

**PLANNED DEVELOPMENT GUIDELINES AND PLAN
FOR
ANDELL WEST COMMERCIAL PD**

830 KIAWAH ISLAND PARKWAY
CHARLESTON COUNTY SOUTH CAROLINA

Parcel Identification 205-00-00-365 and
205-00-00-356

June 29, 2023

**APPROVED BY
COUNTY COUNCIL
10/24/23
CONDITIONS
INCORPORATED**

OWNER-APPLICANT:

**ANDELL WEST, LLC
800 EAST CANAL STREET, SUITE 1900
RICHMOND, VA 23219
PHONE (804) 643-4200**

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1. Planned Development Name and the Property

The Planned Development name is ANDELL WEST COMMERCIAL PLANNED DEVELOPMENT (PD).

The subject property is located at 830 Kiawah Island Parkway, Charleston County, South Carolina.

Parcel Identification: 205-00-00-365 and 205-00-00-356 (portion of)

The subject parcels are 50.26 acres

The lot is within the Urban Growth Boundary and is currently zoned R-4.

2. Statement of Objectives

Andell West is a proposed Commercial Planned Development adjacent to Freshfields Village in Charleston County. The development will provide a much-needed full size grocery store for the Kiawah, Seabrook and Johns Island communities. In addition, the development will include opportunities for retail and services in-line with the grocery store and throughout. The look of the Development will be integrated with successful design of Freshfields, creating a cohesive feel that will include abundant open space and landscaping. The applicant, Andell West, LLC, an affiliate of Riverstone Properties, LLC, will build upon their long-term commitment to quality and understanding of Kiawah Island since 1993 through the experience of owning the Kiawah Island Golf Resort.

The parcel is 50.26 acres of high ground. The property consists of an open field and a mature tree line along Kiawah Island Parkway. Historically the property has been cleared and was used for agricultural use until the early 2000s. More recently it has been used as a staging/parking area for major island events. Uses within the commercial development will be limited to those compatible with the surrounding area and the Comprehensive Plan. No environmentally sensitive areas will be impacted and a 100-foot buffer along Kiawah Island Parkway will be preserved. The Planned Development will allow people on the islands to have a full-service grocery store and other retail and commercial services without having to drive to the Charleston suburbs causing increased traffic on County roads. It will be sensitively designed and environmentally responsible.

Another objective of the Andell West Commercial PD is to limit the uses that will be available on the property in response to community concerns. The uses allowed will be more restrictive than those in the Freshfields PD. The Conceptual Site Plan is attached as **Exhibit A**.

3. Intent and Results of Proposed PD.

The Andell West Commercial PD is consistent with the Comprehensive Plan. The property is within the Urban Growth Boundary. The Andell West Commercial PD is entirely compatible in use with the neighboring existing Freshfields Village.

The Andell West Commercial PD will include stub outs for connections to future development on adjacent parcels. Stub outs will be constructed to the Freshfields property line in the general locations shown on the conceptual plan.

This PD will preserve buffers and open space beyond what is required in the Community Commercial zoning district and will allow a design with a village style that will be compatible with Freshfields.

The Development will preserve open space, be designed to be cohesive with the existing development on Kiawah and Seabrook, as well as Freshfields, with complimentary design characteristics, parking design, and walkability. This will provide more retail options for residents of the Islands and provide a much needed modern, full-sized grocery store.

4. Site Information and Wetlands.

The property is comprised of 50.26 acres of high ground that is a former farm field. It most recently served as a temporary parking area for the PGA golf tournament on Kiawah Island in 2021.

There are no freshwater or saltwater wetland impacts on the Property. The US Army Corps of Engineers' delineation for the property confirming there are no freshwater wetlands is attached as **Exhibit B**. The property does abut the critical area for a short distance but there is no critical line on the property.

5. Uses and Development Standards.

The applicant proposes certain modifications or replacement wording to select sections of the Zoning and Land Development Regulations Ordinance. These proposed modifications are intended to allow additional flexibility in meeting the intent of the ordinance as outlined in Art. 1.5 Purpose and Intent while responding to the unique site conditions and concept development for Andell West.

These proposed modifications are specifically intended to address the unique attributes of the resident neighborhoods of Johns Island, Seabrook, and Kiawah as well as unique characteristics of the seasonal population of the costal islands. The proposed retail development will provide needed services to the residents and visitors to these islands.

All development shall be subject to the following density, intensity, and dimensional standards:

DENSITY/INTENSTIY AND DIMENSIONAL STANDARDS	
MINIMUM LOT AREA	4000 square feet

MINIMUM LOT WIDTH	15 feet
MINIMUM SETBACKS	
Kiawah Island Parkway Side	100 feet (setback and buffers per ZLDR)
Front/Internal	None
Interior Side	None
Rear	None
OCRM Critical Line	50 feet; Buffer 35 feet
MAXIMUM HEIGHT	55 feet or 3.5 Stories
Impervious Coverage	No more than 80% of total area

The intent of this development and this application is to limit the total building heated and cooled space to 160,000 square feet, inclusive of the Grocery Store. The maximum square footage of the Grocery Store will be 65,000 square feet. The other buildings will be sized based on market demand.

There will be no residential use in the commercial area. If the pond area is not used as a pond, or the pond is smaller than shown when engineered, the remaining land on the pond parcel will revert to R-4 zoning.

Accessory Structures (as defined in ZLDR Sec 6.5.5) will be limited to Fences and Walls, Gates, Recreation Areas, Recycling Collection, and the Selling of Sweetgrass Baskets or other Agricultural Products.

Should the Property not be developed pursuant to the Planned Development, it may be developed pursuant to R-4 zoning in effect at the time of subsequent application submittal.

The following uses will be allowed by right (each use is as defined in the current edition of the Charleston County ZLDR), unless otherwise noted in the list of uses:

- Agricultural Sales or Service
- Community Garden
- Farmers Market
- Safety Service
- Medical Office
- Health Care Laboratory
- Library or Archive
- Museum
- Nature Exhibition
- Botanical Garden
- Postal Service, United States
- Community Recreation
- Parks and Recreation

Recreation and Entertainment, Indoor
Recreation and Entertainment, Outdoor
Special Events (Temporary, pursuant to ZLDR Sec 6.7.3)
Business, Professional, Labor, Political, Social or Civic Organization, Social Club or Lodge
Religious Assembly
Utility Service, Major
Utility Service, Minor
Pet Store or Grooming Salon
Small Animal Boarding
Veterinary Service
Banks and Financial Services
Bar or Lounge
Catering Service
Restaurant, Fast Food (without Drive-Thru) (Alcohol sales shall be allowed without Special Exception)
Restaurant, General (Alcohol sales shall be allowed without Special Exception)
Communication Services; Data Processing Services; Publishing Industries
Administrative or Business Office; Government Office; Professional Office
Convention Center or Visitors Bureau
Parking Lot and special event parking
Consumer Good Rental Service
Repair Service, Consumer
Home Improvement Center
Food Sales
Food Truck
Liquor, Beer, or Wine Sales
Retail Sales or Services, General; Building Materials or Garden Equipment and Supplies
Retailer
Convenience Store
Duplicating or Quick Printing Service; Private Postal or Mailing Service
Service Station, Gasoline (limited to seven pumps)
Vehicle Parts, Accessories, or Tire Store
Consumer Convenience Services
Hair, Nail, or Skin Care Services
Personal Improvement Services
Physical Fitness or Health Club
Services to Buildings or Dwellings
Landscaping or Horticultural Services
Artisan and Craftsman
Clay or Related Products, Furniture, Cabinets or Related Products, Toy or Artwork, or Wood Products Manufacturing or Production
Microbrewery and Distillery

Sightseeing Transportation, Land or Water
Taxi or Limousine Service
EV Charging Stations
Performing Arts and Theaters
Resource Extraction and Importation (for the use of removal of dirt from the site during development)
Single Family Residential (consistent with R-4 and limited to pond area)

6. Maximum Density.

There will be no residential use in the commercial area. If the pond area is not used as a pond or the pond is smaller than shown when engineered the remaining land on the pond parcel will revert to R-4 zoning in effect at the time of subsequent application submittal.

7. Affordable/Workforce Dwelling Units.

There will be no residential use other than as described in Paragraph 6.

8. Impact Assessment/Public Facilities and Services.

The impact of this development on existing public facilities and services will be minimal since there is no residential use planned other than what is already permitted. If the pond area is not used as a pond, or the pond is smaller than shown when engineered, it may be developed pursuant to R-4 zoning in effect at the time of subsequent application submittal.

Potable Water will be provided by St. John's Water Company. Public sewer and wastewater will be provided by the Town of Seabrook Island. Electricity will be provided by Berkeley Electric Co-Op. These public utilities have the capacity to service the Andell West Commercial PD.

Letters of coordination from these three utilities as well as all the other service providers required by the provisions of the ZLDR are attached collectively as **Exhibit C**.

The owner will pay for and construct all the infrastructure within the Andell West Commercial PD.

9. Traffic Impact Study.

The traffic impact study that meets the requirements of Article 9.6 of the ZLDR for proposed planned developments is attached as **Exhibit D** and is supplemented by a letter from the Town of Kiawah Island Traffic Engineer.

The Town of Kiawah owns Kiawah Island Parkway and has recently performed a traffic study for the area resulting in the need for a roundabout at the entrance. The owner will obtain an encroachment permit from the Town of Kiawah Island for the entrance on Kiawah Island Parkway as part of the site plan approval. The owner has discussed this with the Town and has agreed to contribute to any improvements to this intersection that the Town deems necessary at the time of Site Plan to be completed during the first development phase.

10. Development Schedule.

The Developer intends to complete grading activities in one phase after approval of the application. Grocery store, adjacent retail, fuel center, and related site work will be complete as the first phase of development. All other retail buildings could be completed in the first phase or in subsequent phases, as dictated by demand. Building sites that are not developed in the first phase will be maintained as lawn and used as open space until developed.

11. Open Space.

The open space in the Andell West Commercial PD shall be comprised of buffers and functional community green spaces and parks. The open space will make up approximately 20% of the development.

See Open Space Plan **Exhibit E** for proposed open spaces.

The common open space/recreation areas will be owned and managed by the owner, property owners association established by the owner, or the Kiawah Conservancy.

The open space may be used for recreation (walking, picnics, grass play area for children) or for Temporary Special Events pursuant to ZLDR Sec 6.7.3.

12. Streets.

All streets within the Andell West Commercial Planned Development are planned to be privately owned. Their repair and maintenance shall be the responsibility of the owner, or a property owners association established by the owner. The roads may be public if accepted by the County or Town pursuant to the County or Town's requirements and processes.

13. Stormwater and Drainage.

The planned development shall comply with all Charleston County Stormwater Ordinances and South Carolina Department of Health and Environmental Control (SCDHEC) Regulatory requirements. For site locations within sensitive drainage basins, additional stormwater design and construction requirements may be required by the Director of Public Works prior to Stormwater permit approval and issuance. Sensitive drainage basins may include but are not limited to areas which incur flooding conditions, are designated as Special Protection Areas, discharge to water bodies with restrictive Water Quality conditions, and/or are governed by other restrictive Water Quantity and Water Quality conditions. Where possible and allowed by permit, the proposed site may connect its stormwater system with existing conveyances. Best Management Practices (BMP's) shall be utilized, installed, and maintained in compliance with applicable approved permits throughout all phases including, but not limited to, site development, construction, and post construction.

Applicant shall comply with Charleston County Stormwater Ordinances and SCDHEC Regulatory requirements for pre and post construction water quality and quantity. Stormwater design, construction, and maintenance shall be in compliance with applicable approved Charleston County Stormwater Permits. Comprehensive Master Drainage Plan must be provided for proposed site and incorporate all development phasing, future development, existing drainage systems and conveyances, and proposed drainage systems and conveyances. The Comprehensive Stormwater Master Plan shall also include discharge management plans for specialized activities within the development including but not limited to micro farming and urban agriculture activities. Utilization of approved and permitted Low Impact Design elements is encouraged within a comprehensive site Master Drainage Plan

The maintenance of all stormwater devices, structures, and facilities will be the responsibility of the Developer and/or Property Owner's Association. A Covenants For Permanent Maintenance of Stormwater Facilities shall be established by responsible party and recorded at the Registrar of Deeds office.

The applicant shall coordinate with US Army Corps of Engineers (USACOE), South Carolina Department of Health and Environmental Control (SCDHEC), and Charleston County Public Works regarding any and all wetland areas.

14. Compliance with the ZLDR.

In addition to the table in Section 5 above:

A. Standards not specifically addressed within or adjusted by this Planned Development Plan shall comply with the Charleston County Zoning District requirements of the Charleston County Zoning and Land Development Regulations Ordinance in effect at the time of subsequent development application submittal.

B. Applicant shall proceed with the development in accordance with the provisions of these zoning regulations, applicable provisions of the Charleston County Comprehensive Plan, and with such conditions as may be attached to any rezoning to the applicable PD district.

