges. Where units are boarded edges, pad shall be confirment below as it units.

fitter and filter access door in each plenum. h of flex duct is 5 feet.

nd connectors shall not pass thru any fire resistance rated assembly drain to plurishing lifet. Refer to Plurishing sheets for location. as a 15-4"A.F.F. accessible thermostates at 48" A.F.F.

- integrate alla jove all meseaser notione, botain all pormita, and pay ell sesse tance, frees, and other costs buding utility considerse or odenshova, in comercione with this work.

 Integrate the list of increases plans, prapere el documents, and obtain all necessary approvats el al localizador shall is ell mosesses plans, prapere el documents, and obtain all necessary approvats el al contrador anni obtain and furnish to the Owner ell continuates of inspection prior to request for an experience.



Conway, South Carolina

The Bellamy at Coastal Carolina University Student Housing

PROJECT SITE PLAN - HVAG Of NOT TOURS OF LOW, WE WANTED TO THE TOURS OF THE TOURS PRINT BYEFFER D. HILLS OF THE STORY OF THE S Out assaus M100

Conceptual Site Plan Coastal Carolina University Student

BEVIBIONE

A Student Townhome Community CONWAY, SOUTH CAROLINA

GRAPHIC SCALE (In Fact)

Housing

Jeff Crabtree. PE 278 Amclia Cove Collierville, Tennessee 38017 jce98@bellsouth.net South Carolina PE #19277

DATE: July 13, 2023 AGENDA ITEM: IV.B.1

ISSUE:

Request by RDC Conway, LLC to annex approximately 7.18 acres located at on HWY 501 near the Horry County Schools Transportation office (addresses of some of the parcels may include 2197 Church Street and 2199 Church Street), and rezone from the Horry County Highway Commercial (HC) district to the City of Conway Highway Commercial (HC) district (PIN's 338-09-02-0008, -0009, -0010, -0011, and -0014).

BACKGROUND:

In May, the applicant submitted annexation and rezoning applications for the subject property, located on HWY 501. The property is currently in Horry County's jurisdiction, zoned Highway Commercial (HC).

The applicant is seeking to annex the property into the City limits to facilitate development of commercial/retail establishments. Staff has reviewed one conceptual plan of the proposed layout, and comments regarding the conceptual plan were sent back to the applicant last month. The conceptual (sketch) plan that was reviewed by TRC in April is included in your packet.

One of the current uses of one of the properties is the Roadrunner Antiques store.

Per Section 3.2.10 of the UDO, the intent of the Highway Commercial (HC) district is to provide compatible locations to serve the automobile-oriented commercial activities in harmony with major highway developments, reduce traffic congestions and to enhance the aesthetic atmosphere of the City.

Surrounding Uses / Zoning Districts:

The properties are surrounded by property in the City limits, already zoned Highway Commercial. The High School, located on the other side of the HCS Transportation office, is zoned Institutional (IN). Property behind these parcels is zoned Conservation Preservation (CP); likely due to the proximity of the Crabtree Swamp in relation to these parcels.

CITY OF CONWAY COMPREHENSIVE PLAN:

The future land use map of the *Comprehensive Plan* identifies the properties with frontage along HWY 501 as HC and the remaining parcel (PIN 338-09-02-0014) as HC <u>and</u> Conservation Preservation (CP), as this parcel is within the AE flood zone and contains wetlands.

Per Section 3.2.15 of the UDO, the intent of the Conservation Preservation (CP) district is to provide needed open space for general outdoor and indoor recreational uses, and to protect environmentally sensitive areas and flood prone areas from the encroachment of any residential, commercial, industrial, or other uses capable of adversely affecting the relatively undeveloped character of the district.

NEXT STEPS AND DATES/ESTIMATES:

July 14-17, 2023

Staff forwards PC recommendation to City Clerk for inclusion on next available Council meeting agenda for first reading; *tentatively* August 7, 2023.

STAFF RECOMMENDATION:

Staff supports the City's Future Land Use Map zoning classifications. Earlier this year, Council passed an ordinance that addressed the split zoning of parcels. In general, split-zoning is not permitted. However, in cases where the Future Land Use Map identifies parcels (or portions) as Conservation Preservation (CP) which are seeking annexation and/or rezoning of property and/ or containing environmentally-sensitive areas (i.e. flood zones, flood ways, wetlands), Planning Commission may recommend to council zoning these parcels (or portions containing the environmentally-sensitive areas) as Conservation Preservation. This language is found in *Section 6.1.14* of the UDO; a copy of which is included with the packet.

The City's Future Land Use Map identifies PIN 338-09-02-0014 (also the largest parcel included in this request) shows the entire parcel as CP.

Per the conceptual plan submitted by the applicant, approximately 3.02 acres of PIN 338-09-02-0014 is within a flood zone or contains wetlands, leaving approx. 2.2 acres of the parcel that could be zoned HC upon annexation. Should split zoning of the parcel be recommended, the final determination of acreage to be zoned CP would be determined via a survey and/or wetlands delineation. Additionally, per the conceptual plan, no development is proposed to occur in the wetlands that were identified. There does appear to be a portion of the parking lot proposed for this parcel to be within the X-shaded area (flood zone) but not the AE flood zone.

Note: The applicant has requested that the entirety of all the parcels be zoned HC upon annexation.

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to City Council.

ATTACHMENTS:

Application;

GIS Maps;

Section 6.1.14 of the UDO

Updated Wetland Determination map;

Conceptual Site Plan (reviewed by TRC)



PETITION FOR ANNEXATION

Staff Use Only	
Received:	
BS&A #:	

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Instructions:

(Print)

- Fill out all 3 pages
- Submit signed forms to City of Conway Planning Department

Submit signed forms to City of Collwa	y Framming Department
STATE OF SOUTH CAROLINA) PETITION FOR ANNEXATION
COUNTY OF HORRY)
TO THE HONORABLE MAYOR A	ND CITY COUNCIL OF CONWAY
WHEREAS, § 5-3-150 (3) of the property which is contiguous to a City by owning real estate in the area requesting an	Code of Laws of South Carolina provides for the annexation of an area or filing with the municipal governing body a petition signed by all persons mexation; and
WHEREAS, the undersigned are	all persons owning real estate in the area requesting annexation; and
WHEREAS, the area requesting a	annexation is described as follows, to wit:
NOW, THEREFORE, the unders area into the municipal limits of the City of	signed petition the City Council of Conway to annex the below described f Conway.
PROPERTY LOCATION/SUBDIVISION:	Conway - Crabtree
PIN: 3380902008-11 & 14	ACREAGE: 7.18
PROPERTY ADDRESS: 2197-2199	Church St.
PROPERTY ADDRESS:	1304 9th Ave Conway, SC 29526
PROPERTY OWNER MAILING ADDRESS:	042 222 5000
PROPERTY OWNER TELEPHONE NUMBE	3R: 043-222-3300
PROPERTY OWNER EMAIL: 01116	ENKIW SCEUASI. NEI
ADDITIONAL RDC Conway, LL	.C
APPLICANT'S EMAIL: mike.ziegle	r@eagledevgroup.com
IS THE APPLICANT THE PROPERTY OW	NER? CIRCLE: YES NO 🗸
IF NOT: PLEASE INCLUDE A LETTER ORESPONSIBILITY TO THE APPLICANT. PROPERTY OWNERS (Attach additional shape)	OF AGENCY OR POWER OF ATTORNEY FROM THE OWNER ADDIGNING
Michael P. Ziegler, Sr.	DATE: 5/10/23
(Print) Signa	atułe) ' //

(Signature)

DATE:_



PETITION FOR ANNEXATION

Staff Use Only	
Received:	
BS&A #:	

Is there a structure on the lot: Yes Structure Type: Commercial buildings
Current Use: Retail/Highway Commercial
Are there any wetlands on the property?
CIRCLE: YES NO O
If yes, please include valid wetland delineation letter from army corps of engineers.
Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?
CIRCLE: YES NO
If yes, please explain and provide a copy of covenant and/or restriction.
To the site a party to any dead restrictions or easements existing on the property?
Is the city a party to any deed restrictions or easements existing on the property?
CIRCLE: YES NO
If yes, please describe. Public right of way near the rear of the property and Horry Avenue along the southeastern property boudary
Are there any building permits in progress or pending for this property?
CIRCLE: YES NO
If yes, please provide permit number and jurisdiction.
FEES ARE DUE AT SUBMITTAL.
RI ZONING DISTRICT - NO FEE ALL OTHER ZONING DISTRICTS - \$ 250
PLEASE SUBMIT TO THE PLANNING & DEVELOPMENT DEPARTMENT

planning@cityofconway.com



Zoning Map Amendment Application

Incomplete applications will not be accepted.

Staff Use Only
Received: BS&A #:

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

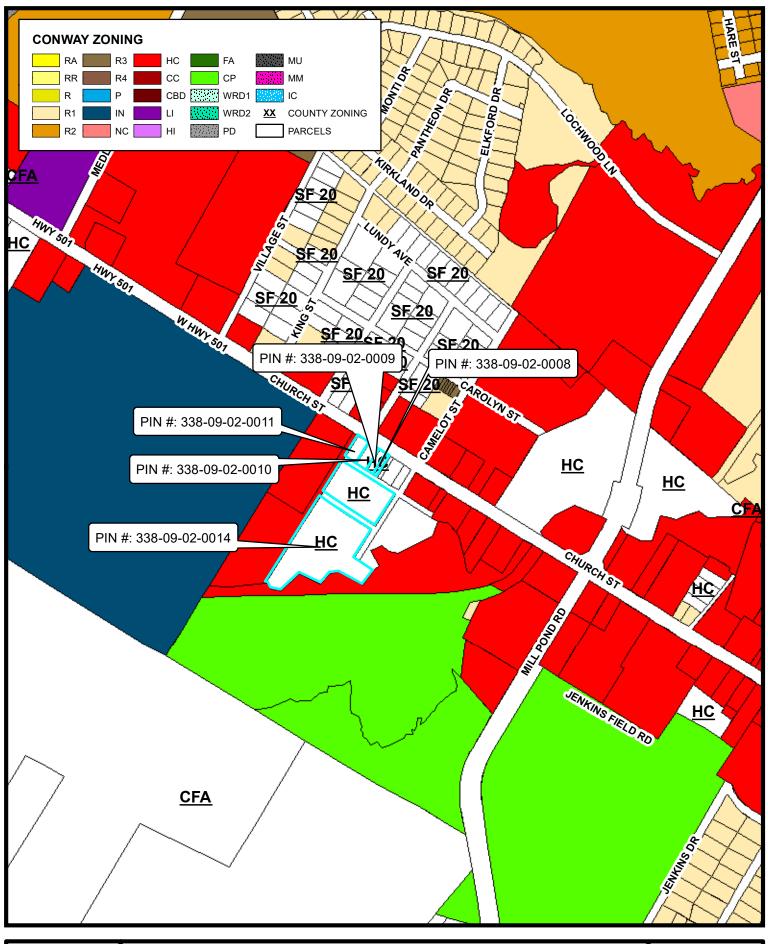
www.cityofconway.com

Notice

All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property. In order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filling fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. A plat of the property to be rezoned may be required with this application.

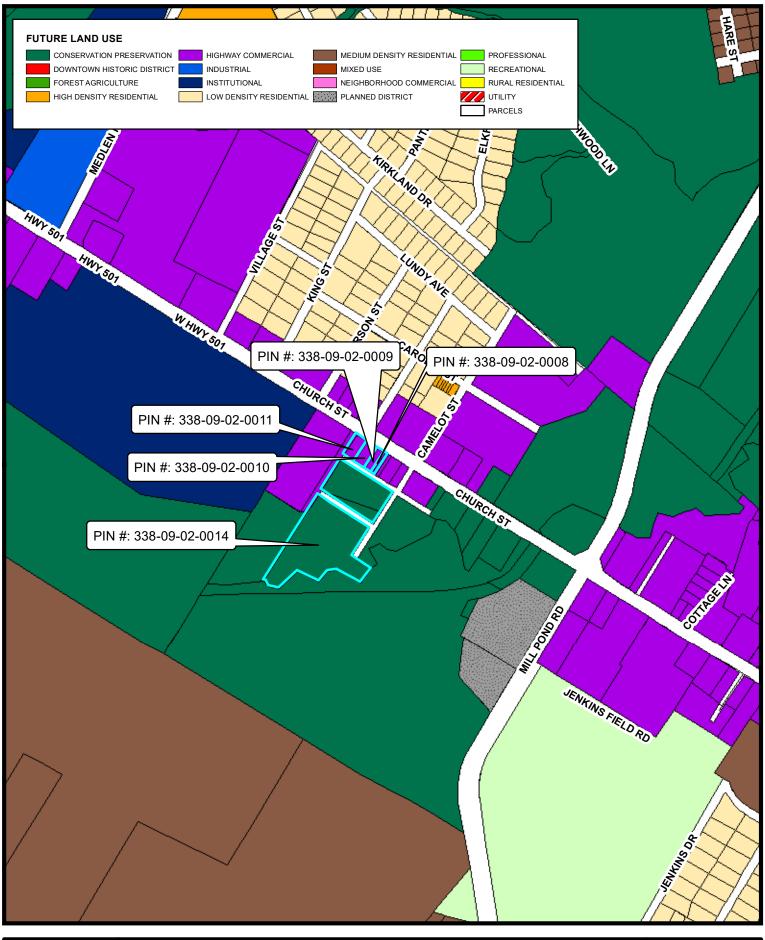
PHYSIC AL ADDRESS OF PROPERTY: 2197-2199 Church St. FEE PAID () YES () NO	
	_PIN:_33809020008-11 & 14
AREA OF SUBJECT PROPERTY (ACREAGE): 7.18	eial
CURRENT ZO NING CLASSIFIC ATION: Highway Commercial	
COMPREHENSIVE PLAN 2035 FUTURE LAND USE: Highway Co	TITIO OIGI
REQUESTED ZONING CLASSIFICATION: PUD	
NAME OF PROPERTY OWNER(S):	
John Henry (Designated Agent)	PH 0 NE #
	PH O NE #
MAILING ADDRESS OF PROPERTY OWNER(S):	
1304 9th Ave Conway, SC 29526	
1304 9th Ave Conway, SC 29526	
************************	**************
I (we) the owner(s) do hereby certify that all information Amendment Application is correct.	presented in this Zoning Map
PROPERTY OWNER'S SIGNATURE(S)	D ATE
PROPERTY OWNER'S SIGNATURE(S)	DATE

THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.



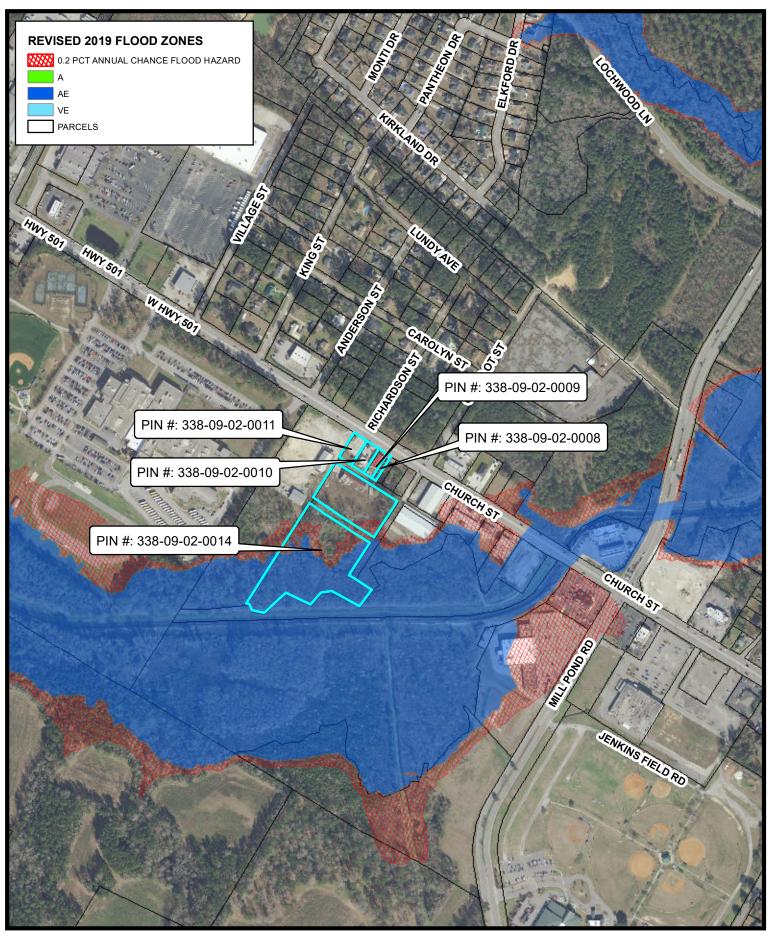












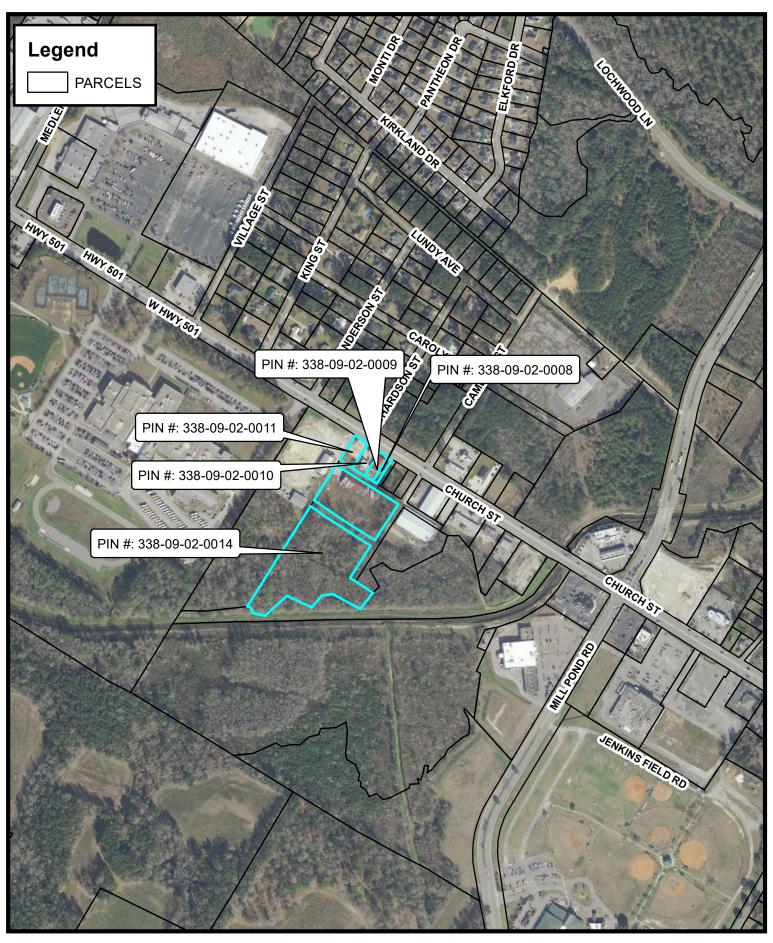






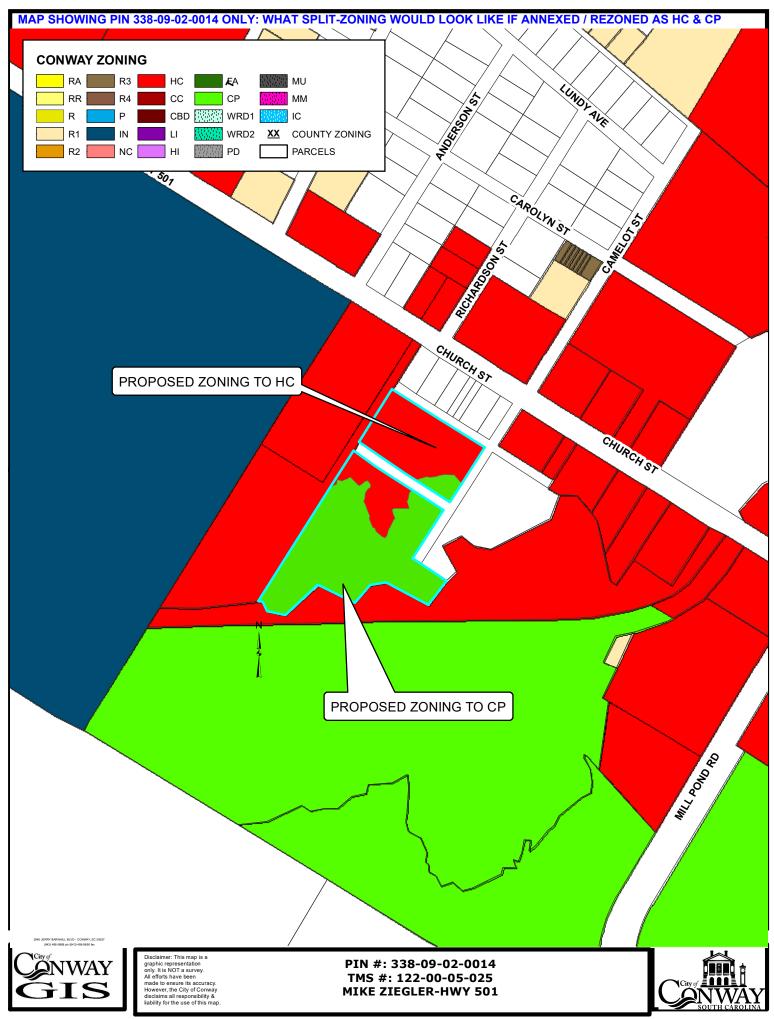














PIN: 338-09-02-0014, 338-09-02-0011, 338-09-02-0010, 338-09-02-0009, 338-09-02-0008 TOTAL SITE = 7.84 AC

PROPOSED ZONING - HC (HIGHWAY COMMERCIAL)

SIDES - 15' DEPENDENT UPON ADJACENT USE

8' IF ADJACENT TO PUBLIC ROAD

EQUIRED SPACES: LOT 1: 2,800 SQ FT REST. LOT 2: 2,800 SQ FT REST. LOT 3: 2,000 SQ FT	= = =	MIN 22.4 16 6.66	MAX 49.7 35.5 10.66	PROVIDED 48 25 20
TOTAL	=	46	95.86	93

96 SPACES

NOTE: LOT 3 EXCEEDS PARKING COUNT

CAUTION



THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

FG FINISHED GRADE

IPO IRON PIN OLD

N&C NAIL & CAP

R/W RIGHT OF WAY

SL SETBACK LINE

VCP VITRIFIED CLAY PIPE

OT OPEN TOP

RB REBAR

IE INVERT ELEVATION IPS IRON PIN SET

RCP REINFORCED CONCRETE PIPE

SSE SANITARY SEWER EASEMENT

LEGEND

<u>SYMBOLS</u>		ABBREVIATIONS
CATCH BASIN	BL	BUILDING LINE
DROP INLET	CL	CENTERLINE
ELEC TRANSFORMER	CT	CRIMP TOP
DELEVATION (EXIST. GRADE)	DE	DRAINAGE EASEMENT
ELEVATION (FINISH GRADE)	EP	EDGE OF PAVEMENT
FIRE HYDRANT	FFE	FINISHED FLOOR ELEVATION

— ctv — CABLE TV — ss — SANITARY SEWER — EXIST.

— x — CHAIN LINK FENCE (PROPOSED) — ss — SANITARY SEWER — NEW --- x --- CHAIN LINK FENCE (EXISTING) --- SF--- SILT FENCE -- 680 - CONTOURS - EXIST. GRADE -- SD -- STORM SEWER - EXIST. -(678)- CONTOURS - FINISHED GRADE STORM SEWER - NEW ——ugp —— UNDERGROUND POWER ——ugt —— UNDERGROUND TEL ___ w ___ WATER LINE - EXIST. — ₩ — WATER - NEW ----- WOOD FENCE

GRAPHIC SCALE

(IN FEET) 1 inch = 40 ft.

CONWAY COMMERCIAL

CITY OF CONWAY HORRY COUNTY SOUTH CAROLINA

EAGLE DEVELOPMENT GROUP, LLC

HORZ. SCALE:	1" = 40'
VERT. SCALE:	N/A
DESIGNED BY:	ELO
DRAWN BY:	ELO
CHECKED BY:	ELO
DATE:	04/12/2023

SITE PLAN

S220855.dwg

SHEET 1 OF 1

ISSUE:

Request by RDC Conway, LLC to annex approximately 0.09 acres located at on HWY 501 near the Horry County Schools Transportation office, and rezone from the Horry County Highway Commercial (HC) district to the City of Conway Highway Commercial (HC) district (PIN 338-09-02-0007).

BACKGROUND:

This request is part of the previous item (Item IV.B.1 on the agenda). Because the owner is different, a separate application was needed. In May, the applicant submitted annexation and rezoning applications for the subject property, located on HWY 501. The property is currently in Horry County's jurisdiction, zoned Highway Commercial (HC).

The applicant is seeking to annex the property into the City limits to facilitate development of commercial/retail establishments. Staff has reviewed one conceptual plan of the proposed layout, and comments regarding the conceptual plan were sent back to the applicant last month. The conceptual (sketch) plan that was reviewed is included in your packet.

This particular parcel is currently vacant.

Per Section 3.2.10 of the UDO, the intent of the Highway Commercial (HC) district is to provide compatible locations to serve the automobile-oriented commercial activities in harmony with major highway developments, reduce traffic congestions and to enhance the aesthetic atmosphere of the City.

Surrounding Uses / Zoning Districts:

This particular property is surrounded by property in Horry County's jurisdiction, zoned HC, some of which is proposed to be annexed/rezoned as well. Current uses adjacent to this property include the Roadrunner Antiques store, and a vape / smoke shop. On the other side (not abutting), there is a retail sports store (N2WIN Sports), which is within the City limits.

CITY OF CONWAY COMPREHENSIVE PLAN:

The future land use map of the *Comprehensive Plan* also identifies the property as Highway Commercial (HC).

NEXT STEPS AND DATES/ESTIMATES:

July 14-17, 2023 Staff forwards PC recommendation to City Clerk for inclusion on next available Council meeting agenda for first reading; *tentatively* August 7, 2023.

STAFF RECOMMENDATION:

The request is consistent with the City's Future Land Use Map. Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to City Council.

ATTACHMENTS:

Application;

GIS Maps



PETITION FOR ANNEXATION

Staff Use Only	
Received:	
BS&A #:	_

City of Conway Planning Department 196 Laurel Street, 29526

Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Instructions:

- Fill out all 3 pages
- Submit signed forms to City of Conway Planning Department

	,	
STATE OF SOUTH CARO	LINA)	
COUNTY OF HORRY)	PETITION FOR ANNEXATION
TO THE HONORABLE M.	AYOR AND CITY	COUNCIL OF CONWAY
WHEREAS, § 5-3-150 property which is contiguous to owning real estate in the area required.	a City by filing with th	s of South Carolina provides for the annexation of an area or ne municipal governing body a petition signed by all persons d
WHEREAS, the unders	igned are all persons ov	wning real estate in the area requesting annexation; and
WHEREAS, the area re	questing annexation is o	described as follows, to wit:
NOW, THEREFORE, t area into the municipal limits of	he undersigned petition the City of Conway.	n the City Council of Conway to annex the below described
PROPERTY LOCATION/SUBDIVE	ISION: Conway-C	Crabtree
PIN: 33809020007	ACRE	_{EAGE:} +/- 0.09
PROPERTY ADDRESS: 2201		
PROPERTY OWNER MAILING A	DDRESS: 715 Jasn	nine Ave. Myrtle Beach, SC 29577-2425
PROPERTY OWNER TELEPHONE	E NUMBER: 843-36	5-1765
PROPERTY OWNER EMAIL: jes	ssejohn3@iclo	ud.com
APPLICANT: RDC Conwa	ay, LLC	
APPLICANT'S EMAIL: mike.	ziegler@eagled	devgroup.com
IS THE APPLICANT THE PROPER	RTY OWNER? CIRCLE:	YES NO 🗸
IF NOT: PLEASE INCLUDE A LE RESPONSIBILITY TO THE APPLI PROPERTY OWNERS (Attach addi	CANT.	R POWER OF ATTORNEY FROM THE OWNER ADDIGNING
Michael P. Ziegler Sr.	Mal!	DATE: 5/10/23
(Print)	(Signature)	0
(Print)	(Signature)	DATE:



PETITION FOR ANNEXATION

Staff Use Only	y
Received:	
BS&A #:	

Is there a structure on the lot: No Structure Type:				
Current Use: Vacant Land				
Are there any wetlands on the property?				
CIRCLE: YES (NO ()				
If yes, please include valid wetland delineation letter from army corps of engineers.				
Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?				
CIRCLE: YES NO				
If yes, please explain and provide a copy of covenant and/or restriction.				
Is the city a party to any deed restrictions or easements existing on the property? CIRCLE: YES NO NO VIA PROPERTY NO VIA PRO				
Are there any building permits in progress or pending for this property?				
CIRCLE: YES NO				
If yes, please provide permit number and jurisdiction.				
FEES ARE DUE AT SUBMITTAL.				
RI ZONING DISTRICT - NO FEE ALL OTHER ZONING DISTRICTS - \$ 250				
PLEASE SUBMIT TO THE PLANNING & DEVELOPMENT DEPARTMENT				

planning@cityofconway.com



Zoning Map Amendment Application

Incomplete applications will not be accepted.

Staff Use Only
Received: BS&A #:

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

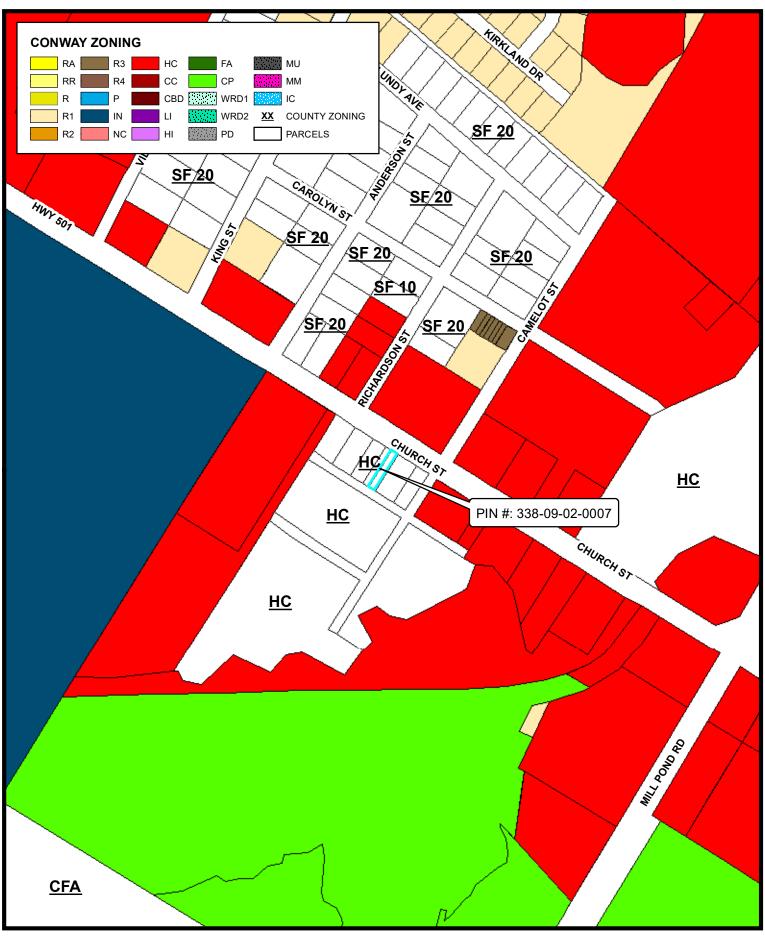
www.cityofconway.com

Notice

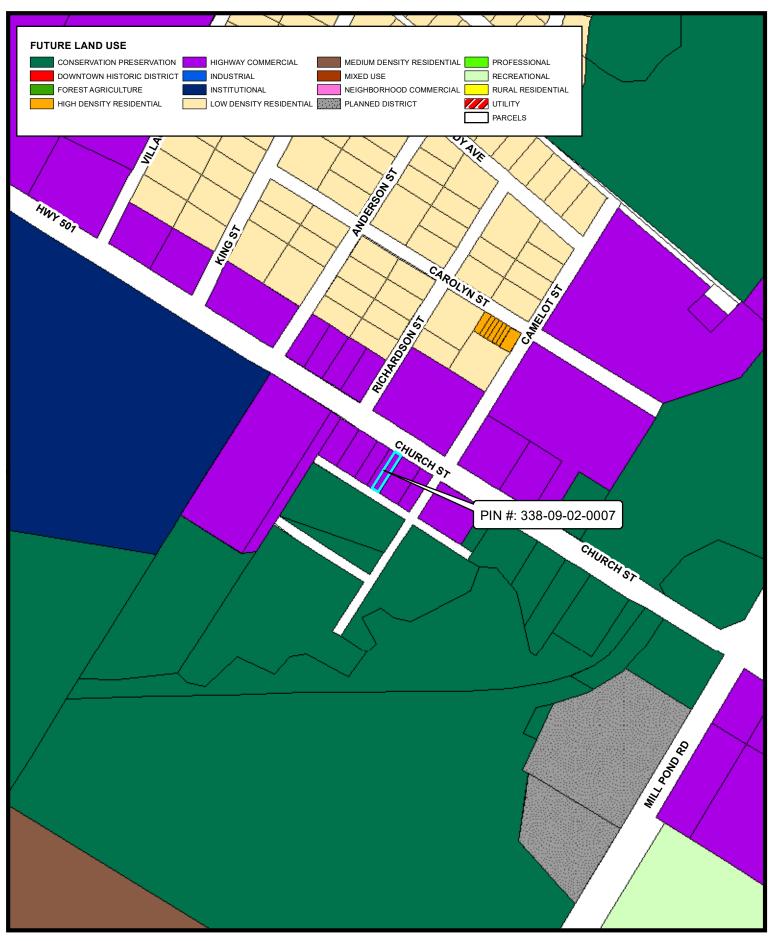
All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property. In order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filling fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. A plat of the property to be rezoned may be required with this application.

PHYSICAL ADDRESS OF PROPERTY: 2201 Church St.	FEE PAID ()YES ()NO
AREA OF SUBJECT PROPERTY (A CREAGE): 0.09	PIN: 33809020007
CURRENT ZO NING CLASSIFICATION: Highway Commerce	
COMPREHENSIVE PLAN 2035 FUTURE LAND USE: Highway Co	mmercial
REQUESTED ZONING CLASSIFICATION: PUD	
NAME OF PROPERTY OWNER(S):	
Jess Johnson	PHONE #
	PHONE #
MAILING ADDRESS OF PROPERTY OWNER(S):	
715 Jasmine Ave. Myrtle Beach, SC 29577-2425	
715 Jasmine Ave. Myrtle Beach, SC 29577-2425	
****************************	*************
I (we) the owner(s) do hereby certify that all information particles and the second se	presented in this Zoning Map $\sqrt{23}$
PROPERTY OWNER'S SIGNATURE(S) PROPERTY OWNER'S SIGNATURE(S)	DATE.

THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.













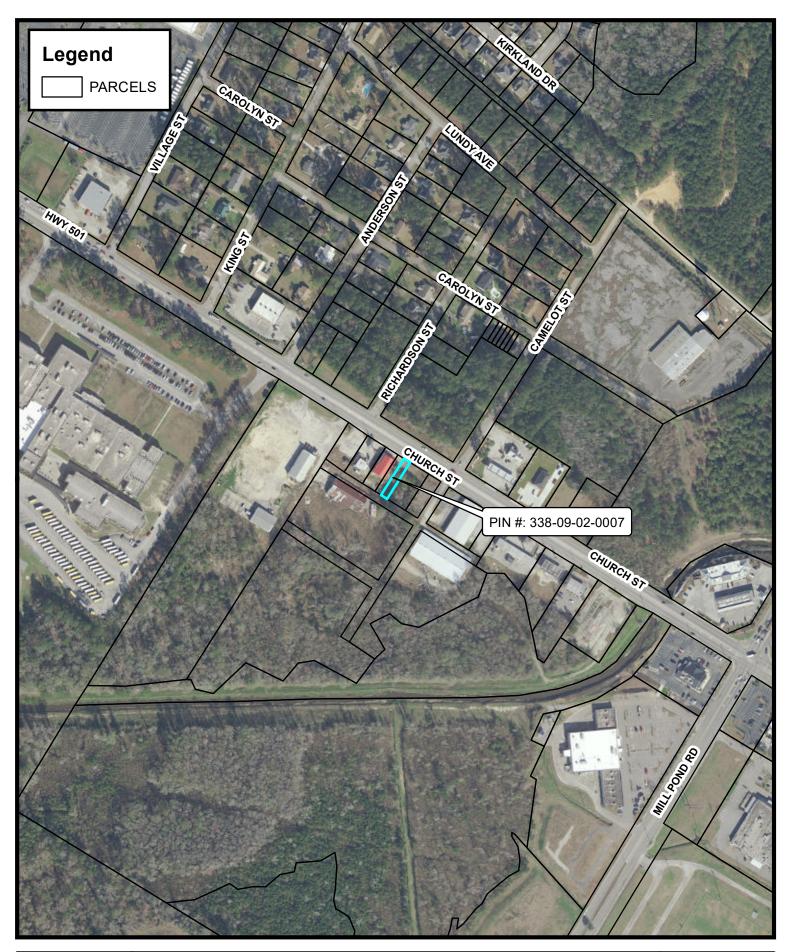


















PIN: 338-09-02-0014, 338-09-02-0011, 338-09-02-0010, 338-09-02-0009, 338-09-02-0008

PROPOSED ZONING - HC (HIGHWAY COMMERCIAL)

SIDES - 15' DEPENDENT UPON ADJACENT USE

SIDE - TYPE A (5') *A PORTION OF SIDE REQUIRES 8' IF ADJACENT TO PUBLIC ROAD

EQUIRED SPACES: LOT 1: 2,800 SQ FT REST. LOT 2: 2,800 SQ FT REST. LOT 3: 2,000 SQ FT	= = =	MIN 22.4 16 6.66	MAX 49.7 35.5 10.66	PROVIDED 48 25 20
TOTAL	=	46	95.86	93

96 SPACES

NOTE: LOT 3 EXCEEDS PARKING COUNT



THE UTILITIES SHOWN ARE SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

IE INVERT ELEVATION IPS IRON PIN SET

RCP REINFORCED CONCRETE PIPE

SSE SANITARY SEWER EASEMENT

IPO IRON PIN OLD

N&C NAIL & CAP

R/W RIGHT OF WAY

SL SETBACK LINE

VCP VITRIFIED CLAY PIPE

OT OPEN TOP

RB REBAR

LEGEND

SYMBOLS		ABBREVIATIONS
CATCH BASIN	BL	BUILDING LINE
DROP INLET	CL	CENTERLINE
ELEC TRANSFORMER	CT	CRIMP TOP
DELEVATION (EXIST. GRADE)	DE	DRAINAGE EASEMENT
ELEVATION (FINISH GRADE)	EP	EDGE OF PAVEMENT
FIRE HYDRANT	FFE	FINISHED FLOOR ELEVATION
GAS METER	FG	FINISHED GRADE

— ctv — CABLE TV — ss — SANITARY SEWER — EXIST.

— x — CHAIN LINK FENCE (PROPOSED) — ss — SANITARY SEWER — NEW — x — CHAIN LINK FENCE (EXISTING) — SF— SILT FENCE -- 680 - CONTOURS - EXIST. GRADE -- SD -- STORM SEWER - EXIST. -(678)- CONTOURS - FINISHED GRADE STORM SEWER - NEW ——ugp —— UNDERGROUND POWER ____ugt ____ UNDERGROUND TEL ___ w ___ WATER LINE - EXIST. — ₩ — WATER - NEW ----- WOOD FENCE

GRAPHIC SCALE

(IN FEET) 1 inch = 40 ft.

CONWAY COMMERCIAL

CITY OF CONWAY HORRY COUNTY SOUTH CAROLINA

EAGLE DEVELOPMENT GROUP, LLC

HORZ. SCALE:	1" = 40'
VERT. SCALE:	N/A
DESIGNED BY:	ELO
DRAWN BY:	ELO
CHECKED BY:	ELO
DATE:	04/12/2023

SITE PLAN

S220855.dwg

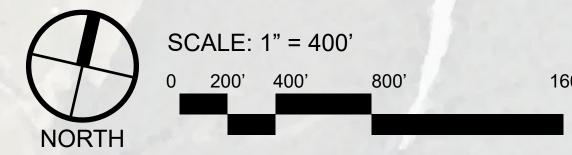
SHEET 1 OF 1











DATE: July 13, 2023 AGENDA ITEM: IV.B.6

ISSUE:

Request by G3 Engineering, agent, to annex approximately 1,740 (+/-) acres of property located on Hwy 701 S, Pitch Landing Rd, and Blaze Trail (PINs 380-00-00-0038, 403-00-00-0001, 403-00-00-0022, 403-00-00-0022), and request to rezone from the Horry County Commercial Forest Agriculture (CFA) district to the City of Conway Planned Development (PD) district.

BACKGROUND:

Last year, staff began discussions with an engineering firm on annexation of this property. At that time, the property was not contiguous to property in the City. Since then, Dollar General at 3546 Hwy 701 South was annexed February 6th, Bucks Township Storage at 3550 Hwy 701 South was annexed on March 20th. However, Council voted *NOT* to annex The Gun Store, located at 3594 Hwy 701 South at their June 20th meeting, due to property owner concerns with becoming a legal nonconforming use if annexed into the city limits. In lieu of annexing The Gun Store, the property owner of The Gun Store and the adjacent property owned by White Oak Forest, LLC (PIN 381-00-00-0003) had a combination plat done (and recorded) that combined a rear portion of PIN 381-01-04-0022 (The Gun Store) to PIN 381-00-00-0003 (White Oak Forest, LLC), which accomplishes the contiguity needed to proceed with the annexation requests of the Warden Station tracts. Plat Book 313 at Page 296 is provided in your packet.

This project is outside of the City's utility service area. Sewer would be provided via GSWSA and water would be provided via Bucksport Water Systems.

Project / Request Overview:

The total acreage, when including the parcels that were not originally part of the request, is approx. 1,763 (+/-) acres.

This application for annexation encompasses a majority of the acreage to be included in the Warden Station Planned Development – an approximate 1,740 acres. The PD will contain a mixture of fee-simple single-family lots, in-common townhomes, multifamily units, and commercial outparcels.

The total number for each type of dwelling unit includes the following:

- 1,303 single-family detached
- 1,031 single-family attached (townhome)
- 928 multifamily units

The applicant states that the development is intended to promote the conservation and stewardship of the natural resources located on the property by creating a centralized Master Open Space at the heart of the site, which preserves the existing wetlands and creates a network of open space, pathways, waterbodies,

and amenities that draw the sub-developments together. Per an ACOE preliminary jurisdictional determination (PJD) letter dated January 6, 2021, the property contains 714.3 acres of wetlands. Additionally, approx. 507 acres of the tract is located within the AE flood zone. The wetlands and the flood zone overlap in some areas (as seen on the preliminary site plan for the project).

The anticipated start date of the first phase of development is in late 2024. Remaining phases to be determined by owner and as lot inventory is required unless otherwise specified in the PD. The timing for completion of the project is approx. 20-25 years for full buildout.

Current Zoning:

The current zoning of the property is Horry County Commercial Forest Agriculture (CFA). Per *Horry County's Zoning Ordinance, Section 201 – Districts Intent Statements*, the CFA district is intended to *be reserved and utilized for agriculture, forestry, residential, commercial, social, cultural, recreational, and religious uses*.

Permitted or conditional uses in CFA, per the county's Zoning Ordinance (Section 204 – Zoning Use Tables) include (but not limited to):

- residential uses: manufactured homes, multiple single-family homes on a single parcel (conditional), single-family, townhomes;
- lodging & transient accommodation uses: non-profit and/or religious spiritual centers/retreat, bed and breakfasts (with a special exception granted by BZA), group homes (not fraternities & sororities), campers and/or RV's as temporary living accommodations;
- animal facility uses: animal facilities, fishery/hatchery, animal services, livestock/agricultural auction facility, commercial agricultural facility up to 500,000 lbs. (*conditional*), commercial animal raising facilities (*conditional*),
- agricultural uses: commercial crop production, horticulture farm, produce stand (conditional), value-added product processing (conditional), beer, wine, and spirit production, tastings, and retail sales of related merchandise (conditional)
- storage uses: accessory outdoor storage (conditional);
- repair & service uses: vehicle & equipment repairs (conditional), boat service, repair services;
- outdoor amusement uses (limited): golf course, firearm training & sports facilities (conditional);
- transportation uses: residential subdivision airparks (*conditional*), commercial marina, fishing and shipping facility, railroad depot, water transportation service (not casino boats);
- medical uses: medical offices and clinics;
- professional uses: banks, beauty salons, commercial cemeteries/mausoleums (*conditional*), community/personal services, laundromat, offices (*i.e.* administrative, business, general, etc.), therapeutic massage (*conditional*);
- industrial uses: trade shops (conditional), warehouse

- retail uses: bait & tackle, grocery stores, retail, lawn/garden, etc.
- high bulk retail uses: bulk landscape material supplier, hardware store, bottled gas dealer less than 1,000 gallons;
- other commercial uses: ATM & ice vending machines (conditional); commercial centers, gas stations, mini-warehouse/self-storage, restaurants/bars (with special exception);
- institutional uses: civic/fraternal/social associations (conditional); private schools (conditional)

Individual / specific uses, along with conditions associated with some uses, can be found in the county's zoning ordinance.

Requested Zoning:

The requested zoning designation upon annexation is Planned Development (PD) District. Per Section 3.3.2 – Planned Development (PD) District, of the UDO, the intent of the PD District is to provide for large-scale, quality development projects (3 acres or larger) with mixed land uses which create a superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments.

Planned Developments are also subject to the standards contained within *Article 6 – Design Standards*, *Section 6.4.2* of the UDO.

Packet Inserts:

The applicants have also provided the following with their request, also included in your packet:

- A Traffic Impact Study (dated November 2022)
- Master Conceptual Plan
- PD Narrative (dated April 5, 2023)
- PD Exhibits:
 - Ex. A.1: boundary plat
 - Ex. A.2: boundary plat
 - Ex. B.1: wetlands topography map
 - Ex. B.2: downstream analysis (LIDAR imagery)
 - Ex. C: aerial
 - Ex. D: master development plan (same as the master conceptual plan)
 - Ex. E: open space plan
 - Ex. F: stormwater management plan
 - Ex. G: phasing and land use plan
 - Ex. H.1: traffic hierarchy plan internal
 - Ex. H.2: traffic plan offsite
 - Ex. I: water and wastewater conceptual utility master plan
 - Ex. J: flood zone overlay

- Preliminary Jurisdictional Determination (PJD) includes delineation (dated January 6, 2021)
- Wetland Delineation for PIN 403-00-00-0022 (Richardson Tract, 72.8 acres) (dated December 21, 2022)
- Warden Station Theme Book (draft)
- Draft of the proposed Development Agreement (provided June 5, 2023)

CITY OF CONWAY COMPREHENSIVE PLAN:

This property is not currently identified on the City's Future Land Use Map of the Comprehensive Plan. It is identified on Horry County's Imagine 2040 Comprehensive Plan as 3 future land uses: <u>Scenic and Conservation Areas</u>, <u>Rural</u>, and <u>Rural Communities</u>. Below are highlights from the County's Comprehensive Plan describing each future land use:

Scenic and Conservation Areas:

- Limited development. Designs should use low-impact design principles to support environmental preservation and avoid natural hazard. Subdivision of land into lots less than 5 acres in size for new development is discouraged.
- Primary land uses should include open space, nature-based recreation, timberland, agriculture, and agricultural/forestry support uses.
- Transportation. Limited opportunities for alternative transportation.
- If scenic and conservation areas make up a portion of a property, it should not prohibit the remaining portion of the property from being developed.
- If development is deemed appropriate, it should incorporate best management practices for protecting environmentally sensitive areas and water quality.

Rural:

- Active working lands, such as farms and forests, and large single-family lots or subdivisions with a minimum lot size of $\frac{1}{2}$ an acre or maximum of 2 net units per acre.
- Primary land uses include agriculture, timberland, and their support uses and services (*i.e.* crop and livestock processing facilities, stables, vet services and farm equipment sales, single-family detached houses (including mobile homes) on individual lots.

Rural Communities:

- Single-family residential developments, including minor and major subdivisions, with lots sizes greater than 14,500 sq. ft. or with a max of 3 net units per acre. New master plan subdivisions are allowable, but should minimize impacts to natural and aesthetic resources, avoid natural hazards, and provide large buffers between different land uses. NC and services are allowable along major arterial roadways (*i.e.* 701 South) if compatible with the community and the property can adequately support the proposed use and development requirements.

- Primary land uses include single-family (SF) detached housing, including mobile homes. Individual lots or subdivisions.
- Subdivision of land for SF detached housing units are allowable, as long as it coincides with existing residential development patterns and does not impede on adjacent farming operations.
- New residential subdivisions, lots, and new accessory dwellings should be served by public water and sewer service to protect water quality and minimize impacts to those still utilizing wells and septic tanks.
- The availability of adequate public infrastructure and services, especially in regards to public safety and schools, should be considered prior to the approval of rezoning requests.

Technical Review Committee (TRC) comments on the annexation / rezoning requests.

The City's Technical Review Committee (TRC) met on May 3rd to discuss the request. Along with previous comments made, below are additional items that were discussed:

Sanitation

- For every 700 residential units, 2 sanitation trucks are needed (one for trash and one for recycling). Two employees per truck required.
- Developments outside of the city's utility service area do not receive a utility bill each month, which could result in sanitation fees being unpaid. Possible solution: contract with BWS to include fees on water bills each month.

• Police:

- A detailed traffic study needed to accurately reflect the overwhelming stress of the roadway, and the projected impact the project would create.
- The utilization of Roundabouts (internally) will help with traffic calming now. Trying to add them after move-in is difficult.
- Remove long stretches of roadways as they add to speeding issues.
- The size of the project would necessitate the creation of a new patrol sector, to include an additional officer per shift (4 total) and a detective to handle the increased demand. The location of the property will stress response times, so the addition of officers is necessary to maintain adequate emergency response.
- License Plate Readers (LPR's) and cameras must be added at each development entrance. The additional size and volume of traffic will create numerous issues and LPR's can assist with investigations.
- Turn lanes needed on the west side at the turn needed to allow traffic to exit traffic flow in a decel out of highway speed traffic.

• Fire:

- Strain on emergency response times.

- The County's fire station (#46) is within the range necessary to maintain current ISO ratings; however, need to ensure that each development within the overall plan complies with applicable fire codes (*i.e.* # of access points into each development).
- If city were to staff a fire station, 12 firefighters would be required and 1 truck/apparatus.

• Building (Flood Plain Manager):

Concerns with homes built in flood zones.

• Public Works (stormwater):

- Strain on drainage areas between New Rd and Pecan Grove/Sedgefield developments.
- Impact to surrounding properties that have been impacted by previous flooding events.
- No stormwater or ROW to maintain the remote area. This would cause a strain on staff to perform required maintenance due to lack of personnel and equipment.
- The City does not have requirements to address compensatory storage, and it cannot be used to address stormwater runoff.

• Planning:

- Property is likely to be developed whether it is in the City or County's jurisdiction. However, staff is concerned with urban sprawl, as well as construction of homes within flood zones. The applicant has submitted a conceptual plan that removes single-family lots from flood zones, and no multifamily or townhome "structures" are shown to be within a flood zone.
- Concern with impacts to wetlands
- Lack of needed infrastructure to support the growth.
- Staff has reviewed the PD Narrative submitted with the request in April, 2023 and have made comments on the document. Additionally, staff has provided additional comments that have derived from subsequent meetings with the applicant as well as the Planning Commission Workshop that was held on May 17, 2023.

May 17, 2023 Planning Commission Workshop

Discussion during the workshop included the following:

- Tract J: a local street (through a proposed residential sub-development) that connects to the Spine Road. Concerns with people cutting through the subdivision to access commercial development on the other side rather than driving around. Spine Road should bypass Tract J.
- Plans to address traffic concerns and timeline for traffic improvements that are recommended in the Traffic Impact Study.
- Wetlands are locations of wetlands the most current? What wetland impacts, if any, are there?
- Buffers: need to increase buffers for perimeter of project for those areas where multifamily abuts single-family and between residential and commercial areas. Suggested buffer: 100'
- Increase buffer between spine road and developments (50' min.)
- Collection of sanitation and stormwater fees
- Fire Station locations

- Buildings / lots in or adjacent to flood zones
- Lot sizes of commercial tracts
- Dimensional standards for various development types (i.e. single-family/ townhome lot size)
- Open space requirements and proposed locations of open space
- Design standards for the residential developments
- Whether an environmental impact study (EIS) would be needed
- Timeline: starting date (for plan submittal) and buildout timeframe

NEXT STEPS AND DATES/ESTIMATES:

If Planning Commission provides a recommendation for council following this public hearing, First Reading of the annexation and rezoning requests could tentatively be scheduled for the August 7th OR August 21st Council meeting agendas. However, the development agreement would need to be advertised 30 days in advance of the council meeting agenda, and that has not yet occurred.

STAFF RECOMMENDATION:

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to Council after said review.

Information to consider:

Staff sent comments relating to the PD Narrative on May 30, 2023. Staff received the proposed development agreement (draft) on June 5th. The proposed development agreement was advertised in the Horry Independent on June 8th (requires a 30-day public hearing notice). The annexation / rezoning requests were advertised in the Horry Independent on June 15th (requires a 15-day public hearing notice).

Staff emailed the applicant on June 30th regarding the status of updated information for Planning Commission, as the other parcels surrounding this proposed PD amended their request to also be a PD. As such, the conceptual plans would need revisions. The applicant replied that they planned to have the information to us the following week. A link was provided in the response to be able to access files that were previously submitted. There was one new additional document included in the link – the "Warden Tract Theme Book."

To date, staff has not received any updated information.

Previous Planning Commission meetings:

This request has been advertised for a public hearing twice. The first public hearing was scheduled for the May 4th Planning Commission meeting. The applicants requested deferral to the July PC meeting, and the agenda for the May meeting stated the requests had been deferred. Therefore, the public hearing was not held. There was public input at the end of the PC agenda, where several people spoke in opposition to the requests. The concerns raised included:

• Issues with contiguity

- Strain on city services
- Traffic concerns
- Lack of needed infrastructure
- Strain on affordable housing
- Cost of the development to the city
- Comments made during a request on East Cox Ferry annexation discussion a few months prior compared to now
- Concerns with having a gas station across the street from a residence

Development Agreement:

Development agreements require 2 public hearings: one at Planning Commission and one at City Council. Staff has **not** advertised the public hearing for City Council, as there are additional discussion and revisions needed to the development agreement before it can be considered.

Additional attachments in packet:

- PD narrative with staff's comments (in red)
- Annexation / rezoning applications (all tracts)
- GIS maps for each request of the Warden Station PD
- Additional staff comments on the entire Warden Station PD
- City of Conway Future Land Use Map 2019-2029
- Horry County Future Land Use Map (Imagine 2040 Comprehensive Plan)
- FEMA National Flood Hazard Area Map (for this area screenshot of)

HORRY COUNTY SCHOOLS FUNCTIONAL CAPACITY

2023-2024 Forecasted 45-Day Modified Average Daily Membership*

	School	Facility Type	Functional Capacity	2022-23 45-Day Modified ADM *	2022-23 Utilization	2023-24 45-Day Modified ADM *	2023-24 Utilization
	Aynor Elementary School	CD-5	714	784	110%	790	111%
AYNOR	Midland Elementary School	CD-5	735	610	83%	618	84%
	Aynor Middle School	6-8	707	757	107%	717	101%
	Aynor High School	9-12	1,059	794	75%	816	77%
	Carolina Forest Elementary School	CD-5	971	1,211	125%	1,220	126%
	Ocean Bay Elementary School	CD-5	783	1,032	132%	1,037	132%
ST	River Oaks Elementary School	CD-5	870	1,286	148%	1,305	150%
CAROLINA FOREST	Palmetto Bays Elementary School	CD-5	685	574	84%	577	84%
NA I	Waccamaw Elementary School	CD-5	863	967	112%	951	110%
OFII	Black Water Middle School	6-8	960	784	82%	821	86%
CAR	Ocean Bay Middle School	6-8	1,010	707	70%	744	74%
	Ten Oaks Middle School	6-8	1,200	1,120	93%	1,191	99%
	Carolina Forest High School	9-12	2,388	2,825	118%	3,040	127%
	Conway Elementary School	CD-5	661	557	84%	534	81%
	Homewood Elementary School	CD-5	639	661	103%	660	103%
	Kingston Elementary School	CD-5	639	444	69%	452	71%
٧A٧	Pee Dee Elementary School	CD-5	827	842	102%	869	105%
CONWAY	South Conway Elementary School	CD-5	661	571	86%	592	90%
ö	Conway Middle School	6-8	657	586	89%	598	91%
	Whittemore Park Middle School	6-8	985	877	89%	911	92%
	Conway High School	9-12	2,095	1,557	74%	1,581	75%
<u>ы</u> Қ	Green Sea Floyds Elementary School	CD-5	681	580	85%	572	84%
GREE N SEA	Green Sea Floyds High School (6-12)	9-12	819	621	76%	633	77%
	Daisy Elementary School	CD-5	682	614	90%	626	92%
SIS	Loris Elementary School	CD-5	874	759	87%	762	87%
LORIS	Loris Middle School	6-8	859	714	83%	724	84%
	Loris High School	9-12	1,059	788	74%	804	76%
	Myrtle Beach Early Childhood School	CD-1	594	487	82%	479	81%
EACI	Myrtle Beach Primary School	2-3	710	653	92%	648	91%
E BI	Myrtle Beach Elementary School	4-5	1,101	1,019	93%	1,023	93%
MYRTLE BEACH	Myrtle Beach Middle School	6-8	1,200	1,096	91%	1,079	90%
Σ	Myrtle Beach High School	9-12	1,329	1,527	115%	1,535	116%
ᆼ	Ocean Drive Elementary School	CD-5	827	813	98%	783	95%
BEA	Riverside Elementary School	CD-5	664	679	102%	685	103%
MYRTLE BEACH	Waterway Elementary School	CD-5	823	794	96%	808	98%
ηγR.	North Myrtle Beach Middle School	6-8	1,200	1,280	107%	1,307	109%
z Ż	North Myrtle Beach High School	9-12	1,464	1,471	100%	1,509	103%
	Forestbrook Elementary School	CD-5	1,030	844	82%	827	80%
SOCASTEE	Lakewood Elementary School	CD-5	1,006	854	85%	827	82%
	Socastee Elementary School	CD-5	849	803	95%	803	95%
	Forestbrook Middle School	6-8	1,086	826	76%	798	73%
	Socastee Middle School	6-8	909	544	60%	557	61%
	Socastee High School	9-12	1,644	1,591	97%	1,659	101%
STJAMES	Burgess Elementary School	CD-4	714	677	95%	651	91%
	Seaside Elementary School	CD-4	661	417	63%	398	60%
	St. James Elementary School	CD-4	758	829	109%	859	113%
	St. James Intermediate School	5-6	1,092	848	78%	851	78%
	St. James Middle School	7-8	985	901	91%	887	90%
	St. James High School	9-12	1,577	1,753	111%	1,799	114%
			,			,	

School is Considered Category 1 (Red Zone) - 95% Capacity Threshold Reached

Functional Capacity: Functional Capacity better reflects the actual space constraints a school may be experiencing and helps in planning for individual facility needs, such as additional support spaces. This number can fluctuate depending on how a facility is programmed and when various support programs change.

*Modified ADM: The number does not include students in certain special education classes and students attending various academic programs such as Academy for Arts, Science & Technology, Academy for Technology & Academics, or the Therapeutic Learning Center.



PETITION FOR ANNEXATION

Staff Use Only	
Received:BS&A #:	

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Instructions:

(Print)

- Fill out all 3 pages
- Submit signed forms to City of Conway Planning Department
- Provide digital copy of deed and survey/plat with these forms

(Signature)

STATE OF SOUTH CAROLINA)	PETITION FOR ANNEXATION			
COUNTY OF HORRY)				
TO THE HONORABLE MAYOR AND CITY COUNCIL OF CONWAY					
WHEREAS, § 5-3-150 (3) of the Code of Laws of South Carolina provides for the annexation of an area or property which is contiguous to a City by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation; and					
WHEREAS, the undersigned are	all persons ov	vning real estate in the area requesting annexation; and			
WHEREAS, the area requesting	annexation is	lescribed as follows, to wit:			
NOW, THEREFORE, the under area into the municipal limits of the City of		the City Council of Conway to annex the below described			
PROPERTY LOCATION/SUBDIVISION:	Southwest of	intersection with US Hwy 701 and Pitch Landing Road			
PIN- 380-00-00-0038, 403-00-00-001,-0)02 ACRE	A GE: 1669.88 Ac. (15.25 Ac., 15.28 Ac. 1639.35 Ac. Respectively)			
PROPERTY ADDRESS: Southwest o	f intersection	AGE: 1669.88 Ac. (15.25 Ac., 15.28 Ac. 1639.35 Ac. Respectively) on of US Hwy 701 and Pitch Landing Road			
PROPERTY OWNER MAILING ADDRESS	609 Sout	h Franklin St. Whiteville, NC, 28472			
PROPERTY OWNER TELEPHONE NUMBER	ER:				
PROPERTY OWNER EMAIL:					
APPLICANT: Felix Pitts - G3 Eng	jineering 8	Surveying, LLC.			
APPLICANT'S EMAIL: felix@g3eng	jineering.o	org			
IS THE APPLICANT THE PROPERTY OW	NER? CIRCLE:	YES NO 🗸			
IF NOT: PLEASE INCLUDE A LETTER ORESPONSIBILITY TO THE APPLICANT. PROPERTY OWNERS (Attach additional she		R POWER OF ATTORNEY FROM THE OWNER ADDIGNING			
Whitney E. King (Signal	hy E Co	DATE: /2-2-2022			

DATE:_



PETITION FOR ANNEXATION

Staff Use Only	
Received: BS&A #:	
22001111	

Is there a structure on the lot: N/N/Y Structure Type: N/A,N/A, unoccupied structure	
Current Use: Undeveloped, Undeveloped, unoccupied structure	
Are there any wetlands on the property?	
CIRCLE: YES NO	
If yes, please include valid wetland delineation letter from army corps of engineers.	
Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?	
CIRCLE: YES NO NO	
If yes, please explain and provide a copy of covenant and/or restriction.	
Is the city a party to any deed restrictions or easements existing on the property? CIRCLE: YES NO If yes, please describe.	
Are there any building permits in progress or pending for this property?	
CIRCLE: YES NO	
If yes, please provide permit number and jurisdiction.	
FEES ARE DUE AT SUBMITTAL. RI ZONING DISTRICT – NO FEE ALL OTHER ZONING DISTRICTS - \$ 250	
PLEASE SUBMIT TO THE PLANNING DIRECTOR AT THE CITY OF CONWAY.	
ahardin@cityofconway.com	



Zoning Map Amendment Application Incomplete applications will not be accepted.

Staff Use Only
Received: BS&A #:

City of Conway Planning Department 196 Laurel Street, 29526

Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Notice

All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property. In order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filing fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. R-1 rezoning requests will not be charged a fee. A plat of the property to be rezoned may be required with this application.

Southwest intersection of US Hwy 701 and Pitch Landing Road

PHYSICAL ADDRESS OF PROPERTY:	FEE PAID () YES () NO
AREA OF SUBJECT PROPERTY (ACREAGE):	Ac. (15.25, 15.28., 1639.35 Resp.) PIN:PIN:
CURRENT ZONING CLASSIFICATION: CFA	
COMPREHENSIVE PLAN 2035 FUTURE LAND USE;	N/A
REQUESTED ZONING CLASSIFICATION: Plann	ed Development District (PDD)
NAME OF PROPERTY OWNER(S):	
Landbank fund XIV LLC C/O Sugg	s and Company, P.A. PHONE#
	PHONE #
MAILING ADDRESS OF PROPERTY OWNER(S):	
609 South Franklin St. Whiteville, NC, 28472	
***************	*******************
Amendment Application is correct.	t all information presented in this Zoning Map
- white & CQ	12-2-2012
PROPERTY OWNER'S SIGNATURE(S)	DATE
PROPERTY OWNER'S SIGNATURE(S)	DATE

THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.

From: Joy D Murphy
To: Anne Bessant

Subject: Pitch Landing Road and Wildair Circle

Date: Wednesday, June 21, 2023 9:41:21 PM

CAUTION-External Email: This email originated from outside of the City of Conway. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning & Development Team:

I am a property owner who received a letter of opportunity to express an objection to request "annex approx 4.56 acres of property and rezone from hehe district to City of Conway Planned Development dated June 15, 2023.

The meeting I would like to attend is July 13, 2023 @ 1730 Room 196 Laurel Street.

My two points of objection:

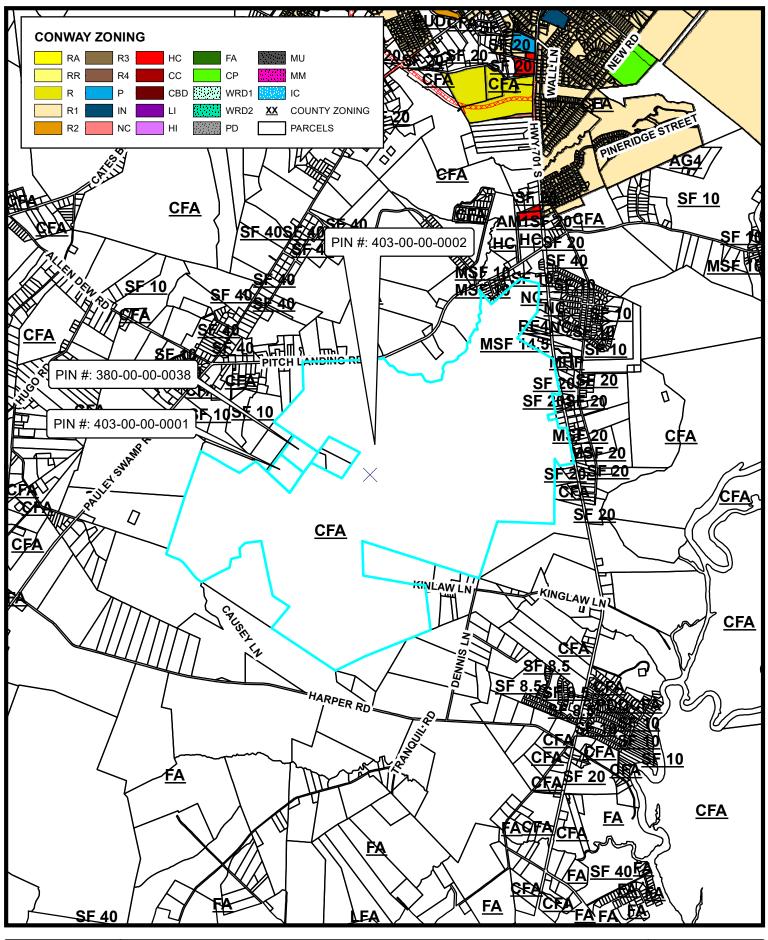
1)can you please leave some greenery (woods) between the road and development - is there a schematic of the post developed area?

2)letter dated June 15, 2023 referenced PIN 381-08-01-0006 and on the map of properties the PIN number was not showing.

Sincerely,

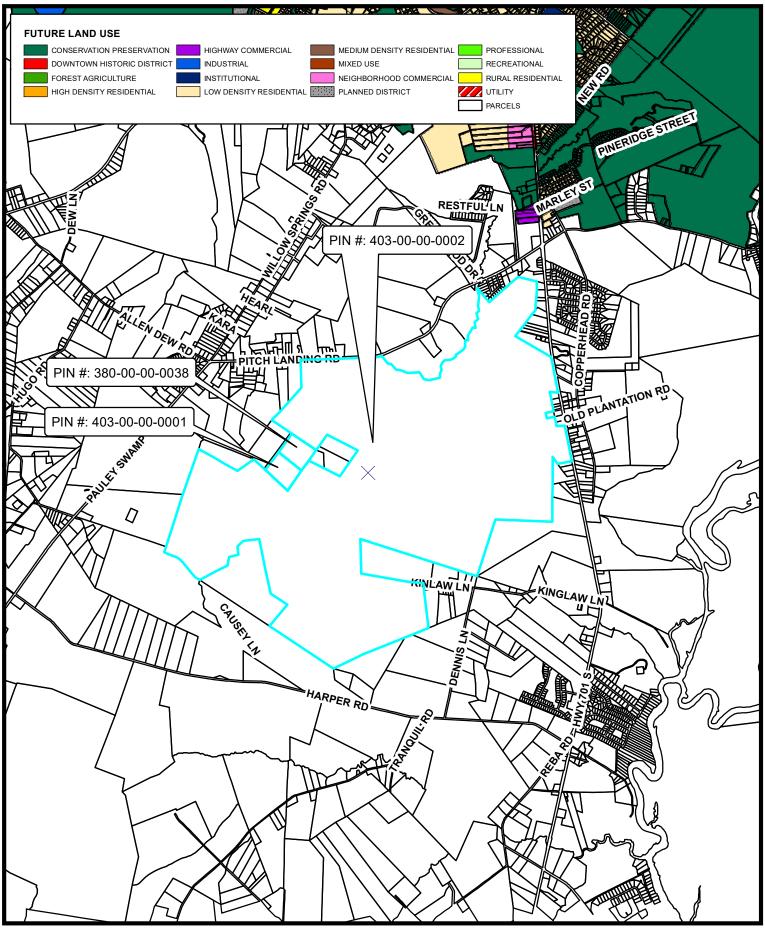
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Joy D. Murphy, LPN 604 Bald Eagles Drive Conway, SC 29527 843-855-1471

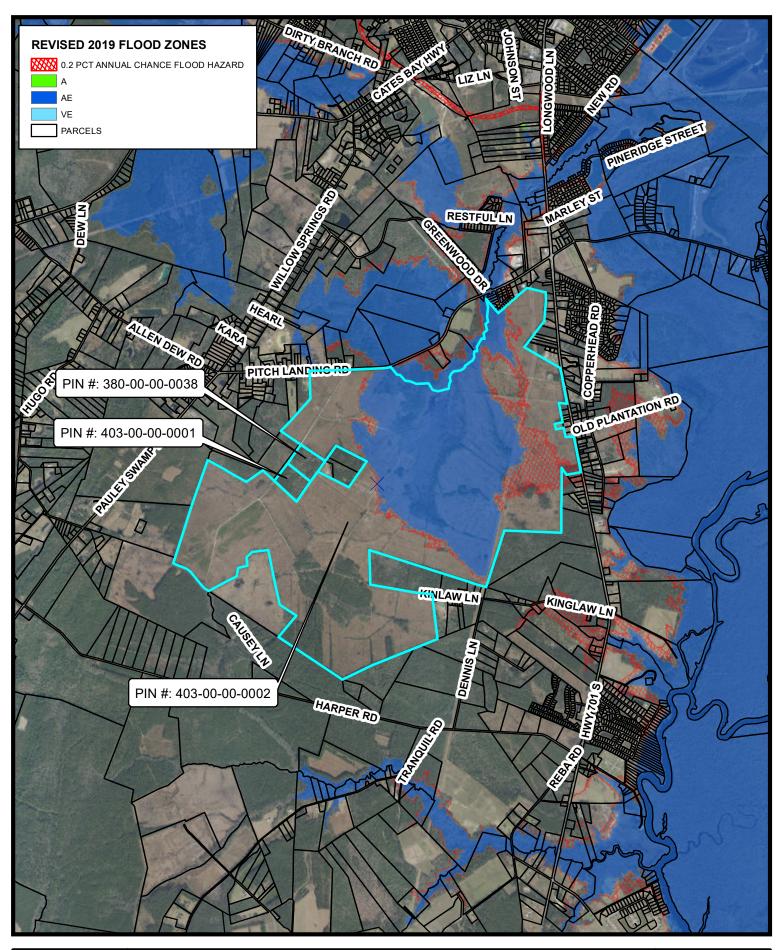




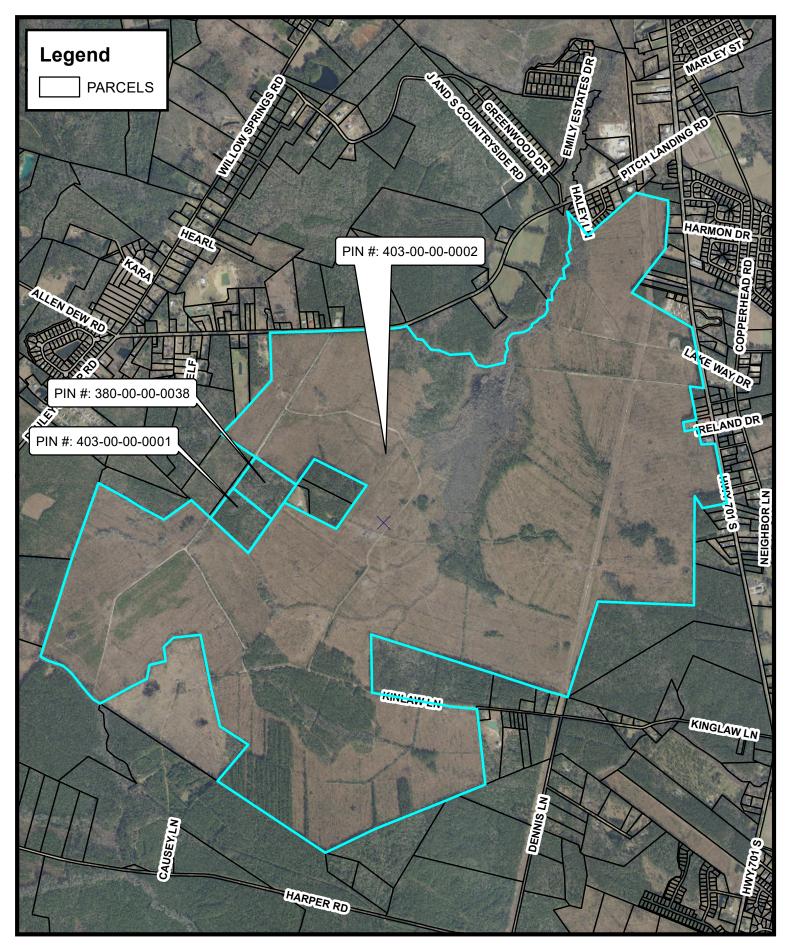






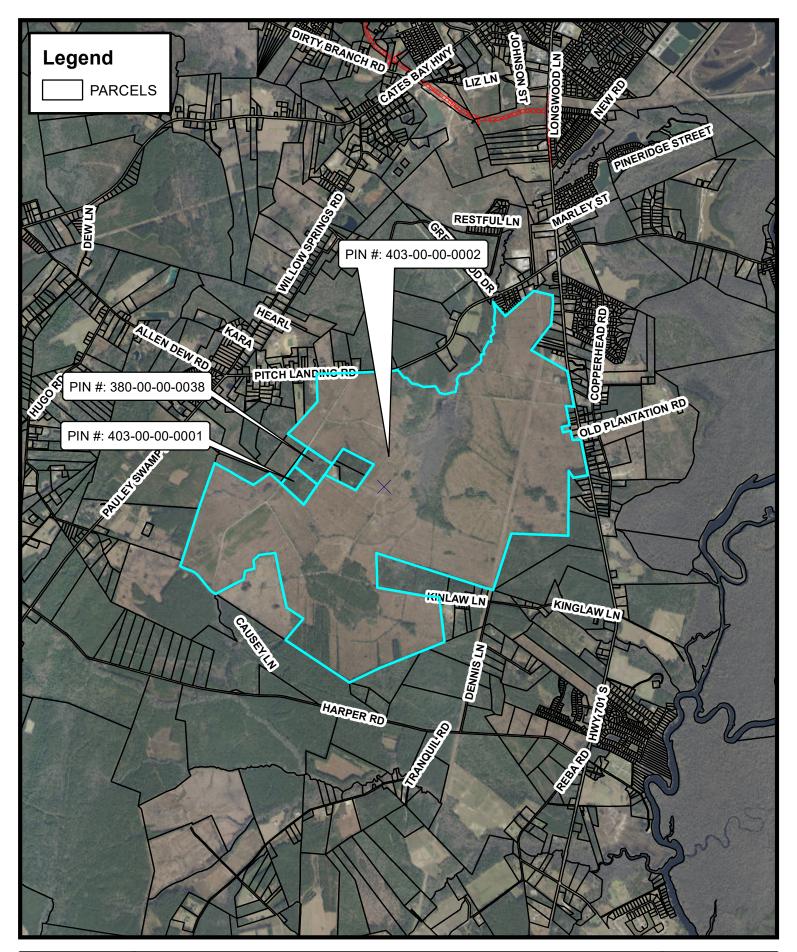














PIN #: 380-00-00-0038 PIN #: 403-00-00-0001 PIN #: 403-00-00-0002





Received: BS&A #:

Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway,

South Carolina

City of Conway Planning

Instructions:

· Fill out all 3 pages

www.cityofconway.com

- Submit signed forms to City of Conway Planning Department
- Provide digital copy of deed and survey/plat with these forms

STATE OF SOUTH CAROLINA)

) PETITION FOR ANNEXATION

COUNTY OF HORRY)

TO THE HONORABLE MAYOR AND CITY COUNCIL OF CONWAY

WHEREAS, § 5-3-150 (3) of the Code of Laws of South Carolina provides for the annexation of an area or property which is contiguous to a City by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation; and

WHEREAS, the undersigned are all persons owning real estate in the area requesting annexation; and

WHEREAS, the area requesting annexation is described as follows, to wit:

NOW, THEREFORE, the undersigned petition the City Council of Conway to annex the below described area into the municipal limits of the City of Conway.

