



TOWN OF ATLANTIC BEACH PLANNING COMMISSION MEETING AGENDA

April 18, 2024 at 1 pm
Atlantic Beach Community Center
1010 32nd Avenue South, Atlantic Beach, SC 29582

- I. Call to Order
- II. Roll Call
- III. Executive Session, pursuant of S.C. Code of Laws § 30-4-70 (a)(2), for the receipt of legal advice related to a pending or threatened legal claim concerning the proposed Black Pearl of the Atlantic development.
- IV. New Business pages
 - A. Election of Chairman and Vice Chairman
 - B. Approval of February 16, 2023 Minutes..... 1-97
 - C. Approval of 2024 Calendar of Meetings..... 99
 - D. **Text Amendment:** An Ordinance to Amend the Land Management Ordinance to Eliminate Off-Street Parking and Loading Minimums in the Mainstreet 1 (MS1) and Mainstreet 2 (MS2) Zoning District
 - 1. Decision Memo..... 100
 - 2. Ordinance for Recommendation to Council..... 102-108
 - E. **Public Hearing for Rezoning Case 1-2024:** Request by Charles Morant, on behalf of 9 Thru 11 & 1 LLC, to amend the official zoning map and the Land Management Ordinance for the Town of Atlantic Beach, South Carolina, so as to amend the zoning for PIN 392-01-01-0167 from Waterfront District 2 (WF2) to the Black Pearl of the Atlantic WF2- Flexible Design District (WF2-FDD)
 - 1. Decision Memo with Rezoning Review Crosswalk.....109-112
 - 2. Ordinance for Recommendation to Council113-126
 - 3. Supplemental Submission Materials
 - a) Application Form.....128-129
 - b) Proposed Internal Building Layout, including Parking131-135
 - c) FAA Preliminary Review.....137-147
 - d) Traffic Study.....151-256
 - 4. Flexible Design District Excerpt from the Land Management Ordinance.....257-264
- V. Public Input, non-agenda items
- VI. Adjournment

**TOWN OF ATLANTIC BEACH
PLANNING COMMISSION MEETING
AND PUBLIC HEARINGS**

Thursday, February 16, 2023

1:00 p.m.

The Town of Atlantic Beach Planning Commission meeting and public hearing was held and recorded at Atlantic Beach Community Center, 1010 32nd Avenue South, Atlantic Beach, South Carolina, on the 16th day of February, 2023, and transcribed by Amanda Godfrey, Court Reporter and Notary Public in and for the State of South Carolina.



APPEARANCES

COMMISSION MEMBERS:

Commissioner Derrick Stevens
Commissioner Timothy L. Vereen
Commissioner Esco McFadden
Commissioner Poterressia McNeil
Commissioner S. Kathryn Allen

ADMINISTRATION:

Benjamin Quattlebaum Jr., Town Manager
Cheryl Pereira, Town Clerk

GUESTS:

Leigh Kane, Local Planning Services Director
Waccamaw Regional Council of Governments
C.D. Rhodes, Attorney for Town of Atlantic Beach
Charles Morant, Developer
Dwayne Dancy, Architect and Team
Erica Morant, Development Team
Jim Green, G3 Engineering & Surveying

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1 Call to Order:

2 **COMMISSIONER STEVENS:** I'd like to thank everybody
3 for coming out to the Town of Atlantic Beach
4 Planning Commission meeting. We're going into
5 Executive Session.

6 **MR. QUATTLEBAUM:** Yes, need a motion.

7 **COMMISSIONER STEVENS:** Motion to go into Executive
8 Session.

9 **COMMISSIONER VEREEN:** Second.

10 **MR. QUATTLEBAUM:** You read for the record what ---

11 **COMMISSIONER STEVENS:** Executive Session, pursuant of
12 South Carolina Code of Laws 30-4-70 for the
13 receipt of legal advice related to the pending
14 and -- or threatening legal claims concerning
15 proposal -- proposed Black Pearl of Atlantic
16 Beach development.

17 **COMMISSIONER VEREEN:** Second.

18 **(Inaudible background noise.)**

19 **CLERK:** Commissioner Derrick Stevens?

20 **COMMISSIONER STEVENS:** Yea.

21 **CLERK:** Commissioner Timothy Vereen?

22 **COMMISSIONER VEREEN:** Here.

23 **CLERK:** Commissioner Esco McFadden?

24 **COMMISSIONER McFADDEN:** Yes.

25 **CLERK:** Commissioner Poterressia McNeil?



1 **COMMISSIONER MCNEIL:** Yeah.

2 **CLERK:** Commissioner Kathryn Allen?

3 **COMMISSIONER ALLEN:** Yes.

4 **MR. QUATTLEBAUM:** Okay. Public, you can remain out,
5 we're going to hold the Executive Session in
6 the conference room in the back, ask the
7 Commissioners please step forward, Ms. Kane,
8 Waccamaw COG and our attorney.

9 **Executive Session:**

10 **(Executive Session)**

11 **COMMISSIONER STEVENS:** I make a motion to come out
12 of the Executive Session.

13 **COMMISSIONER VEREEN:** Second.

14 **COMMISSIONER STEVENS:** It's been seconded.

15 **CLERK:** Roll call -- say roll call.

16 **COMMISSIONER STEVENS:** Roll call.

17 **CLERK:** Commissioner Derrick Stevens?

18 **COMMISSIONER STEVENS:** Yes.

19 **CLERK:** Commissioner Timothy Vereen?

20 **COMMISSIONER VEREEN:** Yes.

21 **CLERK:** Commissioner Esco McFadden?

22 **COMMISSIONER McFADDEN:** Yes.

23 **CLERK:** Commissioner Poterressia McNeil?

24 **COMMISSIONER MCNEIL:** Yes.

25 **CLERK:** Commissioner Kathryn Allen?



1 **COMMISSIONER ALLEN:** Yes.

2 **General Session:**

3 **COMMISSIONER STEVENS:** We're on Number III., public
4 input, non-agenda items.

5 **MR. QUATTLEBAUM:** Public, anyone, public comment on
6 non-agenda items.

7 **COMMISSIONER STEVENS:** Public comment on non-agenda
8 items, anybody, the public? Number IV.,
9 approval of August 12 -- 19, 2021 minutes.

10 **COMMISSIONER ALLEN:** So moved.

11 **COMMISSIONER McFADDEN:** Second.

12 **COMMISSIONER STEVENS:** Number V., approval of '23
13 calendar meetings.

14 **MR. QUATTLEBAUM:** Need to vote.

15 **COMMISSIONER STEVENS:** Roll call.

16 **CLERK:** Commissioner Derrick Stevens?

17 **COMMISSIONER STEVENS:** Yea.

18 **CLERK:** Commissioner Timothy Vereen?

19 **COMMISSIONER VEREEN:** Yes.

20 **CLERK:** Commissioner Esco McFadden?

21 **COMMISSIONER McFADDEN:** Yes.

22 **CLERK:** Commissioner Poterressia McNeil?

23 **COMMISSIONER MCNEIL:** Yes.

24 **CLERK:** Commissioner Kathryn Allen?

25 **COMMISSIONER ALLEN:** Yes.



1 **COMMISSIONER STEVENS:** So, are we down to the public
2 hearings?

3 **MR. QUATTLEBAUM:** No, go back to the approval of
4 calendar.

5 (Inaudible background noise.)

6 **COMMISSIONER STEVENS:** Approval -- Number V.,
7 approval of 2023 calendar of meetings.

8 **COMMISSIONER VEREEN:** So moved ---

9 (Inaudible background noise.)

10 **COMMISSIONER STEVENS:** Roll call.

11 **CLERK:** Commissioner Derrick Stevens?

12 **COMMISSIONER STEVENS:** Yea.

13 **CLERK:** Commissioner Timothy Vereen?

14 **COMMISSIONER VEREEN:** Yes.

15 **CLERK:** Commissioner Esco McFadden?

16 **COMMISSIONER McFADDEN:** Yes.

17 **CLERK:** Commissioner Poterressia McNeil?

18 **COMMISSIONER MCNEIL:** Yes.

19 **CLERK:** Commissioner Kathryn Allen?

20 **COMMISSIONER ALLEN:** Yes.

21 **COMMISSIONER STEVENS:** Number VI., public hearings.

22 **MS. KANE:** Good afternoon, everybody, Planning
23 Commission and members of the public. My name
24 is Leigh Kane and I serve as the Local Planning
25 Services Director to the Waccamaw Regional



1 Council of Governments and in that role I
2 provide technical assistance for the Land
3 Management Ordinance to the Town of Atlantic
4 Beach so that way you all know who I am. In
5 regards to some of the hearings that we have
6 today, these are amendments to the Land
7 Management Ordinance, they're proposals. The
8 Land Management Ordinance was adopted back in
9 2019 and, just like with any other community,
10 once you get into it and you start implementing
11 it, you start seeing things that need to get
12 tweaked, and so those are some of the things
13 that I'm bringing before you today. I'm gonna
14 present some of that information so that way
15 you can be able to weigh your thoughts and ask
16 me questions and then there'll be a hearing
17 after we have discuss about -- so there'll be
18 a hearing on each one of these individual Land
19 Management Ordinance amendments. The first one
20 is related to the bulk, dimensional and density
21 standards. If you look in your packets
22 starting on page 49 and it'll start going into
23 the details on that. Something that we --
24 between myself, Mr. Quattlebaum and some other
25 individuals, there's been some confusion about



1 where residential is allowed in the Main Street
2 1 District, so that's the first thing that's a
3 part of this amendment, whether it's allowed on
4 the ground floor or whether it has to be on the
5 second or third story above commercial, this
6 really -- this portion of the amendment is just
7 to clarify that multi-family is allowed within
8 that district, that it's allowed to be to the
9 rear of properties. So, say you just had a
10 storefront to the front but you wanted to have
11 apartments that had access to the rear, this is
12 just that clarification. In terms of
13 geographically where that area is applicable,
14 you'll see here in relationship to the Town
15 where that district is, that is intended to be
16 the main street corridor for the Town and
17 that's what the Comprehensive Plan and the Land
18 Management Ordinance support. Have a question
19 -- any questions on that particular portion of
20 the amendment before I move forward? Okay.
21 The next changes are in relationship to the
22 table that lays out the dimensional
23 requirements so the first one is to reduce the
24 minimum lot width for the R2 District, that's
25 the -- purely more so single-family residential



1 district. Right now, it is 50 feet wide and
2 the recommendation is to go down to 35 feet,
3 that would allow for some of the larger tracts
4 to actually get subdivided. This isn't going
5 to have a significant impact on some of the
6 layout of the community but it could help some
7 of those larger R2 District's lots be able to
8 subdivide, to be able to put two units as
9 opposed to one. It won't change the minimum
10 lot size requirement so that's still 6,000. So
11 you may have a -- say a 12,000 square foot
12 tract that's got 70 feet of frontage versus 100
13 feet of frontage, and that's what that would
14 allow for. If you'll go down to the portion of
15 the chart that shows a mark through for single-
16 family attached, that's basically a duplex, but
17 it's something that would allow for the
18 property lines to run through the middle. I
19 know at your previous meeting back in 2021 that
20 was something that was discussed, it was
21 addressed with -- here, where it was reduced
22 from 6,000 to three, so you only need to be
23 able to require 3,000 square feet of lot per
24 dwelling unit, but it wasn't addressed here, so
25 the only difference here is one is actually --



1 can be subdivided to be simply -- and that's it
2 so it's just to be consistent so the duplex is
3 a duplex, but it would be able to have the
4 property line drawn through the middle. In
5 regards to minimum lot size -- that's up here
6 -- I started going through and doing some
7 analysis with parcel sizes so when the
8 ordinance was originally adopted, it was for
9 those lots in the Main Street 1, the Main
10 Street 1 Residential and the Main Street 2
11 districts to be 7,500 square feet minimum, and
12 I started looking at it and realizing that
13 anywhere from like a third to half of the lots
14 didn't meet that minimum lot size requirements
15 so people that have vacant lots right now would
16 be challenged by even just passing go to be
17 able to develop their lots so the
18 recommendation is just to reduce that down to
19 7,000 so that way you -- it will improve the
20 developability of those lots. It's a
21 relatively simple change and as I move forward
22 working with the Town, I'll be looking for
23 other discrepancies like that just because we
24 don't want to have a lot of variances coming
25 before the (inaudible) court of appeals and



1 this will help eliminate some of that. And
2 then, lastly on here is marked through for two-
3 family dwellings for the Main Street 1
4 District, this actually is not an allowable use
5 and this is scrivener's error, that was me when
6 the Land Management Ordinance was originally
7 drafted. I'm here for questions on this page
8 before I move forward.

9 **COMMISSIONER McNEIL:** When you say move forward,
10 what does that mean?

11 **MS. KANE:** The next set, there's only one more set
12 of revisions with this ordinance. And lastly,
13 in those main street districts, right now with
14 those -- think -- you want to think about how
15 your main street is going to develop, right
16 now, the -- if you have lots that are over
17 8,000 square feet -- or say somebody wanted to
18 buy up three lots next to one another and
19 combine them into one lot for a multi-family
20 development, a hotel or a mixed-use
21 development, right now that actually would
22 trigger them to go to a 60 foot rear setback,
23 which I'm sure you're aware, most of the lots
24 in your town are about 140, 150 feet deep, if
25 that. So effectively right now the Ordinance



1 takes away half of the development capability
2 if you end up combining lots, that's not going
3 to encourage your main street to development as
4 you intended to so my recommendation is to --
5 let's scale it back to a 30 foot minimum rear
6 setback, I actually would recommend even going
7 less than that so -- but I think in order to
8 preserve some of the R2 District that surrounds
9 some of this and make sure that that's not
10 infringing height wise and shading on the
11 adjacent property owners that the 30 foot would
12 be appropriate at this time until we look at it
13 a little further.

14 **COMMISSIONER STEVENS:** Okay.

15 **MS. KANE:** So that is my first round of amendments,
16 it's a lot to swallow, I'm sorry.

17 **(Inaudible background noise.)**

18 **MS. KANE:** You all also still have to have a public
19 hearing for this.

20 **COMMISSIONER STEVENS:** Okay.

21 **(Inaudible background noise.)**

22 **COMMISSIONER ALLEN:** Yeah, I -- here's my concern
23 and I would love to hear my colleagues thoughts
24 on this. My concern as I read through this was
25 the number of items that needed to be addressed



1 or cleaned up. There -- you made the comment
2 how the main street is going to develop, you
3 also made the comment, you know, we don't want
4 to a bunch, or a slew, of variances being
5 brought before the Planning Commission and,
6 while the Council voted in 2019, the last time
7 that this Planning Commission actually looked
8 at this was 2017 and, if I'm not correct, I
9 mean, I -- if I'm not wrong -- and you can tell
10 me if I am -- we are actually tasked with, at
11 least with every five years, to relook at the
12 Land Management Ordinance and to, you know,
13 make sure that these kinds of items, that we've
14 looked at them sort of in a holistic or, you
15 know, expansive way so I have concern about
16 making individual changes, even though there
17 were several that were in this particular
18 group, I have some concern about doing that
19 without looking at all of the various aspects
20 -- not that I would disagree necessarily or
21 agree with what's been proposed here or that it
22 doesn't seem straightforward or whatever, but
23 my concern is that when we make these
24 individual changes -- in fact, we did one back
25 in '21 and it's still not enough to do what we



1 need to do here. You said it's not consistent,
2 which is kind of my point, but I think it would
3 make more sense for us, at least my plan would
4 be to vote no against this because I think we
5 need to do what I consider our job and really
6 look at the entire plan holistically.

7 **MS. KANE:** I can respond to that just in terms of --
8 so, your Land Management Ordinance -- some
9 people refer to it as just zoning ordinance and
10 land development regulations -- are not
11 required to be looked at -- you know, and your
12 Comprehensive Plan is required to be looked at
13 every five years and redone every 10 years, but
14 it is pretty typical for jurisdictions to go
15 through and do revisions to their land
16 management ordinance on a regular basis so --
17 but that is, of course, your choice.

18 **MR. QUATTLEBAUM:** Mr. Chairman, may I ---

19 **COMMISSIONER STEVENS:** Certainly, yeah.

20 **MR. QUATTLEBAUM:** Commissioners, many of these
21 requests that you -- for these amendments have
22 been brought by recent property investors in
23 the Town and have spoken to me and asked for
24 some relief and adjustments to some of the Land
25 Management Ordinance requirements that impede



1 the development on our main street primarily.
2 Parking, another issue that comes up
3 repeatedly. So, I directed staff to look at
4 all of the -- well, many of the amendments or
5 recommendations we can make that people are
6 impacted -- investors that want to build in the
7 Town have been -- communicated to me that it's
8 impeding them from developing, to look at them
9 immediately and see what kind of adjustments
10 and amendments can we make. So these that you
11 have before you, as Ms. Kane said, they are not
12 the final ones, they are the ones that are the
13 most pressing now for people that -- for
14 investors who want to build so that's why
15 they're coming to you at this point, and you're
16 absolutely right. And just to give the
17 Commission some history and background on the
18 Comprehensive Plan, was done in 2007, I think,
19 2008, and had not been updated. The intent was
20 initially in the process, did not look at in
21 terms addressing or revising the Comprehensive
22 Plan in the adoption of this Land Management
23 Ordinance in 2019, the primary objective at
24 that time was to get us in compliance with the
25 state law requirements so we would be eligible



1 for funding and things of that nature so I
2 acknowledge that it was not looked at instead
3 with future -- the second point is that at that
4 particular time, until the last three years --
5 about -- approximately last three years, we
6 have not had the kind of development activity
7 and requests for development in the Town until
8 that time so now they're becoming pressing
9 issues because people are -- for investors and
10 people looking to develop in the Town are
11 directly impacted by it and, as Ms. Kane said,
12 we do plan to look at additional at my
13 direction to the staff, we're gonna look at
14 others that we can hopefully do expeditiously
15 to help serve continued development in the
16 Town.

17 **COMMISSIONER ALLEN:** Thank you, Mr. Quattlebaum. I
18 -- and that was really helpful, I mean that's
19 -- was my thought on how this has sort of come
20 together, and I appreciate the need for
21 expediency and we certainly want investment in
22 the Town, I think we all agree on that, but I
23 still -- you said these are not the final ones,
24 I still have the issue of expediency over --
25 you know, that we really look at all of it as



1 a whole and look at where are we trying to --
2 what things are we trying to really address and
3 not sort of be reactionary, and I'm concerned
4 about that because, as you said, the actual
5 plan was written in 2007, we haven't really, I
6 mean, I think maybe we looked at it in 2017,
7 again, and I'm just concerned that as the Town
8 is growing, as the changes are being made, as
9 folks are coming in with lots of requests of
10 us, that this body, given our responsibilities
11 and rolls within the Town, really should -- and
12 I don't mean this should drag out or be a long,
13 involved, you know, 10-year process, but I do
14 think that it makes sense for us to just sit
15 down for two minutes and -- not really two
16 minutes but, you know, a short amount of time
17 and really walk through all of these with your
18 staff to make sure that we have looked at what
19 could be unintended consequences, have we
20 really looked at if we do this change here,
21 what's that gonna mean, you know, if it's -- it
22 helps 30th Street but what does that mean for
23 29th or for 32nd, you know, I just -- that's
24 the concern I have ---

25 **MR. QUATTLEBAUM:** Okay ---



1 **COMMISSIONER ALLEN:** --- that we need to do a
2 broader look before we do individual
3 amendments, my thoughts.

4 **(Inaudible background noise.)**

5 **COMMISSIONER STEVENS:** Anybody else?

6 **MS. KANE:** We just need to open it up for public
7 hearing in case anybody has to speak from the
8 public on the topic.

9 **Public Hearing - Ordinance to Amend the Land**
10 **Management Ordinance to Modify the District**
11 **Bulk, Dimensional & Density Standards to**
12 **Support Infill Development and Reduce the**
13 **Prevalence of Nonconforming Lots:**

14 **COMMISSIONER STEVENS:** Open up for public hearing.
15 Any comments?

16 **MR. FARAH:** I have a comment.

17 **COMMISSIONER STEVENS:** Come on.

18 **MR. FARAH:** As was stated ---

19 **MR. QUATTLEBAUM:** Come up to the mike and state your
20 name for record.

21 **MR. FARAH:** My name is Steven Farah, I live on 32nd
22 Avenue and, as I understand these ordinances,
23 what I heard was these were for investors
24 coming into the Town. To the point of looking
25 comprehensively at this, it's one thing as an



1 investor coming into the Town, but how does
2 that affect those of us that are already here
3 and residents in the Town? So, that's what I
4 don't see in some of these proposals, just
5 like, okay, it affects the business street and
6 -- as you said, but how does it affect the
7 people that are living on 29th or 32nd Avenue?

8 **MR. QUATTLEBAUM:** Can I get clarification, are you
9 saying that these recommendations may have an
10 adverse effect on residential properties on
11 other streets, 29th and 32nd, is that the point
12 ---

13 **MR. FARAH:** Yes, yes ---

14 **FEMALE SPEAKER:** Yes.

15 **MR. FARAH:** --- I mean it's being proposed as this
16 is for an investor coming in, well, those of us
17 that have already invested here, we have the
18 vision of what is here too, and one might
19 compete with the other I think ---

20 **MR. QUATTLEBAUM:** Can you cite -- can you cite a
21 specific -- on these amendments, what
22 specifically do you see as an adverse impact to
23 anyone else ---

24 **MR. FARAH:** I didn't -- I don't know the details, I
25 think that's what I'm saying. As it's



1 presented, it just says like it's looking at it
2 from a new investor coming in, hasn't been
3 looked at from a residential perspective or the
4 rest of the Town, I'm agreeing with the
5 comments that were made.

6 **MR. QUATTLEBAUM:** Well, the process, as I understand
7 it -- correct me, Ms. Kane if it's wrong --
8 this is the public hearing portion of it, it
9 still has to go through a recommendation from
10 the Planning Commission and then, for an
11 ordinance change, adoption by the Council --

12 **MS. KANE:** That's correct.

13 **MR. QUATTLEBAUM:** --- so you'll have three other
14 opportunities, and that process will take a
15 minimum of 90 days for scheduling to be done.
16 So, if there's anything specifically you see
17 and have time to look at it, review it and
18 absorb it that you feel is an impact, we'll be
19 open to entertaining that.

20 **MR. FARAH:** Okay. Thank you.

21 **MS. KANE:** Technically, the Planning Commission gets
22 to make vote for recommendation today.

23 **MR. QUATTLEBAUM:** Okay.

24 **COMMISSIONER STEVENS:** Mr. Booker?

25 **MR. BOOKER:** Good afternoon --



1 **COMMISSIONER STEVENS:** Good afternoon.

2 **MR. BOOKER:** --- Commissioners, Mr. Quattlebaum and
3 neighbors and visitors. I'm William Booker, I
4 live on 29th Avenue, and I'd like to talk a
5 little bit about the changes but I want to talk
6 about the changes in the context of -- the
7 Master Plan for the Town was developed in 2007,
8 that's quite a few years ago. The
9 Comprehensive Plan was adopted in 2017, that's
10 six years ago. And as the Commissioner said
11 that the law requires that they be reviewed
12 sort of mid-term, which is five years, because
13 that Comprehensive Plan was from 2017 to 2026,
14 or something like that, so halfway -- we're
15 well over halfway and that review hasn't been
16 made. And so as Mr. Quattlebaum has said,
17 we've got new investors in, we have new
18 residents here, and we have an old vision and,
19 Mr. Quattlebaum, we've had many conversations
20 about the need and the opportunity to amend
21 this vision that would take into account the
22 new stakeholders, and so I don't see why we
23 wouldn't take advantage of this opportunity by
24 complying with the recommendations are
25 concerning the Comprehensive Plan and reviewing



1 it in the context of making these changes so
2 that we can do them all together as opposed to
3 independent activities and hoping that they
4 come together so I tend to want to support what
5 the Commissioner said in terms of doing this
6 over -- an overall view to make sure that we're
7 getting it right and take into account all of
8 the new investors, the new stakeholders, the
9 new residents, the new people who want to
10 develop and try to get it right than -- as
11 opposed to just pressing ahead with these ideas
12 and these concepts and these visions which are,
13 in my opinion, somewhat dated and we haven't
14 looked at them. And so, we've been asking to
15 have an opportunity to get into it so that we
16 can sort of hone in those things to make them
17 more crisp, and I'd like for us to take
18 advantage of that opportunity so thank you.

19 **COUNCILWOMAN GORE:** Hello, my name is Jacqui Gore,
20 which you all probably know me, I'm a sitting
21 Council member here for the Town of Atlantic
22 Beach. I don't have anything negative to say
23 about anything that anybody has said here, but
24 I will say this much right here, all I can hear
25 is what the new stakeholders has brought to the



1 table, what everybody new has brought, well,
2 I'm gonna be (inaudible) years old, have been
3 here for 58 years, have never sat around trying
4 to wait for somebody to give us a vision 'cause
5 guess what? We had our own vision before all
6 of you all guys came here and (inaudible) here,
7 we just didn't have the resources to develop it
8 because we here don't own the property that you
9 all are looking at on 30th Avenue, matter of
10 fact, the Town doesn't own anything much to be
11 said what we're gonna do or what we're not
12 gonna do but for somebody to sit here and think
13 that we sat here all these years for you all to
14 come back from where you all came from and you
15 all want to make your all's -- our town like
16 you all want your all's town, I get really
17 upset about that because, yes, we did have a
18 vision before you all came here and no, it was
19 not putting no houses all up and down our 30th
20 Avenue nor our 31st Avenue. Mixed use, yes,
21 because there was houses already there, but I'm
22 here to tell you this, there's a lot of mouths
23 been fed off of 30th Avenue, 31st Avenue, as
24 well as Ocean Boulevard and I know some of the
25 people that's (inaudible) here that love to get



1 on the bandwagon with everybody else, it don't
2 matter -- and I'm not talking about nobody in
3 particular 'cause they all know exactly who I'm
4 talking about, the first thing come through
5 here smoking, show them something shiny, they
6 jump on it and guess what happens every time?
7 They end up in the bottom and if they're going
8 on about their business, well, we have a
9 vision, like I said, I am so (inaudible) this
10 man, this hotel here, and I know that you all
11 probably see a little different than me and,
12 yes, we want to go by all the rules and
13 regulations that we're supposed to go by but,
14 at the same time, we aren't trying to stop --
15 Council ain't trying to stop nothing because
16 we, as Council members, want change in our Town
17 and that's what we're looking for and I thank
18 you.

19 **COMMISSIONER STEVENS:** Anybody else? We need to
20 vote on this?

21 **(Inaudible background noise.)**

22 **MS. KANE:** To make a recommendation to Council, yes.

23 **COMMISSIONER ALLEN:** So can I move ---

24 **COMMISSIONER STEVENS:** Yeah, go.

25 **COMMISSIONER ALLEN:** I mean I move that we recommend



1 that we not make these changes at this time and
2 that we -- I'll just leave it at that. I
3 recommend that the Council give us -- let me
4 put it exactly how I want it. I recommend that
5 the Council allow the Planning Commission time
6 to review these -- review these staff proposals
7 -- is that a good word? Holistically together
8 and so vote no at this point.

9 **MS. KANE:** So just for clarification purposes, if
10 you say yes (inaudible) that means that you're
11 voting no. Typically a motion would be made in
12 the positive and then that way it would be very
13 clear as to who voted yes and who voted no,
14 just -- so ---

15 **COMMISSIONER STEVENS:** So if we say yes, we vote no,
16 okay.

17 **MS. KANE:** Right, and so just -- it can cause some
18 confusion if you make a motion in the negative.

19 **(Inaudible background noise.)**

20 **MR. QUATTLEBAUM:** Need a second on the motion.

21 **COMMISSIONER McFADDEN:** Second ---

22 **MS. KANE:** So the motion on the table is to
23 disapprove, is that correct?

24 **COMMISSIONER ALLEN:** That is correct.

25 **MS. KANE:** All right.



1 **COMMISSIONER MCNEIL:** I second the motion.

2 **COMMISSIONER STEVENS:** We have a second. Roll call.

3 **CLERK:** Commissioner Derrick Stevens?

4 **MALE SPEAKER:** Yes ---

5 **COMMISSIONER STEVENS:** If I say -- nay.

6 **CLERK:** Commissioner Timothy Vereen?

7 **(Inaudible background noise.)**

8 **MS. KANE:** If you need clarification, so the motion
9 is to not approve so if you say yes to your
10 vote, you're voting to not approve, if you say
11 nay you're voting to approve.

12 **(Inaudible background noise.)**

13 **MR. RHODES:** Mr. Chairman ---

14 **MS. KANE:** The alternative, you all, is to ---

15 **COMMISSIONER STEVENS:** Sure, come on.

16 **MR. RHODES:** So, just for the record, I'm C.D.
17 Rhodes. My name is C.D. Rhodes, I'm the Town's
18 legal counsel and so I'm -- I think it's
19 appropriate I'm offering you a little clarity
20 here. So the motion on the table is to
21 disapprove these changes to the Ordinance, if
22 you agree with that motion, then you would vote
23 yes; if you disagree with that motion, you
24 would vote no. If there are a majority of no
25 votes, then the motion to disapprove these



1 changes would fail ---

2 **COMMISSIONER STEVENS:** Then ---

3 **MR. RHODES:** --- we would then presumably have
4 another motion to approve the changes and then
5 we would vote on that. Does that make sense?
6 So if this motion fails, we'll need another
7 motion behind it to approve these in the
8 alternative. Does that make sense?

9 **MALE SPEAKER:** Yes ---

10 **COMMISSIONER STEVENS:** Correct.

11 **MR. RHODES:** Is everybody on -- okay, I just want to
12 make sure everybody -- 'cause Leigh is right,
13 the -- some of these motions can be confusing
14 and folks can vote in ways that they don't
15 intend to vote.

16 **(Inaudible background noise.)**

17 **COMMISSIONER STEVENS:** Why don't we just make a
18 motion to approve ---

19 **MR. RHODES:** Yeah, and one way to resolve that is,
20 as Leigh suggested, to have a motion to approve
21 ---

22 **COMMISSIONER STEVENS:** Approve ---

23 **MR. RHODES:** --- the changes and then if that motion
24 passes, then the motion's -- or the -- your
25 recommendation to Council is to adopt those



1 changes; if that motion fails, then you're
2 recommending to Council to not approve those
3 changes. So you can certainly go that route;
4 if you decide to go that route, I think the
5 Commissioner who made the motion is entitled
6 under Robert's Rules to rescind that motion,
7 but I'll let you proceed in whichever direction
8 you want, just want to make sure you understand
9 what you're voting on.

10 **COMMISSIONER STEVENS:** Um ---

11 **COMMISSIONER ALLEN:** I do not want to rescind, I ---

12 **COMMISSIONER STEVENS:** Okay.

13 **COMMISSIONER ALLEN:** --- I would like us to
14 disapprove this motion ---

15 **COMMISSIONER STEVENS:** Okay ---

16 **(Inaudible background noise.)**

17 **MR. RHODES:** In that case, that is the motion that's
18 on the floor so that motion has to be voted on.

19 **MALE SPEAKER:** I vote no.

20 **(Inaudible background noise.)**

21 **COMMISSIONER STEVENS:** Okay.

22 **COMMISSIONER ALLEN:** Are we doing roll call?

23 **COMMISSIONER STEVENS:** Roll call.

24 **CLERK:** All right, we'll start over, Derrick ---

25 **COMMISSIONER STEVENS:** Nay.



1 **CLERK:** Commissioner Timothy Vereen?

2 **COMMISSIONER VEREEN:** Nay.

3 **CLERK:** Commissioner Esco McFadden?

4 **COMMISSIONER McFADDEN:** No.

5 **CLERK:** Commissioner Poterressia McNeil?

6 **COMMISSIONER MCNEIL:** No.

7 **CLERK:** Commissioner Kathryn Allen?

8 **COMMISSIONER ALLEN:** Yea.

9 **MR. RHODES:** Okay, so I think -- were there three to
10 -- to not approve the motion, is that correct?

11 **COMMISSIONER STEVENS:** Right.

12 **MR. RHODES:** Okay, that's what I thought I heard, I
13 just wanted to make sure. So presumably there
14 will need to be -- so I can get this particular
15 issue off the table, so we need another motion
16 to approve it -- (microphone interference) --
17 sorry, I'm doing something wrong here.

18 **COMMISSIONER STEVENS:** Motion to approve the
19 amendment. I motion to approve the amendment.

20 **MS. KANE:** Need a second.

21 **MR. RHODES:** So, there needs to be a second.

22 **COMMISSIONER McFADDEN:** Second.

23 **COMMISSIONER VEREEN:** Second.

24 **MR. RHODES:** So, just -- once again so we're clear,
25 if -- a vote yes is to approve these



1 amendments, or recommend that City Council
2 approve these amendments, a vote no is to
3 recommend -- is to not recommend that City
4 Council approve these amendments.

5 **COMMISSIONER STEVENS:** Roll call.

6 **CLERK:** Commissioner Derrick Stevens?

7 **COMMISSIONER STEVENS:** Yea.

8 **CLERK:** Commissioner Timothy Vereen?

9 **COMMISSIONER VEREEN:** Yes.

10 **CLERK:** Commissioner Esco McFadden?

11 **COMMISSIONER McFADDEN:** Yes.

12 **CLERK:** Commissioner Poterressia McNeil?

13 **COMMISSIONER MCNEIL:** Yes.

14 **CLERK:** Commissioner Kathryn Allen?

15 **COMMISSIONER ALLEN:** No.

16 **COMMISSIONER STEVENS:** Motion is approved, right?

17 **MS. KANE:** Okay, this will -- so this will go to
18 Town Council regardless, there'll also be
19 another mechanism I believe for public hearing
20 as well.

21 **COMMISSIONER STEVENS:** But the motion was approved?

22 **MS. KANE:** That's correct.

23 **COMMISSIONER STEVENS:** Okay.

24 **MS. KANE:** Are you ready to -- to go forward with
25 the next amendment ---



1 **COMMISSIONER STEVENS:** That's fine, yeah.

2 **MS. KANE:** The next amendment is to reduce the
3 parking requirements in MS1 and MS2 Districts,
4 these are your two main street districts
5 through town and, just for reference, they're
6 on page 57 through 61 of your packet, and this
7 is definitely one of those things like, if you
8 do want a downtown, if you do want commercial
9 development in your community, you do want
10 multi-family, these are things that -- parking
11 is a challenge, and that's why I'm bringing
12 that to you. You do have on-street parking on
13 30th so that says something -- part of this is
14 coming into the factor -- discussing. So this
15 recommendation is not to get rid of all parking
16 requirements so if it is a residential use or
17 it's a hotel use, they are still going to have
18 to provide their parking a hundred percent but
19 if it is a mixed-use with say an office
20 downstairs and residential upstairs, there's
21 the potential here, it's proposing to be able
22 to reduce those parking requirements in half.
23 If it is not a mixed-use but is still a
24 commercial activity, the parking could be
25 reduced by 25 percent. So the intent here is



1 to be able to encourage infill for -- the
2 majority of the lots on this corridor are
3 vacant, and that's just something to bring to
4 your attention. If this is intended to be the
5 main street corridor, which the Comprehensive
6 Plan and the Land Management Ordinance calls
7 them out to be, the intent here is really just
8 to help support some future growth. Right now,
9 between the setback requirements and then in
10 combination with the open space requirements
11 for these lots -- remember, most of them are
12 about 7,000 square feet, they're pretty small
13 for a main street. And think of any kind of
14 main street corridor that you would go down,
15 most of those don't have parking on the same
16 lot, they may have shared lots, they may have
17 cross-access easements and they may have shared
18 parking to the rear so it's kind of just trying
19 to get this to the next level of vision. Right
20 now, the parking requirements in -- along these
21 corridors -- and the requirements are actually
22 spelled out in your packet. Every single
23 individual use -- so say you had a mixed-use
24 development that had a restaurant and it had
25 some apartments upstairs from it, every -- it



1 would have to meet the collective parking
2 requirements, which makes the development of
3 that as mixed-use really not feasible because
4 the parking requirements, say, for a
5 restaurant, is a parking spot for every 100
6 square feet of area so, you know, if you
7 multiply that out, you're talking the whole lot
8 would turn into a parking lot. So, the intent
9 here is to reduce that to start creating some
10 main street character and activity. In the
11 future, I do hope to come forward with some
12 options for there to be like a fee in lieu of
13 parking along this corridor to help fund public
14 parking areas or fund right-of-way improvements
15 that would incorporate public parking, but
16 we're not there yet. This is in order to be
17 able to just help cultivate some of that main
18 street character. And just in terms where is
19 geographically is applicable, again, this is
20 Main Street 1 and Main Street 2 area, primarily
21 30th Avenue and in relationship to the Master
22 Plan, it does call out for additional roads
23 within town to start turning into this more
24 walkable community where you've got on-street
25 parking and the Master Plan and the



1 Comprehensive Plan both call out potential
2 parcels for future public parking areas. So,
3 those are things that are already on the radar
4 of the Town.

5 **COMMISSIONER STEVENS:** Any questions? So, we need a
6 motion to amend -- amendment ---

7 **MS. KANE:** We need a public hearing.

8 **Public Hearing Ordinance to Amend the Land Management**
9 **Ordinance to Modify the Parking Requirements to**
10 **Support Infill, Mixed-Use Development:**

11 **COMMISSIONER STEVENS:** Public hearing. Anybody?

12 **MR. JAMES:** All right, my name is Maurice James,
13 property owner on -- 3010 Seaview. I have a
14 question more than a comment. You said that
15 the Master Plan had ID'd some lots that would
16 be for public parking in the future.

17 **MS. KANE:** Uh-huh.

18 **MR. JAMES:** Can you share with the body what those
19 spots are?

20 **MS. KANE:** Absolutely, and they're actually already
21 publicly-owned lands. And so, on this image,
22 you can see areas in yellow. Now, there are
23 some that -- I do think this is privately held
24 and, remember, this is conceptual at this
25 stage, some ideas too are that, you know, we



1 would have another street or cross-streets in
2 the future that would have some public parking
3 ---

4 **(Inaudible background noise.)**

5 **MS. KANE:** This amendment doesn't do that. This
6 amendment will just be able to reduce parking
7 requirements in that district at this time.

8 **FEMALE SPEAKER:** (Inaudible.)

9 **MS. KANE:** Yes, ma'am?

10 **FEMALE SPEAKER:** And are we able to come closer
11 because I just ---

12 **MS. KANE:** Absolutely.

13 **COMMISSIONER ALLEN:** So you're saying the big lot,
14 yellow here, when you say the ones in the
15 yellow ---

16 **MS. KANE:** Yes, ma'am. So, this is just from the
17 Master Plan from 2007, just showing that the
18 Town had a vision at that stage, it doesn't
19 show specifically whose property -- if there's
20 going to be any -- and this is really just so
21 you all know that there is a vision for the
22 Town for future public parking.

23 **(Inaudible background noise.)**

24 **MS. KANE:** So there's lots that are ---

25 **(Inaudible background noise.)**



1 **MS. KANE:** --- so all of this -- so it would be on-
2 street parking, which already is ---

3 **(Inaudible background noise.)**

4 **MS. KANE:** --- and being able to just maximize on-
5 street public parking. The feasibility -- now,
6 there -- the consultant at the time could've
7 been (inaudible) right here is the digital
8 location, (inaudible) is simply -- there's a
9 public -- publicly owned land further down
10 that's a more viable location.

11 **COMMISSIONER ALLEN:** So, all of the yellow lines
12 basically, not the big lots, are existing
13 street parking?

14 **MS. KANE:** Only this one on 30th. Right now,
15 additional on-street parking hasn't been
16 accommodated on these other roads yet.

17 **MR. QUATTLEBAUM:** And the -- Mr. Chairman, the
18 public land that the Town of Atlantic Beach
19 controls on 30th Avenue is the former public
20 housing site across from 30th and Seaview, at
21 the corner of 30th and Seaview, and it's one of
22 the areas of consideration of providing
23 additional public parking to assist with
24 prospective development along 30th Avenue.

25 **COMMISSIONER ALLEN:** I will just say, again, for the



1 record that this confusion that the person who
2 came out to look at and the questions around
3 where we should have public parking are the
4 reason that I think we need to do this in a
5 more holistic approach than to do individual
6 amendments. I will just say that for the
7 record.

8 **COMMISSIONER McNEIL:** I agree (ph).

9 **MS. KANE:** (Inaudible) close the public hearing, is
10 there anybody else?

11 **COMMISSIONER STEVENS:** Anybody else? Motion to
12 adopt the amendment.

13 **COMMISSIONER VEREEN:** Second.

14 **COMMISSIONER McFADDEN:** Second.

15 **COMMISSIONER STEVENS:** Roll call.

16 **CLERK:** Commissioner Derrick Stevens?

17 **COMMISSIONER STEVENS:** Yea.

18 **CLERK:** Commissioner Timothy Vereen?

19 **COMMISSIONER VEREEN:** Yes.

20 **CLERK:** Commissioner Esco McFadden?

21 **COMMISSIONER McFADDEN:** Yes.

22 **CLERK:** Commissioner Poterressia McNeil?

23 **COMMISSIONER MCNEIL:** Yes.

24 **CLERK:** Commissioner Kathryn Allen?

25 **COMMISSIONER ALLEN:** No.



1 **MS. KANE:** Again, this will go to Council and
2 there'll be another opportunity for public
3 input there. The next public hearing and the
4 last public hearing to be discussed is an
5 amendment to the Planned Development District
6 and Flexible Design District eligibility
7 requirements, and this is just something that
8 has -- was very evident to me, when I started,
9 we were doing the Land Management Ordinance.
10 Most communities at the time -- and this is for
11 somebody to be able to submit a rezoning
12 request. Your Planned Development District and
13 Flexible Design District are the most mixed-use
14 developments that would end up coming into the
15 Town, based off the Zoning Ordinance, each one
16 of these ends up having to be approved by
17 Council -- and recommended by the Planning
18 Commission but, at this time, the requirements
19 are that all the properties be under the same
20 ownership at the time of rezoning submission.
21 That is something that I would say is
22 relatively atypical of communities, it's not
23 even something that is required within the Town
24 for other zoning districts. So, say you had
25 three properties on Main Street that somebody



1 wanted to develop, it's not a requirement if
2 somebody wanted to rezone those. So -- you
3 know, it's just one of those things that I
4 think for consistency's sake across your
5 districts -- what is typically required when
6 somebody submits a rezoning in other
7 communities is that the property owners of all
8 the properties involved have to sign the
9 rezoning application, it's their permission to
10 -- typically an agent, somebody representing a
11 project, that they agree and are on board with
12 the rezoning submission. So this text
13 amendment is to recommend that that requirement
14 be removed, that have to be under -- that it
15 would not have to be under the same ownership
16 at the time rezoning submission. And this is
17 just to help reduce the risk to a developer
18 coming in and investing money and property that
19 may not actually be able to be rezoned, and
20 then they end up with a bag of, you know,
21 having to maintain that property but not
22 actually be able to do what they wanted to with
23 it and planned on doing with it. So, I'm here
24 for your questions on that. It's a relatively
25 simple amendment but, again, I welcome your



1 feedback and thoughts.

2 **COMMISSIONER ALLEN:** I have a question.

3 **COMMISSIONER STEVENS:** You've got a question? Go
4 ahead.

5 **COMMISSIONER ALLEN:** So the way that this is
6 currently drafted, I'm -- this is my -- I'm
7 just trying to make sure I understand, that
8 anyone -- anyone, a developer or anyone, could
9 come in and submit a rezoning and they would
10 not be required to own the property, so they
11 could put my house in that ---

12 **MS. KANE:** As long as you sign the application ---

13 **COMMISSIONER ALLEN:** --- in that rezoning. So, does
14 it require that there be a signature here? I
15 didn't see that.

16 **MS. KANE:** It's just a requirement in general for
17 any rezoning application because it's just part
18 of the process. I couldn't sit here and
19 rezone, you know, my -- some -- my neighbor's
20 property without their approval. In terms of
21 application requirements, it is an application
22 requirement for signatures of property owners
23 for all zoning.

24 **COMMISSIONER ALLEN:** Thank you.

25 **Public Hearing - Ordinance to Amend the Land**



1 Management Ordinance to Modify the Eligibility
2 for Designation for the Planned Development and
3 the Flexible Design Zoning Districts:

4 **COMMISSIONER STEVENS:** Any -- public hearing, any
5 questions?

6 **MR. JAMES:** Back again, sorry, just for
7 verification. So, the -- if I understand what
8 you just said, all properties involved would
9 have to get sign off, does that include
10 properties that are affected, I mean, what is
11 the definition of involved ---

12 **MS. KANE:** It's just the properties that are being
13 rezoned themselves.

14 **MR. JAMES:** So, if a property is directly adjacent
15 and affected negatively by this rezoning
16 action, that property owner would not
17 necessarily have any say or even an avenue for
18 a say in the -- in that rezoning?

19 **MS. KANE:** So there's always going to be a public
20 hearing process through the Planning Commission
21 and Town Council, state law requires adjacent
22 property owners are notified and a public
23 hearing is held and the public has the ability
24 to express their grievances (ph).

25 **MR. JAMES:** Okay, all right. Thank you.



1 **MS. CHEATHAM:** I just had a quick question, if I
2 could.

3 **MS. KANE:** Sure.

4 **MS. CHEATHAM:** Good evening, my name is Linda
5 Cheatham and I'm a property owner on 29th
6 Avenue South. I guess my question is that the
7 property owner has to sign the application, is
8 that application a public document so that --
9 to Commissioner Allen's question, somebody just
10 couldn't put my name on the property and I
11 might be out of town or might be senile because
12 I tend to be sometimes and not know it?

13 **MS. KANE:** Right. So, all applications would be a
14 public record?

15 **MS. CHEATHAM:** And I would be notified, I mean,
16 after it's -- after my signature -- my real
17 signature is on it, I would be notified that I
18 have applied for rezoning? I guess I'm trying
19 -- I mean, I think that there are a number of
20 properties in the Town that are held by old
21 people as myself, as well as, property owners
22 who don't live here and so my concern if -- is
23 if they don't actually do -- ask -- personally
24 ask for the rezoning and someone could give
25 them an application that I might not know it.



1 MS. KANE: Fraud can happen anywhere ---

2 MS. CHEATHAM: Okay.

3 MS. KANE: --- so if that's the question is ---

4 MS. CHEATHAM: That's the question. Yeah, I think -
5 --

6 MS. KANE: --- now, in terms of -- and that's why
7 public record is important ---

8 MS. CHEATHAM: Right.

9 MS. KANE: --- having those signatures on file.

10 MS. CHEATHAM: Right.

11 MS. KANE: In terms of notifications, all -- we send
12 out mail-outs to all the property owners, you
13 know, and I think that if ---

14 MS. CHEATHAM: To the address of record and to any
15 other address that they might ---

16 MS. KANE: It would be the address of the -- of the
17 parcel owner ---

18 MS. CHEATHAM: Okay, thank you.

19 COMMISSIONER STEVENS: Anybody else?

20 MS. FARAH: I just -- I need clarification as well.
21 So, this is basically ---

22 MR. QUATTLEBAUM: State your name please for the
23 record ---

24 MS. FARAH: Oh, I'm sorry. I'm Molly Farah, my
25 husband and I, we have a house on 32nd Avenue,



1 and there's empty lots across from us. So, is
2 this basically saying that those empty lots
3 across from us, they can sign off on this as
4 well and they could be parking lots across the
5 street from us?

6 **MS. KANE:** That is not what this amendment is about.
7 This particular amendment is specific to two
8 zoning districts, the Planned Development
9 District and the Flexible Design District,
10 they're gonna be your two most intense zoning
11 districts, and the recommendation for the
12 amendment is to confirm that they do not have
13 to -- those properties do not have to be under
14 the same ownership. It may be three different
15 owners that are all agreed that they can rezone
16 their property.

17 **MS. FARAH:** Right. So, if somebody builds something
18 on 30th Street, they could have a parking lot
19 on 32nd Street?

20 **COMMISSIONER STEVENS:** Not in R2.

21 **MS. KANE:** It all depends on the districts
22 themselves so --

23 **(Inaudible background noise.)**

24 **MS. KANE:** --- on the site so -- and this is not
25 what this amendment is about at all.



1 **MS. FARAH:** It's not?

2 **MS. KANE:** It is not.

3 **MS. FARAH:** So, this is affecting 30th Street?

4 **MS. KANE:** This is if someone is submitting a
5 rezoning request for the Planned Development
6 District or Flexible Design District -- they
7 are two districts that don't exist in Town
8 right now, nobody is zoned these districts at
9 this time ---

10 **MS. FARAH:** Right, right. So, it's basically taking
11 a resident parcel and making it into being able
12 to rezone it into a parking lot?

13 **MS. KANE:** Not at all. So it just --

14 **FEMALE SPEAKER:** No ---

15 **MS. KANE:** --- it's just changing ownership. So,
16 right now the requirement in the Land
17 Management Ordinance is that for a rezoning to
18 these two particular districts, that they have
19 to be under the same ownership ---

20 **MS. FARAH:** Right, right ---

21 **MS. KANE:** --- so you -- say it would be you and you
22 owned the adjacent property next to you and the
23 adjacent property next to you ---

24 **MS. FARAH:** Right.

25 **MS. KANE:** --- be eligible, but if it was you, your



1 sister and your mother, you couldn't apply.

2 **MS. FARAH:** Right. So basically, in the long run is
3 the same thing, that somebody across the street
4 from me could -- because if they build a place
5 down on 30th Street and they wanted to do
6 parking across the street from us, they could
7 apply for this ---

8 **MS. KANE:** A parking lot has to be an allowable use
9 in the district ---

10 (Inaudible background noise.)