C. Proposed modifications to the approved PD development plan shall be processed in accordance with Sec. 4.25.10, *Variances and Other Modifications to Approved PD Development Plans*. For clarity, the Building footprints are conceptual and size, shape, and orientation of some buildings may change; however total square footage shall not exceed 160,000 SF of conditioned space.

D. The proposed development complies with the approval criteria contained in Section 4.25.8 J Planned Development Procedure; Approval Criteria, as explained herein:

2. This Planned Development complies with the standards contained in Article 4 of the ZLDR.
2. The development is consistent with the intent of the Comprehensive Plan. The development is within the Urban Growth Boundary and is consistent with planned mixed-use development. Andell West respects the unique character of the County and promotes economic opportunity and economic development while preserving natural resources and supporting a high quality of life.
3. The County and other agencies will be able to provide necessary public services, facilities and programs to serve this development at the time it is developed. Please see **Exhibit C** for Letters of Coordination from the various public service providers in support of this development.

E. The proposed development will comply with Article 9.2, Tree Protection and Preservation.

15. Historic and Archaeological Survey.

The South Carolina Historic Preservation Office (SHIPO) directed the owner to use its online search map to locate any archeological or historic sites in its database. The result of that search is attached as **Exhibit G** and there are no known significant historic or archeological sites on the property.

16. Letters of Coordination.

Letters of coordination are attached collectively as **Exhibit C**.

Should additional improvements be deemed necessary by Seabrook Island Utility Commission for sewer of from St John's Water company for water, Andell West agrees to construct and convey these improvements.

17. Dimensional Standards.

See Section 14.

18. Architectural Guidelines.

The Architectural Guidelines of Article 9.5 of the ZLDR shall apply to the Andell West Commercial PD.

Exhibit J contains examples of architectural design being considered as inspiration for Andell West. Elements of these existing grocery stores and local buildings, including Freshfields Village, may be incorporated into the final Andell West design.

The buildings in Andell West shall be designed and constructed to be architecturally consistent with the neighboring properties in Freshfields Village so that the development will feel like it is part of a single, unified commercial property. Colors and textures of exterior building materials should reflect the natural and built environments of Kiawah, Seabrook, and John's Island. Solar Panels will be permitted and will be compliant with Section 6.5.19 of the ZLDR.

19. Lots to Abut Common Open Space.

The buildings, parking, and other facilities in the Andell West Commercial PD will be appropriately situated to take advantage of the common open space or similar areas as is reasonably practicable.

20. Access.

The Andell West Commercial PD will include stub outs for connections to future development on adjacent parcels. Stub outs will be constructed to the Freshfields property line in the general locations shown on the conceptual plan in the first phase.

21. Commercial Areas:

Commercial areas within the Andell West Commercial PD and adjacent commercial areas shall be directly connected through paved sidewalks, trails, or other pedestrian infrastructure; and

Commercial areas within the Andell West Commercial PD shall be planned as groups having common parking areas and common ingress and egress points.

Please see Circulation Plan in **Exhibit F**.

22. Industrial Uses.

There will be no industrial uses within the Andell West Commercial PD other than permitted on the Table of Uses shown in Section 5. No permitted industrial uses shall abut any residential uses, therefore no vegetative buffer will be required.

23. Areas Designated for Future Use.

Any areas designated for future expansion or not intended for immediate improvement or development within the Andell West Commercial PD shall remain in a natural state or maintained as lawn until such time as development permits are approved.

24. Signs.

Any signage located on the Development will follow the ZLDR requirements as listed in Article 9.8.

Monument sign location is shown on the Conceptual Master Plan on **Exhibit A**. The Monument sign will be compatible with the Freshfields Village sign.

25. Parking.

Parking shall be compliant with Section 9.3 of the ZLDR.

26. Tree Protection.

The Andell West Commercial PD shall comply with all provisions of Article 9.2, Tree Protection and Preservation, of the ZLDR.

There are only a few trees of significance on the property. A copy of the tree survey is attached as **Exhibit H**.

27. Resource Areas.

The Andell West Commercial PD does not contain any resources determined significant by the Planning Director.

28. Common Open Space.

Please see Open Space Plan **Exhibit E** showing areas of the development that will be open space to be used as buffer, open lawns, seating areas, landscaped areas, or raingardens/stormwater management.

29. Lighting.

All Lighting will be compliant with Section 9.5.3 C of the ZLDR.

30. Buffers and Landscaping.

The property shall have a 100' Type J vegetative buffer along the Kiawah Island Parkway. All landscaping will be designed with the intent of seamlessly blending with the aesthetic of the existing developments on the Islands and the use of native plants.

Any Service Station (Gasoline) structure shall require 125' setback from Kiawah Island Parkway and a 25' Type D vegetative buffer from any internal roadway. This buffer will include a decorative fence with brick columns. Gas Canopies and loading areas may face right-of-ways or residential areas. Developer shall not include architectural walls in areas with 10 or more parking spaces facing the buffer along Kiawah Island Parkway.

Per Section 4.25.5.C a 25-foot buffer will be required along adjacent R-4 properties and a 10-foot buffer will be required along Freshfields Village other than connection points. No internal buffers will be required.

31. Sidewalk and Bike Path.

Please see Circulation Plan **Exhibit F**. Sidewalks will be a minimum width of 4 feet concrete and Bike Paths will be a minimum of 8 feet asphalt. They will be privately owned and maintained.

32. Conceptual Sketch Plan.

Attached as **Exhibit A** is a conceptual site plan that provides the overall concept and layout for Andell West Commercial PD.

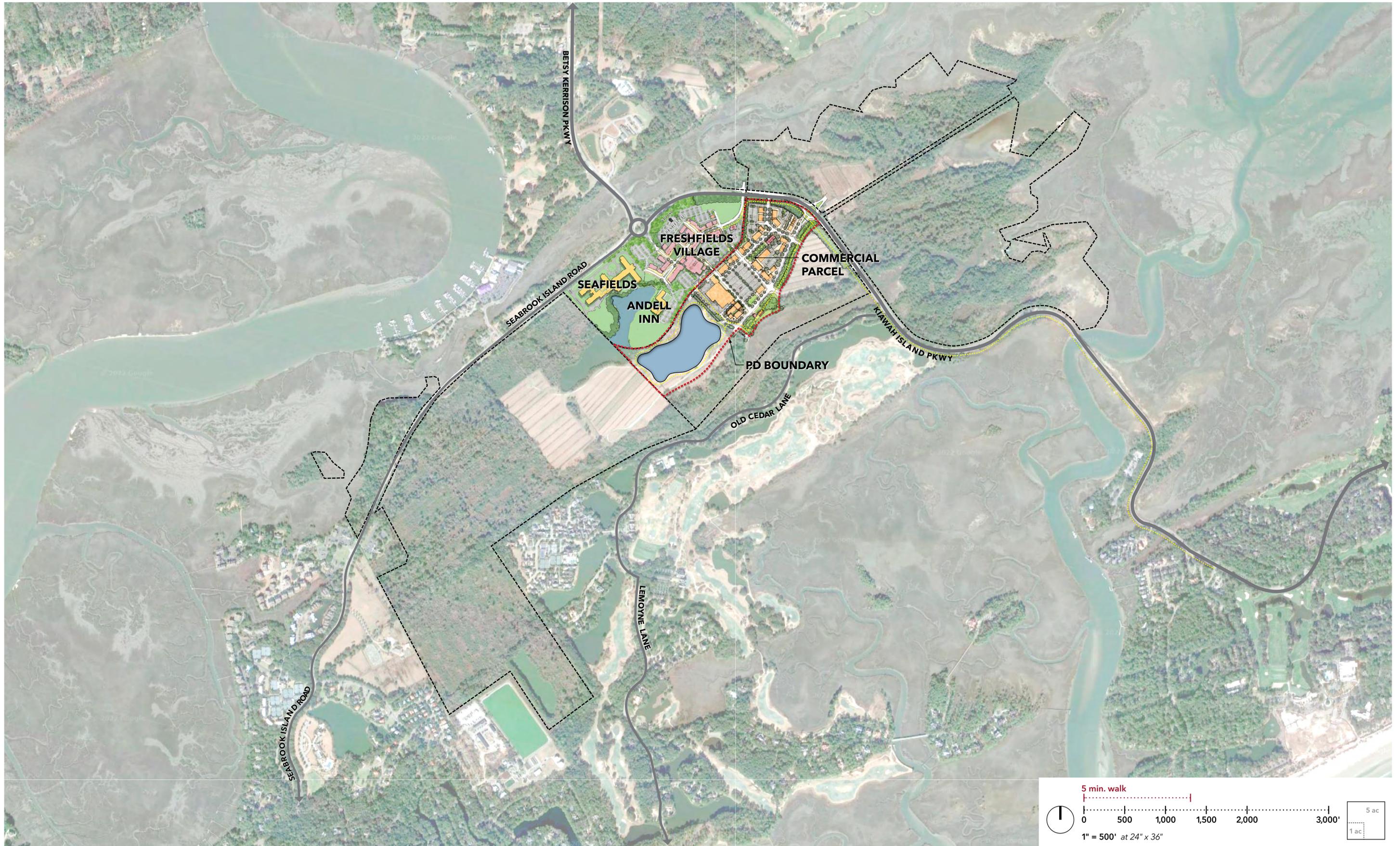


Exhibit A | Conceptual Site Plan

Andell West, Kiawah Island, South Carolina June 2, 2023

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1 LINEAR PARK AND TRAIL



2 RETAIL



3 OUTDOOR DINING



4 SCREENING FOR FUEL STATION

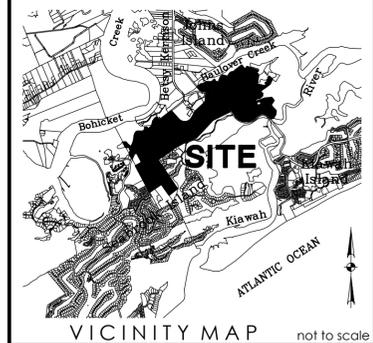
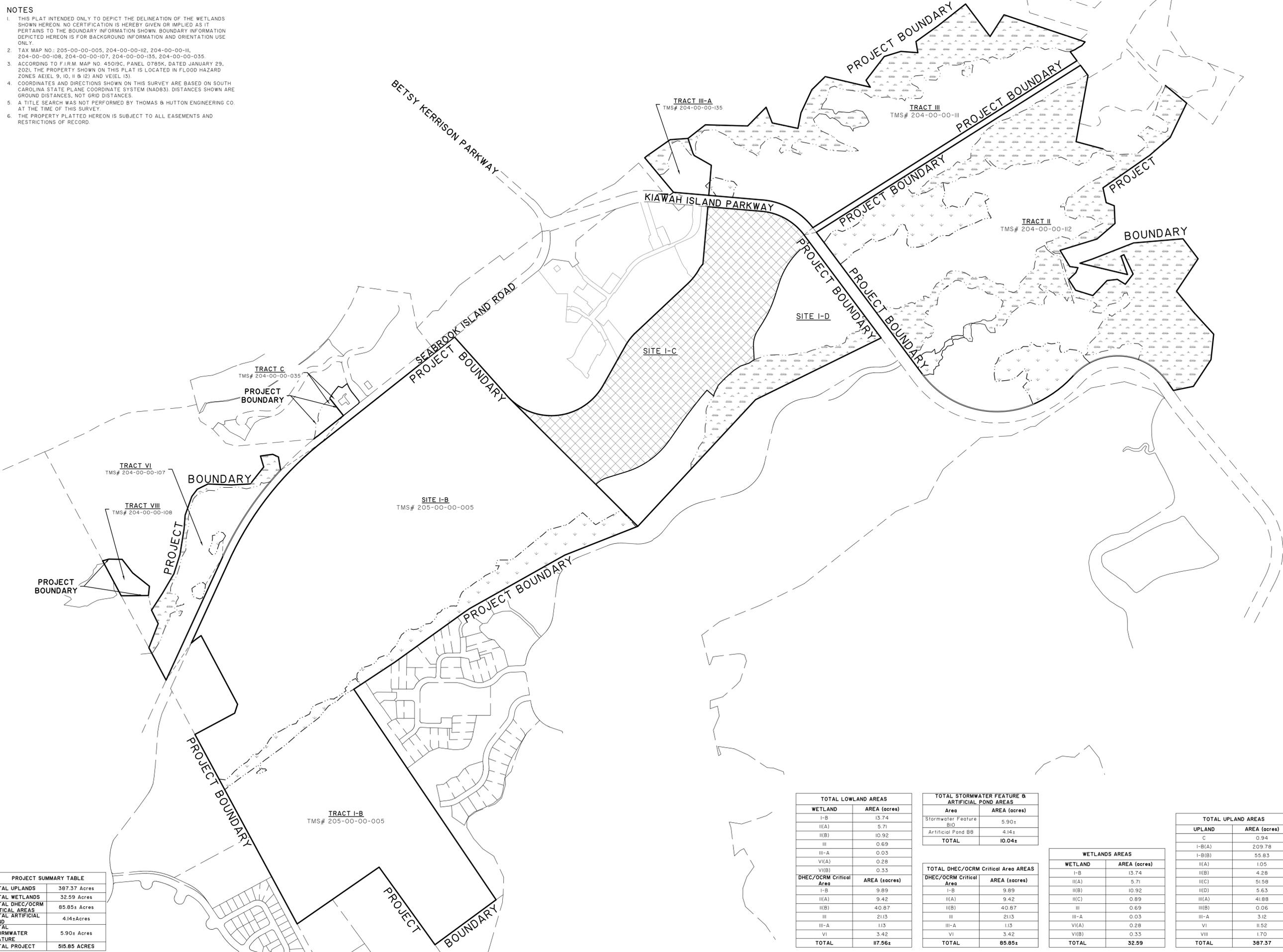