PROPERTY LOCATION/SUBDIVISION:

PIN: ACREAGE: 72.80

PROPERTY ADDRESS: North of intersection of Harper Road and Causey Lane, Conway, SC

PROPERTY OWNER MAILING ADDRESS: 6400 Dongola Huy Conway, S.C. 29527

PROPERTY OWNER TELEPHONE NUMBER: 843-397-3258

PROPERTY OWNER EMAIL: ebnrichandson @ outlook. Com

APPLICANT: Felix H. Pitts - G3 Engineering

APPLICANT'S EMAIL: felix@g3engineering.org

IS THE APPLICANT THE PROPERTY OWNER? CIRCLE: YES

 $\it IF NOT$: PLEASE INCLUDE A LETTER OF AGENCY OR POWER OF ATTORNEY FROM THE OWNER ADDIGNING RESPONSIBILITY TO THE APPLICANT.

PROPERTY OWNERS (Attach additional sheets if necessary)

DATE:

(Print) (Signature)



easements existing on the property? CIRCLE: YES

NO

If yes, please describe. see attached survey

Are there any building permits in progress or

pending for this property? CIRCLE: YES(NO

Is there a structure on the lot: Structure Type: yes- unoccupied

Current Use: unoccupied

× 2 2

Are there any wetlands on the property?

CIRCLE: YES NO

If yes, please provide permit number and jurisdiction.

If yes, please include valid wetland delineation letter from army corps of engineers.

Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?

CIRCLE: YESNO

If yes, please explain and provide a copy of covenant and/or restriction.

FEES ARE DUE AT SUBMITTAL.

RI ZONING DISTRICT – NO FEE ALL OTHER ZONING DISTRICTS - \$ 250

Staff Use Only

Received: BS&A #:

Is the city a party to any deed restrictions or

Application

Incomplete applications will not be accepted.

488-9888 Staff Use Only

Received: BS&A #:

City of Conway Planning Department Phone: (843)

196 Laurel Street, 29526 Conway, South Carolina www.cityofconway.com

Notice

All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property. In order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filing fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. R-1 rezoning requests will not be charged a fee. A plat of the property to be rezoned may be required with this application.

PHYSICAL ADDRESS OF PROPERTY: FEE PAID	() YES () NO AREA OF SUBJECT PROPERTY
--	---

(ACREAGE): PIN: PIN 40300000022 ACREAGE: 72.80

CURRENT ZONING CLASSIFICATION: CFA

COMPREHENSIVE PLAN 2035 FUTURE LAND USE: N/A

REQUESTED ZONING CLASSIFICATION: PD

NAME OF PROPERTY OWNER(S):

EVELYN B RICHARDSON TR ETAL

PHONE #

PHONE #

MAILING ADDRESS OF PROPERTY OWNER(S):

6400 Dongola Hwy Conway, SC 29527

I (we) the owner(s) do hereby certify that all information presented in this Zoning Map Amendment Application is correct.

Enelyn B. Richardson 4-4-23 PROPERTY OWNER'S SIGNATURE(S) DATE

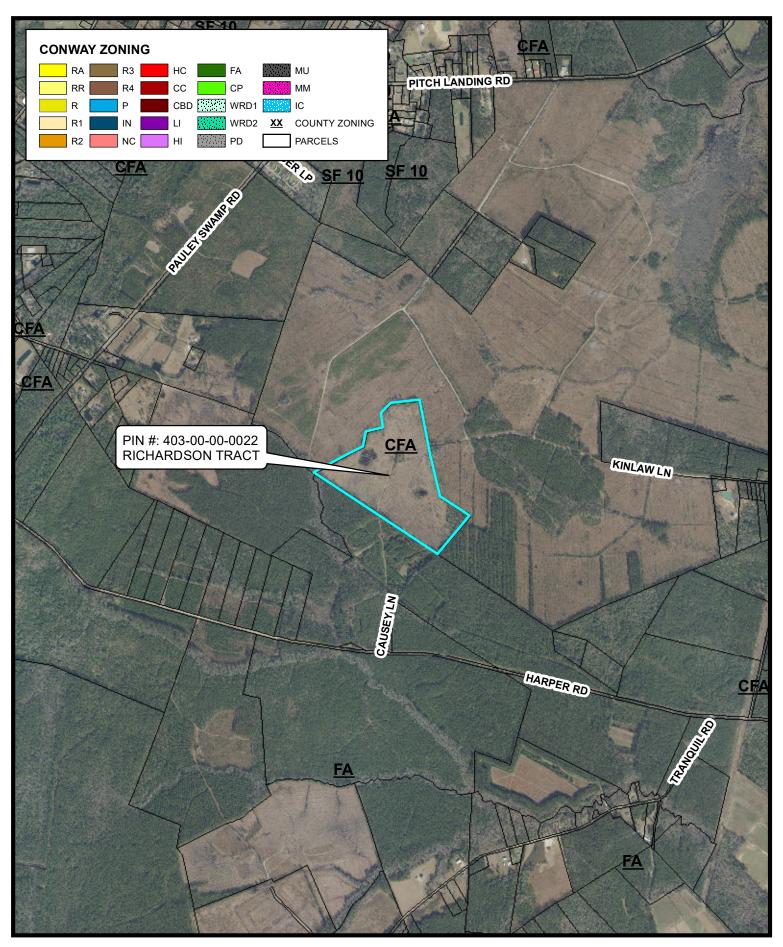
Enelyn B. Richardson 4-4-23
PROPERTY OWNER'S SIGNATURE(S) DATE

LETTER OF AGENCY

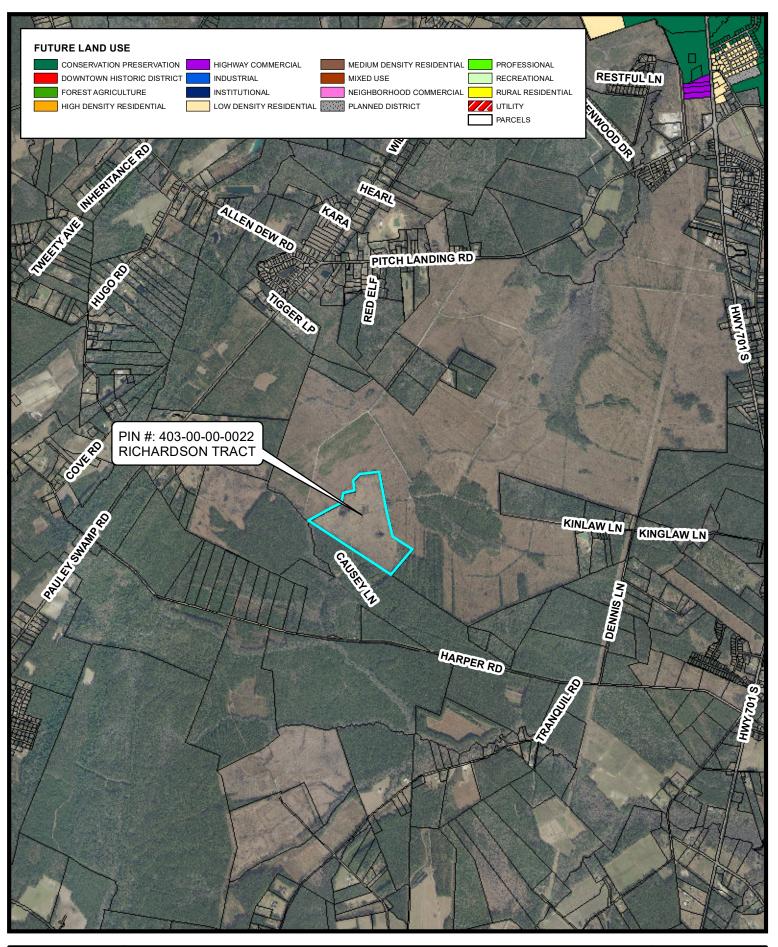
City of Conway

To:

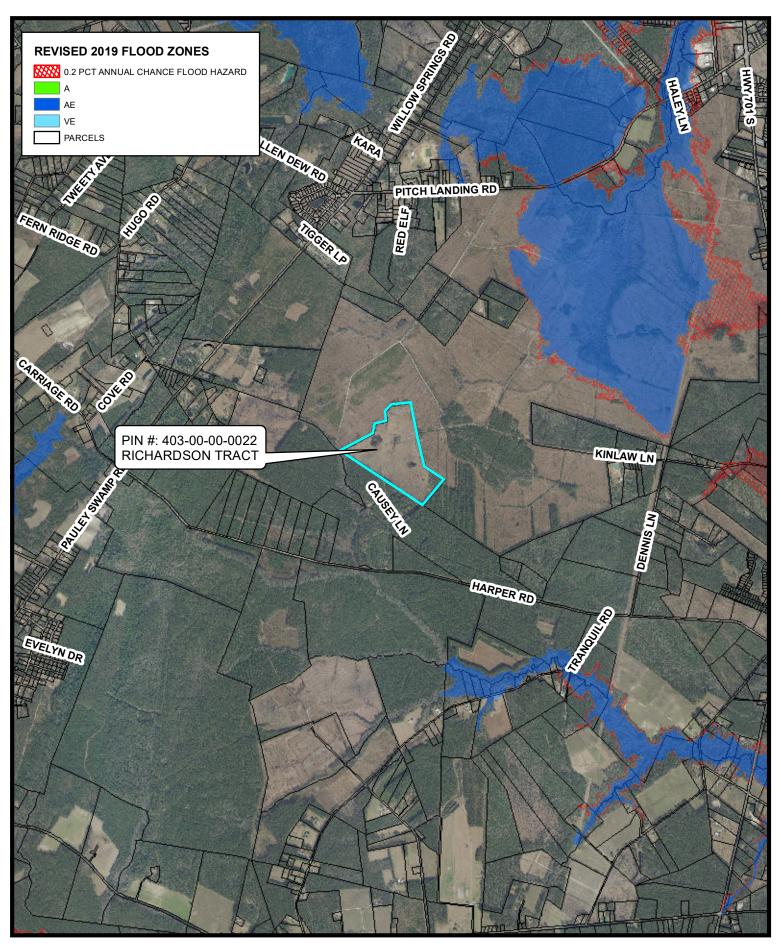
Re:	Horry County PIN Nos.: 403-00-0022 (Evelyn B. Richardson)				
Property Local Landing Road	ion: North of Harper Road and Causey Lane, and south of Blaze Trail and Pitch				
Property Own	<u>uer(s)</u> : Evelyn B. Rich	nardson (Fee Simple Owner)			
for purposes	of filing such applica	acced property, I hereby appoint the person shown below as my agent ations for zoning and zoning amendments, including site plans, or the above referenced properties as may be required.			
Authorized A	gent:	Felix H. Pitts of G3 Engineering & Surveying LLC.			
Agent's Addr		24 Commerce Drive Pawleys Island, SC, 29585			
Agent's Telep	hone:	(843) 424-9280			
FEE SIMPLE	OWNED.				
FEE SIMPLE	OWNER.				
Evelyn B. Ri	chardson,				
Ву:	elye B. Richas	edson			
Name: <u>Ene</u>	hyn B. Reiha	edson			
Title: The	prity sevner	·			
Addre	ess: <u>6400 D</u>	Dongola Hwy.			
	,	sy, SC 29527			
Phone	± <u>843-</u>	397-3258			



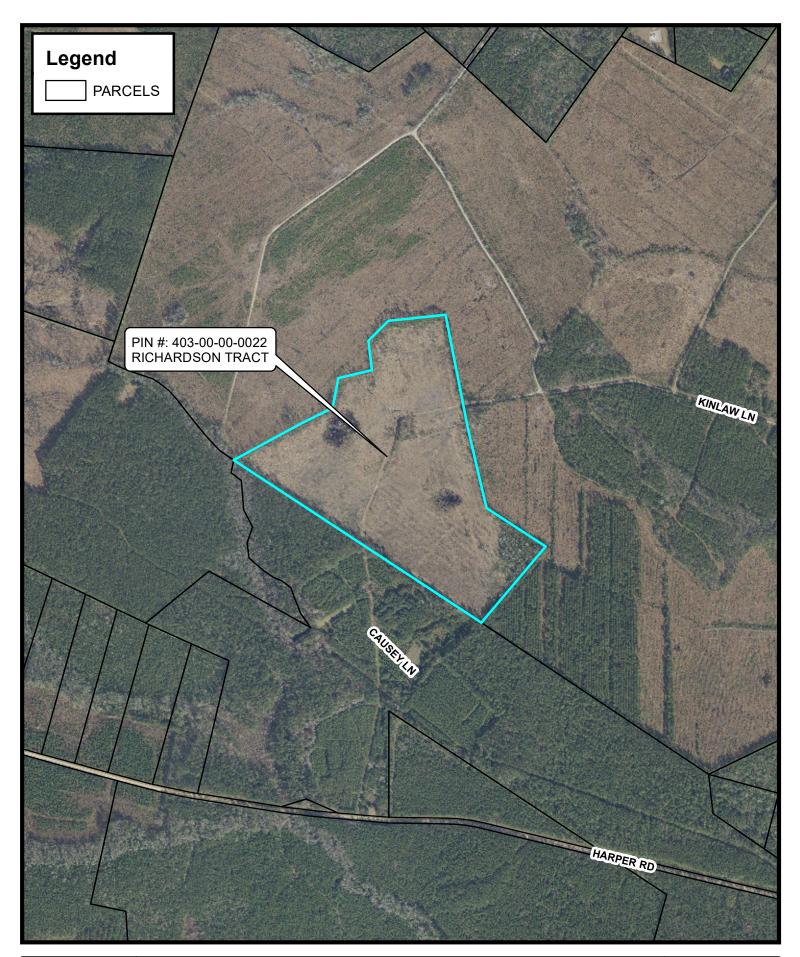






















(CITY) STAFF COMMENTS IN RED

Provided to applicant on May 30th

WARDEN STATION

PLANNED DEVELOPMENT DISTRICT

City of Conway

South Carolina

April 5, 2023

Latest Revision:

WARDEN STATION

PLANNED DEVELOPMENT DISTRICT

City of Conway

South Carolina

April 5, 2023



Job #22056

ENGINEERING AND LAND PLANNING:

G3 Engineering & Surveying, LLC 24 Commerce Drive Pawleys Island, SC 29585 (843) 237-1001



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III.	De	efinitions	



LIST OF EXHIBITS

<u>T1</u>	TLE EX	HIBIT
1.	Boundary Plat- Parcel 1	A.1
2.	Boundary Plat- Parcel 2	. A.2
3.	Topographic Survey	.B.1
4.	Wetland Letters- Parcel 1 & 2	B.2A & B.2B
5.	Downstream Analysis- LIDAR imagery	B.3
6.	Aerial	C
7.	Master Development Plan	D
8.	Open Space Plan	E.1
9.	Pedestrian Access and Buffer Conceptual Plan	E.2
10.	Stormwater Management Plan	F
11.	. Phasing Plan	G
12.	. Traffic Plan – Offsite	. Н.1
13.	. Traffic Hierarchy Plan – Internal	H.2
14.	. Water and Wastewater Conceptual Utility Master Plan	I



I. Project Introduction

This Planned Development (PD) proposes to develop the 73.25 acre and 1669.88-acre tracts, totaling 1,743.13 acres, in the City of Conway, South Carolina. The approximately 1,743-acre tract is currently located within the jurisdiction of Horry County, but recently, an annexation request was submitted.

Amend to include all acreage that will be included in this PD (i.e. other tracts previously requesting HC)

The property is bounded by US Highway 701 South to the east, Pitch Landing Road to the north, Kinlaw Lane to the south, and Bear Creek. The property is currently accessed by multiple unimproved roads, including Blaze Trail which gives access to 3 parcels that are excluded from the 1,743-acre tract.

The proposed development shall consist of a mixture of fee-simple single-family lots, fee simple and in-common townhouses, multifamily units, and commercial outparcels. This development is intended to promote the conservation and stewardship of the natural resources located on the property by creating a centralized Master Open Space at the heart of the site which preserves the existing wetlands and creates a network of open spaces, pathways, waterbodies and amenities that draw the sub-developments together. The community is connected by a major spine road that circumnavigates the development and a multi-use trail that will not only bring the development together, but also the greater community of the City of Conway by connecting with the proposed Conway Pathways and Trails Plan.

The existing conditions of the site are outlined in **Section II** of this Application, and the full development plan proposed for this project is depicted in Section III. This entire written narrative, including all exhibits herein, constitute the full application.

II. Existing Conditions

The tract is approximately 1,743 acres and located on Highway 701 S and Pitch Landing Road. The property is bounded by Bear Creek to the north and private property along the south and west of the property. There are approximately 712 acres (does this include the wetlands on the other parcels too?) of wetlands in the property. Areas of delineated wetlands are located mainly to the east, along Highway 701 S, and at the center of the tract where approximately 507 acres of



the subject tract is additionally within FEMA AE Flood zones (does this include any flood zones on the other parcels too?), with dispersed isolated wetlands otherwise spread intermittently through the development. (Have you compared the FEMA flood maps to the flood map you have provided?) The plan will need to include the floodway that goes through this property.

The site is accessed via multiple unimproved roads and trails off of Highway 701 S, Kinlaw Lane and Pitch Landing Road—including Blaze Trail which is utilized along with an access easement to access three (3) centralized parcels.

Based on the historic owners of the property, timbering was a recent past use.

To what extent is Kinlaw Lane being improved? The RIDE III website states this is in Group 2 of paving dirt roads – 1.02 miles of dirt road to be paved – which do not necessarily meet city standards. Are additional improvements proposed?



The attached Exhibits give detailed information regarding the existing conditions of the property.

A. Boundary Plat

Exhibit A.1 & A.2 are the boundary surveys for the properties located within the PDD. The Army Corp of Engineers (ACOE) jurisdictional determination and Delineation concurrence exhibits are additionally attached in **Exhibit B.1** and **B.2**. The boundary survey plat of the property contains the following information:

- 1) Boundary and Dimensions
- 2) Existing Easements
- 3) Existing Roads
- 4) Property Owners of Adjacent Property
- 5) Existing Drainageways
- 6) Coordinate Data

B. Wetlands Verification (Exhibit B1 & B2)

Exhibit B.1 for the 1,640-Acre portion of the tract has been verified by the Army Corp of Engineers ACOE. Submissions for a Delineation Concurrence has been received for the 73-acre tract as shown in **Exhibit B2**.

Any delineations needed for the other tracts? Will they be combined with the larger tract?

C. Topography (Exhibit B)

The topographic information in this exhibit is a combination of a conventional field run prepared by G3 Engineering & Surveying in Fall 2022.

D. Existing Zoning

The property is current located within Horry County and is zoned Commercial Forest Agriculture (CFA). The subject tracts currently in the process of annexation before eventual proposed zoning as a PD.



III. Development Plan (Exhibit D)

The project will be developed in accordance with this PD (and the Development Agreement). The location of detention ponds, spine roads, internal roads within the communities, buffers, recreational amenities and other land uses are conceptual and subject to change. The applicant proposes the following uses and densities as shown on Exhibit D – Master Plan.

Some of these things may be conceptual but we will need a master plan that is associated with the PD that will be adhered to unless a major amendment is requested.

A. Proposed Zoning and Land Uses

As part of the annexation, proposed zoning is to be PD with tract classifications as depicted in the attached exhibits. Anticipated zoning within tracts are designated by four distinct tiers (only 3 tiers identified but I added a Tier IV), with each tier allowing additionally preceding tiers' land uses when appropriate buffers are allotted between differing uses. Each tier additionally references allowable—permitted uses, per the zoning classifications within the City of Conway's Unified Development Ordinance (UDO) zoning department, such as R-1, R-2, R-3 and HC. This PD intends to reference the City's existing UDO zoning code and will vary only where stipulated within this PD; zoning deviations are referenced in subsequent sections within this PD.

Need a density table so that in the future, if shifting of densities is requested, this would have to be requested through a PD amendment (major), unless you write within your PD where (i.e. which tracts) densities can be shifted.

Land Uses

1. Tier I (identify Tier I tracts)

- a. Single-family detached
- b. Community Services
- c. All allowable residential uses listed permitted under in the R-1 zoning elassification district in of the City of Conway's Unified Development Ordinance (UDO).
- d. Max density (# of units max across all Tier I tracts?)

2. Tier II

a. Townhomes

b. All uses permitted under Tier II I



- c. All allowable uses listed under the R-2 zoning classification in the City of Conway's UDO. Since Multifamily is not shown on your phasing/land use plan, this would need to be removed, as R-2 also allows multifamily. If you are not proposing multifamily for "Tier II", then omit. If you are, just state multifamily uses as a separate line item.
- d. Need the max density (# of units max across all Tier II tracts?)

3. Tier III

- a. Multifamily (in-common)
- b. Mixed Use
- c. All uses permitted under **Tier I and Tier II** (with densities identified)
- d. All allowable uses listed under the R3 zoning classification in the City of Conway's UDO.
- e. Mini-Storage (where specifically identified)
- f. All allowable uses permitted under the HC zoning classification in the City of Conway's Unified Development Ordinance. Upon consideration of some of the comments made during the PC workshop, I think this needs to be limited to certain uses only that would also be permitted in HC. You may want to consider having an "industrial" tract also specifically for where the ministorage is proposed, given the conditions surrounding the use of mini-storage in HC. Refer to *Section 5.1.29* of the UDO for additional information.

4. Tier IV (NEW TIER – recommended by staff)

a. Consider: Conservation (areas (tracts) identified on your phasing plan, like "Tract K" should be identified as areas that will not be developed and will encompass only uses that are conservation-related in nature (such as the open space, trails, etc.). Some of the tracts may need to be adjusted to ensure that all environmentally-sensitive areas are contained within conservation (*i.e.* Tracts N, K, C, E, J, etc.).

Another alternative would be to add another Tier just for commercial uses – this would guarantee that the PD is compliant with state requirements for a PD as well.

Consider a Tier or tract for "industrial" uses, such as mini-storage and recreational vehicle storage for the developments within the overall PD.



Anticipated land uses for the proposed tracts are as follows:

Table #?? I'm really not sure this table is necessary. Let's discuss omission of this table entirely.

Tract		Approx. Area [Acres]	Percent of Total (%)	Anticipated use	
TIER I		•			
	Tract D	56.84	3.26%	Single-Family	
	Tract F	128.43	7.37%	Single-Family	
	Tract G	177.62	10.19%	Single-Family	
	Tract H	234.62	13.46%	Single-Family	
	TrackI	153.2	8.79%	Single-Family	
	Tract J	93.37	5.36%	Single-Family	
Total- Tier I		844.08	48.42%		
TIER II		•			
	Tract A	40.47	2.32%	Townhome	
	Tract C	48.07	2.76%	Townhome	
	Tract E	78.49	4.50%	Townhome	
	Tract O	51.81	2.97%	Townhome	
TOTAL- Tier II		218.84	12.55%		
TIER III		•			
	Tract B	10.72	0.61%	Commercial	
	Tract K	580.53	33.30%	Commercial/Multifamily	
	Tract L	15.91	0.91%	Commercial	
	Tract M	15.25	0.87%	Commercial	
	Tract N	57.84	3.32%	Multifamily/Townhome	
TOTAL- Tier II		680.25	39.02%		
TOTAL APPROX ACREAGE		1743.17	100.00%		

Land uses are projected and subject to change based upon the criteria set forth in this document. The PD should be specific and not open-ended for changes to be made without required approvals.

B. Phasing (Exhibit G)

This development will be constructed in multiple phases. Engineering will begin immediately after the PD Approval. Anticipated phasing lines and land uses are shown on Exhibit G based upon the intended tracts, but may be adjusted to accommodate site restrictions, current demand, and at Owner's discretion with the approval of City of Conway. The phases shown on Exhibit G are not shown in construction order. The order of construction



of the phases will be determined by owner, but construction is expected to begin on the first phase in late 2023 2024. The remaining phases will be constructed as determined by owner and as lot inventory is required in accordance with current City of Conway zoning code unless specified otherwise within this PD. The timing for the completion of this project is approximately 10-20 to 15 25 years for full build out.

C. Site Design and Development Standards

Architectural guidelines and restrictive covenants will set standards for all design and construction materials and will meet or exceed the City of Conway's code Unified Development Ordinances (will you be providing specific architectural or development standards?). These guidelines intend to develop a regional park; provide a range of living options and embody the character of the City of Conway for the community. The site plan seeks to preserve, wherever possible, natural features including wetlands, significant trees, and views.

Section 6.2.3 of the UDO provides residential design standards for single-family, townhome, and multifamily development. Standards must meet these requirements at minimum.

D. Stormwater Management (Exhibit F)

The topographic survey (Exhibits B.1 & B.2) show the existing stormwater conditions on site, and additionally Exhibit B.3 shows downstream analysis with LIDAR for the subject tract and adjacent tracts to show on-site and off- site terrain and flow characteristics. The majority of the site drains through an existing network of scattered wetlands and ditches and converge into the centralized wetlands on-site before discharging ultimately under Pitch Landing Road under the existing bridge. There are upstream basins from the proposed community along Pitch Landing road that ultimately convey through the Pitch Landing ditch network and discharge into the centralized wetlands before simultaneous discharge under the Bridge along Pitch Landing Road.

For the proposed development as depicted in **Exhibit F**, runoff from the project will be collected, detained, and treated by a stormwater conveyance system on site in additional to conveyance networks to convey off-site water to the ultimate outfall point. The system is comprised of a series of catch



basins, underground pipes, retention ponds and stormwater outlet control structures. The system will outfall at multiple locations discharging into the centralized wetlands with large outfall ponds proposed along the interior wetlands. Multiple stormwater retention ponds are proposed for the site and will be interconnected ultimately with the outfall ponds along the central wetland, and work in unison to control the post-development flow rates.

The retention ponds will have adequate storage capacity; therefore, minimizing the effects of the design storm event on the current upstream and downstream conditions. The proposed storm drainage system will control the peak discharge for the post-developed area to be less than the peak discharge for the pre-developed area. The storm drainage system will also meet the reduction requirements as required by the City of Conway. As a result, the post-developed portion of the site should not have an adverse impact on downstream areas during design conditions.

We need to discuss any fill that is proposed. Please review Chapter 2 – Flood Damage Prevention, of the City's Code of Ordinances, for additional information. Link below.

https://library.municode.com/sc/conway/codes/code_of_ordinances?nodeId=TIT5PLDE_CH2FLDAPR

E. Utility Services (Exhibits I)

1) Potable Water (Exhibit I)

Potable water will be provided by the Bucksport Water Systems (BWS). The following connections are available for the proposed community:

- 6" waterline along Pitch Landing Road
- 6-8" waterline along Hwy 701
- 2.5" waterline along Kinlaw Road

Connections to this main are proposed, and sufficient water pressure will be evaluated on a standalone and full buildout scenario as the development progresses. Proposed water systems will be extended along the proposed spine roads on an "as needed" basis as each phase of the development is completed, with analysis to confirm all regulatory requirements shall be met at standalone and full buildout conditions including adequate pressure for fire coverage. Should pressures and proposed infrastructure not meet the required minimum design



requirements, additional infrastructure would be proposed as needed to ensure improvements are made to meet minimum requirements including but not limited to water towers, water treatment facilities etc.

2) Sanitary Sewer (Exhibit I)

Wastewater collection will be provided by Grand Strand Water and Sewer Authority (GSWSA) through a network of gravity sewer, pump stations and proposed force mains throughout the proposed development and spine roads. The following connections are accessible for the proposed community:

- 8" sewer forcemain along Pitch Landing Road
- 10" sewer forcemain along Hwy 701
- 4" sewer forcemain along Kinlaw Road

Multiple pump stations are anticipated for the development, ultimately discharging into the proposed forcemain along the primary spine roads within the development. Proposed wastewater systems will be extended on an "as needed" basis as each phase of the development is completed, with analysis to confirm all regulatory requirements shall be met at standalone and full buildout conditions.

3) Electrical Service

Electrical shall be provided by Santee Cooper (please doublecheck – this area is a mix between Horry Electric and Santee Cooper) and will be extended on an "as needed" basis as each phase of the project is completed.

4) Telecommunication and Cable Services

Telecommunication and cable service will be provided by the Horry Telephone Cooperative and Spectrum. Service will be extended on an "as needed" basis as each phase of the project is completed.

*Note: Utility lines shall be provided underground.

5) Conway Fire District

A portion of the development acreage is proposed to be dedicated for the creation of a new fire station to serve the proposed community and



surrounding area, and shall be under the jurisdiction of the Conway Fire District in Tract B.

Per the Fire Chiefs comments at the PC workshop, a new fire station on Tract B will not do anything to improve or maintain the City's ISO rating, and the fire station would also need to be staffed, need fire apparatus / equipment, and be constructed (recurring expenses). It's currently adjacent to the County's Pitch Landing Fire Station (#46). Minimum fire station requirements (if City had to staff): 12 firefighters and 1 truck / apparatus.

F. Public Streets & Drainage

Vehicular access to this project shall be provided by connections to Pitch Landing Road, Hwy 701 S, and Kinlaw Lane. These access points are indicated on **Exhibit H**. Roads and associated drainage within this project will be turned over to the City of Conway for operation and maintenance. The Property Owners Association (POA) or Homeowners Association (HOA) reserves the right to maintain landscaping within the road rights-of-ways. All streets shall be designed to City of Conway standards based on the classifications recommended by the Traffic Study unless otherwise specified within this PD. All public storm drain pipe is to be concrete, in accordance with City requirements. Additional street design requirements are located in Section H and additionally on **Exhibit H.2**.

Further discussion needed. Does this apply to all streets, or just those that are proposed to be constructed (i.e. spine roads and local streets) within the development.?



G. Ownership of Common Areas & Utilities

1) Common Areas and Master Open Space

The developer will file restrictive covenants on this property that will establish guidelines for ownership and maintenance of the Common Areas within each Phase, as well as the Master Open Space for the development. The Common Areas and Master Open Space, which include, but are not limited to, open fields, trails, bike path, lagoons, easements, open space, ponds, amenities, etc., will be owned and maintained by the POA and/or HOA as established in the Covenants and Restrictions, unless dedicated to the City of Conway. This ownership will include the maintenance of facilities, landscaping within road rights-of-way and drainage, on the property. Fees will be assessed from all property owners to provide funding for the operation and maintenance.

Development agreement will need to address some of this, such as:

- Dedication of open space / master open space
- Timeline of open space / master open space improvements to be completed
- Compliance with the Pathways and Trails Plan
- Wetlands / flood zones to be identified as conservation areas
- Trail connection / installation (Wildlife Refuge Trail)

2) Utilities

Bucksport Water Systems (BWS) will own and operate the water facilities necessary for this project, and Grand Strand Water and Sewer Authority shall own the wastewater facilities. Horry Telephone Cooperative will own and operate the telephone service. Horry Telephone or Spectrum will own and operate the cable infrastructure. Electrical power facilities will be owned and operated by Santee Cooper.



Traffic & Transportation (Exhibit H)

1) Traffic Study

Refer to Appendix A for recommended improvements

2) Sidewalks – See Exhibit E.2

A min. 5' sidewalk shall be provided within along the internal roadway of each sub-development to promote connectivity within and to dedicated open spaces. Sidewalks may be platted within easements or parcels (they really need to be within rights-of-ways where possible, but not located within individual residential lots). Sidewalks shall be constructed to ADA requirements.

Sidewalks may need to be wider in some areas (6') (i.e. master open space, along Spine Roads, etc.), if proposed to be compliant with the Complete Street requirements.

3) Spine Roads – roadways proposed internal to the development but external to the proposed tracts to allow connectivity are assumed internal to the development and shall be sized in accordance based upon traffic volumes and zoning code based upon Exhibit H.2. Anticipated uses are conceptual and subject to change as referenced in Section III.A; deviations to densities may incur modifications to intended classifications of proposed roads based upon intended classifications in Appendix A.

Concern mentioned during PC Workshop:

Tract J: local street on master plan connecting to a Spine Road (adj. to Kinlaw Ln) – concerns that
people who do not live within Tract J will utilize these local streets to access commercial
development on the other side, and those accessing the commercial tracts will go through Tract J to
get to the other side of the development, rather than drive around. Need a spine road that bypasses
Tract J.

Need to discuss traffic improvements that are required per the traffic study need to be included in the PD and DA, and phasing or number of units permitted to be constructed within a certain timeframe to coincide with the required improvements being completed.



H. Building Criteria (under review – changes may be necessary)

Based upon the anticipated building considerations the following criteria are set forth:

		Min. Min.			Setbacks ^[4]						Мах.	
			Min. Lot	Lot		Side Yard	Side		Max	Min. Units	Units	Parking
PRIN	ICIPAL USE	lot			Front	Setback	Yard	Rear	Height	per		_
		size	Width [ft]	Dept	Yard			Yard	[ft]	building	per	Req.
		[ft]		h [ft]	[ft]	/ Building	Setback	[ft]	[11]	bollaling	building	
					[11]	separation [6]	for	[]				
	uses under principal use											
SING	GLE-FAMILY DETACHED											
	Detached single-family	_			2							
	Zero Lot Line Detached Single-				0							
	Family ^[5]		[1][2]									
	Amenity-Related uses	6000	60	120		10	20	1	35			
	Accessory <mark>uses and</mark> structures		00					5				
TOW	VNHOMES			1			l				I.	
	Duplex (this is single-family											
	attached), Iriplex & Quadruplex											
	Homes											
	Townhomes											
	Zero Lot Line Duplex, Iriplex,	2000	18 [1] [3]	100	15	7.5	15	20	40	3	8	Note 8
	Quadruplex and Townhomes											
	Amenity Related uses											
	Accessory <mark>uses &</mark> structures ^[7]											
MUI	LTIFAMILY				•					•	_	
	Garden and Rental Apartments											
	Condominiums											
	Mid-rise Multi family	-										
	Mid-rise Multifamily elevator units	5000	50	100	1	5	10	2	40			Note 9
	Amenity Related uses Accessory uses and structures				5			0				
CON	MERCIAL											1
	All uses specified under commercial											
	designations											
	Amenity Related uses	5000	50	100	1	5	10	2	40			Note 10
	Accessory uses and structures				5							
					, ,			0				
								0				
[1]	Minimum Lot Width to be measured at r			n cul-de-s		red roads.		0				
[1]	Minimum Lot Frontage at Cul-de-sac: 35'	at Right	of Way	n cul-de-s		red roads.		0				
[2]	Minimum Lot Frontage at Cul-de-sac: 35' Minimum Lot Frontage on curve: 40' at R	at Right of W	of Way ay	n cul-de-s		red roads.		U				
	Minimum Lot Frontage at Cul-de-sac: 35' Minimum Lot Frontage on curve: 40' at Ri Minimum Lot Frontage at Cul-de-sac: 12'	at Right of W at Right of	of Way ay of Way	n cul-de-s		red roads.		0				
[2]	Minimum Lot Frontage at Cul-de-sac: 35' Minimum Lot Frontage on curve: 40' at Ri Minimum Lot Frontage at Cul-de-sac: 12' Minimum Lot Frontage on curve: 15' at Ri	at Right of W at Right of W ight of W	of Way ay of Way ay		acs or curv							
[2]	Minimum Lot Frontage at Cul-de-sac: 35' Minimum Lot Frontage on curve: 40' at R Minimum Lot Frontage at Cul-de-sac: 12' Minimum Lot Frontage on curve: 15' at R Building overhangs, up to and including 1	at Right of W at Right of ight of W 8", shall	of Way ay of Way ay be allowed to e	xtend into	acs or curv		ns. Garages,		porches, ele	evated decks a	nd attached	d
[2]	Minimum Lot Frontage at Cul-de-sac: 35' Minimum Lot Frontage on curve: 40' at R Minimum Lot Frontage at Cul-de-sac: 12' Minimum Lot Frontage on curve: 15' at R Building overhangs, up to and including 1 storage structures shall not be allowed in	at Right of W at Right of W ight of W 18", shall	of Way ay of Way ay be allowed to e	xtend into	acs or curv	and building separatio			porches, ele	evated decks a	and attached	d
[2] [3] [4] [5]	Minimum Lot Frontage at Cul-de-sac: 35' Minimum Lot Frontage on curve: 40' at RI Minimum Lot Frontage at Cul-de-sac: 12' Minimum Lot Frontage on curve: 15' at RI Building overhangs, up to and including 1 storage structures shall not be allowed in For "zero" lot line developments, 10' side	at Right of W at Right of ight of W .8", shall a setback e yard sha	of Way ay of Way ay be allowed to e and building se all be provided o	xtend into	acs or curv	and building separatio yard on the opposite s	side.	elevated				d
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The following maximum total gross units are proposed for this PDD. Reference the following table (name Table, *i.e.* Table H.2)

	Parcel	Approx. Area	Proposed Land	Proposed Dwelling Units			
Tract	Designation	[Acres]	Use	Single-family	Townhome	Multifamily	
TIER I (you s	hould include othe	ruses that could	be developed or	n these tracts, for	Tiers 1-3)		
	Tract D	56.84	Single-Family	133			
	Tract F	128.43	Single-Family	302	-		
	Tract G	177.62	Single-Family	339	1		
	Tract H	234.62	Single-Family	249	-		
	TrackI	153.2	Single-Family	91			
	Tract J	93.37	Single-Family	189			
TIER II							
	Tract A	40.47	Townhome		246		
	Tract C	48.07	Townhome		104		
	Tract E	78.49	Townhome		398		
	Tract O	51.81	Townhome		204		
TIER III		•					
	Tract B	10.72	Commercial				
	Tract K	580.53	Commercial / Multifamily			480	
	Track L [1]	15.91	Commercial				
	Tract M [1]	15.25	Commercial				
	Tract N	57.84	Multifamily / Townhome		79	448	
TOTAL APPROXIMATE ACREAGE [AC.]			TOTAL PROPOSED	1303	1031	928	
		1743.17	UNITS	3262			
[1]	Tracts L and M,	or any tuture	subdivisions of	tracts along	HWY 701 S , sl	hall be only	
	allowed comm	ercial uses.					

Consider adding a TIER IV – conservation

Density not utilized in one parcel may be transferred to other parcels within the PDD, so long as the total density of the PDD is not exceeded, and no residential units are located within flood zones. This needs to be more specific, or major amendment.



I. PD Buffers and Open Space Analysis

Perimeter Buffer

A fifty-foot (50') natural buffer shall be provided around the entire perimeter of the proposed PD, except for any commercial uses along Hwy 701 which shall require an eight foot (8') street a Type B buffer and shall meet the standards listed in Table 9.2 in the City of Conway's UDO, or in compliance with the Gateway Corridor Overlay (GCO) standards for landscaping, whichever are more restrictive.

100' buffer should be provided on exterior perimeters that include multifamily housing with single-family housing on neighboring properties. Natural areas, such as wetlands, can be included in the buffer.

Building encroachments shall be prohibited within such buffer; however, stormwater features, bicycle, pedestrian, and equestrian trails, landscape features, and development entrance rights-of-way may be permitted within such buffer. If encroachments are placed within the buffer, the remaining non-disturbed areas shall remain naturally vegetated if proposed infrastructure plans allow such.

Wetland Buffer

A 30' natural buffer shall be provided around the entire perimeter of all wetlands; however, stormwater outfalls and development right-of-way may be permitted within such buffer. If said encroachments are placed within the buffer the remaining non-disturbed areas shall remain naturally vegetated if proposed infrastructure plans allow.

Internal Buffers

A 20' buffer shall be provided along the main arterial road, except where adjacent to wetlands Master Open Space, or Commercial uses. A 20' buffer shall also be provided between proposed individual subdevelopments, or any deviations between anticipated uses. Should modifications occur based upon updated delineations of the subdevelopments, all intended uses shall adhere to a 20' buffer, 10' per side, between differing land uses.

A 20' buffer, 10' each side, shall be provided between commercial and



residential uses and shall meet the standard listed in Table 9.2 in the City of Conway's UDO. Mixed use shall be considered commercial.

Consider a 50' buffer between the spine roads and residential communities.



Master Open Space

This PD aims to promote the conservation and stewardship of the natural resources located on the property by creating a centralized Master Open Space that preserves the existing wetlands on site and creates a network of open spaces, pathways, waterbodies and amenities to drawn the community together.

The open space component for the PD shall be met by the Master Open Space, as shown on **Exhibit E.1**. The PD requires a total of 94.84 ac. of open space – approximately 15% of the total buildable area (632.29 AC). This PD provides 123.36 AC as Master Open Space for the development. The Master Open Space will consist of, but is not limited to, active recreation areas, passive recreation areas, natural and wetland preserves, linear parks, master ponds, pocket and cul-de-sac parks, dog parks, clubhouse amenities, swimming pools, playgrounds, sport fields or courts, exercise facilities, and pedestrian circulation paths. A multi-use trail shall be provided along or following the spine road and shall and shall connect the Master Open Space to the Wildlife Refuge Trail. The multi-use trail shall meet or exceed the standard shown in the City of Conway's Master Trail plan for "Rural Multi-Use Trail". Additional walking, jogging, and bike trails may be provided. Several detention and retention ponds will be designed to not only provide support to the stormwater management system, but to contribute to the open space requirement. Water bodies shall be included as part of the Open Space Requirement but shall not exceed 25% of the designated master open space.

The remaining required open space shall be provided internal to the phases, with a cumulative proportionate percentage of remaining open space dedicated per phase or tract.

Dedicated Open Space is permitted within flood zones; however, wetlands shall not count towards open space requirements unless sustainable, low impact trails or boardwalks are provided. Otherwise, wetlands shall remain undisturbed.



Common Area Open Space

In addition to the Master Open Space, each individual sub-development – or phase – shall require no less than 5% of area to be dedicated to Common Area Open Space for the community. Common Area Open Space will consist of a variety of active recreation areas, passive recreation areas, natural and wetland preserves; all linked by linear parks with an extensive trail system. Several of the major lakes/ponds, which will be part of the stormwater management system, will be incorporated into the common open space and provide opportunities for passive recreation as well as aesthetic enhancement. No more than 25% of water bodies may count towards the Open Space for each sub-development.

All open space provided within each development in the PD shall comply with the suitability requirements for Open Space, as specified in Section 10.3.9 (C) of the UDO.

J. CONDITIONAL PLAT APPROVAL

Prior to approval of a Final Plat, the developer shall install all required public (or private as applicable) improvements or post an approved financial guarantee of performance and maintenance. If financial guarantees are posted, the Planning Director shall be authorized to grant conditional plat approval, with final approval contingent upon completion and acceptance of all required improvements. After conditional plat approval is granted, the sales of subdivision lots shall be permitted and zoning permits and building permits may be granted, but no Certificates of Occupancy shall be issued until all required improvements have been installed and accepted.

K. Impact on Community Services

Horry County Schools

It is anticipated that the project will be served by existing schools within Horry County and the City of Conway.

Conway Police Department

The Conway Police Department is a full-service Police Department, providing response to all calls for service. The level of patrol anticipated should be similar to the proposed sub-zoning.



Conway Fire Department and EMS

The following fire departments are located near the subject tract, with additional property further classified within the PDD for generation of any necessary services:

- Station 46 (Horry County): 1720 Pitch Landing Road, Conway, SC 29527
- Station 1: 1600 Ninth Avenue, Conway, SC 29527
- Station 2: 794 Country Club Drive, Conway, SC 29527
- Station 3: 703 Century Circle, Conway, SC 29527

The following hospital is assumed available to accommodate the subject tract:

 Conway Medical Center (CMC): 300 Singleton Ridge Road, Conway SC, 29526

L. Design Modification

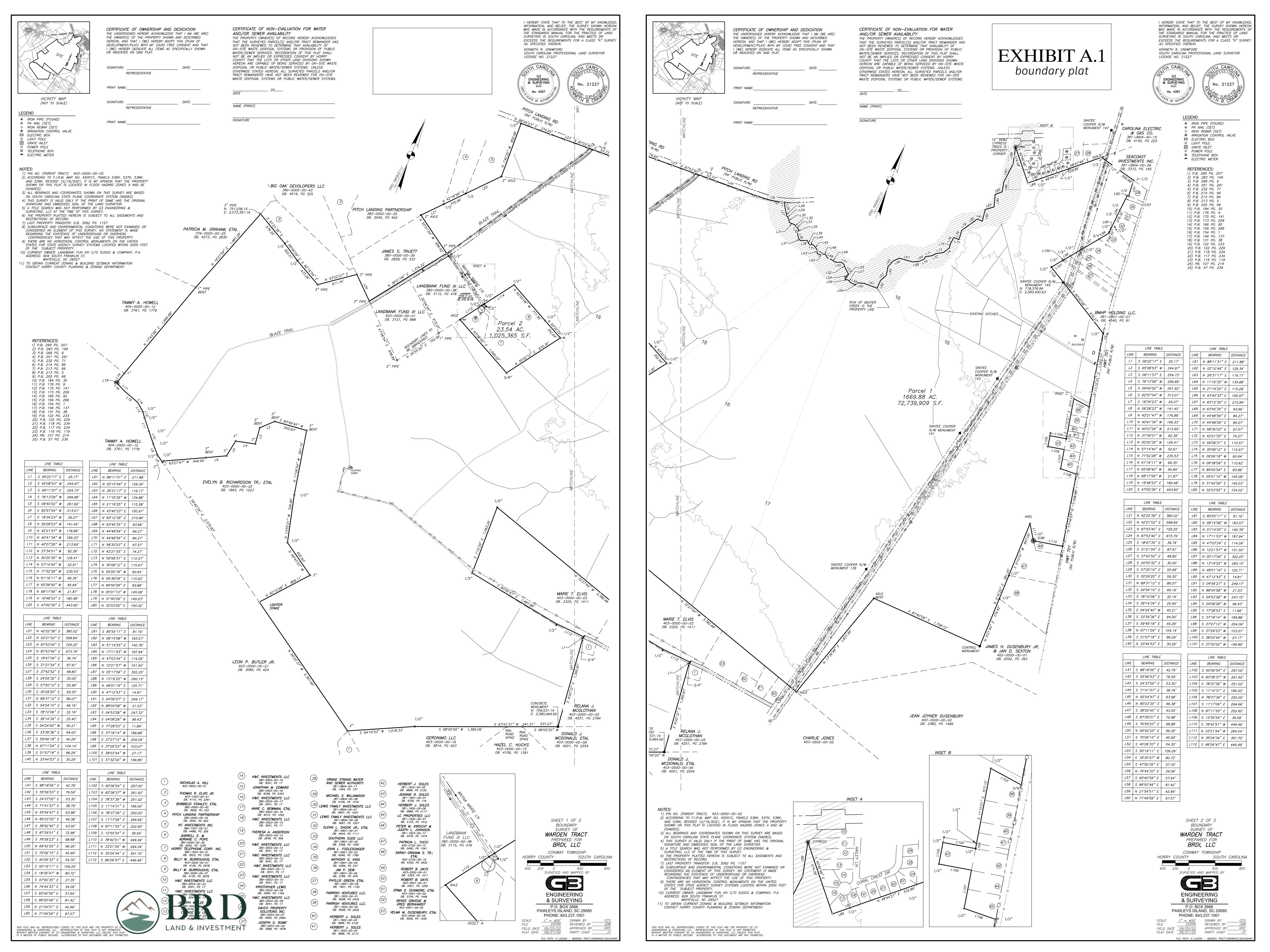
(See attached sheet that follows)

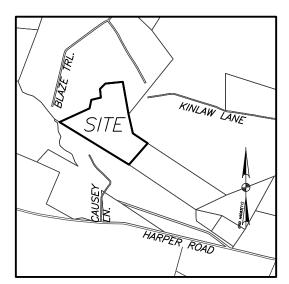
What design modifications?

Topics/concerns discussed at Planning Commission Workshop on 5/17:

- Impacts to wetlands
- Collection of sanitation and stormwater fees
- Concerns with fire station location(s)
- Design standards for the development (residential)
- Infrastructure concerns for this property and surrounding area
- Building in or near flood zones
- Buffers to residential
- Open space for the development
- Development agreement
- Lot sizes for the commercial tracts
- Dimensional standards for various types of development







VICINITY MAP (NOT TO SCALE)

EXHIBIT A.2 boundary plat

LINE TABLE					
LINE	BEARING	DISTANCE			
L1	N 18'34'23" E	26.07'			
L2	N 56°28'23" W	141.45'			
L3	N 42°21'47" W	176.86			
L4	N 40°41'34" W	199.33'			

CERTIFICATE OF OWNERSHIP AND DEDICATION THE UNDERSIGNED HEREBY ACKNOWLEDGE THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON, AND THAT I (WE) HEREBY ADOPT THIS (PLAN OF DEVELOPMENT/PLAT) WITH MY (OUR) FREE CONSENT AND THAT I (WE) HEREBY DEDICATE ALL ITEMS AS SPECIFICALLY SHOWN OR INDICATED ON SAID PLAT.

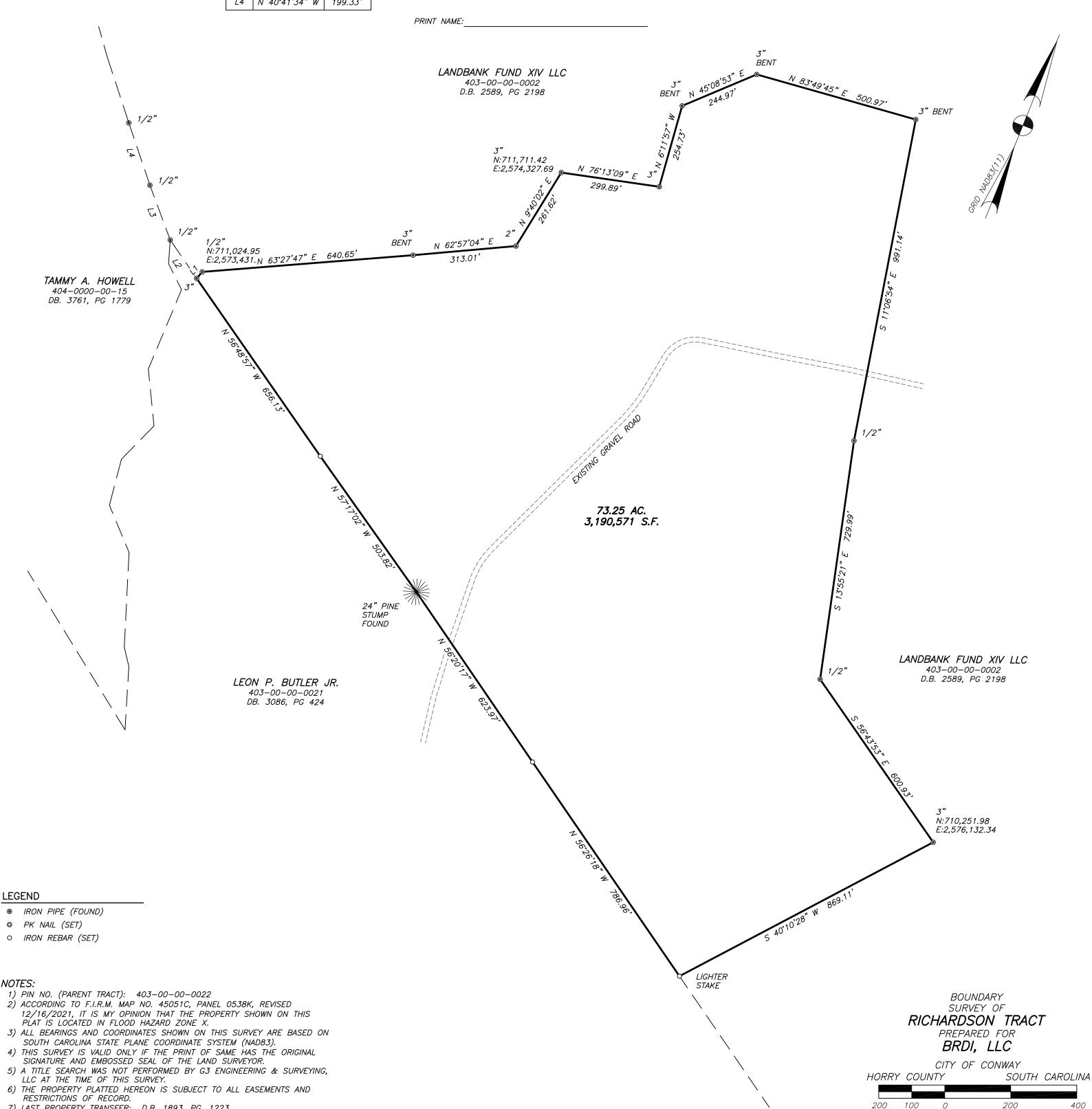
SIGNATURE: REPRESENTATIVE PRINT NAME: DATE: SIGNATURE: REPRESENTATIVE

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

KENNETH R. CRAWFORD SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR LICENSE NO. 21227







THIS PLAT AND ALL REPRODUCIBLE COPIES OF THIS PLAT ARE THE PROPERTY OF G3
ENGINEERING & SURVEYING, LLC. REPRODUCTION OF THIS PLAT IS NOT PERMITTED
WITHOUT WRITTEN CONSENT OF G3 ENGINEERING & SURVEYING, LLC UNLESS THIS PLAT
IS A MATTER OF PUBLIC RECORD. ALTERATIONS TO THIS DOCUMENT ARE NOT PERMITTED.

CONWAY, SC 29527

LAST PROPERTY TRANSFER: D.B. 1893, PG. 1223.

SUBJECT PROPERTY.

11) ZONING: CFA

10) CURRENT OWNER: EVELYN B RICHARDSON

ADDRESS: 6400 DONGOLA HWY

8) SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AN ELEMENT OF THIS SURVEY. NO STATEMENT IS MADE REGARDING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTINGENCIES THAT MAY AFFECT THE USE OF THIS PROPERTY.

9) THERE ARE NO HORIZONTAL CONTROL MONUMENTS ON THE UNITED STATES FOR STATE AGENCY SURVEY SYSTEMS LOCATED WITHIN 2000 FEET OF THE

12) BUILDING SETBACKS: FRONT: 60' SIDES: 25' REAR: 40' CORNER: 37.5'

REFERENCES:

1) "MAP OF TWO TRACTS OF LAND IN BUCK'S TOWNSHIP, HORRY COUNTY, S.C. OWNED BY EVELYN BROWN RICHARDSON" DATED DECEMBER 16, 1953; SURVEYED BY S. D. COX SURVEYORS, INC., AND RECORDED AT HORRY COUNTY R.O.D. OFFICE IN P.B. 57 PG. 239.

PHONE: 843.237.1001 DRAWN BY SCALE FILE 22056 REVIEWED BY FIELD DATE __09/20/22 APPROVED BY

SURVEYED AND MAPPED BY

ENGINEERING

& SURVEYING

P.O. BOX 2666

PAWLEYS ISLAND, SC 29585

PARTY CHIEF

TRW

JDW

KRC

FILE PATH: K:\22056 - WARDEN TRACT\DRAWINGS\BOUNDARY\22056 - RICHARDSON TRACT

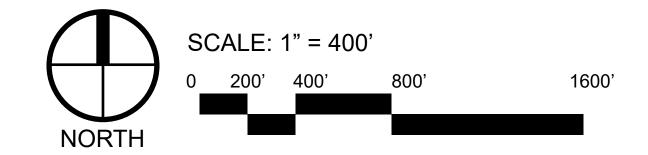
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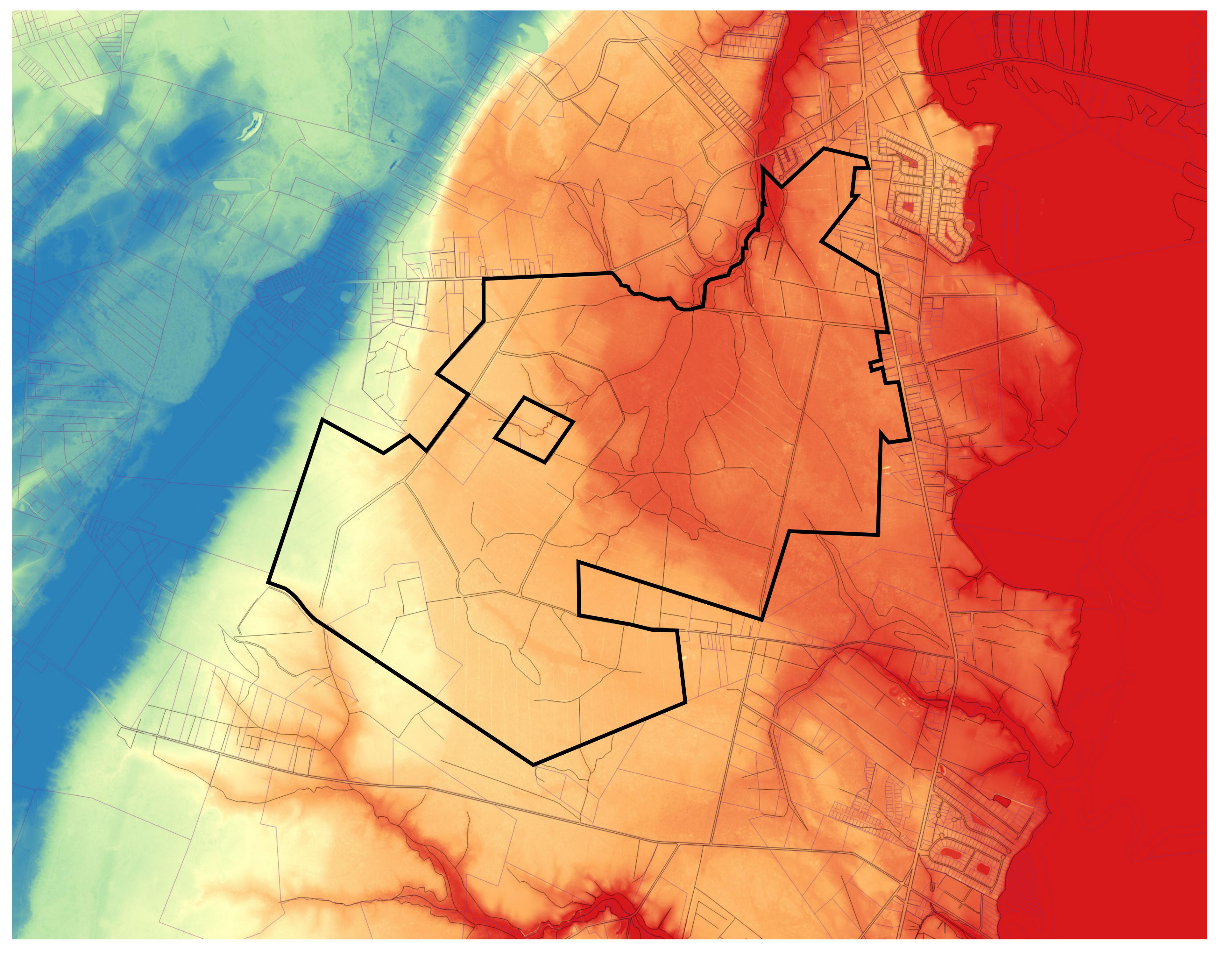










