

MAYOR:
Bradley D. Belt

MAYOR PRO TEMPORE:
Russell A. Berner

TOWN ADMINISTRATOR:
Stephanie Tillerson

TOWN ATTORNEY:
Stafford J. McQuillin III



COUNCIL MEMBERS:
E. Luke Farrell
Madeleine Kaye
Lance Spencer

TOWN COUNCIL
Municipal Center Council Chambers
May 5, 2026, 2025, 1:00 pm

AGENDA

- I. **Call to Order:**
- II. **Pledge of Allegiance**
- III. **Roll Call:**
- IV. **Approval of Minutes:**
 - A. Minutes of the Town Council Meeting of April 7, 2026 [Tab 1]
 - B. Minutes of the Special Call Town Council Meeting of April 20, 2026 [Tab 2]
- V. **Citizens' Comments (Agenda Items Only):**
- VI. **Presentation:**
 - A. Coastal Science and Engineering – Dr. Patrick Barrineau [Tab 3]
- VII. **Updates:**
 - A. Mayor
 - a. National Beach Safety Week Proclamation [Tab 4]
 - B. Council Members
 - C. Administrator
- VIII. **Old Business:**

None
- IX. **New Business:**
 - A. To Consider Approval of **Ordinance 2025-23** - An Ordinance to Amend the Town of Kiawah Island Land Use Planning and Zoning Ordinance Article II. - Zoning, Division 4 – Supplemental Regulations, Sec. 12-128. - Access, Parking and Loading Regulations. To Modify Minimum Parking Standards – **Public Hearing and First Reading** [Tab 5]
 - B. To Consider Approval of **Ordinance 2026-08** - An Ordinance To Adopt The Fiscal Year 2026/2027 Budget for the Town of Kiawah Island, South Carolina (7/1/26 Through 6/30/27) – **Public Hearing and First Reading** [Tab 6]
 - C. To Consider Approval of the Trident Waste Rate Adjustment [Tab 7]
 - D. To Consider Approval of the Design Review Board Appointment [Tab 8]
 - E. To Consider Approval of Settlement Concerning the Pending Board of Zoning Appeals - Appeal (2025-CP-10-06113) [Tab 9]
- X. **Citizens' Comments:**
- XI. **Council Member Comments:**
- XII. **Adjournment:**

*Each speaker shall be limited to five minutes. No more than 30 minutes shall be allowed for citizen presentations, comments, and/or questions, and the time shall be divided equally among those requesting to speak.

FOIA: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.



TAB 1

TOWN COUNCIL

Agenda Item

TOWN COUNCIL
Municipal Center Council Chambers
April 7, 2026, 1:00 pm

Minutes

I. Call to Order: Mayor Belt called the meeting to order at 1:00 pm.

II. Pledge of Allegiance

III. Roll Call:

Present at the Meeting: Bradley Belt, *Mayor*
Russell Berner, *Mayor Pro Tem*
Luke Farrell, *Council Member*
Madeleine Kaye, *Council Member*
Lance Spencer, *Council Member*

Also Present: Stephanie Monroe Tillerson, *Town Administrator*
Ross Appel, *Consulting Attorney*
John Taylor, Jr., *Planning Director*

IV. Approval of Minutes:

- A.** Minutes of the Town Council Meeting of February 3, 2026
- B.** Minutes of the Special Call Town Council Meeting of February 26, 2026
- C.** Minutes of the Town Council Meeting of March 3, 2026

Mayor Belt stated there were three sets of minutes for approval: the February 4th and March 3rd regular Town Council meetings, and the February 26th Special Call Town Council meeting. These had been circulated in advance to Council Members. He asked whether there were any proposed suggestions or changes. Council Member Kaye indicated she had one change to provide to the Clerk. With that change, the minutes were deemed approved.

V. Citizens' Comments (Agenda Items Only):

Mayor Belt invited citizen comments on agenda items only, asking that anyone wishing to discuss the proposed beach overlay district hold those comments for the public hearing, as that would be specifically focused on that topic.

Tom Nevin, Manager of the Kiawah Island Club and full-time resident at 119 Turnberry Drive

Mr. Nevin spoke in opposition to the proposed fee change to the Kiawah Island Club beach operations agreement. He explained that last year, the Town imposed a beach operations agreement on the Kiawah Island Club, specifically the Beach Club and Cape Club, with additional fees beyond the business licenses, permit fees, and hospitality taxes already paid. Mr. Nevin noted the Club had been providing beach access for over 33 years and serves over 40% of the property owner base. He emphasized that the Club serves only members and guests, not tourists; handles its own trash management; and helps with non-club-member trash in the area. Mr. Nevin expressed concerns about the fee increase from \$0 in 2024 to \$13,000 in 2025 to \$63,000 in 2026, representing a 380% increase. He requested that there be no fee associated with the Beach Club and Cape Club beach operations agreements, given that the Club already pays significant fees to the Town and doesn't cater to tourists or the public.

Mayor Belt thanked Mr. Nevin and invited him to stay for the discussion of this agenda item later in the meeting.

VI. Updates:

A. Mayor

Mayor Belt deferred his comments, given the anticipated length of the meeting.

B. Council Members

Mayor Pro Tem Berner

Council Member Berner also kept his comments brief, noting that he spent significant time dealing with the Construction Manager at-Risk contract for the new Civic and Cultural Center facility and reviewing the Beachfront Overlay District, both of which would be discussed later in the meeting.

Council Member Kaye

Council Member Kaye chose to reserve time after other business to comment on items she had been working on, deferring her comments until later in the session.

Council Member Farrell

Council Member Farrell reported on two items. First, the State Accommodation Tax Committee held its first meeting with a new member, during which they explained that allocated funds would be significantly lower than in previous years because funds were being used to build the new Civic and Cultural Center. However, following that meeting, he found a way to increase the amount from \$400,000 to \$600,000, though it is still significantly lower than last year for entities other than the Town. Second, the Audit Committee would have its first meeting the next day, with one new member. He expected the committee to conduct another study similar to last year's financial controls review, this time focusing on internet systems and software controls to ensure policies and procedures are robust enough to protect, given current online usage.

Council Member Spencer

Council Member Spencer noted that many people were present, which he felt was great for community and Council engagement, allowing members to hear opinions and perspectives and to understand how deliberations and decisions are made.

C. Administrator

Ms. Tillerson encouraged everyone to sign up for e-news or download the Town app for information updates. She announced that next week, beginning Tuesday, there would be work done on the inbound side of Betsy Kerrison Parkway from Resurrection Road to the roundabout, as the Town would own that section following the second reading of the annexation, which is on the agenda. The work would include some paperwork and the cleanup of crepe myrtles, with flaggers to minimize traffic disruption; it is expected to last one to two days.

VII. Public Hearing

A. To Consider Approval of Ordinance 2025-21 - An Ordinance to Amend Chapter 12 – Land Use Planning and Zoning Ordinance Article II. - Zoning, Division 2. - Zoning Map/Districts, Establishing Section 12-81. - Beachfront Overlay Zoning District, to Protect the Integrity, Natural Function, and Resilience of Beaches, Dunes, and Coastal Systems. - Public Hearing

Mayor Belt made a motion to move into the Public Hearing on Ordinance 2025-21. Mayor Pro Tem Berner seconded the motion, and it was unanimously approved.

Mayor Belt explained the hearing process, stating he would first ask the Planning Director and Chair of the Planning Commission to provide background and context, then invite community comments. He limited comments to three minutes to allow everyone an opportunity to speak, making an additional allowance for Mr. O'Kelly if he intended to comment.

Mary Belt indicated that the ordinance is a recommendation from the Planning Commission, which voted unanimously after several months of Planning Commission meetings, public workshops, and deliberations.

Planning Commission Background

Joanne Hennessy, Chair of the Planning Commission and resident at 12 Blue Heron Pond Road, provided background on the Beachfront Overlay District proposal. She explained that protecting the Town's beachfront had been discussed for a couple of years, including Council Member Farrell when he was on the Planning Commission, and through the Comprehensive Plan, with which Council Member Kaye was very involved. Throughout the process, the community repeatedly expressed concerns about the significant incursion of building closer to the beachfront by both single and multifamily dwellings. The dune structure serves as a key protective feature for the island, benefiting everyone, not just beachfront property owners. The comprehensive plan discusses resiliency and habitat protection in detail, and how we can protect our island in the future.

Looking at the whole 8 plus miles of the Kiawah beach front and dune system, Ms. Hennessy described the Planning Commission's research process, including public forums attended by the Resort, Kiawah Island Community Association (KICA), and Regime Council Members, with follow-up adjustments based on concerns. The Planning Commission conducted extensive research using satellite imagery and Coastal Science and Engineering Reports to understand what was happening along Kiawah's dynamic beachfront, which varies across different areas. The result was the creation of buffer zones to protect Kiawah for everyone's benefit, with dunes providing storm protection and habitat.

Ms. Hennessy clarified key points about non-conforming structures, noting that once the overlay takes effect, houses with pools or portions of homes within the overlay district become non-conforming but can be rebuilt after natural disasters without limitations. They cannot increase their non-conformity but can rebuild on their current footprint. For lots where the footprint is significantly affected, special provisions allow exceptions to front setbacks and the overlay buffer standards, ensuring everyone can still build houses. The Planning Commission voted unanimously to recommend the ordinance to the Town Council.

Planning Director Presentation

Mr. Taylor provided a detailed presentation on the Beachfront Overlay Zoning District ordinance. He outlined the timeline, noting the original proposal dated back to March 2025, with many public meetings and workshops held over nearly a year. The proposal was reinforced by KiawahNext, the Town's Comprehensive Plan adopted in fall 2025.

Mr. Taylor explained the seven-part purpose and intent of the Beachfront Overlay Zoning District: protecting the integrity and natural function of the beachfront; supporting coastal resilience; balancing public interests; preserving wildlife habitat and ecosystems; adapting to coastal conditions; practicing environmental stewardship; and minimizing flood damage and erosion effects. All these priorities work together to preserve the dunes.

Mr. Taylor described how the proposed ordinance directly responds to the Comprehensive Plan's priorities of development and growth, community experience, and resiliency. The plan specifically recommended incorporating native vegetation and buffers into land development regulations, which this ordinance addresses.

Mr. Taylor presented key factors that led to the proposal, including loss of vegetation and habitat, changes in wildlife behavior, frequent storm events, and shifting development patterns, with houses being built closer to the ocean. He presented statistics showing the distribution of parcel types along the beachfront, including single-family, multifamily, resort, and parks and recreation parcels.

The presentation included time-stamped images from 2001 to 2025 showing vegetation loss along different sections of the island's oceanfront, demonstrating habitat loss over time. Mr. Taylor explained the ordinance uses the 2018 South Carolina jurisdictional lines as a foundation, noting that when the state updates these lines in 2026, the Planning Commission will review and potentially recommend adjustments.

Ordinance Structure

Mr. Taylor detailed the ordinance structure, explaining that it establishes two buffer zones. Buffer Zone A, at 50 feet, is closest to the ocean and the most restrictive. Buffer Zone B is the second 50 feet landward. The overlay addresses properties within 150 feet of the baseline, though this doesn't mean all properties are necessarily impacted. The two buffer zones collectively cover 100 feet.

He clarified non-conforming structures, explaining that the ordinance references existing non-conforming regulations, allowing property owners to rebuild structures after involuntary destruction (hurricane, act of God) with the same dimensional standards - same size, shape, footprint, height, and density.

The ordinance prohibits oceanfront erosion-control devices such as bulkheads and seawalls. For landscaping and tree preservation, it increases native species requirements from 70% to 100% for mitigation, while maintaining existing allowances for routine pruning and maintenance. Golf courses receive an exemption based on feedback from the Resort.

Administrative Relief

Mr. Taylor explained built-in administrative relief provisions for properties meeting specific criteria: properties with no greater than half an acre of buildable area, requiring current surveys showing property lines and jurisdictional lines, and where buffer zones collectively impact at least 30% of the building area. Relief includes a potential reduction in the front setback and an increase in allowable coverage in Buffer Zone B from 20% to 30%.

Public Comments

Multiple property owners from Eugenia Avenue spoke in opposition to the ordinance:

Hamlin O'Kelly, the attorney representing numerous clients on Eugenia Avenue, indicated that property owners from 25 to 77 Eugenia strongly objected to the ordinance. He characterized it as a solution in search of a problem, arguing that existing regulations, including flood zone requirements, are sufficient. Mr. O'Kelly indicated his clients would incur hundreds of millions in damages and threatened litigation if the ordinance passed, calling it inverse condemnation and reverse spot zoning. He referenced a letter from KICA dated April 6th opposing the ordinance and representing approximately 4,500 property owners. Mr. O'Kelly expressed concerns about the use of non-conforming-use language and administrative discretion, calling the timing premature given the state's reexamination of baseline setbacks in 2026.

Council Member Spencer questioned Mr. O'Kelly about KICA's position, noting that their letter expressed concerns that needed to be addressed rather than outright opposition. He also asked about the hundreds-of-millions-in-damages calculation and how Mr. O'Kelly's clients would feel if other homeowners damaged the dune system, causing financial impact on their properties. Mr. O'Kelly responded that existing protections prevent such damage and that his clients' property values are based on development potential rather than existing structures.

Robert Myers from 65 Eugenia Avenue presented survey documentation showing that the proposed buffers go through the middle of his house, restricting over 50% of his current home. He argued that this affects property values for future sales or changes in value. He noted inconsistencies in enforcement relative to the ARB, describing his experience of being unable to rebuild a non-conforming deck after a storm. Mr. Myers expressed concerns about insurance difficulties and rebuilding costs that could exceed \$15 million, stating that he cannot obtain excess

flood insurance due to potential zoning issues. He questioned the urgency of passing the ordinance before the state takes action on jurisdictional lines.

Andy Wagner from 55 Eugenia Avenue had a survey showing that Buffer Zone B cuts through his property. He described purchasing the property three years ago, specifically for its unique lack of regulations and restrictions, paying a premium for retirement plans. Mr. Wagner argued that the ordinance creates real value destruction because future buyers won't have the same building capabilities. He questioned the connection between buffer zones and vegetation protection, suggesting the ordinance was motivated by aesthetics rather than environmental protection. He requested grandfathering provisions that would apply to future buyers, not just natural disasters.

Ron Fielding from 42 Surf Song Road, while not financially impacted by the current ordinance, expressed philosophical concerns about multiple governmental authorities creating overlapping regulations. He described complex boardwalk regulations from the State, KICA, Architectural Review Board, and potentially the Town, creating "Catch-22" situations. Mr. Fielding worried about the geometric increase in bureaucratic complications with each additional layer of regulation.

Andy Francis from 7 Turtle Beach Lane discussed nonconforming property issues, raising concerns about the 50% improvement threshold and potential complications with variances for future owners. He opposed passing the ordinance immediately, advocating waiting until state guidelines are established.

Mike John, from 67 Eugenia Avenue, speaking with his family present, described buying their property in 2008 with the expectation of potential expansion as their family grew. With 50% of their home in restricted areas, the ordinance removes expansion possibilities that existed when they purchased the home. Mr. John expressed uncertainty about rebuilding assurances amid multiple layers of administrative oversight and potential future leadership changes.

Emily Heisley Stoke, representing her family's ownership of 59 and 61 Eugenia Avenue and over 30 years on Kiawah, acknowledged conservation importance while expressing investment concerns. She clarified that while involuntary destruction permits rebuilding, voluntary changes must comply with non-conformance restrictions, which have significant implications for property investment and generational transfer. Ms. Stoke described their extensive conservation involvement, including participation in Turtle Patrols, while arguing against punishing long-established properties on Eugenia Avenue for approved developments elsewhere on the island.

Greg Ueler from 41A Eugenia Avenue, the newest property owner in the group, having completed construction four and a half years ago, supported dune and habitat protection but argued the ordinance was overreaching and premature. While his home isn't in either overlay zone, he expressed concerns about future development restrictions that could affect property values for potential investors or the ability to make improvements, such as additional structures for household staff.

Mayor Pro Tem Berner made a motion to exit the Public Hearing and return to regular session. Council Member Kaye seconded the motion, and it was unanimously approved.

Council Discussion

Following public comments, Council Members engaged in detailed discussion about the ordinance's implications and next steps.

Mayor Belt summarized key clarifications: storm-destroyed residences could be fully rebuilt in existing footprints, including both buffer zones; nothing alters current residential-use capabilities; no alteration requirements for existing structures in zones A or B; and non-conforming status travels with the property, not the owners.

Mayor Pro Tem Berner noted his extensive property inspections along Eugenia Avenue, observing that some current homes are already non-conforming under existing regulations, and that the

Beachfront Overlay does not change anything about existing non-conforming structures. He emphasized his sincere desire to understand and help address financial hardships beyond rebuilding rights.

Council Member Farrell clarified jurisdictional distinctions among the Town, KICA, and the Architectural Review Board (ARB), emphasizing the focus on Town-controlled issues. He noted that virtually all buffer zone coverage areas are in severe flood zones AV-12 and AV-11, which are among the most wave-affected, where 100-year and 500-year floods occur frequently and are accompanied by significant wave action.

VIII. Executive Session

A. Pursuant to S.C. Code Ann. § 30-4-70 (a)(2), to Receive Legal Advice Protected by the Attorney-Client Privilege Concerning Ordinance 2025-21 - Beachfront Overlay Zoning District

Council Member Farrell made a motion to move into Executive Session to receive legal advice protected by the attorney-client privilege concerning Ordinance 2025-21 - Beachfront Overlay Zoning District. Mayor Pro Tem Berner seconded the motion, and it was unanimously approved.

Mayor Pro Tem Berner made a motion to exit the Executive Session and return to the Regular Session. Council Member Kaye seconded the motion, and it was unanimously approved.

Mayor Belt announced that the Council took no action and made no decisions during the Executive Session, but had a robust discussion receiving legal advice on a wide range of issues related to the Beachfront Overlay ordinance.

IX. Old Business:

A. To Consider Approval of Ordinance 2025-21 - An Ordinance to Amend Chapter 12 – Land Use Planning and Zoning Ordinance Article II. - Zoning, Division 2. - Zoning Map/Districts, Establishing Section 12-81. - Beachfront Overlay Zoning District, to Protect the Integrity, Natural Function, and Resilience of Beaches, Dunes, and Coastal Systems. - Second and Final Reading

Council Member Farrell made a motion to approve Ordinance 2025-21 on second and final reading. Mayor Pro Tem Berner seconded the motion.

Mayor Belt opened the discussion, recapping the extensive public engagement process, including 13 public meetings since the proposal was made. He noted that the issue originated over two years ago during Council Strategic Planning meetings, which discussed additional regulatory tools needed to protect beach and dune systems.

Mayor Belt acknowledged legitimate questions raised during the public hearing regarding the clarity of administrative waivers, the application of non-conforming provisions, and other issues requiring attention. He reiterated that this overlay district is intended to protect 8.5 miles of beachfront across 200 parcels, 600 residences, and 7 zoning districts, providing consistency and protection along the entire beachfront, addressing limitations revealed by recent developments, and also addressing future development and redevelopment to protect maritime forest habitat and island character, noting overlay districts are standard planning tools used in historic districts and waterfront areas.

Mayor Belt highlighted the beachfront's dynamic nature and significant vegetation loss over the past decade, emphasizing the need to protect ecosystems for the benefit of natural wildlife. He distinguished Kiawah's environmental interests from state jurisdictional lines, noting that state lines protect tourism interests but don't address unique municipal concerns. Mayor Belt referenced Myrtle Beach as an example of development without dune protection or habitat consideration, arguing that Kiawah should maintain its distinctive character.

Mayor Belt acknowledged hearing concerns about certainty and clarity in ordinance provisions and Mr. O'Kelly's request for additional engagement opportunities. He announced plans for another

public workshop on April 21st to provide an additional opportunity for engagement, particularly for Mr. O'Kelly and his clients.

Council Member Spencer emphasized the ordinance's purpose of protecting value by preventing the dune system from being compromised, which could put both individual and neighboring properties at risk. He argued that current mismatched zoning allows individual property owners to accept risk on behalf of many, making inaction the biggest long-term risk.

Council Member Kaye stressed the importance of applying consistent, fair rules across the community, noting that healthy environmental conditions contribute to property values and dune system protection. She expressed interest in working with KICA representatives to improve the ordinance.

Council Member Farrell supported the uniform application across the island's eight-and-a-half miles of beach. He noted the Town's fundamental role in protecting both personal and public property, while providing for aesthetics, the natural environment, and habitat, and ensuring consistency with the Comprehensive Plan.

Mayor Pro Tem Berner expressed his desire to work with individual homeowners to hear their specific concerns and seek solutions, emphasizing a preference for collaborative rather than adversarial approaches.

Mayor Pro Tem Berner moved to suspend the vote on this ordinance for 1 month and remand it to the Planning Commission for the minor tweaks discussed. Council Member Spencer seconded the motion.

Council Members clarified that the remand specifically addresses wording uncertainty and issues raised during the public hearing. Mayor Belt confirmed that the April 21st workshop would be at 2:00 PM and would be available for remote participation via Zoom.

Ms. Hennessy confirmed the Planning Commission would schedule a Special Call meeting following the April 21st Public Workshop to incorporate workshop outcomes and provide a clean ordinance for the May Town Council meeting.

Following the discussion, the motion to suspend the ordinance vote for one month, remand to the Planning Commission for revisions, and schedule a Public Workshop on April 21st was unanimously approved.

- B. To Consider Approval of **Ordinance 2026-07** - An Ordinance of the Town Council of the Town of Kiawah Island, SC, Annexing a Portion of Road S-20 (Betsy Kerrison Parkway) Right-Of-Way into the Corporate Limits of the Town of Kiawah Island Pursuant to S.C. Code Ann. Section 5-3-110, and Providing for Related Matters – **Second and Final Reading****

Mayor Pro Tem Berner made a motion to approve the second and final reading of Ordinance 2026-07, annexing a portion of road S-20 (Betsy Kerrison Parkway) Right-of-Way into the Corporate Limits of the Town of Kiawah Island. Council Member Farrell seconded the motion.

Mayor Pro Tem Berner raised a related concern about reducing the speed limit to 25 mph, noting safety issues with vehicles not complying with the law and creating rear-end hazards.

Following the discussion, the motion was unanimously approved.

- C. To Consider Approval of **Ordinance 2026-01** - An Ordinance to Amend Chapter 12 – Land Use Planning and Zoning Ordinance Article II. Zoning, Division 2. Zoning Map/Districts. Sec. 12-62. Zoning Map to Amend the Key Locations Map to modify the Fixed Dock Designation to allow a Floating Dock at the Subject Property, 245 Eagle Point Road, Kiawah Island, SC (TMS# 265-02-00-167) – **Second and Final Reading****
- D. To Consider Approval of **Ordinance 2026-02** - An Ordinance to Amend Chapter 12 – Land Use Planning and Zoning Ordinance Article II. Zoning, Division 2. Zoning Map/Districts Section 12-78.**

Dock Key Locations to modify the Fixed Dock Designation to allow a Floating Dock at the Subject Property, 245 Eagle Point Rd, Kiawah Island, SC (TMS# 265-02-00-167) – **Second and Final Reading**

Mr. Taylor confirmed that these ordinances designate a fixed dock at 245 Eagle Point Road as a floating dock, with no changes from the first reading.

Mayor Pro Tem Berner made a motion to approve both Ordinance 2026-01 and 2026-02, amending Chapter 12 – Land Use Planning and Zoning Ordinance Article II. Zoning on second and final reading. Council Member Kaye seconded the motion, and it was unanimously approved.

X. New Business:

A. To Consider Approval of the Beach Operation Agreements:

Mayor Belt noted three separate Beach Operation Agreements for consideration: Kiawah Island Inn Company (Golf Resort), Kiawah Island Club Holdings LLC (Beach Club and Cape Club), and Residence Club (Timbers).

1. Kiawah Island Inn Company (Kiawah Island Golf Resort)

Council Member Spencer made a motion to approve the Beach Operations Agreement for the Kiawah Island Inn Company. Council Member Kaye seconded the motion.

Council Member Kaye inquired about the \$44,100 fee, and Ms. Tillerson confirmed the significant increase from \$7,000 in the previous year to \$44,100. Roger Warren from the Resort asked for clarification on the reason for the increase.

Mayor Pro Tem Berner questioned the rationale for the calculation. Mayor Belt, noting that he was the lone dissenter on the fee change at the previous Ways and Means Committee meeting, deferred to Council Member Farrell for an explanation.

Council Member Farrell explained the "fairness doctrine" approach, analyzing various beach-chair providers to establish consistent per-chair pricing rather than area-based pricing. Using Barrier Island Services' competitively bid contract rate of \$1.83 per chair, the Committee decided to apply fair pricing across all entities, rather than allowing some to benefit from lower rates while others are charged similar amounts. The new rate was set at \$1.75 per chair for other entities, calculated over a 90-day period.

Mayor Pro Tem Berner understood the rationale but found the percentage increase exorbitant, suggesting a simpler approach to percentage increases.

Mr. Warren questioned the rationale and reason for the increase, noting that they provide free chairs to guests rather than charging for them, as the for-profit Beach Island Services does. The reason given was to cover beach expenses and/or services, but he emphasized that they contributed through accommodation taxes and by handling their own trash disposal. When asked for his opinion on a reasonable charge, Mr. Warren proposed maintaining the Sanctuary's \$5,000 fee while applying a per-chair basis to rental chairs from villa operations.

After a discussion about fairness between for-profit and non-profit beach services, Mayor Belt offered a compromise: charging for-profit entities on a per-chair basis while reverting to area-based pricing for entities that do not charge guests.

Council Member Spencer supported the compromise approach as fair and consistent.

Mayor Belt moved to amend the motion to approve the Kiawah Island Inn Company Beach Operations Agreement with a bifurcated fee structure - area basis for Sanctuary operations and per-chair basis for Villa Rental operations. Council Member Spencer seconded the motion, and it was unanimously approved.

2. Kiawah Island Club Holdings, LLC

(a) Beach Club

(b) Cape Club

Council Member Farrell made a motion to approve the Kiawah Island Club Holdings Beach Club and Cape Club Beach Operations Agreement based on the same economics as last year, calculated on an area basis relative to Barrier Island Services. Council Member Kaye seconded the motion, and it was unanimously approved.

3. Residence Club at Southern Pines Property Owners Association, Inc (Timbers Kiawah)

Ms. Tillerson noted this would be the first-time agreement for Timbers Kiawah with a very small area-based fee since they only provide chairs, umbrellas, and storage without commercial activity.

Council Member Farrell made a motion to approve the Residence Club at Southern Pines Property Owners Association, Inc. (Timbers Kiawah) beach operations agreement on an area basis. Council Member Spencer seconded the motion, and it was unanimously approved.

B. To Consider Approval of the Contract for Construction Management at Risk Services for the Civic and Cultural Center

Mayor Belt explained that the Ways and Means Committee recommended approving a contract for Construction Manager at Risk services with Edifice Construction, and authorizing the Mayor to enter into a pre-construction services totaling \$28,000 plus \$2,000 in reimbursable expenses. The contract would require Council Members' review and input, particularly from Mayor Pro Tem Berner, who serves on the Civic and Cultural Center Building Committee.

Mayor pro Tem Berner added that Edifice Construction committed to providing a list of control tools and steps as a contract attachment.

Mayor Pro Tem Berner made a motion to approve Edifice Construction as the Construction Manager at Risk and to negotiate a contract as described. Council Member Spencer seconded the motion, and it was unanimously approved.

C. To Consider Approval of 2026 AirMedCare Contract Extension

Ms. Tillerson explained that this eight-year relationship costs the town \$8,163 annually for airlift services to residents. The Town is grandfathered into a Municipal Plan with no cost increase. The service determination is made by medical personnel on the ground.

Georgia Allen joined virtually from AirMedCare, explaining that the plan established in 2016 covers transport within Charleston County for residents (including part-time residents) and works closely with MUSC. She noted the value during peak tourism season when ground transport may be impeded. Additional upgrade options are available for broader coverage.

Ms. Tillerson added that the upgraded option is available at a discounted rate using the Town's code.

Council Member Kaye made a motion to approve the AirMedCare contract extension. Mayor Pro Tem Berner seconded the motion, and it was unanimously approved.

D. To Consider Approval of the Fiscal Year 2026/2027 Charitable Grants Funding Amounts

Council Member Farrell explained that 21 organizations applied for approximately \$250,000 in Charitable Grants, an increase from last year's \$200,000, to address inflation and the needs of lower-income households on greater Johns Island and Wadmalaw. The grants broadly cover four areas: housing, medical, food, and educational, and the Ways and Means Committee accepted all of the staff's recommendations for Council approval.

Council Member Farrell made a motion to accept the staff's recommendations for Charitable Grant funding. Council Member Spencer seconded the motion, and it was unanimously approved.

E. To Consider Approval of Board Appointments:

1. Board of Zoning Appeals

Council Member Spencer recused himself from this discussion.

Mr. Taylor recommended Ms. Melissa Yeardon, currently serving on the Landscape Tree Preservation Board, to fill one of the vacancies created by the departures of Mr. Cassidy and Ms. O'Leary. Mr. Taylor noted Ms. Yeardon's background and existing service engagement, though the Tree Preservation Board hasn't met as regularly as anticipated.

Council Member Kaye made a motion to appoint Ms. Yeardon to the Board of Zoning Appeals. Mayor Pro Tem Berner seconded the motion, and it was approved with Council Member Spencer abstaining.

2. Design Review Board

Mr. Taylor recommended Mr. Bill Marshall, a practicing architect with previous Architectural Review Board experience, for a three-year appointment. Mr. Marshall has met with staff and the Mayor to understand the Design Review Board's purpose and vision.

Council Member Kaye asked about Mr. Marshall's current residential work on Kiawah, and Council Member Spencer clarified that he is an architect.

Council Member Spencer asked about operational aspects, with only one board member present. Taylor explained that Mr. Marshall would help advance the development of design guidelines. At the same time, staff continues to recruit for the remaining positions, hoping to fulfill the board quickly rather than stagger appointments over three years.

Mayor Pro Tem Berner made a motion to appoint Mr. Marshall to the Design Review Board. Council Member Kaye seconded the motion, and it was unanimously approved.

XI. Citizens' Comments:

No citizens requested to comment.

XII. Council Member Comments:

Mayor Belt provided an update on developments related to the settlement agreement with Kiawah Partners regarding Cape Ocean Pines and Upper Beach Walker.

- Zoning and building permits have been issued for Upper Beachwalker's two parcels as specifically contemplated in the settlement agreement.
- No encroachment permit has been issued, and the Town is unaware of immediate construction intentions.
- The permit issuance resulted in the final resolution and dismissal with prejudice of two outstanding legal matters against the town.
- The approved site plans from the settlement reduced buildings on the larger parcel by half a floor and removed one or two buildings from the church parcel, with 16 overflow parking spaces designated near the gas station.

Council Member Kaye asked about the plan timing, with Mayor Belt explaining that developers have 180 days before a permit reapplication is required, though the Town has no control over their construction timeline or whether they'll proceed with the approved site plans or seek planned development designation.

Council Member Kaye raised concerns about a previous Council action regarding the St. John's Fire District Commission appointment. Despite the Council's approval of her motion to accept the Public Safety Committee's unanimous recommendation for Stuart Wallman, he did not receive the position. Ms. Tillerson explained that while the Town submitted its recommendation letter to Charleston County as usual, another candidate who missed the Town's deadline applied directly through the County's portal, attended County Finance Committee and Commission meetings to campaign for the position, and ultimately received the County Council's recommendation to the Governor despite the Town's official recommendation. It was noted that this was the first time in Ms. Tillerson's ten years that the County went against the Town's recommendation.

Mayor Belt expressed concern about the County's decision to disregard the Town's recommendation. He indicated he would raise this issue with the County Council Chairman regarding deference to Kiawah Island's municipal input.

Council Members noted the unusual nature of this development and the importance of honoring the Town's recommendations in the appointment process.

XIII. Adjournment:

Mayor Belt adjourned the meeting at 4:04 pm.

Submitted by,

Petra S. Reynolds, Town Clerk

Date



TAB 2

TOWN COUNCIL

Agenda Item

SPECIAL CALL TOWN COUNCIL
Municipal Center Council Chambers
April 20, 2026, 10:00 am

Minutes

I. Call to Order: Mayor Belt called the meeting to order at 10:00 am.

II. Roll Call:

Present at the Meeting: Bradley Belt, *Mayor*
Lance Spencer, *Council Member*

Present via Zoom: Luke Farrell, *Council Member*

Absent: Madeleine Kaye, *Council Member*
Russell Berner, *Mayor Pro Tem*
Stephanie Monroe Tillerson, *Town Administrator*
Mac McQuillin, *Town Attorney*

Mayor Belt noted the presence of a quorum.

III. Citizens' Comments (Agenda Items Only):

Mark Premar – 81 Dungannon Hall

Mr. Premar addressed the Council regarding the Civic and Cultural Center Addition project. He reemphasized his strong support for the project, as he had expressed at a previous meeting, and especially supported the design professionals engaged for the work. He conveyed his anticipation for the next public session, where he hoped to see progress on the design and have an opportunity both to comment and to offer further support.

Seeing the Town's Communications Director was present, Mayor Belt acknowledged that Mr. Premar noted that adequate advance notice had not been provided in the Town's weekly e-Blast regarding the over-the-shoulder design review workshop held on April 7th. He recognized this as an oversight and indicated that such outreach should have occurred so that more members of the public would have had the opportunity to attend and participate.

IV. New Business:

A. To Review and Consider Approval of the Schematic Design for the Civic and Cultural Center Addition

Mayor Belt provided context for the item by explaining that, pursuant to the Civic and Cultural Center Addition Building Committee's Charter, one of the established milestones required the Council to review and provide input on the schematic design, and that formal approval of that phase was required before the project could advance to the design development phase. The Council had received and reviewed the schematic design presentation on April 7th, prior to the regular Town Council meeting, and had provided input, questions, and comments. At the subsequent Town Council meeting, the Council had approved the building committee's recommendation of Edifice Construction as the Construction Manager at Risk and had approved the preconstruction services portion of that engagement.

Mayor Belt acknowledged, however, that the Council had inadvertently omitted the step of formally approving the schematic design phase itself, as expressly required by the committee charter. He noted that the Town Attorney had advised, out of an abundance of caution, that the

Council should proceed with a formal vote to approve acceptance of the schematic design, so that the project could properly advance to the design development phase. He characterized the Special Call meeting as a corrective action to address that inadvertent procedural gap.

Council Member Spencer made a motion to approve acceptance of the Civic and Cultural Center Addition schematic design phase. Council Member Farrell seconded the motion.

Council Member Farrell offered two substantive comments. First, regarding the lobby size, he indicated that he wished to withdraw the concern he had previously expressed, along with Mayor Pro Tempore Berner, about a potential reduction. He had since reconsidered and came to appreciate that a larger lobby serves important functional purposes, particularly for hosting certain events. He stated that he would defer entirely to the architects on that question going forward, as he could now see a clear rationale for retaining the larger footprint.

Mayor Belt reinforced this point by noting that the architects at H3 had observed that the lobby's square footage aligned with standard formulas for occupant capacity, and that an earlier schematic iteration with a smaller lobby had required other design concessions that proved problematic.

Council Member Farrell secondly raised a matter regarding inconsistencies between the pictorial renderings and the schematic diagrams for an outdoor area adjacent to the building. The pictorial representations showed this space landscaped, while the schematic diagrams depicted it as a stepped, grassy area with greater potential for active use. Council Member Farrell expressed a clear preference for the latter concept, describing it as an amphitheater-style space or potential seating area. He suggested that this feature be developed more fully in the next phase, including potentially expanding it toward the Betsy Kerrison side of the site, enlarging it in scale, and reconsidering the topmost element so that it could function as a platform or stage rather than simply a walkway. He envisioned the space for light outdoor performances, presentations, and similar programming, and encouraged the design team to carefully consider how to maximize the area's utility and efficiency. Mayor Belt indicated he would convey Council Member Farrell's input to the design team and noted that an initial design development meeting had already been scheduled, which would be properly noticed to the public. He added that the upcoming design development phase would involve refining the schematic design based on Council input and cost considerations. He noted that both the architectural team and the construction manager had already identified a number of potential cost-saving measures for the Council's consideration, and cited the clerestory windows as a specific example of a design element that adds elegance and natural light but also carries a cost that would need to be weighed against other priorities during the refinement process.

Council Member Spencer agreed with Council Member Farrell's proposed amphitheater concept, noting that it offered programming possibilities, such as outdoor music events.

Council Member Farrell concurred with Mr. Premar's support for retaining the clerestory windows. Both agreed that the cost of those high-level windows would be worthwhile, given their contribution to the ambiance and overall design of the great room space.

With no further discussion offered, the motion to approve the schematic design phase of the Civic and Cultural Center Addition was unanimously approved.

V. Council Member Comments:

No additional comments were offered by Council members.

VI. Adjournment:

Council Member Spencer made a motion to adjourn the meeting at 10:08 am. Council Member Farrell seconded the motion, and it was unanimously approved.

Submitted by,

Petra S. Reynolds, Town Clerk

Date

DRAFT



TAB 3

TOWN COUNCIL

Agenda Item

**Kiawah Island
2006 East End Beach Restoration Project
Survey Report No. 19**

2025
MONITORING REPORT



Prepared for
Town of Kiawah Island
Kiawah Island, South Carolina

COASTAL SCIENCE & ENGINEERING



BEACH MONITORING PROGRAM SURVEY REPORT NO 19

Kiawah Island – South Carolina

Prepared for:



Town of Kiawah Island

4475 Betsy Kerrison Parkway, Kiawah Island, SC 29455

Prepared by:

*High Value Services
Sustainable Solutions*



COASTAL SCIENCE & ENGINEERING

160 Gills Creek Parkway, Columbia, SC 29209

[CSE 2597-YR2]

March 2026

COVER PHOTO: Oblique aerial image of the Ocean Course and east end marshes in December 2025. The ongoing shoal bypass event has affected much of the area between the 2015 project site and the Ocean Course clubhouse. A pond created during the 2015 project is now filled with sediment, and a pair of drainage channels has opened between that pond and the incoming shoal.

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SYNOPSIS

This report is the 19th in a series of annual monitoring reports initiated following the 2006 East End beach restoration project. It contains survey results from the oceanfront beach along Kiawah Island (SC), with a particular focus on the eastern third of the island around the Ocean Course and Stono Inlet. There, shoals and channels of Stono Inlet can create episodic erosional issues and deserve special attention. Special attention is also given to areas that have traditionally had narrower setbacks and saw significant storm-induced erosion in recent years.

The Town of Kiawah Island has completed two projects at the island's East End to address localized erosion and facilitate the flushing of a developing lagoon adjacent to the Ocean Course. The 2006 project moved about 550,000 cubic yards (cy) of sand and restored a wide, dry-sand beach in front of the Ocean Course while relocating a channel. By 2014, the flushing channel was again migrating toward the Ocean Course. Another channel relocation event was completed in the spring of 2015, involving the movement of a total of 100,000 cy. Each project occurred in designated critical habitat for the piping plover and incorporated methods to reduce impacts and promote suitable habitat formation for protected species.

CSE tracks conditions along sections of the island ('reaches' numbered 1 to 6) by measuring sand volumes in the dunes, the visible beach, and the underwater zone. Between December 2024 and December 2025, changes observed along a significant portion of the island were driven by sand spreading related to a shoal bypass event at the East End. The erosion observed along the Lagoon Reach (#5) and accretion observed along the Ocean Course Reach (#4) represent approximately two-thirds of the total volume changes observed between December 2024 and December 2025.

Along the entire shoreline from Captain Sams Inlet to Stono Inlet, the island gained ~178,101 cy (3.1 cy/ft) of sand from December 2024 to December 2025 (Table A). The East End Lagoon Reach accounts for most of the losses (~116,740 cy or -14.6 cy/ft). West Beach was the only other reach losing sand, with erosion of ~26,250 cy (-2.2 cy/ft). The Turtle Point and Ocean Course reaches gained a total of ~310,150 cy (32.1 cy/ft) between December 2024 and December 2025. The inlet reaches were relatively stable, with the Stono Inlet Reach gaining 1.1 cy/ft (6,600 cy) and the Kiawah Spit Reach gaining 0.5 cy/ft (4,400 cy).

Long-term trends in volume changes for each reach are provided in Table A. Shoal bypass events triggered volume increases along the Lagoon Reach between 2007 and 2010, and from 2019 through 2023. Those two events delivered nearly 2.5 million cy of sand to the East End, the majority of which has migrated south and west to offset erosional losses experienced along central and western portions of the island.

These data support the long-held observation that Kiawah Island has a positive sand budget, unlike many other beach communities. Periodic shoal bypasses have delivered millions of yards of beach sand to the East End every ten years or so since studies began in the 1970s (see Section 2.2). In between these shoal bypass events, sand spreads downcoast toward Captain Sams Inlet and augments existing beach volumes along the way.

That said, the island is still susceptible to periodic erosional episodes, often affected by accretion and erosion cycles at Stono Inlet. Figure A shows the change in dune position by monitoring station (Line Number) since August 2007. Positive values indicate a more seaward position of the dune crest due to accretion, whereas negative values indicate a more landward position due to erosion. The transition from strong oscillations between erosion and accretion of the dune in the east (toward the Beach Club) to lower-magnitude changes in the west (toward Eugenia Ave and Beachwalker Park) is a characteristic feature of long-term beach volume changes on barrier islands like Kiawah Island.

Figure B shows the average unit sand volumes (to -10 ft NAVD) by reach from 1999 or 2006 to 2025. The increases and decreases in volume measured along the Lagoon Reach reflect periodic shoal bypass events, while each reach moving west from that area has experienced accretion at progressively lower rates. This signature mirrors that shown in Figure A, wherein volumetric changes are the greatest along the eastern portion of the island affected by Stono Inlet and its shoals. The absolute value of beach volume changes tends to decrease moving west, and is at a minimum along West Beach and Kiawah Spit.

Despite a series of storm impacts from ~2016 through 2020, around half of the island has exhibited stable or slightly accreting beach conditions since 2012, when CSE expanded its survey network from ~36 profiles to more than 60 profiles. Erosional hotspots include the outer beach barrier along the East End, approximately 1 mile of beach centered on the Beach Club, and the southern-most ~2 miles of the island west of Eugenia Avenue. Fortunately, building line offsets in the vicinity of the East End and Beach Club offer a protective buffer seaward of developed parcels. At Eugenia, this buffer is much narrower, and the Town as well as private property owners may consider evaluating alternatives for proactive management of this area, including short and long-term planning and post-storm response.

TABLE A. Beach volumes, along with respective changes for applicable time periods, for each reach and the entire island between 2007 and 2025. Volumes are to ~10 ft NAVD. Reach boundaries are described in the report. Red indicates erosion since the prior survey. Average unit volumes for all reaches for their respective reach lengths. Annualized unit volumes (shown in red/blue coloration) are a normalized measure of change across all reaches. The color scheme is based on the observed percentile change, with a deep red cell indicating the 98th percentile of losses and a deep blue cell indicating the 98th percentile of gains. White cells experienced near-zero change.

Reach	Name	Length	Reach Total Volume (cy)												Dec-25								
			Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17		Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24
1	Kiawah Spit	8,820	1,461,886	1,968,764	1,914,948	2,096,576	2,011,136	2,095,216	2,011,764	1,858,245	1,877,619	1,858,245	1,877,619	1,858,245	1,877,619	1,858,245	1,877,619	1,858,245	1,877,619	1,858,245	1,877,619	1,858,245	1,877,619
2	West Beach	11,798	2,925,119	3,002,842	3,002,842	3,143,512	3,143,512	3,200,438	3,200,438	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474	3,246,474
3	Turtle Point	13,614	3,119,193	3,768,036	3,711,947	3,783,778	3,973,563	4,282,658	4,133,088	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240	4,083,240
4	Ocean Course	9,900	2,612,857	2,726,994	2,699,256	2,755,159	2,749,550	2,674,610	3,111,296	3,273,101	3,405,482	3,467,750	3,431,667	3,441,024	3,460,686	3,457,580	3,456,683	3,456,683	3,456,683	3,456,683	3,456,683	3,456,683	3,456,683
5	Lagoon	6,000	6,559,380	5,462,016	6,240,138	7,056,611	7,419,125	7,222,197	7,071,272	6,946,931	6,993,814	6,787,731	6,325,250	6,139,954	5,938,621	5,938,621	5,938,621	5,938,621	5,938,621	5,938,621	5,938,621	5,938,621	5,938,621
6	Stono Inlet	6,000	1,464,895	1,460,076	1,447,219	1,406,546	1,427,296	1,448,756	1,406,638	1,328,992	1,248,269	1,052,076	966,215	707,753	715,353	706,907	680,859	638,772	596,701	605,298	605,298	605,298	605,298
1-6	All	57,222	19,852,074	15,845,877	19,980,508	20,447,115	20,942,409	20,944,928	20,943,385	21,274,219	21,037,455	19,929,912	19,618,488	19,431,820	19,272,747	19,303,413	19,837,826	20,575,863	20,845,497	20,238,466	20,415,567	20,238,466	20,415,567
			Reach Unit Volume (cy/ft)																				
Reach	Name	Length	Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820	165.7	217.2	217.1	233.2	231.1	228.0	227.5	226.1	227.3	227.3	222.0	212.9	210.7	205.5	210.4	213.0	208.9	206.5	205.6	202.5	203.0
2	West Beach	11,798	247.9	255.9	252.0	258.5	253.7	258.3	266.4	271.3	275.2	263.6	264.8	264.8	267.3	270.1	267.3	271.6	270.3	271.9	273.1	267.7	265.3
3	Turtle Point	13,614	229.1	276.8	272.6	274.5	271.7	277.3	291.9	301.4	311.7	318.0	303.6	299.9	298.9	296.2	298.9	295.2	298.9	298.9	304.8	298.2	302.7
4	Ocean Course	9,900	290.3	303.0	295.5	306.1	307.7	319.4	352.4	363.7	376.4	385.3	381.3	383.0	387.4	384.2	387.4	387.4	384.2	384.3	388.5	414.9	442.5
5	Lagoon	6,000	819.9	843.8	855.0	882.0	971.4	902.8	883.9	868.3	874.2	848.5	790.7	767.5	742.0	742.0	742.0	719.2	719.2	719.2	739.5	862.7	846.2
6	Stono Inlet	6,000	244.1	243.3	241.2	234.4	237.1	237.9	241.5	234.6	221.5	206.1	175.3	161.0	140.9	117.8	113.5	106.5	106.5	106.5	106.5	99.6	100.9
1-6	All	57,222	338.1	341.5	341.5	340.1	337.3	355.4	363.7	365.9	370.8	367.6	348.2	339.5	336.7	340.8	336.7	340.8	346.6	359.5	364.2	353.6	356.7
			Reach Volume Change Since Previous (cy)																				
Reach	Name	Length	Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820	-1,333	54,116	69,521	27,149	-4,566	5,195	-6,949	-46,742	-80,856	-19,374	62,565	43,265	23,561	-36,634	-21,107	-7,890	-7,890	-7,890	-21,016	4,350	
2	West Beach	11,798	-45,703	29,573	13,884	6,665	120,120	56,936	47,462	-136,481	13,818	62,565	-32,317	50,998	16,875	-13,786	15,914	15,914	15,867	33,697	61,024	-67,988	-26,294
3	Turtle Point	13,614	-56,889	80,539	129,833	139,419	8,426	-195,500	-48,859	4,356	-45,830	-22,641	15,867	33,697	33,697	-29,044	406,434	406,434	406,434	406,434	90,276	-53,864	248,669
4	Ocean Course	9,900	-67,736	95,903	14,590	105,861	295,646	101,845	132,381	62,268	-36,883	15,157	113,862	16,822	16,822	-90,884	731,515	731,515	731,515	731,515	90,276	-53,864	248,669
5	Lagoon	6,000	-97,364	376,122	215,473	363,514	-186,928	-190,224	-125,241	-77,764	-206,284	-462,481	-183,206	-45,861	-137,598	7,600	-4,446	-26,048	-26,048	-26,048	-42,088	-40,071	6,997
6	Stono Inlet	6,000	-4,620	-12,857	-16,174	16,174	4,577	21,459	-40,119	-79,644	-196,824	-120,664	-137,598	-137,598	-137,598	-137,598	-137,598	-137,598	-137,598	-137,598	-137,598	-137,598	-137,598
1-6	All	57,222	193,803	438,931	466,306	-104,706	473,519	128,437	280,854	-186,764	-311,424	-186,668	-159,073	334,412	736,037	271,534	-607,931	178,101	178,101	178,101	178,101	178,101	178,101
			Reach Unit Volume Change Since Previous (cy/ft)																				
Reach	Name	Length	Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820	-0.2	6.1	7.9	-0.5	0.6	-0.7	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
2	West Beach	11,798	-3.9	2.5	1.2	0.6	10.2	4.8	4.0	-0.1	-11.6	1.2	5.3	-2.8	4.3	3.2	2.5	1.2	1.2	1.2	3.3	-2.2	
3	Turtle Point	13,614	-4.2	5.9	-0.8	0.2	13.9	9.5	10.2	6.3	-14.4	-3.7	0.3	-3.4	-1.7	1.2	2.5	6.0	6.0	6.0	-6.7	4.5	
4	Ocean Course	9,900	-7.5	10.7	1.6	11.7	33.0	11.3	14.7	6.9	-4.0	1.7	12.6	1.9	-10.1	-9.2	0.1	14.2	14.2	14.2	-16.4	27.6	
5	Lagoon	6,000	-12.2	47.3	26.9	45.4	-18.9	-15.7	6.0	-25.8	-57.8	-23.2	-25.0	-0.4	32.8	50.8	91.4	12.4	12.4	12.4	-66.7	14.6	
6	Stono Inlet	6,000	-0.8	-2.1	-6.8	2.7	0.8	3.6	-1.3	-13.4	-17.3	-14.3	-20.1	-22.9	1.3	-1.4	-4.3	-7.0	-7.0	-7.0	-6.7	1.1	
1-6	All	57,222	3.4	7.6	8.1	-1.8	8.3	2.2	4.9	-3.3	-19.4	-5.4	-3.3	-2.8	4.0	5.8	12.9	4.7	4.7	4.7	-10.6	6.2	
			Annualized Reach Unit Volume Change Since Previous (cy/ft/yr)																				
Reach	Name	Length	Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820	-0.1	7.4	6.8	-0.1	0.5	0.6	-0.7	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	
2	West Beach	11,798	-3.1	3.0	1.0	0.6	10.2	4.8	4.0	0.1	-11.6	1.4	4.7	-3.2	4.2	3.2	2.6	1.0	1.0	1.0	-4.7	2.3	
3	Turtle Point	13,614	-3.6	7.1	-0.7	0.2	13.9	9.5	10.3	5.8	-12.3	-4.4	0.3	-3.9	-1.8	1.0	2.8	6.3	6.3	6.3	-5.9	4.6	
4	Ocean Course	9,900	-6.4	12.8	1.4	11.7	32.9	11.3	14.8	6.4	-3.4	2.0	11.2	2.2	-9.9	-2.9	0.1	14.9	14.9	14.9	-14.6	28.3	
5	Lagoon	6,000	-13.3	52.3	38.8	-14.6	-15.8	6.0	-23.1	-61.1	-17.3	-17.3	-17.3	-17.3	1.2	-1.3	-4.9	-7.4	-7.4	-7.4	-6.9	1.1	
6	Stono Inlet	6,000	-0.8	-2.1	-6.8	3.6	-1.6	-6.7	-15.2	-21.4	-21.4	-21.4	-21.4	-21.4	1.2	-1.3	-4.9	-7.4	-7.4	-7.4	-6.9	1.1	
1-6	All	57,222	1.1	14.1	14.7	-3.8	7.2	-2.8	4.4	-9.0	-33.9	-13.4	-8.0	-6.3	7.6	14.4	34.6	8.4	8.4	8.4	-16.5	6.2	

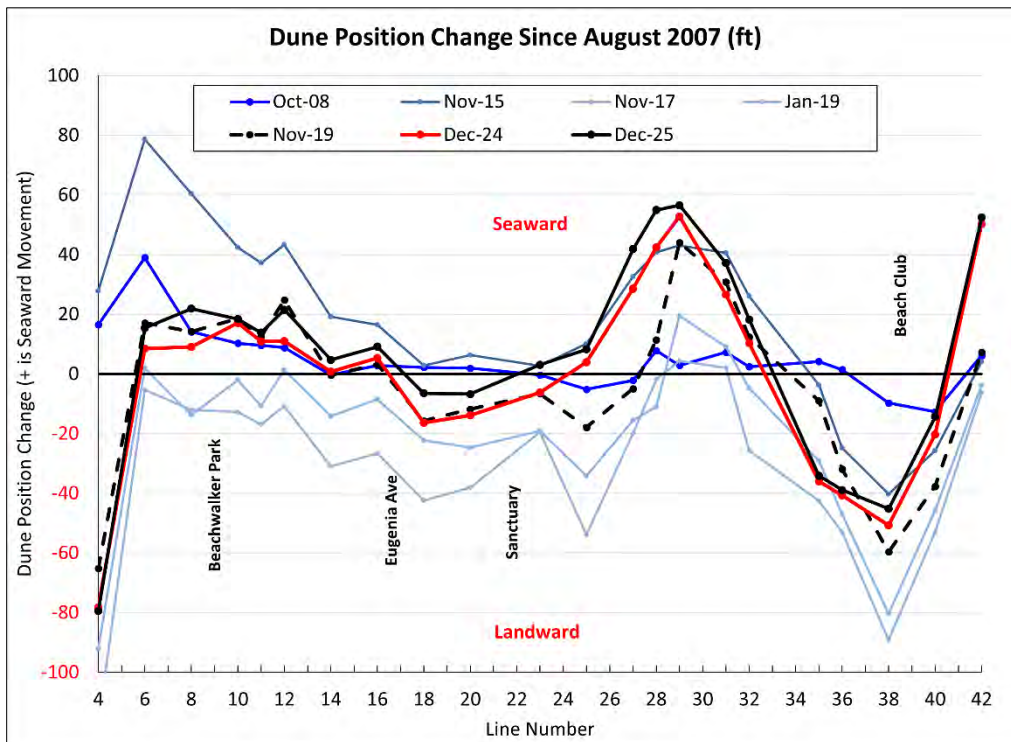


FIGURE A. Yearly dune position changes since August 2007 (negative values indicate erosion of the dune since that survey). Hurricanes *Joaquin* (2015), *Matthew* (2016), *Irma* (2017), *Florence* (2018), *Michael* (2018), and *Dorian* (2019) all resulted in foredune erosion along Kiawah Island. Conditions since 2019 have stabilized compared to the relatively rough period (compare the dashed black line—November 2019—with the solid black line—December 2025).

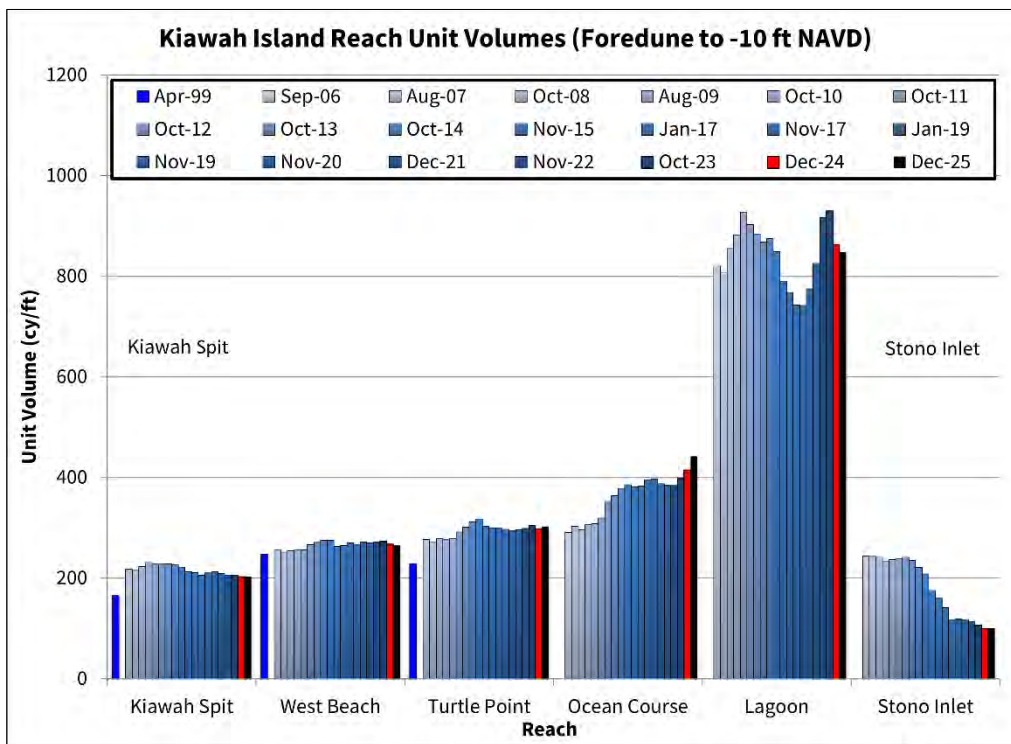


FIGURE B. Unit volumes as measured by reach since April 1999 (September 2006 along the Ocean Course and East End). As of December 2025, much of the island had more sand on the beach above -10 ft NAVD than in September 2006 (April 1999 for the three westernmost reaches—Turtle Point, West Beach, and Kiawah Spit). The decrease in volumes measured along Reach 5 (Lagoon) during the December 2024 to December 2025 surveys reflect sand spreading alongshore from the attached shoal, which is expected to continue delivering sand to adjacent reaches for the next couple years.

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Appendix A) December 2025 Profiles

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1.0 INTRODUCTION

This report is part of a series of annual beach monitoring reports initiated following the 2006 East End restoration project (see CSE 2005, 2007). The Town of Kiawah Island (SC) sponsors annual surveys of the beach to determine rates and directions of sand movement within the project area and the remainder of the island. This nineteenth report of the series follows over a dozen shoreline erosion reports prepared by Research Planning Institute (RPI) and Coastal Science & Engineering (CSE) for Kiawah Island since the 1980s (eg – Kana et al 1983, CSE 1999). Annual post-project surveys have been conducted in the fall of every year between 2007 and 2025, in addition to periodic post-storm surveys in January 2017 (post-*Matthew*) and January 2019 (post-*Florence* and *Michael*). The present survey was completed in December 2025 to provide a beach condition assessment since the previous monitoring survey conducted in December 2024.

The purpose of annual beach monitoring reports is to compare current conditions in beach volumes along Kiawah Island to past conditions. To do so, survey data are collected along the entire island from Stono River Inlet to Captain Sams Inlet to document volume changes. Profile lines run from the landward side of the seaward-most dune to at least 2,500 feet (ft) offshore. Volume calculations are made within boundaries established using depths and range from 1,000 ft to 2,500 ft offshore. Most volume calculations represent the changes in sand volume above ~-10 ft NAVD* elevation. A positive change indicates accretion, while a negative change indicates erosion. Over years, volumetric changes can be used to infer sediment transport patterns along the shoreline. This information is used to identify erosion hot spots and predict future areas of concern before hazardous situations arise.

The scope of work for the annual monitoring effort includes the following:

- Ground surveys of the dunes, beach, and inshore zone
- Oblique aerial photography
- Data analysis and production of a technical report describing beach volume changes

The next section of this report briefly describes Kiawah Island and its historical shoreline changes. A summary of the methods used during surveying and data analysis follows in Section 3. Section 4 presents the survey results, while Section 5 provides a meteorological and sea level summary to associate beach volume changes with specific weather events or water level increases. Section 6 discusses CSE's findings and recommendations for this year.

**NAVD – North American Vertical Datum of 1988, which is approximately 0.25 ft above present mean sea level (MSL)(<https://tidesandcurrents.noaa.gov/stationhome.html?id=8666467>). The datum provides a fixed reference plane for setting grades and 1st-floor elevations in the coastal zone regardless of tide range.*

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2.0 SETTING AND HISTORY

Kiawah Island is a ~10-mile-long barrier island situated ~10–15 miles southeast of Charleston, SC (Fig 2.1). The adjacent Stono Inlet has historically provided enough sand so that beach erosion occurs in minor, localized hotspots as sand migrates down the beach from Stono Inlet toward the west. Due to the long-term healthy sand supply, the island contains diverse habitats including marshes, maritime forests, and dunes. The diversity of native habitats and an adaptive beachfront management strategy make Kiawah one of the healthiest barrier islands in South Carolina.

Large quantities of sediment migrate onto the island’s eastern end from Stono Inlet, providing sand that sustains dunes and beaches along the entire shoreline (Fig 2.2). This sand supply and the foresight of the island’s developers in understanding the island’s processes and landforms (see Hayes et al 1975, Hayes 1977) make Kiawah an excellent example of beachfront development and an aesthetically unique community along the South Carolina coast. The role of Stono Inlet in shaping the beach along Kiawah Island is explored in greater detail in Section 2.2.

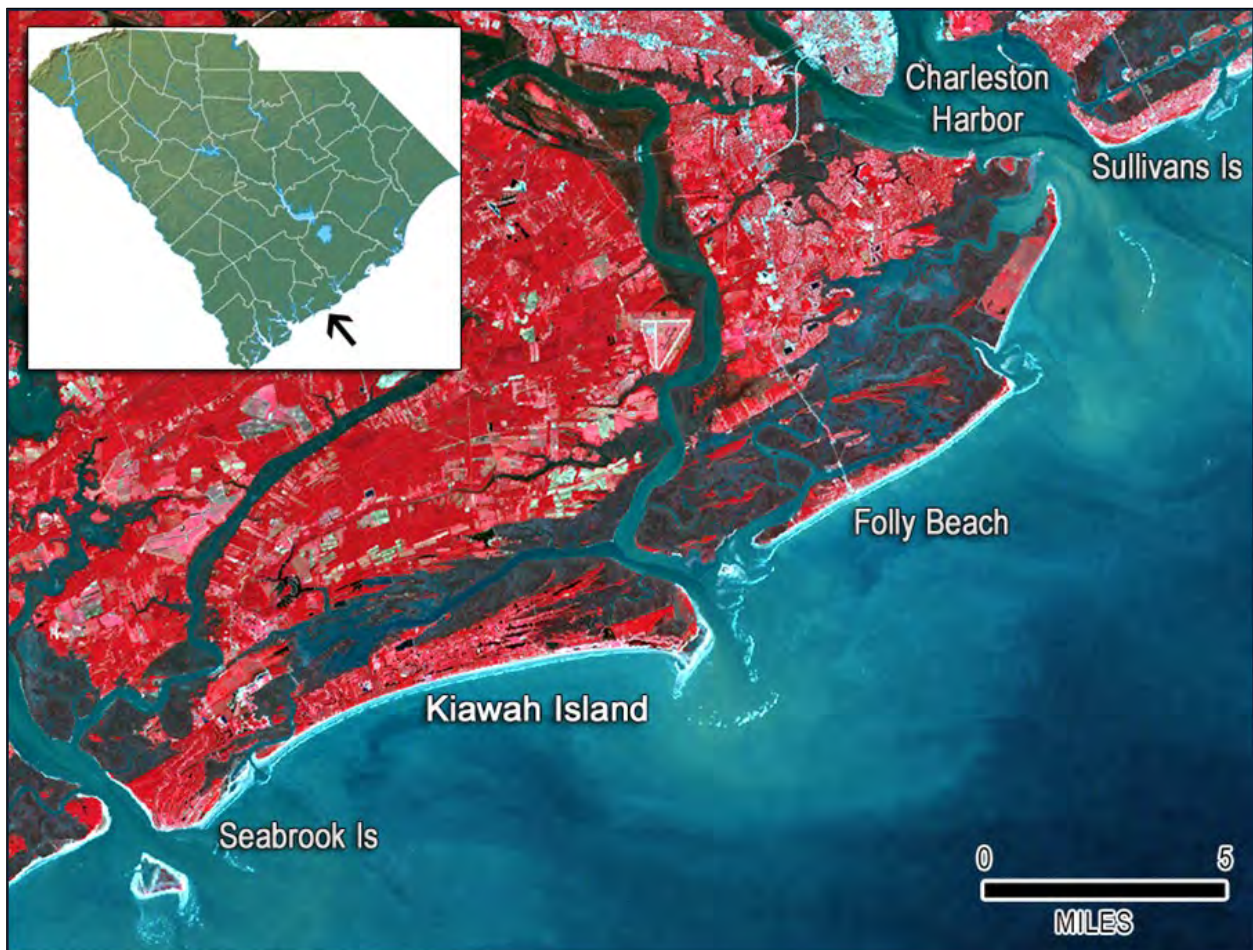


FIGURE 2.1. South Carolina coastline from Seabrook Island to Charleston Harbor. [Circa 1999 image courtesy Research Planning Inc and SCDNR].



FIGURE 2.2. The East End of Kiawah Island in December 2025. A large shoal has delivered ~1.5 million cy of sand to the East End since ~2019. Measured volume increases as far west as the Beach Club reflect the downcoast spreading of this sand over the last several years.

2.1 Geologic History of Kiawah Island

Kiawah Island was first studied in detail when Professor Miles O. Hayes and colleagues at the University of South Carolina initiated field investigations of the island’s geologic history in the 1970s. Hayes described the geologic evolution of ‘drumstick’ barrier islands along South Carolina as well as other ‘mixed-energy’ coasts like the Gulf of Alaska and the Netherlands using Kiawah as a prototype (see Hayes 1977, Hayes 1994, Hayes and Michel 2008, Hayes and FitzGerald 2013, FitzGerald et al 2018).

The island is bound by Stono Inlet on the east and Captain Sams Inlet on the west (see Fig 2.1). The eastern end episodically gains sand through shoal bypassing events (Williams & Kana 1986, Gaudiano 1998), and the sand eventually spreads to downcoast portions of the island toward Kiawah Spit. From there, smaller bypassing events transport the sand across Captain Sams Inlet toward Seabrook Island. The processes controlling sand movement along the island are discussed in greater detail in CSE (1999).

The oldest part of the island, adjacent to the Kiawah River, is at least ~4,000 years old (Moslow 1980). The most dynamic portion of the island is the northeastern end, where shoal bypassing and channel migration of the Stono River Inlet have caused the island to advance seaward by thousands of feet since the mid-19th century. Such significant changes in shoreline position can have a cascading effect on nearshore wave patterns and may have influenced persistent erosion around Eugenia Avenue in the 1980s and 1990s (see CSE 1999).

2.2 Previous Shoreline Studies

The first shoreline assessment of Kiawah Island was performed by Hayes and his students in the 1970s (Hayes et al 1975). Based on the island's geomorphology, Hayes identified five zones along the beach and recommended two middle zones (West Beach and Turtle Point) as suitable for development landward of the second dune ridge (Figs 2.3 and 2.4). Early development on the island was based on the findings of these studies, and it became one of the first localities in the state to implement rigorous setback lines.

From 1981 to 1987, regular monitoring efforts were conducted by RPI and CSE (cf – Sexton et al 1981, Williams & Kana 1987). In July 1988, the Beach Management Act (BMA) of South Carolina was passed, and by 1989, the State took over management of beach monitoring programs. In 1994, CSE was again contracted by the Town of Kiawah Island and conducted monitoring through 1999. From 1981 to 1999, Kiawah Island either gained sand or remained stable. Isolated erosion did occur, but was generally small in magnitude.

The West Beach area (encompassing Windswept Villas, Mariners Watch Villas, Eugenia Avenue, West Beach Village, and Kiawah Inn) remained stable, losing only 0.21 cubic yards per foot per year (cy/ft/yr*) from 1983 until 1999 (with episodic accretion and erosion events). All other areas showed gains in sand volume between 1983 and 1999. Details of volume change from 1983 to 1999 are provided in CSE (1999).

** CSE's beach monitoring surveys emphasize volumetric changes rather than linear movement of the shoreline, because quantities of interest are the amounts of sand gained or lost across the entire beach zone. By breaking the measurements down on a per-foot, per-year basis, changes from one place to another are easy to compare and track over time. Along Kiawah Island, loss of ~1.0 cy/ft/yr is equivalent to ~1.5 ft of beach/dune recession.*

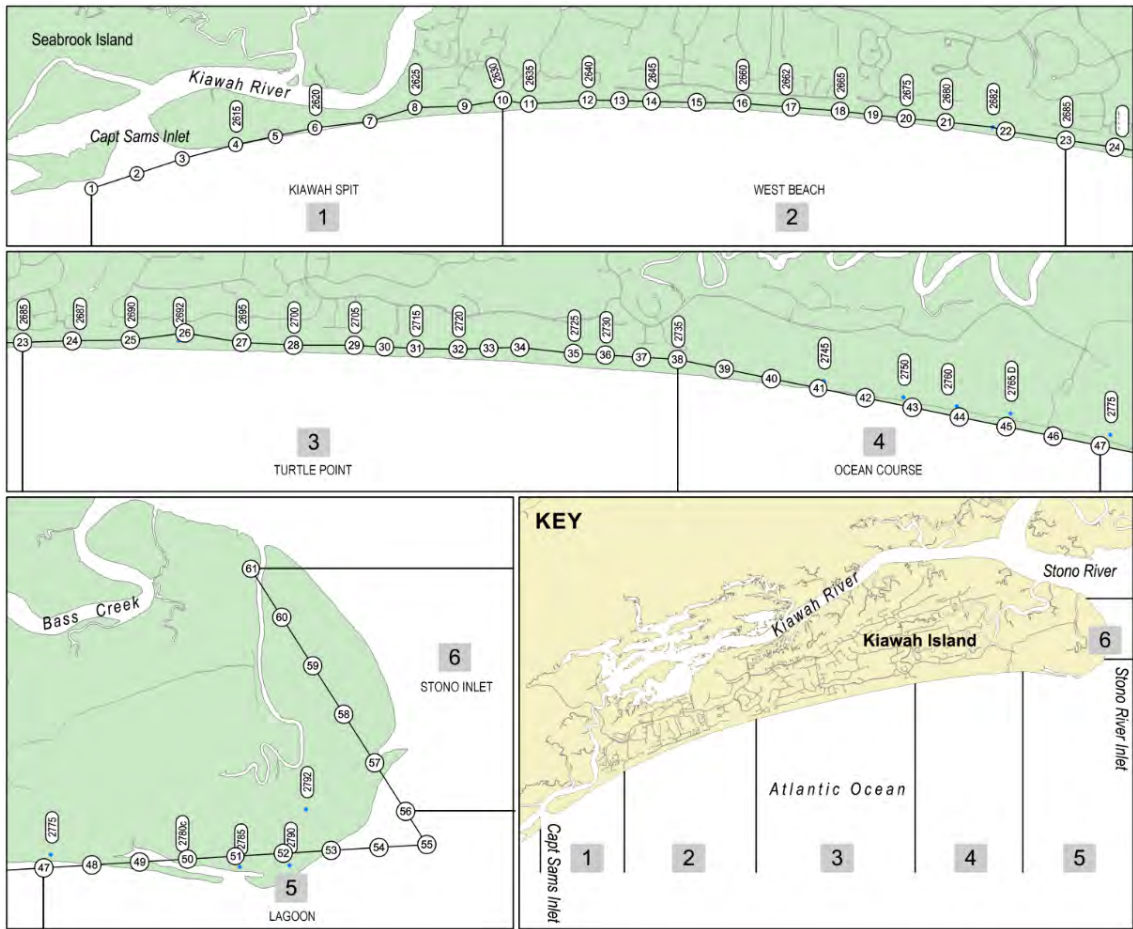


FIGURE 2.3. General location of beach stations and reaches monitored for the present report. Line numbers are shown in circles. State surveys (c/o SCDES-BCM) are the 2700s profile markers.