Exhibit A | Conceptual Site Plan

Andell West, Kiawah Island, South Carolina June 2, 2023

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- NOTES**
- THIS PLAT INTENDED ONLY TO DEPICT THE DELINEATION OF THE WETLANDS SHOWN HEREON. NO CERTIFICATION IS HEREBY GIVEN OR IMPLIED AS IT PERTAINS TO THE BOUNDARY INFORMATION SHOWN. BOUNDARY INFORMATION DEPICTED HEREON IS FOR BACKGROUND INFORMATION AND ORIENTATION USE ONLY.
 - TAX MAP NO.: 205-00-00-005, 204-00-00-112, 204-00-00-111, 204-00-00-108, 204-00-00-107, 204-00-00-135, 204-00-00-035.
 - ACCORDING TO FIRM MAP NO. 45019C, PANEL 0785K, DATED JANUARY 29, 2021, THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN FLOOD HAZARD ZONES AE(EL 9, 10, II & 12) AND VE(EL 13).
 - COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
 - A TITLE SEARCH WAS NOT PERFORMED BY THOMAS & HUTTON ENGINEERING CO. AT THE TIME OF THIS SURVEY.
 - THE PROPERTY PLATTED HEREON IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.



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NOTE
SEE SHEET II FOR NOTES, LINE & CURVE DATA TABLES.

**ANDELL WEST
WETLAND EXHIBIT**

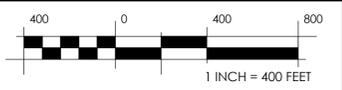
SEABROOK ISLAND
CHARLESTON COUNTY, SOUTH CAROLINA
prepared for
Andell West, LLC

Revised to reflect I-C & I-D Reconfiguration	By	05/16/23
No. Revision		Date

THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

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www.thomasandhutton.com



plat drawn reviewed field crew
06/29/22 FRE/ABQ FEQ NH

PROJECT SUMMARY TABLE

TOTAL UPLANDS	387.37 Acres
TOTAL WETLANDS	32.59 Acres
TOTAL DHEC/OCRM CRITICAL AREAS	85.85± Acres
TOTAL ARTIFICIAL POND	4.14± Acres
TOTAL STORMWATER FEATURE	5.90± Acres
TOTAL PROJECT	515.85 ACRES

TOTAL LOWLAND AREAS

WETLAND	AREA (acres)
I-B	13.74
III(A)	5.71
III(B)	10.92
III	0.69
III-A	0.03
VI(A)	0.28
VI(B)	0.33
DHEC/OCRM Critical Area	AREA (acres)
I-B	9.89
III(A)	9.42
III(B)	40.87
III	21.13
III-A	113
VI	3.42
TOTAL	117.56±

TOTAL STORMWATER FEATURE & ARTIFICIAL POND AREAS

Area	AREA (acres)
Stormwater Feature B10	5.90±
Artificial Pond BB	4.14±
TOTAL	10.04±

TOTAL DHEC/OCRM Critical Area AREAS

DHEC/OCRM Critical Area	AREA (acres)
I-B	9.89
III(A)	9.42
III(B)	40.87
III	21.13
III-A	113
VI	3.42
TOTAL	65.85±

WETLANDS AREAS

WETLAND	AREA (acres)
I-B	13.74
II(A)	5.71
II(B)	10.92
III	0.69
III-A	0.03
VI(A)	0.28
VI(B)	0.33
TOTAL	32.59

TOTAL UPLAND AREAS

UPLAND	AREA (acres)
C	0.94
I-B(A)	209.78
I-B(B)	55.83
II(A)	1.05
II(B)	4.28
II(C)	51.58
II(D)	5.63
III(A)	41.88
III(B)	0.06
III-A	3.12
VI	11.52
VIII	1.70
TOTAL	387.37



Berkeley Electric Cooperative, Inc.

Your Touchstone Energy® Cooperative 

www.berkeleyelectric.coop

Post Office Box 1234, Moncks Corner, SC 29461

June 8, 2023

Andell West, LLC
C/o: John Hauserman
800 East Canal Street, Suite 1900
Richmond, VA 23219

**Re: Power Availability for Andell West Planned Development off Kiawah Island Parkway
Charleston County, SC**

Dear John:

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

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

Sincerely,

Kevin Mims
Manager of Distribution Design & Easements

KM/ts

Cc: Thomas Barnette, Director of Construction and Maintenance
John Hauserman, Andell West, LLC(emailedcopy)
File



CHARLESTON AREA REGIONAL TRANSPORTATION AUTHORITY

June 14, 2023

Ryan Berry
Asset Manager
Riverstone Properties
800 East Canal Street
Suite 1900
Richmond, Virginia 23219

RE: Letter of Coordination

Dear Mr. Berry,

Thank you for contacting us regarding your project at 830 Kiawah Island Parkway. No further approvals are required by CARTA. A BRT corridor has been proposed for this region along Rivers Avenue and is currently undergoing planning and design. There will be an impact to the right-of-way. For more information on the LCRT please visit this website (<https://lowcountryrapidtransit.com/>) or email us at info@lowcountryrapidtransit.com.

Thank you again,
Belén K. Vitello



Seabrook Island Utility Commission

*Commissioners:
Annie Smith-Jones
E. James Ferland
Larry Buchman*

June 28, 2023

Christopher J. Corrada
Principle
Riverstone Properties.
800 East Canal Street
Suite 1900
Richmond, Virginia 23219

RE: Andell Commercial Tract part of TMS number 205-00-00-356, 205-00-00-365
Sewer Availability and Willingness to Serve

Dear Bill Fellers,

This letter confirms that the Andell Commercial Tracts at TMS numbers 205-00-00-356 and 205-00-00-365 on Johns Island are within the sewer service area of the Seabrook Island Utility Commission (SIUC). SIUC does have sewer available in the area to provide sewer service to the tracts. Our system is SC DHEC approved and we have the willingness to provide sewer service to the Andell Commercial Tracts at TMS numbers 205-00-00-356 and 205-00-00-365. The capacity requirements, effluent storage and disposal, and pumping requirements will need to be evaluated as part of the development plan with any improvements required for the development to be constructed by the developer at its expense and conveyed to SIUC.

If you have any questions, feel free to give me a call at 843-768-0102.

Sincerely,

Tommy West
Manager



Seabrook Island Utility Commission

*Commissioners:
Annie Smith-Jones
E. James Ferland
Larry Buchman*

June 28, 2023

Christopher J. Corrada
Principle
Riverstone Properties.
800 East Canal Street
Suite 1900
Richmond, Virginia 23219

RE: Andell Commercial Tract part of TMS number 205-00-00-356, 205-00-00-365
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Dear Bill Fellers,

This letter confirms that the Andell Commercial Tracts at TMS numbers 205-00-00-356 and 205-00-00-365 on Johns Island are within the sewer service area of the Seabrook Island Utility Commission (SIUC). SIUC does have sewer available in the area to provide sewer service to the tracts. Our system is SC DHEC approved and we have the willingness to provide sewer service to the Andell Commercial Tracts at TMS numbers 205-00-00-356 and 205-00-00-365. The capacity requirements, effluent storage and disposal, and pumping requirements will need to be evaluated as part of the development plan with any improvements required for the development to be constructed by the developer at its expense and conveyed to SIUC.

If you have any questions, feel free to give me a call at 843-768-0102.

Sincerely,

A handwritten signature in blue ink that reads "Tommy West".

Tommy West
Manager

ST. JOHNS FIRE DISTRICT

COMMISSIONERS:
WILLIAM THOMAE, Chair
ERIC P. BRITTON, Vice-Chair
LEROY BLAKE
MARY JONES
DEBRA LEHMAN
STEPHEN ROLANDO
ISIAH WHITE
ROBERT E. WRIGHT
BROOKS MCGOUGAN

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



RYAN KUNITZER, Fire Chief

10/06/2023

Ryan Berry
Riverstone Properties
800 East Canal Street Ste 1900
Richmond, VA 23219

Mr. Berry,

The St. John's Fire District is in receipt of your request for a willingness to serve for Andell tract (TMS# 205-00-00-005) being subdivided by Riverstone Properties. Any emergency needs at the site shall be addressed by dialing 911.

Appropriate codes regarding fire apparatus access and fire department locations are based on the 2021 International Fire Code and final approval by the Fire District.

While this letter serves as an acknowledgement of the proposed development only, further site plan review and onsite inspection will be required as final plans are further developed. Additionally, applicable code compliance will be based on the type and use of the structure, including the location of fire hydrants and fire department access points. Inspections of the facility area will be required during construction and annually after the certificate of occupancy is approved. A final report will be provided for your reference after each inspection.

Thanks,

A handwritten signature in black ink, appearing to read "RK", is written over the "Thanks," text.

Ryan Kunitzer
Fire Chief
St. Johns Fire District
843-559-9194

ST. JOHN'S WATER COMPANY, INC.
"This institution is an equal opportunity employer and provider"
Post Office Box 629
John's Island, South Carolina 29457-0629
Phone (843) 559-0186
Fax (843) 559-0371

Board Members
Thomas Legare, Jr., Chair
Cindy Floyd, Vice Chair
Glenda Miller, Sec/Treas
H. Bernard Freeman
Isaac Robinson
Becky J. Dennis
Mellen Moore
Tommy West
Richard Thomas

Original: June 8, 2021
Reissued: June 7, 2023

Ryan Berry
rberry@riverg.com

Re: Andell Commercial Tract at TMS numbers 205-00-00-365 and 356
Water Availability and Willingness to Serve

Dear Ryan Berry:

This letter is to confirm that the Andell Commercial Tract at TMS numbers 205-00-00-365 and 356 on Johns Island are within the water service area of the St. John's Water Company, Inc. (SJWC). SJWC does have water available from an existing 14-inch water line on Kiawah Island Parkway for water service to the Andell Commercial Tract at TMS numbers 205-00-00-365 and 356. Our system is SC DHEC approved and we have the willingness to provide potable water service to the Andell Commercial Tract at TMS numbers 205-00-00-365 and 356. The capacity requirements, water storage, and pumping provisions will need to be evaluated as part of the development plan with any improvement requirements to serve the development borne by the developer.

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

Sincerely,

Colleen Schild

Colleen Schild
Assistant Manager/Engineer

MAYOR:

John Labriola

TOWN ADMINISTRATOR:

Stephanie Monroe Tillerson

TOWN ATTORNEY:

Joseph Wilson

TOWN OF



TOWN COUNCIL MEMBERS:

John Moffitt

Bradley D. Belt

Michael Heidingsfelder

Russell A. Berner

June 22, 2023

Charleston County Zoning & Planning Department
Lonnie Hamilton, III PSB
4045 Bridge View Drive
North Charleston, SC 29405

Reference: Proposed Andell West Commercial PD

To whom this may concern,

The Town of Kiawah Island has been notified of the request for the proposed Andell West Commercial Planned Development located on parcel 205-00-00-365 within unincorporated Charleston County adjacent to the Town of Kiawah municipal boundaries. Please accept this letter as the *Letter of Coordination* between the property owner and the Town of Kiawah Island regarding the proposed Andell West Commercial Planned Development.

The subject property's only access to ingress and egress is either by the Kiawah Island Parkway, owned by the Town, or by Freshfields Village, which is located within the Town's limits. The Town has made the property owner aware of intersection improvements outlined within the Town's Kiawah Island Parkway Intersection and Corridor Study and the Andell West Site Traffic Analysis. At this time a formal agreement has not been executed between the property owner and the Town regarding specific intersection improvements, however the property owner has shared and demonstrated their intent to cooperate with the Town through the rezoning process and to ensure proper ingress and egress is developed to the Kiawah Island Parkway.

We appreciate this commitment and will work with the property owner through their design, permitting and construction process. Prior to the issuance of any permits by Charleston County, we do urge that a formal agreement between the property owner and the Town be executed regarding respective expectations for future ingress and egress to the Kiawah Island Parkway. Please do not hesitate to contact the Town should there be any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John Taylor, Jr.", is positioned above the typed name.