11 **MS. KANE:** --- and the R2 District ---

12 (Inaudible background noise.)

13 **MS. KANE:** --- an allowed use.

14 **MS. FARAH:** Okay. I'm just -- I was just asking.

15 **MS. KANE:** Yep.

16 **MS. FARAH:** Okay, thank you. Sorry.

17 **COMMISSIONER STEVENS:** Motion to amend -- another
18 question?

19 **MR. BOOKER:** I already introduced myself. I have a
20 question for understanding. So we're talking
21 about two parcels, more than one parcel I'd
22 say, and so one person own one -- owns one
23 parcel, another individual owns the second
24 parcel, could they individually apply for
25 rezoning?



1 **MS. KANE:** So -- all right, if ---

2 **MR. BOOKER:** So, I -- you know, you have a lot -- a
3 set of lots over here and you have a set of
4 lots over there, one person owns this, one
5 person owns that, what you're saying is that
6 this person is collaborating with this person
7 ---

8 **MS. KANE:** Right.

9 **MR. BOOKER:** --- and signing the same application
10 for rezoning. And so my question is, could
11 this individual have an application for
12 rezoning and this one have an application
13 separate and apart?

14 **MS. KANE:** So the challenge is -- is that for both
15 the Planned Development District and the
16 Flexible Design District, they have to be a
17 master plan development so that means that the
18 Planning Commission and Council has to review
19 an overall conceptual plan to the project and
20 if you've got, you know, Joe Number 1 and Joe
21 Number 2 submitting two different applications,
22 it's not one cohesive document. These are
23 actually -- these particular districts are
24 adopted as their own section of the Zoning
25 Ordinance, they have their own design



1 requirements typically, height restrictions,
2 setback requirements, they are required to be
3 contiguous, they have to be directly adjacent
4 to one another in order to rezone to these
5 districts and -- but, you know, I would not --
6 we couldn't pass go if they were submitted
7 separately.

8 **MR. BOOKER:** But in this particular case -- and not
9 particulars, but what we're talking about the
10 hotel ---

11 **MS. KANE:** They are contiguous, they're across the
12 street from one another.

13 **MR. BOOKER:** Oh, so that makes them ---

14 **MS. KANE:** That makes them contiguous.

15 **MR. BOOKER:** --- okay. So, using that example, one
16 person owns one set -- property, another person
17 owns another different property, could the
18 person owning the parking lot property apply on
19 their own for a parking lot?

20 **MS. KANE:** It wouldn't fall under this Planned
21 Development or FDD District, if they just
22 wanted to be a commercial parking lot ---

23 **MR. BOOKER:** Right.

24 **MS. KANE:** --- that's a totally different district -

25 --



1 **MR. BOOKER:** They couldn't make it an FDD ---

2 **MS. KANE:** Right. And if you -- it has to be a
3 mixed-use, so it has to have a residential
4 component, a commercial component, and it's
5 gotta be able to meet all the other
6 requirements of the district on their
7 properties.

8 **MR. BOOKER:** So, in this particular case, because
9 there is a hotel development and the parking
10 that's associated with ---

11 **(Inaudible background noise.)**

12 **MS. KANE:** It's got to be one project.

13 **MR. BOOKER:** One project. Okay, thank you.

14 **COMMISSIONER STEVENS:** Anybody else? Motion to
15 adopt the amendment, Land Management Ordinance
16 amendment.

17 **COMMISSIONER VEREEN:** Second.

18 **COMMISSIONER STEVENS:** Roll call.

19 **CLERK:** Commissioner Derrick Stevens ---

20 **COMMISSIONER STEVENS:** Yea, yea.

21 **CLERK:** Commissioner Timothy Vereen?

22 **COMMISSIONER VEREEN:** Yes.

23 **CLERK:** Commissioner Esco McFadden?

24 **COMMISSIONER McFADDEN:** Negative.

25 **CLERK:** Commissioner Poterressia McNeil?



1 **COMMISSIONER MCNEIL:** No.

2 **CLERK:** Commissioner Kathryn Allen?

3 **COMMISSIONER ALLEN:** No.

4 **COMMISSIONER STEVENS:** Motion has been denied.

5 **MR. QUATTLEBAUM:** Yes.

6 **COMMISSIONER STEVENS:** Motion denied.

7 **MS. KANE:** And so that recommendation will also go
8 to Town Council ---

9 **COMMISSIONER STEVENS:** Okay.

10 **MS. KANE:** --- recommendation to deny. So, we're
11 gonna move into the thing that I'm sure a lot
12 of folks are here for. Just in terms of
13 clarification, just want to provide an overview
14 about the process, so right now, with the
15 proposed Black Pearl of the Atlantic
16 development, they are in the pre-application
17 review process. This is required for a Planned
18 Development District and a Flexible Design
19 District, which they are requesting to become
20 a Flexible Design District. The pre-
21 application review process is more of a
22 technical review of the Planning Commission to
23 make sure that the project is ready to pass go,
24 to submit a full rezoning application. This is
25 more so does it meet the dimensional



1 requirements, does it meet the uses, things of
2 that nature. At this particular stage, I just
3 want everyone in the public to be aware we're
4 not at the stage yet for a public hearing, this
5 is more for informational purposes and for the
6 Planning Commission to provide feedback to the
7 applicant, and for the public to become aware
8 of the project more in depth. Once a full
9 rezoning is submitted, then adjacent property
10 owners will be notified, they'll be a public
11 hearing and all of that, but we are still kind
12 of in a preliminary stage, and that's something
13 that -- just continue to be able to follow it.
14 The locations here are off of Ocean Boulevard
15 first, and you can see the two properties and,
16 in accordance to state law, as to what is
17 defined as contiguous, they are across the
18 street from one another and they are deemed
19 contiguous. In order to be a -- be able to
20 apply for this Flexible Design District, the
21 underlying zoning district has to be a
22 Waterfront 1 or a Waterfront 2 Zoning District
23 so, at this point in time, these properties are
24 already zoned Waterfront 1. The uses that are
25 being recommended within this project are



1 actually already allowable uses, there are no
2 new uses being mixed in here. And what it is,
3 essentially, is a -- what we would refer to as
4 a density bonus, a density bonus is provided
5 through the Flexible Design District, meaning
6 they get higher building heights and more
7 flexibility with the design of the project than
8 they would under a standard zoning district,
9 but there's a trade off. The developer has to
10 be able to provide an exchange for public
11 amenities back to the community, and that is
12 how they -- that's how that trade-off occurs.
13 The types of things that have to be reviewed at
14 this stage is, you know, the boundaries of the
15 project, the proposed land uses, the
16 dimensional, the -- and density and the height
17 limitations -- we have to review what those
18 public amenity features are to ensure that they
19 meet the requirements of a public amenity,
20 we'll look at lot layout and street
21 configuration, densities, the amount of open
22 space on the site, and are those public
23 amenities -- there's actually a dollar value
24 that has to come into play so -- for those
25 public amenities. They -- the developer cannot



1 just hand the Town money in exchange, that's
2 not allowed, it has to be an actual public
3 improvement, and it has to value, in this case,
4 three percent of the development cost of the
5 project. It's rather significant, and I'll get
6 into that -- a little more detail. Just for
7 the Planning Commissioners, just for reference,
8 we'd be looking at page 69 of your packet. And
9 what -- the Planning Commission's role right
10 now is just to evaluate this conceptual plan
11 and ensure that it's eligible to move forward
12 to that full rezoning request, and they can
13 provide feedback on if and -- if and what
14 changes may be necessary for the project to be
15 ready to move forward and then, if they have
16 any specific recommendation on -- if a -- if
17 the project needs to be resubmitted to the
18 Planning Commission as a secondary conceptual
19 review or if the project can go forward to the
20 Planning Commission as a full rezoning request.
21 The requirements for submittal at this pre-
22 submission stage are definitely more conceptual
23 in nature and, once a full rezoning request is
24 submitted, there's text that comes through it
25 that is actually adopted through ordinance that



1 specifies all of the requirements to ensure
2 that when the project comes in for construction
3 that it meets all of the requirements, and
4 that's something that the Town will hold on
5 record. Now, if there is just minor changes to
6 the project, it's something that the Planning
7 Commission definitely can deem to be able to
8 have them make -- have them go forward with
9 making changes and ensuring that they're made
10 at the time of the rezoning request. So,
11 again, looking at page 68 and 69 of your
12 packets, details what that pre-application
13 review packet materials should entail, and that
14 is an excerpt from the Land Management
15 Ordinance, this is a check-the-boxes to ensure
16 that the project meets these requirements. I
17 will go through a review of the project from
18 the technical standpoint and then, should the
19 Planning Commission want to be able to hear
20 from the developer, you'd be able to
21 (inaudible) them here after me. The project
22 itself is located off of Ocean Boulevard and
23 30th, so we've got a proposal here for a
24 parking garage on this secondary street and, on
25 the beachfront side, for an oceanfront tower.



1 That oceanfront tower is proposed to 21 stories
2 and with 228 condo-tel units, so it's a mixture
3 of condominiums, short-term rentals and hotel
4 units. On the bottom two floors, there entails
5 a number of a mixture of uses, and so that
6 mixture of uses is things like dining,
7 restaurant space, conference room space, a
8 proposal for a museum, even proposal for some
9 space for the Town to be able to use for public
10 safety purposes. The project -- for the
11 project to meet the parking requirements, the
12 garage -- parking garage proposed across the
13 street is proposed at 11 stories, that is to
14 meet the collective parking requirements of the
15 entire development. They are providing just a
16 few more spaces than needed just to accommodate
17 because people will be coming there to go to
18 the restaurants and be able to dine, or to
19 utilize the conference space, that may not be
20 staying in the building as -- some of the
21 things that they are proposing, you'll see
22 here, is improving a public parking area for
23 beach access, and they have a number of things
24 that they're integrating into the design,
25 including sidewalks and ensuring that public



1 beach access. And just for scope, this is an
2 elevation of the project you can see here, and
3 this is a requirement of the district is that
4 the non-residential, non-co-tel uses be those -
5 - at least those first two floors of the
6 building. This project does -- this tower
7 portion does come into place with the flood
8 zone, so there may be some flexibility needed
9 to be incorporated here because the flood zone
10 does come into play as to what can be put in
11 those areas in terms of flood proofing and
12 meeting federal flood proofing requirements so
13 that's just something to account for there.
14 Again, the uses are already allowed, the
15 Waterfront 2 District was intended to be more
16 of a high-density residential mixed-use
17 development and, in order to go to that
18 Flexible Design District, there is supposed to
19 be kind of crosswalk between the -- it's not
20 only what is submitted, but also looking at
21 your Comprehensive Plan and your Master Plan,
22 especially when it comes to those public
23 amenities, like, do they need things that the
24 Town already knew that you needed? The types
25 of allowed uses are multi-family, second and



1 upper for residential hotel, motel, inns,
2 short-term, interval occupancy, rentals,
3 residential uses, government offices, parks,
4 retail, most entertainment including dining and
5 recreational type uses. The project itself
6 proposes 168 hotel rooms, 36 short-term rental
7 units and 24 condo units, restaurant, spa, a
8 community and conference center meeting space
9 and a Gullah Geechee museum. And that is kind
10 of just like a broad stroke so I will tell you
11 in terms of uses, all of them are allowed. And
12 looking at what is allowed by the underlying
13 district, you'll see here I've checked off in
14 blue -- right now, even if this rezoning didn't
15 go forward, this project is allowed to build up
16 to 120 feet, or 12 stories in height, that is
17 by right, it would not have to come to Planning
18 Commission, it would not have to come to
19 Council, and it has a number of things
20 detailing how much the building can cover the
21 site, how much impervious surfaces are allowed,
22 how much open space and natural areas are
23 intended to stay on the property and how
24 intense the development can be, which is a
25 reflection of floor area ratio. Under its



1 current zoning and the multi-family
2 limitations, it could have up to 35 units.
3 Now, hotel space does not count against the
4 density requirements per the Land Management
5 Ordinance. What the developer is proposing
6 here is to go for this three percent public
7 amenity exchange to be able to get to a 200
8 foot tall building and also no more than 20
9 stories, the district would allow for a 70
10 percent maximum building coverage, an 80
11 percent impervious surface, 15 percent minimum
12 open space and a four as being the maximum
13 floor area ratio which equates to a little over
14 200,000 square feet of space. That is not
15 hallways, that's not utility rooms or
16 restrooms, things of that nature; that's really
17 just the residential and hotel rooms
18 themselves. And the underlying district, it
19 would allow for up to 114 dwelling units, those
20 would be permanent residences. The project
21 itself right now is kind of on the threshold of
22 being really close to meeting that height
23 requirement and you'll see -- it's on my
24 recommendations -- and I apologize, I scratched
25 through it. The project will end up needing to



1 lower one story in order to meet the height
2 requirements in the floor area ratio
3 requirements but once that one-floor reduction
4 occurs, this project would meet those
5 requirements. In terms of impervious surfaces,
6 it is slightly above what is allowed, but the
7 developer is proposing to use pervious pavers
8 so that allows the water, stormwater, to
9 infiltrate, and so that would negate that --
10 that portion being over -- four percent over
11 its maximum. So the project's actually
12 proposing that its driveway up to the front and
13 drop-off location be utilizing pervious pavers.
14 As part of the text of the Ordinance when this
15 goes through, Planning Commission and Council -
16 - that that would have to be spelled out in the
17 Ordinance to ensure that that happens, and
18 that's not an issue because that's something
19 that can be addressed. It does meet the
20 maximum building coverage requirements, it does
21 meet the minimum open space requirements and
22 because it only has 50 units of dwelling units
23 as opposed to hotel units, it does meet the
24 density requirements. In terms of setbacks,
25 the underlying zoning has some pretty rough,



1 very heavy setbacks -- I'm not gonna pretend
2 like it doesn't so -- and these are things
3 that, you know, the -- this particular property
4 here, which is not the oceanfront side, the
5 front setback is actually required to be 60
6 feet and when you think about the size of these
7 lots -- and in this particular case, the total
8 lot area between the two parcels is -- I think
9 it's 1.2 acres -- you end up making it a lot --
10 essentially undevelopable at that stage. So,
11 the developer is proposing their own setbacks
12 with this project to ensure that the site can
13 actually be built, and that's just something --
14 actually it's greater than 60, 60 is this --
15 it's this oceanfront, 75 would be -- and this
16 is -- has a triple front, so it fronts three
17 different roads so we take 75, 75 and 75 and
18 you end with a tiny little space in the middle
19 that may or may not be able to be developed.
20 So, just something to take into consider that,
21 if this project didn't move forward with this
22 particular zoning designation, whoever ends up
23 with it is probably gonna have to ask for a
24 variance so those are things that I would --
25 will definitely be looking for and advising you



1 all on. The developer is proposing some
2 different setbacks here and you'll see them
3 written out, but it's proposed -- visually, you
4 can see it better on the conceptual plan that
5 you have in your packet, to be able to see how
6 those setbacks ---

7 **COMMISSIONER STEVENS:** What page is that? What page
8 ---

9 **MS. KANE:** Let's see. So the conceptual plan is a
10 little bit further in your packet, and it is on
11 page 82 of your packet.

12 **COMMISSIONER STEVENS:** Okay.

13 **MS. KANE:** Now, in relationship to the Master Plan -
14 - and this comes -- this is an image directly
15 from the Master Plan, it shows the 30th Avenue
16 corridor and that, you know, this mainly being
17 -- and encroaching towards the beachfront with
18 some of the taller development further towards
19 the beach. It proposes -- and you'll see this
20 is actually one of those beach access areas
21 right now that -- this being more of a gateway
22 to a board- -- a network of boardwalks,
23 possibly a pier in the future so these were
24 things that were envisioned during that time
25 frame. In terms of the orientation to the



1 beachfront that these, you know, you could
2 possibly do parking downstairs and, of course,
3 the retail and dining component and then the
4 hotel space above it. So, I just wanted to be
5 able to provide you some visual references to
6 what's in the Master Plan, the things that the
7 Comprehensive Plan that was adopted more
8 recently also supports and that the Land
9 Management Ordinance through its design
10 standards in the zoning district portion
11 supports as well. The Master Plan also calls
12 out these areas as being walkable and -- with
13 sidewalks, street trees and just more of an
14 inviting downtown (inaudible). So, I wanted to
15 be able to convey that so everyone here and the
16 public was aware of some of the components in
17 the Master Plan. In terms of the types of
18 public amenities that the project is
19 recommending -- and they are recommending at a
20 minimum of \$2.4 Million, they are actually
21 anticipating they're gonna be spending at least
22 two to three times that amount being able to
23 provide public amenities back to the community,
24 and that entails having community space,
25 conference rooms within the hotel and the Black



1 Pearl Museum which would be the Gullah Geechee
2 museum (inaudible). In those cases, those
3 would have to be derestricted locations, those
4 would be spaces that -- moving forward, if it
5 was Town space or if it was supposed to be used
6 for public meetings, there would have to be
7 some kind of condition put into place before
8 the building was -- received its certificate of
9 occupancy so that's just something for you all
10 to be aware. Some -- the project also proposes
11 a restaurant café and spa and sauna, I
12 personally do not feel that that meets the
13 intent of public amenities, to me that is --
14 those -- but -- regardless, I do think the
15 project as a whole is going to meet the dollar
16 amount so that is something to be able to look
17 at and talk to the developer about. In terms
18 of -- it also requires -- or would accommodate
19 -- the parking garage could possibly build up
20 higher in the future to allow for additional
21 public parking. And then, visually, you'll see
22 on your conceptual plan, the allowance for 27
23 public parking spaces, beach access parking,
24 and that is contingent upon South Carolina
25 Department of Transportation approving an



1 encroachment permit to those areas. So those
2 are things that I want you all to be aware of.
3 There is a checklist within your packet, that's
4 something that I want you to be able to go
5 through in terms of what the requirements are
6 versus what is provided, I did call out the
7 things that do need some tweaking to them, and
8 I will kind of culminate that in some of the
9 things here. Now, this may not be fully
10 inclusive, you know, at this time, some of the
11 things that I'm seeing is the maximum height
12 and the maximum number of stories not being
13 exceeded, the floor area ratio being reduced to
14 make sure it doesn't exceed the maximum
15 threshold. The text would incorporate how it's
16 going to incorporate impervious surface --
17 address impervious surfaces through pervious
18 pavers. The text also clearly defines the
19 setbacks for each building. And then, I'm sure
20 that's a lot of interest for the public, so a
21 traffic impact study and a beach industry and
22 access management plan area actually required
23 regardless because of the Land Management
24 Ordinance but they aren't required at this
25 time, until the time that they actually go to



1 put a shovel in the ground. I do think that's
2 something that the Planning Commission and Town
3 Council need to consider up front with the
4 rezoning so you know if there's any offsite
5 impacts, especially in regard to traffic, and
6 that would -- the public amenities that the --
7 that there be deemed restrictions associated
8 with those, and those are all things that are
9 already required per the Land Management
10 Ordinance when they submit the rezoning so
11 those are things that we would take into
12 account. I do think at the time of the
13 rezoning, we need some confirmation from South
14 Carolina Department of Transportation that they
15 are allow -- that they would allow that beach
16 access area to become public parking because
17 technically that is South Carolina Department
18 of Transportation public right-of-way and so,
19 if we as a body, you know, end up recommending
20 that that be one of their public amenities, we
21 need confirmation. The same with the ability
22 for the ingress and egress through that area
23 because the Town doesn't own that space so
24 there's actually an access for light delivery
25 trucks and things of that nature that would go



1 through that beach access parking area. In the
2 -- I also think that -- and this is something
3 that even Mr. Quattlebaum and I can work on, is
4 coordinating to ensure neighboring fire
5 departments can response to a call with a
6 building of this height. I don't suspect that
7 it would be an issue because there are other
8 tall buildings of this nature surrounding this
9 area, but we just need some verification and
10 that could easily come in the form of a letter.
11 And then there's a slew of all other
12 requirements that happen for the full rezoning
13 process. We want to circle back to that
14 conceptual plan so, again, now that I've kind
15 of gone through the slew of all the different
16 design standards there that you can again see
17 it kind of with a fresh set of eyes, so this is
18 that public amenity, public parking area, that
19 is consistent with the Comprehensive Plan and
20 the Master Plan to be able to ensure that that
21 is public space and developed as public space
22 and, you know, there are a number of things
23 here, especially with like the museum space --
24 and then just the Town does -- obviously has
25 some needs for public space. I don't know if



1 you have questions for me or if you want to
2 hand it over to the development lead for the
3 project so they can talk further about?

4 **COMMISSIONER STEVENS:** Have any questions?

5 **(Inaudible background noise.)**

6 **COMMISSIONER STEVENS:** No questions.

7 **(Inaudible background noise.)**

8 **MS. KANE:** You all, bear with us, we're gonna switch
9 out computers here real quick.

10 **(Inaudible background noise.)**

11 **Rezoning Pre-Application Black Pearl of the Atlantic:**

12 **MR. MORANT:** Good afternoon, ladies and gentlemen.

13 My name is Charles Morant, I am the developer
14 of this project and I just want to show you a
15 little background, short video, to give you
16 some context to what we are about and where we
17 are from and how that context between where we
18 are now and what we propose to do here at the
19 project is to improve Atlantic Beach. I just
20 want to show you a small (inaudible).

21 **(Video presentation plays.)**

22 **CHARLES MORANT - DEVELOPER:** Now, this is just the
23 start of what we want to share with you. Our
24 architect and our team leaders will put
25 emphasis on -- for the design of the project,



1 how the -- it's strategically designed, and we
2 will answer any questions that you may have
3 concerning the project going forward. Dwayne
4 Dancy is our lead architect, Erica Morant is
5 our person who will fill in the benefits of
6 this project to the Town and our legal adviser
7 is here to answer any questions that -- will be
8 pertinent or germane to this presentation so,
9 Mr. Dancy?

10 **DWAYNE DANCY - ARCHITECT AND TEAM:** How's everybody
11 doing? So we're here to present our proposal
12 for Atlantic Beach. I'll try my best to speak
13 slowly and (inaudible) as possible. Firstly,
14 I'll go through the team and introduce myself.
15 My name is Dwayne Dancy, I'm a licensed
16 architect, 20 years' experience. I'm licensed
17 in the State of South Carolina under the
18 principal of a boutique firm called the Isoparm
19 Design Group, we do both commercial and
20 residential projects. I have a Bachelor of
21 Architecture from Howard University and a
22 Master's in Advanced Architectural Design from
23 Columbia University. I'm also a college
24 professor and I'm a father and I have ties to
25 Atlantic Beach. We have assembled an all-star



1 team. Though I am in Brooklyn, all of my
2 family's from South Carolina, as well as Mr.
3 Morant's, but most of the team -- well,
4 actually all the team outside of myself, we
5 want to make sure that everyone is actually
6 here so that the jobs that are created through
7 all of the consultants, we didn't want to bring
8 in an outside structural engineer so we tapped
9 Ashleigh Weatherly who has done I believe 80 to
10 90 percent of the towers here, we have G3 here,
11 basically -- I'm not gonna read through all the
12 names, but all the consultants and engineers on
13 the project, we intend to try to hire everyone
14 that is local. And before we begin, I just
15 want to say -- I just ask that everyone try to
16 think forward and we'll try to do the same to
17 try to propose unique design solutions to
18 unique problems that we believe you guys have
19 in Atlantic Beach. So with that being said,
20 we'll start here, we know the lay of the land
21 ---

22 **(Inaudible background noise.)**

23 **DWAYNE DANCY - ARCHITECT AND TEAM:** --- these two
24 red parcels are ours as you can see where our
25 parking structure is touching 30th. This is



1 the survey for the front portion, the front
2 portion is approximately 30,000 square feet.
3 Since we're over 20,000 square feet, we're
4 eligible to go for the flexible district. Here
5 is a survey for the rear portion. As you know,
6 the lots in Atlantic Beach are typically 50 by
7 150, which is 7,500 square feet. In the rear
8 for the parking, we have an assemblage of
9 three. This blue portion here ---

10 **(Inaudible background noise.)**

11 **DWAYNE DANCY - ARCHITECT AND TEAM:** --- where our
12 project is located, and I just want to read the
13 lower portion here for those that can't see it,
14 it says the Waterfront 2, the intent of this
15 district is to provide for pedestrian oriented,
16 beachfront high-density residential and
17 mixed-use development. Mixed-use development
18 should be required. Uses are intended to be
19 composed of retail, dining, nightclub and
20 cultural uses. Building height is permitted to
21 reach 200 feet and setbacks vary by height to
22 provide for the preservation of an ocean view.
23 The district also provides for development
24 bonuses, see page 113, but that -- it's really
25 not on 113. So, this is just a setback view of



1 where our site is in context with some of the
2 other developments in the area. The one thing
3 I just want to note here is the size of Bay
4 Watch, which is also 18 stories, but when you
5 zoom out from this, we know that the next step
6 will be beginning to engage with the FAA, and
7 we try to position our building in a way where
8 it wouldn't compete with other towers here so
9 this is just a list of 20 other towers in the
10 Myrtle Beach area. As you can see, some here
11 are 29 stories (inaudible) much taller. One
12 thing I want to point is in the far right
13 column is the WF2 Zone, Flexible District, you
14 can see that it's 200 feet, no more than 20
15 stories. Leigh (inaudible) basically
16 (inaudible) so I won't bore you with that but
17 I'll speak a bit more to the (inaudible).
18 We've been working on this for about three
19 years, me and my team, and Mr. Morant's been at
20 this for over two decades. It had time,
21 there's been a lot of back and forth, trying to
22 resolve a lot of the technical issues. We very
23 much understand a lot of the concerns and we
24 tried our best to try to address them the best
25 way possible. This is just a little diagram,



1 I think this is a back and forth between me and
2 Leigh Kane (ph), we're sort of, kinda just
3 trying to set the stage for the antiquated, or
4 the old ordinance, if you can imagine pushing
5 back 75 feet on the front and having to
6 maintain 30 or 40, 50 -- 40 to 50 feet in the
7 back, it's not a viable piece of land so we
8 think that these things definitely need to be
9 revisited. Speaking of setbacks, there's
10 several buildings that already to not adhere to
11 the setbacks, quite a few actually. Again,
12 this is the Comprehensive Plan and looking at
13 the upper view, there's just a couple of
14 sections that I want you to focus on.
15 Setbacks, which we will address, we believe
16 that -- if you look at the Comprehensive Plan,
17 the section shows I believe 10 feet of sidewalk
18 to try to activate Atlantic, we provide 20 feet
19 on the frontage and for the front of the tower,
20 we're actually providing 25 feet which we
21 believe is more than adequate especially when
22 you account for a sidewalk going in front of
23 that. Also, the parking requirement, it took
24 us quite a bit of time to go back and forth to
25 try our best to meet the parking requirement,



1 and we kinda got -- we kinda got there, and
2 this is with everyone in the building at the
3 same exact time, of restaurants completely
4 full, everyone's home, which would never
5 happen, but this parking lot actually meets
6 that requirement. We know that we were on the
7 edge with coverage so one of the things we
8 wanted to start to investigate was looking at
9 some sustainable options as Leigh basically
10 spoke of, introducing pervious pavers and, in
11 a simple sense, most concrete is impervious,
12 basically meaning it can't -- water can't
13 penetrate it. So if you can imagine concrete
14 that's kind of spaced out in a way -- or it
15 kind of acts as a sponge to not create
16 excessive runoff, we want to try to introduce,
17 you know, beautiful pavers in a way that would
18 allow runoff. Another area where we were
19 pretty close was open areas and coverages and
20 grass and things like that, and what we would
21 like to do is introduce green roofs wherever
22 possible, there's albedo and what they call
23 green-island effect where if you stand on
24 concrete on really hot days, it gets really,
25 really hot so we were hoping and thinking that



1 green on top of the parking structure would be
2 like an ideal solution to try to help some of
3 the grassy areas. (Inaudible.) Again, taking
4 an aerial view looking at Atlantic, these green
5 spots basically denote where our structure is
6 and we know, as we bring the utilities down
7 Atlantic, knowing that a lot of the
8 infrastructure here is antiquated, we believe
9 that it will allow for some of the opportunity
10 as we start to dredge things up that as we tap
11 these larger pipes and things of that nature
12 coming to our facility that the Town will be
13 able to tap off of those, and that's a benefit
14 for all and it's definitely needed for water,
15 electrical, storm and sewer, the entire Town
16 basically benefits from that. In addition
17 that and looking at the Comprehensive Plan,
18 outside of this door (ph), we would definitely
19 like to activate 30th -- Atlantic by adding
20 some sort of greenery, maybe some screens, try
21 to tree line the street, try to beautify it --
22 things. Obviously sidewalks, as we provide
23 maybe a more -- more of a beach access which is
24 definitely gonna be a community benefit. And
25 one other thing that we've been investigating



1 is in the time of tornados and hurricanes and
2 things of that nature, this may be, as you look
3 at these graphics, that we can bring some of
4 our utilities below ground like the electrical
5 -- that would be a perfect time for us to
6 investigate that. So now, I'm gonna kind of
7 loosely talk about some of the solutions, some
8 of the problems and some of the things that
9 we've been hearing and try to address it all,
10 I guess, in one take. So, this map that you're
11 looking at, as we know that flood water and
12 tides, things are rising so -- let me see if I
13 can get all the way to ... I don't think you
14 can see my mouse, but our site is in this lower
15 right corner and the mean height is 12 so I
16 just wanted to speak to this because I saw a
17 lot of writeups basically speaking that --
18 saying that our building was 21 levels high.
19 We never intended for it to be viewed as 21
20 levels high, the way that the Ordinance is
21 written, it basically says you can build or
22 have (inaudible) levels three feet from the
23 mean height so we did kind of look at the first
24 floor as counting that in the 20 so, in our
25 head, it was always 20 habitable floors but in



1 speaking to everyone and speaking to Leigh
2 Kane, we know that there was a bit of a gray
3 area there and -- to alleviate and try to take
4 the path of least resistance, we -- you know,
5 we wanted to actually, you know, lower the
6 tower. So, in short, to memorialize what's
7 happening now, we have two lower levels of
8 amenities with 18 levels of residential units
9 for a total of 20 floors; so we were at 228,
10 now we're at 216. The height was always below
11 the 200, it was 189.4; for now, we're at 180.
12 And if you recall the other slide, we should be
13 well below, many towers that are in the
14 vicinity -- we're hoping that that should only
15 be at the FAA (inaudible). Another issue that
16 was raised was the FAR, FAR is an acronym for
17 floor area ratio. Essentially what happens is
18 they take all of the lots that you own, they
19 add them together, say your building can be X
20 size so in our instance, it's four. So this
21 slide sort of kind of memorializes what's
22 happening here so the 211,000 is where we need
23 to be, right? So right now, if you take our
24 development, we're roughly at 225,000 which
25 we're short, means that we need to reduce close



1 to 13,000 square feet from our building in
2 order to comply. So the way we intend to do
3 that is -- firstly, let me state that in the
4 Ordinance, there's certain portions of the
5 building that end up -- that does not count
6 towards the square footage, they only count
7 areas that are habitable or that you're
8 conditioning the space so things like
9 stairwells, corridors, mechanical rooms,
10 shafts, things like that, wouldn't count
11 towards that. We designed the plan -- if you
12 look at these areas that are kind of denoted
13 with the heavy lines, these are areas that
14 don't actually have a use as of yet so the idea
15 is that as we begin to work with the mechanical
16 engineers, the electrical team, that we'll
17 figure out where electrical closets are going,
18 we're gonna figure out where wet walls are
19 going and this buys us some space but, in
20 short, trying to find 1,200 (sic) square feet
21 is not gonna be a problem, we will come below
22 the height, we will also come below the FAR
23 requirement. I believe at this point, all of
24 you have read the narrative so I won't bore you
25 by reading this but I would just want to say



1 that we're going down to 20 floors now, there's
2 no gray area about being 21 floors. This
3 second portion speaks to the community benefit,
4 I'm gonna kind of walk into that with the plan
5 a little bit later. As we said, the developer
6 has definitely vowed to spend three percent
7 plus, like he said, he has a vested interest in
8 seeing Atlantic Beach succeed so we're not
9 concerned with meeting (inaudible) requirement.
10 So now I'm going to speak briefly to the actual
11 plan that we submitted for everybody, I just
12 want to preface it by saying that what we're
13 showing is, like Leigh said, conceptual; we're
14 not saying at all that this is the actual floor
15 plan of the building, at this point we're kind
16 of doing like a (inaudible), more like the
17 concept of the design ideas that we intend to
18 implement as we go to the next stage hopefully
19 and refine things with the design team. So the
20 left area -- it's usually -- when you think of
21 most of the towers, or the buildings, on Ocean
22 Boulevard, as I did my first walkthrough
23 basically, many of the buildings are very
24 heavy, very static and seem very monolithic,
25 right? And I noticed some loading happening on



1 the front of the building, which is almost like
2 an eyesore to me so ... The right side of our
3 building, which you'll see denoted in red, is
4 owned by an adjacent owner so we couldn't have
5 our loading there, we don't want the loading in
6 the front, we can't have it on the south side
7 because the water is there, which basically
8 leaves the left portion which is in blue so the
9 cold area is the storage, mechanical areas, and
10 some parking will happen on the left with the
11 loading. Obviously, the center portion in
12 yellow will be the greeting, and the right
13 portion which will be closer to Atlantic will
14 be deemed more as a pedestrian corridor to try
15 to connect people to 30th. We kind of -- it'll
16 help with the pedestrian access down to the
17 beach and also connect people to 30th. As we
18 go up on the second floor, we just wanted to
19 add more amenities, we sliced the space -- and
20 when we think of community and the benefit, we
21 do want to adhere to the Ordinance but we also
22 wanted to think of things that the Town, you
23 know, would need so we do have some space
24 carved out for a museum which has been a
25 hallmark of the design from the very, very



1 beginning. Say there -- we believe some bars,
2 some cafés, some community space, restaurants,
3 larger community rooms that can be bifurcated
4 for different size groups that need to meet,
5 with like NanaWalls that can open and close,
6 and we're gonna have a lot of people here so
7 we're gonna need some sort of luxury spa that
8 we know that the women will love, right? I
9 mean that's what -- and as you look at the
10 residential floor plan as of right, the red
11 lines basically indicate fire separation walls,
12 there's about 12 -- well, there are 12 units
13 per floor, there's a mix of ones through fours
14 to allow for a -- single individuals as well as
15 large, you know, larger families. They'll have
16 sweeping views, large bedrooms -- yeah, it's
17 pretty (inaudible). And looking at the back
18 part so -- one thing I would like to note is
19 that, I mean, it's a parking garage, not much
20 to say other than we're trying our best to
21 adhere to the Comprehensive Plan and activate
22 30th Street, so what we decided to do was add
23 a bunch of retail mom and pop sort of stores
24 here, these can be opened to make a larger
25 grocery store type of places or they can be



1 small mom and pop type of places, whatever
2 they're deemed -- whatever the Town deems are
3 suitable. It's just parking. Now, when we
4 first started, I guess I wanted to make history
5 (inaudible) by trying to memorialize when the
6 Town was established I guess in 1934, if I'm
7 not mistaken, and then my original tower was 34
8 floors and, at that time, you know, developers
9 wanted to try to bring in as much money as
10 possible so the idea was to try to have a
11 hundred percent condos. Speaking to everyone
12 and understanding the lay of the land, we now
13 only have 24 condos, right, which is a super
14 reduction from where we were, and right now
15 we're at 20 floors. So I guess the thing to --
16 the thing about as we started to put everything
17 together is we wanted to pose questions that
18 were kind of posed to us, can you guys actually
19 go for a nice stroll at this point, can you go
20 for a nice run, can you buy groceries in your
21 own community, why are we not pooling our
22 resources? If someone wants to come here and
23 perform, do they have anywhere to go? Right?
24 So these are all things that we thought about,
25 just kind of echoing what was in the video.



1 So, we believe that this development will begin
2 to sort of be like a catalyst for development,
3 right? We will begin to beautify some of the
4 streets, we're gonna add some beach access, add
5 parking lots. We do believe that you shouldn't
6 be going elsewhere to buy your groceries, why
7 not have a small space here where you can buy
8 your groceries in your own community. Why not
9 have a small credit union where things can be
10 pooled and maybe people can borrow money,
11 right? We believe that the -- this development
12 will be such that conferences can happen here.
13 The last time that we were here, Mr. Morant and
14 I and our entire team -- it was a few of us --
15 we all stayed at Bay Watch. Why is that money
16 not being here for people who are coming here?
17 We have to start being forward-thinking and not
18 allowing all the money to go elsewhere. We
19 know that there's -- roughly there's 5,000
20 weddings that happen in Myrtle Beach and we
21 believe that with this venue with modern state-
22 of-the-art facilities that we'll be able to
23 capture -- even if it's just five percent,
24 three percent of that number, we'll bring in
25 tremendous revenue to the Town. This goes



1 without saying, everybody has to relax, right?
2 If people are having -- if the AKAs or the
3 Deltas are having something here, they're gonna
4 want to come downstairs and be able to be
5 pampered in our own facilities as opposed to
6 going elsewhere to do it, they can do it right
7 here. The Town needs to come together, most
8 things happen when we all kind of collaborate
9 and work together, in large groups and small
10 groups, and we believe that this will be the
11 perfect space for that to happen. We said that
12 the museum was always a hallmark to what we've
13 been trying to do, and we don't intend to be
14 the owners of this, we know that there's plenty
15 of people that are already here focused on the
16 Gullah Geechee culture, we're providing a space
17 and trying to be like a conduit to them to kind
18 of build synergy, but it's very important for
19 this generation to connect with the older
20 generation so that a lot of these traditions
21 and the heritages, things are maintained, and
22 that's what this museum intends to be. We need
23 cuisine here, we would like it to be
24 highlighted so if there's chefs here, they
25 should have space here, restaurants, small mom



1 and pop maybe, things of that nature, this goes
2 on without saying. I kind of wanted to get
3 into this was when people come here, they
4 should be able to stay here, spend some sort of
5 their -- spend their money here, they shouldn't
6 be going elsewhere and I think that that's the
7 thing that we want to try to focus on. I think
8 that what good is it having a hotel or Brenda's
9 kitchen if Brenda doesn't have anybody to eat
10 there, right? We have to start -- try to bring
11 people to our town and try to keep them here.
12 Some of the benefits, obviously, we want to
13 maintain the historical significance, and this
14 project will raise everyone's tax revenue,
15 right? We hope that the money will come in
16 seeking to hire full-time police or more police
17 to enforce, right? We do intend to have full
18 security at our building, and this developing
19 of this is a catalyst, nothing but jobs, short-
20 term and permanent, right? So that would be
21 good thing. New sidewalks -- there's none,
22 pretty much, if there are, dilapidated, right?
23 Underground utilities. We do know for the
24 final that we will have to submit a traffic
25 study but, as of right now, the traffic is



1 basically a ghost town, right? There's not
2 much to do as far as an impact study now, but
3 we do know that these are a requirement, we do
4 fully intend to comply with that, and we will
5 have our own trash pickup to not impact the
6 City. Oh, so, if you guys have a phone, if you
7 scan this QR code, it'll show you like a little
8 view of what the interiors of the units could
9 look like, the thought is that we know that
10 people are at different price points and we
11 want to make people that actually live here to
12 afford prime units, but we also want to have
13 really, really nice units so if you can't scan
14 it now, we'll maybe send it out so you guys can
15 take a look at, you should be able to kind of
16 rotate on your phone, see the view ---

17 **(Inaudible background noise.)**

18 **DWAYNE DANCY - ARCHITECT AND TEAM:** I'm gonna go
19 forward -- sorry. So ---

20 **COMMISSIONER STEVENS:** He moved it. He moved it.

21 **DWAYNE DANCY - ARCHITECT AND TEAM:** --- here's a
22 beach view of our tower in context, maybe just
23 (inaudible) the height of the Bay Watch.
24 Here's another view, we actually got drone
25 footage, trying to get a sense of the



1 contextual implications of our building and how
2 it would impact the surrounding area. Here's
3 just some visuals of what this could
4 potentially look like if we see -- let me zoom
5 in a little bit -- what this could be, right?
6 It shouldn't just be something that's nice for
7 Black Bikers' Weekend, right? It should be
8 fully -- if you could imagine 30th just having
9 -- full of stores, fully activated, people
10 sitting out in the summer eating. Putting
11 ideas together, this is a view of what the pool
12 side Jacuzzi area could look like. This is a
13 shot of this. This potentially is what the
14 front can look like. Now, obviously this isn't
15 the finished building, but a drop off, some
16 sort of brise soleil, some sort of contextual
17 graphics to bring people something that --
18 could be pretty cool. Obviously ... Here's
19 some more shots that was from the video from --
20 I'll speak to this for one second. So, the
21 idea here is that we're thinking something
22 modern, something sleek, something that's
23 timeless, sweeping views out -- the parking
24 structure, irregardless of the height, we do
25 want to break it up as much as we can with



1 panels and screens so it's not as intrusive.
2 Adjacent properties that are next to us, we
3 would like to maybe have historical placards of
4 things like -- we believe that the entire town
5 should be historical not just inside of a
6 building, there's plenty of history here and
7 maybe some of the landowners can allow certain
8 things to happen in certain areas. Here's a --
9 another little view of what this could
10 potentially look like, looking down Ocean
11 Boulevard. Here's activation of the
12 streetscaping with some sort of boardwalk, some
13 sort of shrubbery, new trees coming down here
14 on Ocean Boulevard but with lots of shops kind
15 of like on the lower level, and I guess we'll
16 kind of (inaudible) off of this, you guys know
17 that there's plenty of developments that are
18 literally nothing. I remember when I was going
19 to Howard, Atlanta (inaudible) was literally --
20 it was just trees there, you put one thing
21 there, people start to come, they do this and
22 then the town can kind of grow, and the idea is
23 that, you know, every community needs people
24 and every community needs revenue, put simply,
25 you have basic services that must be maintained



1 and you have to have some sort of money for
2 that to come in, right? I completely
3 understand the plight of those who think that
4 this is gonna be intrusive or this eyesore and
5 if we were proposing something that was on the
6 entire oceanfront, I would agree with you,
7 right? But you have to look to your left and
8 you have to look to your right and look at the
9 entire strip of what everyone else is doing,
10 right? I don't think it's the time where we
11 can just sit and be idle, in my opinion, I
12 think that taking a sliver (ph) and allowing
13 that to be a catalyst for growth and
14 development for all of us to benefit is the way
15 to go. I believe that some of the people here
16 may -- this may be their second house or they
17 may be elsewhere, meaning that you're a little
18 bit well-to-do but the -- when you pass this
19 down to your children and your children's
20 children, we're going to need something, right?
21 There has to be something here for us to see,
22 something for us to come to, and it's gonna be
23 up to us to set the stage for these things to
24 happen, and we believe that the Black Pearl
25 will be that sort of catalyst. So with that,



1 that's ---

2 **CHARLES MORANT - DEVELOPER:** Thank you, sir.

3 (Inaudible.)

4 **DWAYNE DANCY - ARCHITECT AND TEAM:** If you have
5 anything else (inaudible).

6 **ERICA MORANT - DEVELOPMENT TEAM:** I mean, Dwayne
7 touched on some of the selling points and the
8 greater points and what we want to do is just
9 ensure that we're not overshadowing, you know,
10 this town has a lot of history, we want to
11 ensure that we're preserving that in our
12 development and also helping the community
13 flourish. As Dwayne mentioned, thinking about
14 the future generations, it's critical to think
15 about development, it's critical to think
16 forward and it's critical to really understand
17 what's gonna drive folks here. As we
18 mentioned, looking at different groups, whether
19 it be a wedding, whether it be a social
20 organization, bringing that tourism in will
21 have residual effects and residual positive
22 effects on the community. We can bring in
23 jobs, we can bring in other businesses and that
24 systemically will continue to perpetuate for
25 generations to come. Okay?



1 **JIM GREEN - G3 ENGINEERING:** Good afternoon, my name
2 is Jim Green with G3 Engineering, we're the
3 civil engineers for the project. I want to
4 touch a little bit on what Dwayne said as far
5 as utilities, putting that -- electrical lines
6 underground, it's a big thing, you've all been
7 here, experienced the hurricanes and those
8 poles go down and everybody loses power and
9 then, you know, it takes -- and it's a safety
10 issue, putting that underground negates a lot
11 of that issue. There are other things --
12 excuse me -- like you saw the parking lot on
13 the south side of the building that we're --
14 Leigh talked about where we'd have to get the
15 DOT encroachment permit which -- that would be
16 public parking for people who want to go to the
17 beach, the -- you know, I envision -- whether
18 you envision it or not, I don't know, but I
19 envision beach walkovers and in -- to -- with
20 -- and a ramp so that ADAs and people in
21 wheelchairs can make their way out to the
22 beach. There could be potential I believe, the
23 water and sewer lines, based on my
24 conversations with the Town of North Myrtle who
25 owns those lines, I believe those are



1 sufficient to serve this but, should they not
2 be, there is potential to upgrade those lines,
3 bring more in. And then another thing that I
4 think is -- I see as really important is the
5 streetscape down that corridor, and you touched
6 on that a little bit too, it's so many things
7 to -- could be incorporated there, some pavers
8 in the intersections of the road, street trees,
9 like you said, plaques along the sidewalks, I
10 think there are so many things that could be
11 done here that are public amenities that could
12 fall into that realm so ...

13 **DWAYNE DANCY - ARCHITECT AND TEAM:** That concludes
14 our presentation.

15 **CHARLES MORANT - DEVELOPER:** Thank you, guys, for
16 the presentation. We thank you for (inaudible)
17 and we are -- we envision this project to cost
18 about 80 to a hundred million dollars ---

19 **MALE SPEAKER:** Could you speak in the mike please?

20 **CHARLES MORANT - DEVELOPER:** I'm sorry. We have
21 estimated that this project will cost 80 to a
22 hundred million dollars to complete. We have
23 engaged and made modifications to our plans
24 after we had interaction with the Town, and we
25 have taken your concerns and incorporated those



1 concerns and, at the beginning, our plans were
2 -- was for a hundred percent condominiums,
3 we've reduced that down to 24 condominiums,
4 okay? Something that we can control that would
5 not shift the balance of electorate in the
6 Town. We would like to provide you our -- the
7 context of our involvement and our investment
8 and where we come from, you know, we were -- we
9 were born and raised here in South Carolina,
10 educated in Georgetown County, we were educated
11 here, grade school, primary grade school and
12 college in Columbia, South Carolina, we are cut
13 from the same cloth. We live in a historic
14 community, a minority community called -- it's
15 called Addisleigh Park in New York City, it's
16 a historic -- it's a landmark, preserved
17 community that -- and we envision the same
18 thing for Atlantic Beach, it's a historical
19 landmark community and we want to preserve that
20 heritage and we want to build on that heritage
21 and move forward and develop it while
22 controlling our destiny. So, this is a subject
23 that we have been working on for the last 20
24 years. We run four corporations out of New
25 York, profitable corporations, they -- those



1 corporations would be the source of revenue for
2 us to do what we are doing, we have -- we have
3 developed (inaudible) expertise over the years,
4 since 1986, we've been -- in this project -- in
5 this kind of development, and we think that it
6 goes a long way to showing where we come from
7 and where we want to go, okay? We're here with
8 you, we're willing to work and make adjustments
9 to accommodate your concerns and address those
10 concerns, but we think it is time for Atlantic
11 Beach to move, to move forward, to develop and
12 that -- we think that this is the perfect
13 opportunity to do that. We thank you for your
14 time and attention. Any questions?

15 **COMMISSIONER STEVENS:** Questions?

16 **MALE SPEAKER:** The meeting's adjourned.

17 (Inaudible background noise.)

18 **MS. KANE:** You still have to make a recommendation.

19 (Inaudible background noise.)

20 **MS. KANE:** Okay, so just as a reminder to the public
21 too is, again, we are still at the very
22 preliminary stage, right now we are trying to
23 verify that the project meets the requirements
24 of the zoning district before they can even
25 submit a rezoning and to -- depending on



1 whether they decide to move forward or not,
2 there'll be a public hearing at that point in
3 time. So, I did want to be able to bring back
4 up for the Commissioners some of the things and
5 Mr. Dancy went through these again and glad to
6 see that some of these things are aligning.
7 Some of the things that staff, the Town's
8 recommending us to be able to definitely reduce
9 that by that one floor and we're gonna make
10 sure we're not exceeding height or the maximum
11 floor area ratio, that the text of the
12 ordinance when draft addresses impervious
13 surfaces, that the setbacks are clearly
14 defined, which is already a requirement of the
15 district, that a traffic impact study would be
16 submitted with the rezoning including -- in
17 addition to a beach and pedestrian access
18 management plan, much of which Mr. Dancy
19 already kinda spoke to in terms of some of the
20 things that they do plan on providing. And
21 then a breakdown of the public amenities and
22 then their associated cost to ensure that the
23 project meets the minimum cost requirements
24 which, again, is already an underlying
25 requirement of the district once it's



1 submitted. For verification from South
2 Carolina Department of Transportation of their
3 willingness to allow for the encroachment for
4 the development of public parking and ingress
5 and egress to the building, and then a letter,
6 some kind of documentation, from surrounding
7 fire departments that can serve this and then
8 all the other requirements that are spelled out
9 in the Land Management Ordinance, but really
10 the primary things here are the -- those first
11 two items, the heights and the floor area
12 ratio. I think once those things are kinda
13 taken into the consideration, the project will
14 fully come into sync.

15 **COMMISSIONER STEVENS:** Okay.

16 **COMMISSIONER ALLEN:** I just want to ask a quick
17 question, is that all right ---

18 **COMMISSIONER STEVENS:** Go on.