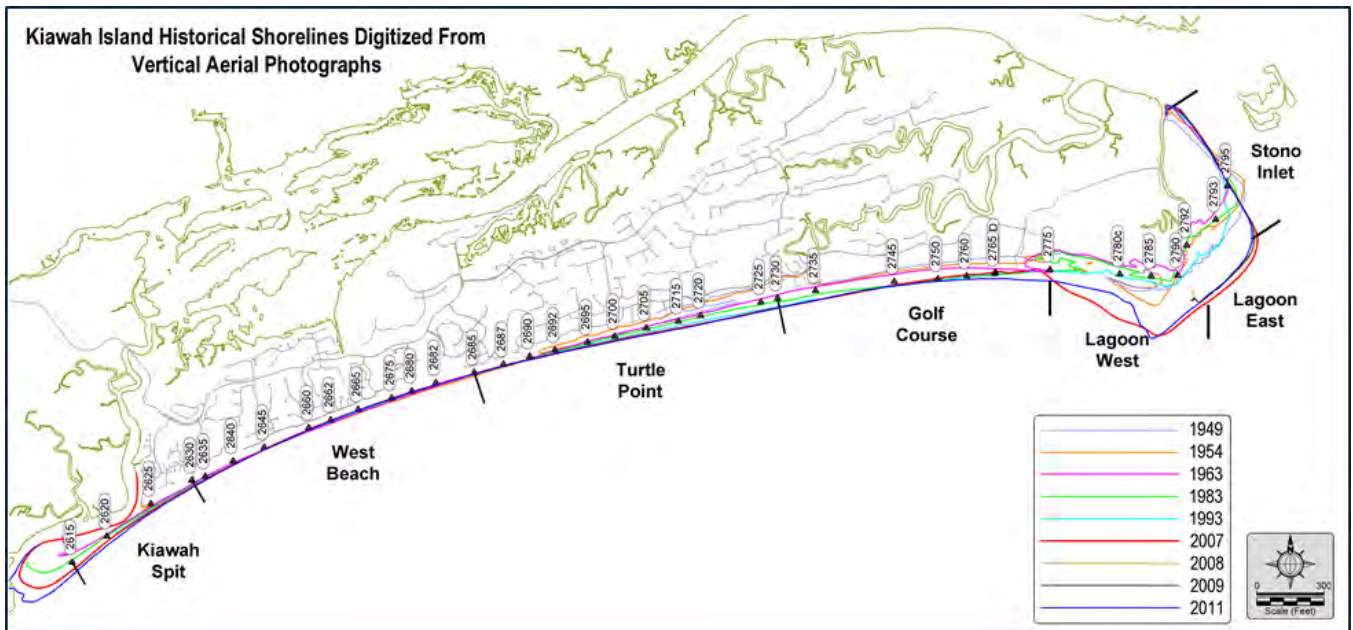


FIGURE 2.4. Historical shorelines (seaward vegetation lines). West Beach has been slightly erosional whereas all other reaches have been accretional since 1949. [Updated from CSE 1995]

2.2.1 Stono Inlet – Kiawah Island’s Sand Source

Sand from Stono Inlet is the primary source of beach sand for Kiawah Island (Kana et al 1981). Inlet ebb-tidal deltas often contain as much or more sand than the adjacent barrier islands along the South Carolina coast south of the Santee River mouth (Sexton & Hayes 1996). In this mixed-energy environment (Hayes 1994), waves and tidal currents significantly impact morphology and processes. Powerful tidal currents with a dominant flow at ebb tide move sand seaward out of the inlet channel into the ebb delta (Fig 2.5). Waves then reshape the sands into shoals and bars, some breaking free from the delta and migrating onto the beach. This produces several characteristic features found along the South Carolina coast, including large delta complexes extending miles offshore, marginal flood channels (small channels near the beach flanking the main channel that are dominated by flood currents), and migrating shoals (cf – Fig 2.1 and Fig 2.2).

Periodically, sand stored in the ebb-tidal delta of Stono Inlet is released when the channel shifts position. Shoals on the downcoast (west) side of the channel are freed from the delta and pushed shoreward by wave action. During this process, the beach in the lee of the shoal builds due to decreased wave energy (‘Stage 1, Fig 2.6). Adjacent to the accreting beach, erosional arcs are formed by refracting wave crests bending shoreward around the offshore shoal (‘Stage 2’, Fig 2.6). This process continues until the shoal is fully attached, and sand moves laterally in both directions along the shoreline. The final stage of shoal bypassing (‘Stage 3’, Fig 2.6) occurs as waves continue to push the shoal landward and upward while sand spreads laterally along the beach. Shoal spreading provides natural nourishment with sand moving downcoast via longshore currents.

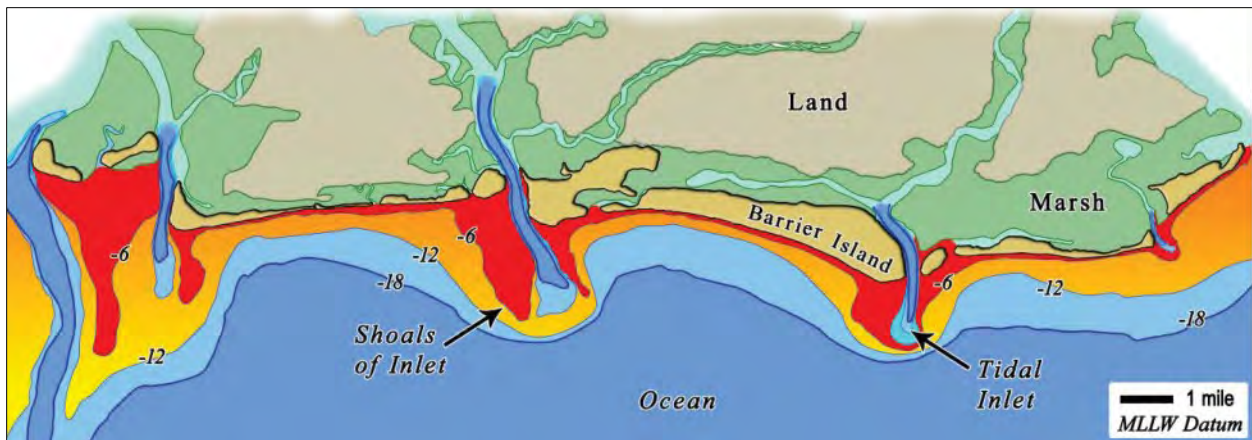


FIGURE 2.5. Nearshore bathymetry for a typical section of the central and southern South Carolina coast. Ebb-tidal deltas contain large amounts of sand, which alter the local bathymetry. This in turn directs wave energy and sediment transport patterns along the adjacent beaches. [From *Coastal Erosion and Solutions – A Primer* (Kana 2011) – CSE]

The time between episodic releases of sand by the inlet and subsequent attachment and spreading depends on the size of the inlet and its ebb-tidal delta. Large inlets such as Stono Inlet tend to initiate shoal-bypassing events every 7 to 8 years, with individual shoal volumes often exceeding 0.5 million cubic yards (Gaudio & Kana 2001).

Kiawah Island has experienced two impressively large shoal bypassing events over the past ~25 years. The first shoal formed offshore in 1994 and was completely attached by 1997. The second shoal began attaching in 1998 and continued until ~2004 (Fig 2.7). These two events were the largest ever documented in South Carolina (CSE 2005) and collectively contained such a large quantity of sand that wave action could not completely weld the shoal to the beach. As a result, a new beach-dune system developed up to ~2,000 ft seaward of the shoreline as measured in 1984. This created a lagoon between the 'new' and 'old' shorelines, along with a ~2-mile-long barrier beach (Fig 2.7). CSE (2005) estimates that the two shoals added ~5 million cubic yards to Kiawah Island. With sheltering by the new outer beach, marsh grasses propagated naturally around the margins of the lagoon, where elevations were close to mean high water. What had been open ocean area just a few years before became protected tidal wetlands (Kana 2002).

By 2004, the shoals had completely attached at their eastern edge but remained detached at the western end. Shoal sands were migrating westward and were reaching near the (old) Ocean Course Clubhouse (Fig 2.7), but tidal flushing maintained a natural channel between the main shoal complex and that point. Due to the overwhelming quantity of sand gained at the eastern end, the shoreline near the Ocean Course jumped seaward and changed orientation. This effectively paused the shoal-bypassing cycle somewhere between Stage 2 and Stage 3, altered the direction of approaching waves along the island's northeastern end, and caused focused erosion along the Ocean Course.

As longshore transport moved the shoal westward, the flushing channel migrated likewise and encroached on the 16th and 18th holes of the famed Kiawah Ocean Course. The beach at the original Ocean Course Clubhouse (near SCDES-BCM monument 2775) retreated over 500 ft between the years 2000 and 2005. The magnitude of the bypassing event was enough to generate severe erosion for several years before the cycle could be completed (Gaudio & Kana 2001). The Ocean Course remained vulnerable to erosion as the shoal and flushing channel migrated westward. This led to the plan for beach restoration proposed by CSE (2005).

THE THREE STAGES OF SHOAL BYPASSING

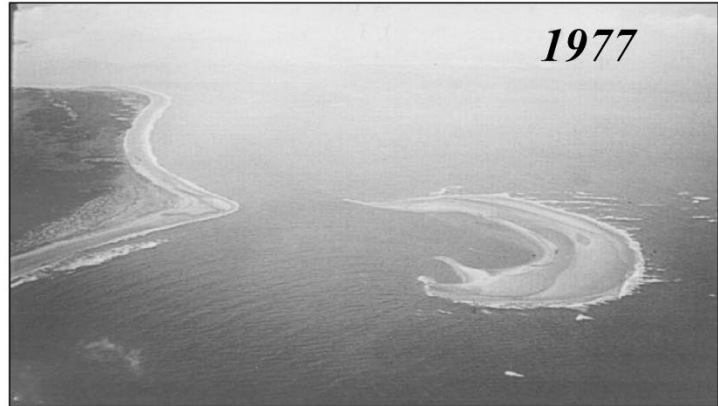
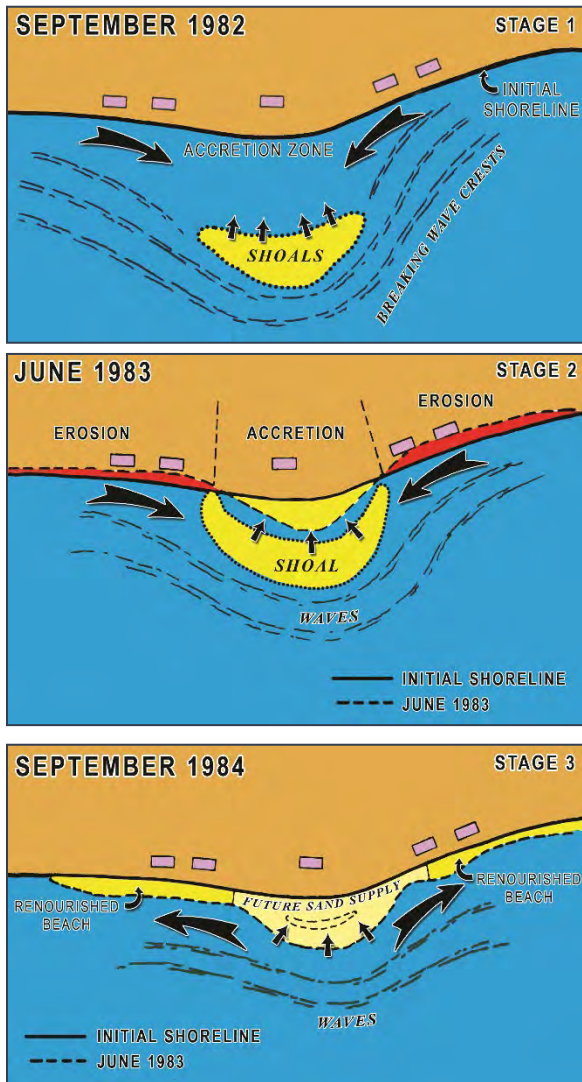


FIGURE 2.6.

[LEFT]

Schematic of the shoal-bypass cycle originally modeled from a bypass event at Isle of Palms (SC). During Stages 1 and 2 of the cycle, accretion in the lee of the shoal is accompanied by erosion on either side of the attachment site. (After Kana et al 1985)

[RIGHT]

Shoal bypassing at the eastern end of Kiawah Island.

Stage 1 in 1977 [**UPPER**]. Stage 2 in January 1979 [**UPPER MIDDLE**] (courtesy of Research Planning Institute Inc). Stage 3 in 1983 [**LOWER MIDDLE**]. Stage 1 in 1986 [**LOWER**]. Note the similarity between the 1977 shoal and the 1986 shoal, but the additional sand accumulated on Kiawah in 1986. [After Kana et al 1999]



FIGURE 2.7. The eastern end of Kiawah Island in December 1998 [UPPER] and February 2005 [LOWER]. Note the 1989 shoreline situated well inland from the outer beach. Shoals 1 and 2 added upward of 5 million cubic yards to Kiawah in the 1990s. As waves pushed the new sand shoreward, an incipient barrier island/lagoon/marsh formed. The new lagoon was flushed via a channel at the western end of the accreted beach. [From CSE 2007]

2.3 2006 and 2015 East End Projects

Both the 2006 and 2015 East End projects were designed to manage highly unstable beach changes associated with shoal bypassing events. Realignment or relocation of ephemeral channels mimics natural processes while maintaining tidal flows into newly formed wetland areas. The channel closures triggered onshore migration of sand bars and accelerated downcoast sand spreading. Channel openings shifted the inlet upcoast and allowed a new cycle of inlet growth and migration to begin. In each case, wave action did much of the work of restoration, reducing the vulnerability of Kiawah resort facilities to storms.

2.3.1 2006 East End Beach Restoration Project

In June and July of 2006, the East End beach restoration project (SCDES-BCM permit No P/N 2005-1W-310-P, USACE permit No 2005-1W-310) was completed by L. Dean Weaver Company Inc. The enclosure dike spanned ~2,000 ft toward the southeast from the Ocean Course driving range. The excavation area was along ~6,000 ft of shoreline between the dike and the new channel area (Fig 2.8). This project sought to artificially create Stage 3 of the shoal-bypassing cycle and avoid further erosion of the Ocean Course. The project details are in the final report, '2006 East End Erosion and Beach Restoration Project: Kiawah Island' (CSE 2007). The objectives of the project were to:

- Accelerate the shoal-bypassing cycle to restore westerly sand transport along Kiawah Island
- Eliminate rapid erosion along the Ocean Course (particularly around the 16th, 17th, and 18th fairways and the driving range)
- Maintain viable piping plover beach habitat along the newly accreted barrier spit east of the Ocean Course, including areas of frequent washovers and the adjacent incipient dune habitat
- Preserve the environmental, cultural, and aquatic resources of the Town
- Protect oceanfront recreational facilities and community infrastructure as a source of tax revenue and income
- Maintain the economic viability of tourism, the Town's largest industry
- Make a new source of sand from the accreting shoal more readily available for natural nourishment along downcoast areas

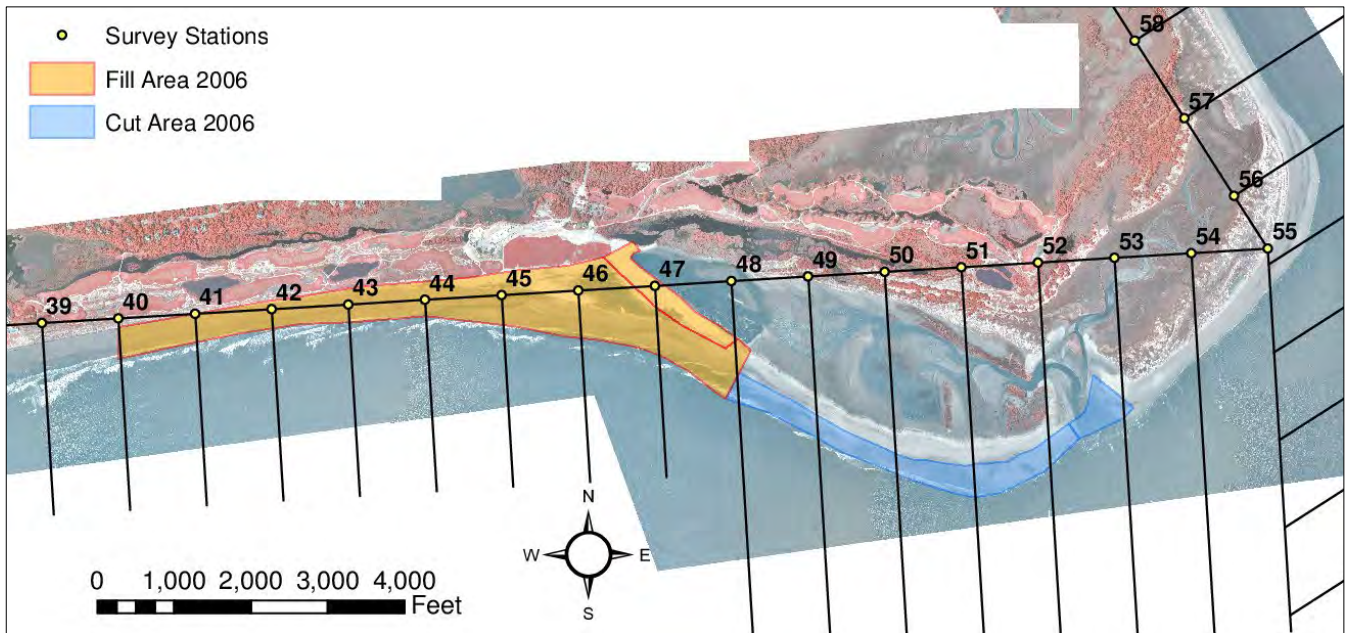


FIGURE 2.8. Excavation and fill areas used in the 2006 project. Approximately 550,000 cy of sand was transferred from the excavation area to the fill. The background image was collected in September 2006 using an infrared camera, so vegetation appears red instead of green.



FIGURE 2.9. Before (February 2006) and after (July 2006) aerial photos of the 2006 East End beach restoration project. [After CSE 2007]

The project consisted of closing the existing flushing channel, creating a new channel to maintain the lagoon's tidal environment, and excavating and transferring nourishment sand from the new inlet and accreted shoal areas to eroded downcoast areas. These actions were designed to provide a smoother transition between Kiawah's main beach and the accreted shoal. The contracted volume for the project was 550,000 cubic yards (cy), the majority of which was placed between the new clubhouse and just west of the old flushing channel. The new flushing channel was positioned at the apex of the attached shoal (Fig 2.9).

2.4 2015 East End Channel Realignment Project

The 2006 beach restoration project effectively restored the dry-sand beach along the Ocean Course. The new flushing channel relocated naturally in 2007 to a point in the middle of the open lagoon area. Between 2007 and 2013, the channel meandered across the intertidal beach; however, the throat of the channel remained east of the 2006 closure dike. In early 2014, the channel began to encroach on the closure dike, and the Town started to plan for another channel relocation in the event that the channel continued to migrate west.

The plan called for periodic relocation of the flushing channel, using the minimal amount of sand necessary, if the channel migrated west beyond its position in February 2014. A permit application was submitted with the intended construction window of September/October; however, by the fall of 2014, the migration of the channel had quickened and eroded much of the dunes protecting the Ocean Course driving range. The Town applied for a one-time modification to the construction window to allow for construction during the spring-summer season, which regulatory agencies granted.

The 2015 project was constructed between May and June 2015 by Lake Moultrie Construction Company Inc, DBA Lake Moultrie Water Company, and Ashridge Inc, A Joint Venture (St Stephen, SC) at a cost of \$538,000. A total of 100,000 cy of sand was transferred, and the new inlet was opened ~3,000 ft to the east. A closure dike was built across the original channel, connecting to the remaining portion of the 2006 closure dike (Fig 2.10). Excess sand was placed along the seaward edge of the driving range to facilitate the recovery of the eroded areas and protect the range. The completed project achieved the goal of eliminating the cause of erosion along the Ocean Course while minimizing the construction impacts and manipulation of the beach. More recent aerial photographs and survey results from the current survey period are included in Section 4.1.1.



FIGURE 2.10. [UPPER] Excavation and fill areas used in the 2015 project. Approximately 100,000 cy of sand was transferred from the excavation area to the fill. **[LOWER]** Project area on 7 July 2015, after project completion, showing closure dike in the center of the image and a new flushing channel at the upper right. Encroachment by the ‘erosional channel’ destroyed hundreds of feet of dunes, leaving no protection in front of the driving range.

3.0 METHODOLOGY

This section describes the methodologies of the topographic survey and habitat mapping used by CSE to monitor changes at Kiawah Island.

3.1 Survey

The present survey was conducted by RTK-GPS* (Trimble™ R12 GNSS system) in December 2025. Profiles along Kiawah are surveyed perpendicular to the local shoreline (CSE baseline) azimuth from the control points to at least -10 ft NAVD (equivalent to the seaward limit of sand exchange with the beach in this setting) or at least 2,500 ft from the primary dune ridge. Surveys were conducted by combining land-based surveys and bathymetric surveys (Fig 3.1). Land surveys were accomplished using an RTK-GPS between the foredune and low-tide wading depth (~-6 ft NAVD), whereas hydrographic surveys were collected by combining the RTK-GPS with a precision echo-sounder mounted on CSE's shallow-draft survey vessel, the *RV Southern Echo*.

[*Real-time kinematic global positioning system]

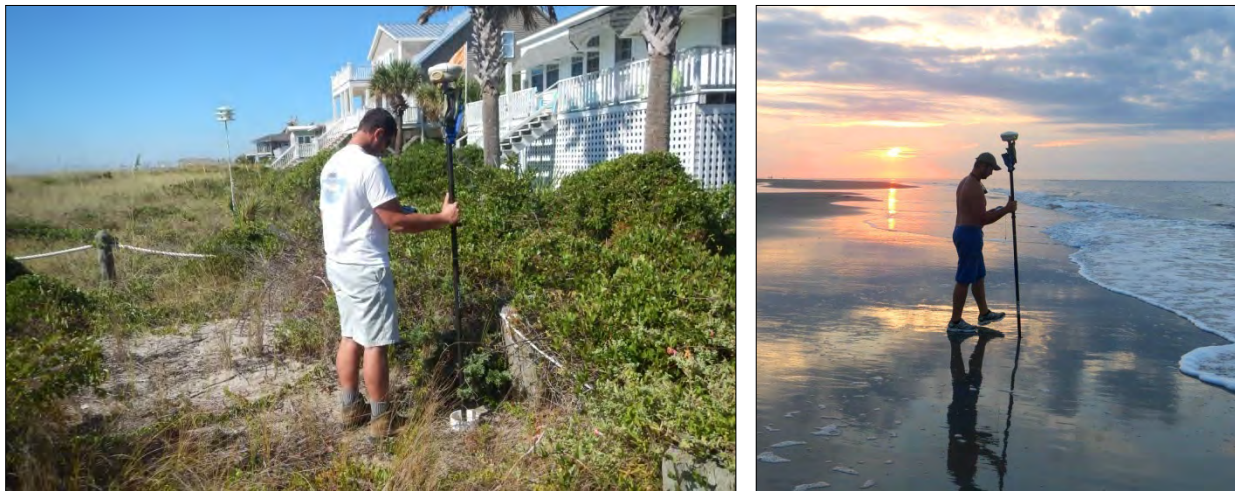


FIGURE 3.1.

CSE's monitoring methods include land-based data collection via RTK-GPS [UPPER LEFT] and hydrographic data collection via RTK-GPS linked to a precision echo-sounder. CSE's shallow-draft vessel, the *R/V Southern Echo*, is shown in the lower image.



Working around the tidal cycle, data collected on land extended into shallow depths at low tide. Data were collected from the boat at high tide to ensure overlap of the two surveys close to shore (Fig 3.2). Appendix A includes profiles for the most recent survey compared to earlier surveys. CSE has updated profile sheets to include profile volumes and aerial images showing profile locations.

Surveys conducted from 2007 to 2011 involved 23 stations west of the East End project area (using existing SCDES-BCM monuments spaced ~1,000 to 2,500 ft apart) and 64 stations in the project area spaced 400 ft apart. The present baseline reduces the maximum spacing in the downcoast profiles to ~1,000 ft. CSE also reduced the number of lines in the project area from 64 to 24 by increasing the spacing from 400 ft to between 1,000 and 1,200 ft. The baseline was also modified at the East End to reduce the number of azimuth changes to simplify volume calculations.

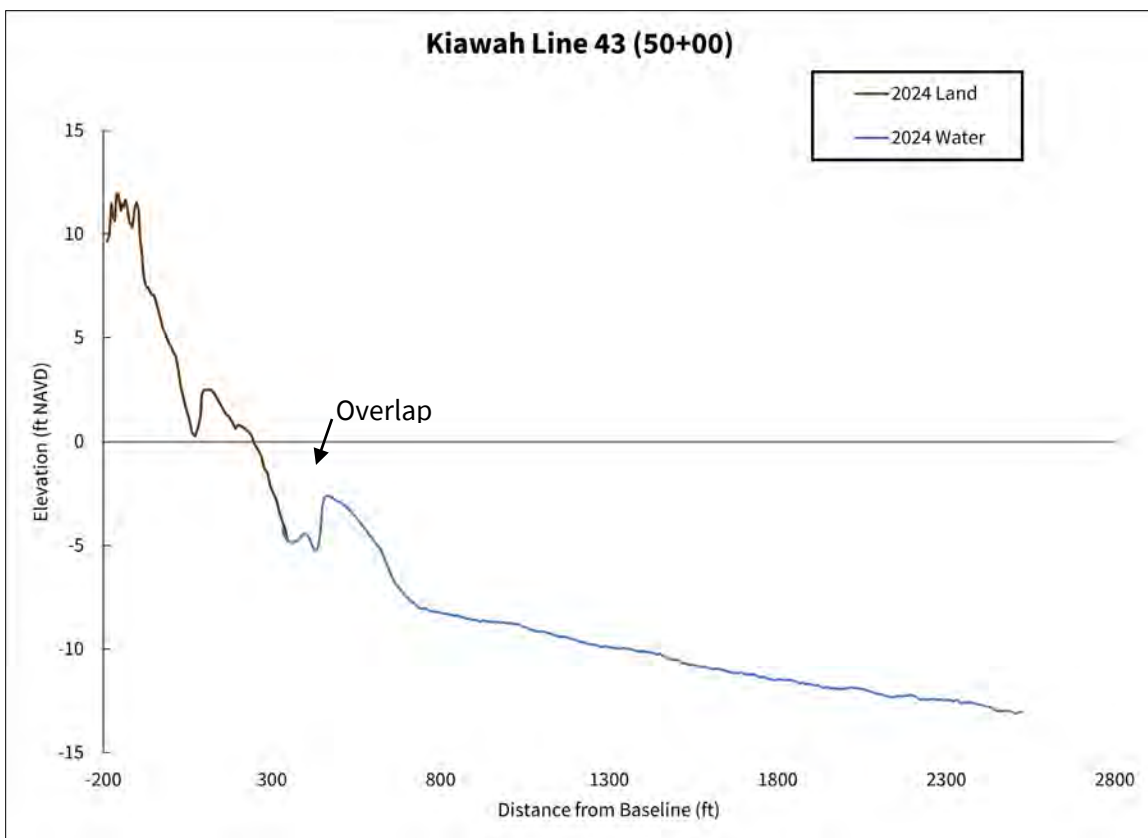


FIGURE 3.2. CSE combines land-based and hydrographic data collection to produce continuous profiles of the beach. Land-based work is accomplished at low tide, while hydrographic work is performed at high tide. This allows for overlap of the two data collection methods and ensures quality data and a complete profile.

The present baseline anchors 61 profiles, with Lines 1–37 representing the shoreline west of the 2006 project and Lines 38–61 representing the project area and eastern end of the island (Table 3.1). The baseline is shown in Figure 2.3. Line numbering increases from west to east – Line 1 is near Captain Sams Inlet, ~1.2 miles southwest of the Beachwalker Park vehicle access. Line 61 is at the tip of the sand spit at the junction of the Stono River and Pennys Creek. SCDES-BCM monument names and CSE project stationing are indicated where the new profile lines coincide with previous stations (ie – Line 35 is SCDES-BCM Station 2725). The current reaches (see Fig 2.3) are defined in Table 3.2.

Volume calculations for the lagoon were obtained via digital terrain models (DTMs) produced from CSE survey data. This eliminates the need for volume adjustments due to differing baseline and beach configurations. However, profiles are still used for inferring changes to the beach shape, position of shoals and channels, and berm elevations in this area.

3.2 Volume Calculations

To estimate changes in the sand volume along Kiawah Island, survey data (collected in x-y-z format) were entered into CSE’s in-house custom software, Beach Profile Analysis System (BPAS), which calculates volumes based on 2D data (converted to x-z format along profiles) and distances between survey lines. The resulting volumes provide a quantitative method of determining beach condition, including the ideal minimum beach profile and how sand quantities at a site (volume per unit length of shoreline) compare with some desired condition (Kana 1993). Volume results calculated this way integrate all the small-scale perturbations across the beach and yield a simple measure of its condition. This measure is less susceptible to seasonal fluctuations in the profile, which is a common problem with shoreline change studies derived from a single contour or interpreted from aerial photos (such as a wet-dry line or mean high water).

For the present survey, sand volumes were calculated between the primary dune and –10 ft NAVD. The –6 ft NAVD contour has been included in some reports to maintain consistency with earlier studies and data collection limitations prior to 2007. While most sand movement on Kiawah occurs above –6 ft NAVD, some profile changes do occur between –6 ft and –10 ft NAVD. Significant changes can occur within this lens when underwater bars form or change, and as shoals move onshore and alter morphology. Especially along the dynamic northeastern end of the Island, volume calculations are cut off at a set distance due to data coverage or morphological considerations (ie – the profile flattens over the ebb-tidal delta before reaching –10 ft NAVD). Profiles and calculation limits are shown in Appendix A.

TABLE 3.1. Kiawah Island beach monitoring stations referenced in the present report. Order is generally west to east. Offset and cutoff refer to distances in feet from the benchmark/baseline for the start and end of beach volume calculations.

Reach	Line	Name	Offset	Cutoff	Distance to Next	Easting	Northing	Reach	Line	Name	Offset	Cutoff	Distance to Next	Easting	Northing	
1	1	1	-200	2,500	1,000	2262721.7	271034.2	3	32	32 (OCRM 2720)	208	1,500	645	2289526.0	282752.7	
	2	2	0	2,500	997	2263451.4	271718.0		33	33		309	1,700	646	2290143.9	282937.6
	3	3	250	2,500	1,153	2264178.6	272399.3		34	34 (OCRM 2722)		436	1,600	1,125	2290763.1	283122.9
	4	03 (OCRM 2615)	140	1,500	844	2265064.0	273138.6		35	35 (OCRM 2725)		322	1,600	666	2291875.6	283288.9
	5	5	93	2,500	845	2265739.8	273644.8		36	36 (OCRM 2730)		316	1,600	666	2292526.8	283430.6
	6	06 (OCRM 2620)	86	1,500	1,157	2266414.9	274152.4		37	37	37	319	1,700	752	2293263.8	283580.0
	7	7	95	2,500	978	2267397.7	274763.4		38	38 (0+00)		300	1,600	1,000	2294001.1	283729.5
	8	08 (OCRM 2625)	189	1,500	1,040	2268125.0	275417.0		39	39 (10+00)		165	1,700	1,000	2294999.2	283790.2
	9	9	100	1,500	806	2269055.6	275882.0		40	40 (20+00)		30	1,500	1,000	2295997.4	283850.9
	10	10 (OCRM 2630)	152	1,500	547	2269723.8	276332.8		41	41 (30+00)		-55	1,500	1,000	2296995.5	283911.6
2	11	11 (OCRM 2635)	41	1,500	1,232	2270247.2	276490.7	42	42 (40+00)		-140	1,500	1,000	2297993.6	283972.3	
	12	12 (OCRM 2640)	94	1,500	665	2271326.8	277083.3	43	43 (50+00)		-219	1,500	1,000	2298991.7	284033.0	
	13	13	67	1,400	665	2271935.3	277351.5	44	44 (60+00)		-90	1,500	1,000	2299989.8	284093.8	
	14	14 (OCRM 2645)	47	1,200	945	2272543.9	277619.7	45	45 (70+00)		-370	1,500	1,000	2300988.0	284154.5	
	15	15	27	1,400	946	2273408.4	278001.2	46	46 (80+00)		-300	1,500	1,000	2301986.1	284215.2	
	16	16 (OCRM 2660)	28	1,100	1,025	2274273.9	278383.2	47	47 (90+00)		-374	1,800	1,000	2302984.2	284275.9	
	17	17	15	1,400	1,026	2275234.5	278740.9	48	48 (100+00)		0	2,000	1,000	2303982.3	284336.6	
	18	18 (OCRM 2665)	5	1,000	691	2276196.1	279099.0	49	49 (110+00)		0	2,500	1,000	2304980.4	284397.3	
	19	19	0	1,400	692	2276850.6	279320.6	50	50 (120+00)		350	3,200	1,000	2305978.6	284458.0	
	20	20 (OCRM 2675)	0	1,100	831	2277505.6	279542.3	51	51 (130+00)		780	3,500	1,000	2306976.7	284518.8	
3	21	21 (OCRM 271)	46	1,300	1,266	2278288.1	279822.4	52	52 (140+00)		1100	3,500	1,000	2307974.8	284579.5	
	22	22	0	1,400	1,267	2279502.6	280179.9	53	53 (150+00)		500	2,800	1,000	2308972.9	284640.2	
	23	23 (OCRM 2685)	10	1,200	1,033	2280718.1	280537.6	54	54 (160+00)		65	1,500	1,000	2309971.0	284700.9	
	24	24 (OCRM 2687)	40	1,500	1,215	2281707.1	280837.2	55	55 (170+00)		-775	1,000	0	2310969.2	284761.6	
	25	25 (OCRM 2690)	80	1,300	1,145	2282876.3	281167.0	56	56 (inlet 0+00)		300	1,300	1,200	2310528.3	285452.3	
	26	26 (OCRM 2692)	279	1,500	1,205	2283935.3	281602.5	57	57 (inlet 12+00)		700	1,420	1,200	2309882.6	286463.7	
	27	27 (OCRM 2695)	119	1,400	1,080	2285131.1	281719.2	58	58 (inlet 24+00)		900	1,420	1,200	2309237.0	287475.2	
	28	28 (OCRM 2700)	100	1,400	1,269	2286187.8	281943.8	59	59 (inlet 36+00)		920	1,420	1,200	2308591.3	288486.6	
	29	29 (OCRM 2705)	130	1,500	635	2287413.8	282268.9	60	60 (inlet 48+00)		912	1,720	1,200	2307945.7	289498.1	
	30	30	143	1,500	643	2288034.7	282401.8	61	61 (inlet 60+00)		640	1,520	0	2307300.1	290509.5	
31	31 (OCRM 2715)	145	1,500	889	2288663.4	282536.4										

TABLE 3.2. Kiawah Island reaches referenced in the present report.

Reach	Approximate Geographic Boundaries	Line Numbers	Reach Length (ft)
Kiawah Spit	West end of Kiawah Island to Beachwalker Park	1-10	8,820
West Beach	Beachwalker Park to Turtle Point	10-23	11,798
Turtle Point	Turtle Point Area	23-38	13,614
Ocean Course	Ocean Course Area	38-47	9,000
Lagoon	Lagoon Area	47-55	8,000
Stono Inlet	Stono Inlet Shoreline	56-61	6,000

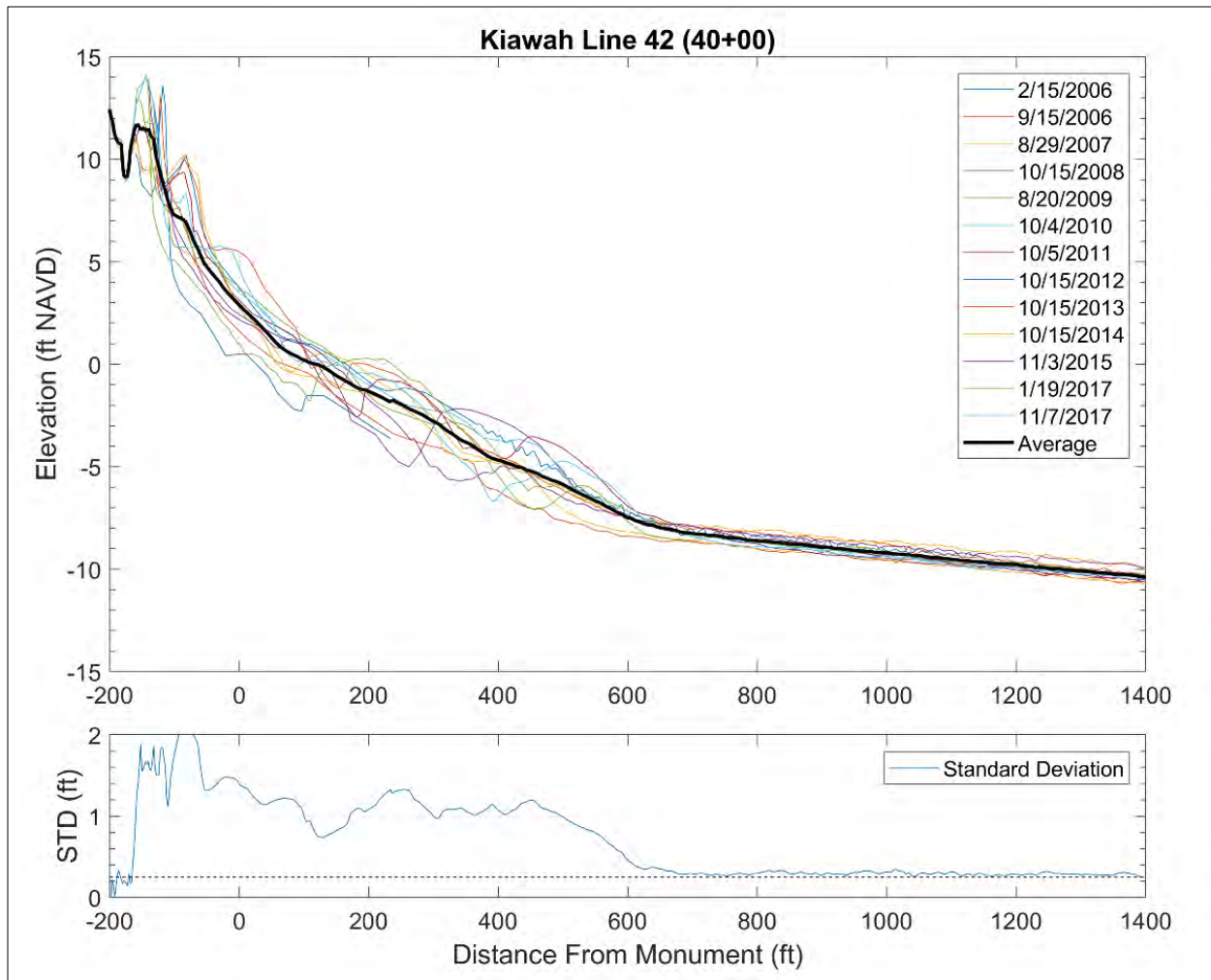


FIGURE 3.3. Comparison of repetitive profiles at a monitoring station along Kiawah Island and computation of standard deviation. Where the profiles converge, the standard deviation is low and is an indicator of little sediment exchange (approximate closure depth).

Figure 3.3 shows a representative profile from Kiawah Island over an approximate 12-year period. The lower portion of the graph tracks the standard deviation in elevation based on the mean profile elevation of the set of profiles at the station. A standard deviation of <0.25 ft over several hundred feet at the outer end of a profile is evidence of little change in bottom elevation over the data collection period. This statistically confirms nearly all measurable volume changes along Kiawah occur above -10 ft NAVD, and a realistic value for depth of closure (DOC) at decadal-or-longer time scales is ~-10 ft NAVD (see Barrineau et al., 2019 for a more detailed discussion).

DOC is the depth at which little sand movement occurs to or from the beach. At longer time scales (eg - 10 yrs), or under storm conditions with rough waves, DOC may become deeper. However, our surveys account for the vast majority of sand movement under 'normal' conditions. Unit-volume calculations allow us to distinguish the quantity of sediment at different lens depths, for instance, in the dunes, on the dry beach, in the intertidal zone, and beyond wading depth. Reference boundaries are site-specific but ideally encompass the entire zone over which sand moves in a given year. This means the survey data incorporate all changes from the dune to the DOC, which constitutes the 'active beach system' under normal conditions.

Unit volumes for each survey date and unit volume changes between selected dates were used to calculate the net volume between stations (called the 'profile volume'). Profile volumes are generated using the average-end-area method. In this method, the average of the area under two profiles at either end of a length of shoreline is multiplied by the length of the cell to determine the total volume between the two stations. When these profile volumes are added for discrete portions of the shoreline, they represent sub-reach and reach volumes and, finally, the net volume for the entire project area.

These net volumes by reach can be subdivided by applicable reach lengths to yield weighted average unit volumes. The weighting considers the variations in applicable shoreline distances between individual stations. If they are not evenly spaced, the station-to-station net volumes will be proportional to the distance between stations, and some accuracy in reach- or project-wide profile volumes will be lost. Changes in unit volume can be determined by comparing individual surveyed profiles and computing differences in cross-sectional areas. The change in cross-section can be extrapolated (1) over a 1-ft length of shoreline to yield unit volume changes (in cy/ft) and (2) over a much longer section of beach to yield net volume changes in that particular section of shoreline.

4.0 RESULTS

4.1 Beach Volume Changes (December 2024 – December 2025)

Reach volume changes are reported from the island’s eastern end (Reach 6 – Stono Inlet) to the western end (Reach 1 – Captain Sams Spit). Unit volumes for each station are provided in Table 4.1, and volumes for each reach are provided in Table 4.2. Between December 2024 and December 2025, portions of Kiawah Island along the East End gained sand as part of the shoal bypass mentioned in Section 2.1. Most reaches gained sand over the past year, with the exception of West Beach—although in that reach, volume gains above mean low water resulted in slightly wider dry beach widths than last year.

TABLE 4.1. Unit volumes* for monitoring profiles at Kiawah Island (measured to -10 ft NAVD).

Kiawah Island 2025 (Dec) Monitoring Survey			Unit Volume (cy/ft)																					
Reach	Line	Distance to Next (ft)	Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25	
1 - Kiawah Spit	1	1,000	465.5		608.4	608.5	607.7	630.6	607.9	601.9	577.7	576.6	694.4	667.9	592.4	479.6	485.4	573.7	537.6	584.3	528.3	604.1	595.9	
	2	997	378.4		494.6	494.7	494.0	512.7	494.2	489.3	494.0	477.6	362.0	406.0	435.3	379.0	400.6	422.6	378.3	419.4	395.6	406.7	430.8	
	3	1,153	262.7		343.4	343.4	342.9	355.9	343.1	339.7	346.1	337.0	252.8	256.5	302.0	296.9	278.0	271.2	266.2	275.2	253.6	256.1	257.8	
	4	844	300.2		392.4	392.4	391.9	406.7	392.1	388.2	384.7	387.0	360.9	330.5	325.6	340.4	331.9	336.2	327.3	325.8	308.5	308.9	311.2	
	5	845									384.3	384.5	386.4	372.2	351.2	341.0	292.9	342.9	349.5	340.4	336.9	333.3	328.5	332.3
	6	1,157	252.5		361.9	361.1	375.2	384.1	380.9	384.5	384.0	386.0	378.2	357.1	349.6	340.4	350.3	357.5	345.9	339.4	337.2	328.2	336.1	
	7	978								316.7	315.3	312.7	310.8	300.4	293.9	296.0	292.6	296.0	289.1	290.4	287.4	283.4	278.5	
	8	1,040	240.1		309.0	309.9	321.6	334.7	331.0	347.6	353.8	346.8	340.1	334.3	337.0	332.1	326.9	331.6	328.9	325.0	325.7	323.4	322.4	
	9	806								334.9	335.6	334.6	329.3	320.7	321.5	321.7	324.5	326.3	322.9	314.5	322.2	319.7	319.4	
10	547	268.3		300.9	299.1	303.6	318.7	317.3	335.8	339.8	339.1	333.3	323.1	328.4	328.4	330.9	328.3	327.5	326.0	325.6	312.9	309.9		
11	1,232	255.0		289.3	290.4	300.2	307.1	312.3	323.8	324.3	325.1	320.0	314.6	317.4	326.1	318.2	325.7	324.2	316.3	318.0	303.0	300.3		
12	665	232.5		261.1	257.9	273.1	273.1	275.4	284.8	293.0	294.6	292.5	278.8	285.4	292.5	285.8	298.7	297.0	290.7	291.3	281.4	277.9		
13	665								277.8	281.6	287.8	287.3	276.7	274.0	285.3	285.2	287.6	288.2	283.7	283.1	276.6	273.2		
14	945	251.9		252.3	248.5	257.7	258.2	259.3	270.8	278.3	280.9	276.1	272.5	269.5	273.8	273.0	280.8	278.2	277.8	274.2	269.1	271.0		
15	946								268.1	273.7	279.5	273.5	269.0	264.9	271.1	269.4	274.3	273.3	276.9	276.3	263.4	265.0		
16	1,025	235.6		254.5	252.6	258.3	260.3	253.0	265.4	269.6	278.3	277.4	268.6	270.2	267.8	270.5	273.4	271.6	277.8	278.0	273.3	272.0		
17	1,026								251.7	256.6	261.8	257.4	251.9	251.3	249.7	250.6	250.1	252.9	253.7	260.0	259.1	253.5		
18	691	242.2		251.2	243.9	245.2	246.7	242.8	252.0	262.1	267.4	259.9	252.8	249.7	254.3	248.2	261.7	257.8	262.1	261.6	256.8	253.3		
19	692								252.1	254.6	267.4	265.7	261.7	233.2	245.0	251.3	249.1	252.4	252.5	256.3	256.6	253.0		
20	831	272.6		243.8	239.0	239.3	238.1	239.8	248.2	253.0	260.3	261.7	240.6	240.5	252.9	247.4	250.9	245.9	251.2	250.1	250.5	251.2		
21	1,266					222.0	220.0	226.8	234.0	238.9	235.1	243.8	231.8	231.4	240.2	228.5	234.1	233.0	234.1	241.3	240.3	234.9		
22	1,627								258.2	257.5	267.0	271.9	252.0	257.4	262.2	265.1	263.8	260.1	267.7	269.8	265.4	263.1		
23	1,033	234.3		253.9	249.0	252.2	253.0	257.3	261.3	271.3	270.5	285.4	272.7	271.5	275.0	272.4	267.2	273.5	278.0	278.1	277.0	277.2		
24	1,215					257.1	255.4	259.3	265.6	274.8	285.7	291.6	273.7	273.4	286.8	282.1	281.3	288.1	285.2	293.3	294.7	298.3		
25	1,145	229.2		260.3	254.0	258.4	254.0	257.9	271.9	280.7	291.7	299.0	274.0	278.7	283.9	284.5	290.1	287.4	288.1	295.9	294.1	299.0		
26	1,205					259.9	251.5	258.0	265.2	278.2	294.2	291.0	276.1	279.9	283.0	276.7	290.2	287.8	288.2	298.0	282.9	292.0		
27	1,080	266.2		262.7	274.3	279.7	270.2	277.2	287.6	304.5	314.5	324.5	307.8	306.5	311.6	302.3	304.8	302.2	307.8	317.6	313.1	314.1		
28	1,269	299.2		278.2	291.8	295.2	292.3	300.8	307.4	323.9	336.5	343.9	333.2	323.5	327.5	321.7	322.6	319.8	331.8	331.5	332.7	337.7		
29	635	268.3		321.9	313.4	325.8	323.1	322.1	344.5	360.4	370.5	381.7	368.2	365.6	358.8	359.6	354.2	360.6	371.1	376.8	364.7	373.0		
30	643								345.7	354.7	369.1	384.0	364.4	360.7	361.3	358.7	348.9	349.5	359.8	371.3	354.3	361.4		
31	889	265.3		322.6	325.1	326.1	331.3	326.6	346.8	353.7	373.8	382.8	372.2	360.9	355.5	348.3	352.7	352.9	352.9	361.7	352.9	357.5		
32	645	286.4		306.2	302.0	306.9	309.3	305.3	323.3	330.2	351.9	354.5	349.2	335.1	334.6	329.6	332.3	321.3	325.7	334.5	332.7	327.9		
33	646								282.4	299.6	310.3	318.6	299.1	297.4	294.2	289.4	295.1	287.3	292.5	295.8	288.1	292.9		
34	1,125					254.9	260.5	256.0	272.8	280.6	287.1	296.6	281.3	272.9	268.3	272.7	259.4	262.5	260.1	263.7	258.4	265.6		
35	666	217.0		252.1	250.3	253.3	254.3	245.3	269.3	267.0	273.8	277.2	273.3	264.2	256.2	258.5	239.5	253.3	240.9	247.8	241.3	237.8		
36	666	252.2		257.4	204.3	259.9	263.7	258.2	275.8	275.7	276.7	279.8	275.0	265.2	259.1	261.3	251.0	255.3	252.8	252.4	248.5	244.9		
37	752								283.9	288.2	285.3	288.7	267.7	269.4	262.6	250.4	245.1	254.5	252.2	260.6	247.5	259.6		
38	1,000		255.8	260.4	261.1	264.7	269.7	264.0	280.1	279.4	282.8	273.3	260.4	260.7	260.8	259.7	249.4	248.0	254.4	259.1	244.8	252.9		
39	1,000								277.5	276.9	271.5	270.5	256.5	258.4	257.2	250.7	255.2	249.3	249.8	265.9	248.6	251.9		
40	1,000		253.1	251.6	257.3	276.6	279.3	277.3	288.9	291.4	286.3	279.5	255.7	266.1	276.5	273.9	266.0	264.0	278.1	287.2	276.6	268.2		
41	1,000								285.1	274.2	289.1	264.9	235.5	263.2	273.5	274.8	265.4	268.0	282.1	289.6	275.7	264.3		
42	1,000		231.3	247.4	262.8	273.9	287.0	288.0	297.0	297.7	291.4	262.4	255.0	269.6	295.4	296.1	290.1	302.1	311.1	317.3	302.6	321.1		
43	1,000								326.2	311.1	325.0	299.5	310.0	312.8	345.6	353.5	346.7	368.3	370.5	381.0	386.0	406.8		
44	1,000		180.9	236.6	225.6	230.3	236.7	227.3	240.5	234.1	294.2	382.2	298.9	288.9	311.3	324.3	324.4	314.0	331.5	335.7	346.4	389.7		
45	1,000								454.2	527.4	531.0	524.0	547.2	547.7	573.0	593.8	584.5	572.6	572.2	530.1	577.4	700.9		
46	1,000		505.6	500.1	453.5	465.3	441.4	486.7	537.7	572.5	551.5	581.0	651.8	633.4	646.9	651.6	621.5	601.1	560.7	572.9	709.5	783.8		
47	1,000								647.9	666.4	848.6	934.2	982.2	953.1	901.7	858.0	816.2	788.1	751.7	954.0	977.0	938.5		
48	1,000		536.1	490.4	453.4	462.0	463.4	590.3	659.1	739.9	780.3	804.0	798.9	804.7	763.4	731.3	720.2	687.3	856.1	914.1	900.0	860.7		
49	1,000								980.1	978.1	959.2	921.1	959.7	932.6	887.6	938.1	1003.5	1034.3	1044.1	1230.1	1186.9	1,090.7		
50	1,000								1012.4	1005.7	1025.4	1025.9	957.2	896.5	891.2	859.9	1011.1	1207.9	1287.9	1282.0	1096.0	1,024.2		
51	1,000								929.1	838.9	799.5	779.4	733.9	734.8	698.8	703.6	689.6	752.4	784.3	865.0	789.0	753.3		
52	1,000								708.2	622.4	561.9	541.3	480.5	472.6	465.6	414.7	349.6	344.6	426.6	434.2	409.1	456.2		
53	1,000								761.9	711.5	636.9	529.2	472.9	455.8	429.1	426.6	414.2	379.5	401.8	411.7	441.0	450.0		
54	1,000								574.6	563.2	519.3	414.7	357.1	342.5	330.6	319.4	306.0	266.9	252.3	263.2	234.6	247.7		
55	0								588.4	621.0	602.3	579.0	560.6	537.3	463.4	436.5	399.6	371.1	340.4	348.9	339.0	344.0		
56	1,200		465.8	456.2	413.3	363.2	331.0	366.5	385.7	378.6	350.4	324.7	224.3	195.3	146.7	118.5	161.8	184.7	180					

TABLE 4.2. Total reach volumes, weighted unit volume, by volume by reach, net reach volume changes and weighted average unit volume changes since the previous survey.

Reach	Name	Length	Reach Total Volume (cy)																				
			Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820	1,461,886		1,915,981	1,916,648	1,968,764	2,038,285	2,011,136	2,065,570	2,011,764	2,095,216	1,958,474	1,877,619	1,858,245	1,812,100	1,855,385	1,878,947	1,842,313	1,831,206	1,813,315	1,786,300	1,790,650
2	West Beach	11,798	2,925,119		3,018,972	2,973,269	3,002,842	3,016,726	3,029,391	3,143,512	3,200,438	3,247,900	3,246,474	3,109,992	3,123,811	3,106,166	3,153,949	3,204,546	3,190,781	3,207,656	3,221,570	3,156,775	3,132,521
3	Turtle Point	13,614	3,119,193		3,768,036	3,711,347	3,791,886	3,760,710	3,783,778	3,972,563	4,103,995	4,242,815	4,328,658	4,133,108	4,083,249	4,087,595	4,041,965	4,093,925	4,093,192	4,068,888	4,140,913	4,059,050	4,120,532
4	Ocean Course	9,000	2,612,057		2,766,984	2,659,256	2,755,159	2,769,550	2,874,610	3,171,266	3,273,101	3,405,482	3,487,750	3,431,887	3,447,024	3,500,066	3,577,597	3,468,623	3,457,580	3,438,683	3,506,880	3,730,656	3,982,325
5	Lagoon	8,000	6,599,380		6,462,016	6,840,138	7,055,611	7,419,125	7,222,197	6,946,031	6,993,814	6,781,731	6,325,250	6,139,954	5,939,821	5,936,206	6,136,619	6,095,854	7,336,571	7,435,647	6,901,383	6,785,241	
6	Stono Inlet	6,000	1,464,895		1,469,076	1,447,219	1,496,546	1,422,719	1,427,796	1,448,796	1,498,636	1,328,992	1,248,389	1,052,076	986,215	845,391	107,753	715,953	706,907	680,859	636,772	598,701	606,298
1-6	All	57,232	19,352,074		19,545,877	19,980,808	20,447,115	20,342,409	20,851,928	20,943,365	21,224,219	21,057,885	19,929,912	19,618,488	19,491,820	19,272,747	19,505,413	19,837,826	20,573,863	20,845,487	20,238,466	20,416,567	
Reach	Name	Length	Reach Unit Volume (cy/ft)																				
			Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820	165.7		217.2	211.1	223.2	231.1	228.0	227.5	228.1	227.3	222.0	212.9	210.7	205.5	210.4	212.0	208.9	206.5	203.6	202.5	203.0
2	West Beach	11,798	247.9		255.9	252.0	255.7	255.7	256.3	266.4	271.3	275.3	275.2	263.6	264.8	270.1	267.3	271.6	270.5	271.9	273.1	267.2	265.5
3	Turtle Point	13,614	229.1		276.8	272.6	278.5	277.7	279.9	291.9	301.4	311.7	316.0	293.6	299.9	300.2	296.9	295.2	296.4	298.9	304.8	298.2	302.7
4	Ocean Course	9,000	290.3		303.0	295.5	306.1	307.7	319.4	339.4	363.7	378.4	385.3	381.3	383.0	395.6	397.5	387.4	384.2	384.3	396.5	414.9	442.5
5	Lagoon	8,000	819.9		807.8	855.0	882.0	927.4	902.8	883.9	888.3	874.2	848.5	796.7	767.5	742.5	742.0	744.8	825.6	917.1	929.5	862.7	848.2
6	Stono Inlet	6,000	244.1		243.3	241.2	234.4	237.1	237.9	241.5	234.8	221.5	208.1	175.3	161.0	140.9	118.0	119.2	117.8	113.5	106.5	99.8	100.9
1-6	All	57,232	338.1		341.5	341.5	357.3	357.3	355.4	363.7	365.9	370.8	367.6	346.2	342.8	339.5	336.7	346.8	346.6	359.5	364.2	351.6	356.7
Reach	Name	Length	Reach Volume Change Since Previous (cy)																				
			Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820			-1,233	54,116	89,521	69,521	-27,149	-4,566	5,195	-6,549	-46,742	80,856	13,374	-46,145	43,285	23,581	-56,534	-21,107	-7,890	-27,916	4,350
2	West Beach	11,798			-45,703	29,573	13,884	6,665	120,170	56,926	47,462	-1,426	-136,481	13,818	62,656	-30,517	50,598	-30,517	-13,768	16,875	13,914	-62,795	-26,254
3	Turtle Point	13,614			-56,889	89,539	-11,176	3,068	189,784	129,833	139,419	85,843	-195,950	-49,869	4,356	-45,630	-22,641	15,867	33,697	33,697	91,024	-90,962	61,482
4	Ocean Course	9,000			-67,738	95,903	14,390	105,061	295,646	101,946	137,301	62,268	36,881	15,157	113,662	16,822	-80,084	-29,044	1,103	127,398	147,576	-533,864	246,689
5	Lagoon	8,000			-97,364	378,122	215,473	-196,928	-150,324	-135,241	47,784	-208,684	-662,481	-200,333	-3,415	462,413	406,434	731,518	406,434	731,518	99,276	-533,864	-116,742
6	Stono Inlet	6,000			-12,857	-40,573	16,174	4,377	21,459	-40,119	-73,644	-80,624	-130,292	-85,861	-120,044	-137,598	7,600	-4,446	-26,048	-26,048	-42,098	-40,071	6,597
1-6	All	57,232			193,803	424,931	466,306	-104,706	472,519	128,437	280,854	-186,704	-1,107,543	-311,824	-186,668	-159,073	230,666	334,412	736,037	271,634	-407,031	178,101	
Reach	Name	Length	Reach Unit Volume Change Since Previous (cy/ft)																				
			Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820			-0.2	6.1	7.9	7.9	-3.1	-0.5	0.6	-0.7	-5.3	-8.2	-2.2	-5.2	4.9	2.7	-4.3	-2.4	-0.9	-3.1	0.5
2	West Beach	11,798			-3.9	2.5	1.2	0.6	10.2	4.8	4.0	-0.1	-1.6	1.2	3.3	-2.8	4.3	-1.7	1.2	1.4	1.2	-5.3	-2.2
3	Turtle Point	13,614			-4.2	3.9	-0.8	0.2	13.9	9.5	10.2	6.3	-14.4	-3.7	0.3	-3.4	-3.4	-1.7	1.2	2.5	6.0	-6.7	4.5
4	Ocean Course	9,000			-7.5	10.7	1.6	11.7	33.0	11.3	14.7	6.9	-4.0	1.7	12.6	1.9	-10.1	-10.1	-3.2	0.1	14.2	16.4	27.6
5	Lagoon	8,000			-12.2	47.3	26.9	45.4	-24.6	-16.9	-15.7	6.0	-25.8	-57.8	-23.2	-23.0	-9.4	32.8	50.8	91.4	12.4	-66.7	-14.6
6	Stono Inlet	6,000			-0.5	-2.1	-0.8	2.7	0.8	3.6	-6.7	-13.3	-13.4	-32.7	-14.3	-20.1	-22.9	1.3	-1.4	-4.3	-7.0	-6.7	1.1
1-6	All	57,232			3.4	7.6	8.1	8.1	-1.8	8.3	2.2	4.9	-3.3	-19.4	-5.4	-3.3	-2.8	4.0	5.8	12.9	4.7	-10.6	3.1
Reach	Name	Length	Annualized Reach Unit Volume Change Since Previous (cy/ft/yr)																				
			Apr-99	Sep-06	Aug-07	Oct-08	Aug-09	Oct-10	Oct-11	Oct-12	Oct-13	Oct-14	Nov-15	Jan-17	Nov-17	Jan-19	Nov-19	Nov-20	Dec-21	Nov-22	Oct-23	Dec-24	Dec-25
1	Kiawah Spit	8,820			-0.1	7.4	6.8	6.8	3.1	-0.5	0.6	0.7	4.9	1.6	2.6	4.6	5.7	2.6	-3.7	2.7	0.9	-2.7	0.5
2	West Beach	11,798			-3.3	3.0	1.0	0.6	10.2	4.8	4.0	-0.1	-9.9	1.4	4.7	-3.2	4.2	-1.0	1.6	1.2	6.2	-4.7	-2.3
3	Turtle Point	13,614			-3.6	7.1	-0.7	0.2	13.9	9.5	10.3	5.8	-12.3	-4.4	0.3	-3.9	-1.6	1.0	2.8	6.3	5.3	-5.9	4.6
4	Ocean Course	9,000			-8.4	12.8	1.4	11.7	32.9	11.3	14.8	6.4	-3.4	2.0	11.2	2.2	-8.9	-8.9	-2.9	0.1	14.9	14.6	28.3
5	Lagoon	8,000			-13.3	40.4	32.3	38.9	-13.3	-13.6	6.0	-33.7	-33.1	-31.6	-31.2	-23.2	-23.2	32.2	45.7	103.0	13.1	-30.3	-15.0
6	Stono Inlet	6,000			-1.8	-8.1	2.3	0.8	3.6	-6.7	-13.3	-12.4	-12.4	-27.6	-17.6	-21.6	-21.6	1.2	-1.3	-4.9	-7.4	-5.9	1.1
1-6	All	57,232			11.1	14.1	14.7	14.7	-3.9	7.2	2.8	4.4	-9.0	-16.5	-11.4	-6.0	-6.3	7.6	14.4	34.6	8.4	-16.3	6.2

4.1.1 Reach 6 – Stono Inlet

Stono Inlet (Reach 6) spans ~6,000 ft from Line 56 to Line 61 (see Fig 2.3). Beach profiles in this reach are steeper than the oceanfront reaches due to the presence of Stono Inlet and sheltering from large waves—beach steepness is inversely proportional to wave energy and directly proportional to sediment grain size (Komar 1998). Unit volumes from Stono Inlet are shown in Figure 4.1. Between December 2024 and December 2025, the Stono Inlet Reach gained ~6,600 cy (1.1 cy/ft) of volume (Table 4.2).

Erosion along Stono Inlet generally decreases and transitions to accretion moving from the ‘corner’ of the island inland (~northwest) up Stono River as exposure to larger northeasterly waves decreases. This is shown in the transition from erosion at Lines 56 to 59 to accretion at Lines 60 and 61 from December 2024 to December 2025. Since 2007, Line 56 has experienced the most erosion of any profile on Kiawah Island (–374.6 cy/ft or –20.4 cy/ft/yr) while Line 61 is one of the most accretional profiles on the island (+120.6 cy/ft or +6.6 cy/ft/yr).

Persistent erosion at Line 56 is related to exposure of the northeastern ‘corner’ of Kiawah Island. The present shoreline is well seaward of its ~1990 position as a result of particularly large shoals attaching later in that decade. As a result, Line 56 will tend to erode until the shoreline position reaches a more stable landward position. Material eroded from this prominence in the shoreline makes its way north and west toward Line 61 inside the inlet due to the shoreline azimuth along Stono Inlet – both predominant northeasterly and prevailing southeasterly waves push sand from Line 56 to Line 61. Periodically, as shoals attach to the Lagoon Reach, they bring new sand into the Stono Inlet Reach and temporarily slow this erosional trend. Volume increases from 2009 to 2012 and from 2019 to 2020 reflect this process.

Cycles of erosion and accretion in successive survey years are related to the movement of shoals around Stono Inlet. The magnitude of changes associated with shoal attachments is proportional to the size of the shoal and the proximity to the area where the shoal attaches to the beach. This is why changes observed in Reach 6 tend to be smaller than those in Reach 5 and Reach 4 (discussed below). The largest shoals tend to attach along those reaches rather than along Reach 6.

Overwash has shifted the dry beach landward over the last few years. As beach sand is transported into the marsh and out of the active beach-dune system, the shoreline recedes. Since ~2019, some overwash deposits have begun encroaching upon uplands located along the 1989 shoreline (‘A,’ Fig 4.2). As the deposits have ‘run out of room,’ they have been redistributed alongshore, and some minor dune scarping has been observed. At the same time, some of these overwash deposits continue to move landward over lower-elevation marsh (‘B,’ Fig 4.2). This phenomenon can result in uneven rates of shoreline retreat and offsets in the position of mean high water.

While in the past years the predominant shoreline trend along the Stono Inlet Reach has been erosion out to the –10 ft contour, the deepest portions of the main channel of the inlet have not encroached further into Kiawah Island. Figure 4.3 shows cross-inlet profiles for Lines 57 and 60 for the period of

November 2015 to December 2025. Like many drowned coastal plain rivers along the South Carolina coast, Stono Inlet is anticipated to remain “positionally stable” as it is deeply incised into the consolidated sediments underlying the Charleston area. At Line 60, the margins of the channel continue to shift toward Folly Island, though the cross-sectional area and maximum depth have generally remained constant.

However, at Line 57, the deepest portions of the Kiawah-side (eg – southern) bank have moved toward Folly Island while the highest portions (eg – above -10 ft NAVD) have moved toward Kiawah Island since 2015. Along the Folly-side (eg – northern) bank, the whole slope has moved toward Folly Island but has also flattened since 2015. From 2008 to 2015, the 0-ft contour on the Kiawah side at Line 57 moved ~6 ft per year toward Kiawah Island—from 2015 to 2025, that same contour moved ~60 ft per year toward Kiawah Island.

The increased rate of tropical cyclone impacts from 2015 through 2019, and the overwash observed along portions of Stono Inlet (see Fig 4.2), point to a temporary increase in wave energy triggering the relatively rapid erosion in this area over the last ten years. As mentioned above, there is an inverse proportional relationship between wave energy and beach steepness. It is possible that the temporary increase in wave energy at the mouth of Stono Inlet has triggered a flattening of slopes on either side of the main channel. It is likely this trend will not continue indefinitely. It is also possible that the long-term rise in relative sea level and cycling of sediments around Stono Inlet have triggered the observed changes in slope and width. Continued monitoring of the MHW contour along Stono Inlet is recommended, even though in this part of the island, primary impacts would be largely ecological.

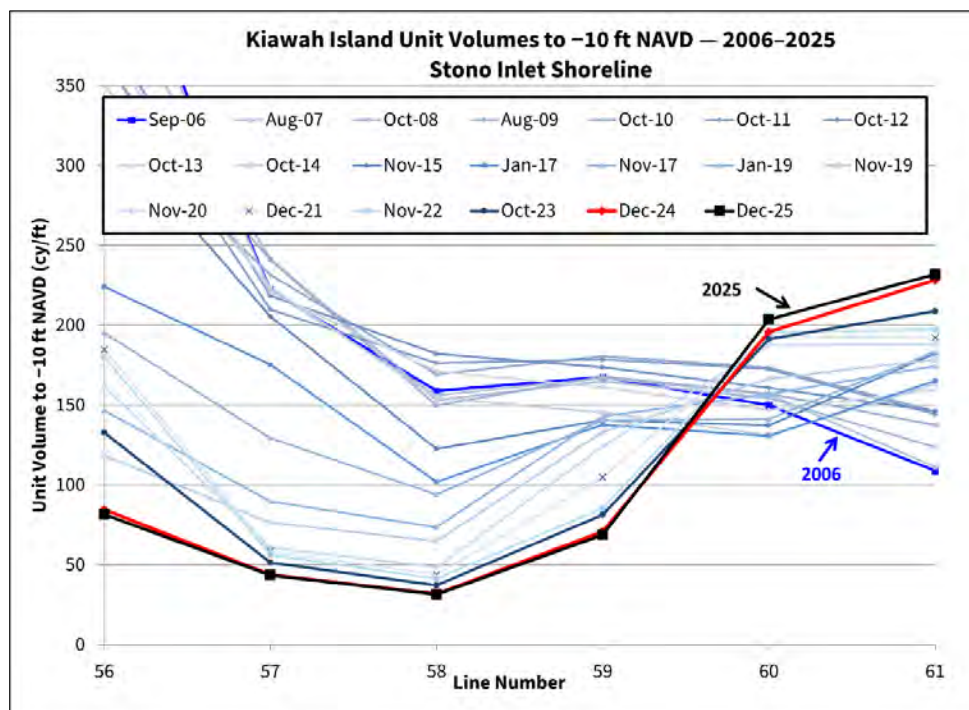


FIGURE 4.1. Unit volumes for stations along the Stono Inlet Reach. Line numbers run east to west, into the inlet along this reach.

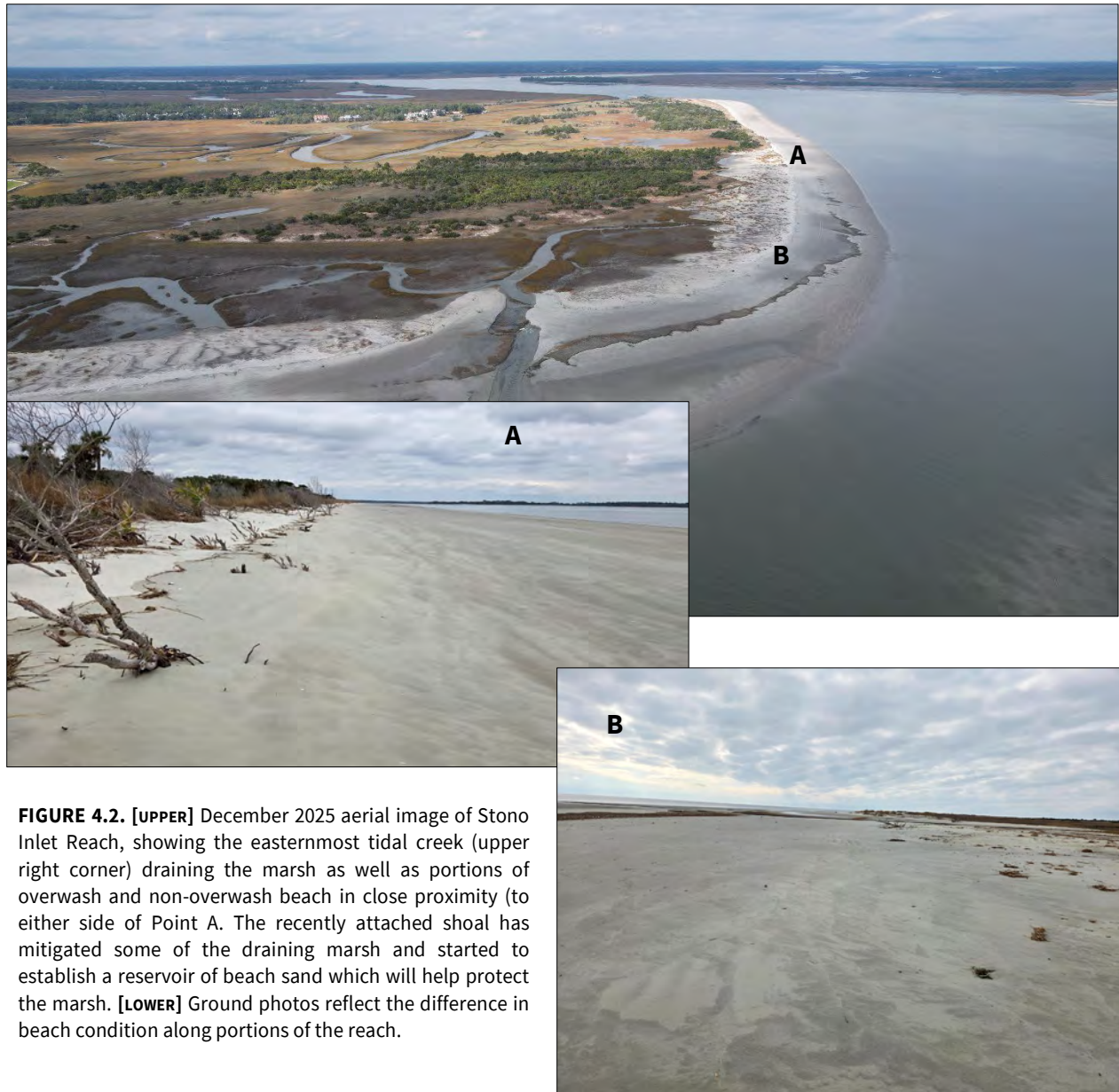


FIGURE 4.2. [UPPER] December 2025 aerial image of Stono Inlet Reach, showing the easternmost tidal creek (upper right corner) draining the marsh as well as portions of overwash and non-overwash beach in close proximity (to either side of Point A). The recently attached shoal has mitigated some of the draining marsh and started to establish a reservoir of beach sand which will help protect the marsh. **[LOWER]** Ground photos reflect the difference in beach condition along portions of the reach.