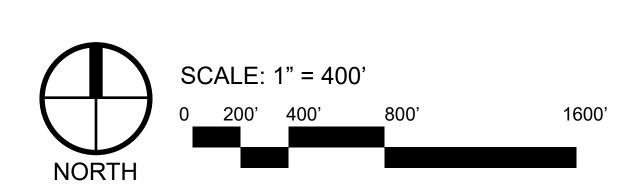


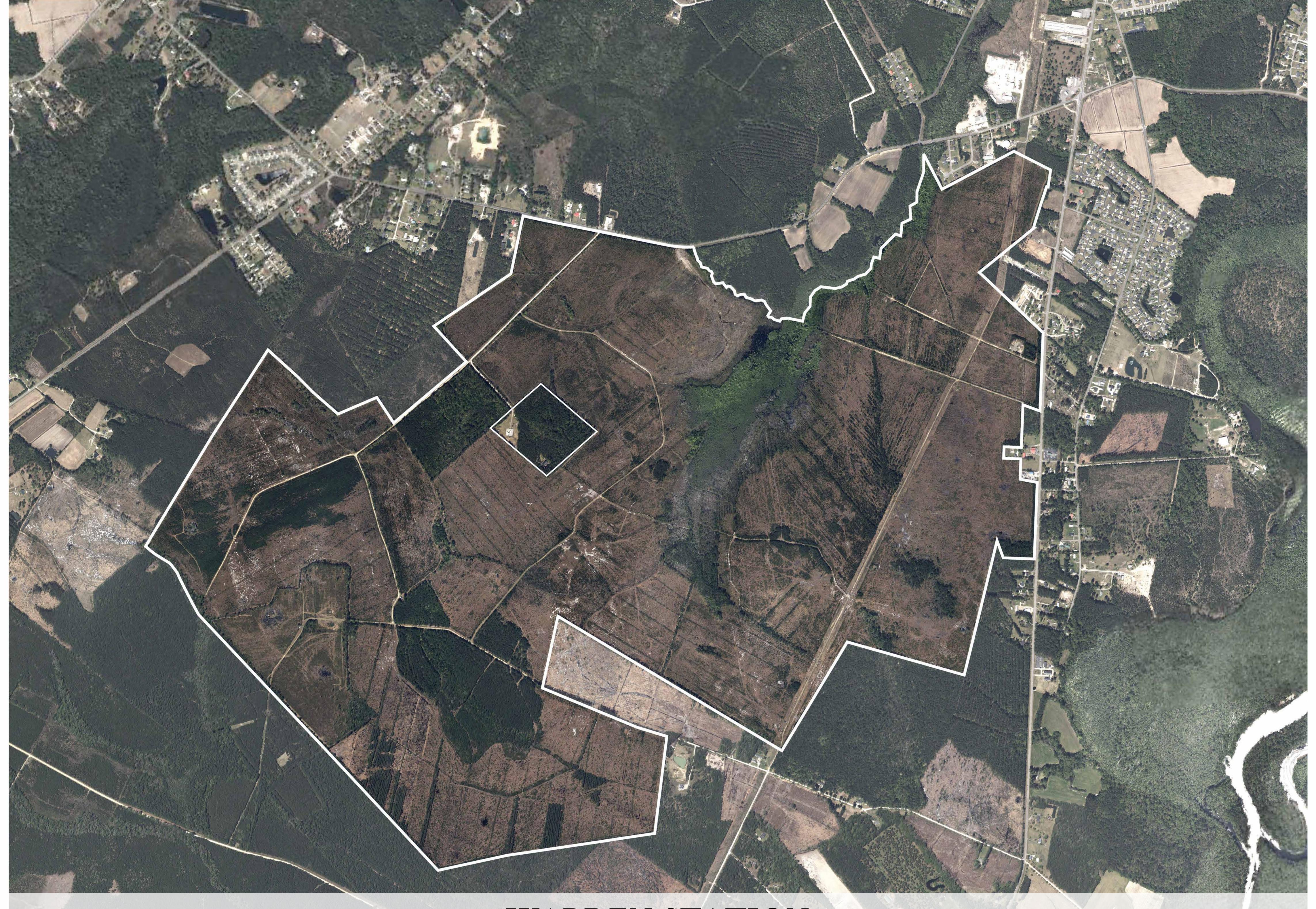






WARDEN STATION

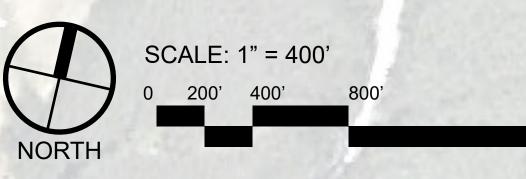










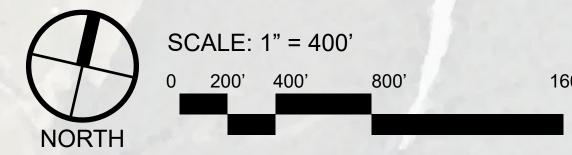


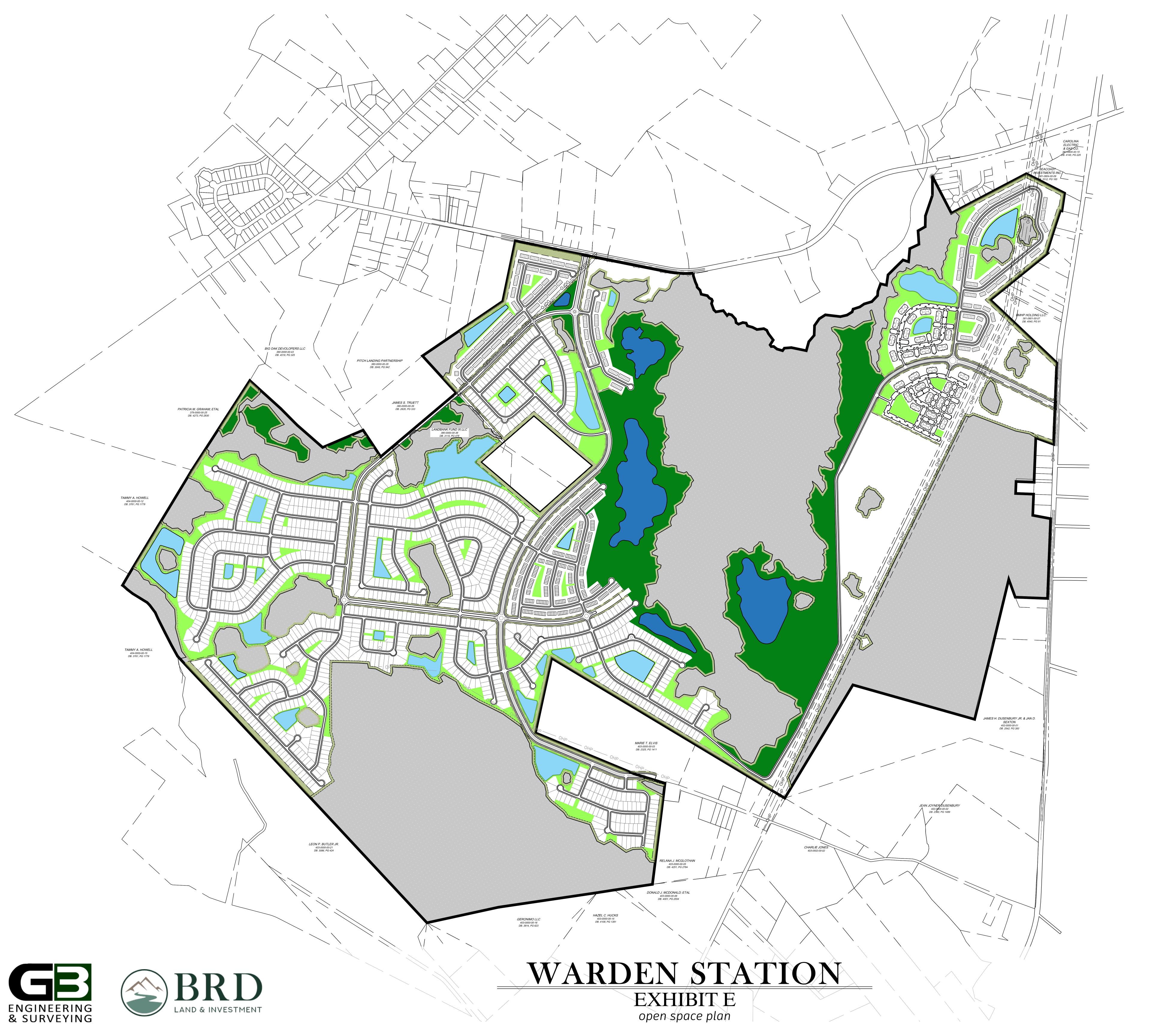












LEGEND

SYMBOL NOTES ACRES

Wetland 723.82

Buffers 106.77

Open Space 129.19

Master

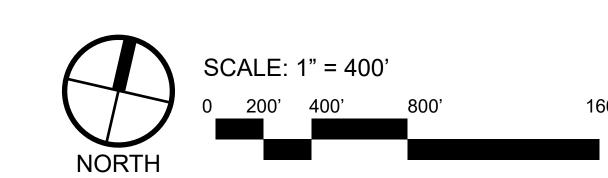
Open Space 72.07

Common 39.11

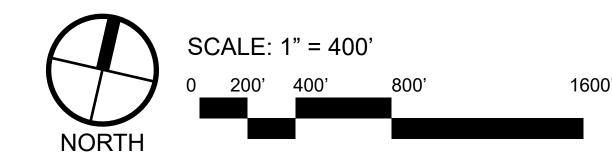
Master

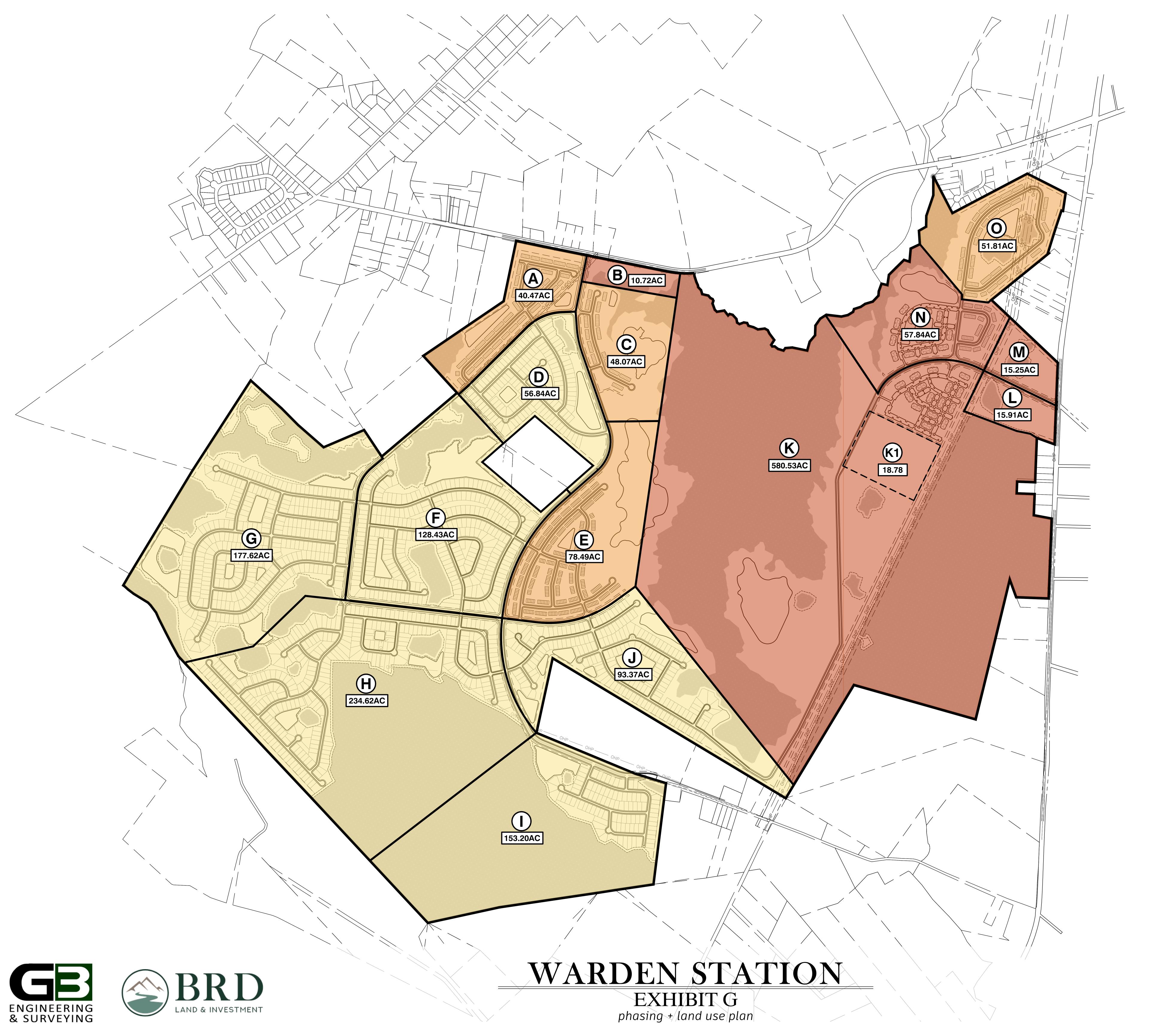
Pond 39.11

Common









ZONING LEGEND

SYMBOLNOTESACRESTier III680.25Tier II218.83

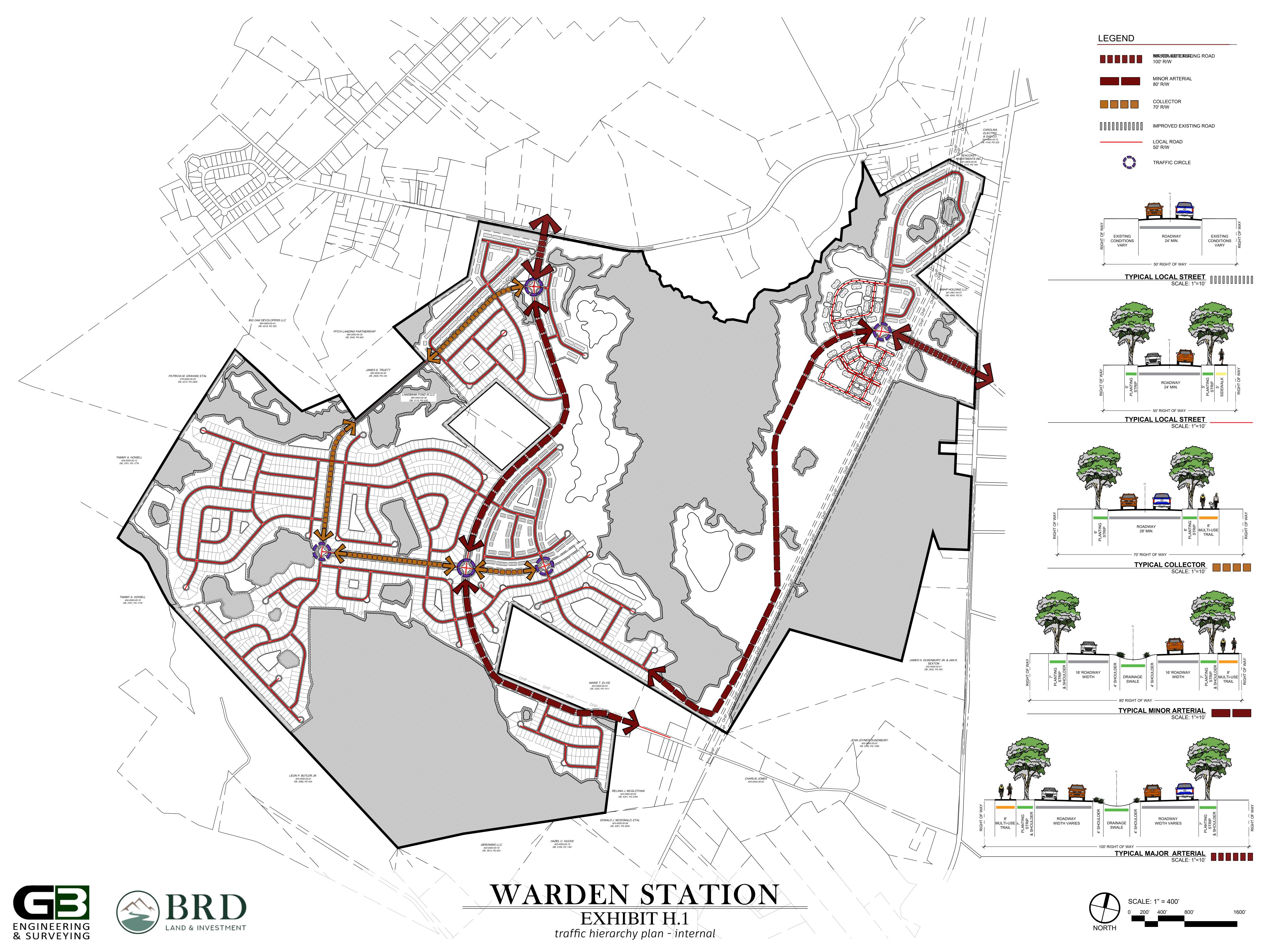
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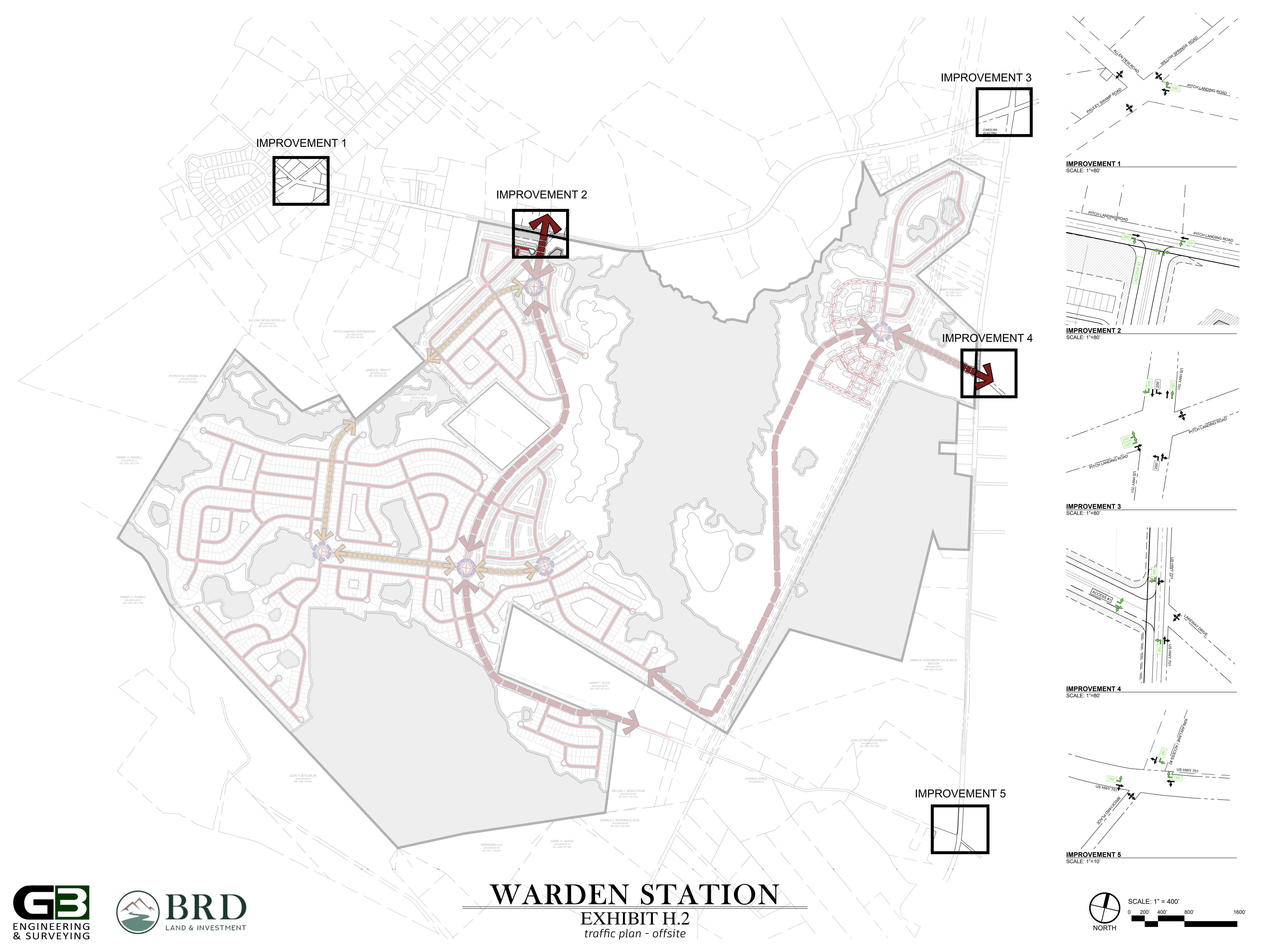
Tier I 844.09

SCALE: 1" = 400'

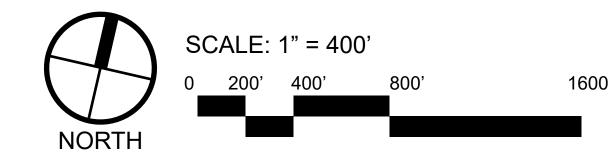
0 200' 400' 800' 160

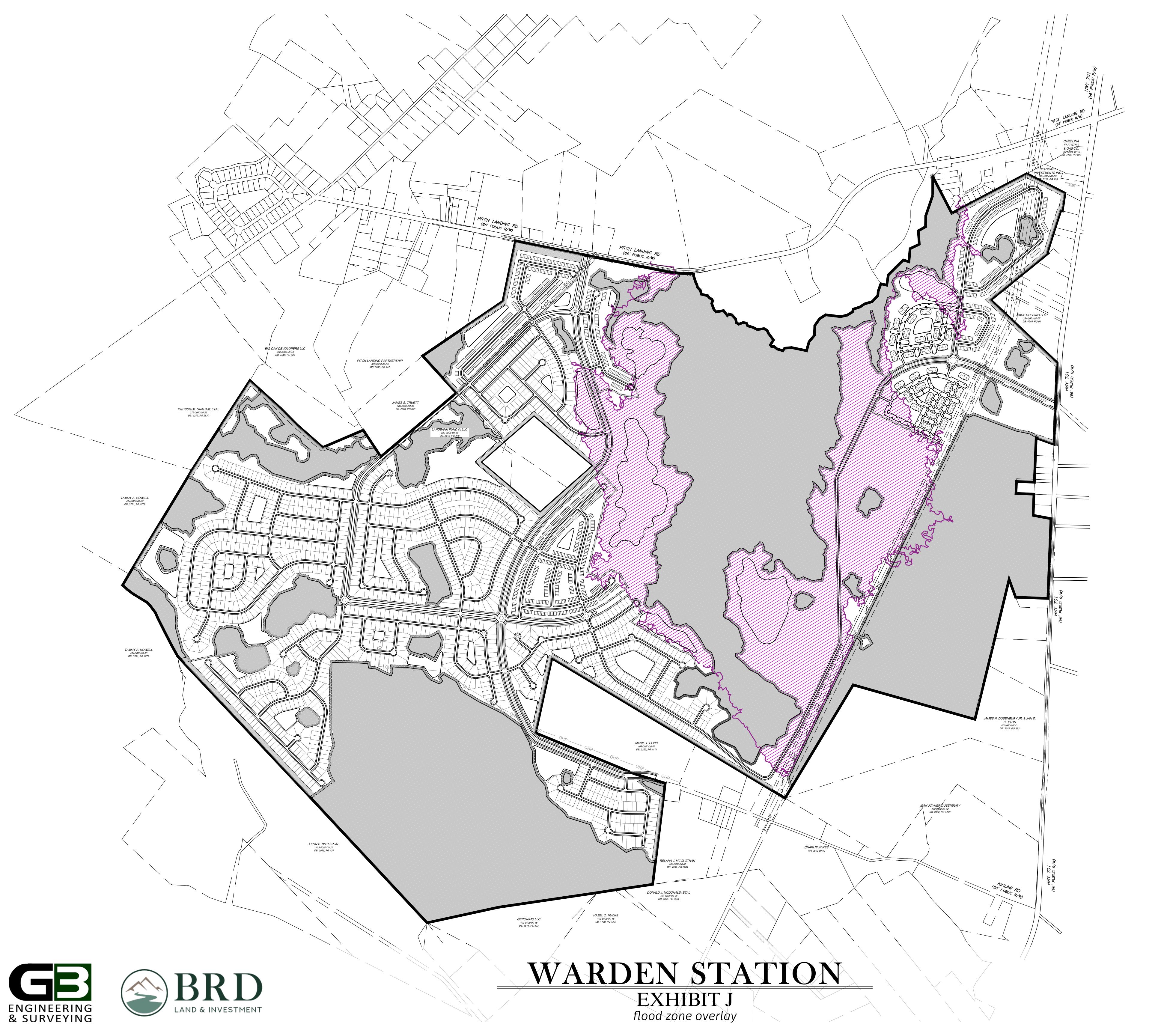
NORTH

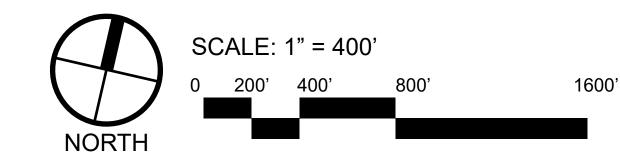








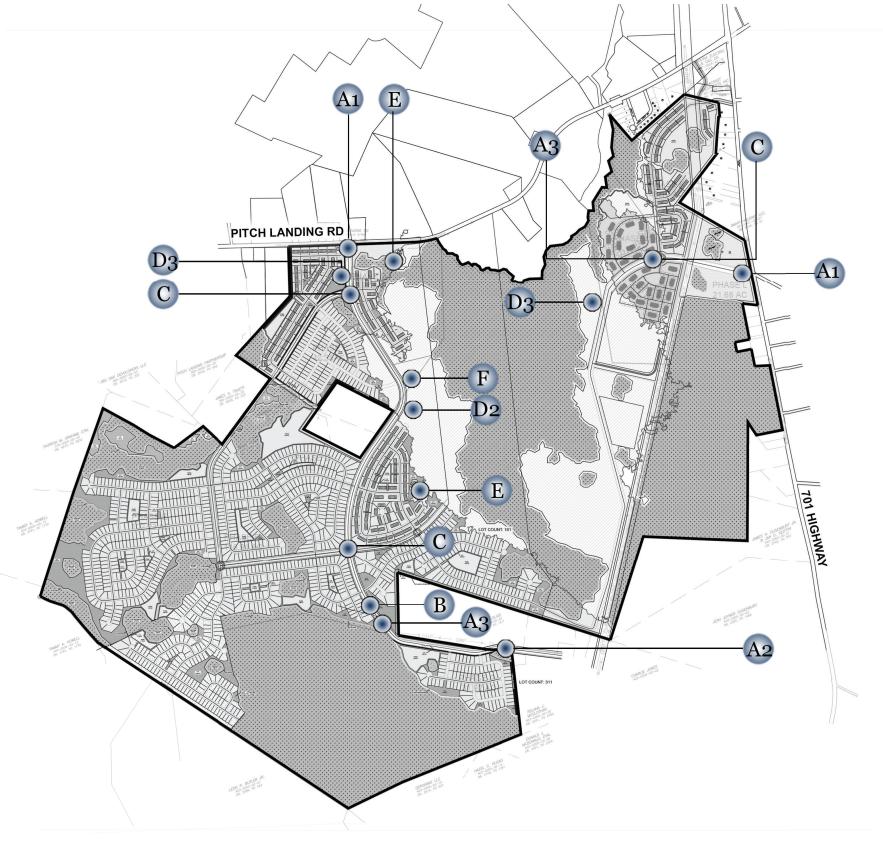






WARDEN STATION

04/28/2023



LEGEND

- A1 Major Monumentation
- A2 Secondary Monumentation
- A3 Neighborhood Entry Monumentation
- B Boulevard Streetscape
- C Roundabout
- D1 Small Park Concept
- D2 Large Park Concept A
- D3 Large Park Concept B
- E Multi Use Path
- F Master Bark Park
- G Individual Sales Center





TABLE OF CONTENTS





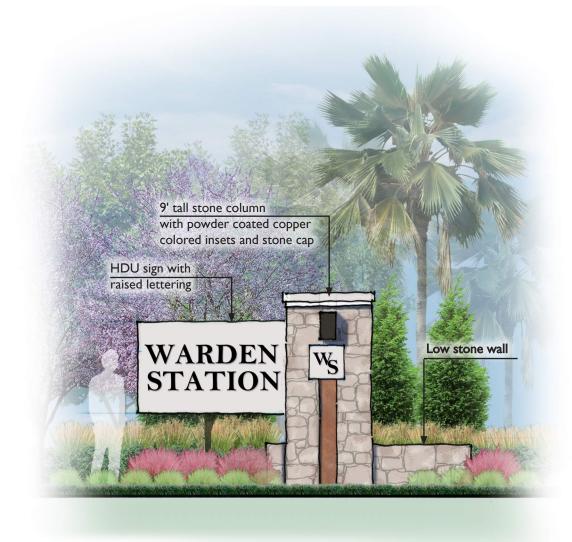




DRAFT







Neighborhood Entry A



DRAFT



on pricing for the final plan.



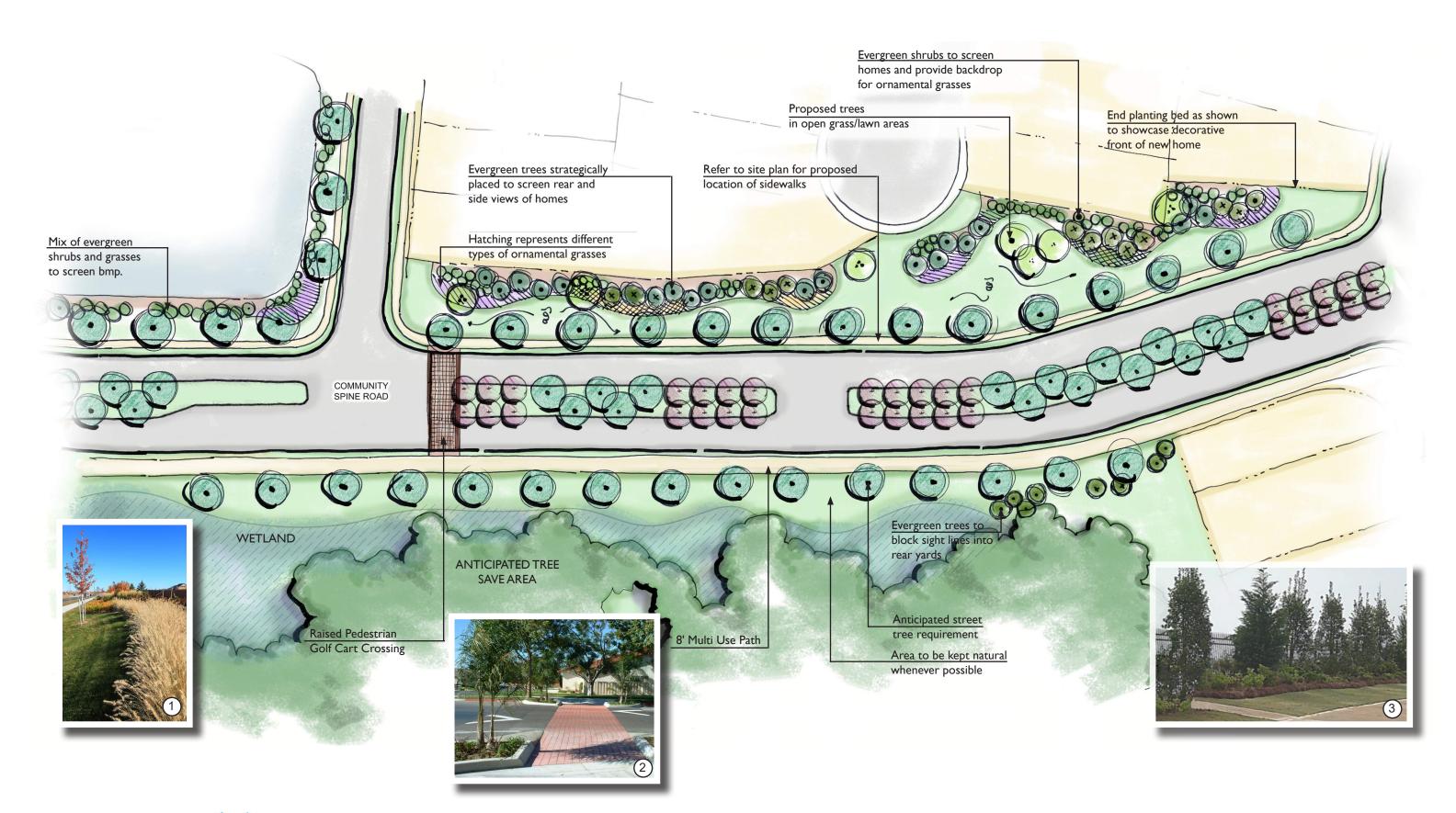


Timber beam 8' tall stone column with powder coated copper colored insets and stone cap Low stone wall Marker Column B

Marker Column A



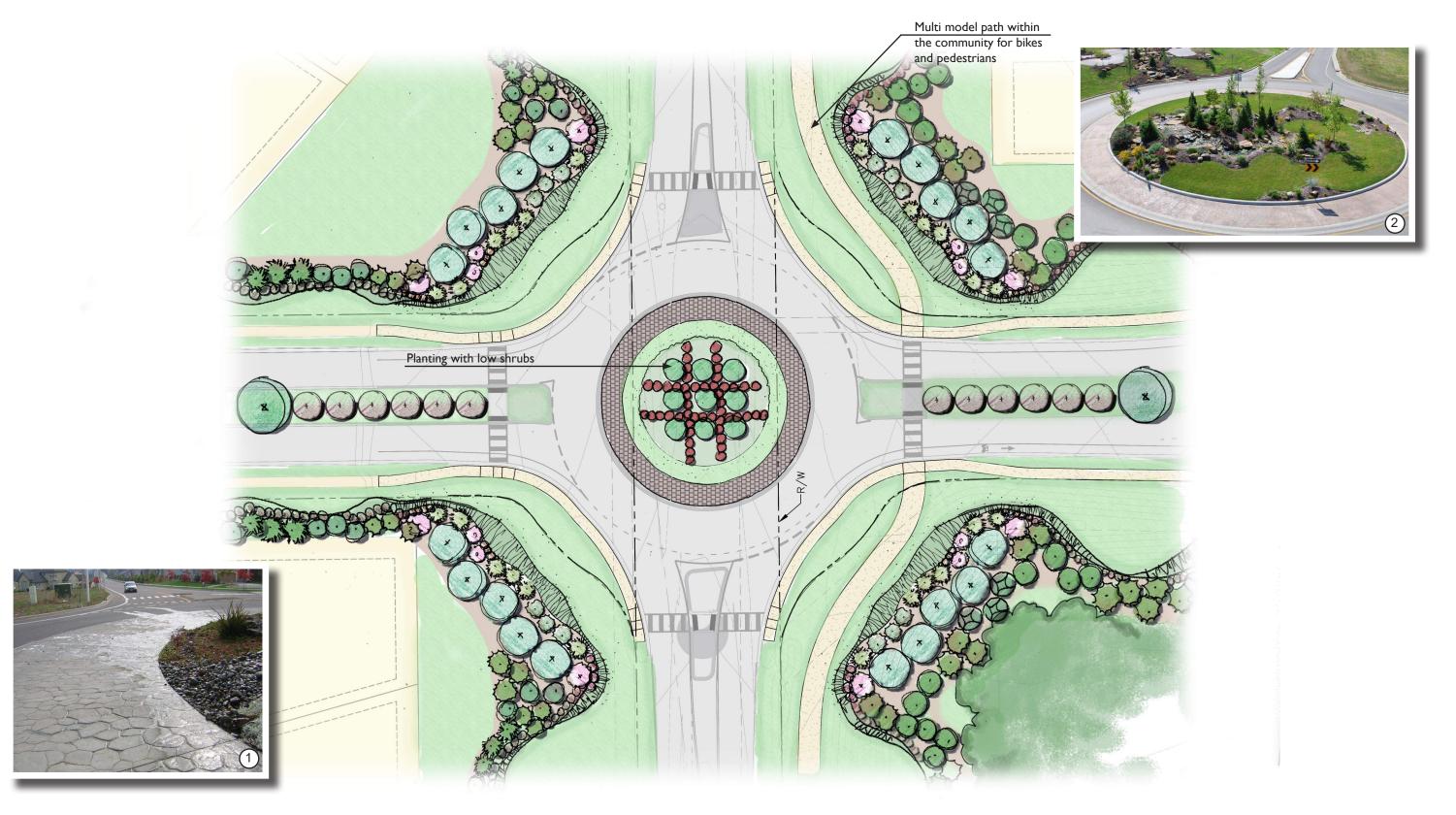








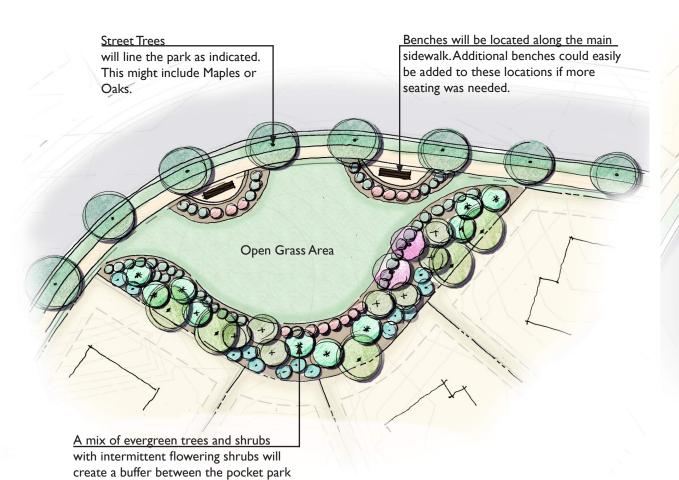
BOULEVARD STREETSCAPE

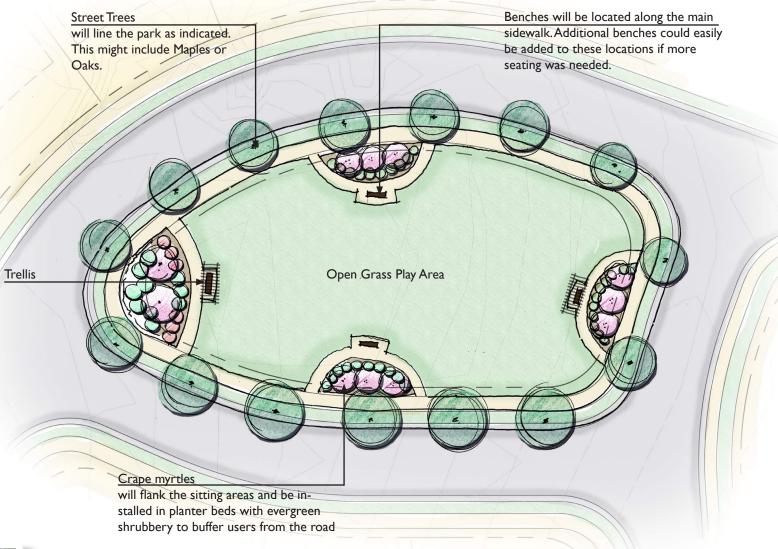






ROUNDABOUT





Large Park Concept A

Small Park Concept



and adjacent lots.









POCKET PARK





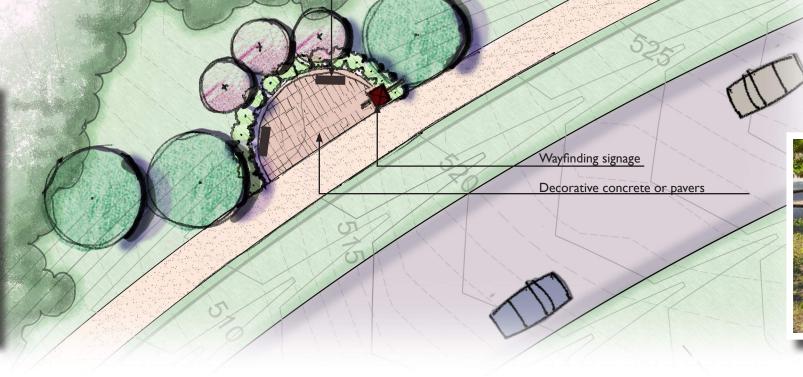


POCKET PARK









Seating benches







Existing trees

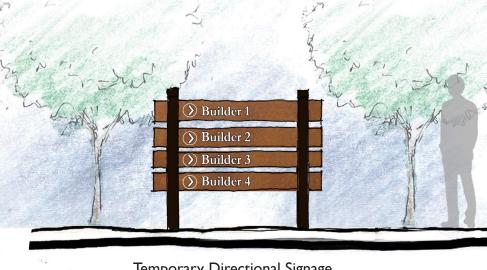
MULTI USE PATH



Major Trailhead Marker



Permanent Directional Signage

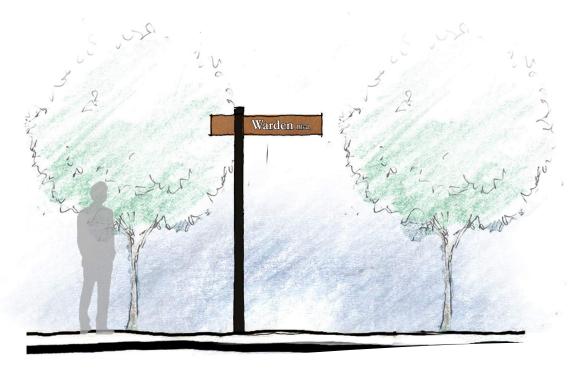


Temporary Directional Signage





Minor Trailhead Marker/ Miscellaneous Signage



Street Blade





DRAFT

STREETBLADE SIGNAGE

WARDEN STATION Conway, SC













CENTRAL SALES CENTER









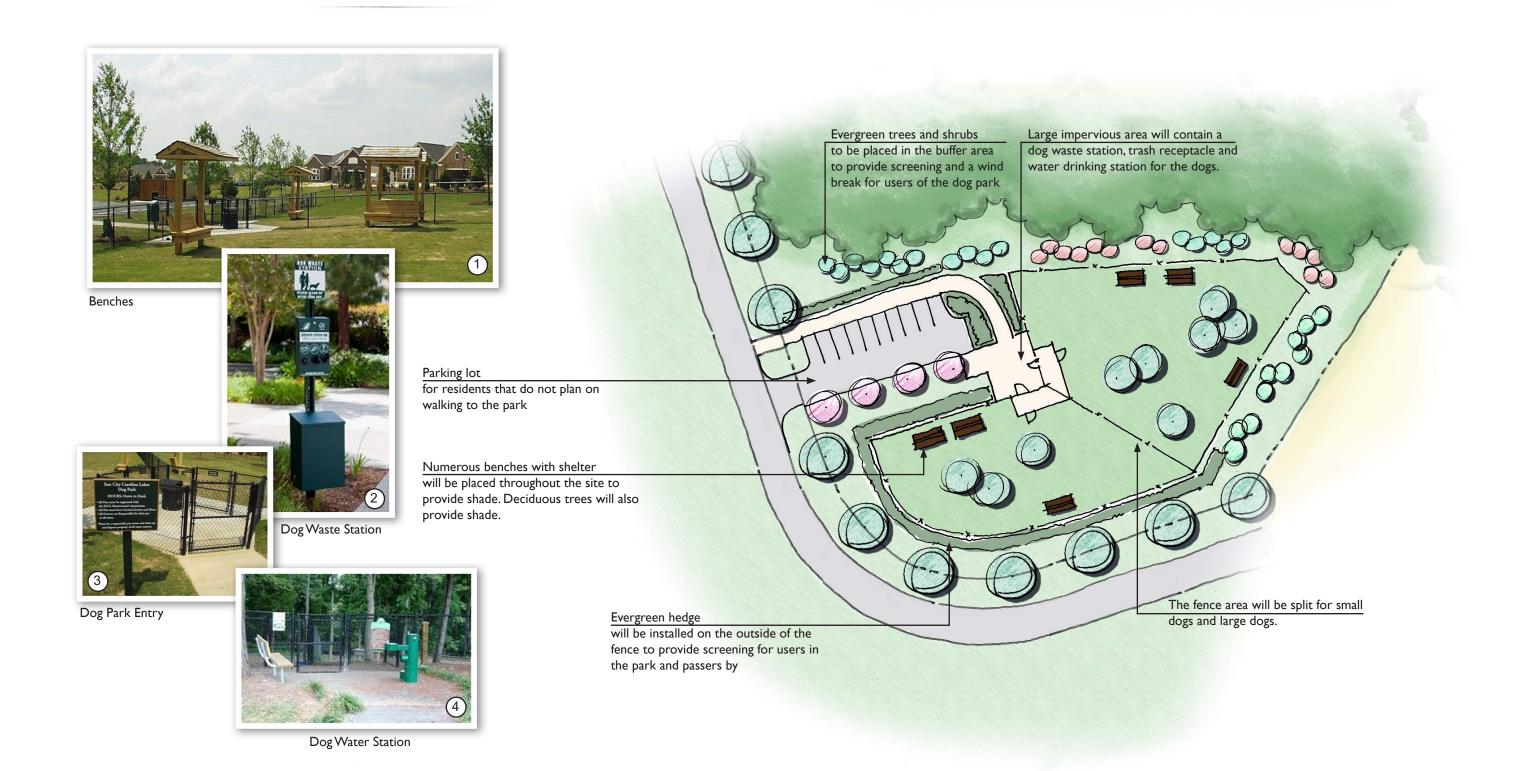








INDIVIDUAL SALES CENTER







MASTER BARK PARK







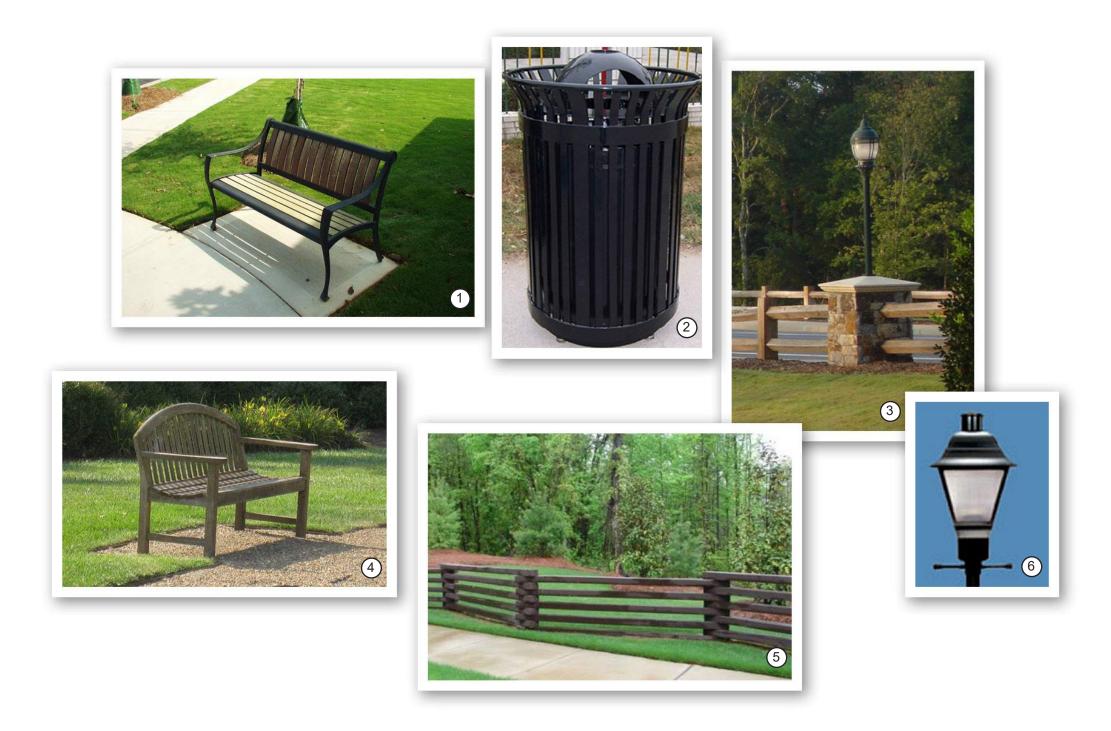








CHARACTER IMAGES - ARBORS







CHARACTER IMAGES - SITE FURNITURE

TRAFFIC IMPACT STUDY

for the

Warden Tract Mixed-Use Development

Located in City of Conway, South Carolina

Prepared for G3 Engineering, LLC

Prepared by Ramey Kemp Associates, Inc.



November 2022 RKA Project #22438

TRAFFIC IMPACT STUDY

for the

Warden Tract Mixed-Use Development

Located in City of Conway, South Carolina

Prepared for G3 Engineering, LLC PO Box 2666 Pawleys Island, SC 29585

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



November 2022 RKA Project #22438



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EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Warden Tract Mixed-Use development in accordance with SCDOT and City of Conway guidelines. The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to contain 3,267 residential units and 162.3 ksf of retail. Access is proposed via one (1) full site access on Pitch Landing Road and two (2) full accesses on US 701.

Based on the anticipated traffic volumes the following turn lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2
- right -turn and left-turn lane on Pitch Landing Road at Access #3
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted at Access #1. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses can function adequately with one ingress and two egress lanes. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. It should be noted that the eastbound approach of the intersection is expected to operate as an LOS E in the 2035 AM peak No-Build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Alternatively, removal of the east leg of Pitch Landing may provide adequate signal operation.



1. INTRODUCTION

The purpose of this report is to document a traffic impact study for the proposed Warden Tract Mixed-Use development in Conway, South Carolina in accordance with SCDOT and City of Conway guidelines. This report summarizes the procedures and findings of the traffic impact study.

1.1. Project Background

The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to contain 3,267 residential units and 162.3 ksf of retail with one (1) full site access on Pitch Landing Road and two (2) full access driveways on US 701.

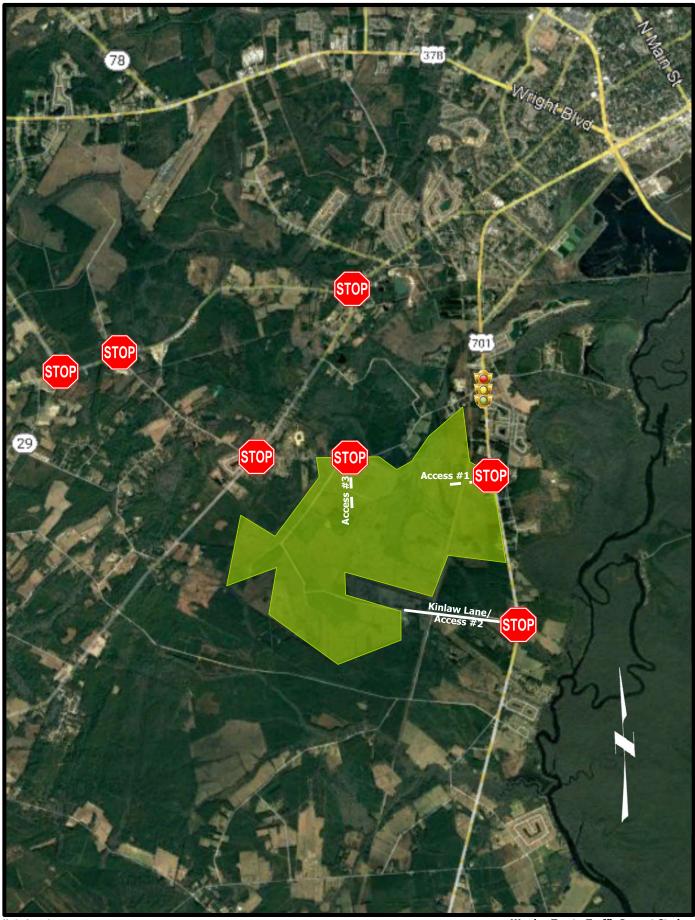
The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. The following intersections are studied:

- US 701 & Access #1
- US 701 & Kinlaw Lane/Access #2
- Pitch Landing Road & Access #3
- Cates Bay Highway & Highway 134
- Cates Bay Highway & Allen Dew Road/N Pauley Road
- Cates Bay Highway & Willow Springs Road
- Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road
- Highway 701 & Pitch Landing Road

Future-year analyses assume 2035 conditions as the full Buildout scenario. Figure 1 shows the location of the project site and Figure 2 illustrates the conceptual site plan.

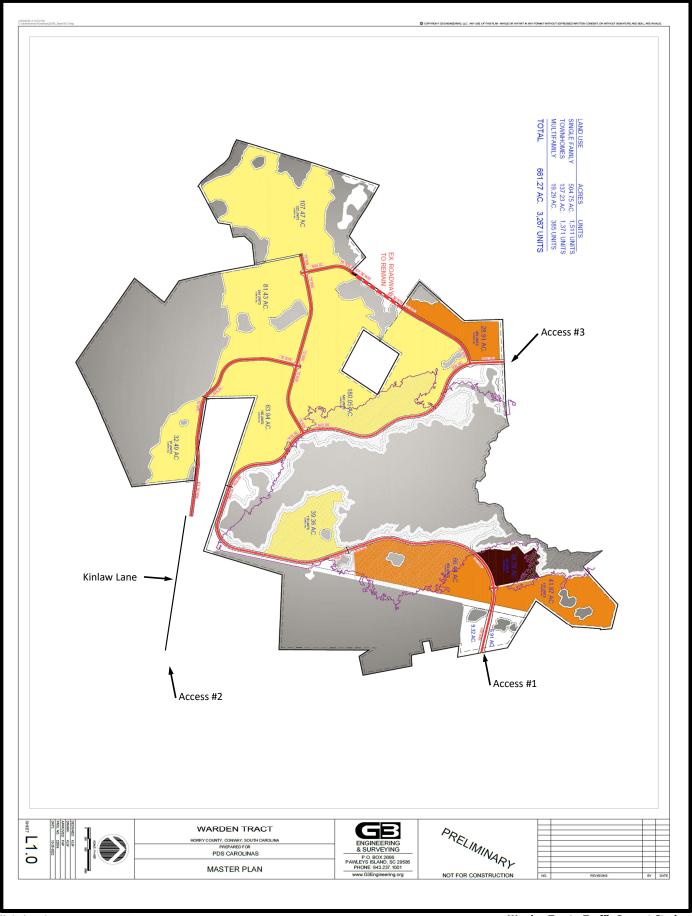
There are planned projects in the area, Perimeter Road and the Southern Evacuation Lifeline, however final traffic studies have not been completed for these projects at the time of this analysis. If these projects become funded and implemented, project traffic from the Warden Tract Mixed-Use development will not be significantly impacted or rerouted.







Warden Tract - Traffic Impact Study





1.2. **Existing Roadway Conditions**

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

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2021 AADT
Pitch Landing Road	S-110	2-lane undivided	45 MPH	SCDOT	N/A
Allen Dew Road	N/A	2-lane undivided	35 MPH	Local	N/A
Willow Springs Road	N/A	2-lane undivided	35 MPH	Local	N/A
Pauley Swamp Road	S-109	2-lane undivided	55 MPH	SCDOT	N/A
Cates Bay Highway	S-29	2-lane undivided	45 MPH	SCDOT	3,5002
Highway 134	S-134	2-lane undivided	50 MPH	SCDOT	N/A
Highway 701	S-701	2-lane undivided	55 MPH	SCDOT	16,600¹
Kinlaw Lane	N/A	2-lane undivided	-	Local	N/A

Table 1 – Street Inventory

1.3. **Existing Traffic Count**

Vehicle turning movement counts were collected by Short Counts, LLC in September 2022 for the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) at the following intersections:

- Cates Bay Road & Hwy 134
- Willow Springs Road & Cates Bay Hwy
- Cates Bay Road & Allen Dew Road/N Pawley Road
- Willow Springs Road & Pitch Landing Road
- US 701 & Pitch Landing Road
- US 701 & Lake Way Drive
- US 701 & Kinlaw Lane

All counts were conducted while the local school district was in session. The 2022 raw traffic volumes are provided in Appendix A. Existing Traffic Volume are illustrated in Figure 4.

1.4. **Driveway Location**

The Warden Tract Mixed-Use development is expected to provide three full access driveways. One full access driveway is proposed on Pitch Landing Road located approximately 450 feet west of the

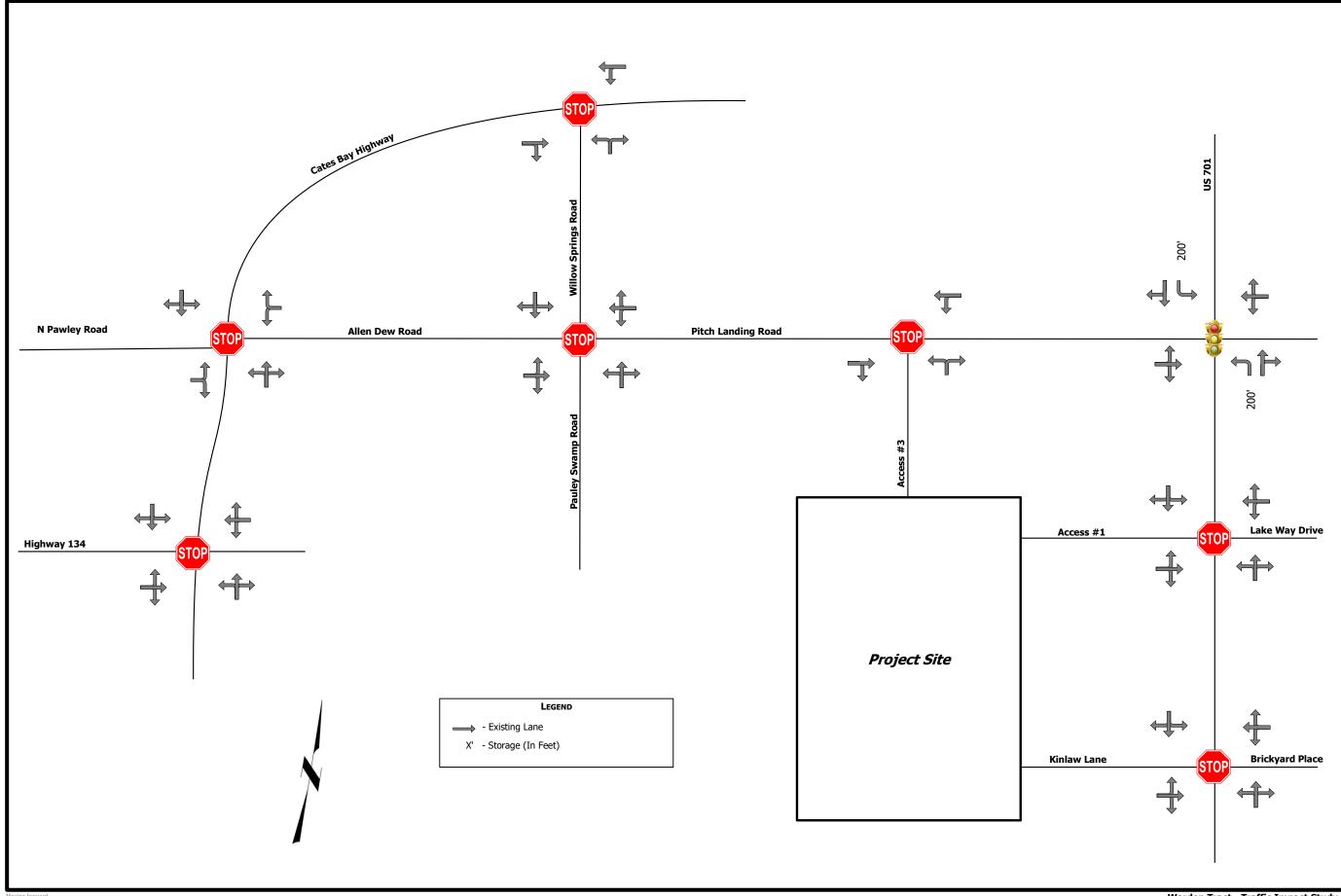


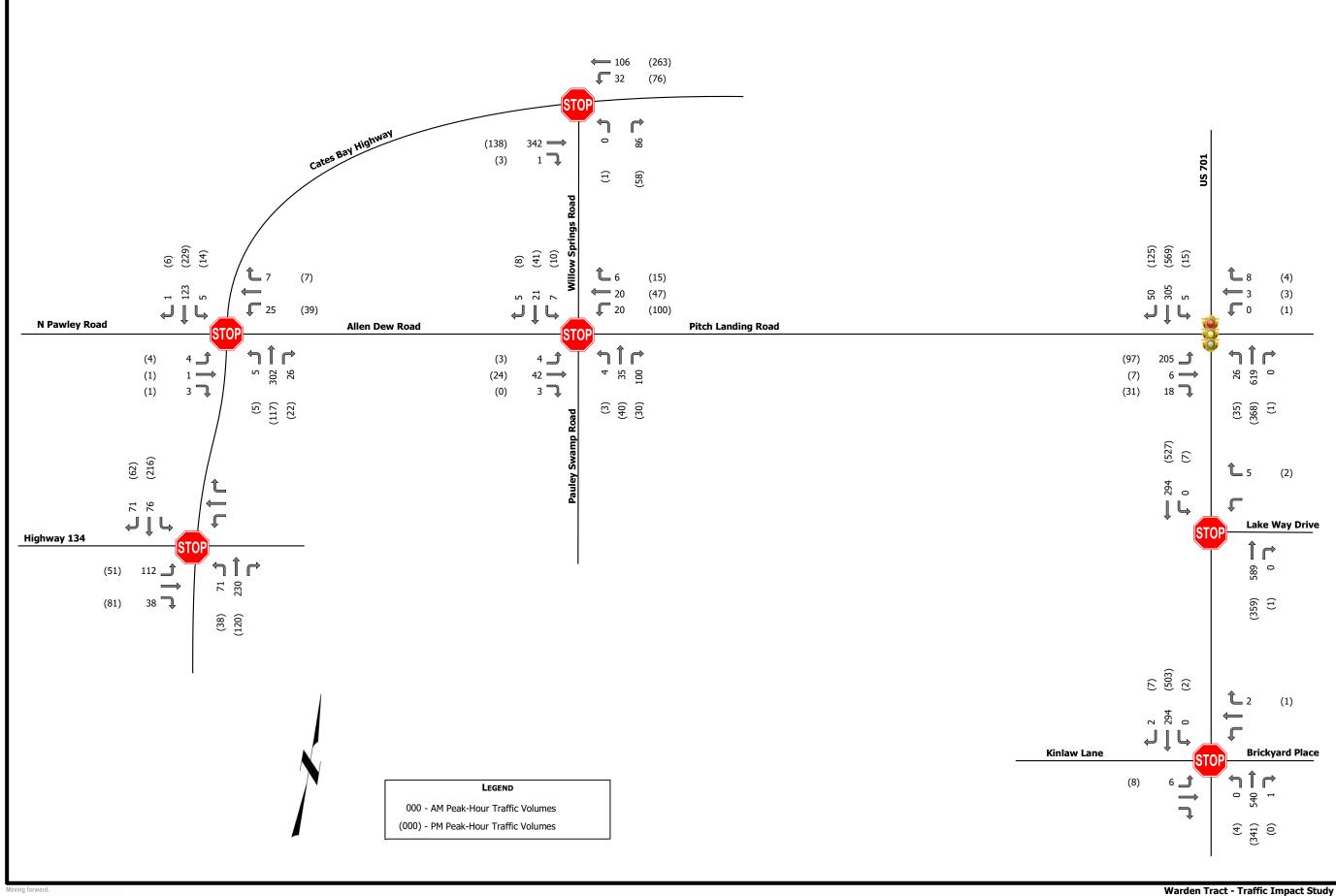
¹⁻SCDOT Count Station 26-0177, 2-SCDOT Count Station 26-0372

Station 46 Fire Station driveway. One full access on US 701 is proposed to align with Lake Way Drive and the other full access on US 701 is proposed to be along the existing Kinlaw Lane access to US 701.

The proposed driveways appear to meet the SCDOT ARMS spacing requirements.







PROJECT TRAFFIC

2.1. Proposed Land Uses

The Warden Tract Mixed-Use development is proposed to contain 3,267 residential units and 162.3 ksf of retail. The project site location is currently vacant.

2.2. Trip Generation Estimates

The trip generation potential was estimated using information contained in ITE's Trip Generation Manual, 11th Edition (2021) for land use code (LUC) 210 – Single Family Detached Housing, LUC 220 – Multifamily Housing (Low-Rise), and LUC 820 – Shopping Center. The weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in Table 2. Due to the nature of the development internal capture and pass-by trips were considered in the trip generation estimates.

Table 2 – Trip Generation Estimates

Land Use	ITE	Size	Daily	F	AM Peal	K	F	PM Peal	<
Land Ose	LUC	5120	Traffic	Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing	210	1,511 DU	12,270	229	653	882	804	472	1,276
Multifamily Housing (Low-Rise)	220	1,756 DU	11,331	136	431	567	489	287	776
Shopping Center	820	162.3 ksf	10,101	142	87	229	384	416	800
Inte	ernal Captu	re		-18	-18	-36	-146	-146	-292
	Pass-by						-111	-111	-222
New,	External Tr	affic		489	1,153	1,642	1,420	918	2,338

LUC 210

Daily Trips: Ln(T) = 0.92Ln(X) + 2.68 (50% In; 50% Out)AM Peak-Hour: Ln(T) = 0.91Ln(X) + 0.12 (26% In; 74% Out)PM Peak-Hour: Ln(T) = 0.94Ln(X) + 0.27 (63% In; 37% Out)

LUC 220

Daily Trips: T = 6.41(X) + 75.31 (50% In; 50% Out) AM Peak-Hour: T = 0.31(X) + 22.85 (24% In; 76% Out) PM Peak-Hour: T = 0.43(X) + 20.55 (63% In; 37% Out)

LUC 820

Daily Trips: T = 26.11(X) + 5863.73 (50% In; 50% Out) AM Peak-Hour: T = 0.59 (X) + 133.55 (62% In; 38% Out) PM Peak-Hour: Ln(T) = 0.72Ln(X) + 3.02 (48% In; 52% Out)



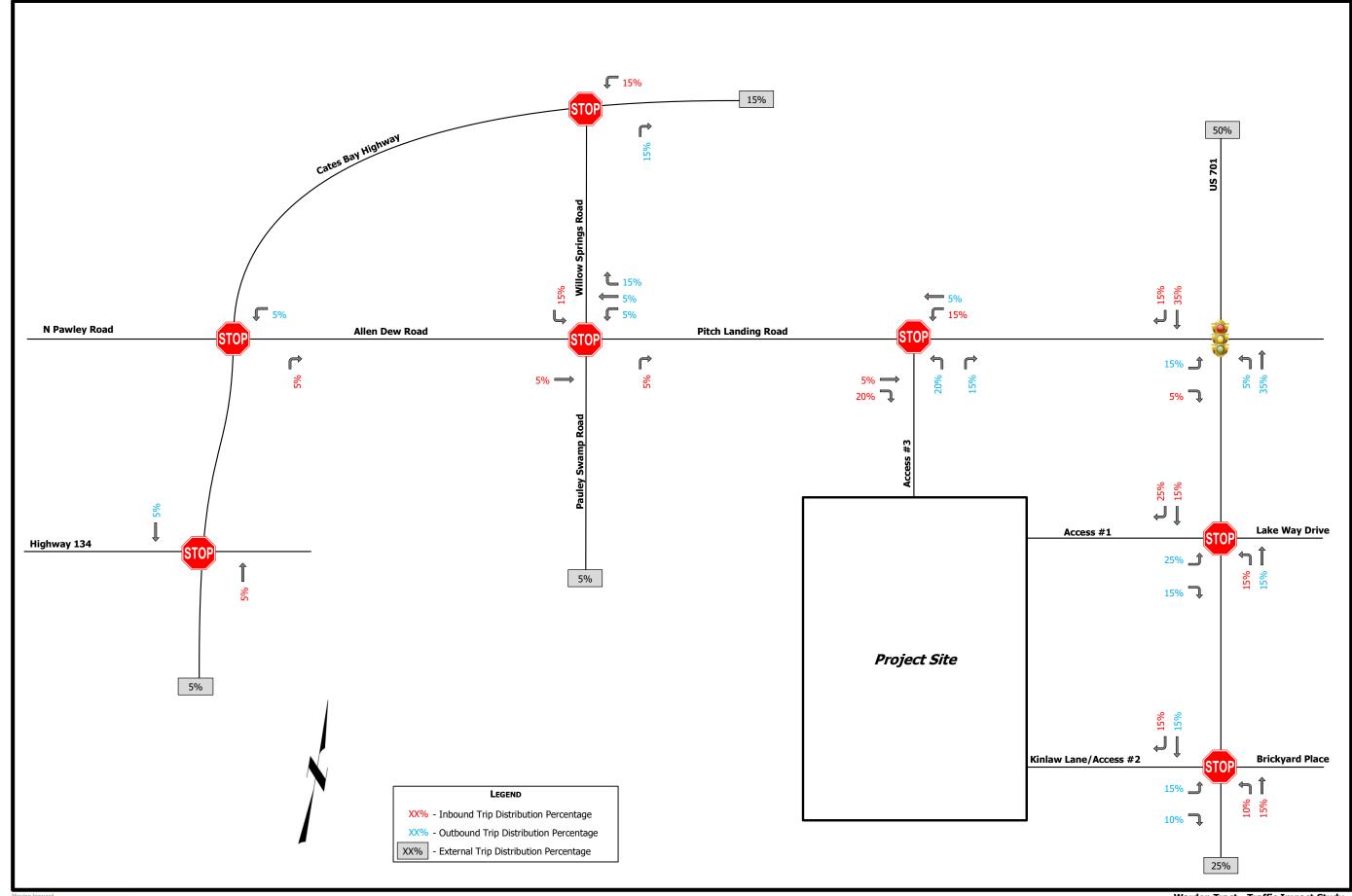
2.3. Trip Distribution & Assignment

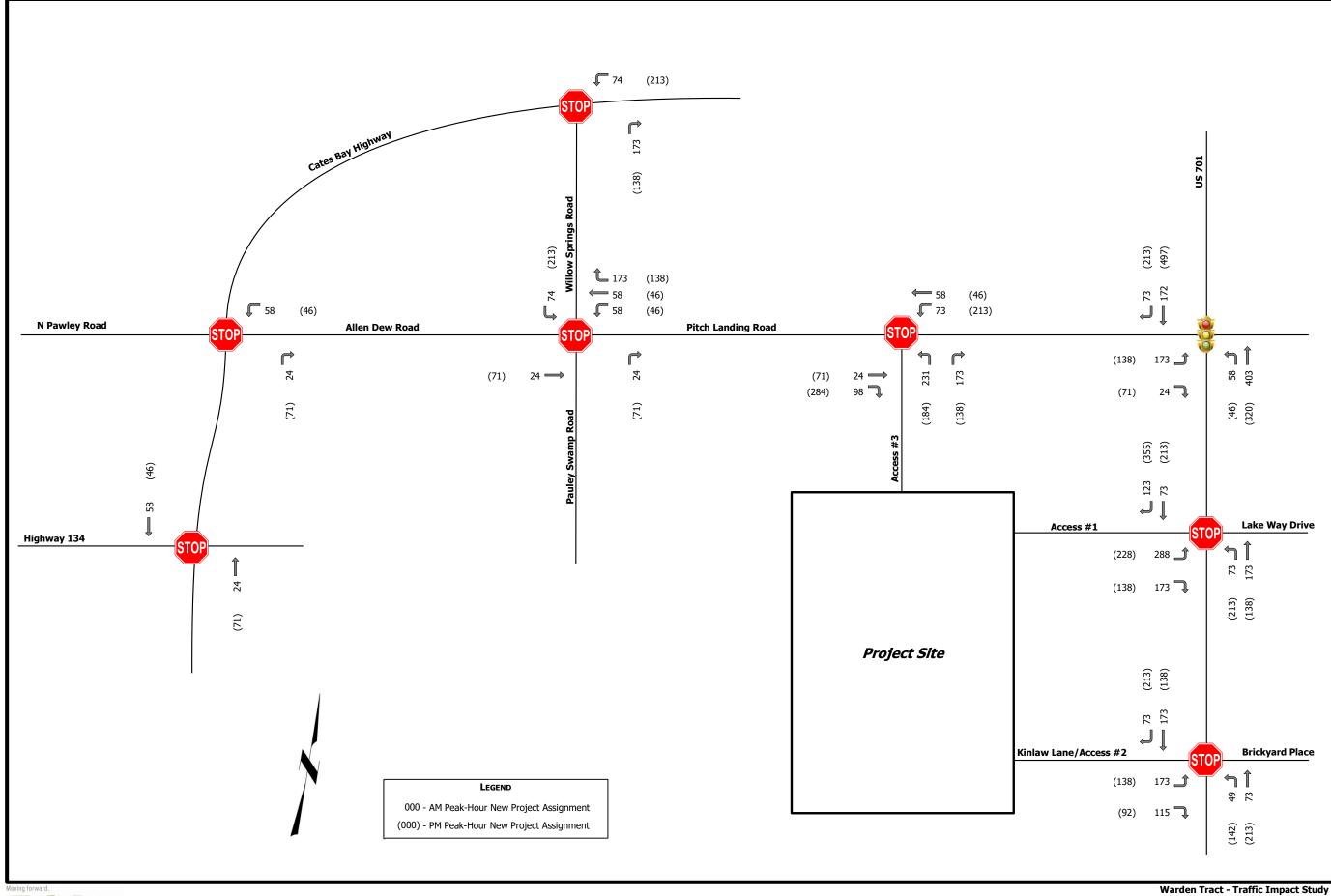
New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

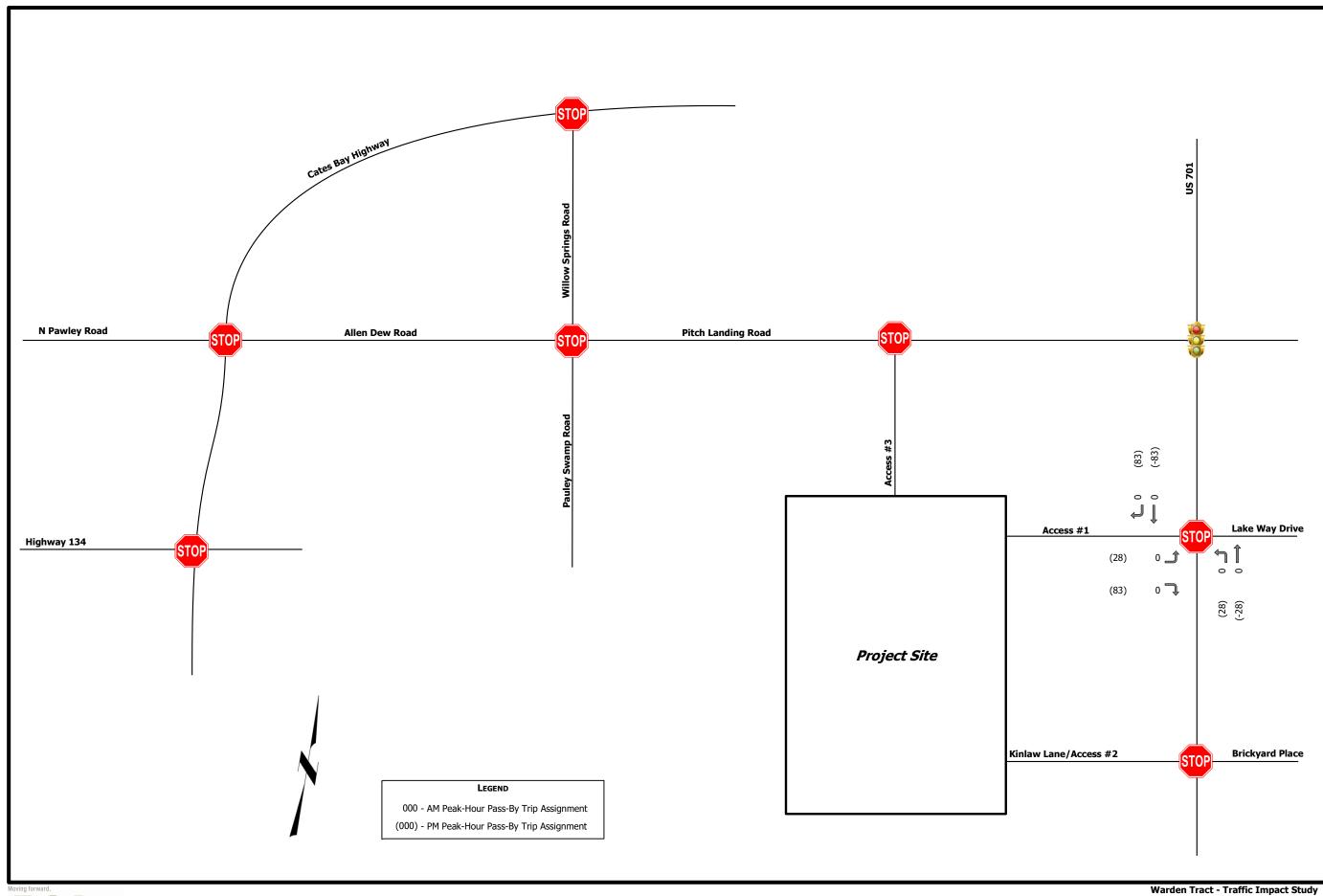
- 50% to/from the north via Highway 701;
- 25% to/from the south via Highway 701;
- 15% to/from the east via Cates Bay Highway;
- 5% to/from the west via Cates Bay Highway; and
- 5% to/from the south via Pauley Swamp Road

The directional distribution assumptions are shown in Figure 5; the assignment of the total project traffic is shown in Figure 6; and the pass-by assignment is shown in Figure 7.









3. TRAFFIC VOLUME DEVELOPMENT

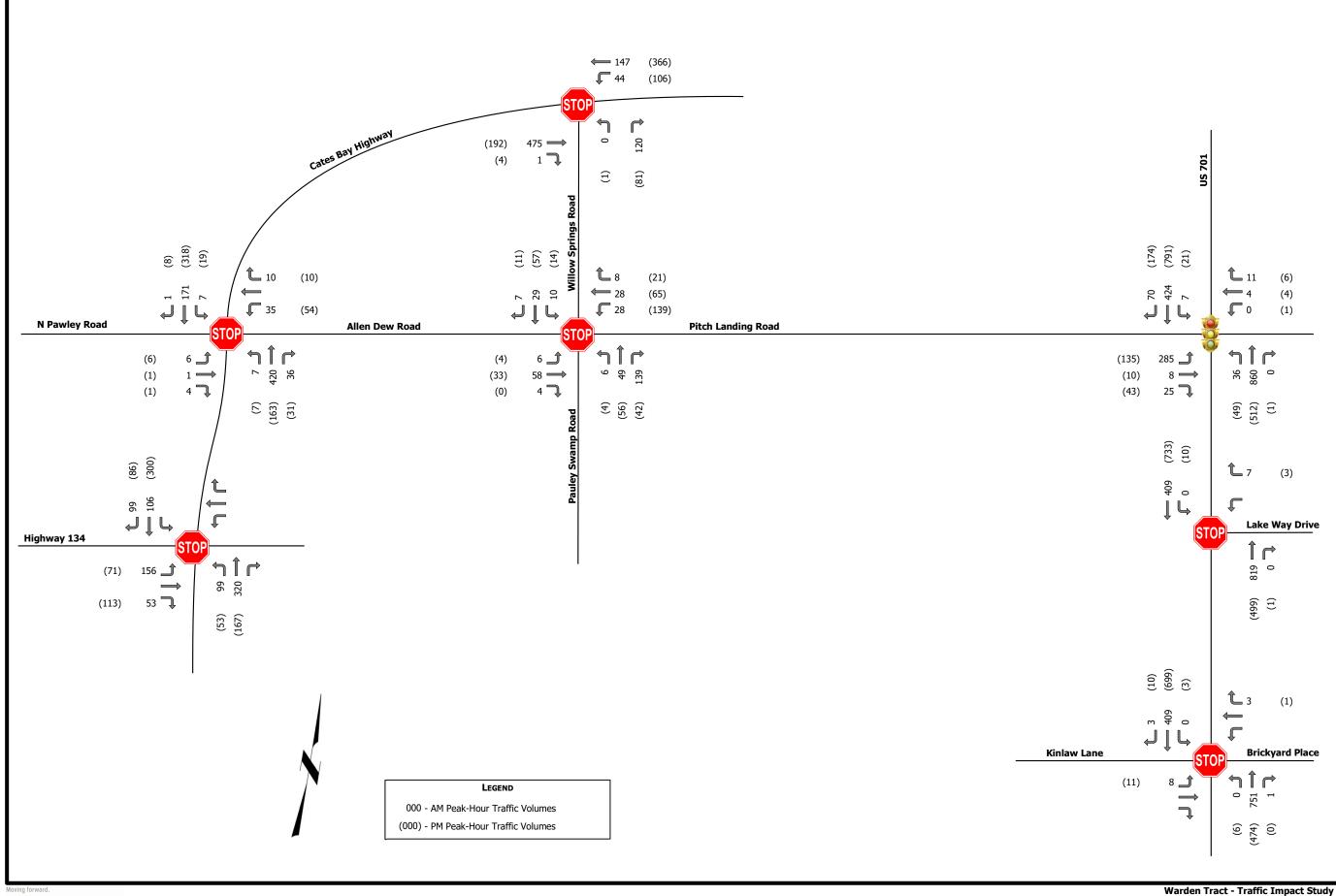
3.1. Future No-Build Traffic Volumes

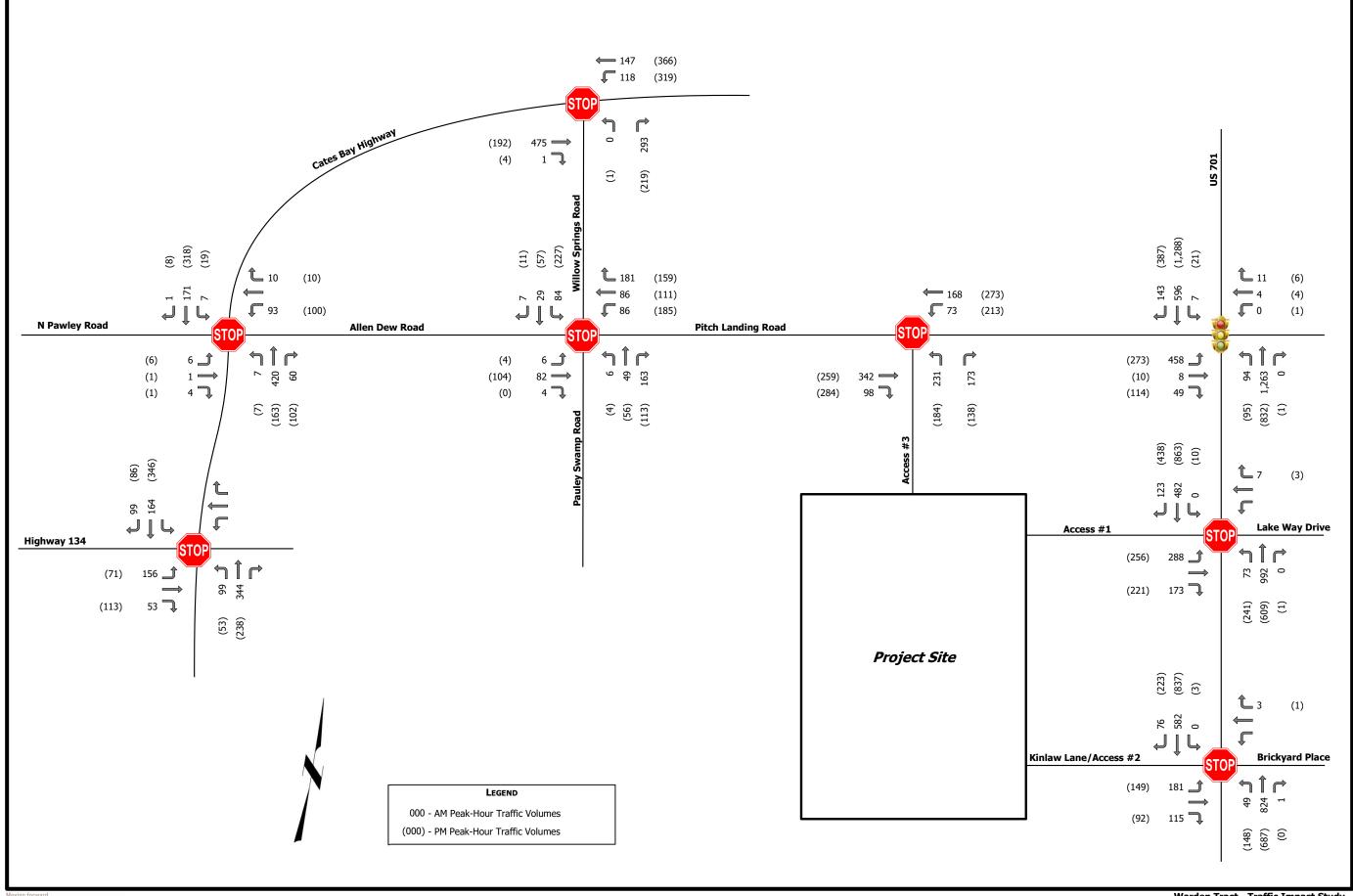
To develop an annual background growth rate for use in the analysis, historical count data was reviewed and a 3.0% annual growth was utilized for this study. This annual growth rate was used to develop the 2035 No-Build traffic volumes. The 2035 No-Build volumes which are illustrated in Figure 8, and the volume development worksheets are included in Appendix B.