John Taylor, Jr. Planning Manager
Town of Kiawah Island



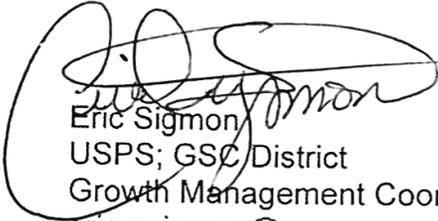
DATE: 9/27/23

RIVERSTONE PROPERTIES
RICHMOND, VA 23219
804-643-4200

Ref: Proof of coordination

This letter is proof of coordination between RIVERSTONE PROPERTIES; 830 KILWATT
19. PKWY. 29455
and the United States Postal Service; South Carolina District.

Respectfully,


Eric Sigmon
USPS; GSC District
Growth Management Coordinator
eric.r.sigmon@usps.gov
C-803-662-5436
O-(803) 482-2168

Prior to building/installing any type of mail
receptacles, ensure local postmaster is in agreement.



EXHIBIT D- TRAFFIC IMPACT STUDY



Technical Memorandum

To: Stephanie Monroe Tillerson
Town Administrator
Town of Kiawah Island

From: Dillon Turner, PE, PTOE
Kimley-Horn

Date: March 22, 2023

Subject: **Andell West Updated Site Plan Update Traffic Analysis Memo
Kiawah Island, South Carolina**



EXECUTIVE SUMMARY

Riverstone Properties is planning to develop a portion of the Andell West Tract to include:

- 97,000 square feet of general retail space
- 63,000 square feet of grocery store space
- A gasoline station with 7 vehicular fueling positions

These land uses and intensities differ from the analysis performed for the Andell West Tract in the *Kiawah Island Parkway Intersection and Corridor Study* (Kimley-Horn, August 2022). Therefore, an updated traffic capacity analysis was performed for the study area analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

In general, the percent increase in traffic volumes along the study area is anticipated to be similar between the original Andell West Tract site plan and the updated Andell West Tract site plan.

From the updated traffic capacity analysis, the following conclusions/recommendations are proposed to modify the *Kiawah Island Parkway Intersection and Corridor Study*:

Kiawah Island Parkway at Andell West Primary Access

- A roundabout at the main Andell West Tract access will operate acceptably in the short-term horizon year (2026).
- A roundabout at the main Andell West Tract access will operate over capacity in the long-term horizon year (2036).
 - A traffic signal is anticipated to operate acceptably in the long-term conditions.
 - The long-term analysis assumes all vacant land in tracts A, B, and C will be developed. If these tracts do not develop at the same intensity assumed in the *Kiawah Island Parkway Intersection and Corridor Study*, a roundabout may operate acceptably long-term.

Kiawah Island Parkway at Andell West Secondary Access (Right-In/Right-Out)

- The updated site plan shows a right-in/right-out in between the Freshfields access and the main Andell West Tract access along Kiawah Island Parkway.
 - This access meets the South Carolina Department of Transportation's spacing guidelines.
 - This access is anticipated to operate acceptably during the short-term and long-term horizon years.
 - This access is recommended to be constructed with right-turn deceleration lane.
 - The intersection sight distance and stop sight distances should be confirmed by Riverstone's civil engineer for the development once the design for the project begins.

Kiawah Island Parkway at Freshfields Access

- With the proposed right-in/right-out to the Andell West Tract and interconnectivity to Freshfields, the previous long-term recommendation to convert the Freshfields access along Kiawah Island Parkway to a right-in/right-out is recommended to be updated to convert the Freshfields access along Kiawah Island Parkway to a left-over (i.e., left-in, right-in, and right-out; the left-out is prohibited). The left-over conversion of the Kiawah Island Parkway at Freshfields Access is a long-term recommendation.

INTRODUCTION

The purpose of this technical memorandum is to evaluate the anticipated change in trip generation, change in capacity analysis impacts, and modifications to geometric recommendations due to the change in site plan for the Andell West Tract proposed by Riverstone Properties. The previous information provided to the Town of Kiawah Island and used in the *Kiawah Island Parkway Intersection and Corridor Study* proposed the Andell West Tract to consist of:

- 160,000 square feet of general retail space
- 500 multifamily mid-rise units

However, through recent coordination with Riverstone Properties, the Andell West Tract is now proposed to consist of:

- 97,000 square feet of general retail space
- 63,000 square feet of grocery store space
- A gasoline station with 7 vehicular fueling positions

This technical memorandum documents the anticipated change in trip generation for the updated Andell West Tract as well as updated capacity analysis results, and modifications to recommendations made in the *Kiawah Island Parkway Intersection and Corridor Study*.

TRIP GENERATION

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual; 10th Edition were used to estimate the trip generation potential for the proposed development.

Internal Capture

Since the previously proposed development consisted of both a residential and shopping center land uses, it is likely that a portion of the combined trips generated by the site will remain internal to the development. These trips are formally referred to as "internal capture" trips and were estimated using the methodology prescribed by NCHRP Report 684 – *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Per SCDOT requirements, internal capture is limited to a maximum of 20% of the subtotal trip generation.

Pass-By

Pass-by trips are those made by vehicles already on the network prior to the opening of the subject development. Pass-by rates were estimated based on data contained within the ITE *Trip Generation Handbook, 3rd Edition* for the proposed land uses and were capped at 10% of the No-Build adjacent street traffic volumes on Kiawah Island Parkway.

Table 1.0 shows the original studied trip generation for Andell West Tract, **Table 2.0** shows the updated trip generation for the Andell West Tract, and **Table 3.0** shows the anticipated change (delta) in trip generation between the original studied trip generation compared to the updated studied trip generation for the Andell West Tract.

Table 1.0 Original Andell West Trip Generation								
Land Use	Intensity	Units	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
820 - Shopping Center	160.0	KSF	232	144	88	769	369	400
221 - Multifamily Housing (Mid-Rise)	500	DU	166	43	123	208	127	81
Subtotal			398	187	211	977	496	481
Internal Capture			6	3	3	196	98	98
Pass-By			78	39	39	220	110	110
Network Interconnectivity (10%)			32	15	17	56	29	27
Pedestrian and Bike Reduction (10%)			32	15	17	56	29	27
Total Net New External Trips			250	115	135	449	230	219

The trip generation potential in **Table 1.0** used data in the *Andell West – Traffic Impact Study* (Ramey Kemp, July 2021), with the exception of limiting the maximum internal capture to 20% of the subtotal trip generation, as well as additional assumptions for network interconnectivity and pedestrian and bicycle reductions. From the data presented in **Table 1.0**, there are anticipated to be 250 (115 In/135 Out) trips generated during the AM peak hour and 449 (230 In/219 Out) trips generated during the PM peak hour. **Table 1.0** is for the initial masterplan for the Andell West Tract.

Please note, as described in Section 3.3 in the *Kiawah Island Parkway Intersection and Corridor Study*, a 10% reduction was assumed for pedestrian and bike connectivity to the site as well as a 10% internal capture reduction for the network was assumed for the trip generation.

The older site plan for the Andell West Tract did not include interconnectivity to the Freshfields Development, thus only a 10% reduction was considered for network interconnectivity.

Table 2.0 Andell West Trip Generation New Layout								
Land Use	Intensity	Units	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
820 - Shopping Center	97.0	KSF	200	124	76	531	255	276
850 - Supermarket	63.0	KSF	241	145	96	554	283	271
945 - Gasoline/Service Station with Convenience Market (VFP)	7.0	VFP	36	18	18	98	50	48
Subtotal			477	287	190	1,183	588	595
Internal Capture (HT Memo-Fuel Only)			11	6	5	38	19	19
Pass-By			22	11	11	120	60	60
Network Interconnectivity (20%)			89	54	35	205	102	103
Pedestrian and Bike Reduction (10%)			44	27	17	103	51	52
Total Net New External Trips			311	189	122	717	356	361

As shown in **Table 2.0**, the updated Andell West Tract is anticipated to generate 311 (189 In/122 Out) trips generated during the AM peak hour and 717 (356 In/361 Out) trips generated during the PM peak hour.

Please note, Kimley-Horn has completed specific internal capture studies for Harris Teeter fuel stations and Harris Teeter grocery stores. This is represented in the internal capture for the fuel. The Harris Teeter internal capture memo is attached.

Since the updated Andell West Tract plan provides interconnectivity to Freshfields a larger reduction (20%) in the trip generation was assumed for the updated plan compared to the older plan.

Table 3.0 Trip Generation Comparison						
Trip Generation Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Updated Andell West Trip Generation	311	189	122	717	356	361
Original Andell West Trip Generation	250	115	135	449	230	219
Delta (Updated – Original)	61	74	-13	268	126	142

As shown in **Table 3.0**, the updated trip generation for the Andell West Tract is anticipated to generate 61 (74 In/-13 Out) AM peak hour trips and 268 (126 In/142 Out) more PM peak hour trips. Please note, that due to the change from residential land use in the older site plan to more retail in the new site plan, the internal capture significantly reduced from the old plan to the new plan during the PM peak hour. The internal capture during the PM peak hour was 196 trips in the original study and is now 38 trips with the updated site plan. Internal capture rates are not typically calculated for retail-to-retail land uses.

To understand the impact to the peak hour volumes along the corridor, **Table 4.0** shows the percent traffic increase anticipated at the Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison/Village Green Lane (roundabout) intersection and the Kiawah Island Parkway at Beachwalker Drive intersection.

Table 4.0 Percent Traffic Increase			
Trip Generation Scenario	Peak Hour	Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane (Roundabout)	Kiawah Island Parkway at Beachwalker Drive
Updated Andell West Trip Generation	2036 Build AM	155 trips added = 6% increase in traffic volumes	110 trips added = 5% increase in traffic volumes
	2036 Build PM	358 trips added = 11% increase in traffic volume	251 trips added = 12% increase in traffic volume
Original Andell West Trip Generation	2036 Build AM	126 trips added = 4% increase in traffic volume	88 trips added = 4% increase in traffic volume
	2036 Build PM	225 trips added = 7% increase in traffic volume	157 trips added = 7% increase in traffic volume

Please note a trip is defined as a vehicle entering or exiting the intersection

Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison/Village Green Lane (Roundabout)

From the results shown **Table 4.0**, the updated Andell West Tract is anticipated to increase the 2036 Build Traffic volumes by 6% in the AM peak hour and 11% in the PM peak hour at the intersection of Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison/Village Green Lane (roundabout). This is 2% more in the AM peak hour and 4% more in the PM peak hour than what was previously analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

Kiawah Island Parkway at Beachwalker Drive

From the results shown **Table 4.0**, the updated Andell West Tract is anticipated to increase the 2036 Build Traffic volumes by 5% in the AM peak hour and 12% in the PM peak hour at the intersection of Kiawah Island Parkway at Beachwalker Drive. This is 1% more in the AM peak hour and 5% more in the PM peak hour than what was previously analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

CAPACITY ANALYSIS INTRODUCTION

The capacity analysis at the intersection was performed using *Synchro Version 11. Highway Capacity Manual 6th Edition* (HCM 6) reports were utilized for the *Synchro* capacity analysis results and are found in **Attachment A**.

Capacity analyses were performed for the weekday AM and weekday PM hours using the *Synchro Version 11* software to determine the operating characteristics at the two two-way stop-controlled intersection and one all-way stop-controlled intersection and to evaluate the impacts of the proposed development. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period under prevailing operational, geometric, and controlling conditions within a set time duration. The software program uses methodologies contained in the HCM 6 to determine the operating characteristics of an intersection.

The Highway Capacity Manual (HCM) defines LOS as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter results hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are

typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. LOS for an all-way stop-controlled (AWSC) intersection is determined by the control delay at all movements, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

The LOS thresholds published in HCM6 for signalized and unsignalized intersections are presented in **Table 5** for reference. Please note roundabouts are typically analyzed with the same thresholds as unsignalized intersections.

Table 5 – HCM6 LOS Thresholds

Level of Service	Control Delay (Seconds/Vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

CAPACITY ANALYSIS COMPARISON

From the capacity analysis result tables attached in **Attachment B**, *the capacity analysis results for the short-term and long-term conditions are anticipated to be similar for the older Andell West Tract Development and Updated site plan for the Andell West Tract Development.* There are anticipated to be increases in delays and queues at the study area intersections with the traffic volumes for the original Andell West Tract trip generation versus the updated Andell West Tract trip generation.

GEOMETRY RECOMMENDATION CHANGES

From the updated traffic capacity analysis considering the updated Andell West Tract Trip Generation, the following conclusions/recommendations are proposed to modify the *Kiawah Island Parkway Intersection and Corridor Study*:

Kiawah Island Parkway at Andell West Primary Access

- A roundabout at the main Andell West Tract access will operate acceptably in the short-term horizon year (2026).
- A roundabout at the main Andell West Tract access will operate over capacity in the long-term horizon year (2036).
 - A traffic signal is anticipated to operate acceptably in the long-term conditions.
 - The long-term analysis assumes all vacant land in tracts A, B, and C will be developed. If these tracts do not develop at the same intensity assumed in the *Kiawah Island Parkway Intersection and Corridor Study*, a roundabout may operate acceptably long-term.