19 **COMMISSIONER ALLEN:** So I just want to make sure I
20 totally am clear on what we're doing. So,
21 these are the recommendations that the Planning
22 Commission is letting Pearl of Atlantic, Black
23 Pearl of Atlantic, know that we think they need
24 to do in order to submit a full application ---

25 **MS. KANE:** That's correct.



1 **COMMISSIONER ALLEN:** --- is that correct?

2 **MS. KANE:** That's correct.

3 **COMMISSIONER ALLEN:** Okay.

4 **COMMISSIONER STEVENS:** Okay.

5 **MS. KANE:** And there may be other things that you
6 want as part of this but, again, this is more
7 from like the technical review standpoint just
8 making sure they can pass go to be able to
9 submit the rezoning.

10 **COMMISSIONER STEVENS:** So now it's a motion to
11 recommend, is that what we need?

12 **MS. KANE:** Yeah, you can -- you can proceed with
13 them -- with a motion to recommend for them to
14 submit a full application with these being
15 taken into account; your other alternative is
16 for them to resubmit a revised conceptual plan
17 to you all that addresses these items or -- the
18 primary items but, really, the primary items
19 are the height and the ---

20 **COMMISSIONER STEVENS:** Right.

21 **MS. KANE:** --- and the floor area ratio, which can
22 easily be addressed.

23 **COMMISSIONER STEVENS:** I motion to recommend rezoning
24 pre-application of the Black Pearl of Atlantic
25 to what we have there.



1 **COMMISSIONER McFADDEN:** I second.

2 **COMMISSIONER STEVENS:** Roll call.

3 **CLERK:** Commissioner Derrick Stevens?

4 **COMMISSIONER STEVENS:** Yea.

5 **CLERK:** Commissioner Timothy Vereen?

6 **COMMISSIONER VEREEN:** Yes.

7 **CLERK:** Commissioner Esco McFadden?

8 **COMMISSIONER McFADDEN:** Yes.

9 **CLERK:** Commissioner Poterressia McNeil?

10 **COMMISSIONER MCNEIL:** Yes.

11 **CLERK:** Commissioner Kathryn Allen?

12 **COMMISSIONER ALLEN:** Yes.

13 **COMMISSIONER STEVENS:** Motion's been passed.

14 **MS. KANE:** That's all I've got.

15 **(Inaudible background noise.)**

16 **CLERK:** Motion to adjourn.

17 **COMMISSIONER STEVENS:** Meeting's adjourned. Motion

18 to adjourn the meeting.

19 **MR. QUATTLEBAUM:** Need a second ---

20 **CLERK:** Second.

21 **COMMISSIONER VEREEN:** Second ---

22 **COMMISSIONER McFADDEN:** Second.

23 **(Inaudible background noise.)**

24 **CLERK:** Roll call. All right, Commissioner Derrick

25 Stevens?



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COMMISSIONER STEVENS: Yea.

CLERK: Commissioner Timothy Vereen?

COMMISSIONER VEREEN: Yes.

CLERK: Commissioner Esco McFadden?

COMMISSIONER McFADDEN: Yes.

CLERK: Commissioner Poterressia McNeil?

COMMISSIONER MCNEIL: Yes.

CLERK: Commissioner Kathryn Allen?

COMMISSIONER ALLEN: Yes.

CLERK: Meeting adjourned at what time?

COMMISSIONER STEVENS: 3:45.

CLERK: Meeting adjourned at 3:45 p.m.

(There being nothing further, the meeting was adjourned.)





Town of Atlantic Beach

717 30th Avenue South
Atlantic Beach, SC 29582
Mailing Address: PO Box 5285
North Myrtle Beach, SC 29597-5285
Phone: 843 663-2284
Fax: 843 663-0601

Planning Commission Meeting Schedule 2024

Pursuant to the Provision Act Number 593 of 1978 approved by Governor James B. Edwards on July 18, 1978, commonly called the “Freedom of Information Act”. Notice of meetings.

- (A) All Public Bodies shall give written Public Notice of their regular Meetings at the beginning of each calendar year.
- (B) The Notice shall include the dates, time and place of such meeting; Subsection (c) of section of 9 Provides.
- (C) Written Public Notice shall include but not limited to posting a copy of the Notice at the principle office of the body holding the meeting or, if no office exists, at the building in which the meeting is to be held.

The following shall apply to the Town of Atlantic Beach, South Carolina:

Thursday, January 18, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, February 15, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, March 21, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, April 18, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, May 16, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, June 20, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, July 18, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, August 15, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, September 19, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, October 17, 2024	@	1:00 p.m.	Atlantic Beach Community Center	
Thursday, November 21, 2024	@	1:00 p.m.	Atlantic Beach Community Center	(Note: Week before Thanksgiving)
Thursday, December 19, 2024	@	1:00 p.m.	Atlantic Beach Community Center	(Note: Christmas Week)

The Atlantic Beach Community Center is located at 1010 32nd Avenue South, Atlantic Beach, SC 29582



TOWN OF ATLANTIC BEACH
PLANNING COMMISSION DECISION MEMO
RE: Parking and Loading LMO Amendment
April 18, 2024

ISSUE

Should the Main Street 1 (MS1) and Main Street 2 (MS2) Districts be exempt from providing off-street parking and loading minimums?

RECOMMENDATION

Provide a formal recommendation to City Council.

BACKGROUND

The MS1 and MS2 districts are intended to support mixed-uses, such as dining, retail, offices, multi-family, and hotels/inns on the same lot or within the same structure or as standalone uses. The intent of these districts is to foster the development of a central business district/main street along 30th Ave S (Atlantic St) and portions of 31st Ave S (Carolina St) and 2nd Ave (Seaview St).

In 2023, Council approved an amendment to the Land Management Ordinance (LMO) to reduce non-residential and non-accommodation parking minimums by 50% within the MS1 and MS2 districts, if developed as mixed-use on the same property. All other non-residential and non-accommodation uses in these districts were allowed to have a 25% parking reduction. Multi-family and hotel/inns in these districts were not provided with any parking reductions.

Since the adoption of this amendment, multiple property owners have approached the Town to develop with multi-family residential or accommodation uses. They have had challenges meeting the off-street parking requirements of the LMO. The Zoning Board of Appeals recently approved a variance to allow for more than a 50 percent reduction in parking for a multi-family project that is planned for 30th Avenue. The Zoning Board of Appeals requested that an amendment be pursued to further address parking along this main street corridor, especially since there is underutilized on-street parking available.

ANALYSIS

An amendment to eliminate the off-street parking and loading minimums in the MS1 and MS2 zoning districts has been prepared for Planning Commission's consideration and to make a formal recommendation to Town Council.

Eliminating off-street parking requirements is one mechanism to spur infill development and the creation of a downtown business district. The Town will need to monitor on-street parking usage and capacity and should consider developing a centralized public parking lot on 30th or 31st Avenue, in alignment with the Comprehensive Plan, to support the central business district.

This ordinance also includes corrections the standard parking space and drive aisle dimensions to reflect industry standards.

STATE OF SOUTH CAROLINA)
COUNTY OF HORRY)
TOWN OF ATLANTIC BEACH)

AN ORDINANCE TO AMEND THE LAND MANAGEMENT ORDINANCE TO ELIMATE OFF-STREET PARKING AND LOADING MINIMUMS IN THE MAINSTREET 1 (MS1) AND MAINSTREET 2 (MS2) ZONING DISTRICTS.

WHEREAS, The Town of Atlantic Beach is empowered to amend its Land Management Ordinance to be consistent with the Comprehensive Plan and the changing needs of the Town, in its best interests, after review by the Town Planning Commission, public notice, and public hearing; and

WHEREAS, South Carolina Code § 6-29-310 empowers an appointed municipal planning commission to hear and make recommendations on zoning ordinance changes; and,

WHEREAS, Off-street parking and loading minimums limit the feasibility of infill development in the Main Street 1 (MS1) and Main Street 2 (MS2) districts; and,

WHEREAS, Current parking space dimensions and drive aisle widths within the Land Management Ordinance exceed typical dimensions in other jurisdictions; and,

WHEREAS, The Planning Commission recommends that parking and loading standards of the Land Management Ordinance be revised to promote the creation of a main street, as intended by the Comprehensive Plan.

NOW, THEREFORE, be it enacted and ordained by the Town Council of the Town of Atlantic Beach by the power and authority granted by the State of South Carolina that the Town of Atlantic Beach Zoning Ordinance is hereby amended as follows:

- 1) **Amendment to Article VI. Supplemental Zoning Standards, Division 3. Parking and Loading Standards. Section 5.3.630 of the Land Management Ordinance.** The Land Management Ordinance is hereby amended with all text shown **underlined and bolded** shall be added and for the definition to be placed in alphabetical order within this section.

DIVISION 3. PARKING AND LOADING STANDARDS

SECTION 5.3.630 Off-Street Parking Required

- A. Off-street parking shall be provided for all uses hereafter established (including a change of use for an existing building or structure) or at such time any building or structure is erected, enlarged, or increased in capacity. Permanent off-street parking shall be provided, at a minimum, in accordance with Table 5.3.630A “Parking Chart” and Table 5.3.502 “Schedule of Uses.”
- B. **Uses in the MS1 or MS2 Zoning districts shall be exempt from providing off-street parking minimums described in this section. If off-street parking is provided, the design standards in sections 5.3.633, 5.3.634, and 5.3.635 shall be met.**

**Table 5.3.630A
PARKING CHART**

PARKING CODE	MINIMUM PARKING SPACES REQUIRED
A	Two (2) spaces per dwelling unit.
B	One and one half (1 ½) spaces per dwelling unit plus an additional .25 spaces for each additional bedroom above one (1) and one-half (1/2) spaces per lock-out room (where permitted).
C	One (1) space per bed.
D	One (1) space for each 100 square feet of gross floor area (including areas devoted to outdoor dining) plus space to accommodate the stacking of four (4) vehicles where drive-thru facilities are provided.
E	One (1) space for each 200 square feet of gross floor area.
F	One (1) space for each 225 square feet of gross floor area plus space to accommodate all service vehicles used in connection therewith.
G	One (1) space for each room to be rented plus 75 percent of the parking required for other uses associated with the establishment.
H	One (1) space for each four (4) seats in the main assembly room or one (1) per every thirty (30) square feet of floor area in the main assembly room, whichever is greater.
I	One (1) space for each four (4) seats.
J	One (1) space for each 200 square feet of office area plus four (4) spaces for each service bay.
K	One (1) space for each three (3) persons that the facility is designed to accommodate when fully utilized, plus one (1) space per 200 square feet of gross floor area used for office or similar activities.
L	Four (4) spaces for each driving tee or green, three (3) spaces for each basketball and tennis court, one and one-half (1 ½) spaces per employee during maximum seasonal employment, and one (1) space per each 10,000 square feet of lot area.
M	One (1) space for each 1,000 square feet of lot area.
N	Two (2) spaces per classroom (elementary schools), five (5) spaces per classroom (junior high) and ten (10) spaces per classroom (high school, college, or other).
O	Five (5) spaces per each doctor or dentist.
P	One (1) space for each four (4) seats in the chapel or parlor, plus one (1) space for each 200 square feet of office area.
Q	One (1) space for each two (2) patient beds.
R	Two (2) spaces per bed, plus one (1) space per 200 square feet of office area.
S	One (1) space per each 500 square feet of gross floor area, plus one (1) space per every three (3) employees.
T	One (1) space per employee plus one (1) space per every five (5) children or adults enrolled.
U	One (1) space for each 200 square feet of office or waiting area plus two (2) spaces for each service bay.
V	Ten (10) spaces per wash unit for automatic wash, plus five (5) spaces per wash area for manual wash. Note: Off-street vehicle stacking space may be used to satisfy this requirement, if the plan is acceptable to the Administrator.
X	Two (2) spaces per fuel pump plus one (1) space per each 300 square feet of floor area.

- B. In determining required parking spaces, the following shall apply:
1. The parking codes, as provided in Table 5.3.630A, are assigned to the various uses by Table 5.3.502 "Schedule of Uses;"
 2. In cases of mixed or joint uses, the parking spaces required shall equal the sum of the requirements of the various uses computed separately; and
 3. Where a fractional space results, any fraction less than one-half (1/2) may be dropped and any fraction of one-half (1/2) or more shall be counted as one (1) parking space.
 4. ~~In the MS1 and MS2 Districts, off street parking requirements may be reduced by twenty-five (25) percent for all non residential and non accommodation uses. In cases of mixed or joint uses, off street parking requirements may be reduced by fifty (50) percent for all non residential and non accommodation uses.~~

SECTION 5.3.631 Maximum Off-Street Parking

Permanent off-street parking shall not exceed 105 percent of the minimum number of spaces required for a land use. This section shall not apply to single-family and two-family dwellings.

SECTION 5.3.632 Exception to Minimum and Maximum Parking Standards

- A. Notwithstanding the provisions of Sections 5.3.630 and 5.3.631, the Administrator may accept a higher or lower number of parking spaces than required by this Division based on developer-submitted parking data such as a shared parking analysis or appropriate standards from another accepted source.
- B. The shared parking analysis shall follow the guidelines of the Urban Land Institute's Shared Parking report. Any shared or off-site parking to be utilized shall require the recording of a perpetual easement, in form and substance acceptable to the Administrator, in the office of the Register of Deeds of Horry County.
- C. If the Administrator accepts a lower number of parking spaces than is required in Section 5.3.630, the site may be required to accommodate the higher number of spaces otherwise required in case of future need. The design and location of these additional parking spaces shall meet the following site design standards:
1. The area necessary to accommodate these spaces shall not be included as part of the site's minimum open space;
 2. The area necessary to accommodate these spaces shall be included in the impervious coverage for the site and accounted for in the drainage design;
 3. Until or unless such spaces are needed, as determined by the Administrator, the areas shall be maintained as open spaces; and
 4. The tree approval for the area of additional parking shall be granted separately from the initial approval, and the clearing of trees in that area and subsequent tree replacement shall not occur until or unless such additional parking is required to be constructed.

SECTION 5.3.633 Parking Location Requirements

- A. Where practical, required parking shall be located on the same lot as the primary use. The Administrator may authorize the use of remote or off-site parking, subject to the following standards:
1. The use requiring off-site parking is located within the Town of Atlantic Beach;
 2. Where off-site parking is shared by multiple uses, the parking spaces required shall equal the sum of the requirements of the various uses computed separately; and
 3. The maximum walking distance from off-site parking to the primary entrance of the building served shall not exceed 300 feet for residential uses and 700 feet for all other uses.

SECTION 5.3.634 Parking Space Size

- A. The size of a parking space for one (1) vehicle shall consist of a rectangular area having dimensions of not less than ~~ten (10)~~ **nine (9)** feet by ~~eighteen (18)~~ **nineteen (19)** feet. For those parking spaces that adjoin a median at the end of a parking bay or adjoin a median separating parking spaces in a row of parking, the width of the parking space shall be expanded to eleven (11) feet.
- B. To preserve trees and other vegetation, up to one-fifth (1/5) of the number of spaces provided (given that the total provided meets or exceeds the minimum requirements of this Chapter) may be designed for use by compact automobiles, subject to approval by the Administrator. Compact spaces shall be a minimum of nine (9) feet by fifteen (15) feet and clearly marked as a compact space. For those parking spaces that adjoin a median at the end of a parking bay or adjoin a median separating parking spaces in a row of parking, the width of the parking space shall be expanded to ten (10) feet.
- C. Parking spaces necessary to provide accessibility and required handicapped parking shall comply with the requirements of the American National Standards Institute (ANSI A-117).

SECTION 5.3.635 Parking and Loading Area Design and Construction Requirements

- A. Access to parking and loading facilities shall be designed so as not to obstruct the free flow of traffic.
- B. There shall be adequate provision for ingress and egress to all parking spaces to ensure ease of mobility, ample clearance, and safety of vehicles and pedestrians. Except for one and two-family residential uses, each space shall be located so that no vehicle is required to back into the street for ingress or egress.
- C. In developments where vehicles may be expected to wait (including, but not limited to drive-thru restaurants, banks, and gated parking facilities), adequate stacking space shall be required.
- D. Parking and loading areas including access drives shall be graded for drainage and surfaced with concrete, asphaltic concrete, asphalt, porous paving blocks, compacted shell, or other materials approved by the Administrator which are unlikely to cause substantial maintenance problems. Except for one and two-family uses, all parking spaces shall be striped and clearly delineated. All parking and loading areas shall be maintained in proper condition, free of weeds, dust, trash, and debris. If, on the effective date of this Chapter, there exists lots on which the parking facilities are not required to be surfaced, they shall be maintained in proper condition as noted above.

- E. Parking and loading areas shall observe a minimum setback of five (5) feet from the street’s right-of-way. Vegetative screening shall be provided along street rights-of-way, no more than three (3) feet in height and not interfering with visibility at driveways, when parking spaces are arranged facing a street. Parking or loading areas which abut a residential district or use shall observe a minimum setback of ten (10) feet from the residential property line or district boundary. Screening shall be provided along any rear or side yard abutting a residential district. Screening shall consist of a continuous planting, hedge fence, wall, or landscaped earthen mound no less than six (6) feet in height.
- F. The width of driving aisles between individual parking spaces shall be in accordance with the requirements of Table 5.3.635F. Only one-way traffic shall be permitted in driving aisles serving single-row parking spaces placed at an angle other than 90 degrees.

Table 5.3.635F Driving Aisle Width	
Parking Angle	Minimum Driving Aisle Width
60 degrees	18 feet
90 degrees	24 22 feet
Driving Aisle without Parking	20 feet

- G. Wheel stops shall be provided in parking facilities without curbing. The vehicle side of the wheel stop shall be no more than eighteen (18) inches from the end of the parking space.
- H. Where sidewalks occur in parking facilities, parked vehicles shall not overhang or extend over the sidewalk. In these parking facilities, wheel stops shall be provided even if the parking facility has curbing.
- J. Not more than ten (10) continuous parking spaces shall be allowed in a row of parking without separation by a median. All medians shall be at least twelve (12) feet wide unless specified otherwise. A median of at least fifteen (15) feet in width shall be at the end of each parking bay. The Administrator may allow modification to these provisions in order to preserve trees and other native vegetation or for parking located under buildings.

SECTION 5.3.636 Off-Street Loading Requirement

- A. Whenever the normal operation of any use requires that goods, merchandise, or equipment be routinely delivered to or shipped from the premises, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner. Determinations of the applicability of this section shall be made by the Administrator.
- c. Table 5.3.636B indicates the number of loading spaces that are required; however, the Administrator may require additional spaces if necessary to satisfy the intent of this standard, upon evaluation of site and use data submitted by the applicant. **The minimum loading spaces within Table 5.3.636B are not required in the MS1 and MS2 districts; however, if loading spaces are provided, the design standards of Sections 5.3.635 and 5.3.636 shall be met.**

Table 5.3.636B	
Loading Spaces Required	
Gross Floor Area of Structure	Number of Spaces
0 to 25,000 square feet	1
25,001 to 40,000 square feet	2
40,001 to 100,000 square feet	3
100,001 to 160,000 square feet	4
Over 160,000 square feet	4 plus 1 space for each additional 80,000 square feet above 160,000 square feet

- C. Loading spaces are subject to the design and construction requirements of Section 5.3.635.
- D. The minimum dimensions for each loading space shall be twelve (12) feet by forty (40) feet. Additional length may be required by the Administrator if deemed necessary for an expected type of vehicle usage. An overhead clearance of fourteen (14) feet from pavement grade shall be required.
- E. No area designed for loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.
- F. Notwithstanding the provisions of Section 5.3.636B, the Administrator is authorized to reduce the number of required spaces in cases where:
 - 1. One (1) or more structures on the lot were constructed before the effective date of this Chapter;
 - 2. A change in use does not involve any enlargement of a pre-existing structure; and
 - 3. The loading area requirements for this section cannot be satisfied because there is not sufficient area available on the lot that can practically be used to satisfy the loading requirements of this section.

SECTIONS 5.3.637 through 5.3.639 Reserved

SEVERABILITY. If any provision, clause, sentence, or paragraph of this ordinance or the application thereof to any person or circumstances shall be held invalid, that invalidity shall not affect the other provisions of this ordinance, which can be given effect without the invalid provision or application, and any such provisions are declared to be severable. All ordinances or parts thereof inconsistent with this ordinance are repealed to the extent of such inconsistency.

EFFECTIVE DATE. This Ordinance shall become effective immediately upon adoption at second reading.

BE IT ORDERED AND ORDAINED by the Mayor and Town Council of the Town of Atlantic Beach, South Carolina, in assembly and by the authority thereof, this _____ day of _____, 2024.

Atlantic Beach Town Council

Councilmember, Edward Campbell

Councilmember, John David

Councilmember, Jacqueline Gore

Councilmember, Josephine Isom

Attest:

Town Clerk

Town Manager



TOWN OF ATLANTIC BEACH
PLANNING COMMISSION DECISION MEMO
Black Pearl of the Atlantic WF2-FDD
April 18, 2024

ISSUE

Does the Planning Commission recommend to Town Council the approval of the rezoning request for the Black Pearl of the Atlantic Waterfront 2 (WF2) – Flexible Design District (FDD)?

RECOMMENDATION

The Planning Commission shall make a recommendation to Town Council, who has the ultimate decision-making authority on rezoning requests.

BACKGROUND

On February 16, 2023, the Planning Commission reviewed the pre-application request for the rezoning of PINS 392-01-01-0167 and 392-01-01-0153 from Waterfront 2 (WF2) to the Black Pearl of the Atlantic WF2-Flexible Design District (FDD). The pre-application proposal was for a 21 story, oceanfront condo-tel that included a mixture of commercial uses, 168 hotel rooms, 36 short term rental units, and 24 condo units. The project also included an 11-story parking garage to accommodate the minimum parking requirements of the Land Management Ordinance. The Planning Commission reviewed the project and recommended that the applicant address the following items with their rezoning application:

- 1) Project reduces by at least one floor to ensure max height and max stories are not exceeded and to address any concerns associated with the FAA;
- 2) Floor Area Ratio reduced to meet max FAR;
- 3) Text of rezoning incorporate language on how the project will not exceed impervious surface limits;
- 4) Clearly define setbacks for each building in text of rezoning;
- 5) Traffic Impact Study submitted with rezoning;
- 6) A Beach and Pedestrian Access Management Plan submitted with rezoning;
- 7) Public Amenities meet requirements of Land Management Ordinance and text of rezoning indicates that any necessary deed restrictions to preserve public amenities be recorded prior to CO of buildings;
- 8) Verification from SCDOT regarding willingness to allow encroachment for public parking amenity and ingress egress;
- 9) Verification from serving Fire Departments that they can serve a building of this magnitude; and
- 10) All other rezoning requirements of the FDD District.

Over the course of the year, Town staff and planning technical support staff with the Waccamaw Regional Council of Governments have met with the applicant to inform them of necessary revisions to the plan to ensure that the project meets all zoning requirements prior to the submission of their formal rezoning application.

On January 23, 2024, the Town of Atlantic Beach received a formal rezoning application to rezone PIN 392-01-01-0167 from Waterfront 2 (WF2) to the Black Pearl of the Atlantic WF2-FDD. Minor revisions to the submission were requested by the Town on February 13, 2024 via email and discussed with the applicant in detail on February 16, 2024. The applicant resubmitted on February 20, 2024.

The Town provided the required public notice regarding the rezoning request, which included a 30-day Public Hearing Notice through the following avenues:

- **Published Notice** in newspaper of general circulation.
- **Posted Notice:** ‘Notice of Public Hearing’ signs posted on property.
- **Mailed Notices** to Property Owners within 150 feet of parcel with Rezoning Request.

The rezoning application now only includes PIN 392-01-01-0167 and proposes a combined total of 90 hotel/multi-family/interval occupancy and short-term rental units. The maximum total allowed being 108 combined units. All parking is internal to the building. The bottom two floors are proposed to consist of reception/check-in space, dining, retail, fitness area, pools, conference space and other areas consistent with hotels. The full request has been prepared in the form of an ordinance that can be found in this packet. Supplemental submission materials are also included.

ANALYSIS

The following provides details on what the underlying Waterfront 2 (WF2) District allows for and a WF2-Flexible Design District (FDD). An excerpt of the Land Management Ordinance is contained at the end of this packet for reference.

The applicant has requested a Flexible Design District to obtain greater height, floor area ratio, density, and building coverage than the existing zoning allows. The following table details some of the dimensional differences between the existing zoning and the requested zoning.

Summary of District Dimensional Standards

	WF2 (Existing Zoning District)	WF2-FDD (Requested Zoning District)
Minimum Lot Area (sq ft)	22,500	20,000
Minimum Lot Width (in ft)	150	150
Maximum Structure Height	125 ft and no more than 12 stories	Up to 200 ft and no more than 20 stories
Max Building Coverage	50%	Up to 70%
Max Impervious Surface	50%	Up to 80%
Min Open Space	40%	15%
Max Floor Area Ratio	2.0	Up to 4.0
Density	1 dwelling/1,500 sq ft	1 dwelling/375 sq ft

A Flexible Design District can be written to allow a project to veer from some provisions of the Land Management Ordinance, such as defining project specific setbacks or parking requirements. It cannot add uses beyond what is allowed by the underlying WF2 District. This project has requested variation from the setbacks, parking minimums, and on and off-site signage.

The following table provides a crosswalk of the rezoning request to indicate if and how the rezoning request meets the requirements of the Land Management Ordinance.

	WF2-FDD Requirements (with 3% or greater public amenity features)	Rezoning Request Summary	Meets Zoning Requirements
Uses	Multi-family, Second and Upper Floor Residential, Hotel/Motel/Inn, Interval Occupancy and Short-Term Rental Residential Units, Government Offices, Parks, some Retail Uses, and most Entertainment, Recreation, and Dining.	<ul style="list-style-type: none"> • Hotel and uses retail/dining/entertainment uses associated with hotel • Multi-family (if a special exception approved by the Zoning Board of Appeals) • Interval Occupancy and Short-term Rentals 	Yes
Minimum Size	20,000 sq ft	30,827 sq ft	Yes
Maximum Structure Height	200 feet and no more than 20 stories/Per the FAA - No more than 169 feet above ground level or 181 feet above sea level	18 stories and no more than 169 feet above ground level or 181 feet above sea level	Yes
Maximum Building Coverage	70%	Not to exceed 70%	Yes
Maximum Impervious Surface Coverage	80%	Not to exceed 80%. Pervious pavers, green roofs, and other low impact development practices may be used to keep project from exceeding 80% impervious.	Yes
Minimum Open Space	15%	Minimum of 15%	Yes
Maximum Floor Area Ratio	4.0 (4 x 52,899 sq ft = 211,596 sq ft)	Not to exceed 4.0	Yes

Density, lot area per multi-family dwelling unit	375 sq feet per multi-family dwelling unit (translates to no more than 82 multi-family units)	375 sq feet of lot area per multi-family dwelling unit and no more than 82 units. As designed, project includes 54 multifamily units, if Special Exception is approved by the Zoning Board of Appeals.	Yes
Setbacks	Front: 60', Sides 5', Rear 20' If height greater than 45,' Front: 60', Sides: 60', Rear 20'	Front: 25' Side: 10' Rear: 20'	Yes – wrote their own standards in ordinance
Public Amenities	Examples from the Land Management Ordinance include beach accesses, parks, sidewalks, streetscape features, public parking, restrooms, and shower facilities associated with recreational uses.	(1) Streetscape Beautification; (2) Two Public Beach Access Improvements, including showers, dune walkovers, and 25 public parking spaces at one access (3) Sidewalks and Crosswalks on Ocean Blvd and Upgrade Crosswalk at Atlantic St (4) Resurfacing Ocean Blvd, Atlantic, and 31 st	
Public Amenity Value	3% of development costs	\$1.45 million or 3.38% of development costs	Yes
Parking	See Section 5.3.630 of Land Management Ordinance. The number of parking spaces required will depend on construction plans once submitted.	Wrote own requirements: 1.5 spaces per hotel, multi-family, Interval Occupancy/Short-term rental unit Other Uses: 4 spaces per 1,000 sq ft heated space. As designed, project provides 180 parking spaces on floors 3-8 of the building.	Yes – wrote their own standards in ordinance
Traffic Impact Study	Required	Provided	Yes
Beach and Pedestrian Access Management Plan	Required	Provided	Yes

STATE OF SOUTH CAROLINA)
COUNTY OF HORRY)
TOWN OF ATLANTIC BEACH)

ORDINANCE TO AMEND THE OFFICIAL ZONING MAP AND THE LAND MANAGEMENT ORDINANCE FOR THE TOWN OF ATLANTIC BEACH, SOUTH CAROLINA, SO AS TO AMEND THE ZONING FOR PIN 392-01-01-0167 FROM WATERFRONT DISTRICT 2 (WF2) TO THE BLACK PEARL OF THE ATLANTIC WF2-FLEXIBLE DESIGN DISTRICT (WF2-FDD)

WHEREAS, Ordinance Number 7-2019 authorizes the Town of Atlantic Beach to amend the Official Zoning Map for the Town; and

WHEREAS, the property owner(s) have requested to amend the maps for the above mentioned parcel of land; and

WHEREAS, the intent of the Flexible Design District(s) (FDD) is to provide for higher intensity development along the oceanfront, while providing for a higher level of design and public amenities consistent with the Town of Atlantic Beach Comprehensive Plan and 2007 Master Plan; and

WHEREAS, the Waterfront 2 Flexible Design District (WF2-FDD) is designed to complement the character and the uses allowable within the WF2 zoning district; however, the WF2-FDD district allows for greater height, floor area ratio, density, and building coverage than fixed zoning districts described in Section 5.3.400 through the use of incentivized flexible development standards; and

WHEREAS, Atlantic Beach Town Council finds that the request to amend the zoning from Waterfront Two (WF2) to the Black Pearl of the Atlantic WF2- Flexible Design District (FDD) is consistent with the Comprehensive Plan.

NOW THEREFORE by the power and authority granted to the Town of Atlantic Beach by the Constitution of the State of South Carolina and the proves granted to the Town by the General Assembly of the State, it is ordained and enacted that:

- 1) PIN 392-01-0167 is hereby rezoned from Waterfront Two (WF2) to the Black Pearl of the Atlantic WF2-Flexible Design District (FDD) as shown in Attachment A titled Official Zoning Map Amendment.
- 2) The Land Management Ordinance is hereby revised to incorporate the Black Pearl of the Atlantic WF2-FDD as detailed in Attachments B, C, D, E, F, and G.
- 3) **Severability:** If a section, sub-section, or part of the Ordinance shall be deemed or found in conflict with a provision of South Carolina law, or other pre-emptive legal principle, then that section, sub-section or part of this Ordinance shall be deemed ineffective, but the remaining part of this Ordinance shall remain in full force and effect.

4) **Conflict with Preceding Ordinances:** If a section, sub-section or provisions of this Ordinance shall conflict with the provisions of a section, sub-section or part of a preceding Ordinance of the Town of Atlantic Beach, then the preceding section, sub-section or part shall be deemed repealed and no longer in effect.

5) **Effective Date:** This Ordinance shall become effective upon Second Reading.

AND IT IS SO ORDAINED, ENACTED AND ORDERED this _____ day of _____, 2024.

Atlantic Beach Town Council

Councilmember, Edward Campbell

Councilmember, John David

Councilmember, Jacqueline Gore

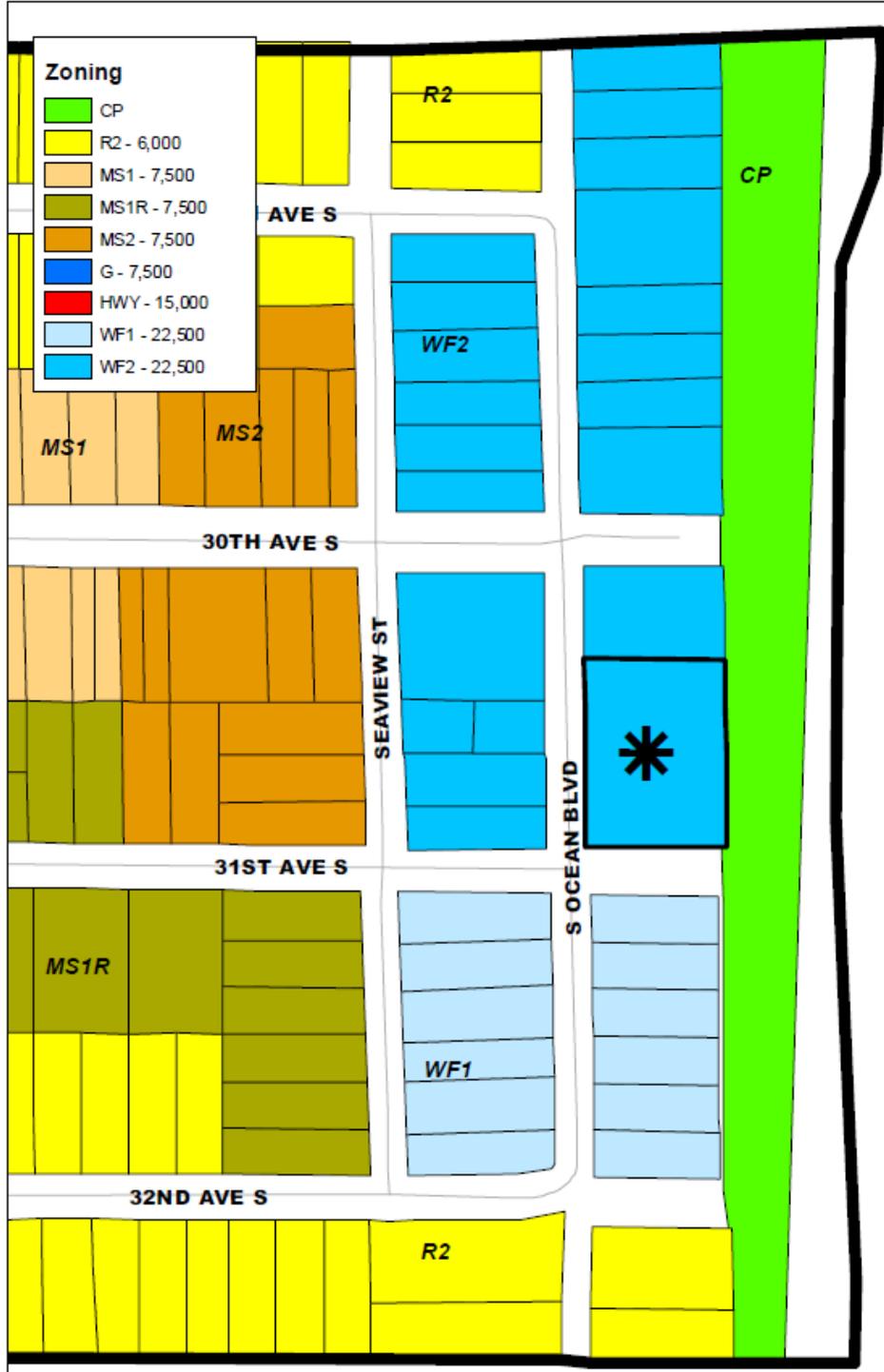
Councilmember, Josephine Isom

Attest:

Town Clerk

Town Manager

ATTACHMENT A
OFFICIAL ZONING MAP AMENDMENT
TO REZONE FROM WATERFRONT TWO (WF2) TO THE BLACK PEARL OF THE
ATLANTIC WATERFRONT TWO – FLEXIBLE DESIGN DISTRICT
PIN NUMBER: 392-01-01-0167



ATTACHMENT B
DISTRICT STANDARDS FOR THE BLACK PEARL OF THE ATLANTIC WATERFRONT
TWO – FLEXIBLE DESIGN DISTRICT
PIN NUMBER: 392-01-01-0167

A. SUMMARY

**1. LEGAL DESCRIPTION FOR LOTS 9 THROUGH 11 (PIN 392-01-01-0167),
AS-SURVEYED AND SHOWN IN ATTACHMENT D.**

ALL AND SINGULAR, THAT CERTAIN PIECE, PARCEL, OR LOT OF LAND WITH ANY IMPROVEMENTS THEREON, SITUATE, LYING, AND BEING IN THE TOWN OF ATLANTIC BEACH, PEARL BEACH SECTION, HORRY COUNTY, SOUTH CAROLINA, BEING BOUND OF THE NORTH BY FIRST AVENUE (40' PUBLIC R/W), ON THE EAST BY IRENE TAYLOR FAMILY, LP, ON THE SOUTH BY THE ATLANTIC OCEAN, ON THE WEST BY 31ST AVENUE SOUTH (50' PUBLIC R/W) AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" REBAR FOUND LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF FIRST AVENUE (40' PUBLIC R/W) AND 31ST AVENUE SOUTH (50' PUBLIC R/W), THENCE ALONG SAID FIRST AVENUE, A BEARING OF N 58°41'01" E, A DISTANCE OF 201.25 FEET TO A 1/2" REBAR FOUND, THENCE LEAVING SAID RIGHT-OF-WAY ALONG THE LANDS OF IRENE TAYLOR FAMILY, LP, A BEARING OF S 30°00'09" E, A DISTANCE OF 148.94 FEET TO A 1/2" REBAR FOUND, THENCE ALONG THE ATLANTIC OCEAN, A BEARING OF S 58°43'39" W, A DISTANCE OF 99.03 FEET TO A 1/2" REBAR FOUND, THENCE A BEARING OF S 30°48'53" E, A DISTANCE OF 11.15 FEET TO A 1/2" REBAR FOUND, THENCE A BEARING OF S 58°39'25" W, A DISTANCE OF 99.03 FEET TO A 1/2" REBAR FOUND, THENCE A BEARING OF N 30°59'25" E, A DISTANCE OF 11.12 FEET TO A 1/2" REBAR FOUND LOCATED ON EASTERN EDGE OF RIGHT-OF-WAY OF 31ST AVENUE SOUTH (50' PUBLIC R/W), THENCE ALONG SAID RIGHT-OF-WAY, A BEARING OF N 31°13'07" W, A DISTANCE OF 148.91 FEET TO A 1/2" REBAR FOUND LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF FIRST AVENUE (40' PUBLIC R/W) AND 31ST AVENUE SOUTH AND POINT OF BEGINNING AND CONTAINING 0.71 ACRES± (30,827 SQUARE FEET±).

2. STATEMENT OF INTENT AND OBJECTIVES FOR THE DISTRICT

The intent of The Black Pearl of the Atlantic Flexible Design District is to provide for pedestrian oriented, mixed-use, beachfront development. Uses are intended to be composed of a hotel, residential, and vacation units, retail, dining, nightclub, and cultural uses that are intended to bring the community together. Building height is permitted to reach 169 feet. The district incorporates development and height bonuses as permitted in the currently adopted Land Management Ordinance, while providing public amenities consistent with the Town of Atlantic Beach Comprehensive Plan, 2007 Master Plan, and Land Management Ordinance.

B. GENERAL PROVISIONS

1. PERMITTED LAND USES.

A. Uses.

Schedule of Uses		
P = Permitted by Right C = Conditional Use S = Special Exception N = Not Permitted		
Use Classifications	PIN NUMBER:	
	392-01-01-0167	
The Black Pearl - Flexible Design District		
Multi-family Dwelling	S	§5.3.506
		§5.3.507
		§5.3.555
		§5.3.570
Eating Establishments, Low Seating Turnover	C	§5.3.506
		§5.3.507
		§5.3.530
Entertainment, Outdoor	C	§5.3.506
		§5.3.507
		§5.3.533
Health Club, Spa, or Gym	C	§5.3.506
		§5.3.507
		§5.3.544
Nightclub or Bar	C	§5.3.506
		§5.3.507
		§5.3.558
Eating Establishments, High Seating Turnover	C	§5.3.506
		§5.3.507
		§5.3.530
Souvenir or T-shirt Store	C	§5.3.506
		§5.3.507
		§5.3.575
Retail Sales or Services	C	§5.3.506
		§5.3.507
		§5.3.525
Department Store, Discount Store, and Gift Shop	C	§5.3.506
		§5.3.507
		§5.3.525
Hotel and Motel	C	§5.3.506
		§5.3.549
Interval Occupancy and Short-Term Rental Residential Dwelling Units	C	§5.3.506
		§5.3.507
		§5.3.550

- i. Short-Term Rentals, as applicable to this development, shall be defined as the rental of all or part of a dwelling unit for a duration of occupancy of less than 30 days at a time. Such units are dedicated vacation rentals, where there are no primary occupants.
- ii. Interval Occupancy and Short-Term Rental Units are not classified as permanent dwelling units.

B. **Densities.** Hotel, Multi-Family, Interval Occupancy, and Short-Term rental units shall not exceed 108 combined total units.

i. **Units Permitted.**

USES	MIN.	MAX.	PROPOSED
Multi-Family	27	82	54
Interval Occupancy/Short-Term Rental units	36	108	18
Hotel Units	36	108	18
TOTAL UNITS			90

ii. **Interval Occupancy or Short-Term Rental Dwelling Units Special Provisions:**

- a. If a special exception to allow for multi-family is not approved by the Zoning Board of Appeals, all units designated as multi-family may be developed as interval occupancy or short-term rental residential units.
- b. The conversion of these hotel and multi-family units to interval occupancy or short-term rentals shall be permitted and supersede conversion restrictions as denoted in section 5.3.550D of the Land Management Ordinance.

2. Dimensional Standards.

A. **Minimum Setbacks.** Minimum setbacks shall apply to the exterior boundaries of the property, as shown in Attachment C. These setbacks supersede the requirements of Table 5.3.420A.

- Front – 15 ft
- Rear – 20 ft
- Side – 10ft

B. **Minimum separation distance.** Building separation shall meet the requirements of the International Building Code.

C. **Maximum Height.** The building shall not exceed 169 feet above ground level or 181 feet above sea level. With the appropriate FAA approval(s), necessary building appurtenances may extend beyond this height.

D. **Floor Area Ratio (FAR):** FAR for the entire project site shall not exceed 4.0.

E. **Maximum Building Coverage:** Maximum building coverage shall not exceed 70 percent.

F. **Maximum Impervious Surfaces:** Maximum impervious surfaces shall not exceed 80 percent. In order for this project to not exceed the 80 percent Impervious Surface Coverage limits, pervious pavers, green roofs, and other low impact design practices will be utilized.

G. **Minimum Open Space:** A minimum of 15 percent of the property shall be maintained as open space.

C. SPECIAL PROVISIONS

The following are special provisions that vary from the underlying requirements of the Land Management Ordinance. Unless expressly stated below or within this ordinance, the Black Pearl of the Atlantic WF2-FDD shall meet all other requirements of the Land Management Ordinance.

1. **Landscape and tree coverage.** The project will meet the post development landscape requirements. If all of the required landscaping cannot be provided onsite, the developer will install the remaining required plantings on an alternative publicly owned or maintained location chosen by the Town of Atlantic Beach.

2. **Beach and shoreline protection.** In addition to the permitted structures denoted in section 5.3.802, this project will also allow for the following design features within the Shore Protection Area: terraces, pools, patios or flat areas allocated for outdoor entertainment, in addition to public amenities, such as public parking and showers, as identified within this ordinance. all requirements of the SC Department of Health and Environmental Control Beach Jurisdictional Baseline and Setback shall be met.

3. **Parking Calculations**
 - i. Hotel / Multi-Family / Interval Occupancy/ Short Term Rental Units= 1.5 parking spaces per unit
 - ii. Other Uses = 4 spaces per 1000 heated sf.

4. **On and Offsite Signage.**
 - i. **Additional Permitted Sign Types.** In addition to the permitted signs provided by Table 5.3.724(A)(11), this project will also allow for the following signs:

window	restroom blade	banner
small glass	banners	motion
horizontal blade	vehicular directional	vertical blade
monumental id	awning	street sign
parking id	flat	directory
pedestrian directional	big store sign	

Figure 1: Additional Permitted Sign Types

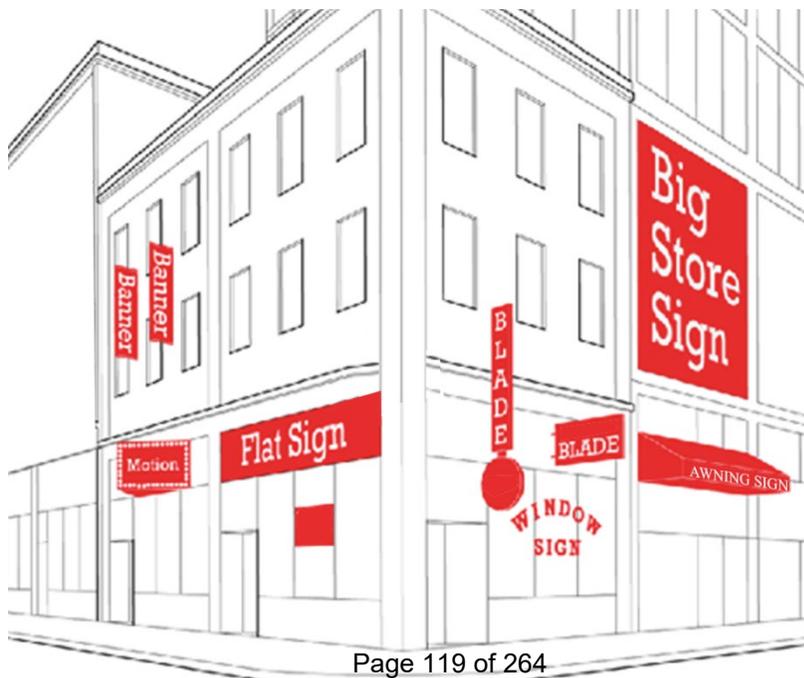


Figure 2: Additional Permitted Sign Types

- ii. **Maximum Signage per Lot** shall not be limited to the cumulative maximum area of signage, provided by Table 5.3.724(A)(11). Individual sign area shall not exceed 800 sf.
- iii. **Wayfinding and Identity Signage.** Wayfinding and identity signage may be pursued offsite in the Town, within building setbacks, and in the public right of way with the proper permits and approvals. No wayfinding sign shall exceed 400 sf. See Attachment E for the Wayfinding Signage Plan.

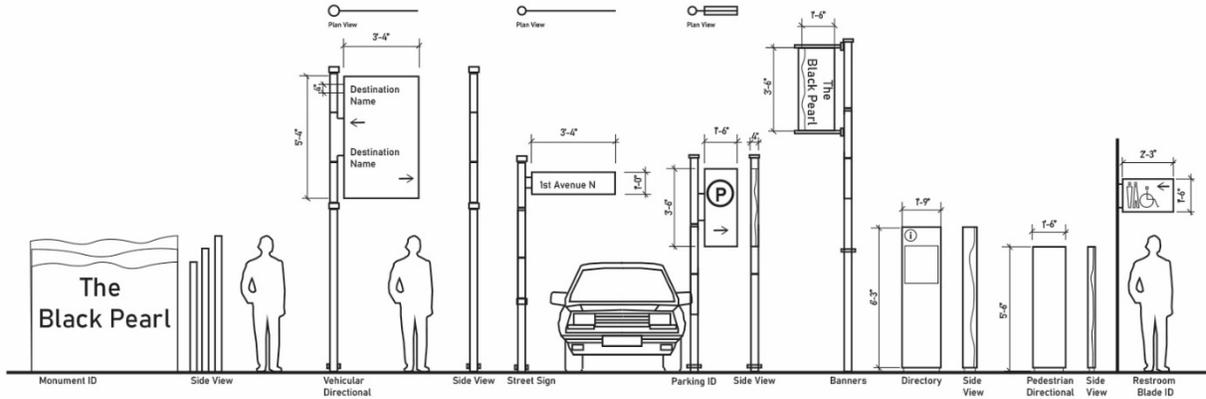


Figure 3: Examples of Wayfinding and Identity Signage

- iv. **Public Art**, such as: sculpture(s), mosaic(s), fountains / water elements, fine art crafts, earthworks, environmental artworks, murals, drawings, and paintings, monuments shall be permitted, allowed onsite, and not considered signage.

D. PUBLIC AMENITIES

1. **Estimated Project Costs:** The following details the estimated project costs, including construction, land, demolition, utility relocation, and the percent required to develop public amenity facilities.

Construction (without public amenity features)	\$ 55,200,000
Demolition	\$ 200,000
Land	\$ 1,450,000
Total Project Cost Estimate	\$ 58,717,393
Percent Required to Development Public Amenity Features	3.38%

2. **Public Amenity Features and Construction Cost Estimates.** The following are the responsibility of the developer to provide as a benefit to the Town. Construction for public amenities shall begin upon commencement of project. In understanding construction sequencing / phasing, some items may begin before others. All public amenity features shall be completed prior to the issuance of a certificate of occupancy for the development. Public amenity features shall be completed, regardless of an increase or decrease in construction costs. Inability to provide an amenity or the changes to the amenity features shall require an amendment of this ordinance for the project to proceed.