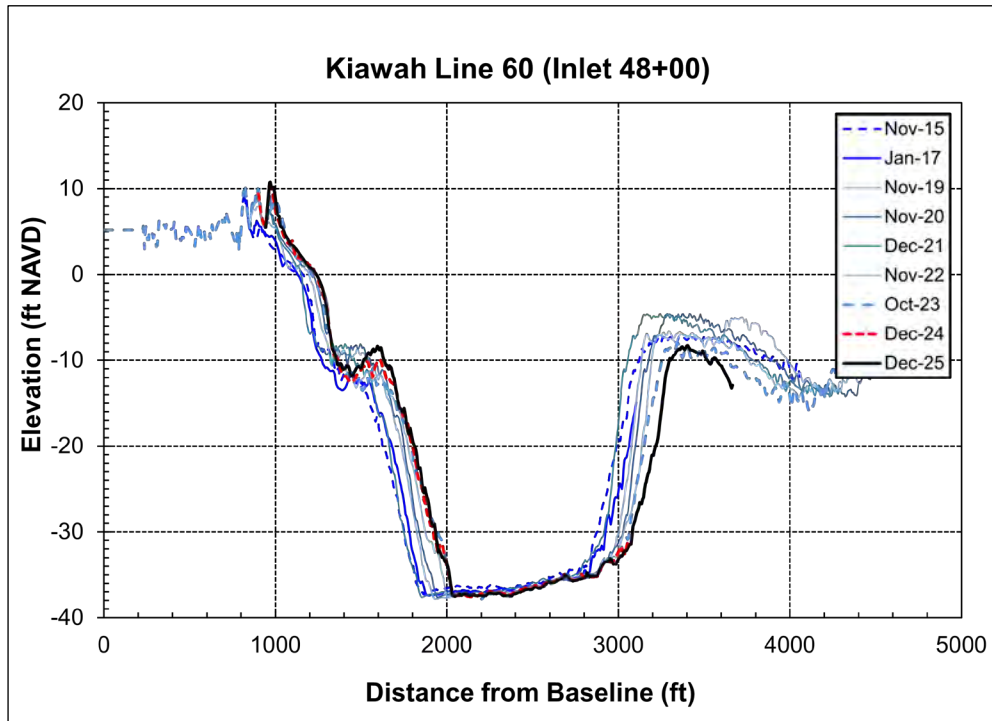
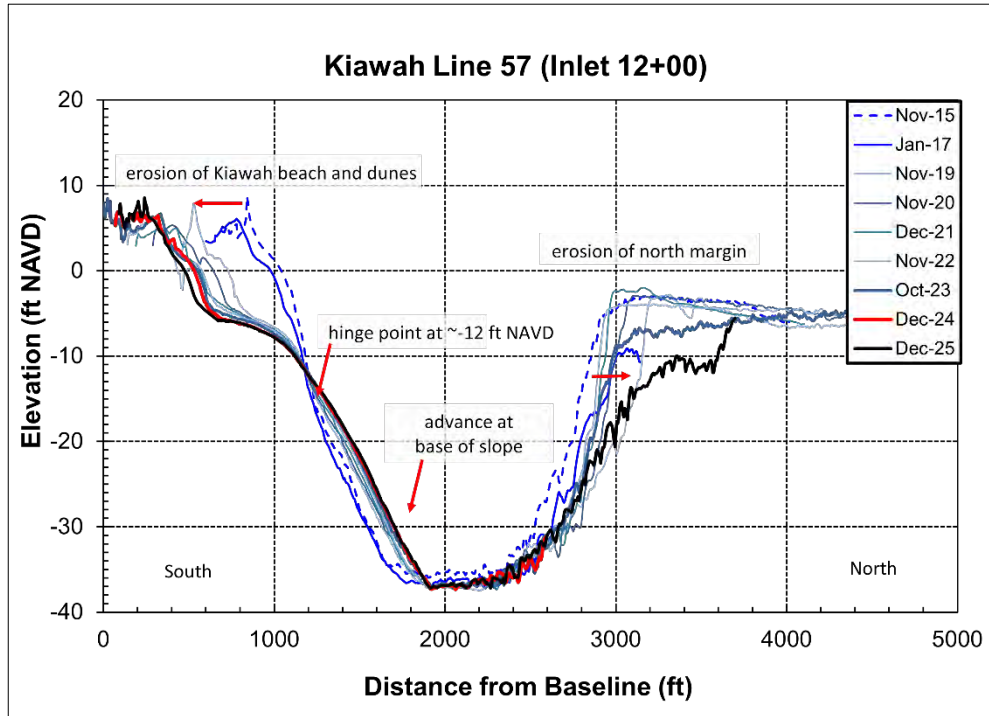


FIGURE 4.3. Profiles from Line 57 [UPPER] and Line 60 [LOWER] along the Stono Inlet shoreline. Hurricane *Matthew* eroded all of the remaining dunes in 2016. The berm shifted over 100 ft landward in 2017 (due largely to impacts of Hurricane *Irma*).

4.1.2 Lagoon Reach

The Lagoon Reach spans 8,000 ft from Line 47 to Line 55 at the easternmost point on the island (Fig 4.4). Monitoring reports for the 2007–2011 surveys subdivided this reach into the eastern and western lagoons. The 2012 report combined these reaches and adjusted the baseline to simplify data collection and reporting, and the present report continues this method. This reach encompasses the area of the island most influenced by shoal bypass events (see Section 1 and Fig 4.5). The Lagoon Reach lost ~116,750 cy (-14.6 cy/ft) above -10 ft NAVD between December 2024 and December 2025.

Due to technical and logistical limitations in this reach, CSE computes beach volumes using digital terrain models (DTMs) created from survey data. These volumes represent the volume of sand within the established boundaries to a set depth. The analogy of a sandbox is often used to describe this method, whereby the volume of sand is measured within the same sandbox each year. DTMs are also used to create contours at specified elevations for each survey, which can then be compared to provide a visual representation of horizontal shoreline change.

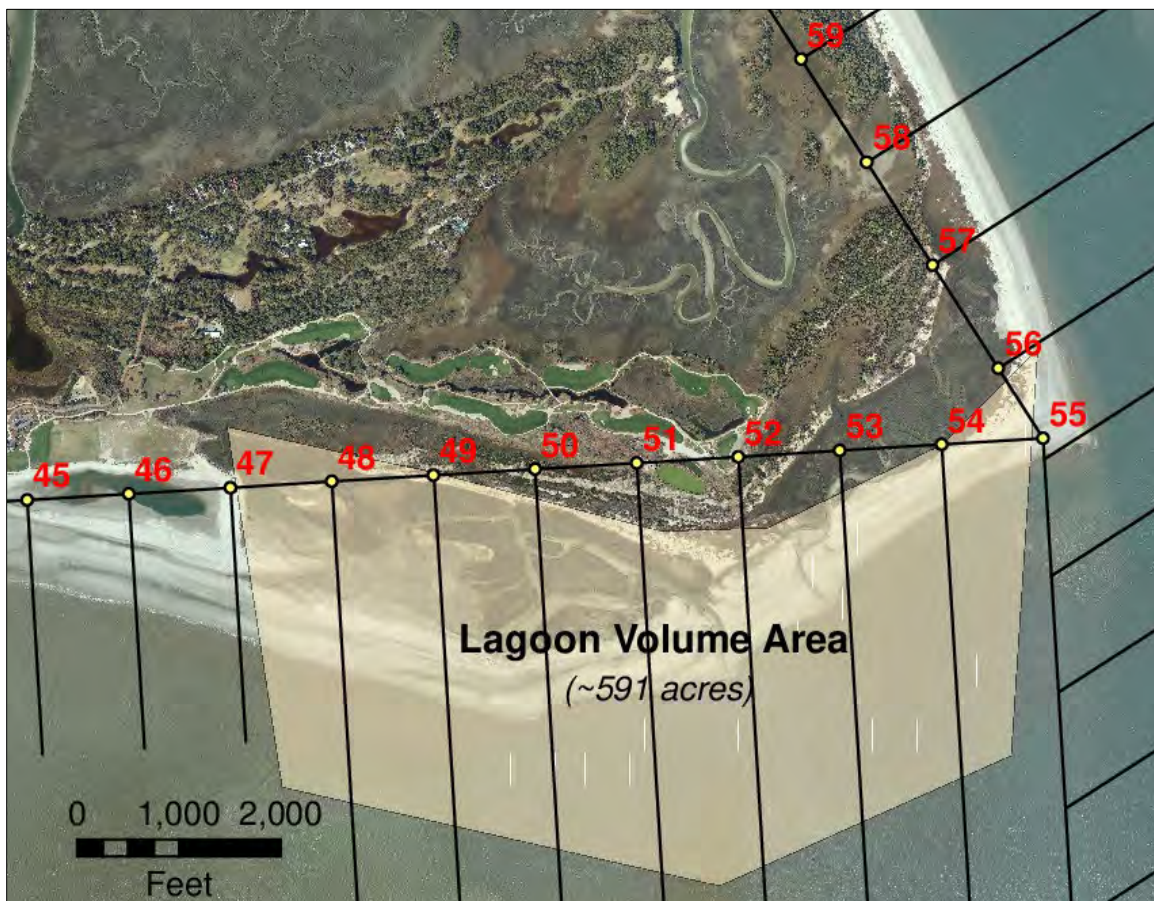


FIGURE 4.4. The Lagoon Reach extends from Line 47 to Line 55. Due to the dynamic nature of the area, the total volume for this reach is calculated from DTMs within the boundaries shown here (image: March 2018).



FIGURE 4.5. December 2025 aerial images of the Lagoon Reach. The 2015 dike is visible in the foreground of the upper image, while showing the small channel that still exists in the Lagoon Reach.

The reach gained a net total of ~323,225 cy (~40.4 cy/ft) between August 2007 and December 2025, but has oscillated between erosion and accretion through three cycles of shoal bypass events over that period. Bypass events along the Lagoon Reach occurred between 2007 and 2010, and 2020 and 2023. The event culminating in 2010 delivered ~957,100 cy (~119.6 cy/ft) of sand, while the most recent event delivered ~1,499,600 cy (~187.5 cy/ft) to the Lagoon Reach.

It is possible to track shoal bypass events in real time using CSE’s survey data and generally predict the distribution of erosion and accretion around the shoal itself as sand migrates onshore. In the two bypass events mentioned above, shoals formed around one mile offshore and migrated ~1,000 ft/yr toward the main beach. The sand delivered to the main beach through these events is redistributed to the rest of Kiawah Island via longshore transport, generally toward the south and west.

As of December 2025, the recently attached shoal was spreading away from Reach 5. Downcoast reaches, specifically Ocean Course and Turtle Point, have seen volume increases as a result. Stono Inlet has even become accretional this year, though to a lesser degree than points farther west, likely due to sand moving in from the Lagoon Reach. The eastern flank of the shoal attached to the main beach ~1,500 ft from the 5th hole green in the vicinity of Lines 51 and 52, and continues actively feeding sand toward the northeast. The western flank of the shoal has attached to the main beach ~1,500 ft east of the containment dike constructed during the 2015 East End realignment project. A small flushing channel existed last year between the East End marsh and the ocean, but has since been mostly closed (Figures 4.6 and 4.7).

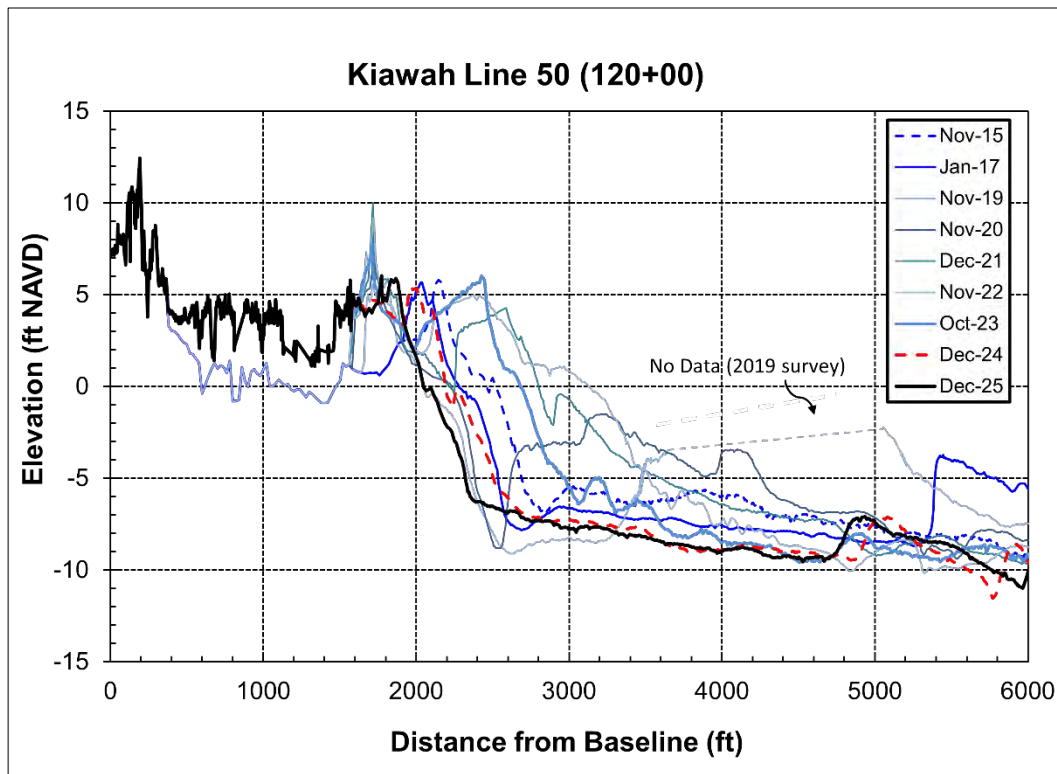


FIGURE 4.6. Profiles from Line 50 showing ~350 ft of dune recession over the past five to six years. Peak elevations of 4–5 ft are insufficient to prevent overwash during storms and spring tides, thus inhibiting dune growth. On a positive note, overwash helps maintain unvegetated beach habitat favored by the piping plover, a threatened species that utilizes the area. This profile line also marks the emergence of the next bypassing shoal approximately 5,000 ft from the baseline. As of December 2025, the “2020” shoal is fully attached to the beach.



FIGURE 4.7. [UPPER] December 2024 aerial photo over the East End marshes showing the shoal is attaching and feeding sand to the beach between the East End and Stono Inlet (center background). **[LOWER]** December 2025 aerial photo showing the shoal attached and growing the dry sand portion of the beach.



FIGURE 4.8. [UPPER] December 2024 and [LOWER] December 2025 aerial images of the Lagoon Reach. The blue dashed line is the approximate 1989 shoreline. As of December 2025, the east-end channel has shifted westward and mostly closed compared to December 2024 (red line).

4.1.3 Reach 4 – Ocean Course

The Ocean Course Reach is the transition zone between the developed shoreline with a typical strand beach to the west and a dynamic lagoon–beach ridge area to the east (Fig 4.9). It spans ~9,000 ft between Line 38 (Kiawah Beach Club) and Line 47 (east end of driving range). The Ocean Course Reach gained ~248,700 cy (27.6 cy/ft) of sand between December 2024 and December 2025. The reach has generally gained sand since August 2007, with a total volume increase of ~1,255,300 cy (139.5 cy/ft) over that period (Fig 4.10).

However, due to the proximity of the Stono Inlet system and Lagoon Reach—where shoals often attach to Kiawah Island and influence adjacent beaches—the Ocean Course Reach is subject to wide oscillations in beach volumes. The reach tends to gain and lose volumes with the accretion and erosion cycles associated with shoal bypass events, but its shoreline trends tend to lag behind those of the Lagoon Reach by one or two years. As shoals attach to a barrier island, areas immediately ‘behind’ the shoal (see Fig 2.6) will accrete as the sand migrates onto the submerged beach. During this period of the bypassing process, adjacent beaches will erode due to the refraction of wave crests around the seaward edge of the shoal.

From 2019 to 2022, the reach eroded as a large shoal approached the Lagoon Reach, ~5,000 ft southeast of the Ocean Course driving range. Annualized sand losses over that period averaged around 10 cy/ft/yr. Volumes started to increase in 2021 as sand from the Lagoon Reach began spreading toward the Ocean Course. From December 2024 to December 2025, almost every station, with the exception of two, gained volume. Some of which gained significant volume, specifically toward the east end of the reach, where the shoal attached to the beach. The east end of the reach gained a total of ~200,000 cy from Line 44 to 47. The only stations that lost volume were Lines 40 and 41, likely due to the wave refraction around the accretional bulge associated with the recently attached shoal. Last year, there was a flushing channel just to the north of these lines, which has since closed; however, there is a runnel and ridge system that has shifted to Lines 40 and 41 that could be the cause of some of the erosion. Like last year, Line 46 continues to experience the greatest volume increases along an individual profile from December 2024 to December 2025 (Fig. 4 .11). A December 2025 aerial image is compared to the post-project condition in Figure 4.12.



FIGURE 4.9. The Ocean Course Reach lies along the transition zone from the ‘strand’ beach to the east end of the driving range. In January 2019, the lagoon and flushing channel fronting the Ocean Course Club House was nearly cut off from the ocean. However, between January 2019 and November 2020, a new flushing channel opened naturally (red circle). As of December 2025, the flushing channel has mostly closed.

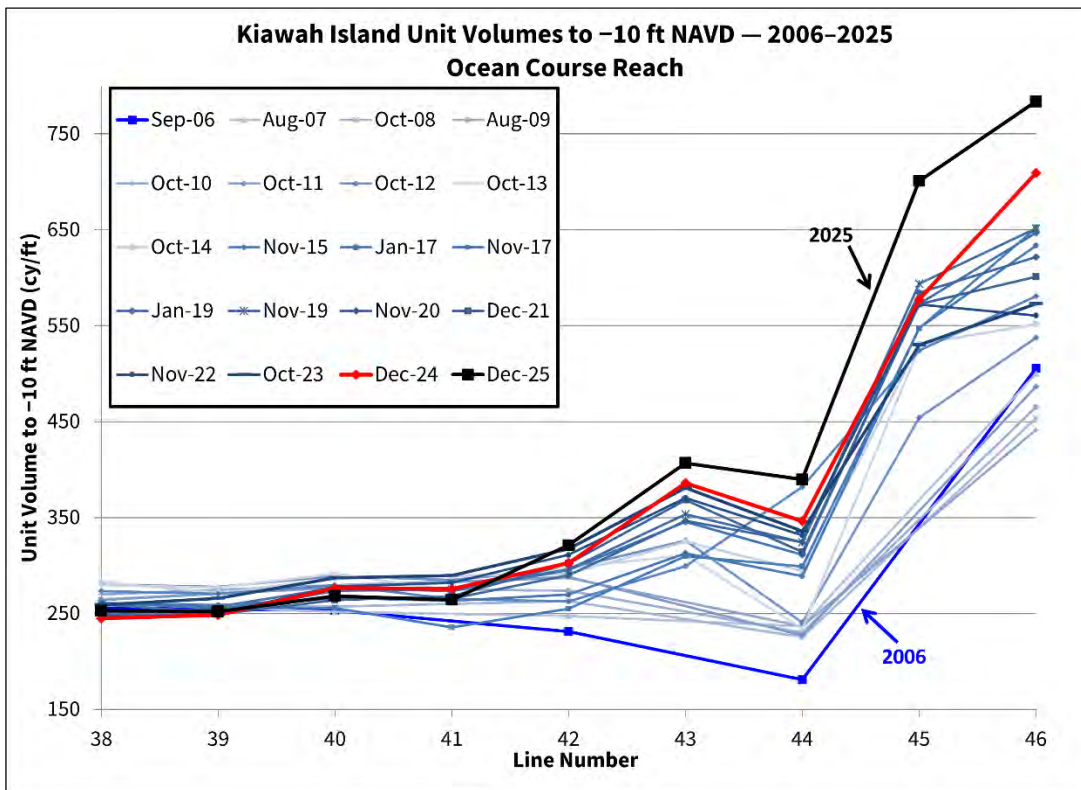


FIGURE 4.10. Unit volumes for the profiles of the Ocean Course Reach illustrating the transition between the ‘strand beach’ of Kiawah away from inlets (volumes ~250–300 cy/ft to the -10 ft NAVD contour) and the inlet-influenced zone where extensive intertidal bars add to volumes.

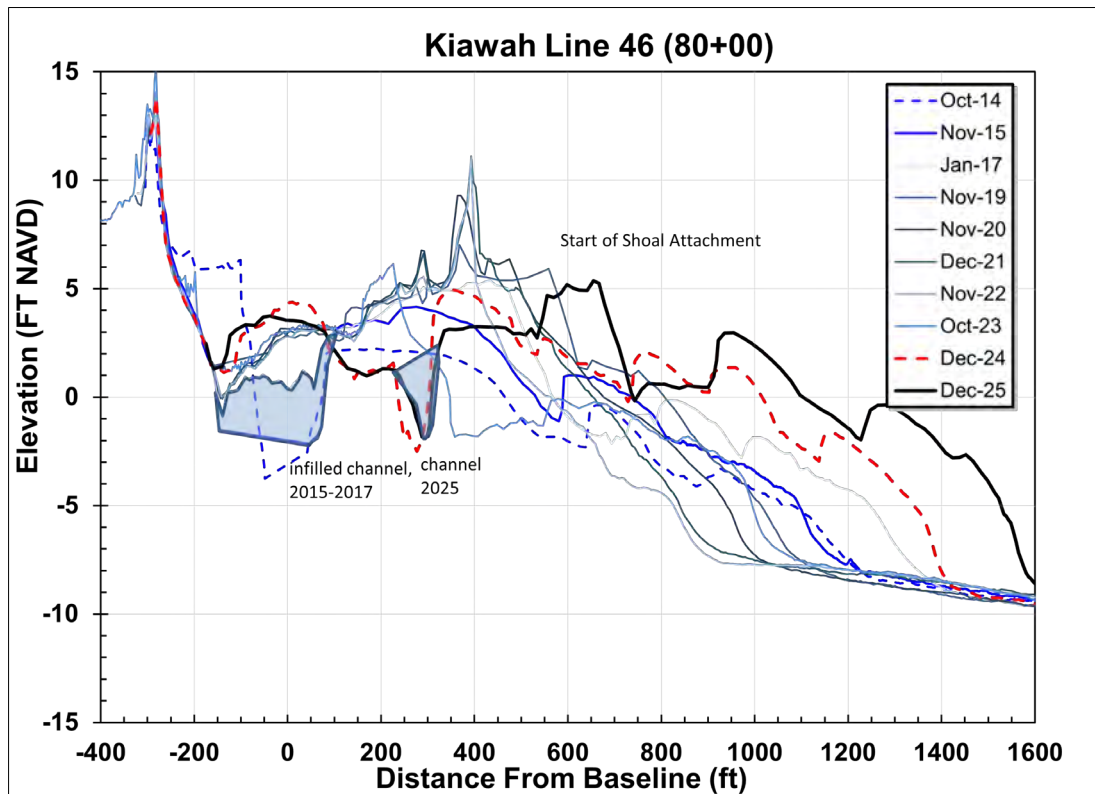
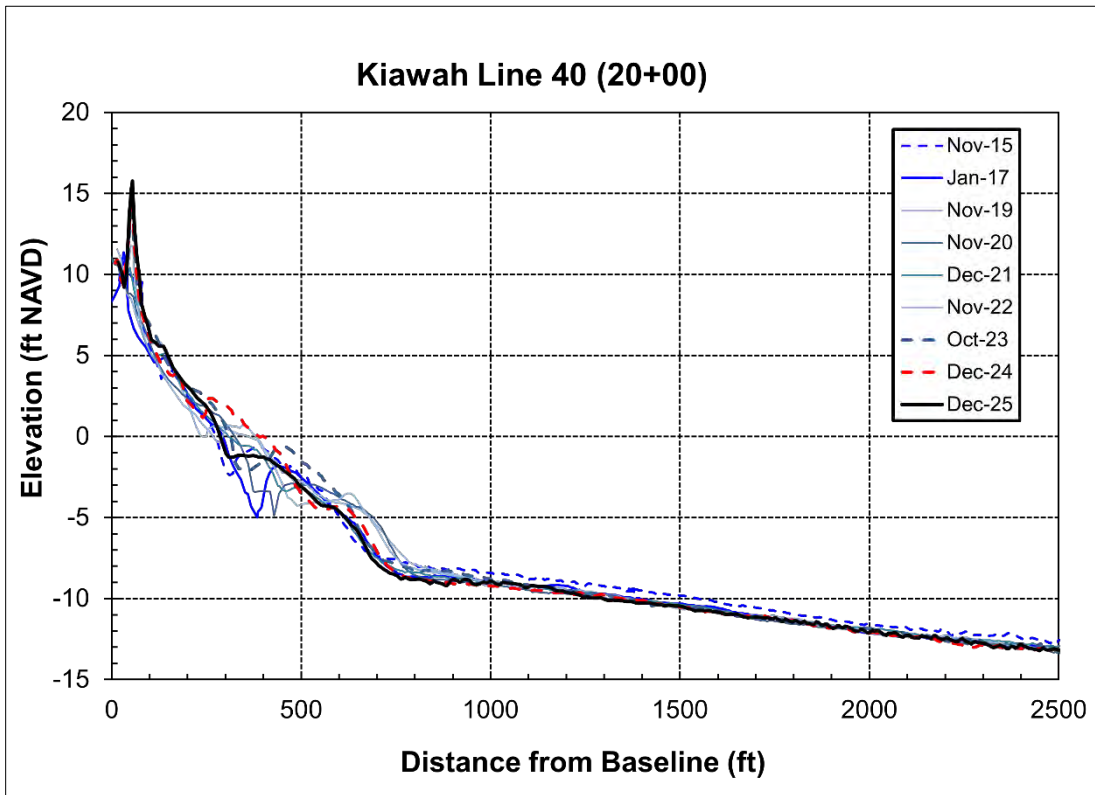


FIGURE 4.11. Profiles from Lines 40 [UPPER] and 46 [LOWER]. At Line 40, the dunes have remained relatively stable with only a slight decrease in elevation since 2017. At Line 46, the shoal attachment seen last year has progressed with the buildup of a berm around 5 feet NAVD.

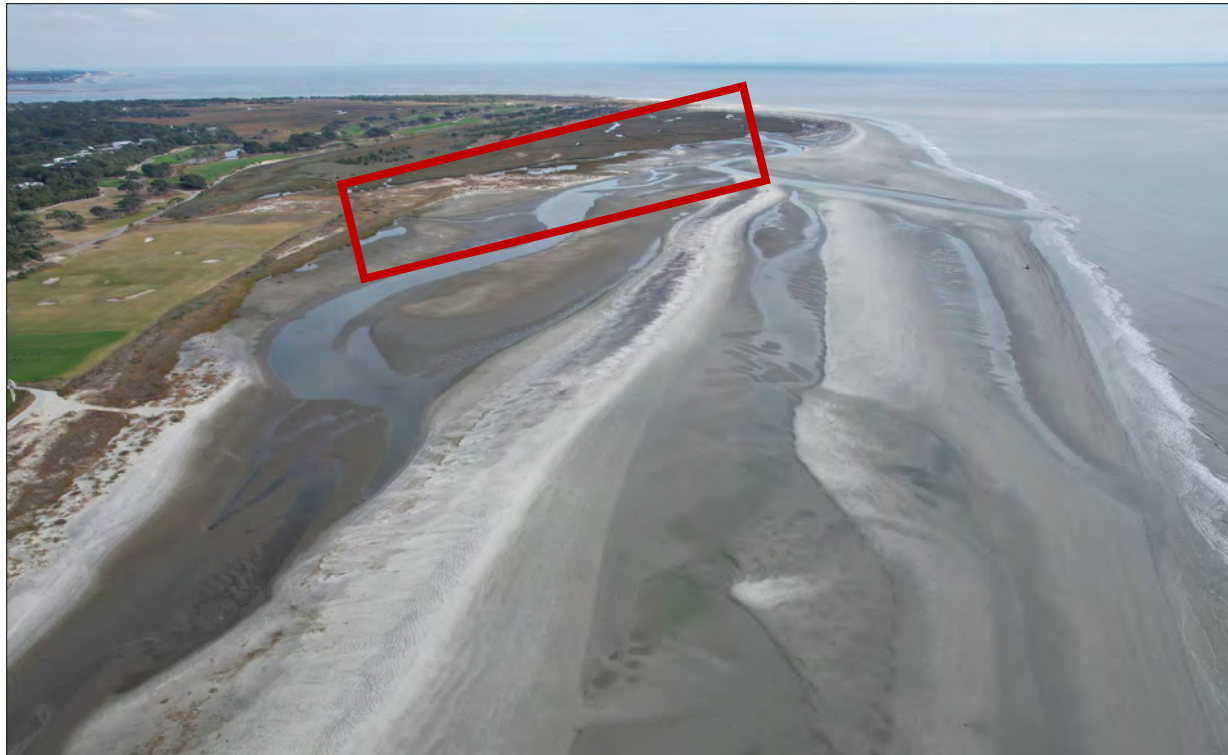


FIGURE 4.12. October 2017 aerial image [UPPER] compared to December 2025 aerial image [LOWER] of the Ocean Course Reach (eastern half). The ponded area is the relict channel basin from the 2015 project, formed before the closure dike was constructed. By December 2025, the flushing channel has closed from the incoming shoal attachment. However, this is a relatively low-elevation beach and lagoon system that can change rapidly. As such, there is an existing application out for review to manipulate shoals and channels along this portion of the island and re-align the system to reduce the flood threat to portions of the Ocean Course.

4.2 Downcoast Reaches

The December 2025 monitoring data for reaches downcoast (west) of the East End project area are compared to 1999 and 2006–2021 data. Profiles in these areas use SCDES-BCM monuments and newly created profiles (2012) so that profile spacing does not exceed 1,267 ft. CSE added these new lines to better monitor local beach changes along the ‘populated’ beach. CSE has collected data at certain downcoast stations since the early 1980s. Profiles are given in Appendix A.

Figure 4.13 (upper) shows unit volumes for each station in the downcoast reaches. While the typical trend along this area is accretion, yearly volume changes can vary in magnitude, and periods of erosion in some areas are common. From December 2024 to December 2025, the downcoast reaches gained ~39,600 cy (1.2 cy/ft) but ranged from -5.6 cy/ft to +12.1 cy/ft for individual stations compared to last year. This is a significant difference compared to last year’s loss of 180,700 (5.3 cy/ft.). This difference is mainly due to the variance seen in Kiawah Spit and the changes in Captain Sams Spit.

Due to the mixture of accretion and erosion, some areas of beach and dunes have receded landward while others have grown seaward. Since 1999, the West Beach Reach (see Fig 2.3) in front of Eugenia Avenue has been a persistent hot spot of erosion compared to areas to the east and west that have generally gained volume (Fig 4.13 upper). This trend is nothing new; historical shorelines published by the USGS document the portion of Kiawah Island between the Sanctuary and Beachwalker Park (centered at Eugenia Avenue) as the only area where the 2025 shoreline lies landward of the 19th-century shoreline. Fortunately, the rates of erosion are relatively low (eg – <10 cy/ft/yr long-term), so should the Town or private property owners choose to pursue remedial work in that area, the costs will accordingly be relatively low as well. Despite this persistent erosion at Eugenia Avenue, the three Downcoast reaches collectively contain more volume than in 1999. Compared to the 2007 survey, only Kiawah Spit has lost sand, and this is due to the adjacent Captain Sams Inlet that naturally draws sand away from Kiawah Island toward Seabrook Island.

An important dynamic to monitor in the coming years is the width of the narrowest portion of Kiawah Spit. Between the 1970s and 2010s, the width of the dry upland (that is, between the MHW contours along Kiawah River and the Atlantic Ocean) along this portion of the spit grew from ~250 ft to nearly 400 ft. As of 2015, this portion of the spit maintained approximately 380 ft of dry upland. From 2015 through 2025, that width narrowed to approximately 250 ft of dry upland. This is equivalent to an average rate of 10 to 12 feet of narrowing per year. At this rate, the MHW contours on either side of the spit will meet in the next 20 to 25 years. However, given the uncertainty surrounding intensity and timing of storm impacts as well as the precise rate of relative sea level rise over a ~20-year horizon, it is possible that a breach could naturally form sooner than ~2045. Based on the site conditions in the 1940s, when such a breach last occurred naturally, a breach would threaten public access to much of Beachwalker Park as well as the developed properties just east of the public access point at Beachwalker Park (Fig 4.14).

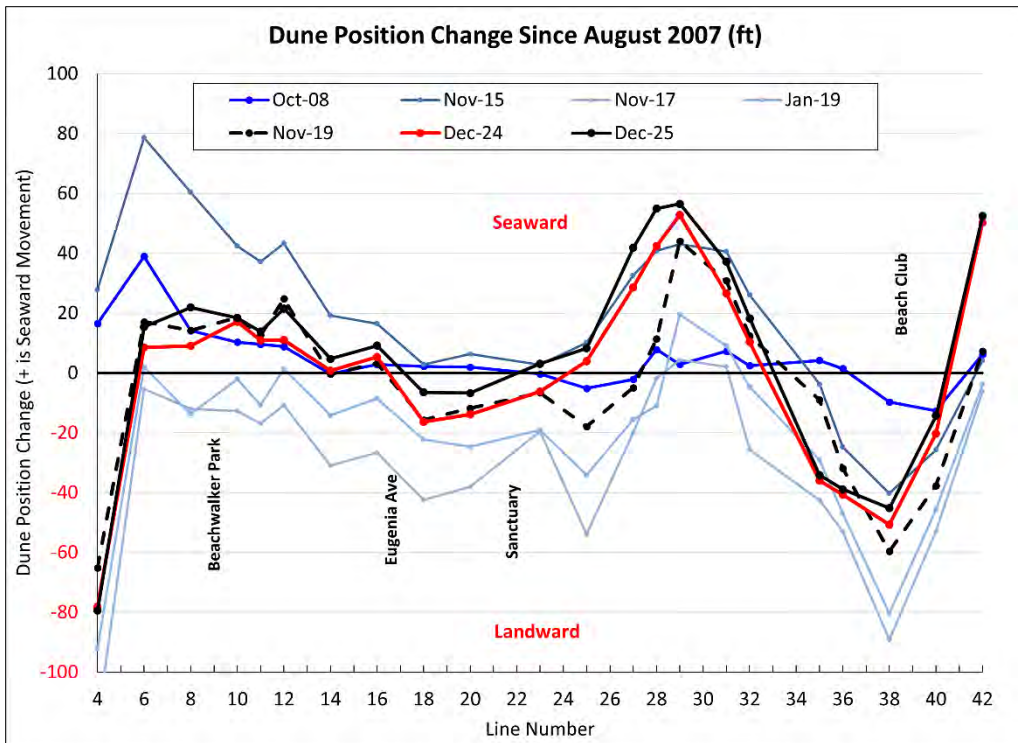
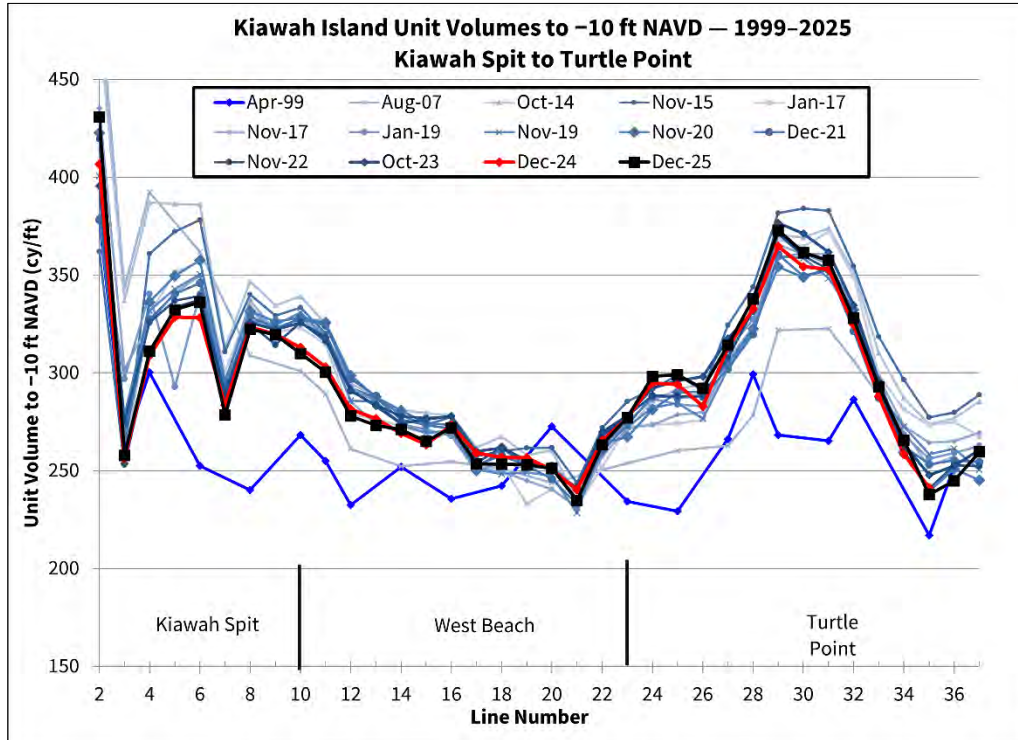


FIGURE 4.13. [UPPER] Unit volumes in the downcoast reaches between 1999 and 2025 and **[LOWER]** dune-line linear change (measured at the +7 ft NAVD contour).

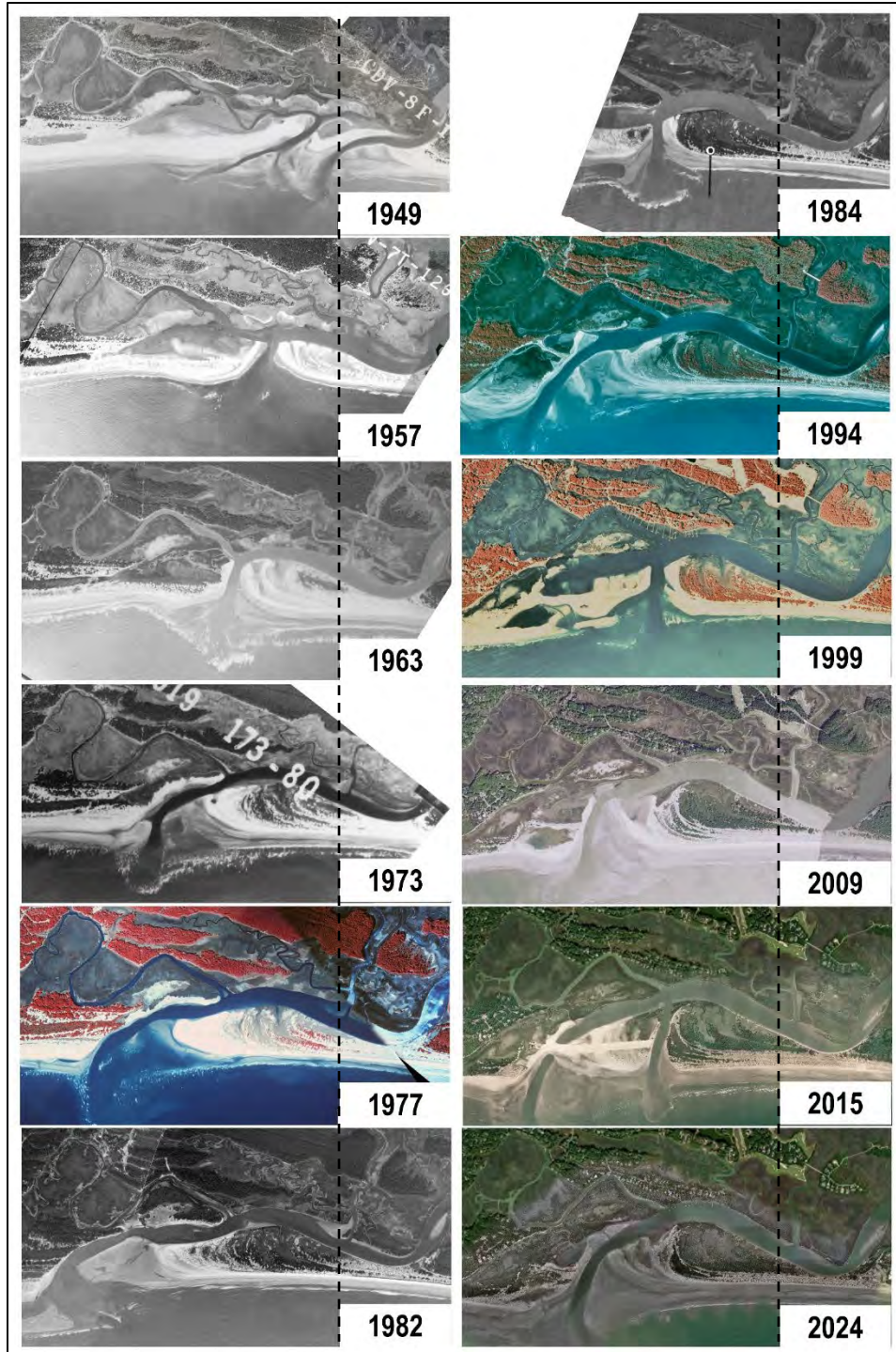


FIGURE 4.14. Existing rectified historical imagery depicting the changing position of Captain Sams Inlet and the changing condition of Kiawah Spit since 1949. The 1963 inlet location was selected as the site of the original inlet relocation cut at the recommendation of Research Planning Institute (RPI) in consultation with SIPOA and the Kiawah Island Company. Both entities agreed that a periodic forced relocation of the inlet within a defined management corridor was a preferable alternative to allowing natural breaches to occur across an unmanaged corridor. This delivers a two-fold benefit of allowing an undeveloped zone immediately surrounding the most dynamic shorelines adjacent to the inlet, while improving shoreline stability on either side of the inlet, thus reducing vulnerability of developed properties.

4.2.1 Turtle Point Reach

Turtle Point Reach extends 13,614 ft from Line 23 (16th hole of Turtle Point Golf Course) to Line 38 (Kiawah Beach Club). Between December 2024 and December 2025, the reach gained ~61,500 cy (4.5 cy/ft) of sand. Like the Ocean Course Reach, Turtle Point is the recipient of bypassed sand once shoals fully attach to the main beach.

The relationship between shoal bypass events and volume changes along Turtle Point is evident in measured volume changes since 2007 (see Fig B). A shoal attached to the Lagoon Reach between 2007 and 2010, and volumes increased along Turtle Point from 2011 to 2015. From 2015 to 2020, as sand from that bypass eventually made its way toward Capt Sams Inlet and the island was impacted by multiple named storms, Turtle Point tended to lose sand. Last year, this reach lost volume; incoming swells naturally refract around the wider beach to the east, concentrating breaking wave energy and triggering erosion before the next accreting wave of sand arrives. As of the December 2025 survey, the sediment supply was restored from upcoast areas and the reach accreted.

Unit volume changes within the reach ranged from -3.6 cy/ft to +12.1 cy/ft between December 2024 and December 2025. The beach has generally recovered from damage experienced in 2016 and 2017 from hurricanes (Fig 4.15) and post-storm dune restoration. Ground photos (Fig 4.16) reflect the healthy condition of the beach along Turtle Point.

The significant building setbacks and historical accretion trend around Turtle Point suggest that the reach can recover without any additional action by the Town. There have been varying periods of accretion and erosion since the 2020 survey. The accretion this year tends to reflect the historical stability of the reach with a net accumulation of sand of ~352,000 cy (25.9 cy/ft) compared to the August 2007 condition. The stable beach state in Turtle Point is partly due to its location on the island. Being that it is in the center of the island, Turtle Point does not suffer from being near highly dynamic inlets that tend to cause increased erosion along barrier islands. It is also further west of the normal shoal attachment points, so the temporary erosion caused by these features is milder. With the documented accretion observed in recent years along the upcoast reaches, CSE expects the Turtle Point Reach to continue to have a healthy beach condition in the foreseeable future.

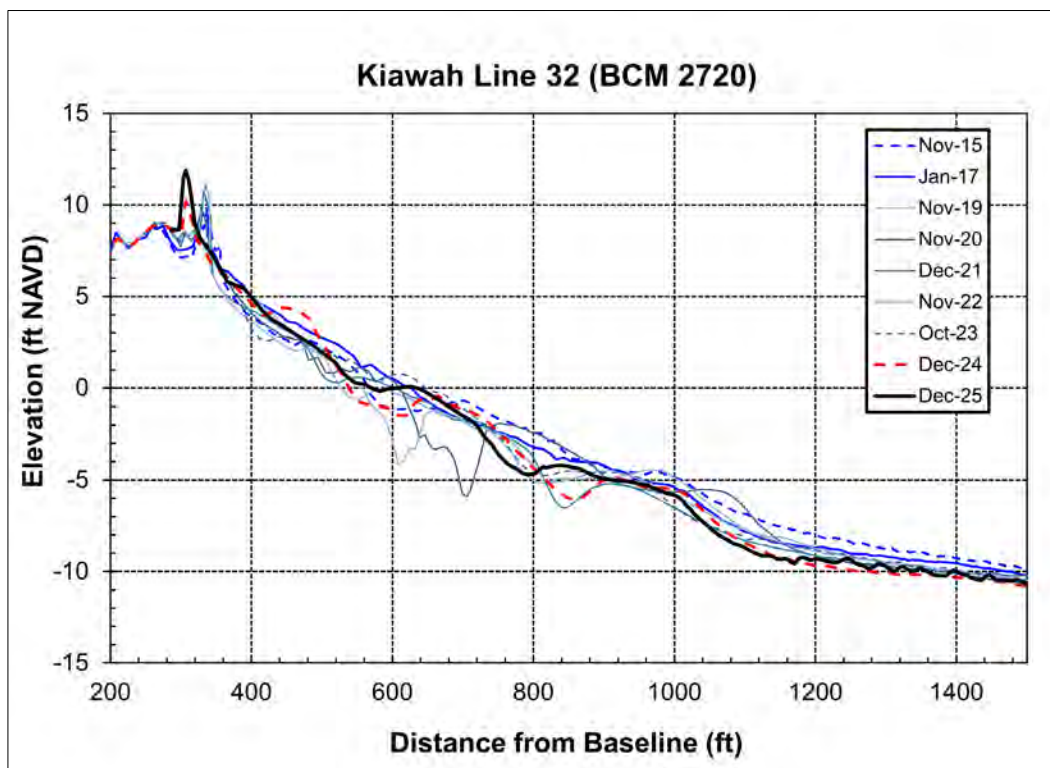
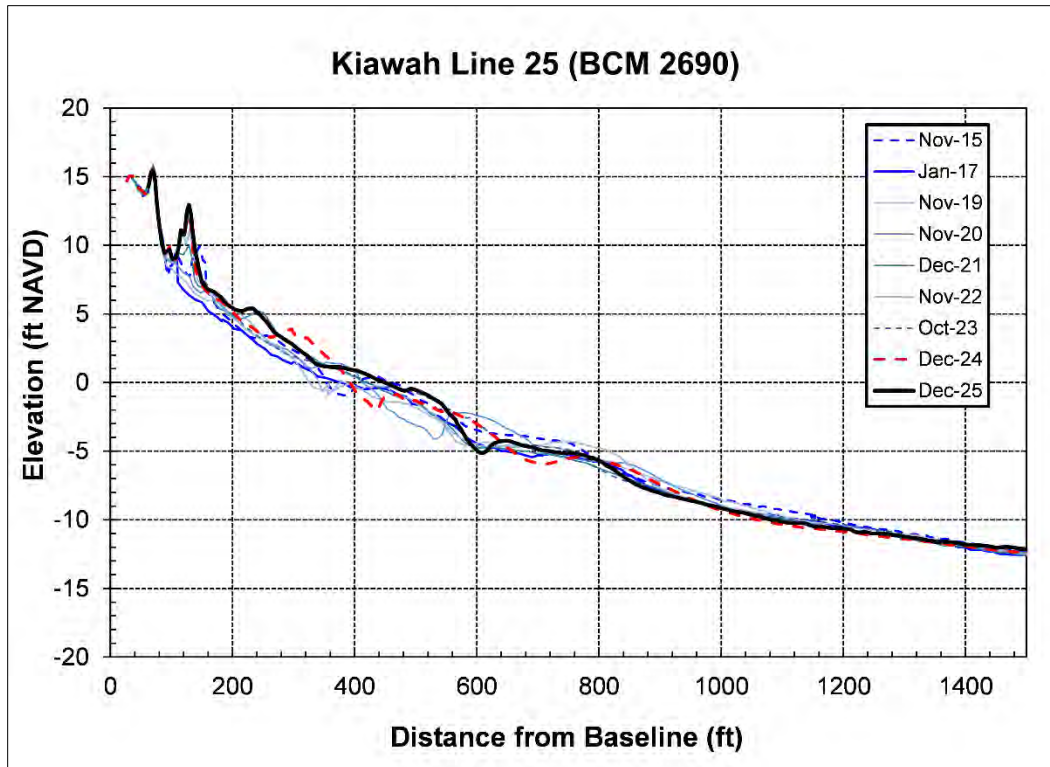


FIGURE 4.15. Profiles from the Turtle Point Reach. In the past couple of years most of the profiles have gained sand near the berm but lost it further down the profile. Note the difference between blue (November 2015 – January 2017) and red/black (December 2024 – December 2025) profiles; the dune ridge was washed away, but a new bar is forming around low tide wading depth. These profile changes are typical of winter or storm beaches.



FIGURE 4.16. Ground photos near Line 28 post-*Irma* September 2017 [**UPPER**], November 2019 [**MIDDLE**], and December 2025 [**LOWER**]. The ramp (red circle) exposed by *Irma* is now hidden behind tall stands of sea oats and partially buried by wind-blown sand.

4.2.2 West Beach Reach

West Beach Reach encompasses 8,820 ft of beach between Lines 10 and 23 (Sand Alley to the 16th tee of Turtle Point Golf Course). Historically, this reach, like Turtle Point, has been relatively stable compared to the other reaches (though it tends to experience more erosion than Turtle Point). Between December 2024 and December 2025, West Beach lost ~26,300 cy (-2.2 cy/ft). Although West Beach has experienced volume loss for a second year in a row, many properties within the reach are sufficiently set back to allow for a substantial vegetated buffer between the ocean and the structures. That said, a number of properties located along Eugenia Avenue in particular contain minimal or sparsely vegetated dune buffers. In this area, a single storm (or series of smaller storms in quick succession) could easily overtop the dune leading to property damage and/or flooding.

The reach lost 3.9 cy/ft of sand from 2007 to 2008 but accreted during every monitoring interval between 2008 and 2014. From 2014 to 2015, the reach was stable overall, although within the reach, the western half eroded and the eastern half accreted. The reach was highly erosional from November 2015 to January 2017 (Hurricane *Matthew*), losing ~136,500 cy (-11.6 cy/ft).

Since January 2017, reach-wide volume changes have oscillated between erosion and accretion, ranging from -5.3 cy/ft (October 2023 to December 2024) to +5.3 cy/ft (November 2017 to January 2019). Individual profiles oscillate between accretion and erosion at moderate rates, ranging from -11.6 cy/ft at Line 21 between January 2019 and November 2019 to +13.4 cy/ft at Line 18 between November 2019 and November 2020. There was a significant loss of sand following Hurricane *Irma* (September 2019), such that between January 2019 and November 2019, the reach lost ~32,500 cy (-2.8 cy/ft). As previously mentioned, sand from the dune shifted lower in the beach profile during the storm but has since migrated back to the upper beach during calmer weather conditions. Between December 2024 and December 2025, most of the lines in the reach lost sand. However, the reach contained ~113,500 cy (9.6 cy/ft) more sand as of December 2025 than in August 2007. The magnitude of loss this year is around 40% of what it was last year.

It is important to note that erosion also occurred at Turtle Point last year, the reach immediately northeast of West Beach. Along the South Carolina coast, sediment transport generally occurs from north to south. As a result, erosion at Turtle Point likely limited the sediment supply to West Beach, contributing to erosion observed last year and again this year. If accretion resumes at Turtle Point, it is likely that sand will subsequently be transported downdrift to West Beach.

Recent profiles from the reach (Fig 4.17) show an improvement in the dry sand portion of the beach above +5 feet NAVD, especially in the foredune. Previous years showed a consistent pattern of erosion of the foredune from 2015 through 2020–2021, leaving a pronounced escarpment on the seaward side of the foredune. As shown in Figure 4.18, the dune receded ~20 ft along the reach. With the combined

effects of hurricanes *Joaquin*, *Matthew*, and *Irma*, and the pre-existing narrower setbacks of structures in the reach, several properties were left vulnerable to erosion. The Town obtained a permit for beach scraping to rebuild the dunes along Eugenia Avenue and seaward of The Sanctuary. This effort restored the storm protection offered by the foredune and improved recreational access to the beach via walkovers. Additionally, these efforts provided a healthier habitat for nesting turtles.

While the dune and overall beach health in West Beach remain in good condition, future monitoring in this area should focus on the width of the vegetated dune immediately in front of Eugenia Avenue. Erosion rates have decreased since last year, and the buildup in the sand supply in Turtle Point should trigger accretion in the near future along West Beach. All the same, a single storm impact can severely damage a dune and expose oceanfront properties (as during Hurricane *Irma* – see Fig 4.18). Based on the elevations measured along profiles in front of Eugenia Avenue (Fig 4.17), the seaward dune toe is located at ~7 ft NAVD. This elevation is approximately 5 ft above the average high-tide elevation at Kiawah Island. So, if a storm were to impact the island at high tide with wave heights of 5 ft the dune along Eugenia Avenue would be severely threatened and extensive erosion would be likely.

To mitigate this risk, the Town and private property owners may consider a proactive dune restoration project along Eugenia Avenue. Such an effort would be possible under a relatively quick general permitting process and would provide necessary protection from high water and storm events.

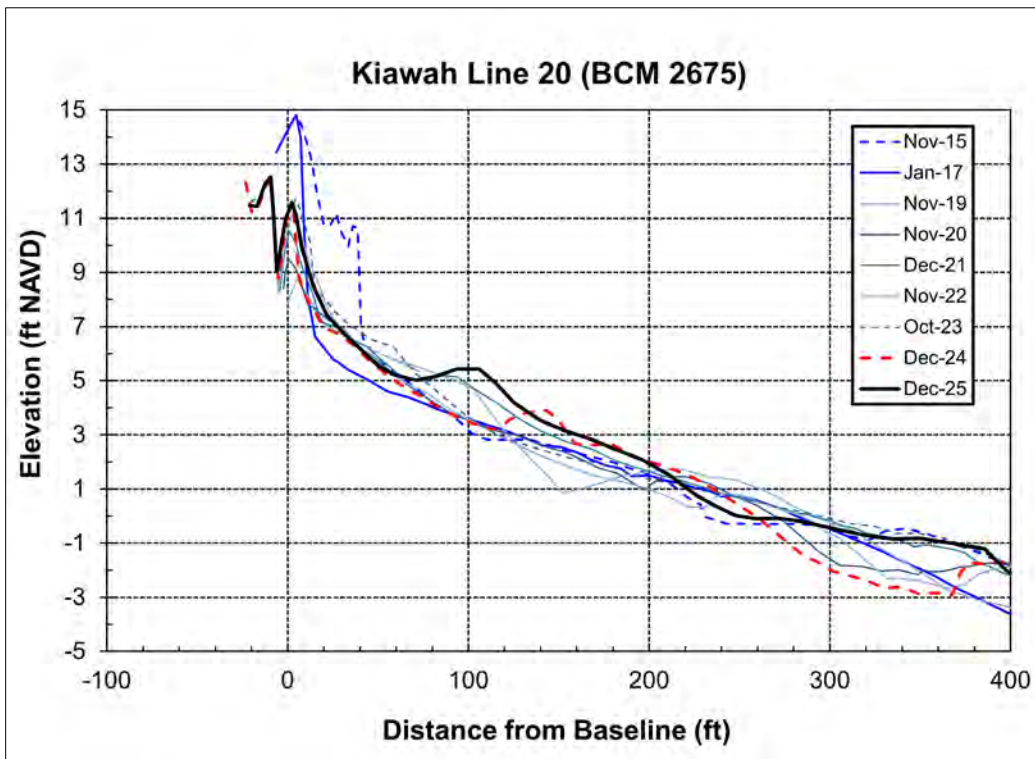
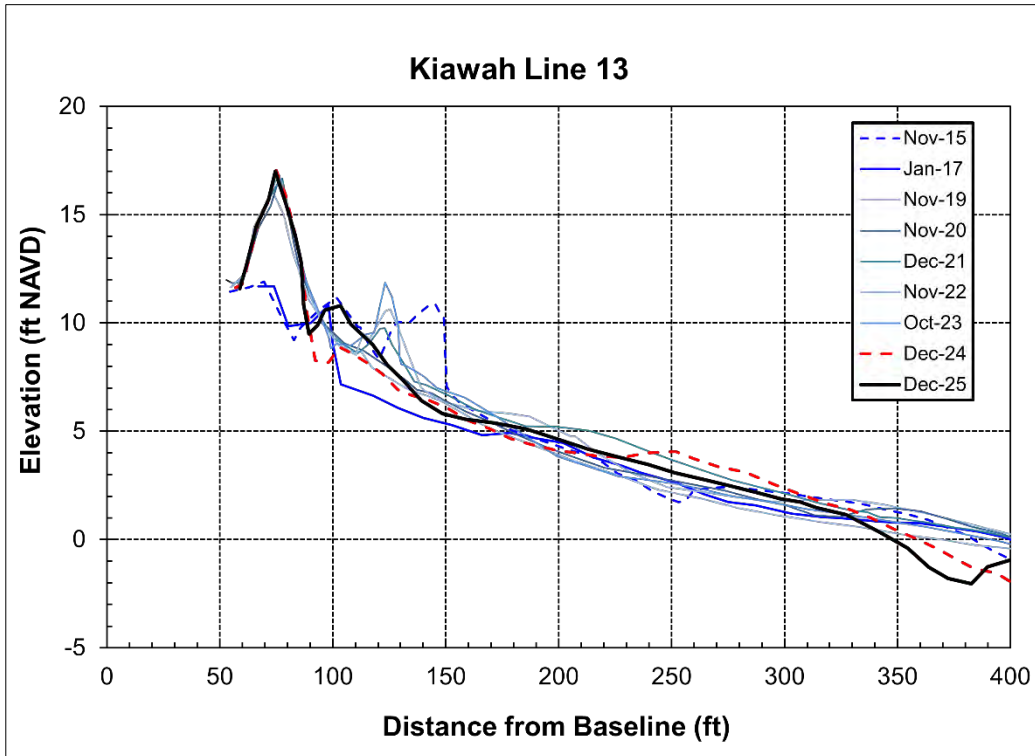


FIGURE 4.17. Representative profiles from West Beach Reach. Much of the reach has experienced erosion of the dune ridge in recent years, which has continued this year. Many of the profiles, including Lines 13 and 20 shown above, are showing the berm is building up despite the erosion.



experienced dune erosion from relatively busy hurricane seasons and nor'easters between 2015 and 2017. Hurricane *Irma* left a particularly noticeable scarp in the dune (see left-hand portion of the top panel above, November 2017). The Town of Kiawah Island elected to scrape the beach to rebuild a protective foredune, and the project has performed well. In December 2024 (bottom-left panel), the dune face was slightly scarped by the wind. As of December 2025 (bottom right panel), there is no escarpment in this area, indicating the dune recovered.

4.2.3 Kiawah Spit Reach

Kiawah Spit Reach encompasses the downdrift end of the island. It acts as a sink for sand transported by longshore currents from upcoast areas and a source for sand exported away toward Seabrook Island. As wave action transports sand to the west, it feeds the spit, causing growth into Captain Sams Inlet and forcing the inlet to migrate toward Seabrook Island (Fig 4.19). Between December 2024 and December 2025, Kiawah Spit gained ~4,400 cy (0.5 cy/ft). Despite this short-term volume increase, the reach has lost ~125,300 cy (-14.2 cy/ft or -0.8 cy/ft/yr) since 2007. More than half of that loss was measured in the January 2017 survey, just three months following the impacts from Hurricane *Matthew* (November 2015 to January 2017 ~-80,900 cy or -7.8 cy/ft/yr). Since January 2017, the reach has lost just ~87,000 cy (-9.9 cy/ft or -1.0 cy/ft/yr).

Many of the changes in this region result from changes in Captain Sams Inlet. Shallow inlets tend to be highly dynamic and can drastically impact adjacent beach volumes. Historically, Captain Sams Inlet would breach Kiawah Spit somewhere along the current Beachwalker Park every ~40 years in a cycle of inlet migration, spit breaching, and channel relocation. The historical corridor of inlet migration spanned from the modern-day Beachwalker Park public access point to the Seabrook Island Beach Club, ~3 miles south and west. Between 1949 and 1983, the inlet migrated approximately 10,000 ft (~300 ft/yr) along this corridor (see Fig 4.14). Studies and negotiations between the developers of Kiawah and Seabrook Islands in the 1970s and 1980s led to a programmatic approach to inlet management wherein the spit breaching and inlet migration process would be managed for the benefit of both communities. By taking control of the breaching and migration process, the program was designed to reduce the hazard of a breach at Beachwalker Park and provide a more regulated, steady supply of sand bypassing the inlet.

As mentioned in Section 4.1.2, Captain Sams Inlet was last relocated in June 2015. This placed the eastern margin of the inlet ~450 ft west of Line 3. The shoreline response of Kiawah Spit following these projects generally follows the same pattern—initially, there is some sand loss along Kiawah Spit as the new inlet equilibrates to wave action and tidal currents. Because the inlet is ebb-dominant, within a few months, bars and shoals accumulate on the seaward side of the channel and serve to feed sand to the adjacent beaches. On Kiawah Spit, this typically results in a seaward deflection of the MHW contour moving from east to west. This seaward deflection is an artifact of higher beach volumes in this area, due to the presence of ebb shoals associated with the relocated inlet. This is the mechanism by which the inlet relocations help reduce the chances of an unmanaged breach along Kiawah Spit.

5.0 COASTAL RESILIENCY UPDATE

5.1 Weather and Climate Conditions, January 2025 to December 2025

Weather and climate data are gathered from outside sources (all NOAA-supported) to compare observed changes to the beach and environmental conditions. Data reported in this document covers the period from January 2025 to December 2025 (the same as the survey data presented herein). Wind data are compared to historical data covering the period from 1945 to 2025.

Real-time and historical hourly wind data from across the United States are aggregated by the Midwestern Regional Climate Center (MRCC), a cooperative program between offices of the National Oceanic and Atmospheric Administration (NOAA) and Purdue University (<http://mrcc.isws.purdue.edu/>). The closest operational station to Kiawah Island is Charleston International Airport (FAA identifier – CHS) in North Charleston.

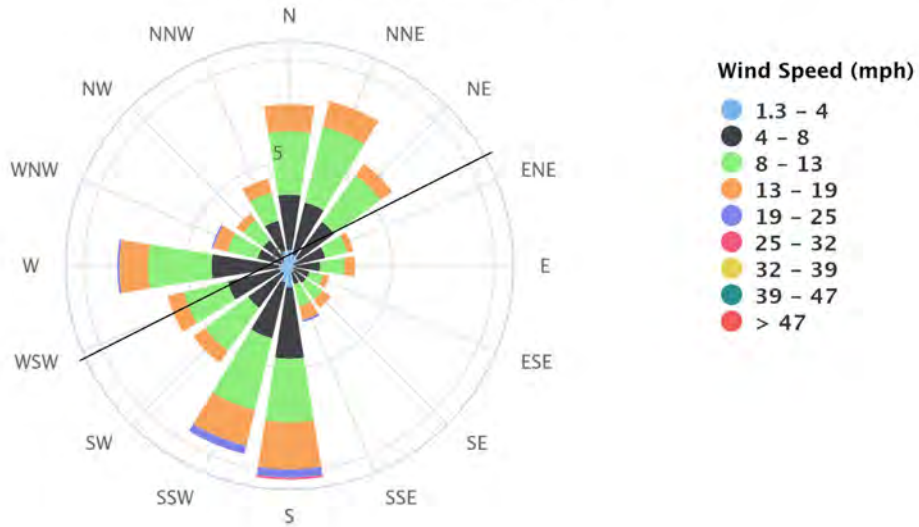
Winds along Kiawah are bimodal (typical for the southeastern coast), with predominant winds from the north-northeast and prevailing winds from the south-southwest. After averaging the wind data for this year, it yields easterly winds from ~176°. Relative to the shoreline azimuth (see Fig 5.1), these drive more wave energy from easterly components, leading to net westerly transport along the beach. Nor'easters, which generate the highest frequency of strong winds, are partially sheltered by the shoals of Stono Inlet, lessening wave exposure along the oceanfront. In a given year, it is entirely plausible that most of the sand transport occurring around Kiawah Island is driven by non-tropical nor'easter-type storms. The peak observed wind speed was on 11 January 2025 with a gust of 43.0 mph. The maximum wind speed from 2010 to 2025 was 99.3 mph, observed during Hurricane *Dorrian* in September 2019.

According to the data from MRCC-NOAA, between January 2025 and December 2025, there was a weaker northerly component of the winds than typically occurs in the Lowcountry. The typical proportion of winds from that half of the compass represents ~43 percent of the total observed from 1945 to 2025, while from January 2025 to December 2025, these winds represent about ~41.5 percent of the observations. Compared to long-term observations, this suggests there may have been slightly weaker storm winds between January 2025 and December 2025. NOAA buoy data also show a weak northerly component during the same period.

Meteorological and oceanographic data are recorded by the National Data Buoy Center (NDBC) Station 41004 ('Edisto'), ~50 miles due east of Kiawah Island. This is the closest station recording continuous wave data for the entire period.

*The normal convention for wave direction is the direction of propagation, whereas winds are recorded by the direction of origin. Thus, waves at ~132° are moving to the southeast, whereas winds from 132° are blowing toward the northwest.

**Wind Rose, Charleston Intl Airport,
December 1945 to December 2025**



**Wind Rose, Charleston Intl Airport,
January 2025 to December 2025**

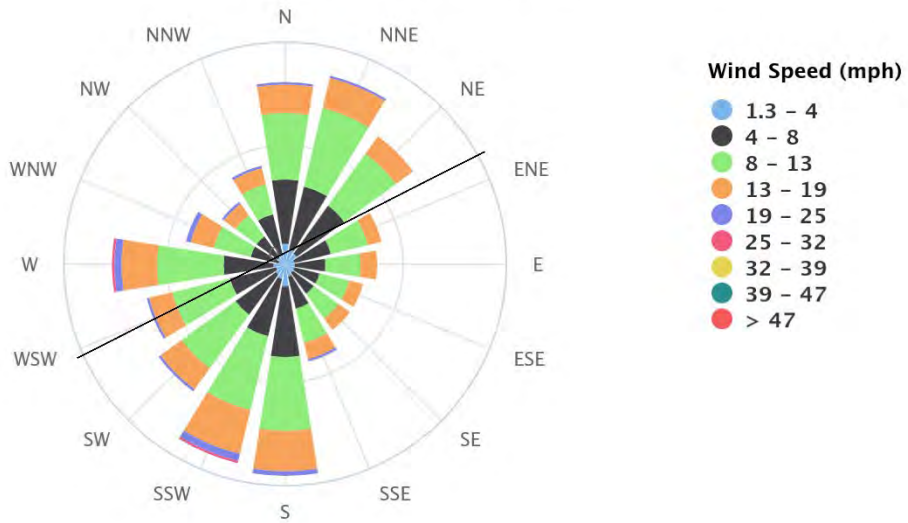


FIGURE 5.1. Wind roses showing direction and magnitude of winds observed at Charleston International Airport from December 1945 to December 2025 [UPPER] and from January 2025 to December 2025 [LOWER]. The line across the wind rose indicates the average shoreline orientation along Kiawah Island (~75° N). Winds observed over the course of 2025 have featured a smaller proportion of northerly winds than reported in the long-term record.

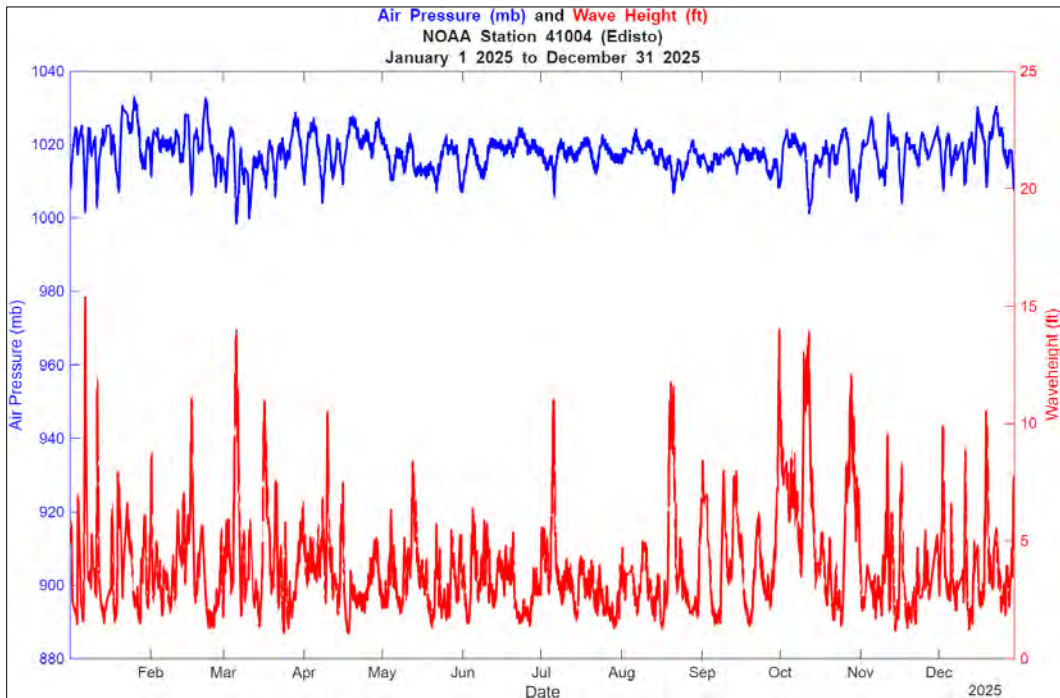


FIGURE 5.2. Atmospheric pressure and wave height at NDBC 41004 from January 2025 to December 2025. Atmospheric pressure only dipped below 1000 mb a few times, displaying the subdued storm season in 2025. Wave height above 10 feet also dropped in 2025 compared to historical trends. There were 197 times in 2025 where waves were greater than 10n ft versus the historical average of 211 times a year from 2010 to 2025.

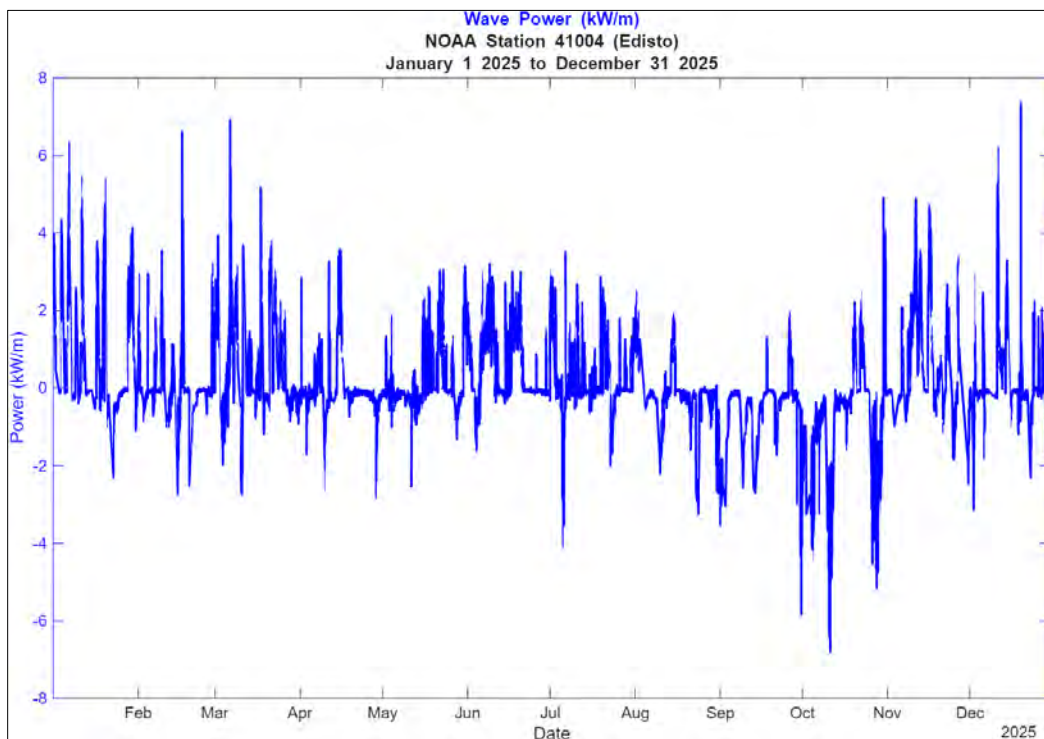


FIGURE 5.3. Wave power (in kW/m) and wave height (in m) for NDBC 41004 from January 2025 to December 2025. Wave power is a useful parameter for determining the relative magnitude and direction of wave energy in a longshore direction along a beach. Positive values indicate waves move from south to north (easterly transport), while negative values indicate predominance of north-to-south (westerly) transport.