3.2. Build Out Traffic Volumes

The site generated traffic volumes were added to the 2035 No-Build traffic volumes to determine the 2035 Build volumes. The 2035 Build volumes are illustrated in Figure 9. Volume development worksheets are included in Appendix B.







RAMEY KEMP ASSOCIATES

Warden Tract - Traffic Impact Study

4. TRAFFIC IMPACT ANALYSIS

4.1. Turn Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2035 future volumes. Turn lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) section 9.5.1. Figures 9.5-2 and 9.5-9 were used for left-turn and right-turn lane warrant review.

Based on the anticipated future 2035 volumes, auxiliary turn-lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2
- right -turn and left-turn lane on Pitch Landing Road at Access #3
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection

Turn lane analyses are provided in Appendix C.

4.2. Intersection LOS Analysis

Using the existing and proposed traffic volumes, intersection analyses were conducted for the study intersections considering 2022 Existing conditions, 2035 No-Build conditions, and 2035 Build conditions. This analysis was conducted using the Transportation Research Board's Highway Capacity Manual 6th Edition (HCM 6th Edition) methodologies of the Synchro, Version 11 software.

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



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

Unsi	gnalized Intersections
LOS	Control Delay per Vehicle (seconds)
Α	≤ 10
В	> 10 and ≤ 15
С	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Sign	alized Intersections
LOS	Control Delay per Vehicle (seconds)
А	≤ 10
В	> 10 and ≤ 20
С	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

As part of the intersection analysis, SCDOT's default Synchro parameters were utilized. A constant PHF of 0.92 was applied for future year analysis. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered.

Using the Synchro software, intersection analyses were conducted for the weekday AM peak-hour and weekday PM peak-hour time periods. The recommended turn lanes were included in the build conditions. The results of the intersection analyses are summarized in Table 4.



Table 4 – Intersection Analysis Results

			l	_OS/Delay	/ (seconds))	
Intersection	Approach	2022 E	xisting	2035 No	o-Build	2035	Build
microsofiem	7 (66)	Cond	itions	Cond	itions	Cond	itions
		AM	PM	AM	PM	AM	PM
Cates Bay Highway &	EB ²	C/15.8	B/12.6	D/31.1	C/17.5	E/42.7	C/21.1
Highway 134	NB ¹	A/7.7	A/8.0	A/7.9	A/8.4	A/8.1	A/8.5
	EB ²	B/11.5	B/11.8	B/13.6	B/14.0	B/13.8	B/14.6
Cates Bay Highway & N Pawley Road/Allen	WB ²	B/12.8	B/12.3	C/16.1	C/15.2	C/20.4	C/18.7
Dew Road	NB ¹	A/7.5	A/7.8	A/7.6	A/8.0	A/7.6	A/8.0
	SB ¹	A/8.0	A/7.6	A/8.4	A/7.7	A/8.5	A/7.9
Willow Springs Road	WB ¹	A/8.2	A/7.7	A/8.7	A/7.9	A/9.0	A/8.6
& Cates Bay Highway	NB ²	B/11.3	A/9.4	B/13.6	B/10.0	C/20.6	B/11.4
Willow Springs	EB	A/7.7	A/7.6	A/8.0	A/8.0	A/9.6	B/11.3
Road/Pauley Swamp Road & Allen Dew	WB	A/7.7	A/8.5	A/8.1	A/9.5	B/10.4	C/15.7
Road & Alleit Dew Road/Pitch Landing	NB	A/7.5	A/7.7	A/8.1	A/8.2	B/10.3	B/11.6
Road (AWSC)	SB	A/7.4	A/7.8	A/7.7	A/8.3	B/10.1	C/16.2
	EB	C/27.2	C/22.7	E/58.8	D/37.7	F/185.2	F/121.1
US-701 & Pitch	WB	B/18.4	B/18.0	C/32.2	C/27.7	C/34.4	D/38.0
Landing Road	NB	B/14.3	A/6.7	C/30.1	A/9.1	F/158.8	E/69.9
(Signalized)	SB	A/9.5	A/7.5	B/15.6	B/10.7	C/21.9	E/76.8
	Overall	B/15.3	A/9.0	C/31.2	B/13.2	F/124.5	F/80.4
	EB ²	-	-	-	-	F+	F+
US 701 & Lake Way	WB ²	B/12.8	B/10.6	C/16.1	B/11.8	C/19.4	B/130
Drive/Access #1	NB ¹	-	-	-	-	A/9.3	C/22.4
	SB ¹	A/0.0	A/8.1	A/0.0	A/8.6	A/0.0	A/9.0
	EB ²	C/20.0	C/20.9	D/32.7	E/35.5	F+	F+
US 701 & Kinlaw	WB ²	B/12.2	B/10.4	B/14.9	B/11.5	C/16.0	B/13.9
Lane/Access #2	NB¹	A/0.0	A/8.6	A/0.0	A/9.4	A/9.4	B/13.4
	SB ¹	A/0.0	A/8.1	A/0.0	A/8.5	A/0.0	A/9.3
Pitch Landing Road &	WB ¹					A/8.7	A/9.9
Access #3	NB ²					D/26.2	F/88.7

LOS for major street left turn movement

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted



LOS for minor street approach

at Access #1. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses should be constructed with one ingress and two egress lanes and meet SCDOT and City of Conway design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. The eastbound approach of the intersection operates as an LOS E in the 2035 AM peak build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Alternatively, removal of the east leg of Pitch Landing may provide adequate signal operation.

Table 5 presents the LOS operation with additional recommended improvements.

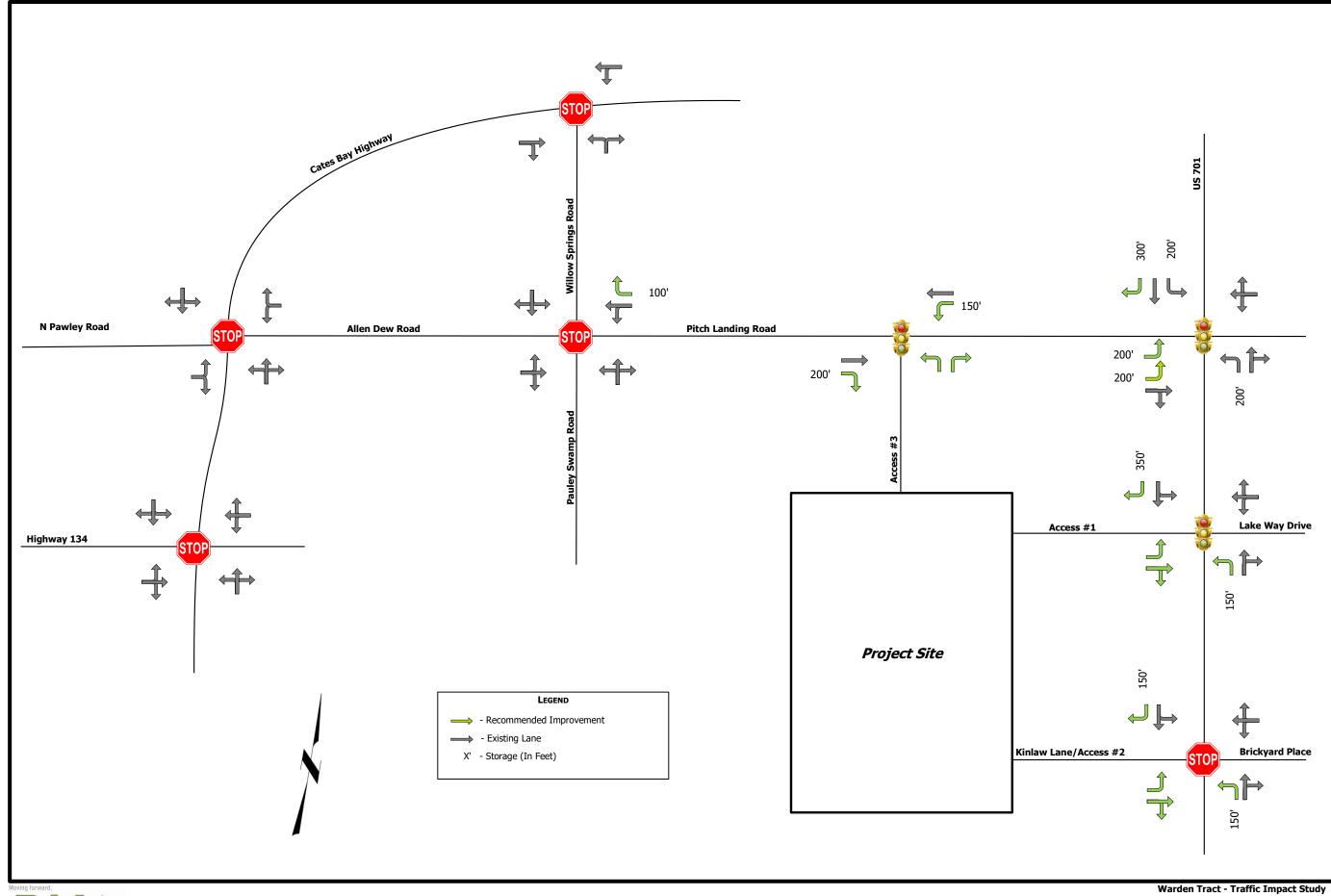


Table 5 – Build + Improvement Analysis Results

		LOS/Delay	(seconds)
Intersection	Approach	2035 Buil	d + IMPS
morsocion	7 (66)	Cond	itions
		AM	PM
	EB	F/127.7	F/124.7
US-701 & Pitch	WB	E/62.1	E/59.8
Landing Road (Signalized +	NB	F/85.5	E/65.8
Dual Lefts)	SB	B/12.6	D/45.8
,	Overall	E/73.0	E/62.3
	EB	D/39.8	F/85.3
US 701 & Lake Way	WB	C/26.1	D/49.7
Drive/Access #1	NB	C/29.1	E/64.2
(Signalized)	SB	A/8.3	B/11.2
	Overall	C/25.5	D/41.7
Ditab I amalia a Da I S	EB	A/8.2	A/6.2
Pitch Landing Road & Access #3	WB	A/8.3	A/7.9
(Signalized)	NB	B/11.1	B/14.9
(orginarized)	Overall	A/9.3	A/8.9

Figure 10 shows the proposed lane configuration. The capacity analysis worksheets are provided in Appendix D.





SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Warden Tract Mixed-Use development in accordance with SCDOT and City of Conway guidelines. The development is proposed to be located south of Pitch Landing Road and west of US 701 in Conway, South Carolina. The development is anticipated to contain 3,267 residential units and 162.3 ksf of retail. Access is proposed via one (1) full site access on Pitch Landing Road and two (2) full accesses on US 701.

Based on the anticipated traffic volumes the following turn lanes are recommended:

- right -turn and left-turn lane on US 701 at Access #1
- right -turn and left-turn lane on US 701 at Kinlaw Lane/Access #2
- right -turn and left-turn lane on Pitch Landing Road at Access #3
- westbound right-turn lane on Pitch Landing Road at the Willow Springs Road intersection
- southbound right-turn on US 701 (with or without the Warden Tract Mixed-Use) at the Pitch Landing Road intersection

The US 701 & Access #1 intersection is expected to experience significant delays in the 2035 build conditions along the project leg. To mitigate delays, signalization is recommended once warranted at Access #1. The intersection of Pitch Landing Road & Access #3 is expected to experience delays along the project approach. To mitigate delays, signalization is also recommended once warranted at Access #3. The US 701 & Access #2 intersection is expected to experience delays along the project leg, however traffic is likely to reroute to Access #1 and Access #3 once signalized; therefore there are no recommendations. The site accesses can function adequately with one ingress and two egress lanes. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

With construction of the project, the study intersections of Cates Bay Highway & N Pawley Road/Allen Dew Road, Willow Springs Road/Pauley Swamp Road & Allen Dew Road/Pitch Landing Road, and Willow Springs Road & Cates Bay Highway should continue to function with very minor delays. The intersection of Cates Bay Highway & Highway 134 is expected to experience delays in AM peak of the build conditions. This operation is typical of minor approaches of two-way stop-controlled intersections; no improvements are recommended.

The signalized intersection of US 701 & Pitch Landing Road is expected to operate with delays in the 2035 build conditions. It should be noted that the eastbound approach of the intersection is expected to operate as an LOS E in the 2035 AM peak No-Build conditions. Additional improvements such as eastbound dual lefts are likely to be needed for improved operation. The existing traffic on US 701 along with projected project traffic may require widening on US 701 north of Pitch Landing Road in the future. Alternatively, removal of the east leg of Pitch Landing may provide adequate signal operation.



APPENDIX A

Traffic Count Data



735 Maryland St Columbia, SC 29201

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

File Name: Cates Bay Hwy @ Hwy 134

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

		Hwy	134			Cates B		er venic	ies - ne	Hwy 13		uses	-	Cates E	Bay Hwy		
		South				Westb				North	` '				oound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	33	0	14	0	0	16	32	0	0	0	0	0	19	59	0	0	173
07:15	48	0	8	0	0	22	30	0	0	0	0	0	24	68	0	0	200
07:30	21	0	8	0	0	19	4	0	0	0	0	0	15	58	0	0	125
07:45	10	0	8	0	0	19	5	0	0	0	0	0	13	45	0	0	100
Total	112	0	38	0	0	76	71	0	0	0	0	0	71	230	0	0	598
08:00	6	0	8	0	0	20	4	0	0	0	0	0	4	36	0	0	78
08:15	8	0	11	ō	0	20	5	0	0	0	0	0	3	37	0	0	84
08:30	3	0	9	ō	0	16	4	ō	0	0	0	0	9	32	0	0	73
08:45	7	Ō	5	ō	Ö	22	4	ō	Ö	Ö	0	0	7	38	Ö	Ō	83
Total	24	0	33	0	0	78	17	0	0	0	0	0	23	143	0	0	318
16:00	5	0	16	0	0	35	6	0	0	0	0	0	9	35	0	0	106
16:15	8	0	21	0	0	37	9	0	0	0	0	0	3	26	0	0	104
16:30	12	0	23	0	0	44	10	0	0	0	0	0	14	24	0	0	127
16:45	8	0	15	0	0	58	13	0	0	0	0	0	15	21	0	0	130
Total	33	0	75	0	0	174	38	0	0	0	0	0	41	106	0	0	467
17:00	12	0	12	0	0	52	16	0	0	0	0	0	9	35	0	0	136
17:15	16	0	25	0	0	55	22	0	0	0	0	0	6	28	0	0	152
17:30	17	0	21	0	0	54	11	0	0	0	0	0	11	30	0	0	144
17:45	6	0	23	0	0	55	13	0	0	0	0	0	12	27	0	0	136
Total	51	0	81	0	0	216	62	0	0	0	0	0	38	120	0	0	568
Grand Total	220	0	227	0	0	544	188	0	0	0	0	0	173	599	0	0	1951
Apprch %	49.2	0	50.8	0	0	74.3	25.7	0	0	0	0	0	22.4	77.6	0	0	1001
Total %	11.3	0	11.6	0	0	27.9	9.6	0	0	0	0	0	8.9	30.7	0	0	
Passenger Vehicles	214	0	221	0	0	536	183	0	0	0	0	0	169	583	0	0	1906
% Passenger Vehicles	97.3	0	97.4	0	0	98.5	97.3	0	0	0	0	0	97.7	97.3	0	0	97.7
Heavy Vehicles	4	0	4	0	0	7	4	0	0	0	0	0	3	10	0	0	32
% Heavy Vehicles	1.8	0	1.8	0	Ő	1.3	2.1	0	0	0	0	0	1.7	1.7	0	0	1.6
Buses	2	0	2	0	0	1	1	0	0	0	0	0	1	6	0	0	13
% Buses	0.9	Ö	0.9	ő	Ö	0.2	0.5	ő	Ö	Ö	Ö	o	0.6	1	Ö	Ö	0.7

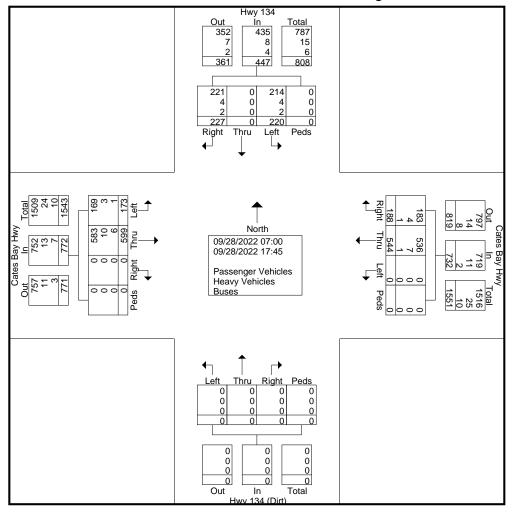
735 Maryland St Columbia, SC 29201

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

File Name: Cates Bay Hwy @ Hwy 134

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

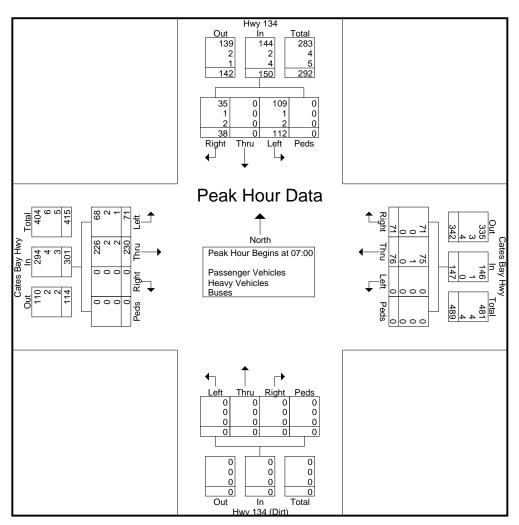
We can't say we're the Best, but you Can!

File Name: Cates Bay Hwy @ Hwy 134

Site Code:

Start Date : 09/28/2022

			Hwy 13					es Bay estbou					y 134 orthbo	` '				es Bay astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (07:00 to	08:45	- Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0															
07:00	33	0	14	0	47	0	16	32	0	48	0	0	0	0	0	19	59	0	0	78	173
07:15	48	0	8	0	56	0	22	30	0	52	0	0	0	0	0	24	68	0	0	92	200
07:30	21	0	8	0	29	0	19	4	0	23	0	0	0	0	0	15	58	0	0	73	125
07:45	10	0	8	0	18	0	19	5	0	24	0	0	0	0	0	13	45	0	0	58	100
Total Volume	112	0	38	0	150	0	76	71	0	147	0	0	0	0	0	71	230	0	0	301	598
% App. Total	74.7	0	25.3	0		0	51.7	48.3	0		0	0	0	0		23.6	76.4	0	0		
PHF	.583	.000	.679	.000	.670	.000	.864	.555	.000	.707	.000	.000	.000	.000	.000	.740	.846	.000	.000	.818	.748
Passenger Vehicles	109	0	35	0	144	0	75	71	0	146	0	0	0	0	0	68	226	0	0	294	584
% Passenger Vehicles																					
Heavy Vehicles	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	7
% Heavy Vehicles	0.9	0	2.6	0	1.3	0	1.3	0	0	0.7	0	0	0	0	0	2.8	0.9	0	0	1.3	1.2
Buses	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	7
% Buses	1.8	0	5.3	0	2.7	0	0	0	0	0	0	0	0	0	0	1.4	0.9	0	0	1.0	1.2



735 Maryland St Columbia, SC 29201

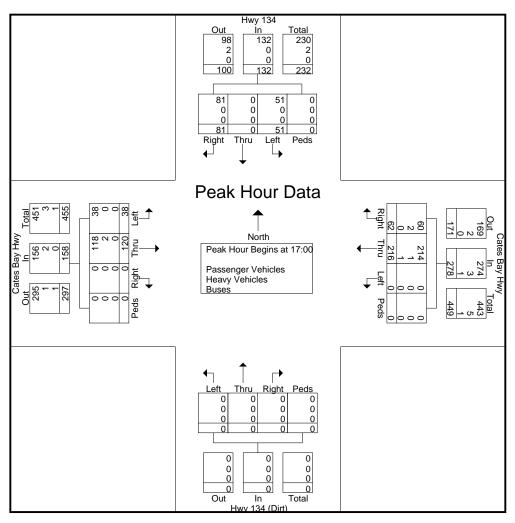
We can't say we're the Best, but you Can!

File Name: Cates Bay Hwy @ Hwy 134

Site Code:

Start Date : 09/28/2022

			Hwy 13					es Bay estbou					y 134 orthbo					es Bay astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 1	16:00 to	o 17:45	- Peak	1 of 1															
Peak Hour for	r Entire	Inters	ection	Begins	at 17:0	0															
17:00	12	0	12	0	24	0	52	16	0	68	0	0	0	0	0	9	35	0	0	44	136
17:15	16	0	25	0	41	0	55	22	0	77	0	0	0	0	0	6	28	0	0	34	152
17:30	17	0	21	0	38	0	54	11	0	65	0	0	0	0	0	11	30	0	0	41	144
17:45	6	0	23	0	29	0	55	13	0	68	0	0	0	0	0	12	27	0	0	39	136
Total Volume	51	0	81	0	132	0	216	62	0	278	0	0	0	0	0	38	120	0	0	158	568
% App. Total	38.6	0	61.4	0		0	77.7	22.3	0		0	0	0	0		24.1	75.9	0	0		
PHF	.750	.000	.810	.000	.805	.000	.982	.705	.000	.903	.000	.000	.000	.000	.000	.792	.857	.000	.000	.898	.934
Passenger Vehicles	51	0	81	0	132	0	214	60	0	274	0	0	0	0	0	38	118	0	0	156	562
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	0.5	3.2	0	1.1	0	0	0	0	0	0	1.7	0	0	1.3	0.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2



735 Maryland St Columbia, SC 29201 We can't say we're the Best, but you Can!

File Name: Cates Bay Hwy @ Pawley-Allen Dew Rd

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

		N Paul	ley Rd		noups r	Cates B	ay Hwy	DI VOING	103 110	Allen D	ew Rd	4303			Say Hwy		
		South				Westb				North				Eastb			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	0	1	0	3	43	0	0	9	0	3	0	0	78	5	0	143
07:15	2	0	2	0	1	37	0	0	9	0	1	0	3	100	9	0	164
07:30	1	0	0	0	1	22	1	0	3	0	1	0	1	76	4	0	110
07:45	0	1_	0	0	0	21	0	0	4	0	2	0	1	48	8	0	85
Total	4	1	3	0	5	123	1	0	25	0	7	0	5	302	26	0	502
08:00	0	0	0	0	2	21	0	0	4	0	0	0	0	37	2	0	66
08:15	1	0	1	0	0	17	0	0	5	0	3	0	4	36	3	0	70
08:30	5	0	2	0	0	16	0	0	5	0	1	0	1	32	3	0	65
08:45	0	0	1	0	0	21	0	0	3	0	1	0	0	40	4	0	70
Total	6	0	4	0	2	75	0	0	17	0	5	0	5	145	12	0	271
16:00	1	0	0	0	1	31	0	0	7	0	0	0	3	33	6	0	82
16:15	0	1	1	0	2	36	2	0	7	1	2	0	0	26	8	0	86
16:30	0	1	1	0	1	53	0	0	7	0	2	0	1	27	7	0	100
16:45	2	1	0	0	5	59	1	0	5	0	3	0	1	25	2	0	104
Total	3	3	2	0	9	179	3	0	26	1	7	0	5	111	23	0	372
17:00	1	0	0	0	2	55	3	0	10	0	1	0	0	39	1	0	112
17:15	1	0	1	0	2 5	62	0	0	13	0	2	0	1	26	11	0	122
17:30	0	0	0	0	2	53	2	0	11	0	1	0	3	27	8	0	107
17:45	2	0	1	0	2	53	1	0	9	0	2	0	2	22	7	0	101
Total	4	0	2	0	11	223	6	0	43	0	6	0	6	114	27	0	442
Grand Total	17	4	11	0	27	600	10	0	111	1	25	0	21	672	88	0	1587
Apprch %	53.1	12.5	34.4	0	4.2	94.2	1.6	0	81	0.7	18.2	0	2.7	86	11.3	0	
Total %	1.1	0.3	0.7	0	1.7	37.8	0.6	0	7	0.1	1.6	0	1.3	42.3	5.5	0	
Passenger Vehicles	17	4	11	0	27	590	10	0	107	1	25	0	21	655	85	0	1553
% Passenger Vehicles	100	100	100	0	100	98.3	100	0	96.4	100	100	0	100	97.5	96.6	0	97.9
Heavy Vehicles	0	0	0	0	0	5	0	0	3	0	0	0	0	11	2	0	21
% Heavy Vehicles	0	0	0	0	0	8.0	0	0	2.7	0	0	0	0	1.6	2.3	0	1.3
Buses	0	0	0	0	0	5	0	0	1	0	0	0	0	6	1	0	13
% Buses	0	0	0	0	0	0.8	0	0	0.9	0	0	0	0	0.9	1.1	0	0.8

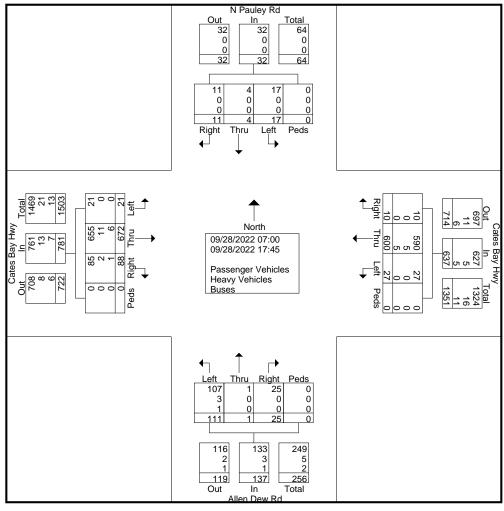
735 Maryland St Columbia, SC 29201

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

File Name: Cates Bay Hwy @ Pawley-Allen Dew Rd

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

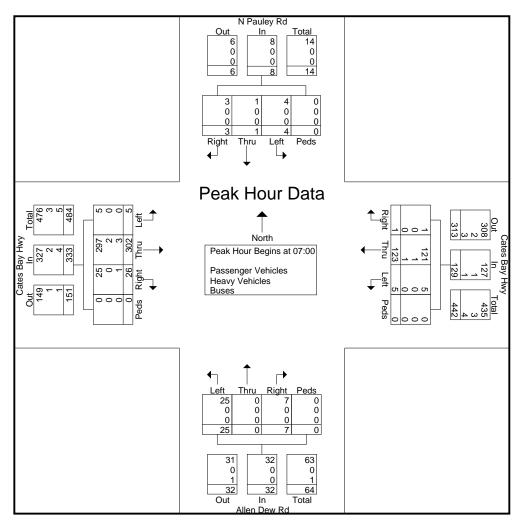
We can't say we're the Best, but you Can!

File Name: Cates Bay Hwy @ Pawley-Allen Dew Rd

Site Code:

Start Date : 09/28/2022

			Pauley					es Bay /estbou	,				en Dev					es Bay	,		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 0	7:00 to	08:45	5 - Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0															
07:00	1	0	1	0	2	3	43	0	0	46	9	0	3	0	12	0	78	5	0	83	143
07:15	2	0	2	0	4	1	37	0	0	38	9	0	1	0	10	3	100	9	0	112	164
07:30	1	0	0	0	1	1	22	1	0	24	3	0	1	0	4	1	76	4	0	81	110
07:45	0	1	0	0	1	0	21	0	0	21	4	0	2	0	6	1	48	8	0	57	85
Total Volume	4	1	3	0	8	5	123	1	0	129	25	0	7	0	32	5	302	26	0	333	502
% App. Total	50	12.5	37.5	0		3.9	95.3	0.8	0		78.1	0	21.9	0		1.5	90.7	7.8	0		
PHF	.500	.250	.375	.000	.500	.417	.715	.250	.000	.701	.694	.000	.583	.000	.667	.417	.755	.722	.000	.743	.765
Passenger Vehicles	4	1	3	0	8	5	121	1	0	127	25	0	7	0	32	5	297	25	0	327	494
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	0	0	0	0	0	0	8.0	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.6	0.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
% Buses	0	0	0	0	0	0	8.0	0	0	8.0	0	0	0	0	0	0	1.0	3.8	0	1.2	1.0



735 Maryland St Columbia, SC 29201

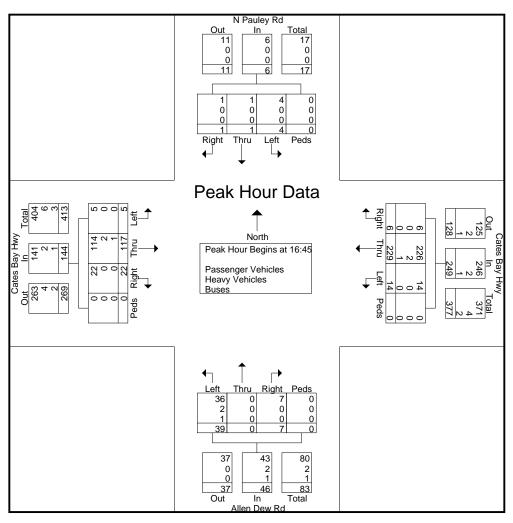
We can't say we're the Best, but you Can!

File Name: Cates Bay Hwy @ Pawley-Allen Dew Rd

Site Code:

Start Date : 09/28/2022

			Pauley outhboo					es Bay estbou					en Dev					es Bay astbou			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 1	16:00 to	o 17:45	- Peak	1 of 1															
Peak Hour for	r Entire	Inters	ection	Begins	at 16:4	5															
16:45	2	1	0	0	3	5	59	1	0	65	5	0	3	0	8	1	25	2	0	28	104
17:00	1	0	0	0	1	2	55	3	0	60	10	0	1	0	11	0	39	1	0	40	112
17:15	1	0	1	0	2	5	62	0	0	67	13	0	2	0	15	1	26	11	0	38	122
17:30	0	0	0	0	0	2	53	2	0	57	11	0	1	0	12	3	27	8	0	38	107
Total Volume	4	1	1	0	6	14	229	6	0	249	39	0	7	0	46	5	117	22	0	144	445
% App. Total	66.7	16.7	16.7	0		5.6	92	2.4	0		84.8	0	15.2	0		3.5	81.2	15.3	0		
PHF	.500	.250	.250	.000	.500	.700	.923	.500	.000	.929	.750	.000	.583	.000	.767	.417	.750	.500	.000	.900	.912
Passenger Vehicles	4	1	1	0	6	14	226	6	0	246	36	0	7	0	43	5	114	22	0	141	436
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	0	0.9	0	0	0.8	5.1	0	0	0	4.3	0	1.7	0	0	1.4	1.3
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	2.6	0	0	0	2.2	0	0.9	0	0	0.7	0.7



735 Maryland St Columbia, SC 29201

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

File Name: Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	W	illow Sp	orings Ro		F		rassenge nding Rd			auley S				Allen D	ew Rd		
		South	bound			Westb	ound			Northb	ound .			Eastb	ound		
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	1	0	3	0	3	5	2	0	1	12	50	0	1	14	1	0	93
07:15	1	5	1	0	9	8	2	0	1	13	26	0	1	13	1	0	81
07:30	2	8	0	0	3	2	2	0	1	4	7	0	2	8	1	0	40
07:45	3	8	1	0	5	5	0	0	1	6	17	0	0	7	0	0	53
Total	7	21	5	0	20	20	6	0	4	35	100	0	4	42	3	0	267
08:00	2	2	0	0	6	1	1	0	1	7	16	0	2	5	0	0	43
08:15	1	1	0	0	10	3	3	0	1	6	9	0	1	3	0	0	38
08:30	2	7	2	0	2	1	1	0	2	6	17	0	0	3	0	0	43
08:45	3	2	0	0	7	1	1	0	0	3	12	0	1	2	1	0	33
Total	8	12	2	0	25	6	6	0	4	22	54	0	4	13	1	0	157
16:00	5	3	1	0	20	14	2	0	1	5	8	0	1	7	1	0	68
16:15	0	12	2	0	25	7	4	0	2	2	4	0	1	5	2	0	66
16:30	3	8	2	0	24	13	1	0	0	6	11	0	0	7	1	0	76
16:45	4	5	1	0	23	8	4	0	0	11	6	0	1	5	0	0	68
Total	12	28	6	0	92	42	11	0	3	24	29	0	3	24	4	0	278
47.00	0	40	4	ا م	00	4.4	0	ا م	0	0	40	ا م	4	2	0	0	77
17:00 17:15	0 3	10 14	4	0	23 28	14 17	6 3	0	0 1	6 15	10 5	0	1 1	3 10	0	0	77 98
17:13	3	12	2	0	26 26	8	2	0	2	8	9	0	0	6	0	0	78
17:30	3 2	8	2	0	∠6 18	o 7	1	0	1	4	7	0	2	3	2	0	76 57
Total	8	<u>o</u> 44	9	0	95	<i>,</i> 46	12	0	4	33	31	0	4	22	2	0	310
Total	O	44	9	0	93	40	12	0	4	33	31	0	4	22	2	U	310
Grand Total	35	105	22	0	232	114	35	0	15	114	214	0	15	101	10	0	1012
Apprch %	21.6	64.8	13.6	0	60.9	29.9	9.2	0	4.4	33.2	62.4	0	11.9	80.2	7.9	0	
Total %	3.5	10.4	2.2	0	22.9	11.3	3.5	0	1.5	11.3	21.1	0	1.5	10	1	0	
Passenger Vehicles	35	102	22	0	226	111	33	0	15	112	214	0	15	98	10	0	993
% Passenger Vehicles	100	97.1	100	0	97.4	97.4	94.3	0	100	98.2	100	0	100	97	100	0	98.1
Heavy Vehicles	0	2	0	0	4	2	1	0	0	1	0	0	0	2	0	0	12
% Heavy Vehicles	0	1.9	0	0	1.7	1.8	2.9	0	0	0.9	0	0	0	2	0	0	1.2
Buses	0	1	0	0	2	1	1	0	0	1	0	0	0	1	0	0	7
% Buses	0	1	0	0	0.9	0.9	2.9	0	0	0.9	0	0	0	1	0	0	0.7

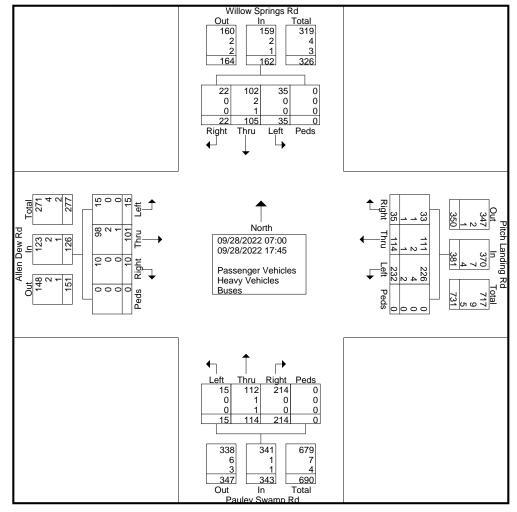
735 Maryland St Columbia, SC 29201

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

File Name: Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

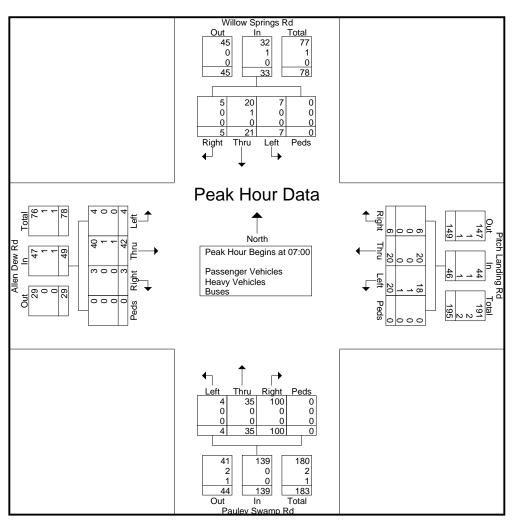
We can't say we're the Best, but you Can!

File Name: Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd

Site Code:

Start Date : 09/28/2022

			w Sprir	ngs Rd und		Pitch Landing Rd Westbound						Pauley Swamp Rd Northbound						Allen Dew Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour A	nalysis	From (07:00 t	o 08:45	- Peak	1 of 1																	
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0																	
07:00	1	0	3	0	4	3	5	2	0	10	1	12	50	0	63	1	14	1	0	16	93		
07:15	1	5	1	0	7	9	8	2	0	19	1	13	26	0	40	1	13	1	0	15	81		
07:30	2	8	0	0	10	3	2	2	0	7	1	4	7	0	12	2	8	1	0	11	40		
07:45	3	8	1	0	12	5	5	0	0	10	1	6	17	0	24	0	7	0	0	7	53		
Total Volume	7	21	5	0	33	20	20	6	0	46	4	35	100	0	139	4	42	3	0	49	267		
% App. Total	21.2	63.6	15.2	0		43.5	43.5	13	0		2.9	25.2	71.9	0		8.2	85.7	6.1	0				
PHF	.583	.656	.417	.000	.688	.556	.625	.750	.000	.605	1.00	.673	.500	.000	.552	.500	.750	.750	.000	.766	.718		
Passenger Vehicles	7	20	5	0	32	18	20	6	0	44	4	35	100	0	139	4	40	3	0	47	262		
% Passenger Vehicles																							
Heavy Vehicles	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3		
% Heavy Vehicles	0	4.8	0	0	3.0	5.0	0	0	0	2.2	0	0	0	0	0	0	2.4	0	0	2.0	1.1		
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2		
% Buses	0	0	0	0	0	5.0	0	0	0	2.2	0	0	0	0	0	0	2.4	0	0	2.0	0.7		



735 Maryland St Columbia, SC 29201

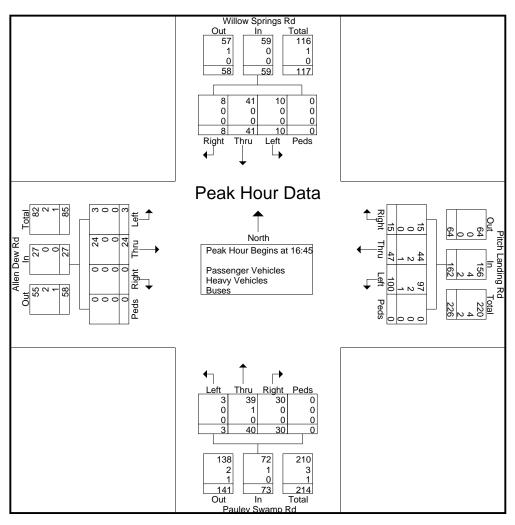
We can't say we're the Best, but you Can!

File Name: Pauley Swamp-Willow Springs Rd @ Allen Dew-Pitch Landing Rd

Site Code:

Start Date : 09/28/2022

			v Sprin	ngs Rd und		Pitch Landing Rd Westbound						Pauley Swamp Rd Northbound						Allen Dew Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour Ar	nalysis	From 1	16:00 to	o 17:45	- Peak	1 of 1																	
Peak Hour fo	r Entire	Inters	ection I	Begins	at 16:4	5																	
16:45	4	5	1	0	10	23	8	4	0	35	0	11	6	0	17	1	5	0	0	6	68		
17:00	0	10	4	0	14	23	14	6	0	43	0	6	10	0	16	1	3	0	0	4	77		
17:15	3	14	1	0	18	28	17	3	0	48	1	15	5	0	21	1	10	0	0	11	98		
17:30	3	12	2	0	17	26	8	2	0	36	2	8	9	0	19	0	6	0	0	6	78		
Total Volume	10	41	8	0	59	100	47	15	0	162	3	40	30	0	73	3	24	0	0	27	321		
% App. Total	16.9	69.5	13.6	0		61.7	29	9.3	0		4.1	54.8	41.1	0		11.1	88.9	0	0				
PHF	.625	.732	.500	.000	.819	.893	.691	.625	.000	.844	.375	.667	.750	.000	.869	.750	.600	.000	.000	.614	.819		
Passenger Vehicles	10	41	8	0	59	97	44	15	0	156	3	39	30	0	72	3	24	0	0	27	314		
% Passenger Vehicles	_	_	_	_	_	_	_	_	_		_		_	_		_	_	_	_	_	_		
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	5		
% Heavy Vehicles	0	0	0	0	0	2.0	4.3	0	0	2.5	0	2.5	0	0	1.4	0	0	0	0	0	1.6		
Buses	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2		
% Buses	0	0	0	0	0	1.0	2.1	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0.6		



735 Maryland St Columbia, SC 29201

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

File Name: US 701 @ Kinlaw-Brickyard PI

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

		US	701		Brickyard Pl US 701 Kinlaw Ln												
		South				Westb				North	-						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	68	0	0	0	0	0	0	0	173	0	0	4	0	0	0	245
07:15	0	78	0	0	0	0	0	0	0	129	1	0	0	0	0	0	208
07:30	0	72	1	0	0	0	2	0	0	137	0	0	1	0	0	0	213
07:45	0	76	1	0	0	0	0	0	0	101	0	0	1	0	0	0	179
Total	0	294	2	0	0	0	2	0	0	540	1	0	6	0	0	0	845
08:00	0	68	0	0	0	0	0	0	0	109	0	0	0	0	0	0	177
08:15	1	60	0	0	0	0	0	0	0	92	0	0	0	0	0	0	153
08:30	1	63	0	0	0	0	0	0	0	89	0	0	2	0	0	0	155
08:45	Ó	59	0	0	0	0	0	0	0	82	0	0	1	0	0	0	142
Total	2	250	0	0	0	0	0	0	0	372	0	0	3	0	0	0	627
i otali į	_	200	Ü	0	Ū	Ů	Ü	0	Ü	0.2	Ü	0 1	Ü	Ü	Ü	Ü	021
16:00	0	109	0	0	0	0	1	0	0	113	0	0	2	0	0	0	225
16:15	0	109	1	0	0	0	0	0	0	99	0	0	1	0	0	0	205
16:30	0	80	2	0	0	0	0	0	0	78	0	0	2	0	0	0	162
16:45	1	116	0	0	0	0	0	0	3	89	0	0	3	0	0	0	212
Total	1	409	3	0	0	0	1	0	3	379	0	0	8	0	0	0	804
Total	'	403	3	0	O	O	'	0	3	373	O	0	U	O	O	O	004
17:00	1	119	3	0	0	0	0	0	0	82	0	0	3	0	0	0	208
17:15	0	138	2	0	0	0	1	0	1	85	0	0	0	0	0	0	227
17:30	0	130	2	0	0	0	0	0	0	85	0	0	2	0	0	0	219
17:45	0	122	0	0	0	00	0	0	0	72	0	0	0	0	1_	0	195
Total	1	509	7	0	0	0	1	0	1	324	0	0	5	0	1	0	849
Grand Total	4	1462	12	0	0	0	4	0	4	1615	1	0	22	0	1	0	3125
Apprch %	0.3	98.9	0.8	0	ő	0	100	0	0.2	99.7	0.1	0	95.7	0	4.3	0	0120
Total %	0.3	46.8	0.4	0	0	0	0.1	0	0.2	51.7	0.1	0	0.7	0	0	0	
Passenger Vehicles	4	1373	12	0	0	0	3	0	2	1499	0	0	22	0	1	0	2916
% Passenger Vehicles	100	93.9	100	0	0	0	75	0	50	92.8	0	0	100	0	100	0	93.3
Heavy Vehicles	0	85	0	0	0	0	1	0	0	106	1	0	0	0	0	0	193
% Heavy Vehicles	Ő	5.8	Ö	ő	ő	Ö	25	ő	0	6.6	100	ő	Ő	0	Ő	Ő	6.2
Buses	0	4	0	0	0	0	0	0	2	10	0	0	0	0	0	0	16
% Buses	Ö	0.3	Ö	ō	Ö	Ō	Ö	ŏ	50	0.6	Ö	0	Ö	Ö	Ö	Ö	0.5

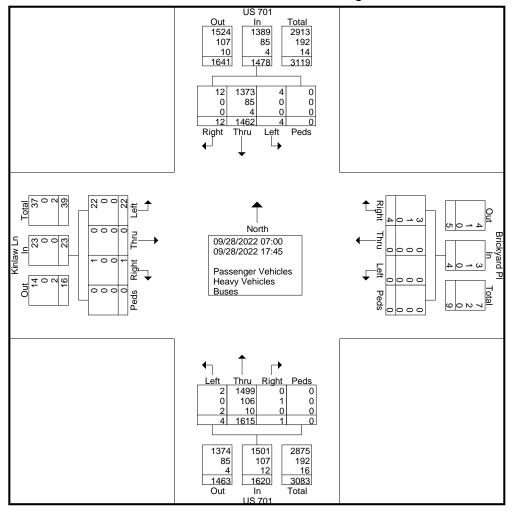
735 Maryland St Columbia, SC 29201

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

File Name: US 701 @ Kinlaw-Brickyard PI

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

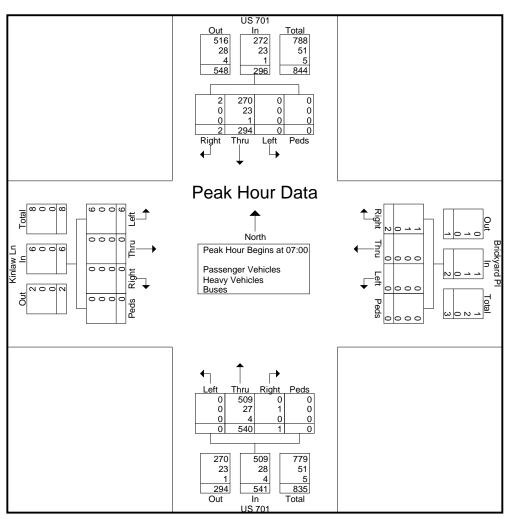
We can't say we're the Best, but you Can!

File Name: US 701 @ Kinlaw-Brickyard PI

Site Code:

Start Date : 09/28/2022

			JS 70° uthbou	-		Brickyard PI Westbound						US 701 Northbound						Kinlaw Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour Ar	nalysis	From 0	7:00 to	08:45	- Peak	1 of 1																	
Peak Hour for	Hour for Entire Intersection Begins at 07:00																						
07:00	0	68	0	0	68	0	0	0	0	0	0	173	0	0	173	4	0	0	0	4	245		
07:15	0	78	0	0	78	0	0	0	0	0	0	129	1	0	130	0	0	0	0	0	208		
07:30	0	72	1	0	73	0	0	2	0	2	0	137	0	0	137	1	0	0	0	1	213		
07:45	0	76	1	0	77	0	0	0	0	0	0	101	0	0	101	1	0	0	0	1	179		
Total Volume	0	294	2	0	296	0	0	2	0	2	0	540	1	0	541	6	0	0	0	6	845		
% App. Total	0	99.3	0.7	0		0	0	100	0		0	99.8	0.2	0		100	0	0	0				
PHF	.000	.942	.500	.000	.949	.000	.000	.250	.000	.250	.000	.780	.250	.000	.782	.375	.000	.000	.000	.375	.862		
Passenger Vehicles	0	270	2	0	272	0	0	1	0	1	0	509	0	0	509	6	0	0	0	6	788		
% Passenger Vehicles																							
Heavy Vehicles	0	23	0	0	23	0	0	1	0	1	0	27	1	0	28	0	0	0	0	0	52		
% Heavy Vehicles	0	7.8	0	0	7.8	0	0	50.0	0	50.0	0	5.0	100	0	5.2	0	0	0	0	0	6.2		
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5		
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.6		



735 Maryland St Columbia, SC 29201

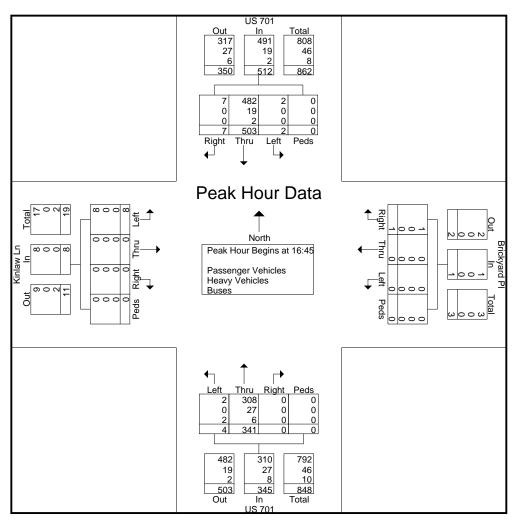
We can't say we're the Best, but you Can!

File Name: US 701 @ Kinlaw-Brickyard PI

Site Code:

Start Date : 09/28/2022

			US 70°	-		Brickyard Pl Westbound						US 701 Northbound						Kinlaw Ln Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Peak Hour Ar	nalysis	From 1	16:00 to	17:45	5 - Peak	1 of 1																	
Peak Hour for	r Entire	Inters	ection I	Begins	at 16:4	5																	
16:45	1	116	0	0	117	0	0	0	0	0	3	89	0	0	92	3	0	0	0	3	212		
17:00	1	119	3	0	123	0	0	0	0	0	0	82	0	0	82	3	0	0	0	3	208		
17:15	0	138	2	0	140	0	0	1	0	1	1	85	0	0	86	0	0	0	0	0	227		
17:30	0	130	2	0	132	0	0	0	0	0	0	85	0	0	85	2	0	0	0	2	219		
Total Volume	2	503	7	0	512	0	0	1	0	1	4	341	0	0	345	8	0	0	0	8	866		
% App. Total	0.4	98.2	1.4	0		0	0	100	0		1.2	98.8	0	0		100	0	0	0				
PHF	.500	.911	.583	.000	.914	.000	.000	.250	.000	.250	.333	.958	.000	.000	.938	.667	.000	.000	.000	.667	.954		
Passenger Vehicles	2	482	7	0	491	0	0	1	0	1	2	308	0	0	310	8	0	0	0	8	810		
% Passenger Vehicles	_		_	_		_	_	_	_	_	_		_	_		_	_	_	_	_			
Heavy Vehicles	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	46		
% Heavy Vehicles	0	3.8	0	0	3.7	0	0	0	0	0	0	7.9	0	0	7.8	0	0	0	0	0	5.3		
Buses	0	2	0	0	2	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	10		
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	50.0	1.8	0	0	2.3	0	0	0	0	0	1.2		



735 Maryland St Columbia, SC 29201

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

File Name: US 701 @ Lake Way Dr

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

		US	701		Lake Way Dr US 701												
		South				Westb				North	-						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Eastb Thru	Right	Peds	Int. Total
07:00	0	65	0	0	0	0	4	0	0	194	0	0	0	0	0	0	263
07:15	Ö	80	Ö	ő	Ö	Ö	0	ő	Ö	152	Ö	ő	Ö	Ö	Ö	Ö	232
07:30	0	71	0	0	0	0	1	0	0	130	0	0	0	0	0	0	202
07:45	0	78	0	0	0	0	0	0	0	113	0	0	0	0	0	0	191
Total	0	294	0	0	0	0	5	0	0	589	0	0	0	0	0	0	888
1	_		_	- 1		_	_	- 1	_		_	- 1	_	_	_		
08:00	1	79	0	0	0	0	0	0	0	104	0	0	0	0	0	0	184
08:15	1	54	0	0	0	0	2	0	0	109	0	0	0	0	0	0	166
08:30	0	76	0	0	0	0	1	0	0	82	0	0	0	0	0	0	159
08:45	0	60	0	0	0	0	0	0	0	98	0	0	0	0	0	0	158
Total	2	269	0	0	0	0	3	0	0	393	0	0	0	0	0	0	667
16:00	2	110	0	0	0	0	0	0	0	103	0	0	0	0	0	0	215
16:15	1	106	0	0	0	0	0	0	0	87	0	0	0	0	0	0	194
16:30	1	95	0	0	0	0	1	0	0	108	0	0	0	0	0	0	205
16:45	1_	115	0	0	0	0	0	0	0	81	0	0	0	0	0	0	197
Total	5	426	0	0	0	0	1	0	0	379	0	0	0	0	0	0	811
17:00	2	127	0	0	0	0	0	0	0	96	1	0	0	0	0	0	226
17:00	2	139	0	0	0	0	0	0	0	92	0	0	0	0	0	0	233
17:30	1	138	0	0	0	0	1	0	0	89	0	0	0	0	0	0	229
17:45	2	123	0	0	0	0	1	0	0	82	0	0	0	0	0	0	208
Total	7	527	0	0	0	0	2	0	0	359	1	0	0	0	0	0	896
Total	,	321	U	0	U	U	2	0	U	333	ı	0	U	U	U	U	030
Grand Total	14	1516	0	0	0	0	11	0	0	1720	1	0	0	0	0	0	3262
Apprch %	0.9	99.1	0	0	0	0	100	0	0	99.9	0.1	0	0	0	0	0	
Total %	0.4	46.5	0	0	0	0	0.3	0	0	52.7	0	0	0	0	0	0	
Passenger Vehicles	14	1420	0	0	0	0	11	0	0	1601	1	0	0	0	0	0	3047
% Passenger Vehicles	100	93.7	0	0	0	0	100	0	0	93.1	100	0	0	0	0	0	93.4
Heavy Vehicles	0	93	0	0	0	0	0	0	0	107	0	0	0	0	0	0	200
% Heavy Vehicles	0	6.1	0	0	0	0	0	0	0	6.2	0	0	0	0	0	0	6.1
Buses	0	3	0	0	0	0	0	0	0	12	0	0	0	0	0	0	15
% Buses	0	0.2	0	0	0	0	0	0	0	0.7	0	0	0	0	0	0	0.5

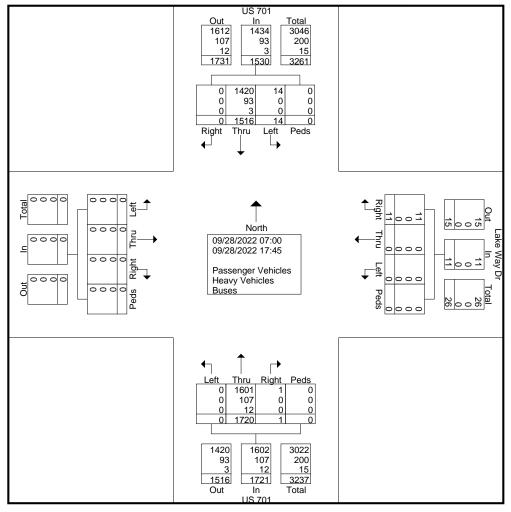
735 Maryland St Columbia, SC 29201

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

File Name: US 701 @ Lake Way Dr

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

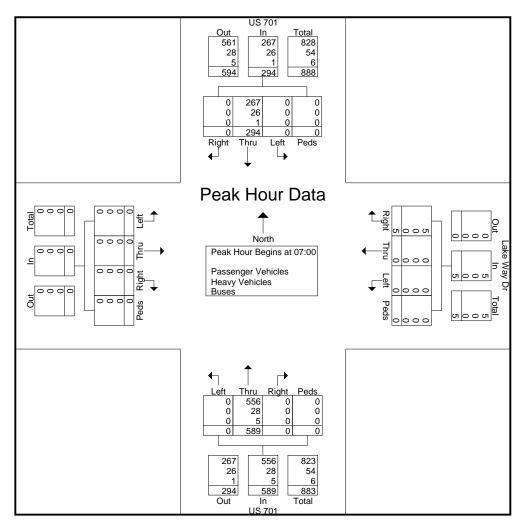
We can't say we're the Best, but you Can!

File Name: US 701 @ Lake Way Dr

Site Code:

Start Date : 09/28/2022

			US 70	-				ke Way				N	US 70	•			E	astbou	ınd		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (7:00 to	08:45	- Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0															
07:00	0	65	0	0	65	0	0	4	0	4	0	194	0	0	194	0	0	0	0	0	263
07:15	0	80	0	0	80	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	232
07:30	0	71	0	0	71	0	0	1	0	1	0	130	0	0	130	0	0	0	0	0	202
07:45	0	78	0	0	78	0	0	0	0	0	0	113	0	0	113	0	0	0	0	0	191
Total Volume	0	294	0	0	294	0	0	5	0	5	0	589	0	0	589	0	0	0	0	0	888
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.919	.000	.000	.919	.000	.000	.313	.000	.313	.000	.759	.000	.000	.759	.000	.000	.000	.000	.000	.844
Passenger Vehicles	0	267	0	0	267	0	0	5	0	5	0	556	0	0	556	0	0	0	0	0	828
% Passenger Vehicles																					
Heavy Vehicles	0	26	0	0	26	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	54
% Heavy Vehicles	0	8.8	0	0	8.8	0	0	0	0	0	0	4.8	0	0	4.8	0	0	0	0	0	6.1
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	8.0	0	0	0.8	0	0	0	0	0	0.7



735 Maryland St Columbia, SC 29201

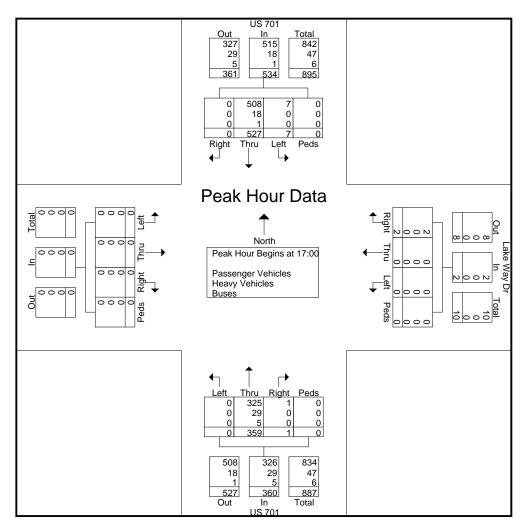
We can't say we're the Best, but you Can!

File Name: US 701 @ Lake Way Dr

Site Code:

Start Date : 09/28/2022

			US 70	1			د ا	ke Wa	v Dr				US 70	1							
			outhboo	-				estbou					orthbo	•			_	astbou	ınd		
Ctart Tires	1 -44					1 -44					1 -44					1 -44					
Start Time				Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From '	16:00 to	o 17:45	i - Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection	Begins	at 17:0	0															
17:00	2	127	0	0	129	0	0	0	0	0	0	96	1	0	97	0	0	0	0	0	226
17:15	2	139	0	0	141	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	233
17:30	1	138	0	0	139	0	0	1	0	1	0	89	0	0	89	0	0	0	0	0	229
17:45	2	123	0	0	125	0	0	1_	0	1	0	82	0	0	82	0	0	0	0	0	208
Total Volume	7	527	0	0	534	0	0	2	0	2	0	359	1	0	360	0	0	0	0	0	896
% App. Total	1.3	98.7	0	0		0	0	100	0		0	99.7	0.3	0		0	0	0	0		
PHF	.875	.948	.000	.000	.947	.000	.000	.500	.000	.500	.000	.935	.250	.000	.928	.000	.000	.000	.000	.000	.961
Passenger Vehicles	7	508	0	0	515	0	0	2	0	2	0	325	1	0	326	0	0	0	0	0	843
% Passenger Vehicles																					
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	47
% Heavy Vehicles	0	3.4	0	0	3.4	0	0	0	0	0	0	8.1	0	0	8.1	0	0	0	0	0	5.2
Buses	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	0.7



735 Maryland St Columbia, SC 29201

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

File Name: US 701 @ Pitch Landing Rd

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

		US	701		noups F		nding Rd		163 - 116	US	701	uses		Pitch I ar	nding Ro		1
		South				Westb				North	-			Eastb		'	
O((T'	1 - 61			D. J.	1 - 6			D. J.	1 - 6			Dodo	1 - 6			Darla	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	78	10	0	0	3	4	0	9	180	0	0	77	2	3	0	368
07:15	0	77	11	0	0	0	0	0	4	164	0	0	52	1	7	0	316
07:30	2	72	10	0	0	0	2	0	11	154	0	0	45	0	4	0	300
07:45	1_	78	19	0	0	0	2	0	2	121	0	0	31	3_	4	0	261
Total	5	305	50	0	0	3	8	0	26	619	0	0	205	6	18	0	1245
1																	1
08:00	4	74	19	0	1	4	1	0	5	108	0	0	26	0	2	0	244
08:15	3	65	14	0	0	1	4	0	10	97	0	0	29	1	2	0	226
08:30	1	64	9	0	1	0	0	1	5	91	0	0	29	1	7	0	209
08:45	2	67	11	0	0	0	1	0	3	91	0	0	25	1	1_	0	202
Total	10	270	53	0	2	5	6	1	23	387	0	0	109	3	12	0	881
1																	1
16:00	2	121	35	0	0	4	1	0	3	114	1	0	22	0	7	0	310
16:15	4	107	30	0	0	2	2	0	4	98	0	0	16	2	3	0	268
16:30	2	108	33	0	0	0	1	0	7	90	0	0	24	2	7	0	274
16:45	1	144	30	0	0	1	1	0	3	88	1_	0	35	1	4	0	309
Total	9	480	128	0	0	7	5	0	17	390	2	0	97	5	21	0	1161
1																	
17:00	5	135	32	0	0	1	3	0	7	94	0	4	21	0	9	0	311
17:15	6	149	33	0	0	0	0	0	12	97	0	0	19	4	10	0	330
17:30	3	141	30	0	1	1	0	0	13	89	0	0	22	2	8	0	310
17:45	0	121	35	0	0	0	2	0	6	73	0	0	20	1_	4	0	262
Total	14	546	130	0	1	2	5	0	38	353	0	4	82	7	31	0	1213
1																	1
Grand Total	38	1601	361	0	3	17	24	1	104	1749	2	4	493	21	82	0	4500
Apprch %	1.9	80.1	18	0	6.7	37.8	53.3	2.2	5.6	94.1	0.1	0.2	82.7	3.5	13.8	0	
Total %	0.8	35.6	8	0	0.1	0.4	0.5	0	2.3	38.9	0	0.1	11	0.5	1.8	0	
Passenger Vehicles	38	1509	352	0	3	17	23	1	100	1636	1	4	481	20	82	0	4267
% Passenger Vehicles	100	94.3	97.5	0	100	100	95.8	100	96.2	93.5	50	100	97.6	95.2	100	0	94.8
Heavy Vehicles	0	88	7	0	0	0	1	0	2	103	0	0	11	1	0	0	213
% Heavy Vehicles	0	5.5	1.9	0	0	0	4.2	0	1.9	5.9	0	0	2.2	4.8	0	0	4.7
Buses	0	4	2	0	0	0	0	0	2	10	1	0	1	0	0	0	20
% Buses	0	0.2	0.6	0	0	0	0	0	1.9	0.6	50	0	0.2	0	0	0	0.4

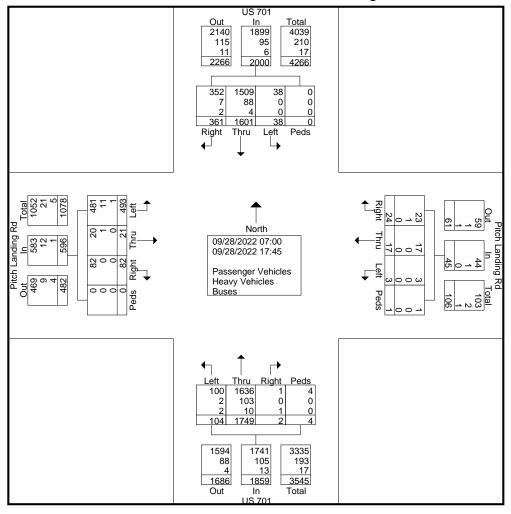
735 Maryland St Columbia, SC 29201

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

File Name: US 701 @ Pitch Landing Rd

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

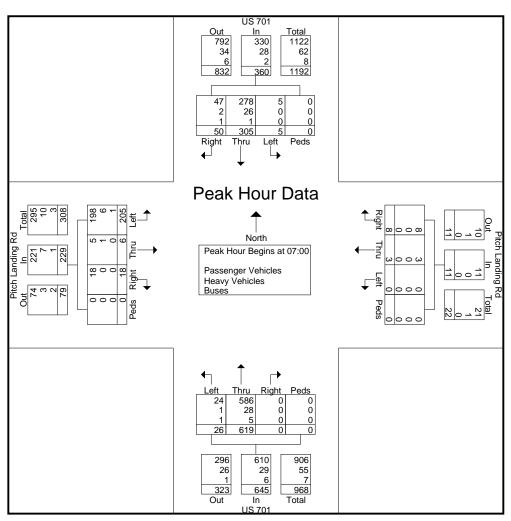
We can't say we're the Best, but you Can!

File Name: US 701 @ Pitch Landing Rd

Site Code:

Start Date : 09/28/2022

			US 70°					Landi	_				US 70 orthbo					Landi			
Start Time	Left				App. Total	Left		Right	Peds	App. Total	Left	Thru		Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (7:00 to	08:45	- Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection I	Begins	at 07:0	0															
07:00	2	78	10	0	90	0	3	4	0	7	9	180	0	0	189	77	2	3	0	82	368
07:15	0	77	11	0	88	0	0	0	0	0	4	164	0	0	168	52	1	7	0	60	316
07:30	2	72	10	0	84	0	0	2	0	2	11	154	0	0	165	45	0	4	0	49	300
07:45	1	78	19	0	98	0	0	2	0	2	2	121	0	0	123	31	3	4	0	38	261
Total Volume	5	305	50	0	360	0	3	8	0	11	26	619	0	0	645	205	6	18	0	229	1245
% App. Total	1.4	84.7	13.9	0		0	27.3	72.7	0		4	96	0	0		89.5	2.6	7.9	0		
PHF	.625	.978	.658	.000	.918	.000	.250	.500	.000	.393	.591	.860	.000	.000	.853	.666	.500	.643	.000	.698	.846
Passenger Vehicles	5	278	47	0	330	0	3	8	0	11	24	586	0	0	610	198	5	18	0	221	1172
% Passenger Vehicles																					
Heavy Vehicles	0	26	2	0	28	0	0	0	0	0	1	28	0	0	29	6	1	0	0	7	64
% Heavy Vehicles	0	8.5	4.0	0	7.8	0	0	0	0	0	3.8	4.5	0	0	4.5	2.9	16.7	0	0	3.1	5.1
Buses	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	9
% Buses	0	0.3	2.0	0	0.6	0	0	0	0	0	3.8	8.0	0	0	0.9	0.5	0	0	0	0.4	0.7



735 Maryland St Columbia, SC 29201

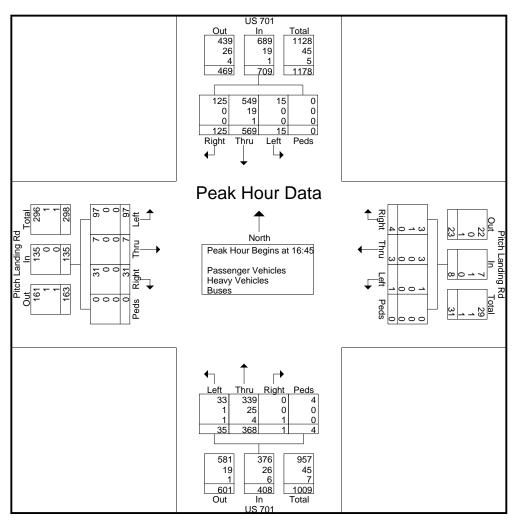
We can't say we're the Best, but you Can!

File Name: US 701 @ Pitch Landing Rd

Site Code:

Start Date : 09/28/2022

			US 70°	-				Landi estbou	_				US 70					Landi	_		
Start Time	Left				App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru		Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From 1	16:00 to	o 17:45	- Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection I	Begins	at 16:4	5															
16:45	1	144	30	0	175	0	1	1	0	2	3	88	1	0	92	35	1	4	0	40	309
17:00	5	135	32	0	172	0	1	3	0	4	7	94	0	4	105	21	0	9	0	30	311
17:15	6	149	33	0	188	0	0	0	0	0	12	97	0	0	109	19	4	10	0	33	330
17:30	3	141	30	0	174	1	1	0	0	2	13	89	0	0	102	22	2	8	0	32	310
Total Volume	15	569	125	0	709	1	3	4	0	8	35	368	1	4	408	97	7	31	0	135	1260
% App. Total	2.1	80.3	17.6	0		12.5	37.5	50	0		8.6	90.2	0.2	1		71.9	5.2	23	0		
PHF	.625	.955	.947	.000	.943	.250	.750	.333	.000	.500	.673	.948	.250	.250	.936	.693	.438	.775	.000	.844	.955
Passenger Vehicles	15	549	125	0	689	1	3	3	0	7	33	339	0	4	376	97	7	31	0	135	1207
% Passenger Vehicles	_		_	_		_	_		_				_	_		_	_	_	_	_	
Heavy Vehicles	0	19	0	0	19	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	46
% Heavy Vehicles	0	3.3	0	0	2.7	0	0	25.0	0	12.5	2.9	6.8	0	0	6.4	0	0	0	0	0	3.7
Buses	0	1	0	0	1	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	7
% Buses	0	0.2	0	0	0.1	0	0	0	0	0	2.9	1.1	100	0	1.5	0	0	0	0	0	0.6



735 Maryland St Columbia, SC 29201 We can't say we're the Best, but you Can!

File Name: Willow Springs Rd @ Cates Bay Hwy

Site Code:

Start Date : 09/28/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

				- (-	Froups P			<u>er venic</u>						<u> </u>			ı
					'	Cates B			V	/illow Sp		7			ay Hwy		
_		South				Westb				Northb				Eastb			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	0	0	2	37	0	0	0	0	25	0	0	93	1	0	158
07:15	0	0	0	0	10	29	0	0	0	0	27	0	0	100	0	0	166
07:30	0	0	0	0	11	21	0	0	0	0	18	0	0	93	0	0	143
07:45	0	0	0	0	9	19	0	0	0	0	16	0	0	56	0	0	100
Total	0	0	0	0	32	106	0	0	0	0	86	0	0	342	1	0	567
08:00	0	0	0	0	5	21	0	0	0	0	12	0	0	44	0	0	82
08:15	0	0	0	0	4	17	0	0	0	0	9	0	0	42	0	0	72
08:30	0	0	0	0	7	18	0	0	0	0	8	0	0	35	0	0	68
08:45	0	0	0	0	5	24	0	0	0	0	12	0	0	46	0	0	87
Total	0	0	0	0	21	80	0	0	0	0	41	0	0	167	0	0	309
16:00	0	0	0	0	5	40	0	0	0	0	7	0	0	36	2	0	90
16:15	0	0	0	0	20	46	0	0	0	0	5	0	0	34	0	0	105
16:30	0	0	0	0	18	66	0	0	1	0	11	0	0	26	0	0	122
16:45	0	0	0	0	15	64	0	0	1_	0	17	0	0	39	1	0	137
Total	0	0	0	0	58	216	0	0	2	0	40	0	0	135	3	0	454
17:00	0	0	0	0	23	65	0	0	0	0	13	0	0	36	1	0	138
17:15	0	0	0	0	19	69	0	0	0	0	17	0	0	34	1	0	140
17:30	0	0	0	0	19	65	0	0	0	0	11	0	0	29	0	0	124
17:45	0	0	0	0	16	60	0	0	0	0	9	0	0	27	1	0	113
Total	0	0	0	0	77	259	0	0	0	0	50	0	0	126	3	0	515
Grand Total	0	0	0	0	188	661	0	0	2	0	217	0	0	770	7	0	1845
Apprch %	0	0	0	0	22.1	77.9	0	0	0.9	0	99.1	0	0	99.1	0.9	0	
Total %	0	0	0	0	10.2	35.8	0	0	0.1	0	11.8	0	0	41.7	0.4	0	
Passenger Vehicles	0	0	0	0	182	650	0	0	2	0	212	0	0	751	7	0	1804
% Passenger Vehicles	0	0	0	0	96.8	98.3	0	0	100	0	97.7	0	0	97.5	100	0	97.8
Heavy Vehicles	0	0	0	0	6	9	0	0	0	0	2	0	0	12	0	0	29
% Heavy Vehicles	0	0	0	0	3.2	1.4	0	0	0	0	0.9	0	0	1.6	0	0	1.6
Buses	0	0	0	0	0	2	0	0	0	0	3	0	0	7	0	0	12
% Buses	0	0	0	0	0	0.3	0	0	0	0	1.4	0	0	0.9	0	0	0.7

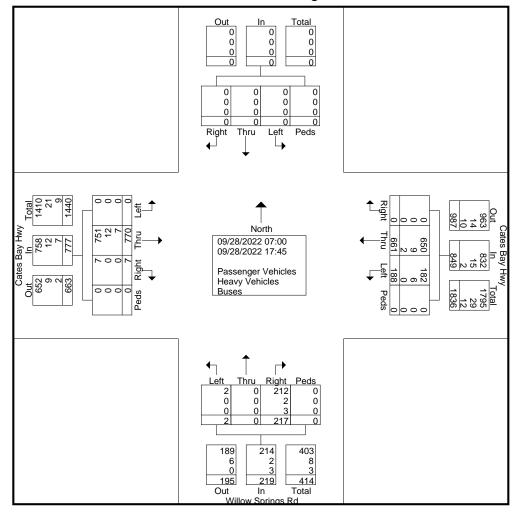
735 Maryland St Columbia, SC 29201

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

File Name: Willow Springs Rd @ Cates Bay Hwy

Site Code:

Start Date : 09/28/2022



735 Maryland St Columbia, SC 29201

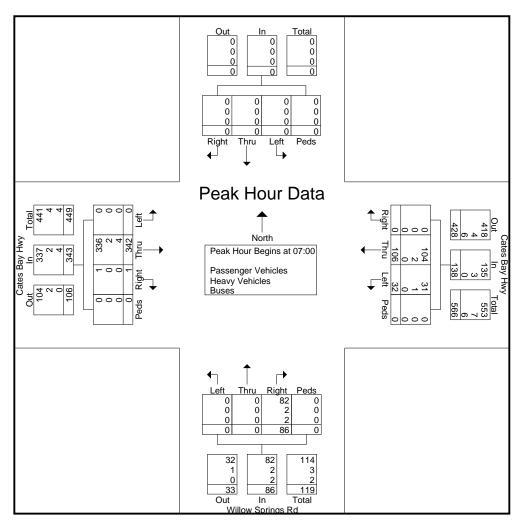
We can't say we're the Best, but you Can!