Kiawah Island Parkway at Andell West Secondary Access (Right-In/Right-Out)

- The updated site plan shows a right-in/right-out in between the Freshfields access and the main Andell West Tract access along Kiawah Island Parkway.
 - This access meets the South Carolina Department of Transportation's spacing guidelines.
 - This access is anticipated to operate acceptably during the short-term and long-term horizon years.
 - This access is recommended to be constructed with right-turn deceleration lane.
 - The intersection sight distance and stop sight distances should be confirmed by Riverstone's civil engineer for the development once the design for the project begins.

Kiawah Island Parkway at Freshfields Access

- With the proposed right-in/right-out to the Andell West Tract and interconnectivity to Freshfields, the previous long-term recommendation to convert the Freshfields access along Kiawah Island Parkway to a right-in/right-out is recommended to be updated to convert the Freshfields access along Kiawah Island Parkway to a left-over (i.e., left-in, right-in, and right-out; the left-out is prohibited). The left-over conversion of the Kiawah Island Parkway at Freshfields Access is a long-term recommendation.

CONCLUSIONS

Riverstone Properties is planning to develop a portion of the Andell West Tract to include:

- 97,000 square feet of general retail space
- 63,000 square feet of grocery store space
- A gasoline station with 7 vehicular fueling positions

These land uses and intensities differ from the analysis performed for the Andell West Tract in the *Kiawah Island Parkway Intersection and Corridor Study* (Kimley-Horn, August 2022). Therefore, an updated traffic capacity analysis was performed for the study area analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

In general, the percent increase in traffic volumes along the study area is anticipated to be similar between the original Andell West Tract site plan and the updated Andell West Tract site plan.

From the updated traffic capacity analysis considering the updated Andell West Tract Trip Generation, the following conclusions/recommendations are being made to modify the *Kiawah Island Parkway Intersection and Corridor Study*:

Kiawah Island Parkway at Andell West Primary Access

- A roundabout at the main Andell West Tract access will operate acceptably in the short-term horizon year (2026).
- A roundabout at the main Andell West Tract access will operate over capacity in the long-term horizon year (2036).
 - A traffic signal is anticipated to operate acceptably in the long-term conditions.
 - The long-term analysis assumes all vacant land in tracts A, B, and C will be developed. If these tracts do not develop at the same intensity assumed in the *Kiawah Island Parkway Intersection and Corridor Study*, a roundabout may operate acceptably long-term.

Kiawah Island Parkway at Andell West Secondary Access (Right-In/Right-Out)

- The updated site plan shows a right-in/right-out in between the Freshfields access and the main Andell West Tract access along Kiawah Island Parkway.
 - This access meets the South Carolina Department of Transportation’s spacing guidelines.
 - This access is anticipated to operate acceptably during the short-term and long-term horizon years.
 - This access is recommended to be constructed with right-turn deceleration lane.
 - The intersection sight distance and stop sight distances should be confirmed by Riverstone’s civil engineer for the development once the design for the project begins.

Kiawah Island Parkway at Freshfields Access

- With the proposed right-in/right-out to the Andell West Tract and interconnectivity to Freshfields, the previous long-term recommendation to convert the Freshfields access along Kiawah Island Parkway to a right-in/right-out is recommended to be updated to convert the Freshfields access along Kiawah Island Parkway to a left-over (i.e., left-in, right-in, and right-out; the left-out is prohibited). The left-over conversion of the Kiawah Island Parkway at Freshfields Access is a long-term recommendation.
 - be constructed with right-turn deceleration lane.
 - The intersection sight distance and stop sight distances should be confirmed by Riverstone's civil engineer for the development.

Kiawah Island Parkway at Freshfields Access

- With the proposed right-in/right-out to the Andell West Tract and interconnectivity to Freshfields, the previous recommendation to convert the Freshfields access along Kiawah Island Parkway to a right-in/right-out is recommended to be updated to convert the Freshfields access along Kiawah Island Parkway to a left-over (i.e., left-in, right-in, and right-out; the left-out is prohibited).

Attachments:

- Attachment A: Updated *Synchro* Capacity Reports
- Attachment B: Updated Capacity Analysis Results Tables
- Attachment C: Harris Teeter Internal Capture Memo



Exhibit E | Open Space Plan

Andell West, Kiawah Island, South Carolina June 2, 2023

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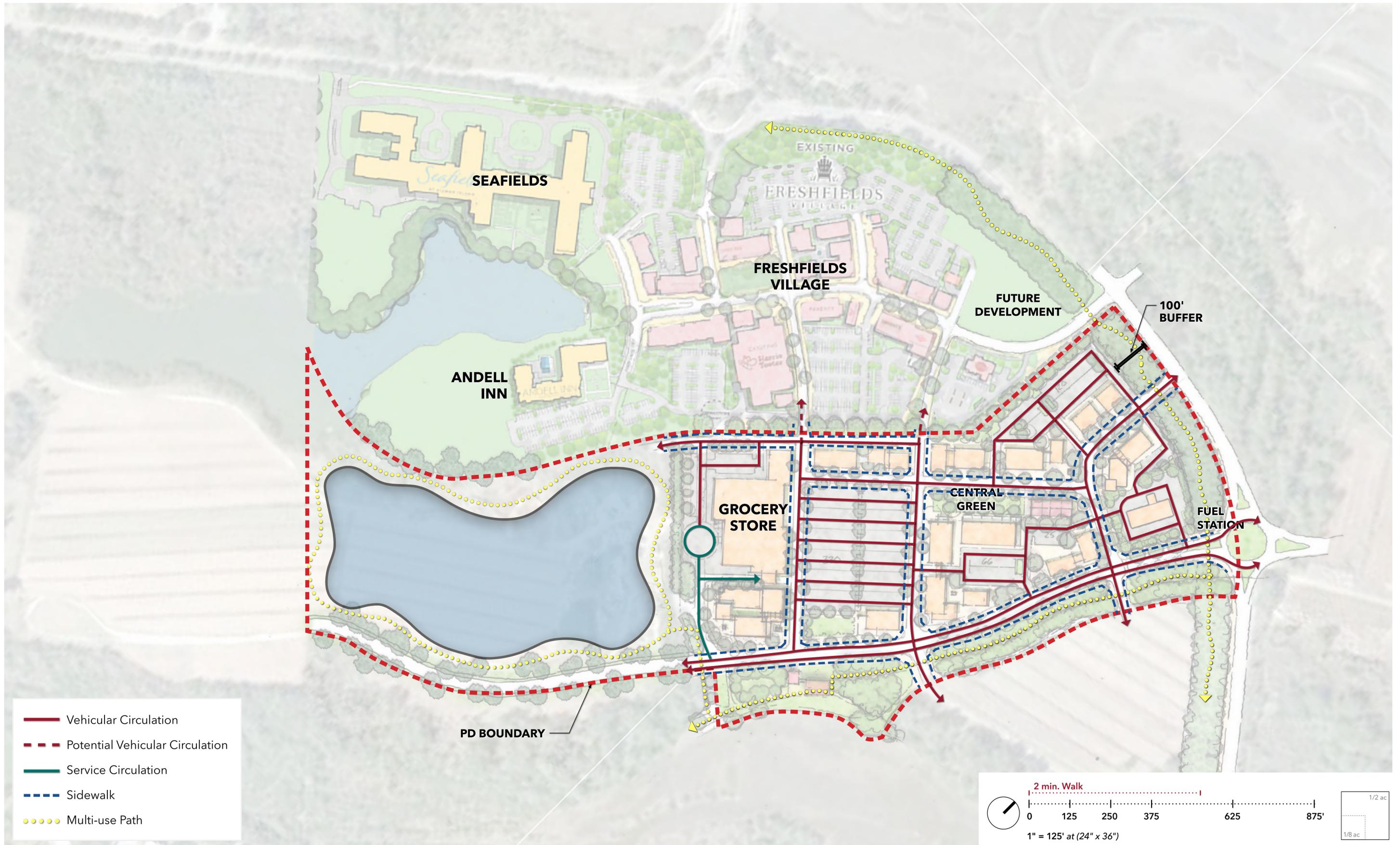
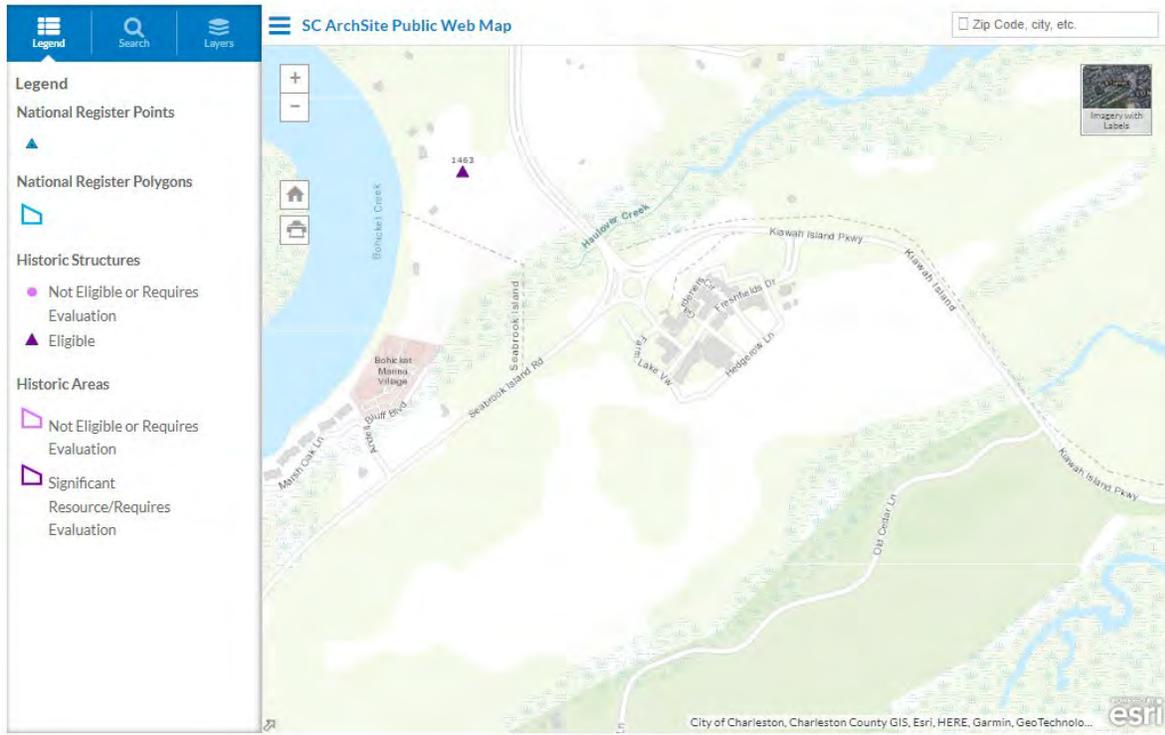


Exhibit F | Circulation Plan

Andell West, Kiawah Island, South Carolina June 2, 2023

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EXHIBIT G- HISTORIC AND ARCHAEOLOGICAL SURVEY



Contact Us

SCIAA
1321 Pendleton Street
Columbia, SC 29208

ArchSite Office: 803-777-9720
Direct Line: 803-576-6583
Fax: 803-254-1338

SC ArchSite
© 2022
Maintained by the **South Carolina Institute of Archaeology and Anthropology**

NOTES

- TAX MAP NO.: 205-00-00-365
- ACCORDING TO FIRM MAP NO. 45019C, PANEL 0785K, REVISED JANUARY 29, 2021, THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN FLOOD HAZARD ZONE AE(1) & ZONE AE(2).
- COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
- A TITLE SEARCH WAS NOT PERFORMED BY THOMAS & HUTTON ENGINEERING CO. AT THE TIME OF THIS SURVEY.
- THE PROPERTY PLATTED HEREON IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
- CURRENT OWNER: ANDELL WEST LLC
DEED REFERENCE: D.B. 1061, PG. 601.
- ELEVATIONS ARE BASED ON NAVD83 DERIVED FROM GNSS OBSERVATIONS USING THE S.C. VRN NETWORK. CONTOUR INTERVAL EQUALS ONE FOOT.