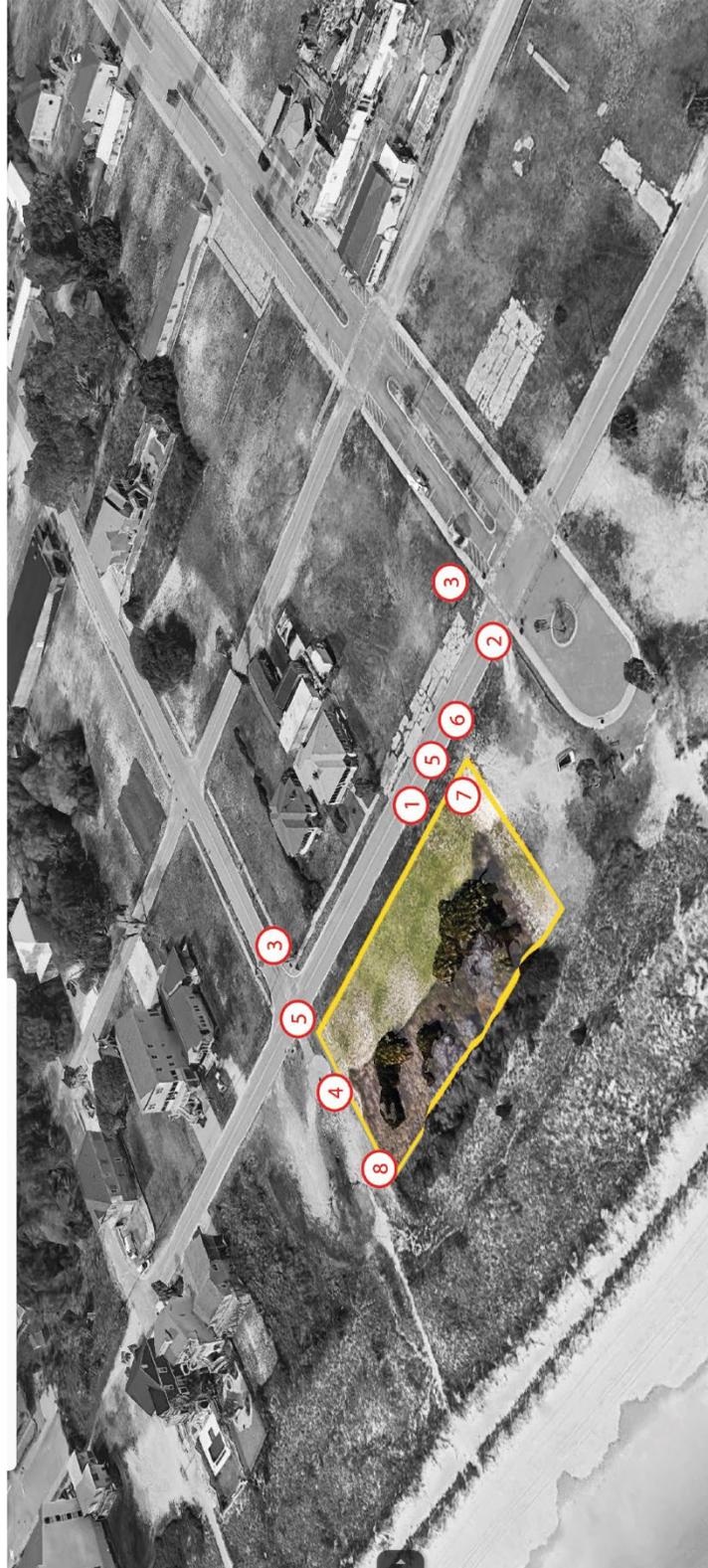
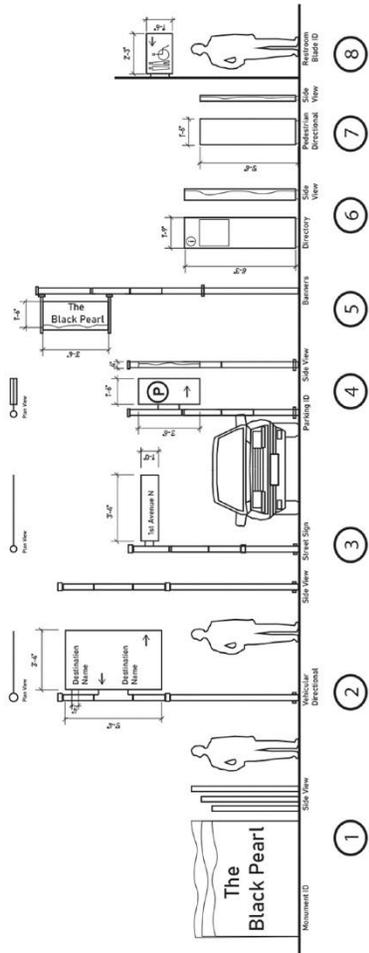
Streetscape Beautification on Ocean Boulevard, provided SCDOT approval -	
- Brick pavers for intersections and crosswalks -	\$546,000.00
- Landscaping (96 palms and 384 shrubs) -	\$115,680.00
Improved ADA accessible beach Access and Boardwalk	\$229,000.00
- Two public ADA beach access points. See beach access plan	
- Beach Access points shall be owned by the town, but maintained by Morant Properties or owner's representative	
- Any needed easements are owned by the town of Atlantic Beach	
- Developer will sign guarantee and/or legal instruments ensuring perpetual Public use and dedication agreements	
- Developer will sign a guarantee denoting maintenance schedule	
25 community parking spaces (not included in the project parking calculations) -	\$80,000.00
- Located on the West boundary property line of property. See conceptual site plan	
- Community Parking lot will be owned by the town, but maintained by Morant Properties or owner's representative/delegate	
- Property is owned by the town of Atlantic Beach	
- Developer will sign guarantee and/or legal instruments ensuring perpetual Public use and dedication agreements	
- Developer will sign a guarantee denoting maintenance schedule	
Community Public Showers -	\$175,000.00
- Located Alongside shore. See beach access plan	
- Beach Access point shall be owned by the town, but maintained by Morant Properties or owner's representative	
- Any needed easements are owned by the town of Atlantic Beach	
- Developer will sign guarantee and/or legal instruments ensuring perpetual Public use and dedication agreements	
- Developer will sign a guarantee denoting maintenance schedule	
Sidewalks and Crosswalks -	\$375,000.00
- Ocean Blvd, 8' wide, both sides of street	
- Upgrade exist8ing crosswalk at Atlantic Street	
Asphalt milling and overlay on Ocean Boulevard, Atlantic, 31st provided SCDOT approval -	\$176,950.00
<hr/>	
TOTAL PUBLIC AMENITY FEATURES COST(S)	
<i>\$1,697,630 + 10% contingency =</i>	\$1,867,393.00

ATTACHMENT E
CONCEPTUAL WAYFINDING SIGNAGE PLAN FOR THE BLACK PEARL OF THE ATLANTIC WF2-FDD
 PIN NUMBER: 392-01-01-0167

Signage Legend

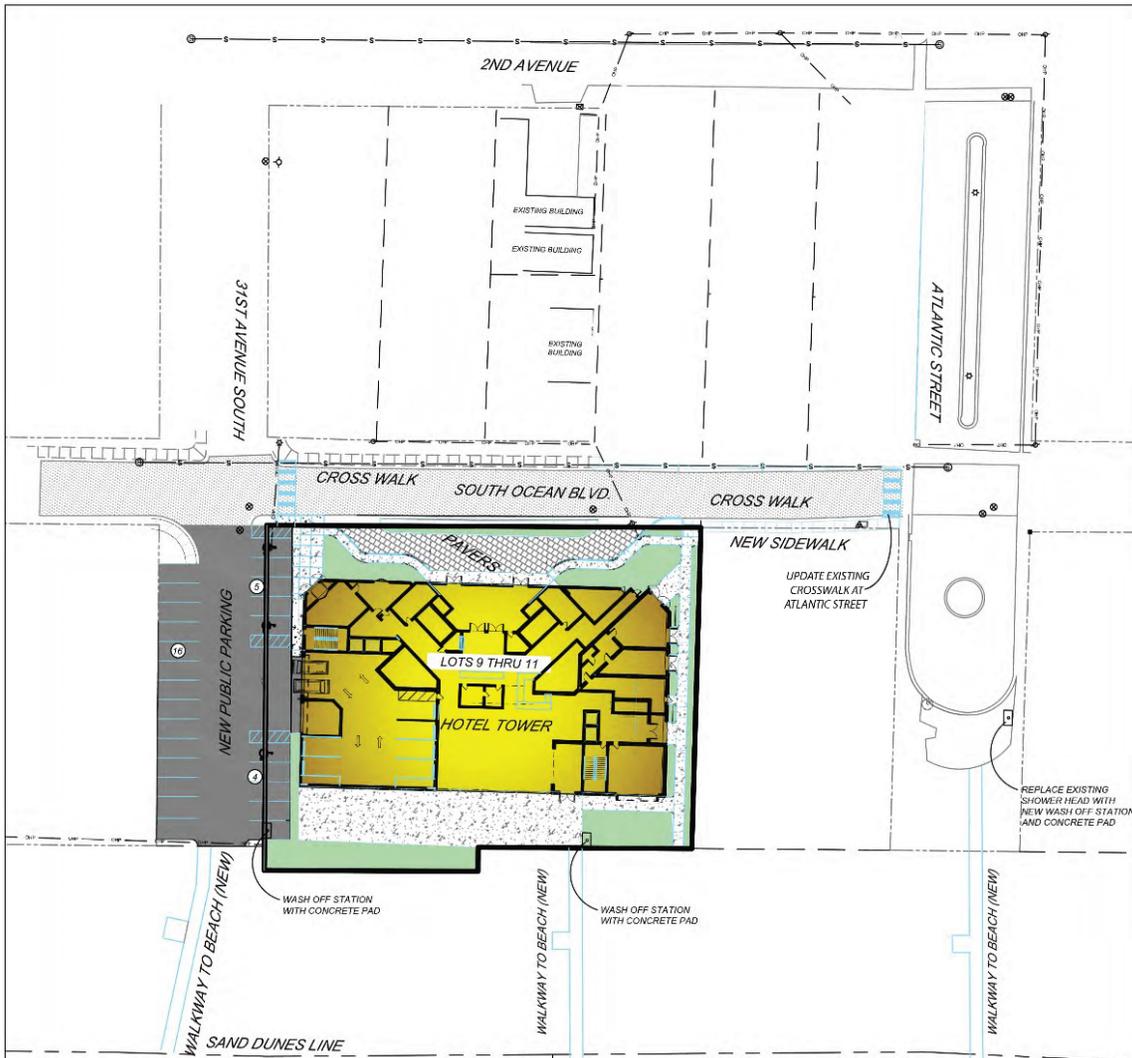
All proposed wayfinding signage shall be located in the public right of way or within the property boundary for the proposed BLACK PEARL Oceanside Tower.

Final signage location to be determined as design is finalized



Conceptual signage plan
 shown for illustration purposes only

ATTACHMENT F
BEACH ACCESS AND SIDEWALK PLAN FOR THE BLACK PEARL OF THE ATLANTIC
WF2-FDD
PIN NUMBER: 392-01-01-0167



31st AVENUE PARKING IMPROVEMENTS	22 STANDARD PARKING SPACES 3 HANDICAP ACCESSIBLE SPACES (25 SPACES TOTAL)
PEDESTRIAN ACCESS IMPROVEMENTS	CROSS WALKS - NEW SIDEWALKS WITH HANDICAP RAMPS - BEACH WALKWAY THRU THE DUNES HANDICAP ACCESSIBLE
PEDESTRIAN ACCESS IMPROVEMENTS	CONCRETE PADS WITH WASH STATIONS TO INCLUDE SHOWER HEADS, REPLACE EXISTING SHOWER HEAD WITH NEW WASH STATION

ATLANTIC OCEAN

DESIGNED: _____
 DRAWN: MAK
 APPROVED: _____
 PROJ. NO. 21094
 DATE: 6/20/2023

SHEET 1

SCALE: 1"=50'
 0 25 50

**THE BLACK PEARL
 REZONING EFFORT**

PREPARED FOR
ISOPARM DESIGN GROUP

PEDESTRIAN ACCESS

G3
 ENGINEERING
 & SURVEYING

P.O. BOX 2666
 PAWLEYS ISLAND, SC 29585
 PHONE: 843.237.1001
 www.G3Engineering.org

Supplemental Submission Materials

Case Number:

REMOVE

TOWN OF ATLANTIC BEACH REZONING APPLICATION

(PIN) Parcel ID	392-01-01-0167	392-01-01-0153	
Number/s Area in ft ² or acres	30,827	22,072	
Describe the proposed use of the property	To build a CONDOTEL RESORT CONDOMINIUM & CONFERENCE CENTER. The development		
Current Use of Property	will be comprised of 164, 1, 3, 2 bedroom units		
Current Zoning District	WF2	Requested Zoning District	WF2-FDD-21
Property Location	S 370 S Ocean Blvd		

Ownership Information: (include all owners. If necessary, add additional pages)

Name: 9 Thru 11 81 LLC		
Address: 17427 Adelaide RD		
City: JAMAICA	State: NY	Zip: 11433-4010
Phone: 917-396-0033	Email address: cbm12746@aol.com	

Agent Information: (if applicable)

Name: Charles Morant		
Address: 112-11, 175th St		
City: JAMAICA	State: NY	Zip: 11433-4010
Phone: 917-396-0033	Email address: cbm12746@aol.com	

Are you rezoning only a portion of this property?	Yes <input checked="" type="radio"/> No <input type="radio"/>
Is this request to address an existing zoning violation or non-conformity?	Yes <input type="radio"/> No <input checked="" type="radio"/>
What road(s) will provide access to the site?	1st Ave, 2nd Ave, 3rd Ave & Atlantic Ave
How will water and wastewater be addressed?	Water <input type="radio"/> Sewer <input checked="" type="radio"/> Septic <input type="radio"/>
Are there any known wetlands on the site?	Yes <input type="radio"/> No <input checked="" type="radio"/>
Is any of the site within the regulatory floodplain or floodway?	Yes <input type="radio"/> No <input checked="" type="radio"/>
Does the property include the SCDHEC -OCRM baseline or setback?	Yes <input checked="" type="radio"/> No <input type="radio"/>
How will stormwater be addressed?	
Are there any covenants or deed restrictions that prohibit this use?	Yes <input type="radio"/> No <input checked="" type="radio"/>
Are you proposing a Development Agreement with this request?	Yes <input type="radio"/> No <input checked="" type="radio"/>

Office Use Only:

Date Submitted	PINs verified	Environmental Review:	
Receipt No.	Total Acreage	Wetlands	Y N
Received By	Sketch Plan	Floodplain	Y N
Ownership Verified	Master Plan	OCRM Baseline/Setback	Y N
Signatures	Text	Topography	Y N

Case Number:

SIGNATURE PAGE

Applicant/Agent hereby certifies that the information provided in this application is correct and there are no covenants or deed restrictions in place that would prohibit this request.

Applicant/Agent hereby certifies that they understand that rezoning is only one step in the development process. The Applicant/Agent must also ensure that all development requirements are met and understands that rezoning the property does not alleviate other development requirements. Additionally, the applicant understands that a subdivision or combination plat during the rezoning process may result in inaccurate rezoning of the property.

Signature Blocks:

Owners (include all owners. If necessary, add additional pages)

Byonca Lindquist Byonca Lindquist 1/18/24
Print Name Signature

Charles Morant Charles Morant 1/18/24
Print Name Signature Date

Corporation / Partnership

9 Thru 11 + 1, LLC

Print Corporation/Partnership Name (If in LLC or Corp. name, provide authorization to sign)

By Byonca Lindquist Byonca Lindquist 1/18/24
Print Name Signature

Designation of Agent:

I hereby appoint the person listed below as agent to act on my behalf for the purpose of filing such application for rezoning, as he/she shall deem necessary and proper.

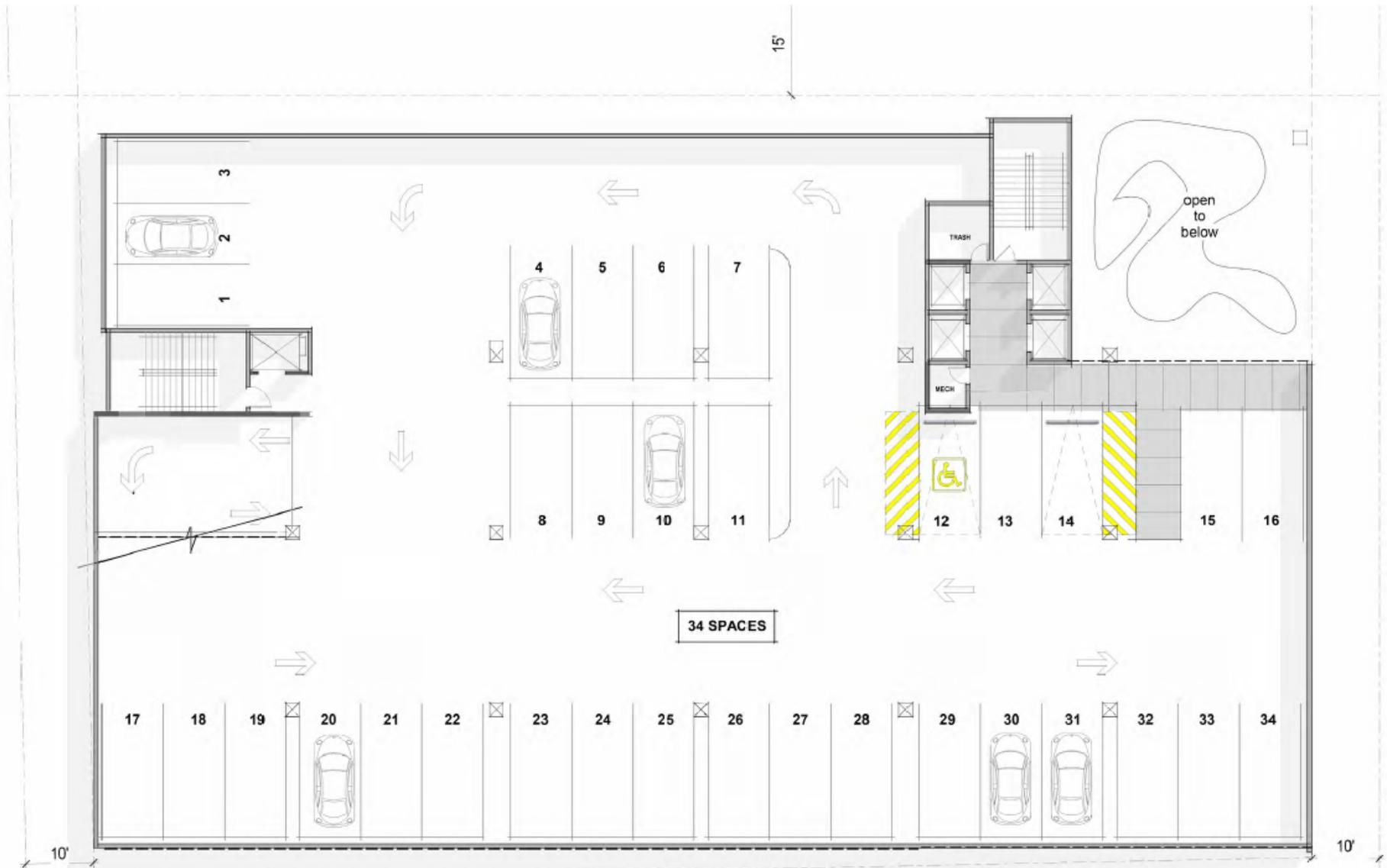
Print agents name

Signature of agent Date

Signature of owner (include all owners. If necessary, add additional pages) Date

Witness Signature Date

Proposed Internal Building Layout, including Parking
Conceptual for Illustration Purposes Only



Floors 3-8 (6 floors) = approx. 180+ parking spaces

Conceptual Floor Plan
 Shown for illustration purposes only
 the Black Pearl

ISOPARM

Handwritten signature/initials



ocean front tower - floors 3 -18
the Black Pearl

KOFREM
 CONCEPT SKETCH
 BRANCH

ISOPARM

Conceptual Floor Plan
 Shown for presentation purposes only

FAA Determination Letters
for The Black Pearl

Letter for All Four Corners of Proposed Building



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-ASO-24147-OE

Issued Date: 08/30/2023

Dwayne Dancy
 Charles Morant
 112-11, 75th street
 Adelaide Park, NY 11433

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: High Rise/Sky Scraper The Black Pearl Tower
 Location: North Myrtle Beach, SC
 Latitude: 33-47-59.77N NAD 83
 Longitude: 78-42-57.59W
 Heights: 12 feet site elevation (SE)
 169 feet above ground level (AGL)
 181 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 03/02/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6504, or dale.kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24147-OE.

Signature Control No: 594939844-597951824

(DNE)

Dale Kimmel
Specialist

Attachment(s)
Additional Information
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-ASO-24149-OE

Issued Date: 08/30/2023

Dwayne Dancy
 Charles Morant
 112-11, 75th street
 Adelaide Park, NY 11433

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: High Rise/Sky Scraper The Black Pearl Tower
 Location: North Myrtle Beach, SC
 Latitude: 33-48-01.81N NAD 83
 Longitude: 78-42-55.89W
 Heights: 12 feet site elevation (SE)
 169 feet above ground level (AGL)
 181 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 03/02/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

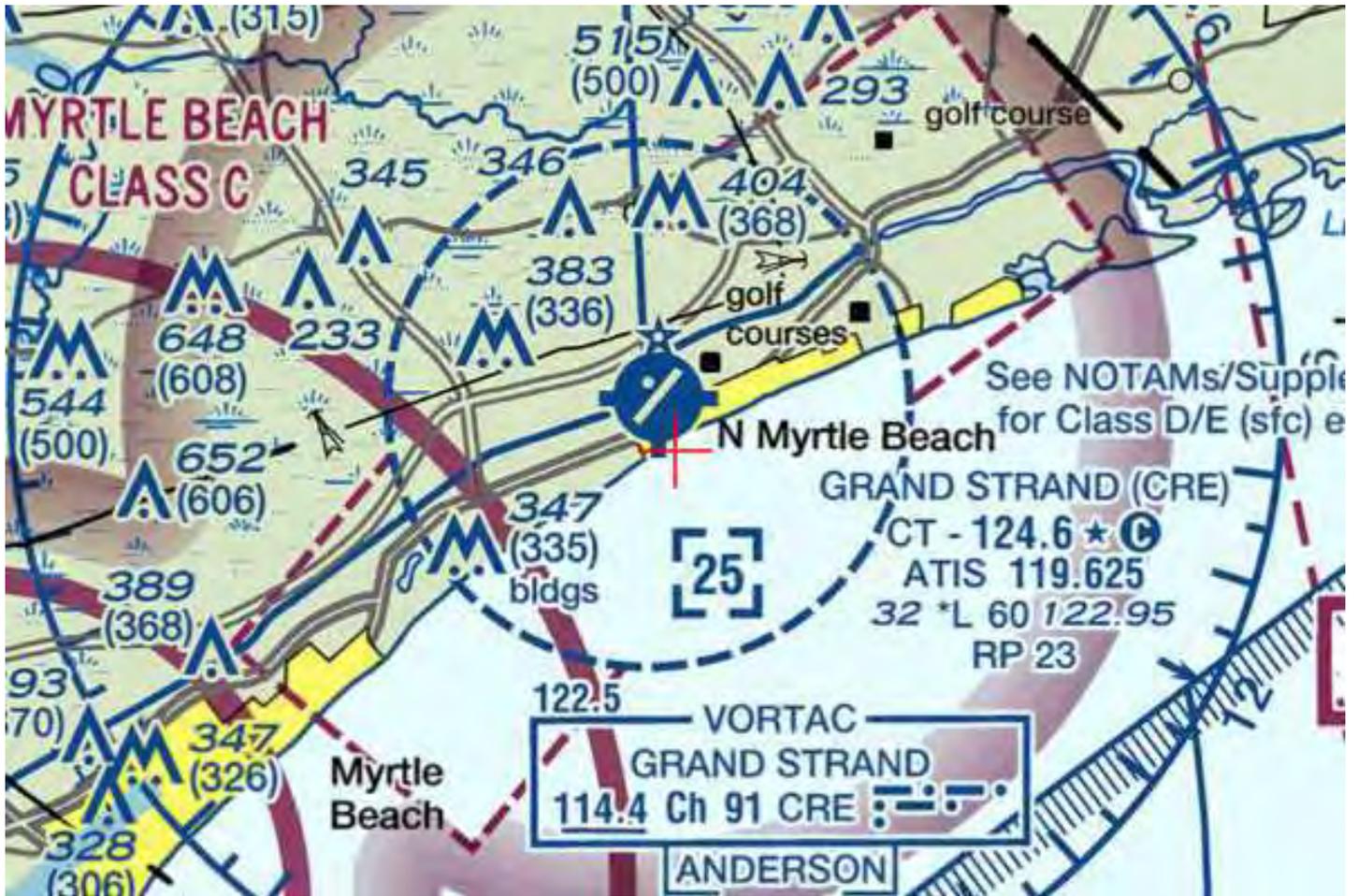
If we can be of further assistance, please contact our office at (404) 305-6504, or dale.kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24149-OE.

Signature Control No: 594940719-597951825

(DNE)

Dale Kimmel
Specialist

Attachment(s)
Additional Information
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-ASO-24148-OE

Issued Date: 08/30/2023

Dwayne Dancy
 Charles Morant
 112-11, 75th street
 Adelaide Park, NY 11433

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: High Rise/Sky Scraper The Black Pearl Tower
 Location: North Myrtle Beach, SC
 Latitude: 33-48-00.91N NAD 83
 Longitude: 78-42-55.26W
 Heights: 12 feet site elevation (SE)
 169 feet above ground level (AGL)
 181 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 03/02/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

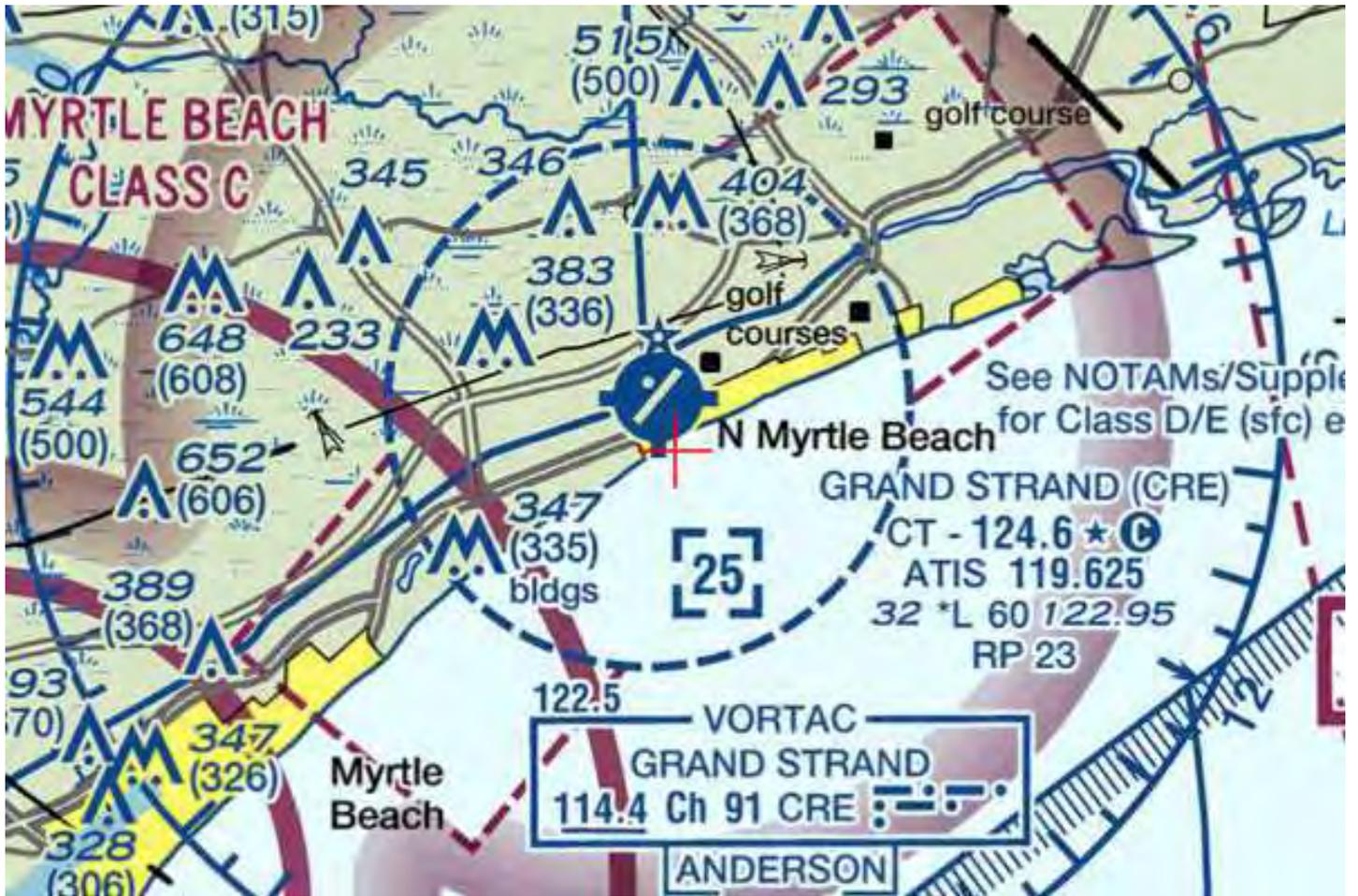
If we can be of further assistance, please contact our office at (404) 305-6504, or dale.kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24148-OE.

Signature Control No: 594940436-597951827

(DNE)

Dale Kimmel
Specialist

Attachment(s)
Additional Information
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-ASO-24153-OE

Issued Date: 08/30/2023

Dwayne Dancy
 Charles Morant
 112-11, 75th street
 Adelaide Park, NY 11433

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: High Rise/Sky Scraper The Black Pearl Tower
 Location: North Myrtle Beach, SC
 Latitude: 33-48-01.00N NAD 83
 Longitude: 78-42-56.00W
 Heights: 12 feet site elevation (SE)
 169 feet above ground level (AGL)
 181 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 03/02/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

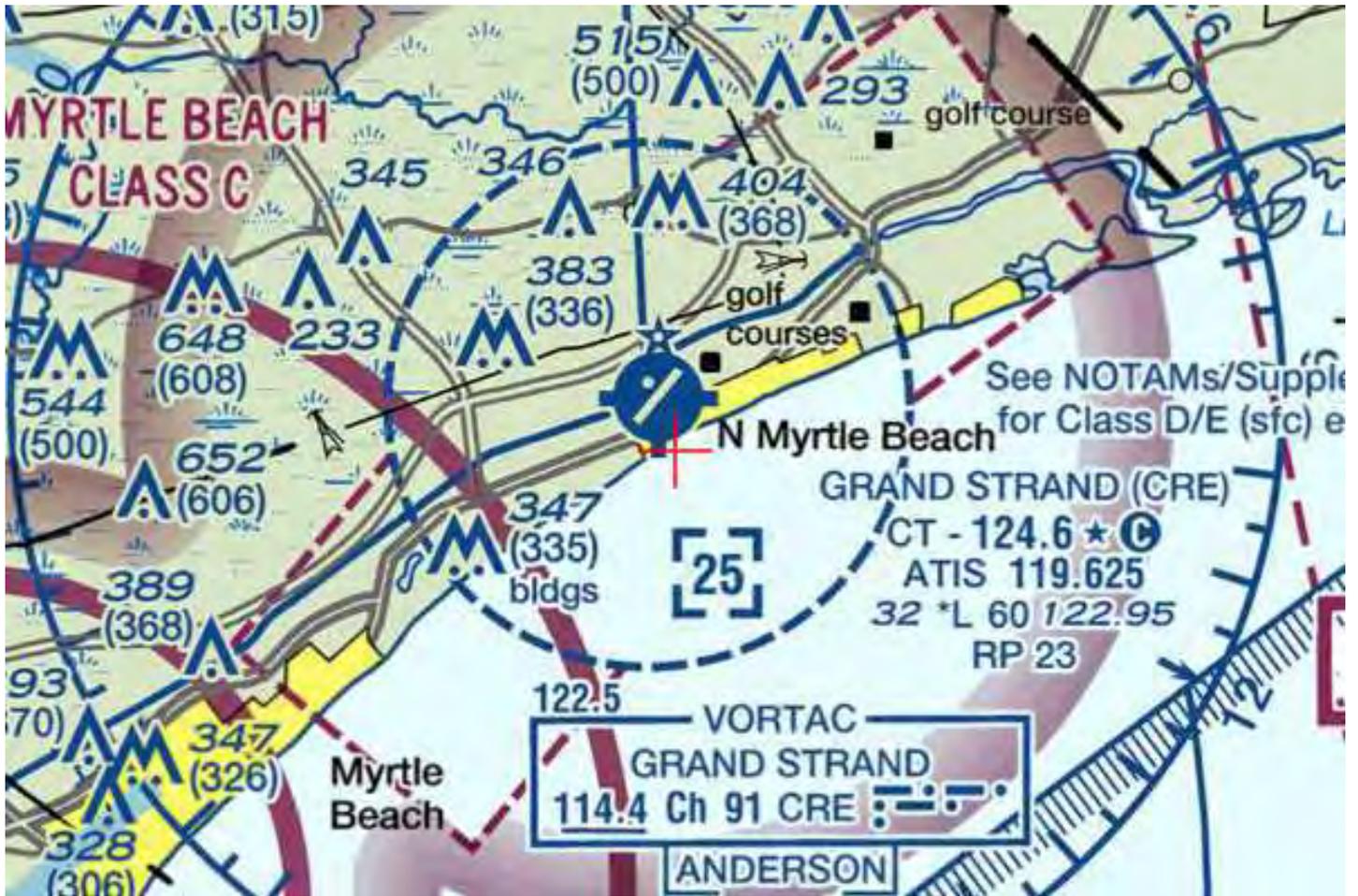
If we can be of further assistance, please contact our office at (404) 305-6504, or dale.kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-24153-OE.

Signature Control No: 594942407-597951958

(DNE)

Dale Kimmel
Specialist

Attachment(s)
Additional Information
Map(s)



TRAFFIC IMPACT STUDY

for the

The Black Pearl Development

Located in
Atlantic Beach, South Carolina

Prepared for
Morant Properties

Prepared by
Ramey Kemp Associates, Inc.

Moving forward.



May 2023
RKA Project #231.430000.000

TRAFFIC IMPACT STUDY

for the

The Black Pearl Development

Located in
Atlantic Beach, South Carolina

Prepared for
Morant Properties
112-11 175th Street
Jamaica, NY 11433

Prepared by
Ramey Kemp Associates, Inc.
1411 Gervais Street, Suite 150
Columbia, South Carolina 29201

Moving forward.



May 2023
RKA Project #231.4300000.000



This document has been digitally signed and sealed by Clifton E. Lawson, South Carolina Professional Engineer Number 38817, on May 23, 2023. This electronic document is 105 pages in length.

The digital signature certificate must be verified on any electronic copies of this document.

Printed copies of this document are not considered signed and sealed.

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- C) Traffic Volume Development Worksheets
- D) Turn-Lane Analysis Worksheets
- E) Capacity Analysis

EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Black Pearl mixed-use development in accordance with Atlantic Beach and SCDOT guidelines. The development is proposed to be located along both sides of S. Ocean Boulevard in Atlantic Beach, South Carolina. The development is planned to contain a mixed-use tower along the southern side of S. Ocean Boulevard and a second tower along the northern side of S. Ocean Boulevard. The southern tower is planned to contain 24 multifamily units, 137 short-term residential units, 165 hotel units, and 5,018 sf of retail space. The northern tower is planned to contain a 10-level parking deck and 1,520 sf of retail space. The development is proposed to have five access driveways on S. Ocean Boulevard and one access driveway on Seaview Street. Additionally, access to the retail space in the northern tower will be provided via on-street parking along 30th Avenue. Traffic Scoping documentation is provided in Appendix A.

With construction of the project, all study intersections should function adequately; no changes are recommended. Site Accesses 1 & 4 should provide one ingress lane and one egress lane. Site Access 2 should provide one ingress lane. Site Accesses 3, 5, and 6 should provide one egress lane. Based on the 2026 anticipated build out volumes, auxiliary turn-lanes on S. Ocean Boulevard or Seaview Street are not warranted at any of the of the site accesses. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

1. INTRODUCTION

The purpose of this report is to document a traffic impact study for the proposed Black Pearl mixed-use development in Atlantic Beach, South Carolina in accordance with Atlantic Beach and SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact study. Traffic Scoping documentation is provided in Appendix A.

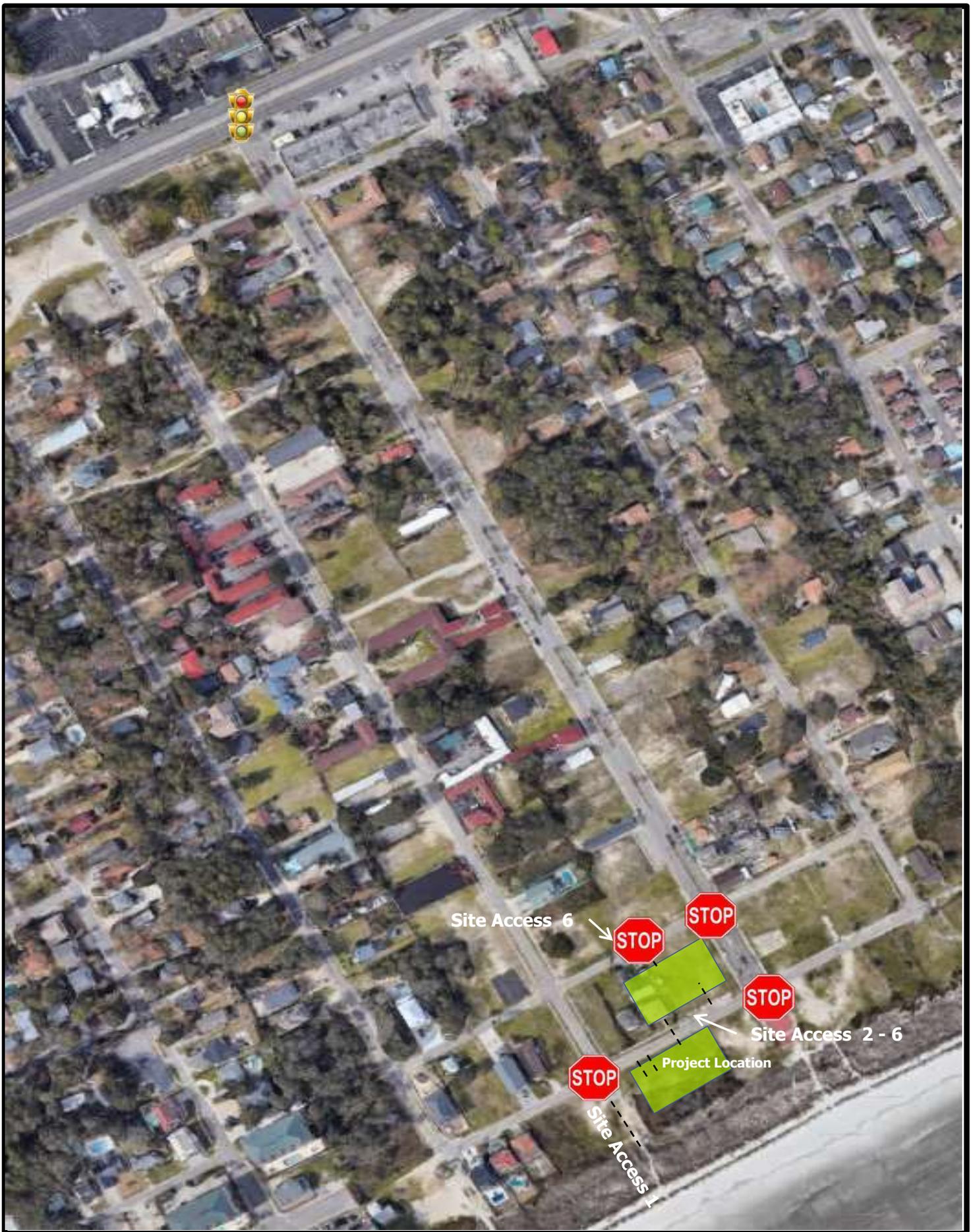
1.1. Project Background

The development is proposed to be located along both sides of S. Ocean Boulevard in Atlantic Beach, South Carolina. The development is planned to contain a mixed-use tower along the southern side of S. Ocean Boulevard and a second tower along the northern side of S. Ocean Boulevard. The southern tower is planned to contain 24 multifamily units, 137 short-term residential units, 165 hotel units, and 5,018 sf of retail space. The northern tower is planned to contain a 10-level parking deck and 1,520 sf of retail space. The development is proposed to have five access driveways on S. Ocean Boulevard and one access driveway on Seaview Street. Additionally, access to the retail space in the northern tower will be provided via on-street parking along 30th Avenue.

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:

- S. Highway 17 (US-17) & 30th Avenue (S-26-1280)
- 30th Avenue (S-26-1280) & Seaview Street (S-26-1070)
- 30th Avenue (S-26-1280) & S. Ocean Boulevard (S-26-370)
- S. Ocean Boulevard (S-26-370) & 31st Avenue (S-26-571) / Site Access 1
- S. Ocean Boulevard (S-26-370) & Site Access 2
- S. Ocean Boulevard (S-26-370) & Site Accesses 3 / 4
- S. Ocean Boulevard (S-26-370) & Site Access 5
- Seaview Street (S-26-1070) / Site Access 6

Future-year analyses assume 2026 conditions as the Build scenario. Figure 1 shows the location of the project site, and Figure 2 illustrates the conceptual site plan.



Moving forward.

1.2. Existing Roadway Conditions

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

Table 1 - Street Inventory

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2022 AADT
S. Highway 17	US-17	7-lane undivided	40 MPH	SCDOT	37,500 ¹
30 th Avenue	S-26-1280	2-lane divided	30 MPH	SCDOT	500 ²
Seaview Street	S-26-1070	2-lane undivided	NP	SCDOT	N/A
S. Ocean Boulevard	S-26-370	2-lane undivided	30 MPH	SCDOT	225 ³

¹SCDOT Count Station 115

²SCDOT Count Station 323

³SCDOT Count Station 418

1.3. Existing Traffic Count

Vehicle turning movement counts were collected in May 2023 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:

- S. Highway 17 (US-17) & 30th Avenue (S-26-1280)
- 30th Avenue (S-26-1280) & Seaview Street (S-26-1070)
- 30th Avenue (S-26-1280) & S. Ocean Boulevard (S-26-370)

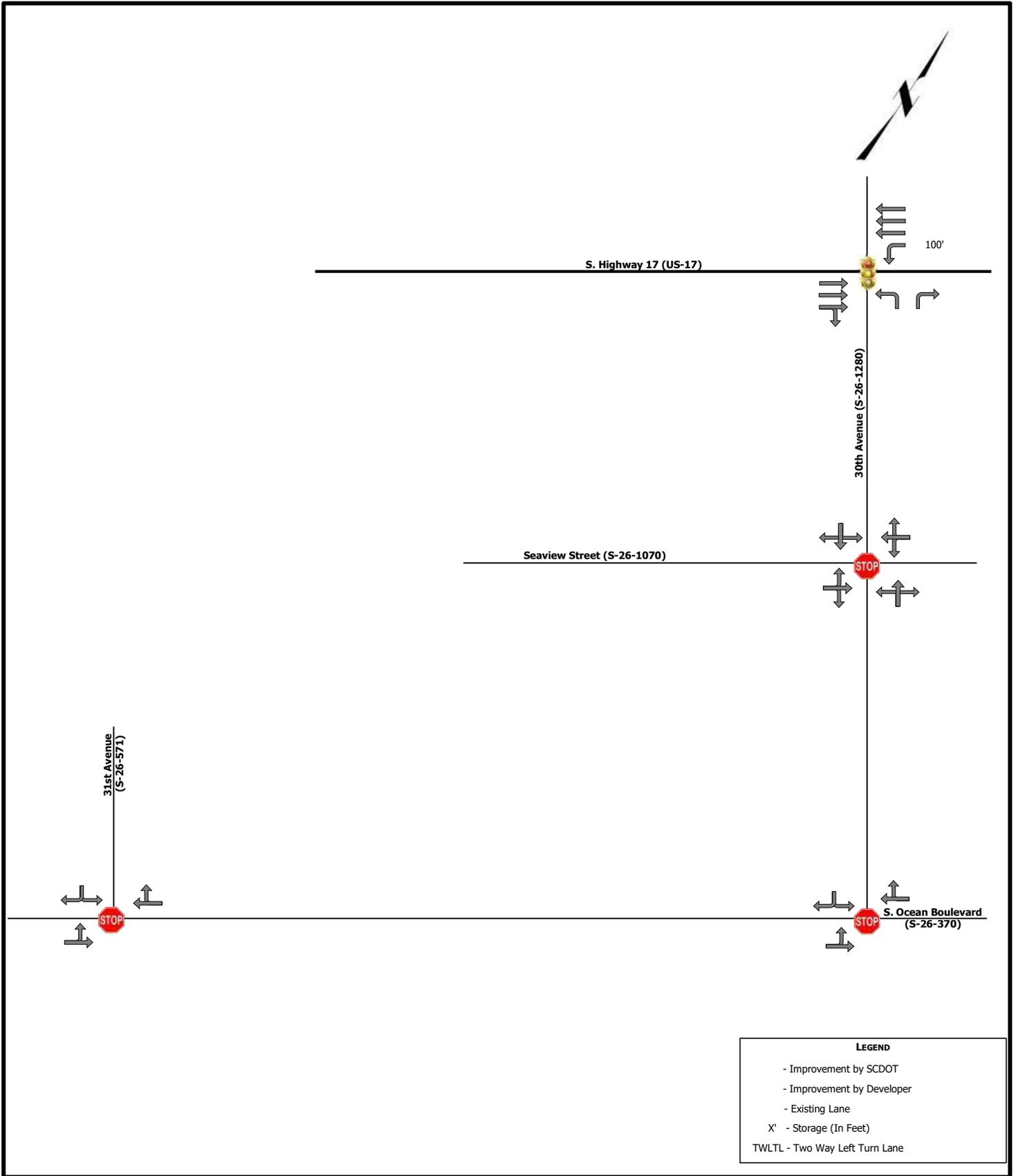
All counts were conducted while the local school district was in session. The 2023 raw traffic volumes are provided in Appendix B. Existing traffic volumes are illustrated in Figure 4. Due to the location of proposed development, seasonal adjustment factors were considered for the collected volumes; however, applying seasonal adjustment factors would result in a decrease in traffic volumes. Because of this, seasonal adjustment factors were not applied to collected traffic volumes.

Per guidance from SCDOT (see Appendix A), traffic volumes were estimated at the intersection of S. Ocean Boulevard (S-26-370) & 31st Avenue.

1.4. Driveway Location

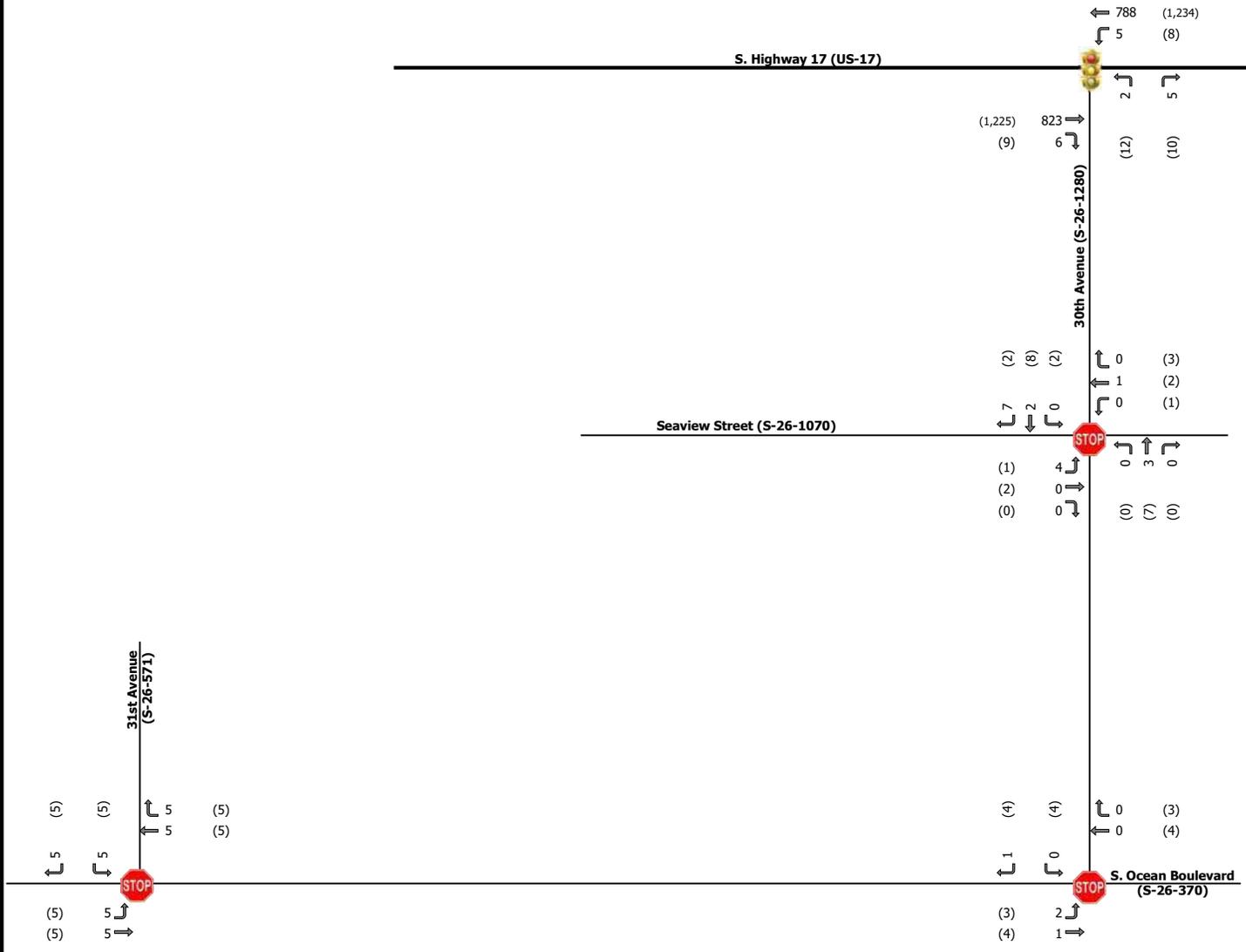
The development is expected to provide five (5) access driveways on S. Ocean Boulevard and one (1) access driveway on Seaview Street. Site Access 1 will be full access and will serve as the fourth leg at the existing S. Ocean Boulevard & 31st Avenue intersection. Site Access 2 will be an entrance-only access and will be located approximately 35-feet east of Site Access 1. Site Access 3 will be an

exit-only access and will be located approximately 120-feet east of Site Access 2. Site Access 4 will be a full access and will be located opposite Site Access 3. Site Access 5 will be an exit-only access and will be located approximately 30-feet east of Site Accesses 3 & 4. Site Access 6 will be an exit-only access and will be located approximately 40 feet west of 30th Avenue.