File Name: Willow Springs Rd @ Cates Bay Hwy

Site Code:

Start Date : 09/28/2022

		Sc	outhbo	und				es Bay /estbo	,				w Sprii orthbo	ngs Rd und				es Bay astbou	,		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From (07:00 to	o 08:4	5 - Peak	1 of 1															
Peak Hour fo	r Entire	Inters	ection	Begins	at 07:0	0															
07:00	0	0	0	0	0	2	37	0	0	39	0	0	25	0	25	0	93	1	0	94	158
07:15	0	0	0	0	0	10	29	0	0	39	0	0	27	0	27	0	100	0	0	100	166
07:30	0	0	0	0	0	11	21	0	0	32	0	0	18	0	18	0	93	0	0	93	143
07:45	0	0	0	0	0	9	19	0	0	28	0	0	16	0	16	0	56	0	0	56	100
Total Volume	0	0	0	0	0	32	106	0	0	138	0	0	86	0	86	0	342	1	0	343	567
% App. Total	0	0	0	0		23.2	76.8	0	0		0	0	100	0		0	99.7	0.3	0		
PHF	.000	.000	.000	.000	.000	.727	.716	.000	.000	.885	.000	.000	.796	.000	.796	.000	.855	.250	.000	.858	.854
Passenger Vehicles	0	0	0	0	0	31	104	0	0	135	0	0	82	0	82	0	336	1	0	337	554
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	2	0	0	3	0	0	2	0	2	0	2	0	0	2	7
% Heavy Vehicles	0	0	0	0	0	3.1	1.9	0	0	2.2	0	0	2.3	0	2.3	0	0.6	0	0	0.6	1.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	6
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	2.3	0	2.3	0	1.2	0	0	1.2	1.1



735 Maryland St Columbia, SC 29201

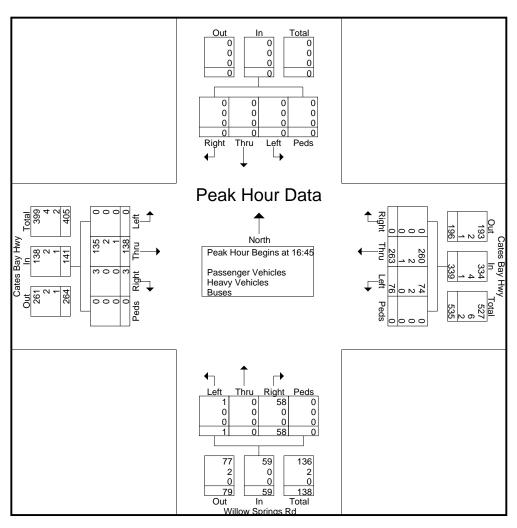
We can't say we're the Best, but you Can!

File Name: Willow Springs Rd @ Cates Bay Hwy

Site Code:

Start Date : 09/28/2022

		Sc	outhboo	und				es Bay /estbo	,				w Sprii orthbo	ngs Rd und				es Bay astbou	,		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Ar	nalysis	From '	16:00 to	o 17:4	5 - Peak	1 of 1															
Peak Hour for	r Entire	Inters	ection	Begins	at 16:4	5															
16:45	0	0	0	0	0	15	64	0	0	79	1	0	17	0	18	0	39	1	0	40	137
17:00	0	0	0	0	0	23	65	0	0	88	0	0	13	0	13	0	36	1	0	37	138
17:15	0	0	0	0	0	19	69	0	0	88	0	0	17	0	17	0	34	1	0	35	140
17:30	0	0	0	0	0	19	65	0	0	84	0	0	11	0	11	0	29	0	0	29	124
Total Volume	0	0	0	0	0	76	263	0	0	339	1	0	58	0	59	0	138	3	0	141	539
% App. Total	0	0	0	0		22.4	77.6	0	0		1.7	0	98.3	0		0	97.9	2.1	0		
PHF	.000	.000	.000	.000	.000	.826	.953	.000	.000	.963	.250	.000	.853	.000	.819	.000	.885	.750	.000	.881	.963
Passenger Vehicles	0	0	0	0	0	74	260	0	0	334	1	0	58	0	59	0	135	3	0	138	531
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Heavy Vehicles	0	0	0	0	0	2.6	8.0	0	0	1.2	0	0	0	0	0	0	1.4	0	0	1.4	1.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0.4



APPENDIX B

Traffic Volume Development Worksheets



Cates Bay Highway & Highway 134

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	112		38				71	230			76	71
Years To Buildout (2035)	13		13				13	13			13	13
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	44		15				28	90			30	28
2035 NO-BUILD TRAFFIC VOLUMES	156		53				99	320			106	99
Inbound Trip Distribution Percentage								5%				
Outbound Trip Distribution Percentage											5%	
Inbound New Project Traffic								24				
Outbound New Project Traffic											58	
Pass-By Project Traffic												
Total Buildout Project Traffic								24			58	
2035 BUILD TRAFFIC VOLUMES	156		53				99	344			164	99

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	51		81				38	120			216	62
Years To Buildout (2035)	13		13				13	13			13	13
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	20		32				15	47			84	24
2035 NO-BUILD TRAFFIC VOLUMES	71		113				53	167			300	86
Inbound Trip Distribution Percentage								5%				
Outbound Trip Distribution Percentage											5%	
Inbound New Project Traffic								71				
Outbound New Project Traffic											46	
Pass-by Project Traffic												
Total New Project Traffic								71			46	
2035 BUILD TRAFFIC VOLUMES	71		113				53	238			346	86

Cates Bay Highway & Allen Dew Road/N Pauley Road

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	1	3	25	0	7	5	302	26	5	123	1
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	1	10	0	3	2	118	10	2	48	0
2035 NO-BUILD TRAFFIC VOLUMES	6	1	4	35	0	10	7	420	36	7	171	1
Inbound Trip Distribution Percentage									5%			
Outbound Trip Distribution Percentage				5%								
Inbound New Project Traffic									24			
Outbound New Project Traffic				58								
Pass-By Project Traffic												
Total Buildout Project Traffic				58					24			
2035 BUILD TRAFFIC VOLUMES	6	1	4	93	0	10	7	420	60	7	171	1

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	1	1	39	0	7	5	117	22	14	229	6
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	0	15	0	3	2	46	9	5	89	2
2035 NO-BUILD TRAFFIC VOLUMES	6	1	1	54	0	10	7	163	31	19	318	8
Inbound Trip Distribution Percentage									5%			
Outbound Trip Distribution Percentage				5%								
Inbound New Project Traffic									71			
Outbound New Project Traffic				46								
Pass-by Project Traffic												
Total New Project Traffic				46					71			
2035 BUILD TRAFFIC VOLUMES	6	1	1	100	0	10	7	163	102	19	318	8

Cates Bay Highway & Willow Springs Road

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		342	1	32	106		0		86			
Years To Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		133	0	12	41		0		34			
2035 NO-BUILD TRAFFIC VOLUMES		475	1	44	147		0		120			
Inbound Trip Distribution Percentage				15%								
Outbound Trip Distribution Percentage									15%			
Inbound New Project Traffic				74								
Outbound New Project Traffic									173			
Pass-By Project Traffic												
Total Buildout Project Traffic				74					173			
2035 BUILD TRAFFIC VOLUMES		475	1	118	147		0		293			

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		138	3	76	263		1		58			
Years To Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		54	1	30	103		0		23			
2035 NO-BUILD TRAFFIC VOLUMES		192	4	106	366		1		81			
Inbound Trip Distribution Percentage				15%								
Outbound Trip Distribution Percentage									15%			
Inbound New Project Traffic				213								
Outbound New Project Traffic									138			
Pass-by Project Traffic												
Total New Project Traffic				213					138			
2035 BUILD TRAFFIC VOLUMES		192	4	319	366		1		219			

Willow Springs Road/Pauley Swamp Road & Pitch Landing Road/Allen Dew Road

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	4	42	3	20	20	6	4	35	100	7	21	5
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	16	1	8	8	2	2	14	39	3	8	2
2035 NO-BUILD TRAFFIC VOLUMES	6	58	4	28	28	8	6	49	139	10	29	7
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		24							24	74		
Outbound New Project Traffic				58	58	173						
Pass-By Project Traffic												
Total Buildout Project Traffic		24		58	58	173			24	74		
2035 BUILD TRAFFIC VOLUMES	6	82	4	86	86	181	6	49	163	84	29	7

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	3	24	0	100	47	15	3	40	30	10	41	8
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	1	9	0	39	18	6	1	16	12	4	16	3
2035 NO-BUILD TRAFFIC VOLUMES	4	33	0	139	65	21	4	56	42	14	57	11
Inbound Trip Distribution Percentage		5%							5%	15%		
Outbound Trip Distribution Percentage				5%	5%	15%						
Inbound New Project Traffic		71							71	213		
Outbound New Project Traffic				46	46	138						
Pass-by Project Traffic												
Total New Project Traffic		71		46	46	138			71	213		
2035 BUILD TRAFFIC VOLUMES	4	104	0	185	111	159	4	56	113	227	57	11

US 701 & Pitch Landing Road

TRAFFIC CONTROL: Signalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	205	6	18	0	3	8	26	619	0	5	305	50
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	80	2	7	0	1	3	10	241	0	2	119	20
2035 NO-BUILD TRAFFIC VOLUMES	285	8	25	0	4	11	36	860	0	7	424	70
Inbound Trip Distribution Percentage			5%								35%	15%
Outbound Trip Distribution Percentage	15%						5%	35%				
Inbound New Project Traffic			24								172	73
Outbound New Project Traffic	173						58	403				
Pass-By Project Traffic												
Total Buildout Project Traffic	173		24				58	403			172	73
2035 BUILD TRAFFIC VOLUMES	458	8	49	0	4	11	94	1,263	0	7	596	143

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	97	7	31	1	3	4	35	368	1	15	569	125
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	38	3	12	0	1	2	14	144	0	6	222	49
2035 NO-BUILD TRAFFIC VOLUMES	135	10	43	1	4	6	49	512	1	21	791	174
Inbound Trip Distribution Percentage			5%								35%	15%
Outbound Trip Distribution Percentage	15%						5%	35%				
Inbound New Project Traffic			71								497	213
Outbound New Project Traffic	138						46	320				
Pass-by Project Traffic												
Total New Project Traffic	138		71				46	320			497	213
2035 BUILD TRAFFIC VOLUMES	273	10	114	1	4	6	95	832	1	21	1,288	387

US 701 & Lake Way Drive/Access #1

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	0	0	0	0	0	5	0	589	0	0	294	0
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	0	0	0	0	0	2	0	230	0	0	115	0
2035 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	7	0	819	0	0	409	0
Inbound Trip Distribution Percentage							15%				15%	25%
Outbound Trip Distribution Percentage	25%		15%					15%				
Inbound New Project Traffic							73				73	123
Outbound New Project Traffic	288		173					173				
Pass-By Project Traffic												
Total Buildout Project Traffic	288		173				73	173			73	123
2035 BUILD TRAFFIC VOLUMES	288	0	173	0	0	7	73	992	0	0	482	123

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	0	0	0	0	0	2	0	359	1	7	527	0
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	0	0	0	0	0	1	0	140	0	3	206	0
2035 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	3	0	499	1	10	733	0
Inbound Trip Distribution Percentage							15%				15%	25%
Outbound Trip Distribution Percentage	25%		15%					15%				
Inbound New Project Traffic							213				213	355
Outbound New Project Traffic	228		138					138				
Pass-by Project Traffic	28		83				28	-28			-83	83
Total New Project Traffic	228		138				213	138			213	355
2035 BUILD TRAFFIC VOLUMES	256	0	221	0	0	3	241	609	1	10	863	438

US 701 & Kinlaw Lane/Access #2/Brickyard Place

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:00-8:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	6	0	0	0	0	2	0	540	1	0	294	2
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	2	0	0	0	0	1	0	211	0	0	115	1
2035 NO-BUILD TRAFFIC VOLUMES	8	0	0	0	0	3	0	751	1	0	409	3
Inbound Trip Distribution Percentage							10%	15%				15%
Outbound Trip Distribution Percentage	15%		10%								15%	
Inbound New Project Traffic							49	73				73
Outbound New Project Traffic	173		115								173	
Pass-By Project Traffic												
Total Buildout Project Traffic	173		115				49	73			173	73
2035 BUILD TRAFFIC VOLUMES	181	0	115	0	0	3	49	824	1	0	582	76

PM PEAK HOUR (4:45-5:45 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES	8	0	0	0	0	1	4	341	0	2	503	7
Years To Buildout (2035)	13	13	13	13	13	13	13	13	13	13	13	13
Yearly Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Background Traffic Growth	3	0	0	0	0	0	2	133	0	1	196	3
2035 NO-BUILD TRAFFIC VOLUMES	11	0	0	0	0	1	6	474	0	3	699	10
Inbound Trip Distribution Percentage							10%	15%				15%
Outbound Trip Distribution Percentage	15%		10%								15%	
Inbound New Project Traffic							142	213				213
Outbound New Project Traffic	138		92								138	
Pass-by Project Traffic												
Total New Project Traffic	138		92				142	213			138	213
2035 BUILD TRAFFIC VOLUMES	149	0	92	0	0	1	148	687	0	3	837	223

Pitch Landing & Access #3

TRAFFIC CONTROL: Unsignalized

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		229	0	0	79		0		0			
Years To Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		89	0	0	31		0		0			
2035 NO-BUILD TRAFFIC VOLUMES		318	0	0	110		0		0			
Inbound Trip Distribution Percentage		5%	20%	15%								
Outbound Trip Distribution Percentage					5%		20%		15%			
Inbound New Project Traffic		24	98	73								
Outbound New Project Traffic					58		231		173			
Pass-By Project Traffic												
Total Buildout Project Traffic		24	98	73	58		231		173			
2035 BUILD TRAFFIC VOLUMES		342	98	73	168		231		173			

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2022 TRAFFIC VOLUMES		135	0	0	163		0		0			
Years To Buildout (2035)		13	13	13	13		13		13			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		53	0	0	64		0		0			
2035 NO-BUILD TRAFFIC VOLUMES		188	0	0	227		0		0			
Inbound Trip Distribution Percentage		5%	20%	15%								
Outbound Trip Distribution Percentage					5%		20%		15%			
Inbound New Project Traffic		71	284	213								
Outbound New Project Traffic					46		184		138			
Pass-by Project Traffic												
Total New Project Traffic		71	284	213	46		184		138			
2035 BUILD TRAFFIC VOLUMES		259	284	213	273		184		138			

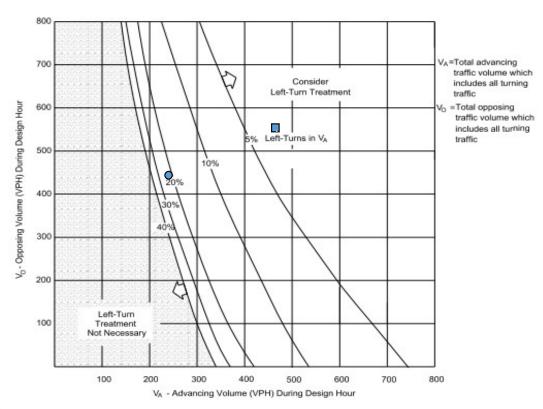
APPENDIX C

Turn Lane Analysis Worksheets



Warden Tract LEFT-TURN LANE WARRANT REVIEW

9.5-8 INTERSECTIONS March 2017



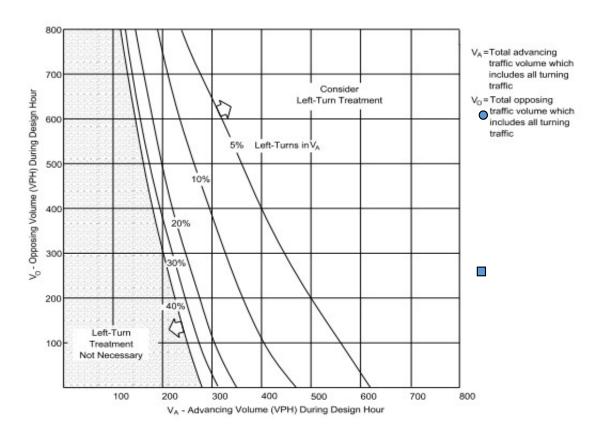
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph) Figure 9.5-F

INTERSECTION: Pitch Landing Road & Access #2

MOVEMENT: Eastbound Left Turn

SCENARIO	Advancing Volume (V _a)	Eastbound Left Turn	Opposing Volume (V _o)	Left Turn % of V _a	Symbol
AM Build	241	73	440	30.3%	•
PM Build	486	213	543	43.8%	

9.5-6 INTERSECTIONS March 2017



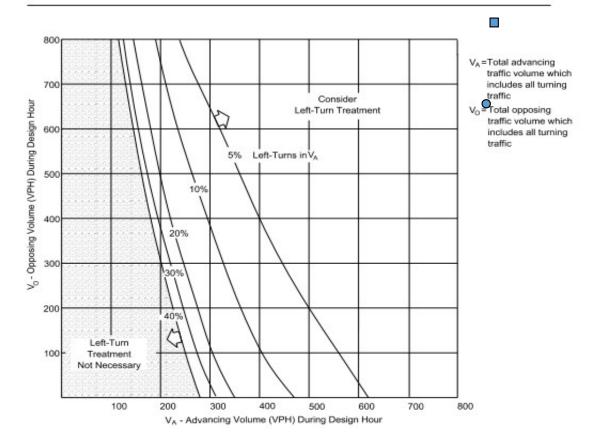
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph) Figure 9.5-D

INTERSECTION: US 701 & Access #1

MOVEMENT: Northbound Left-Turn

SCENARIO	Advancing Volume (V _a)	Northbound Left- Turn	Opposing Volume (V _o)	Left Turn % of V _a	Symbol
AM Build	1065	73	604	6.9%	•
PM Build	851	241	1311	28.3%	

9.5-6 INTERSECTIONS March 2017



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph) Figure 9.5-D

INTERSECTION: US 701 & Kinlaw Lane

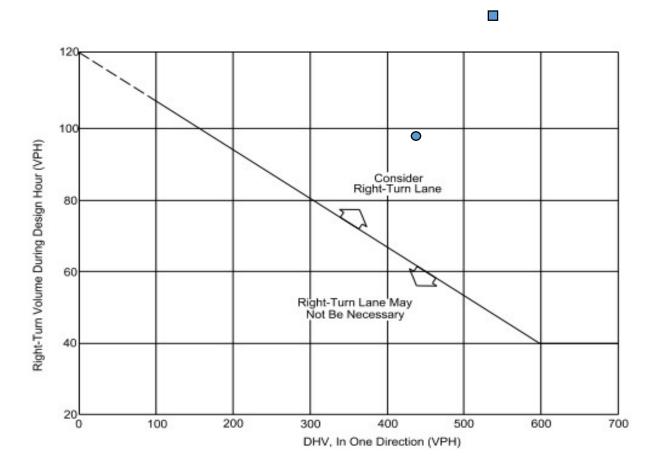
MOVEMENT: Northbound Left-Turn

SCENARIO	Advancing Volume (V _a)	Northbound Left- Turn	Opposing Volume (V _o)	Left Turn % of V _a	Symbol
AM Build	874	49	658	5.6%	0
PM Build	835	148	1063	17.7%	

Warden Tract

RIGHT-TURN LANE WARRANT REVIEW

9.5-2 INTERSECTIONS March 2017



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

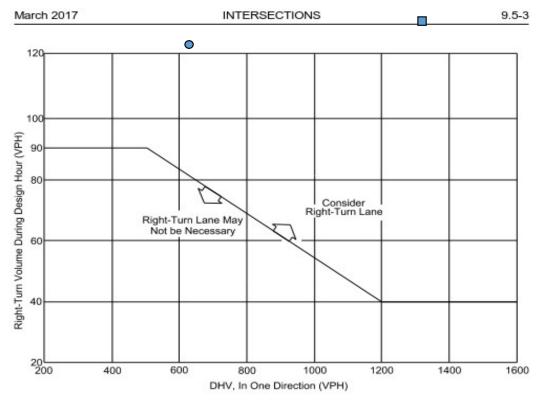
Figure 9.5-A

INTERSECTION: Pitch Landing Road & Access #2

MOVEMENT: Westbound Right Turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	440	98	•
PM Build	543	284	

Warden Tract RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

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INTERSECTION: US 701 & Access #1

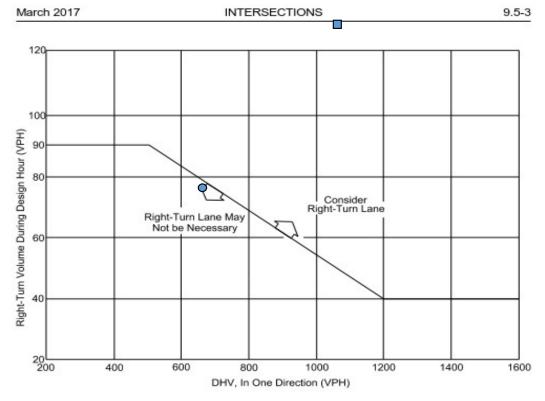
MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	604	122	0
PM Build	1311	438	



Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

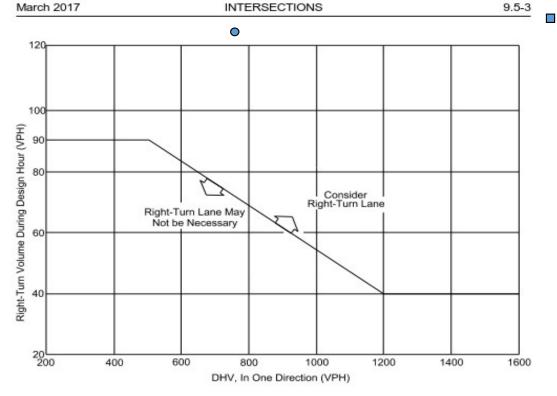
INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	658	76	0
PM Build	1063	223	



Warden Tract RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO

Design Hour Volume

Right Turn Volume

Symbol

AM Build

745

PM Build

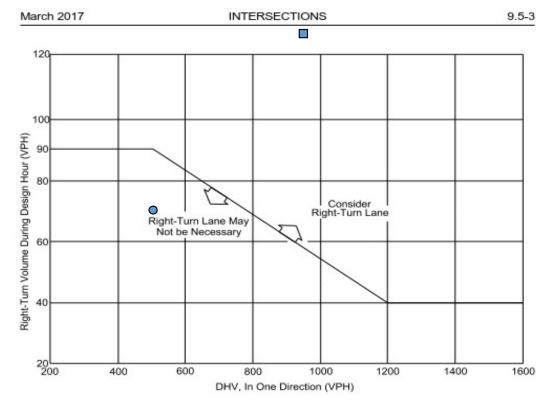
1696

387



Warden Tract

RIGHT-TURN LANE WARRANT REVIEW



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

INTERSECTION: US 701 & Access #1

MOVEMENT: Southbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM No-Build	501	70	0
PM No-Build	986	174	



APPENDIX D

Capacity Analysis



2022 – Existing Conditions



Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	112	0	38	0	0	0	71	230	0	0	76	71
Future Vol, veh/h	112	0	38	0	0	0	71	230	0	0	76	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	124	0	42	0	0	0	79	256	0	0	84	79
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	538	538	124	559	577	256	163	0	0	256	0	0
Stage 1	124	124	_	414	414	_	-	_	_	-	-	-
Stage 2	414	414	-	145	163	-	-	_	_	_	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	_	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	_	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	_	-
Pot Cap-1 Maneuver	454	450	924	440	427	783	1410	-	-	1309	-	-
Stage 1	880	793	-	616	593	-	-	-	-	-	-	-
Stage 2	616	593	-	858	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	421	924	399	399	783	1410	-	-	1309	-	-
Mov Cap-2 Maneuver	431	421	-	399	399	-	-	-	-	-	-	-
Stage 1	823	793	-	576	554	-	-	-	-	-	-	-
Stage 2	576	554	-	819	763	-	-	-	-	-	-	-
-												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.8			0			1.8			0		
HCM LOS	С			A								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1410	-	-	498	-	1309	-	_			
HCM Lane V/C Ratio		0.056	-	-	0.335	-	-	_	-			
HCM Control Delay (s)		7.7	0	-	15.8	0	0	-	-			
HCM Lane LOS		Α	A	-	С	A	A	-	-			
HCM 95th %tile Q(veh))	0.2	-	-	1.5	-	0	-	-			

2: Cates Bay Highway & N Pauley Road/Allen Dew Road

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	1	3	25	0	7	5	302	26	5	123	1
Future Vol, veh/h	4	1	3	25	0	7	5	302	26	5	123	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	3	28	0	8	6	336	29	6	137	1
Major/Minor I	Minor2			Minor1			Major1		ı	Major2		
Conflicting Flow All	517	527	138	515	513	351	138	0	0	365	0	0
Stage 1	150	150	-	363	363	-	-	-	-	-	-	-
Stage 2	367	377	-	152	150	-	-	_	_	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	_
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	_	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	_	-	-	-	-	_	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	_	2.218	_	_
Pot Cap-1 Maneuver	469	456	910	470	465	692	1446	-	-	1194	_	-
Stage 1	853	773	-	656	625		-	_	_	_	-	-
Stage 2	653	616	-	850	773	-	-	-	-	-	-	-
Platoon blocked, %								_	-		-	-
Mov Cap-1 Maneuver	460	451	910	464	460	692	1446	-	-	1194	-	_
Mov Cap-2 Maneuver	460	451	-	464	460	-	-	_	-	-	-	-
Stage 1	849	769	-	653	622	_	-	-	-	-	-	_
Stage 2	642	613	-	841	769	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.5			12.8			0.1			0.3		
HCM LOS	В			12.0 B			J. 1			0.0		
TOW LOO	U			U								
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)		1446	-	-	563	500	1194		- JUIC			
HCM Lane V/C Ratio		0.004	_		0.016			_	_			
HCM Control Delay (s)		7.5	0		11.5	12.8	8	0	_			
HCM Lane LOS		7.5 A	A	<u>-</u>	11.3 B	12.0 B	A	A	_			
HCM 95th %tile Q(veh)	\	0	-	_	0	0.2	0	-	_			
TOTAL OUT TOTAL SE (VOIT)						0.2						

Intersection						
Int Delay, s/veh	2.2					
		EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7	4	20	4	¥	00
Traffic Vol, veh/h	342	1	32	106	0	86
Future Vol, veh/h	342	1	32	106	0	86
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	380	1	36	118	0	96
M = i = =/N Ai== = =	-!- 4		M-:- C		A:	
	ajor1		Major2		Minor1	•
Conflicting Flow All	0	0	381	0	571	381
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	_	-	1172	-	482	666
Stage 1	_	_	_	_	691	-
Stage 2	_	_	_	_	842	_
Platoon blocked, %	_	_		_	012	
Mov Cap-1 Maneuver	_	_	1172	_	466	666
				-	466	
Mov Cap-2 Maneuver	-	-	-			-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	814	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.9		11.3	
HCM LOS	U		1.0		В	
TIOW LOG					U	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		666	-	-	1172	-
HCM Lane V/C Ratio		0.143	-	-	0.03	-
HCM Control Delay (s)		11.3	-	-	8.2	0
HCM Lane LOS		В	-	-	Α	A
HCM 95th %tile Q(veh)		0.5	-	-	0.1	-

HCM 95th-tile Q

Intersection												
Intersection Delay, s/veh	7.6											
Intersection LOS	A											
morocolon 200	, ,											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	42	2	20	20	6	4	35	100	7	21	5
Future Vol, veh/h	4	42	2	20	20	6	4	35	100	7	21	5
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
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	4	46	2	22	22	7	4	38	109	8	23	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.7			7.7			7.5			7.4		
HCM LOS	Α			Α			Α			Α		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		3%	8%	43%	21%							
Vol Thru, %		25%	88%	43%	64%							
Vol Right, %		72%	4%	13%	15%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		139	48	46	33							
LT Vol		4	4	20	7							
Through Vol		35	42	20	21							
RT Vol		100	2	6	5							
Lane Flow Rate		151	52	50	36							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.156	0.062	0.061	0.042							
Departure Headway (Hd)		3.71	4.288	4.358	4.178							
Convergence, Y/N		Yes	Yes	Yes	Yes							
Сар		953	825	813	845							
Service Time		1.783	2.366	2.435	2.263							
HCM Lane V/C Ratio		0.158	0.063	0.062	0.043							
HCM Control Delay		7.5	7.7	7.7	7.4							
			Α.	Α.	Λ.							
HCM Lane LOS		A	A	A	A							

0.2

0.6

0.2

0.1

	۶	→	*	1	•	*	1	†	/	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	ĵ.		*	↑	7
Traffic Volume (veh/h)	205	6	18	0	3	8	26	619	0	5	305	50
Future Volume (veh/h)	205	6	18	0	3	8	26	619	0	5	305	50
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
Work Zone On Approac		No	1.00	1.00	No	1.00	1.00	No	1.00	1.00	No	1.00
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	223	7	20	0	3	9	28	673	0	5	332	54
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, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	393	13	26	0	110	329	531	983	0	313	951	840
Arrive On Green	0.27	0.27	0.27	0.00	0.27	0.27	0.54	0.54	0.00	0.54	0.54	0.54
Sat Flow, veh/h	1098	48	100	0	412	1236	982	1826	0.00	765	1767	1560
Grp Volume(v), veh/h	250	0	0	0	0	12	28	673	0	5	332	54
Grp Sat Flow(s), veh/h/li		0	0	0	0	1648	982	1826	0	765	1767	1560
Q Serve(g_s), s	12.1	0.0	0.0	0.0	0.0	0.4	1.1	18.2	0.0	0.3	7.2	1.1
Cycle Q Clear(g_c), s	12.5	0.0	0.0	0.0	0.0	0.4	8.3	18.2	0.0	18.5	7.2	1.1
Prop In Lane	0.89	0.0	0.08	0.00	0.0	0.75	1.00	10.2	0.00	1.00	1.2	1.00
Lane Grp Cap(c), veh/h		0	0.00	0.00	0	438	531	983	0.00	313	951	840
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.03	0.05	0.68	0.00	0.02	0.35	0.06
Avail Cap(c_a), veh/h	937	0.00	0.00	0.00	0.00	1101	1335	2480	0.00	940	2399	2118
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	0.0	0.0	18.3	11.2	11.4	0.0	18.1	8.9	7.4
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.0	0.0	0.1	0.1	3.1	0.0	0.1	0.8	0.1
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	2.3	0.3
Unsig. Movement Delay			0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.1	2.0	0.0
LnGrp Delay(d),s/veh	27.2	0.0	0.0	0.0	0.0	18.4	11.4	14.4	0.0	18.2	9.6	7.6
LnGrp LOS	C C	Α	Α	Α	Α	10.4	В	В	Α	В	9.0 A	Α.
Approach Vol, veh/h		250			12	<u> </u>	<u> </u>	701		<u> </u>	391	
Approach Delay, s/veh		27.2			18.4			14.3			9.5	
Approach LOS		C C			10. 4			В			3.5	
					U							
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc)		42.7		24.9		42.7		24.9				
Change Period (Y+Rc),		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gm		* 92		45.1		* 92		45.1				
Max Q Clear Time (g_c		20.5		14.5		20.2		2.4				
Green Ext Time (p_c), s	S	6.5		3.6		16.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			В									

^{*} HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		1			4
Traffic Vol, veh/h	0	5	589	0	0	294
Future Vol, veh/h	0	5	589	0	0	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	-	-
Veh in Median Storage		_	0	_	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	2	9
Mvmt Flow	0	6	654	0	0	327
Miller 1011			001			021
	Minor1		Major1		Major2	
Conflicting Flow All	981	654	0	0	654	0
Stage 1	654	-	-	-	-	-
Stage 2	327	-	-	-	-	-
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		-	-	2.218	-
Pot Cap-1 Maneuver	277	467	-	-	933	-
Stage 1	517	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	467	-	-	933	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	731	-	_	-	-	-
, and the second						
A	MD		NID		OB	
Approach	WB		NB		SB	
HCM Control Delay, s	12.8		0		0	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		_	_		933	_
HCM Lane V/C Ratio		_		0.012	-	_
HCM Control Delay (s)		_	_		0	-
HCM Lane LOS		_	_	В	A	_
HCM 95th %tile Q(veh))	_	_	0	0	-
	,			- 0	J	

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	6	0	0	0	0	2	0	540	1	0	294	2
Future Vol, veh/h	6	0	0	0	0	2	0	540	1	0	294	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	7	0	0	0	0	2	0	600	1	0	327	2
Major/Minor I	Minor2			Minor1			Major1		N	//ajor2		
Conflicting Flow All	930	929	328	929	930	601	329	0	0	601	0	0
Stage 1	328	328	-	601	601	-	-	-	_	-	_	-
Stage 2	602	601	-	328	329	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	268	713	248	267	500	1231	-	-	976	-	-
Stage 1	685	647	-	487	489	-	-	-	-	-	-	-
Stage 2	486	489	-	685	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	268	713	248	267	500	1231	-	-	976	-	-
Mov Cap-2 Maneuver	247	268	-	248	267	-	-	-	-	-	-	-
Stage 1	685	647	-	487	489	-	-	-	-	-	-	-
Stage 2	484	489	-	685	646	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	20			12.2			0			0		
HCM LOS	C			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1231		-	0.47	500	976					
HCM Lane V/C Ratio		-	_		0.027		-	_	_			
HCM Control Delay (s)		0	_	-	20	12.2	0	-	-			
HCM Lane LOS		A	-	_	C	В	A	_	_			
HCM 95th %tile Q(veh))	0	_	-	0.1	0	0	-	-			
2 22 702 4(1011)												

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	51	0	81	0	0	0	38	120	0	0	216	62
Future Vol, veh/h	51	0	81	0	0	0	38	120	0	0	216	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	57	0	90	0	0	0	42	133	0	0	240	69
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	492	492	275	537	526	133	309	0	0	133	0	0
Stage 1	275	275	-	217	217	_	-	-	-	-	_	-
Stage 2	217	217	-	320	309	-	-	_	_	_	-	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	_	-
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	-	-	_	_	-	_	_
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	_	-
Pot Cap-1 Maneuver	487	478	764	455	457	916	1252	-	-	1452	-	-
Stage 1	731	683	-	785	723	-	-	-	-	-	-	-
Stage 2	785	723	-	692	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	474	461	764	390	441	916	1252	-	-	1452	-	-
Mov Cap-2 Maneuver	474	461	-	390	441	-	-	-	-	-	-	-
Stage 1	705	683	-	757	697	-	-	-	-	-	-	-
Stage 2	757	697	-	610	660	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.6			0			1.9			0		
HCM LOS	В			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1252	-	-	618	-	1452	-	-			
HCM Lane V/C Ratio		0.034	-	-	0.237	-	-	_	-			
HCM Control Delay (s)		8	0	-	12.6	0	0	-	-			
HCM Lane LOS		A	A	-	В	A	A	-	-			
HCM 95th %tile Q(veh))	0.1	-	-	0.9	-	0	-	-			

2: Cates Bay Highway & N Pauley Road/Allen Dew Road

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	1	1	39	0	7	5	117	22	14	229	6
Future Vol, veh/h	4	1	1	39	0	7	5	117	22	14	229	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	1	43	0	8	6	130	24	16	254	7
Major/Minor	Minor2			Minor1			Major1		ı	Major2		
Conflicting Flow All	448	456	258	445	447	142	261	0	0	154	0	0
Stage 1	290	290	-	154	154	-	-	-	-	_	-	-
Stage 2	158	166	-	291	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	521	501	781	518	506	906	1303	-	-	1426	-	-
Stage 1	718	672	-	841	770	-	-	-	-	-	-	-
Stage 2	844	761	-	710	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	510	492	781	509	497	906	1303	-	-	1426	-	-
Mov Cap-2 Maneuver	510	492	-	509	497	-	-	-	-	-	-	-
Stage 1	714	663	-	837	766	-	-	-	-	-	-	-
Stage 2	833	757	-	699	661	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.8			12.3			0.3			0.4		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1303	-	-	538	545	1426	-	_			
HCM Lane V/C Ratio		0.004	-	_	0.012			-	-			
HCM Control Delay (s)		7.8	0	_	11.8	12.3	7.6	0	_			
HCM Lane LOS		A	A	-	В	В	A	A	_			
HCM 95th %tile Q(veh))	0	-	-	0	0.3	0	-	-			

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		EDK	VVDL			NDK
	1 38	3	76	4	Y	58
Traffic Vol, veh/h			76	263	1	
Future Vol, veh/h	138	3	76	263	1	58
Conflicting Peds, #/hr	0	_ 0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	153	3	84	292	1	64
Major/Minor	laiar1		Majora		liner1	
	1ajor1		Major2		Minor1	455
Conflicting Flow All	0	0	156	0	615	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	460	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1418	-	455	891
Stage 1	-	-	-	-	873	-
Stage 2	-	_	-	_	636	_
Platoon blocked, %	_	_		_		
Mov Cap-1 Maneuver	_	_	1418	_	423	891
Mov Cap-2 Maneuver	_	_	1410	_	423	-
Stage 1			_	_	873	_
	-	-	-	-	591	-
Stage 2	-	-	-	-	591	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		9.4	
HCM LOS	•				Α	
					,,	
Minor Lane/Major Mvmt	: N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		875	-	-	1418	-
HCM Lane V/C Ratio		0.075	-	-	0.06	-
HCM Control Delay (s)		9.4	-	-	7.7	0
HCM Lane LOS		Α	-	-	Α	A
		0.2				_
HCM 95th %tile Q(veh)		U.Z	-	-	0.2	

Cap

Service Time

HCM Lane V/C Ratio

HCM Control Delay

HCM Lane LOS

HCM 95th-tile Q

Intersection												
Intersection Delay, s/veh	8.1											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	3	24	0	100	47	15	3	40	30	10	41	8
Future Vol, veh/h	3	24	0	100	47	15	3	40	30	10	41	8
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
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	3	26	0	109	51	16	3	43	33	11	45	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.6			8.5			7.7			7.8		
HCM LOS	Α			Α			Α			Α		
Lane		NBLn1	EBLn1	WBLn1	SBLn1							
Vol Left, %		4%	11%	62%	17%							
Vol Thru, %		55%	89%	29%	69%							
Vol Right, %		41%	0%	9%	14%							
Sign Control		Stop	Stop	Stop	Stop							
Traffic Vol by Lane		73	27	162	59							
LT Vol		3	3	100	10							
Through Vol		40	24	47	41							
RT Vol		30	0	15	8							
Lane Flow Rate		79	29	176	64							
Geometry Grp		1	1	1	1							
Degree of Util (X)		0.093	0.036	0.209	0.079							
Departure Headway (Hd)		4.241	4.47	4.273	4.445							
Convergence, Y/N		Yes	Yes	Yes	Yes							
0		050	004	000	040							

850

2.244

0.093

7.7

Α

0.3

804

2.48

0.036

7.6

0.1

Α

828

2.367

0.213

8.5

0.8

Α

810

2.449

0.079

7.8

0.3

Α

	•	-	*	1	•		4	†	/	1	↓	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		*	ĵ.		*	↑	7	
Traffic Volume (veh/h)	97	7	31	1	3	4	35	368	1	15	569	125	
Future Volume (veh/h)	97	7	31	1	3	4	35	368	1	15	569	125	
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	
Work Zone On Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870	
Adj Flow Rate, veh/h	105	8	34	1	3	4	38	400	1	16	618	136	
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	25	3	7	2	2	3	2	
Cap, veh/h	271	24	51	93	115	125	410	1044	3	602	1082	924	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.58	0.58	0.58	0.58	0.58	0.58	
Sat Flow, veh/h	979	165	344	68	778	846	704	1791	4	984	1856	1585	
Grp Volume(v), veh/h	147	0	0	8	0	0	38	0	401	16	618	136	
Grp Sat Flow(s),veh/h/li		0	0	1693	0	0	704	0	1795	984	1856	1585	
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.0	1.8	0.0	5.9	0.4	10.2	1.9	
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.2	0.0	0.0	12.0	0.0	5.9	6.3	10.2	1.9	
Prop In Lane	0.71	0.0	0.23	0.12	0.0	0.50	1.00	0.0	0.00	1.00		1.00	
Lane Grp Cap(c), veh/h		0	0	333	0	0	410	0	1047	602	1082	924	
//C Ratio(X)	0.42	0.00	0.00	0.02	0.00	0.00	0.09	0.00	0.38	0.03	0.57	0.15	
Avail Cap(c_a), veh/h	1058	0	0	1132	0	0	1229	0	3135	1747	3240	2768	
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/vel		0.0	0.0	17.9	0.0	0.0	10.1	0.0	5.5	7.2	6.4	4.7	
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.8	0.1	1.7	0.3	
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	0.1	0.0	0.0	0.2	0.0	1.3	0.1	2.5	0.4	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	22.7	0.0	0.0	18.0	0.0	0.0	10.5	0.0	6.3	7.3	8.1	4.9	
LnGrp LOS	С	A	A	В	A	A	В	A	A	A	A	Α	
Approach Vol, veh/h		147			8			439			770		
Approach Delay, s/veh		22.7			18.0			6.7			7.5		
Approach LOS		С			В			Α			A		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc) s	34.9		14.2		34.9		14.2					
Change Period (Y+Rc),		* 6.3		6.9		* 6.3		6.9					
Max Green Setting (Gm		* 86		31.1		* 86		31.1					
Max Q Clear Time (g_c		12.2		6.5		14.0		2.2					
Green Ext Time (p_c), s		16.4		1.7		8.2		0.0					
Intersection Summary		10.4		1.7		0.2		0.0					
HCM 6th Ctrl Delay			9.0										
HCM 6th LOS			9.0 A										
			٨										
Notes													

^{*} HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL.	VVDIX	1\ B1	אטא	ODL	- 6 1
Traffic Vol, veh/h	T	2	359	1	7	527
Future Vol, veh/h	0	2	359	1	7	527
	0	0		0	0	0
Conflicting Peds, #/hr			0			
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	2	2	3
Mvmt Flow	0	2	399	1	8	586
N.A. 1. (N.A.)	N. 4				4 : 0	
	Minor1		Major1		Major2	
Conflicting Flow All	1002	400	0	0	400	0
Stage 1	400	-	-	-	-	-
Stage 2	602	-	-	-	-	-
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	269	650	_		1159	-
Stage 1	677	_	_	_	_	_
Stage 2	547	_	_	_	_	-
Platoon blocked, %	0 11		_	_		_
Mov Cap-1 Maneuver	266	650		_	1159	_
Mov Cap-1 Maneuver	266	-	_	_	1100	_
	677			-	-	-
Stage 1		-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.6		0		0.1	
HCM LOS	В		•		0.1	
	J					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1159	-
HCM Lane V/C Ratio		-	-	0.003	0.007	-
HCM Control Delay (s))	-	-	10.6	8.1	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh)	_	-	0	0	-
	,					

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	8	0	0	0	0	1	4	341	0	2	503	7
Future Vol, veh/h	8	0	0	0	0	1	4	341	0	2	503	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	9	0	0	0	0	1	4	379	0	2	559	8
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	955	954	563	954	958	379	567	0	0	379	0	0
Stage 1	567	567	_	387	387	_	-	_	_	-	_	_
Stage 2	388	387	-	567	571	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	238	259	526	238	257	668	1005	-	-	1179	-	-
Stage 1	508	507	-	637	610	-	-	-	-	-	-	-
Stage 2	636	610	-	508	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	257	526	237	255	668	1005	-	-	1179	-	-
Mov Cap-2 Maneuver	236	257	-	237	255	-	-	-	-	-	-	-
Stage 1	505	506	-	634	607	-	-	-	-	-	-	-
Stage 2	632	607	-	507	504	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	20.9			10.4			0.1			0		
HCM LOS	С			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1005	_	-	236	668	1179	_	_			
HCM Lane V/C Ratio		0.004	-		0.038			_	_			
HCM Control Delay (s)		8.6	0	-		10.4	8.1	0	_			
HCM Lane LOS		A	A	-	С	В	A	A	-			
HCM 95th %tile Q(veh))	0	-	-	0.1	0	0	-	-			

2025 No-Build Conditions



Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	156	0	53	0	0	0	99	320	0	0	106	99
Future Vol, veh/h	156	0	53	0	0	0	99	320	0	0	106	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	173	0	59	0	0	0	110	356	0	0	118	110
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	749	749	173	779	804	356	228	0	0	356	0	0
Stage 1	173	173	_	576	576	_	_	_	_	-	-	-
Stage 2	576	576	-	203	228	-	_	_	_	_	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	_	-
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	-	_	_	_	-	_	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	_	-
Pot Cap-1 Maneuver	328	341	868	313	316	688	1334	-	-	1203	-	-
Stage 1	829	756	-	503	502	-	-	-	-	-	-	-
Stage 2	503	502	-	799	715	-	-	-	-	-	-	-
Platoon blocked, %								_	-		-	-
Mov Cap-1 Maneuver	302	306	868	269	283	688	1334	-	-	1203	-	-
Mov Cap-2 Maneuver	302	306	-	269	283	-	-	-	-	-	-	-
Stage 1	744	756	-	451	450	-	-	-	-	-	-	-
Stage 2	451	450	-	745	715	-	-	-	-	-	-	-
, and the second se												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	31.1			0			1.9			0		
HCM LOS	D			A								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1334	-	-	362	-	1203	-	-			
HCM Lane V/C Ratio		0.082	_	_	0.641	-	-	_	-			
HCM Control Delay (s)		7.9	0	-	31.1	0	0	_	_			
HCM Lane LOS		A	A	-	D	A	A	-	_			
HCM 95th %tile Q(veh))	0.3	-	-	4.3	-	0	-	-			

2: Cates Bay Highway & N Pauley Road/Allen Dew Road

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	6	1	4	35	0	10	7	420	36	7	171	1
Future Vol, veh/h	6	1	4	35	0	10	7	420	36	7	171	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	4	39	0	11	8	467	40	8	190	1
Major/Minor N	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	716	730	191	712	710	487	191	0	0	507	0	0
Stage 1	207	207	-	503	503	-	-	-	-	_	-	-
Stage 2	509	523	-	209	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	345	349	851	347	359	581	1383	-	-	1058	-	-
Stage 1	795	731	-	551	541	-	-	-	-	-	-	-
Stage 2	547	530	-	793	731	-	-	-	-	_	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	334	343	851	340	353	581	1383	-	-	1058	-	-
Mov Cap-2 Maneuver	334	343	-	340	353	-	-	-	-	-	-	-
Stage 1	789	725	-	547	537	-	-	-	-	-	-	-
Stage 2	532	526	-	781	725	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.6			16.1			0.1			0.3		
HCM LOS	В			С								
Minor Lane/Major Mvm	t	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1383	-	-	430	375	1058	-	-			
HCM Lane V/C Ratio		0.006	_	-	0.028			_	_			
HCM Control Delay (s)		7.6	0	-	13.6	16.1	8.4	0	_			
HCM Lane LOS		Α	A	_	В	C	A	A	_			
HCM 95th %tile Q(veh)		0	-	_	0.1	0.5	0	-	-			
(, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0,												

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	Y	
Traffic Vol, veh/h	475	1	44	147	0	120
Future Vol, veh/h	475	1	44	147	0	120
		0	0	0	0	0
Conflicting Peds, #/hr						
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	528	1	49	163	0	133
				_		
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	529	0	790	529
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1033	-	359	550
Stage 1	_	_	_	_	591	-
Stage 2	_	_	_	_	783	_
Platoon blocked, %	_	_		_	700	
Mov Cap-1 Maneuver		_	1033	_	340	550
		_	1000	_	340	550
Mov Cap-2 Maneuver		-	-			-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	742	-
Approach	EB		WB		NB	
HCM Control Delay, s			2		13.6	
	U					
HCM LOS					В	
Minor Lane/Major Mvr	nt N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		550			1033	-
HCM Lane V/C Ratio		0.242			0.047	<u>-</u>
HCM Control Delay (s	.)	13.6	<u>-</u>		8.7	0
HCM Lane LOS	7)	13.0 B	-		Α	A
	.)	0.9	-	-	0.1	- A
HCM 95th %tile Q(veh	1)	0.9		-	U. I	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	6	58	4	28	28	8	6	49	139	10	29	7
Future Vol, veh/h	6	58	4	28	28	8	6	49	139	10	29	7
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
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	7	63	4	30	30	9	7	53	151	11	32	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8			8.1			8.1			7.7		
HCM LOS	Α			Α			Α			Α		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	3%	9%	44%	22%	
Vol Thru, %	25%	85%	44%	63%	
Vol Right, %	72%	6%	12%	15%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	194	68	64	46	
LT Vol	6	6	28	10	
Through Vol	49	58	28	29	
RT Vol	139	4	8	7	
Lane Flow Rate	211	74	70	50	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.229	0.093	0.089	0.062	
Departure Headway (Hd)	3.907	4.544	4.63	4.433	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	921	790	776	810	
Service Time	1.917	2.564	2.649	2.448	
HCM Lane V/C Ratio	0.229	0.094	0.09	0.062	
HCM Control Delay	8.1	8	8.1	7.7	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.9	0.3	0.3	0.2	

	۶	→	*	1	•	*	1	†	/	1	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	ĵ.		*	†	1
Traffic Volume (veh/h)	285	8	25	0	4	11	36	860	0	7	424	70
Future Volume (veh/h)	285	8	25	0	4	11	36	860	0	7	424	70
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
Work Zone On Approac		No	1.00	1.00	No	1.00	1.00	No	1.00	1.00	No	1.00
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	310	9	27	0	4	12	39	935	0	8	461	76
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, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	387	10	29	0	126	378	440	1085	0	155	1050	927
Arrive On Green	0.31	0.31	0.31	0.00	0.31	0.31	0.59	0.59	0.00	0.59	0.59	0.59
Sat Flow, veh/h	1096	32	95	0.00	412	1236	854	1826	0.00	599	1767	1560
	346	0	0	0		16	39	935	0	8	461	76
Grp Volume(v), veh/h					0							
Grp Sat Flow(s), veh/h/l		0	0	0	0	1648	854	1826	0	599	1767	1560
Q Serve(g_s), s	35.4	0.0	0.0	0.0	0.0	0.9	3.5	56.3	0.0	1.5	18.9	2.7
Cycle Q Clear(g_c), s	36.3	0.0	0.0	0.0	0.0	0.9	22.4	56.3	0.0	57.8	18.9	2.7
Prop In Lane	0.90	۸	0.08	0.00	٥	0.75	1.00	4005	0.00	1.00	4050	1.00
Lane Grp Cap(c), veh/h		0	0	0	0	504	440	1085	0	155	1050	927
V/C Ratio(X)	0.81	0.00	0.00	0.00	0.00	0.03	0.09	0.86	0.00	0.05	0.44	0.08
Avail Cap(c_a), veh/h	470	0	0	0	0	562	525	1267	0	215	1226	1083
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/ve		0.0	0.0	0.0	0.0	32.1	20.9	22.3	0.0	46.3	14.7	11.4
Incr Delay (d2), s/veh	13.9	0.0	0.0	0.0	0.0	0.1	0.3	8.1	0.0	0.5	1.1	0.1
Initial Q Delay(d3),s/ve		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%),ve		0.0	0.0	0.0	0.0	0.4	0.7	24.2	0.0	0.2	7.4	0.9
Unsig. Movement Dela	•					• • •						
LnGrp Delay(d),s/veh	58.8	0.0	0.0	0.0	0.0	32.2	21.2	30.4	0.0	46.8	15.8	11.6
LnGrp LOS	<u>E</u>	Α	Α	A	A	С	С	С	A	D	В	В
Approach Vol, veh/h		346			16			974			545	
Approach Delay, s/veh		58.8			32.2			30.1			15.6	
Approach LOS		Е			С			С			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s	84.8		47.3		84.8		47.3				
Change Period (Y+Rc)		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gn		* 92		45.1		* 92		45.1				
Max Q Clear Time (g_c		59.8		38.3		58.3		2.9				
Green Ext Time (p_c),		8.6		2.1		20.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	WDL.	WOIL		INDIX	ODL	
Lane Configurations		7	910	٥	٥	400
Traffic Vol, veh/h	0	7	819	0	0	409
Future Vol, veh/h	0	7	819	0	0	409
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	5	2	2	9
Mvmt Flow	0	8	910	0	0	454
IVIVIIIL I IOW	U	U	310	U	U	404
Major/Minor I	Minor1	N	Major1	<u> </u>	Major2	
Conflicting Flow All	1364	910	0	0	910	0
Stage 1	910	-	_	-	-	-
Stage 2	454	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	-	_
	5.42			_	_	_
Critical Hdwy Stg 2			-	-		-
Follow-up Hdwy	3.518		-		2.218	-
Pot Cap-1 Maneuver	163	333	-	-	748	-
Stage 1	393	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	333	-	-	748	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	393	_	-	-	-	_
Stage 2	640	_	_	_	_	_
Glago L	0.0					
Approach	WB		NB		SB	
HCM Control Delay, s	16.1		0		0	
HCM LOS	С					
				1 (D)	0-1	05-
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	000	748	-
HCM Lane V/C Ratio		-	-	0.023	-	-
HCM Control Delay (s)		-	-	16.1	0	-
HCM Lane LOS		-	-	С	Α	-
HCM 95th %tile Q(veh))	-	-	0.1	0	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	8	0	0	0	0	3	0	751	1	0	409	3
Future Vol, veh/h	8	0	0	0	0	3	0	751	1	0	409	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2
Mvmt Flow	9	0	0	0	0	3	0	834	1	0	454	3
Major/Minor I	Minor2			Minor1			Major1		N	Major2		
Conflicting Flow All	1292	1291	456	1291	1292	835	457	0	0	835	0	0
Stage 1	456	456	-	835	835	-	-	-	-	-	-	_
Stage 2	836	835	-	456	457	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	_	-	-	-	-	-	_
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	140	163	604	140	163	368	1104	-	-	798	-	-
Stage 1	584	568	-	362	383	-	-	-	-	-	-	-
Stage 2	362	383	-	584	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	163	604	140	163	368	1104	-	-	798	-	-
Mov Cap-2 Maneuver	139	163	-	140	163	-	-	-	-	-	-	-
Stage 1	584	568	-	362	383	-	-	-	-	-	-	-
Stage 2	359	383	-	584	568	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	32.7			14.9			0			0		
HCM LOS	D			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NRP	EBLn1V	WRI n1	SBL	SBT	SBR			
Capacity (veh/h)	ic .	1104	-	-	139	368	798	- 100	-			
HCM Lane V/C Ratio		1104	<u>-</u>		0.064		- 190					
HCM Control Delay (s)		0	<u>-</u>	-	32.7	14.9	0	_				
HCM Lane LOS		A	_	-	32.7 D	14.9 B	A	_	_			
HCM 95th %tile Q(veh))	0			0.2	0	0					
TOWN COURT FORM OR (VOIT)					0.2	- 3						

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	71	0	113	0	0	0	53	167	0	0	300	86
Future Vol, veh/h	71	0	113	0	0	0	53	167	0	0	300	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	79	0	126	0	0	0	59	186	0	0	333	96
Major/Minor I	Minor2			Minor1		Į.	Major1		ľ	Major2		
Conflicting Flow All	685	685	381	748	733	186	429	0	0	186	0	0
Stage 1	381	381	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	444	429	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	371	666	329	348	856	1130	-	-	1388	-	-
Stage 1	641	613	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	593	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	346	349	666	255	328	856	1130	-	-	1388	-	-
Mov Cap-2 Maneuver	346	349	-	255	328	-	-	-	-	-	-	-
Stage 1	604	613	-	664	625	-	-	-	-	-	-	-
Stage 2	664	625	-	481	584	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	17.5			0			2			0		
HCM LOS	С			A								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1130		-	404	-						
HCM Lane V/C Ratio		0.052	_		0.416	_	-	_	_			
HCM Control Delay (s)		8.4	0	-		0	0	_	_			
HCM Lane LOS		A	A	-	С	A	A	_	_			
HCM 95th %tile Q(veh))	0.2	-	-	2	-	0	_	_			
2 22 702 4(1011)												

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	6	1	1	54	0	10	7	163	31	19	318	8
Future Vol, veh/h	6	1	1	54	0	10	7	163	31	19	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	1	60	0	11	8	181	34	21	353	9
Major/Minor	Minor2			Minor1			Major1		ı	Major2		
Conflicting Flow All	620	631	358	615	618	198	362	0	0	215	0	0
Stage 1	400	400	-	214	214	-	-	-	-		-	-
Stage 2	220	231	-	401	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	_	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	400	398	686	399	405	843	1197	-	-	1355	-	-
Stage 1	626	602	-	781	725	-	-	-	-	-	-	-
Stage 2	782	713	-	620	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	387	387	686	389	394	843	1197	-	-	1355	-	-
Mov Cap-2 Maneuver	387	387	-	389	394	-	-	-	-	-	-	-
Stage 1	621	591	-	775	719	-	-	-	-	-	-	-
Stage 2	766	707	-	606	588	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14			15.2			0.3			0.4		
HCM LOS	В			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1197	-	-		425	1355	-				
HCM Lane V/C Ratio		0.006	-	_		0.167		_	_			
HCM Control Delay (s)		8	0	-	14	15.2	7.7	0	_			
HCM Lane LOS		A	A	-	В	C	A	A	_			
HCM 95th %tile Q(veh))	0	-	-	0.1	0.6	0	-	-			

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u> </u>	LDIX	VVDL	₩ 4	NDL NDL	NOIN
Traffic Vol, veh/h	192	4	106	366	T	81
Future Vol, veh/h	192	4	106	366	1	81
Conflicting Peds, #/hr	192	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	Free -	None	Free -		Stop -	None
		None -		None		
Storage Length	- 4 0		-	-	0	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	213	4	118	407	1	90
Major/Minor I	Major1	ı	Major2		Minor1	
Conflicting Flow All	0	0	217	0	858	215
Stage 1	-	_	-	-	215	-
Stage 2	_	_	<u>-</u>	<u>-</u>	643	<u>-</u>
Critical Hdwy	-		4.13	_	6.42	6.22
		-	4.13	_	5.42	0.22
Critical Holy Stg 1	-	-	_		5.42	-
Critical Hdwy Stg 2	-	-	- 0.07	-		-
Follow-up Hdwy	-	-	2.227		3.518	
Pot Cap-1 Maneuver	-	-	1347	-	327	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	290	825
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	464	-
Annragah	ΓD		WD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		10	
HCM LOS					В	
Minor Lane/Major Mvm	nt I	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		807	-	-	1347	_
HCM Lane V/C Ratio		0.113	_	_	0.087	-
HCM Control Delay (s)		10	_	_	7.9	0
		В	-	_	Α	A
HCM Lane LOS						
HCM Lane LOS HCM 95th %tile Q(veh))	0.4	_	_	0.3	_

intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	33	0	139	65	21	4	56	42	14	57	11
Future Vol, veh/h	4	33	0	139	65	21	4	56	42	14	57	11
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
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	4	36	0	151	71	23	4	61	46	15	62	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	9.5	8.2	8.3
HCM LOS	Α	A	Α	Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	4%	11%	62%	17%	
Vol Thru, %	55%	89%	29%	70%	
Vol Right, %	41%	0%	9%	13%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	102	37	225	82	
LT Vol	4	4	139	14	
Through Vol	56	33	65	57	
RT Vol	42	0	21	11	
Lane Flow Rate	111	40	245	89	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.138	0.053	0.307	0.116	
Departure Headway (Hd)	4.474	4.703	4.514	4.688	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	800	761	797	764	
Service Time	2.504	2.737	2.54	2.721	
HCM Lane V/C Ratio	0.139	0.053	0.307	0.116	
HCM Control Delay	8.2	8	9.5	8.3	
HCM Lane LOS	А	Α	Α	Α	
HCM 95th-tile Q	0.5	0.2	1.3	0.4	

	۶	→	•	•	←	•	1	†	1	1	ţ	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		*	13		*	↑	1	
Traffic Volume (veh/h)	135	10	43	1	4	6	49	512	1	21	791	174	
Future Volume (veh/h)	135	10	43	1	4	6	49	512	1	21	791	174	
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	
Work Zone On Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870	
Adj Flow Rate, veh/h	147	11	47	1	4	7	53	557	1	23	860	189	
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	25	3	7	2	2	3	2	
Cap, veh/h	262	20	62	55	120	179	280	1177	2	515	1218	1041	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66	0.66	0.66	
Sat Flow, veh/h	1023	111	338	41	660	981	534	1792	3	851	1856	1585	
Grp Volume(v), veh/h	205	0	0	12	0	0	53	0	558	23	860	189	
Grp Volume(v), ven/m Grp Sat Flow(s),veh/h/l		0	0	1683	0	0	534	0	1796	851	1856	1585	
Q Serve(g_s), s	10.3	0.0	0.0	0.0	0.0	0.0	5.8	0.0	12.7	1.1	24.3	3.8	
Cycle Q Clear(g_c), s	10.8	0.0	0.0	0.5	0.0	0.0	30.1	0.0	12.7	13.8	24.3	3.8	
Prop In Lane	0.72	0.0	0.23	0.08	0.0	0.58	1.00	0.0	0.00	1.00	24.0	1.00	
Lane Grp Cap(c), veh/h		0	0.23	354	0	0.30	280	0	1179	515	1218	1041	
V/C Ratio(X)	0.60	0.00	0.00	0.03	0.00	0.00	0.19	0.00	0.47	0.04	0.71	0.18	
Avail Cap(c_a), veh/h	632	0.00	0.00	678	0.00	0.00	488	0.00	1878	846	1940	1657	
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/ve		0.00	0.00	27.6	0.00	0.00	18.6	0.00	7.0	10.5	9.0	5.5	
	5.9	0.0	0.0	0.1	0.0	0.0	1.2	0.0	1.1	0.1	2.7	0.3	
Incr Delay (d2), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	7.8	1.0	
%ile BackOfQ(50%),ve			0.0	0.2	0.0	0.0	0.7	0.0	3.0	0.2	1.0	1.0	
Unsig. Movement Delay	•	0.0	0.0	27.7	0.0	0.0	19.8	0.0	8.1	10.6	11.7	5.8	
LnGrp Delay(d),s/veh	37.7 D		0.0 A			0.0 A			0.1 A	10.6 B	11.7 B	5.6 A	
LnGrp LOS	U	A	А	С	A 12	А	В	A 614	А	В		А	
Approach Vol, veh/h		205			12			611			1072		
Approach Delay, s/veh		37.7			27.7			9.1			10.7		
Approach LOS		D			С			Α			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s	60.1		21.8		60.1		21.8					
Change Period (Y+Rc)		* 6.3		6.9		* 6.3		6.9					
Max Green Setting (Gn		* 86		31.1		* 86		31.1					
Max Q Clear Time (g. c		26.3		12.8		32.1		2.5					
Green Ext Time (p_c),	,,	27.5		2.2		12.9		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			13.2										
HCM 6th LOS			13.2 B										
			U										
Notes													

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		\$			4
Traffic Vol, veh/h	0	3	499	1	10	733
Future Vol, veh/h	0	3	499	1	10	733
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
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
	2	2	8	2	2	3
Heavy Vehicles, % Mvmt Flow	0	3	554	1	11	814
MINITIL FIOW	U	ა	554	l l	Ш	014
Major/Minor	Minor1	N	Major1	N	Major2	
Conflicting Flow All	1391	555	0	0	555	0
Stage 1	555	_	_	_	_	-
Stage 2	836	_	-	_	-	-
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	157	531	_	_	1015	_
Stage 1	575	-	_	_	-	_
Stage 2	425	_	_	_	_	_
Platoon blocked, %	720		_	<u>-</u>		_
Mov Cap-1 Maneuver	154	531	_		1015	_
Mov Cap-1 Maneuver	154	-	_	_	1013	_
	575	<u>-</u>	-	_	-	
Stage 1			-	-		-
Stage 2	417	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11.8		0		0.1	
HCM LOS	В		•		•	
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	531	1015	-
HCM Lane V/C Ratio		-	-	0.006		-
HCM Control Delay (s)		-	-	11.8	8.6	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	11	0	0	0	0	1	6	474	0	3	699	10
Future Vol, veh/h	11	0	0	0	0	1	6	474	0	3	699	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2
Mvmt Flow	12	0	0	0	0	1	7	527	0	3	777	11
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1331	1330	783	1330	1335	527	788	0	0	527	0	0
Stage 1	789	789	-	541	541	-	-	-	-	_	_	_
Stage 2	542	541	-	789	794	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	_
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	132	155	394	132	154	551	831	-	-	1040	-	-
Stage 1	384	402	-	525	521	-	-	-	-	-	-	-
Stage 2	525	521	-	384	400	-	-	-	-	-	-	_
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	152	394	130	151	551	831	-	-	1040	-	-
Mov Cap-2 Maneuver	130	152	-	130	151	-	-	-	-	-	-	-
Stage 1	379	400	-	519	515	-	-	-	-	-	-	-
Stage 2	518	515	-	382	398	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	35.5			11.5			0.1			0		
HCM LOS	Е			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		831	-	-	130	551	1040	-	_			
HCM Lane V/C Ratio		0.008	-	-		0.002		-	-			
HCM Control Delay (s)		9.4	0	-	35.5	11.5	8.5	0	-			
HCM Lane LOS		Α	A	-	E	В	Α	A	-			
HCM 95th %tile Q(veh))	0	-	-	0.3	0	0	-	-			

2025 Build Conditions



Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	156	0	53	0	0	0	99	344	0	0	164	99
Future Vol, veh/h	156	0	53	0	0	0	99	344	0	0	164	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2	3	2	2	2	2	2
Mvmt Flow	173	0	59	0	0	0	110	382	0	0	182	110
Major/Minor	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	839	839	237	869	894	382	292	0	0	382	0	0
Stage 1	237	237	-	602	602	-	-	-	-	-	_	-
Stage 2	602	602	-	267	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.23	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.327	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	285	302	800	272	280	665	1264	-	-	1176	-	-
Stage 1	766	709	-	486	489	-	-	-	-	-	-	-
Stage 2	486	489	-	738	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	261	269	800	231	249	665	1264	-	-	1176	-	-
Mov Cap-2 Maneuver	261	269	-	231	249	-	-	-	-	-	-	-
Stage 1	682	709	-	433	435	-	-	-	-	-	-	-
Stage 2	433	435	-	684	671	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	42.7			0			1.8			0		
HCM LOS	E			A								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBI n1	SBL	SBT	SBR			
Capacity (veh/h)	<u> </u>	1264	-	-	0.1-	-		-	-			
HCM Lane V/C Ratio		0.087	_		0.737	_	- 1170	_	_			
HCM Control Delay (s)		8.1	0	_		0	0	_	_			
HCM Lane LOS		Α	A	_	τ <u>2.</u> 7	A	A	_	_			
HCM 95th %tile Q(veh))	0.3	-	_	5.5	-	0	_	-			
		0.0			3.3							

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	6	1	4	93	0	10	7	420	60	7	171	1
Future Vol, veh/h	6	1	4	93	0	10	7	420	60	7	171	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	4	103	0	11	8	467	67	8	190	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	729	757	191	726	724	501	191	0	0	534	0	0
Stage 1	207	207	-	517	517	-	-	-	-	-	-	-
Stage 2	522	550	-	209	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518			3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	338	337	851	340	352	570	1383	-	-	1034	-	-
Stage 1	795	731	-	541	534	-	-	-	-	-	-	-
Stage 2	538	516	-	793	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	327	331	851	333	346	570	1383	-	-	1034	-	-
Mov Cap-2 Maneuver	327	331	-	333	346	-	-	-	-	-	-	-
Stage 1	789	724	-	537	530	-	-	-	-	-	-	-
Stage 2	523	512	-	781	724	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.8			20.4			0.1			0.3		
HCM LOS	В			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1383		-	422	347	1034					
HCM Lane V/C Ratio		0.006	_	_	0.029		0.008	_	_			
HCM Control Delay (s)		7.6	0	_	13.8	20.4	8.5	0	_			
HCM Lane LOS		Α.	A	_	В	C	Α	A	_			
HCM 95th %tile Q(veh))	0	-	_	0.1	1.4	0	-	_			
					V. ,							

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1→	LDIX	VVDL	₩ <u>₩</u>	M	NON
		1	110			202
Traffic Vol, veh/h	475	1	118	147	0	293
Future Vol, veh/h	475	1	118	147	0	293
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	528	1	131	163	0	326
WWW.CT IOW	020	•	101	100	U	020
Major/Minor N	/lajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	529	0	954	529
Stage 1	-	-	-	-	529	-
Stage 2	_	-	_	_	425	-
Critical Hdwy	_	_	4.13	_	6.42	6.22
Critical Hdwy Stg 1	_	_	-	_	5.42	-
Critical Hdwy Stg 2				_	5.42	_
Follow-up Hdwy	_	-	2.227		3.518	
	-	-				
Pot Cap-1 Maneuver	-	-	1033	-	287	550
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1033	-	247	550
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	_	_	-	-	591	-
Stage 2	_	_	_	_	567	-
5g5 =						
Approach	EB		WB		NB	
HCM Control Delay, s	0		4		20.6	
HCM LOS					С	
NA: 1 /NA: NA 1		UDL 4	EDT		MDI	MOT
Minor Lane/Major Mvmt	t 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		550	-		1033	-
HCM Lane V/C Ratio		0.592	-	-	0.127	-
HCM Control Delay (s)		20.6	-	-	9	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		3.8	-	-	0.4	-