REFERENCES

- PLAT BY THOMAS & HUTTON DATED JUNE 23, 2021
PLAT BOOK L21, PAGE 0333
- PLAT BY THOMAS & HUTTON DATED MARCH 22, 2022
PLAT BOOK L22, PAGE 0157
PLANNING No. SBMI-01907

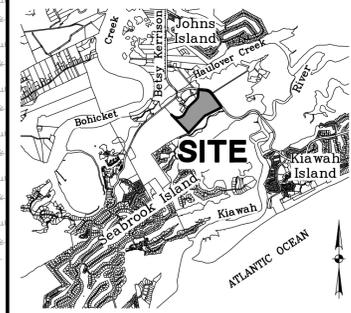
LEGEND

- IRON PIPE FOUND (SIZE & TYPE)
- IRON PIPE SET (SIZE & TYPE)
- IRON REBAR FOUND
- IRON REBAR SET
- ELECTRIC METER
- ELECTRIC BOX
- ⊥ SIGN

TREE LEGEND

- LAO LAUREL OAK
- LO LIVE OAK
- MAG MAGNOLIA
- OAK MISC. OAK
- PM PALM
- PN PINE

EXHIBIT I- TREE SURVEY



VICINITY MAP not to scale

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F. ELLIOTTE QUINN III
SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR
LICENSE NO. 10292

TREE & TOPOGRAPHIC SURVEY OF A PORTION OF SITE 1-C & 1-D ANDELL WEST

TOWN OF KIAWAH ISLAND
CHARLESTON COUNTY, SOUTH CAROLINA
owned by & prepared for
ANDELL WEST, LLC

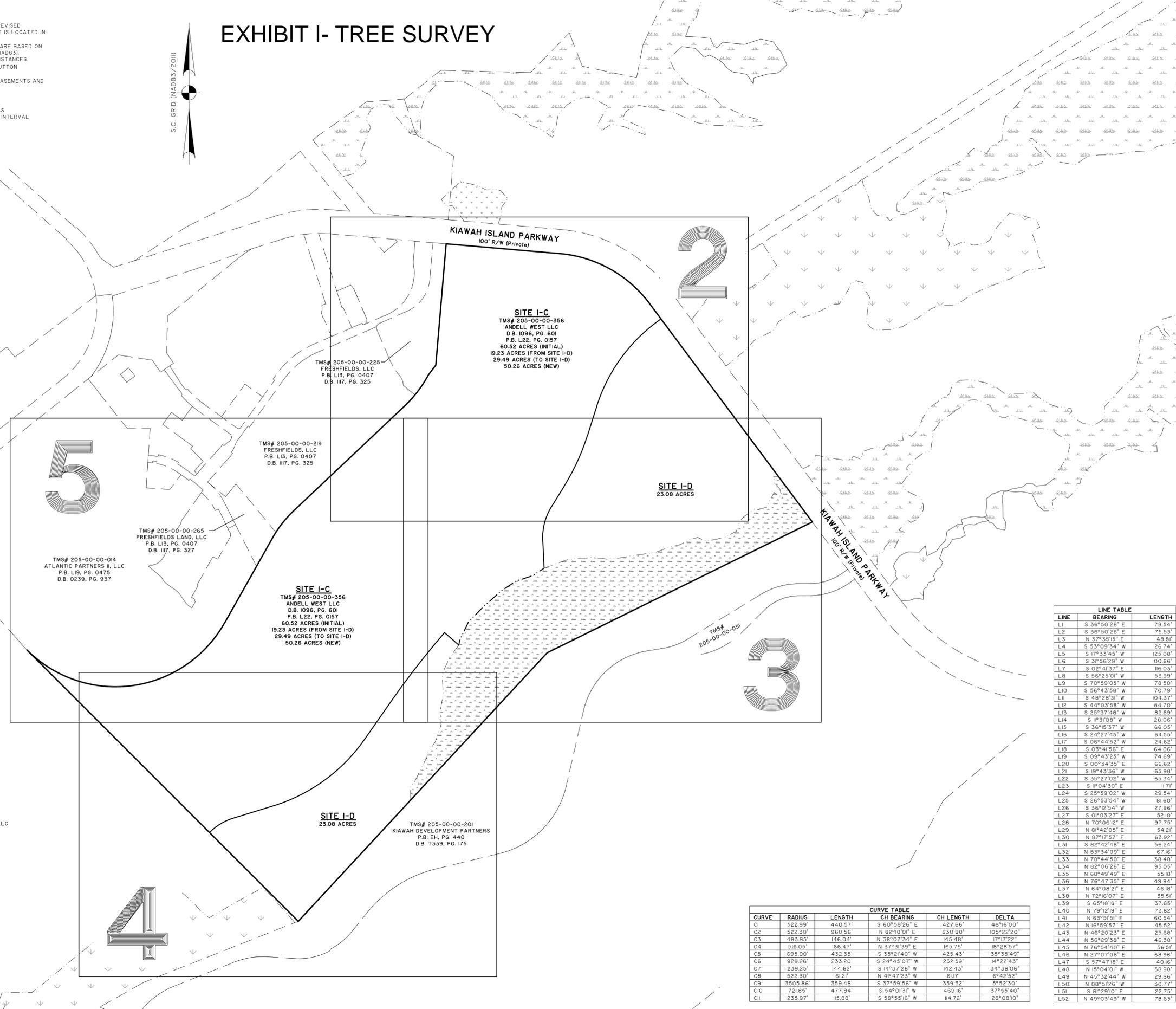
No. / Revision	By	Date



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plat	drawn	reviewed	field	crew
05/23/23	ppg	feq	06/18/22	nh



SITE 1-B
TMS# 205-00-00-005
HAUL OVER CREEK
DEVELOPMENT COMPANY, LLC
D.B. U296, PG. 859
P.B. L21, PG. 0333

TMS# 205-00-00-014
ATLANTIC PARTNERS II, LLC
P.B. L19, PG. 0476
D.B. 0239, PG. 937

TMS# 205-00-00-265
FRESHFIELDS LAND, LLC
P.B. L13, PG. 0407
D.B. 117, PG. 327

TMS# 205-00-00-219
FRESHFIELDS, LLC
P.B. L13, PG. 0407
D.B. 117, PG. 325

SITE 1-C
TMS# 205-00-00-356
ANDELL WEST LLC
D.B. 1096, PG. 601
P.B. L22, PG. 0157
60.52 ACRES (INITIAL)
19.23 ACRES (FROM SITE 1-D)
29.49 ACRES (TO SITE 1-D)
50.26 ACRES (NEW)

SITE 1-D
23.08 ACRES

TMS# 205-00-00-201
KIAWAH DEVELOPMENT PARTNERS
P.B. EH, PG. 440
D.B. T339, PG. 175

SITE 1-C
TMS# 205-00-00-356
ANDELL WEST LLC
D.B. 1096, PG. 601
P.B. L22, PG. 0157
60.52 ACRES (INITIAL)
19.23 ACRES (FROM SITE 1-D)
29.49 ACRES (TO SITE 1-D)
50.26 ACRES (NEW)

SITE 1-D
23.08 ACRES

CURVE	RADIUS	LENGTH	CH BEARING	CH LENGTH	DELTA
C1	922.99'	440.57'	S 60°58'26" E	427.66'	48°16'00"
C2	323.30'	960.56'	N 82°10'01" E	830.80'	105°22'20"
C3	483.93'	146.04'	N 38°07'34" E	145.48'	17°17'22"
C4	516.05'	166.47'	N 37°31'39" E	165.75'	18°28'57"
C5	699.90'	432.35'	S 35°21'40" W	425.43'	35°35'49"
C6	929.26'	233.20'	S 24°45'07" W	232.59'	14°22'43"
C7	239.25'	144.62'	S 14°37'26" W	142.43'	34°38'06"
C8	522.30'	61.21'	N 4°47'23" W	61.17'	6°42'52"
C9	3505.86'	359.48'	S 37°59'56" W	359.32'	9°42'30"
C10	721.85'	477.84'	S 54°01'31" W	469.16'	37°55'40"
C11	235.97'	115.88'	S 58°55'16" W	114.72'	28°08'10"

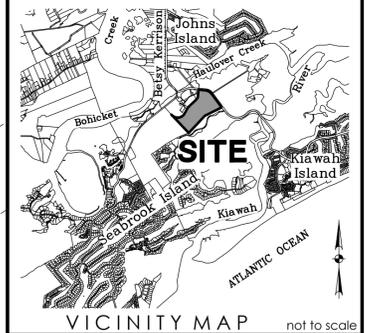
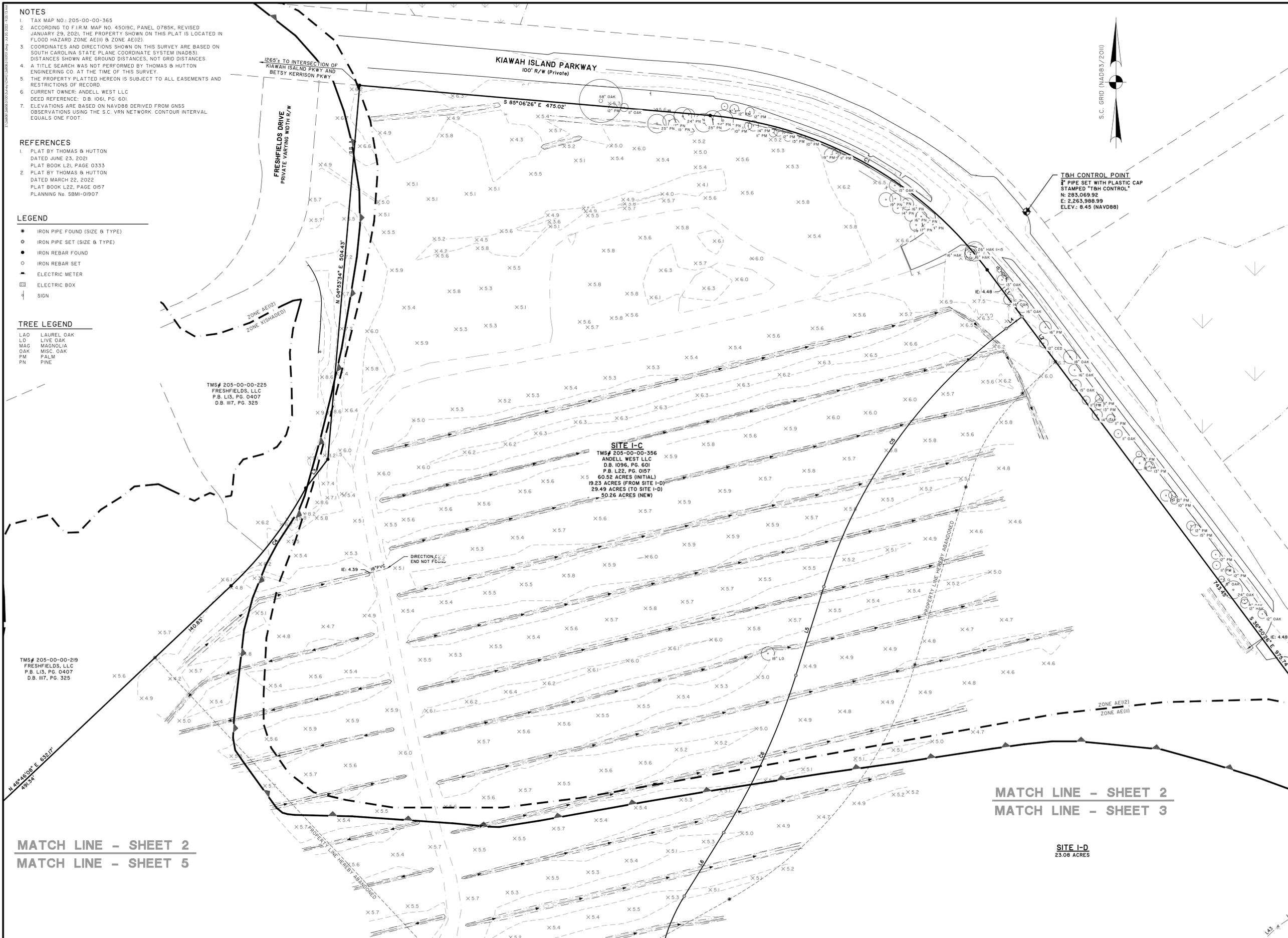
LINE	BEARING	LENGTH
L1	S 36°50'26" E	78.54'
L2	S 36°50'26" E	75.53'
L3	N 37°35'15" E	48.81'
L4	S 53°09'34" W	26.74'
L5	S 17°33'45" W	125.08'
L6	S 37°56'29" W	100.86'
L7	S 02°41'37" E	116.03'
L8	S 56°25'01" W	53.99'
L9	S 70°59'05" W	78.50'
L10	S 56°43'58" W	70.79'
L11	S 48°28'31" W	104.37'
L12	S 44°03'58" W	84.70'
L13	S 25°37'48" W	82.69'
L14	S 11°31'08" W	20.06'
L15	S 36°15'37" W	66.05'
L16	S 24°27'45" W	64.55'
L17	S 06°44'52" W	24.62'
L18	S 03°41'56" E	64.06'
L19	S 09°43'25" W	74.69'
L20	S 00°34'55" E	66.62'
L21	S 19°43'36" W	65.98'
L22	S 35°27'02" W	65.34'
L23	S 11°04'30" E	11.71'
L24	S 25°59'02" W	29.54'
L25	S 26°53'54" W	81.60'
L26	S 36°12'54" W	27.96'
L27	S 01°03'27" E	52.10'
L28	N 70°06'12" E	97.75'
L29	N 81°42'05" E	54.21'
L30	N 87°17'57" E	63.92'
L31	S 82°42'48" E	56.24'
L32	N 83°34'09" E	67.16'
L33	N 78°44'50" E	38.48'
L34	N 82°06'26" E	95.05'
L35	N 68°49'49" E	55.18'
L36	N 76°47'35" E	49.94'
L37	N 64°09'21" E	45.18'
L38	N 72°16'07" E	35.51'
L39	S 65°18'18" E	37.65'
L40	N 79°12'19" E	73.82'
L41	N 63°51'51" E	60.54'
L42	N 16°59'57" E	45.52'
L43	N 46°20'23" E	25.68'
L44	N 56°29'38" E	46.38'
L45	N 76°54'40" E	56.51'
L46	N 27°07'06" E	68.96'
L47	S 57°47'18" E	40.16'
L48	N 15°04'01" W	38.98'
L49	N 45°32'44" W	29.86'
L50	N 08°19'26" W	30.77'
L51	S 81°29'10" E	22.75'
L52	N 49°03'49" W	78.63'