LEGEND

- Improvement by SCDOT
- Improvement by Developer
- Existing Lane
- X' - Storage (In Feet)
- TWLTL - Two Way Left Turn Lane



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



The Black Pearl - Traffic Impact Study
 Figure 4 - Existing (2023) Peak-Hour Traffic Volumes
 Page 7

2. PROJECT TRAFFIC

2.1. Proposed Land Uses

The development is planned to contain a mixed-use tower along the southern side of S. Ocean Boulevard and a second tower along the northern side of S. Ocean Boulevard. The southern tower is planned to contain 24 multifamily units, 137 short-term residential units, 165 hotel units, and 5,018 sf of retail space. The northern tower is planned to contain a 10-level parking deck and 1,520 sf of retail space. The project site 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) 222 – Multifamily Housing (High-Rise), land use code (LUC) 310 – Hotel, and land use code (LUC) 822 – Strip Retail Plaza. The trip generation estimates for the weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in Table 2. No reductions in trips were considered due to internal capture and/or pass-bys.

For the purposes of trip generation, the trips for short-term residential units were estimated using land use code (LUC) 310 – Hotel.

Table 2 – Trip Generation Estimates

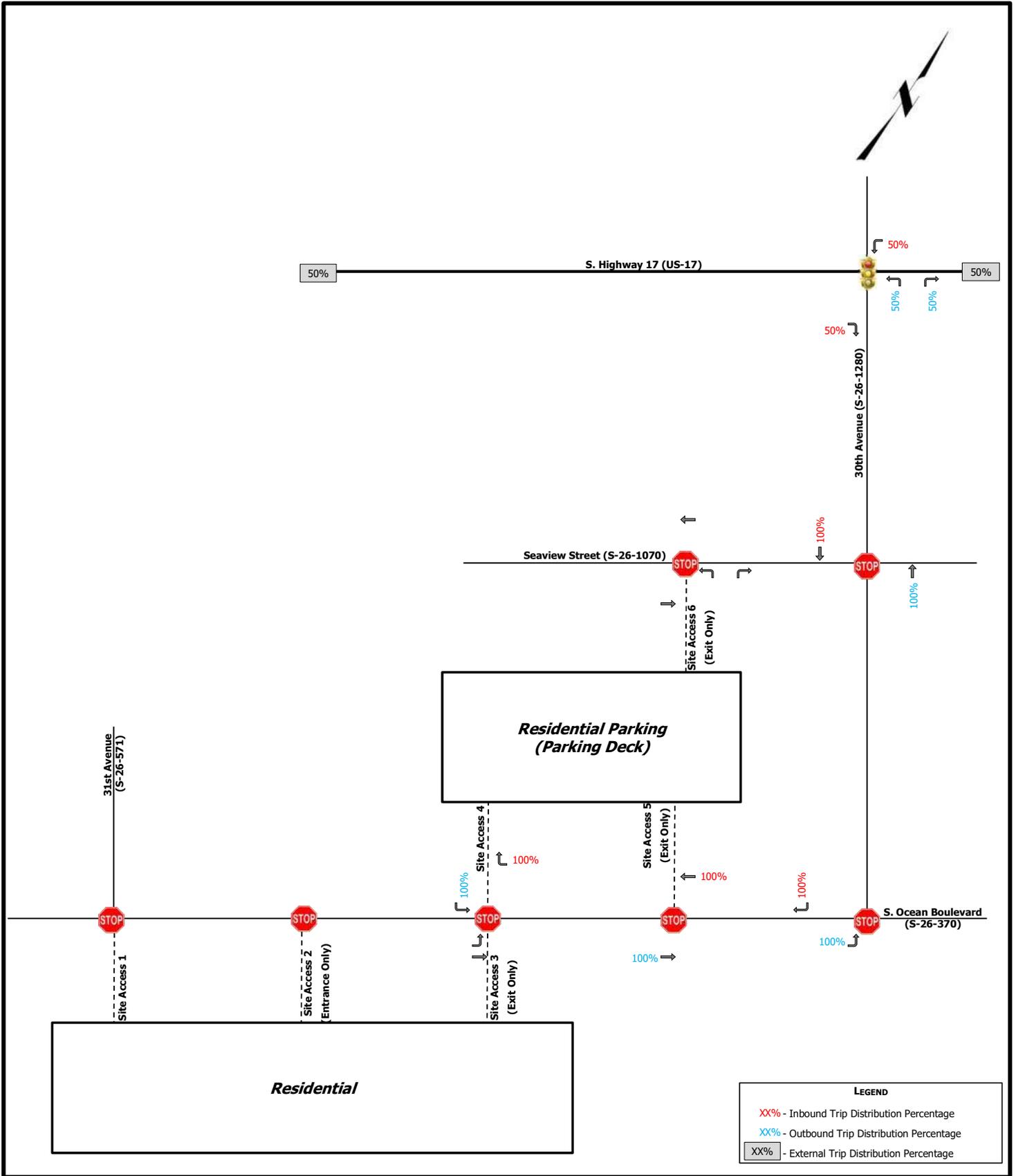
Land Use	ITE LUC	Size	Unit	Daily Traffic	AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (High-Rise)	222	27	DU	479	6	19	25	19	11	30
Hotel	310	301	DU	2,839	80	63	143	99	96	195
Strip Retail Plaza	822	6,538	SF	506	13	9	22	29	29	58
Total				3,824	99	91	190	147	136	283
LUC 222: Daily Trips: $T = 3.76(X) + 377.04$ (50% In; 50% Out) AM Peak Hour Trips: $T = 0.22(X) + 18.85$ (26% In; 74% Out) PM Peak Hour Trips: $T = 0.26(X) + 23.12$ (62% In; 38% Out)										
LUC 310: Daily Trips: $T = 10.84(X) - 423.51$ (50% In; 50% Out) AM Peak Hour Trips: $T = 0.50(X) - 7.45$ (56% In; 44% Out) PM Peak Hour Trips: $T = 0.74(X) - 27.89$ (51% In; 49% Out)										
LUC 822: Daily Trips: $T = 42.20(X) + 229.68$ (50% In; 50% Out) AM Peak Hour Trips: $\ln(T) = 0.66 \ln(X) + 1.84$ (60% In; 40% Out) PM Peak Hour Trips: $\ln(T) = 0.71 \ln(X) + 2.72$ (50% In; 50% 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 west via S. Highway 17
- 50% to / from the west via S. Highway 17

The directional distribution assumptions are shown in Figures 5a - 5d. The assignment of the project traffic is shown in Figures 6a - 6e. To represent a worst-case scenario from a traffic perspective, all trips were assumed to enter / exit the study area via the S. Highway 17 & 30th Avenue intersection.





S. Highway 17 (US-17)

30th Avenue (S-26-1280)

Seaview Street (S-26-1070)

31st Avenue (S-26-571)

Residential Parking (Parking Deck)

Residential

S. Ocean Boulevard (S-26-370)

STOP

STOP

STOP

STOP

STOP

Site Access 1

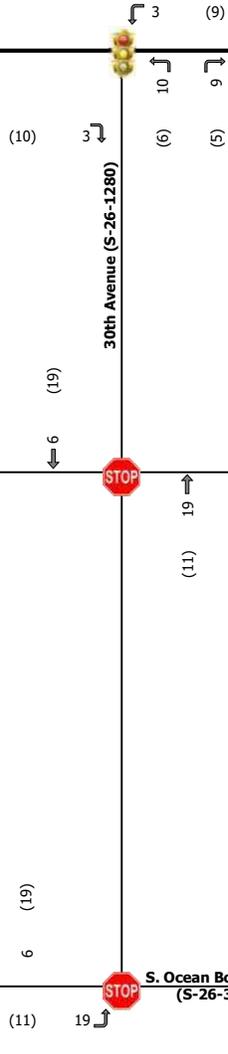
Site Access 2 (Entrances Only)

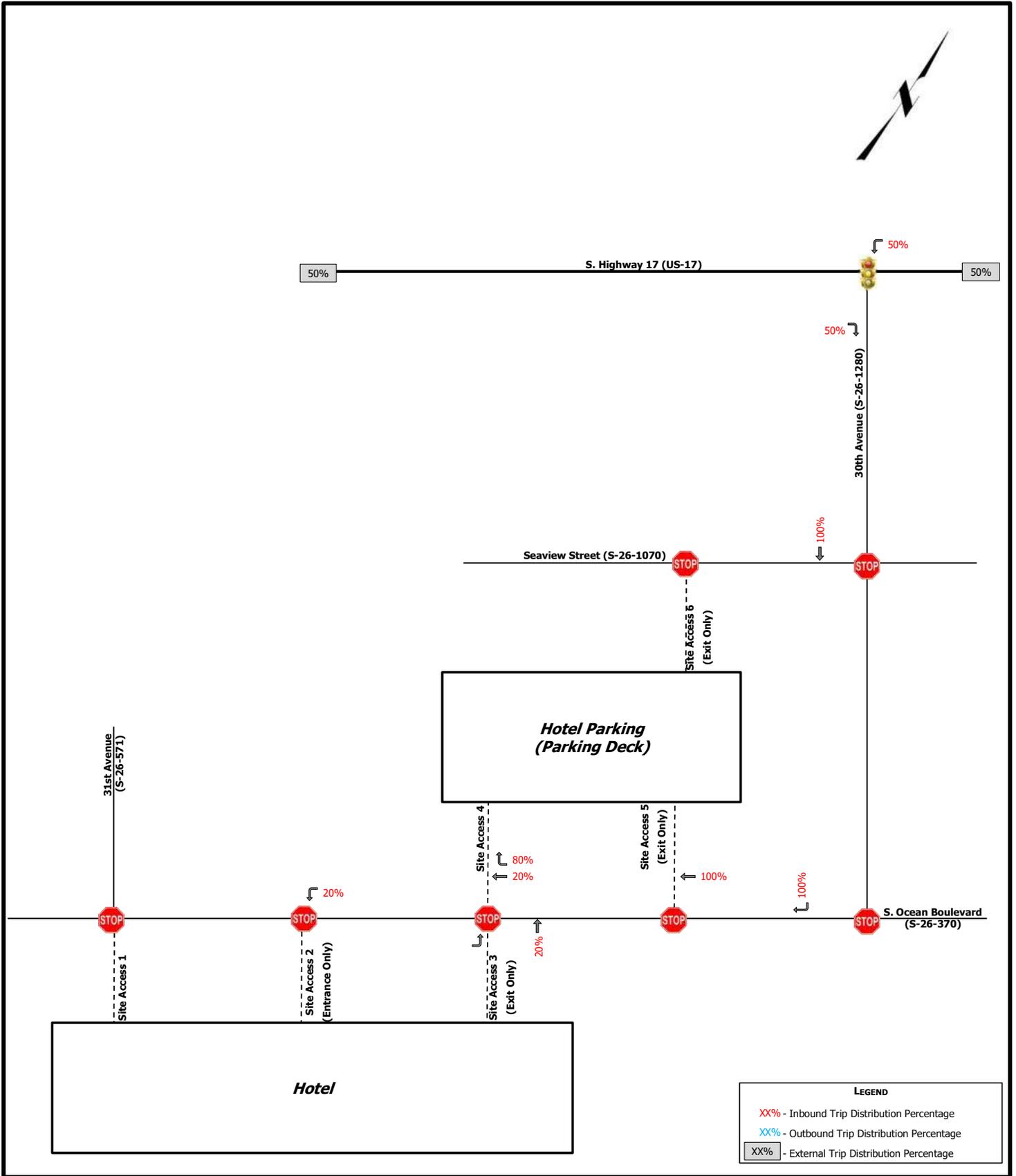
Site Access 3 (Exit Only)

Site Access 5 (Exit Only)

Site Access 6 (Exit Only)

LEGEND	
000-	AM Peak-Hour Trip Assignment
(000)-	PM Peak-Hour Trip Assignment

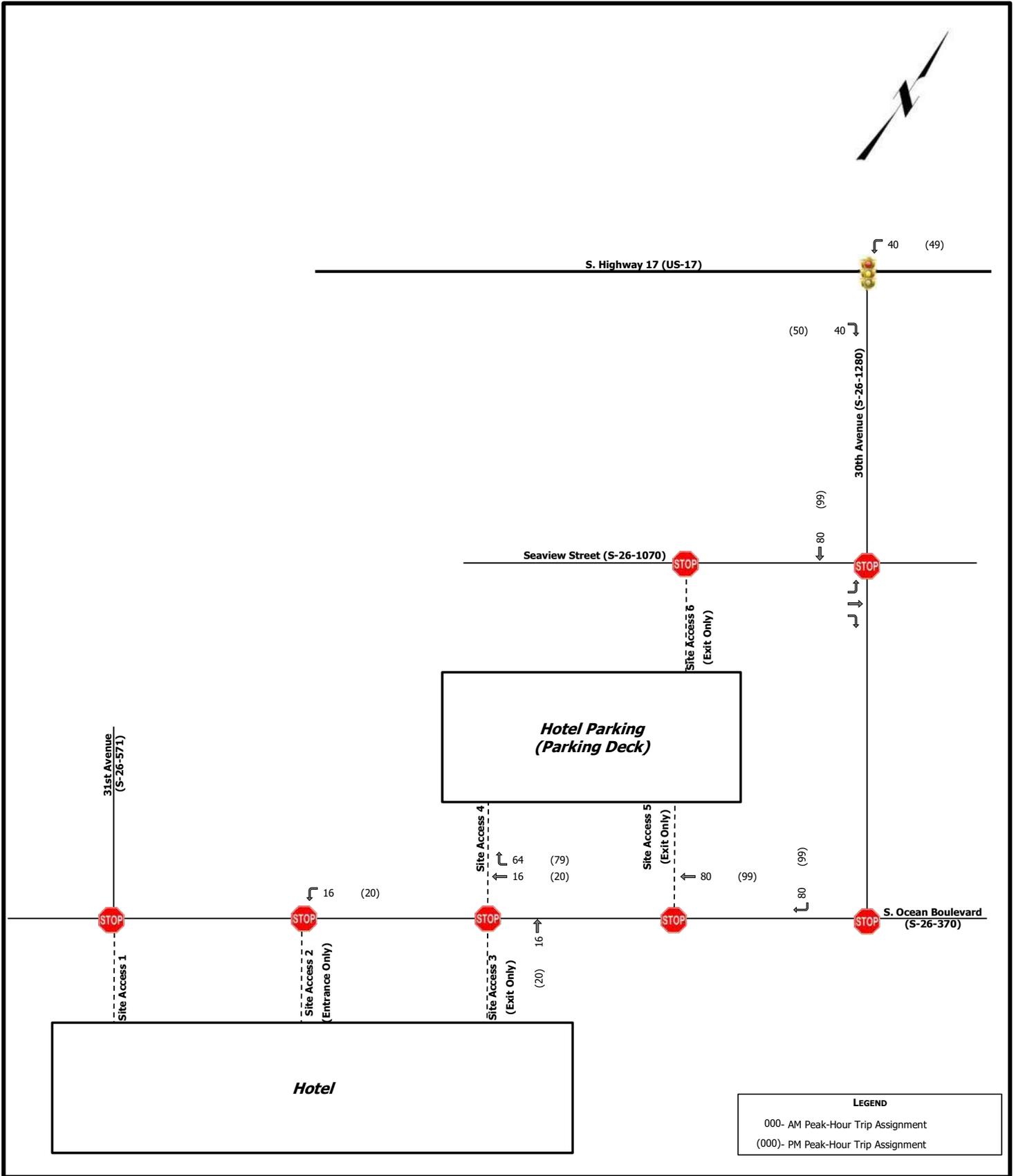


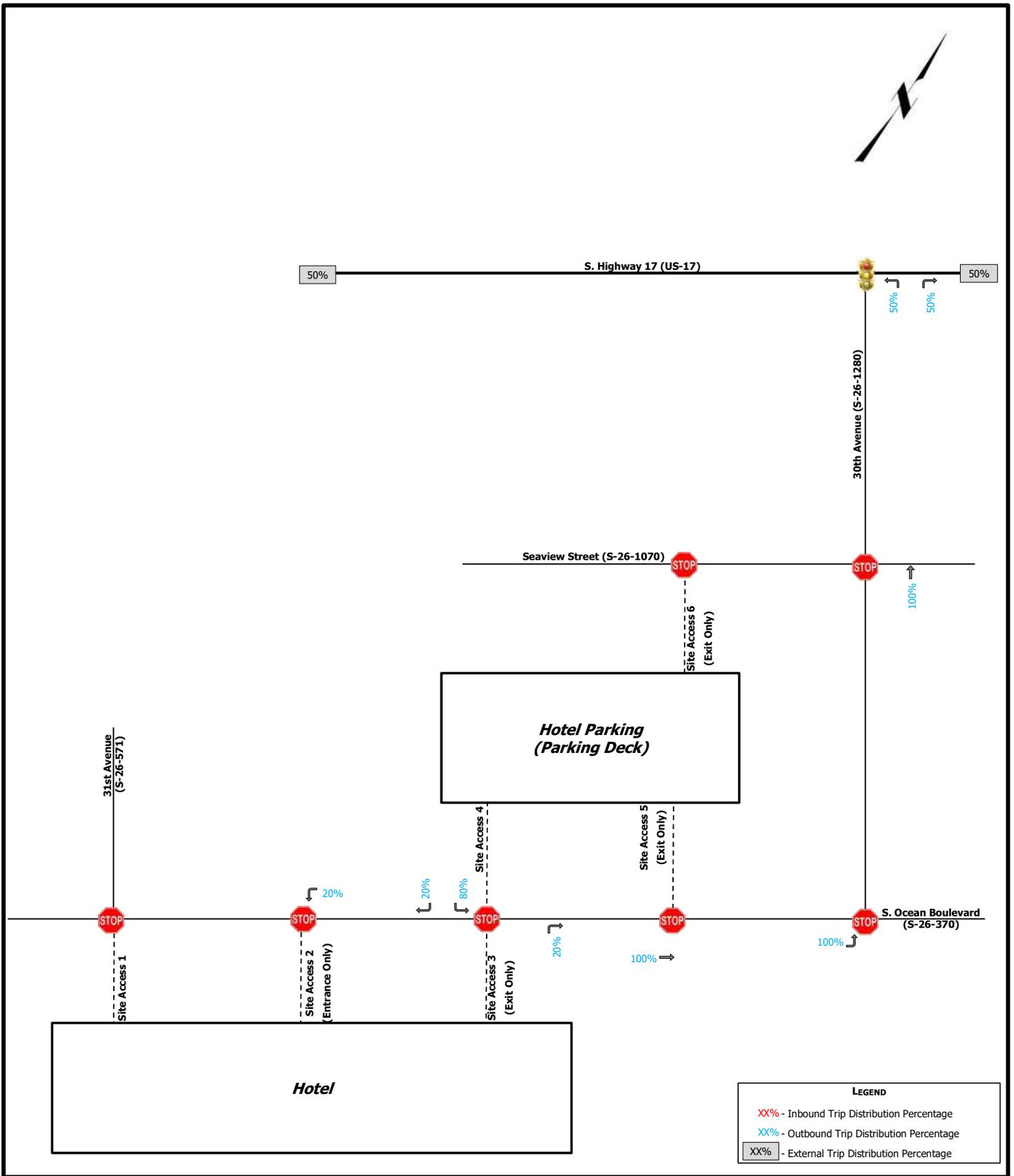


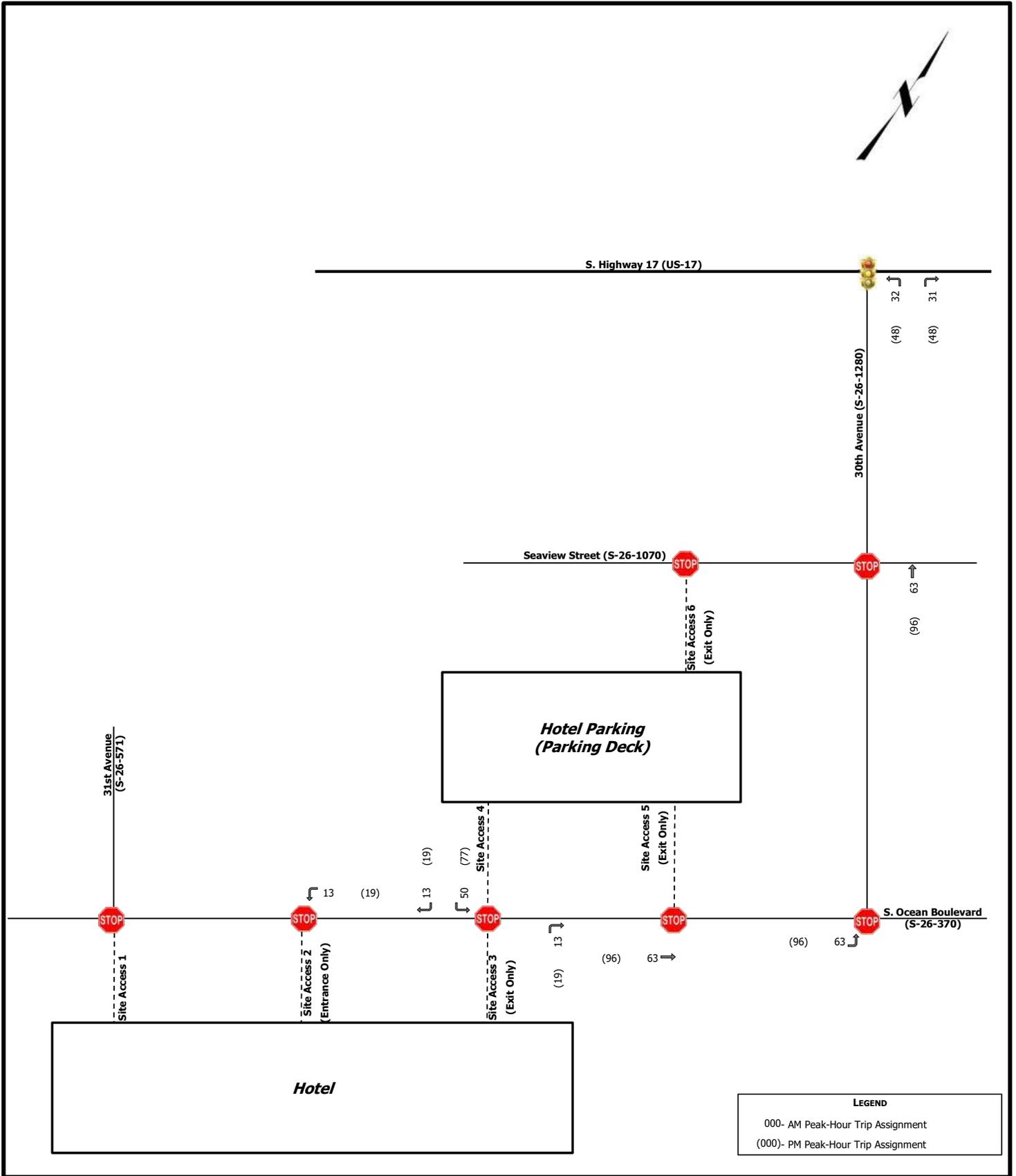
LEGEND	
XX%	- Inbound Trip Distribution Percentage
XX%	- Outbound Trip Distribution Percentage
XX%	- External Trip Distribution Percentage

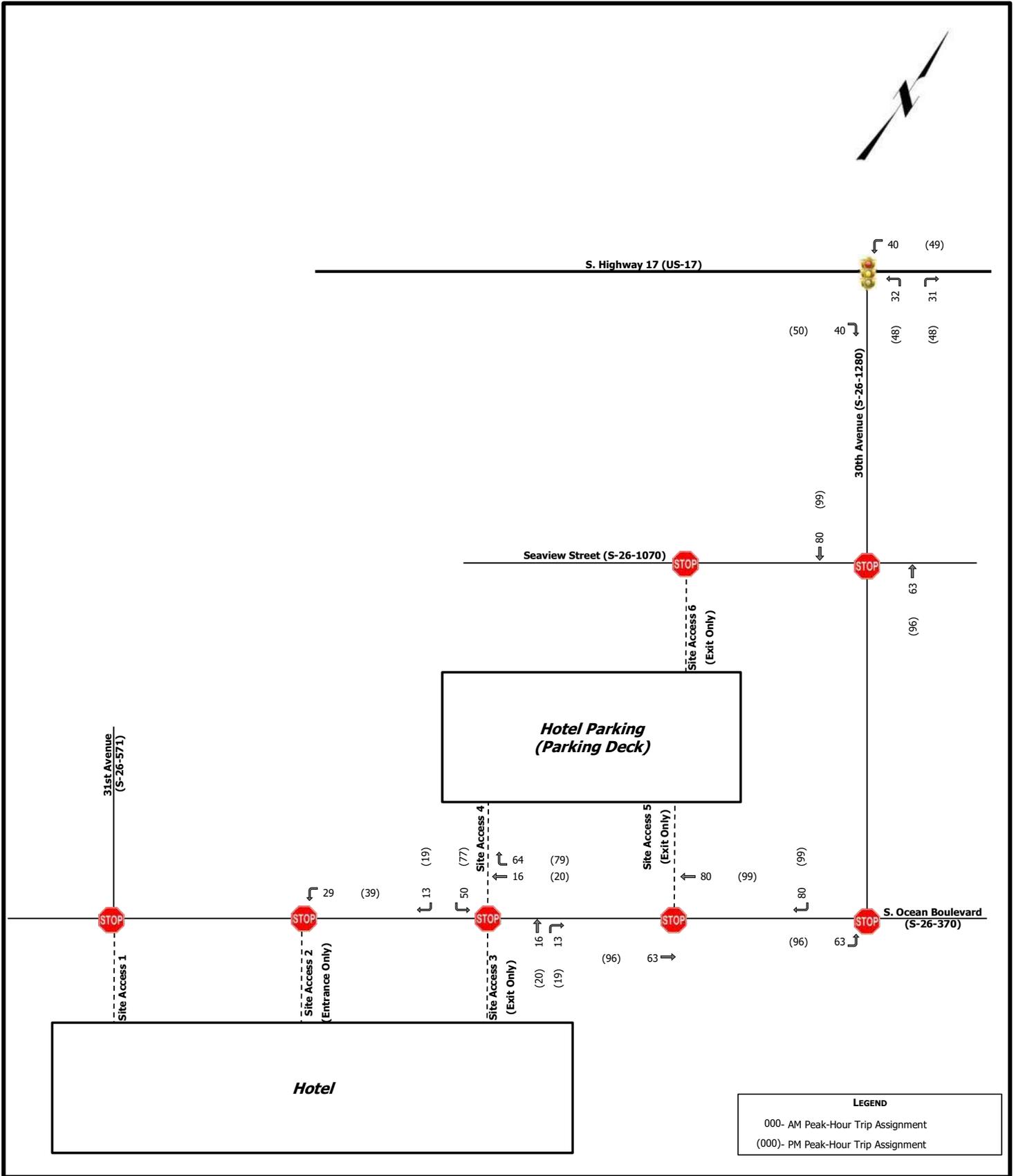


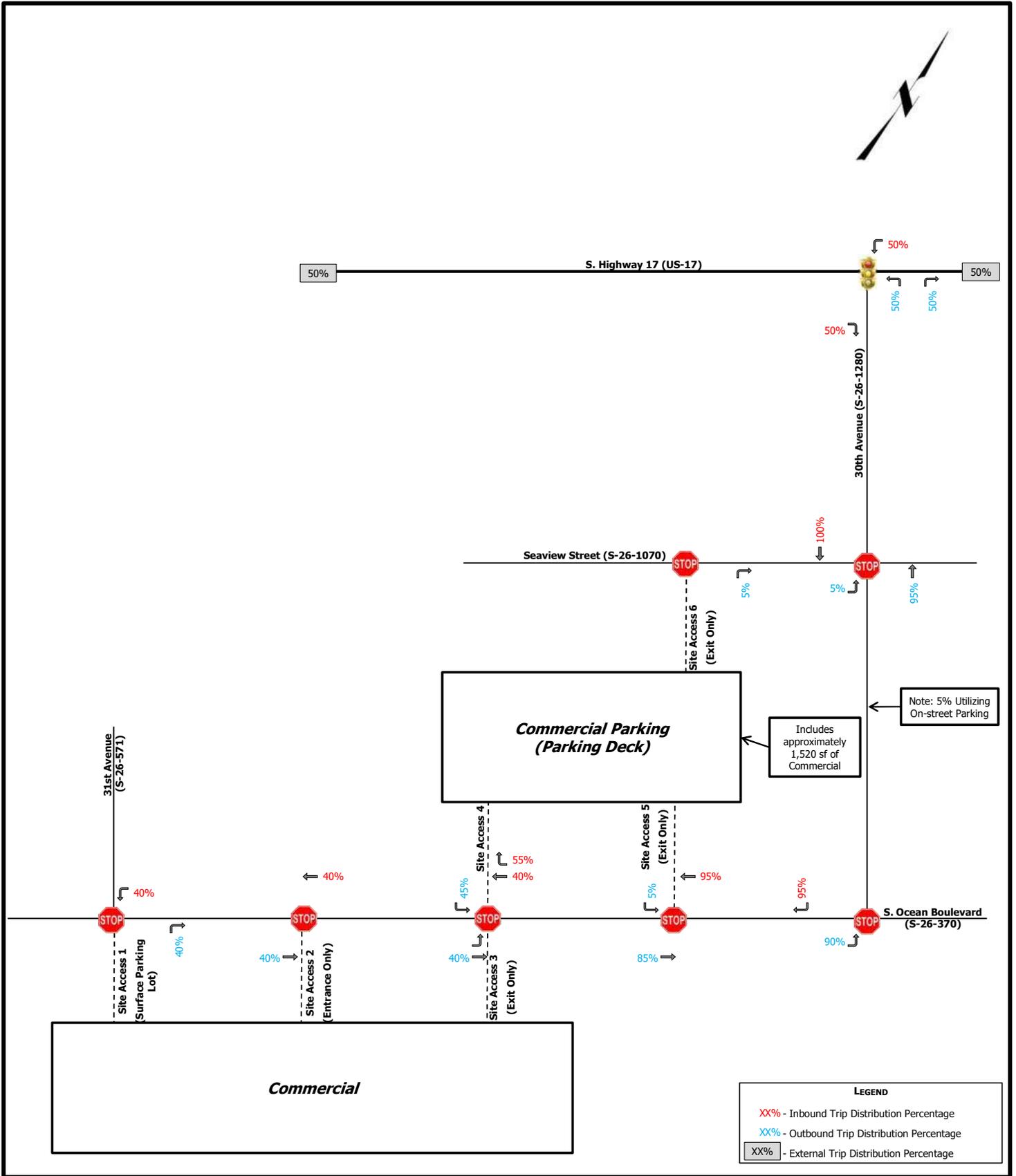
The Black Pearl - Traffic Impact Study
 Figure 5b - Project Trip Distribution (Hotel Inbound)
 Page 12

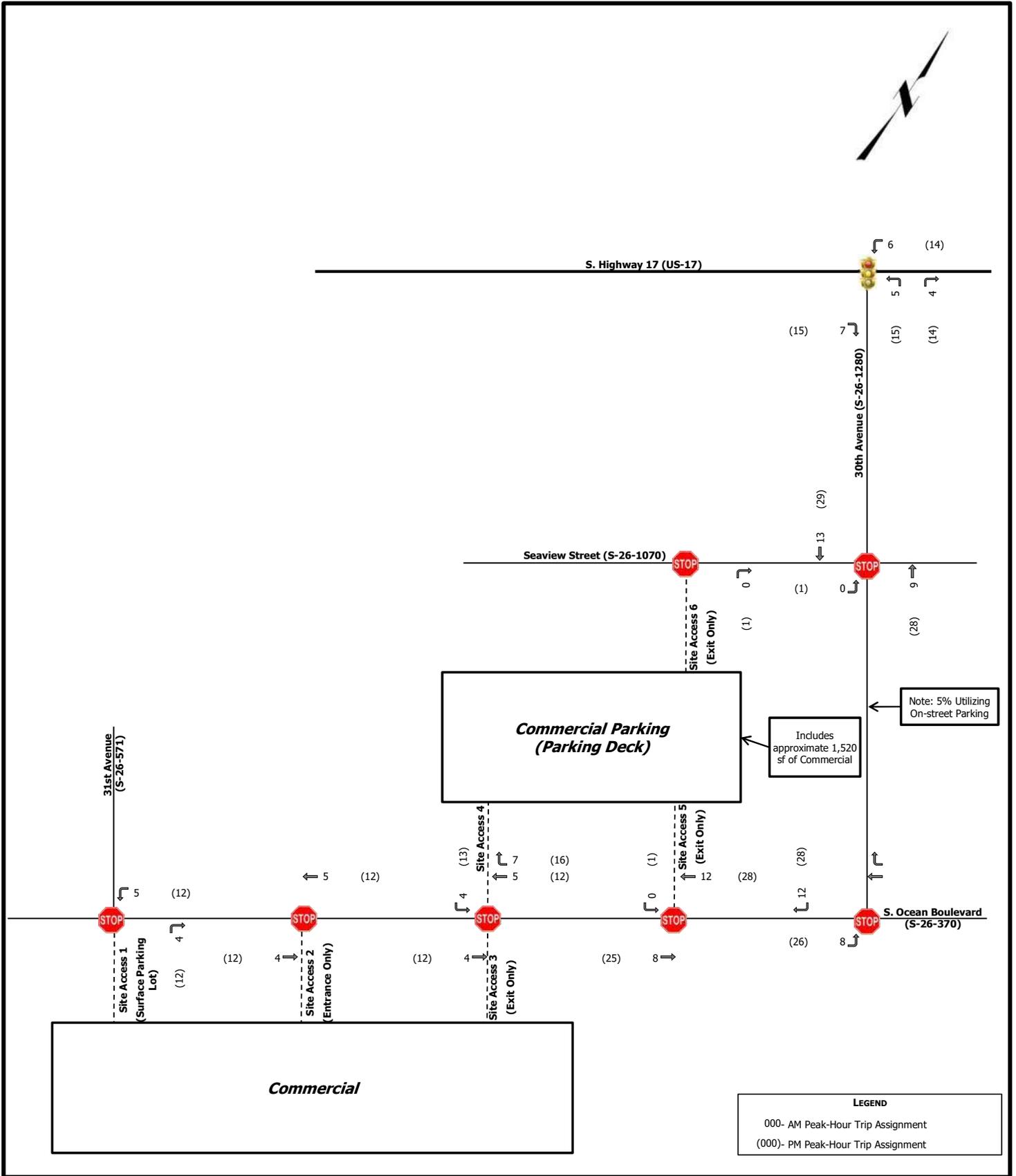












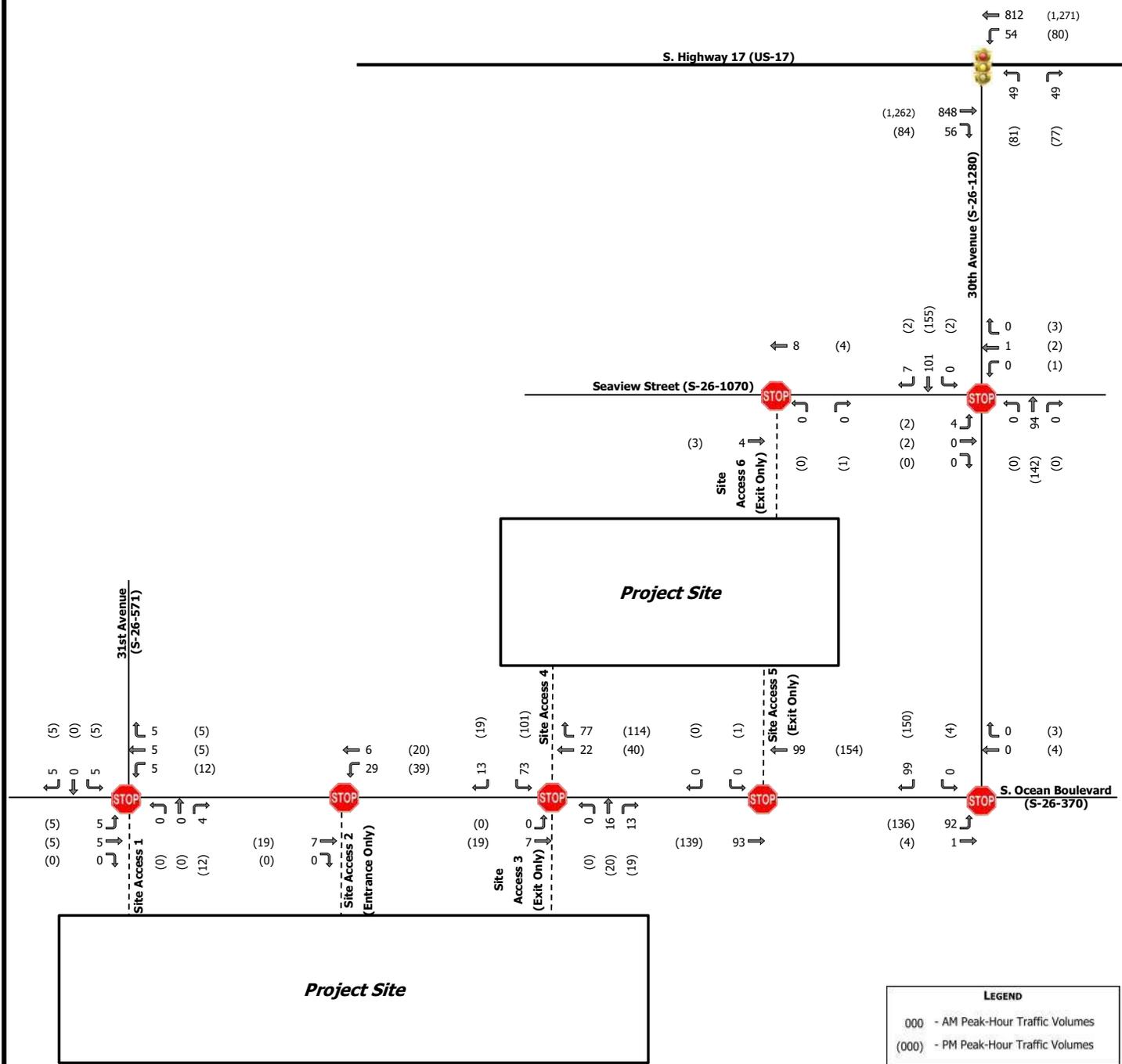
3. TRAFFIC VOLUME DEVELOPMENT

3.1. Future No-Build Traffic Volumes

To develop an annual background growth rate for use in the analysis, count data was reviewed from the years 2010 to 2019 at SCDOT Count Station 115. Reviewing the historic growth and observing the growth pattern in the surrounding area, a 1% annual growth was adopted for this study. Annual growth rate was utilized to develop the 2026 No-Build traffic volumes, which are illustrated in Figure 7.

3.2. Build Out Traffic Volumes

The site generated traffic volumes were added to the 2026 No-Build traffic volumes to determine the 2026 Build volumes. The 2026 Build volumes are illustrated in Figure 8. Volume development worksheets are included in Appendix C.



The Black Pearl - Traffic Impact Study
 Figure 8 - Build (2026) Peak-Hour Traffic Volumes
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4. TRAFFIC IMPACT ANALYSIS

4.1. Turn-Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2026 Build volumes. Turn-lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) Section 9.5.1.

Based on the anticipated build out volumes, auxiliary turn-lanes on S. Ocean Boulevard or Seaview Street are not warranted at the access points. Turn-lane analyses are provided in Appendix D.

4.2. Intersection LOS Analysis

Intersection analyses were conducted for the study intersections considering 2023 Existing conditions, 2026 No-Build conditions, and 2026 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 intersections.

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

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

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 results of the intersection analyses are summarized in Table 4.

Table 4 - Unsignalized and Signalized Intersection Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2022 Existing Conditions		2026 No-Build Conditions		2026 Build Conditions	
		AM	PM	AM	PM	AM	PM
S. Highway 17 & 30 th Avenue (Signalized)	EB	A/3.0	A/3.2	A/3.0	A/3.1	A/4.1	A/3.8
	WB	A/2.9	A/3.1	A/2.9	A/3.1	A/4.1	A/3.8
	NB	D/54.9	B/17.1	D/54.9	B/17.5	B/16.8	C/22.2
	<i>Overall</i>	A/3.2	A/3.3	A/3.2	A/3.3	A/4.8	A/4.8
30 th Avenue & Seaview Street (Unsignalized)	EB ²	A/9.3	A/9.0	A/9.3	A/9.0	B/11.0	B/11.0
	WB ²	A/9.1	A/8.8	A/9.1	A/8.8	B/10.3	B/10.3
	NB ¹	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0	A/0.0
	SB ¹	A/0.0	A/7.2	A/0.0	A/7.2	A/0.0	A/7.5
30 th Avenue & S. Ocean Boulevard (Unsignalized)	EB ¹	A/7.7	A/7.2	A/7.7	A/7.2	A/7.9	A/7.5
	WB ¹	--	--	--	--	--	--
	SB ²	A/8.3	A/8.5	A/8.3	A/8.5	A/8.7	A/9.0
S. Ocean Boulevard & 31 st Avenue / Site Access 1 (Unsignalized)	EB ¹	A/7.2	A/3.6	A/7.2	A/7.2	A/7.2	A/7.2
	WB ¹	--	--	--	--	A/7.2	A/7.2
	NB ²	--	--	--	--	A/8.3	A/8.4
	SB ²	A/8.5	A/8.5	A/8.5	A/8.5	A/8.6	A/8.7
S. Ocean Boulevard & Site Accesses 3 / 4 (Unsignalized)	EB ¹	--	--	--	--	A/0.0	A/0.0
	WB ¹	--	--	--	--	--	--
	NB ²	--	--	--	--	A/9.2	A/9.5
	SB ²	--	--	--	--	A/9.5	B/10.3
S. Ocean Boulevard & Site Access 5 (Unsignalized)	EB ¹	--	--	--	--	--	--
	WB ¹	--	--	--	--	--	--
	SB ²	--	--	--	--	A/0.0	B/10.3
Seaview Street & Site Access 6 (Unsignalized)	EB ¹	--	--	--	--	--	--
	WB ¹	--	--	--	--	--	--
	NB ²	--	--	--	--	A/0.0	A/8.3

¹LOS for major street left-turn movement; ²LOS for minor street approach

With construction of the project, all the study intersections should continue to function adequately. Note: The intersection of S. Ocean Boulevard / Site Access 2 was included in the analysis, but Synchro does not report LOS for unsignalized intersections with no side street volume. A capacity analysis summary is provided in Appendix E.

5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Black Pearl mixed-use development in accordance with Atlantic Beach and SCDOT guidelines. The development is proposed to be located along both sides of S. Ocean Boulevard in Atlantic Beach, South Carolina. The development is planned to contain a mixed-use tower along the southern side of S. Ocean Boulevard and a second tower along the northern side of S. Ocean Boulevard. The southern tower is planned to contain 24 multifamily units, 137 short-term residential units, 165 hotel units, and 5,018 sf of retail space. The northern tower is planned to contain a 10-level parking deck and 1,520 sf of retail space. The development is proposed to have five access driveways on S. Ocean Boulevard and one access driveway on Seaview Street. Additionally, access to the retail space in the northern tower will be provided via on-street parking along 30th Avenue. Traffic Scoping documentation is provided in Appendix A.

With construction of the project, all study intersections should function adequately; no changes are recommended. Site Accesses 1 & 4 should provide one ingress lane and one egress lane. Site Access 2 should provide one ingress lane. Site Accesses 3, 5, and 6 should provide one egress lane. Based on the 2026 anticipated build out volumes, auxiliary turn-lanes on S. Ocean Boulevard or Seaview Street are not warranted at any of the of the site accesses. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

APPENDIX A

Traffic Scoping Documentation

Cliff Lawson

From: Skipper, Joey H <SkipperJH@scdot.org>
Sent: Tuesday, February 28, 2023 8:52 AM
To: Michael Dennis
Cc: Jeff Ingham; Ward, Raleigh O.
Subject: RE: The Black Pearl
Attachments: 2022-12-06_22016-OSP Alleyway Exhibit (Drive Pavers).pdf

Hey Michael:

Thanks for the follow-up; sorry but I thought I had replied...

We agree with the locations you noted.
There's not a lot of background traffic in AB...

And yep, planning on the conference, so hope to see you

Thanks,
Joey

From: Michael Dennis <mdennis@rameykemp.com>
Sent: Tuesday, February 28, 2023 8:40 AM
To: Skipper, Joey H <SkipperJH@scdot.org>
Cc: Jeff Ingham <jingham@rameykemp.com>
Subject: RE: The Black Pearl

***** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. *****

Joey,

I was just following up on this email and my phone call. The client is itching to get this new highrise started on Atlantic Beach. There doesn't seem to be much traffic out there and I have talked to Stacy to get the factors for seasonal volumes, so I don't think there will be any trouble handling the traffic. I was thinking of getting a count on US 17 at 30th Avenue/Atlantic Street and then maybe Ocean Blvd and 2nd Avenue/Seaview Street at Atlantic/30th Ave since they are planning/wanting accesses on both of those streets.

If that sounds good to you let me know and I'll move forward with those counts.

Hope to see you in about 5 weeks at the conference.

Michael

From: Michael Dennis
Sent: Wednesday, February 22, 2023 7:31 AM
To: Skipper, Joey H <skipperjh@scdot.org>
Cc: Jeff Ingham <jingham@rameykemp.com>
Subject: The Black Pearl

Joey,

I hope you have been doing great and looking forward to the spring baseball season or has that part of your life passed like mine.

We have been asked to scope a TIA for a new high-rise hotel on S. Ocean Boulevard (S-26-370) in Atlantic Beach. The development will also have a parking garage that will access S. Ocean Blvd and Seaview Street/2nd Avenue (S-26-1070). Could you please review the attached site plan and provide me with what intersections you would like to see studied as part of this project.

Look forward to seeing you at the engineers conference next month.

Thanks,
Michael A. Dennis, PE
SC Public Sector Traffic Lead

D 803 234 6821 C 803 606 2834



Cliff Lawson

From: Skipper, Joey H <SkipperJH@scdot.org>
Sent: Thursday, May 11, 2023 10:41 AM
To: Cliff Lawson
Cc: Michael Dennis; Jeff Ingham; Ward, Raleigh O.
Subject: RE: The Black Pearl TIS
Attachments: 2022-12-06_22016-OSP Alleyway Exhibit (Drive Pavers-Garage).pdf

Hey Cliff:

I don't think additional traffic counts are needed based on the small size of the parking lot and the existing volumes on 31st.

Thanks,
Joey

From: Cliff Lawson <clawson@rameykemp.com>
Sent: Friday, May 5, 2023 11:55 AM
To: Skipper, Joey H <SkipperJH@scdot.org>
Cc: Michael Dennis <mdennis@rameykemp.com>; Jeff Ingham <jingham@rameykemp.com>; Ward, Raleigh O. <WardRO@scdot.org>
Subject: The Black Pearl TIS

***** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. *****

Joey,

I hope you are doing well. I wanted to follow up with you regarding the Black Pearl TIS. Per the attached email, you and Michael agreed on the study area intersections listed below. Per the updated site plan, there will be a small surface parking lot that will have its driveway as the fourth leg to the existing 31st Avenue / S. Ocean Boulevard intersection. We have already conducted counts at the intersections below. Would you like us to conduct counts at the 31st Avenue / S. Ocean Boulevard intersection or can we estimate volumes? Based on the intersection's surroundings, I would imagine only a few cars currently utilize the intersection. I was thinking of using a nominal value in the existing / no-build conditions (i.e. 5 vehicles per movement).

Current study area intersections:

- S Highway 17 (US 17) & 30th Avenue (S-26-1280)
- 30th Avenue (S-26-1280) & Seaview Street (S-26-1070)
- 30th Avenue (S-26-1280) & S. Ocean Boulevard (S-26-370)

Thanks,

Cliff

Cliff Lawson, PE, PTOE
South Carolina Traffic Operations Lead

Cliff Lawson

From: Dwayne Dancy <ddancy@isoparm.com>
Sent: Wednesday, May 10, 2023 3:18 PM
To: Jim Green
Cc: Cliff Lawson; Timothy Mauck; Michael Dennis
Subject: Re: Black Pearl TIS

Architect responses in **blue**

To answer some of the other questions that came in. We believe construction will take anywhere between 18-24 months. If all goes well we will begin before the end of this year.

Also, the parking will be 10 levels high (it previously was 11).

I am also going to send our last presentation. It may help answer some questions.

Timothy,

This is a follow-up to the voicemail I left you earlier. I am currently working through the traffic study, and I need a few items clarified before I can move forward. Please note hotel units have a different trip generation rate compared to multifamily units so I need those units broken out separately. I will ultimately need an updated site plan with finalized building program numbers, but for now just answering the questions below will suffice.