Intersection												
Intersection Delay, s/veh	10.2											
Intersection LOS	В											
	_											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	LDIT	****	4	7	NDL	4	INDIX	OBL	4	ODIT
Traffic Vol, veh/h	6	82	4	86	86	181	6	49	163	83	29	7
Future Vol, veh/h	6	82	4	86	86	181	6	49	163	83	29	7
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
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	5	2
Mvmt Flow	7	89	4	93	93	197	7	53	177	90	32	8
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			1		
HCM Control Delay	9.6			10.4			10.3			10.1		
HCM LOS	Α			В			В			В		
I IOM LOO				D			D			D		
110111 200				Б			Б			Б		
Lane	٨	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	Б			Б		
	٨	3%	7%	WBLn1 50%	0%	70%	В			В		
Lane Vol Left, % Vol Thru, %	^	3% 22%	7% 89%	WBLn1 50% 50%	0% 0%	70% 24%	В			В		
Lane Vol Left, % Vol Thru, % Vol Right, %		3%	7%	WBLn1 50%	0% 0% 100%	70% 24% 6%	В			В		
Lane Vol Left, % Vol Thru, %	^	3% 22% 75% Stop	7% 89% 4% Stop	WBLn1 50% 50% 0% Stop	0% 0% 100% Stop	70% 24% 6% Stop	В			В		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		3% 22% 75% Stop 218	7% 89% 4% Stop 92	WBLn1 50% 50% 0% Stop 172	0% 0% 100% Stop 181	70% 24% 6% Stop 119	В			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		3% 22% 75% Stop 218 6	7% 89% 4% Stop 92 6	WBLn1 50% 50% 0% Stop 172 86	0% 0% 100% Stop 181	70% 24% 6% Stop 119 83	В			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	^	3% 22% 75% Stop 218 6 49	7% 89% 4% Stop 92 6	WBLn1 50% 50% 0% Stop 172 86 86	0% 0% 100% Stop 181 0	70% 24% 6% Stop 119 83 29	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		3% 22% 75% Stop 218 6 49 163	7% 89% 4% Stop 92 6 82 4	WBLn1 50% 50% 0% Stop 172 86 86 0	0% 0% 100% Stop 181 0 0	70% 24% 6% Stop 119 83 29 7	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		3% 22% 75% Stop 218 6 49 163 237	7% 89% 4% Stop 92 6 82 4	WBLn1 50% 50% 0% Stop 172 86 86 0 187	0% 0% 100% Stop 181 0 0 181 197	70% 24% 6% Stop 119 83 29 7 129	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		3% 22% 75% Stop 218 6 49 163 237	7% 89% 4% Stop 92 6 82 4 100	WBLn1 50% 50% 0% Stop 172 86 86 0 187	0% 0% 100% Stop 181 0 0 181 197	70% 24% 6% Stop 119 83 29 7 129	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		3% 22% 75% Stop 218 6 49 163 237 2 0.325	7% 89% 4% Stop 92 6 82 4 100 5 0.154	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309	0% 0% 100% Stop 181 0 0 181 197 7 0.27	70% 24% 6% Stop 119 83 29 7 129 2 0.201	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935 Yes	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538 Yes	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949 Yes	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937 Yes	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605 Yes	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935 Yes 732	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538 Yes 648	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949 Yes 606	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937 Yes 728	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605 Yes 640	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935 Yes 732 2.935	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538 Yes 648 3.57	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949 Yes 606 3.674	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937 Yes 728 2.662	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605 Yes 640 3.638	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935 Yes 732 2.935 0.324	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538 Yes 648 3.57 0.154	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949 Yes 606 3.674 0.309	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937 Yes 728 2.662 0.271	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605 Yes 640 3.638 0.202				Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935 Yes 732 2.935 0.324 10.3	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538 Yes 648 3.57 0.154 9.6	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949 Yes 606 3.674 0.309 11.3	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937 Yes 728 2.662 0.271 9.5	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605 Yes 640 3.638 0.202 10.1	Б			Б		
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		3% 22% 75% Stop 218 6 49 163 237 2 0.325 4.935 Yes 732 2.935 0.324	7% 89% 4% Stop 92 6 82 4 100 5 0.154 5.538 Yes 648 3.57 0.154	WBLn1 50% 50% 0% Stop 172 86 86 0 187 7 0.309 5.949 Yes 606 3.674 0.309	0% 0% 100% Stop 181 0 0 181 197 7 0.27 4.937 Yes 728 2.662 0.271	70% 24% 6% Stop 119 83 29 7 129 2 0.201 5.605 Yes 640 3.638 0.202	Б			Б		

	ၨ	→	•	•	←	*	1	†	/	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	1		*	^	7
Traffic Volume (veh/h)	458	8	49	0	4	11	94	1264	0	7	596	143
Future Volume (veh/h)	458	8	49	0	4	11	94	1264	0	7	596	143
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
Work Zone On Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	498	9	53	0	4	12	102	1374	0	8	648	155
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, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	402	6	38	0	135	405	278	1068	0	48	1033	912
Arrive On Green	0.33	0.33	0.33	0.00	0.33	0.33	0.58	0.58	0.00	0.58	0.58	0.58
Sat Flow, veh/h	1089	20	116	0	412	1236	667	1826	0	395	1767	1560
Grp Volume(v), veh/h	560	0	0	0	0	16	102	1374	0	8	648	155
Grp Sat Flow(s), veh/h/l		0	0	0	0	1648	667	1826	0	395	1767	1560
Q Serve(g_s), s	48.1	0.0	0.0	0.0	0.0	1.0	17.8	87.7	0.0	0.0	36.1	6.9
Cycle Q Clear(g_c), s	49.1	0.0	0.0	0.0	0.0	1.0	53.9	87.7	0.0	87.7	36.1	6.9
Prop In Lane	0.89	0.0	0.09	0.00	0.0	0.75	1.00	01.1	0.00	1.00	00.1	1.00
Lane Grp Cap(c), veh/h		0	0.00	0.00	0	539	278	1068	0.00	48	1033	912
V/C Ratio(X)	1.25	0.00	0.00	0.00	0.00	0.03	0.37	1.29	0.00	0.17	0.63	0.17
Avail Cap(c_a), veh/h	446	0	0.00	0	0	539	278	1068	0.00	48	1033	912
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	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/ve		0.0	0.0	0.0	0.0	34.3	38.1	31.1	0.0	75.0	20.4	14.4
Incr Delay (d2), s/veh		0.0	0.0	0.0	0.0	0.1	2.9	136.3	0.0	5.8	2.4	0.3
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	0.0	0.0	0.4	3.1	75.8	0.0	0.4	14.8	2.4
Unsig. Movement Delay												
LnGrp Delay(d),s/veh		0.0	0.0	0.0	0.0	34.4	41.0	167.5	0.0	80.8	22.9	14.7
LnGrp LOS	F	A	A	A	A	С	D	F	A	F	С	В
Approach Vol, veh/h		560			16			1476			811	
Approach Delay, s/veh		185.2			34.4			158.8			21.9	
Approach LOS		F			C			F			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc	1 c	94.0		56.0		94.0		56.0				
Change Period (Y+Rc)		* 6.3		6.9		* 6.3		6.9				
Change Period (++Rc), Max Green Setting (Gn		* 88		49.1		* 88		49.1				
Max Green Setting (Gn Max Q Clear Time (g. c		89.7		51.1		89.7		3.0				
Green Ext Time (p_c),	, ,	0.0		0.0		0.0		0.1				
u = /·	3	0.0		0.0		0.0		0.1				
Intersection Summary			104.5									
HCM 6th Ctrl Delay			124.5									
HCM 6th LOS			F									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

ntersection													
nt Delay, s/veh	313.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	*	₽			4		*	ĵ.			4	1	
Fraffic Vol, veh/h	288	0	173	0	0	7	73	992	0	0	482	123	
uture Vol, veh/h	288	0	173	0	0	7	73	992	0	0	482	123	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	<u> </u>	_	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	-	-	-	-	150	_	-	-	-	350	
eh in Median Storag	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
leavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2	
1vmt Flow	320	0	192	0	0	8	81	1102	0	0	536	137	
	020		.02				•						
lajor/Minor	Minor2			Minor1			Major1		N	Major2			
Conflicting Flow All	1804	1800	536	1965	1937	1102	673	0		1102	0	0	
Stage 1	536	536	-		1264	-	-	-	-	-	-	-	
Stage 2	1268	1264	_	701	673	_	_	_	-	-	-	_	
ritical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	
ritical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	_	-	-	-	_	
ritical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	_	_	-	-	-	-	-	
ollow-up Hdwy		4.018	3.318	3.518	4.018	3.318	2.218	_	_	2.218	_	_	
ot Cap-1 Maneuver	~ 61	80	545	47	66	257	918	_	_	633	_	_	
Stage 1	529	523	-	208	241		-	_	_	-	_	_	
Stage 2	~ 207	241	_	429	454	_	_	_	_	_	_	_	
latoon blocked, %								_	_		_	_	
Nov Cap-1 Maneuver	~ 55	73	545	28	60	257	918	_	-	633	_	_	
Nov Cap-2 Maneuver		73	-	28	60	-	-	_	_	-	_	_	
Stage 1	482	523	-	190	220	_	-	_	-	-	_	_	
Stage 2	~ 183	220	_	278	454	_	_	_	_	_	_	_	
otago 2	100			2.0	101								
pproach	EB			WB			NB			SB			
ICM Control Delay, s	\$ 1452			19.4			0.6			0			
ICM LOS	F			С									
	-												
Minor Lane/Major Mvr	mt	NBL	NBT	NBR	EBLn1	EBLn2V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		918	-	-	55	545	257	633	-	_			
ICM Lane V/C Ratio		0.088	-	-	5.818		0.03	-	-	-			
ICM Control Delay (s	3)	9.3	-		\$ 2315	15.2	19.4	0	-	-			
ICM Lane LOS	,	A	-	<u>-</u>	F	С	С	A	-	-			
ICM 95th %tile Q(veh	า)	0.3	-	-	36.4	1.6	0.1	0	-	-			
`													
lotes		^ -		, ,	20			N1 1 =	<u> </u>				
: Volume exceeds ca	apacity	\$: De	elay exc	ceeds 3	UUs	+: Com	putation	Not De	etined	*: All	major v	olume ii	n platoon

Intersection													
Int Delay, s/veh	93.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	f _a			4		7	ĵ.			र्स	7	
Traffic Vol, veh/h	181	0	115	0	0	3	49	824	1	0	582	76	
Future Vol, veh/h	181	0	115	0	0	3	49	824	1	0	582	76	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-		
Storage Length	150	-	-	-	-	-	150	-	-	-	-	150	
√eh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
leavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	9	2	
//vmt Flow	201	0	128	0	0	3	54	916	1	0	647	84	
//ajor/Minor	Minor2			Minor1			Major1		ı	Major2			
Conflicting Flow All	1673	1672	647	1778	1756	917	731	0	0	917	0	0	
Stage 1	647	647	-	1025	1025	-	-	-	-	-	-	_	
Stage 2	1026	1025	-	753	731	-	_	-	-	-	-	_	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
ritical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	_	-	
Pot Cap-1 Maneuver	~ 76	96	471	64	85	330	873	-	-	744	-	-	
Stage 1	460	467	-	284	312	-	-	-	-	-	-	-	
Stage 2	283	312	-	402	427	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	~ 72	90	471	44	80	330	873	-	-	744	-	-	
Mov Cap-2 Maneuver	~ 72	90	-	44	80	-	-	-	-	-	-	-	
Stage 1	431	467	-	266	293	-	-	-	-	-	-	-	
Stage 2	263	293	-	293	427	-	-	-	-	-	-	-	
pproach	EB			WB			NB			SB			
HCM Control Delay, s\$				16			0.5			0			
HCM LOS	F			С			0.0						
	•												
/linor Lane/Major Mvm	ıt .	NBL	NBT	MRD	FRI n1	EBLn2V	VRI n1	SBL	SBT	SBR			
		873		NDK	72	471	330	744		אמט			
Capacity (veh/h) HCM Lane V/C Ratio		0.062	-	_	2.793		0.01	144	-	-			
HCM Control Delay (s)		9.4	-		933.5	15.5	16	0		-			
HCM Lane LOS		9.4 A	-	-φ -	933.5 F	15.5 C	C	A	<u>-</u>	-			
HCM 95th %tile Q(veh)		0.2	_	-		1.1	0	0					
,		0.2			10.0	1.1	U	U					
Votes													
: Volume exceeds cap	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putation	Not De	efined	*: All	major v	olume ir	n platoon

Int Delay, s/veh 10.3 Movement EBT EBR WBL WBT NBL NBR Lane Configurations	Intersection						
Lane Configurations	Int Delay, s/veh	10.3					
Lane Configurations	Movement	FRT	FBR	WRI	WRT	NRI	NBR
Traffic Vol, veh/h 342 98 73 168 231 173 Future Vol, veh/h 342 98 73 168 231 173 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Free Free Free Stop Stop RT Channelized - None - - - - -		_					
Future Vol, veh/h 342 98 73 168 231 173 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Free Free Free Stop Stop RT Channelized - None - None - None - None - None Storage Length - 200 150 - 150 0 Veh in Median Storage, # 0 0 0 Grade, % 0 0 0 Peak Hour Factor 90 90 90 90 90 Heavy Vehicles, % 3 2 4 2 2 2 Mymt Flow 380 109 81 187 257 192 Major/Minor Major1 Major2 Minor1 Minor1 Conflicting Flow All 0 489 0 729 380 Stage 1 380 340 340							
Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Free Free Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length - 200 150 - 150 0 Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 3 2 4 2 2 2 Mymt Flow 380 109 81 187 257 192 Major/Minor Major Major Minor 1 2 2 2 Major/Minor Major Major Minor 1 80 - 380 - 380 - 380 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
Sign Control Free RT Pree Free RT Pree RT Pree Free RT Pree							
RT Channelized - None - None - None Storage Length - 200 150 - 150 0 Veh in Median Storage, # 0 0 0 - Grade, % 0 0 0 - Peak Hour Factor 90 90 90 90 90 Heavy Vehicles, % 3 2 4 2 2 2 Mvmt Flow 380 109 81 187 257 192 Major/Minor Major1 Major2 Minor1 Minor1 Conflicting Flow All 0 489 0 729 380 Stage 1 - - - 380 - Stage 2 - - - 349 - Critical Hdwy Stg 1 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064							
Storage Length							
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 90 90 90 90 90 90 Heavy Vehicles, % 3 2 4 2 2 2 Mvmt Flow 380 109 81 187 257 192 Major/Minor Major/Minor Major/Minor Minor1 Winor1 Winor1 Colspan="2">Colspan="2">Colspan="2">Colspan="2">Minor1 Winor1 Winor1 Winor1 Colspan="2">Colspan="2">Colspan="2">Minor1 Winor1 Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Minor1 Colspan="2">Colspan="2							
Grade, % 0 - - 0 0 - Peak Hour Factor 90 80 90 90 90 380 90 90 90 90 90 90				150			0
Peak Hour Factor 90	•		-	-			-
Heavy Vehicles, % 3 2 4 2 2 2 2 2 2 2 Mvmt Flow 380 109 81 187 257 192							
Mymt Flow 380 109 81 187 257 192 Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 489 0 729 380 Stage 1 - - - 380 - Stage 2 - - - 349 - Critical Hdwy - - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - - Critical Hdwy Stg 2 - - - 5.42 - - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 660 - Mov Cap-2 Maneuver - - 660 - Stage	Peak Hour Factor	90		90			
Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 489 0 729 380 Stage 1 - - - 380 - Stage 2 - - - 349 - Critical Hdwy - - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - - 667 Mov Cap-1 Maneuver - 1064 - 360 667 Mov Cap-2 Maneuver - - - 691 - Stage 2 -	Heavy Vehicles, %	3	2	4	2	2	2
Conflicting Flow All 0 0 489 0 729 380 Stage 1 - - - 380 - Stage 2 - - - 349 - Critical Hdwy - - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - - Critical Hdwy Stg 2 - - - 5.42 - - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 667 Mov Cap-2 Maneuver - - - 691 - Stage 1 - - - 660 - Approach EB WB NB HCM Control Delay, s 0	Mvmt Flow	380	109	81	187	257	192
Conflicting Flow All 0 0 489 0 729 380 Stage 1 - - - 380 - Stage 2 - - - 349 - Critical Hdwy - - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - - Critical Hdwy Stg 2 - - - 5.42 - - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 667 Mov Cap-2 Maneuver - - - 691 - Stage 1 - - - 660 - Approach EB WB NB HCM Control Delay, s 0							
Conflicting Flow All 0 0 489 0 729 380 Stage 1 - - - 380 - Stage 2 - - - 349 - Critical Hdwy - - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - - Critical Hdwy Stg 2 - - - 5.42 - - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 667 Mov Cap-2 Maneuver - - - 691 - Stage 1 - - - 660 - Approach EB WB NB HCM Control Delay, s 0	N.4 ' /N.4' N.4			4 . 0			
Stage 1 - - - 349 - Critical Hdwy - - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 691 - Mov Cap-1 Maneuver - 1064 - 360 667 Mov Cap-2 Maneuver - - 691 - Stage 1 - - - 660 - Stage 2 - - - 660 - Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM Lane V/C Ratio 0.713 0.288 - - 0.076							
Stage 2 - - 349 - Critical Hdwy - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 714 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 1064 - 360 667 Mov Cap-2 Maneuver - - - 691 - - Stage 1 - - - 660 - Stage 2 - - - 660 - Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM L		0	0	489	0		380
Critical Hdwy - 4.14 - 6.42 6.22 Critical Hdwy Stg 1 - - - 5.42 - Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 714 - Platoon blocked, % - <	•	-	-	-	-		-
Critical Hdwy Stg 1 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 714 - Platoon blocked, % -	Stage 2	-	-		-		
Critical Hdwy Stg 2 - - - 5.42 - Follow-up Hdwy - - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - - - Mov Cap-1 Maneuver - </td <td>Critical Hdwy</td> <td>-</td> <td>-</td> <td>4.14</td> <td>-</td> <td>6.42</td> <td>6.22</td>	Critical Hdwy	-	-	4.14	-	6.42	6.22
Follow-up Hdwy - 2.236 - 3.518 3.318 Pot Cap-1 Maneuver - 1064 - 390 667 Stage 1 691 - Stage 2 714 - Platoon blocked, % Mov Cap-1 Maneuver - 1064 - 360 667 Mov Cap-2 Maneuver - 1064 - 360 667 Stage 1 691 - Stage 2 691 - Stage 1 691 - Stage 2 1064 - 360 667 Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - 1064 HCM Lane V/C Ratio 0.713 0.288 - 0.076 HCM Control Delay (s) 36.3 12.6 - 8.7 HCM Lane LOS E B - A	Critical Hdwy Stg 1	-	-	-	-	5.42	-
Pot Cap-1 Maneuver - - 1064 - 390 667 Stage 1 - - - 691 - Stage 2 - - - 714 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 1064 - 360 667 Mov Cap-2 Maneuver - - - - 691 - Stage 1 - - - 660 - Stage 2 - - - 660 - Approach EB WB NB NB HCM Control Delay, s 0 2.6 26.2 - HCM Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Lane LOS E B -	Critical Hdwy Stg 2	-	-	-	-	5.42	-
Stage 1 - - - 691 - Stage 2 - - - 714 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 1064 - 360 667 Mov Cap-2 Maneuver - - - - 360 - Stage 1 - - - 691 - Stage 2 - - - 660 - Approach EB WB NB NB HCM Control Delay, s 0 2.6 26.2 - HCM LOS D D D D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - 1064 HCM Lane V/C Ratio 0.713 0.288 - 0.076 HCM Control Delay (s) 36.3 12.6 - 8.7 HCM Lane LOS E B - A	Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Stage 1 - - - 691 - Stage 2 - - - 714 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 1064 - 360 667 Mov Cap-2 Maneuver - - - - 360 - Stage 1 - - - 691 - Stage 2 - - - 660 - Approach EB WB NB NB HCM Control Delay, s 0 2.6 26.2 - HCM LOS D D D D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - 1064 HCM Lane V/C Ratio 0.713 0.288 - 0.076 HCM Control Delay (s) 36.3 12.6 - 8.7 HCM Lane LOS E B - A		_	-	1064	-	390	667
Stage 2 - - - 714 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 1064 - 360 667 Mov Cap-2 Maneuver - - - - 360 - Stage 1 - - - 691 - Stage 2 - - - 660 - Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A	•	_	-		-		
Platoon blocked, %		_	_	_	_		_
Mov Cap-1 Maneuver - - 1064 - 360 667 Mov Cap-2 Maneuver - - - - 360 - Stage 1 - - - 691 - Stage 2 - - - 660 - Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - 1064 HCM Lane V/C Ratio 0.713 0.288 - 0.076 HCM Control Delay (s) 36.3 12.6 - 8.7 HCM Lane LOS E B - A	•	_	_		_		
Mov Cap-2 Maneuver - - - - 360 - Stage 1 - - - - 691 - Stage 2 - - - - 660 - Approach EB WB NB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A			_	1064		360	667
Stage 1 - - - 691 - Stage 2 - - - 660 - Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A							
Stage 2 - - - - 660 - Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A							
Approach EB WB NB HCM Control Delay, s 0 2.6 26.2 HCM LOS D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A	_		-				
HCM Control Delay, s 0 2.6 26.2	Stage 2	-	-	-	-	000	-
HCM Control Delay, s 0 2.6 26.2							
HCM Control Delay, s 0 2.6 26.2 HCM LOS D Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A	Approach	EB		WB		NB	
Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A							
Minor Lane/Major Mvmt NBLn1 NBLn2 EBT EBR WBL Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A				0			
Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - A	1 JUNI LOO					J	
Capacity (veh/h) 360 667 - - 1064 HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - A							
HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - A	Minor Lane/Major Mvmt	1	NBLn1	VBLn2	EBT	EBR	WBL
HCM Lane V/C Ratio 0.713 0.288 - - 0.076 HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A	Capacity (veh/h)		360	667	-	_	1064
HCM Control Delay (s) 36.3 12.6 - - 8.7 HCM Lane LOS E B - - A					_	-	
HCM Lane LOS E B A					-		
						_	
7000 4(1011)							
			3.0	1.4			7.2

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	71	0	113	0	0	0	53	238	0	0	346	86
Future Vol, veh/h	71	0	113	0	0	0	53	238	0	0	346	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	79	0	126	0	0	0	59	264	0	0	384	96
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	814	814	432	877	862	264	480	0	0	264	0	0
Stage 1	432	432	_	382	382	_	-	_	_	-	_	-
Stage 2	382	382	-	495	480	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	297	312	624	269	293	775	1082	-	-	1300	-	-
Stage 1	602	582	-	640	613	-	-	-	-	-	-	-
Stage 2	640	613	-	556	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	282	292	624	204	274	775	1082	-	-	1300	-	-
Mov Cap-2 Maneuver	282	292	-	204	274	-	-	-	-	-	-	-
Stage 1	563	582	-	599	574	-	-	-	-	-	-	-
Stage 2	599	574	-	444	554	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	21.1			0			1.6			0		
HCM LOS	C			A								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1082	-	-	40-	-	1300	-	-			
HCM Lane V/C Ratio		0.054	_		0.481	_	-	_	-			
HCM Control Delay (s)		8.5	0	-	- 4 4	0	0	-	_			
HCM Lane LOS		A	A	_	С	A	A	_	_			
HCM 95th %tile Q(veh))	0.2	-	-	2.5	-	0	_	_			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	6	1	1	100	0	10	7	163	102	19	318	8
Future Vol, veh/h	6	1	1	100	0	10	7	163	102	19	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	1	111	0	11	8	181	113	21	353	9
Major/Minor	Minor2			Minor1			Major1		ı	Major2		
Conflicting Flow All	659	710	358	655	658	238	362	0	0	294	0	0
Stage 1	400	400	-	254	254	-	-	-	-	-	-	-
Stage 2	259	310	-	401	404	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.15	6.52	6.22	4.12	-	-	4.12	_	-
Critical Hdwy Stg 1	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.15	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	377	359	686	375	384	801	1197	-	-	1268	-	-
Stage 1	626	602	-	744	697	-	-	-	-	-	-	-
Stage 2	746	659	-	620	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	363	349	686	365	373	801	1197	-	-	1268	-	-
Mov Cap-2 Maneuver	363	349	-	365	373	-	-	-	-	-	-	-
Stage 1	621	589	-	738	691	-	-	-	-	-	-	-
Stage 2	730	654	-	605	586	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.6			18.7			0.2			0.4		
HCM LOS	В			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1197	-	-	384	384	1268	-	-			
HCM Lane V/C Ratio		0.006	-	-	0.023			-	-			
HCM Control Delay (s)		8	0	-	14.6	18.7	7.9	0	-			
HCM Lane LOS		Α	Α	-	В	С	Α	Α	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.1	-	-			

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	\$	LDIX	WDL	₩ <u>₩</u>	₩.	NON
		1	240			210
Traffic Vol, veh/h	192	4	319	366	1	219
Future Vol, veh/h	192	4	319	366	1	219
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	213	4	354	407	1	243
WWIIICTIOW	210	-	004	401	•	240
Major/Minor N	1ajor1	N	Major2	1	Minor1	
Conflicting Flow All	0	0	217	0	1330	215
Stage 1	_	_	-	-	215	-
Stage 2	_	_	_	_	1115	-
Critical Hdwy	_	_	4.13	_	6.42	6.22
Critical Hdwy Stg 1	_	_	-	_	5.42	-
Critical Hdwy Stg 2	_			_	5.42	_
	-	-	2.227			
Follow-up Hdwy	-	-				
Pot Cap-1 Maneuver	-	-	1347	-	171	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1347	-	113	825
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	_	_	-	821	_
Stage 2	_	_	_	_	207	_
Olago Z					201	
Approach	EB		WB		NB	
HCM Control Delay, s	0		4		11.4	
HCM LOS					В	
Minor Lane/Major Mvmt	<u> </u>	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		802	-	-	1347	-
HCM Lane V/C Ratio		0.305	-	-	0.263	-
						0
HCM Control Delay (s)			-	-	0.0	U
HCM Control Delay (s) HCM Lane LOS		11.4	-	-	8.6 A	
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)					0.0 A 1.1	A

Intersection												
Intersection Delay, s/veh	14.7											
Intersection LOS	В											
	_											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	LDIT	****	4	7	HUL	4	HBIT	OBL	4	OBIT
Traffic Vol, veh/h	4	104	0	185	111	159	4	56	113	227	57	11
Future Vol, veh/h	4	104	0	185	111	159	4	56	113	227	57	11
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
Heavy Vehicles, %	2	2	2	2	4	2	2	3	2	2	2	2
Mvmt Flow	4	113	0	201	121	173	4	61	123	247	62	12
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			2			1		
HCM Control Delay	11.3			15.7			11.6			16.2		
HCM LOS	В			С			В			С		
Lane		NBLn1	EBLn1	WBLn1	WBLn2	SBLn1						
Lane Vol Left, %		NBLn1	EBLn1 4%	WBLn1 62%	WBLn2	SBLn1 77%						
_												
Vol Left, %		2%	4%	62%	0%	77%						
Vol Left, % Vol Thru, %		2% 32%	4% 96%	62% 38%	0% 0%	77% 19%						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		2% 32% 65%	4% 96% 0%	62% 38% 0% Stop 296	0% 0% 100%	77% 19% 4% Stop 295						
Vol Left, % Vol Thru, % Vol Right, % Sign Control		2% 32% 65% Stop 173	4% 96% 0% Stop 108 4	62% 38% 0% Stop 296 185	0% 0% 100% Stop	77% 19% 4% Stop 295 227						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		2% 32% 65% Stop 173 4 56	4% 96% 0% Stop 108 4 104	62% 38% 0% Stop 296 185 111	0% 0% 100% Stop 159 0	77% 19% 4% Stop 295 227 57						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		2% 32% 65% Stop 173 4 56 113	4% 96% 0% Stop 108 4 104	62% 38% 0% Stop 296 185 111	0% 0% 100% Stop 159 0 0	77% 19% 4% Stop 295 227 57						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		2% 32% 65% Stop 173 4 56 113 188	4% 96% 0% Stop 108 4 104 0	62% 38% 0% Stop 296 185 111 0	0% 0% 100% Stop 159 0 0 159 173	77% 19% 4% Stop 295 227 57 11 321						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		2% 32% 65% Stop 173 4 56 113 188	4% 96% 0% Stop 108 4 104 0 117	62% 38% 0% Stop 296 185 111 0 322 7	0% 0% 100% Stop 159 0 0 159 173	77% 19% 4% Stop 295 227 57 11 321						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		2% 32% 65% Stop 173 4 56 113 188 2 0.307	4% 96% 0% Stop 108 4 104 0 117 5	62% 38% 0% Stop 296 185 111 0 322 7 0.589	0% 0% 100% Stop 159 0 0 159 173 7	77% 19% 4% Stop 295 227 57 11 321 2 0.542						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871 Yes	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461 Yes	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592 Yes	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597 Yes	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087 Yes						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871 Yes 607	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461 Yes 551	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592 Yes 544	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597 Yes 638	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087 Yes 590						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871 Yes 607 3.958	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461 Yes 551 4.557	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592 Yes 544 4.361	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597 Yes 638 3.366	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087 Yes 590 4.161						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871 Yes 607 3.958 0.31	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461 Yes 551 4.557 0.212	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592 Yes 544 4.361 0.592	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597 Yes 638 3.366 0.271	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087 Yes 590 4.161 0.544						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871 Yes 607 3.958 0.31 11.6	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461 Yes 551 4.557 0.212 11.3	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592 Yes 544 4.361 0.592 18.5	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597 Yes 638 3.366 0.271 10.4	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087 Yes 590 4.161 0.544 16.2						
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		2% 32% 65% Stop 173 4 56 113 188 2 0.307 5.871 Yes 607 3.958 0.31	4% 96% 0% Stop 108 4 104 0 117 5 0.211 6.461 Yes 551 4.557 0.212	62% 38% 0% Stop 296 185 111 0 322 7 0.589 6.592 Yes 544 4.361 0.592	0% 0% 100% Stop 159 0 0 159 173 7 0.269 5.597 Yes 638 3.366 0.271	77% 19% 4% Stop 295 227 57 11 321 2 0.542 6.087 Yes 590 4.161 0.544						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	1		*	^	7
Traffic Volume (veh/h)	273	10	114	1	4	6	95	832	1	21	1288	387
Future Volume (veh/h)	273	10	114	1	4	6	95	832	1	21	1288	387
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
Work Zone On Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	297	11	124	1	4	7	103	904	1	23	1400	421
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	25	3	7	2	2	3	2
Cap, veh/h	288	9	101	47	157	244	55	1183	1	248	1223	1045
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1010	37	422	71	656	1018	254	1794	2	616	1856	1585
Grp Volume(v), veh/h	432	0	0	12	0	0	103	0	905	23	1400	421
Grp Sat Flow(s),veh/h/l		0	0	1746	0	0	254	0	1796	616	1856	1585
Q Serve(g_s), s	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	3.5	85.7	16.0
Cycle Q Clear(g_c), s	31.1	0.0	0.0	0.7	0.0	0.0	85.7	0.0	45.0	48.5	85.7	16.0
Prop In Lane	0.69	0.0	0.29	0.08	0.0	0.58	1.00	0.0	0.00	1.00	00.1	1.00
Lane Grp Cap(c), veh/ł		0	0.23	448	0	0.00	55	0	1184	248	1223	1045
V/C Ratio(X)	1.09	0.00	0.00	0.03	0.00	0.00	1.86	0.00	0.76	0.09	1.14	0.40
Avail Cap(c_a), veh/h	398	0.00	0.00	448	0.00	0.00	55	0.00	1184	248	1223	1045
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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/ve		0.0	0.0	37.9	0.0	0.0	65.0	0.0	15.2	31.9	22.1	10.3
Incr Delay (d2), s/veh	69.9	0.0	0.0	0.1	0.0	0.0	447.6	0.0	4.3	0.6	75.1	0.9
Initial Q Delay(d3),s/ve		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%),ve		0.0	0.0	0.3	0.0	0.0	8.7	0.0	17.4	0.5	57.0	5.3
Unsig. Movement Dela			0.0	0.0	3.0	0.0	3.1	0.0	11.7	0.0	07.0	0.0
LnGrp Delay(d),s/veh	•	0.0	0.0	38.0	0.0	0.0	512.6	0.0	19.5	32.4	97.3	11.2
LnGrp LOS	F	Α	A	D	Α	A	F	Α	В	C	57.6 F	В
Approach Vol, veh/h	•	432	,,		12	, ,		1008			1844	
Approach Delay, s/veh		121.1			38.0			69.9			76.8	
Approach LOS		F			50.0 D			63.5 E			70.0 E	
											_	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Ro		92.0		38.0		92.0		38.0				
Change Period (Y+Rc)		* 6.3		6.9		* 6.3		6.9				
Max Green Setting (Gn	, ,	* 86		31.1		* 86		31.1				
Max Q Clear Time (g_c	, .	87.7		33.1		87.7		2.7				
Green Ext Time (p_c),	S	0.0		0.0		0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			80.4									
HCM 6th LOS			F									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection													
Int Delay, s/veh	782.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	1			4		*	1			4	7	
Traffic Vol, veh/h	256	0	221	0	0	3	241	609	1	10	863	438	
Future Vol, veh/h	256	0	221	0	0	3	241	609	1	10	863	438	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	-	-	-	-	150	-	-	-	-	350	
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	3	2	
Mvmt Flow	284	0	246	0	0	3	268	677	1	11	959	487	
				•									
Major/Minor I	Minor2			Minor1			Major1		N	Major2			
Conflicting Flow All	2196	2195	959	2562	2682	678	1446	0	0	678	0	0	
Stage 1	981	981	-	1214	1214	-	-	-	-	-	-	-	
Stage 2	1215	1214	_	1348	1468	_	_	_	_	_	_	_	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_	_	4.12	_	_	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	0.22	7.12	_	_	-	_	_	
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	_	_	_	_	_	_	_	
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	_	_	2.218	_	_	
Pot Cap-1 Maneuver	~ 32	45	312	18	22	452	469	_	_	914	_	_	
Stage 1	300	328	- 012	222	254	-	-	_	_	-	_	_	
Stage 2	~ 222	254	_	186	192	_	_	_	_	_	_	_	
Platoon blocked, %		207		100	102			_	_		_	_	
Mov Cap-1 Maneuver	~ 16	18	312	2	9	452	469	_		914	_		
Mov Cap-1 Maneuver	~ 16	18	- 012	2	9	4 52	-103	_	_	-	_	_	
Stage 1	~ 129	300	_	95	109	_		_		_	_	_	
Stage 2	~ 94	109	_	36	176			_				_	
Olago Z	J-1	103		50	170					_			
Approach	EB			WB			NB			SB			
HCM Control Delay, s				13			6.3			0.1			
HCM LOS	F			В			0.0			0.1			
IOW EGG	'												
Minor Lane/Major Mvm	ıt	NBL	NBT	NRR	FBI n1	EBLn2V	VBI n1	SBL	SBT	SBR			
Capacity (veh/h)		469	-	HUIN	16	312	452	914	JDT	ODIN			
HCM Lane V/C Ratio		0.571				0.787			-				
HCM Control Delay (s)		22.4	-		3011.3	48.5	13		0	-			
HCM Control Delay (s)		22.4 C	-	φ(46.5 E	B	9 A		-			
		3.5	-	-	F 36.5	6.3	0	0	A -	-			
HCM 95th %tile Q(veh)		ა.ა	-		30.3	0.3	U	U	_	-			
Notes													
: Volume exceeds cap	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putation	Not De	efined	*: All ı	major v	olume ir	platoon

Intersection													
Int Delay, s/veh	144.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	1			4		*	1			र्स	7	
Traffic Vol, veh/h	149	0	92	0	0	1	148	687	0	3	837	223	
Future Vol, veh/h	149	0	92	0	0	1	148	687	0	3	837	223	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	-	-	-	-	150	-	-	-	-	150	
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	4	2	
Mvmt Flow	166	0	102	0	0	1	164	763	0	3	930	248	
	100		102			•	101	7 00				210	
Major/Minor	Minor2		ı	Minor1			Major1		N	//ajor2			
Conflicting Flow All	2028	2027	930	2202	2275	763	1178	0	0	763	0	0	
Stage 1	936	936	-		1091	-	-	-	-	-	-	-	
Stage 2	1092	1091	_	1111	1184	_	_	_	_	_	_	_	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_	_	4.12	_	_	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	0.22	T. 12	_	_		_	_	
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	_	_	_	_	_	_	_	
Follow-up Hdwy	3.518	4.018		3.518	4.018		2.218	_	<u>_</u>	2.218	_	_	
Pot Cap-1 Maneuver	~ 43	58	324	32	40	404	593	_	_	850	_	_	
Stage 1	318	344	-	260	291	-	-	_	_	-	_	_	
Stage 2	260	291	_	254	263	_	_	_	_	_	_	_	
Platoon blocked, %	200	201		204	200			_	_		_	_	
Mov Cap-1 Maneuver	~ 33	41	324	17	29	404	593	_	_	850	_	_	
Mov Cap-1 Maneuver	~ 33	41	- 524	17	29	-	000	_	_	000	_	_	
Stage 1	230	340	_	188	210				_			_	
Stage 2	188	210	_	172	260			_					
Stage 2	100	210		112	200			-			-		
Approach	EB			WB			NB			SB			
HCM Control Delay, \$				13.9			2.4			0			
HCM LOS	F			В			2.1			J			
TOW EGG	<u> </u>												
Minor Lane/Major Mvr	nt	NBL	NBT	NBR	EBLn1	EBLn2V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		593	-	-	33	324	404	850	-	_			
HCM Lane V/C Ratio		0.277	_	_		0.316			_	_			
HCM Control Delay (s)	13.4	-		\$ 2049	21.2	13.9	9.3	0	-			
HCM Lane LOS		В	_	_	F	C	В	Α.	A	_			
HCM 95th %tile Q(veh	1)	1.1	_	_	19.7	1.3	0	0	-	_			
,	.,					1.0							
Notes		Φ. D.	.l	^	00.	0	d - (*	M (D	.C., .	* ^!!		-l	
~: Volume exceeds ca	pacity	\$: De	elay exc	eeds 3	UUS	+: Com	putation	Not De	etined	": All	major v	olume ii	n platoor

Intersection								
Int Delay, s/veh	22.7							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	7	*	†	*	7		
Traffic Vol, veh/h	259	284	213	273	184	138		
Future Vol, veh/h	259	284	213	273	184	138		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	_	200	150	-	150	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	288	316	237	303	204	153		
	200	0.0	201			100		
Major/Minor I	Major1	ı	Major2		Minor1			
Conflicting Flow All	0	0	604	0	1065	288		
Stage 1	-	U	- 004	-	288	200		
Stage 2	_	_	_	_	777	_		
Critical Hdwy	-	-		-	6.42	6.22		
Critical Hdwy Stg 1		-	4.12		5.42	0.22		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
, ,	-	-	2.218	-	3.518			
Follow-up Hdwy	-		974			751		
Pot Cap-1 Maneuver	-	-	9/4	-	246 761			
Stage 1	-	-	_	-		-		
Stage 2	-	-	-	-	453	-		
Platoon blocked, %	-	-	074	-	100	751		
Mov Cap-1 Maneuver	-	-	974		~ 186			
Mov Cap-2 Maneuver	-	-	-		~ 186	-		
Stage 1	-	-	-	-	761 343	-		
Stage 2	-	-	-	-	343	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		4.3		88.7			
HCM LOS					F			
Minor Lane/Major Mvm	nt 1	NBLn1 I	NBLn2	EBT	EBR	WBL	WBT	
Capacity (veh/h)		186	751	-	-	974	-	
HCM Lane V/C Ratio		1.099	0.204	-	-	0.243	-	
HCM Control Delay (s)		147	11	-	-	9.9	-	
HCM Lane LOS		F	В	-	-	Α	-	
HCM 95th %tile Q(veh)		10	0.8	-	-	1	-	
Notes								
~: Volume exceeds cap	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putation Not Defined	*: All major volume in platoon
70.0 07.00000		Ţ. D (one	2000		. 55111		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.14	₽			4		*	7		*	↑	7
Traffic Volume (veh/h)	458	8	49	0	4	11	94	1264	0	7	596	143
Future Volume (veh/h)	458	8	49	0	4	11	94	1264	0	7	596	143
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1648	1870	1870	1870	1870	1841	1826	1870	1870	1767	1841
Adj Flow Rate, veh/h	498	9	53	0	4	12	102	1374	0	8	648	155
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, %	3	17	2	2	2	2	4	5	2	2	9	4
Cap, veh/h	443	48	283	0	24	71	371	1219	0	55	1179	1041
Arrive On Green	0.13	0.23	0.23	0.00	0.06	0.06	0.67	0.67	0.00	0.67	0.67	0.67
Sat Flow, veh/h	3428	207	1221	0	412	1236	667	1826	0	395	1767	1560
Grp Volume(v), veh/h	498	0	62	0	0	16	102	1374	0	8	648	155
Grp Sat Flow(s), veh/h/ln	1714	0	1428	0	0	1648	667	1826	0	395	1767	1560
Q Serve(g_s), s	17.0	0.0	4.6	0.0	0.0	1.2	12.5	87.8	0.0	0.0	25.3	4.8
Cycle Q Clear(g_c), s	17.0	0.0	4.6	0.0	0.0	1.2	37.8	87.8	0.0	87.8	25.3	4.8
Prop In Lane	1.00	0.0	0.85	0.00	0.0	0.75	1.00	07.0	0.00	1.00	20.0	1.00
Lane Grp Cap(c), veh/h	443	0	332	0.00	0	94	371	1219	0.00	55	1179	1041
V/C Ratio(X)	1.12	0.00	0.19	0.00	0.00	0.17	0.27	1.13	0.00	0.15	0.55	0.15
Avail Cap(c_a), veh/h	443	0.00	532	0.00	0.00	326	371	1219	0.00	55	1179	1041
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.00	40.5	0.0	0.0	59.0	21.4	21.9	0.0	65.8	11.5	8.1
Incr Delay (d2), s/veh	81.1	0.0	1.0	0.0	0.0	3.0	1.4	68.3	0.0	4.4	1.5	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	0.2
%ile BackOfQ(50%),veh/ln	12.2	0.0	1.7	0.0	0.0	0.6	2.0	54.6	0.0	0.0	9.3	1.5
Unsig. Movement Delay, s/veh		0.0	1.7	0.0	0.0	0.0	2.0	54.0	0.0	0.5	9.5	1.5
•	138.4	0.0	41.5	0.0	0.0	62.1	22.8	90.2	0.0	70.1	13.0	8.3
LnGrp Delay(d),s/veh												
LnGrp LOS	F	A	D	A	A	<u>E</u>	С	F	A	<u>E</u>	B	A
Approach Vol, veh/h		560			16			1476			811	
Approach Delay, s/veh		127.7			62.1			85.5			12.6	
Approach LOS		F			Е			F			В	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		94.1		37.4		94.1	23.0	14.4				
Change Period (Y+Rc), s		* 6.3		6.9		* 6.3	6.0	6.9				
Max Green Setting (Gmax), s		* 88		49.0		* 88	17.0	26.0				
Max Q Clear Time (g_c+l1), s		89.8		6.6		89.8	19.0	3.2				
Green Ext Time (p_c), s		0.0		0.8		0.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			73.0									
HCM 6th LOS			Е									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	₽			4		*	7			र्स	7
Traffic Volume (veh/h)	288	0	173	0	0	7	73	992	0	0	482	123
Future Volume (veh/h)	288	0	173	0	0	7	73	992	0	0	482	123
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1767	1870
Adj Flow Rate, veh/h	320	0	192	0	0	8	81	1102	0	0	536	137
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	9	2
Cap, veh/h	399	0	363	0	0	363	445	1157	0	0	1119	1004
Arrive On Green	0.23	0.00	0.23	0.00	0.00	0.23	0.63	0.63	0.00	0.00	0.63	0.63
Sat Flow, veh/h	1407	0	1585	0	0	1585	765	1826	0	0	1767	1585
Grp Volume(v), veh/h	320	0	192	0	0	8	81	1102	0	0	536	137
Grp Sat Flow(s),veh/h/ln	1407	0	1585	0	0	1585	765	1826	0	0	1767	1585
Q Serve(g_s), s	19.7	0.0	9.3	0.0	0.0	0.3	5.4	48.7	0.0	0.0	13.9	3.0
Cycle Q Clear(g_c), s	20.0	0.0	9.3	0.0	0.0	0.3	19.4	48.7	0.0	0.0	13.9	3.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00	1110	1.00
Lane Grp Cap(c), veh/h	399	0	363	0	0	363	445	1157	0	0	1119	1004
V/C Ratio(X)	0.80	0.00	0.53	0.00	0.00	0.02	0.18	0.95	0.00	0.00	0.48	0.14
Avail Cap(c_a), veh/h	399	0	363	0	0	363	468	1212	0	0	1173	1052
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	29.5	0.0	0.0	26.1	13.5	14.8	0.0	0.0	8.4	6.4
Incr Delay (d2), s/veh	11.2	0.0	1.4	0.0	0.0	0.0	0.2	15.5	0.0	0.0	0.3	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	7.8	0.0	3.6	0.0	0.0	0.1	0.9	19.8	0.0	0.0	4.7	0.9
Unsig. Movement Delay, s/veh	45.1	0.0	31.0	0.0	0.0	26.1	13.7	30.3	0.0	0.0	8.7	6.5
LnGrp Delay(d),s/veh			31.0 C			20.1 C	13.7 B	30.3 C				
LnGrp LOS	D	A 540	U	A	A	U	Б		A	A	A C72	<u>A</u>
Approach Vol, veh/h		512			8			1183			673	
Approach LOS		39.8			26.1			29.1			8.3	
Approach LOS		D			С			С			А	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.4		26.0		61.4		26.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		58.0		20.0		58.0		20.0				
Max Q Clear Time (g_c+I1), s		50.7		22.0		15.9		2.3				
Green Ext Time (p_c), s		4.6		0.0		4.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			С									

	→	*	1	•	4	-	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	A	7	ሻ	4	*	7	
Traffic Volume (veh/h)	342	98	73	168	231	173	
Future Volume (veh/h)	342	98	73	168	231	173	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No	No		
Adj Sat Flow, veh/h/ln	1856	1870	1841	1870	1870	1870	
Adj Flow Rate, veh/h	380	109	81	187	257	192	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	3	2	4	2	2	2	
Cap, veh/h	658	562	411	663	427	380	
Arrive On Green	0.35	0.35	0.35	0.35	0.24	0.24	
Sat Flow, veh/h	1856	1585	893	1870	1781	1585	
Grp Volume(v), veh/h	380	109	81	187	257	192	
Grp Sat Flow(s),veh/h/ln	1856	1585	893	1870	1781	1585	
Q Serve(g_s), s	4.9	1.4	2.4	2.1	3.8	3.1	
Cycle Q Clear(g_c), s	4.9	1.4	7.3	2.1	3.8	3.1	
Prop In Lane		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	658	562	411	663	427	380	
V/C Ratio(X)	0.58	0.19	0.20	0.28	0.60	0.50	
Avail Cap(c_a), veh/h	1631	1393	880	1644	1325	1179	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	7.8	6.6	10.7	6.8	10.0	9.7	
Incr Delay (d2), s/veh	0.8	0.2	0.2	0.2	1.4	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/In	1.3	0.3	0.3	0.4	1.2	0.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	8.6	6.8	11.0	7.1	11.3	10.8	
LnGrp LOS	Α	Α	В	Α	В	В	
Approach Vol, veh/h	489			268	449		
Approach Delay, s/veh	8.2			8.3	11.1		
Approach LOS	Α			Α	В		
		2		1			
Timer - Assigned Phs		2		4 40.5			
Phs Duration (G+Y+Rc), s		13.1		16.5			
Change Period (Y+Rc), s		6.0		6.0			
Max Green Setting (Gmax), s		22.0		26.0			
Max Q Clear Time (g_c+l1), s		5.8		6.9			
Green Ext Time (p_c), s		1.3		2.6			
Intersection Summary							
HCM 6th Ctrl Delay			9.3				
HCM 6th LOS			Α				

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.54	₽			4		*	₽		*	↑	7
Traffic Volume (veh/h)	273	10	114	1	4	6	95	832	1	21	1288	387
Future Volume (veh/h)	273	10	114	1	4	6	95	832	1	21	1288	387
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	4.00	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
Work Zone On Approach	4070	No	4070	4070	No	4500	1050	No	4070	4070	No	4070
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1530	1856	1796	1870	1870	1856	1870
Adj Flow Rate, veh/h	297	11	124	1	4	7	103	904	1	23	1400	421
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	25	3	7	2	2	3	2
Cap, veh/h	262	24	268	32	39	59	55	1289	1	321	1333	1139
Arrive On Green	0.08	0.18	0.18	0.06	0.06	0.06	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	3456	131	1474	48	648	975	254	1794	2	616	1856	1585
Grp Volume(v), veh/h	297	0	135	12	0	0	103	0	905	23	1400	421
Grp Sat Flow(s),veh/h/ln	1728	0	1605	1671	0	0	254	0	1796	616	1856	1585
Q Serve(g_s), s	10.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	37.8	2.9	94.8	13.4
Cycle Q Clear(g_c), s	10.0	0.0	9.9	0.9	0.0	0.0	94.8	0.0	37.8	40.7	94.8	13.4
Prop In Lane	1.00	0	0.92	0.08	^	0.58	1.00	^	0.00	1.00	4000	1.00
Lane Grp Cap(c), veh/h	262	0	291	130	0	0	55	0	1290	321	1333	1139
V/C Ratio(X)	1.13	0.00	0.46	0.09	0.00	0.00	1.89	0.00	0.70	0.07	1.05	0.37
Avail Cap(c_a), veh/h	262	0	511	353	0	0	55	0	1290	321	1333	1139
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0 96.7	0.0	48.3 4.1	58.7 1.1	0.0	0.0	66.0 460.4	0.0	10.5 2.8	22.1 0.3	18.6 39.0	7.1 0.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Initial Q Delay(d3),s/veh %ile BackOfQ(50%),veh/ln	7.8	0.0	4.2	0.0	0.0	0.0	8.8	0.0	13.3	0.0	46.5	4.1
Unsig. Movement Delay, s/veh		0.0	4.2	0.4	0.0	0.0	0.0	0.0	13.3	0.4	40.5	4.1
LnGrp Delay(d),s/veh	157.6	0.0	52.4	59.8	0.0	0.0	526.4	0.0	13.4	22.4	57.6	7.9
LnGrp LOS	137.0 F	Α	J2.4 D	59.0 E	Α	Α	520.4 F	Α	13. 4 B	22.4 C	57.0 F	7.9 A
Approach Vol, veh/h	<u> </u>	432	<u> </u>	<u> </u>	12		<u> </u>	1008	D		1844	
Approach Delay, s/veh		124.7			59.8			65.8			45.8	
Approach LOS		124.7 F			59.0 E			03.0 E			45.0 D	
•						•	-				U	
Timer - Assigned Phs		101.1		20.0		101.1	16.0	14.0				
Phs Duration (G+Y+Rc), s		101.1 * 6.3		30.9		101.1 * 6.3	16.0	14.9				
Change Period (Y+Rc), s		* 95		6.9		* 95	6.0	6.9				
Max Green Setting (Gmax), s Max Q Clear Time (g_c+I1), s				42.0			10.0 12.0	26.0				
		96.8 0.0		11.9 1.8		96.8 0.0	0.0	2.9 0.0				
Green Ext Time (p_c), s		0.0		1.0		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			62.3									
HCM 6th LOS			E									
Notos												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1			4		*	₽			र्स	7
Traffic Volume (veh/h)	256	0	221	0	0	3	241	609	1	10	863	438
Future Volume (veh/h)	256	0	221	0	0	3	241	609	1	10	863	438
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
Work Zone On Approach	4070	No	4070	4070	No	4070	4070	No	4070	4070	No	4070
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1781	1870	1870	1856	1870
Adj Flow Rate, veh/h	284	0	246	0	0	3	268	677	1	11	959	487
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	2	2	3	2
Cap, veh/h	310	0	296	0	0	296	211	1304	2	31	1345	1162
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	1414	0	1585	0	0	1585	369	1778	3	9	1834	1585
Grp Volume(v), veh/h	284	0	246	0	0	3	268	0	678	970	0	487
Grp Sat Flow(s),veh/h/ln	1414	0	1585	0	0	1585	369	0	1781	1843	0	1585
Q Serve(g_s), s	27.8	0.0	22.4	0.0	0.0	0.2	66.2	0.0	24.6	0.0	0.0	17.7
Cycle Q Clear(g_c), s	28.0	0.0	22.4	0.0	0.0	0.2	110.0	0.0	24.6	43.8	0.0	17.7
Prop In Lane	1.00	0	1.00	0.00	0	1.00	1.00	0	0.00	0.01	^	1.00
Lane Grp Cap(c), veh/h	310	0	296	0	0	296	211	0	1306	1376	0	1162
V/C Ratio(X)	0.92	0.00	0.83	0.00	0.00	0.01	1.27	0.00	0.52	0.71	0.00	0.42
Avail Cap(c_a), veh/h	310 1.00	1.00	296 1.00	1.00	0 1.00	296	211	1.00	1306	1376 1.00	1.00	1162 1.00
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) Uniform Delay (d), s/veh	62.2	0.00	58.7	0.00	0.00	49.7	49.4	0.00	8.6	11.2	0.00	1.00 7.7
Incr Delay (d2), s/veh	30.7	0.0	17.9	0.0	0.0	0.0	154.3	0.0	0.4	1.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2
%ile BackOfQ(50%),veh/ln	13.7	0.0	10.5	0.0	0.0	0.0	17.0	0.0	8.4	17.3	0.0	5.9
Unsig. Movement Delay, s/veh		0.0	10.5	0.0	0.0	0.1	17.0	0.0	0.4	17.0	0.0	0.0
LnGrp Delay(d),s/veh	92.9	0.0	76.6	0.0	0.0	49.7	203.8	0.0	9.0	12.8	0.0	7.9
LnGrp LOS	52.5 F	Α	7 0.0 E	Α	Α	73.7 D	200.0 F	Α	J.0	12.0 B	Α	Α.
Approach Vol, veh/h		530		- / \	3		<u> </u>	946			1457	
Approach Delay, s/veh		85.3			49.7			64.2			11.2	
Approach LOS		F			D			E			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		116.0		34.0		116.0		34.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		110.0		28.0		110.0		28.0				
Max Q Clear Time (g_c+l1), s		112.0		30.0		45.8		2.2				
Green Ext Time (p_c), s		0.0		0.0		14.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			41.7									
HCM 6th LOS			D									

Movement EBT EBR WBL WBT NBL NBR Lane Configurations ↑
Lane Configurations Image: Configuration of the properties of
Traffic Volume (veh/h) 259 284 213 273 184 138 Future Volume (veh/h) 259 284 213 273 184 138 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1870 1870 1870 1870 1870 Adj Flow Rate, veh/h 288 316 237 303 204 153 Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 Percent Heavy Veh, % 2<
Future Volume (veh/h) 259 284 213 273 184 138 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00
Uniform Delay (d), s/veh 5.8 6.1 9.6 5.8 13.4 13.1
Incr Delay (d2), s/veh 0.2 0.4 0.6 0.2 1.8 1.4
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0
%ile BackOfQ(50%),veh/ln 0.8 1.0 1.0 0.6 1.4 1.0
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 6.0 6.5 10.3 6.1 15.2 14.5
LnGrp LOS A A B A B B
Approach Vol, veh/h 604 540 357
Approach Delay, s/veh 6.2 7.9 14.9
Approach LOS A A B
Timer - Assigned Phs 2 4
Phs Duration (G+Y+Rc), s 12.7 23.1
Change Period (Y+Rc), s 6.0 6.0
Max Green Setting (Gmax), s 20.0 28.0
Max Q Clear Time (g_c+I1), s 5.8 6.7
Green Ext Time (p_c), s 1.0 2.8
Intersection Summary
HCM 6th Ctrl Delay 8.9
HCM 6th LOS A



DEPARTMENT OF THE ARMY

CHARLESTON DISTRICT, CORPS OF ENGINEERS 1949 INDUSTRIAL PARK ROAD, ROOM 140 CONWAY, SOUTH CAROLINA 29526

January 6, 2021

Regulatory Division

Mr. Charles Oates S&ME, Inc. 1330 Highway 501 Business Conway, South Carolina 29527 coates@smeinc.com

Dear Mr. Oates:

This is in response to your request for a preliminary jurisdictional determination (PJD). Based on information submitted to the U.S. Army Corps of Engineers (Corps) we have determined there may be waters of the United States, including wetlands on your parcel located at the following:

Project Number: SAC-2020-01556
County: Horry County
Project/Site Size: 1,668.2 Acres
Latitude: 33.7816°
Longitude: -79.0936°

Project/Site Location: TMS# 149-00-05-015, 012, and 011, located west of

and adjacent to U.S. 701, south of Conway

Waters (Acreage/Linear Feet): 714.3 Acres of wetlands and 107,866 Linear feet of

Non-wetland Waters

A copy of the PJD form and the map dated January 4, 2021, and titled "Preliminary Jurisdictional Determination Exhibit / Conway Warden Station Tract / TMS# 149-00-05-015, 012, and 011 / Conway, Horry County, SC" is enclosed. Please carefully read this form, then sign and return a copy to the project manager at the following Robert.C.Huff@usace.army.mil within 30 days from the date of this notification.

Please be advised a Department of the Army permit will be required for regulated work in all areas which may be waters of the United States, as indicated in this PJD. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a PJD will treat all waters and wetlands, which would be affected in any way by the permitted activity on the site, as if they are jurisdictional waters of the United States. Should you desire an approved Corps determination, one will be issued upon request.

You are cautioned that work performed in areas which may be waters of the United States, as indicated in the PJD, without a Department of the Army permit could subject you to enforcement action.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

If you submit a permit application as a result of this PJD, include a copy of this letter and the depiction as part of the application. Not submitting the letter and depiction will cause a delay while we confirm a PJD was performed for the proposed permit project area. Note that some or all of these areas may be regulated by other state or local government entities, and you should contact the South Carolina Department of Health and Environmental Control, Bureau of Water and/or Office of Ocean and Coastal Resource Management, to determine the limits of their jurisdiction.

In all future correspondence, please refer to file number SAC-2020-01556. A copy of this letter is forwarded to State and/or Federal agencies for their information. If you have any questions, please contact me at (843) 365-4316, or by email at Robert.C.Huff@usace.army.mil.

Sincerely,

Digitally signed by HUFF.ROBERT.CHURCHFUL.III.10 53912733 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=HUFF.ROBERT.CHURCHFULL

Rob Huff Team Lead

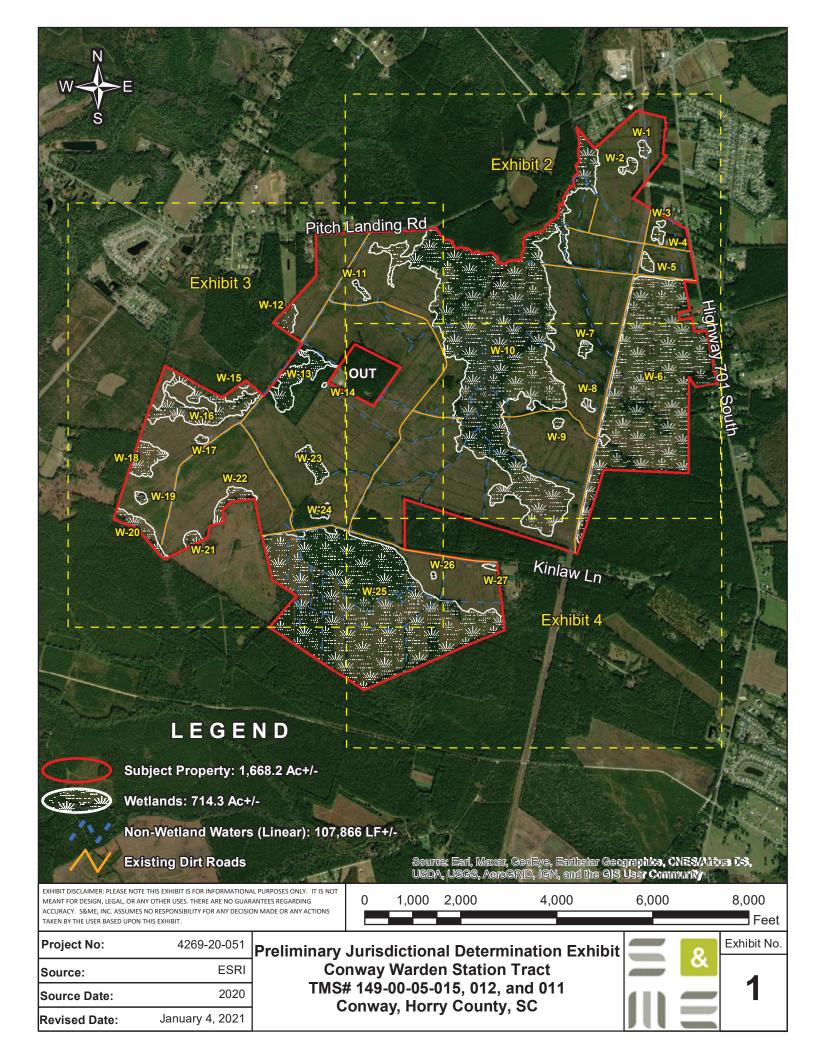
Enclosures:

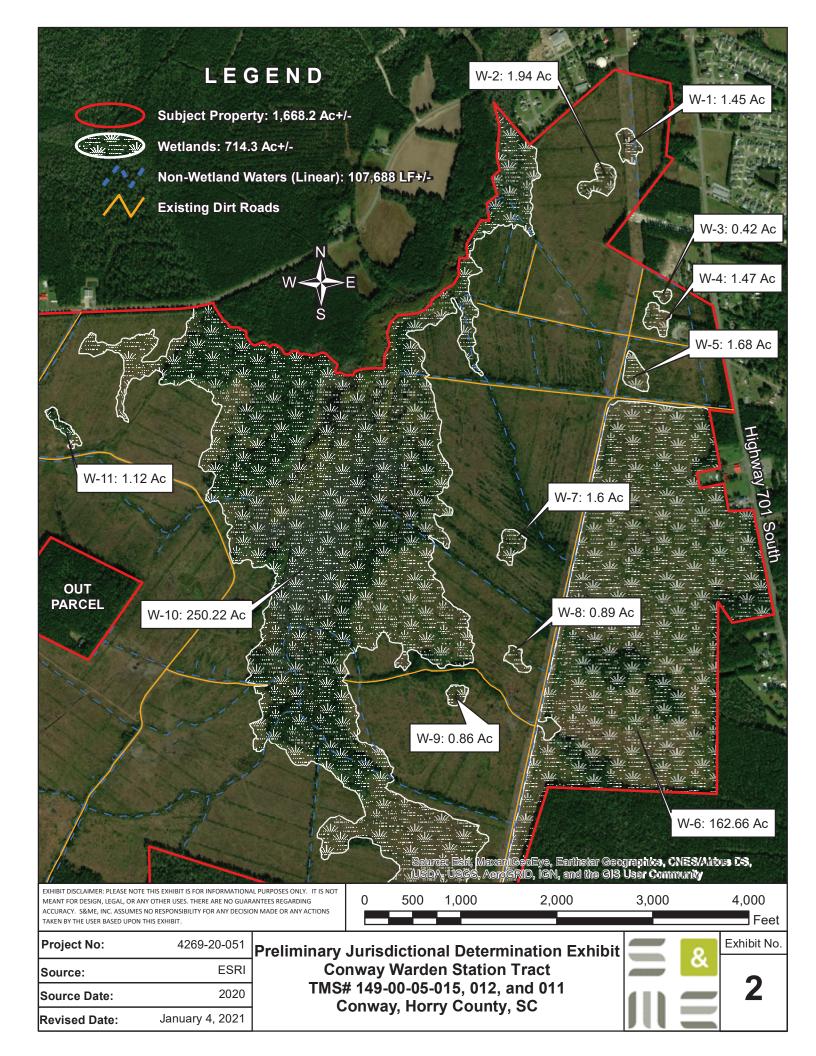
Preliminary Jurisdictional Determination Form Notification of Appeal Options Map titled "Preliminary Jurisdictional Determination Exhibit / Conway Warden Station Tract / TMS# 149-00-05-015, 012, and 011 / Conway, Horry County, SC"

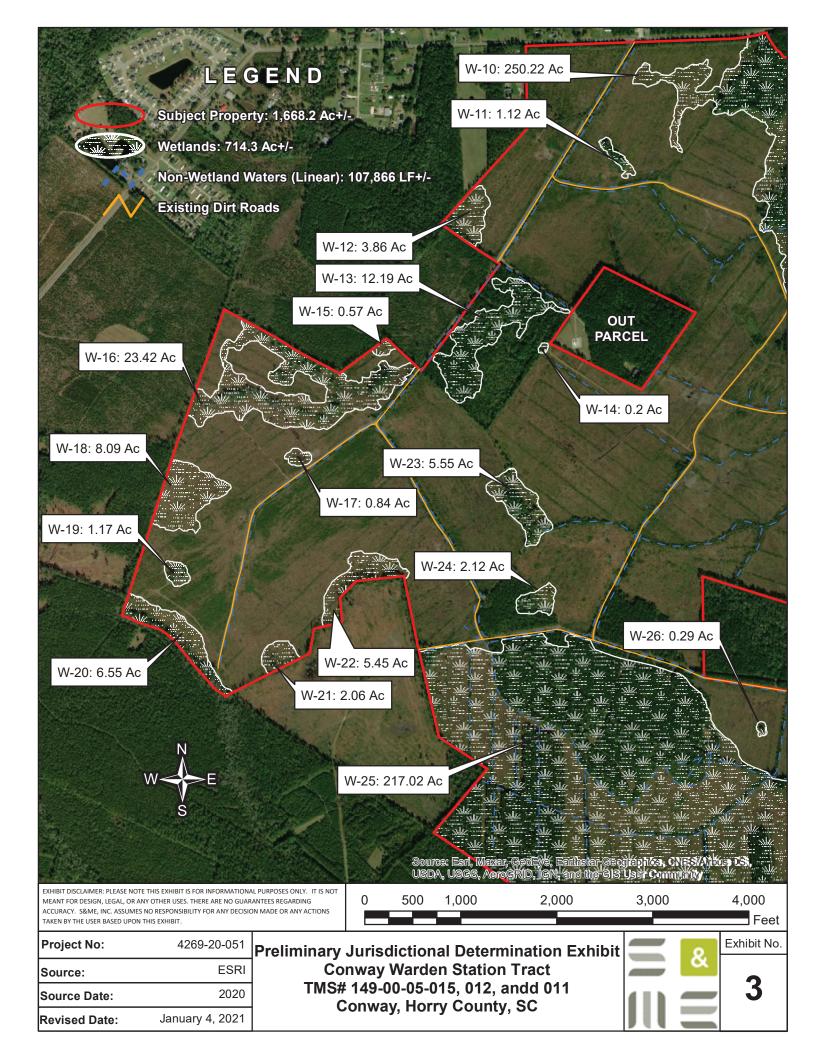
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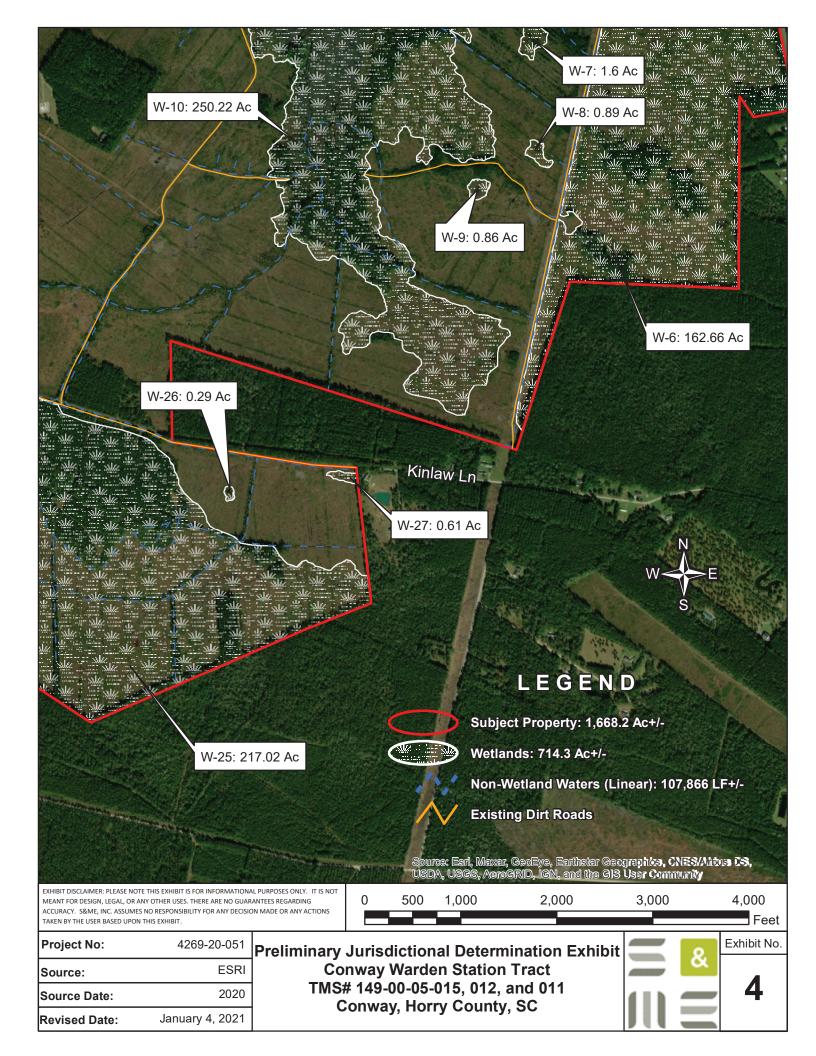
Mr. Hunter Dawkins Johnson Development Associates, Inc. 100 Dunbar Street, Suite 400 Spartanburg, South Carolina 29306 hdawkins@johnsondevelopmnet.net

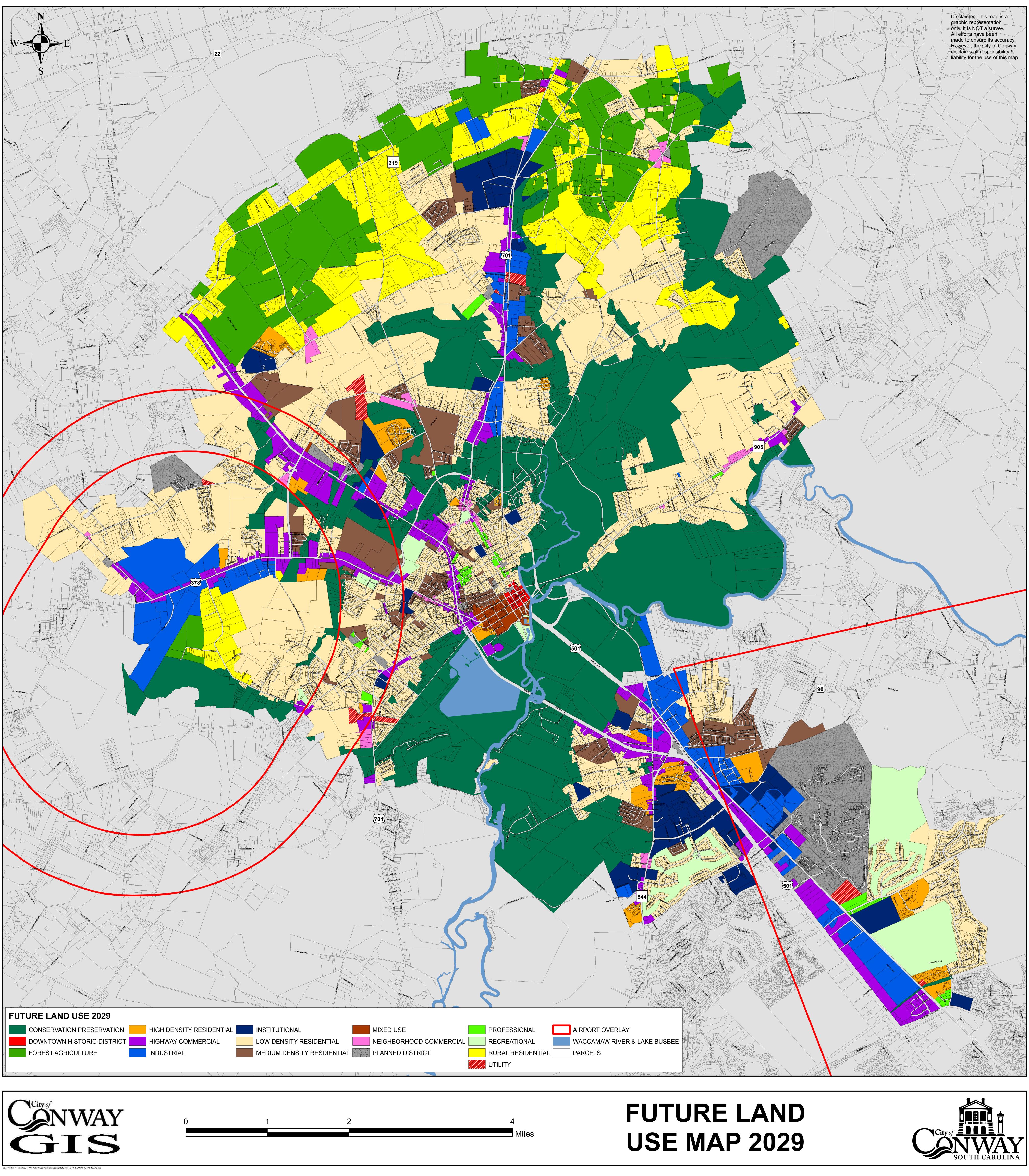
SC DHEC - OCRM 1362 McMillan Avenue, Suite 400 North Charleston, South Carolina 29405 OCRMPermitting@dhec.sc.gov

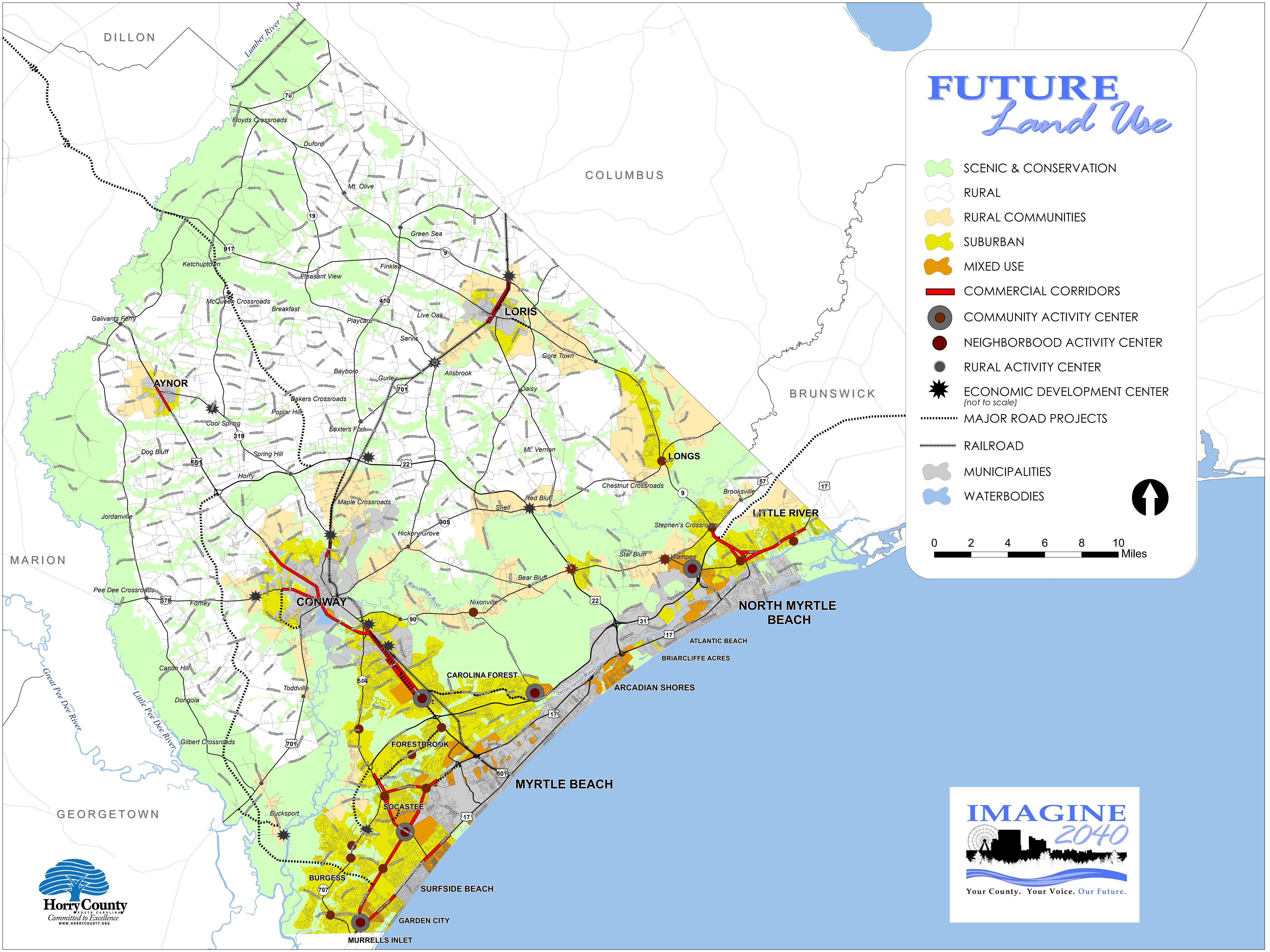












CHAPTER 11:





LAND USE AND CHARACTER

Environmentally sensitive and scenic areas, such as Carolina Bays, estuarine and forested wetlands, undeveloped beachfront, forestlands, floodplains, agricultural lands, and natural recreational and open spaces. Example properties include the Waccamaw National Wildlife Refuge, South Carolina Department of Natural Resources Heritage Preserves, and numerous privately preserved lands. These areas are important for the ecosystem services (flood control, stormwater filtration, clean air), educational and research opportunities, and for nature-based recreation. Many of these areas are either flood or wildfire prone, so development within and adjacent to these areas should take these hazards into consideration.