- NOTES**
- TAX MAP NO.: 205-00-00-365
 - ACCORDING TO F.I.R.M. MAP NO. 45019C, PANEL 0785K, REVISED JANUARY 29, 2021, THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN FLOOD HAZARD ZONE AE(II) & ZONE AE(II).
 - COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
 - A TITLE SEARCH WAS NOT PERFORMED BY THOMAS & HUTTON ENGINEERING CO. AT THE TIME OF THIS SURVEY.
 - THE PROPERTY PLATTED HEREON IS SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.
 - CURRENT OWNER: ANDELL WEST LLC
DEED REFERENCE: D.B. 1061, PG. 601
 - ELEVATIONS ARE BASED ON NAVD83 DERIVED FROM GNSS OBSERVATIONS USING THE S.C. VRN NETWORK. CONTOUR INTERVAL EQUALS ONE FOOT.

- REFERENCES**
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PLANNING No. SBMI-01907

- LEGEND**
- IRON PIPE FOUND (SIZE & TYPE)
 - IRON PIPE SET (SIZE & TYPE)
 - IRON REBAR FOUND
 - IRON REBAR SET
 - ⊠ ELECTRIC METER
 - ⊞ ELECTRIC BOX
 - ⊥ SIGN

- TREE LEGEND**
- LAO LAUREL OAK
 - LO LIVE OAK
 - MAG MAGNOLIA
 - OAK MISC. OAK
 - PM PALM
 - PN PINE



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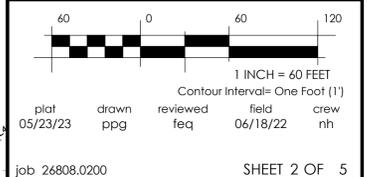
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No	Revision	By	Date

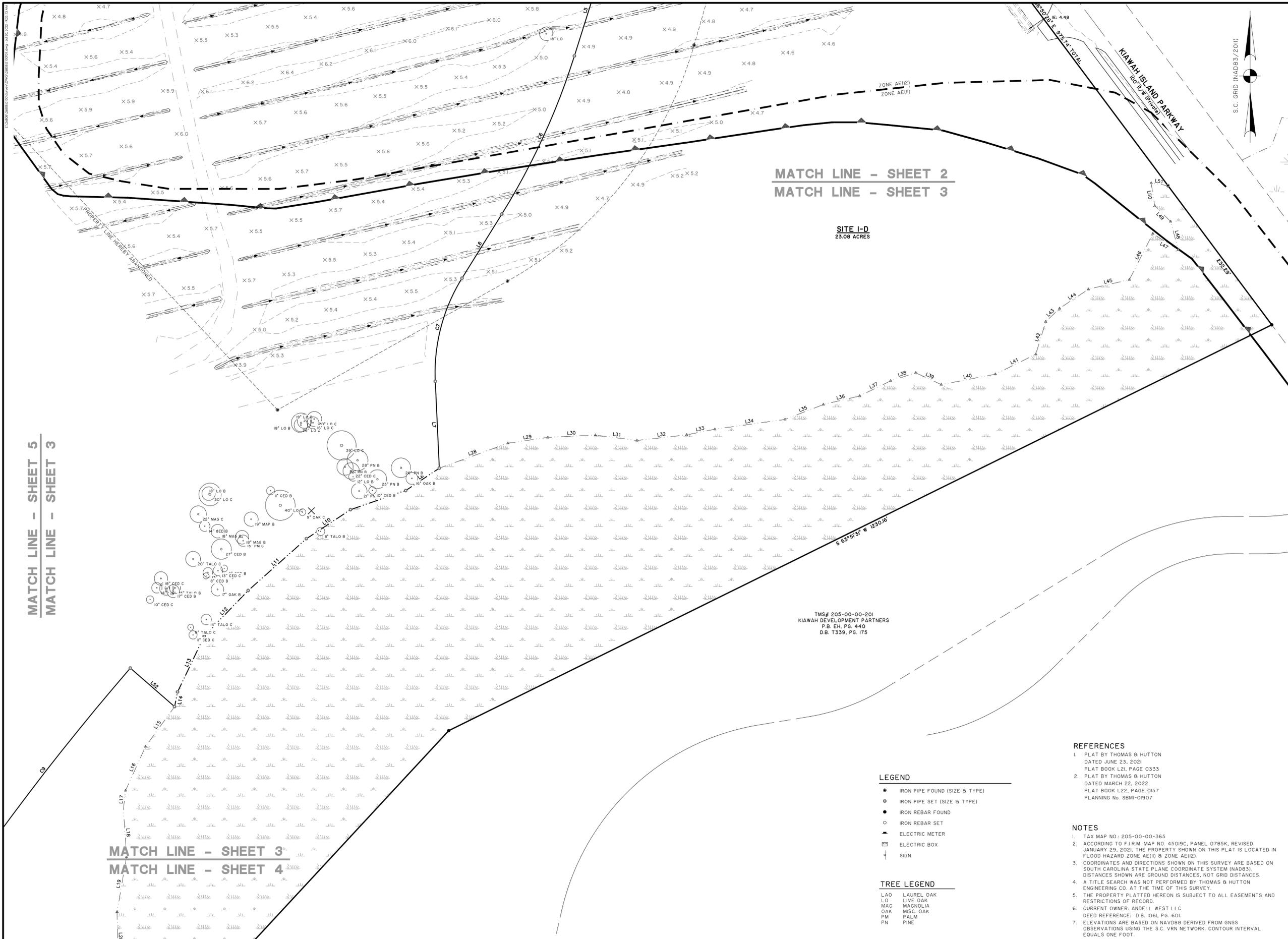
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MATCH LINE - SHEET 2
MATCH LINE - SHEET 5

MATCH LINE - SHEET 2
MATCH LINE - SHEET 3

SITE 1-D
23.08 ACRES



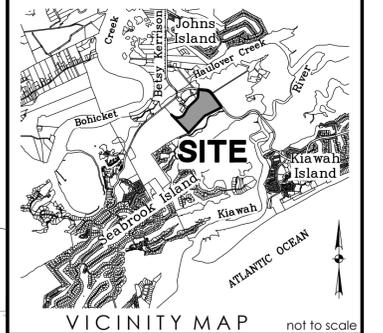
MATCH LINE - SHEET 2
 MATCH LINE - SHEET 3

SITE I-D
 23.08 ACRES

TMS# 205-00-00-201
 KIAWAH DEVELOPMENT PARTNERS
 P.B. EH, PG. 440
 D.B. T3399, PG. 175

MATCH LINE - SHEET 5
 MATCH LINE - SHEET 3

MATCH LINE - SHEET 3
 MATCH LINE - SHEET 4



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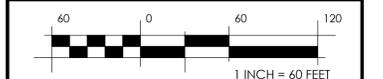
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plat	drawn	reviewed	field	crew
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LEGEND

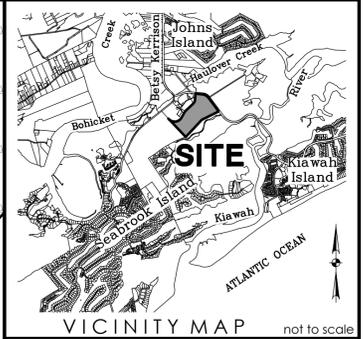
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- IRON REBAR FOUND
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- ELECTRIC METER
- ELECTRIC BOX
- ⊥ SIGN

TREE LEGEND

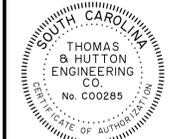
- | | |
|-----|------------|
| LAO | LAUREL OAK |
| LO | LIVE OAK |
| MAG | MAGNOLIA |
| OAK | MISC. OAK |
| PM | PALM |
| PN | PINE |

MATCH LINE - SHEET 5
MATCH LINE - SHEET 4

MATCH LINE - SHEET 3
MATCH LINE - SHEET 4



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plat	drawn	reviewed	field	crew
05/23/23	ppg	feq	06/18/22	nh

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TMS# 205-00-00-005
HAULOVER CREEK
DEVELOPMENT COMPANY, LLC
D.B. U296, PG. 859
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SITE 1-D
23.08 ACRES

TMS# 205-00-00-201
KIAWAH DEVELOPMENT PARTNERS
P.B. EH, PG. 440
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LEGEND

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- IRON PIPE SET (SIZE & TYPE)
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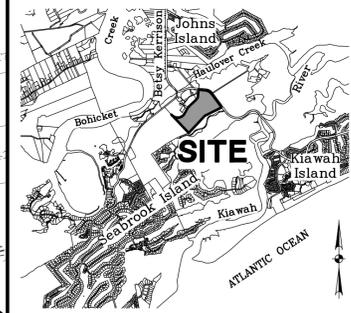
LEGEND

- IRON PIPE FOUND (SIZE & TYPE)
- IRON PIPE SET (SIZE & TYPE)
- IRON REBAR FOUND
- IRON REBAR SET
- ELECTRIC METER
- ELECTRIC BOX
- ↓ SIGN

TREE LEGEND

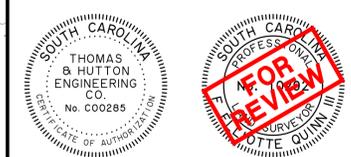
- LAO LAUREL OAK
- LO LIVE OAK
- MAG MAGNOLIA
- OAK MISC. OAK
- PM PALM
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S.C. GRID (NAD83/2011)



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1 INCH = 60 FEET
Contour Interval= One Foot (1')

plat	drawn	reviewed	field	crew
05/23/23	ppg	feq	06/18/22	nh

MATCH LINE - SHEET 2
MATCH LINE - SHEET 5

MATCH LINE - SHEET 5
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19.25 ACRES (FROM SITE 1-D)
29.49 ACRES (TO SITE 1-D)
50.26 ACRES (NEW)