The average wave height from January 2025 to December 2025 at Station 41004 was ~3.7 ft, with an average wave period of ~7.6 seconds. The maximum observed wave height was ~15.4 ft during a nor'easter on January 6th, 2025. The average wave direction was ~142°.

Following the relatively energetic hurricane seasons of 2015 (*Joaquin*) through 2019 (*Dorian*), the Lowcountry was spared from significant impacts due to tropical cyclones between 2020 and 2025. This period of relative quiet allowed beach-dune systems to replenish, a development reflected in some of the ground condition photos discussed in Section 4.2.2. With the addition of a shoal bypass event along the East End of Kiawah Island currently in its final stage (see Section 4), continued maturation of beach-dune vegetation, and improved dry beach widths are expected until the next major storm event.

Atmospheric pressure dropped below 1000 millibars (mb) ~88 times per year from 2010 to 2025, and only fell below 1000 mb about ~15 times from January 2025 to December 2025 (Fig 5.2). Pressure did not dip below 990 mb at all during this period.

Most Category 1 hurricanes typically exhibit central pressures around 980–990 mb, while many nor'easter-type storms have central pressures below 1000 mb. While there were no significant storms that made landfall in South Carolina this past year, there were several tropical systems and other storms that affected the area. This includes Hurricane *Erin* that passed offshore South Carolina around August 20th. Also, during the past year, South Carolina had an unusual amount of persistent higher tides that affected much of the coast, especially during storms.

Like atmospheric pressure, wave height is an easy parameter for distinguishing the relative intensity of storm events. However, atmospheric pressure and wave height are imperfect measures because these are simply proxies for the physical processes that produce beach erosion (eg – a more energetic surf zone with longshore transport in a particular direction, occurring in phase with a high tide).

The fundamental driver of beach erosion is variation in sediment transport. An increase in erosion indicates more sand is being transported away from a location than toward it. Over time, this reduces beach volumes. Sand transport increases exponentially with shear stresses generated by currents and wave action, such that a doubling of current velocity or wave height will increase sediment transport rates several times over. This helps explain why even minor storms can produce significant erosional losses along the coast. Engineers and scientists use measurements of wave properties like height, length, and speed to estimate the magnitude of energy exerted by a single wave crest. The estimate is expressed as 'wave power' in kilowatts per meter of crest length (kW/m). Because sand can migrate

either way along a beach, wave power must be adjusted so that waves generating southerly transport (north to south) and northerly transport (south to north) can be differentiated.¹

To accomplish this, wave power can be calculated so that northerly (south-to-north) transport is measured above zero (positive) while southerly transport (north-to-south) is measured below zero (negative). The estimated wave power at Kiawah from January 2025 to December 2025 is shown in Figure 5.3. The larger-magnitude and positive wave power values in the winter months represent the passage of low-pressure tropical cyclones and nor'easters. In contrast, lower-magnitude and negative values during the summer, spring, and winter months indicate calmer seas.

From January 2025 to December 2025, the average wave power was .26 KW/m, indicating northerly transport. This trend is the opposite of last year, where southerly transport dominated the survey period. As expected, the average northerly transport was 1.41 Kw/m, five times the magnitude of the southerly transport of -0.27 KW/m. A strong seasonal signal persists such that northerly-directed wave power dominates the spring and summer, while southerly-directed wave power dominates the fall. Given that the storm season for South Carolina was relatively tame compared to years prior, it makes sense that there is not a significant southerly transport because the fall was subdued.

Typically, offshore at the Station 41004 buoy, northerly waves tend to dominate the spectrum over the long-term, but the strongest waves are southerly-directed. However, this year the strongest magnitude wave energy indicated northern-directed with a value of 7.37 KW/m. This is compared to the strongest southerly-directed of -5.84 KW/m. Not only does the strongest wave trend this year go against the historical trend of the buoy, but also against the historical trend of the South Atlantic Bight. In many locations along the South Atlantic Bight, this observation matches beach volume changes wherein seasonality in wind and wave directions can trigger alongshore shifts in beach volumes; however, long-term averages show longshore transport from north to south in most locations. It continues to demonstrate that the fall this past year was calmer compared to historical trends.

The difference between offshore and nearshore measurements is a crucial point to consider in interpreting these data. Sediment transport is primarily influenced by wave height, which is modified by the refraction of wave energy around ebb-tidal deltas and tidal currents near inlets. Moreover, wave height varies alongshore within a single reach due to these factors, as well as others—and Station 41004 is located ~40 miles from Kiawah. All this is to say, offshore buoy data are an imperfect representation, but remain valuable for comparing long-term records.

¹ Notwithstanding this common convention for wave analyses, the mean shoreline azimuth along Kiawah Island is ENE to WSW. Therefore, “north to south” wave energy actually moves sand from Stono Inlet to Captain Sams Inlet in a WSW direction.

5.2 Sea Level Conditions and Trends

Sea level rise (SLR) is a concern in coastal communities due to the potential for increased flooding and beach erosion. While global trends of sea level show widespread increases in water levels over the past few decades, regional- and local-scale observations indicate a significant amount of variability. For instance, yearly sea level rise rates vary by ~ 0.1 in/yr between the VA/NC Outer Banks and the SC/GA Lowcountry (NOAA 2020). This quantity represents $\sim 2/3$ of the average SLR rate measured at Charleston since 1947 (~ 0.17 in/yr; NOAA 2024).

The closest SLR observation station to Kiawah Island is a tide gauge located at the Cooper River entrance channel in Charleston, ~ 10 miles northeast of Stono Inlet. This station (NOAA 8665530) is part of a nationwide network of observation stations. Water level data have been collected almost continuously at Charleston since 1921. De-trending the SLR data allows us to observe fluctuations in the rate of SLR around that average long-term rate. Some years will experience a more rapid increase in water levels, while others will experience a slower increase or even a decrease. Polynomial trend lines plotted over de-trended mean sea level observations from 1921 to 2025 suggest there is a ~ 20 - to 30-year cycle where water levels are ~ 1 to 2 inches higher or lower than the long-term mean (Fig 5.4). This pattern has been observed at other locations along the US East Coast as well (see CSE 2020) and seems to agree with modeled estimates of SLR variability at regional and sub-regional scales (see Piecuch et al, 2018).

Calculating SLR rates based on running averages of mean sea level (MSL) helps smooth the long-term curves and reveals a shorter-term, ~ 5 to 10-year cycle wherein SLR rates vary by as much as ~ 2 – 3 inches between given years ('moving average,' Fig 5.4; 'Change from 2-year Average MSL', Fig 5.5). Because these cycles are shorter relative to the overall data observation period, they are more easily verified against the long-term record than the 20-year sea-level cycle. As of December 2025, the long-term polynomial trend line and 2-year running averages suggest year-to-year SLR rates around Charleston will likely continue to increase (see green curve, Fig 5.5). However, because Kiawah is adjacent to a large tidal inlet (Stono Inlet), background change in SLR will have a subdued effect on beach erosion compared to a 'strand-type' shoreline with no inlets or shoals.

Sea level rise by itself does not cause erosion, but it results in beach narrowing as the mean tide level moves up the shoreface slope. Sea level controls the elevation at which waves move sand, which is of primary concern when looking into the future. If sand volume is neither gained nor lost at a particular locality along Kiawah Island, 4 inches of SLR (the approximate increase since 1980) will produce an apparent shoreline recession of 8–10 ft. As this happens, the dry-sand beach elevation will also gain height due to storms overtopping the berm and washing sand toward the toe of the dune. So, even with no volume lost, the narrower beach provides less protection to oceanfront development.

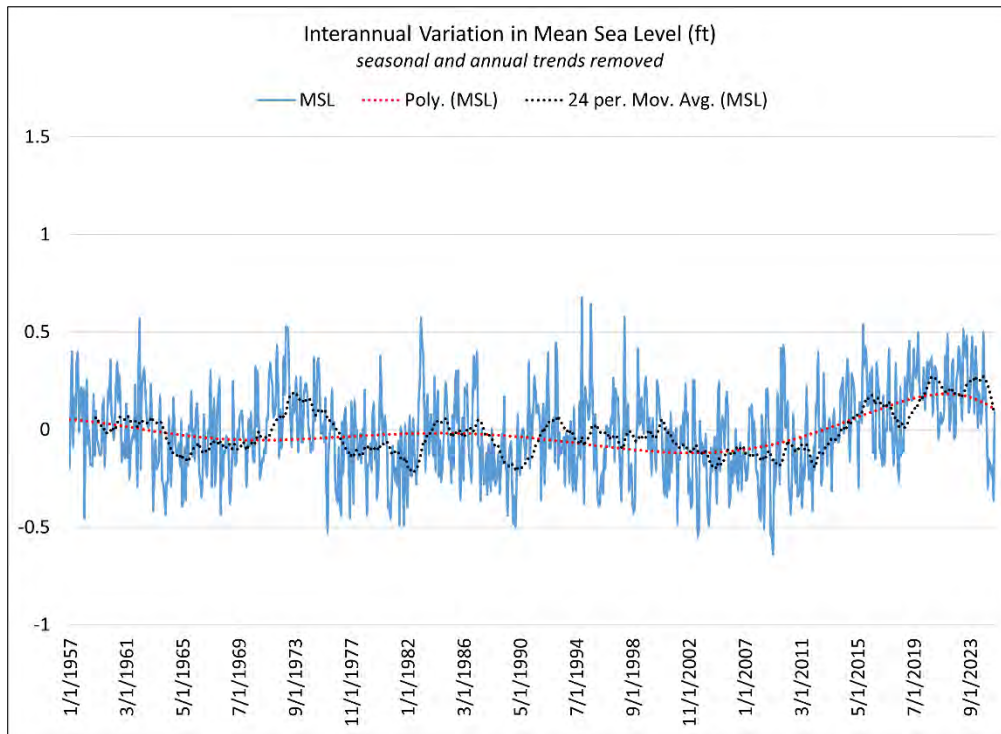
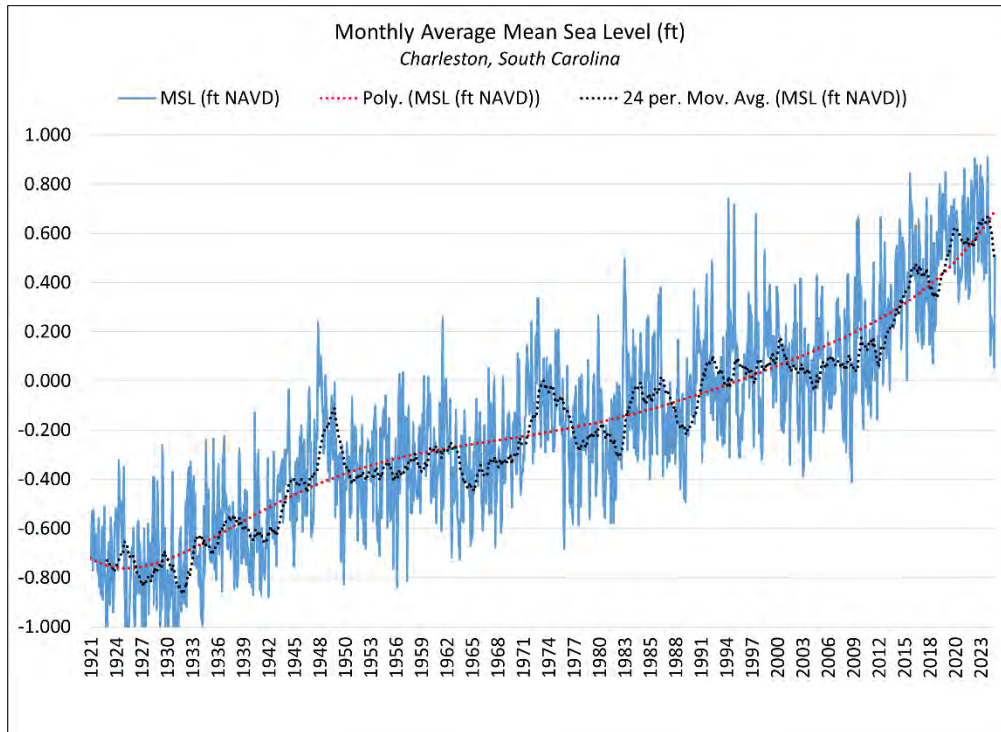


FIGURE 5.4. [UPPER] Interannual variations in MSL, with long-term linear and seasonal trends **not** removed. **[LOWER]** Changes in MSL with the linear trend removed from the data. This curve shows us how SLR rates vary around the long-term mean. A polynomial trend line (sixth order) plotted over the curve helps to visualize oscillations in MSL observed since 1957 at Charleston. The maximum difference between observed and average MSL over these 20-year periods is on the order of ~3–4 inches. Shorter-term (~5–10-year periods) oscillations move about that longer-term trend, as well.

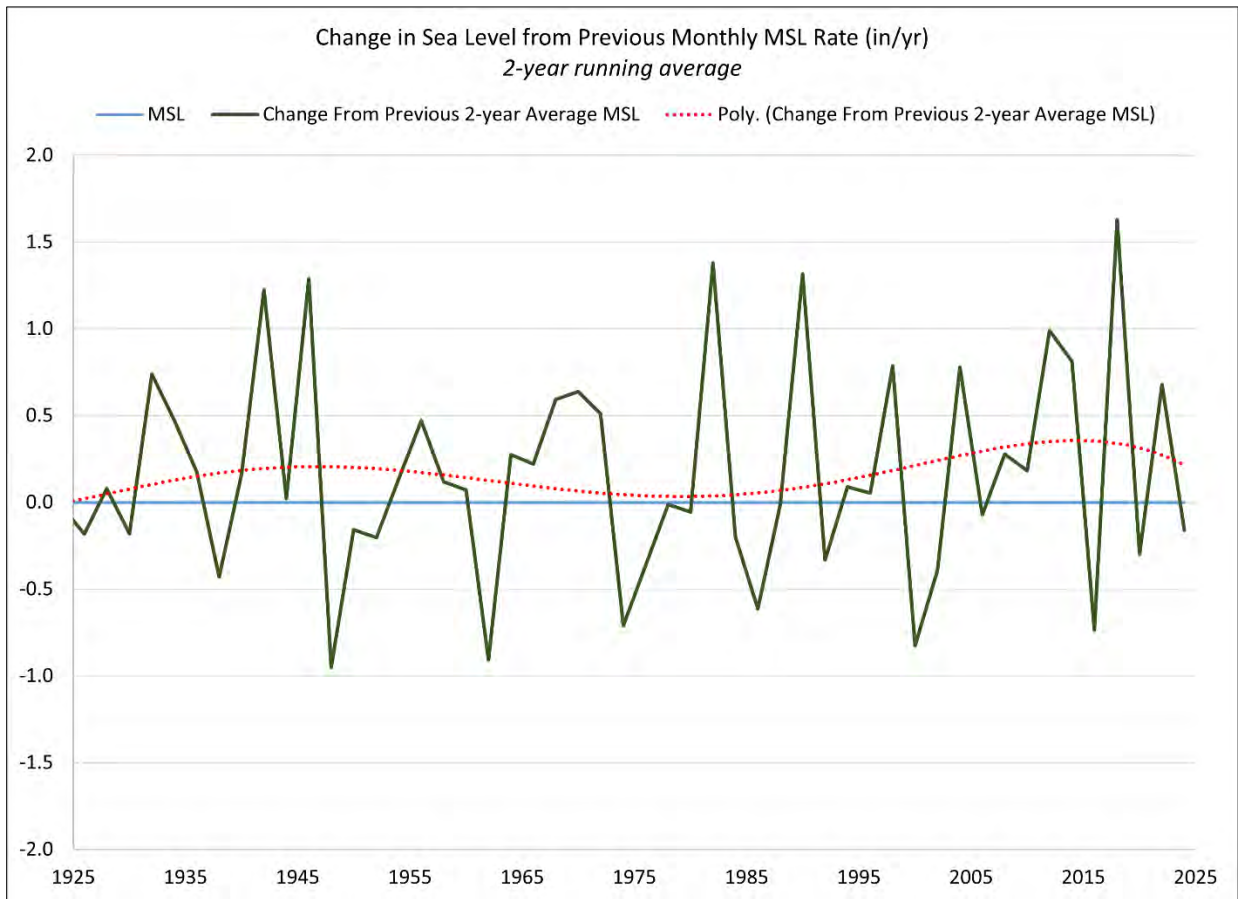


FIGURE 5.5. Differences in MSL calculated at Charleston Harbor for 2-year periods. The green line represents the difference in 2-year moving averages of water levels. The red dotted polynomial trend line represents a moving average of the green curve. This de-trended moving average curve helps identify oscillations in SLR rates around the long-term mean SLR rate.

5.3 Flood Vulnerability

While analyzing past sea level trends helps predict changes in the short-term (eg – years to decades), longer-term future sea level trend projections are more useful for strategic planning within coastal communities. To that end, NOAA and several national and international organizations regularly update future sea level projections. Recent observations in global SLR trends and research into the effects of various physical phenomena on sea levels enable more confident projections of future sea levels. The latest regional projections of average SLR by 2100 within the Southeast US range from ~1.5 ft to ~7 ft (Sweet et al 2022). These projections are based on modeled values of future emissions, shifts in ocean circulation, vertical movements in the Earth’s crust, and changes to Earth’s gravitational field and rotation. For reference, the highest astronomical tide (aka ‘King Tide’) brings water levels ~3 ft above MSL at Kiawah Island. So, the water levels observed during those King Tide events represent the higher range of projected MSL by ~2060 and the lower to intermediate projected MSL by ~2100 (Fig 5.6).

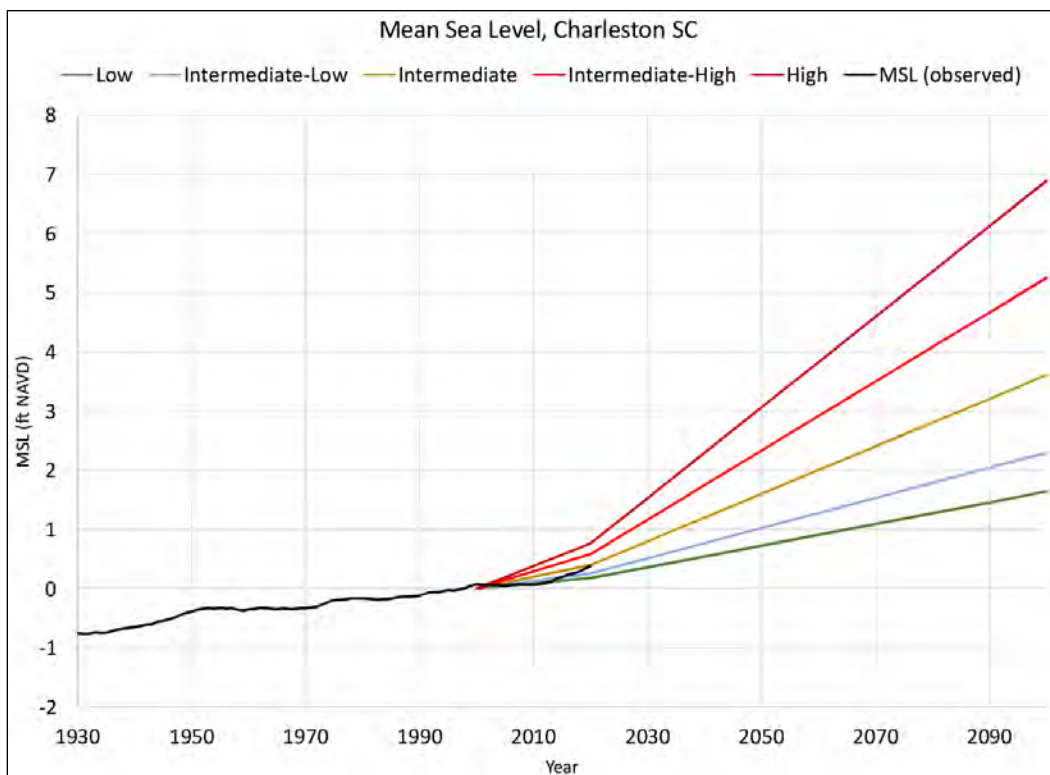


FIGURE 5.6. Projected MSL values at Charleston average ~2 ft by 2060, and ~4 ft by 2100 according to Sweet et al 2022. Although lower and higher values are possible, these averages are statistically more likely based on the latest future SLR model projections. The IPCC (2021) advised that SLR will continue through the end of this century regardless of any extra mitigation measures to reduce global warming. They concluded that a rise of at least 2 ft by 2100 has a high probability. Variations between that global estimate and regional estimates provided by NOAA are due to fluctuations in MSL related to vertical movement in the Earth’s crust and shifts in ocean circulation.

Coastal communities are becoming more aware of the subtle differences in these impacts as they begin to feel pressure from sunny-day ‘nuisance’ floods (see Sweet et al 2018, Sweet et al 2020, Sweet et al 2022). Such floods will tend to impact low-lying sheltered shorelines, including causeways over the marsh or backyards fronting sheltered estuaries. Just a small super-elevation of the tide can quickly overtop a road that is barely above normal spring tide levels. On the other hand, locations on the open ocean generally don’t experience nuisance floods the same way. This is because dry beach elevations are typically driven by the uprush limit of waves at high tide. This creates the beach width that allows wind-blown sand to build dunes vertically just landward of that elevation. Thus, higher wave action along the oceanfront leads to relatively high elevations compared to the lagoon side of barrier islands, where there is less wave energy to build elevation above marsh and creek habitats.

Figure 5.7 shows a series of satellite images of Kiawah Island with potentially flooded areas under a range of SLR scenarios between 1 ft and 4 ft. It becomes apparent with increasing SLR that flooding will propagate inland from estuarine habitats and be more impactful along the mainland-facing shorelines of Kiawah Island than the ocean-facing beaches. NOAA provides an easy-to-use ‘Sea Level Rise Viewer’

(SLRV; see <https://coast.noaa.gov/digitalcoast/tools/slr.html>) to help people identify local variations in flood impacts under different SLR scenarios. This tool allows users to specify water levels and then generate inundation maps showing MSL as well as depth in previously dry areas. Shapefiles are available for download through this user interface; these shapefiles were used by CSE to generate Figure 5.7, which shows future MHHW elevations plus 1 ft, 2 ft, 3 ft, and 4 ft for Kiawah Island. These types of data-viewing applications are useful for determining when certain SLR scenarios start to impact a particular property.

At present, all properties on Kiawah Island remain above MHHW, except for a few stormwater ponds and the East End marsh. Thoughtful site planning around the island by the original developers, and a continuation of that ethos into the present day, has resulted in Kiawah Island not exhibiting the same degree of vulnerability to SLR as seen in some other communities around South Carolina. As a result, SLR of 1 to 2 ft is not likely to threaten many properties along the central and western portions of the island. Low-lying properties on peninsulas extending into the marsh along the island's eastern third may experience more significant flooding. At least 1 ft of SLR is all but guaranteed by 2050 (Sweet et al, 2022).

When MHHW increases from 2 ft to >3 ft above present, particularly along the eastern third of the island, low-lying properties and infrastructure bordering Bass Creek or much of Governors Drive would see an increase in nuisance flooding and greater storm tide elevations. The most significant impacts will be felt when MHHW increases to 4 ft above present, at which point much of the island will be threatened with inundation at each high tide.

On the oceanfront, SLR of 3 ft and 4 ft could trigger a mixture of impacts. The first 2 to 3 rows of beachfront homes would likely remain high and dry, despite a 4-ft rise in MSL. However, infrastructure connecting those homes to the mainland may be compromised if MHHW reaches elevations greater than 4 ft above its present level. The most significant expansion in flooding on the island will occur under these scenarios, so monitoring the measured rate of SLR in the coming decades will be critical for adequate advance notice for planning and mitigation purposes. A 3-ft increase in MSL is possible under the 'Intermediate' scenario by ~2090 (see Fig 5.6), whereas a 4-ft SLR under the same scenario is not expected until after 2100.

It is important to remember that with a significant rise in MSL, the various flood elevations will also increase. If present V-zone flood levels along Kiawah's oceanfront are around 15 ft NAVD, they are expected to increase to at least 17 ft NAVD by 2100. Alternatively, today's 100-year flood elevation will become a 10- or 25-year flood elevation some decades from now. The impact will be much more frequent damaging storm surges.

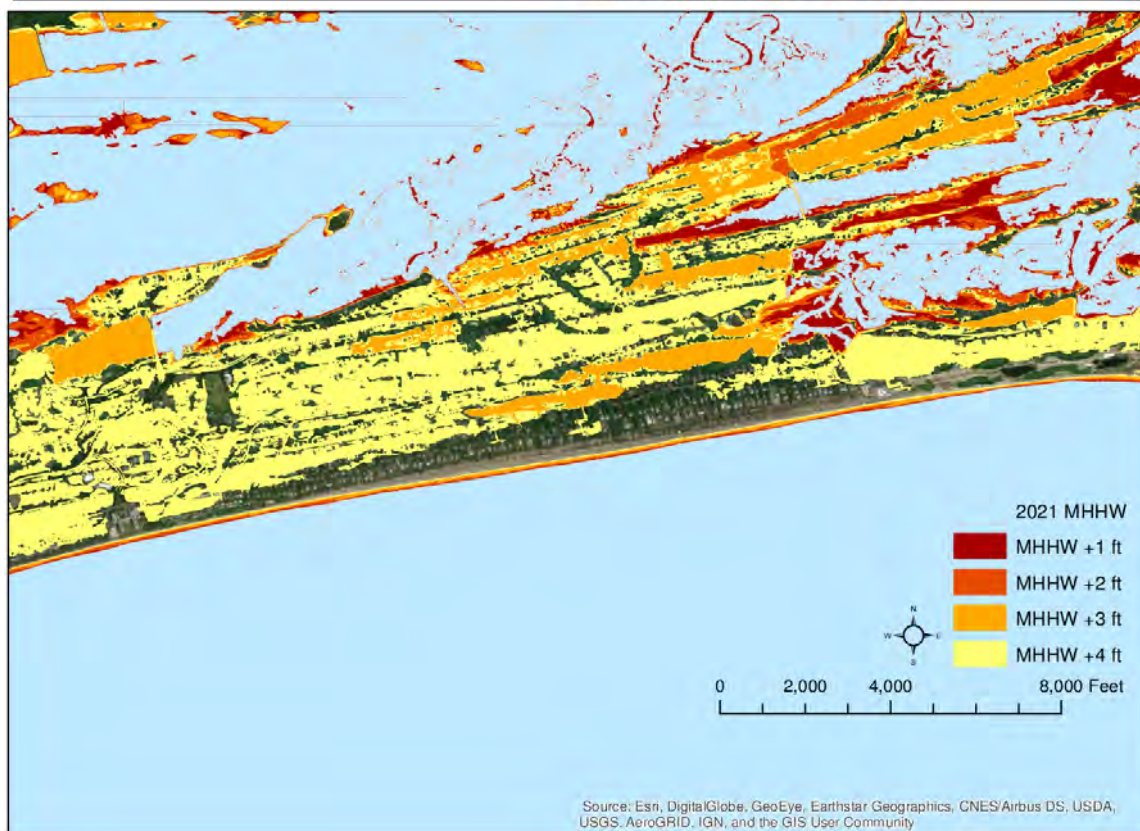
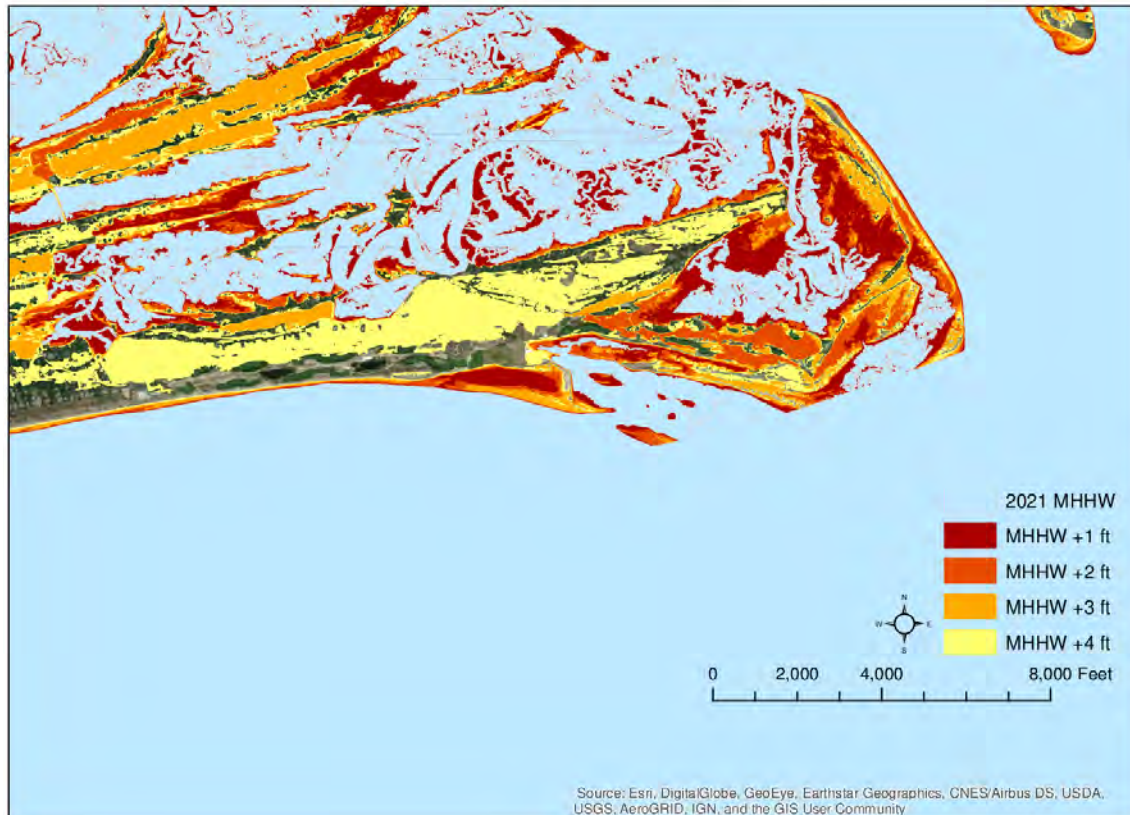


FIGURE 5.7. Inundated areas under MHHW +1, 2, 3, and 4 ft around western (UPPER) and central (LOWER) Kiawah Island. Dark green areas are the highest ground.

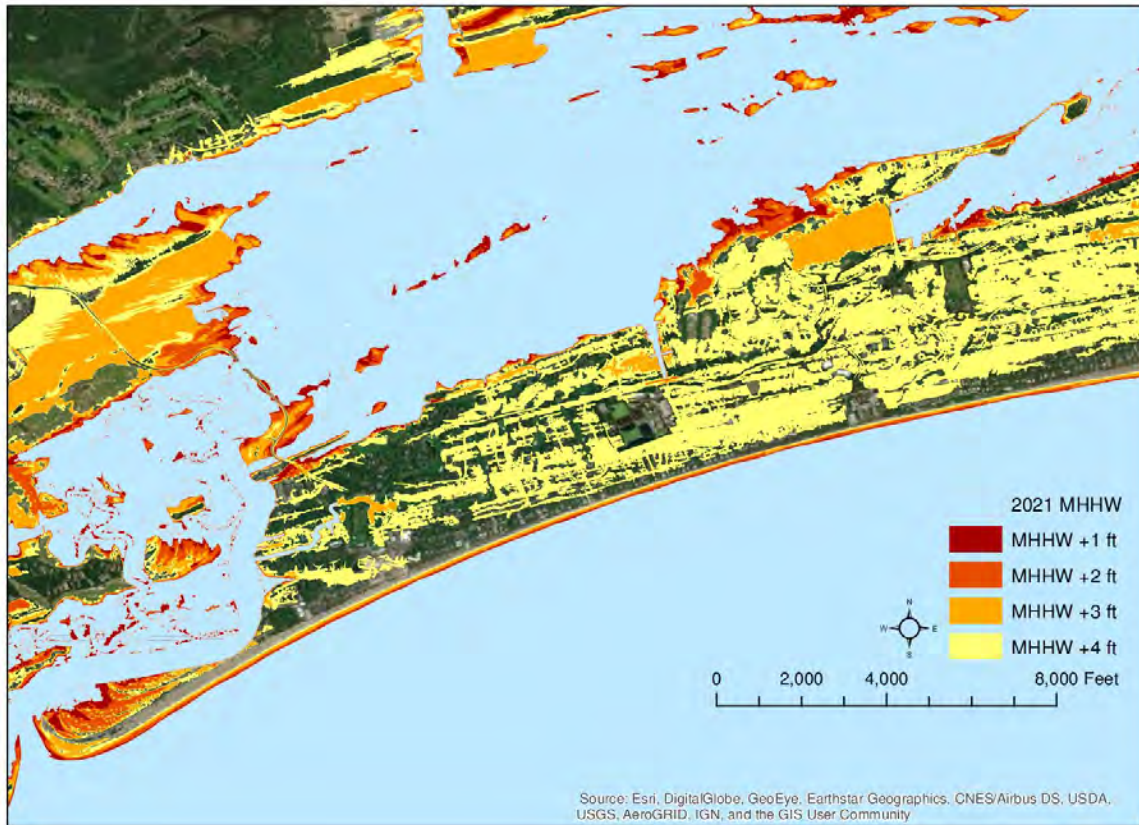


FIGURE 5.7(cont). Inundated areas under MHHW +1, 2, 3, and 4 ft around eastern Kiawah Island. Dark green areas are the highest ground.

6.0 FINDINGS AND RECOMMENDATIONS

Kiawah Island gained a total of ~178,100 cy (3.1 cy/ft/yr) of sand between December 2024 and December 2025, a welcome change compared to last year's net erosion (~-607,000 or -10.6 cy/ft). This continues the trend in island-wide recovery of volume lost between 2014 and 2019. Over that five-year period, the island lost ~1.9 million cy (-34.1 cy/ft or -6.8 cy/ft/yr) of sand. Since 2019, relatively quiet conditions and a shoal bypassing event have triggered the accretion of ~1.1 million cy (+20.0 cy/ft or 3.3 cy/ft/yr).

Over the next year, it is likely that erosion will persist along the East End and the new packet of sediment migrates towards the Ocean Course, Turtle Point, West Beach, and (to a lesser degree) Stono Inlet reaches. Although these changes are expected to be generally positive—in keeping with the long-term positive sediment budget for the Kiawah Island beachfront—there are four locations to monitor for potential vulnerabilities. These vulnerabilities represent opportunities for proactively recognizing or mitigating hazards, but as of December 2025, they are not yet fully emergency situations:

- 2015 East End project area: Natural flushing channels are mostly closed near the Ocean Course clubhouse, but can rapidly reappear. CSE has prepared a permit application for manipulating flushing channels to reduce the risk of damage to the Ocean Course. This project will be the third East End channel relocation project.
- Stono Inlet: Marsh basins located between the Ocean Course and the eroding shoreline described in Fig 4.3 will allow rapid landward advance of the MHW contour toward the eastern end of the Ocean Course (holes 4 and 5). While there is still a significant buffer present, future erosion is likely and may warrant proactive mitigation.
- Eugenia Avenue: A long-term erosional hotspot persists in this location, where storms have repeatedly triggered relatively severe dune erosion (particularly by Kiawah Island standards). The Town and/or private property owners should evaluate options for proactive and/or reactive beach management of this area. Alternatives could include importing upland sand, small-scale nourishment, or post-storm dune restoration.
- Kiawah Spit: Erosional trends over the past 10 years have resulted in narrowing of the neck of Kiawah Spit. If this trend continues, it is possible that an unmanaged breach may occur in the next 20 to 25 years, with no severe storm impacts, or with a shorter time limit in the event of severe storm impacts. A breach of this area would bring significant impacts to Beachwalker Park and developed properties north of the spit.

CSE recommends the Town consider sponsoring a detailed risk assessment of its ocean-facing shorelines. Such an assessment would be communicated in a report, which could be used as a guidance document by the Town for project planning and/or prioritization for many years following publication.

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7.0 ACKNOWLEDGEMENTS

Sponsored by the Town of Kiawah Island, this report is the 19th in a series of annual beach monitoring reports following the 2006 East End beach restoration project.

We thank Mayor Bradley Belt and Jim Jordan (town wildlife biologist) for coordinating CSE's work and providing access to the project site and related information on natural changes at the eastern end.

Drew Giles and Jake Rotureau directed CSE's field surveys. Data reduction and analysis were accomplished by Drew Giles and Scott Finnis with assistance from Patrick Barrineau and Jyothirmayi Palaparathi. Scott Finnis and Patrick Barrineau wrote the report with production assistance from Carrie Marks and Trey Hair.

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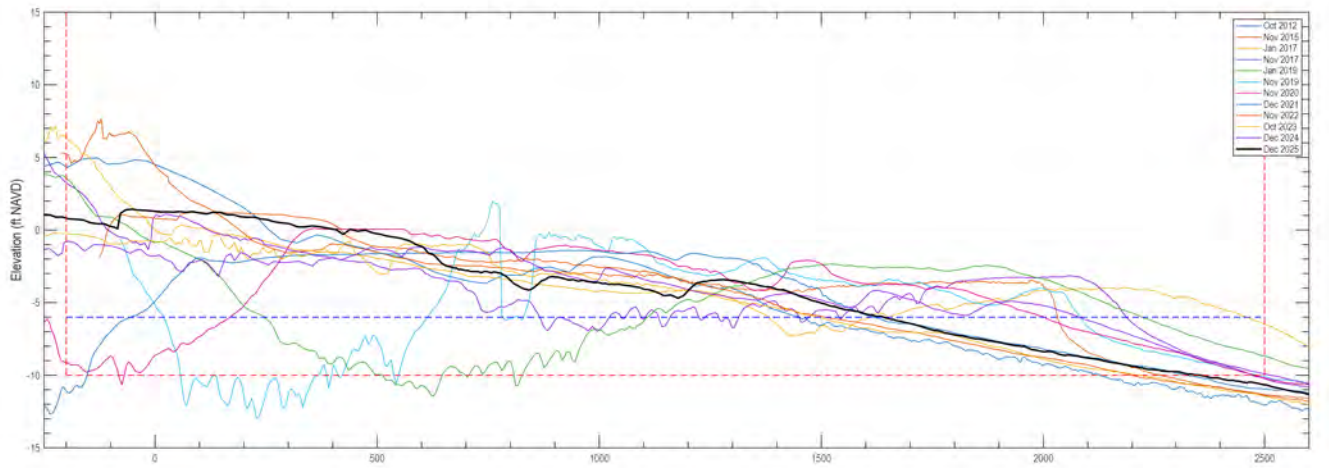
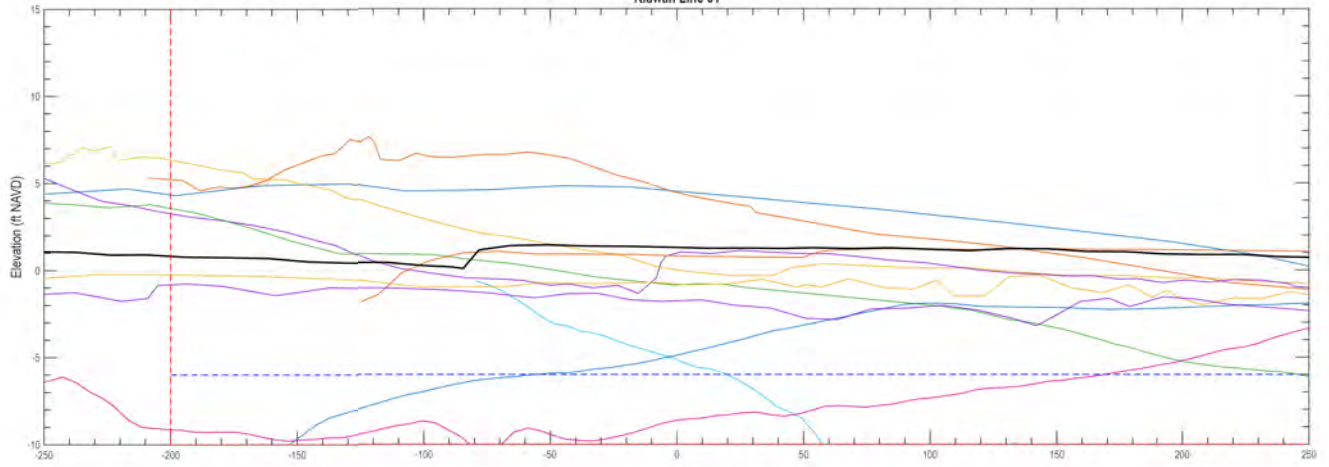
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APPENDIX A

CSE Profiles

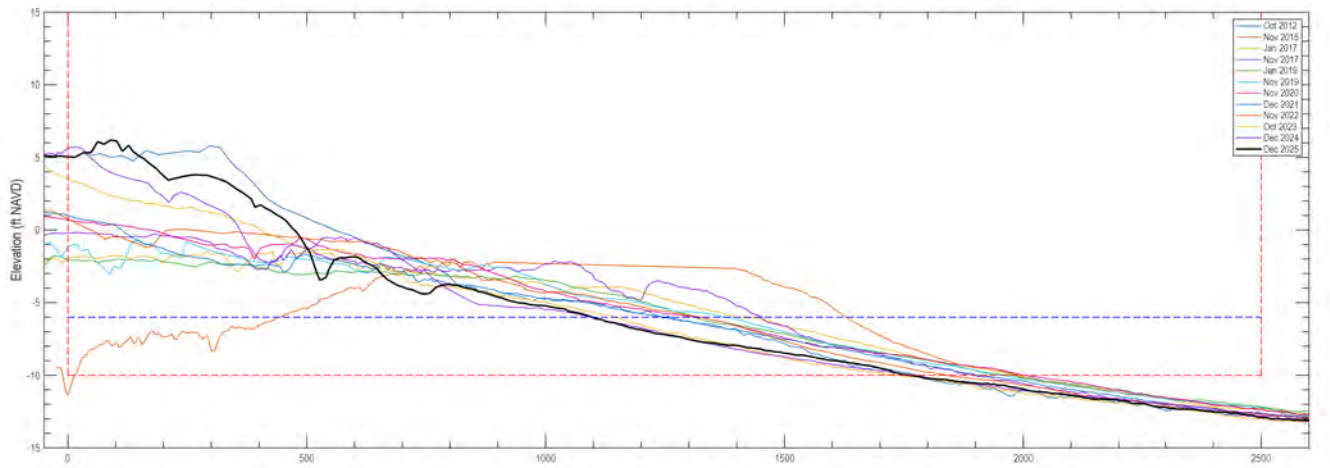
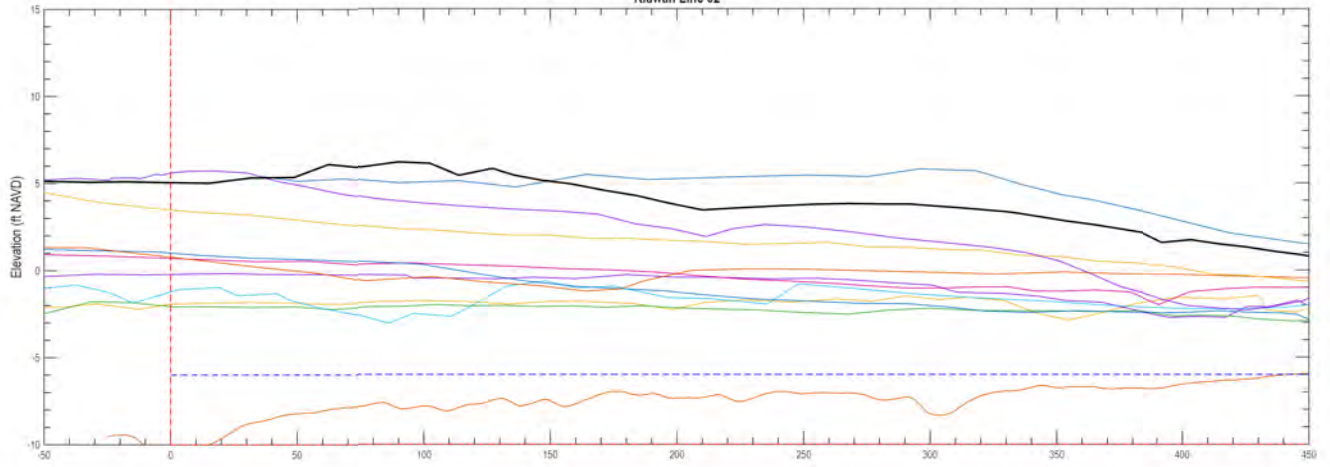
Kiawah Line 01



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	307.6	294.3	601.9
Nov 2015	363.0	341.4	694.4
Jan 2017	274.7	393.2	667.9
Nov 2017	225.3	367.1	592.4
Jan 2019	181.6	298.0	479.6
Nov 2019	196.5	288.9	485.4
Nov 2020	247.6	326.0	573.7
Dec 2021	328.2	309.4	637.6
Nov 2022	278.5	305.8	584.3
Oct 2023	223.1	305.2	528.3
Dec 2024	237.1	367.0	604.1
Dec 2025	276.3	319.6	595.9



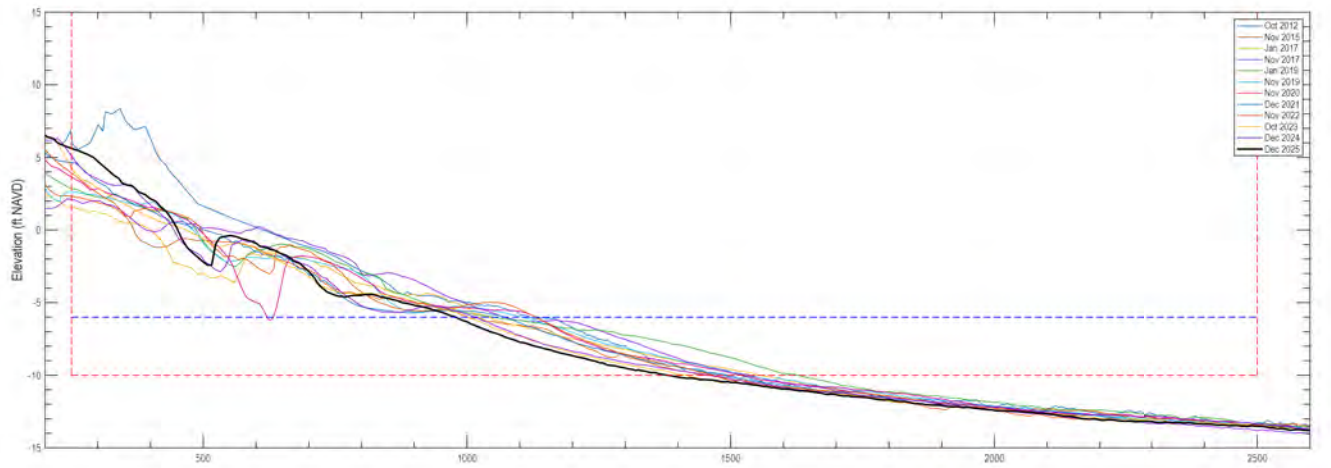
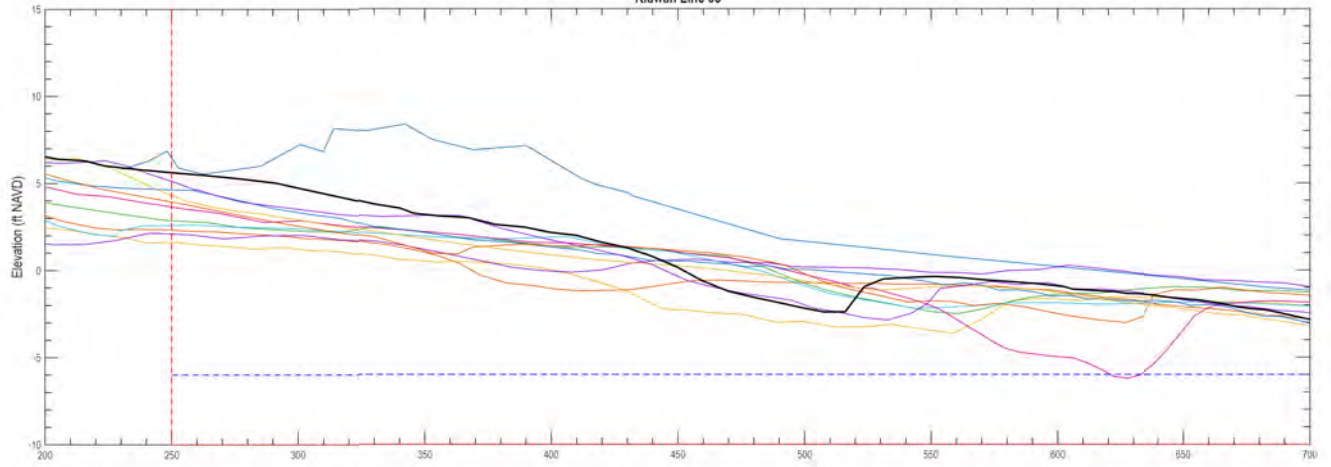
Kiawah Line 02



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	265.2	224.1	489.3
Nov 2015	123.9	238.2	362.0
Jan 2017	155.7	250.3	406.0
Nov 2017	192.4	242.9	435.3
Jan 2019	157.1	241.0	378.0
Nov 2019	157.9	242.8	400.8
Nov 2020	191.2	241.4	422.6
Dec 2021	144.2	234.1	378.3
Nov 2022	188.7	230.7	419.4
Oct 2023	187.9	207.6	395.6
Dec 2024	200.4	205.3	406.7
Dec 2025	221.4	209.4	430.8

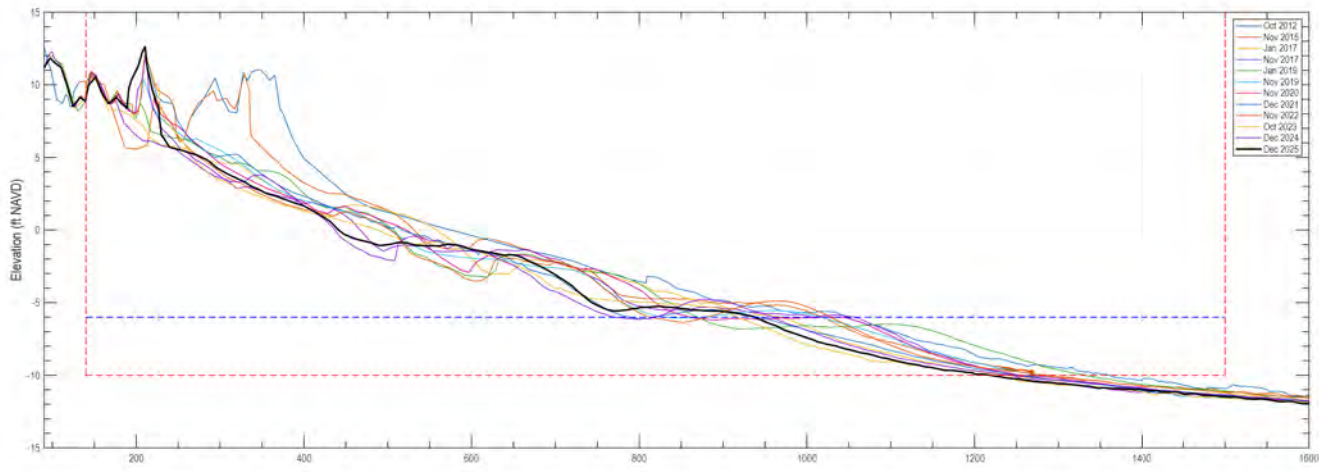
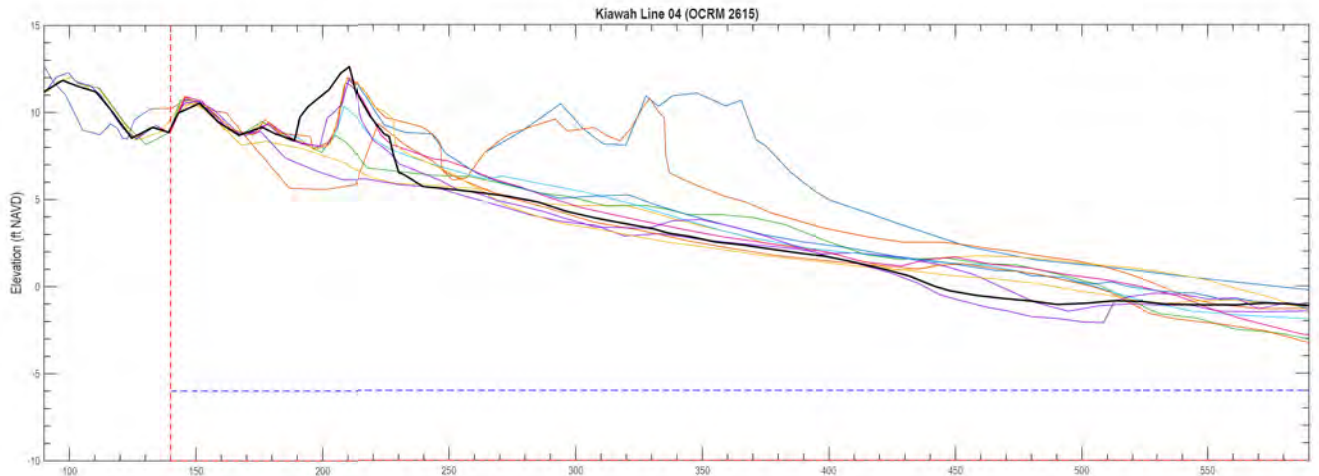


Kiawah Line 03



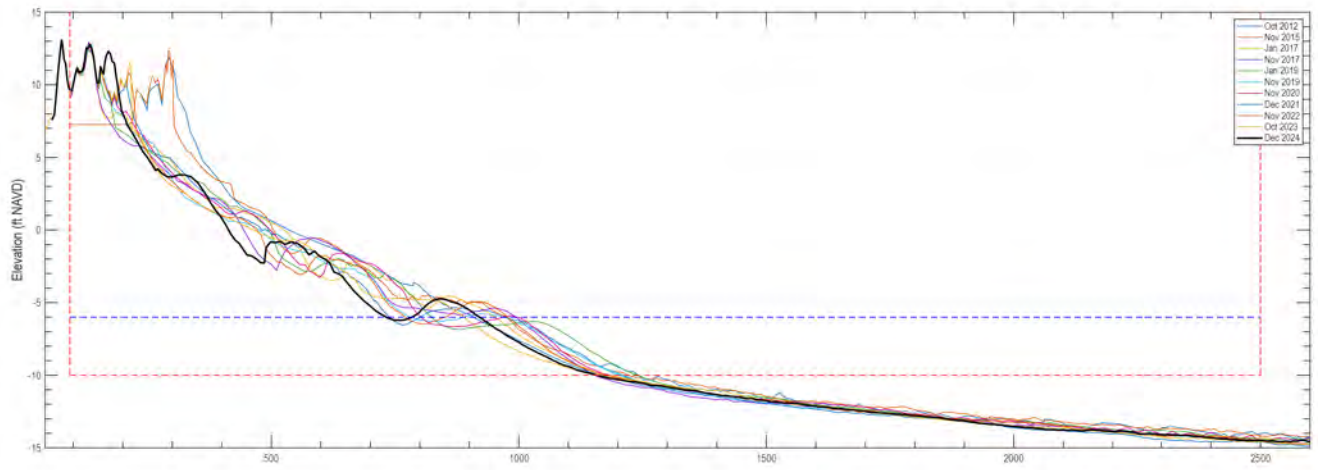
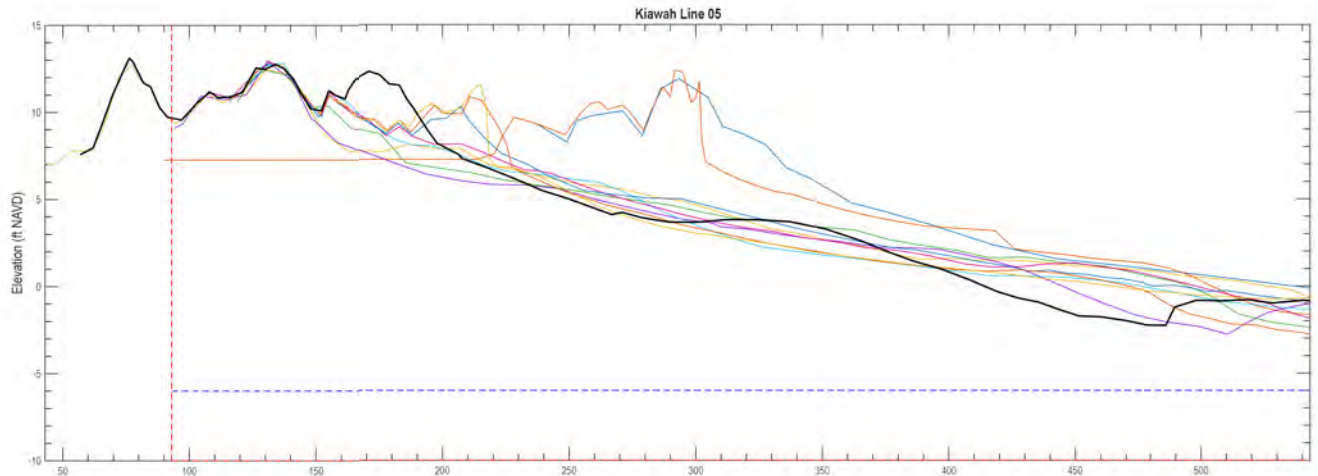
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	184.6	155.1	339.7
Nov 2015	107.4	145.4	252.8
Jan 2017	104.5	152.1	256.6
Nov 2017	141.6	160.4	302.0
Jan 2018	120.2	167.7	287.9
Nov 2019	122.6	155.4	278.0
Nov 2020	118.9	152.3	271.2
Dec 2021	115.6	147.7	263.2
Nov 2022	124.0	151.1	275.2
Oct 2023	116.6	137.0	253.6
Dec 2024	116.9	136.3	253.1
Dec 2025	126.0	132.7	257.7





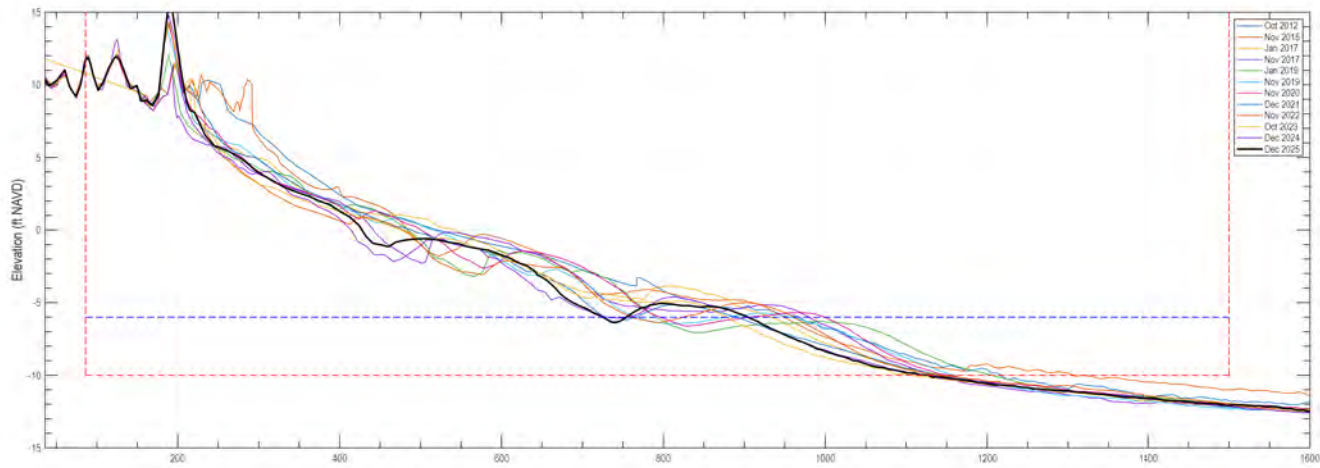
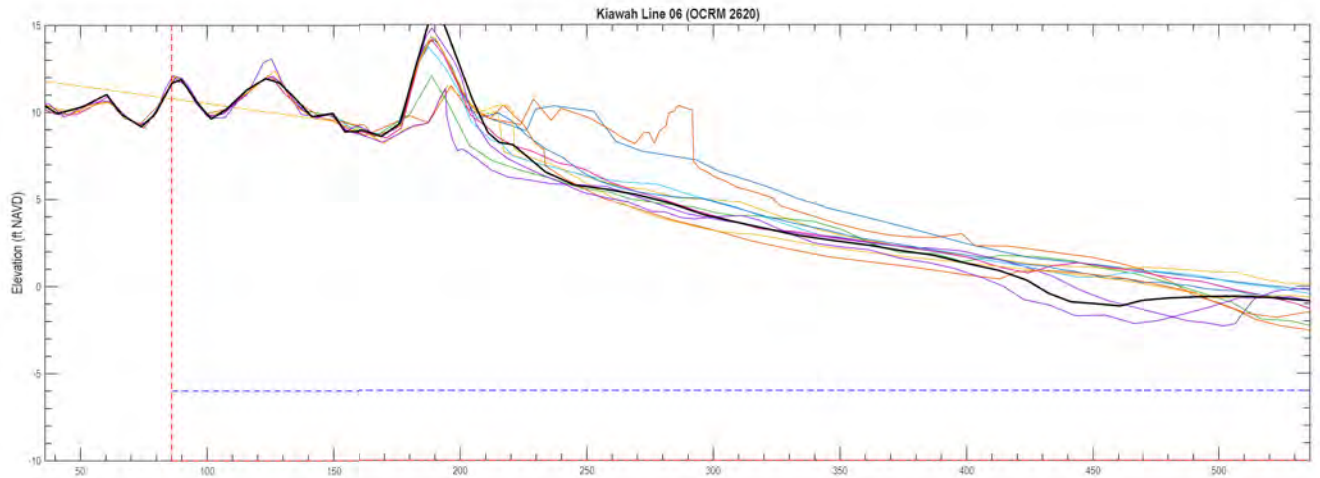
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Oct 2012	234.6	153.6	388.2
Nov 2015	214.7	146.2	360.9
Jan 2017	191.6	138.8	330.5
Nov 2017	177.4	143.2	325.6
Jan 2019	197.9	152.5	340.4
Nov 2019	184.7	147.3	331.9
Nov 2020	189.6	146.8	336.2
Dec 2021	187.6	139.8	327.3
Nov 2022	181.3	144.5	325.8
Oct 2023	176.7	131.8	308.5
Dec 2024	171.4	137.5	306.9
Dec 2025	176.8	134.4	311.2





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	235.1	149.3	384.3
Nov 2015	227.3	145.0	372.2
Jan 2017	209.7	141.4	351.2
Nov 2017	196.4	144.6	341.0
Jan 2019	203.4	146.5	352.9
Nov 2019	186.2	146.7	342.9
Nov 2020	205.8	143.7	349.5
Dec 2021	202.7	137.7	340.4
Nov 2022	194.8	142.1	336.9
Oct 2023	199.8	133.5	333.3
Dec 2024	191.4	137.1	328.5

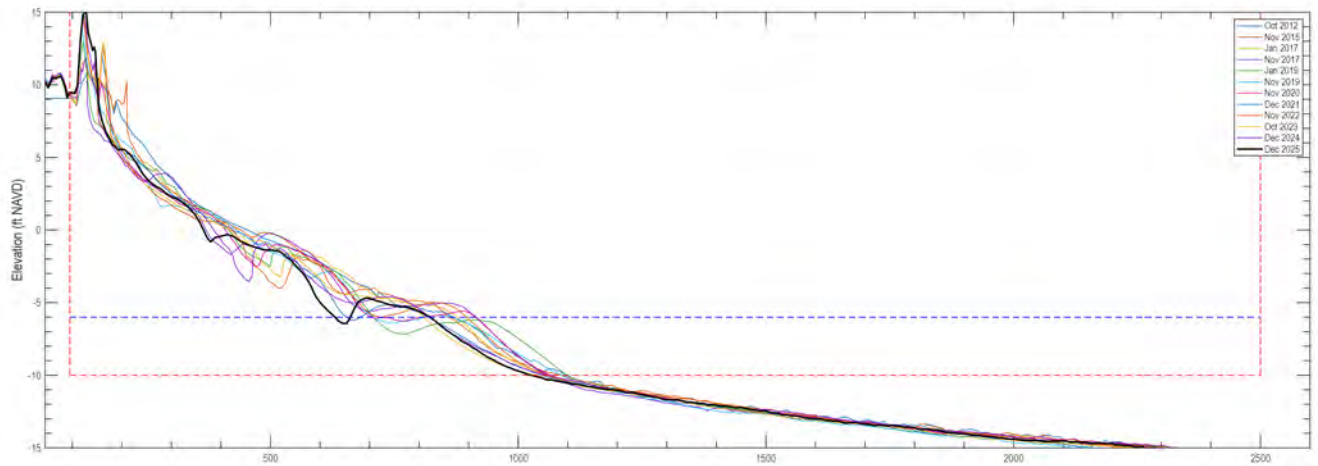
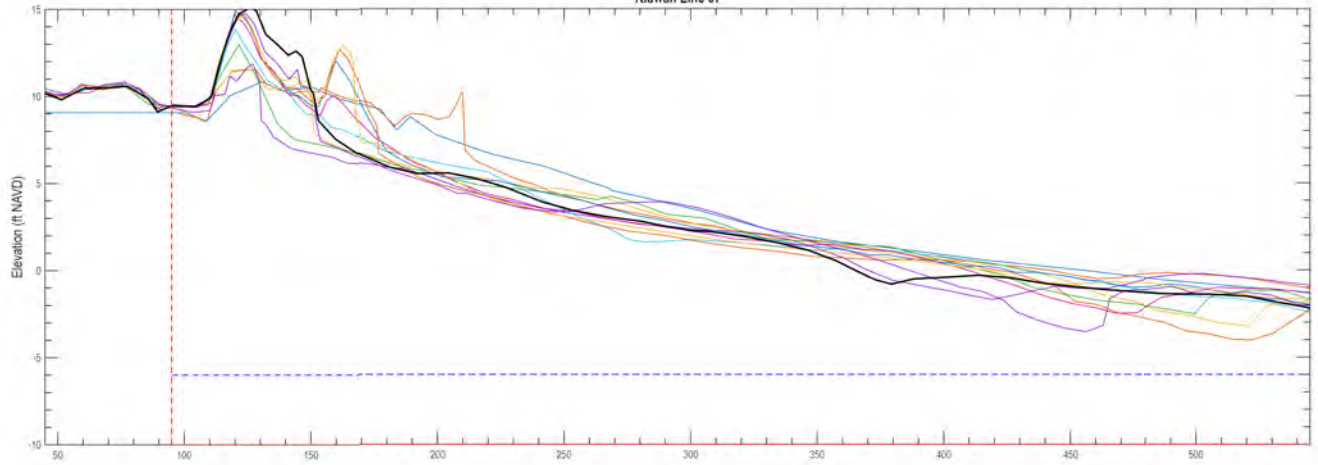




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	238.1	148.4	354.5
Nov 2015	234.1	144.1	378.2
Jan 2017	218.8	138.3	357.1
Nov 2017	205.8	142.8	348.6
Jan 2019	204.7	146.0	350.8
Nov 2019	205.9	143.4	350.3
Nov 2020	213.7	143.8	357.5
Dec 2021	205.7	136.2	345.9
Nov 2022	199.8	139.6	339.4
Oct 2023	206.4	130.8	337.2
Dec 2024	183.8	134.8	325.2
Dec 2025	202.1	134.0	335.1



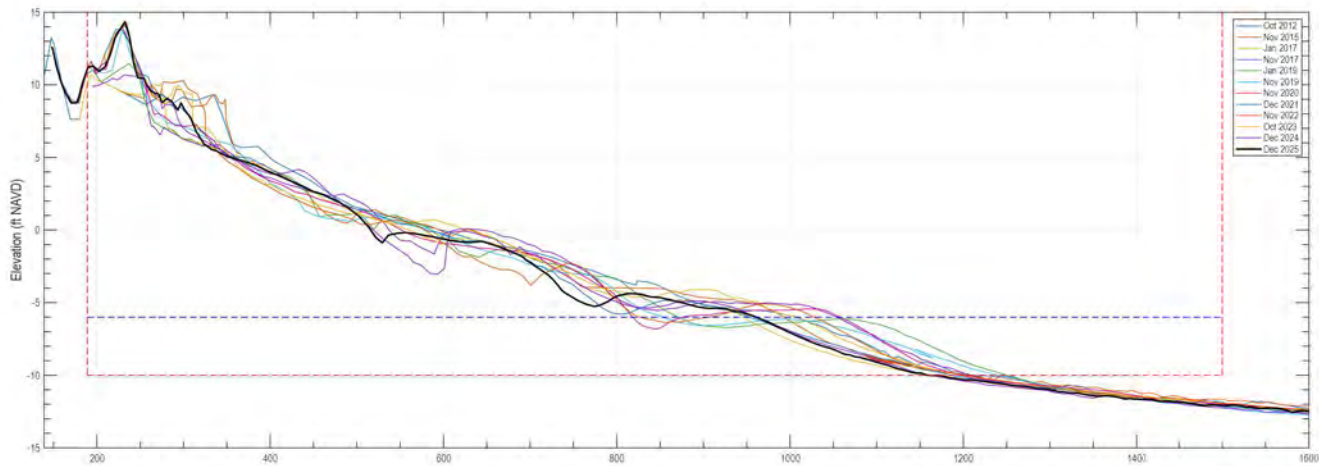
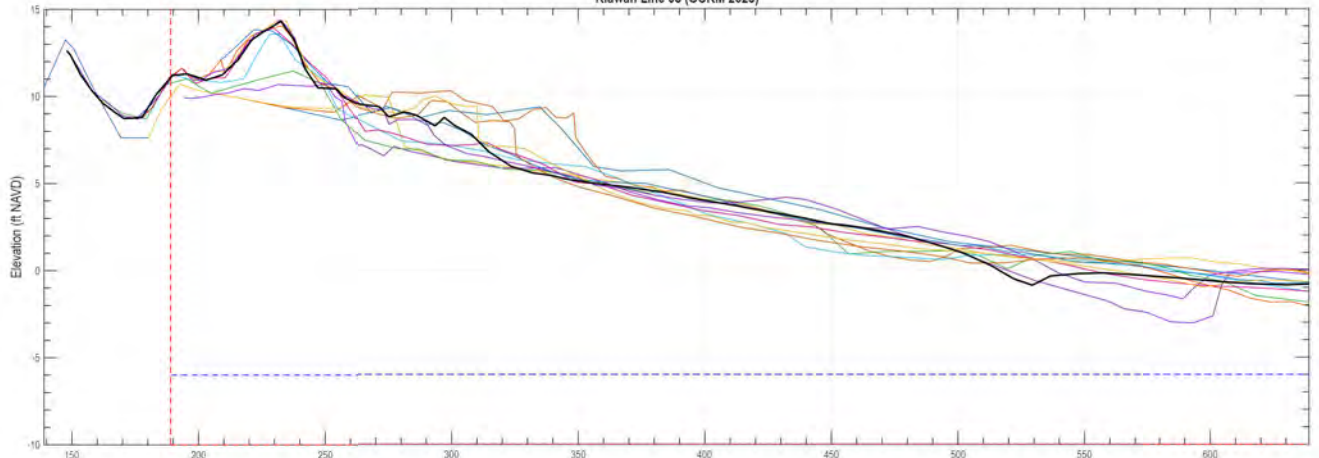
Kiawah Line 07



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	187.4	120.3	318.7
Nov 2015	194.3	128.6	310.8
Jan 2017	173.8	128.6	300.4
Nov 2017	182.7	131.2	293.9
Jan 2019	183.9	132.0	299.0
Nov 2019	182.8	129.9	292.6
Nov 2020	195.2	130.8	299.0
Dec 2021	196.5	122.6	289.1
Nov 2022	181.8	128.8	290.4
Oct 2023	188.4	119.0	287.4
Dec 2024	191.2	122.2	283.4
Dec 2025	193.3	120.2	279.5