- Black Pearl Ocean Front Tower (south of S. Ocean Boulevard)
 - Building Program **All of these items are best to be addressed by Dwayne Dancy, the project architect. He will have the most up to date information.**
 - Hotel Units → Please provide the number of units - **164 units**
 - AirBNB Type Units → Please provide the number of units - **137 units**
 - Condos → Please provide the number of units - **27 units (top 3 floors)**
 - Retail Space → Please provide total square footage for the retail space for this tower. **5,018 sf**
 - Total number of floors → 20 (Please verify) - **YES.. 20**

- Black Pearl Second Row Tower (north of S. Ocean Boulevard)
 - Building Program
 - Parking Deck → Is it the intent that the parking deck will only be utilized by this development (i.e. this is not a public parking deck to be used by folks who just want to access the beach)? **The parking garage will be private use.**
 - Small Retail Space → Per the highlighted text (see image below), the parking deck will include “small retail spaces” that will be accessed via on-street parking along Atlantic Street (30th Avenue). Is this accurate? If so, please provide the total square footage for the retail space. **1,520 sf**

- Access (see image below for clarification)
 - S Ocean Blvd / Hotel Access 2 (entrance only) → Does this access allow left-ins? **Yes. The traffic along this road is negligible and next to none. The road is only 3-4 blocks long and gated off from NMB on both ends. These parking spaces will be open to the public.**
 - S Ocean Blvd / Hotel Access 3 / Parking Deck Access 1 → Upon exiting Hotel Access 3, will vehicles be able to turn left or keep straight (i.e. travel directly into the deck via Deck Access 1)? **What you describe is the intent. I think we will need some direction from you on this. Keep in mind that all we have on paper is conceptual at this time, so it can be changed.**
 - General Observation: Based on my interpretation of the site plan and the flow arrows, it appears that the vast majority of patrons will enter and exit the parking deck via Deck Access 1 as the deck ramp dumps into Deck Access 1. It appears that only the 1st floor of the deck would be able to use Deck Accesses 2 and 3. Is that the case? It was my understanding that the intent was for people to enter the Parking Deck off S. Ocean Boulevard and exit via 2nd Avenue (Seaview Street). It would be ideal for traffic if more exiting vehicles could utilize the other two access points to alleviate potential conflicts at Deck Access 1. Please let me know if I am misinterpreting the site plan. **See answer above.**

On Tue, May 9, 2023 at 5:20 PM Jim Green <Jim@g3engineering.org> wrote:

Cliff,

See below in red.

Dwayne,

Please correct if I misspoke.



James H. Green, PE

Senior Partner and CFO

Phone 843-237-1001



24 Commerce Dr., Pawleys Island, SC 29585

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APPENDIX B

Traffic Count Data

SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

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

S. Highway 17 & 30th Avenue

File Name : US 17 @ Atlantic St

Site Code :

Start Date : 05/03/2023

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Business Southbound				US 17 Westbound				Atlantic St Northbound				US 17 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	0	0	0	0	137	0	0	0	0	0	0	0	122	0	0	259
07:15	0	0	0	0	3	151	0	0	0	0	3	1	0	133	1	0	292
07:30	0	0	0	0	0	164	0	0	0	0	3	0	0	184	2	0	353
07:45	0	0	0	0	3	174	0	0	1	0	6	0	0	188	0	0	372
Total	0	0	0	0	6	626	0	0	1	0	12	1	0	627	3	0	1276
08:00	0	0	0	0	1	186	0	0	0	0	0	0	0	191	1	0	379
08:15	0	0	0	0	3	174	0	0	0	0	1	0	0	182	2	0	362
08:30	0	0	0	0	1	221	0	0	1	0	2	0	0	245	1	0	471
08:45	0	0	0	0	0	207	0	0	1	0	2	1	1	205	2	0	419
Total	0	0	0	0	5	788	0	0	2	0	5	1	1	823	6	0	1631
16:00	0	0	0	0	5	273	0	0	2	0	1	0	1	276	7	0	565
16:15	0	0	2	0	2	290	0	0	0	0	3	0	0	338	3	1	639
16:30	0	1	0	0	3	298	0	0	1	0	4	0	1	302	1	0	611
16:45	0	0	2	0	2	322	0	0	4	0	2	1	1	293	0	0	627
Total	0	1	4	0	12	1183	0	0	7	0	10	1	3	1209	11	1	2442
17:00	0	0	1	0	2	289	0	0	2	0	1	0	1	315	4	0	615
17:15	1	0	1	1	1	325	1	0	5	0	3	0	0	315	4	0	657
17:30	0	0	0	0	3	300	0	0	0	0	1	0	1	280	4	0	589
17:45	0	0	1	2	2	266	0	3	0	0	0	0	1	274	5	0	554
Total	1	0	3	3	8	1180	1	3	7	0	5	0	3	1184	17	0	2415
Grand Total	1	1	7	3	31	3777	1	3	17	0	32	3	7	3843	37	1	7764
Apprch %	8.3	8.3	58.3	25	0.8	99.1	0	0.1	32.7	0	61.5	5.8	0.2	98.8	1	0	
Total %	0	0	0.1	0	0.4	48.6	0	0	0.2	0	0.4	0	0.1	49.5	0.5	0	
Passenger Vehicles	1	1	7	3	28	3724	1	3	16	0	25	3	7	3793	35	1	7648
% Passenger Vehicles	100	100	100	100	90.3	98.6	100	100	94.1	0	78.1	100	100	98.7	94.6	100	98.5
Heavy Vehicles	0	0	0	0	3	45	0	0	1	0	4	0	0	44	2	0	99
% Heavy Vehicles	0	0	0	0	9.7	1.2	0	0	5.9	0	12.5	0	0	1.1	5.4	0	1.3
Buses	0	0	0	0	0	8	0	0	0	0	3	0	0	6	0	0	17
% Buses	0	0	0	0	0	0.2	0	0	0	0	9.4	0	0	0.2	0	0	0.2

SHORT COUNTS, LLC

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Columbia, SC 29201

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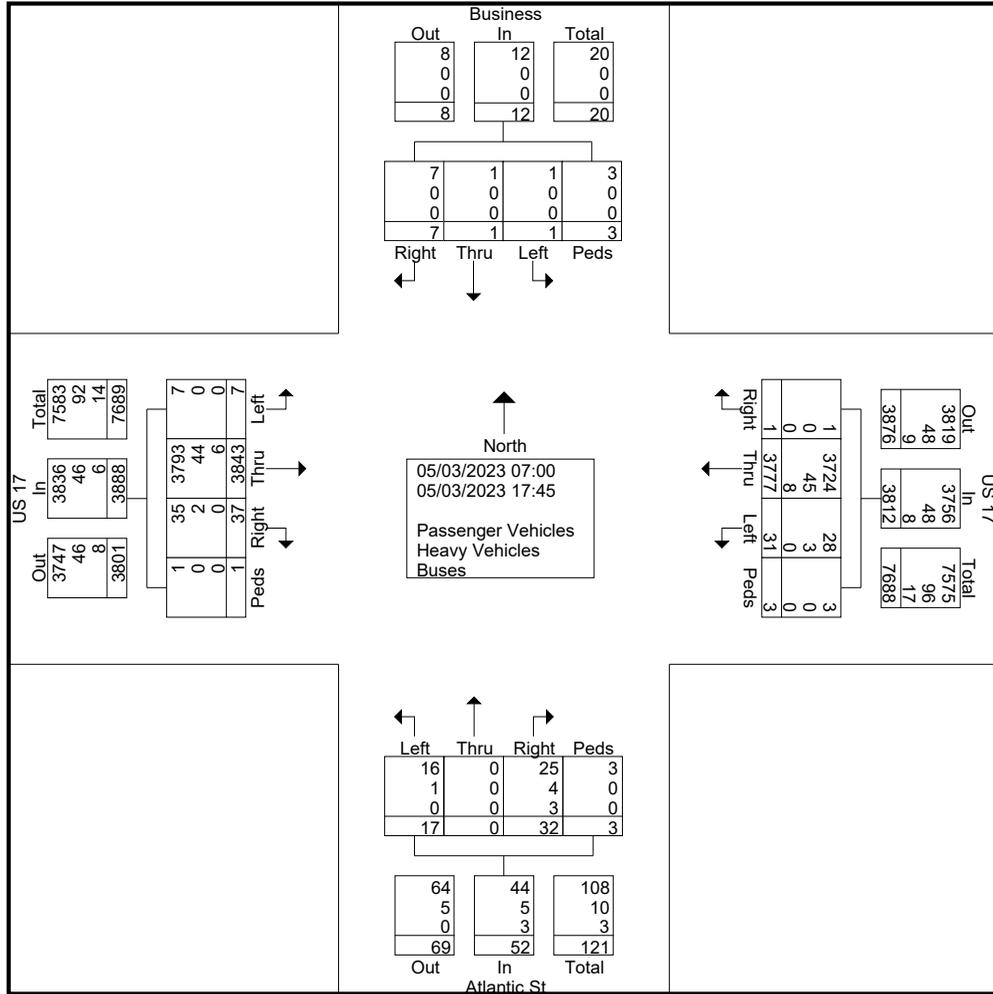
S. Highway 17 & 30th Avenue

File Name : US 17 @ Atlantic St

Site Code :

Start Date : 05/03/2023

Page No : 2



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

S. Highway 17 & 30th Avenue

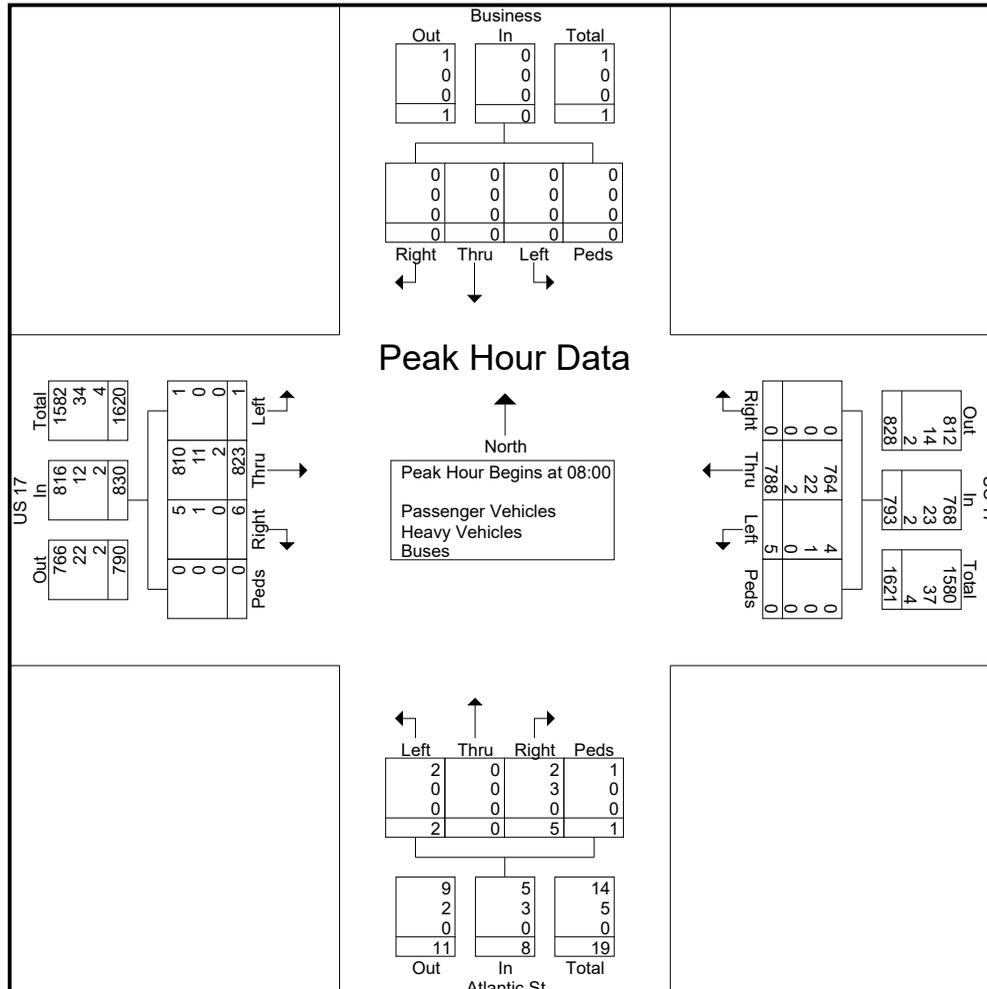
File Name : US 17 @ Atlantic St

Site Code :

Start Date : 05/03/2023

Page No : 3

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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	1	186	0	0	187	0	0	0	0	0	0	191	1	0	192	379
08:15	0	0	0	0	0	3	174	0	0	177	0	0	1	0	1	0	182	2	0	184	362
08:30	0	0	0	0	0	1	221	0	0	222	1	0	2	0	3	0	245	1	0	246	471
08:45	0	0	0	0	0	0	207	0	0	207	1	0	2	1	4	1	205	2	0	208	419
Total Volume	0	0	0	0	0	5	788	0	0	793	2	0	5	1	8	1	823	6	0	830	1631
% App. Total	0	0	0	0	0	0.6	99.4	0	0		25	0	62.5	12.5		0.1	99.2	0.7	0		
PHF	.000	.000	.000	.000	.000	.417	.891	.000	.000	.893	.500	.000	.625	.250	.500	.250	.840	.750	.000	.843	.866
Passenger Vehicles	0	0	0	0	0	4	764	0	0	768	2	0	2	1	5	1	810	5	0	816	1589
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	1	22	0	0	23	0	0	3	0	3	0	11	1	0	12	38
% Heavy Vehicles	0	0	0	0	0	20.0	2.8	0	0	2.9	0	0	60.0	0	37.5	0	1.3	16.7	0	1.4	2.3
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.2



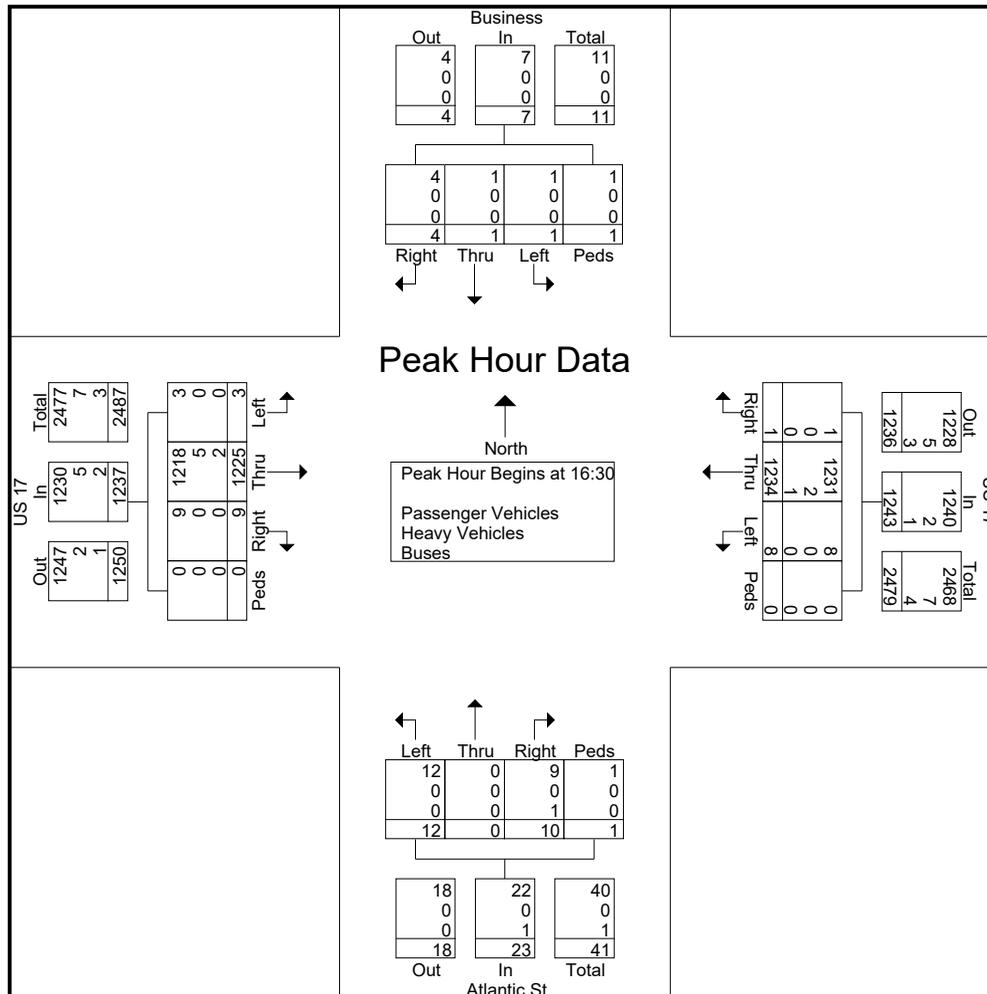
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S. Highway 17 & 30th Avenue
File Name : US 17 @ Atlantic St
Site Code :
Start Date : 05/03/2023
Page No : 4

Start Time	Business Southbound					US 17 Westbound					Atlantic St Northbound					US 17 Eastbound					Int. Total
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Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	3	298	0	0	301	1	0	4	0	5	1	302	1	0	304	611
16:45	0	0	2	0	2	2	322	0	0	324	4	0	2	1	7	1	293	0	0	294	627
17:00	0	0	1	0	1	2	289	0	0	291	2	0	1	0	3	1	315	4	0	320	615
17:15	1	0	1	1	3	1	325	1	0	327	5	0	3	0	8	0	315	4	0	319	657
Total Volume	1	1	4	1	7	8	1234	1	0	1243	12	0	10	1	23	3	1225	9	0	1237	2510
% App. Total	14.3	14.3	57.1	14.3		0.6	99.3	0.1	0		52.2	0	43.5	4.3		0.2	99	0.7	0		
PHF	.250	.250	.500	.250	.583	.667	.949	.250	.000	.950	.600	.000	.625	.250	.719	.750	.972	.563	.000	.966	.955
Passenger Vehicles	1	1	4	1	7	8	1231	100	0	99.8	100	0	90.0	100	95.7	100	99.4	100	0	99.4	99.6
% Passenger Vehicles	100	100	100	100	100	100	99.8	100	0	99.8	100	0	90.0	100	95.7	100	99.4	100	0	99.4	99.6
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
% Heavy Vehicles	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.4	0.3
Buses	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	10.0	0	4.3	0	0.2	0	0	0.2	0.2



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30th Avenue & Seaview Street

File Name : Atlantic St @ 2nd Ave

Site Code :

Start Date : 05/03/2023

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

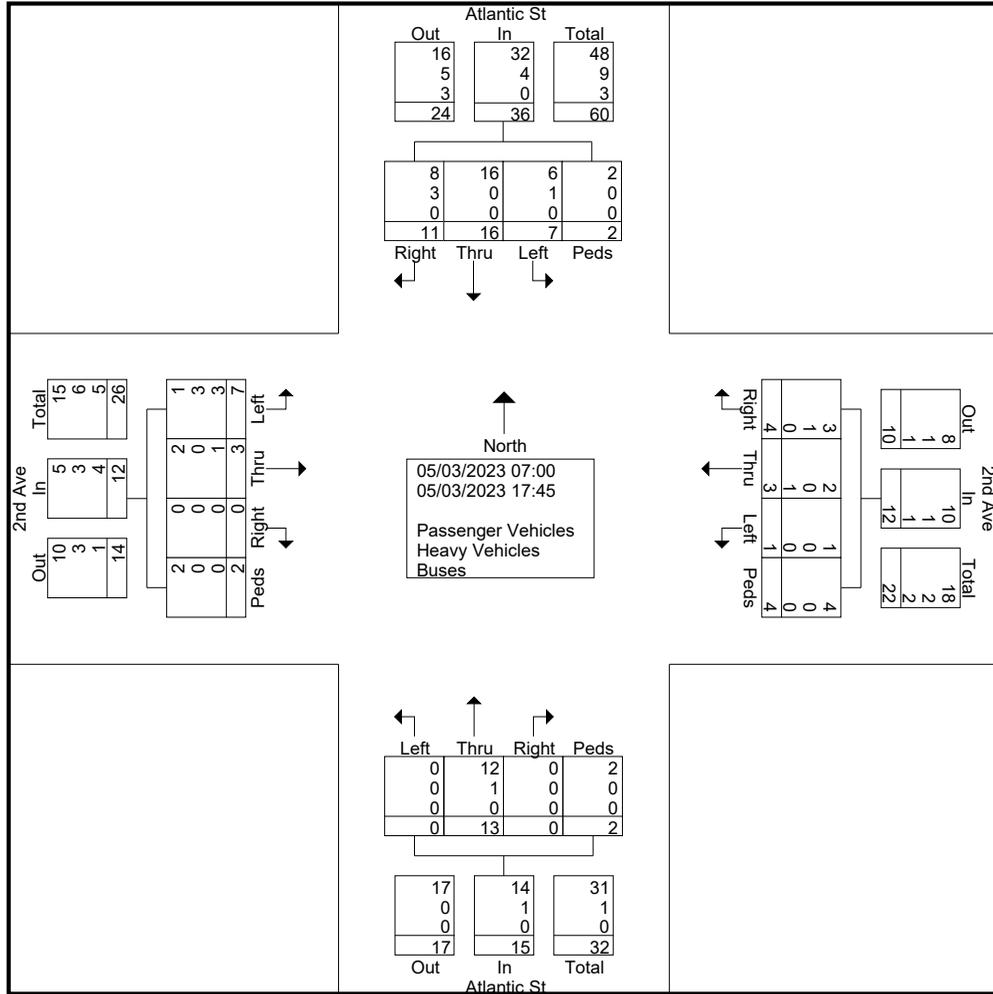
Start Time	Atlantic St Southbound				2nd Ave Westbound				Atlantic St Northbound				2nd Ave Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:15	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45	0	2	4	0	0	0	0	0	0	1	0	1	2	0	0	0	10
Total	1	2	6	0	0	0	0	0	0	1	0	1	4	0	0	0	15
08:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	3
08:30	0	0	1	0	0	0	0	2	0	2	0	0	1	0	0	0	6
08:45	1	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	7
Total	1	1	3	0	0	1	1	4	0	3	0	1	2	0	0	1	18
16:00	1	5	1	1	0	2	0	0	0	0	0	0	0	1	0	0	11
16:15	1	1	0	0	1	0	1	0	0	4	0	0	0	0	0	1	9
16:30	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0	4
16:45	0	1	1	0	0	0	2	0	0	1	0	0	0	1	0	0	6
Total	2	8	2	1	1	2	3	0	0	7	0	0	1	2	0	1	30
17:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
17:15	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4
Total	3	5	0	1	0	0	0	0	0	2	0	0	0	1	0	0	12
Grand Total	7	16	11	2	1	3	4	4	0	13	0	2	7	3	0	2	75
Apprch %	19.4	44.4	30.6	5.6	8.3	25	33.3	33.3	0	86.7	0	13.3	58.3	25	0	16.7	
Total %	9.3	21.3	14.7	2.7	1.3	4	5.3	5.3	0	17.3	0	2.7	9.3	4	0	2.7	
Passenger Vehicles	6	16	8	2	1	2	3	4	0	12	0	2	1	2	0	2	61
% Passenger Vehicles	85.7	100	72.7	100	100	66.7	75	100	0	92.3	0	100	14.3	66.7	0	100	81.3
Heavy Vehicles	1	0	3	0	0	0	1	0	0	1	0	0	3	0	0	0	9
% Heavy Vehicles	14.3	0	27.3	0	0	0	25	0	0	7.7	0	0	42.9	0	0	0	12
Buses	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	5
% Buses	0	0	0	0	0	33.3	0	0	0	0	0	0	42.9	33.3	0	0	6.7

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30th Avenue & Seaview Street
File Name : Atlantic St @ 2nd Ave
Site Code :
Start Date : 05/03/2023
Page No : 2



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30th Avenue & Seaview Street

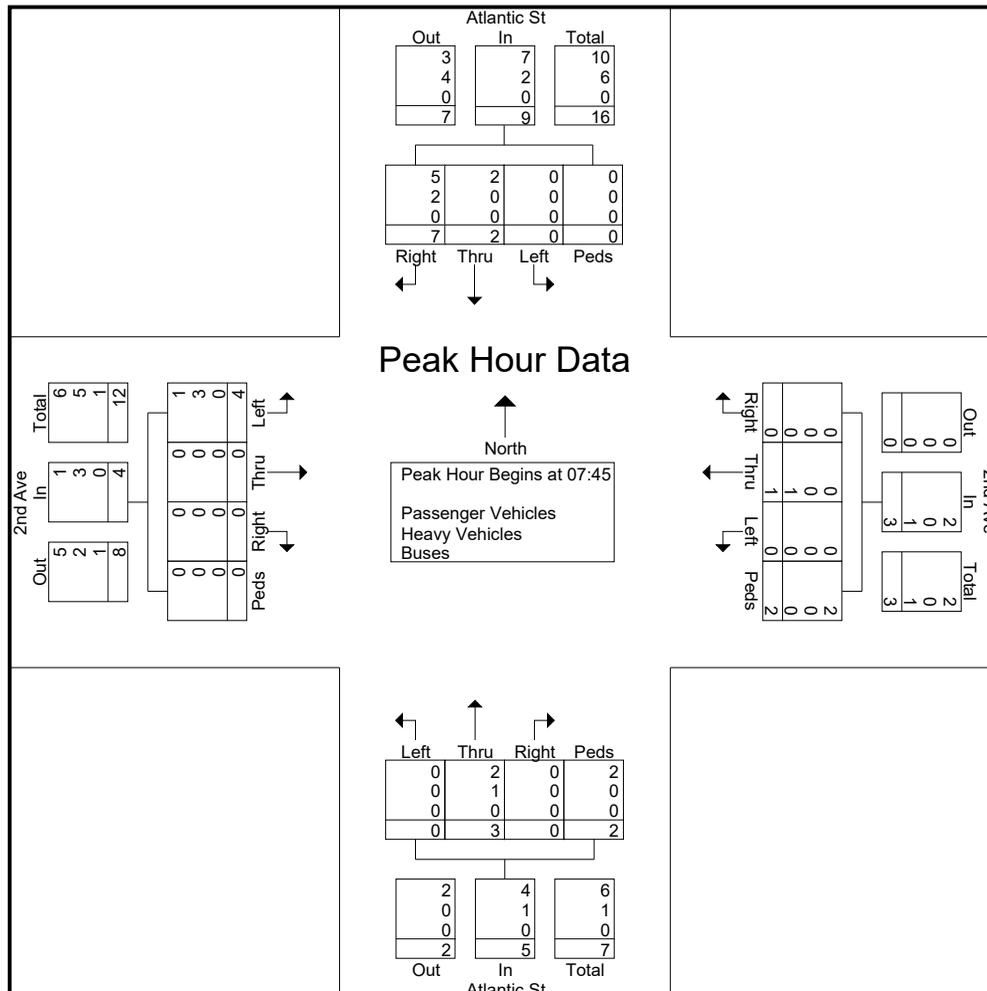
File Name : Atlantic St @ 2nd Ave

Site Code :

Start Date : 05/03/2023

Page No : 3

Start Time	Atlantic St Southbound					2nd Ave Westbound					Atlantic St Northbound					2nd Ave Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45																						
07:45	0	2	4	0	6	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	2	10
08:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3
08:30	0	0	1	0	1	0	0	0	2	2	0	2	0	0	2	1	0	0	0	0	1	6
Total Volume	0	2	7	0	9	0	1	0	2	3	0	3	0	2	5	4	0	0	0	0	4	21
% App. Total	0	22.2	77.8	0		0	33.3	0	66.7		0	60	0	40		100	0	0	0	0		
PHF	.000	.250	.438	.000	.375	.000	.250	.000	.250	.375	.000	.375	.000	.500	.625	.500	.000	.000	.000	.500	.525	
Passenger Vehicles	0	2	5	0	7	0	0	0	2	2	0	2	0	2	4	1	0	0	0	0	1	14
% Passenger Vehicles																						
Heavy Vehicles	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	3	6
% Heavy Vehicles	0	0	28.6	0	22.2	0	0	0	0	0	0	33.3	0	0	20.0	75.0	0	0	0	0	75.0	28.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	100	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	4.8



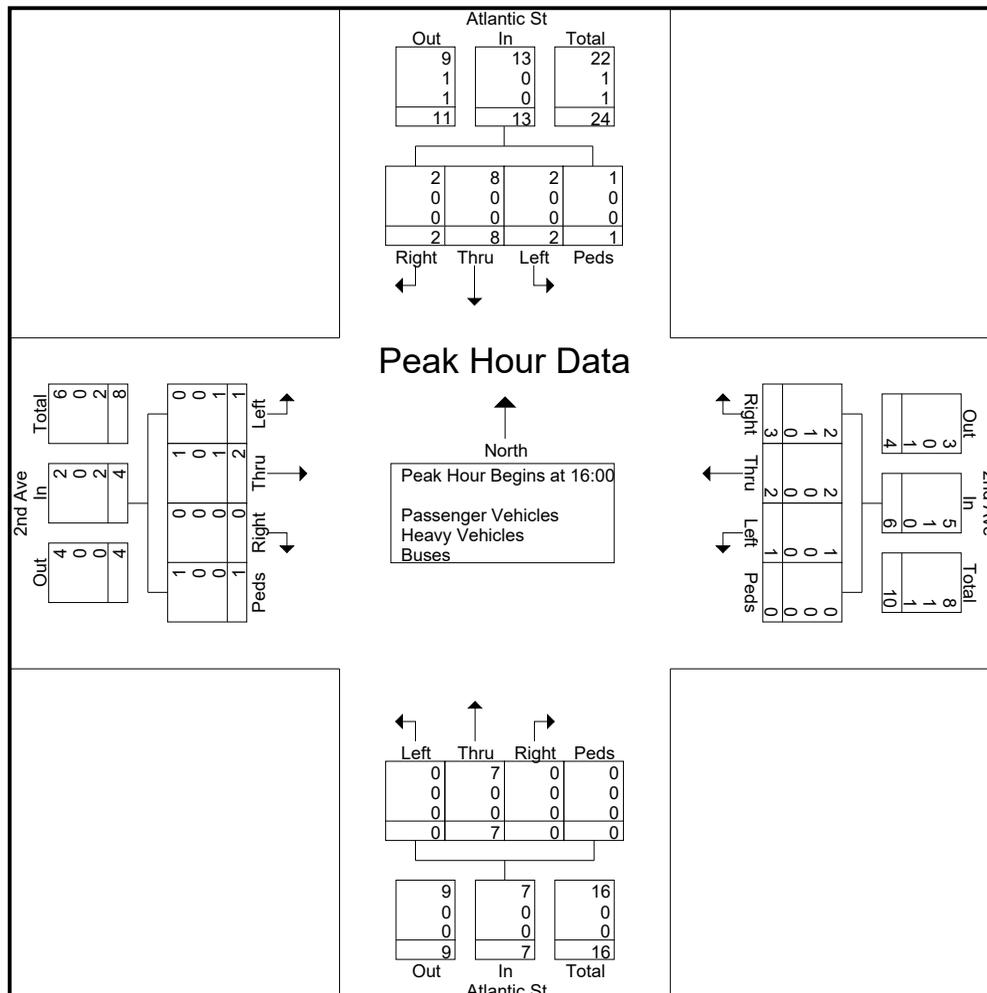
SHORT COUNTS, LLC

735 Maryland St
Columbia, SC 29201

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

30th Avenue & Seaview Street
File Name : Atlantic St @ 2nd Ave
Site Code :
Start Date : 05/03/2023
Page No : 4

Start Time	Atlantic St Southbound					2nd Ave Westbound					Atlantic St Northbound					2nd Ave Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	1	5	1	1	8	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	11
16:15	1	1	0	0	2	1	0	1	0	2	0	4	0	0	4	0	0	0	1	1	9
16:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
16:45	0	1	1	0	2	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	6
Total Volume	2	8	2	1	13	1	2	3	0	6	0	7	0	0	7	1	2	0	1	4	30
% App. Total	15.4	61.5	15.4	7.7		16.7	33.3	50	0		0	100	0	0		25	50	0	25		
PHF	.500	.400	.500	.250	.406	.250	.250	.375	.000	.750	.000	.438	.000	.000	.438	.250	.500	.000	.250	1.00	.682
Passenger Vehicles	2	8	2	1	13	1	2	2	0	5	0	7	0	0	7	0	1	0	1	2	27
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0	0	0	0	0	0	0	33.3	0	16.7	0	0	0	0	0	0	0	0	0	0	3.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	50.0	0	0	50.0	6.7



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735 Maryland St
Columbia, SC 29201

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30th Avenue & S. Ocean Boulevard

File Name : Atlantic St @ S Ocean Blvd

Site Code :

Start Date : 05/03/2023

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Atlantic St Southbound				S Ocean Blvd Westbound				Atlantic St Northbound				S Ocean Blvd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	4
Total	0	0	1	2	0	1	0	0	0	0	0	0	0	1	0	0	5
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	1	7
16:00	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5
16:15	1	0	1	0	0	2	1	0	0	0	0	0	2	2	0	1	10
16:30	1	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	5
16:45	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
Total	4	0	4	0	0	4	3	0	0	0	0	0	3	4	0	1	23
17:00	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3
17:15	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
17:30	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	4	0	1	0	0	2	0	0	0	0	0	0	2	2	0	0	11
Grand Total	8	0	6	3	0	7	3	2	0	0	0	0	8	7	0	2	46
Apprch %	47.1	0	35.3	17.6	0	58.3	25	16.7	0	0	0	0	47.1	41.2	0	11.8	
Total %	17.4	0	13	6.5	0	15.2	6.5	4.3	0	0	0	0	17.4	15.2	0	4.3	
Passenger Vehicles	8	0	6	3	0	7	3	2	0	0	0	0	7	7	0	2	45
% Passenger Vehicles	100	0	100	100	0	100	100	100	0	0	0	0	87.5	100	0	100	97.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	2.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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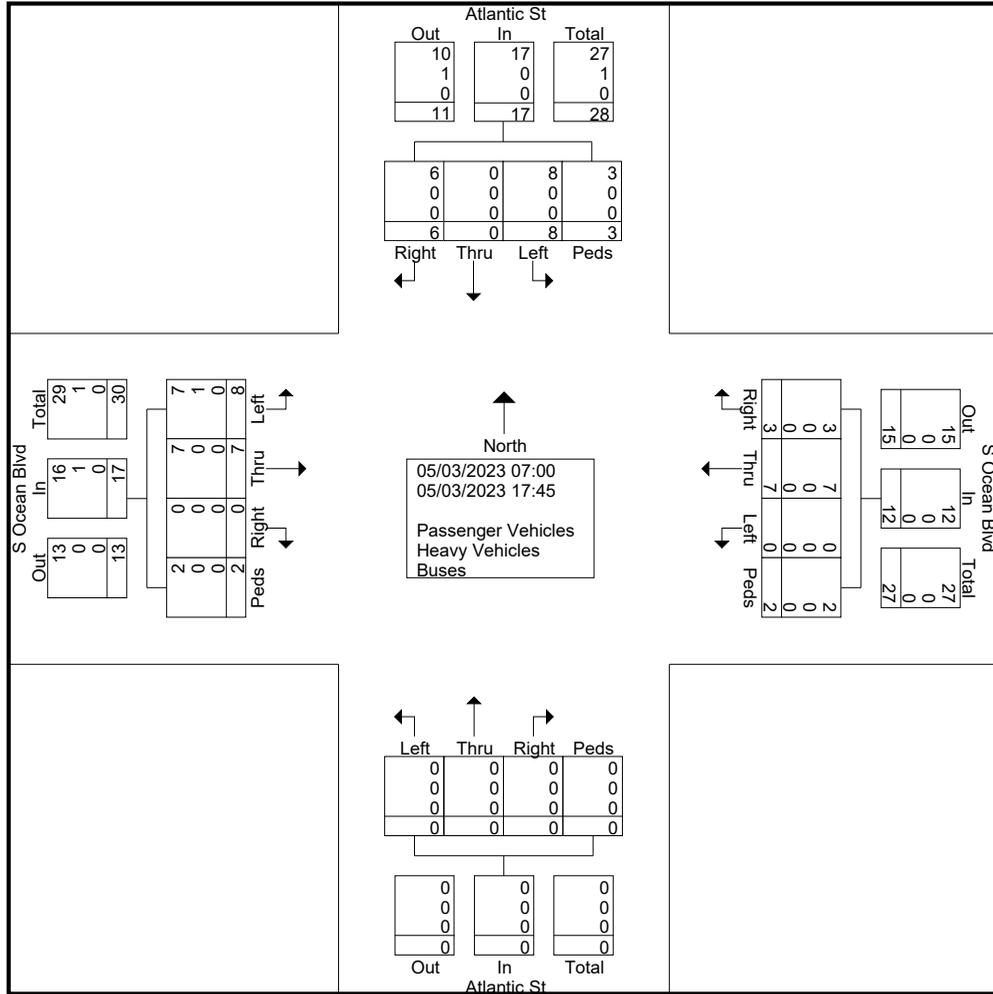
30th Avenue & S. Ocean Boulevard

File Name : Atlantic St @ S Ocean Blvd

Site Code :

Start Date : 05/03/2023

Page No : 2



SHORT COUNTS, LLC

735 Maryland St
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30th Avenue & S. Ocean Boulevard

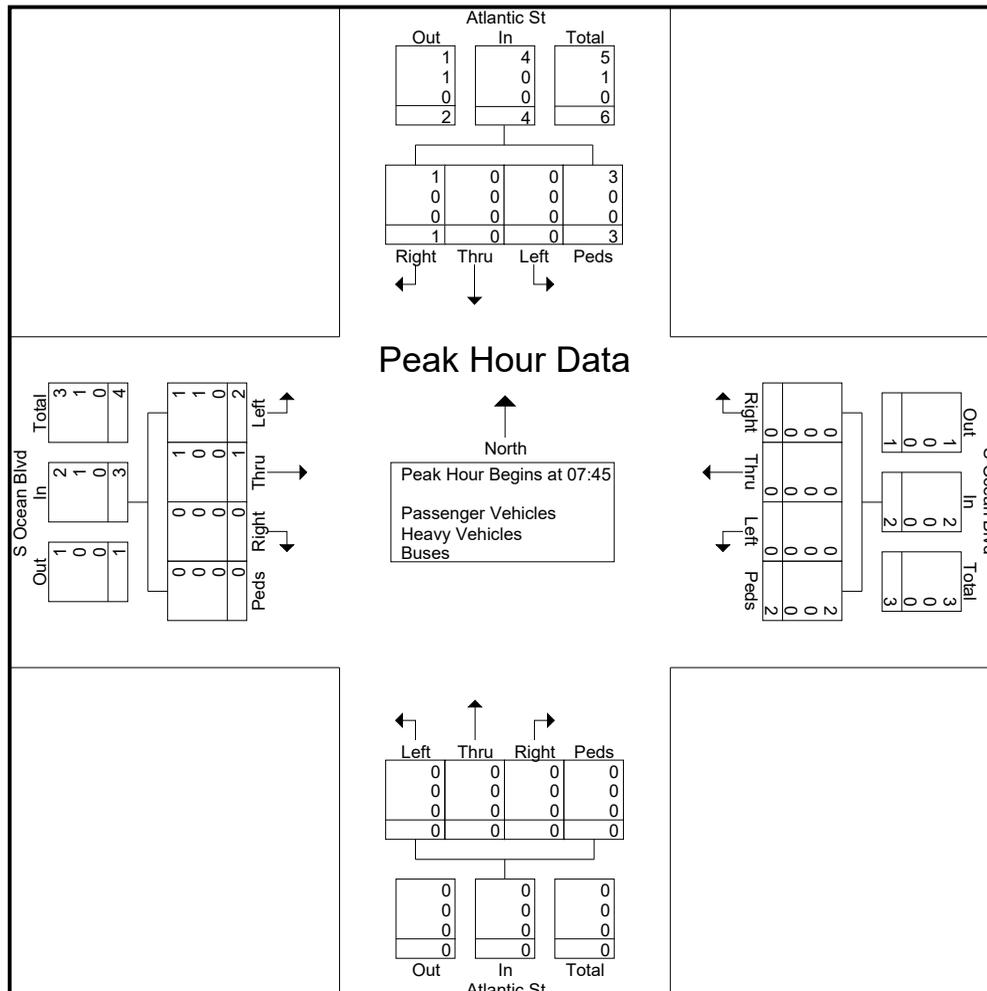
File Name : Atlantic St @ S Ocean Blvd

Site Code :

Start Date : 05/03/2023

Page No : 3

Start Time	Atlantic St Southbound					S Ocean Blvd Westbound					Atlantic St Northbound					S Ocean Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	0	0	2	4
Total Volume	0	0	1	3	4	0	0	0	2	2	0	0	0	0	0	2	1	0	0	3	9
% App. Total	0	0	25	75		0	0	0	100		0	0	0	0		66.7	33.3	0	0		
PHF	.000	.000	.250	.375	.333	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.250	.000	.000	.375	.563
Passenger Vehicles	0	0	1	3	4	0	0	0	2	2	0	0	0	0	0	1	1	0	0	2	8
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.0	0	0	0	33.3	11.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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30th Avenue & S. Ocean Boulevard

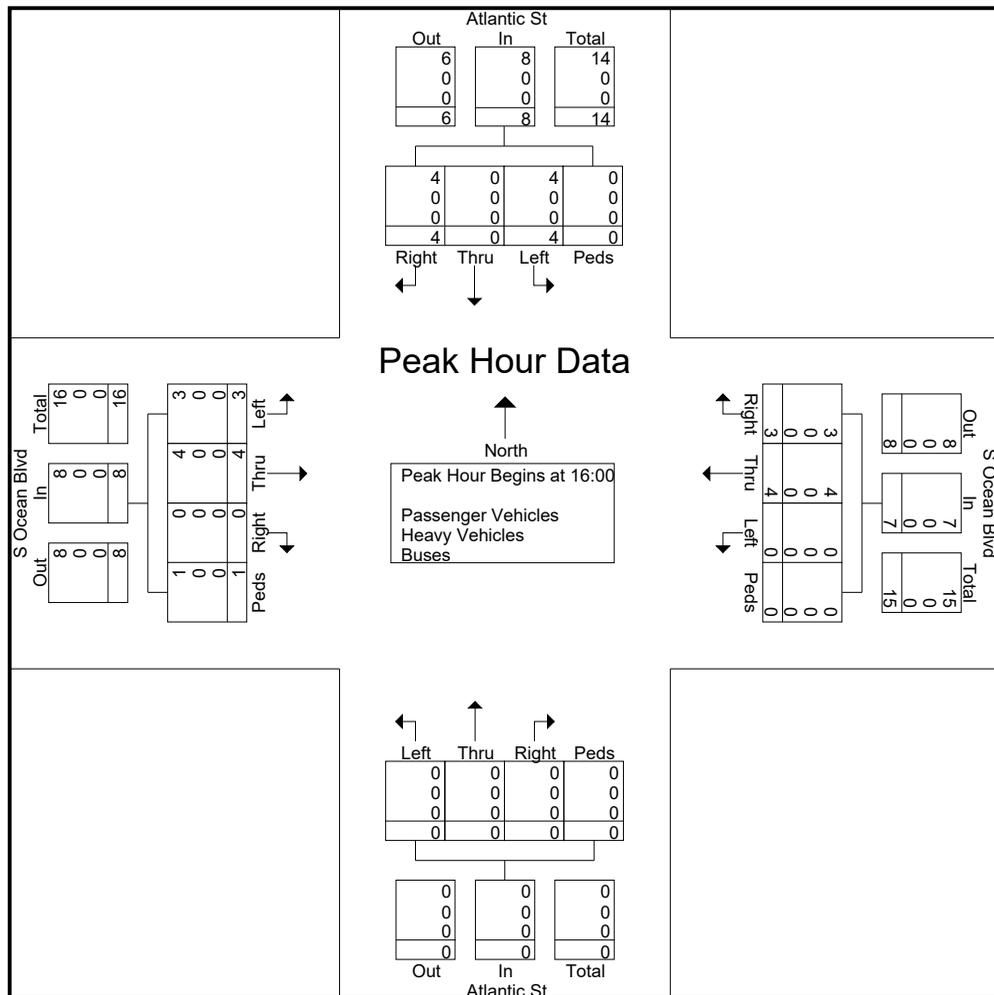
File Name : Atlantic St @ S Ocean Blvd

Site Code :

Start Date : 05/03/2023

Page No : 4

Start Time	Atlantic St Southbound					S Ocean Blvd Westbound					Atlantic St Northbound					S Ocean Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
16:15	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	2	2	0	1	5	10
16:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	5
16:45	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Total Volume	4	0	4	0	8	0	4	3	0	7	0	0	0	0	0	3	4	0	1	8	23
% App. Total	50	0	50	0		0	57.1	42.9	0		0	0	0	0		37.5	50	0	12.5		
PHF	.500	.000	.500	.000	.500	.000	.500	.750	.000	.583	.000	.000	.000	.000	.000	.375	.500	.000	.250	.400	.575
Passenger Vehicles	4	0	4	0	8	0	4	3	0	7	0	0	0	0	0	3	4	0	1	8	23
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles																					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses																					



APPENDIX C

Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

S Highway 17 (US 17) & 30th Avenue (S-26-1280)

TRAFFIC CONTROL: Signalized

DATE COUNTED: Wednesday, May 3, 2023

AM PEAK HOUR (8:00-9:00 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		823	6	5	788		2	0	5			
Heavy Vehicle Percentage	2%	2%	17%	20%	3%	2%	2%	2%	60%	2%	2%	2%
2023 PEAK SEASON TRAFFIC VOLUMES		823	6	5	788		2	0	5			
Years To Buildout (2026)		3	3	3	3		3	3	3			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%		1.0%	1.0%	1.0%			
Background Traffic Growth		25	0	0	24		0	0	0			
2026 NO-BUILD TRAFFIC VOLUMES		848	6	5	812		2	0	5			
Inbound Residential Trip Dist. Percentage			50%	50%								
Outbound Residential Trip Dis. Percentage							50%		50%			
Inbound Residential Trips			3	3								
Outbound Residential Trips							10		9			
Combined Residential Trips			3	3			10		9			
Inbound Hotel Trip Dist. Percentage			50%	50%								
Outbound Hotel Trip Dis. Percentage							50%		50%			
Inbound Hotel Trips			40	40								
Outbound Hotel Trips							32		31			
Hotel Combined Trips	0	0	40	40	0	0	32	0	31	0	0	0
Inbound Commercial Trip Dist. Percentage			50%	50%								
Outbound Commercial Trip Dis. Percentage							50%		50%			
Inbound Commercial Trips			7	6								
Outbound Commercial Trips							5		4			
Combined Commercial			7	6			5		4			
Pass-By Project Traffic												
Total New Project Traffic			50	49			47		44			
2026 BUILD TRAFFIC VOLUMES		848	56	54	812		49	0	49			

PM PEAK HOUR (4:30-5:30 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		1,225	9	8	1,234		12	0	10			
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)		3	3	3	3		3	3	3			
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%		1.0%	1.0%	1.0%			
Background Traffic Growth		37	0	0	37		0	0	0			
2026 NO-BUILD TRAFFIC VOLUMES		1,262	9	8	1,271		12	0	10			
Inbound Residential Trip Dist. Percentage			50%	50%								
Outbound Residential Trip Dis. Percentage							50%		50%			
Inbound Residential Trips			10	9								
Outbound Residential Trips							6		5			
Combined Residential Trips			10	9			6		5			
Inbound Hotel Trip Dist. Percentage			50%	50%								
Outbound Hotel Trip Dis. Percentage							50%		50%			
Inbound Hotel Trips			50	49								
Outbound Hotel Trips							48		48			
Hotel Combined Trips	0	0	50	49	0	0	48	0	48	0	0	0
Inbound Commercial Trip Dist. Percentage			50%	50%								
Outbound Commercial Trip Dis. Percentage							50%		50%			
Inbound Commercial Trips			15	14								
Outbound Commercial Trips							15		14			
Combined Commercial			15	14			15		14			
Pass-by Project Traffic												
Total New Project Traffic			75	72			69		67			
2026 BUILD TRAFFIC VOLUMES		1,262	84	80	1,271		81	0	77			

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

30th Avenue (S-26-1280) & Seaview Street (S-26-1070)

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 3, 2023

AM PEAK HOUR (7:45-8:45 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	4	0	0	0	1	0	0	3	0	0	2	7
Heavy Vehicle Percentage	75%	2%	2%	2%	2%	2%	2%	33%	2%	2%	2%	29%
2023 PEAK SEASON TRAFFIC VOLUMES	4	0	0	0	1	0	0	3	0	0	2	7
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
2026 NO-BUILD TRAFFIC VOLUMES	4	0	0	0	1	0	0	3	0	0	2	7
Inbound Residential Trip Dist. Percentage											100%	
Outbound Residential Trip Dis. Percentage								100%				
Inbound Residential Trips											6	
Outbound Residential Trips								19				
Combined Residential Trips								19			6	
Inbound Hotel Trip Dist. Percentage											100%	
Outbound Hotel Trip Dis. Percentage								100%				
Inbound Hotel Trips											80	
Outbound Hotel Trips								63				
Hotel Combined Trips	0	0	0	0	0	0	0	63	0	0	80	0
Inbound Commercial Trip Dist. Percentage											100%	
Outbound Commercial Trip Dis. Percentage	5%							95%				
Inbound Commercial Trips											13	
Outbound Commercial Trips	0							9				
Combined Commercial	0							9			13	
Pass-By Project Traffic												
Total New Project Traffic								91			99	
2026 BUILD TRAFFIC VOLUMES	4	0	0	0	1	0	0	94	0	0	101	7