DESIRED DEVELOPMENT PATTERN

Limited development. If developed, design should use low-impact designs principles to support environmental preservation and avoid natural hazards. Subdivision of land into lots less than 5 acres in size for new development is discouraged. In suburban and urbanizing areas of the County, these areas should be considered for dedication as open space in new development.

RECOMMENDED LAND USES

Primary Land Uses: Open space, nature-based recreation, timberland, agriculture and agricultural/forestry support uses.

Secondary Land Uses: Permanent and temporary educational and research facilities, eco-tourism and agritourism operations.

Conditional Uses: Outdoor shooting ranges, campgrounds.

TRANSPORTATION

These areas have limited opportunities for alternative transportation, unless an identified project within a transportation plan or integrated as open space within a major residential subdivision or public recreation facility.

POLICY GUIDANCE

- If Scenic & Conservation Areas make up a portion of a property, it should not prohibit the remaining portion of the property from being developed.
- These areas should be considered to meet or mitigate open space criteria within major residential subdivisions, as defined within the Land Development Regulations.
- If the County pursues the development of a Density Bonus Program, Scenic & Conservation Areas should be identified as "sending" areas for transferring out development rights to higher density "receiving" areas.
- If outdoor shooting ranges are pursued, an evaluation of the surrounding natural resources and communities should strongly be taken into consideration.
- If campgrounds are pursued, an evaluation of the surrounding natural resources and communities should strongly be taken into consideration. Tree canopy and natural assets should be incorporated into the design. Full-time residency should not be supported.
- 6. In cases where more site specific information, such as wetland delineations and soil data, is available to show that a property or a portion of a property is not environmentally constrained, that information may be presented to the Planning Commission to be considered for uses other than those defined within the recommended land use list or described development pattern. The proposed development would need to be consistent with character of the community and not adversely impact the surrounding landscape. Development would need to address natural hazards, stormwater, public safety, access management,

- and wildlife through design, mitigation measures, capital improvements, or other necessary tools.
- If development is deemed appropriate, it should incorporate best management practices for protecting environmentally sensitive areas and water quality, in addition to avoiding natural hazards and addressing public safety issues.

RELEVANT PLANS

Horry County Parks and Open Space Plan

EXAMPLE ZONING DISTRICTS OF SIMILAR CHARACTER CP, CO1, AG1, AG4, AG5









LAND USE AND CHARACTER

Rural areas should support the preservation of farmland and prime agricultural soils, in addition to the preservation of other natural resources, scenic views, and cultural and historic resources. Land development should retain the rural character by retaining large tracts of land, preserving wide natural buffers between differing land uses, and discouraging land uses that are incompatible to adjacent agricultural uses. Commercial development and services are allowable in Rural Activity Centers, primarily located at historic rural crossroads.

DESIRED DEVELOPMENT PATTERN

Active working lands, such as farms and forests, and large single family lots or family subdivisions with a minimum lot size of ½ an acre or maximum of 2 net units per acre.

RECOMMENDED LAND USES

Primary Land Uses: Agriculture, timberland, and their support uses and services, including, but not limited to crop and livestock processing facilities, stables, veterinary services and farm equipment sales. Single-family detached houses, including mobile homes, on individual large lots.

Secondary Land Uses: Agritourism and eco-tourism uses.

Conditional Land Uses: Rural amusement, outdoor shooting ranges, campgrounds.

TRANSPORTATION

These areas have limited opportunities for alternative transportation, unless an identified project within a transportation plan.

POLICY GUIDANCE

- Protect active agricultural and forestry operations, prime farmland, and erodible soils, in addition to other important natural features.
- Major residential subdivisions are discouraged to minimize the impact on public services and infrastructure.
- If rural amusement, outdoor shooting ranges, or campgrounds are pursued, an evaluation of the surrounding natural resources and communities should strongly be taken into consideration.
- If the County pursues the development of a Density Bonus Program, Rural Areas should be identified as "sending" areas for transferring out development rights to higher density "receiving" areas.

RELEVANT PLANS

Highway 319 Rural Heritage Area Plan, Mount Vernon Rural Area Management Plan, Northeast Area Transportation Plan

EXAMPLE ZONING DISTRICTS OF SIMILAR CHARACTER

AG1, AG2, AG4-7, RE, CP, CO1, SF/MSF40, SF/MSF 20







Chapter 11: Land Use - 11. 20 -

CHAPTER 11:



Land Use



LAND USE AND CHARACTER

Rural communities that have historically grown at a higher density than surrounding rural areas due to land being subdivided for relatives. Many of these communities are experiencing transition because they are located in close proximity to municipalities, high growth areas, and/or major road corridors. Individual single family lots and subdivisions are allowable as long as they do not adversely impact the existing character of the community. Neighborhood commercial and services are located along major arterial roadways and within historic Rural Activity Centers and at new highway interchanges.

DESIRED DEVELOPMENT PATTERN

Single-family residential developments, including minor and major subdivisions, with lot sizes greater than 14,500 sq ft or with a maximum of 3 net units per acre. New master planned subdivisions are allowable, but should minimize impacts to natural and aesthetic resources, avoid natural hazards, and provide large buffers between differing land uses. Neighborhood commercial and services are allowable along major arterial roadways and SCDOT designated business routes if compatible with the community and the property can adequately support the proposed use and development requirements. Otherwise, commercial development and services should be located in designated Activity Centers to minimize sprawling development patterns.

RECOMMENDED LAND USES

Primary Land Uses: Single-family detached housing, including mobile homes, individual lots or within subdivisions.

Secondary Land Uses: Neighborhood commercial uses and services, including tradeshops.

Conditional Land Uses: Rural amusement, campgrounds, mobile home parks.

TRANSPORTATION

These areas have limited opportunities for alternative transportation; however, projects specified within adopted transportation plans should be incorporated into future projects.

POLICY GUIDANCE

- Subdivision of land for single-family detached housing units are allowable, as long as it coincides with existing residential development patterns and do not impede on adjacent farming operations.
- Infill residential neighborhoods should provide large natural buffers between differing land uses and along collector and arterial roadways to limit the visual impact on the existing community, agricultural lands, and other surrounding natural, historical, and cultural assets.
- 3. Infill residential neighborhoods preserve substantial open space, natural features and buffers, and viewsheds, as opposed to developing a conventional suburban neighborhood in a rural setting. Infill development utilizing MRD1 zoning may allow for slightly increased density and lot sizes, as small as 10,000 sq ft lots, in exchange for the protection of large, contiguous open spaces and other sustainable development criteria.
- 4. New residential subdivisions, lots, and new accessory dwellings should be served by public water and sanitary sewer service to protect water quality and minimize impacts to those still utilizing wells and septic tanks.
- The availability of adequate public infrastructure and services, especially in regards to public safety and schools,

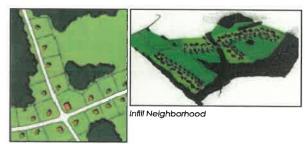
- should be taken into account prior to the approval of rezoning requests.
- Housing rehabilitation and redevelopment is encouraged within these areas to address properties in need of reinvestment.
- 7. Neighborhood commercial and tradeshops should be allowable along arterial roadways and business routes when the parcel is deep enough to support the use, can meet development requirements without variances, and does not impact existing residential uses, historic and cultural resources, and nearby farming operations.
- 8. If rural amusement, campgrounds, or mobile home parks are pursued, an evaluation of the surrounding natural resources and natural hazards, historic and cultural resources, and communities should strongly be taken into consideration.

RELEVANT PLANS

Bennett Loop Neighborhood Revitalization Plan, Northeast Area Transportation Plan

EXAMPLE ZONING DISTRICTS OF SIMILAR CHARACTER

AG1-AG7, RE, SF/MSF 14.5-40, MRD1



Traditional Development Pattern

Warden Station annexation / rezoning – additional staff comments

These are in addition to what has already been provided on the PD narrative revisions:

- 1) **Master Conceptual plan** and other documents (exhibits) need to be updated to reflect the addition of the other properties that were added to the PD.
- 2) **PD narrative** needs to be updated to reflect / address staff notes that were provided via email to Brandon Truesdale and Kaitlyn Weimer on 5/30/23. We also need to discuss *Section H. Building Criteria*, of the narrative. This needs to be simplified.
- 3) Applicant needs to reach out to owner of PIN 381-08-01-0006 (**DDG Investments**) to discuss proposed uses on the property that are to be included in the PD. Its staffs understanding that they would like to have mini-storage with outdoor recreational storage. This parcel may provide an opportunity to be more industrial in nature, rather than highway commercial.
- 4) In the PD narrative and the DA, there needs to be a section / sentence added that states something to the effect that the project will comply with the City's Flood Damage Prevention Ordinance that is in effect at the time of permit issuance. The Flood Damage Prevention Ordinance is not contained within the UDO and the property will not be exempt from any revisions to the ordinance that may occur in the future.
- 5) Need to discuss the **buffers from flood zones** that are identified using FEMA's flood map.
- 6) Please **show the flood way on the flood plan** provided (Horry County Unincorporated Areas 450104) (45051C0537K/ eff. 12/16/2021). Use the following link to access FEMA map for this location:

https://hazards-

fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa 9cd&extent=-79.1214862548567,33.774957338954096,-79.03840214841149,33.810622326419384

- 7) Need to discuss traffic improvements that are needed per the traffic study provided, and the phasing of units/creation of lots permitted within a time-period that coincides with the completion of required improvements.
- 8) Need to ensure that the **50' existing access / easement is shown on maps/plans** for PIN's 403-02-02-0001, 380-15-03-0001, and 380-00-00-0037 (Wayna Marie Lane).
- 9) Ensure there is an adequate buffer (at least 50') between the spine road and the "excluded" property (accessed via Wayna Marie Ln).
- 10) Have there been any further discussions with Bucksport Water to address concerns with servicing a development of this size?

- 11) The phasing and land use plan exhibit need to be updated. For example:
 - Tract K (580.53 ac.) this tract is shown to be one of the tracts in "Tier III" of your PD narrative, yet this tract is all wetlands/flood zones, and is shown as mostly the "Master Open Space" on the conceptual plan. Per Tier III, multifamily, mixed use, Highway Commercial, mini-storage, etc. are permitted. As noted in the revisions sent to the PD Narrative, all conservation areas, open space areas, environmentally sensitive areas, etc. could be in their own classification or grouping.
 - Tract A (40.47 ac.) there was discussion about revising this tract to single-family. Please advise.
 - Tract B (10.72 ac.) what is the proposed use on this tract if not proposed to dedicate to city for a future fire station?
 - Tract D (56.84 ac.) it may just be very close, but a few of the lots may be within a flood zone. Please revise.
- 12) Have you reached out to **SCPSA** for encroachment permit requirements for any of the improvements shown to be installed underneath their powerlines?
- 13) Need plans showing the trail system to be put in place for connection to the Wildlife Refuge Trail. Please review the Pathway's and Trails Plan for the trail types that may be installed in wetlands/environmentally sensitive areas, as well as utility easements.
- 14) A lot of the **required impervious areas** are not shown, **specifically with the townhome developments**. Will the townhomes be fee-simple or in-common?
- 15) Further discussion needed on the **master open space and amenities** (*i.e.* trails/pathways connection, site improvements, conservation easements, etc.).
- 16) Would like to see a **conservation subdivision plan (conceptual design), compared to the PD**. Conservation subdivisions do not allow multifamily structures, but do allow single-family attached. In your PD narrative and land plan, please identify the conservation designs that you are incorporating into the design.
- 17) Need to add a section that states the entire **development shall comply with the Tree**Preservation Ordinance that is in effect at the time of development review / permit issuance.
- 18) How do people who choose to exit/enter via Kinlaw Lane get to the spine road connection shown to end at tract I? According to RIDE III, only 1.2 miles of dirt road will be paved on Kinlaw Lane. Please provide information as to where the county maintenance ends in relation to where the spine road shown on the conceptual plan ends. Have you determined the property boundary for PIN 403-00-00-0003 in relation to Kinlaw Lane? It appears as though some of this parcel includes a portion Kinlaw Lane.

19) Also, **regarding Kinlaw Lane and Tract J**, the residential street on the master plan is shown as connecting to a spine road and concerns were expressed at the Planning Commission workshop that people who do not reside in Tract J would utilize the local streets to access the commercial establishments or as a cut through rather than drive around. Adding a spine road that would bypass residential development (specifically Tract J) was discussed. Please show this revision in your updated plan.

20) Other concerns discussed during PC workshop:

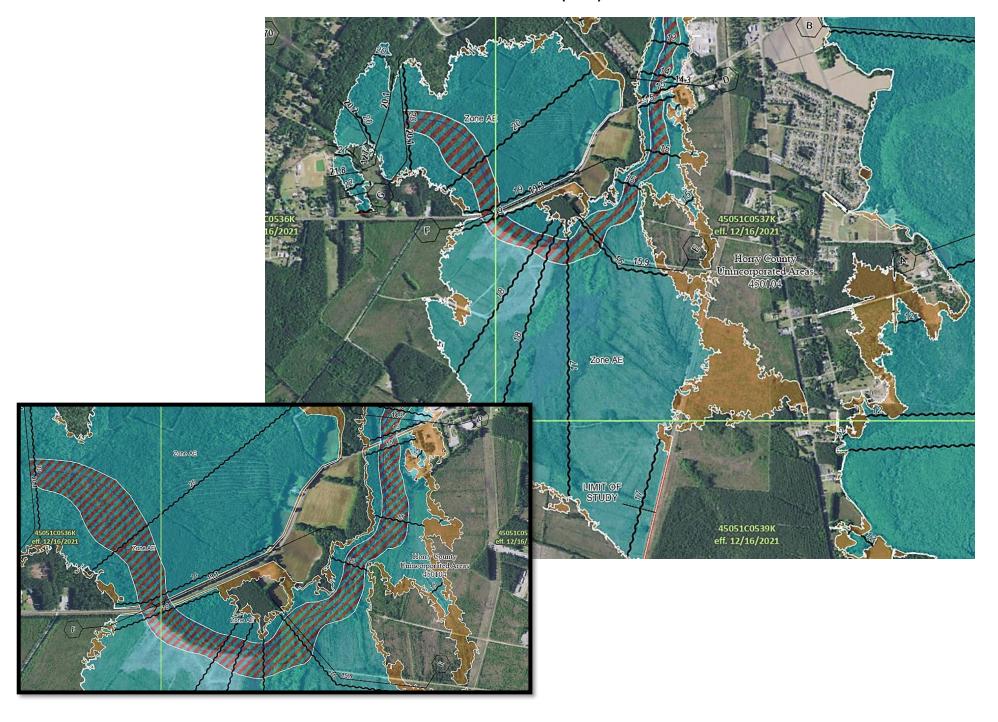
- Impact to wetlands
- No Net fill standards
- Collection of sanitation and stormwater fees
- Fire station location(s)
- Design standards for the PD
- General infrastructure concerns for this property and surrounding areas
- Building in or near flood zones (buffers from flood zones)
- Open space for the development
- Lot sizes for the commercial tracts
- Development agreement language
- Dimensional standards for various types of development
- Buffers between differing land uses and different housing types

21. Development Agreement considerations (for discussion):

- a) Public Safety Enhancement fees
 - Need to be diligent in insisting on use of roundabouts for traffic calming.
 - Need to determine cost of police services (i.e. number of additional police officers needed, associated vehicles, other equipment, recurring costs).
 - Require LPR's and cameras to help offset the burden on the city's system.
- b) Traffic improvements
 - Phasing of developments on improvements that have been installed.
 - Limiting number of permits issued until needed improvements are completed.
- c) Sanitation Enhancement fees
 - Cost of additional sanitation trucks and recurring maintenance costs, as well as number of employees needed for total number of trucks added (2 per truck).
- d) Parks and Recreation Enhancement fees
- e) Parks and Recreation needs
 - Trigger for requiring city park / amenities (Ex.: must be completed before the 120th permit is issued for the development)
 - What is needed in this area?

- According to the (current) US Census, should be 1,100 children between the ages of 5-18 years. If 50% participate in recreational sports, city leagues will increase by 50% with this development alone.
- 1,520 (additional residents) will be over the age of 65 and will also use the rec center. If only 25% of the population uses the rec, that is 380 (additional) users.
- Trails should have the same trigger as requirement for parks.

FEMA's National Flood Hazard Area (NFHL) Viewer



DATE: July 13, 2023

AGENDA ITEM: IV.B.3

ISSUE:

Request by G3 Engineering, agent, to annex approximately 12.56 (+/-) acres of property located on Hwy 701 S and Pitch Landing Rd (PIN 381-00-00-0003), and request to rezone from the Horry County Highway Commercial (HC) district to the City of Conway Planned Development (PD) district.

BACKGROUND:

Last year, staff began discussions with an engineering firm on annexation of this property. At that time, the property was not contiguous to property in the City. Since then, Dollar General at 3546 Hwy 701 South was annexed February 6th, Bucks Township Storage at 3550 Hwy 701 South was annexed on March 20th. However, Council voted *NOT* to annex The Gun Store, located at 3594 Hwy 701 South at their June 20th meeting, due to property owner concerns with becoming a legal nonconforming use if annexed into the city limits. In lieu of annexing The Gun Store, the property owner of The Gun Store and the adjacent property owned by White Oak Forest, LLC (PIN 381-00-00-0003) had a combination plat done (and recorded) that combined a rear portion of PIN 381-01-04-0022 (The Gun Store) to PIN 381-00-00-0003 (White Oak Forest, LLC), which accomplishes the contiguity needed to proceed with the annexation requests of the Warden Station tracts, via Plat Book 313 at Page 296.

This project is outside of the City's utility service area. Any development which would require utilities would be provided sewer via GSWSA and water via Bucksport Water Systems.

Previously, the requested zoning upon annexation was Highway Commercial (HC). The applicants recently revised the request, in order to include this property with the Warden Station PD.

Project / Request Overview:

The total acreage of the Warden Station PD, when including <u>all</u> parcels that are within the proposed PD, is approx. 1,763 (+/-) acres. Refer to Item IV.B.6 on the agenda for additional information pertaining to the Warden Station PD.

The current zoning of the property is <u>Horry County Highway Commercial (HC)</u>. Per *Horry County's Zoning Ordinance, Art. 2 – Established Districts, Sec. 201 – Districts Intent Statements*, the HC district is intended to *establish and appropriate land reserved for general business purposes and with particular consideration for the automobile-oriented commercial development existing or proposed along the county's roadways. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service, amusement, entertainment, and professional uses which benefit from being located in close proximity to each other; and to discourage any encroachment by industrial or other uses capable of adversely affecting the basic commercial character of the district.*

Permitted or conditional uses in HC, per the county's Zoning Ordinance (*Section 204 – Zoning Use Tables*) include single-family residential, hotel/motels, group homes, campers/RV's as temporary living accommodations (with conditions), agricultural uses, animal services, storage-related uses (with conditions), sales/rental uses, repair/service uses, indoor amusement uses, certain outdoor amusement uses (some with conditions or temporary), some transportation uses, medical uses (some which require that a special exception be granted by the Board of Zoning Appeals), professional uses, limited industrial uses (*i.e.* salvage yard, trade shops with conditions, warehouse), retail uses, including high-bulk retail, other commercial uses (ATM, gas stations, mini-warehouse/self-storage, restaurants/bars – which could be subject to additional restrictions, etc.), and institutional uses. Individual / specific uses, along with conditions associated with some uses, can be found in the county's zoning ordinance.

Requested Zoning:

The requested zoning designation upon annexation is Planned Development (PD) District. Per Section 3.3.2 – Planned Development (PD) District, of the UDO, the intent of the PD District is to provide for large-scale, quality development projects (3 acres or larger) with mixed land uses which create a superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments.

Planned Developments are also subject to the standards contained within *Article 6 – Design Standards*, *Section 6.4.2* of the UDO.

Packet Inserts:

There has not been any additional information submitted for this particular property, other than the revised annexation/rezoning application with the requested zoning of a PD upon annexation. For additional information, refer to the items included under Item IV.B.6 on the agenda.

CITY OF CONWAY COMPREHENSIVE PLAN:

This property is not currently identified on the City's Future Land Use Map of the Comprehensive Plan. It is identified on Horry County's Future Land Use Map (Imagine 2040 Comprehensive Plan) as <u>Rural Communities</u>. Below are highlights from the County's Comprehensive Plan describing Rural Communities:

Rural Communities:

- Single-family residential developments, including minor and major subdivisions, with lots sizes greater than 14,500 sq. ft. or with a max of 3 net units per acre. New master plan subdivisions are allowable, but should minimize impacts to natural and aesthetic resources, avoid natural hazards, and provide large buffers between different land uses. NC and services are allowable along major arterial roadways (*i.e.* 701 South) if compatible with the

- community and the property can adequately support the proposed use and development requirements.
- Primary land uses include single-family (SF) detached housing, including mobile homes. Individual lots or subdivisions.
- Subdivision of land for SF detached housing units are allowable, as long as it coincides with existing residential development patterns and does not impede on adjacent farming operations.
- New residential subdivisions, lots, and new accessory dwellings should be served by public water and sewer service to protect water quality and minimize impacts to those still utilizing wells and septic tanks.
- The availability of adequate public infrastructure and services, especially in regards to public safety and schools, should be considered prior to the approval of rezoning requests.

NEXT STEPS AND DATES/ESTIMATES:

If Planning Commission provides a recommendation for council following this public hearing, First Reading of the annexation and rezoning requests could tentatively be scheduled for the August 7th OR August 21st Council meeting agendas. However, the development agreement would need to be advertised 30 days in advance of the council meeting agenda, and that has not yet occurred.

STAFF RECOMMENDATION:

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to Council after said review.

Because the request was revised to be a PD and is proposed to be part of the Warden Station PD, the applicant should provide updated plans to reflect the inclusion of this property in the PD so that it can be reviewed by staff and to ensure the most current information is being considered.

Attachments in packet:

- Revised annexation/rezoning request
- GIS maps
- Plat Book 313 at Page 296



PETITION FOR ANNEXATION

Staff Use C	Only
Received:	
BS&A #:	

City of Conway Planning Department 196 Laurel Street, 29526

Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Instructions:

- Fill out all 3 pages
- · Submit signed forms to City of Conway Planning Department
- Provide digital copy of deed and survey/plat with these forms

STATE OF SOUTH CAROLINA)	
)	PETITION FOR ANNEXATION
COUNTY OF HORRY)	

TO THE HONORABLE MAYOR AND CITY COUNCIL OF CONWAY

WHEREAS, § 5-3-150 (3) of the Code of Laws of South Carolina provides for the annexation of an area or property which is contiguous to a City by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation; and

WHEREAS, the undersigned are all persons owning real estate in the area requesting annexation; and

WHEREAS, the area requesting annexation is described as follows, to wit:

NOW, THEREFORE, the undersigned petition the City Council of Conway to annex the below described area into the municipal limits of the City of Conway.

PROPERTY LOCATION/SUBDIVISI	ON: Corner of Pitch Land	ding Road and White Oa	k Forest Place
PIN: 38100000003			
PROPERTY ADDRESS: Corner of	Pitch Landing Road and	White Oak Forest Place	
PROPERTY OWNER MAILING ADD	DRESS: 4705 Oleander Dr	. Suite 4705-A Myrtle Be	each, SC 29577
PROPERTY OWNER TELEPHONE N	NUMBER: 843-449-0441		
PROPERTY OWNER EMAIL:			
APPLICANT: Felix H. Pitts - G3 E	Engineering & Surveying,	LLC	
APPLICANT'S EMAIL: felix@g3ei	ngineering.org		
IS THE APPLICANT THE PROPERT	Y OWNER? CIRCLE: YE	s No 🗸	
IF NOT: PLEASE INCLUDE A LET RESPONSIBILITY TO THE APPLICATION PROPERTY OWNERS (Attach addition)	ANT.	1	COST 19
Reith C. Hinson	(Signature)	DATE:_	11/28/2022
(Print)	(Signature)	DATE:	



PETITION FOR ANNEXATION

Staff Use	Only	
Received:		
BS&A #:		

Is there a structure on the lot: No Structure Type: N/A
Current Use: undeveloped
Are there any wetlands on the property?
CIRCLE: YES NO NO
If yes, please include valid wetland delineation letter from army corps of engineers.
Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?
CIRCLE: YES NO NO
If yes, please explain and provide a copy of covenant and/or restriction.
Is the city a party to any deed restrictions or easements existing on the property?
CIRCLE: YES NO NO
If yes, please describe.
Are there any building permits in progress or pending for this property?
CIRCLE: YES NO
If yes, please provide permit number and jurisdiction.
FEES ARE DUE AT SUBMITTAL.
RI ZONING DISTRICT – NO FEE ALL OTHER ZONING DISTRICTS - \$ 250
PLEASE SUBMIT TO THE PLANNING DIRECTOR AT THE CITY OF CONWAY.
ahardin@cityofconway.com



Zoning Map Amendment Application

Incomplete applications will not be accepted.

cation Received:___

Received:_____ BS&A #:_____

Staff Use Only

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Notice

All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property. In order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filing fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. R-1 rezoning requests will not be charged a fee. A plat of the property to be rezoned may be required with this application.

between US Hwy 701 & PHYSICAL ADDRESS OF PROPERTY: Forest PI	White OakFEE PAID () YES () NO
AREA OF SUBJECT PROPERTY (ACREAGE): 12.56 AC	PIN: 3810000003
CURRENT ZONING CLASSIFICATION: HC	
COMPREHENSIVE PLAN 2035 FUTURE LAND USE:	
requested zoning classification: PD	
NAME OF PROPERTY OWNER(S):	
White Oak Forest LLC	PHONE #
	PHONE #
MAILING ADDRESS OF PROPERTY OWNER(S):	
4705 Oleander Dr. Suite 4705-A Myrtle Beach, SC 29577	
*********************	**************
I (we) the owner(s) do hereby certify that all in Amendment Application is correct.	formation presented in this Zoning Map $11/28/2022$
PROPERTY OWNER'S SIGNATURE(S)	DATE
PROPERTY OWNER'S SIGNATURE(S)	DATE
LYOLEK I OMNEK 2 SIGNATOKE(2)	DATE

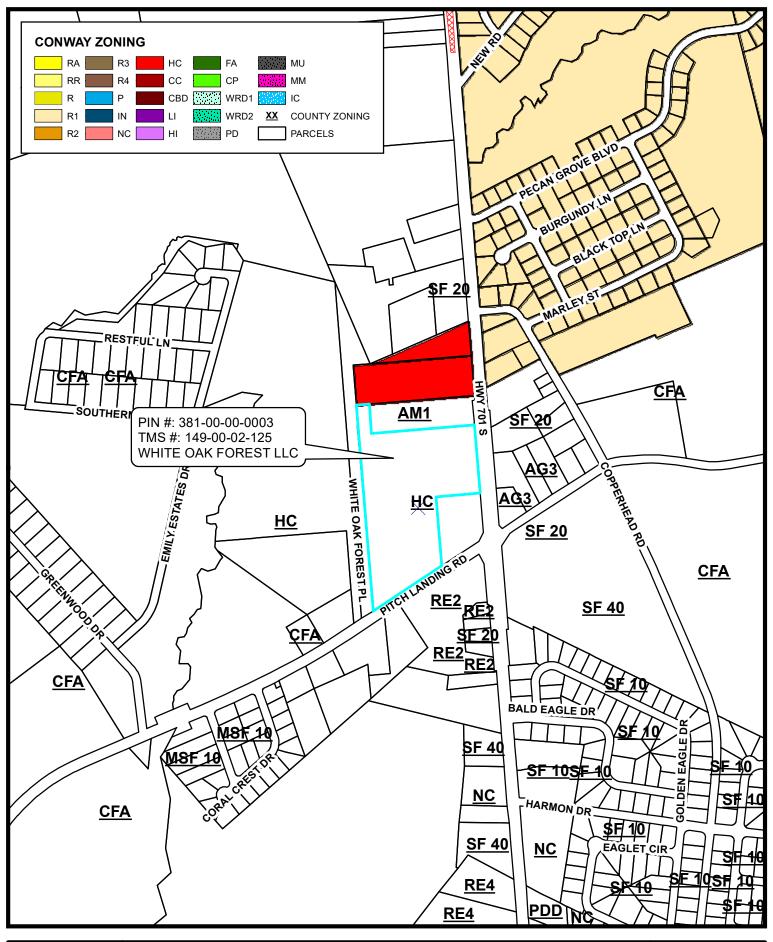
THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.

LETTER OF AGENCY

To:	City of Conway			
Re:	Horry County PIN Nos.: 381-00-00-0003 (White Oak Forest LLC.).			
Property Loca	Property Location: Corner of Pitch Landing Road and White Oak Forest Place			
Property Own	er(s): White Oak Fo	rest LLC. (Fee Simple Owner)		
In connection with the above referenced property, I hereby appoint the person shown below as my agent for purposes of filing such applications for zoning and zoning amendments, including site plans, rights-of-way and subdivision plats for the above referenced properties as may be required.				
Authorized A	gent:	Felix H. Pitts of G3 Engineering & Surveying LLC.		
Agent's Addr	ess:	24 Commerce Drive Pawleys Island, SC, 29585		
<u>Agent's Telephone</u> : (843) 424-9280				
FEE SIMPLE OWNER:				
White Oak Forest LLC., a South Carolina limited liability company				
By: Name: Keith C. Hinson Title: HANAGER				
Addre	ss: 4705 C	Dleander Dr. Suite 4705-A		
	Myrtle	Beach, SC, 29577		

(843) 449-0441

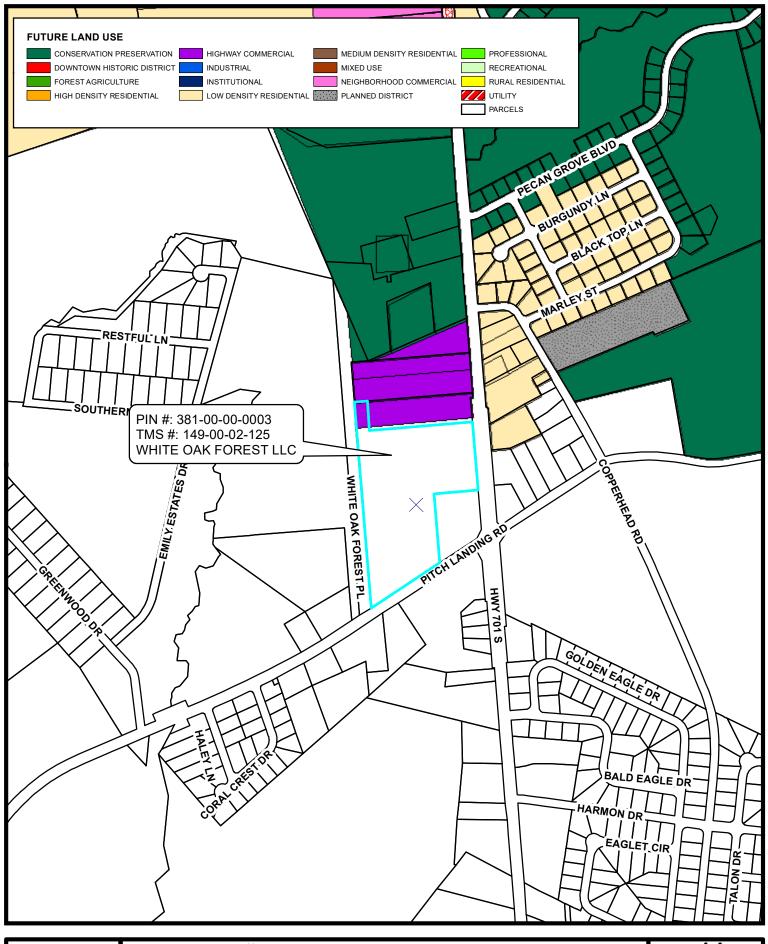
Phone:





Disclaimer: This map is a graphic representation only. It is NOT a survey. All efforts have been made to ensure its accuracy. However, the City of Conway disclaims all responsibility & liability for the use of this map.

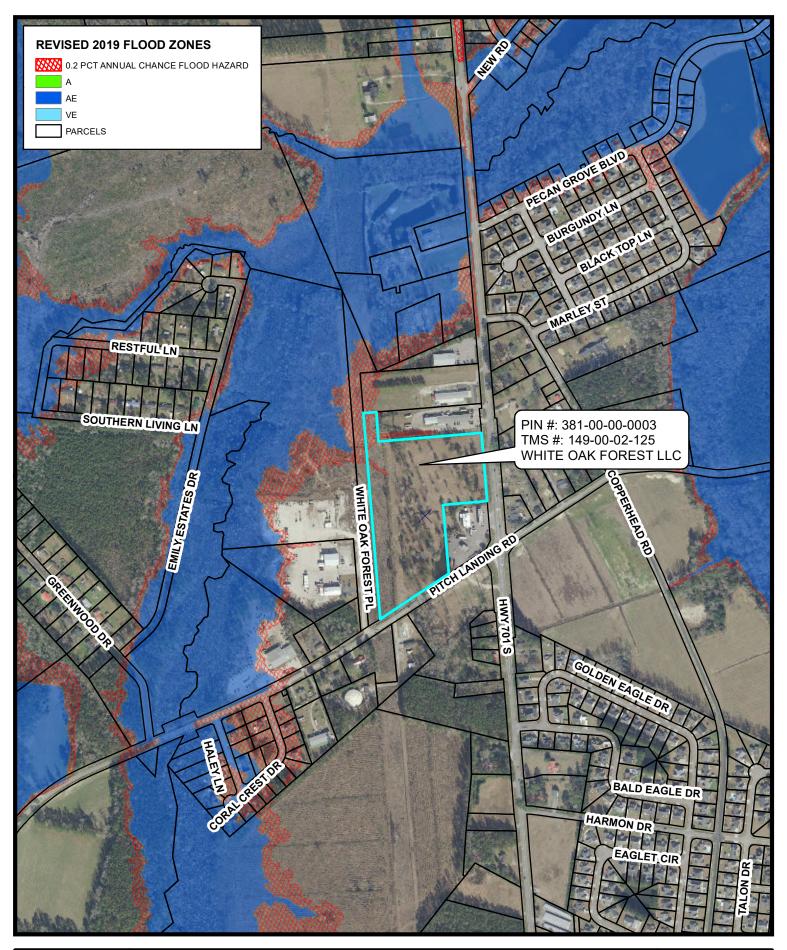
PIN #: 381-00-00-0003 TMS #: 149-00-02-125 WHITE OAK FOREST LLC





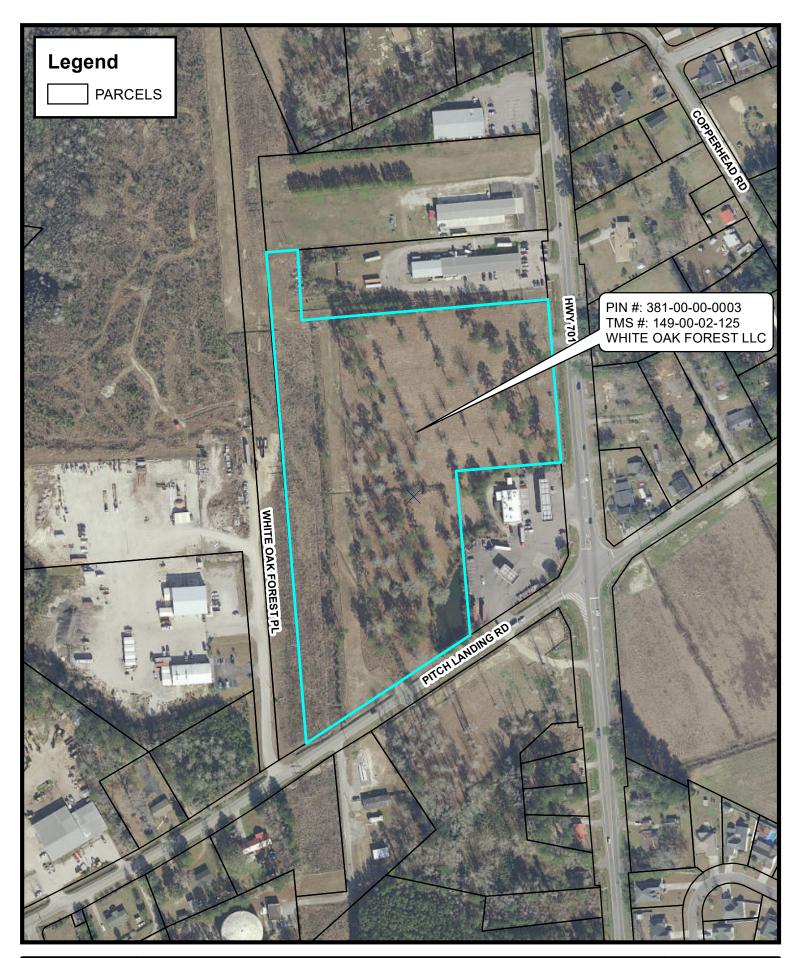
Disclaimer: This map is a graphic representation only. It is NOT a survey. All efforts have been made to ensure its accuracy. However, the City of Conway disclaims all responsibility & liability for the use of this map.

PIN #: 381-00-00-0003 TMS #: 149-00-02-125 WHITE OAK FOREST LLC



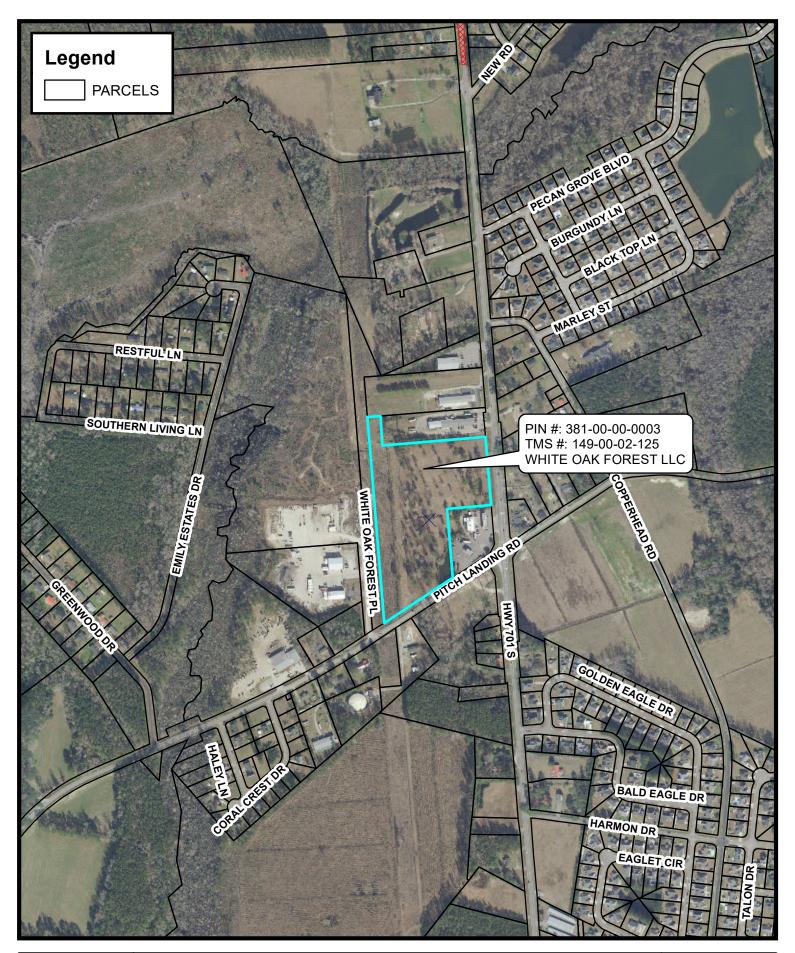


PIN #: 381-00-00-0003 TMS #: 149-00-02-125 WHITE OAK FOREST LLC





PIN #: 381-00-00-0003 TMS #: 149-00-02-125 WHITE OAK FOREST LLC





PIN #: 381-00-00-0003 TMS #: 149-00-02-125 WHITE OAK FOREST LLC



NOTES:

Tax Parcel: PIN: 381-01-04-0022
 TMS: 149-00-02-149

TGS Holdings LLC 3594 Highway 701 South Conway, SC 29527

Last property transfer Deed Book 3683, Page 1649. Original Acreage of Tract B-1 (2.43 Ac.)

Tax Parcel: PIN: 381-01-04-0022 TMS: 149-00-02-149

White Oak Forest LLC 4705 Oleander Drive Suite 4705-A Myrtle Beach, SC 29577-5751

Last property transfer Deed Book 2194, Page 1478. Original Acreage of Tract B (12.71 Ac.)

This property appears to be located in Flood Zone "X" & "X" (other) , According to FEMA flood zones per F.I.R.M. 45051C 537 K, dated Dec. 16th, 2021. This property does not appear to be the located in Horry County

This property does not appear to be the located in Honry County supplemental flood zone; Reference to Ordinance filed in Deed Book 4442 at page 2393. Any Flood zone lines shown hereon are based on provided data. This plat is not the basis for flood zone determination or flood zone related issues. Declaration is made to original purchaser of the survey. It is not

- This survey is only valid if print of same has original signature and embossed seal of the surveyor.
- Surveyor has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, ownership title evidence, or any other facts that an accurate and current title search may disclose.
- Subsurface and environmental conditions were not examined or considered as a part of this survey. No statement is made concerning the existence of underground or overhead containers or facilities that may affect the use or development of this tract.
- This property is subject to all easements or restrictions of record.
- 1/2" Iron Pipes Set at all corners unless noted otherwise.
- All Bearings are based upon the South Carolina State Plane Coordinate System (NAD83)(2011). All distances shown are Horizontal not grid
- Date of Field Survey: April, 2023

REFERENCES:

- Plat of Parcel Split prepared for Beehive Enterprises LLC by Terry M. Watson Land Surveying, Inc dated March 29th, 2010 and recorded at the Horry County Register of Deeds, South Carolina, in Plat Book 249 Page 322.
- Boundary Survey prepared for White Oak Forest LLC by Terry M. Watson Land Surveying, Inc dated September 10 th, 1999 and recorded at the Horry County Register of Deeds, South Carolina, in Pat Book 165 Page 168
- Title To Real Estate Road/Route US 701 & 5-26-110 (Pitch Landing Road) Project ID 0041512 Tract 15 and recorded at the Horry County Register of Deeds, South Carolina, in Deed Book 3802 Page 692.
- Plat of 2.18 Acres prepared for John Hearn by Associated Land Surveys dated February 15th, 2001 and recorded at the Horry County Register of Deeds, South Carolina, In Peed Book 183 Page 147.

SPACE RESERVED FOR PLANNING APPROVAL ONLY

Approved For Recording

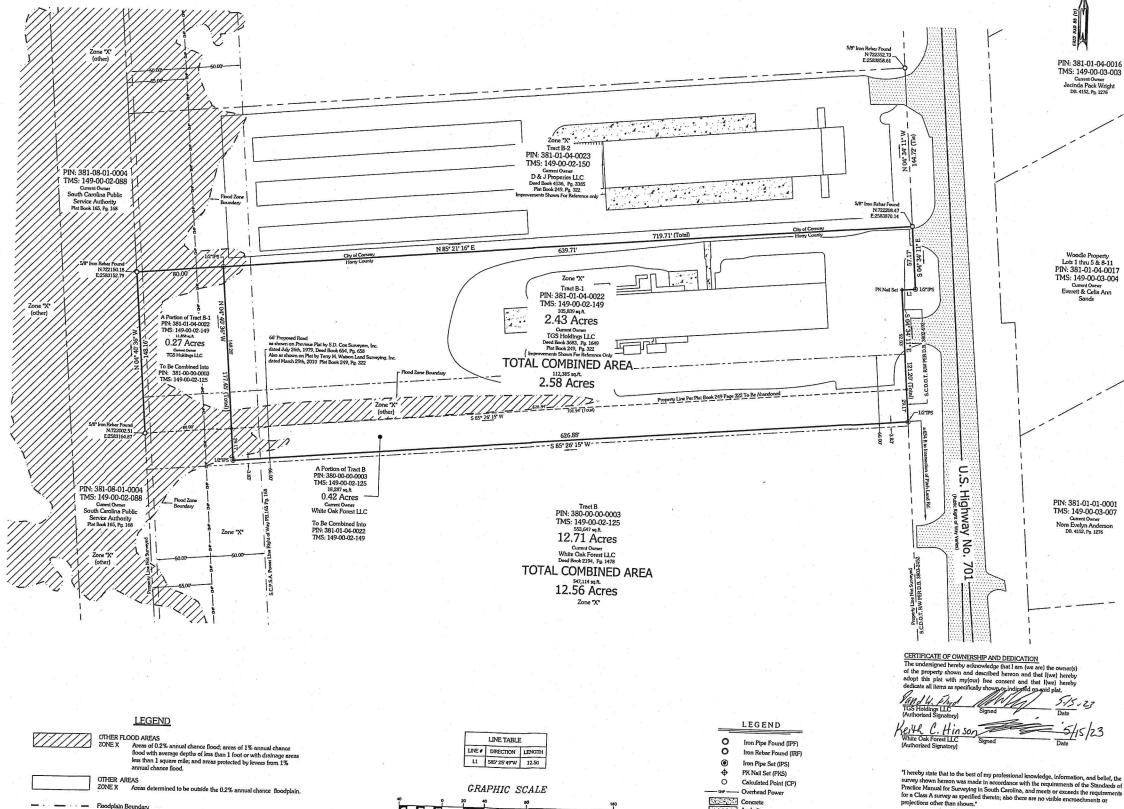


- - - Floodplain Boundary

Plat BK: 313 PG: 296

Doctype: 061, 06/07/2023 at 11:10:32 AM, 1 OF 1

Marion D. Forworth III. Horry County, SC Registrat of Deeds



GRAPHIC SCALE

(IN FEET)

- Overhead Power Concrete
Asphalt

> modore Michael D. Oliver, P.L.S. No. 13520

4703 Oleander Drive Myrtle Beach, SC 29577 Telephone: 843-839-3350 www.drgpllc.com

WITH CAPO

RESOURCE GROUP

COMBINATION PLAT
TRACT B (12.56 ACRES TOTAL COMBINED AREA)
TRACT B-1 (2.58 ACRES TOTAL COMBINED AREA)
BUCKS TOWNSHIP, HORRY COUNTY, SOUTH CAROLINA
PREPARED FOR:

No. 13520

MOSLEVE L DEAN

PIN: 381-01-04-0016 TMS: 149-00-03-003 Current Owner Jacinda Pack Wright DB. 4152, Pg. 1276

Woodle Property Lots 1 thru 5 & 8-11 PIN: 381-01-04-0017 TMS: 149-00-03-004

Current Owner Everett & Celia Ann

PIN: 381-01-01-0001

TMS: 149-00-03-007 Current Owner
Nora Evelyn Anderson
DB. 4152, Pg. 1276

DATE: July 13, 2023 AGENDA ITEM: IV.B.4

ISSUE:

Request by G3 Engineering, agent, to annex approximately 5.26 (+/-) acres of property located on Hwy 701 S, Pitch Landing Rd, and Wildair Circle (PIN 381-08-01-0006), and request to rezone from the Horry County Community Retail Services (RE2) district and the Commercial Forest Agriculture (CFA) district to the City of Conway Planned Development (PD) district.

BACKGROUND:

Last year, staff began discussions with an engineering firm on annexation of this property. At that time, the property was not contiguous to property in the City. Since then, Dollar General at 3546 Hwy 701 South was annexed February 6th, Bucks Township Storage at 3550 Hwy 701 South was annexed on March 20th. However, Council voted *NOT* to annex The Gun Store, located at 3594 Hwy 701 South at their June 20th meeting, due to property owner concerns with becoming a legal nonconforming use if annexed into the city limits. In lieu of annexing The Gun Store, the property owner of The Gun Store and the adjacent property owned by White Oak Forest, LLC (PIN 381-00-00-0003) had a combination plat done (and recorded) that combined a rear portion of PIN 381-01-04-0022 (The Gun Store) to PIN 381-00-00-0003 (White Oak Forest, LLC), which accomplishes the contiguity needed to proceed with the annexation requests of the Warden Station tracts, via Plat Book 313 at Page 296.

This project is outside of the City's utility service area. Any development which would require utilities would be provided sewer via GSWSA and water via Bucksport Water Systems.

This property originally was requested to be zoned HC upon successful annexation into the City limits. The applicants have revised the application to instead request the PD district to tie into the Warden Station PD. Additionally, in April of this year, the property owner combined and added all of the tracts (including an additional tract not part of the original request) which now make up the 5.26 acres of property being considered for annexation and rezoning, via Plat Book 311 at Page 343 (partially redacted copy in packet).

Project / Request Overview:

The total acreage of the Warden Station PD, when including <u>all</u> parcels that are within the proposed PD, is approx. 1,763 (+/-) acres. Refer to item IV.B.6 on the agenda for additional information pertaining to the Warden Station PD.

Per the applicant's revised application, the current zoning of the property is <u>Horry County Community Retail Services (RE2)</u> and <u>Commercial Forest Agriculture (CFA)</u>. Per the County's GIS, if any of the property is zoned CFA following the platting action, it is a minimal amount, and would not be enough property to be developed as CFA on its own.

Per Horry County's Zoning Ordinance, Art. 2 – Established Districts, Sec. 201 – Districts Intent Statements, the RE2 district is intended to provide opportunities to locate and develop businesses primarily engaged in the sale, rental, and provision of goods or merchandise for personal or household use. Uses within this district are generally located outside or on the edge of established residential developments along transportation corridors providing easy access to established business. Uses permitted in this district may be freestanding or located in minor retail centers with out-parcel development. Uses permitted in this district are intended to not impair existing or future residential development.

Permitted or conditional uses in RE2, per the county's Zoning Ordinance (*Section 204 – Zoning Use Tables*) include (but not limited to) multi-family residential, quadruplexes and townhome developments, single-family residential, hotel/motels, animal services, repair services, car washes, auditorium/theaters, medical offices and clinics, professional uses (*i.e.* banks, beauty salons, fitness centers, spas, office uses, *etc.*), retail uses (*i.e.* grocery stores, retail sales, lawn & garden), other commercial uses (*i.e.* ATM/Ice Vending Machine, gas stations, restaurants/bars – which may require a special exception, etc.), and institutional uses (civic/fraternal/social clubs and specialty schools). Individual / specific uses, along with conditions associated with some uses, can be found in the county's zoning ordinance.

Requested Zoning:

The requested zoning designation upon annexation is Planned Development (PD) District. Per Section 3.3.2 – Planned Development (PD) District, of the UDO, the intent of the PD District is to provide for large-scale, quality development projects (3 acres or larger) with mixed land uses which create a superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments.

Planned Developments are also subject to the standards contained within $Article\ 6 - Design\ Standards$, $Section\ 6.4.2$ of the UDO.

Packet Inserts:

There has not been any additional information submitted for this particular property, other than the revised annexation/rezoning application with the requested zoning of a PD upon annexation. For additional information, refer to the items included under Item IV.B.6 on the agenda.

CITY OF CONWAY COMPREHENSIVE PLAN:

This property is not currently identified on the City's Future Land Use Map of the Comprehensive Plan. It is identified on Horry County's Future Land Use Map (Imagine 2040 Comprehensive Plan) as <u>Rural Communities</u>. Below are highlights from the County's Comprehensive Plan describing Rural Communities:

Rural Communities:

- Single-family residential developments, including minor and major subdivisions, with lots sizes greater than 14,500 sq. ft. or with a max of 3 net units per acre. New master plan subdivisions are allowable, but should minimize impacts to natural and aesthetic resources, avoid natural hazards, and provide large buffers between different land uses. NC and services are allowable along major arterial roadways (*i.e.* 701 South) if compatible with the community and the property can adequately support the proposed use and development requirements.
- Primary land uses include single-family (SF) detached housing, including mobile homes. Individual lots or subdivisions.
- Subdivision of land for SF detached housing units are allowable, as long as it coincides with existing residential development patterns and does not impede on adjacent farming operations.
- New residential subdivisions, lots, and new accessory dwellings should be served by public water and sewer service to protect water quality and minimize impacts to those still utilizing wells and septic tanks.
- The availability of adequate public infrastructure and services, especially in regards to public safety and schools, should be considered prior to the approval of rezoning requests.

Staff inclusions in packet:

- Revised annexation/rezoning request
- GIS maps
- Plat Book 311 at Page 343 (partially redacted)

NEXT STEPS AND DATES/ESTIMATES:

If Planning Commission provides a recommendation for council following this public hearing, First Reading of the annexation and rezoning requests could tentatively be scheduled for the August 7th OR August 21st Council meeting agendas. However, the development agreement would need to be advertised 30 days in advance of the council meeting agenda, and that has not yet occurred.

STAFF RECOMMENDATION:

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to Council after said review.

Because the request was revised to be a PD and is proposed to be part of the Warden Station PD, the applicant should provide updated plans to reflect the inclusion of this property in the PD so that it can be reviewed by staff and to ensure the most current information is being considered.



PETITION FOR ANNEXATION

Staff Use	Only	
Received: BS&A #:		

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Instructions:

- Fill out all 3 pages
- Submit signed forms to City of Conway Planning Department
- Provide digital copy of deed and survey/plat with these forms

STATE OF SOUTH CAROLINA)	
)	PETITION FOR ANNEXATION
COUNTY OF HORRY)	

TO THE HONORABLE MAYOR AND CITY COUNCIL OF CONWAY

WHEREAS, § 5-3-150 (3) of the Code of Laws of South Carolina provides for the annexation of an area or property which is contiguous to a City by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation; and

WHEREAS, the undersigned are all persons owning real estate in the area requesting annexation; and

WHEREAS, the area requesting annexation is described as follows, to wit:

NOW, THEREFORE, the undersigned petition the City Council of Conway to annex the below described area into the municipal limits of the City of Conway.

PROPERTY LOCATION/SUBDIVISION:	Southwest intersect	ion of US Hwy	701 and Pitch Landing Road
PIN: 38108010006	ACREAGE	E:5	5.26 AC
PROPERTY ADDRESS: Southwest inter			
PROPERTY OWNER MAILING ADDRESS			
PROPERTY OWNER TELEPHONE NUM	BER: 843-385-7283		
PROPERTY OWNER EMAIL:			
APPLICANT: Felix H. Pitts - G3 Engine	ering & Surveying, LL	_C	
APPLICANT'S EMAIL: felix@g3engine	ering.org		
IS THE APPLICANT THE PROPERTY O	WNER? CIRCLE:	YES	№ 🗸
IF NOT: PLEASE INCLUDE A LETTER RESPONSIBILITY TO THE APPLICANT PROPERTY OWNERS (Attach additional solution)	heets if necessary)	OWER OF ATTO	DATE: 2 F 2
(Print) (Sig	nature)	-	DATE:



PETITION FOR ANNEXATION

Staff Use Only	
Received:BS&A #:	

Is there a structure on the lot:Y _ Structure Type: Residential
Current Use: Residential Unit
Are there any wetlands on the property? CIRCLE: YES NO NO
If yes, please include valid wetland delineation letter from army corps of engineers.
Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?
CIRCLE: YES NO NO
If yes, please explain and provide a copy of covenant and/or restriction.
Is the city a party to any deed restrictions or easements existing on the property?
CIRCLE: YES NO O
If yes, please describe.
Are there any building permits in progress or pending for this property?
CIRCLE: YES NO O
If yes, please provide permit number and jurisdiction.
FEES ARE DUE AT SUBMITTAL.
RI ZONING DISTRICT - NO FEE ALL OTHER ZONING DISTRICTS - \$ 250
PLEASE SUBMIT TO THE PLANNING DIRECTOR AT THE CITY OF CONWAY.
ahardin@citvofconwav.com



Zoning Map Amendment Application

Staff Use Only

Received:______
BS&A #:_____

incomplete applications will not be accepted.

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cilvofconway.com

Notice

All zoning map amendments shall follow the procedures set forth in Section 13.1.7 of the City of Conway Unified Development Ordinance. Amendments to the Official Zoning Map shall be initiated by members of City Council, the Planning Commission, the Planning Director, or owner(s) of the subject property. In order to partially defray the administrative cost of zoning map amendments, the applicant shall pay a filing fee to the City of Conway in the amount of \$250.00 at the time this application is submitted. Planned Development rezonings are \$2,500.00 and Planned Development Amendments are \$500.00, and due at the time of submission. R-1 rezoning requests will not be charged a fee. A plat of the property to be rezoned may be required with this application.

PHYSICAL ADDRESS OF PROPERTY: intersection of F	Pitch Landing road	d and hwy 701 FEE PAID () YES () NO
AREA OF SUBJECT PROPERTY (ACREAGE);	5.26	PIN: 38108010006
CURRENT ZONING CLASSIFICATION: RE2, C	CFA	
COMPREHENSIVE PLAN 2035 FUTURE LAND USE	N/A	
REQUESTED ZONING CLASSIFICATION; PD		
NAME OF PROPERTY OWNER(S):		
DDG Investments, LLC		PHONE #
		PHONE #
MAILING ADDRESS OF PROPERTY OWNER(S):		
PO Box 1549 Conway, SC 29528		
****	********	**********
i (we) the owner(s) do hereby certify the Amendment Application is correct. PROPERTY OWNER'S SIGNATURE(S)	at all inforr	mation presented in this Zoning Man
PROPERTY OWNER'S SIGNATURE(S)		DATE

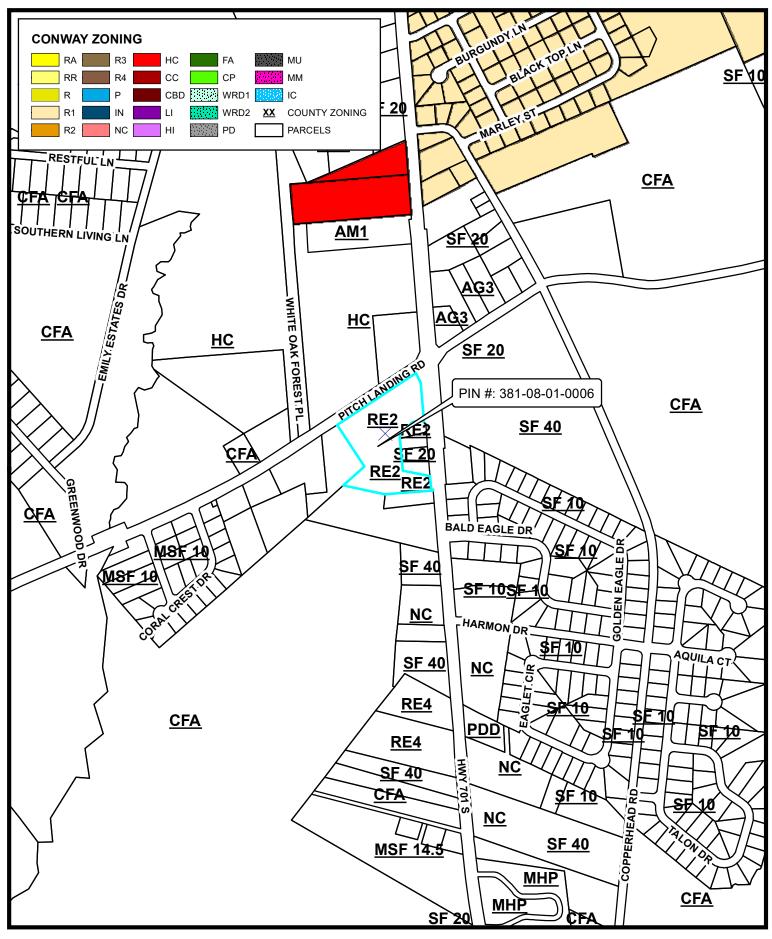
THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.

LETTER OF AGENCY

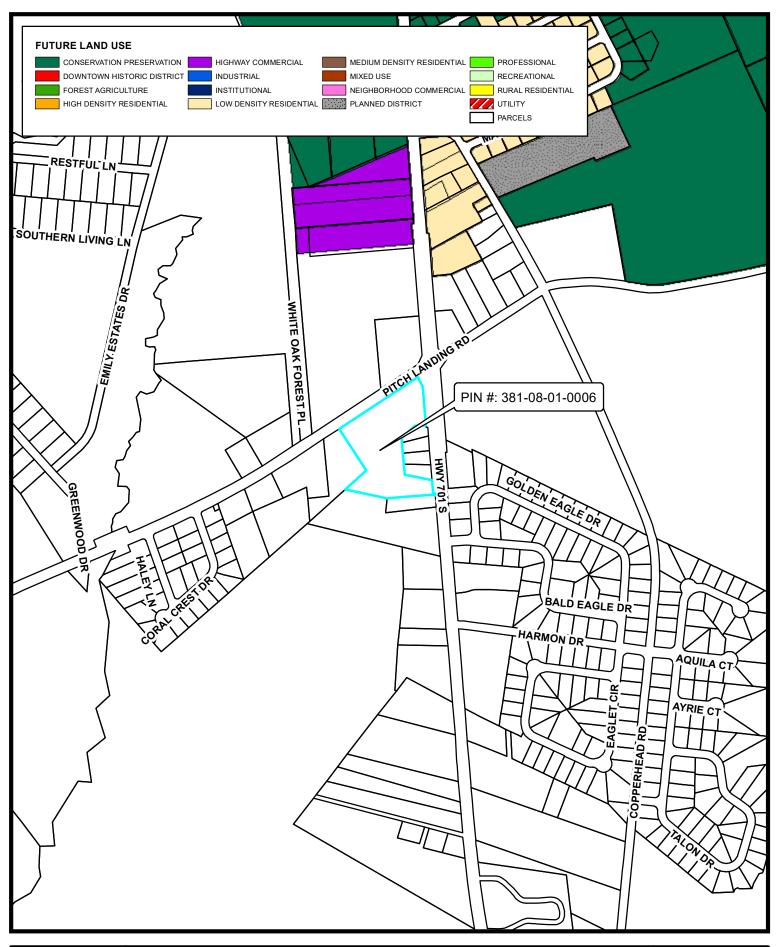
To:	City o	f Conway	
Re:	-	County PIN ments, LLC).	Nos.: 381-08-01-0006, 381-08-04-0013, & 381-08-04-0014 (DDG
Property Loca	ation:	Intersection o	of Pitch Landing Road and Hwy 701
Property Own	ner(s):	DDG Investm	nents, LLC (Fee Simple Owner)
for purposes	of filing	such applicati	nced property, I hereby appoint the person shown below as my agent ions for zoning and zoning amendments, including site plans, rights- above referenced properties as may be required.
Authorized A	gent:		Felix H. Pitts of G3 Engineering & Surveying LLC.
Agent's Addr	ess:		24 Commerce Drive Pawleys Island, SC, 29585
Agent's Telep	ohone:		(843) 424-9280
FEE SIMPLE	E OWN]	ER:	
DDG Investralimited liability	-	LLC., a South	Carolina
Name:	Conc	1 X 1 A	Deliver 1
Title: 04	العالما	2	Defail W
Addre	essi	PO Bo	ox 1549
		Conw	ray, SC 29528

(843) 385-7283

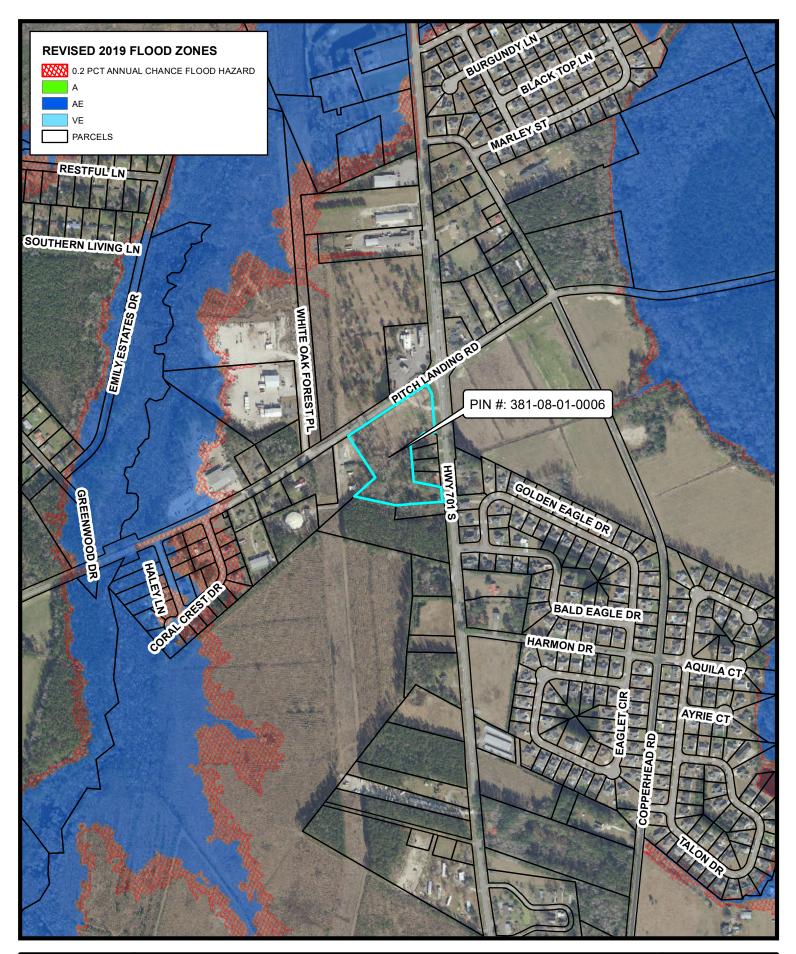
Phone:





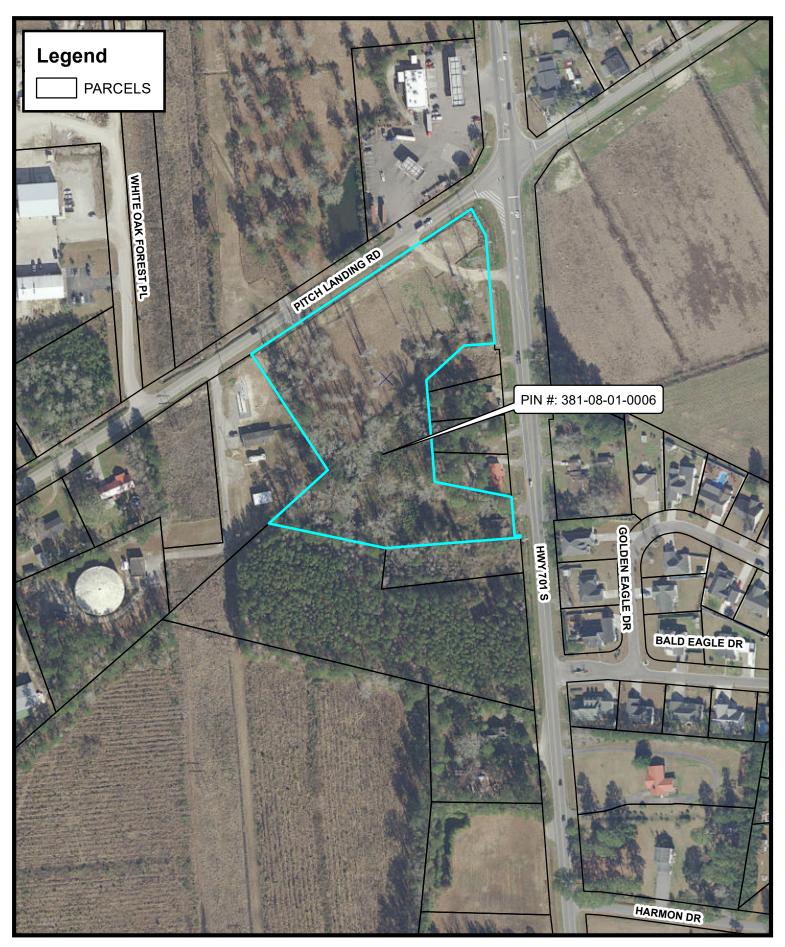




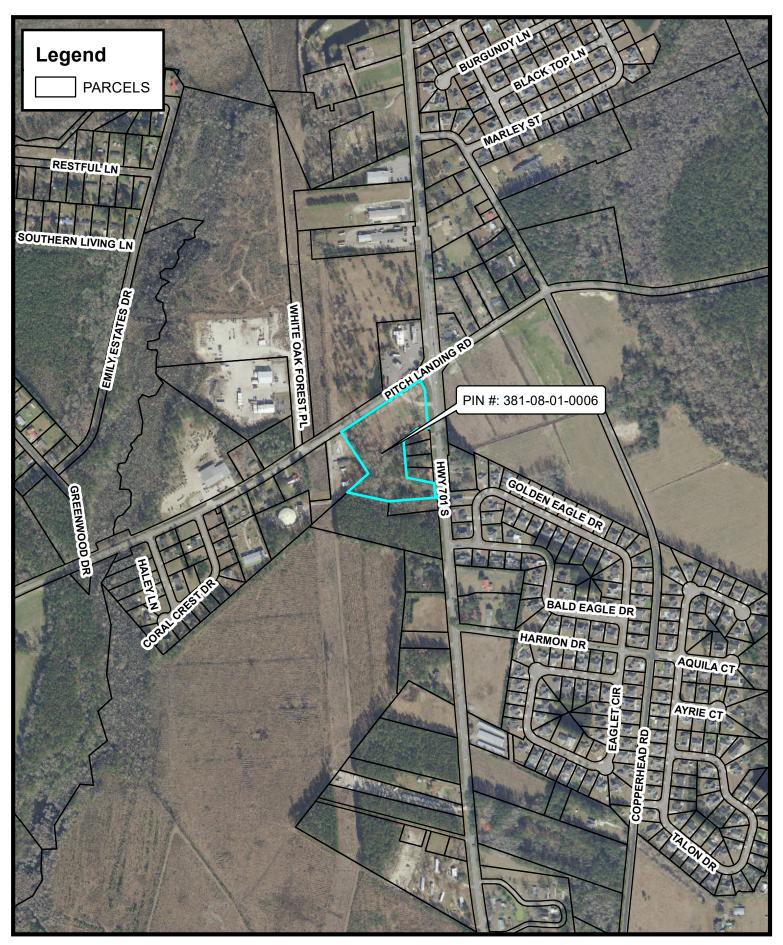






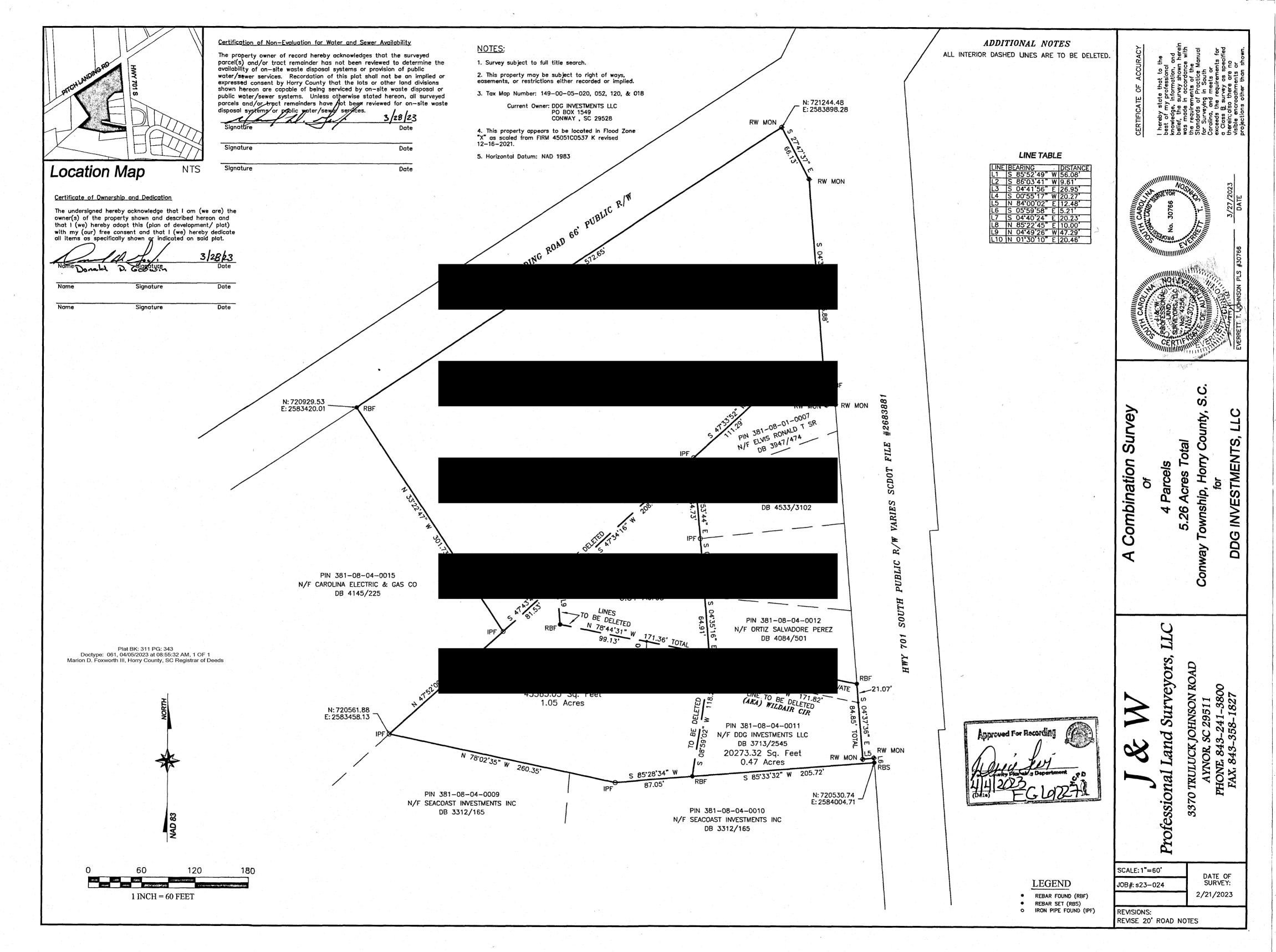












DATE: July 13, 2023

AGENDA ITEM: IV.B.5

ISSUE:

Request by G3 Engineering, agent, to annex approximately 4.56 (+/-) acres of property located on Hwy 701 S and Pitch Landing Rd (PIN's 381-08-04-0009 and -0010), and request to rezone from the Horry County Commercial Forest Agriculture (CFA) district to the City of Conway Planned Development (PD) district.