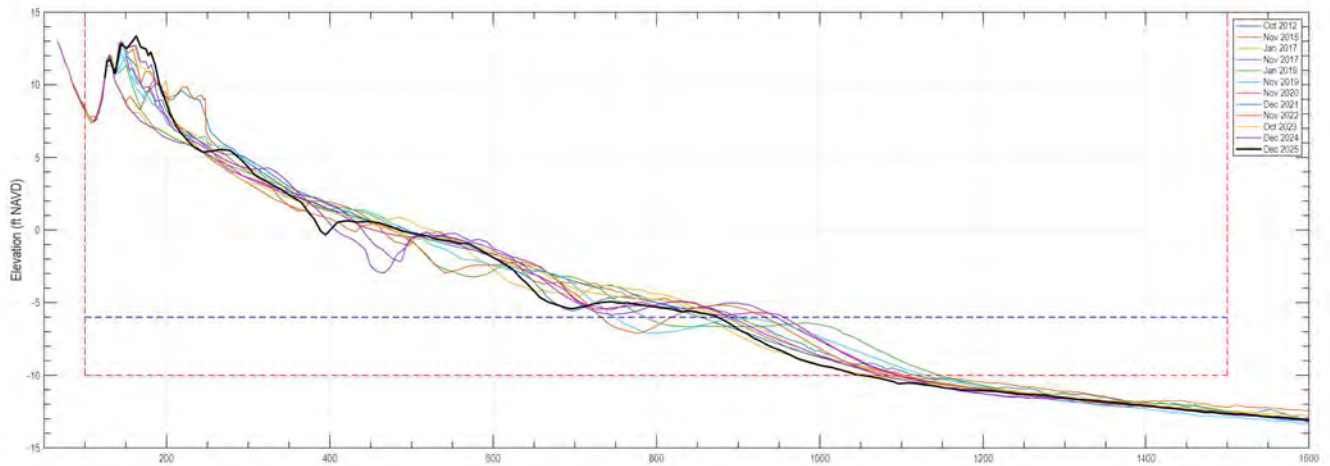
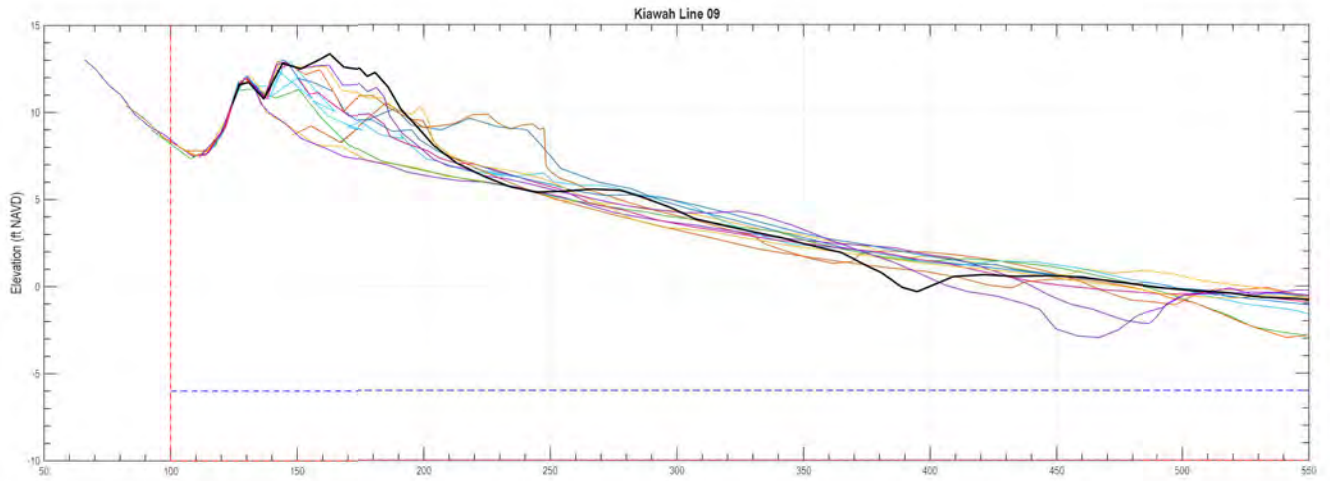


Kiawah Line 08 (OCRM 2625)



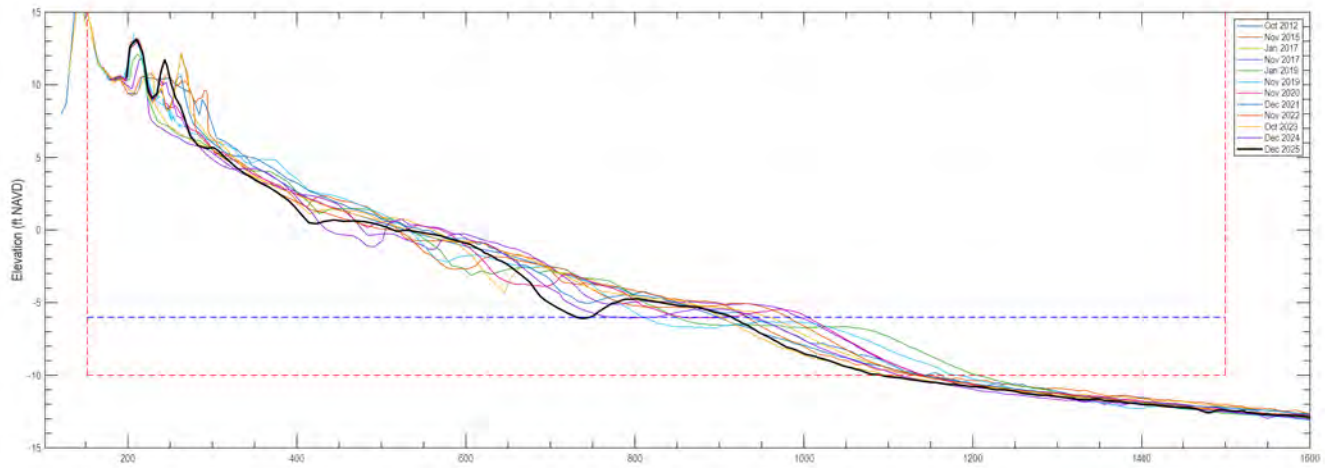
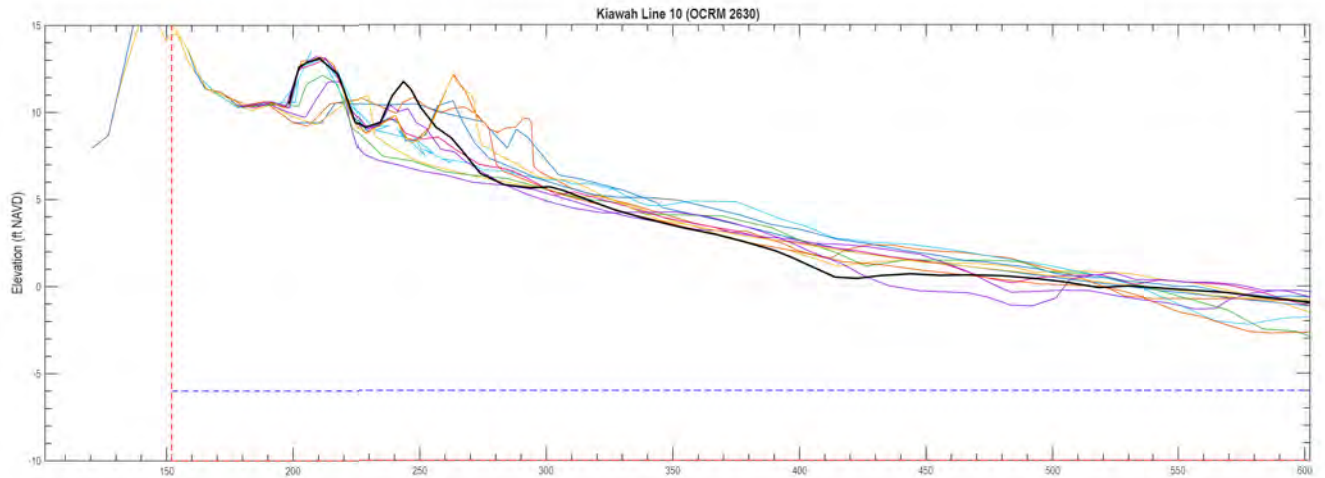
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	213.0	134.6	347.6
Nov 2015	209.8	130.5	340.1
Jan 2017	201.1	133.2	334.3
Nov 2017	188.6	138.4	337.0
Jan 2018	191.0	141.1	332.1
Nov 2019	189.9	137.0	326.9
Nov 2020	194.9	136.8	331.6
Dec 2021	199.7	129.2	328.9
Nov 2022	191.2	153.8	325.0
Oct 2023	201.1	124.6	325.7
Dec 2024	195.4	128.0	323.4
Dec 2025	195.4	127.0	322.4





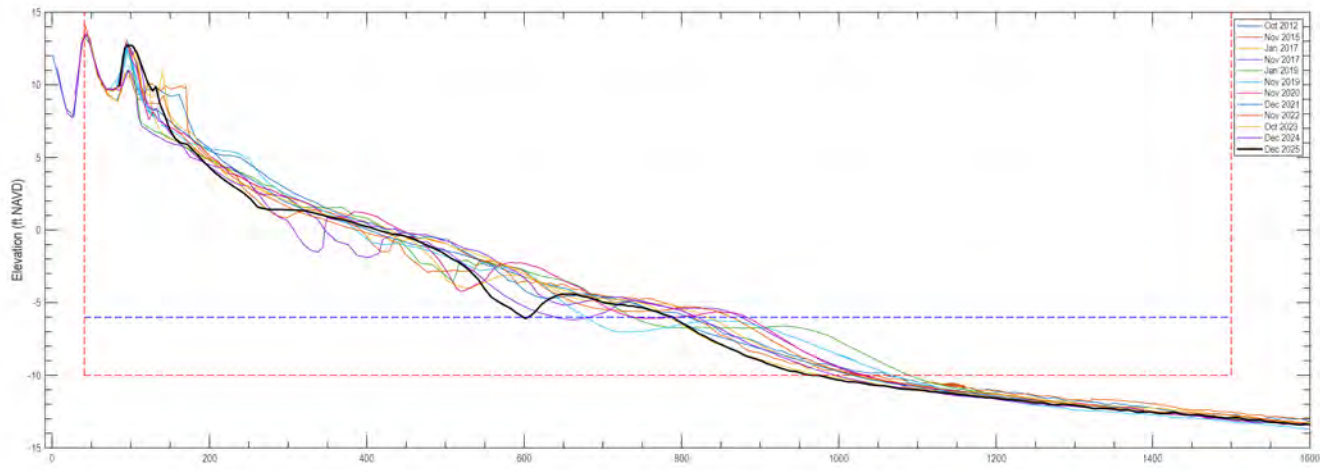
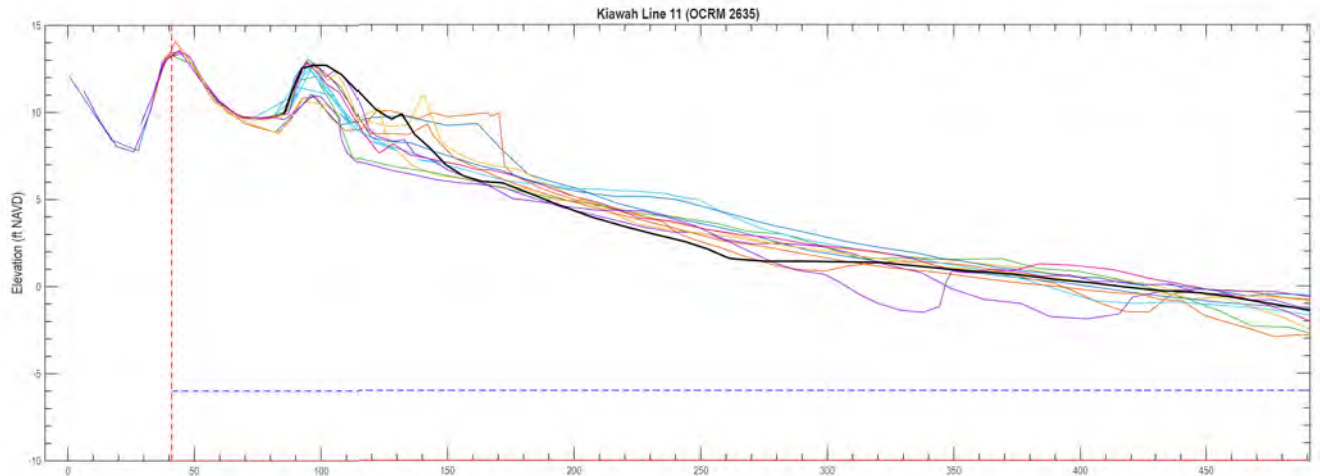
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	202.8	132.2	334.6
Nov 2015	200.0	129.3	329.3
Jan 2017	190.3	130.4	320.7
Nov 2017	185.9	125.8	321.5
Jan 2019	183.3	138.4	321.7
Nov 2019	190.7	133.8	324.5
Nov 2020	190.4	135.9	326.3
Dec 2021	195.3	127.6	322.9
Nov 2022	183.5	130.9	314.5
Oct 2023	197.8	124.4	322.2
Dec 2024	190.2	129.5	319.7
Dec 2025	194.0	128.4	319.4





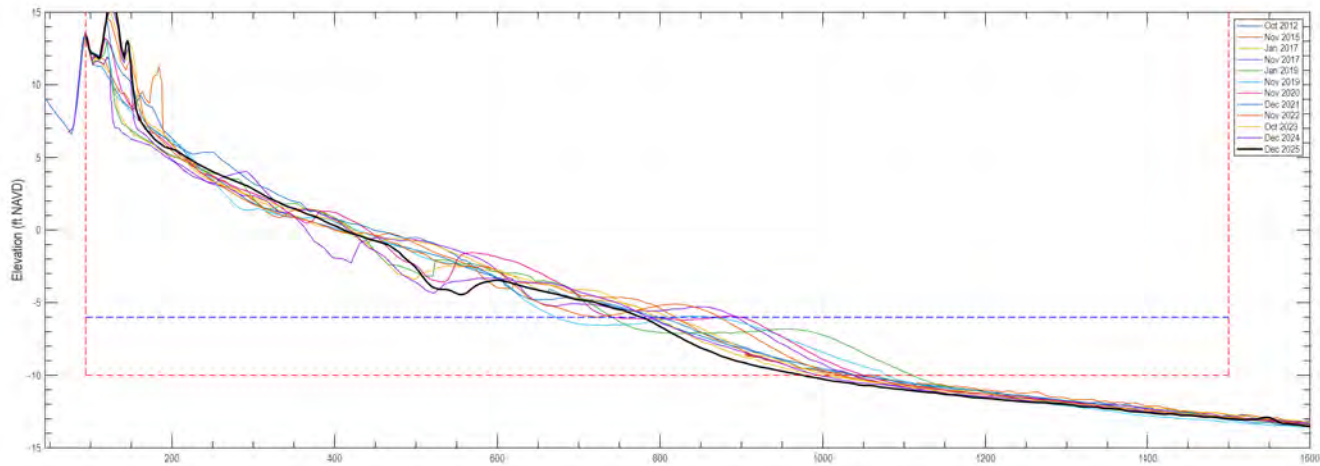
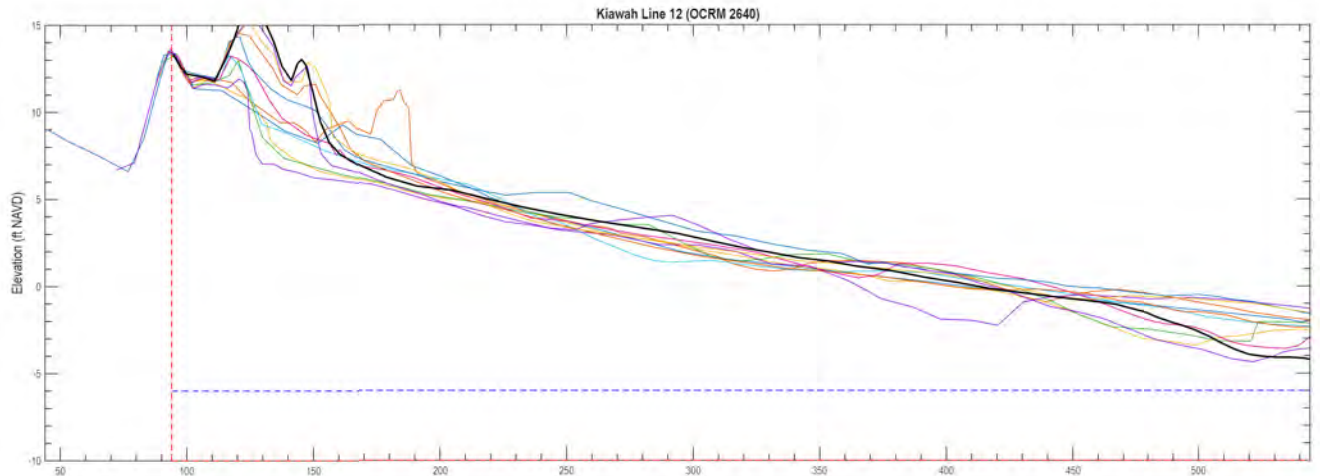
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	205.0	130.8	335.8
Nov 2015	206.5	128.9	333.3
Jan 2017	192.4	130.7	323.1
Nov 2017	193.3	135.2	328.4
Jan 2019	189.6	128.6	320.1
Nov 2019	197.1	135.4	332.5
Nov 2020	193.8	135.5	329.3
Dec 2021	202.6	128.5	329.1
Nov 2022	193.5	132.5	326.0
Oct 2023	202.8	122.8	325.6
Dec 2024	184.2	128.8	312.9
Dec 2025	186.1	123.8	309.9





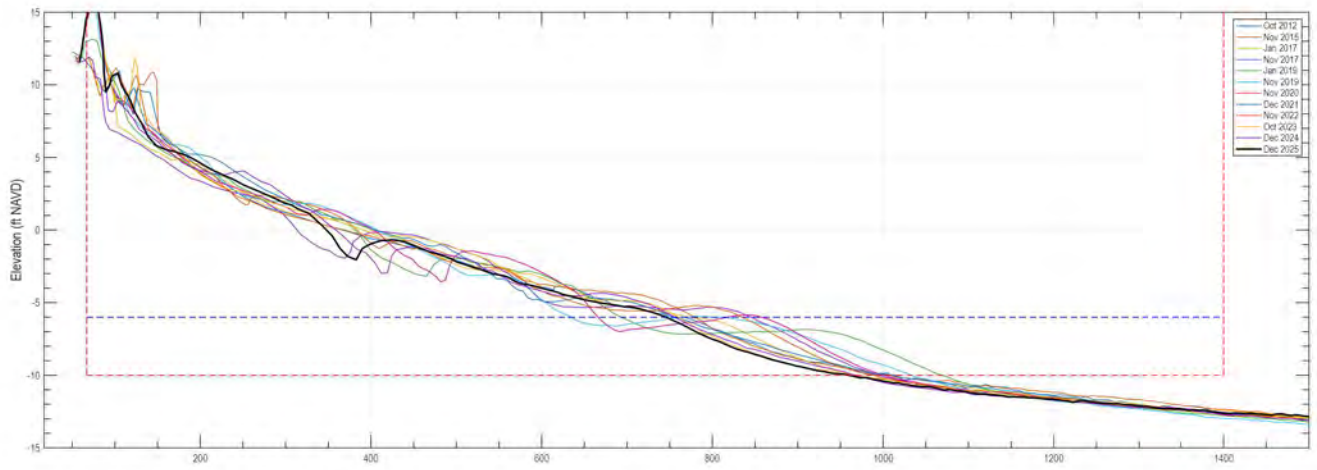
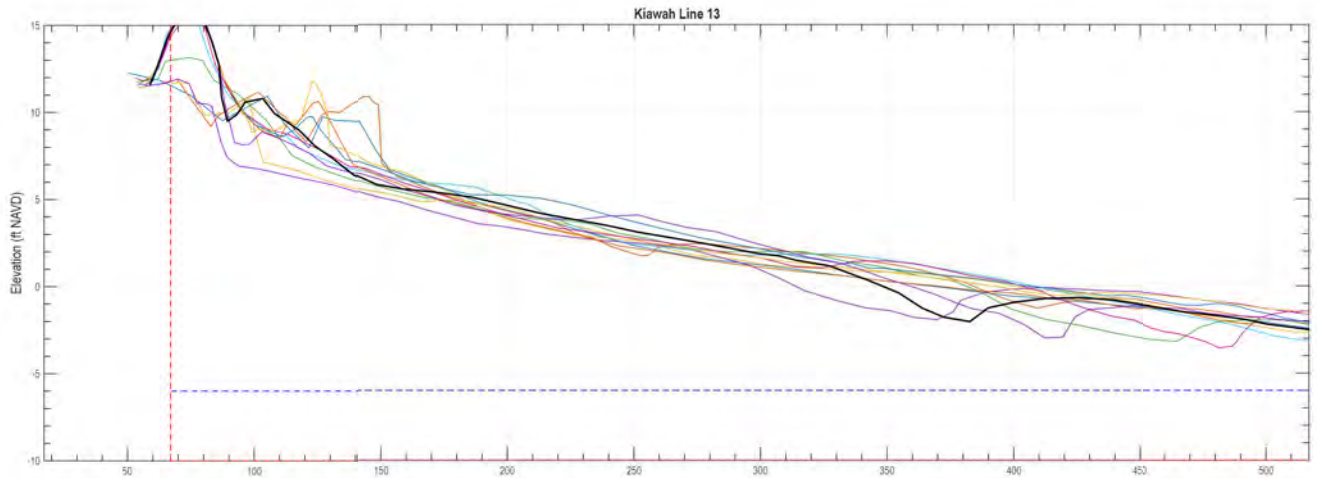
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	194.5	129.3	323.8
Nov 2015	194.0	128.1	320.0
Jan 2017	195.6	129.0	314.6
Nov 2017	183.3	134.1	317.4
Jan 2019	187.4	138.8	328.1
Nov 2019	184.9	133.3	318.2
Nov 2020	191.9	134.2	325.7
Dec 2021	198.1	126.1	324.2
Nov 2022	194.3	132.0	318.3
Oct 2023	198.3	121.7	318.0
Dec 2024	178.0	126.9	303.0
Dec 2025	176.8	121.5	300.3





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	185.1	119.8	254.8
Nov 2015	173.4	119.1	292.5
Jan 2017	159.0	119.8	278.8
Nov 2017	157.4	123.0	285.4
Jan 2019	181.5	130.9	292.6
Nov 2019	186.5	129.3	285.8
Nov 2020	199.1	129.6	298.7
Dec 2021	177.9	119.1	297.0
Nov 2022	165.8	126.0	290.7
Oct 2023	175.5	115.8	291.3
Dec 2024	184.5	116.9	281.4
Dec 2025	165.9	112.9	277.9

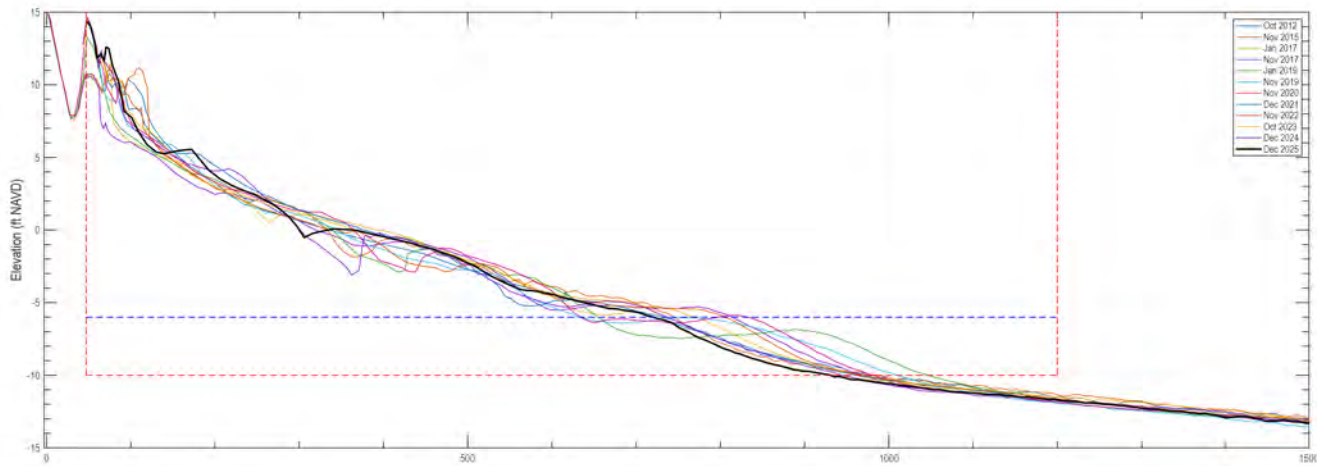
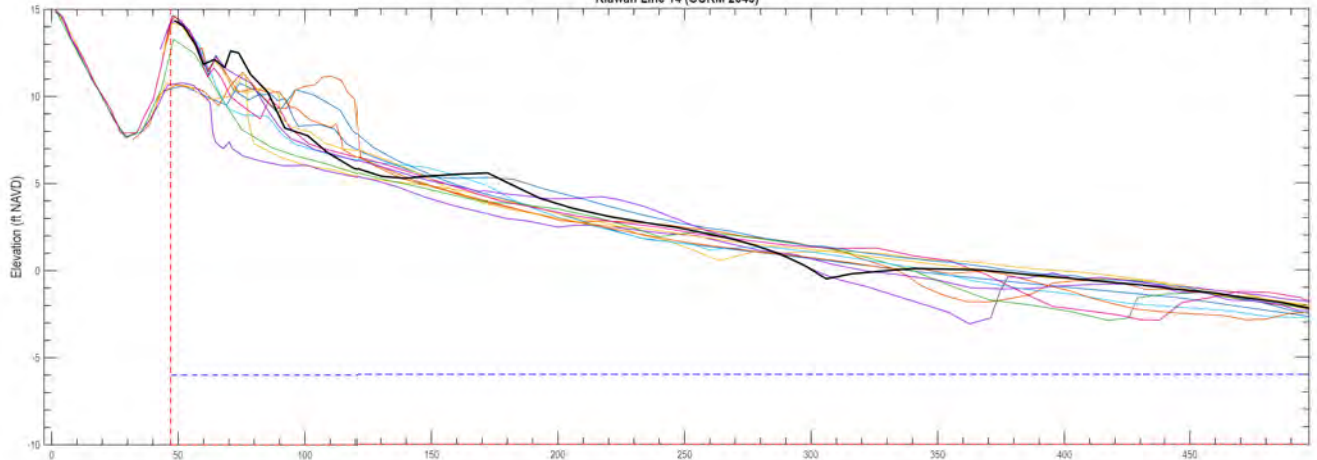




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	159.5	119.2	277.8
Nov 2015	169.3	118.0	287.3
Jan 2017	157.3	119.4	276.7
Nov 2017	148.3	125.7	274.0
Jan 2019	156.9	128.3	285.3
Nov 2019	158.2	127.0	285.2
Nov 2020	163.1	124.5	287.6
Dec 2021	169.3	118.9	288.2
Nov 2022	160.1	123.6	283.7
Oct 2023	169.0	114.1	283.1
Dec 2024	161.1	115.5	276.6
Dec 2025	160.1	113.1	273.2



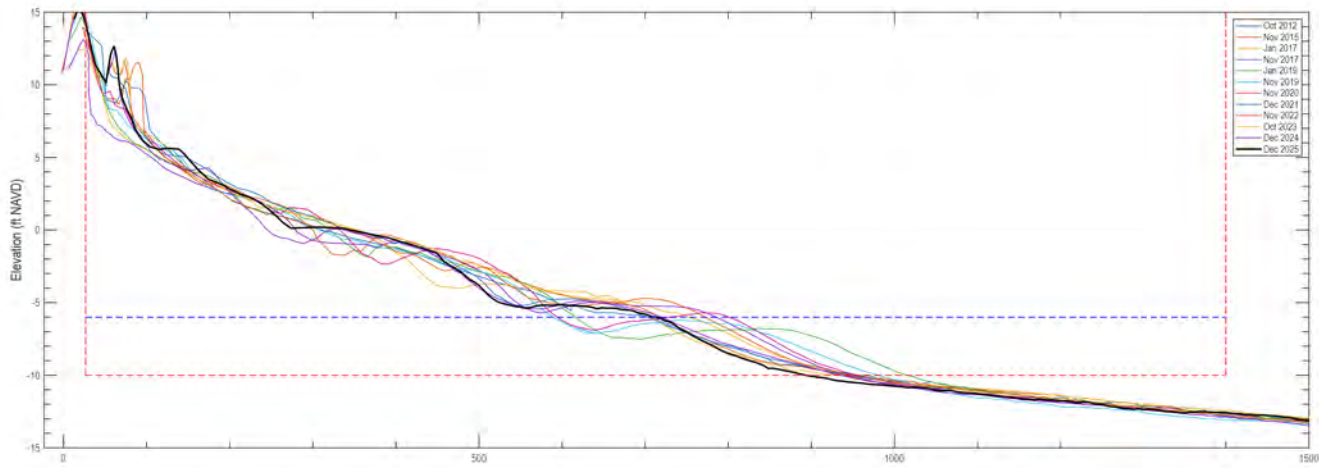
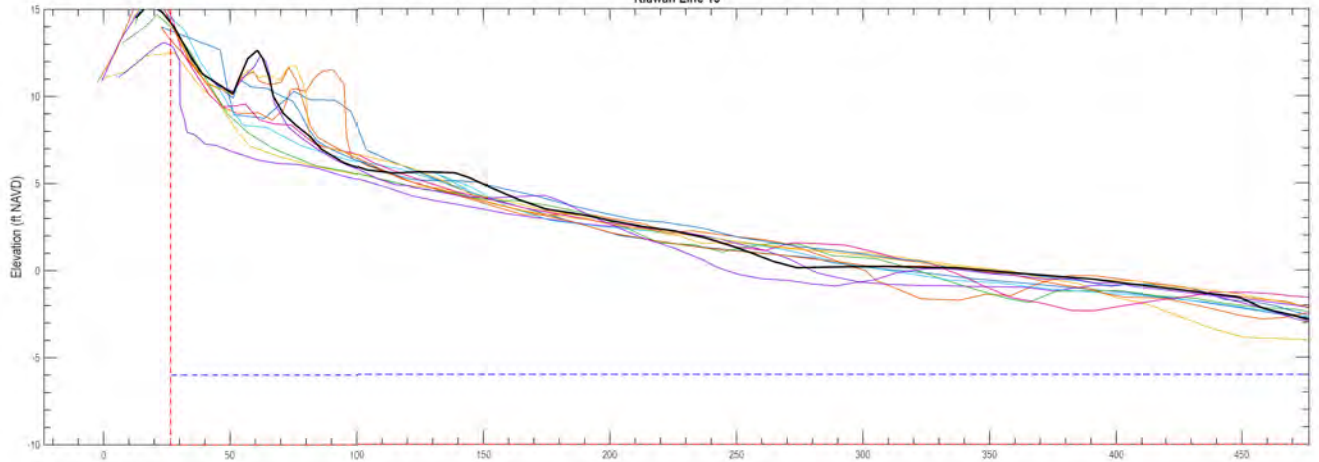
Kiawah Line 14 (OCRM 2645)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	153.8	117.0	270.8
Nov 2015	160.4	115.7	276.1
Jan 2017	153.1	119.4	272.5
Nov 2017	145.4	124.1	269.5
Jan 2019	148.0	125.3	273.3
Nov 2019	149.7	126.4	273.0
Nov 2020	155.2	125.6	280.8
Dec 2021	162.0	116.3	278.2
Nov 2022	155.4	122.3	277.8
Oct 2023	161.4	112.8	274.2
Dec 2024	153.2	115.9	269.1
Dec 2025	158.4	112.6	271.0



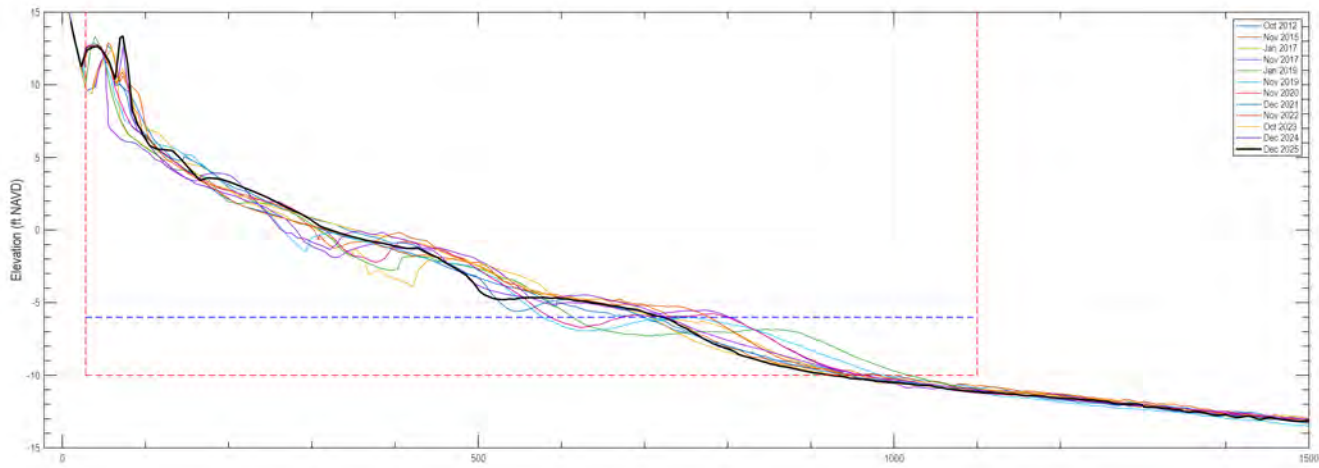
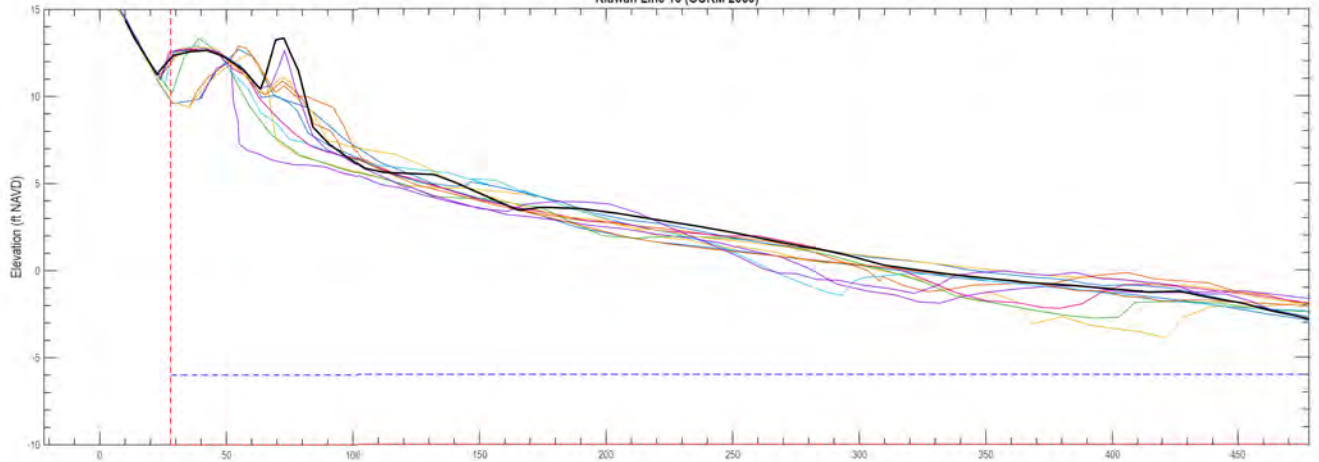
Kiawah Line 15



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	152.7	119.4	268.1
Nov 2015	158.4	115.0	273.5
Jan 2017	149.0	120.0	269.0
Nov 2017	141.8	123.1	264.9
Jan 2019	145.6	124.4	271.1
Nov 2019	146.7	122.7	269.4
Nov 2020	151.6	122.8	274.3
Dec 2021	157.9	115.5	272.3
Nov 2022	155.8	121.3	276.9
Oct 2023	163.3	113.0	276.3
Dec 2024	146.5	116.8	263.4
Dec 2025	152.0	115.0	265.0



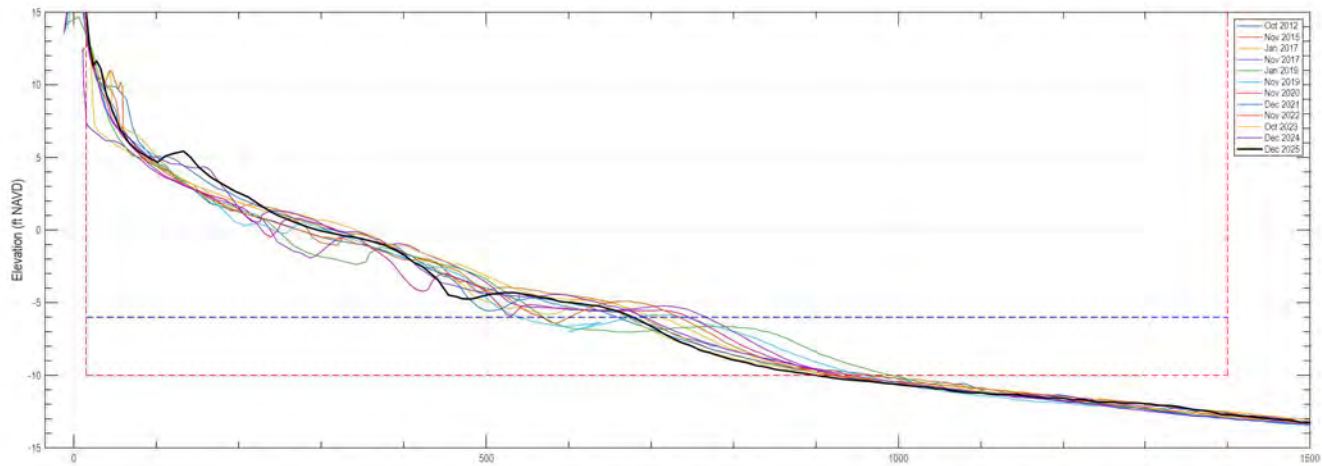
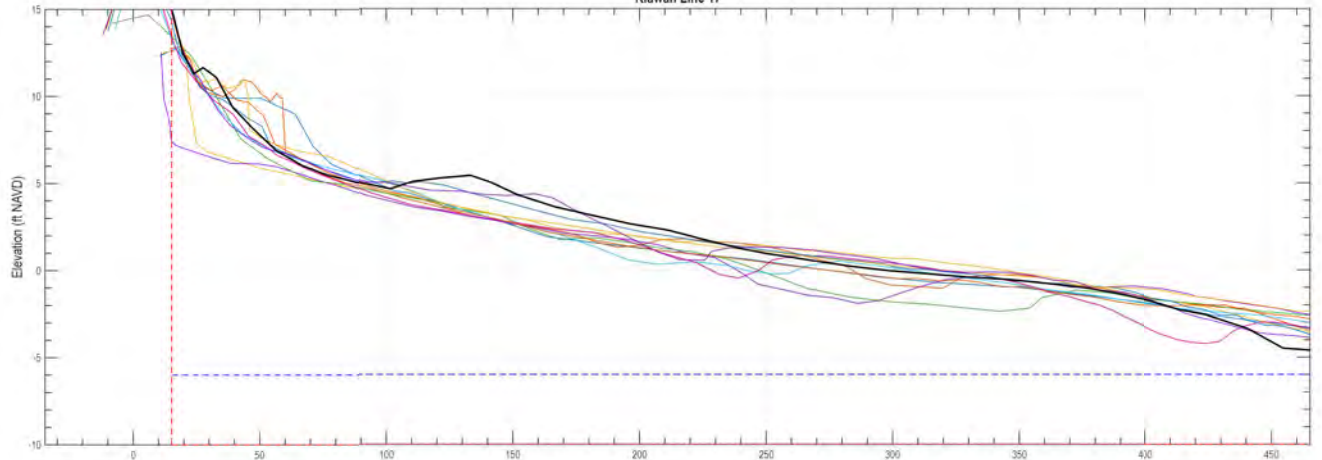
Kiawah Line 16 (OCRM 2660)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	149.3	116.1	265.4
Nov 2015	161.1	116.4	277.4
Jan 2017	148.0	120.6	268.6
Nov 2017	145.5	124.7	270.2
Jan 2019	143.7	124.1	267.8
Nov 2019	146.7	123.8	270.5
Nov 2020	149.8	123.6	273.4
Dec 2021	156.4	115.2	271.6
Nov 2022	156.9	120.8	277.8
Oct 2023	164.7	113.3	278.0
Dec 2024	154.4	118.9	273.3
Dec 2025	157.5	114.5	272.0

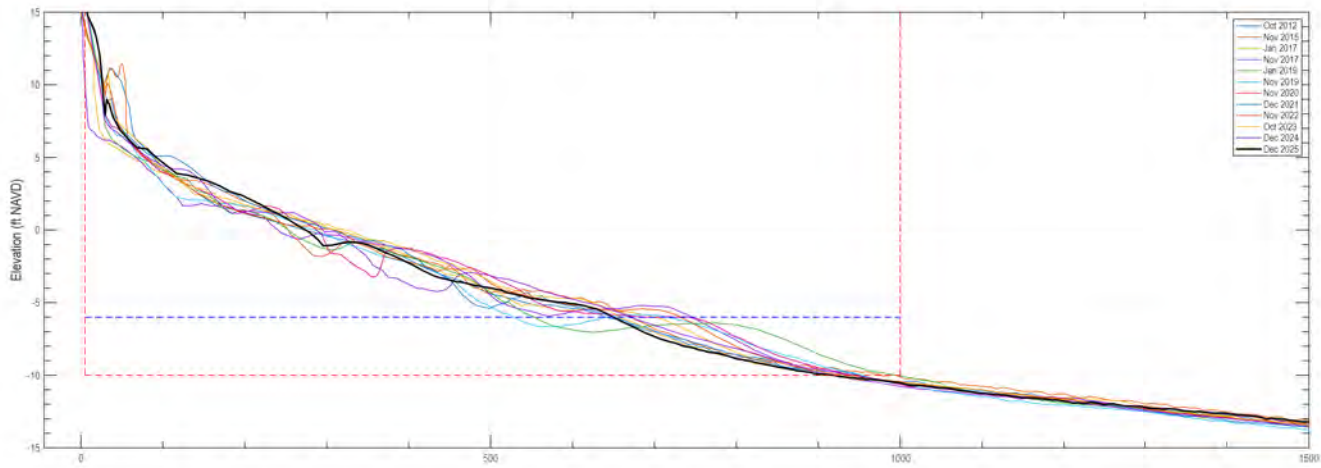
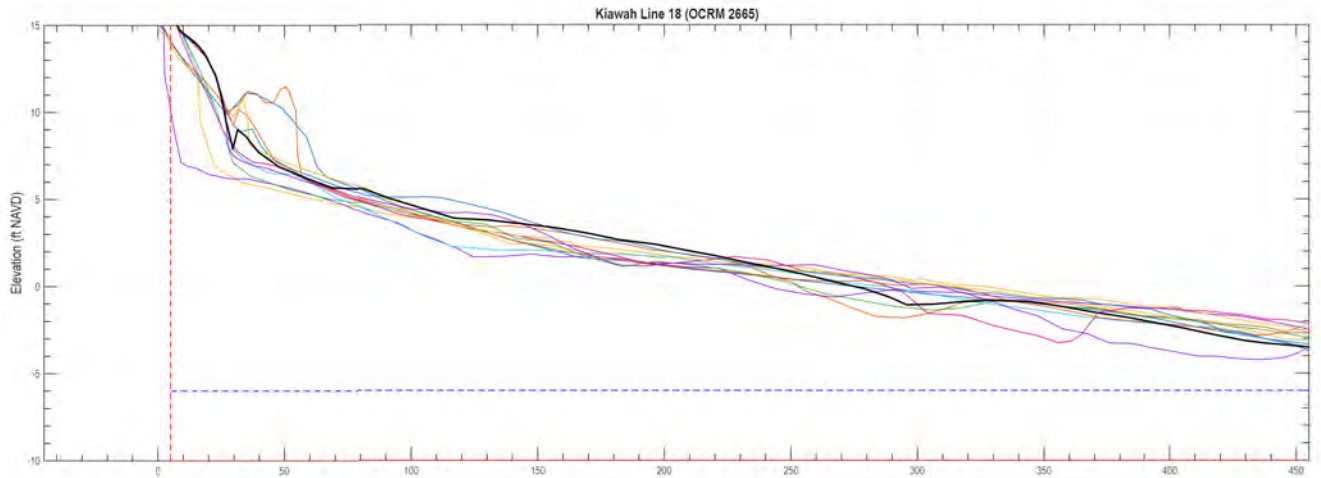


Kiawah Line 17



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	137.0	114.7	251.7
Nov 2015	143.8	113.6	257.4
Jan 2017	136.1	115.9	252.0
Nov 2017	129.7	124.6	251.3
Jan 2019	127.7	122.1	249.8
Nov 2019	129.3	121.3	250.6
Nov 2020	130.7	119.4	250.1
Dec 2021	141.0	115.9	252.9
Nov 2022	136.5	117.2	253.7
Oct 2023	149.1	110.9	260.0
Dec 2024	143.8	115.3	256.1
Dec 2025	143.0	110.5	253.5

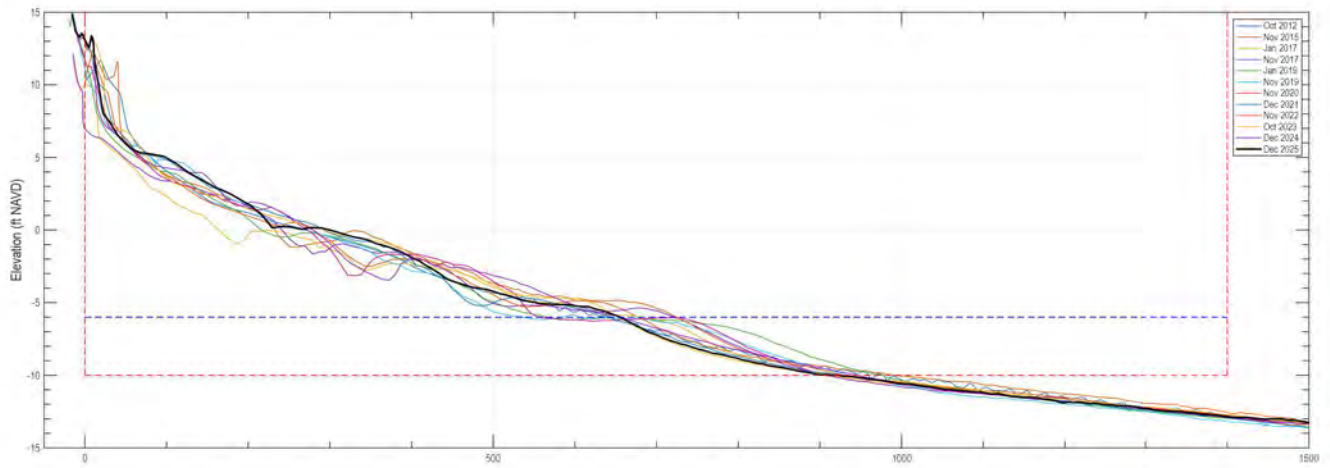
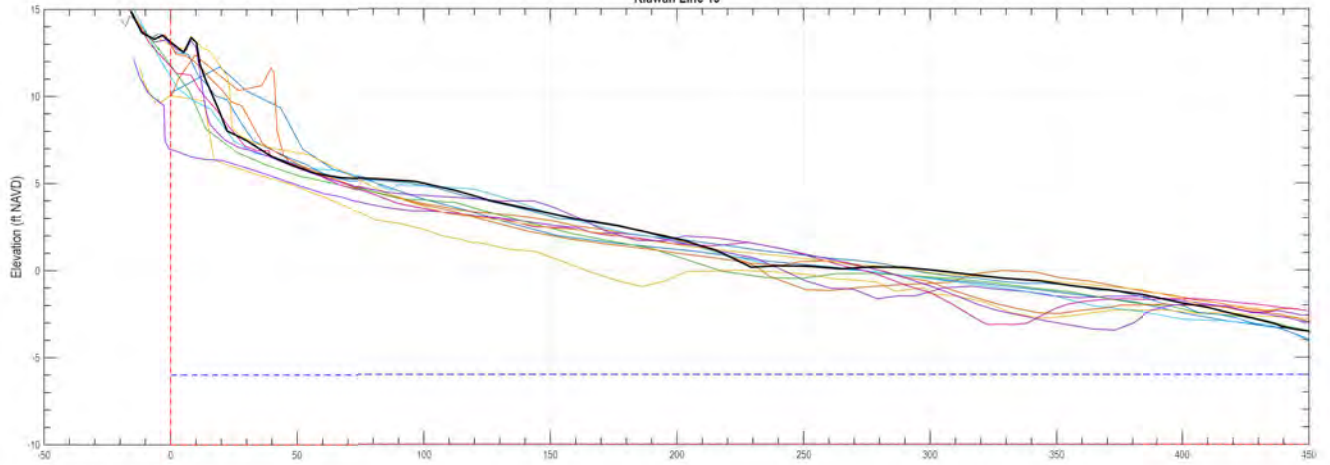




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	139.1	112.9	252.0
Nov 2015	144.8	115.1	259.9
Jan 2017	136.8	118.0	252.8
Nov 2017	129.2	120.5	249.7
Jan 2019	150.5	123.8	264.3
Nov 2019	127.7	120.5	248.2
Nov 2020	139.0	122.4	261.7
Dec 2021	144.7	113.0	257.8
Nov 2022	143.0	119.1	262.1
Oct 2023	150.1	111.5	261.6
Dec 2024	140.3	116.5	256.8
Dec 2025	142.5	110.8	253.3

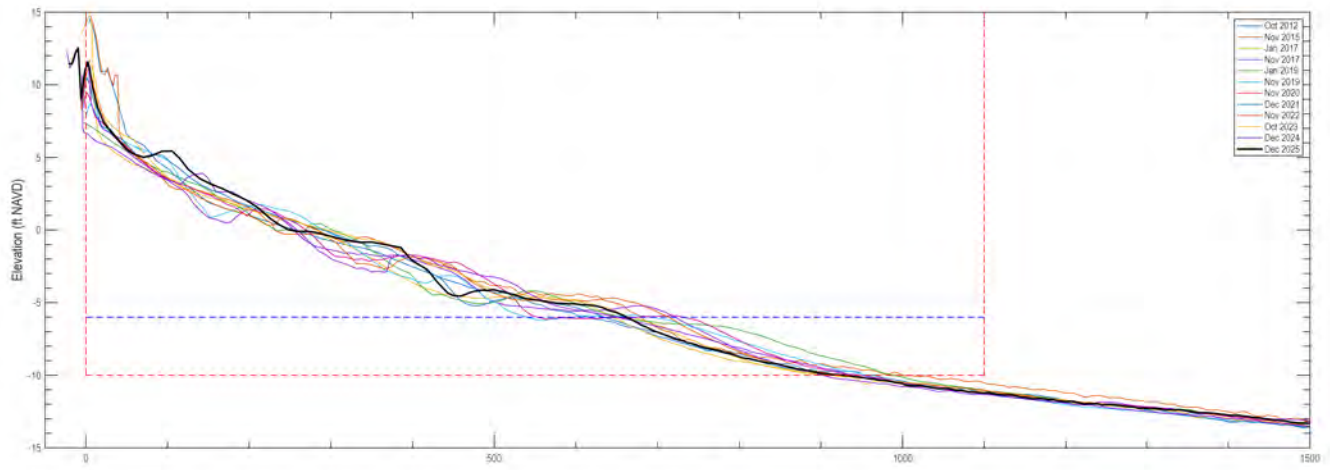
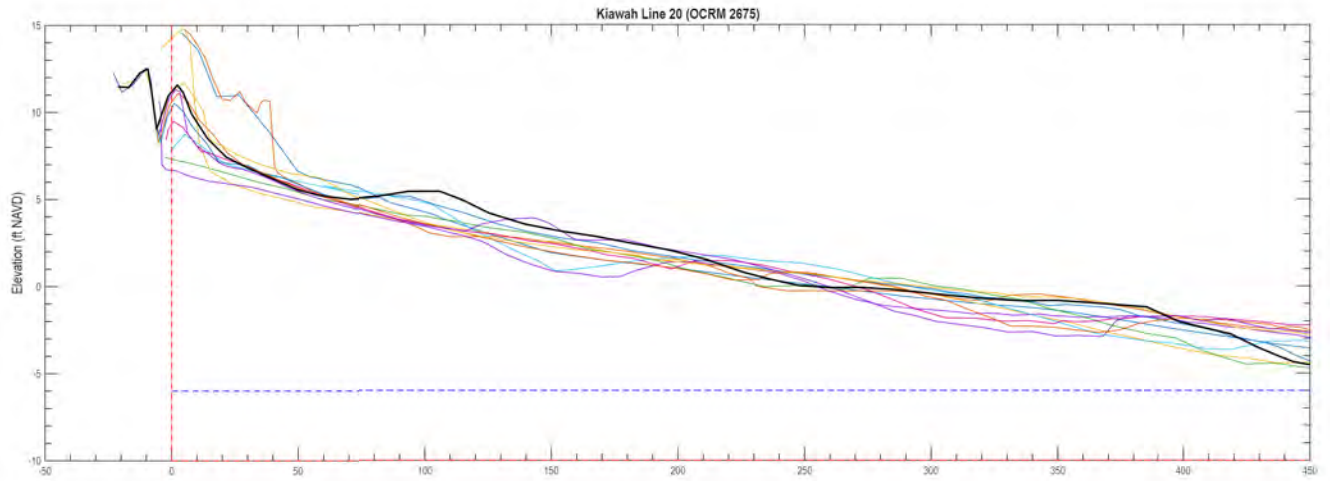


Kiawah Line 19



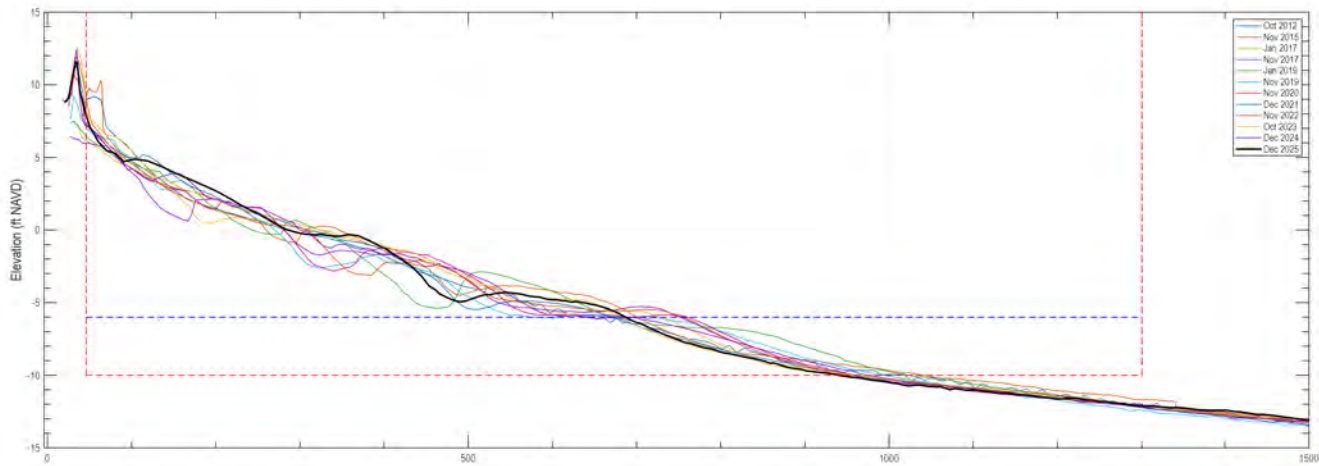
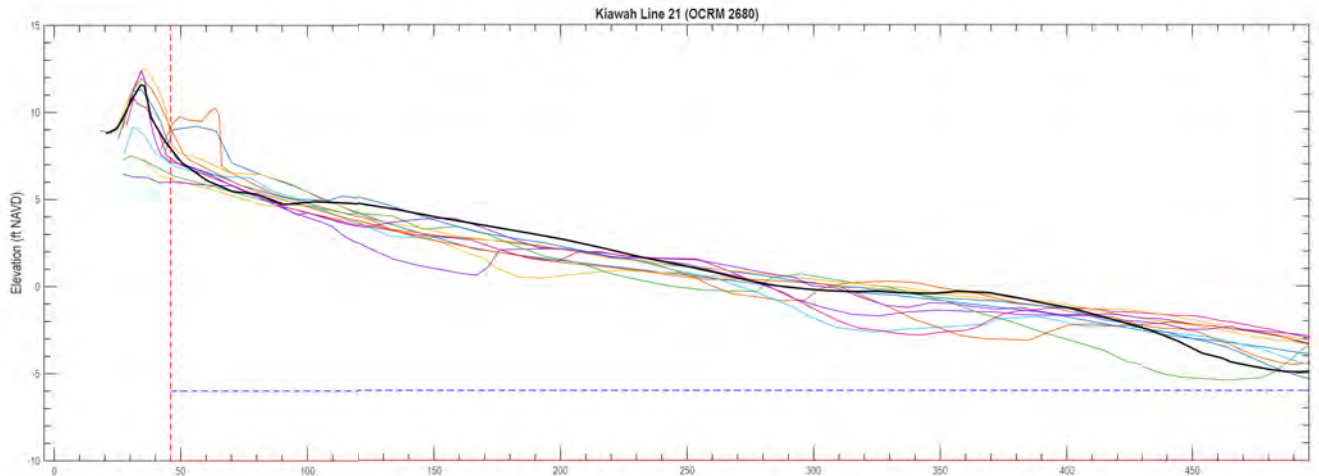
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	150.4	115.6	252.1
Nov 2015	145.1	118.6	201.7
Jan 2017	117.2	110.0	233.2
Nov 2017	125.9	119.1	245.0
Jan 2019	126.7	125.7	281.3
Nov 2019	128.9	120.2	249.1
Nov 2020	132.7	119.7	252.4
Dec 2021	138.7	112.9	252.5
Nov 2022	135.9	119.4	255.3
Oct 2023	144.5	110.8	255.3
Dec 2024	139.9	116.7	256.8
Dec 2025	141.3	111.7	253.0





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	134.9	113.3	248.2
Nov 2015	144.8	117.2	261.7
Jan 2017	127.0	113.6	240.6
Nov 2017	122.4	118.0	240.6
Jan 2019	126.2	126.8	253.0
Nov 2019	125.8	121.6	247.4
Nov 2020	129.5	121.5	250.9
Dec 2021	133.9	115.9	245.9
Nov 2022	133.7	117.4	251.2
Oct 2023	139.7	110.4	250.1
Dec 2024	132.8	117.7	250.5
Dec 2025	137.8	113.3	251.2

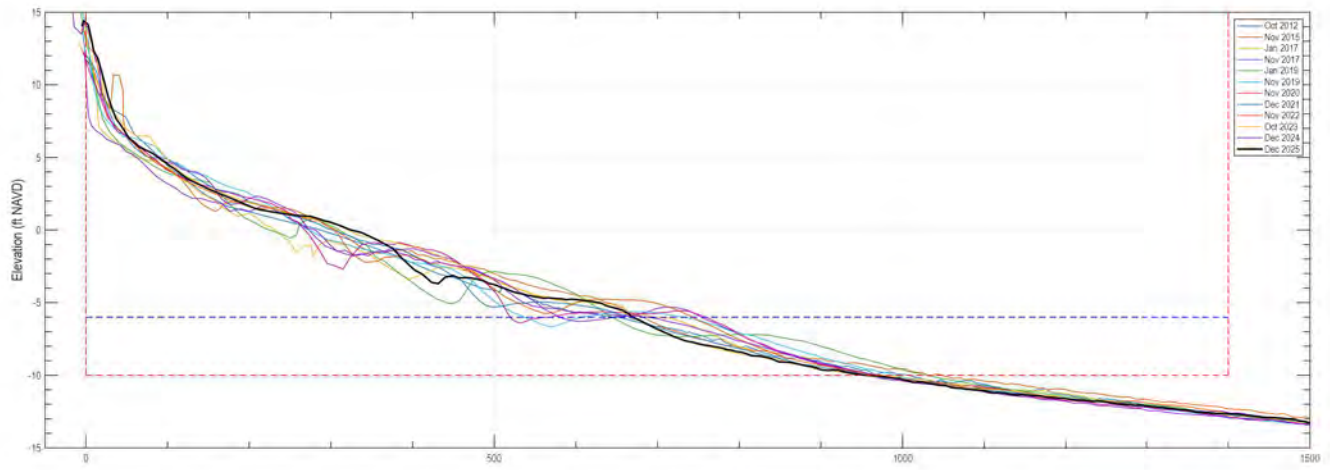
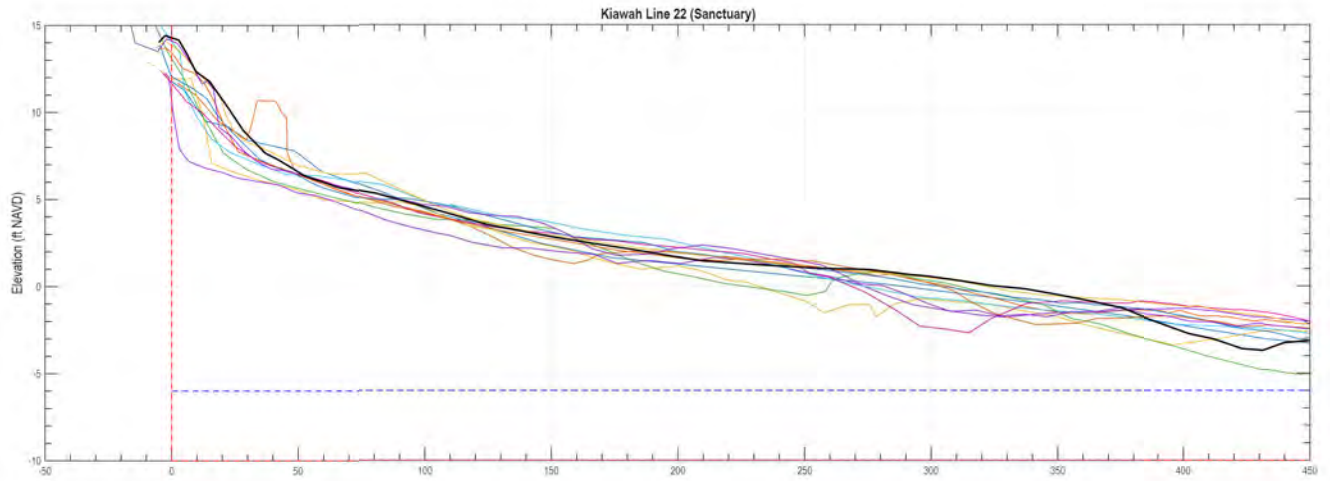




- Oct 2012
- Nov 2015
- Jan 2017
- Nov 2017
- Jan 2019
- Nov 2019
- Nov 2020
- Dec 2021
- Nov 2022
- Oct 2023
- Dec 2024
- Dec 2025

Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	120.5	113.6	234.0
Nov 2015	128.7	115.1	243.8
Jan 2017	119.5	113.3	231.8
Nov 2017	114.6	116.8	231.4
Jan 2019	116.6	123.6	240.2
Nov 2019	108.4	120.1	228.5
Nov 2020	115.9	116.2	234.1
Dec 2021	122.1	115.0	232.0
Nov 2022	117.0	117.2	234.1
Oct 2023	131.6	109.7	241.3
Dec 2024	123.3	117.0	240.3
Dec 2025	124.8	110.0	234.6

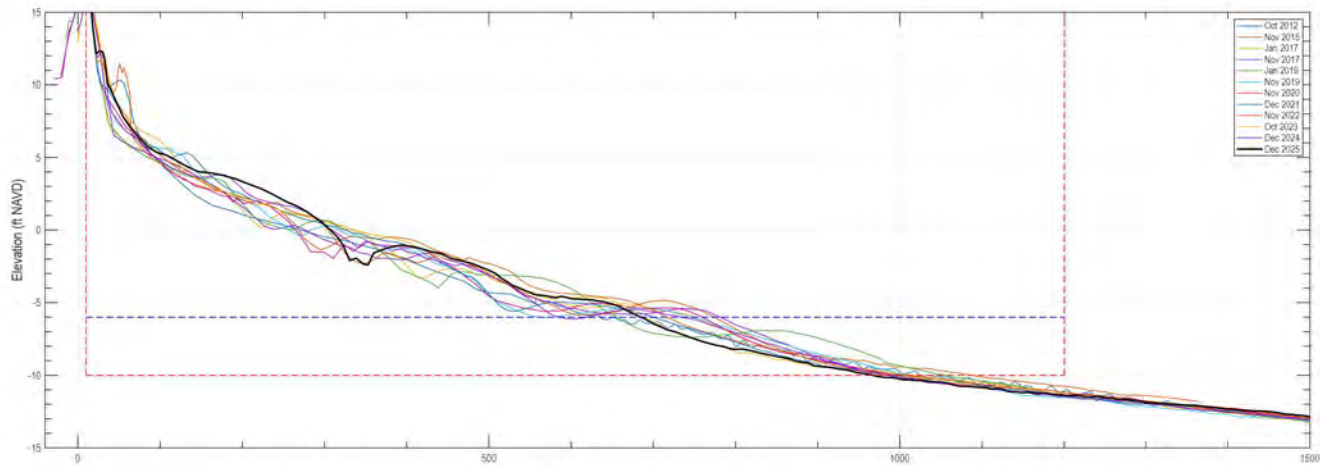
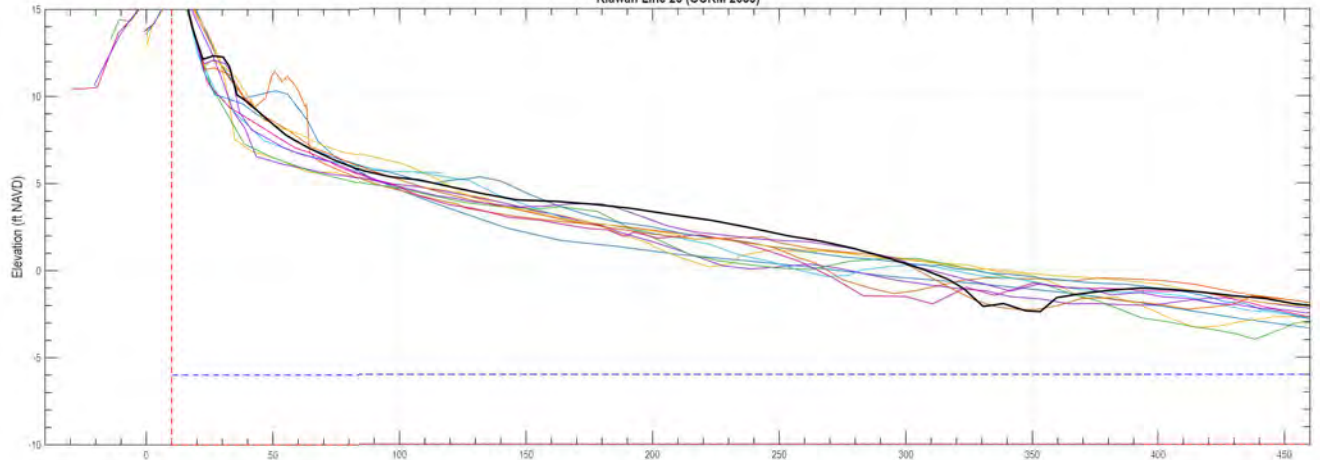




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	138.3	120.0	258.2
Nov 2015	150.2	121.6	271.9
Jan 2017	131.0	120.2	252.0
Nov 2017	132.7	124.6	257.4
Jan 2018	135.0	126.3	261.2
Nov 2019	138.9	128.2	267.1
Nov 2020	139.2	124.8	264.0
Dec 2021	142.6	117.5	260.1
Nov 2022	144.0	123.1	267.7
Oct 2023	154.8	115.3	269.8
Dec 2024	143.4	122.0	265.4
Dec 2025	147.4	115.8	263.1



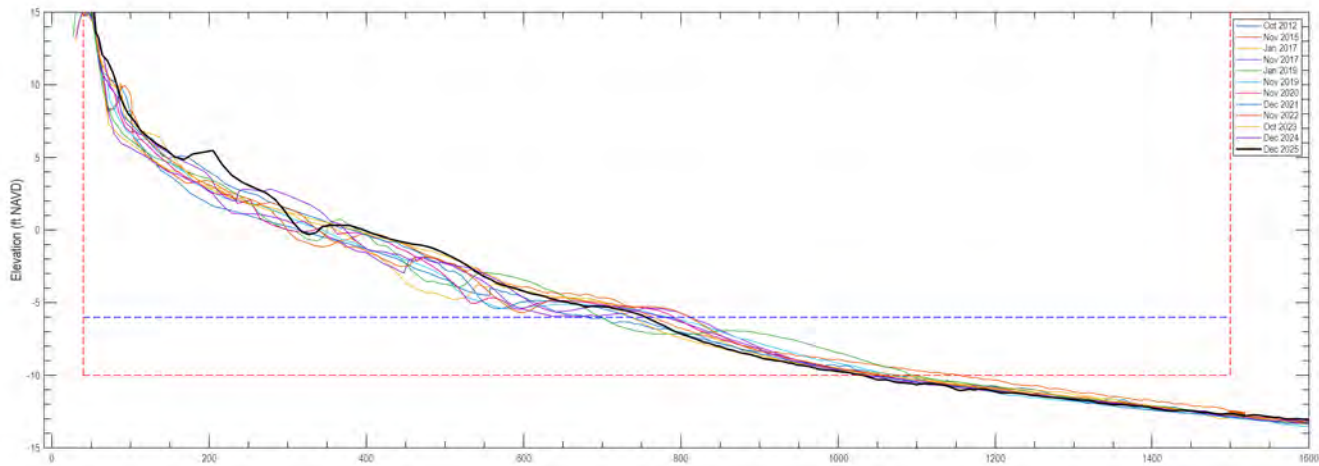
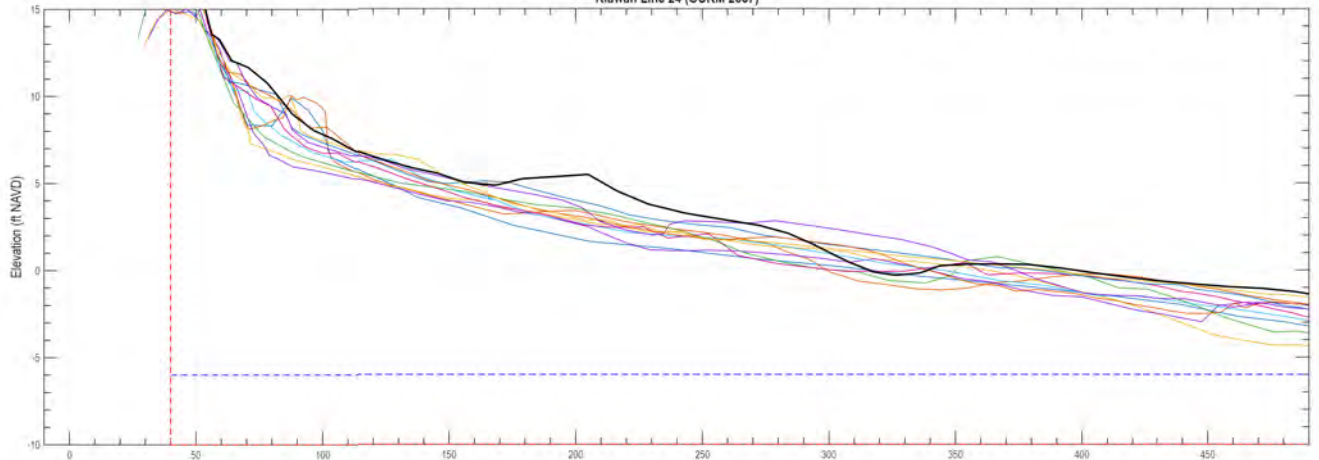
Kiawah Line 23 (OCRM 2685)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	136.2	122.1	261.3
Nov 2015	160.0	126.5	285.4
Jan 2017	148.1	124.5	272.7
Nov 2017	144.0	123.5	271.5
Jan 2018	145.1	126.8	275.0
Nov 2019	144.8	127.8	272.4
Nov 2020	142.7	124.5	267.2
Dec 2021	153.0	126.5	272.0
Nov 2022	152.8	126.4	278.0
Oct 2023	161.1	117.0	276.1
Dec 2024	152.1	124.9	277.0
Dec 2025	160.0	117.2	277.2