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	1	2	0	1	2	3	0	7	0	2	8	2
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	33%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
2026 NO-BUILD TRAFFIC VOLUMES	1	2	0	1	2	3	0	7	0	2	8	2
Inbound Residential Trip Dist. Percentage											100%	
Outbound Residential Trip Dis. Percentage								100%				
Inbound Residential Trips											19	
Outbound Residential Trips								11				
Combined Residential Trips								11			19	
Inbound Hotel Trip Dist. Percentage											100%	
Outbound Hotel Trip Dis. Percentage								100%				
Inbound Hotel Trips											99	
Outbound Hotel Trips								96				
Hotel Combined Trips	0	0	0	0	0	0	0	96	0	0	99	0
Inbound Commercial Trip Dist. Percentage											100%	
Outbound Commercial Trip Dis. Percentage	5%							95%				
Inbound Commercial Trips											29	
Outbound Commercial Trips	1							28				
Combined Commercial	1							28			29	
Pass-by Project Traffic												
Total New Project Traffic	1							135			147	
2026 BUILD TRAFFIC VOLUMES	2	2	0	1	2	3	0	142	0	2	155	2

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

30th Avenue (S-26-1280) & S. Ocean Boulevard (S-26-370)

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 3, 2023

AM PEAK HOUR (7:45-8:45 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	2	1			0	0				0		1
Heavy Vehicle Percentage	50%	2%			2%	2%				2%		2%
2023 PEAK SEASON TRAFFIC VOLUMES	2	1			0	0				0		1
Years To Buildout (2026)	3	3			3	3				3		3
Yearly Growth Rate	1.0%	1.0%			1.0%	1.0%				1.0%		1.0%
Background Traffic Growth	0	0			0	0				0		0
2026 NO-BUILD TRAFFIC VOLUMES	2	1			0	0				0		1
Inbound Residential Trip Dist. Percentage												100%
Outbound Residential Trip Dis. Percentage	100%											
Inbound Residential Trips												6
Outbound Residential Trips	19											
Combined Residential Trips	19											6
Inbound Hotel Trip Dist. Percentage												100%
Outbound Hotel Trip Dis. Percentage	100%											
Inbound Hotel Trips												80
Outbound Hotel Trips	63											
Hotel Combined Trips	63	0	0	0	0	0	0	0	0	0	0	80
Inbound Commercial Trip Dist. Percentage												95%
Outbound Commercial Trip Dis. Percentage	90%											
Inbound Commercial Trips												12
Outbound Commercial Trips	8											
Combined Commercial	8											12
Pass-By Project Traffic												
Total New Project Traffic	90											98
2026 BUILD TRAFFIC VOLUMES	92	1			0	0				0		99

PM PEAK HOUR (4:00-5:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	3	4			4	3				4		4
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		2%
Years To Buildout (2026)	3	3			3	3				3		3
Yearly Growth Rate	1.0%	1.0%			1.0%	1.0%				1.0%		1.0%
Background Traffic Growth	0	0			0	0				0		0
2026 NO-BUILD TRAFFIC VOLUMES	3	4			4	3				4		4
Inbound Residential Trip Dist. Percentage												100%
Outbound Residential Trip Dis. Percentage	100%											
Inbound Residential Trips												19
Outbound Residential Trips	11											
Combined Residential Trips	11											19
Inbound Hotel Trip Dist. Percentage												100%
Outbound Hotel Trip Dis. Percentage	100%											
Inbound Hotel Trips												99
Outbound Hotel Trips	96											
Hotel Combined Trips	96	0	0	0	0	0	0	0	0	0	0	99
Inbound Commercial Trip Dist. Percentage												95%
Outbound Commercial Trip Dis. Percentage	90%											
Inbound Commercial Trips												28
Outbound Commercial Trips	26											
Combined Commercial	26											28
Pass-by Project Traffic												
Total New Project Traffic	133											146
2026 BUILD TRAFFIC VOLUMES	136	4			4	3				4		150

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

S. Ocean Boulevard (S-26-370) & Access 1

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	5	5	0	0	5	5	0	0	0	5	0	5
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		2%
2023 PEAK SEASON TRAFFIC VOLUMES	5	5	0	0	5	5	0	0	0	5	0	5
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
2026 NO-BUILD TRAFFIC VOLUMES	5	5	0	0	5	5	0	0	0	5	0	5
Inbound Residential Trip Dist. Percentage												
Outbound Residential Trip Dis. Percentage												
Inbound Residential Trips												
Outbound Residential Trips												
Combined Residential Trips												
Inbound Hotel Trip Dist. Percentage												
Outbound Hotel Trip Dis. Percentage												
Inbound Hotel Trips												
Outbound Hotel Trips												
Hotel Combined Trips	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage				40%								
Outbound Commercial Trip Dis. Percentage								40%				
Inbound Commercial Trips				5								
Outbound Commercial Trips								4				
Combined Commercial				5				4				
Pass-By Project Traffic												
Total New Project Traffic				5								
2026 BUILD TRAFFIC VOLUMES	5	5	0	5	5	5	0	0	4	5	0	5

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	5	5	0	0	5	5	0	0	0	5	0	5
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
2026 NO-BUILD TRAFFIC VOLUMES	5	5	0	0	5	5	0	0	0	5	0	5
Inbound Residential Trip Dist. Percentage												
Outbound Residential Trip Dis. Percentage												
Inbound Residential Trips												
Outbound Residential Trips												
Combined Residential Trips												
Inbound Hotel Trip Dist. Percentage												
Outbound Hotel Trip Dis. Percentage												
Inbound Hotel Trips												
Outbound Hotel Trips												
Hotel Combined Trips	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage				40%								
Outbound Commercial Trip Dis. Percentage								40%				
Inbound Commercial Trips				12								
Outbound Commercial Trips								12				
Combined Commercial				12				12				
Pass-by Project Traffic												
Total New Project Traffic				12				12				
2026 BUILD TRAFFIC VOLUMES	5	5	0	12	5	5	0	0	12	5	0	5

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

S. Ocean Boulevard (S-26-370) & Access 2

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		3	0	0	1							
Heavy Vehicle Percentage												
2023 PEAK SEASON TRAFFIC VOLUMES		3	0	0	1							
Years To Buildout (2026)		3	3	3	3							
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%							
Background Traffic Growth		0	0	0	0							
2026 NO-BUILD TRAFFIC VOLUMES		3	0	0	1							
Inbound Residential Trip Dist. Percentage												
Outbound Residential Trip Dis. Percentage												
Inbound Residential Trips												
Outbound Residential Trips												
Combined Residential Trips												
Inbound Hotel Trip Dist. Percentage				20%								
Outbound Hotel Trip Dis. Percentage				20%								
Inbound Hotel Trips				16								
Outbound Hotel Trips				13								
Hotel Combined Trips	0	0	0	29	0	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage					40%							
Outbound Commercial Trip Dis. Percentage		40%										
Inbound Commercial Trips				5								
Outbound Commercial Trips		4										
Combined Commercial		4		5								
Pass-By Project Traffic												
Total New Project Traffic		4		29	5							
2026 BUILD TRAFFIC VOLUMES		7	0	29	6							

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		7	0	0	8							
Heavy Vehicle Percentage												
Years To Buildout (2026)		3	3	3	3							
Yearly Growth Rate		1.0%	1.0%	1.0%	1.0%							
Background Traffic Growth		0	0	0	0							
2026 NO-BUILD TRAFFIC VOLUMES		7	0	0	8							
Inbound Residential Trip Dist. Percentage												
Outbound Residential Trip Dis. Percentage												
Inbound Residential Trips												
Outbound Residential Trips												
Combined Residential Trips												
Inbound Hotel Trip Dist. Percentage				20%								
Outbound Hotel Trip Dis. Percentage				20%								
Inbound Hotel Trips				20								
Outbound Hotel Trips				19								
Hotel Combined Trips	0	0	0	39	0	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage					40%							
Outbound Commercial Trip Dis. Percentage		40%										
Inbound Commercial Trips				12								
Outbound Commercial Trips		12										
Combined Commercial		12		12								
Pass-by Project Traffic												
Total New Project Traffic		12		39	12							
2026 BUILD TRAFFIC VOLUMES		19	0	39	20							

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

S. Ocean Boulevard (S-26-370) & Accesses 3 / 4

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	0	3			1	0	0	0	0	0		0
Heavy Vehicle Percentage												
2023 PEAK SEASON TRAFFIC VOLUMES	0	3			1	0	0	0	0	0		0
Years To Buildout (2026)	3	3			3	3	3	3	3	3		3
Yearly Growth Rate	1.0%	1.0%			1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		1.0%
Background Traffic Growth	0	0			0	0	0	0	0	0		0
2026 NO-BUILD TRAFFIC VOLUMES	0	3			1	0	0	0	0	0		0
Inbound Residential Trip Dist. Percentage						100%						
Outbound Residential Trip Dis. Percentage										100%		
Inbound Residential Trips						6						
Outbound Residential Trips										19		
Combined Residential Trips	0	0	0	0	0	6	0	0	0	19	0	0
Inbound Hotel Trip Dist. Percentage					20%	80%		20%				
Outbound Hotel Trip Dis. Percentage									20%	80%		20%
Inbound Hotel Trips					16	64		16				
Outbound Hotel Trips									13	50		13
Hotel Combined Trips	0	0	0	0	16	64	0	16	13	50	0	13
Inbound Commercial Trip Dist. Percentage					40%	55%						
Outbound Commercial Trip Dis. Percentage		40%									45%	
Inbound Commercial Trips					5	7						
Outbound Commercial Trips		4								4		
Combined Commercial	0	4	0	0	5	7	0	0	0	4	0	0
Pass-By Project Traffic												
Total New Project Traffic		4			21	77		16		73		13
2026 BUILD TRAFFIC VOLUMES	0	7			22	77	0	16	13	73		13

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	0	7			8	0	0	0	0	0		0
Heavy Vehicle Percentage												
Years To Buildout (2026)	3	3			3	3	3	3	3	3		3
Yearly Growth Rate	1.0%	1.0%			1.0%	1.0%	1.0%	1.0%	1.0%	1.0%		1.0%
Background Traffic Growth	0	0			0	0	0	0	0	0		0
2026 NO-BUILD TRAFFIC VOLUMES	0	7			8	0	0	0	0	0		0
Inbound Residential Trip Dist. Percentage						100%						
Outbound Residential Trip Dis. Percentage										100%		
Inbound Residential Trips						19						
Outbound Residential Trips										11		
Combined Residential Trips	0	0	0	0	0	19	0	0	0	11	0	0
Inbound Hotel Trip Dist. Percentage					20%	80%		20%				
Outbound Hotel Trip Dis. Percentage									20%	80%		20%
Inbound Hotel Trips					20	79		20				
Outbound Hotel Trips									19	77		19
Hotel Combined Trips	0	0	0	0	20	79	0	20	19	77	0	19
Inbound Commercial Trip Dist. Percentage					40%	55%						
Outbound Commercial Trip Dis. Percentage		40%									45%	
Inbound Commercial Trips					12	16						
Outbound Commercial Trips		12								13		
Combined Commercial		12			12	16				13		
Pass-by Project Traffic												
Total New Project Traffic		12			32	114		20	19	101		19
2026 BUILD TRAFFIC VOLUMES	0	19			40	114	0	20	19	101		19

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

S. Ocean Boulevard (S-26-370) & Site Access 5

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		3			1					0		0
Heavy Vehicle Percentage												
2023 PEAK SEASON TRAFFIC VOLUMES		3			1					0		0
Years To Buildout (2026)		3			3					3		3
Yearly Growth Rate		1.0%			1.0%					1.0%		1.0%
Background Traffic Growth		0			0					0		0
2026 NO-BUILD TRAFFIC VOLUMES		3			1					0		0
Inbound Residential Trip Dist. Percentage					100%							
Outbound Residential Trip Dis. Percentage		100%										
Inbound Residential Trips					6							
Outbound Residential Trips		19										
Combined Residential Trips	0	19	0	0	6	0	0	0	0	0	0	0
Inbound Hotel Trip Dist. Percentage					100%							
Outbound Hotel Trip Dis. Percentage		100%										
Inbound Hotel Trips					80							
Outbound Hotel Trips		63										
Hotel Combined Trips	0	63	0	0	80	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage					95%							
Outbound Commercial Trip Dis. Percentage		85%								5%		
Inbound Commercial Trips					12							
Outbound Commercial Trips		8								0		
Combined Commercial	0	8	0	0	12	0	0	0	0	0	0	0
Pass-By Project Traffic												
Total New Project Traffic		90			98							
2026 BUILD TRAFFIC VOLUMES		93			99					0		0

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		7			8					0		0
Heavy Vehicle Percentage												
Years To Buildout (2026)		3			3					3		3
Yearly Growth Rate		1.0%			1.0%					1.0%		1.0%
Background Traffic Growth		0			0					0		0
2026 NO-BUILD TRAFFIC VOLUMES		7			8					0		0
Inbound Residential Trip Dist. Percentage					100%							
Outbound Residential Trip Dis. Percentage		100%										
Inbound Residential Trips					19							
Outbound Residential Trips		11										
Combined Residential Trips	0	11	0	0	19	0	0	0	0	0	0	0
Inbound Hotel Trip Dist. Percentage					100%							
Outbound Hotel Trip Dis. Percentage		100%										
Inbound Hotel Trips					99							
Outbound Hotel Trips		96										
Hotel Combined Trips	0	96	0	0	99	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage					95%							
Outbound Commercial Trip Dis. Percentage		85%								5%		
Inbound Commercial Trips					28							
Outbound Commercial Trips		25								1		
Combined Commercial		25			28					1		
Pass-by Project Traffic												
Total New Project Traffic		132			146					1		
2026 BUILD TRAFFIC VOLUMES		139			154					1		0

Moving forward.



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Seaview Street (S-26-1070) / Access 6

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		4			8		0		0			
Heavy Vehicle Percentage												
2023 PEAK SEASON TRAFFIC VOLUMES		4			8		0		0			
Years To Buildout (2026)		3			3		3		3			
Yearly Growth Rate		1.0%			1.0%		1.0%		1.0%			
Background Traffic Growth		0			0		0		0			
2026 NO-BUILD TRAFFIC VOLUMES		4			8		0		0			
Inbound Residential Trip Dist. Percentage												
Outbound Residential Trip Dis. Percentage												
Inbound Residential Trips												
Outbound Residential Trips												
Combined Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Hotel Trip Dist. Percentage												
Outbound Hotel Trip Dis. Percentage												
Inbound Hotel Trips												
Outbound Hotel Trips												
Hotel Combined Trips	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage												
Outbound Commercial Trip Dis. Percentage									5%			
Inbound Commercial Trips												
Outbound Commercial Trips									0			
Combined Commercial									0			
Pass-By Project Traffic												
Total New Project Traffic												
2026 BUILD TRAFFIC VOLUMES		4			8		0		0			

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES		3			4		0		0			
Heavy Vehicle Percentage												
Years To Buildout (2026)		3			3		3		3			
Yearly Growth Rate		1.0%			1.0%		1.0%		1.0%			
Background Traffic Growth		0			0		0		0			
2026 NO-BUILD TRAFFIC VOLUMES		3			4		0		0			
Inbound Residential Trip Dist. Percentage												
Outbound Residential Trip Dis. Percentage												
Inbound Residential Trips												
Outbound Residential Trips												
Combined Residential Trips	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Hotel Trip Dist. Percentage												
Outbound Hotel Trip Dis. Percentage												
Inbound Hotel Trips												
Outbound Hotel Trips												
Hotel Combined Trips	0	0	0	0	0	0	0	0	0	0	0	0
Inbound Commercial Trip Dist. Percentage												
Outbound Commercial Trip Dis. Percentage									5%			
Inbound Commercial Trips												
Outbound Commercial Trips									1			
Combined Commercial									1			
Pass-by Project Traffic												
Total New Project Traffic									1			
2026 BUILD TRAFFIC VOLUMES		3			4		0		1			

Moving forward.



Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

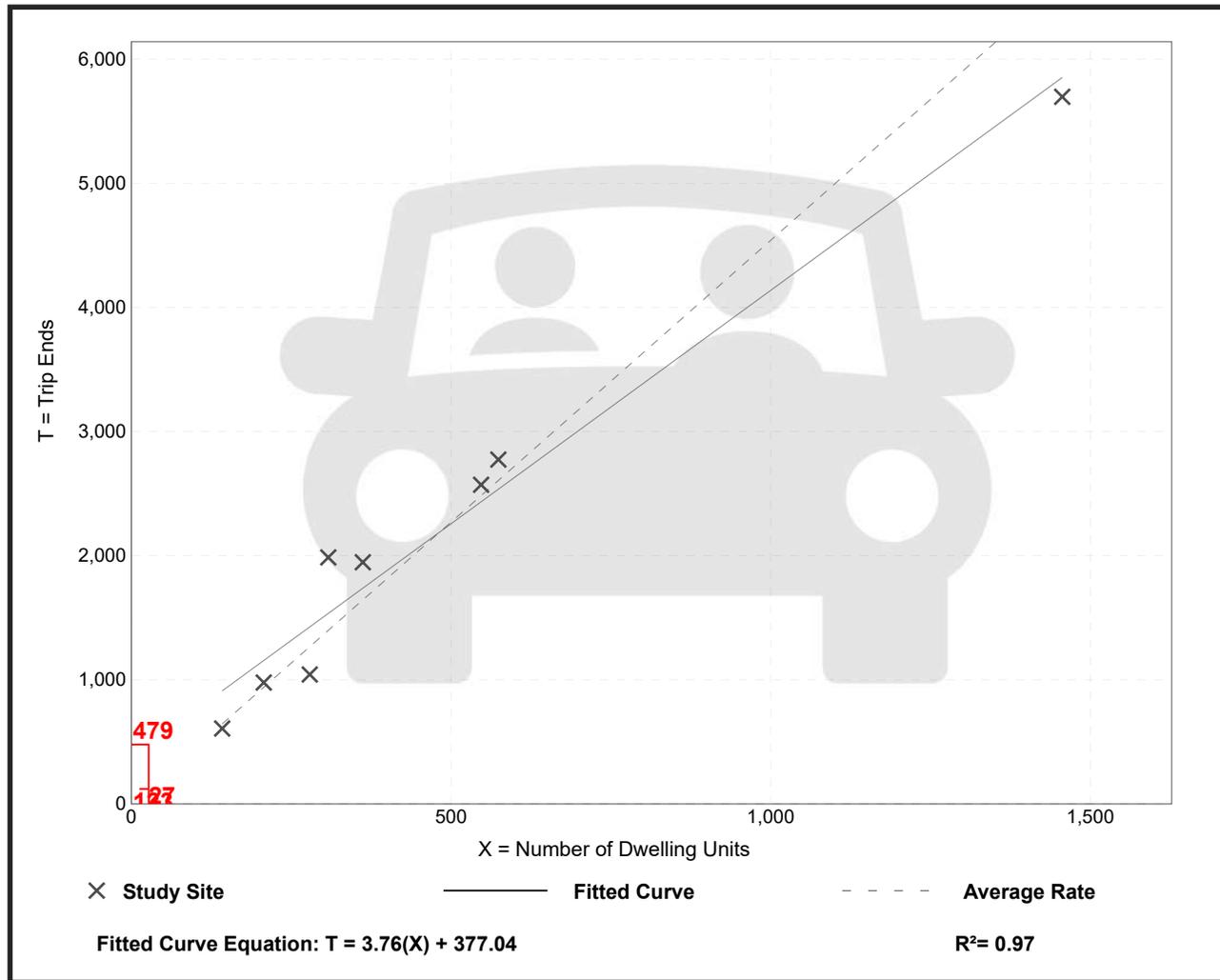
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 484
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.74 - 6.45	0.81

Data Plot and Equation



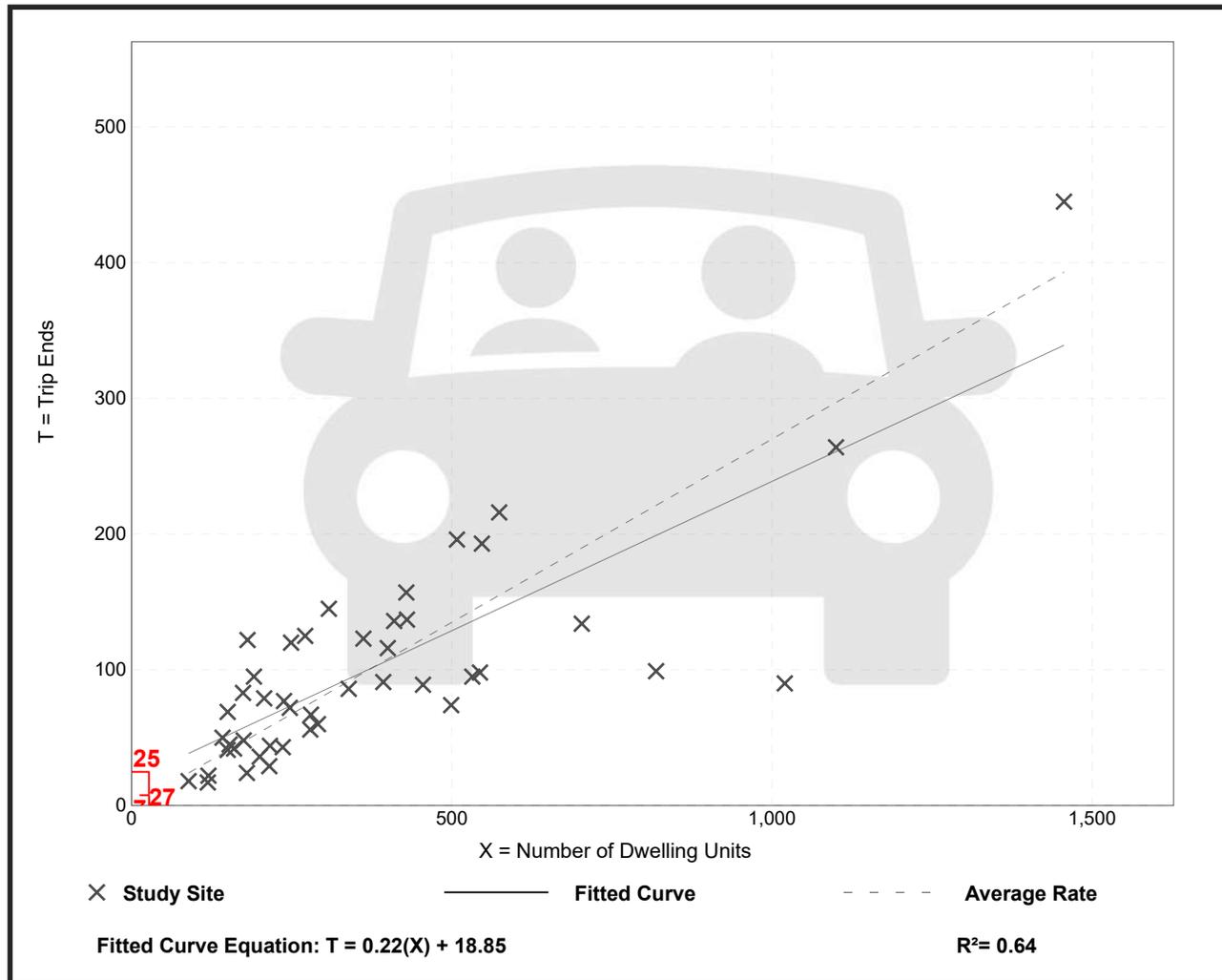
Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 45
 Avg. Num. of Dwelling Units: 372
 Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.27	0.09 - 0.67	0.11

Data Plot and Equation



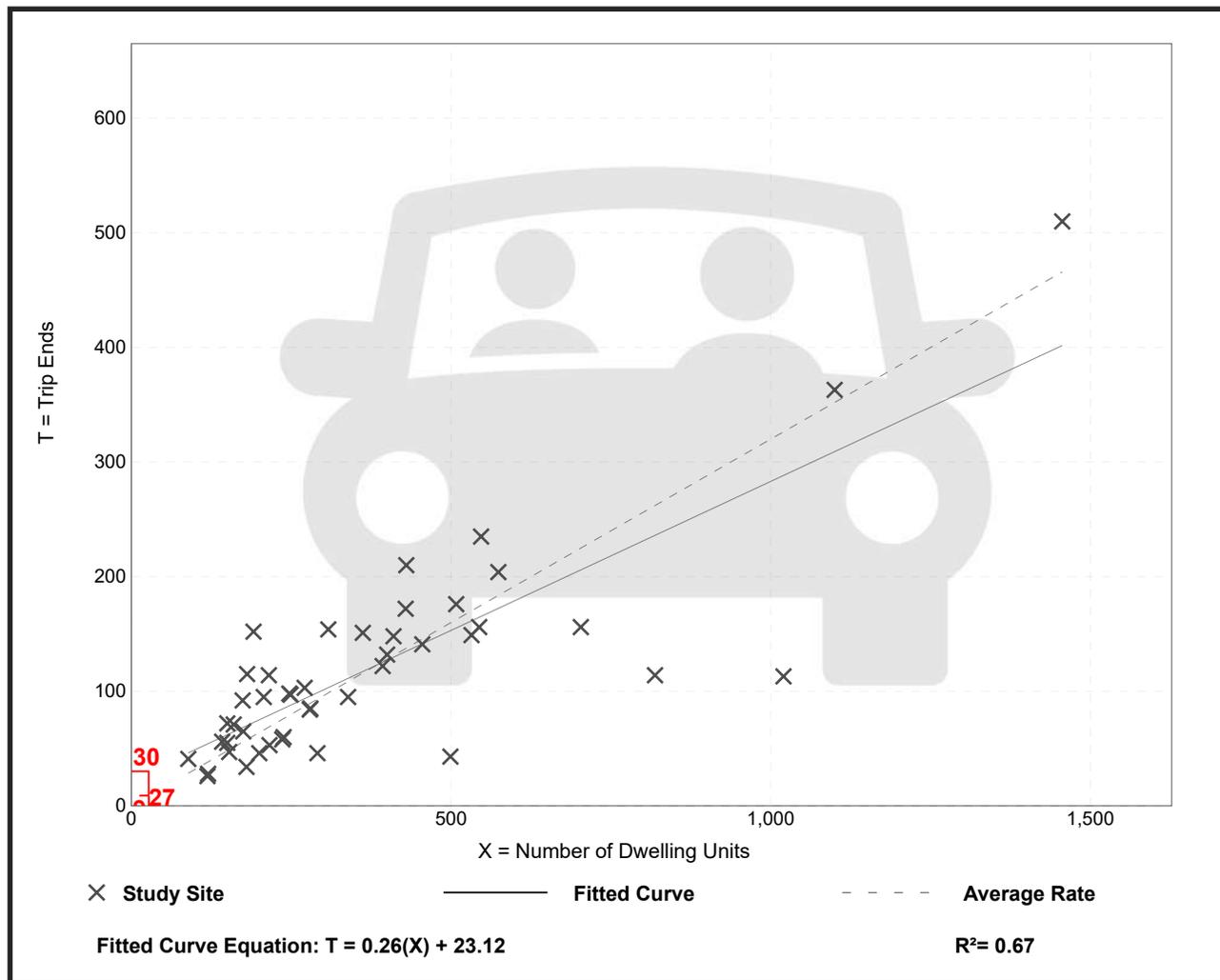
Multifamily Housing (High-Rise) Not Close to Rail Transit (222)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 45
 Avg. Num. of Dwelling Units: 372
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.09 - 0.80	0.13

Data Plot and Equation



Hotel (310)

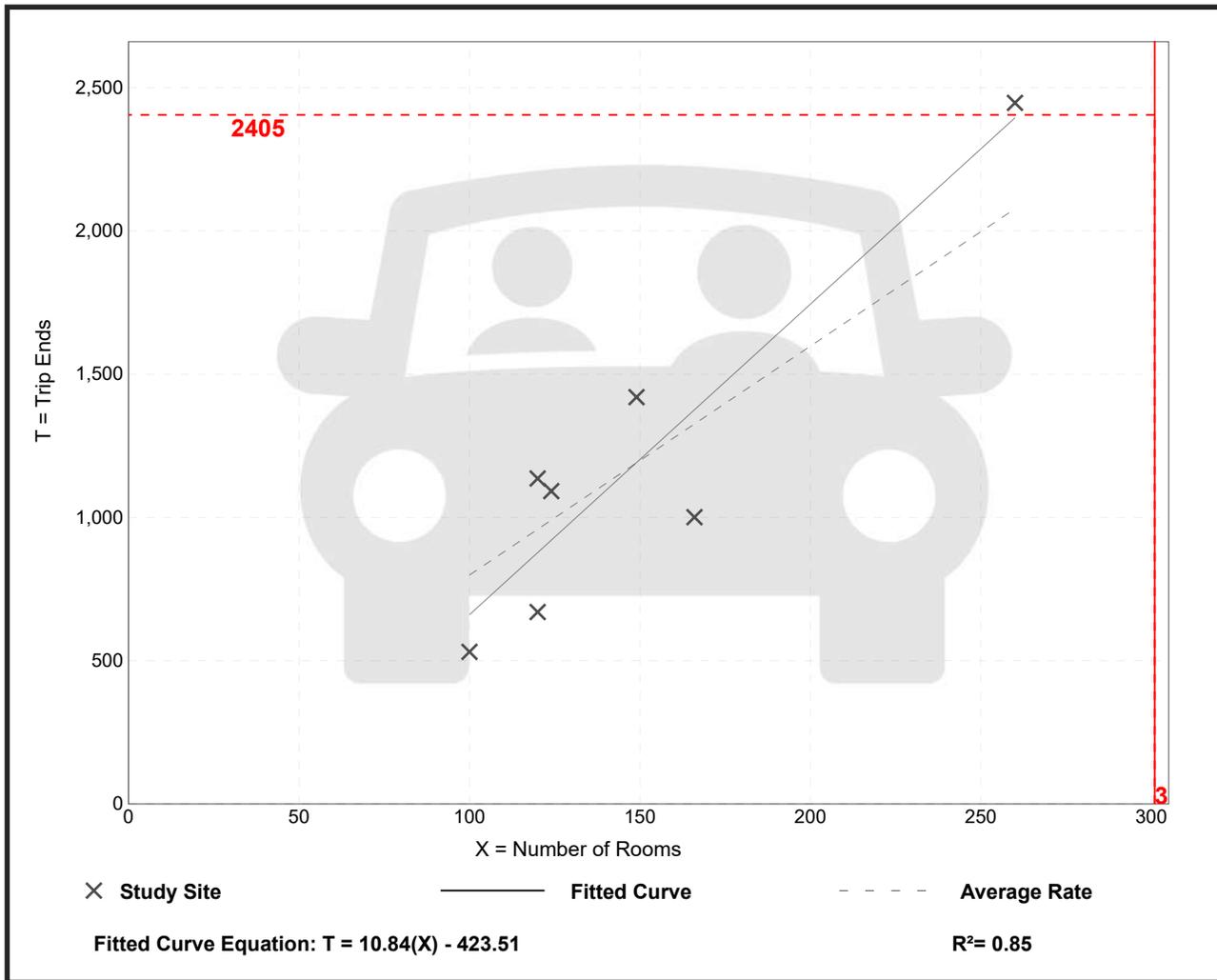
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

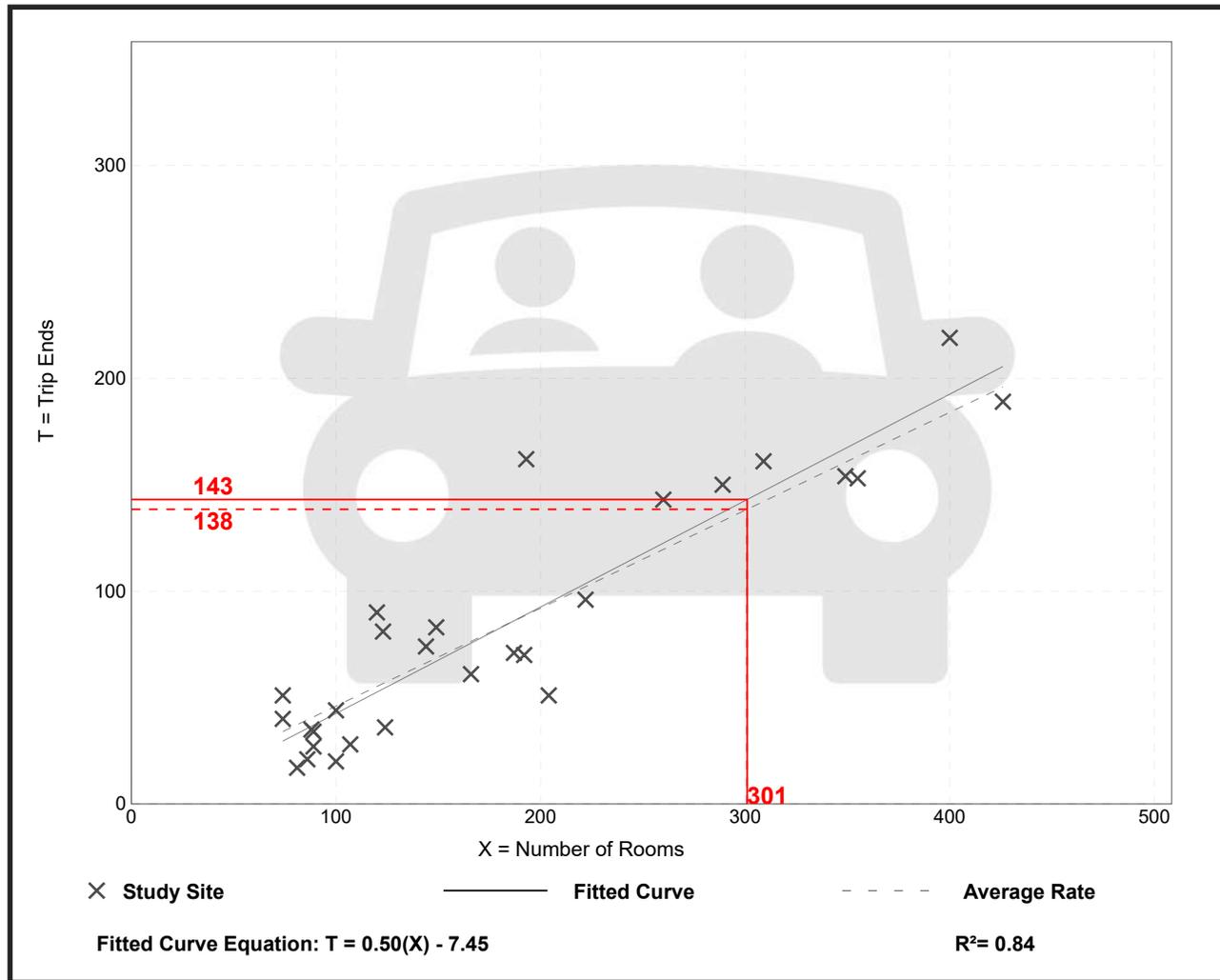
Setting/Location: General Urban/Suburban

Number of Studies: 28
 Avg. Num. of Rooms: 182
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



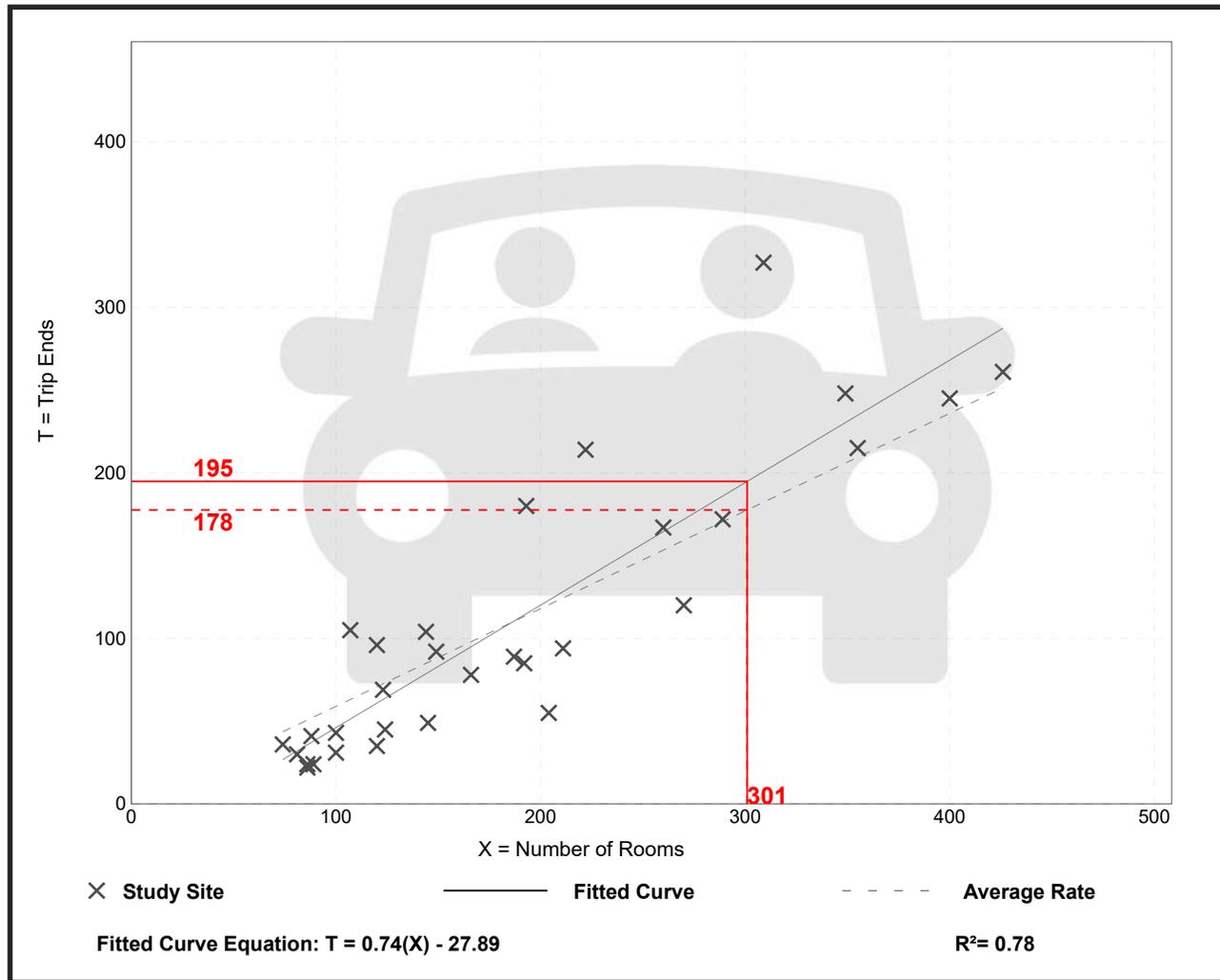
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Rooms: 186
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

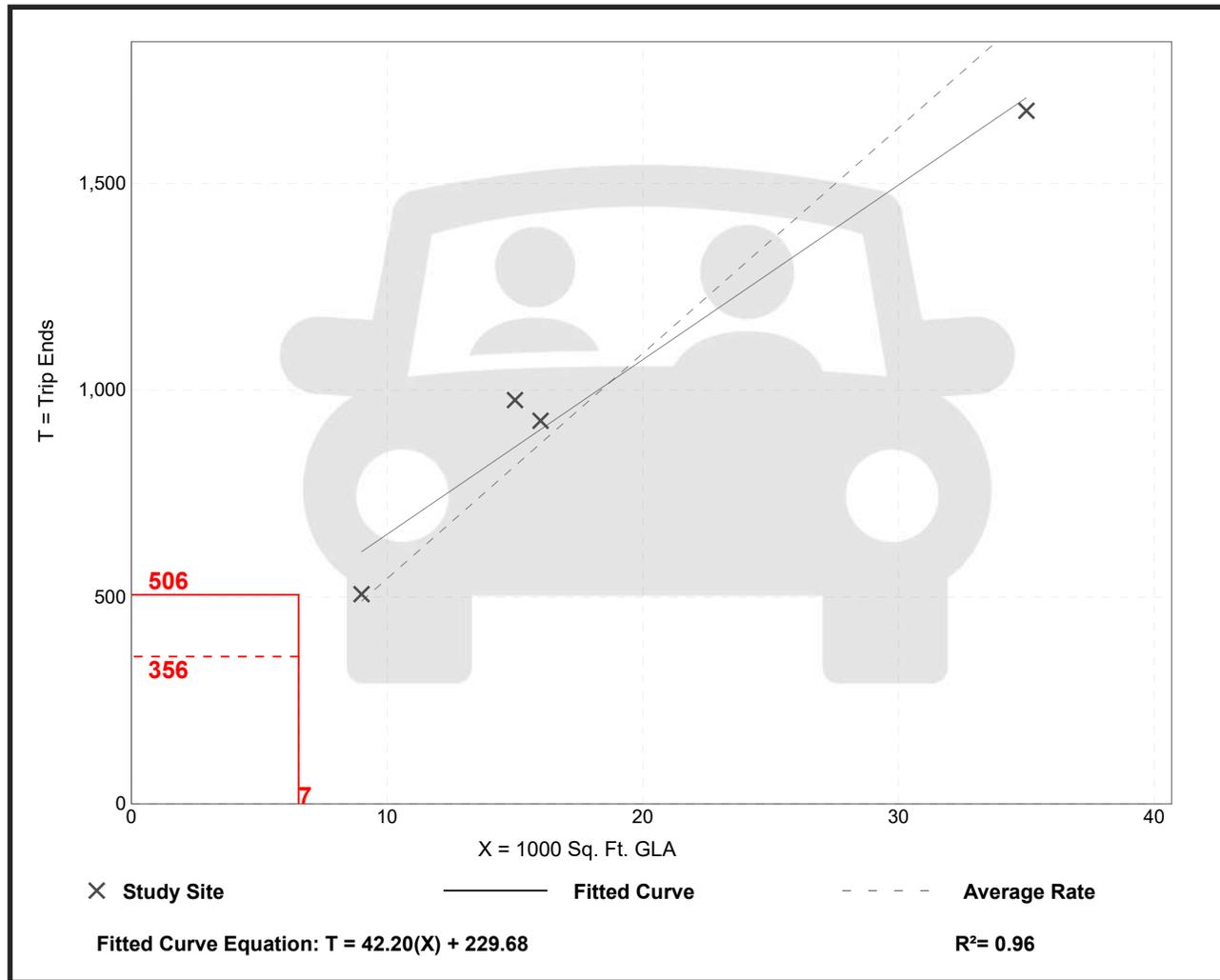
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

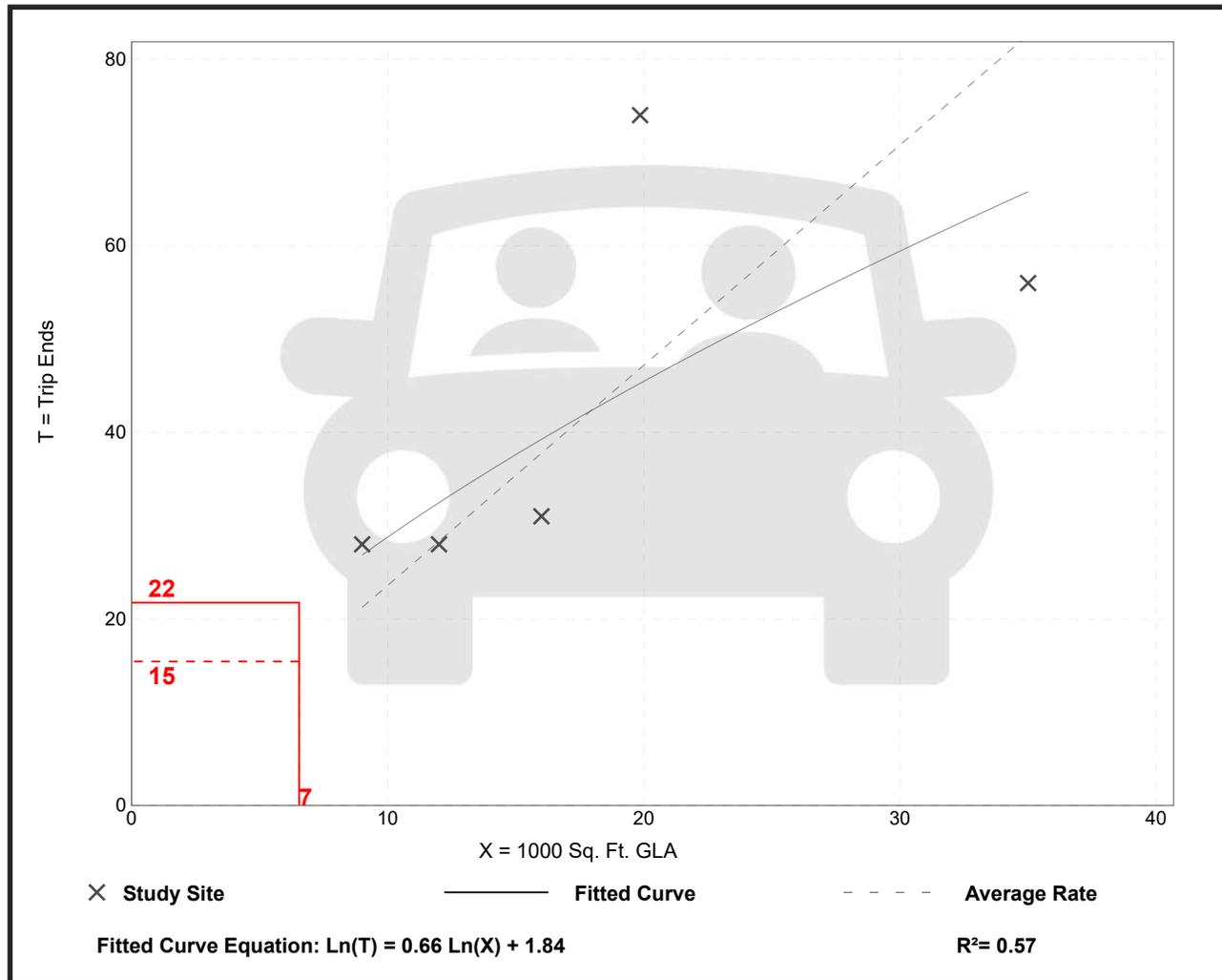
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



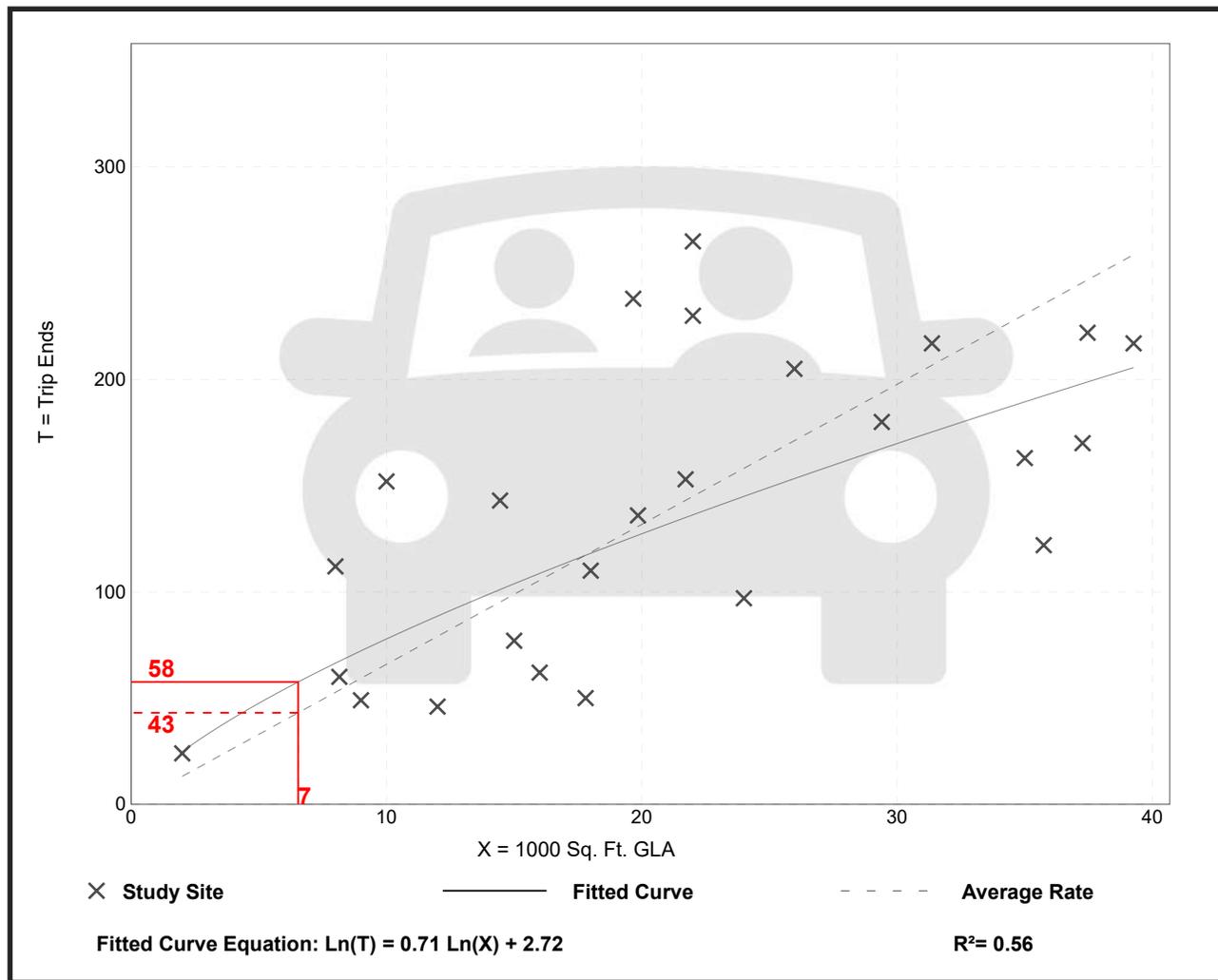
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