BACKGROUND:

Last year, staff began discussions with an engineering firm on annexation of this property. At that time, the property was not contiguous to property in the City. Since then, Dollar General at 3546 Hwy 701 South was annexed February 6th, Bucks Township Storage at 3550 Hwy 701 South was annexed on March 20th. However, Council voted *NOT* to annex The Gun Store, located at 3594 Hwy 701 South at their June 20th meeting, due to property owner concerns with becoming a legal nonconforming use if annexed into the city limits. In lieu of annexing The Gun Store, the property owner of The Gun Store and the adjacent property owned by White Oak Forest, LLC (PIN 381-00-00-0003) had a combination plat done (and recorded) that combined a rear portion of PIN 381-01-04-0022 (The Gun Store) to PIN 381-00-00-0003 (White Oak Forest, LLC), which accomplishes the contiguity needed to proceed with the annexation requests of the Warden Station tracts, via Plat Book 313 at Page 296.

This project is outside of the City's utility service area. Any development which would require utilities would be provided sewer via GSWSA and water via Bucksport Water Systems.

This property originally was requested to be zoned HC upon successful annexation into the City limits. The applicants have revised the application to instead request the PD district to tie into the Warden Station PD.

Project / Request Overview:

The total acreage of the Warden Station PD, when including <u>all</u> parcels that are within the proposed PD, is approx. 1,763 (+/-) acres. Refer to item IV.B.6 on the agenda for additional information pertaining to the Warden Station PD.

Per the applicant's revised application, the current zoning of the property is <u>Horry County Community</u> Commercial Forest Agriculture (CFA).

The current zoning of the property is Horry County Commercial Forest Agriculture (CFA). Per *Horry County's Zoning Ordinance, Section 201 – Districts Intent Statements*, the CFA district is intended to *be reserved and utilized for agriculture, forestry, residential, commercial, social, cultural, recreational, and religious uses*.

Permitted or conditional uses in CFA, per the county's Zoning Ordinance (Section 204 – Zoning Use Tables) include (but not limited to):

- residential uses: manufactured homes, multiple single-family homes on a single parcel (conditional), single-family, townhomes;
- lodging & transient accommodation uses: non-profit and/or religious spiritual centers/retreat, bed and breakfasts (with a special exception granted by BZA), group homes (not fraternities & sororities), campers and/or RV's as temporary living accommodations;
- animal facility uses: animal facilities, fishery/hatchery, animal services, livestock/agricultural auction facility, commercial agricultural facility up to 500,000 lbs. (conditional), commercial animal raising facilities (conditional),
- agricultural uses: commercial crop production, horticulture farm, produce stand (conditional), value-added product processing (conditional), beer, wine, and spirit production, tastings, and retail sales of related merchandise (conditional)
- storage uses: accessory outdoor storage (conditional);
- repair & service uses: vehicle & equipment repairs (conditional), boat service, repair services;
- outdoor amusement uses (limited): golf course, firearm training & sports facilities (conditional);
- transportation uses: residential subdivision airparks (*conditional*), commercial marina, fishing and shipping facility, railroad depot, water transportation service (not casino boats);
- medical uses: medical offices and clinics;
- professional uses: banks, beauty salons, commercial cemeteries/mausoleums (*conditional*), community/personal services, laundromat, offices (*i.e.* administrative, business, general, etc.), therapeutic massage (*conditional*);
- industrial uses: trade shops (conditional), warehouse
- retail uses: bait & tackle, grocery stores, retail, lawn/garden, etc.
- high bulk retail uses: bulk landscape material supplier, hardware store, bottled gas dealer less than 1,000 gallons;
- other commercial uses: ATM & ice vending machines (conditional); commercial centers, gas stations, mini-warehouse/self-storage, restaurants/bars (with special exception);
- institutional uses: civic/fraternal/social associations (conditional); private schools (conditional)

Individual / specific uses, along with conditions associated with some uses, can be found in the county's zoning ordinance.

Requested Zoning:

The requested zoning designation upon annexation is Planned Development (PD) District. Per Section 3.3.2 – Planned Development (PD) District, of the UDO, the intent of the PD District is to provide for large-scale, quality development projects (3 acres or larger) with mixed land uses which create a

superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments.

Planned Developments are also subject to the standards contained within *Article 6 – Design Standards*, *Section 6.4.2* of the UDO.

Packet Inserts:

There has not been any additional information submitted for this particular property, other than the revised annexation/rezoning application with the requested zoning of a PD upon annexation. For additional information, refer to the items included under Item IV.B.6 on the agenda.

CITY OF CONWAY COMPREHENSIVE PLAN:

This property is not currently identified on the City's Future Land Use Map of the Comprehensive Plan. It is identified on Horry County's Future Land Use Map (Imagine 2040 Comprehensive Plan) as <u>Rural Communities</u>. Below are highlights from the County's Comprehensive Plan describing Rural Communities:

Rural Communities:

- Single-family residential developments, including minor and major subdivisions, with lots sizes greater than 14,500 sq. ft. or with a max of 3 net units per acre. New master plan subdivisions are allowable, but should minimize impacts to natural and aesthetic resources, avoid natural hazards, and provide large buffers between different land uses. NC and services are allowable along major arterial roadways (*i.e.* 701 South) if compatible with the community and the property can adequately support the proposed use and development requirements.
- Primary land uses include single-family (SF) detached housing, including mobile homes. Individual lots or subdivisions.
- Subdivision of land for SF detached housing units are allowable, as long as it coincides with existing residential development patterns and does not impede on adjacent farming operations.
- New residential subdivisions, lots, and new accessory dwellings should be served by public water and sewer service to protect water quality and minimize impacts to those still utilizing wells and septic tanks.
- The availability of adequate public infrastructure and services, especially in regards to public safety and schools, should be considered prior to the approval of rezoning requests.

NEXT STEPS AND DATES/ESTIMATES:

If Planning Commission provides a recommendation for council following this public hearing, First Reading of the annexation and rezoning requests could tentatively be scheduled for the August 7th OR

August 21st Council meeting agendas. However, the development agreement would need to be advertised 30 days in advance of the council meeting agenda, and that has not yet occurred.

STAFF RECOMMENDATION:

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to Council after said review.

Because the request was revised to be a PD and is proposed to be part of the Warden Station PD, the applicant should provide updated plans to reflect the inclusion of this property in the PD so that it can be reviewed by staff and to ensure the most current information is being considered.

Attachments in packet:

- Revised annexation/rezoning request
- GIS maps



PETITION FOR ANNEXATION

Staff Use	Only	
Received:		
BS&A #:		

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Instructions:

- Fill out all 3 pages
- Submit signed forms to City of Conway Planning Department
- Provide digital copy of deed and survey/plat with these forms

STATE OF SOUTH CAROLINA)	
)	PETITION FOR ANNEXATION
COUNTY OF HORRY)	

TO THE HONORABLE MAYOR AND CITY COUNCIL OF CONWAY

WHEREAS, § 5-3-150 (3) of the Code of Laws of South Carolina provides for the annexation of an area or property which is contiguous to a City by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation; and

WHEREAS, the undersigned are all persons owning real estate in the area requesting annexation; and

WHEREAS, the area requesting annexation is described as follows, to wit:

NOW, THEREFORE, the undersigned petition the City Council of Conway to annex the below described area into the municipal limits of the City of Conway.

PROPERTY LOCATION/SUBDIVISION:	Southwest interse	ction of US Hwy 701 a	and Pitch Landing Road
PIN:38108040009 / 38108040010	ACREAG	GE: _4.0 and 0.3 AC (4.3	AC TOTAL)
PROPERTY ADDRESS: located off of Hv		f Pitch Landing Road	
PROPERTY OWNER MAILING ADDRES			572
PROPERTY OWNER TELEPHONE NUM			
PROPERTY OWNER EMAIL:			72
APPLICANT: Felix H. Pitts - G3 Enginee	ering & Surveying, I	LLC	T-1-2
APPLICANT'S EMAIL: felix@g3enginee	ering.org		
IS THE APPLICANT THE PROPERTY OV		YES	NO 🗸
IF NOT: PLEASE INCLUDE A LETTER RESPONSIBILITY TO THE APPLICANTA PROPERTY OWNERS (Attach additional s	OEUSIGIENCY OR P	ower of attorne Thompson	Y FROM THE OWNER ADDIGNING 12/8/2022
Constantine A. Thompson	-07994E026DAE4AB	•	DATE:
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PETITION FOR ANNEXATION

Staff Use	Only
Received:	
BS&A #: _	

PLEASE SUBMIT TO THE PLANNING DIRECTOR AT THE CITY OF CONWAY.
FEES ARE DUE AT SUBMITTAL. RI ZONING DISTRICT – NO FEE ALL OTHER ZONING DISTRICTS - \$ 250
If yes, please provide permit number and jurisdiction.
CIRCLE: YES NO
Are there any building permits in progress or pending for this property?
And there are building a source in the instance of the control of
If yes, please describe.
CIRCLE: YES NO NO
Is the city a party to any deed restrictions or easements existing on the property?
If yes, please explain and provide a copy of covenant and/or restriction.
CIRCLE: YES NO NO
Is the property restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the permitted or proposed use of the land?
If yes, please include valid wetland delineation letter from army corps of engineers.
CIRCLE: YES NO NO
Are there any wetlands on the property?
Current Use: Single Family Unit / None
Is there a structure on the lot: Yes / No Structure Type: Residential / Undeveloped

ahardin@cityofconway.com



Zoning Map Amendment Application

Received:_____ BS&A #:____

Staff Use Only

Incomplete applications will not be accepted.

City of Conway Planning Department 196 Laurel Street, 29526 Phone: (843) 488-9888 Conway, South Carolina

www.cityofconway.com

Notice

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PHYSICAL ADDRESS OF PROPERTY: located off of US 701 just south of pitch la	FEE PAID () YES () NO
AREA OF SUBJECT PROPERTY (ACREAGE): 4.0 / 0.3 AC (TOTAL 4.3	AC) PIN: 38108040009 / 38108040010
CURRENT ZONING CLASSIFICATION: CFA / RE2 & CFA	}
COMPREHENSIVE PLAN 2035 FUTURE LAND USE: N/A	
requested zoning classification: PD	
NAME OF PROPERTY OWNER(S):	
Seacoast Investments, LLC	PHONE #
	PHONE #
MAILING ADDRESS OF PROPERTY OWNER(S):	
PO Box 7070 Myrtle Beach, SC 29572	
**************************************	***************
I (we) the owner(s) do hereby certify that all informa Amendment Application is correct.	tion presented in this Zoning Map
Considerate A. 1)	DRES 2 DEC 2022
PROPERTY OWNER'S SIGNATURE(S) SEACONSTITNESTMENTS INC	DATE
PROPERTY OWNER'S SIGNATURE(S)	DATE

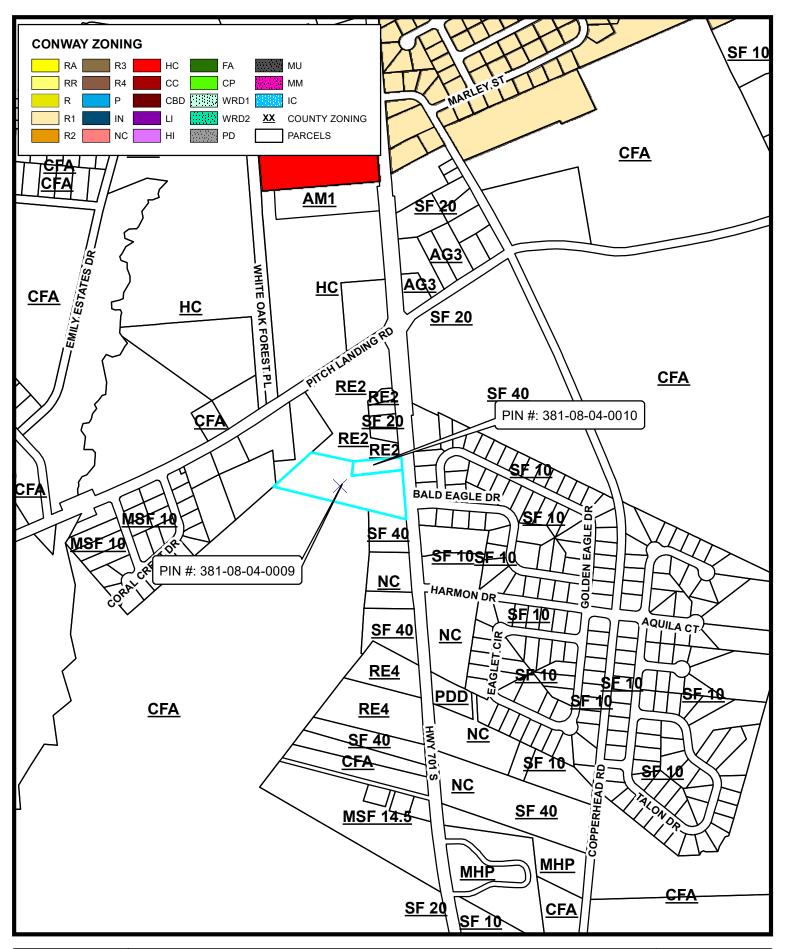
THE APPLICANT OR A REPRESENTATIVE MUST BE PRESENT AT THE MEETING.

City of Conway

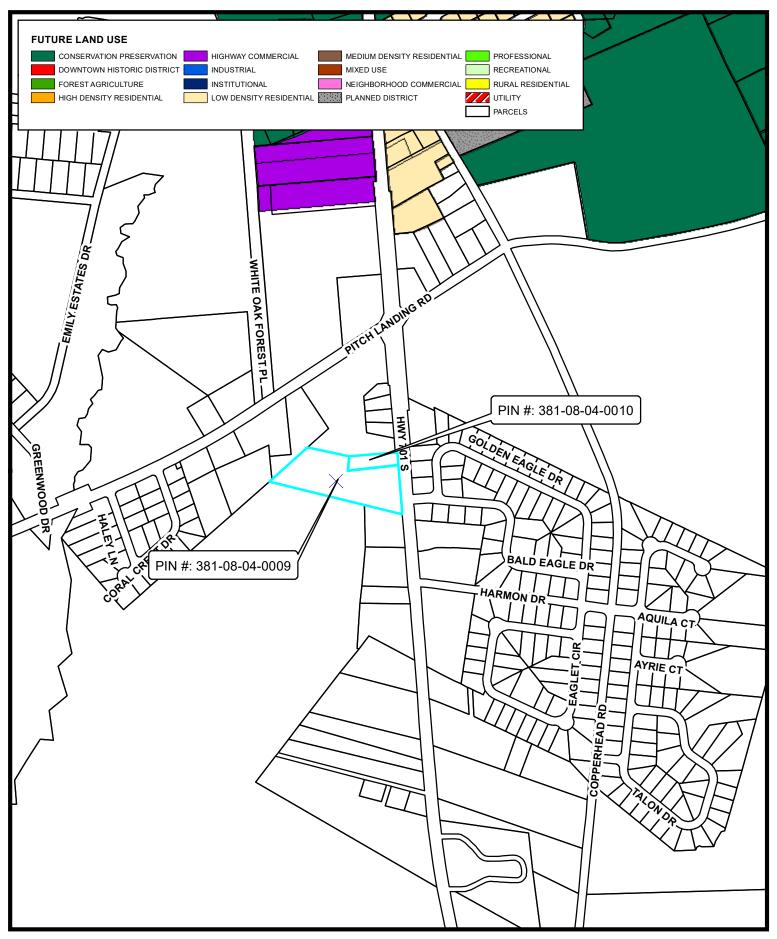
To:

LETTER OF AGENCY

Re:	Horry County PIN No	s.: 381-08-04-0009 (Seacoast Investments Inc.). CAT	
Property Loca Eagles Drive	tion: Southwest of in	ntersection of Pitch Landing Road and Hwy 701, opposite Bald	
Property Own	er(s): Seacoast Inves	stments Inc. (Fee Simple Owner)	
In connection with the above referenced property, I hereby appoint the person shown below as my agent for purposes of filing such applications for zoning and zoning amendments, including site plans, rights-of-way and subdivision plats for the above referenced properties as may be required.			
Authorized A	gent:	Felix H. Pitts of G3 Engineering & Surveying LLC.	
Agent's Addre	And the second s	24 Commerce Drive Pawleys Island, SC, 29585	
Agent's Telep	<u>ohone</u> :	(843) 424-9280	
FEE SIMPLE OWNER:			
Seacoast Investments Inc., a South Carolina corporation			
By: Constamne A. 1			
Name: Constratione A. THOMPSON			
Title: VRESIDENT			
Addres			
		Beach, SC, 29572	
Phone:	(843) 3	61-3367	

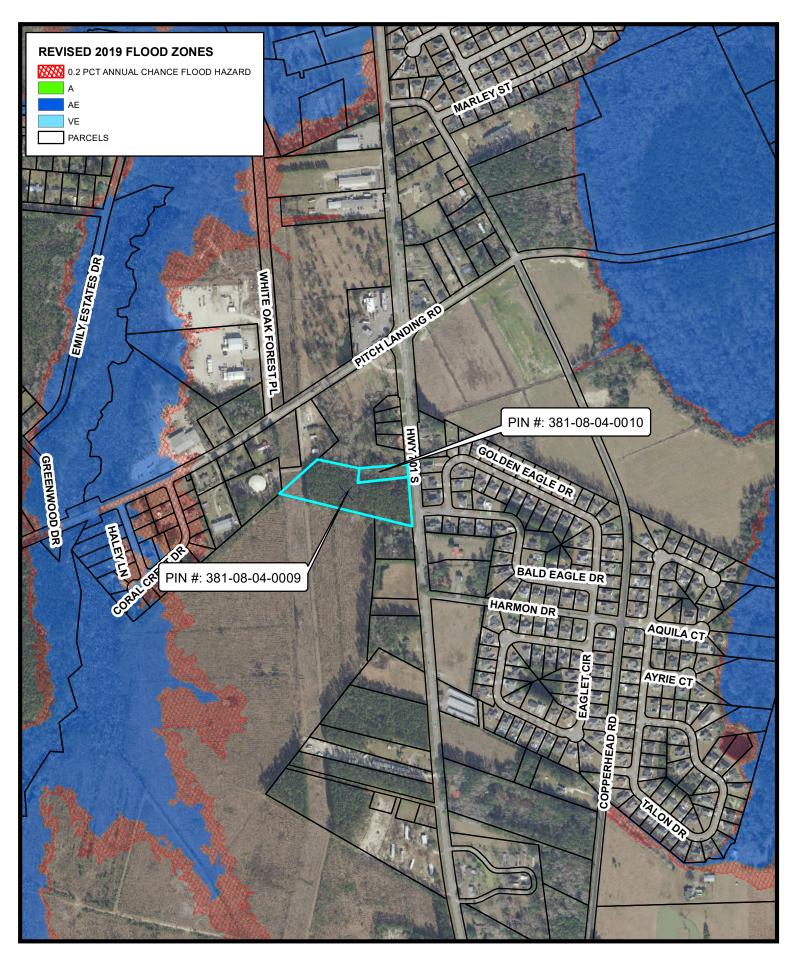






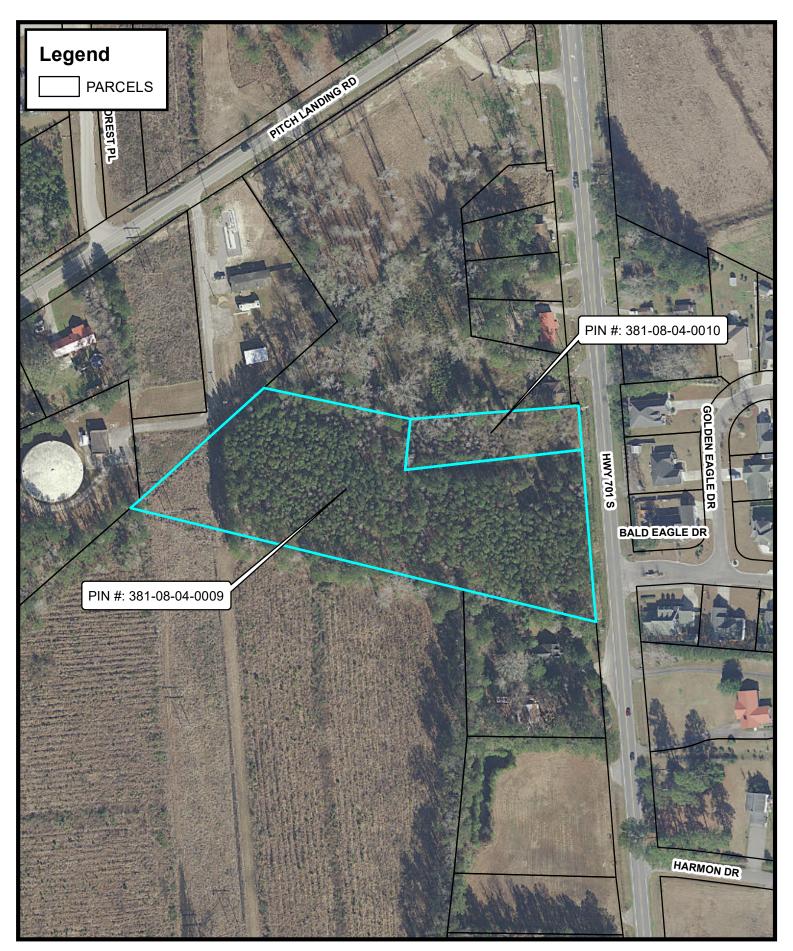






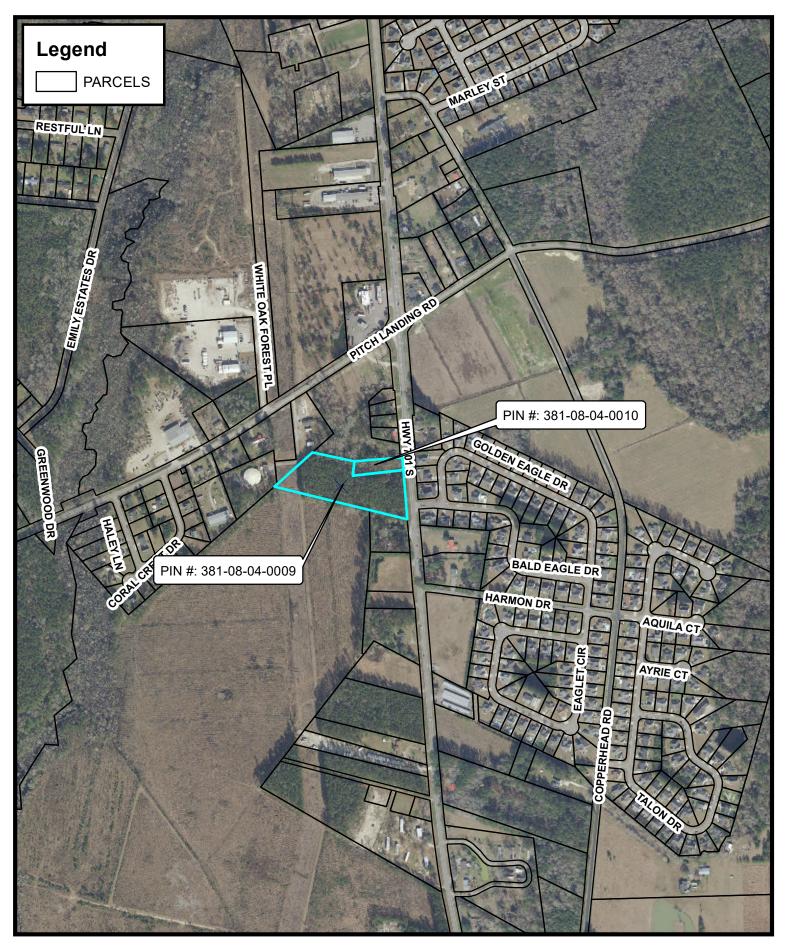
















Date: July 13, 2023 Agenda Item: IV.C

ISSUE:

Request by G3 Engineering (applicants), to enter into a development agreement with the City of Conway for the Warden Station Planned Development, for property located on Hwy 701 South & Pitch Landing Rd, containing approximately 1,763.28 acres (+/-) (PIN's 381-00-00-0003, 381-08-04-0009, 381-08-04-0010, 380-00-00-0038, 381-08-01-0006, 403-00-00-0001, 403-00-00-0002, and 403-00-00-0022).

BACKGROUND:

The applicants are seeking to enter into a development agreement for development known as the Warden Station, also proposed to be annexed into the City as a Planned Development (PD). These requests were included and considered on the same meeting agenda. *Please refer to Items IV.B.3 to IV.B.6 on this PC agenda*.

DEVELOPMENT AGREEMENT.

Per *Title 6, Chapter 31, § 6-31-10* of the SC Code (SC Local Government Development Agreement Act, 1993), authorizes binding agreements between local governments and developers for long-term development of large tracts of land. A development agreement gives a developer a vested right for the term of the agreement to proceed according to land use regulations in existence on the execution date of the agreement. Principal among the General Assembly's statement of findings for the Act was the desire to provide some measure of certainty as to applicable land development law for developers who made financial commitments for planned developments. The Act also expresses the intent to encourage a stronger commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities, encourage the use of resources and reduce the economic cost of development (*Comprehensive Planning Guide, 2018*).

The length of the development agreement varies, and depends on the size of the property to be included in the agreement. The minimum size for a property to be included in any development agreement is 25 acres of highland – which is determined by local ordinance (*i.e.* land above the 100-year flood plain).

Property with 1,000 to 2,000 acres of highland is limited to a term of 20 years.

PUBLIC HEARINGS REQUIRED. Prior to adoption of a development agreement, the governing body must hold at lease two (2) public hearings, which if authorized by the governing body, can be conducted by Planning Commission (per SC Code § 6-31-50(A)). Notice of the intent to consider a development agreement must be published in a newspaper of general circulation, which should include the property location, proposed uses, and a place where a copy of the agreement can be obtained. The date, time and place of the second hearing must be announced at the first hearing (SC Code § 6-31-50(B)).

Additional information regarding development agreements can be provided if needed.

A *DRAFT* of the proposed development agreement, as well as a copy of the ad that ran in the Horry Independent on June 8, 2023, is included in your packet.

NEXT STEPS AND DATES (ESTIMATES):

A second public hearing is required, and will be held at City Council. That date has not yet been set. The next Planning Commission meeting is scheduled for August 3rd. Staff will provide the next date for a public hearing to be held on the development agreement, if it has been scheduled and advertised, at that time.

RECOMMENDATION:

Staff recommends that Planning Commission give a thorough review of the request and make an informed recommendation to City Council after said review.

ATTACHMENTS:

Draft of proposed Development Agreement;

Copy of ad that ran in the Horry Independent on June 8.

www.myhorrynews.com

How and where to vote in the city of Conway's special election Tuesday

Conway City Council will hold a special election June 13 to elect a council member to fill the vacancy of an unexpired term left by the resignation of Alex Hyman.

The term will expire Dec. 31. Voters must have been registered 30 days before the election and the last day of early voting is June 9 at the Horry County Registration and Election Office, 1515 Fourth Avenue. Voting will be held at the following precincts June 13 from 7 a.m.-7 p.m.:

Coastal Carolina, Red Hill and Wild Wing

Christ the Servant Lutheran Church

East Conway Conway Library

Four Mile Bethany Bible Chapel

Homewood Elementary School

South Conway Elementary School

Maple Baptist Church

North Conway #1

Mary Thompson Building at Collins Park

North Conway #2 Conway Elementary School

Racepath #1 Conway Senior Center Racepath #2

Whittemore Park Middle School

Christ the Servant Lutheran Church

West Conway Horry County Government & Justice Center

Christ the Servant Lutheran Church

Certification of Election: The Municipal Election Commission will hold a hearing June 14 at 10 a.m. for the purpose of determining the validity of all provisional ballots and certifying the election results. The certification will be held in the conference room at Conway City Hall, 229 Main St., Conway.

Foster moms share stories about providing loving homes in Conway

BY HANNAH STRONG OSKIN HANNAH.OSKIN@MYHORRYNEWS.COM

Sara Moody had just received confirmation she was officially licensed to be a foster parent. She could foster up to two teenage girls at a time. And in her mind, she imagined the first placement would be one child.

Moody thought it may be easier than starting with two.

But God had other plans.

Thirty minutes after she learned about becoming licensed, the first call came.

Two teenage sisters needed a home. "I was shocked at how quickly they called," Moody said. "It was a lot of fear but excitement at the same time."

The sisters were with her for less than a

"They were like the most perfect kids you could ask for... We formed such a strong bond," she said of her first placement.

The 30-year-old Conway resident is a single foster mother, though she recently became engaged. She has fostered youth from ages 12 to 17 over the past year.

National Foster Care Month was in May, and the South Carolina Department of Social Services says it works year-round to recruit and retain foster parents.

In Horry County, the greatest need is foster parents who are willing to take older youth, including teenagers, sibling groups and foster children with complex medical needs.

As of Tuesday, Horry County had 178 children in foster care, a DSS spokesperson said. There were about 3.772 children in foster care statewide on Tuesday.



Sara Moody reads to Keiston who was fostered and adopted by Kristin and Craig Bourque.

Of the 178 children in Horry County, 101 are between the ages of seven and 17.

Moody credits Kristin Bourque for inspiring her to become a foster parent. But Bourque said she can't take the credit. "For me, I don't think it was me that in-

spired Sara. I think it was all God's work,"

She said Moody supported her when she and her family moved to the area - a place where they knew nobody and had no family. The friends met while attending The Rock Church in Conway. And Keiston, one of Bourque's foster children who she and her husband later adopted, stole Moody's heart. Bourque and her husband Craig have three

biological children and five adopted children. And they also foster children of all ages who

have special needs or complex medical needs. 'We wanted [to foster] the kids that nobody else wanted to take, the kids that were more difficult to place," she said.

That means a lot of trips back and forth to the Medical University of South Carolina. Bourque said it's a common misconception

for people to think that fostering is a long-term commitment.

"There's a piece that you can do," she said. "There's a piece for everybody."

And if that piece isn't becoming a foster parent, it might be volunteering as a guardian ad litem or in respite care.

Children in the foster care system are assigned a guardian ad litem to represent them in the court setting. Respite care is a type of care

that offers a "temporary break from caring for a foster child" during placement, according to

Now, after a year as a foster parent, Moody has fostered nine children.

She has gotten used to the routine after she gets the call.

"I could get a phone call at 3 o'clock in the afternoon...if you say yes, they will work with you as best as they can... but it's usu ally within a couple of hours," she said of when the children ar rive. "You get home, you make a bed really quick and you get

some dinner started and you anticipate when they will show up."

Moody said she began the process thinking she would bless the lives of children who needed a home. But it has been more than

"It didn't take very long before I realized how much of a blessing these kids could be,"

Moody said. For more information about becoming a

foster parent, visit https://heartfeltcalling.org/. For more information about foster care in South Carolina, visit https://dss.sc.gov/child-well-being/foster-care/.



Notice of Public Hearing on Development **Agreement**

The City of Conway Planning Commission will hold a public hearing at 5:30 p.m. on Thursday, July 13th, **2023** in the conference room of the City of Conway Planning & Building Dept. at 196 Laurel Street, Conway, SC 29526, on the land development agreement proposed by G3 Engineers (applicant) for development of property located on Pitch Landing Road and Hwy 701 South, known as the Warden Station, containing +/-1763.28 acres, (PINs 381-00-00-0003, 381-08-04-0009, 381-08-04-0010, 380-00-00-0038, 381-08-01-0006, 403-00-00-0001, 403-00-00-0002, and 403-00-00-0022), which will allow the subsequent annexation and rezoning of a Planned Development on

The (draft) agreement is available for public inspection and copying in the office of Planning & Building Dept. at 196 Laurel Street, Conway, SC 29526.

THE PUBLIC IS INVITED TO ATTEND

PO #10139

HCS BUDGET: Fiscal year begins July 1 for \$1.04B budget

Bourque said.

FROM A1

have accrued.

IN OTHER BOARD NEWS

The board unanimously approved the 2023-24 comprehensive annual budget of just over \$1.04 billion Monday night, which was the last board meeting until August.

District 11 member Shanda Allen voted yes for the budget, but made a statement before the vote saying that while she was in favor of the budget as a whole, she was not in agreement with the decision to spend \$2.3 million

on contracting out substitute

teacner services. This budget does not include any tax increases. Here's

• Total budget: \$1.04 billion (\$1,043,321,786)

• All regular school district employees, including teachers, receives a STEP (longevity) increase or a 2%

teacher/nurse salaries (\$11,367,744 from General

 Hourly rate increase of \$1.48/nour for support staff employees, a minimum of \$15/hour (\$5,196,909 from General Fund)

• Bus driver salary increase (\$699,215 from General Fund) • Staff to allow for elemen-

tary teachers' unencumbered time (\$2,839,936 from General

tors (\$325,000 from General Fund)

• Paid parental leave (\$1,371,726 from General Fund)

• Additional staffing for student enrollment changes of approximately 660 new students (\$5,828,180 General

• 8 additional ESOL teachers (\$766,908 General Fund) • Substitute Staffing Services (\$2.3 million from General Fund)

PUBLIC NOTICE

Pursuant to Section 6-1-80 of the S.C. Code of Laws, public notice is hereby given that the Aynor Town Council will hold a Public Hearing on the municipal budget for the 2023-24 fiscal year.

DATE: June 27, 2023

TIME: 6:30 PM

LOCATION: Aynor Town Hall

600 S. Main Street Aynor, SC 29511

Current General Fund Revenue & Other Financing Sources* 2022-2023

Proposed General Fund Revenue & Other Financing Sources* 2023-2024

Percentage Change in Revenue & Other Financing Sources*

\$ 1,365,511

\$ 1,411,253

3.35%

Current General Fund Expenditures 2022-2023

Proposed General Fund Expenditures 2023-2024

Percentage Change in Expenditures

\$ 1,365,511

\$ 1,411,253

3.35%

General Fund Millage - Current Year Debt Service Millage - Current Year Total Millage - Current Year

0.0 mills 65.8 mills 65.8 mills

65.8 mills

0.0 mills

65.8 mills

General Fund Millage – 2023-2024 Fiscal Year (proposed) Debt Service Millage – 2023-2024 Fiscal Year (proposed) Total Millage – 2023-2024 Fiscal Year

property (home and land) and personal property (i.e. car, boat).

*Other Financing Sources include the utilization of unassigned Fund Balance

Millage equals \$65.80 per \$1000 of assessed property value for real

raise (\$6,991,293 from Gen-• Special needs bus monieral Fund) • \$2,500 salary increase to



Public Notice: Application of Hazard Mitigation Grant Program

Joint Federal, State, Local Public Notice

The Federal Emergency Management Agency (FEMA) and South Carolina Emergency Management Division (SCEMD) have received Horry County's application for Federal grant funding through the Hazard Mitigation Grant Program (HMGP). Notice is hereby given of FEMA's consideration to provide funding in the form of a Hazard Mitigation

This application was created to provide funding for permanent generators to power critical public safety infrastructure within Horry County during storm, wind, and/or flood events when power outages are possible. In order to alleviate loss of function during natural disasters and allow key Horry County Public Safety to be self-sustaining in times of disaster, generators will be needed for six Horry County Fire Rescue (HCFR). Currently, during a power outage, these locations use smaller generators that can only provide power for limited portions of the station infrastructure.

The proposal is designed to provide permanent generators for the following locations: Horry County Fire Rescue (HCFR) Station 01, Battalion 2, located at 5083 LaFon Lane in Myrtle Beach, SC; HCFR Station 8, Battalion 3, located at 6700 Juniper Bay Road, Galivants Ferry, SC; HCFR Station 15, Battalion 4, located at 4368 South Green Sea Road, Aynor, SC; HCFR Station 20, Battalion 2, located at 9620 Scipio Lane, Myrtle Beach, SC; HCFR Station 40, Battalion 1, located at 3316 Old Reaves Ferry Road, Conway, SC; HCFR Station 46, Battalion 3, located at 1720 Pitch Landing Road, Conway, SC.

Horry County will be responsible for facilitating and monitoring the proposed project. Interested persons may direct any comments or questions to Elizabeth Tranter at 843.915.7036 or tranter.elizabeth@horrycountysc.gov. Comments must be received within 15 days of this notice.

The statement of activities is available for review and comment online at https://www.horrycountysc.gov/departments/community-development/publicnotices.

STATE OF SOUTH CAROLINA	,	
COUNTY OF HORRY)	DEVELOPMENT AGREEMENT FOR WARDEN STATION
		T ("Agreement") is made and entered this day
, , ,		D LAND & INVESTMENT, LP, a South Carolina
limited partnership, its affiliates,	subsidiaries,	successors and assigns ("Developer"), and the
governmental authority of the CITY	Y OF CONV	VAY, a body politic under the laws of the State of
South Carolina ("City").		-

CTATE OF COUTH CADOLINA

WHEREAS, the legislature of the State of South Carolina has enacted the "South Carolina Local Government Development Agreement Act", as set forth in Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976), as amended; and

WHEREAS, Section 6-31-10(B)(1) of the Act, as defined below, recognizes that "[t]he lack of certainty in the approval of development can result in a waste of economic and land resources, can discourage sound capital improvement planning and financing, can cause the cost of housing and development to escalate, and can discourage commitment to comprehensive planning"; and

WHEREAS, Section 6-31-10(B)(6) of the Act, as defined below, also states that "[d]evelopment agreements will encourage the vesting of property rights by protecting such rights from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the development agreement or in any way hinder, restrict, or prevent the development of the project. Development agreements will provide a reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State"; and

WHEREAS, the Act, as defined below, further authorizes local governments, including municipal governments, to enter into development agreements with developers to accomplish these and other goals as set forth in Section 6-31-10 of the Act; and

WHEREAS, the City seeks to protect and preserve the natural environment and to secure for its citizens quality, well planned and designed development and a stable and viable tax base; and

WHEREAS, Developer is, or will be, the legal owner of the Property hereinafter defined and is authorized to enter into this Agreement with the City; and

WHEREAS, the City finds that the program of development for this Property (as hereinafter defined) proposed by Developer over approximately the next Twenty (20) years or as extended as provided herein is consistent with the City's comprehensive land use plan and land development regulations, and will further the health, safety, welfare and economic wellbeing of the City and its residents; and

WHEREAS, the development of the Property and the program for its development presents an opportunity for the City to secure quality planning and growth, protection of the environment, and to strengthen the City's tax base; and

WHEREAS, the City, at the request of the Developer, has annexed the real property more particularly shown and depicted on **Exhibit "B"** attached hereto (the "**Property**"), and simultaneously approved under an amendment to the zoning ordinances of the City to create the Warden Station Planned Development ("**PD**") under the ordinances of the City of Conway, together with this Agreement, on or about the _____ day of _________, 2023; and

WHEREAS, this Agreement is being made and entered into between Developer and the City, under the terms of the Act, for the purpose of providing assurances to Developer that it may proceed with its development plan under the terms hereof, consistent with its annexation and approved zoning (as hereinafter defined) without encountering future changes in law which would materially affect the Developer's ability to develop the Property under its approved zoning, and for the purpose of providing important protection to the natural environment and long term financial stability and a viable tax base to the City;

NOW THEREFORE, in consideration of the terms and conditions set forth herein, and other good and valuable consideration, including the potential economic benefits to both the City and Developer by entering this Agreement, and to encourage well planned development by Developer, the receipt and sufficiency of such consideration being hereby acknowledged, the City and Developer hereby agree as follows:

1. <u>INCORPORATION</u>. The above recitals are hereby incorporated into this Agreement, together with the South Carolina General Assembly findings as set forth under Section 6-31-10(B) of the Act.

2. **<u>DEFINITIONS</u>**. As used herein, the following terms mean:

"Act" means the South Carolina Local Government Development Agreement Act, as codified in Sections 6-31-10 through 6-31-160 of the Code of Laws of South Carolina (1976), as amended; attached hereto as Exhibit "A".

"Code of Ordinances" means the Code of Ordinances for the City, as amended and in effect as of the date hereof, as the same may be amended from time to time, a complete copy of which is on file in the City's office.

"Commercial Unit" means a parcel, lot or building, or multiple units within the same building, within the Property, used for commercial purposes, as shown and depicted on the Master Site Plan, as the same may be amended.

"Developer" means BRD Land & Investment, LP, a South Carolina limited partnership, all of its permitted assignees, and all successors in title or lessees who undertake development of the Property as a Developer or who are transferred Development Rights and Obligations.

"Developer Default" for purposes of this Agreement, Developer Default shall mean that (i) Developer has breached the specific obligations of this Agreement, and, following prior written notice from the City, has failed to cure such breach within Thirty (30) days of the date of written notice from the City; or (ii) once commenced, Developer has failed to continue with Development Work, as defined in this Agreement, on the Property for a period of more than Six (6) months, and, following prior written notice from the City, has failed to cure such breach within Thirty (30) days

of the date of written notice from the City.

"Developer Default Remedy" notwithstanding any other remedy that may be available to the City at law, or in equity, as a result of a Developer Default, Developer and the City agree that the City may elect to (i) withhold issuance of building permits until such Developer Default is cured; (ii) seek injunctive relief to stop any such continuing Developer Default, or (iii) any other remedy available at law or in equity.

"Development Rights and Obligations" means the rights, obligations, benefits and approvals of the Developer(s) under the PD and this Agreement.

"Development Work" means the periodic operation of development activities on the Property, which include, but are not limited to clearing, grading, erosion control, site work, and landscaping under the terms of a written contract with the Developer.

"Effective Date" means the date on which the last of the parties has executed this Agreement.

"Jurisdictional and Non-Jurisdictional Waters of the State of South Carolina and the United States" means those areas identified by the United States Army Corps of Engineers ("Corps") and/or the South Carolina Department of Health and Environmental Control ("DHEC") or any other applicable governmental authority as wetland areas subject to the regulation of the Corps and/or DHEC.

"Land Development Regulations" means the Land Development Regulations for the City, as amended and in effect as of the date hereof, a complete copy of which is attached hereto as **Exhibit** "D", or further amended from time to time pursuant to this Agreement.

"Master Site Plan" means that certain master site plan prepared by Developer, which Master Site Plan depicts the portion of the Property, for purposes of showing the density, site arrangement, and responsibilities for off-site roadway improvements, and a copy of such Master Site Plan being attached to the PD, and also being attached hereto as **Exhibit "C"**.

"Owners Association" means a legal entity formed by Developer pursuant to South Carolina statutes which is responsible for the enforcement of neighborhood restrictions and covenants, and for the maintenance and upkeep of any common areas and/or community infrastructure developed under this Agreement, but not accepted by the City for perpetual ownership and maintenance, to include but not be limited to: private drives and alleyways, common areas, neighborhood parks and recreational facilities, wetlands and storm water management systems not otherwise conveyed to the City or its designee.

"PD" means the Warden Station Planned Development, under the Code of Ordinances for the City, as amended.

"*Project*" means a master planned community to include single family detached lots, single family attached lots, single family attached condominiums, single family in common, multi-family and various commercial and recreational uses, in a single project envisioned by the Master Site Plan and approved by the City pursuant to this Agreement and the Code of Ordinances, as the same may be amended from time to time pursuant to this Agreement.

"Property" means those parcels of land more particularly shown and depicted on **Exhibit** "B" attached hereto.

"Residential Unit" means a single-family home, whether attached or detached, or a multifamily home, within the Property, as shown and depicted on the Master Site Plan, as the same may be amended.

"Term" means the duration of this Agreement as set forth in Section 3 hereof.

- 3. **TERM**. The Developer represents and warrants that the Property consists of a total of not less than 1,000 acres and not more than 2,000 acres of "highland" within the meaning given that term by the Act. The term of this Agreement shall commence on the date on which this Agreement is executed by the City and the Developer and shall terminate on the date which is Twenty (20) years from the date of execution. Notwithstanding such termination date, provided that the Developer is not in default (after being provided with notice and opportunity to cure as set forth below) of this Agreement, Developer has diligently pursued development of the Property, and the Project has not been completed, at the conclusion of the initial Twenty-year term, the termination date of this Agreement shall automatically be extended for up to Three (3) additional Five (5) year At the conclusion of the initial Five (5) year extension of the Term, provided that the Developer is not in default (after being provided with notice and opportunity to cure as set forth below) of this Agreement, Developer has diligently pursued development of the Property, and the Project has not been completed, at the conclusion of the initial five-year extension of the Term, the termination date of this Agreement shall automatically be extended for up to Two (2) additional Five (5) year terms. Notwithstanding the terms and provisions in this Section or elsewhere in this Agreement to the contrary, if a court of competent jurisdiction hereafter determines that the length of the Term, or the provision for extension of the Term set forth above, exceeds the maximum term allowed under the Act and if all applicable judicial appeal periods have expired without such determination being overturned, then the Term of this Agreement relative to all or specific affected portions of the Property shall be reduced to the maximum permissible term under the Act, as determined by a court of competent jurisdiction.
- 4. **DEVELOPMENT OF THE PROPERTY**. The Property shall be developed in accordance with this Agreement, the PD, including the Code of Ordinances, and other applicable land development regulations required by the City, State, and/or Federal Government. The City shall, throughout the Term, maintain or cause to be maintained a procedure for the processing of reviews as contemplated by this Agreement and the Code of Ordinances. The City shall review applications for development approval based on the development standards adopted as a part of the Code of Ordinances, unless such standards are superseded by the terms of this Agreement, in which case the terms of this Agreement shall govern.
- 5. CONVEYANCES OF PROPERTY AND ASSIGNMENT OF DEVELOPMENT RIGHTS AND OBLIGATIONS. The City agrees with Developer, for itself and its successors and assigns, including successor Developer(s), as follows:
- (A) <u>Conveyance of Property</u>. In accordance with the Act, the burdens of this Agreement shall be binding on, and the benefits of this Agreement shall inure to, all successors in interest and assigns of all parties hereto, except for Excluded Property, as such term is defined below.

For the purposes of this Agreement, "Excluded Property" means property that is conveyed by the Developer to a third party and is: (i) a single-family residential lot for which a certificate of occupancy has been issued; (ii) a parcel for which certificates of occupancy have been issued and on which no additional residential structures can be built under local ordinances governing land development; (iii) any other type of lot for which a certificate of occupancy has been issued and which cannot be further subdivided into one or more unimproved lots or parcels under local ordinances governing land development; or (iv) a single-family residential lot which has been subdivided and platted and is not capable of further subdivision without the granting of a variance. Excluded Property shall at all times be subject to the Code of Ordinances of the City, and those incorporated in this Agreement. The conveyance by a Developer of Excluded Property shall not excuse that Developer from its obligation to provide infrastructure improvements within such Excluded Property in accordance with this Agreement.

- Assignment of Development Rights and Obligations. The Developer, or (B) any subsequent developer, shall be entitled to assign and delegate the Development Rights and Obligations to a subsequent purchaser of all or any portion of the Property with the consent of the City, provided that such consent shall not be unreasonably withheld or delayed. The City understands that any such assignment or transfer by the Developer of the Development Rights and Obligations shall be non-recourse as to the assigning Developer. Upon the assignment or transfer by Developer of the Development Rights and Obligations, then the assigning Developer shall not have any responsibility or liability under this Agreement. For purposes of this Section 5, the following activities on the part of Developer shall not be deemed "development of the Property": (i) the filing of this Agreement, the Master Site Plan and the petitioning for or consenting to any amendment of this Agreement or the Code of Ordinances, including the PD; (ii) the subdivision and conveyance of any portions of the Property to the City as contemplated under this Agreement; (iii) the subdivision and conveyance of the portion of the Property designated as "Open Space" on the Master Site Plan to any person or entity so long as the same shall be restricted in use to "open space"; (iv) the subdivision and conveyance of portions of the Property, not to exceed in the aggregate one (1) acre, more or less, provided that such conveyances shall be deed-restricted to single-family residential use; (v) the conveyance of easements and portions of the Property for public utility purposes; (vi) the conveyance of portions of the Property to public entities in the case of any road realignments or grants of road rights of way; (vii) the marketing of the Property as contemplated under this Agreement; and (viii) any other activity which would not be deemed "development" under the Act.
- oith the development schedule, attached as <u>Exhibit "E"</u> (the "Development Schedule"). Developer shall keep the City informed of its progress with respect to the Development Schedule as a part of the required Compliance Review process set forth in <u>Section 13</u> below. Pursuant to the Act, the failure of the Developer to meet the development schedule shall not, in and of itself, constitute a material breach of this Agreement. In such event, the failure to meet the development schedule shall be judged by the totality of circumstances, including but not limited to any change in economic conditions, the occurrence of an act of God (including natural disasters), an act of war, an act of terrorism, civil disturbance, strikes, lockouts, fire, flood, hurricane, unavoidable casualties, a health crisis which results in a limitation on business activities in the City extending for a period of more than Thirty (30) days, or any other cause or causes beyond the reasonable control of the Developer (collectively "Force Majeure"), and the Developer's good faith efforts made to attain compliance with the development schedule. As further provided in the Act, if the Developer requests a modification of the dates set forth in the development agreement and is able to demonstrate that there

is good cause to modify those dates, such modification shall not be unreasonably withheld or delayed by the City.

7. **EFFECT OF FUTURE LAWS**. Developer shall have vested rights to undertake development of any or all of the Property in accordance with the Code of Ordinances and the Land Development Regulations, as amended and in effect at the time of this Agreement, for the entirety of the Term. Future enactments of, or changes or amendments to the Code of Ordinances and the Land Development Regulations, which conflict with this Agreement shall apply to the Property only if permitted pursuant to the Act, and agreed to in writing by the Developer and the City. The parties specifically acknowledge that building moratoria or permit allocations enacted by the City during the Term of this Agreement or any adequate public facilities ordinance as may be adopted by the City shall not apply to the Property except as may be allowed by the Act or otherwise agreed to in writing by the Developer and the City.

The parties specifically acknowledge that this Agreement shall not prohibit the application of any present or future building, housing, electrical, plumbing, gas or other standard codes, of any tax or fee of general application throughout the City, provided such fees are applied consistently and in the same manner to all single-family properties within the City. Notwithstanding the above, the City may apply subsequently enacted laws to the Property only in accordance with the Act and this Agreement.

8. <u>INFRASTRUCTURE AND SERVICES.</u> The City and Developer recognize that the majority of the direct costs associated with the development of the Property will be borne by the Developer. Subject to the conditions set forth herein, the parties make specific note of and acknowledge the following:

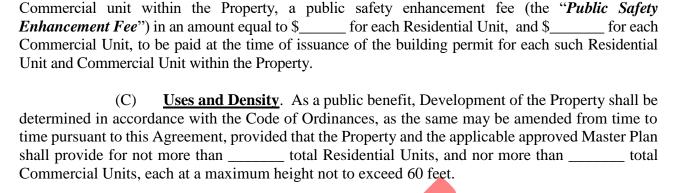
Notwithstanding the provisions referenced above, nothing in this Agreement shall preclude the City and Developer from entering into a separate utility agreement for cost-sharing of water transmission systems or sewer transmission systems when such agreement may be of mutual benefit to both parties. Nothing herein shall be construed as precluding the City from providing potable water to its residents in accordance with applicable provisions of laws.

- (A) <u>Public Roads</u>. All roads within the Project serving the Residential Units and Commercial Units shall be public roads, unless otherwise indicated on the Master Site Plan. All public roadways shall be constructed to City standards, will be approved by the City Planning Commission as part of the subdivision plat approval process, and will be dedicated to, conveyed, maintained and repaired by the City.
- (B) Storm Drainage System. All stormwater runoff, drainage, retention and treatment improvements within the Property shall be designed in accordance with the Code of Ordinances. All stormwater runoff and drainage system structural improvements, including culverts and piped infrastructure, will be constructed by the Developer and dedicated to the City. Upon final inspection and acceptance by the City, the Developer shall provide a one-year warranty period for all drainage system structural improvements within the Project. Retention ponds, ditches and other stormwater retention and treatment areas will be constructed and maintained by the Developer and/or an Owners Association, as appropriate, and will not be accepted or maintained by the City.
- (C) <u>Solid Waste and Recycling Collection</u>. The City shall provide solid waste and recycling collection services to the Property on the same basis as is provided to other residents

and businesses within the City. Payment for such services to the City by Developer, an Owners Association or each individual purchaser or owner of any portion of the Property is required in return for such service for each owner within the Property. The City reserves the right to contract with a third party, which may include another governmental entity, and the City reserves the right to terminate or discontinue such service(s) to any owner of any portion of the Property until such payment(s) have been made.

- (D) <u>Police Protection</u>. The City shall provide police protection services to the Property on the same basis as is provided to other residents and businesses within the City.
- (E) <u>Fire Services</u>. The City shall provide fire services to the Property on the same basis as is provided to other residents and businesses within the City, which services may be provided by way of a mutual services agreement with Horry County, if the City is unable to provide such services directly.
- (F) <u>Emergency Medical Services</u>. The City shall provide emergency medical services to the Property, on the same basis as it provided to other residents and businesses within the City, which services may be provided by way of a mutual services agreement with Horry County, if the City is unable to provide such services directly.
- (G) <u>School Services</u>. The City neither provides nor is authorized by law to provide public education facilities or services. Such facilities and services are now provided by the Horry County School District. The person or entity, whether it be homebuilder or another assignee of Developer, who actually initiates the building permit shall be responsible for paying all impact fees levied by the School District for each residential unit constructed prior to the issuance of a certificate of occupancy.
- (H) <u>Private Utility Services</u>. Private utility services, including electric, natural gas, and telecommunication services (including telephone, cable television, and internet/broadband) shall be provided to the site by the appropriate private utility providers based upon designated service areas. All utilities on the Property shall be located underground, and shall be placed in locations approved by the City so as to reduce or eliminate potential conflicts within utility rights-of-way.
- (I) <u>Streetlights</u>. Developer shall install or cause to be installed streetlights within the Project. To the extent that the City provides the same benefit to other similarly-situated neighborhoods within the City, the City shall contribute toward the monthly cost for each streetlight in an amount equal to the costs for the base street light fixture offered by the utility provider. The remaining monthly cost for each streetlight, including additional charges associated with an enhancement street light fixture, if any, shall be borne by the Developer and/or Owners Association.
- (J) No Donation of Acreage for Sewer Plant Expansion. The City shall not require, mandate or demand that, or condition approval(s) upon a requirement that the Developer donate, use, dedicate or sell to the City or any other party for public purposes any portion of the Property or any other property owned by the Developer or any affiliate of the Developer for sewer plant expansion by the City, provided, however, that this provision shall not be deemed to preclude the City from requiring additional sewer pump station facilities, to subsequently be dedicated and conveyed to the City.

- (K) <u>No Required Donations for Civic Purposes</u>. The City shall not require, mandate or demand that, or condition approval(s) upon a requirement that, the Developer donate, use, dedicate or sell to the City or any other party for public purposes any portions of the Property or any other property owned by the Developer (or any of the entities or parties comprising the Developer) or any affiliate of the Developer, except to the extent parks, recreational areas and athletic facilities for public use are shown on the Master Site Plan.
- (L) <u>Easements</u>. Developer shall be responsible for obtaining, at Developer's cost, all easements, access rights, or other instruments that will enable the Developer to tie into current or future water and sewer infrastructure on adjacent properties.
- (M) <u>Ponds and Lakes</u>. As an obligation, Developer shall install pond(s) or lake(s) as shown on the approved Master Site Plan for the Property. The City agrees to cooperate with the Developer in the permitting process for such pond(s) and lake(s), it being understood that the City will not accept maintenance responsibility or any other liability for such pond(s) and lake(s), and that such pond(s) and lake(s) shall either be maintained by the Developer or conveyed to an Owners Association for on-going maintenance following completion of the Project.
- 9. <u>IMPACT FEES</u>. The Property shall be subject to all development impact fees imposed by the City at the time of this Agreement, or following the date of this Agreement, provided such fees are applied consistently and in the same manner to all similarly-situated property within the City limits. All such impact fees shall not be due and payable until an application of any person or entity for a building permit for the vertical development of any subdivided lot or portion of the Property. In particular, the Developer agrees that it shall not seek any exemptions for any portions of the Property from any current development impact fees (so long as such development impact fees are applied consistently and in the same manner to all similarly-situated property within the City limits) for any reason.
- 10. **ADDITIONAL FEES, OBLIGATIONS AND PUBLIC BENEFITS**. The Developer, and its respective successors and assigns agree that the then current owner of the Property or any portion thereof, shall pay to the City, the enhancement fees, as set forth below (collectively the "Enhancement Fees"). Developer further agrees that the Enhancement Fees shall be subject to an annual increase, beginning on January 1, 2025, in an amount equal to the lesser of (i) the increase in the Consumer Price Index, published by the U.S. Bureau of Labor Statistics ("CPI") between the beginning and end of the most recent calendar year; or (ii) Two (2%) percent per annum, which increase is intended to ensure that the Enhancement Fees continue to reflect the City's on-going increases in the costs of services provided. Developer will provide the Enhancements Fees, together any additional public benefits, as follows:
- (A) <u>Sanitation Services Enhancement Fee</u>. As a public benefit, for the Property, the Developer, or the then current owner, shall pay to the City, as to each Residential Unit and each Commercial Unit within the Property, a sanitation services enhancement fee (the "Sanitation Services Enhancement Fee") in an amount equal to \$_____ for each Residential Unit, and \$_____ for each Commercial Unit, to be paid at the time of issuance of the building permit for each such Residential Unit and Commercial Unit within the Property.
- (B) <u>Public Safety Enhancement Fee</u>. As a public benefit, for the Property, the Developer, or the then current owner, shall also pay to the City, as to each Residential Unit and each



(D) Road Standards and Traffic Impact. As an obligation, all public roads within the Project shall be constructed to City specifications. The exact location, alignment, and name of any public road within the Project, shall be subject to review and approval by the City Planning Commission as part of the subdivision platting process. The Developer shall be responsible for maintaining all public roads until such roads are offered to, and accepted by, the City for ownership and maintenance.

Notwithstanding any provision herein to the contrary, this Agreement does not obligate the City to expend any funds of the City or borrow any sums in connection with improvements to the roads subject to this <u>Section 10.E.</u>

- (E) <u>Stormwater and Drainage</u>. As an obligation, Developer shall provide stormwater conveyance and retention facilities sufficient in capacity to accommodate the storm water generated from the Property, and provide the City with evidence of the necessary and required permanent and perpetual easements necessary to facilitate such drainage from the Property.
- (F) <u>Jurisdictional and Non-Jurisdictional Waters</u>. As an obligation, Jurisdictional and Non-Jurisdictional Waters of the State of South Carolina and the United States within the Project which are not mitigated, filled or otherwise modified, shall be surrounded by an undisturbed water quality buffer of not less than Twenty Five (25) feet in width. Developer will convey all Jurisdictional and Non-Jurisdictional Waters of the State of South Carolina and the United States located within the Project to the Owner's Association for maintenance and operation not later than the date on which the Project is complete.
- (G) **Recording**. Pursuant to Title 6, Chapter 31, Section 120 of the Code of Laws for the State of South Carolina, this Agreement shall be recorded in the public records of Horry County, South Carolina, on or before the date which is Fourteen (14) days following the date on which the City enters into this Agreement.
- 11. **PROTECTION OF ENVIRONMENT AND QUALITY OF LIFE**. The City and Developer recognize that development can have negative as well as positive impacts. Specifically, the City considers the protection of the natural environment and nearby waters, and the preservation of the character and unique identity of the City, to be important goals. Developer shares this commitment and therefore agrees to abide by all provisions of federal, state and local laws and regulations for the handling of storm water.
- 12. <u>COMPLIANCE REVIEWS</u>. Developer, or its assigns, shall meet with the City,

or its designee, at least once per year during the Term to review development completed in the prior year and the development anticipated to be commenced or completed in the ensuing year as compared to the Development Schedule. The City shall provide written notice to the Developer of the date for such compliance review not less than Five (5) business days in advance, provided such notice shall not be applicable to standard reviews and inspections otherwise performed by the City as to the improvement of the Property. The Developer must demonstrate good faith compliance with the terms of this Agreement. The Developer, or its designee, shall be required to provide such information as may reasonably be requested by the City. The Development Schedule attached to this Agreement is only a projection, and Developer's obligation at each respective Compliance Review shall be to reconcile the projected Development Schedule attached to this Agreement with the actual schedule of development for the Project at each respective Compliance Review. Failure to meet the Development Schedule attached to this Agreement shall not constitute a default hereunder.

- 13. <u>DEFAULTS</u>. Notwithstanding the provisions of <u>Section 6</u> above, Developer shall continuously and diligently proceed with Development Work on the Property. Developer's failure to proceed with Development Work on the Property for a period of more than Six (6) months, other than as a result of Force Majeure, as defined in <u>Section 6</u> above, shall constitute a default hereunder on the part of Developer. In the event of a default, the City shall provide written notice to Developer of such default, and Developer shall have a period of Thirty (30) days in which to cure a default by commencement of Development Work with regards to the next portion of the Property to be developed in accordance with phasing plan of the Project. The failure of the Developer to comply with the terms of this Agreement shall constitute a default, entitling the City to pursue such remedies as deemed appropriate, including withholding the issuance of building permits in accordance with the provisions of this Agreement, specific performance and the termination or modification of this Agreement in accordance with the Act; provided however no termination of this Agreement may be declared by the City absent its according the Developer the notice and opportunity to cure in accordance with the Act.
- 14. **MODIFICATION OF AGREEMENT**. This Agreement may be modified or amended only by the written agreement of the City and the Developer. No statement, action or agreement hereafter made shall be effective to change, amend, waive, modify, discharge, terminate or effect an abandonment of this Agreement in whole or in part unless such statement, action or agreement is in writing and signed by the party against whom such change, amendment, waiver, modification, discharge, termination or abandonment is sought to be enforced except as otherwise provided in the Act.
- 15. **RESTRICTIVE COVENANTS**. The obligations and public benefits agreed to and accepted by Developer set forth in this Agreement (collectively the "*Restrictive Covenants*") shall survive and continue in full force and effect without regard to the termination of this Agreement for a period ending on the earlier of (i) Fifty (50) years after the Term of this Agreement; or (ii) such time as the parties hereto, or their respective successors and assigns, have recorded a fully executed and effective termination of the Restrictive Covenants in the Office of the Register of Deeds for Horry County. Developer further covenants and agrees that, to the extent the Property is encumbered by covenants, conditions and restrictions (the "*CCRs*"), whether administered by an Owners Association or not, such CCRs shall include the Restrictive Covenants, the effect of which shall be to extend the term of the Restrictive Covenants, the same thereafter running with the Property as continuing obligations, public benefits and restrictions.

16. NOTICES. Any notice, demand, request, consent, approval or communication which a signatory party is required to or may give to another signatory party hereunder shall be in writing and shall be delivered or addressed to the other at the address below set forth or to such other address as such party may from time to time direct by written notice given in the manner herein prescribed, and such notice or communication shall be deemed to have been given or made when communicated by personal delivery or by independent courier service or by facsimile or if by mail on the fifth (5th) business day after the deposit thereof in the United States Mail, postage prepaid, registered or certified, addressed as hereinafter provided. All notices, demands, requests, consents, approvals or communications to the City shall be addressed to the City at:

	City of Conway
	Attention: City Manager
With a copy to:	
And to the Developer at:	BRD Land & Investments, LP
With a copy to:	
	Attention:
	Robert S. Guyton, Esq.
	Robert S. Guyton, P.C.
	4605 B Oleander Drive, Suite 202
	Myrtle Beach, SC 29577

17. **GENERAL**.

- enacted after the execution of this Agreement or decisions are issued by a court of competent jurisdiction which prevent or preclude compliance with the Act or one or more provisions of this Agreement ("New Laws"), the provisions of this Agreement shall be modified or suspended as may be necessary to comply with such New Laws. Immediately after enactment of any such New Law, or court decision, a party designated by Developer and the City shall meet and confer in good faith in order to agree upon such modification or suspension based on the effect such New Law would have on the purposes and intent of this Agreement. During the time that these parties are conferring on such modification or suspension or challenging the New Laws, the City may take reasonable action to comply with such New Laws. Should these parties be unable to agree to a modification or suspension, either may petition a court of competent jurisdiction for an appropriate modification or suspension of this Agreement.
- (B) <u>Estoppel Certificate</u>. The City or any Developer may, at any time, and from time to time, deliver written notice to the other applicable party requesting such party to certify in

writing, within Thirty (30) days of such written notice, that this Agreement is in full force and effect, that this Agreement has not been amended or modified, or if so amended, identifying the amendments, whether, to the knowledge of such party, the requesting party is in default or claimed default in the performance of its obligations under this Agreement, and, if so, describing the nature and amount, if any, of any such default or claimed default, and whether, to the knowledge of such party, any event has occurred or failed to occur which, with the passage of time or the giving of notice, or both, would constitute a default and, if so, specifying each such event.

- (C) <u>Entire Agreement</u>. This Agreement sets forth, and incorporates by reference all of the agreements, conditions and understandings between the City and the Developer relative to the Property and its development and there are no promises, agreements, conditions or understandings, oral or written, expressed or implied, among these parties relative to the matters addressed herein other than as set forth or as referred to herein.
- (D) <u>No Partnership or Joint Venture</u>. Nothing in this Agreement shall be deemed to create a partnership or joint venture between the City or any Developer or to render such party liable in any manner for the debts or obligations of another party.
- (E) <u>Exhibits</u>. All exhibits attached hereto and/or referred to in this Agreement are incorporated herein as though set forth in full.
- (F) <u>Construction</u>. The parties agree that each party and its counsel have reviewed and revised this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any amendments or exhibits hereto.
- (G) Transfer of Title. Transfers of title to the Property, in whole or in part, may be made, at any time and to any person or entity, without the consent of the City.
- (H) <u>Binding Effect</u>. The parties hereto agree that this Agreement shall be binding upon their respective successors and/or assigns.
- (I) <u>Governing Law</u>. This Agreement shall be governed by the laws of the State of South Carolina, and the parties further agree that venue shall be proper, without regards to any conflict of law principals, in a court of competent jurisdiction in Horry County, or such other jurisdiction in South Carolina as is appropriate and necessary under the circumstances.
- (J) <u>Counterparts</u>. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and such counterparts shall constitute but one and the same instrument.
- (K) <u>Eminent Domain</u>. Nothing contained in this Agreement shall limit, impair or restrict the City's right and power of eminent domain under the laws of the State of South Carolina.
- (L) <u>No Third-Party Beneficiaries</u>. The provisions of this Agreement may be enforced only by the City and the Developer. No other persons shall have any rights hereunder, unless specified in this Agreement.

- (M) <u>Release of Developer</u>. Subject to <u>Section 5.B</u>, in the event of conveyance of all or a portion of the Property, the Developer shall be released from any obligations and liabilities with respect to this Agreement as to the portion of Property so transferred, and the transferee shall be substituted as the Developer under the Agreement as to the portion of the Property so transferred; provided, however, the transferee(s) of the one acre contemplated for subdivision and conveyance under <u>Section 5.B</u> shall not be deemed to succeed to any Development Rights and Obligation of Developer under this Agreement.
- 18. **DESCRIPTION OF LOCAL DEVELOPMENT PERMITS NEEDED.** The development of the Property shall be pursuant to this Agreement, the Land Development Regulations, and Code of Ordinances, as amended; provided, however, in the event of any conflict between this Agreement and the Land Development Regulations, and/or the Code of Ordinances, the provisions of this Agreement shall control. Necessary permits include, but may not be limited to, the following: building permits, zoning compliance permits, sign permits (permanent and temporary), temporary use permits, accessory use permits, driveway/encroachment/curb cut permits, clearing/grading permits, and land disturbance permits. Notwithstanding the foregoing, the City acknowledges that City Planning and Zoning Director or the City Planning Commission approval of plats will be given if any such plats are materially consistent with the Master Site Plan of the Project, subject to any Master Site Plan Revisions. It is specifically understood that the failure of this Agreement to address a particular permit, condition, term or restriction does not relieve the Developer of the necessity of complying with the law governing the permitting requirements, conditions, terms or restrictions. It is expressly understood and acknowledged by all parties to this Agreement that any portions of the Property donated or sold by any Developer to the City shall not be subject to any private declaration of restrictions or property owners association(s) created by any Developer for any subsequent subdivision of the Property.
- 19. **STATEMENT OF REQUIRED PROVISIONS**. In compliance with Section 6-31-60(A) of the Act, the Developer represents that this Agreement includes all of the specific mandatory provisions required by the Act, addressed elsewhere in this Agreement.

[Signature Pages Follow]

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

	DEVELOPER:
WITNESSES:	BRD LAND & INVESTMENT, LP , a South Carolina limited partnership
Witness #1	By:
Witness #2	Title:
STATE OF	
COUNTY OF	
The foregoing instrument was acknowled	
INVESTMENT, LP, a South Carolina limited me and is personally known to me.	partnership. He or she personally appeared before
	Notary Public
	Name:
	My Commission Expires:

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year first above written.

	CITY:
WITNESSES:	CITY OF CONWAY
	By:
Witness #1	Name: Title:
Witness #2	_
STATE OF SOUTH CAROLINA)
COUNTY OF HORRY)
	rledged before me thisday of, the of the CITY appeared before me and is personally known to me.
	Notary Public My Commission Expires:
	wry Commission Expires.

EXHIBIT "A"

South Carolina Local Government Development Agreement Act as Codified in Sections 6-31-10 through 6-31-160 of the Code of Laws of South Carolina (1976), as amended

EXHIBIT "B"

Survey of Property

EXHIBIT "C"

Master Site Plan

EXHIBIT "D"

Land Development Regulations

EXHIBIT "E"

Development Schedule

Construction will begin following receipt of permits from the City of Conway and from other regulatory bodies. The nature of this Project, together with the current economic conditions, prevents the Developer from providing exact dates for commencement of future phases or exact completion dates. Although the timing of completion of any particular Phase of the Project is subject to then current market demands, the Developer anticipates starting the installation of the infrastructure within a period of approximately Twenty-four (24) months from approval of this Agreement to allow for design, permitting and mobilization. The Project would be complete within Twenty-Five (25) years of approval of this Agreement.