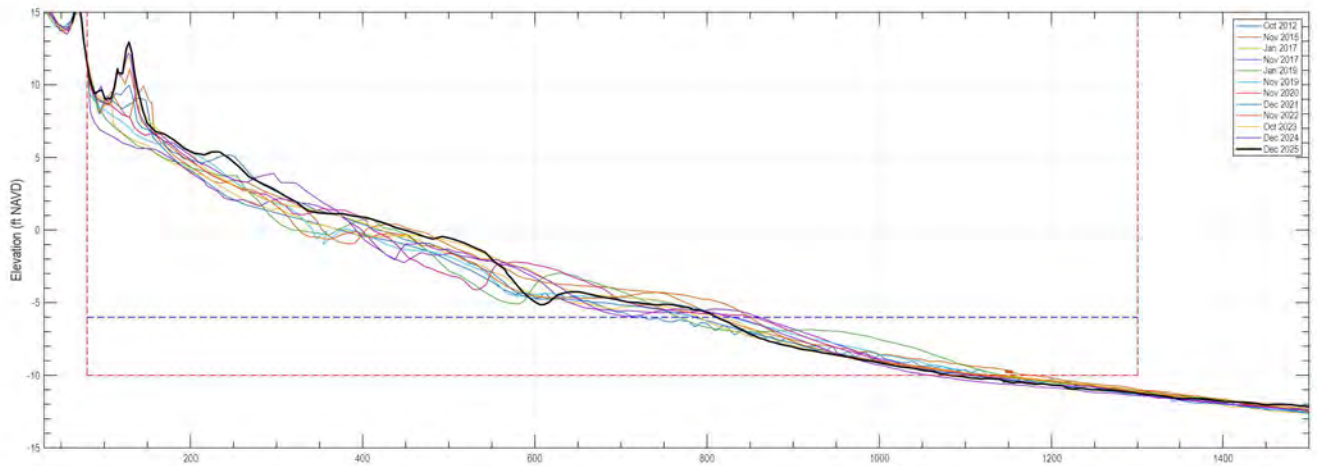
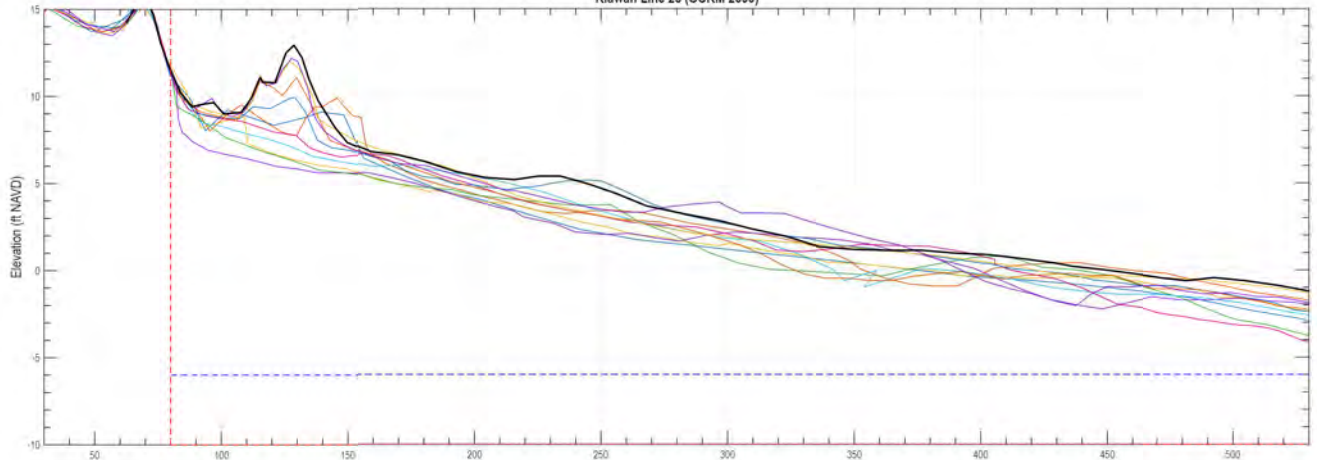
Kiawah Line 24 (OCRM 2687)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	142.2	123.4	265.6
Nov 2015	162.4	129.2	291.6
Jan 2017	148.2	126.4	273.7
Nov 2017	144.0	125.5	273.4
Jan 2019	155.2	131.6	286.8
Nov 2019	151.9	130.2	282.1
Nov 2020	154.9	126.4	281.3
Dec 2021	155.1	123.0	288.1
Nov 2022	161.1	127.4	288.5
Oct 2023	171.2	121.1	292.3
Dec 2024	166.4	126.3	294.7
Dec 2025	176.5	121.8	288.3



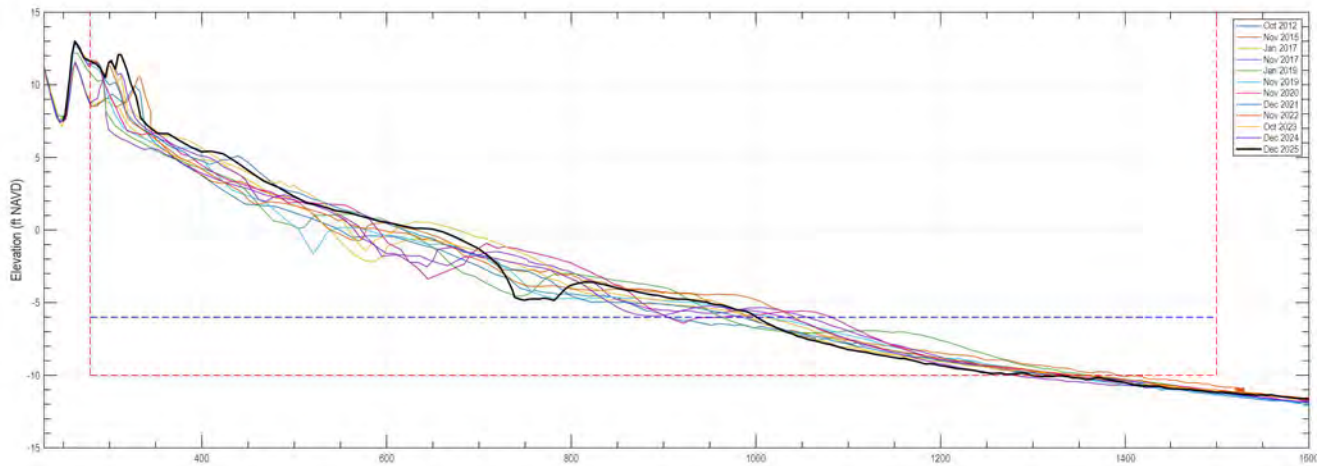
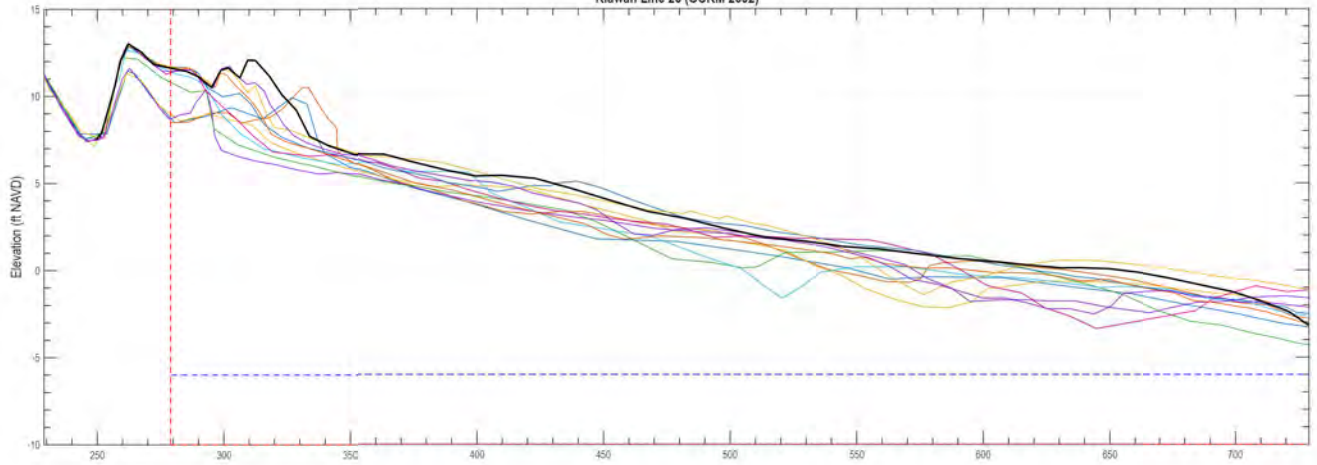
Kiawah Line 25 (OCRM 2690)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	146.2	125.7	271.9
Nov 2015	168.1	130.9	299.0
Jan 2017	148.2	125.9	274.0
Nov 2017	147.8	130.8	278.7
Jan 2019	145.9	135.0	283.9
Nov 2019	153.2	131.3	284.5
Nov 2020	190.3	129.8	290.1
Dec 2021	182.5	124.9	287.4
Nov 2022	199.4	127.7	288.1
Oct 2023	172.2	123.7	285.9
Dec 2024	167.8	126.3	294.1
Dec 2025	174.9	124.1	288.0



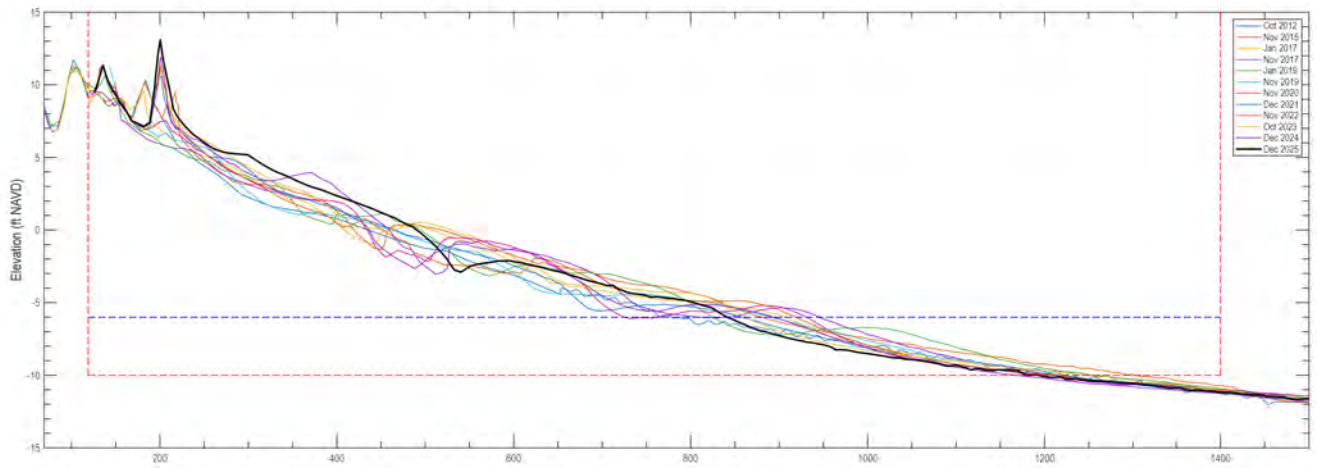
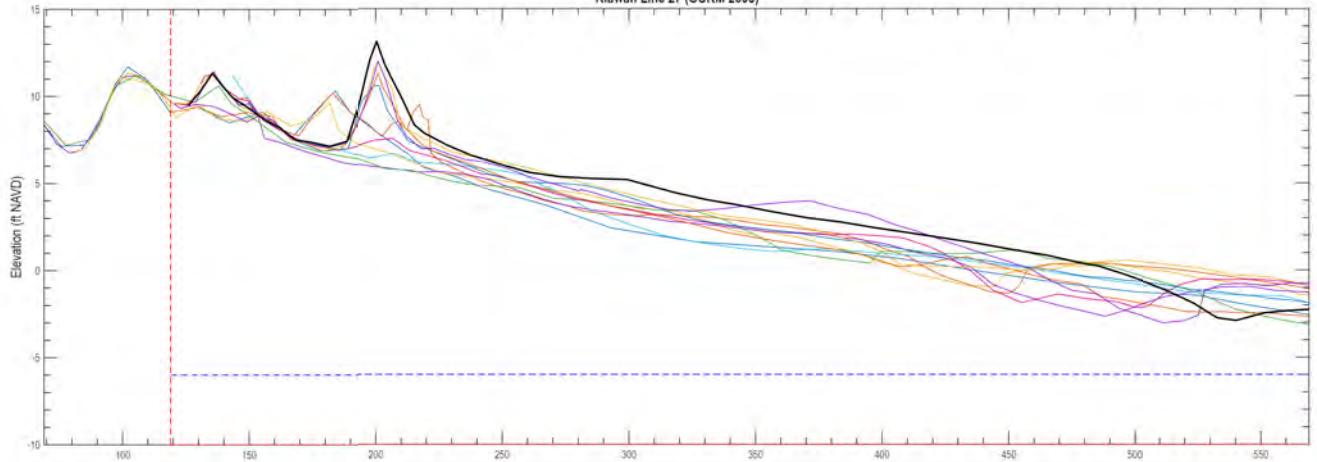
Kiawah Line 26 (OCRM 2692)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	140.7	124.5	265.2
Nov 2015	160.4	130.6	291.0
Jan 2017	149.7	128.4	278.1
Nov 2017	148.8	131.2	279.9
Jan 2019	148.9	134.1	283.0
Nov 2019	146.6	130.1	276.7
Nov 2020	158.6	131.6	290.2
Dec 2021	162.5	125.3	287.8
Nov 2022	159.0	129.2	288.2
Oct 2023	173.7	124.3	298.0
Dec 2024	156.2	126.7	282.9
Dec 2025	169.7	122.4	292.1

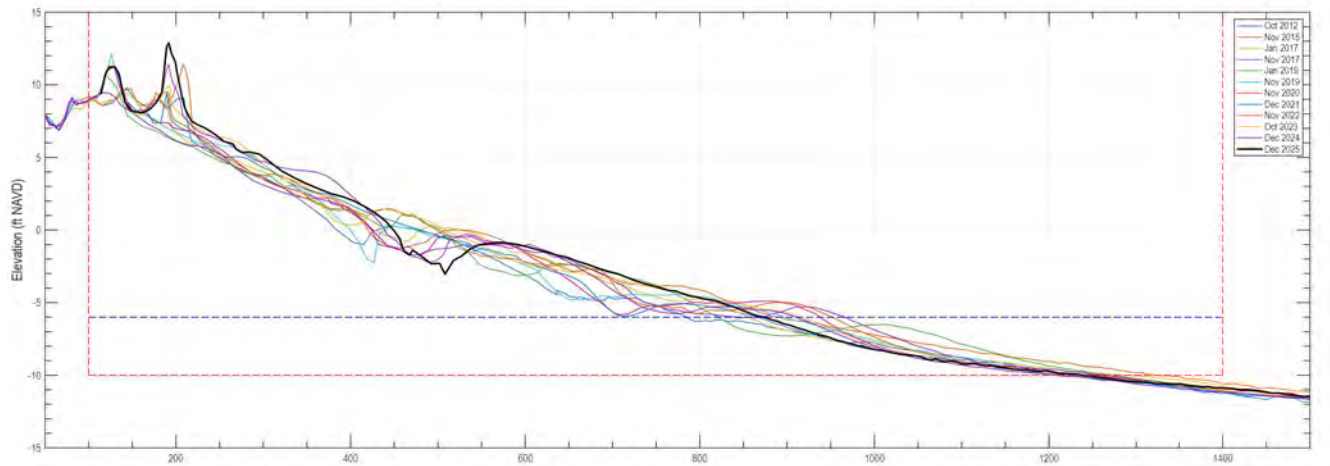
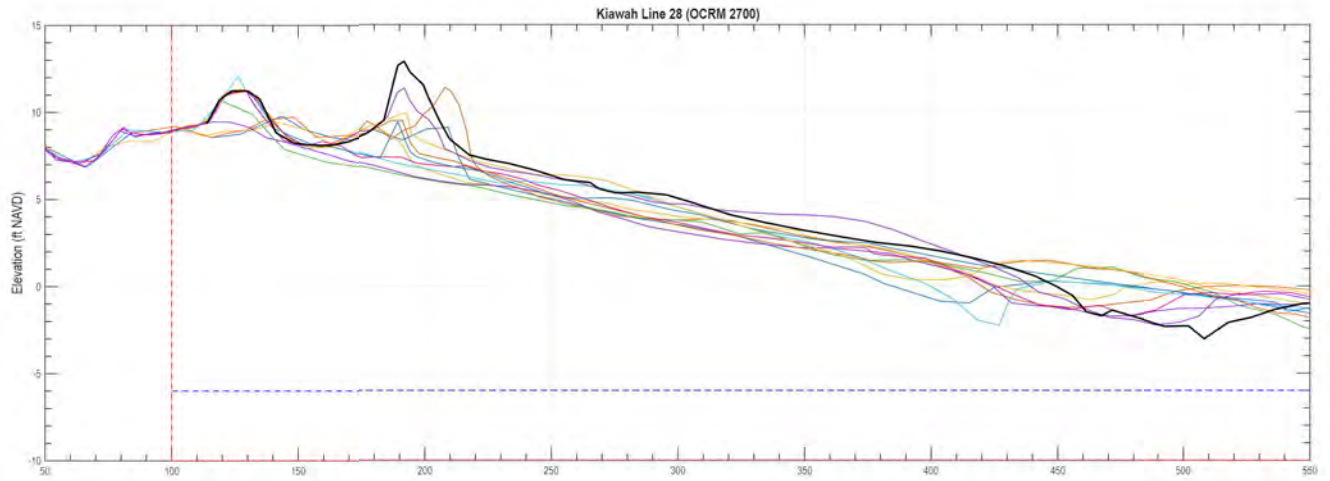


Kiawah Line 27 (OCRM 2695)



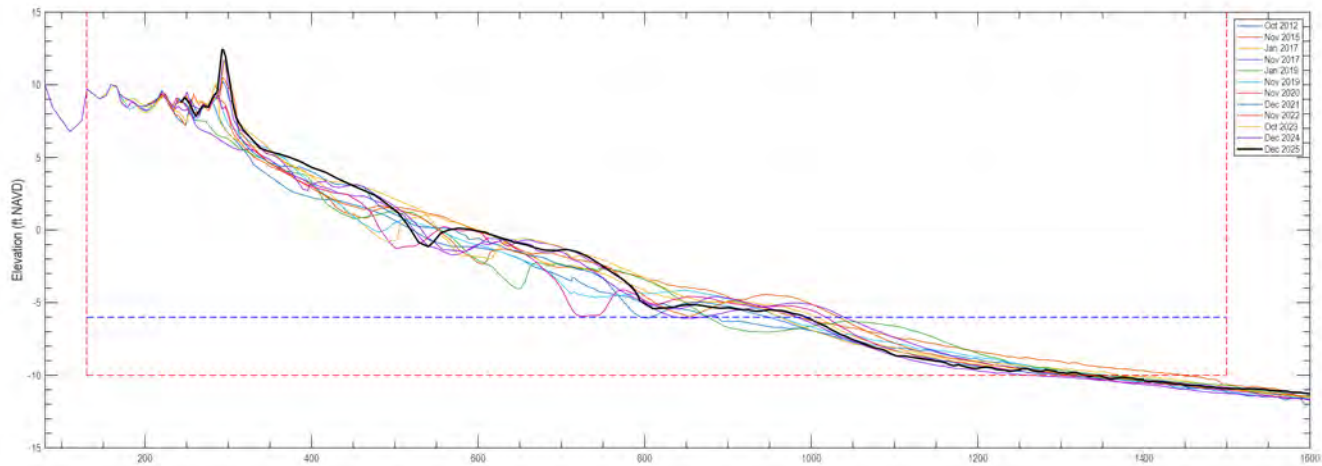
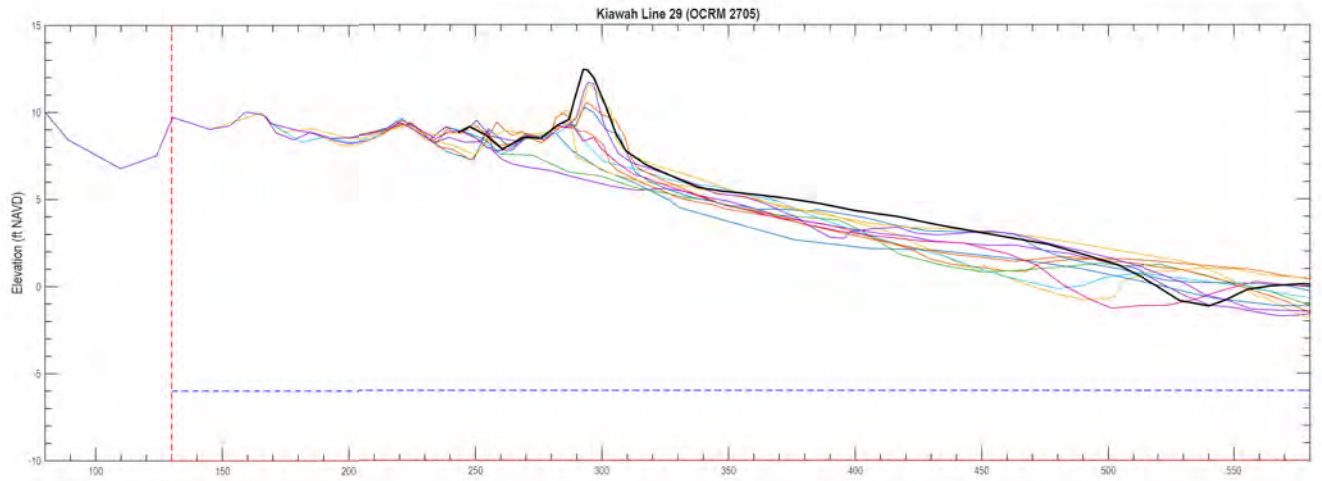
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	156.3	131.3	287.6
Nov 2015	183.9	140.5	324.5
Jan 2017	173.2	134.6	307.8
Nov 2017	187.6	138.9	326.5
Jan 2018	172.0	128.6	300.6
Nov 2019	166.1	136.2	302.3
Nov 2020	171.6	133.1	304.8
Dec 2021	171.3	130.8	302.2
Nov 2022	173.9	133.9	307.8
Oct 2023	186.6	131.0	317.6
Dec 2024	182.0	131.1	313.1
Dec 2025	187.3	128.6	315.9





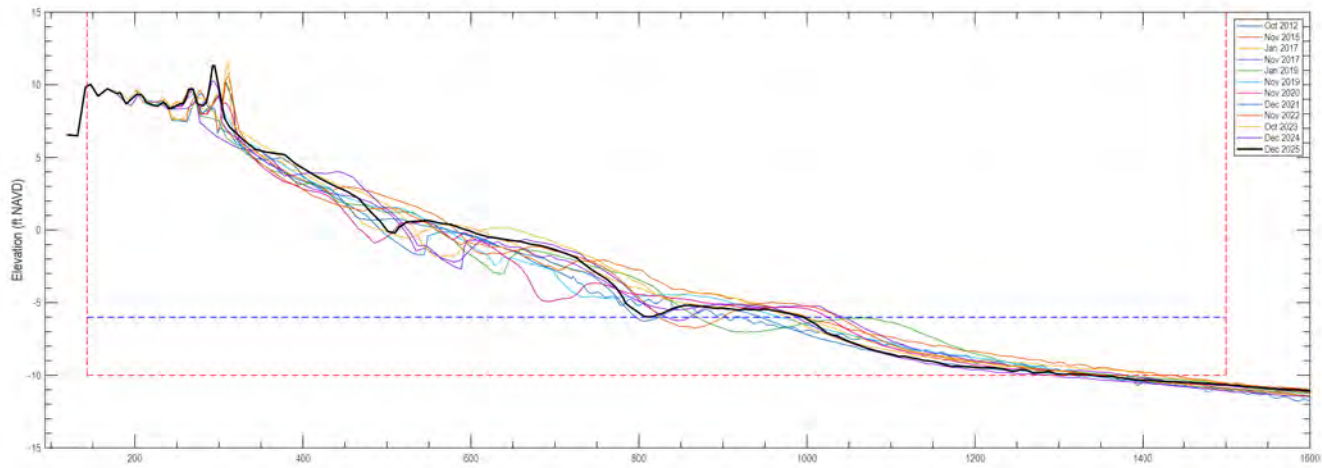
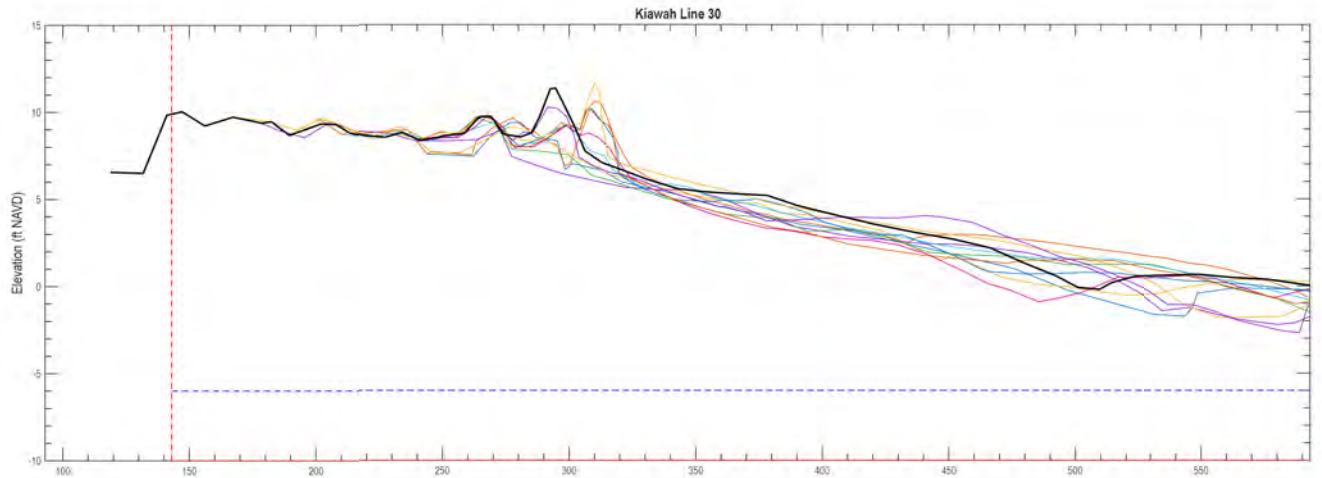
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	172.1	135.4	307.4
Nov 2015	197.5	146.4	343.9
Jan 2017	192.6	140.8	333.2
Nov 2017	180.0	143.5	323.5
Jan 2018	183.3	144.2	327.5
Nov 2019	182.2	139.5	321.7
Nov 2020	184.1	138.5	322.6
Dec 2021	185.9	133.9	319.8
Nov 2022	191.3	140.5	331.8
Oct 2023	197.9	133.6	331.5
Dec 2024	197.2	136.8	332.7
Dec 2025	205.0	134.7	337.7





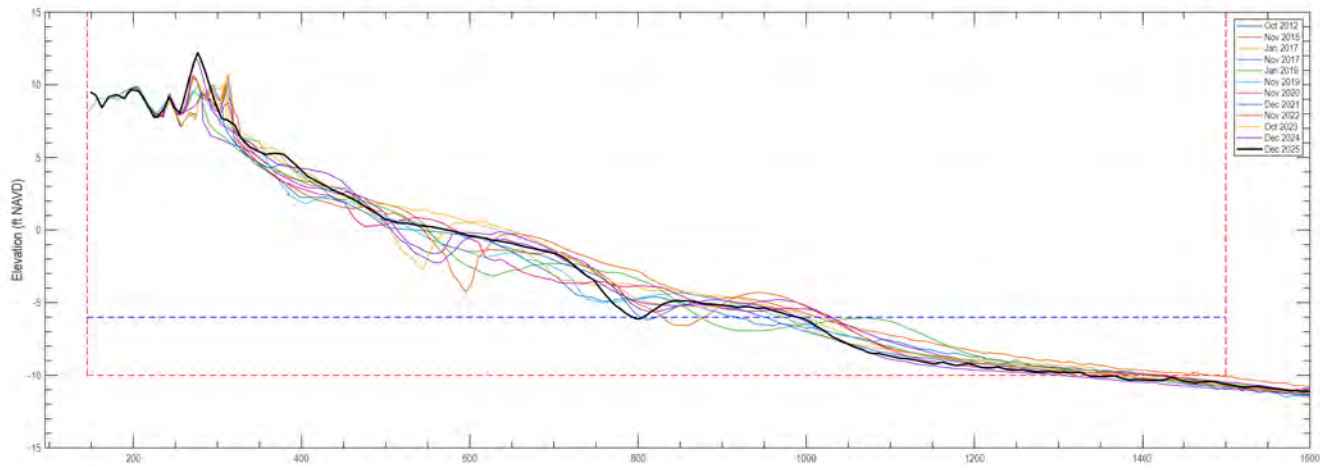
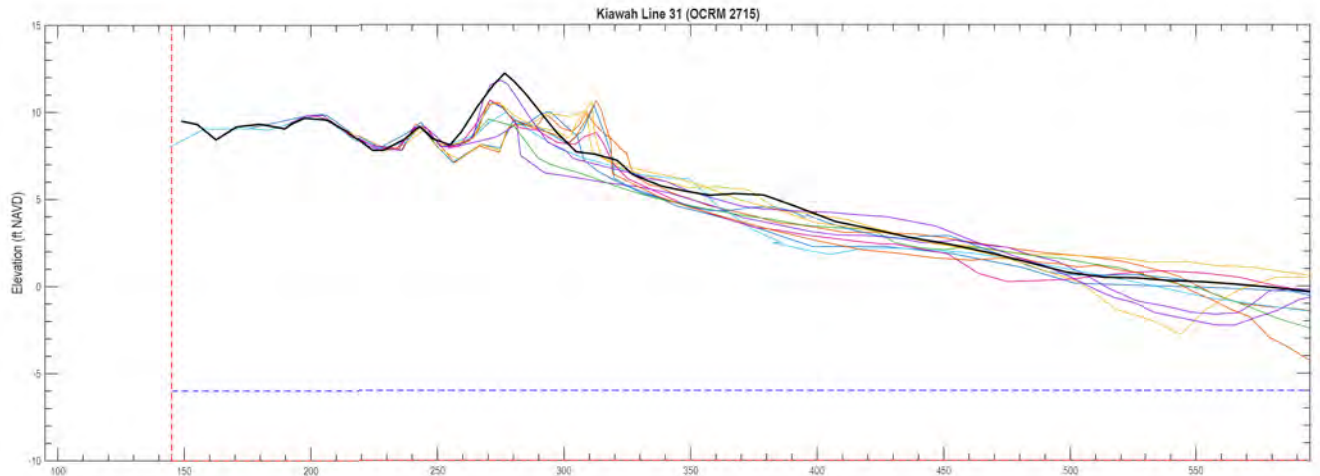
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	200.7	143.8	344.5
Nov 2015	225.9	155.8	381.7
Jan 2017	220.5	147.7	368.2
Nov 2017	215.5	150.1	355.6
Jan 2019	207.6	151.2	358.8
Nov 2019	211.9	147.7	359.6
Nov 2020	209.2	145.1	354.2
Dec 2021	215.8	141.8	360.6
Nov 2022	222.4	148.6	371.1
Oct 2023	234.0	142.8	376.8
Dec 2024	224.0	140.7	364.7
Dec 2025	226.7	143.1	373.0





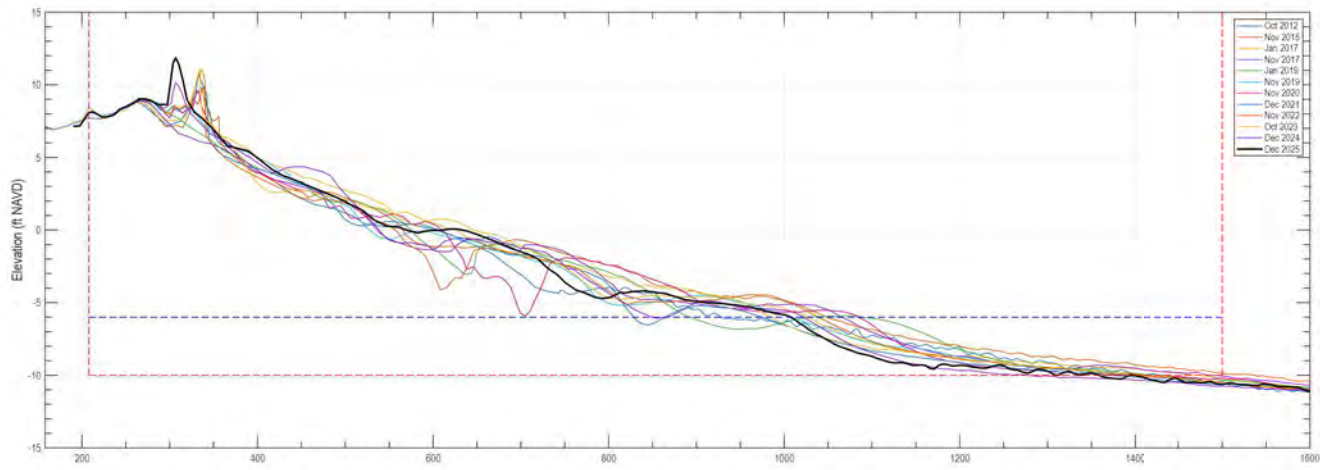
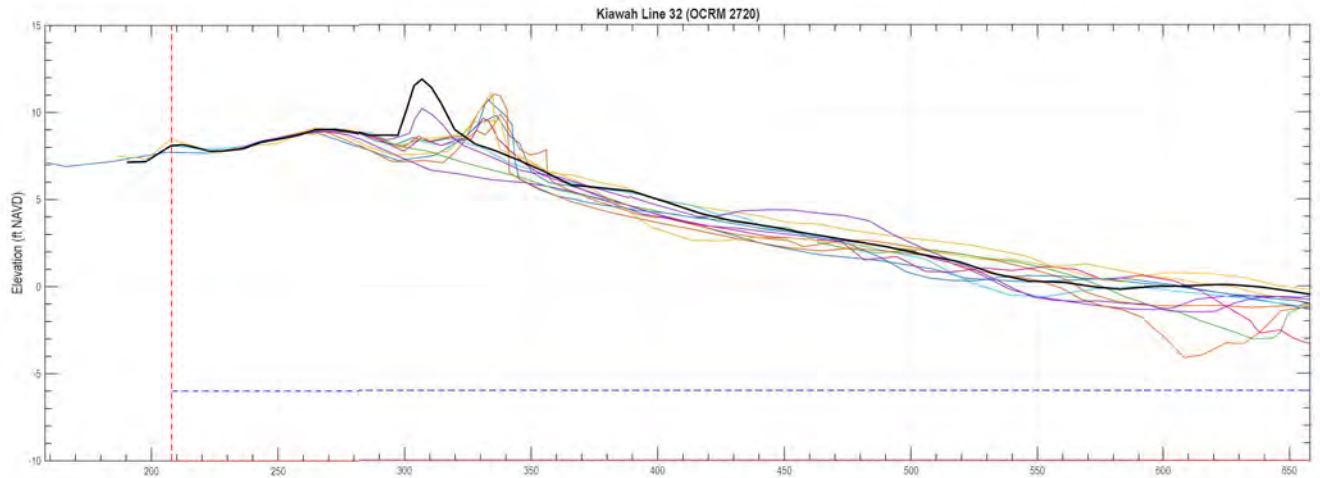
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	201.8	143.9	345.7
Nov 2015	230.7	153.3	384.0
Jan 2017	217.0	147.5	364.4
Nov 2017	211.9	148.8	360.7
Jan 2019	210.8	150.6	361.3
Nov 2019	212.4	146.3	358.7
Nov 2020	203.9	145.1	348.9
Dec 2021	211.6	138.0	349.6
Nov 2022	213.9	148.0	361.8
Oct 2023	229.0	142.3	371.3
Dec 2024	215.3	139.0	354.3
Dec 2025	220.7	140.8	361.4





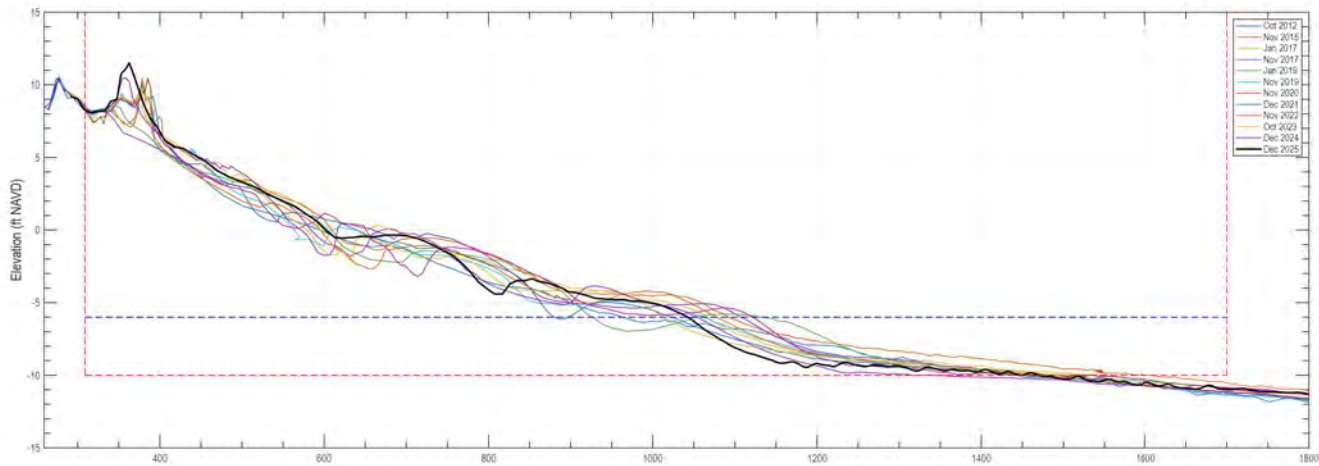
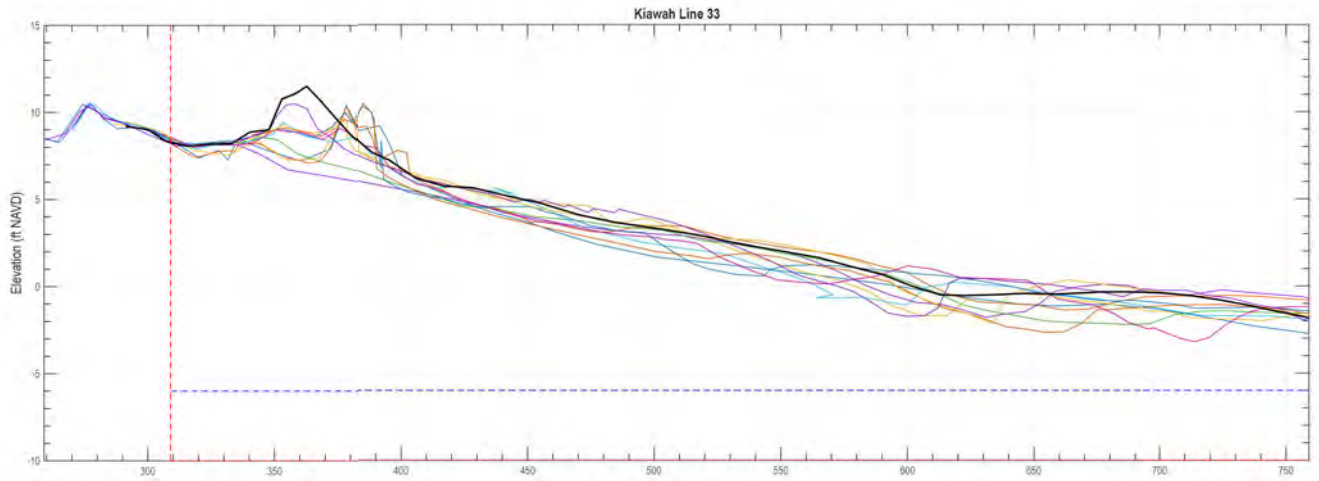
Date	Vol to -6	Vol to -10	Vol to -10
Oct 2012	200.9	146.0	346.8
Nov 2015	227.8	155.2	352.8
Jan 2017	225.3	146.9	372.2
Nov 2017	212.0	148.8	350.9
Jan 2019	204.4	151.0	356.5
Nov 2019	204.3	144.0	348.3
Nov 2020	206.5	144.2	352.7
Dec 2021	212.5	140.4	352.9
Nov 2022	208.1	144.9	352.6
Oct 2023	218.7	143.0	361.7
Dec 2024	214.7	138.2	352.9
Dec 2025	217.4	140.1	357.5





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	180.3	143.0	323.3
Nov 2015	202.7	151.8	354.5
Jan 2017	207.0	142.2	349.2
Nov 2017	196.4	144.7	335.1
Jan 2019	188.7	145.0	334.6
Nov 2019	190.0	139.5	329.6
Nov 2020	191.2	141.0	332.3
Dec 2021	188.2	133.1	321.3
Nov 2022	185.4	140.2	325.7
Oct 2023	198.0	136.5	334.5
Dec 2024	192.9	131.7	324.6
Dec 2025	196.2	131.6	327.8

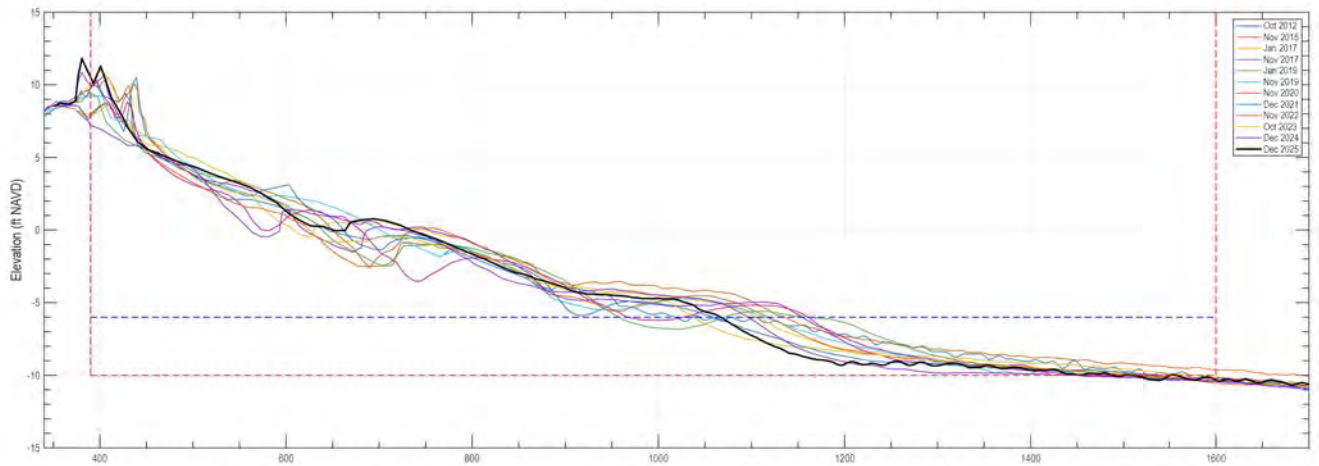
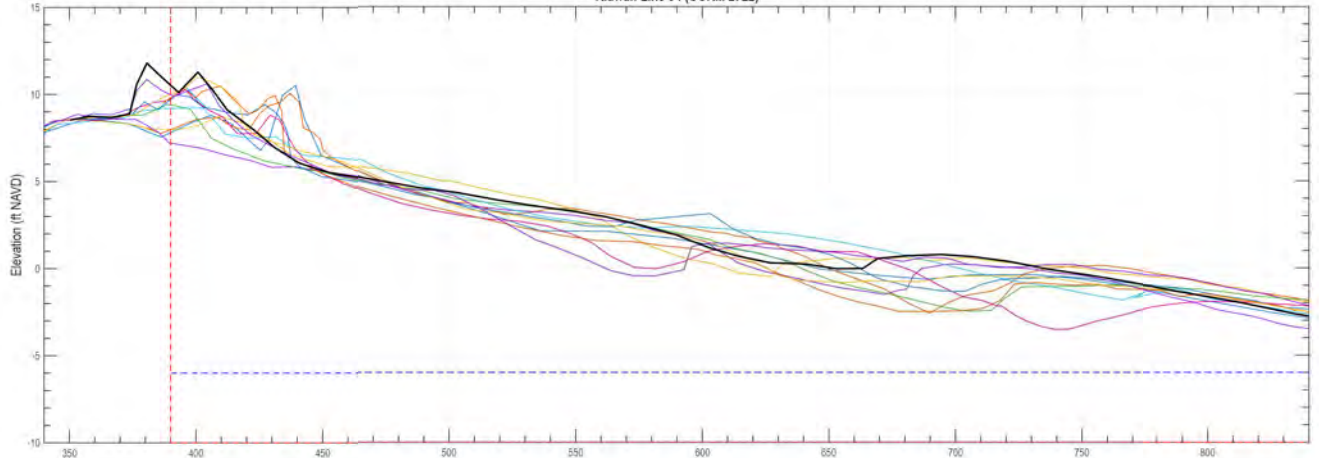




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	148.4	134.0	222.4
Nov 2015	174.2	144.4	318.8
Jan 2017	196.5	132.8	290.1
Nov 2017	182.1	136.2	297.4
Jan 2018	157.0	137.2	294.2
Nov 2019	158.3	131.1	289.4
Nov 2020	163.4	131.7	295.1
Dec 2021	151.1	126.2	287.3
Nov 2022	161.2	131.3	292.5
Oct 2023	188.6	127.2	295.8
Dec 2024	195.7	122.4	286.1
Dec 2025	199.8	123.3	292.9



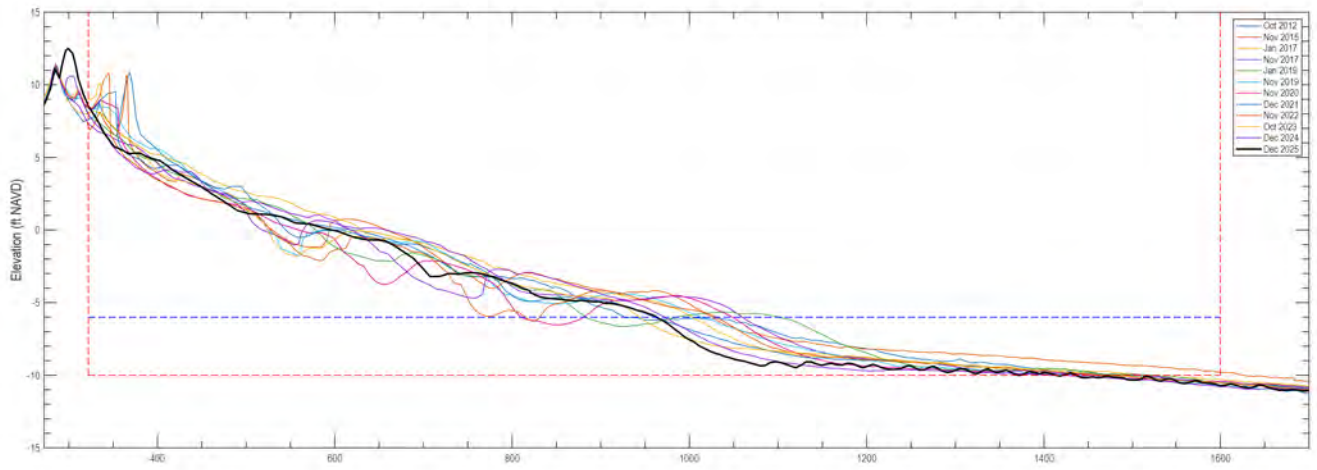
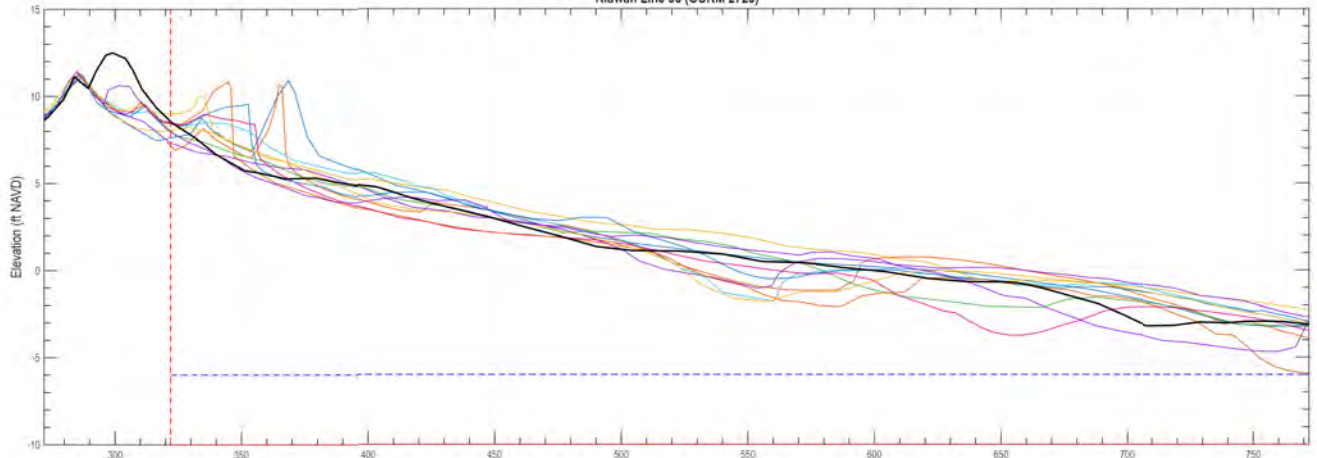
Kiawah Line 34 (OCRM 2722)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	139.8	153.0	272.8
Nov 2015	158.8	138.0	298.6
Jan 2017	153.3	128.0	281.3
Nov 2017	143.9	123.3	272.9
Jan 2019	157.8	150.7	293.1
Nov 2019	147.9	124.8	272.7
Nov 2020	133.8	125.7	259.4
Dec 2021	145.6	115.9	262.5
Nov 2022	125.4	124.7	260.1
Oct 2023	144.4	119.3	263.7
Dec 2024	143.1	115.3	259.4
Dec 2025	140.7	115.9	265.6

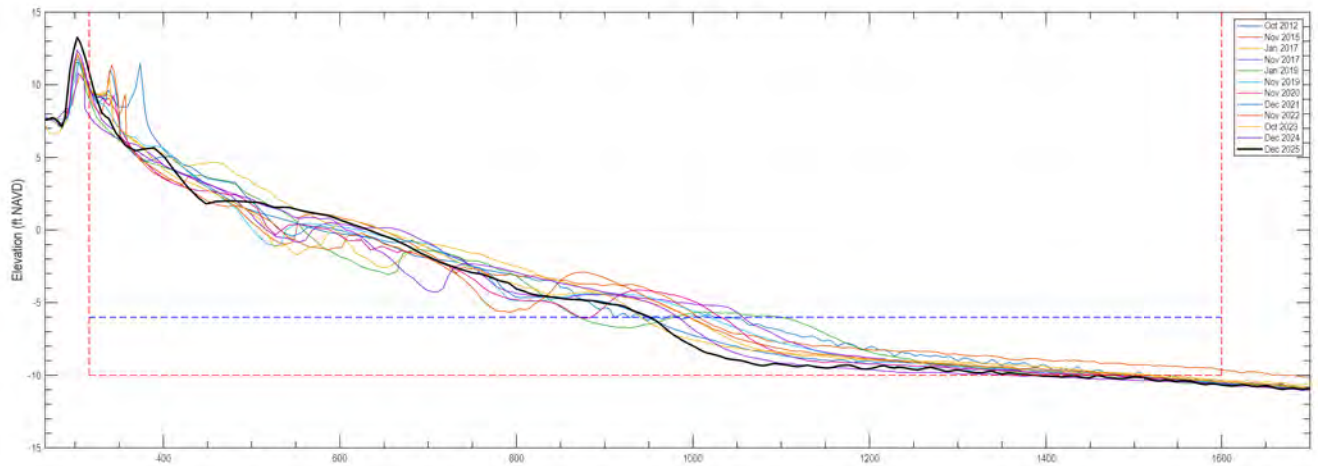
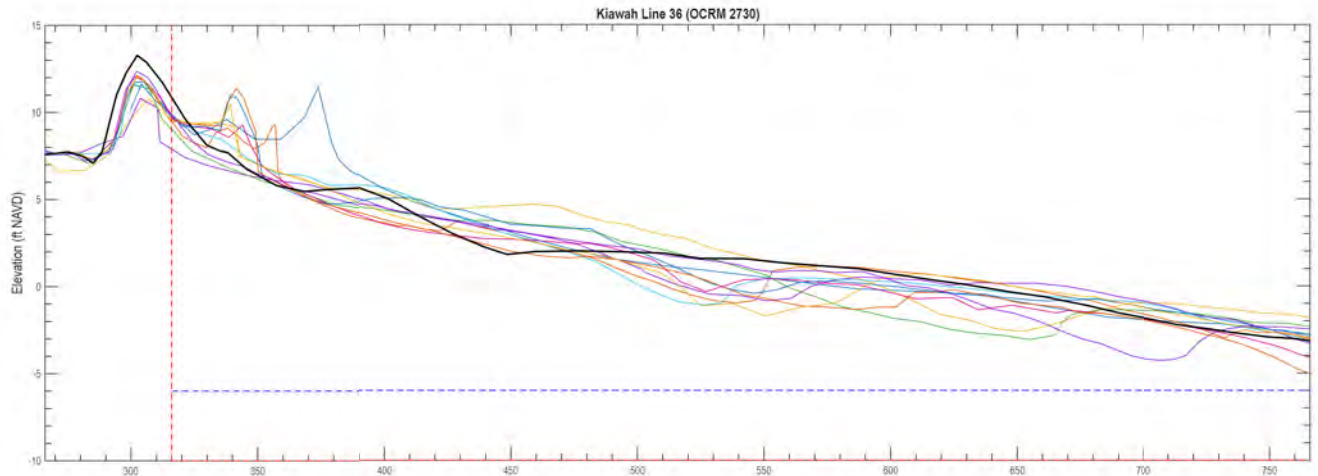


Kiawah Line 35 (OCRM 2725)



Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	139.1	130.2	269.3
Nov 2015	140.9	136.6	277.2
Jan 2017	151.3	122.0	273.3
Nov 2017	139.2	125.0	264.2
Jan 2018	126.8	125.3	258.2
Nov 2019	138.7	121.8	258.5
Nov 2020	119.8	119.7	239.5
Dec 2021	134.9	118.4	253.3
Nov 2022	118.3	122.6	240.9
Oct 2023	131.0	116.8	247.8
Dec 2024	130.8	116.5	241.3
Dec 2025	128.2	109.6	237.8

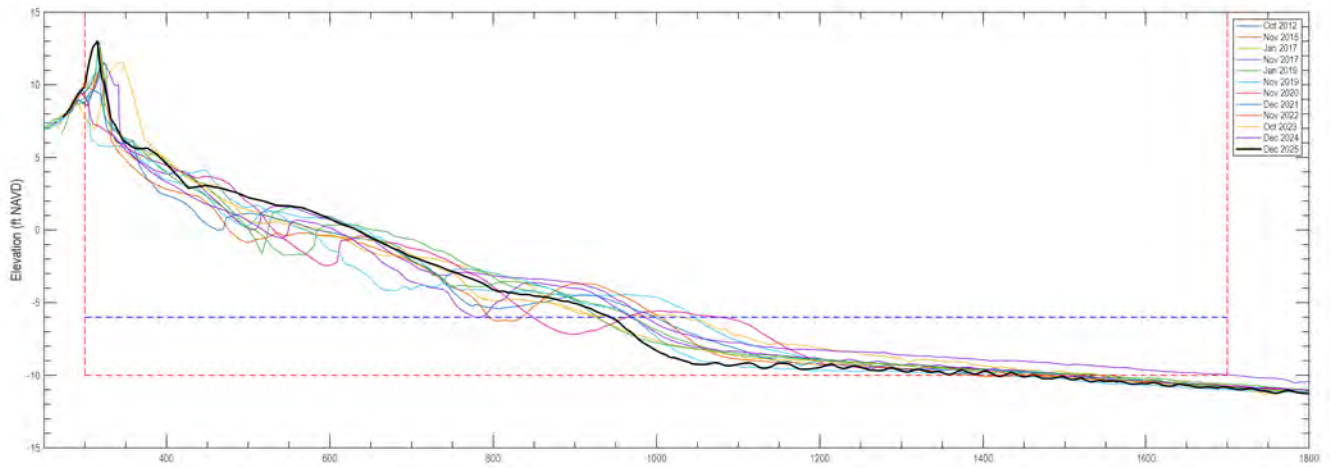
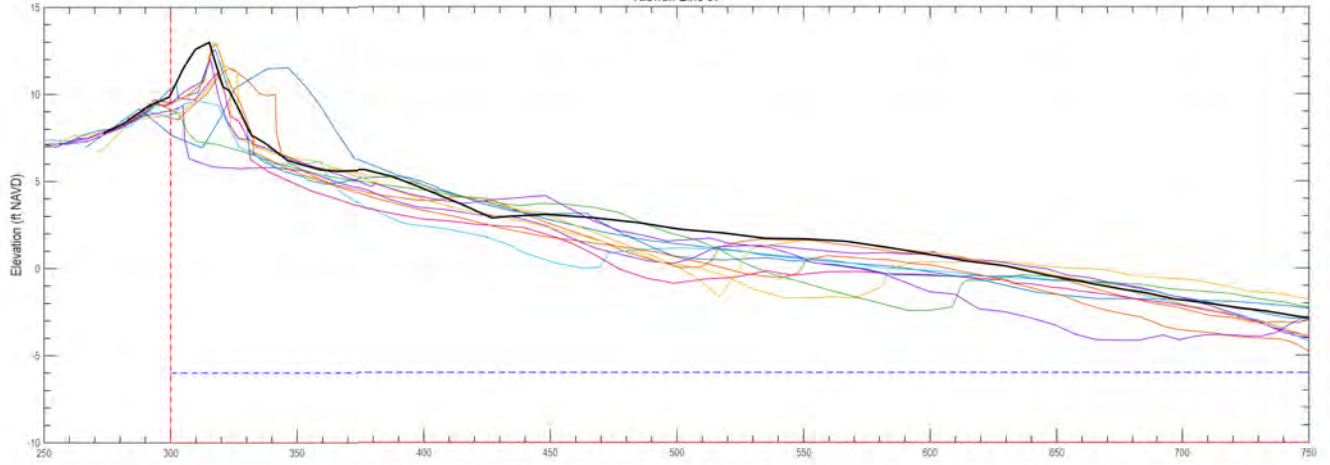




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	142.4	153.4	275.8
Nov 2015	143.7	156.1	279.8
Jan 2017	152.4	122.6	275.0
Nov 2017	139.1	126.1	255.2
Jan 2018	129.0	133.1	259.1
Nov 2019	138.4	123.0	261.3
Nov 2020	131.0	120.0	251.0
Dec 2021	138.2	117.1	255.3
Nov 2022	130.0	122.8	252.8
Oct 2023	134.9	117.5	252.4
Dec 2024	136.1	116.5	248.5
Dec 2025	136.8	108.1	244.5

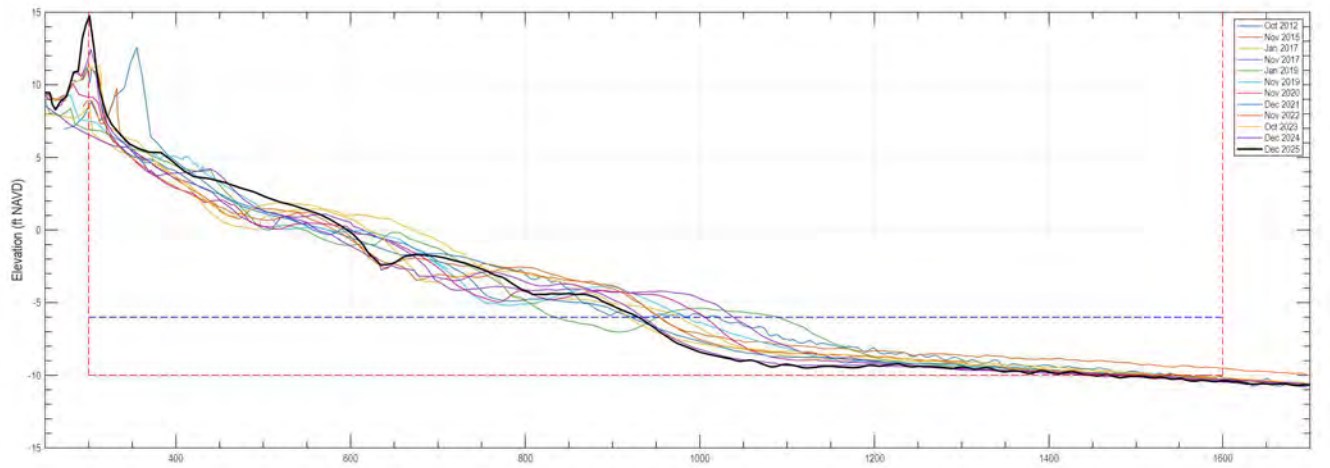
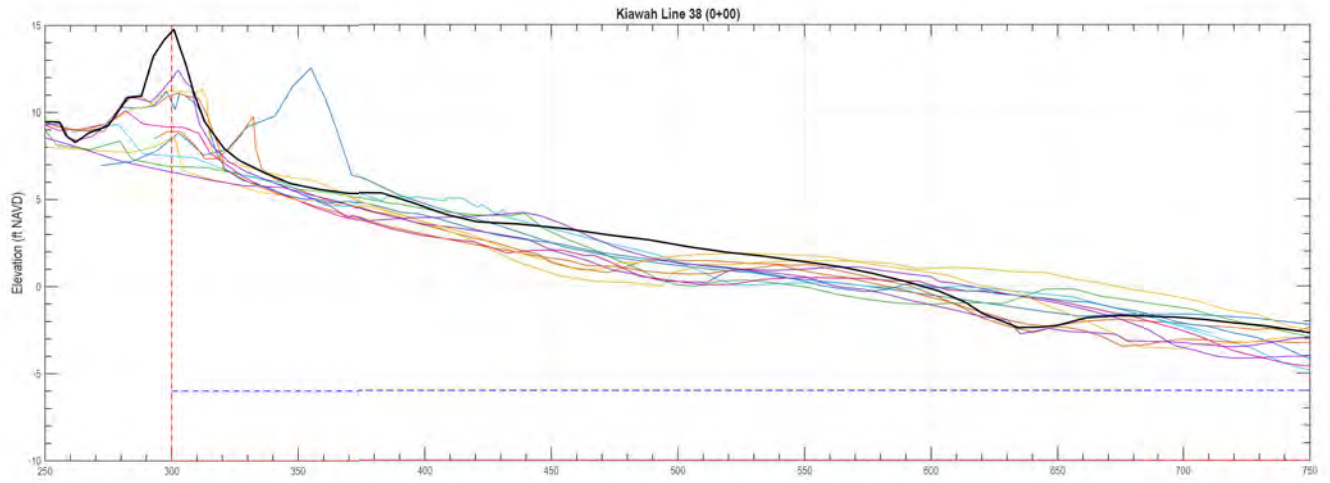


Kiawah Line 37



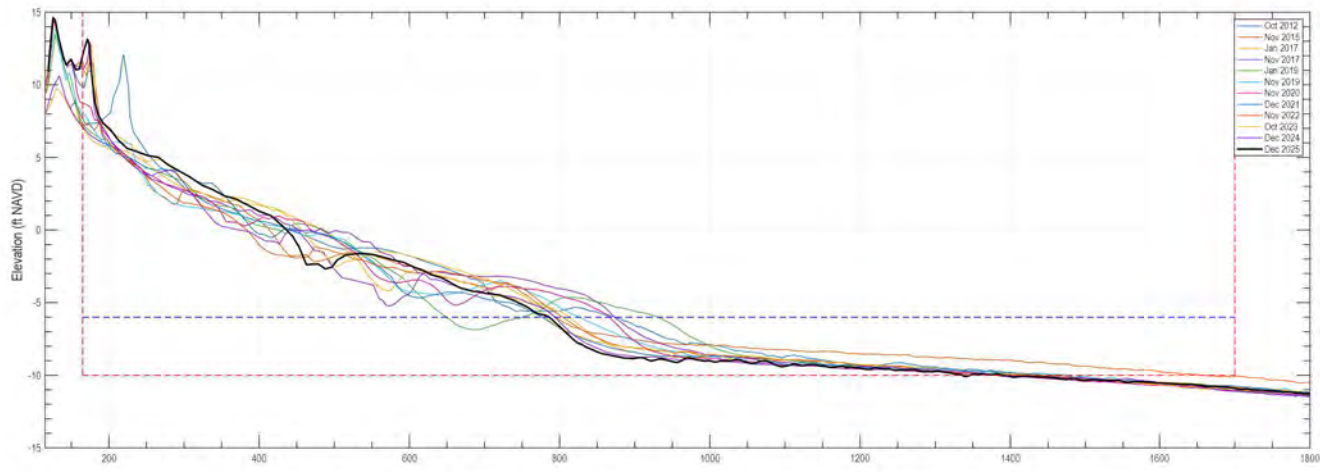
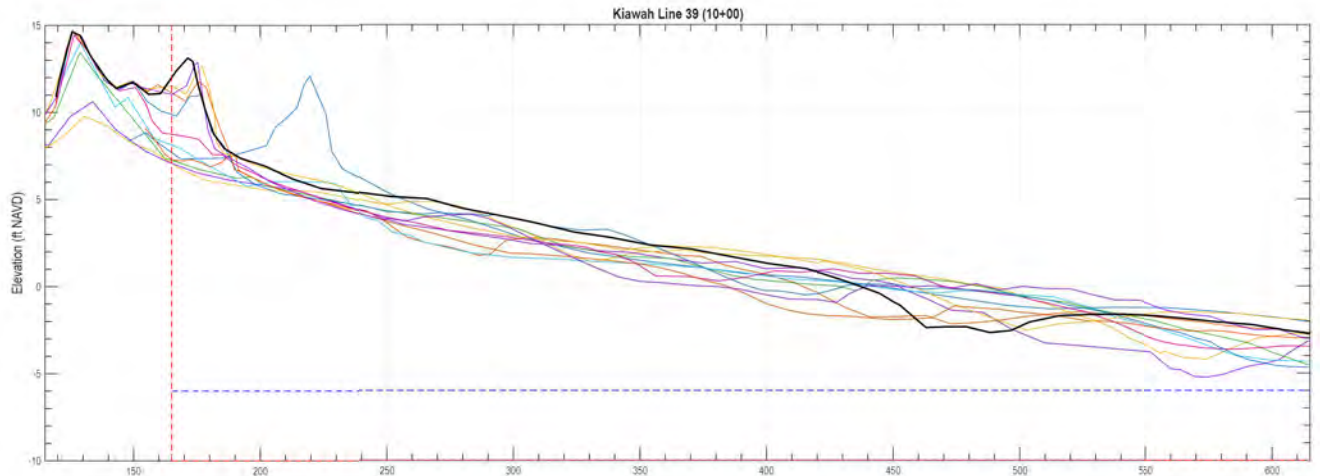
Date	Vol to -6	Vol to -10	Vol to -10
Oct 2012	148.0	136.0	253.9
Nov 2015	151.3	137.5	288.7
Jan 2017	145.7	121.9	267.7
Nov 2017	141.3	128.1	259.4
Jan 2019	134.5	126.1	252.6
Nov 2019	128.3	122.1	250.4
Nov 2020	126.7	116.4	245.1
Dec 2021	137.5	117.0	254.5
Nov 2022	129.8	122.4	252.2
Oct 2023	147.1	118.5	260.8
Dec 2024	136.4	111.1	247.5
Dec 2025	140.8	110.0	258.6





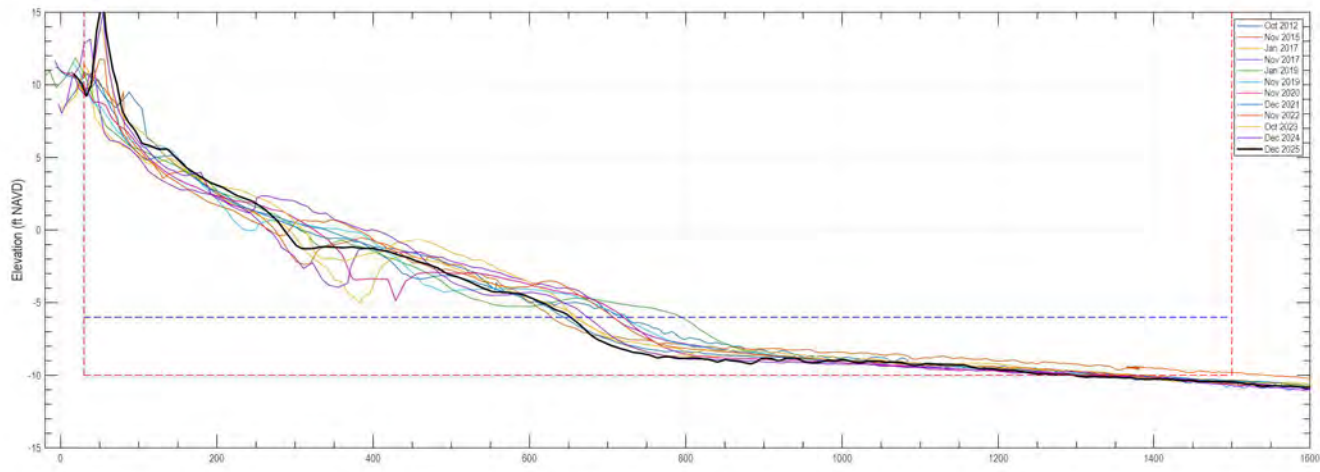
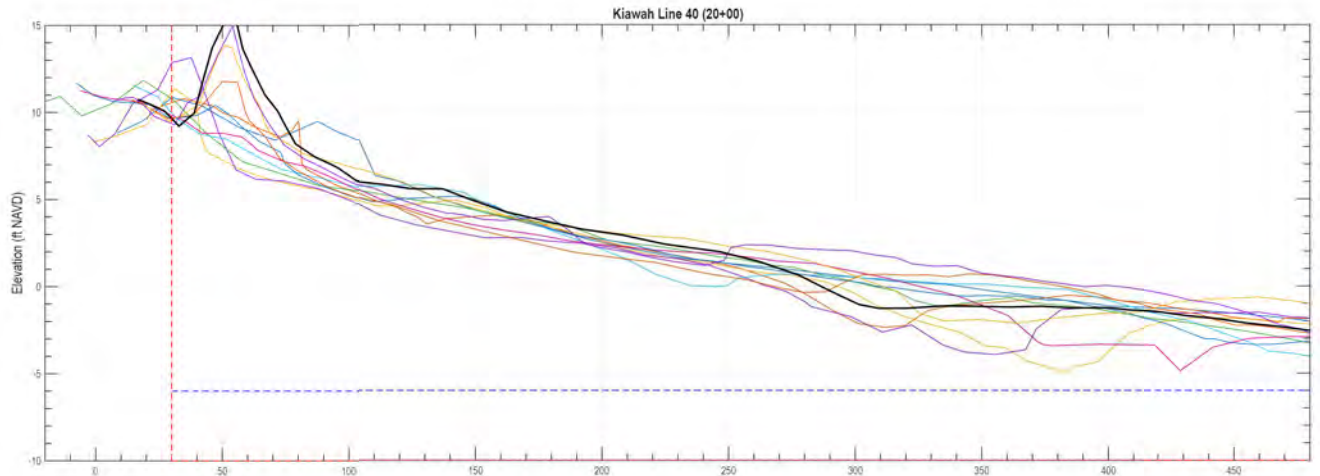
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	148.4	153.7	200.1
Nov 2015	138.9	154.4	273.3
Jan 2017	137.2	153.2	260.4
Nov 2017	135.0	124.8	250.7
Jan 2018	150.4	153.6	250.8
Nov 2019	136.3	123.3	259.7
Nov 2020	129.7	119.7	249.4
Dec 2021	150.7	119.3	249.0
Nov 2022	133.1	121.3	254.4
Oct 2023	139.7	119.4	259.1
Dec 2024	134.0	110.8	244.6
Dec 2025	142.9	110.0	252.6