APPENDIX D

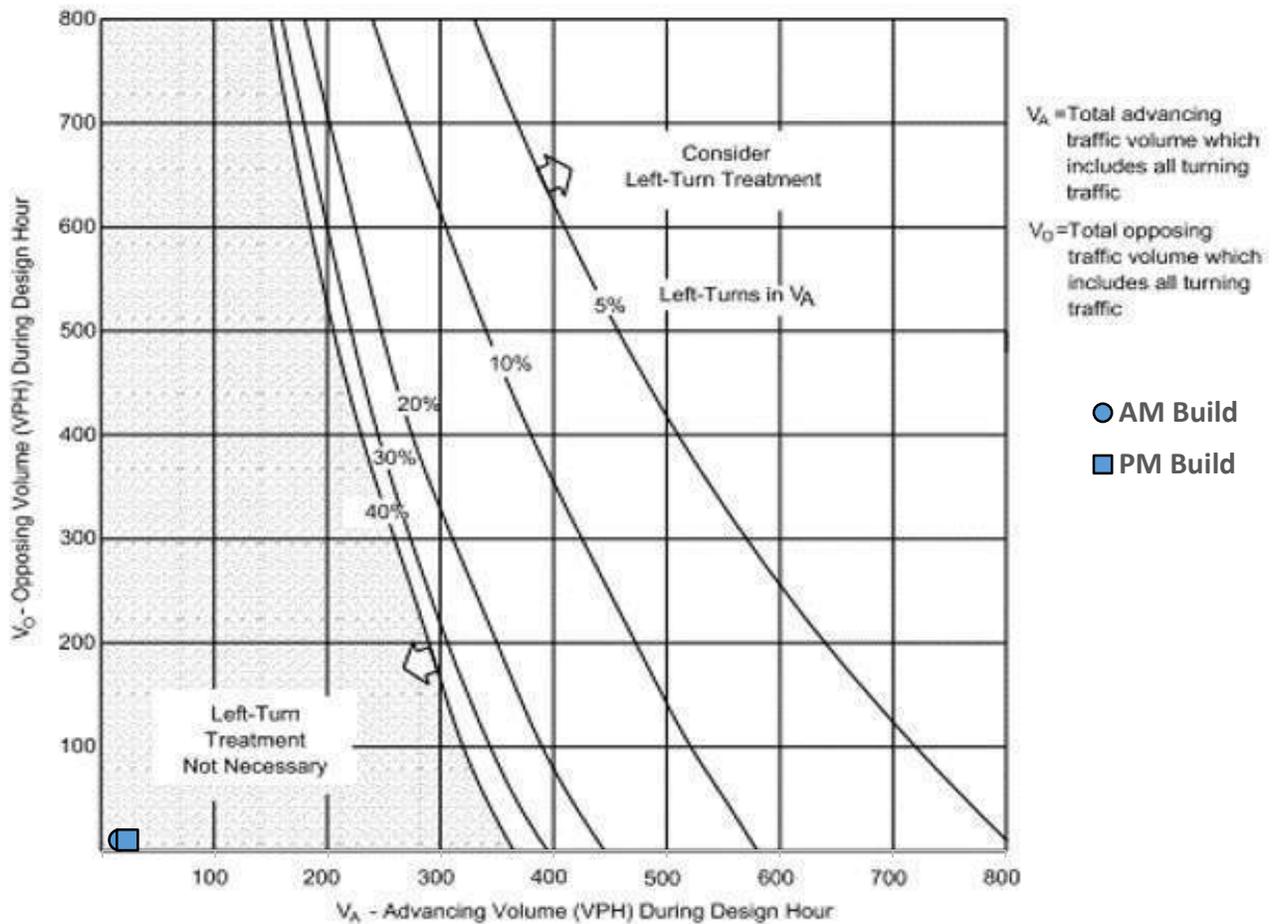
Turn Lane Analysis Worksheets

Holbrook TIS
LEFT-TURN LANE WARRANT REVIEW

March 2017

INTERSECTIONS

9.5-9



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

INTERSECTION: S. Ocean Boulevard & 31st Avenue / Site Access 1

MOVEMENT: Westbound Left-Turn

SCENARIO	Advancing Volume (V_a)	Westbound Left-Turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	15	5	10	33.3%	●
PM Build	22	12	10	54.5%	■

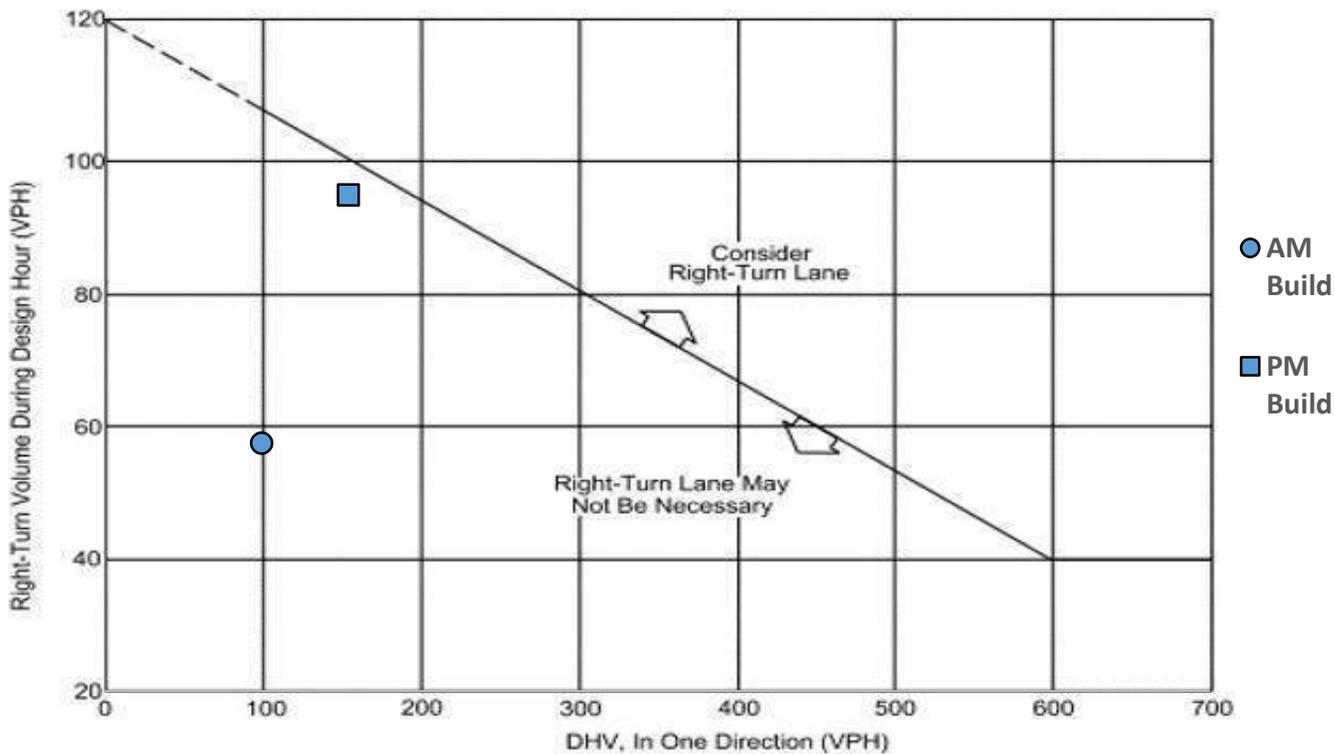
Moving forward.

THE HOLBROOK TIS
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: S. Ocean Boulevard & Site Access 3 / 4

MOVEMENT: Westbound Right-turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	99	57	●
PM Build	154	94	■

Moving forward.

APPENDIX E

Capacity Analysis

2023 Existing Conditions

HCM 6th Signalized Intersection Summary
 100: 30th Avenue & S Highway 17

The Black Pearl TIS
 2023 Existing AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	823	6	5	788	2	5
Future Volume (veh/h)	823	6	5	788	2	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1648	1604	1856	1870	1011
Adj Flow Rate, veh/h	895	7	5	857	2	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	17	20	3	2	60
Cap, veh/h	2998	23	533	2906	17	8
Arrive On Green	0.57	0.57	0.57	0.57	0.01	0.01
Sat Flow, veh/h	5395	41	530	5233	1781	857
Grp Volume(v), veh/h	583	319	5	857	2	5
Grp Sat Flow(s),veh/h/ln	1702	1863	530	1689	1781	857
Q Serve(g_s), s	2.3	2.3	0.1	2.3	0.0	0.2
Cycle Q Clear(g_c), s	2.3	2.3	2.4	2.3	0.0	0.2
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1953	1069	533	2906	17	8
V/C Ratio(X)	0.30	0.30	0.01	0.29	0.12	0.62
Avail Cap(c_a), veh/h	7108	3890	1335	10578	2010	966
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	2.9	2.9	3.5	2.9	12.8	12.9
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	3.1	57.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.0	3.0	3.5	2.9	15.9	70.5
LnGrp LOS	A	A	A	A	B	E
Approach Vol, veh/h	902			862	7	
Approach Delay, s/veh	3.0			2.9	54.9	
Approach LOS	A			A	D	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		20.4			20.4	5.7
Change Period (Y+Rc), s		5.4			5.4	5.5
Max Green Setting (Gmax), s		54.6			54.6	29.5
Max Q Clear Time (g_c+I1), s		4.3			4.4	2.2
Green Ext Time (p_c), s		6.6			6.8	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.2			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	0	0	0	1	0	0	3	0	0	2	7
Future Vol, veh/h	4	0	0	0	1	0	0	3	0	0	2	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	75	2	2	2	2	2	2	33	2	2	2	29
Mvmt Flow	4	0	0	0	1	0	0	3	0	0	2	8

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	10	9	6	9	13	3	10	0	0	3	0	0
Stage 1	6	6	-	3	3	-	-	-	-	-	-	-
Stage 2	4	3	-	6	10	-	-	-	-	-	-	-
Critical Hdwy	7.85	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.85	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.85	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	886	1077	1010	881	1081	1610	-	-	1619	-	-
Stage 1	855	891	-	1020	893	-	-	-	-	-	-	-
Stage 2	858	893	-	1016	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	848	886	1077	1010	881	1081	1610	-	-	1619	-	-
Mov Cap-2 Maneuver	848	886	-	1010	881	-	-	-	-	-	-	-
Stage 1	855	891	-	1020	893	-	-	-	-	-	-	-
Stage 2	857	893	-	1016	887	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	9.3		9.1			0			0		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	848	881	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.001	-	-	-
HCM Control Delay (s)	0	-	-	9.3	9.1	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	2	1	0	0	0	1
Future Vol, veh/h	2	1	0	0	0	1
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	92	92	92	92	92	92
Heavy Vehicles, %	50	2	2	2	2	2
Mvmt Flow	2	1	0	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	6
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	5
Critical Hdwy	4.6	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.65	-	-	-	3.518
Pot Cap-1 Maneuver	1357	-	-	-	1015
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1018
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1357	-	-	-	1014
Mov Cap-2 Maneuver	-	-	-	-	1014
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1018

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	1084
HCM Lane V/C Ratio	0.002	-	-	-	0.001
HCM Control Delay (s)	7.7	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	5	5	5	5	5	5
Future Vol, veh/h	5	5	5	5	5	5
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	23
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	15
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1610	-	-	-	993
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1008
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	990
Mov Cap-2 Maneuver	-	-	-	-	990
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1030
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 100: 30th Avenue & S Highway 17

The Black Pearl TIS
 2023 Existing PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↕	↑↑↑	↕	↕
Traffic Volume (veh/h)	1225	9	8	1234	12	10
Future Volume (veh/h)	1225	9	8	1234	12	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1332	10	9	1341	13	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3241	24	431	3166	54	48
Arrive On Green	0.62	0.62	0.62	0.62	0.03	0.03
Sat Flow, veh/h	5396	39	407	5274	1781	1585
Grp Volume(v), veh/h	867	475	9	1341	13	11
Grp Sat Flow(s),veh/h/ln	1702	1863	407	1702	1781	1585
Q Serve(g_s), s	4.0	4.0	0.4	4.2	0.2	0.2
Cycle Q Clear(g_c), s	4.0	4.0	4.4	4.2	0.2	0.2
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2110	1155	431	3166	54	48
V/C Ratio(X)	0.41	0.41	0.02	0.42	0.24	0.23
Avail Cap(c_a), veh/h	5967	3266	892	8950	1687	1501
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	3.0	3.0	4.1	3.1	14.8	14.8
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.1	3.3	4.2	3.1	17.1	17.2
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	1342			1350	24	
Approach Delay, s/veh	3.2			3.1	17.1	
Approach LOS	A			A	B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		24.7			24.7	6.4
Change Period (Y+Rc), s		5.4			5.4	5.5
Max Green Setting (Gmax), s		54.6			54.6	29.5
Max Q Clear Time (g_c+I1), s		6.0			6.4	2.2
Green Ext Time (p_c), s		11.6			12.9	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.3			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	0	1	2	3	0	7	0	2	8	2
Future Vol, veh/h	1	2	0	1	2	3	0	7	0	2	8	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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	33	2	2	2	2	2	2
Mvmt Flow	1	2	0	1	2	3	0	8	0	2	9	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	25	22	10	23	23	8	11	0	0	8	0	0
Stage 1	14	14	-	8	8	-	-	-	-	-	-	-
Stage 2	11	8	-	15	15	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.53	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	3.597	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	986	872	1071	989	870	990	1608	-	-	1612	-	-
Stage 1	1006	884	-	1013	889	-	-	-	-	-	-	-
Stage 2	1010	889	-	1005	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	980	871	1071	986	869	990	1608	-	-	1612	-	-
Mov Cap-2 Maneuver	980	871	-	986	869	-	-	-	-	-	-	-
Stage 1	1006	883	-	1013	889	-	-	-	-	-	-	-
Stage 2	1004	889	-	1002	882	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		8.8		0		1.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	905	945	1612	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.007	0.001	-	-
HCM Control Delay (s)	0	-	-	9	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	3	4	4	3	4	4
Future Vol, veh/h	3	4	4	3	4	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	4	3	4	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	7	0	-	0	16
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	10
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1614	-	-	-	1002
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1013
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1614	-	-	-	1000
Mov Cap-2 Maneuver	-	-	-	-	1000
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1013

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1614	-	-	-	1037
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		Y	
Traffic Vol, veh/h	5	5	5	5	5	5
Future Vol, veh/h	5	5	5	5	5	5
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	23
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	15
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1610	-	-	-	993
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1008
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	990
Mov Cap-2 Maneuver	-	-	-	-	990
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1030
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 No-Build Conditions

HCM 6th Signalized Intersection Summary
 100: 30th Avenue & S Highway 17

The Black Pearl TIS
 2026 No Build AM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	848	6	5	812	2	5
Future Volume (veh/h)	848	6	5	812	2	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1648	1604	1856	1870	1011
Adj Flow Rate, veh/h	922	7	5	883	2	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	17	20	3	2	60
Cap, veh/h	2999	23	524	2906	17	8
Arrive On Green	0.57	0.57	0.57	0.57	0.01	0.01
Sat Flow, veh/h	5396	40	516	5233	1781	857
Grp Volume(v), veh/h	600	329	5	883	2	5
Grp Sat Flow(s),veh/h/ln	1702	1863	516	1689	1781	857
Q Serve(g_s), s	2.4	2.4	0.1	2.4	0.0	0.2
Cycle Q Clear(g_c), s	2.4	2.4	2.5	2.4	0.0	0.2
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1953	1069	524	2906	17	8
V/C Ratio(X)	0.31	0.31	0.01	0.30	0.12	0.62
Avail Cap(c_a), veh/h	7108	3891	1306	10578	2010	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.9	2.9	3.5	2.9	12.8	12.9
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	3.1	57.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.0	3.0	3.5	2.9	15.9	70.5
LnGrp LOS	A	A	A	A	B	E
Approach Vol, veh/h	929			888	7	
Approach Delay, s/veh	3.0			2.9	54.9	
Approach LOS	A			A	D	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		20.4			20.4	5.7
Change Period (Y+Rc), s		5.4			5.4	5.5
Max Green Setting (Gmax), s		54.6			54.6	29.5
Max Q Clear Time (g_c+I1), s		4.4			4.5	2.2
Green Ext Time (p_c), s		6.8			7.1	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.2			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	0	0	1	0	0	3	0	0	2	7
Future Vol, veh/h	4	0	0	0	1	0	0	3	0	0	2	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	75	2	2	2	2	2	2	33	2	2	2	29
Mvmt Flow	4	0	0	0	1	0	0	3	0	0	2	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	10	9	6	9	13	3	10	0	0	3	0	0
Stage 1	6	6	-	3	3	-	-	-	-	-	-	-
Stage 2	4	3	-	6	10	-	-	-	-	-	-	-
Critical Hdwy	7.85	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.85	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.85	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	886	1077	1010	881	1081	1610	-	-	1619	-	-
Stage 1	855	891	-	1020	893	-	-	-	-	-	-	-
Stage 2	858	893	-	1016	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	848	886	1077	1010	881	1081	1610	-	-	1619	-	-
Mov Cap-2 Maneuver	848	886	-	1010	881	-	-	-	-	-	-	-
Stage 1	855	891	-	1020	893	-	-	-	-	-	-	-
Stage 2	857	893	-	1016	887	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		9.1		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1610	-	-	848	881	1619	-
HCM Lane V/C Ratio	-	-	-	0.005	0.001	-	-
HCM Control Delay (s)	0	-	-	9.3	9.1	0	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	2	1	0	0	0	1
Future Vol, veh/h	2	1	0	0	0	1
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	92	92	92	92	92	92
Heavy Vehicles, %	50	2	2	2	2	2
Mvmt Flow	2	1	0	0	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	6
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	5
Critical Hdwy	4.6	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.65	-	-	-	3.518
Pot Cap-1 Maneuver	1357	-	-	-	1015
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	1018
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1357	-	-	-	1014
Mov Cap-2 Maneuver	-	-	-	-	1014
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1018

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	1084
HCM Lane V/C Ratio	0.002	-	-	-	0.001
HCM Control Delay (s)	7.7	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	5	5	5	5	5	5
Future Vol, veh/h	5	5	5	5	5	5
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	23
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	15
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1610	-	-	-	993
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1008
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	990
Mov Cap-2 Maneuver	-	-	-	-	990
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1030
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 100: 30th Avenue & S Highway 17

The Black Pearl TIS
 2023 No Build PM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	1262	9	8	1271	12	10
Future Volume (veh/h)	1262	9	8	1271	12	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1372	10	9	1382	13	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3290	24	420	3212	53	48
Arrive On Green	0.63	0.63	0.63	0.63	0.03	0.03
Sat Flow, veh/h	5398	38	392	5274	1781	1585
Grp Volume(v), veh/h	893	489	9	1382	13	11
Grp Sat Flow(s),veh/h/ln	1702	1863	392	1702	1781	1585
Q Serve(g_s), s	4.2	4.2	0.4	4.4	0.2	0.2
Cycle Q Clear(g_c), s	4.2	4.2	4.6	4.4	0.2	0.2
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2142	1172	420	3212	53	48
V/C Ratio(X)	0.42	0.42	0.02	0.43	0.24	0.23
Avail Cap(c_a), veh/h	5812	3182	843	8718	1643	1462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.0	3.0	4.1	3.0	15.2	15.1
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.1	3.2	4.2	3.1	17.5	17.6
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	1382			1391	24	
Approach Delay, s/veh	3.1			3.1	17.5	
Approach LOS	A			A	B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		25.5			25.5	6.5
Change Period (Y+Rc), s		5.4			5.4	5.5
Max Green Setting (Gmax), s		54.6			54.6	29.5
Max Q Clear Time (g_c+I1), s		6.2			6.6	2.2
Green Ext Time (p_c), s		12.2			13.5	0.0
Intersection Summary						
HCM 6th Ctrl Delay			3.3			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	0	1	2	3	0	7	0	2	8	2
Future Vol, veh/h	1	2	0	1	2	3	0	7	0	2	8	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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	33	2	2	2	2	2	2
Mvmt Flow	1	2	0	1	2	3	0	8	0	2	9	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	25	22	10	23	23	8	11	0	0	8	0	0
Stage 1	14	14	-	8	8	-	-	-	-	-	-	-
Stage 2	11	8	-	15	15	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.53	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	3.597	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	986	872	1071	989	870	990	1608	-	-	1612	-	-
Stage 1	1006	884	-	1013	889	-	-	-	-	-	-	-
Stage 2	1010	889	-	1005	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	980	871	1071	986	869	990	1608	-	-	1612	-	-
Mov Cap-2 Maneuver	980	871	-	986	869	-	-	-	-	-	-	-
Stage 1	1006	883	-	1013	889	-	-	-	-	-	-	-
Stage 2	1004	889	-	1002	882	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		8.8		0		1.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	905	945	1612	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.007	0.001	-	-
HCM Control Delay (s)	0	-	-	9	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	3	4	4	3	4	4
Future Vol, veh/h	3	4	4	3	4	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	4	3	4	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	7	0	-	0	16
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	10
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1614	-	-	-	1002
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1013
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1614	-	-	-	1000
Mov Cap-2 Maneuver	-	-	-	-	1000
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1013

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1614	-	-	-	1037
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		Y	
Traffic Vol, veh/h	5	5	5	5	5	5
Future Vol, veh/h	5	5	5	5	5	5
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	10	0	-	0	23
Stage 1	-	-	-	-	8
Stage 2	-	-	-	-	15
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1610	-	-	-	993
Stage 1	-	-	-	-	1015
Stage 2	-	-	-	-	1008
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	990
Mov Cap-2 Maneuver	-	-	-	-	990
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1610	-	-	-	1030
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2026 Build Conditions

HCM 6th Signalized Intersection Summary
 100: 30th Avenue & S Highway 17

The Black Pearl TIS
 2026 Build AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖	↑↑↑	↖	↗
Traffic Volume (veh/h)	848	56	54	812	49	49
Future Volume (veh/h)	848	56	54	812	49	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1648	1604	1856	1870	1011
Adj Flow Rate, veh/h	922	61	59	883	53	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	17	20	3	2	60
Cap, veh/h	2604	172	452	2696	175	84
Arrive On Green	0.53	0.53	0.53	0.53	0.10	0.10
Sat Flow, veh/h	5062	323	491	5233	1781	857
Grp Volume(v), veh/h	641	342	59	883	53	53
Grp Sat Flow(s),veh/h/ln	1702	1812	491	1689	1781	857
Q Serve(g_s), s	3.2	3.2	2.3	2.9	0.8	1.8
Cycle Q Clear(g_c), s	3.2	3.2	5.5	2.9	0.8	1.8
Prop In Lane		0.18	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1811	964	452	2696	175	84
V/C Ratio(X)	0.35	0.35	0.13	0.33	0.30	0.63
Avail Cap(c_a), veh/h	6300	3354	1099	9376	1781	857
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	4.0	4.0	5.6	3.9	12.4	12.8
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.1	1.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.1	0.2	0.3	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.1	4.2	5.7	4.0	13.3	20.3
LnGrp LOS	A	A	A	A	B	C
Approach Vol, veh/h	983			942	106	
Approach Delay, s/veh	4.1			4.1	16.8	
Approach LOS	A			A	B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		21.1			21.1	8.4
Change Period (Y+Rc), s		5.4			5.4	5.5
Max Green Setting (Gmax), s		54.6			54.6	29.5
Max Q Clear Time (g_c+I1), s		5.2			7.5	3.8
Green Ext Time (p_c), s		7.4			8.2	0.3
Intersection Summary						
HCM 6th Ctrl Delay			4.8			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	0	0	1	0	0	94	0	0	101	7
Future Vol, veh/h	4	0	0	0	1	0	0	94	0	0	101	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	75	2	2	2	2	2	2	33	2	2	2	29
Mvmt Flow	4	0	0	0	1	0	0	102	0	0	110	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	217	216	114	216	220	102	118	0	0	102	0	0
Stage 1	114	114	-	102	102	-	-	-	-	-	-	-
Stage 2	103	102	-	114	118	-	-	-	-	-	-	-
Critical Hdwy	7.85	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.85	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.85	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	608	682	939	740	678	953	1470	-	-	1490	-	-
Stage 1	741	801	-	904	811	-	-	-	-	-	-	-
Stage 2	752	811	-	891	798	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	607	682	939	740	678	953	1470	-	-	1490	-	-
Mov Cap-2 Maneuver	607	682	-	740	678	-	-	-	-	-	-	-
Stage 1	741	801	-	904	811	-	-	-	-	-	-	-
Stage 2	751	811	-	891	798	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		10.3		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1470	-	-	607	678	1490	-
HCM Lane V/C Ratio	-	-	-	0.007	0.002	-	-
HCM Control Delay (s)	0	-	-	11	10.3	0	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	
Traffic Vol, veh/h	92	1	0	0	0	99
Future Vol, veh/h	92	1	0	0	0	99
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	92	92	92	92	92	92
Heavy Vehicles, %	50	2	2	2	2	2
Mvmt Flow	100	1	0	0	0	108

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	202
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	201
Critical Hdwy	4.6	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.65	-	-	-	3.518
Pot Cap-1 Maneuver	1357	-	-	-	787
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	833
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1357	-	-	-	729
Mov Cap-2 Maneuver	-	-	-	-	729
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	833

Approach	EB	WB	SB
HCM Control Delay, s	7.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	1084
HCM Lane V/C Ratio	0.074	-	-	-	0.099
HCM Control Delay (s)	7.9	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	0	5	5	5	0	0	4	5	0	5
Future Vol, veh/h	5	5	0	5	5	5	0	0	4	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	5	5	0	5	5	5	0	0	4	5	0	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	10	0	0	5	0	0	35	35	5	35	33	8
Stage 1	-	-	-	-	-	-	15	15	-	18	18	-
Stage 2	-	-	-	-	-	-	20	20	-	17	15	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.318
Pot Cap-1 Maneuver	1610	-	-	1630	-	-	976	861	1084	971	864	1074
Stage 1	-	-	-	-	-	-	1010	887	-	1001	884	-
Stage 2	-	-	-	-	-	-	1004	883	-	1002	887	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1610	-	-	1630	-	-	966	856	1084	962	859	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	856	-	962	859	-
Stage 1	-	-	-	-	-	-	1007	884	-	998	881	-
Stage 2	-	-	-	-	-	-	996	880	-	995	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	2.4	8.3	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	1610	-	-	1630	-	-	1015
HCM Lane V/C Ratio	0.004	0.003	-	-	0.003	-	-	0.011
HCM Control Delay (s)	8.3	7.2	0	-	7.2	0	-	8.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	0	0	22	77	0	16	13	73	0	13
Future Vol, veh/h	0	7	0	0	22	77	0	16	13	73	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	8	0	0	24	84	0	17	14	79	0	14

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	108	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	-
Pot Cap-1 Maneuver	1495	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1495	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.2	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	1495	-	-	-	890
HCM Lane V/C Ratio	0.035	-	-	-	-	0.105
HCM Control Delay (s)	9.2	0	-	-	-	9.5
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	93	99	0	0	0
Future Vol, veh/h	0	93	99	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	101	108	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	209	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	784	951
Stage 1	0	-	-	0	921	-
Stage 2	0	-	-	0	928	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	784	951
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	928	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS				A		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	-			
HCM Lane V/C Ratio	-	-	-			
HCM Control Delay (s)	-	-	0			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	-			

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	4	0	0	8	0	0
Future Vol, veh/h	4	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	0	0	9	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	13 4
Stage 1	-	-	-	-	4 -
Stage 2	-	-	-	-	9 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	-	0	0	-	1011 1085
Stage 1	-	0	0	-	1024 -
Stage 2	-	0	0	-	1019 -
Platoon blocked, %	-				-
Mov Cap-1 Maneuver	-	-	-	-	1011 1085
Mov Cap-2 Maneuver	-	-	-	-	1011 -
Stage 1	-	-	-	-	1024 -
Stage 2	-	-	-	-	1019 -

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

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

HCM 6th Signalized Intersection Summary
 100: 30th Avenue & S Highway 17

The Black Pearl TIS
 2026 Build PM



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	1262	84	80	1271	81	77
Future Volume (veh/h)	1262	84	80	1271	81	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1372	91	87	1382	88	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3245	215	351	3387	173	154
Arrive On Green	0.66	0.66	0.66	0.66	0.10	0.10
Sat Flow, veh/h	5060	324	363	5274	1781	1585
Grp Volume(v), veh/h	955	508	87	1382	88	84
Grp Sat Flow(s),veh/h/ln	1702	1812	363	1702	1781	1585
Q Serve(g_s), s	6.0	6.0	6.7	5.7	2.1	2.3
Cycle Q Clear(g_c), s	6.0	6.0	12.7	5.7	2.1	2.3
Prop In Lane		0.18	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2258	1202	351	3387	173	154
V/C Ratio(X)	0.42	0.42	0.25	0.41	0.51	0.54
Avail Cap(c_a), veh/h	4081	2172	545	6122	1154	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6	3.6	6.6	3.5	19.5	19.6
Incr Delay (d2), s/veh	0.1	0.2	0.4	0.1	2.3	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.3	0.6	0.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	3.8	6.9	3.6	21.8	22.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h	1463			1469	172	
Approach Delay, s/veh	3.8			3.8	22.2	
Approach LOS	A			A	C	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		35.6			35.6	9.9
Change Period (Y+Rc), s		5.4			5.4	5.5
Max Green Setting (Gmax), s		54.6			54.6	29.5
Max Q Clear Time (g_c+I1), s		8.0			14.7	4.3
Green Ext Time (p_c), s		13.4			15.5	0.5
Intersection Summary						
HCM 6th Ctrl Delay			4.8			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	2	0	1	2	3	0	142	0	2	155	2
Future Vol, veh/h	2	2	0	1	2	3	0	142	0	2	155	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, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	33	2	2	2	2	2	2
Mvmt Flow	2	2	0	1	2	3	0	154	0	2	168	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	330	327	169	328	328	154	170	0	0	154	0	0
Stage 1	173	173	-	154	154	-	-	-	-	-	-	-
Stage 2	157	154	-	174	174	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.53	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	3.597	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	623	591	875	625	591	817	1407	-	-	1426	-	-
Stage 1	829	756	-	848	770	-	-	-	-	-	-	-
Stage 2	845	770	-	828	755	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	618	590	875	623	590	817	1407	-	-	1426	-	-
Mov Cap-2 Maneuver	618	590	-	623	590	-	-	-	-	-	-	-
Stage 1	829	754	-	848	770	-	-	-	-	-	-	-
Stage 2	839	770	-	824	753	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		10.3		0		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1407	-	-	604	692	1426	-
HCM Lane V/C Ratio	-	-	-	0.007	0.009	0.002	-
HCM Control Delay (s)	0	-	-	11	10.3	7.5	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	4		4	
Traffic Vol, veh/h	136	4	4	3	4	150
Future Vol, veh/h	136	4	4	3	4	150
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	4	4	3	4	163

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	7	0	-	0	306
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	300
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1614	-	-	-	686
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	752
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1614	-	-	-	623
Mov Cap-2 Maneuver	-	-	-	-	623
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	752

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1614	-	-	-	1057
HCM Lane V/C Ratio	0.092	-	-	-	0.158
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	0	12	5	5	0	0	12	5	0	5
Future Vol, veh/h	5	5	0	12	5	5	0	0	12	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	5	5	0	13	5	5	0	0	13	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	5	0	0	51	51	5	56	49	8
Stage 1	-	-	-	-	-	-	15	15	-	34	34	-
Stage 2	-	-	-	-	-	-	36	36	-	22	15	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.318
Pot Cap-1 Maneuver	1610	-	-	1630	-	-	953	844	1084	941	846	1074
Stage 1	-	-	-	-	-	-	1010	887	-	982	871	-
Stage 2	-	-	-	-	-	-	985	869	-	996	887	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1610	-	-	1630	-	-	941	835	1084	922	837	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	941	835	-	922	837	-
Stage 1	-	-	-	-	-	-	1007	884	-	979	864	-
Stage 2	-	-	-	-	-	-	972	862	-	981	884	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.6			3.9			8.4			8.7		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1084	1610	-	-	1630	-	-	992
HCM Lane V/C Ratio	0.012	0.003	-	-	0.008	-	-	0.011
HCM Control Delay (s)	8.4	7.2	0	-	7.2	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	19	0	0	40	114	0	20	19	101	0	19
Future Vol, veh/h	0	19	0	0	40	114	0	20	19	101	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	21	0	0	43	124	0	22	21	110	0	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	167	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.2	-	-	-
Pot Cap-1 Maneuver	1423	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1423	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.5	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	847	1423	-	-	-	812
HCM Lane V/C Ratio	0.05	-	-	-	-	0.161
HCM Control Delay (s)	9.5	0	-	-	-	10.3
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	139	154	0	1	0
Future Vol, veh/h	0	139	154	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	151	167	0	1	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	318 167
Stage 1	-	-	-	-	167 -
Stage 2	-	-	-	-	151 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	0	679 882
Stage 1	0	-	-	0	867 -
Stage 2	0	-	-	0	882 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	679 882
Mov Cap-2 Maneuver	-	-	-	-	679 -
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	882 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	679
HCM Lane V/C Ratio	-	-	0.002
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	3	0	0	4	0	1
Future Vol, veh/h	3	0	0	4	0	1
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	0	4	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	7 3
Stage 1	-	-	-	-	3 -
Stage 2	-	-	-	-	4 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	-	0	0	-	1019 1087
Stage 1	-	0	0	-	1025 -
Stage 2	-	0	0	-	1024 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	1019 1087
Mov Cap-2 Maneuver	-	-	-	-	1019 -
Stage 1	-	-	-	-	1025 -
Stage 2	-	-	-	-	1024 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1087	-	-
HCM Lane V/C Ratio	0.001	-	-
HCM Control Delay (s)	8.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

From: Ward, Raleigh O. <WardRO@scdot.org>

Sent: Wednesday, June 7, 2023 3:00 PM

To: Cliff Lawson <clawson@rameykemp.com>; Skipper, Joey H <SkipperJH@scdot.org>

Subject: RE: The Black Pearl TIS Submittal

Mr. Lawson,

Based on the current plans provided I have some comments below:

- Access 1 will need to provide adequate throat length (30') before the first parking spaces and minimum 24' throat width to accommodate the ingress and egress for the parking lot. Who owns the property at Access 1? It currently appears per Horry County GIS to be a public access to the beach. Will it still function like this or be restricted to employees and delivery's. Additional approvals from other entity's may be needed at this location.
- Access 2/3 may create some confusion for guest as it doesn't appear to provide enough room to allow for left turns into the access 2 and most guests will be coming from Atlantic Street. Left turns out at access 3 could be prohibited but I don't think this will be a heavy movement.
- Access 4 may function better as a ingress only, but looking at the parking deck configuration this may not be feasible. There is also a 5' offset requirement from the end of the driveway radius and property line. Per the drawing this may not be feasible.
- Access 5 and 6 should be fine.
- I do not see pedestrian accommodations shown on the site plan. At minimum I think sidewalks/curb and gutter should be installed on the North and South side of S Ocean Blvd. from 31st Ave. to Atlantic Street. Adequate right of way may not be available to accommodate this and additional drainage improvements within the right of way may be needed. The mid-block crossing will need to be installed in accordance with TG-38.

Per review of the TIA I am in general agreement with the recommendations. Let me know if you have any additional questions.

Tripp Ward

Assistant District **Traffic** Engineer

SCDOT – District 5

3018 East Palmetto Street

Florence, SC 29503

Office Ph: (843) 661-4710 Ext. 208

Direct Ph: (843) 629-5208

Flexible Design District Excerpt from the Land Management Ordinance

Flexible Design District Excerpt from the Land Management Ordinance

check, or other instrument readily convertible to cash) to guarantee the installation and/or dedication of required improvements.

SECTION 5.3.452 Recording

All plats and plans approved under the terms of this division shall be recorded in the Office of the Horry County Register of Deeds.

SECTIONS 5.3.453 through 5.3.455 Reserved

DIVISION 5. Flexible Design Districts (Floating Zones)

SECTION 5.3.456 Purpose and Intent

The intent of the Flexible Design District(s) (FDD) is to provide for higher intensity development along the oceanfront, while providing for a higher level of design and public amenities consistent with the Town of Atlantic Beach Comprehensive Plan and 2007 Master Plan. This division provides two (2) floating zone district options: The Waterfront 1 Flexible Design District (WF1-FDD) and the Waterfront 2 Flexible Design District (WF2-FDD). Each district is designed to complement the character and the uses allowable within the WF1 or WF2 zoning districts. However, the Flexible Design Districts provide for greater height, floor area ratio, density, and building coverage than fixed zoning districts described in Section 5.3.400, through the use of incentivized flexible development standards.

SECTION 5.3.457 Creation of Flexible Design Districts (Floating Zones)

- A. In addition to the districts provided by Section 5.3.400 et seq. and Division 4, the following districts are hereby created:
 - Waterfront 1 Flexible Design District (WF1-FDD)
 - Waterfront 2 Flexible Design District (WF2-FDD)
- B. The individual districts may be cited by full title, e.g. Waterfront 1 Flexible Design District or by abbreviated reference, e.g. WF1-FDD. Collectively, these districts and affected properties may be referred to as “the FDD”, “floating zoning districts” or “FDD properties.” The requirements for properties in the FDD are based on the floating zone district standards approved by an ordinance of the Town Council. Properties rezoned to a floating zone district will be designated, by legislative act by the Council, with a unique name or identifier as a prefix to the zone’s title, for example: “Atlantic Avenue Oceanfront Plaza WF2-FDD.”

SECTION 5.3.458 Eligibility for Designation

- A. Any WF1 zoned property or contiguous group of WF1 zoned properties within the Town that total 15,000 square feet or greater may be considered for designation as WF1-FDD.
- B. Any WF2 zoned property or contiguous group of WF2 zoned properties within the Town that total 20,000 square feet or greater may be considered for designation as WF2-FDD.

SECTION 5.3.459 Designation to Constitute a Text and Map Amendment

The designation of a property as a Flexible Design District (WF1-FDD or WF2-FDD) shall constitute a zoning text and map amendment. The rezoning of a property(s) to an FDD may only be initiated by the owner of said property. Following approval by the Town Council, the requirements of the respective WF1 or WF2 zoning district are thereafter supplanted by those of the FDD. Except as provided by this division, the rezoning of property to an FDD shall follow the zoning text and map amendment procedures specified in Article III of this Chapter.

SECTION 5.3.460 Effect on Other Ordinances and Rules of General Applicability

FDDs are subject to all other ordinances applicable to development within the Town. Unless expressly stated in this division or provided within the zoning text establishing the floating zone, all lands within an FDD are subject to this Chapter's requirements of general applicability affecting uses, lots, structures, parking, and other features.

SECTION 5.3.461 Use, Bulk, Dimensional, and Density Standards of the FDD

- A. Use Standards.** In order to maintain a consistent character within the Town's waterfront districts, the uses allowed within the WF1 and WF2 districts, as provided in Table 5.3.502, apply to WF1-FDD and WF2-FDD, respectfully. The ordinance creating a WF1-FDD or WF2-FDD may prohibit, restrict, or require a greater level of approval review than provided in WF1 or WF2, as applicable, but may not allow prohibited uses or a lesser level of approval review than as provided in Table 5.3.502.
- B. Bulk, Dimensional, and Density Standards.** Similarly, except as provided in Table 5.3.461A, the bulk, dimensional, and density standards of the WF1 or WF2 districts, as provided in Table 5.3.420A, shall apply to WF1-FDD and WF2-FDD, respectfully. The ordinance creating a WF1-FDD or WF2-FDD may provide different height, coverage, open space, density, and FAR standards of the WF1 and WF2 districts, only as provided in Table 5.3.461A.

**Table 5.3.461A
District Bulk, Dimensional & Density Standards**

STANDARDS		EXTENT OF PUBLIC AMENITY FEATURES AND DISTRICT STANDARDS*							
		Less than 1%		1% but less than 2%		2% but less than 3%		3% or greater	
		WF1-FDD	WF2-FDD	WF1-FDD	WF2-FDD	WF1-FDD	WF2-FDD	WF1-FDD	WF2-FDD
Maximum Structure Height	55 feet and no more than 5 stories	125 feet and no more than 12 stories	65 feet and no more than 5 stories	145 feet and no more than 14 stories	75 feet and no more than 5 stories	165 feet and no more than 16 stories	85 feet and no more than 8 stories	200 feet and no more than 20 stories	
Maximum Building Coverage	45%	50%	50%	55%	55%	60%	60%	70%	
Maximum Impervious Surface Coverage	45%	50%	55%	60%	60%	65%	65%	80%	
Minimum Open Space	45%	40%	40%	35%	35%	25%	30%	15%	
Maximum Floor Area Ratio	.75	2.0	1.0	2.5	1.25	3.0	1.5	4.0	
Density (minimum lot area in square feet per dwelling unit)									
Multi-Family	3,000	1,500	2,250	1,125	1,500	750	750	375	

* Note: This table provides the maximum allowable height, coverage, FAR, and density for the WF1-FDD and WF2-FDD based on the provision of public amenity features as a percentage of total development costs. The ordinance creating each floating zone may provide standards more restrictive than those provided above.

SECTION 5.3.462 FDD Floating Zone Approval Process

In addition to the exhibits required by Article III for zoning map and text amendments, the following are required prior to the review and approval of an FDD:

- A. **Pre-Application Conceptual Plan.** Prior to a formal application being filed to rezone a property(s) to a flexible design district, under subsection B, below, a conceptual plan shall be submitted to the Administrator. The conceptual plan shall illustrate the boundaries of the proposed areas to be rezoned to an FDD, the proposed land uses, proposed bulk, dimensional, and height limitations, proposed public amenity features, a proposed lot layout and street configuration, estimated gross

densities, estimated useable open space, and estimated total development costs and costs of public amenity features.

The Administrator shall submit the proposed conceptual plan to the Planning Commission with a recommendation as to whether the proposed design concept is consistent with the Comprehensive Plan and FDD standards. Within thirty (30) days of its review, the Planning Commission shall either instruct the applicant to proceed with drafting a detailed FDD design plan and zoning text, based on the proposed conceptual plan, or to resubmit a revised conceptual plan for additional input from the Administrator or Planning Commission.

B. Floating Zone District Application. In addition to the requirements of Section 5.3.381, an applicant for a rezoning under this division shall include the following in an application for rezoning to FDD:

1. Total development costs, with a categorization of costs, including construction, land, demolition, utility relocation, and the percent required to develop public amenity facilities;
2. Public amenity features, including a description of their nature; location; public accessibility, including any limitations on public access; design standards and features; costs to construct; schedule for construction; and proposed manner of ongoing maintenance, ownership, and control, including proposed legal instruments and other guarantees to ensure installation, maintenance, and perpetual public use.
3. A listing of uses within the proposed district, specifying the total acreage for each use, based on proposed FDD district standards;
4. Illustrative east, west, north, south elevations of the district boundaries; and
5. FDD district standards, as provided in subsection C, below.

C. Floating Zone District Standards. In addition to the requirements of Section 5.3.381, an applicant for a rezoning under this division shall prepare and submit FDD district standards proposed for any lands redesignated as an FDD floating zone to the Administrator. The district standards shall contain all relevant standards proposed by the applicant or recommended by the Planning Commission and the Administrator. District standards shall include the following:

1. **FDD Zoning Text.** Proposed text that establishes the requirements of the flexible design district shall be submitted. At a minimum, the proposed FDD zoning text shall include:
 - a. The name of the flexible design district, not duplicating the name of any other FDD or subdivision;
 - b. A statement of the intent and objectives of the proposed district;
 - c. A legal description of the district boundaries, including the location and acreage of varying densities, uses, or other areas subject to special requirements;
 - d. A table of the following proposed land uses & standards:
 - (1) Uses permitted within the proposed FDD, in accordance with Section 5.3.461(A), and the level of approval review required;
 - (2) Maximum and average residential densities for each residential use,
 - (3) Maximum proposed floor area ratios and building/lot coverages for each non-residential use,

- (4) Maximum allowable height for each use or for the district as a whole,
 - (5) The minimum setbacks for each use or for the district as a whole,
 - (6) The minimum separation distance, if any, required between buildings or uses; and
 - (7) Public amenity facilities and provisions related to their use, maintenance, and the legal mechanism for guaranteeing perpetual use and maintenance, including easements, dedication agreements, or other surety proposed by the applicant.
 - (8) Any special requirements imposed on development within the district such as landscaping, lighting, architectural, and/or orientation standards.
- f. A provision which precludes the application of variances from the flexible design district's requirements and incorporates, by reference, Section 5.3.464; and
 - g. A provision which enumerates any requirements of this Chapter that are not applicable to or that are amended upon approval of the flexible design district.
2. FDD Design Plan. An FDD design plan shall be submitted that illustrates:
- a. The surveyed boundary of the district, interior property lines, if multiple parcels, including approximate interior property lines when future division is proposed and permitted;
 - b. The location of existing and proposed utilities, streets, easements, and other rights-of-way;
 - c. The location and proposed use of existing and planned buildings;
 - e. The location of parking lots, drives, and walkways;
 - f. The location and acreage of open spaces;
 - g. Topographical data including existing and proposed contour elevations, areas of special flood hazard, drainage easements, and storm water detention easements; and
 - h. The location, acreage, use of public amenity features.

SECTION 5.3.463 Planning Commission Recommendation

- A. In addition to the review criteria for map and text amendments contained in Section 5.3.384, the Planning Commission shall consider the nature, need, and conformance of proposed FDD public amenity features to the comprehensive plan. Public amenity features proposed in an FDD floating zone, with total development costs exceeding \$10,000,000, may be considered by the Planning Commission and Town Council in determining eligibility for floating zone designation. Public amenity facilities eligible for the flexible district standards described in Section 5.3.461, include, but are not limited to:
 - 1. Unimproved and improved beach access, a minimum of ten (10) feet in width,
 - 2. Parks and common open spaces of no less than 500 square feet,
 - 3. Ocean viewing or observation decks (indoor or outdoor),

ARTICLE IV. ZONING DISTRICTS

4. The construction of public streets and other rights-of-way, consistent with Town and state transportation plans and standards;
 5. Sidewalks and other in-right-of-way pedestrian or bicycle improvements, consistent with Town and state transportation plans and standards;
 6. Right-of-way or improvements located in adjacent right-of-way, such as benches, planters, shelters, drinking fountains, bike racks, decorative lighting, commemorative signage, and improvements that enhance handicapped accessibility; and
 7. Publicly-available parking; restrooms; and shower facilities associated with recreational uses.
- B. In addition to the standards in Article III, Division 8, the Planning Commission in its recommendation and the Town Council in its final action on a proposed FDD floating zone are not obligated to accept or deem eligible any proposed public amenity facility deemed not in compliance with this division, the other applicable provisions of the LMO, or the Comprehensive Plan.
- C. The flexible district standards in Table 5.3.461A apply based solely on the percentage costs of proposed public amenity facilities, included in the proposed FDD district standards, in relation to total development costs, as provided in this division and Table 5.3.461A.
- D. Following a recommendation by the Planning Commission, the Town Council shall make a final determination whether to approve or deny a request for an FDD floating zoning.

SECTION 5.3.464 Minor Design Plan Modifications and FDD Amendments

- A. No minor design plan modification or FDD amendment shall be approved that exceeds the standards of this division or the Comprehensive Plan. Unless provided otherwise in an FDD floating zone approved by the Town Council pursuant to Section 5.3.463, minor design plan modifications and FDD amendments shall comply with this section.
- B. **Minor Design Plan Modifications.** Minor modifications in an approved FDD design plan may be approved by the Administrator provided that such changes do not constitute an FDD amendment, as defined in subsection C, below and do not conflict with approved FDD district standards. Minor modifications may include, but are not limited to: the minor shifting of buildings, proposed streets, public or private ways, utility easements, parks or other public open spaces, or other features of the design plan.
- C. **FDD Amendments.** Major changes in an approved FDD floating zone shall be considered an amendment to the ordinance adopting the FDD standards and shall require a public hearing, review and recommendation by the Planning Commission, and approval by Town Council, as required by this division and Article III. Such major changes include:
1. Increases in density in excess of the approved FDD district standards;
 2. Changes in the exterior boundaries of the flexible design district;
 3. Alterations to the height of structures in excess of the approved FDD district standards;
 4. Increases in the intensity of nonresidential land uses in excess of the approved FDD district standards;
 5. Increases in the number of lots (where subdivision has been approved);
 6. Material changes in the amount, nature, or extent of public amenity facilities in the approved FDD district standards; or
 7. Any proposed revision to the FDD zoning text.

ARTICLE IV. ZONING DISTRICTS

SECTION 5.3.465 Conformance with Development Regulations and Surety Requirements

When approved FDD district standards provide for the dedication of land or improvements for rights-of-way, parks, or other public spaces and amenities; the division of property into two (2) or more lots; or the installation of other public improvement dedications or public amenity facilities, zoning permits for property within the flexible design district shall not be issued until a final plat, easements, or other surety has been approved in accordance with the standards of this Chapter and Town policies and procedures. Where the final plat is to be recorded prior to the installation of public improvement dedications or public amenity facilities, the Planning Commission shall require the posting of a surety instrument (bond, certified check, or other instrument readily convertible to cash) to guarantee the installation and/or dedication of public improvement dedications and public amenities facilities approved as part of the FDD district standards.

SECTION 5.3.466 Recording

All plats and plans approved under the terms of this section shall be recorded in the Office of the Horry County Register of Deeds.

SECTIONS 5.3.467 through 5.3.499 Reserved