TMS# 205-00-00-219
FRESHFIELDS, LLC
P.B. L13, PG. 0407
D.B. 1117, PG. 325

- 10" TREE CHINABERRY C
- 9" TREE CHINABERRY B
- 10" TREE CHINABERRY C

8" TREE CHINABERRY B

20" LO C
19" LO B

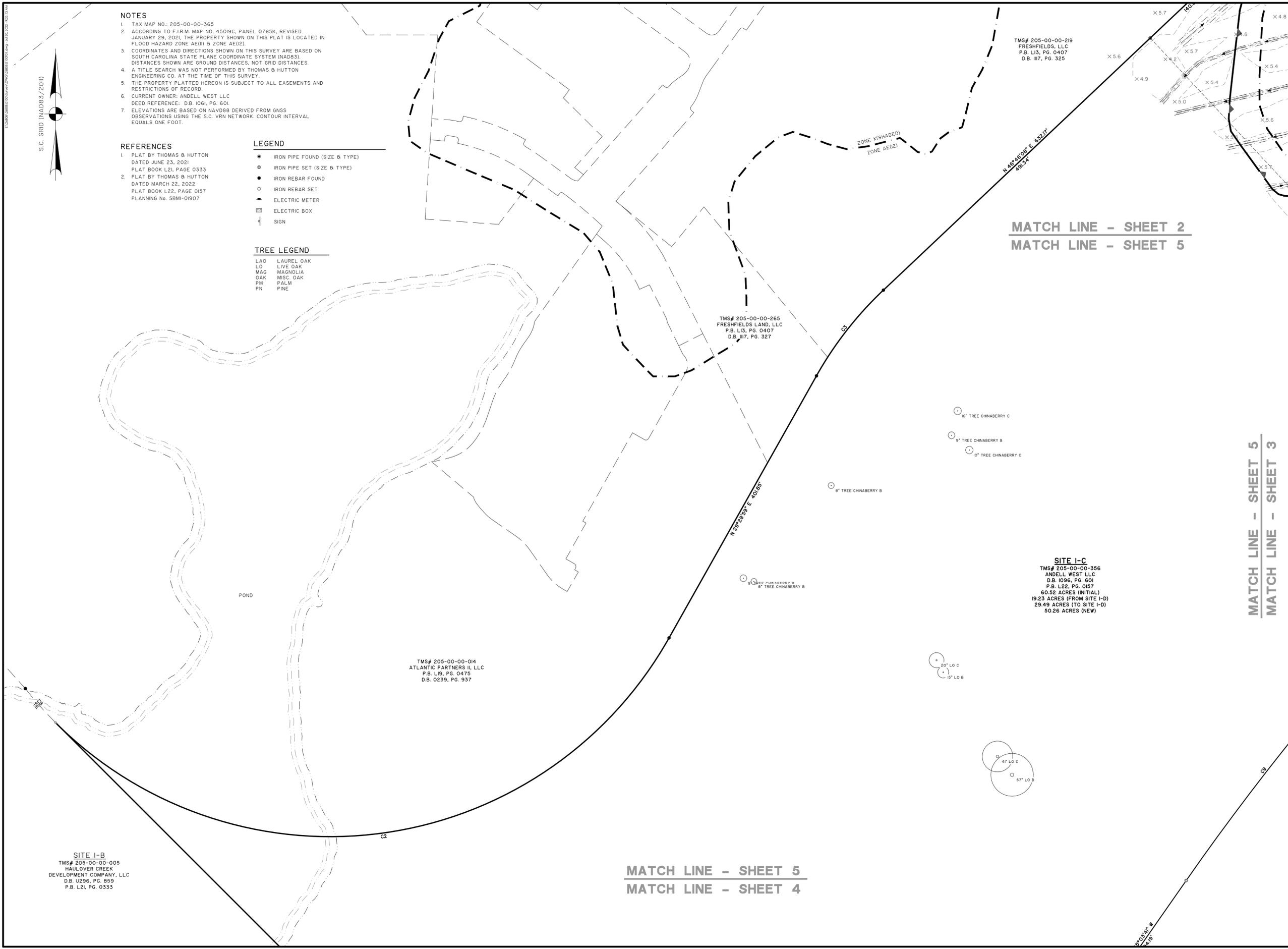
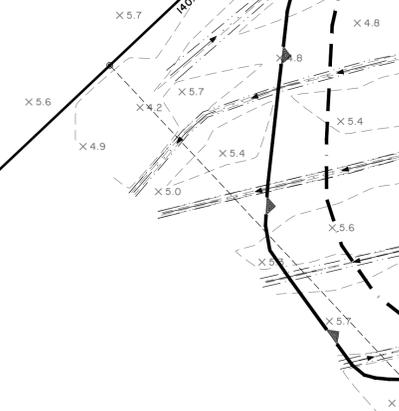
4" LO C
57" LO B

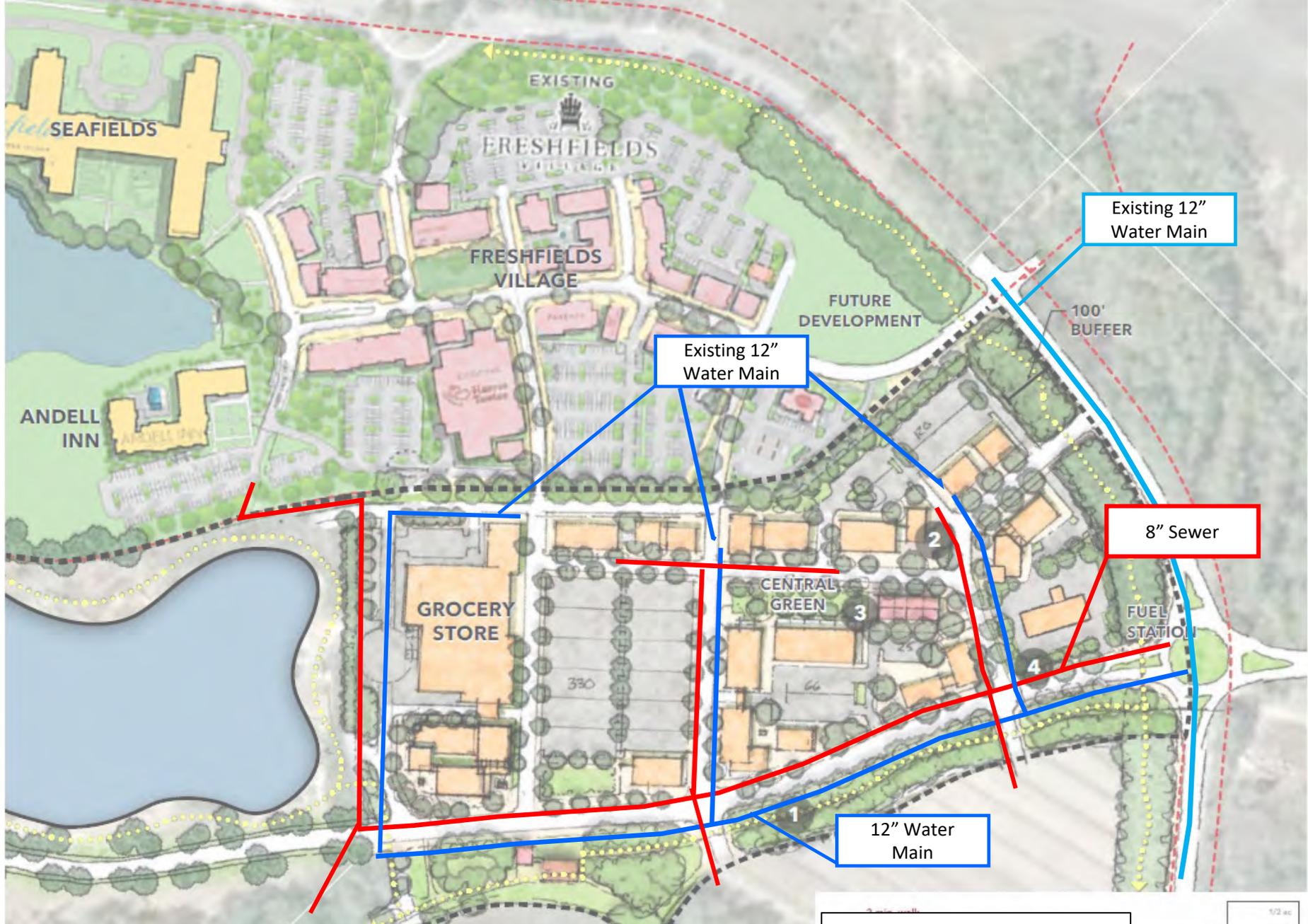
POND

ZONE X(SHADED)
ZONE AE(12)

N 23° 28' 59" E 40.185'

N 48° 45' 08" E 632.17'
49.34'





Utility routing and sizing is projected and subject to change based on engineering and design considerations.

Exhibit J Utility Plan





Contextual Grocery Store & Market Precedents



WINTER GARDEN, FLORIDA



HEB AUSTIN, TEXAS

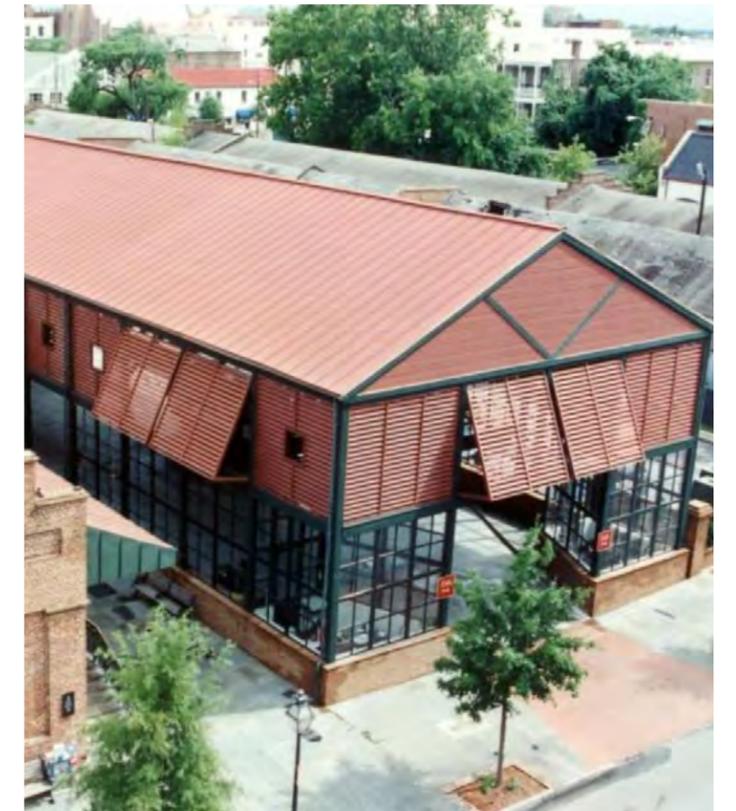


HEB HOUSTON, TEXAS



RT'S MARKET, BLUFFTON, SOUTH CAROLINA

Contextual Grocery Store & Market Precedents



Historic Precedents in the Region



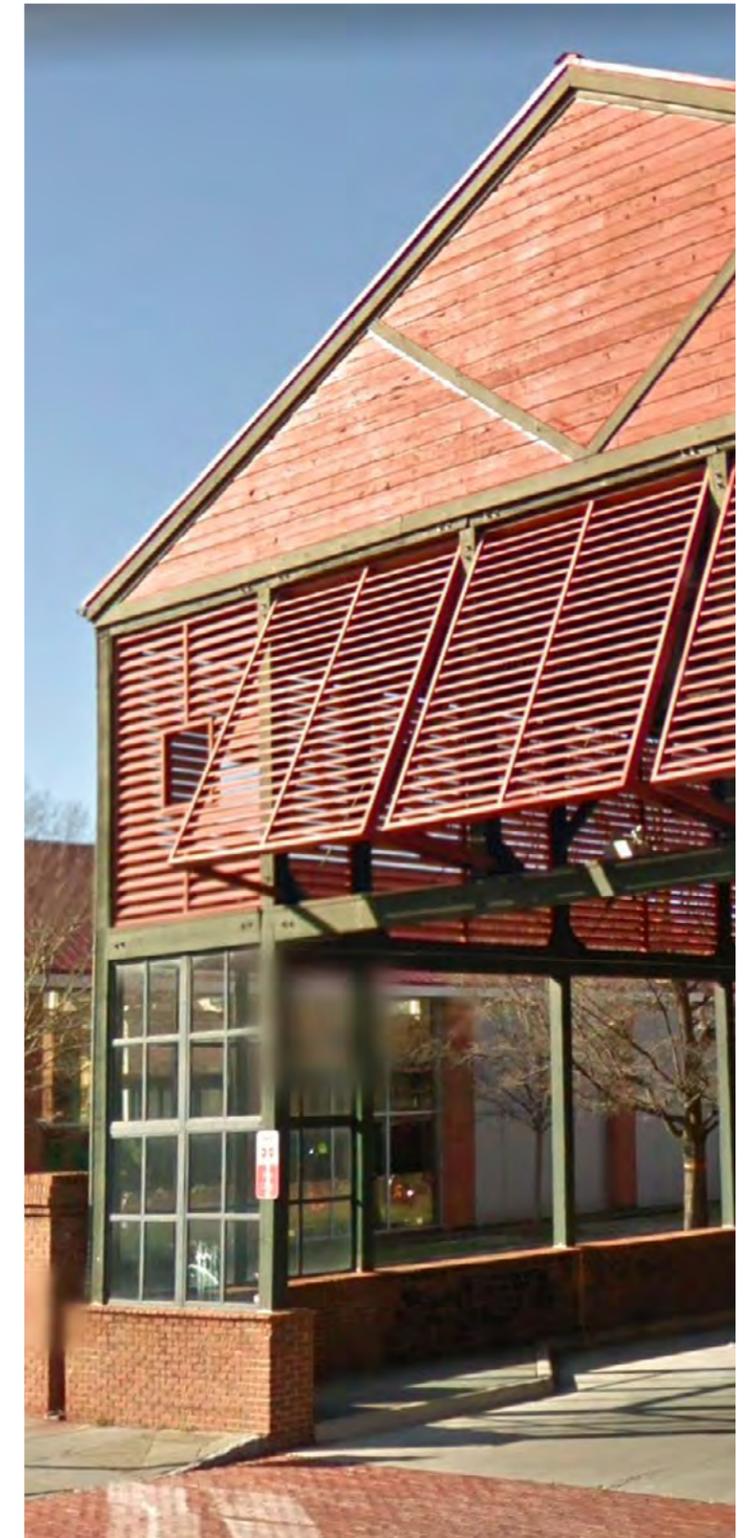
SHED-LIKE MASSING



REPETITIVE BAYS



**SIMPLE MATERIALS, INCLUDING
VERTICAL BOARD AND BRICK**



GLAZING AND SHUTTERS

Architectural Elements