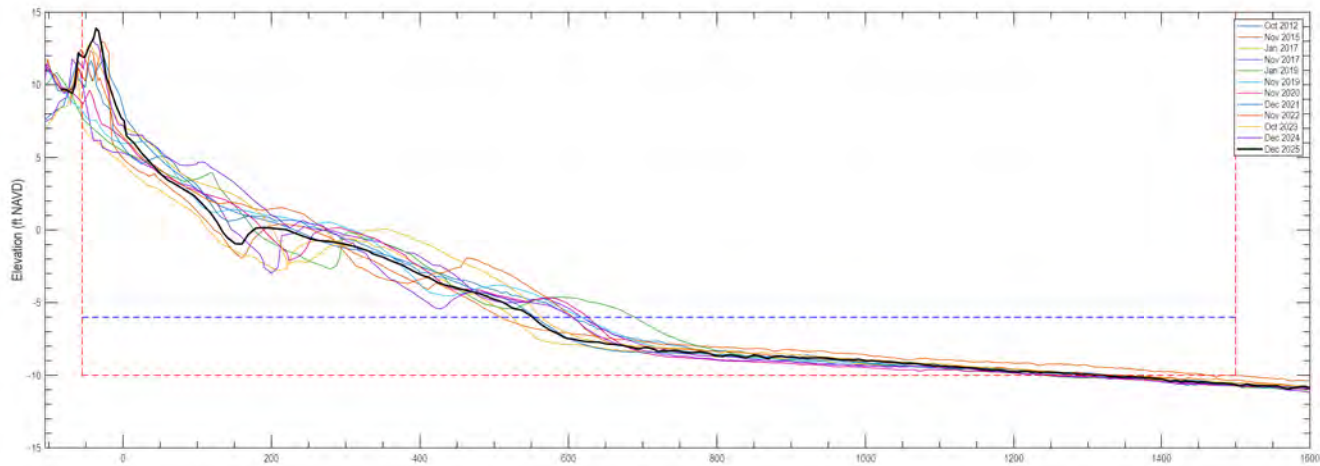
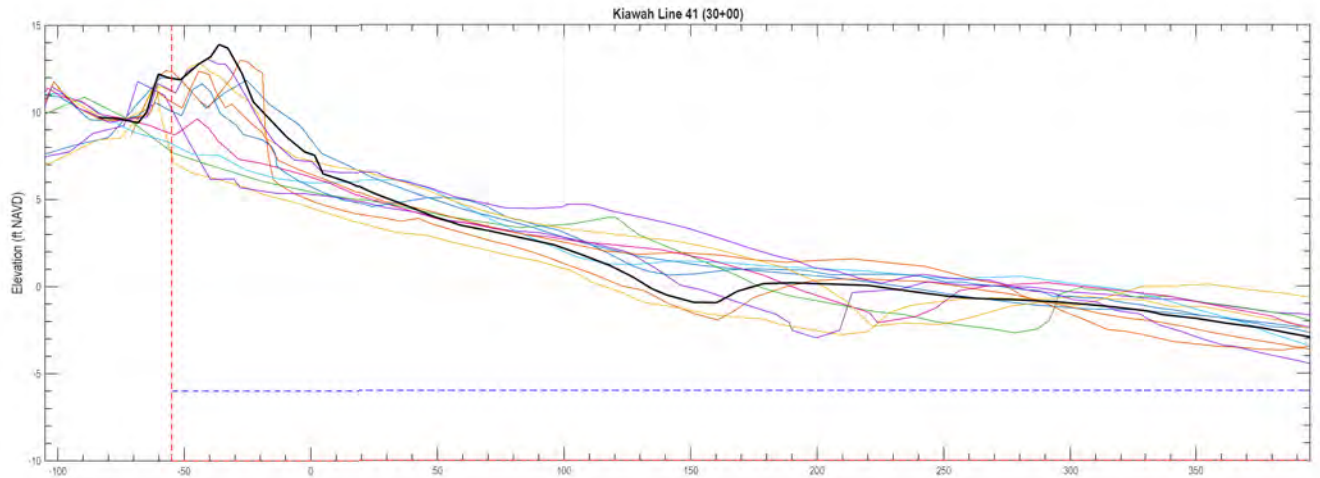
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	145.5	122.1	277.5
Nov 2015	130.1	140.4	270.5
Jan 2017	135.9	119.6	255.5
Nov 2017	133.9	124.6	258.4
Jan 2019	127.9	126.3	254.2
Nov 2019	128.9	121.8	250.7
Nov 2020	134.7	120.5	255.2
Dec 2021	131.5	113.9	245.3
Nov 2022	129.1	120.7	249.8
Oct 2023	146.5	119.4	265.9
Dec 2024	134.9	113.7	248.6
Dec 2025	130.8	112.0	241.8





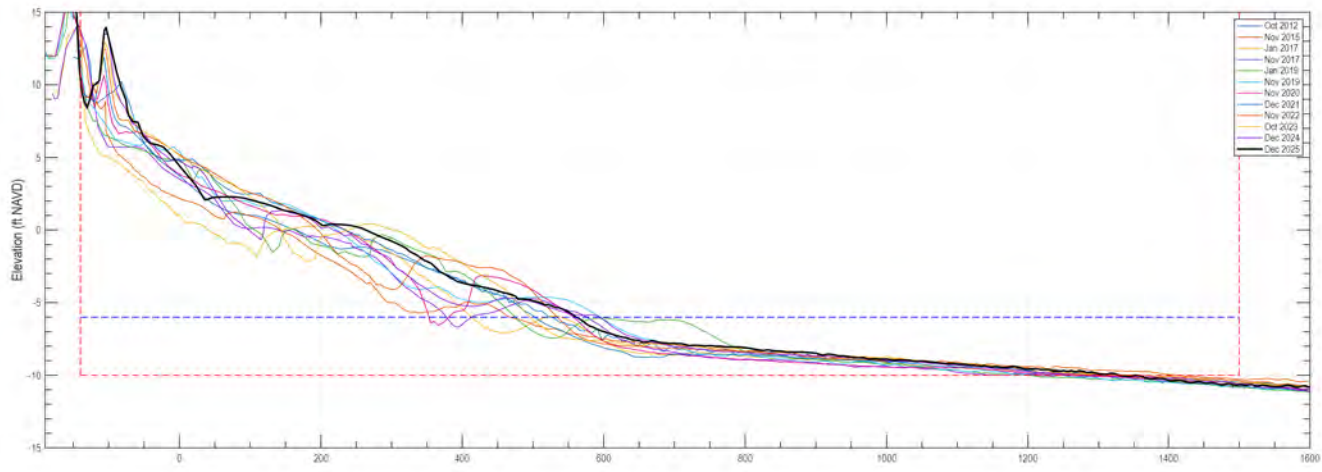
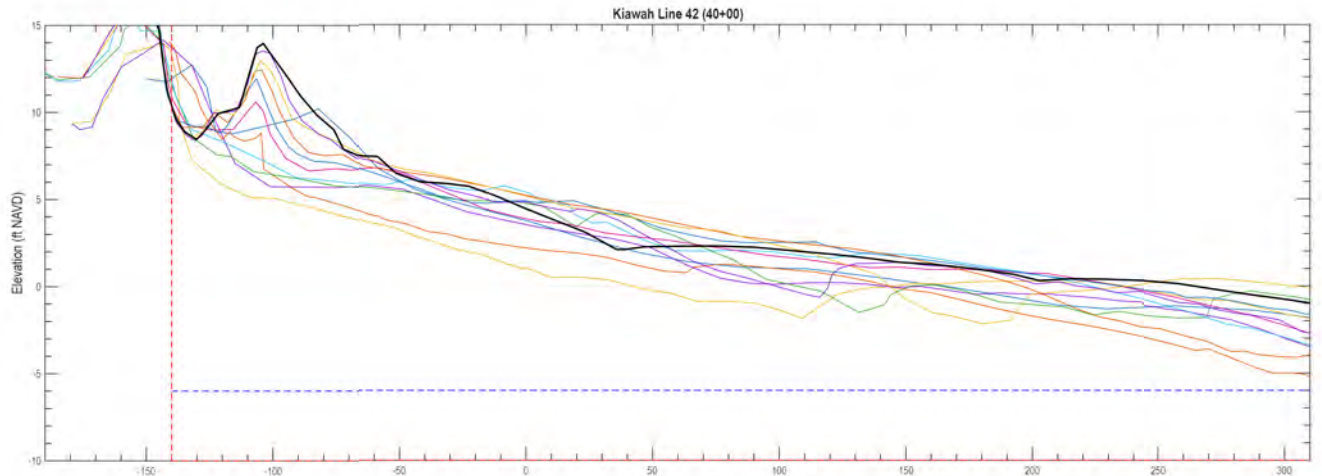
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	156.3	132.7	288.9
Nov 2015	144.3	135.2	279.5
Jan 2017	133.1	122.6	255.7
Nov 2017	140.3	125.8	266.1
Jan 2019	142.8	133.6	276.5
Nov 2019	145.4	128.4	273.9
Nov 2020	143.7	122.4	266.0
Dec 2021	142.9	121.1	264.0
Nov 2022	150.8	127.4	278.1
Oct 2023	161.8	125.4	287.2
Dec 2024	159.0	117.6	276.6
Dec 2025	151.4	116.8	268.2





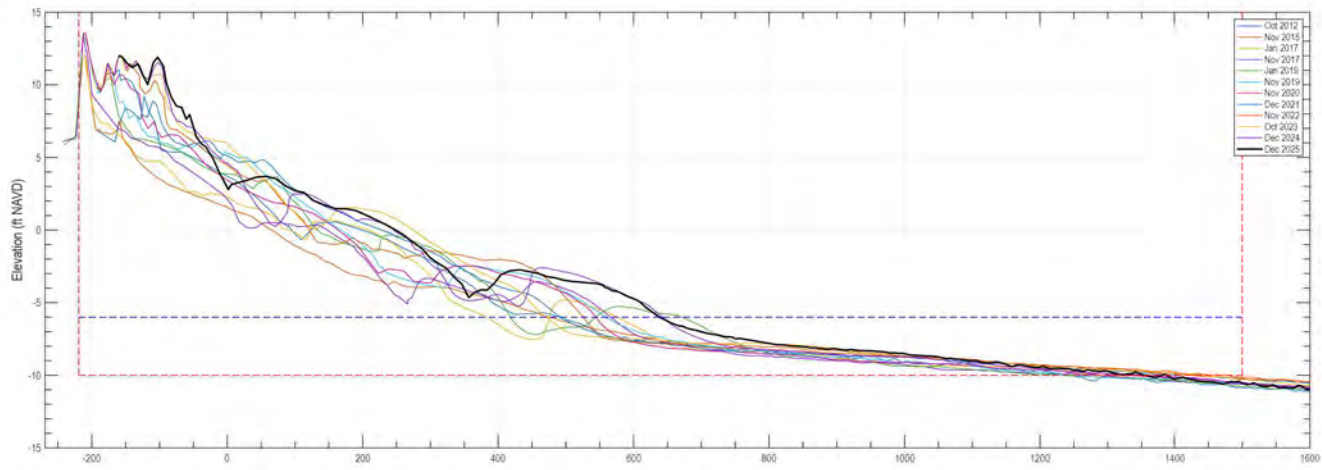
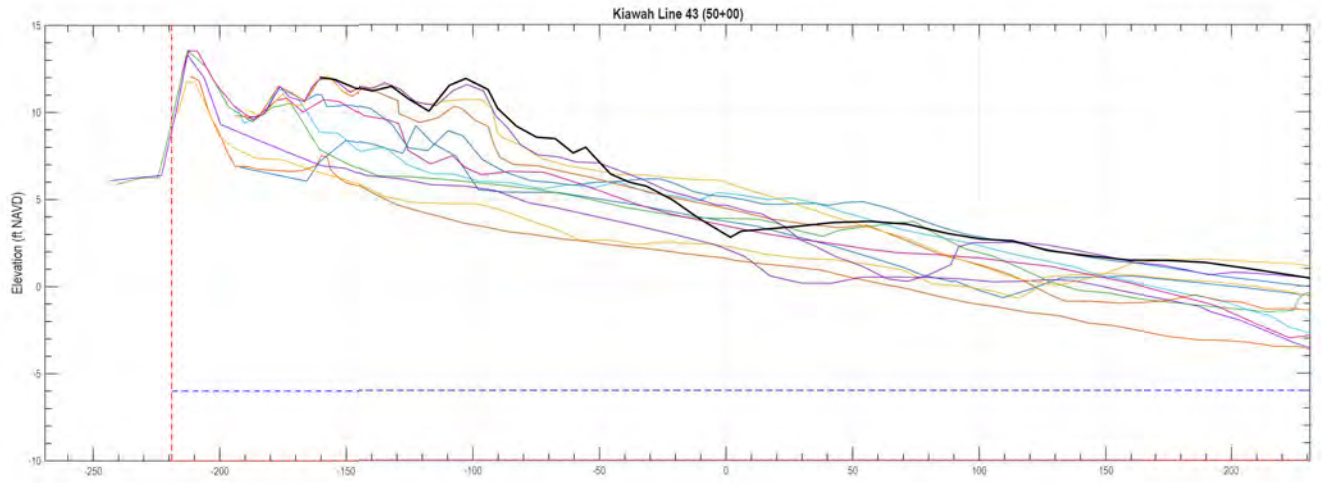
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	153.2	131.0	265.1
Nov 2015	127.5	137.5	264.9
Jan 2017	119.6	119.9	235.5
Nov 2017	138.0	125.1	263.2
Jan 2019	140.1	153.5	273.6
Nov 2019	146.9	127.9	274.8
Nov 2020	144.3	121.0	265.4
Dec 2021	145.9	122.1	268.0
Nov 2022	153.1	129.0	282.1
Oct 2023	161.2	128.4	289.6
Dec 2024	155.5	122.2	275.7
Dec 2025	140.1	124.1	264.3





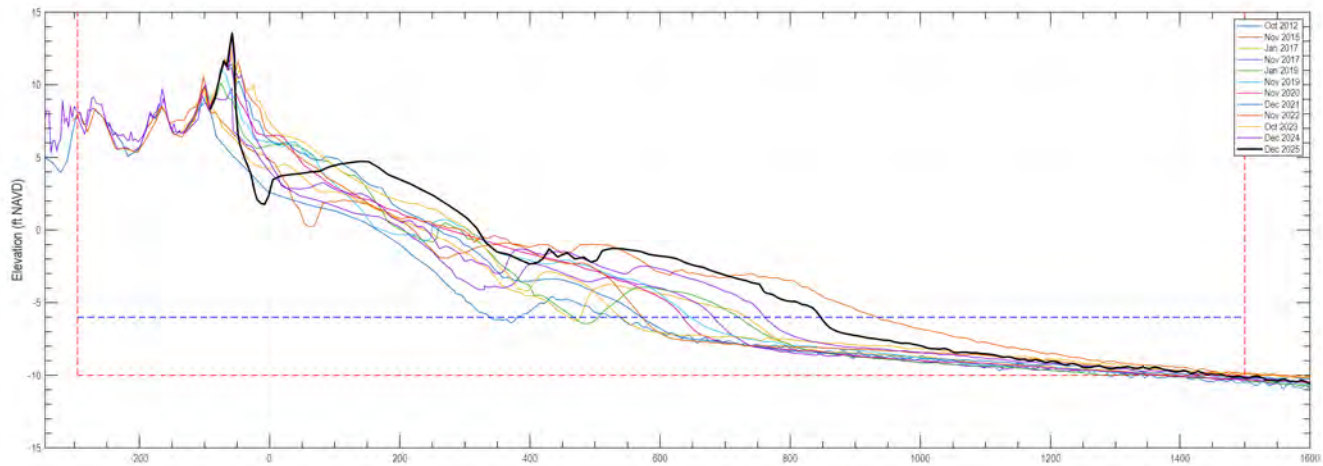
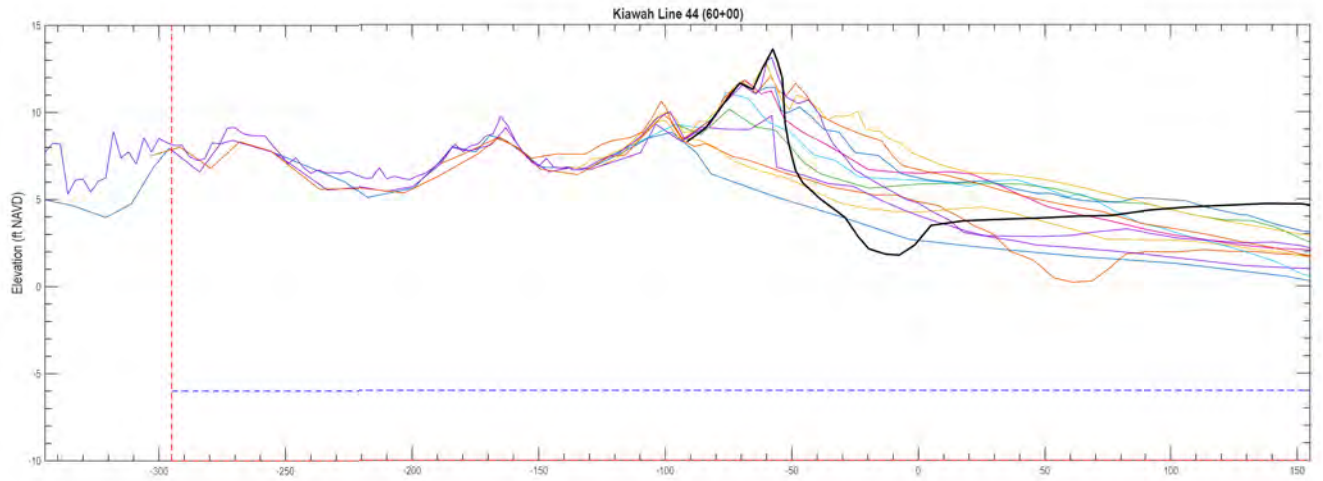
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	159.9	137.1	297.0
Nov 2015	122.2	140.2	262.4
Jan 2017	125.5	129.6	255.0
Nov 2017	130.9	129.9	260.6
Jan 2019	154.0	141.4	295.4
Nov 2019	160.3	135.8	296.1
Nov 2020	161.6	126.6	290.1
Dec 2021	171.7	130.4	302.1
Nov 2022	174.2	136.9	311.1
Oct 2023	178.9	138.4	317.3
Dec 2024	181.5	141.1	302.6
Dec 2025	177.7	143.4	321.1





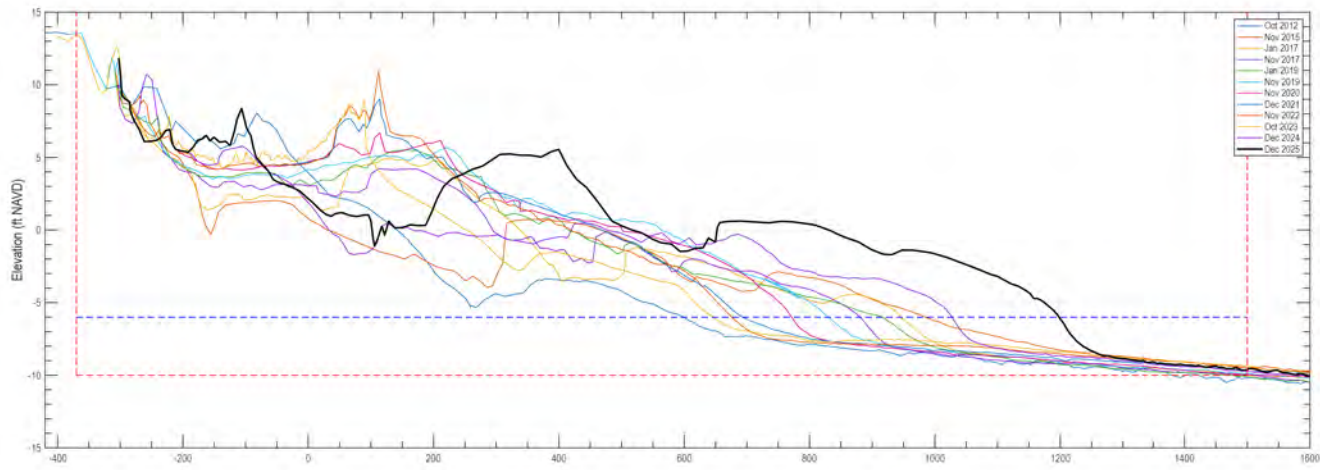
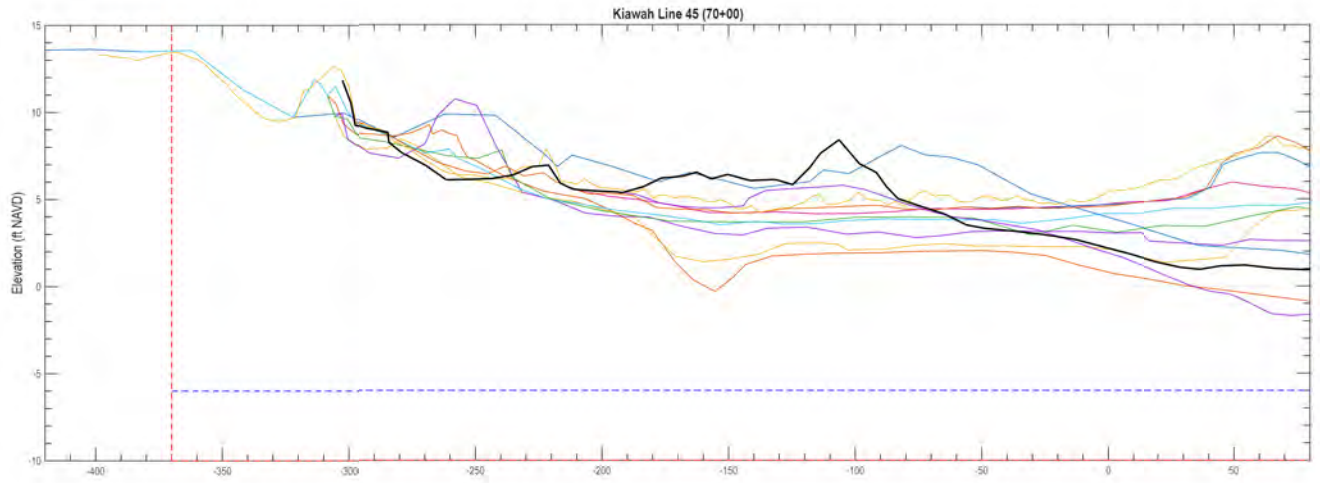
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	179.0	147.2	326.2
Nov 2015	141.0	158.5	299.5
Jan 2017	163.4	146.6	310.0
Nov 2017	187.6	144.9	312.8
Jan 2019	193.7	151.0	345.6
Nov 2019	203.7	149.9	353.5
Nov 2020	200.6	146.1	346.7
Dec 2021	217.3	151.0	368.3
Nov 2022	216.0	154.6	370.5
Oct 2023	225.5	155.5	381.0
Dec 2024	226.2	156.8	386.0
Dec 2025	240.0	166.8	406.8





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	205.0	169.2	371.2
Nov 2015	298.5	215.7	514.2
Jan 2017	249.9	179.6	429.6
Nov 2017	249.1	170.0	419.1
Jan 2019	267.1	173.0	440.0
Nov 2019	278.8	175.1	454.0
Nov 2020	303.3	169.7	473.0
Dec 2021	375.2	169.7	447.9
Nov 2022	294.7	176.6	451.2
Oct 2023	286.7	182.9	469.6
Dec 2024	291.5	188.6	480.1
Dec 2025	332.0	199.2	531.2

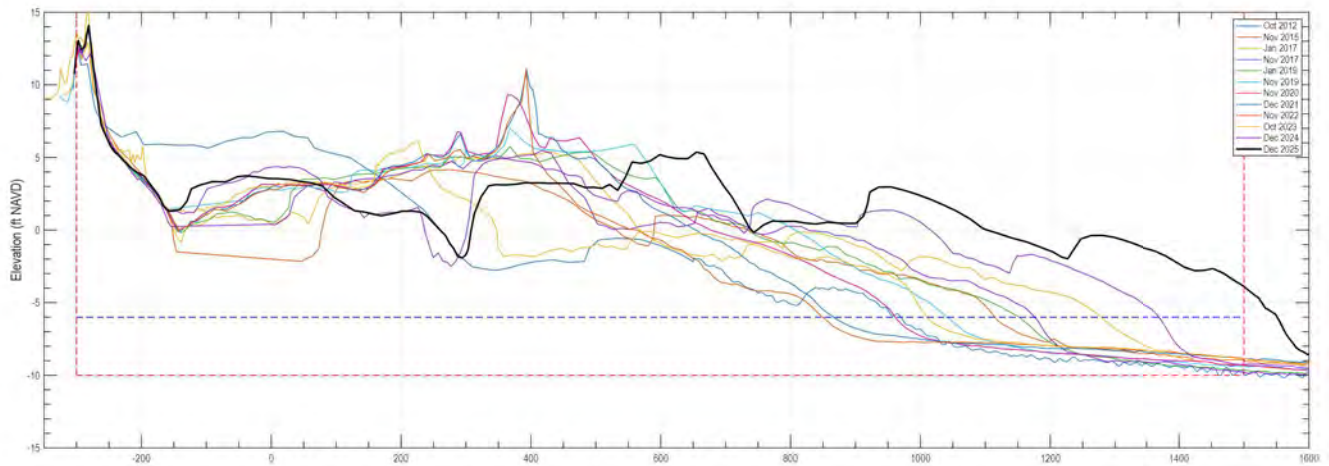
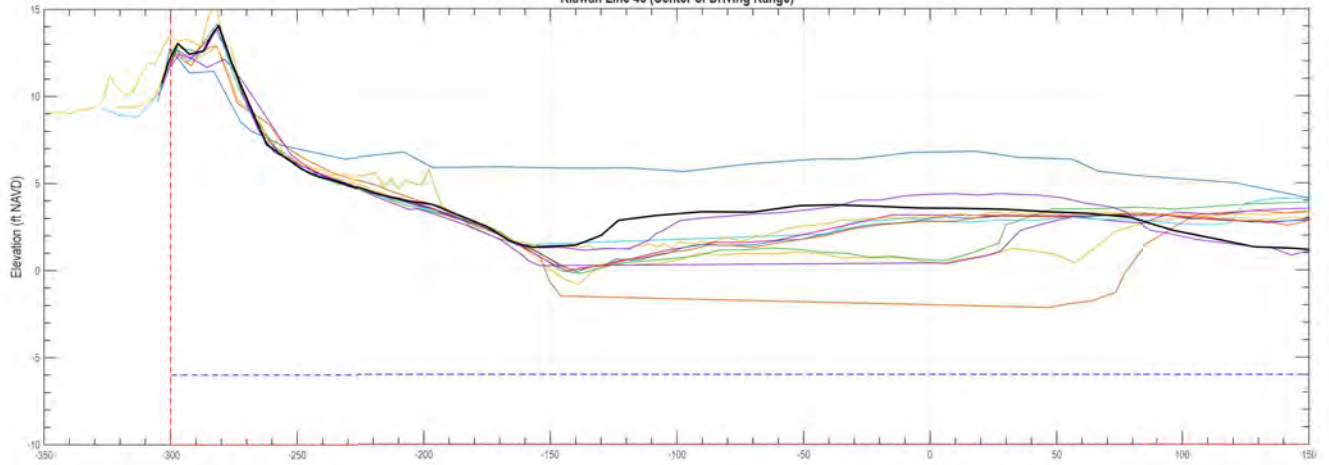




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	267.0	187.2	454.2
Nov 2015	269.1	234.9	524.0
Jan 2017	330.4	216.8	547.2
Nov 2017	340.5	207.3	547.7
Jan 2019	360.7	212.2	573.0
Nov 2019	386.1	207.8	593.8
Nov 2020	381.5	203.0	584.5
Dec 2021	357.4	205.2	572.6
Nov 2022	364.1	208.1	572.2
Oct 2023	317.8	212.3	530.1
Dec 2024	349.0	228.4	577.4
Dec 2025	455.7	245.2	700.9

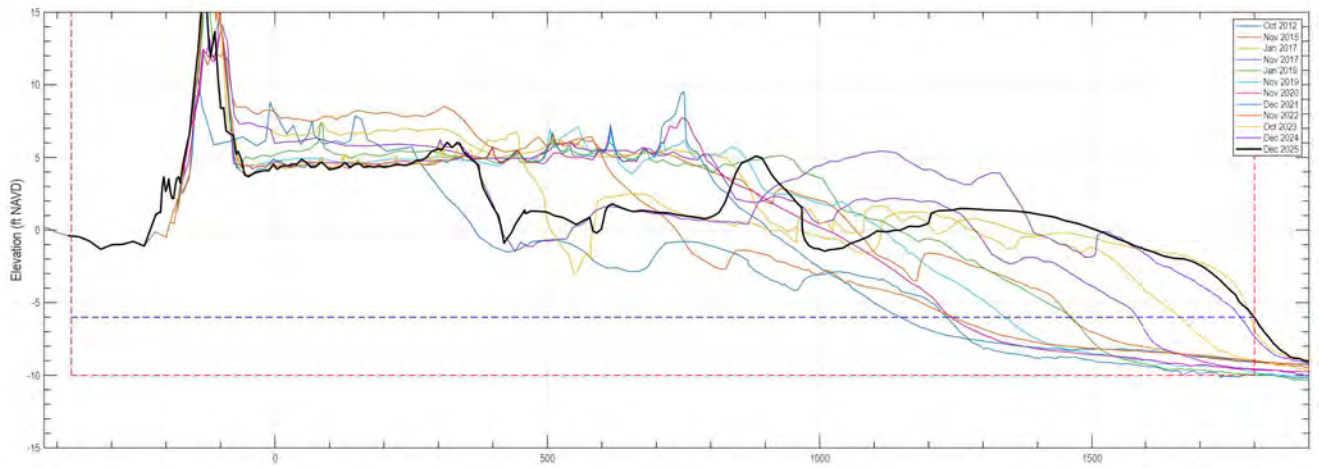
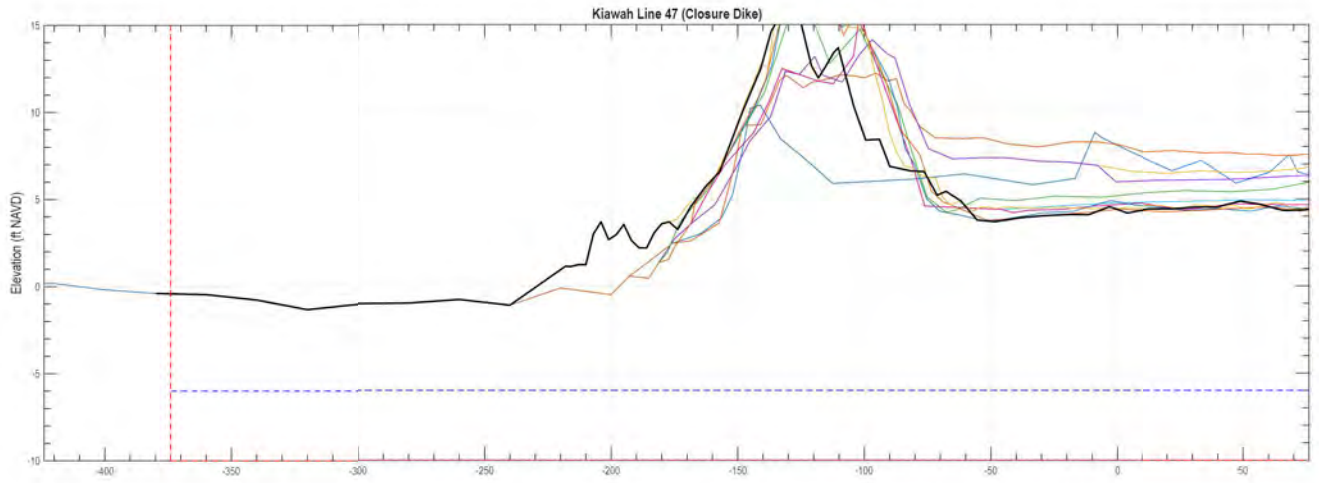


Kiawah Line 46 (Center of Driving Range)



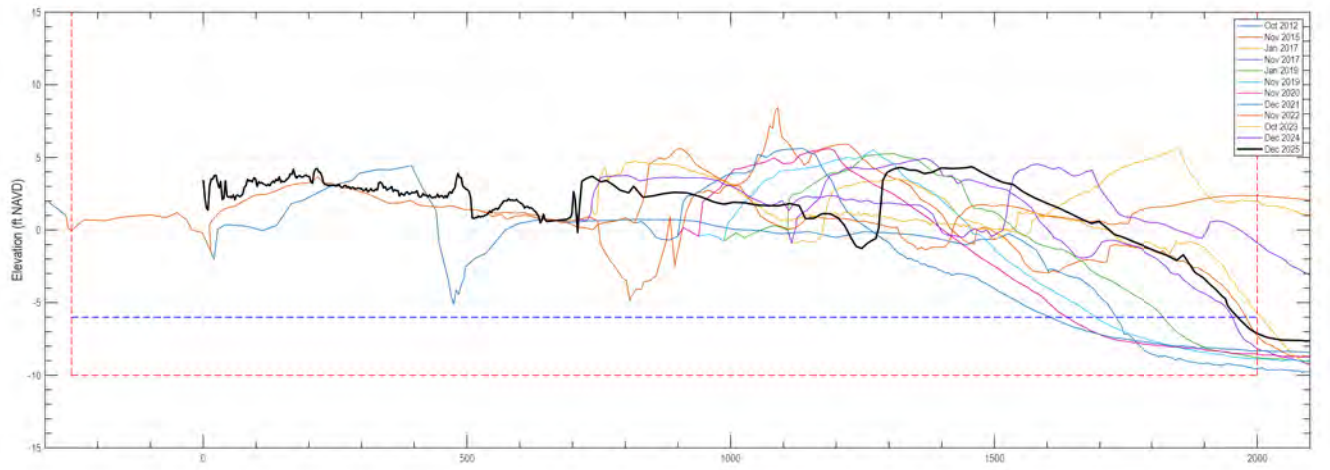
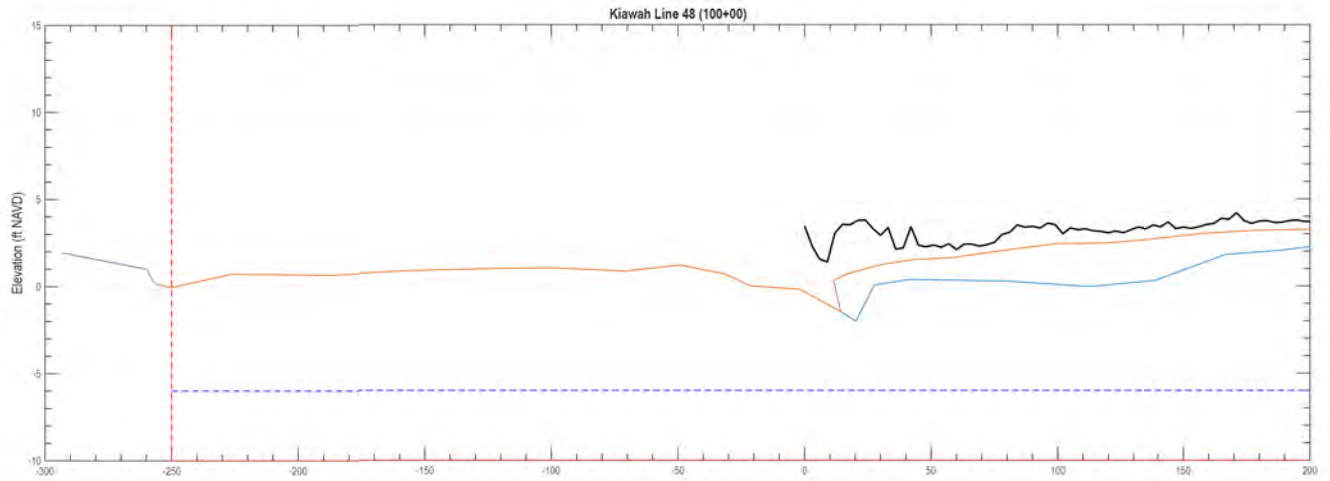
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	324.7	213.0	537.7
Nov 2015	345.2	235.9	581.0
Jan 2017	404.2	247.7	651.8
Nov 2017	401.4	232.0	633.4
Jan 2019	415.6	221.4	646.9
Nov 2019	427.0	224.5	651.6
Nov 2020	402.7	218.8	621.5
Dec 2021	380.3	220.8	601.1
Nov 2022	340.9	219.8	560.7
Oct 2023	342.1	230.8	572.9
Dec 2024	454.7	264.8	709.5
Dec 2025	517.2	266.7	783.8





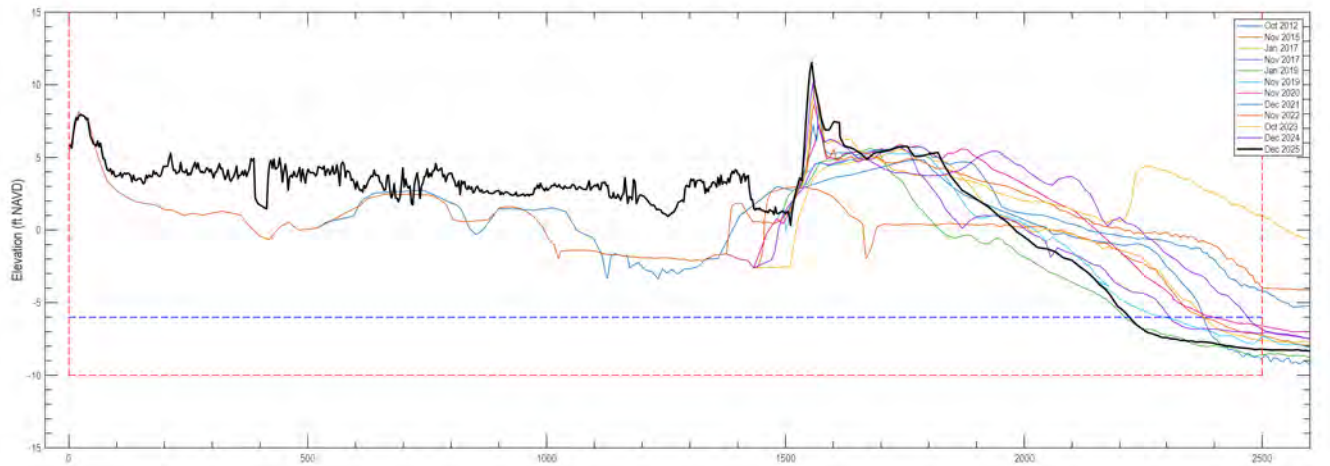
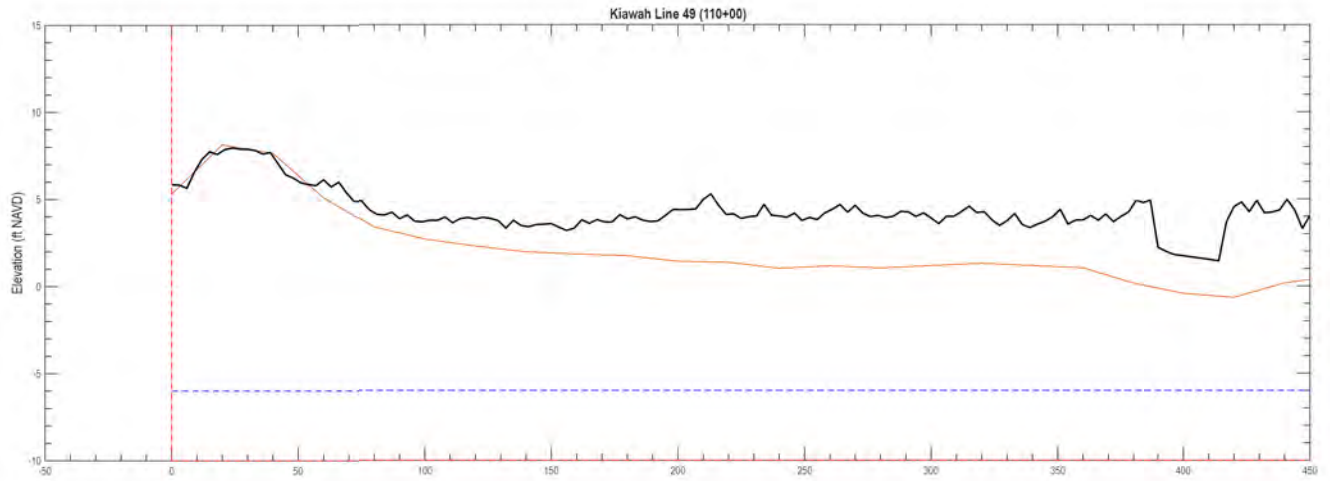
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	388.4	259.5	647.9
Nov 2015	638.9	295.3	934.2
Jan 2017	669.8	312.5	982.2
Nov 2017	652.3	300.8	953.1
Jan 2019	617.9	263.8	901.7
Nov 2019	580.8	277.2	858.0
Nov 2020	545.7	270.6	816.2
Dec 2021	515.1	273.0	788.1
Nov 2022	470.2	260.9	751.1
Oct 2023	632.1	322.0	954.0
Dec 2024	655.6	321.4	977.0
Dec 2025	616.4	322.1	938.5





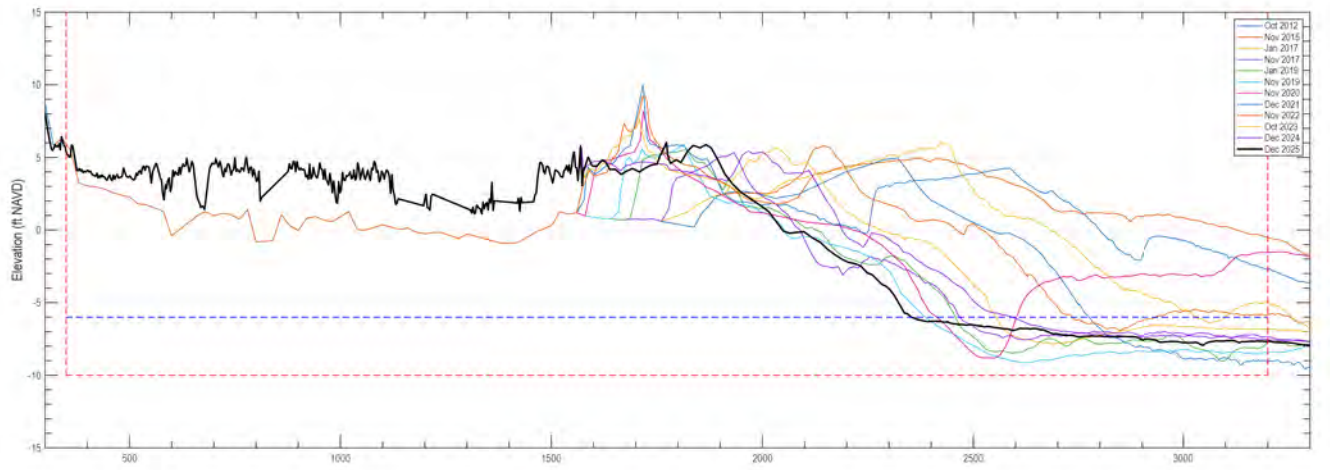
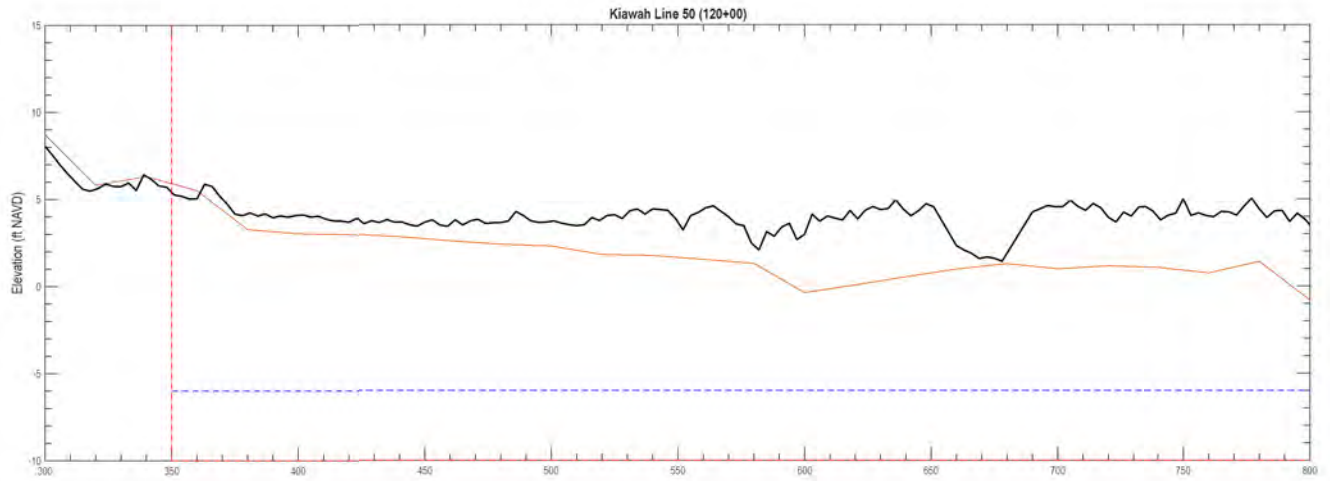
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	452.0	506.4	758.3
Nov 2015	570.8	332.8	903.6
Jan 2017	565.1	333.3	898.4
Nov 2017	573.3	331.0	904.3
Jan 2019	542.4	309.6	892.0
Nov 2019	518.8	312.0	830.8
Nov 2020	510.6	309.2	819.7
Dec 2021	476.9	310.0	789.8
Nov 2022	622.3	333.3	965.6
Oct 2023	1155.8	333.3	1488.2
Dec 2024	1141.6	333.3	1475.1
Dec 2025	1193.3	332.5	1436.8





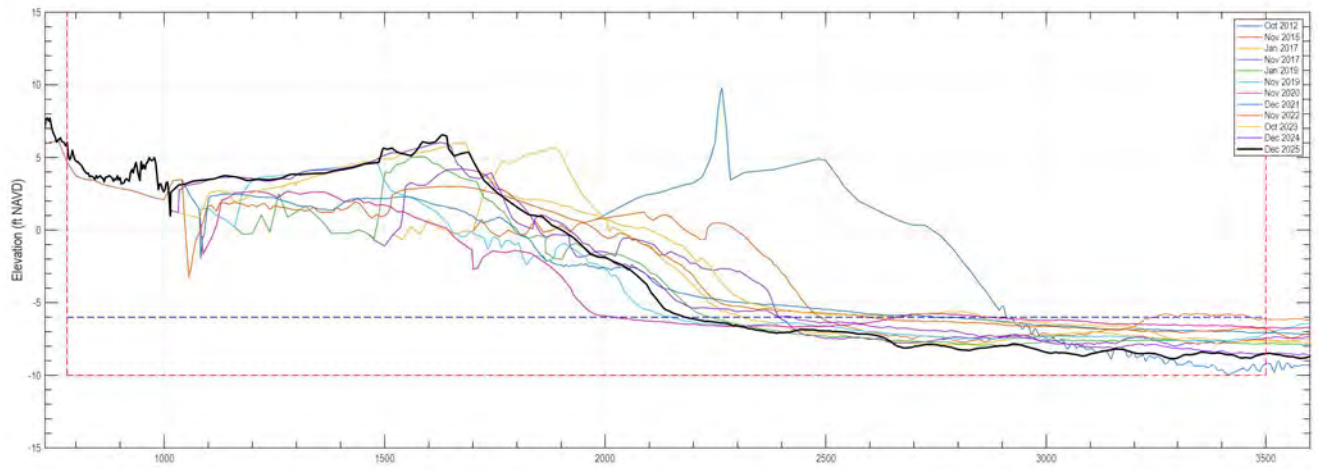
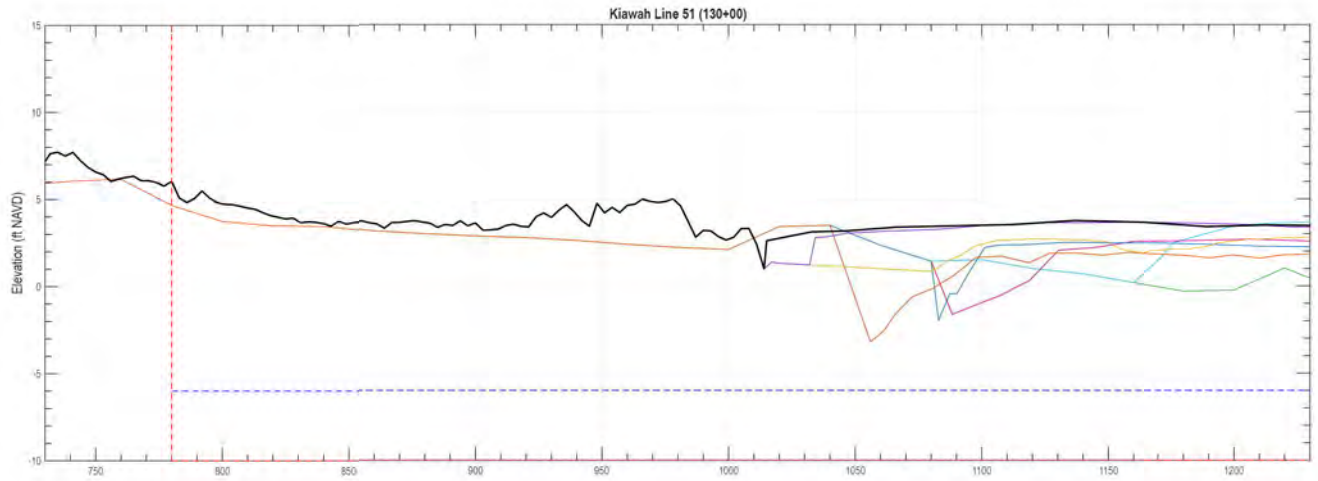
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	619.1	361.0	980.1
Nov 2015	554.0	367.1	921.1
Jan 2017	594.2	365.5	960.7
Nov 2017	565.2	364.4	932.6
Jan 2019	534.6	353.0	887.6
Nov 2019	575.3	362.8	938.1
Nov 2020	634.4	369.1	1003.5
Dec 2021	664.0	370.4	1034.3
Nov 2022	673.8	370.4	1044.1
Oct 2023	859.8	370.4	1230.1
Dec 2024	917.1	369.8	1286.9
Dec 2025	736.7	353.9	1090.7





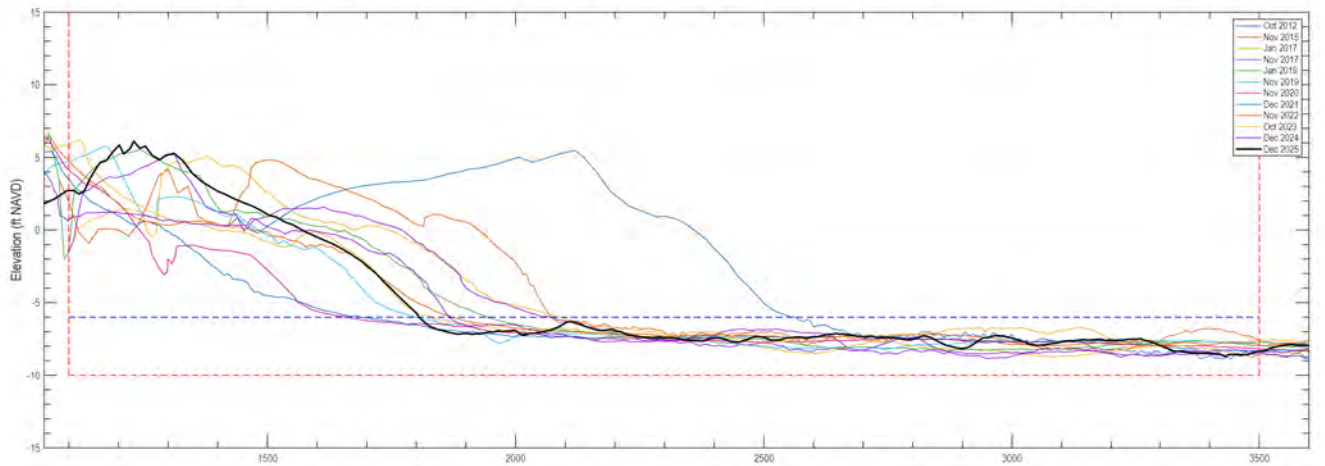
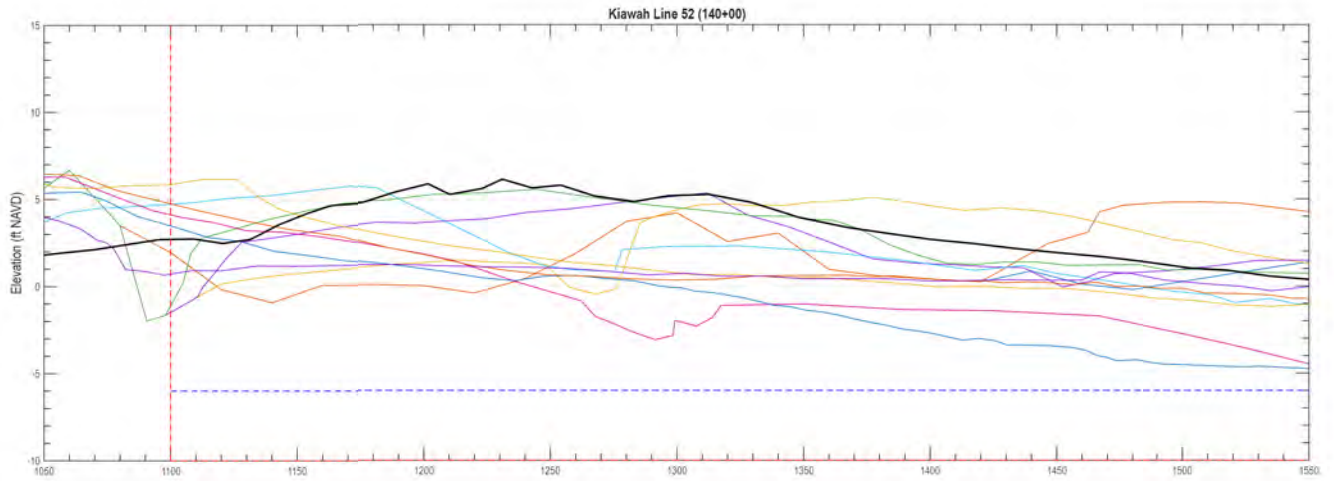
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	626.8	385.6	1012.4
Nov 2015	607.0	418.8	1025.9
Jan 2017	559.7	397.4	957.2
Nov 2017	505.6	366.8	896.5
Jan 2019	520.5	370.7	891.2
Nov 2019	507.9	352.0	859.9
Nov 2020	601.1	410.0	1011.1
Dec 2021	785.7	422.2	1207.9
Nov 2022	845.6	422.2	1267.8
Oct 2023	880.2	421.7	1282.0
Dec 2024	899.8	396.3	1296.0
Dec 2025	638.2	388.0	1026.2





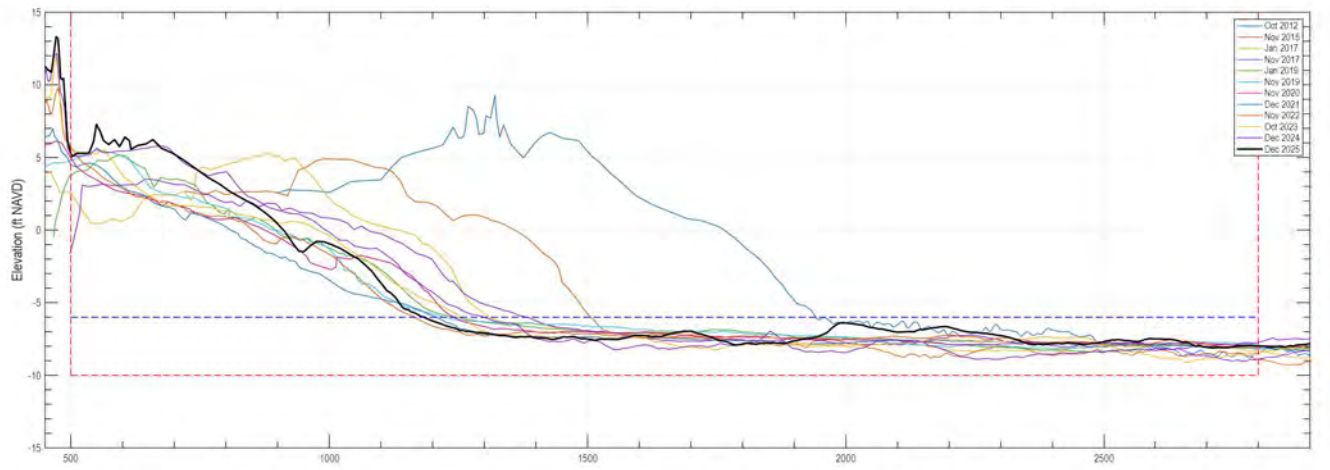
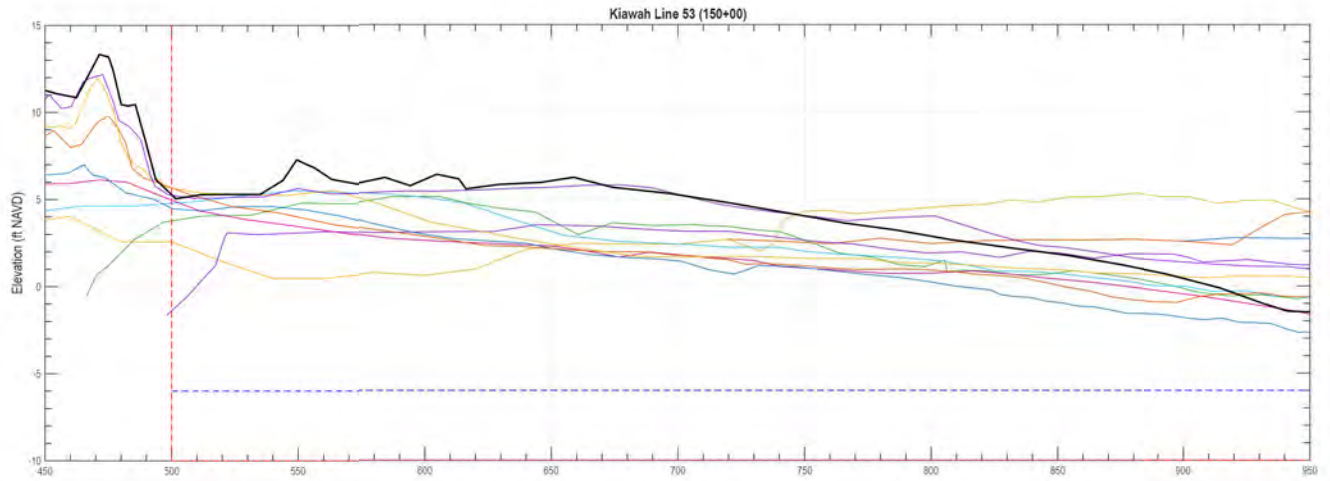
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	580.6	348.5	929.1
Nov 2015	407.7	371.7	779.4
Jan 2017	290.1	343.8	733.9
Nov 2017	395.0	329.8	724.8
Jan 2019	355.2	333.5	688.8
Nov 2019	356.2	347.4	703.6
Nov 2020	307.2	322.4	689.6
Dec 2021	387.5	334.9	722.4
Nov 2022	402.7	351.6	754.3
Oct 2023	484.7	380.3	865.0
Dec 2024	442.3	345.7	788.0
Dec 2025	438.4	314.6	753.0





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	411.2	296.9	708.2
Nov 2015	258.7	282.6	541.3
Jan 2017	222.0	258.5	480.5
Nov 2017	225.2	247.5	472.6
Jan 2018	208.9	258.6	466.6
Nov 2019	158.4	256.2	414.7
Nov 2020	92.9	256.8	349.6
Dec 2021	84.6	260.0	344.6
Nov 2022	151.8	274.8	426.6
Oct 2023	186.5	277.7	434.2
Dec 2024	191.2	248.0	439.1
Dec 2025	193.3	262.8	456.2

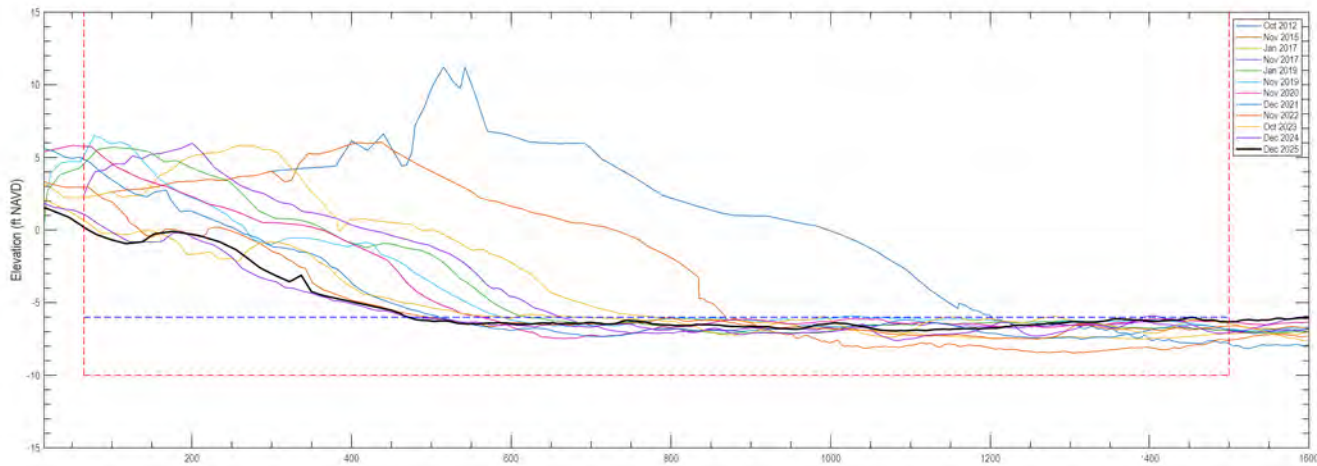
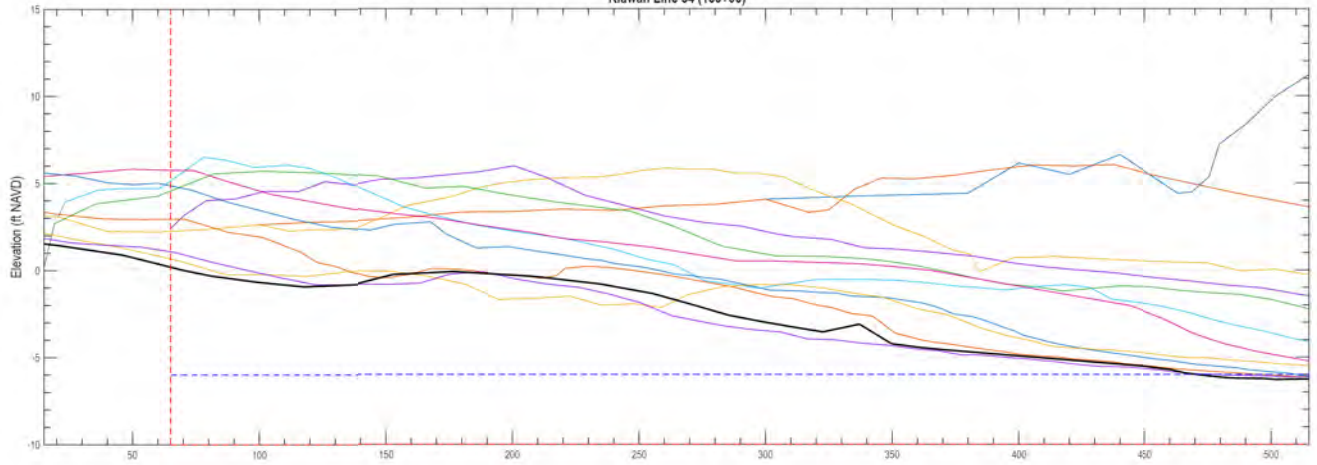




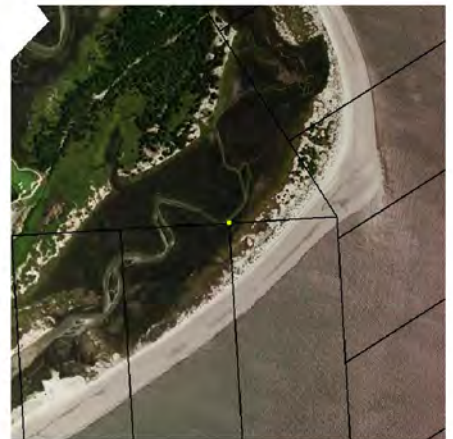
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	483.5	288.4	761.9
Nov 2015	286.4	242.8	529.2
Jan 2017	224.1	248.8	472.9
Nov 2017	203.8	252.0	455.8
Jan 2018	173.5	256.6	429.1
Nov 2019	164.7	261.9	426.6
Nov 2020	157.8	256.4	414.2
Dec 2021	133.9	245.6	379.5
Nov 2022	147.4	254.4	401.8
Oct 2023	174.2	237.6	411.7
Dec 2024	211.5	229.5	441.0
Dec 2025	180.8	266.4	447.2

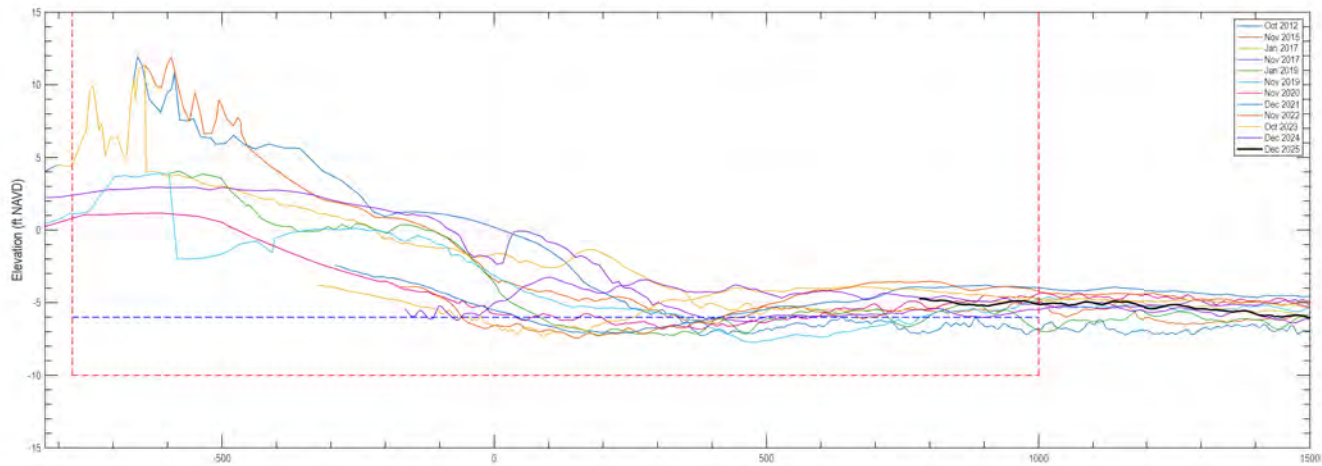
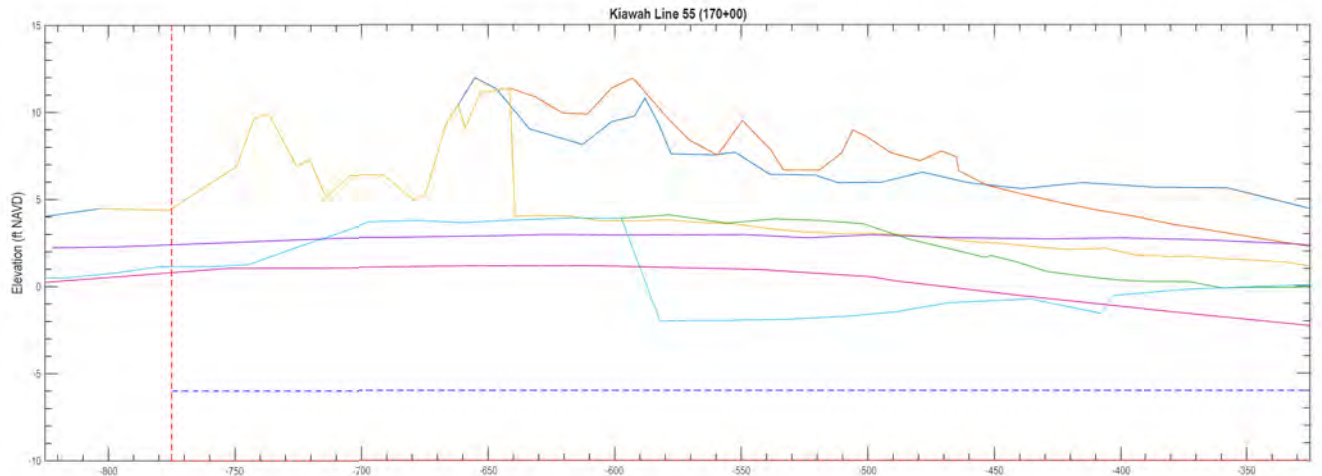


Kiawah Line 54 (160+00)



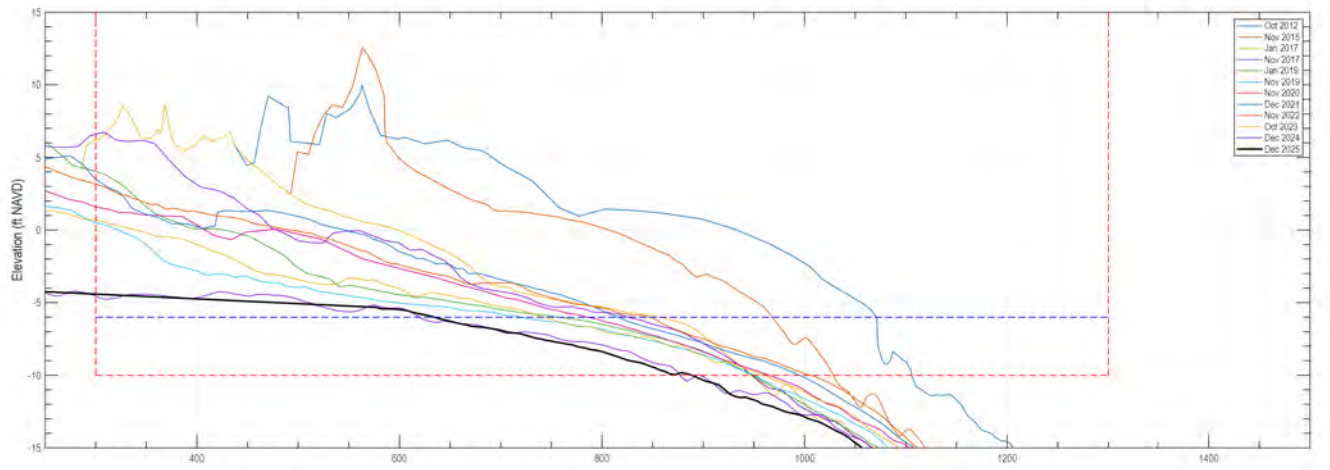
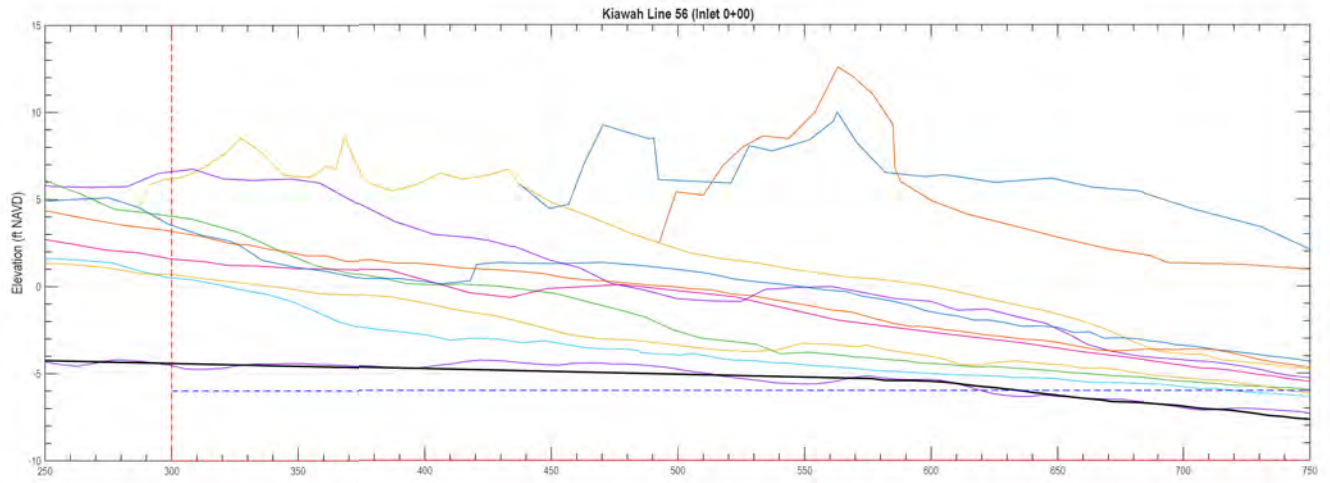
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	373.4	201.2	574.6
Nov 2015	245.4	169.3	414.7
Jan 2017	170.8	186.3	357.1
Nov 2017	151.3	191.2	342.5
Jan 2019	138.1	192.5	330.6
Nov 2019	115.8	203.6	319.4
Nov 2020	112.2	193.8	306.0
Dec 2021	85.9	181.0	266.9
Nov 2022	67.0	185.3	252.3
Oct 2023	65.4	197.9	263.2
Dec 2024	50.8	183.9	234.6
Dec 2025	53.8	193.9	247.7





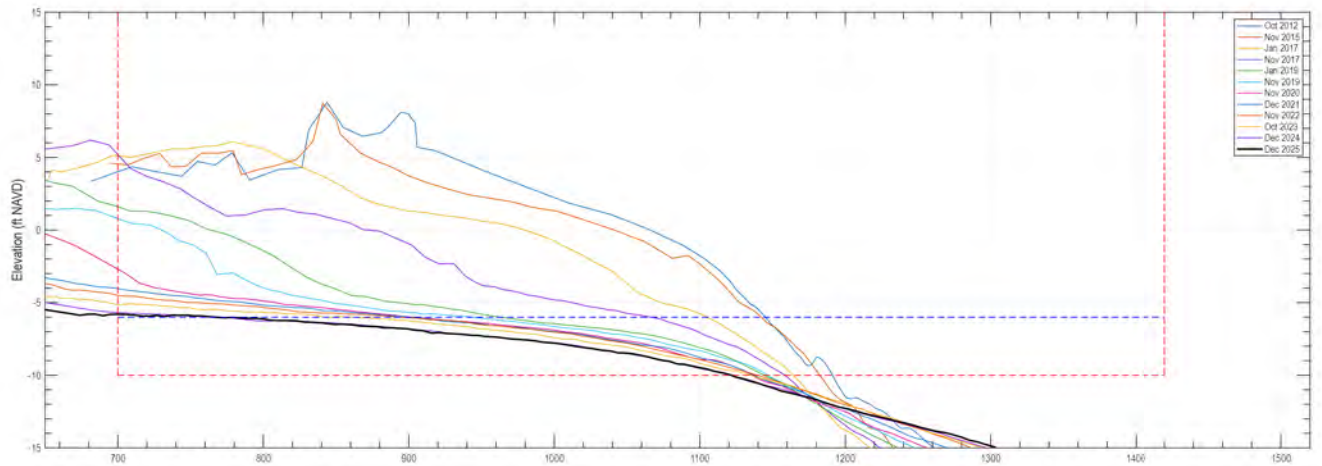
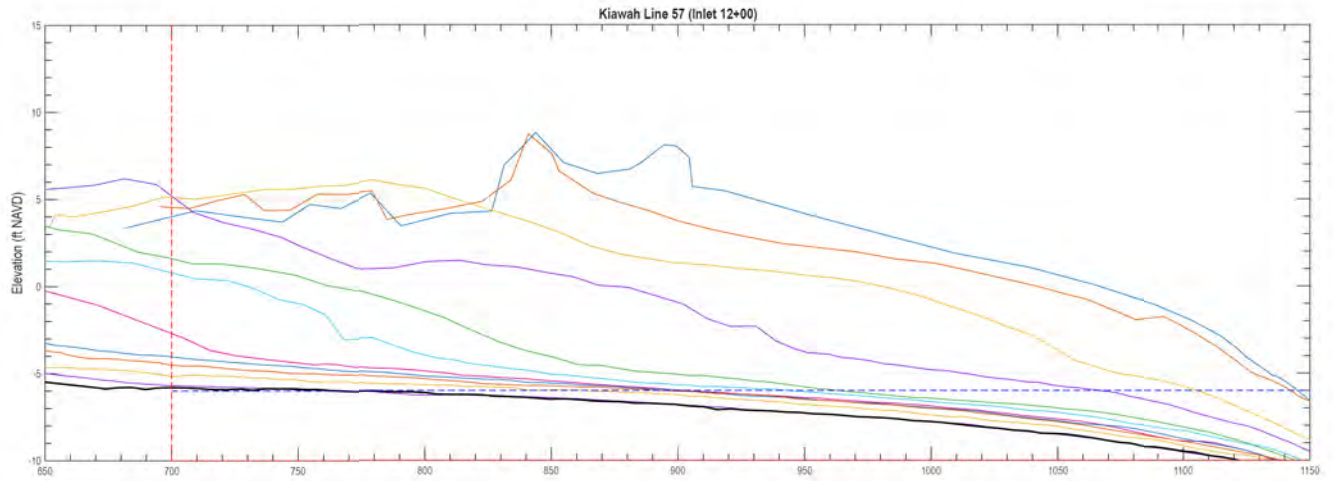
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	341.9	246.6	588.4
Nov 2015	317.0	262.0	579.0
Jan 2017	297.6	263.0	560.6
Nov 2017	275.0	262.2	537.3
Jan 2018	215.3	245.2	460.4
Nov 2019	189.1	247.5	436.5
Nov 2020	143.1	256.5	399.6
Dec 2021	117.3	253.8	371.1
Nov 2022	91.5	248.0	340.4
Oct 2023	92.9	256.0	348.9
Dec 2024	76.2	262.9	339.0
Dec 2025	61.1	263.0	344.0





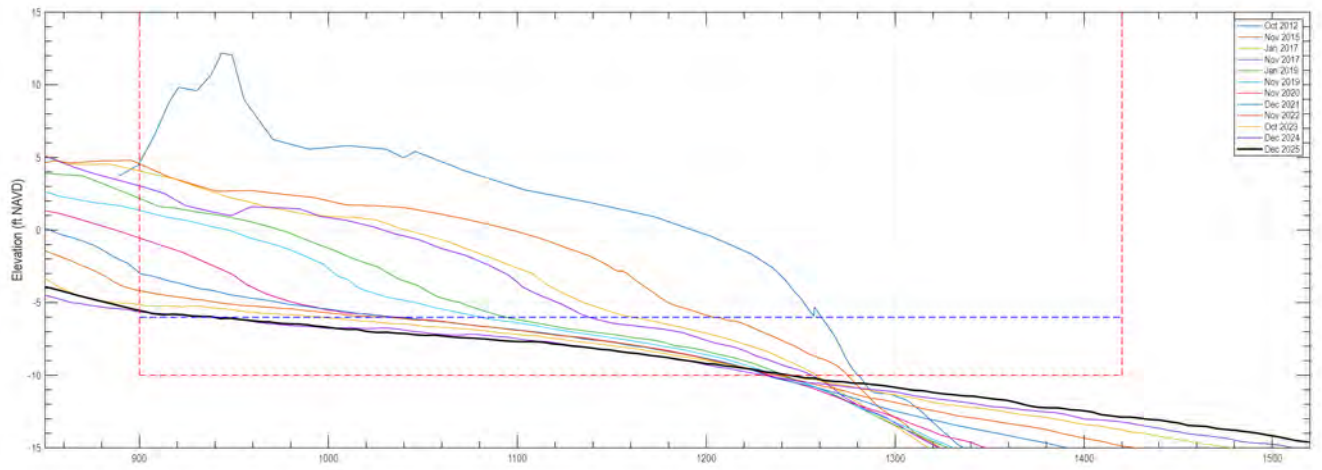
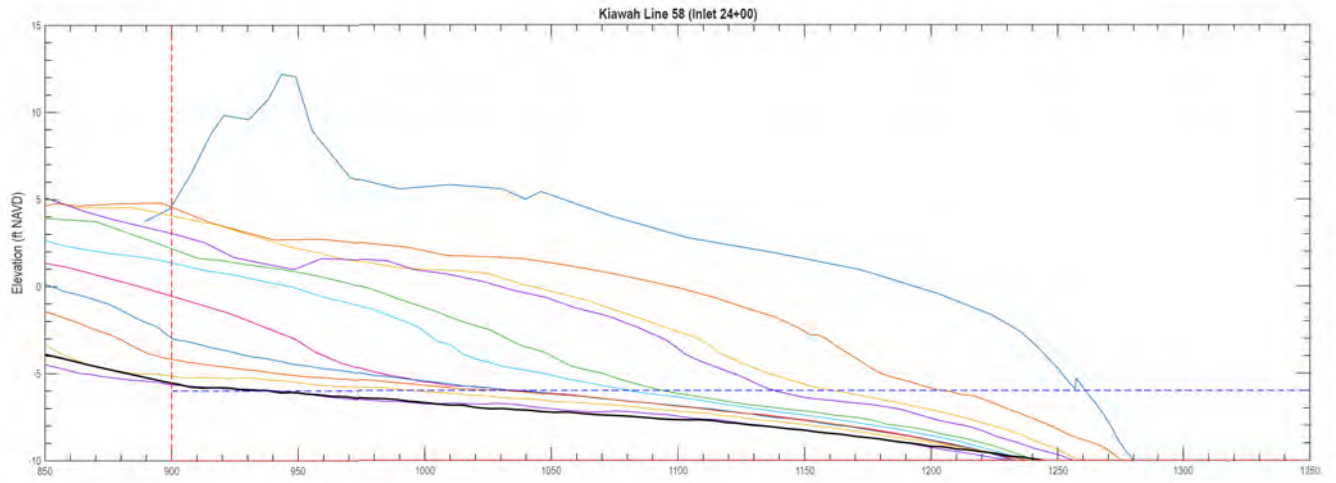
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	269.9	115.7	385.7
Nov 2015	220.9	103.9	324.7
Jan 2017	133.7	90.6	224.3
Nov 2017	106.4	88.9	195.3
Jan 2018	81.7	85.1	166.7
Nov 2019	35.7	82.8	118.5
Nov 2020	75.7	86.1	161.8
Dec 2021	94.6	90.1	184.7
Nov 2022	88.1	92.2	180.3
Oct 2023	49.7	83.3	132.9
Dec 2024	13.7	71.1	84.7
Dec 2025	12.8	68.1	81.6





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	149.6	69.0	218.6
Nov 2015	136.6	68.8	205.4
Jan 2017	110.6	64.8	175.3
Nov 2017	67.1	62.2	129.3
Jan 2018	53.1	56.6	89.7
Nov 2019	21.3	55.2	78.6
Nov 2020	8.6	52.2	60.9
Dec 2021	0.7	51.9	50.6
Nov 2022	5.0	51.3	56.3
Oct 2023	2.7	48.7	51.4
Dec 2024	0.4	43.3	43.8
Dec 2025	0.3	43.3	43.6

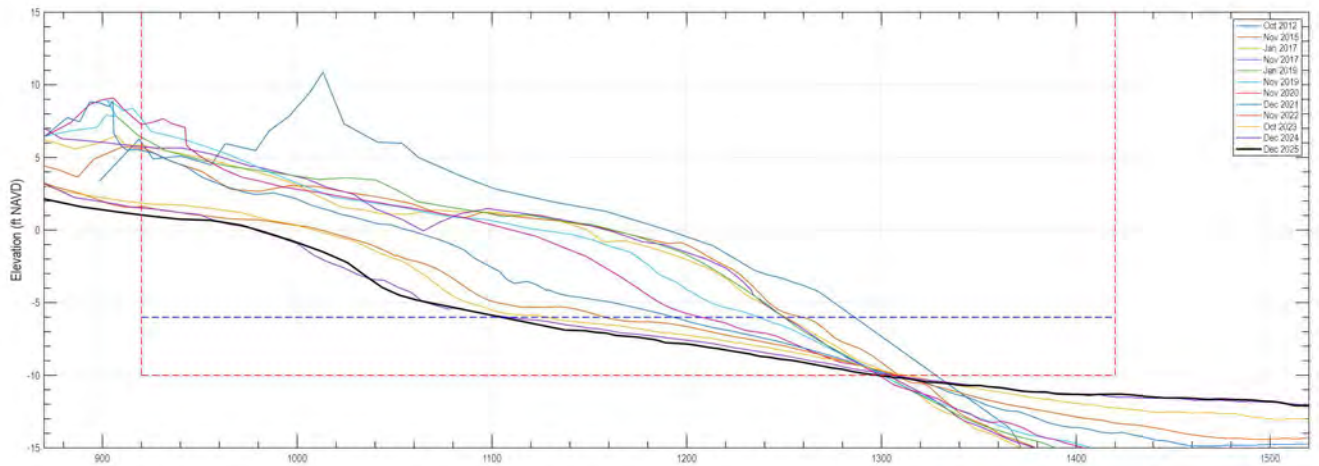
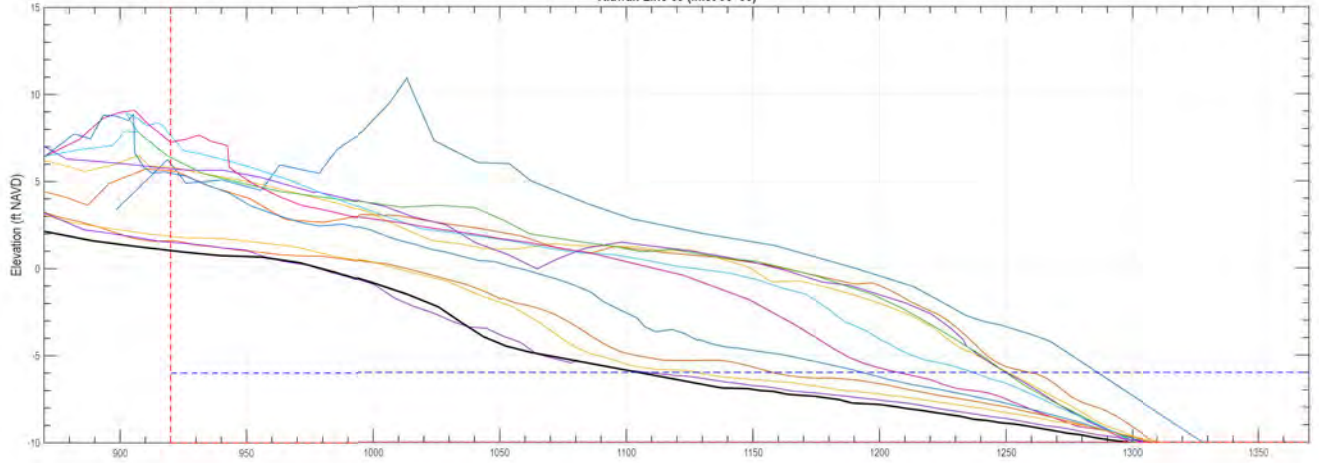




Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	127.2	54.9	182.1
Nov 2015	71.4	51.2	122.6
Jan 2017	54.7	47.2	101.9
Nov 2017	48.6	45.4	94.0
Jan 2019	32.3	41.3	73.7
Nov 2019	24.9	40.0	64.9
Nov 2020	10.8	37.8	48.6
Dec 2021	6.3	37.6	43.9
Nov 2022	3.7	37.6	41.3
Oct 2023	1.7	35.6	37.3
Dec 2024	0.3	31.6	31.9
Dec 2025	0.3	31.2	31.5

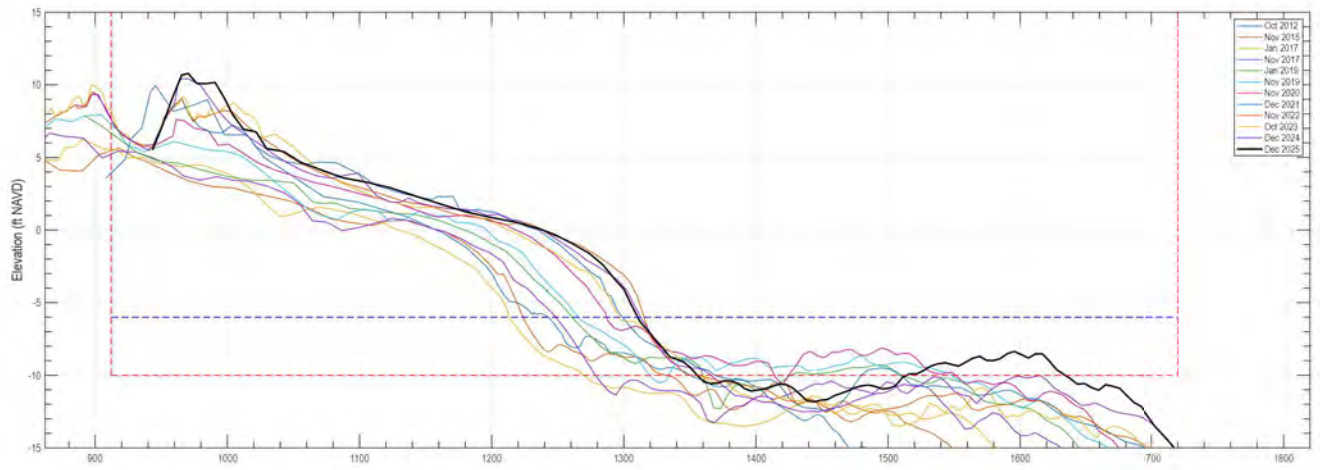
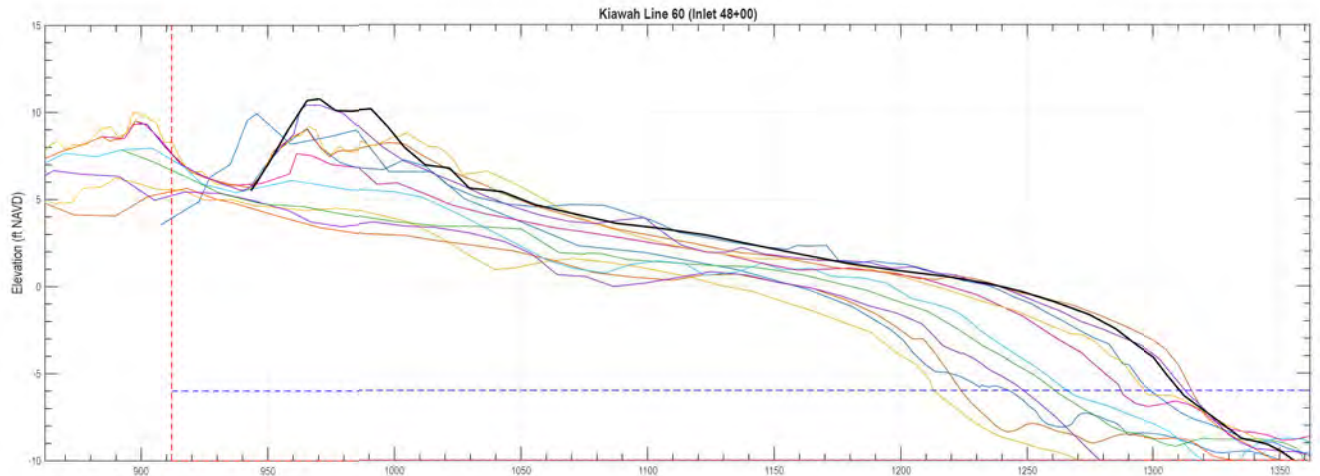


Kiawah Line 59 (Inlet 36+00)



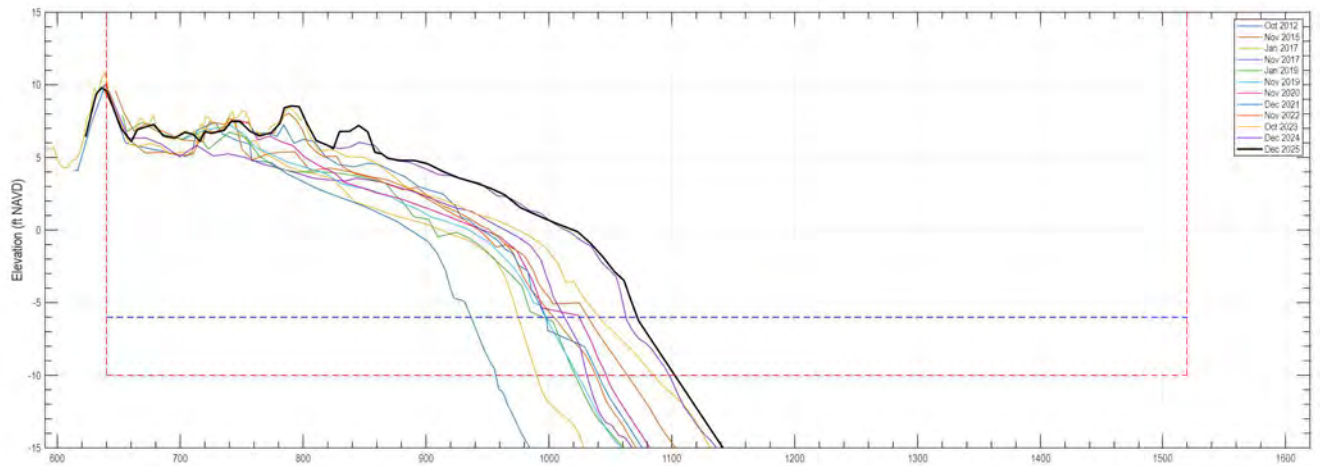
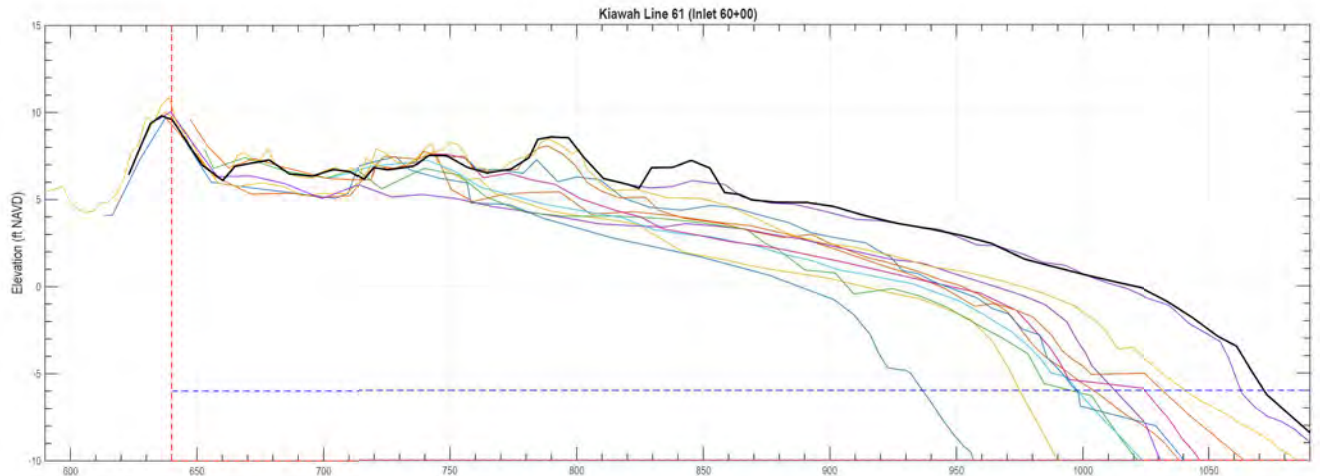
Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	116.4	57.3	173.7
Nov 2015	86.5	54.1	140.6
Jan 2017	84.8	52.8	137.7
Nov 2017	88.1	52.5	140.6
Jan 2019	90.5	52.4	142.9
Nov 2019	81.4	52.0	133.3
Nov 2020	74.4	49.9	124.3
Dec 2021	55.6	49.3	104.9
Nov 2022	57.3	48.1	85.4
Oct 2023	35.4	46.0	81.4
Dec 2024	27.3	43.6	70.9
Dec 2025	27.0	41.8	68.8





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	105.5	55.3	160.8
Nov 2015	85.1	52.2	137.2
Jan 2017	82.9	47.0	130.8
Nov 2017	89.9	52.2	141.2
Jan 2018	86.4	58.5	150.9
Nov 2019	103.6	62.9	168.5
Nov 2020	119.4	89.2	187.6
Dec 2021	131.4	81.9	193.3
Nov 2022	134.0	81.0	195.8
Oct 2023	129.5	81.9	191.3
Dec 2024	133.9	81.9	195.8
Dec 2025	137.7	98.1	203.7





Date	Vol to -6	Vol -6 to -10	Vol to -10
Oct 2012	100.8	45.4	146.2
Nov 2015	125.9	55.7	182.3
Jan 2017	114.4	50.7	165.1
Nov 2017	126.7	55.8	182.5
Jan 2019	119.5	55.0	174.5
Nov 2019	123.7	54.9	178.6
Nov 2020	129.3	58.0	188.0
Dec 2021	135.7	56.4	192.1
Nov 2022	136.9	60.4	197.3
Oct 2023	146.0	62.7	208.8
Dec 2024	163.1	65.2	228.3
Dec 2025	165.7	66.2	231.9





TAB 4

TOWN COUNCIL

Agenda Item

Town of Kiawah Island

National Beach Safety Week

Proclamation

WHEREAS, the beautiful coastal and inland beaches of South Carolina represent a world-renowned recreational resource; and

WHEREAS, Kiawah Island's residents and visitors alike are drawn to these beaches by the millions each year for water and beach activities; and

WHEREAS, the aquatic environment has dangers that can be effectively managed through public awareness and the vigilance of professional lifeguards; and

WHEREAS, for reasons of public safety, an annual reminder of the joys and hazards associated with the aquatic environment is appropriate at the commencement of the busy summer beach season; and

WHEREAS, Kiawah residents and visitors alike must remember: **Swim Near a Lifeguard, Learn to Swim, Learn Rip Current Safety, Never Swim Alone, Designate a Water Watcher, Alcohol and Water Don't Mix, Feet First Water Entry, Life Jackets Save Lives, Observe Signs & Flags, and Beat the Heat & Block the Sun.**

NOW, THEREFORE, I, Bradley D. Belt, by virtue of the authority vested in me as Mayor of the Town of Kiawah Island, do hereby proclaim May 18 to May 25, 2026, as:

National Beach Safety Week

The Town of Kiawah Island urges all residents and visitors using our beach to enjoy themselves this year while taking appropriate measures to protect themselves and their children.

IN WITNESS WHEREOF, I have hereunto set my hand this 5th day of May 2026, in the Town of Kiawah Island, South Carolina.

Bradley D. Belt, Mayor
Town of Kiawah Island



TAB 5

TOWN COUNCIL

Agenda Item

Town of Kiawah Island Zoning Ordinance Amendment Request
Case AZO25-000012 Case History

Planning Commission Meeting: September 10, 2025
Town Council Workshop: September 23, 2025
Public Hearing and First Reading: October 14, 2025
Planning Commission Workshop: December 3, 2025
Planning Commission Meeting: December 3, 2025
Planning Commission Meeting: March 4, 2026
Planning Commission Meeting: April 8, 2026
Second Reading: May 5, 2026

CASE INFORMATION

Applicant: Town of Kiawah Island

Application: The Town of Kiawah is requesting to amend the *Town of Kiawah Island Land Use Planning and Zoning Ordinance* Article II. - Zoning, Division 4 – Supplemental Regulations, Sec. 12-128. - Access, parking and loading regulations. to modify minimum parking standards.

Key Factors of the Proposed Ordinance:

The proposed amendment:

- Modifies the minimum parking requirements for several uses.
- Introduces specific unit allocations and a guest parking factor for residential uses.
- Clarifies hotel guestroom requirements.
- Modifies parking requirement for nonresidential uses associated with hotel and conference meeting spaces.
- Clarifies accessible parking standards.
- Introduces shared parking concept with minimum approval criteria.
- Incorporates a pervious surface definition

Considerations for pervious parking requirements will be considered under supplementary standards proposed under the Planning Department's Phase II of Stormwater Management recommendations (Weston & Sampson) This allows for a broader approach to managing stormwater runoff. This also includes collaboration with the Resiliency Committee and Infrastructure and Public Works Committee.

RECOMMENDATION BY THE PLANNING COMMISSION

Pursuant to §12-158(3) of the *Land Use Planning and Zoning Ordinance* "The Planning Commission shall review the proposed text amendment and/or zoning map amendment and take action, recommending that the Town Council approve or deny the proposed amendment. The Planning Commission may hold a public hearing in accordance with the procedures in section 12-156. The Planning Commission's recommendation shall be based on the approval criteria of subsection (6) of this section. The Planning Commission shall submit its recommendation to the Town Council within 30 working days of the Planning Commission meeting at which the amendment was introduced. A simple majority vote of Planning Commission members present, and voting shall be required to approve the amendment."

DECISION ON AMENDMENT BY THE TOWN COUNCIL

Pursuant to §12-158(5) of the *Land Use Planning and Zoning Ordinance* "After receiving the recommendation of the Planning Commission, the Town Council shall hold one or more public hearings, and any time after the close of the public hearing, take action to approve, approve with modifications, or

deny the proposed amendment based on the approval criteria of subsection (6) of this section. A simple majority vote of Town Council members present, and voting shall be required to approve the amendment. Zoning map amendments shall not be approved with conditions. Prior to action on a proposed code text amendment, the Town Council may, in the exercise of its legislative discretion, invoke the "pending ordinance doctrine" by ordinance so that no building permits shall be issued for structures which would be affected by the proposed amendment until the Town Council has rendered its decision on the proposed amendment.

APPROVAL CRITERIA

Pursuant to §12-158(6) of the *Land Use Planning and Zoning Ordinance*, (6) Approval criteria. Text and zoning map amendments to the ordinance may be approved if the following approval criteria have been met:

- a. The proposed amendment is consistent with the purposes and intent of the adopted Town of Kiawah Island Comprehensive Plan;
- b. The proposed amendment is consistent with the purposes and intent of this article;
- c. The purpose of the proposed amendment is to further the general health, safety and welfare of the Town of Kiawah Island;
- d. The proposed amendment corrects an error or inconsistency or meets the challenge of a changed condition.

PLANNING STAFF REVIEW

Planning staff finds the proposed amendment satisfies the approval criteria pursuant to §12-158(6) and recommends approval.

PLANNING COMMISSION MEETING: SEPTEMBER 10, 2025

Notifications: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.

Planning Commission recommend approval by a vote of 6 to 0.

TOWN COUNCIL WORKSHOP SEPTEMBER 23, 2025

Notifications: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.

Town Council reviewed and discussed proposed ordinance, highlighting minimum parking requirements for hotels for further discussion and evaluation. Planning staff noted the potential amendments for further discussion and approval at the next Town Council meeting.

TOWN COUNCIL MEETING SECOND READING OCTOBER 14, 2025

Notifications: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.

Town Council approved on 1st reading ordinance changes and deferred for additional review by the Planning Commission.

PLANNING COMMISSION WORKSHOP & MEETING: DECEMBER 3, 2025

Notifications: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.

Planning staff provided context previously recommended language shared parking. Planning Commission should consider impacts of increased paving. Also note shared parking alternatives for resort and employee parking.

PLANNING COMMISSION WORKSHOP & MEETING: MARCH 4, 2026

Notifications: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.

Commissioners discussed the impacts of increased parking requirements for hotel and associated uses, qualifying that massive, paved parking lots were not in the best interest of the Town. Representatives from the Kiawah Island Golf Resort provided input to parking ratios based upon user experience. **The Planning Commission voted to table action until their next meeting allowing staff to make the changes to the proposed text amendment based upon the discussions held at the March meeting.**

PLANNING COMMISSION WORKSHOP & MEETING: APRIL 8, 2026

Notifications: Notice of this meeting has been published and posted in accordance with the Freedom of Information Act and the requirements of the Town of Kiawah Island.

The Planning Commission suggested minor edits to consider a minimum distance between for conference areas separate but part of a hotel complex. A 1,200 foot (~0.23 miles) minimum separation was incorporated as informed by the Kiawah Island Golf Resort.

Considering this changes, the Planning Commission voted unanimously (7-0) recommending approval of the proposed ordinance.

TOWN OF KIAWAH ISLAND

ORDINANCE 2025-23

AN ORDINANCE TO AMEND THE TOWN OF KIAWAH ISLAND LAND USE PLANNING AND ZONING ORDINANCE ARTICLE II. - ZONING, DIVISION 4 – SUPPLEMENTAL REGULATIONS, SEC. 12-128. - ACCESS, PARKING AND LOADING REGULATIONS. TO MODIFY MINIMUM PARKING STANDARDS.

WHEREAS, the Town of Kiawah Island recognizes the need to modify minimum parking standards to aid in the design and location of proper access, parking, and loading areas in order to maintain safe and efficient traffic flow and to ensure adequate parking facilities for developments.

WHEREAS, to further protect the public interest, the Town seeks to establish a body which makes provisions to protect and improve the unique character of the Town of Kiawah Island.

WHEREAS, the text amendment would be consistent with the purposes and intent of the adopted Comprehensive Plan and would not be detrimental to the public health, safety, and welfare of the Town of Kiawah Island; and

WHEREAS, the Planning Commission held a meeting on September 10, 2025 and April 8, 2026 at which time a presentation was made by staff, and an opportunity was given for the public to comment on the text amendment request; and

WHEREAS, the Planning Commission, after consideration of the staff report, subsequently voted to recommend to Town Council that the proposed amendment be approved;

WHEREAS, Town Council held a Public Workshop on September 23, 2025 providing the public an opportunity to comment on the proposed amendment; and

WHEREAS, Town Council held a Public Hearing on October 14, 2025 providing the public an opportunity to comment on the proposed amendment.

NOW, THEREFORE, BE IT ORDERED AND ORDAINED BY THE COUNCIL OF THE TOWN OF KIAWAH ISLAND, SOUTH CAROLINA, AND IT IS ORDAINED BY THE AUTHORITY OF SAID COUNCIL:

Section 1 Purpose

The purpose of this Ordinance is to amend Sec. 12-128. - Access, Parking and Loading Regulations.

Section 2 Ordinance

- (1) The Town hereby amends Article II. - Zoning, Division 4 – Supplemental Regulations, Sec. 12-128. - Access, Parking and Loading Regulations. as shown in the attached “Exhibit A” which is hereby incorporated herein by reference.

(2) The Town hereby amends Article IV. – Definitions, Sec. 12-374. – Definitions. as shown in the attached “Exhibit B” which is hereby incorporated herein by reference.

Section 3 **Severability**

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

Section 4 **Effective Date and Duration**

This Ordinance shall be effective upon its enactment by the Town Council for the Town of Kiawah Island.

PASSED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF KIAWAH ISLAND ON THIS __ DAY OF __ 2026.

Bradley D. Belt, Mayor

ATTEST:

By: _____
Petra Reynolds, Town Clerk

1st Reading: October 14, 2025

2nd Reading:

Sec. 12-128. Access, parking and loading regulations.

The following regulations are intended to aid in the design and location of proper access, parking, and loading areas in order to maintain safe and efficient traffic flow and to ensure adequate parking facilities for developments.

- (1) *Access/driveways.* The following regulations shall apply to all development to prevent the proliferation of poorly spaced driveways that can result in reduced safety and carrying capacity of community streets, except that the distances may be varied in accordance with section 12-163 to permit the construction of a single, safe access where no other access to a lot is possible.
 - a. Generally, any lot having access to more than one type of street shall provide access on the street designed for the lowest traffic volume.
 - b. Nonresidential properties having access to a minor and collector street may construct a single driveway on the collector street, provided that the driveway complies with the standards herein.
 - c. There shall be only one curb cut for an individual lot or parcel. Town-Planning Director approval shall be required for more than one curb cut to an individual lot or parcel from any street, where there is a compelling reason.
 - d. No lot or development parcel shall directly access Kiawah Island Parkway and the arterial portions of Governor's Drive and Flyway Drive.
 - e. Private residential driveways shall be a minimum of ten feet in width and provide a vertical clearance of a minimum of 13.5 feet. Nonresidential driveways shall be a minimum of 18 feet in width and provide a vertical clearance of a minimum of 13.5 feet.
- (2) *Spacing between driveways and intersections.* The centerline of driveways shall be separated from the centerline of other driveways and intersections in accordance with the following table 4D, excepting lots platted prior to adoption of the ordinance from which this article is derived and where relief is needed to protect essential natural features, such as specimen trees and dunes:

Table 4D. Driveway Separation Regulations	
Road Type	Minimum driveway separation
Arterial	Driveways prohibited
Collector	75 feet
Minor	No spacing limitation

- a. No driveway shall be permitted providing access to an arterial street if the property has access to a collector or minor street.
 - b. On minor streets, no driveway should be permitted within 60 feet of an intersection, except when relief is needed due to an existing tree, unusual lot configuration, wetlands or other topographical or geographic feature of the lot.
 - c. When channelized right turn lanes are used, the Planning Director shall determine the minimum spacing between the driveways and intersections based on AASHTO standards as modified by site-specific conditions.
- (3) *Parking and loading.* This section specifies the minimum parking and loading standards for the Town. Where strict interpretation of these standards creates a unique hardship, an individual may seek a variance pursuant to section 12-163.

- a. *Minimum parking requirements.* Each use shall provide the number of parking spaces specified in table 4F in subsection (3)c of this section and comply with the following:
 1. The Planning Director shall determine the number of parking spaces required for uses not referenced in table 4F in subsection (3)c of this section by first applying the standard for the most similar use or uses as listed in the table. If there is no similar use, the Planning Director may make a determination or may request that the applicant undertake a parking study.
 2. Any fraction of a parking space required under this article shall be counted as a full parking space.
 3. ~~Handicapped-Accessible parking~~ spaces shall be provided as required by the Americans with Disabilities Act (ADA) standards shown below in table 4E in subsection (3)b of this section, or as requirements are amended by Federal Law.
 4. Parking requirements shall be based on gross leasable area or gross floor area where specified.
 5. Off-street parking facilities shall be provided for any new building constructed and for any new use established, for any addition or enlargement of an existing building or use, or for any change of occupancy or manner of operation that would result in additional parking spaces being required; provided, however, if insufficient parking exists on a lot or parcel, then the number of spaces required to meet the needs of both the existing and new buildings or uses shall be provided.
 6. Facilities being used for off-street parking on the effective date of this article shall not be reduced in capacity to less than the number of spaces prescribed, nor shall they be altered in design or function to less than the minimum standards prescribed herein.
 7. For sites with more than one use, or for adjacent sites served by a common parking facility, the parking requirement shall be the total number of spaces required for each site or use.
- b. *Accessible parking for physically disabled persons.* ~~Handicapped-Accessible parking~~ spaces shall be provided as required by the Americans with Disabilities Act (ADA) standards shown in the following table 4E:

Table 4E. Minimum Number of Accessible Spaces for Physically Disabled Persons			
Total Parking Spaces Provided	Minimum Number of <u>Parking</u> Spaces		
	<u>Total Accessible (car and van)</u>	Van Accessible	<u>Car Accessible</u>
1—25	1	1	0
26—50	2	1	1
51—75	3	1	2
76—100	4	1	3
101—150	5	1	4
151—200	6	1	5
201—300	7	1 <u>2</u>	6
301—400	8	1 <u>2</u>	7
401—500	9	2	7
501—1,000	2 percent of total spaces	1 out of every 8 <u>6</u> accessible spaces	7 out of every 8 accessible spaces

Over 1,000 <u>1001 and over</u>	20 + 1 per each 100 spaces over 1,000		
--	--	--	--

c. *Minimum dimensions.* All parking spaces reserved for persons with disabilities shall comply with the parking space dimension standards of this section, provided that access aisles shall be provided immediately abutting such spaces, as follows:

1. *Car accessible spaces.* Car accessible spaces shall have at least a five-foot-wide access aisle located abutting the designated parking space.
2. *Van accessible spaces.* Van accessible spaces shall have at least an eight-foot-wide access aisle located abutting the designated parking space.
3. *Proximity to main entrance.* All accessible spaces shall be in close proximity to the main entrance of the facility being served.
4. Signage. Accessible parking space identification signs shall include the International Symbol of Accessibility complying with the ADA. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches minimum above the finish floor or ground surface measured to the bottom of the sign.

Type of Development	Required No. of Parking Spaces ⁽¹⁾
Residential	
Single-family detached	2 spaces per dwelling unit (DU) ⁽²⁾
Duplex	2 spaces per dwelling unit, <u>plus one guest space per dwelling unit</u>
Patio homes	2 spaces per 2-bedroom per dwelling unit
Townhouses	2.5 spaces per 3 or more bedroom per dwelling unit, <u>plus 0.5 guest spaces per dwelling unit</u>
Multiple-family	<u>Spaces per bedroom type and as required for associated uses</u> 1.5 spaces per efficiency or 1 bedroom per dwelling unit
<u>Studio or 1 Bedroom</u>	<u>1.5 spaces per dwelling unit</u>
<u>2+ Bedroom</u>	<u>2 spaces per dwelling unit</u>
<u>Guest Parking</u> ⁽³⁾	<u>1 space for every four dwelling units</u>
Hotels	
Guestrooms	1.25 spaces per room <u>Guestrooms, conference area, employees and as required for associated uses</u> <u>1 space per guestroom 1 space per 4 persons allowed under maximum occupancy</u>
Conference area (part of hotel structure <u>complex</u>) ⁽⁷⁾	<u>1 space per 750 square feet of Gross Floor Area for public meeting, assembly and or banquet rooms, plus 1 space per 75 square feet of indoor seating area, plus 1 per 200-500 square feet of outdoor seating area</u>
<u>Associated Uses</u>	35 <u>50 percent of parking required for other uses (restaurants, bar, office, retail, pool, etc.)</u>
<u>Employees</u>	<u>1 space per employee on the largest shift</u> ⁽⁶⁾
Other uses ⁽²⁾	
General office	1 space per 300 square feet of GLA
Real estate sales/leasing	1 space per 100 square feet of GLA

(Supp. No. 12)

Doctor/dentist office	1 space per 100 square feet of GLA
Retail/service	1 space per 250 square feet of GLA
Restaurant	1 space per 75 square feet of indoor seating area, plus 1 per 200 square feet of outdoor seating area
Religious activities and public assembly	1 space per 50 square feet of assembly area
Convention center (not accessory to hotel)	1 space per 4-300 square feet of Gross Floor Area <u>persons allowed under maximum posted occupancy</u> , plus 1 per employee <u>in of the largest</u> shift
Community services	1 space per 2 employees plus 1 per company car parked on the premises
Recreational	
Driving range	1.5 spaces per tee
Golf courses	4 spaces per hole, plus 50 percent of the other uses, plus 1 space per employee on the largest shift ⁽³⁾
Tennis-Sports courts	2 spaces per court, plus 50 percent of the other uses, plus 1 space per employee on the largest shift ⁽³⁾
Marinas	3 spaces per 4 slips, plus 50 percent of the other uses ^(2,5)
Swimming pool	1 space per 300 square feet pool and deck area
Food and beverage	1 space per 75 square feet of indoor seating area, plus 1 space per 200 square feet of food service area
Other recreational facilities, indoor	1 space per 300 sq. ft
Parks (note: in addition to any other uses in this table)	1 space per 2 acres with minimum of 3 spaces
Mixed use parking	Calculated per individual use as set forth in this table
⁽¹⁾ The Planning Director may determine that parking in addition to any of the parking set forth in this table is necessary in the form of overflow parking on pervious surfaces.	
⁽²⁾ Single-family residences shall have adequate turnaround space along driveways so that vehicles do not need to back into or out of driveways.	
⁽³⁾ <u>Accessible parking spaces may not count towards minimum guest parking requirements.</u>	
⁽⁴⁾ <u>Parking requirements for guest or associated uses may be satisfied by enclosed garage or surface parking.</u>	
⁽⁵⁾ Other uses may include accessory meeting rooms/convention facilities and accessory restaurants.	
⁽⁶⁾ <u>Minimum parking requirements for employees may be adjusted to 0.65 spaces per employee provided an employer transportation parking plan is approved which includes a transportation shuttle system integrated with the proposed uses.</u>	
⁽⁷⁾ <u>Structures must be within 1200 feet of each other to be considered a complex.</u>	

- d. *Parking design standards.* The following are minimum design standards, the Planning Director may require modifications to parking ~~lot~~facilities design to ensure the safety of pedestrians, bicyclists and motorists:
1. All off-street parking shall be located outside of required landscape buffer areas and behind front building lines.
 2. Parking facilities constructed, or reconstructed greater than 50 percent of their original size, subsequent to the effective date of the ordinance from which this article is derived shall conform to these design standards.

DRAFT 04.08.2026

Text: Existing

Text: New

3. All required parking facilities shall be maintained for the duration of the use requiring such facilities. Parking facilities shall be used exclusively for the temporary parking of passenger automobiles, motor vehicles or light trucks not exceeding one ton in capacity, and shall not be used for the sale, display or storage of merchandise, or for the storage or repair of vehicles or equipment.
4. All required parking facilities shall be located on the same site as the use for which such facilities are required, except that off-site parking may be allowed for employees, resort and recreational uses provided they meet the following standards. If any one of the following applicable standards cannot be met, special exception approval by the Board of Zoning Appeals shall be required pursuant to Sec. 12-161.:
 - a. A parking plan illustrating the minimum number of off-street parking spaces requirements between the sites are met.
 - b. A maximum of thirty percent (30%) of the required parking spaces may be off-site however; off-site parking may not be used to satisfy the off-street parking minimum requirements for residential uses.
 - c. Required parking spaces reserved for persons with disabilities shall not be located off site.
 - d. Shared or off-site parking must be located within 0.25 miles from the primary entrance of the use served unless a dedicated shuttle bus service is provided to a designated remote parking area.
 - e. Shared parking areas must be connected by a continuous network of sidewalks and pedestrian crosswalks.
 - f. A written agreement between the property owners of record must be submitted to the Planning Director for recording. Recording of the parking agreement with the Register of Deeds must take place before the issuance of a zoning permit, building permit or Certificate of Occupancy for any use to be served by the off-site parking area. An off-site parking agreement may be revoked only if all required off-street parking spaces will be provided in accordance with this Article.
- ~~4.~~
5. On street head-in parking is prohibited.
6. Angled parking is prohibited.
7. Required parking for residential uses shall be provided within an enclosed garage or underneath the principal residential structure. The Planning Director may approve surface parking for guest parking or associated use parking.
- 7.8. Surface parking area must be adequately screened with landscaping from adjacent neighbors and rights of way. Shrubs and trees at the time of planting shall have a minimum height of three (3) feet, measured from the highest finished grade of the parking area.
- 8.9. Each standard parking space shall consist of an independently accessible rectangular or trapezoidal area.
- 9.10. Each parking space shall have a vertical clearance of at least 7.5 feet.

~~10.11.~~ Each parking and loading area shall have adequate drives, aisles, and turning and maneuvering areas for access and usability, and shall at all times have access to a street or alley.

~~11.12.~~ The minimum parking facility design standards are listed in table 4G in this subsection.

~~12.13.~~ Where applicable, the Planning Director may require overflow parking spaces in addition to those required in table 4F in subsection (3)c of this section. All overflow parking spaces shall be of a pervious surface.

~~13.14.~~ Required parking spaces shall not have direct access to a street or highway. Access to required parking spaces shall be provided by on-site driveways. Off-street parking spaces shall be accessible without backing into or otherwise reentering a public right-of-way.

Parking Pattern (degrees)	Maneuvering Lane Width (feet)		Parking Space Dimensions (feet)		Total Width of Two Tiers of Spaces and Maneuvering Lane (feet)	
	One-Way	Two-Way	Width	Length	One-Way	Two-Way
0 (parallel)	11	18	8.5	25	28	35
30—50	12	20	9	18	48	56
54—75	13	22	9	18	49	58
76—90	N/A	24	9	18	N/A	60

- e. *Markings.* In paved parking areas, each off-street parking space shall be identified by surface markings at least four inches in width. Marking shall be visible at all times. Such markings shall be arranged to provide for orderly and safe loading, unloading, parking and storage of vehicles.
- f. *Off-street loading requirements.*
 1. *Spaces required.* For every nonresidential use there shall be provided sufficient space to accommodate the maximum number of trucks that will be loading, unloading, or standing at any one time.
 2. *Size of space.* Each off-street loading space shall be of a size commensurate with the buildings to be accommodated. In no case shall required off street loading space encroach upon off street parking space required by this article.
 3. *Location.* All required off street loading spaces shall be located on the same lot as the building which they are intended to serve.
 4. *Entrances and exits.* Off-street loading entrance and exit drives shall be located at least 25 feet from any street intersection.
 5. *Loading spaces adjacent to sidewalks.* Where a loading space is adjacent to a public sidewalk or other public pedestrian way, it shall be so located, arranged, and improved with curbs or other barriers, as to provide adequate protection for pedestrians.
 6. *Maneuvering areas.* All off street loading spaces shall be provided with adequate off street maneuvering areas.

Table 4H. Loading Requirements	
Gross Floor Area (square feet)	Loading and Unloading Spaces Required
0—1,999	None
2,000—4,999	1 space at the discretion of the Planning Director
5,000—19,000	1 space
20,000—99,000	1 space, plus one space for each 20,000 square feet or portion thereof in excess of 20,000 square feet
100,000 or more	5 spaces, plus one space for each 40,000 square feet or portion thereof in excess of 100,000 square feet

- g. *Parking, loading and vehicular use area landscaping.* See section 12-129, Tree Preservation and Landscaping Standards.
- h. *Paving and drainage.*
 1. For all uses except single-family dwellings, parking and loading facilities shall be surfaced and maintained with asphaltic concrete or other permanent hard surfacing material sufficient to prevent mud, dust, loose material and other nuisances. Pervious materials may be allowed as approved by the Planning Director.
 2. All parking and loading facilities shall be designed, graded and provided with permanent storm drainage facilities that prevent standing water on any parking area, and do not increase the flow of water onto adjacent properties, streets or alleys.

(Code 1993, § 12A-405; Ord. No. 94-12, § 2(12A-404), 9-26-1994; Ord. No. 2005-08, § 12A-405, 10-12-2005; Ord. No. 2025-02, § 2(Exh. B), 3-4-2025)

Sec. 12-374. Definitions.

- (a) The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Driveway means a minimum ten-foot wide vehicular travel way of any surface treatment (pervious or impervious) from the property line to ~~the~~any garage. This includes guest parking and required back-up and turn-around areas required for safe vehicular movement as determined by the Planning Director.

Impervious surface means any material which prevents, impedes or slows infiltration or absorption of stormwater directly into the ground at the rate of absorption of vegetation bearing soils, including buildings, asphalt, concrete, gravel and other surfaces as determined by the Planning Director.

Parking facility or lot means an open area providing off-street parking for the motor vehicles of residents, tourists, customers, or employees on a temporary, daily, or overnight basis.

Pervious surface means an unimproved portion of land maintained in its natural condition or an improved portion of land covered by a material that permits infiltration or percolation of stormwater into the ground at a rate greater than 0.1 inch/hour.



TAB 6

TOWN COUNCIL

Agenda Item

TOWN OF KIAWAH ISLAND
ORDINANCE 2026-08

**AN ORDINANCE TO ADOPT THE FISCAL YEAR 2026-2027 BUDGET FOR
THE TOWN OF KIAWAH ISLAND, SOUTH CAROLINA
(7/1/26 THROUGH 6/30/27)**

WHEREAS, the Town of Kiawah Island requires a budget to guide and direct its receipt and expenditure of revenues during Fiscal Year 2026-2027; and

WHEREAS, Section 5-7-260 of the South Carolina Code of Laws, 1976, as amended, requires that certain acts by municipal councils be done by ordinance, including the adoption of a budget; and

WHEREAS, the annual budget shall be based upon estimated revenues and shall provide appropriations for Town operations and debt service for all Town departments; and

WHEREAS, South Carolina law requires that a duly noticed public hearing be held prior to the adoption of a municipal budget; and

WHEREAS, this duly noticed public hearing was held on May 5, 2026, providing the public an opportunity to comment on the proposed budget.

NOW, THEREFORE, BE IT ORDERED AND ORDAINED BY THE COUNCIL OF THE TOWN OF KIAWAH ISLAND, SOUTH CAROLINA, AND IT IS ORDAINED BY THE AUTHORITY OF SAID COUNCIL.

Section 1 **Purpose**

This Ordinance is adopted to provide the Town of Kiawah Island with an operating budget for Fiscal Year 2026-2027.

Section 2 **Creation of the Fiscal Year 2026-2027 Budget for the Town of Kiawah Island, South Carolina**

By passage of this Ordinance, the Town of Kiawah Island adopts as its budget for Fiscal Year 2026-2027 “**Exhibit A**,” incorporated fully herein by reference, said budget subject to all terms and restrictions pursuant to Ordinances 93-6 and 98-7 (ordinances establishing budget preparation and administrative procedures).

Section 3 **Budget Amendment**

Council reserves the right to amend and alter any appropriation contained herein.

Section 4 Severability

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

Section 5 Effective Date and Duration

This Ordinance shall be effective from July 1, 2026, to June 30, 2027.

**PASSED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF KIAWAH ISLAND
ON THIS _____ DAY OF _____ 2026.**

Bradley D. Belt, Mayor

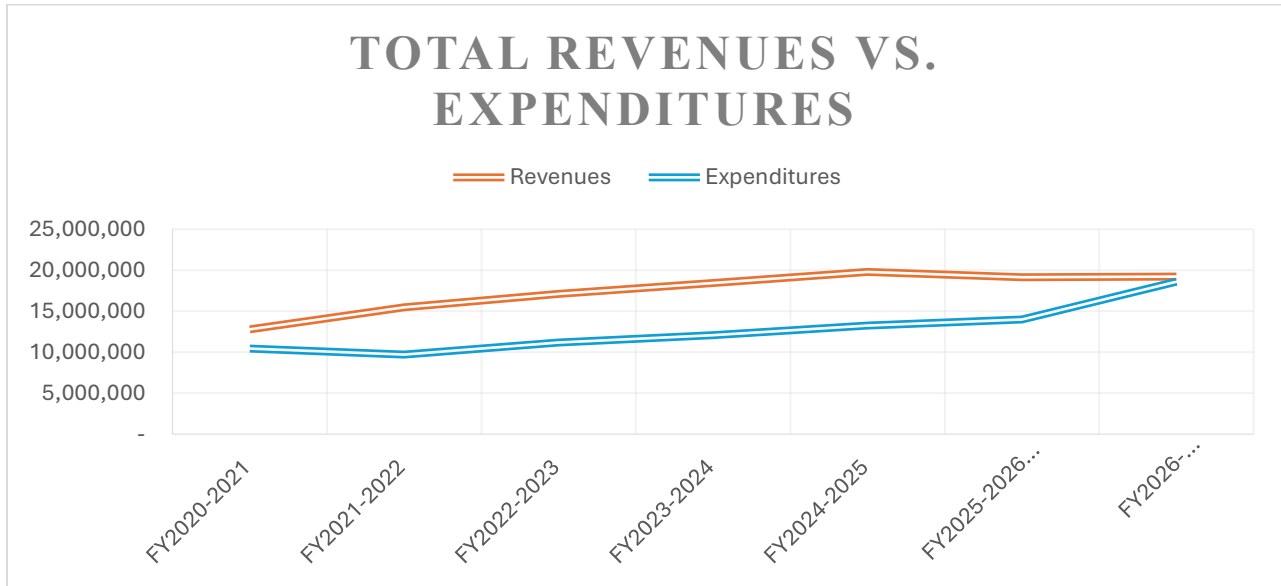
Petra S. Reynolds, Town Clerk

First Reading: May 5, 2026

Public Hearing: May 5, 2026

Second Reading:

The 2026-2027 Budget reflects continued financial stability for the Town, with total revenues budgeted at **\$19.2 million**, consistent with FY2025-2026 projections, and total expenditures of **\$18.8 million**, maintaining a projected surplus. Revenue estimates remain conservative, with modest increases in building permits, business licenses, and accommodation-related taxes, offset by a projected decline in interest earnings due to lower rates. Expenditure growth is primarily driven by higher salaries and benefits, higher costs for contracted public safety services, increased investment in IT and software systems, professional and consulting services, and significant capital improvements, including infrastructure, facilities, and property acquisition.



Revenue Highlights

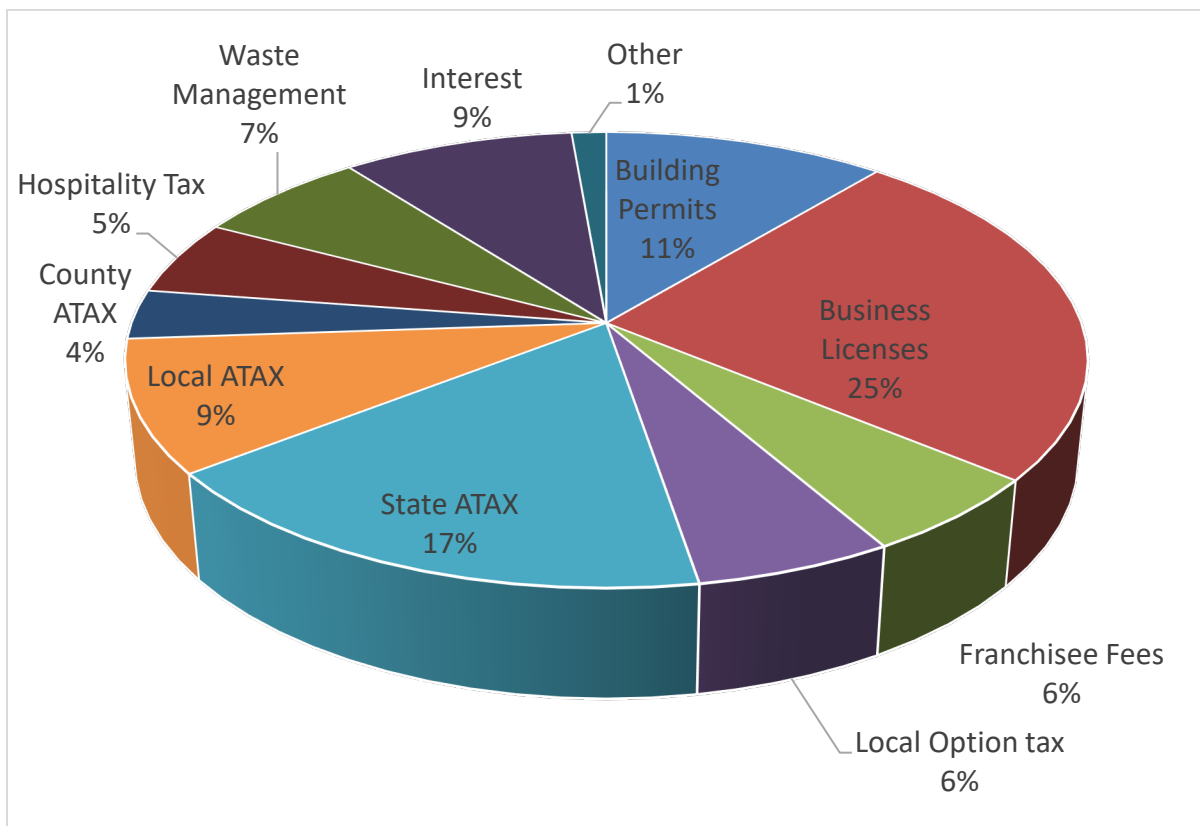
Total FY2026–2027 budgeted revenues are **\$19.2 million**, consistent with FY2025–2026 projected revenues. Revenue assumptions remain conservative and reflect stable economic conditions, modest inflationary growth in certain categories, and the absence of one-time special project revenues.

Unless otherwise noted, comparisons are made to FY2025–2026 projected revenues and expenditures.

Key Revenues Changes

- Building Permits:**
 Projected to increase **3% (\$75,000)**, primarily reflecting inflationary increases in construction costs.
- Building Permits – Special Projects:**
 Budgeted to decrease **100% (\$437,000)** due to the absence of planned special projects in FY2026–2027.
- Business Licenses:**
 Expected to increase **3% (\$135,000)** based on inflationary growth in reported gross receipts.
- Franchise Fees:**
 Budgeted with **no change**, reflecting existing agreements with BEC, Island Beach Services, Kiawah Island Company, Comcast, and AT&T.
- Local Option Sales Tax:**
 Projected to increase **1% (\$13,000)**, consistent with recent collection trends and moderate inflation in consumer goods.

- **State Accommodation Tax (SATAX):**
Anticipated to increase **3% (\$86,000)**. While visitor volume is expected to remain stable, higher accommodation rates are projected to generate modest revenue growth.
- **Local Accommodation Tax (LATAX):**
Budgeted to increase **3% (\$45,000)**, reflecting similar trends as SATAX.
- **County Accommodation Tax:**
Budgeted with **no change**.
- **Hospitality Tax:**
Expected to increase **1% (\$5,000)**.
- **Waste Management Revenue:**
Budgeted with **no change**.
- **Interest Revenue:**
Projected to decrease **15% (\$297,000)** due to anticipated lower investment returns as interest rates gradually decline.
- **Other Revenues** include
 - **Aid to Subdivision:** \$57,000 (**5% increase / \$3,000**)
 - **Planning Fees:** \$15,000 (no change)
 - **Court Fees and Fines:** \$10,000 (no change)
 - **Beverage Permits:** \$51,000 (no change)
 - **Victim's Assistance Fees:** \$10,000 (no change)
 - **Arts Council Ticket Sales:** \$100,000 (no change)
 - **Other:** Miscellaneous \$15,00 (no change) and Beach Operations Agreements \$15,000



Expenditure Highlights

Total FY2026–2027 expenditures are **\$18.8 million**, reflecting increased personnel, public safety costs, strategic professional and consulting services, and planned capital investments.

Salaries and Benefits

Salaries and benefits increase by **9% (\$341,000)** compared to FY2026 projected figures. The increase is primarily attributable to:

- **\$146,000** for compensation adjustment pool
- Funding for **28 existing full-time employees and two new FTE positions (\$150,000)**

Administration and Operations

Administration and operations expenditures increase by **18% (\$364,000)**, driven by the following notable changes:

- **Administration:** Remains flat and includes advertising, printing, dues, subscriptions, document management, banking, merchant fees, and stenographer services.
- **Events:** Increase of **114% (\$56,000)** to support Town-sponsored employees, Council, and volunteer events, as well as community events such as Kiawah Night at..., Bobcat & Bluegrass, Friday Food Trucks, and other cultural and community activities outside Arts Council programming.
- **Maintenance:** Remains relatively flat. Includes:
 - **\$155,000** building and vehicle maintenance
 - **\$50,000** road maintenance for patching needs
 - **\$308,000** landscaping, including the existing landscaping contract and expanded service area along Betsy Kerrison Parkway. The budget also includes **\$100,000** for enhancements to Town Hall grounds, the roundabout, and vegetation along Kiawah Island Parkway
- **Equipment and Supplies:** Increase of **16% (\$21,000)** to support day-to-day operational supplies and computer equipment.
- **IT and Software:** Increase of **40% (\$98,000)** to support ongoing enterprise subscriptions, including ADP (**\$55,000**), financial software (**\$35,000**), licensing and permitting portal (**\$40,000**), IT support (**\$72,000**) and new initiatives, including interactive mapping (**\$40,000**) and a public engagement platform (**\$15,000**), governmental channel (**\$25,000**)
- **Miscellaneous:** Increase of **88% (22,000)**, primarily due to reclassification of Christmas decorations previously budgeted under maintenance.
- **Professional Services:** Increase of **28% (\$110,000)**, including:
 - Town Attorney and Labor Attorney, and additional legal services – **\$300,000**, no change
 - Town Prosecutor – **\$10,000**, no change.
 - On-Call Engineer – **\$90,000**, previously budgeted in consulting.
 - HR Services – **\$20,000**, previously budgeted in consulting.
 - Annual Financial Audit – **\$32,000**, no change.
- **Travel and Training:** Increase by **47% (\$30,000)** to support staff professional development and training.

Consultant Services

Consultant expenditures increase by **111% (\$202,000)** and include:

- Actuarial evaluation – **\$5,000**
- Cybersecurity assessment- **\$30,000**
- Website consulting – **\$5,000**
- Zoning ordinance update – **\$125,000**
- Stormwater management review, Phase II – **\$200,000**
- Betsy Kerrison Parkway Overlay – **\$10,000**
- Placeholder for infrastructure projects – **\$10,000**

Waste Management increased by **3% (65,000)** to account for CPI adjustment.

Contracted Public Safety

Contracted public safety expenditures increased by **42% (\$476,000)** due to expanded deputy coverage and higher BIOR costs.

Accommodation and Hospitality Tax Allocations (ATAX & HTAX)

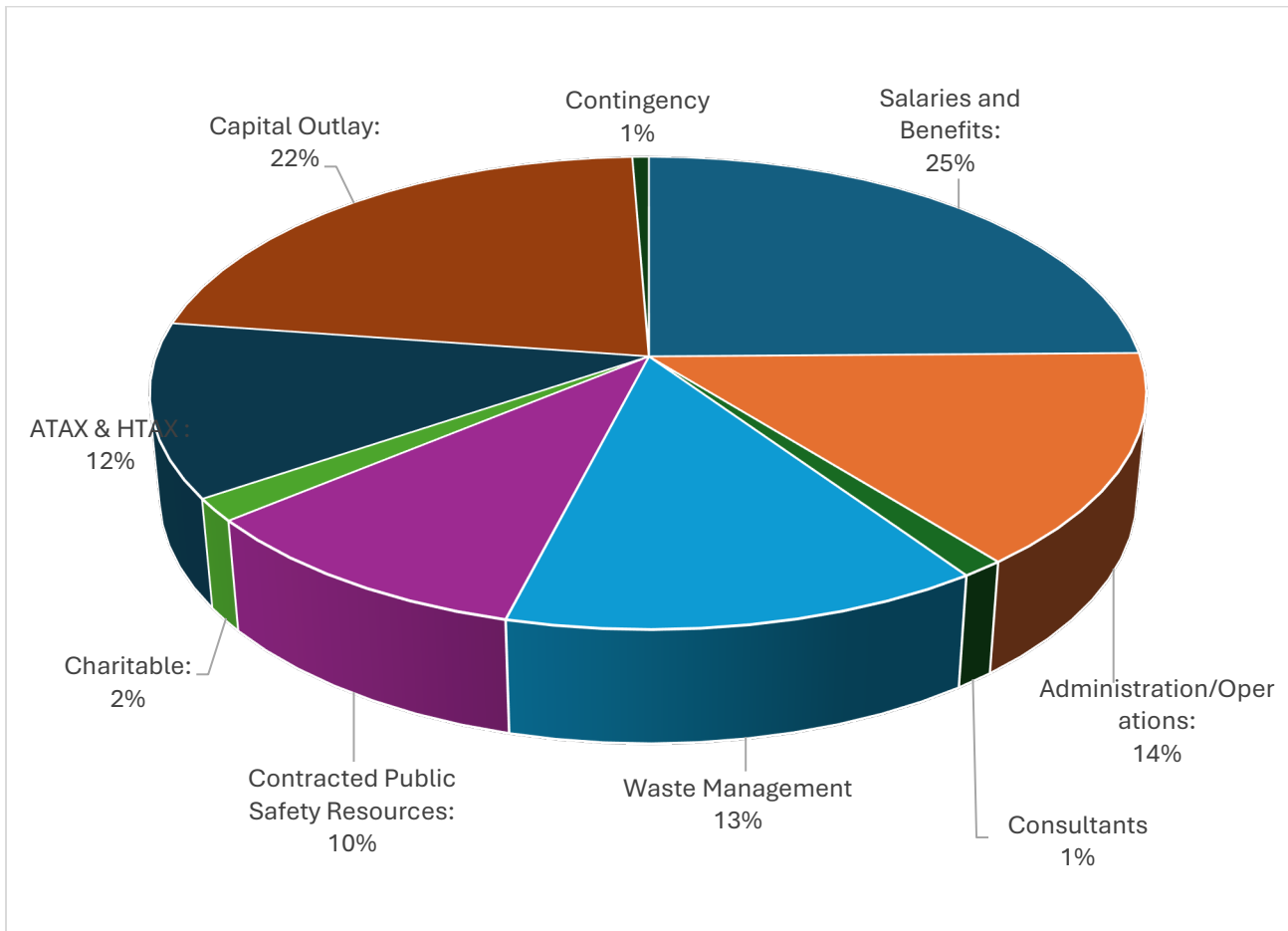
ATAX and HTAX funds are allocated as follows:

- **Promotional Fund (CVB): \$932,000**
- **SATAX Town Allocations: \$2.6 million**, including:
 - C&CC – **\$1.6 million**
 - Public Safety – **\$560,000**
 - Beach trash management – **\$115,000**
 - Arts and Cultural Events – **\$350,000**
- **SATAX Other Recipients: \$423,000**
- **Other Uses: \$224,000**, including:
 - Beach monitoring – **\$60,000**
 - Environmental research – **\$108,000**
 - Educational programs – **\$30,000**
 - Fish studies – **\$5,000**
 - Pond management – **\$6,000**
 - Turtle patrol – **\$15,000**
 - Conservation-related projects - **\$200,000**

Capital Outlay

Capital outlay requests include:

- **Buildings: \$1.6 million** for the Civic & Cultural Center
- **Infrastructure and Landscaping: \$200,000** for a feasibility study to evaluate the construction of a multi-use path connecting Resurrection Road to Freshfields Village
- **Property Acquisition: \$3.7 million** for the acquisition of Captain Sams property
- **Vehicles: \$110,000** for the replacement of two vehicles
- **Other: \$25,000** for signage upgrades and **\$40,000** for a boat shed and fencing at the community trash drop-off site



The budget includes the following **Interfund Transfers**:

- **\$125,000** from LATAX to GF for infrastructure and landscape improvements
- **\$349,000** from LATAX to Capital Fund for future beach renourishment and capital projects
- **\$349,000** from LATAX to Capital Fund for an emergency fund
- **\$51,000** from Beverage Tax Fund to Capital Fund for future infrastructure repairs
- **\$198,000** from Hospitality Tax Fund to Capital Fund for future beach renourishment and capital projects
- **\$198,000** from Hospitality Tax Fund to Capital to emergency fund
- **\$125,000** from Hospitality Tax Fund to GF for infrastructure and landscape improvements

Town of Kiawah Island
Budget FY2026-2027
All Funds Consolidated

	Actuals FY 2024-2025	Budgeted FY2025-2026	Projected FY2025-2026	Budget FY2026-2027	% of Total	FY2025-2026 Projected Variance \$	FY2025-2026 Projected Variance %	FY2024-2025 Actual Variance \$	FY2024-2025 Actual Variance %
Revenues:									
Building Permits	\$ 2,571,967	\$ 1,577,131	\$ 2,500,000	\$ 2,575,000	13%	\$ 75,000	3%	\$ 3,033	0%
Building Permits/Special Projects	437,091	-	-	-	0%	-	-	(437,091)	-100%
Business Licenses	4,916,288	4,200,000	4,500,000	4,635,000	24%	135,000	3%	(281,288)	-6%
Franchisee Fees	970,450	1,037,300	1,032,282	1,035,000	5%	2,718	0.3%	64,550	7%
Local Option tax	1,010,530	1,000,500	1,056,677	1,070,000	6%	13,324	1%	59,470	6%
State ATAX	3,139,967	3,189,161	3,203,032	3,290,000	17%	86,969	3%	150,033	5%
Local ATAX	1,634,821	1,700,000	1,700,000	1,745,000	9%	45,000	3%	110,179	7%
County ATAX	738,652	700,000	652,000	652,000	3%	-	0%	(86,652)	-12%
Hospitality Tax	969,720	991,303	985,000	990,000	5%	5,001	1%	20,280	2%
Waste Management	1,257,229	1,246,500	1,270,000	1,270,000	7%	-	0%	12,771	1%
Interest	2,028,504	1,700,000	1,992,000	1,695,000	9%	(296,999)	-15%	(333,504)	-16%
Other	112,796	250,567	248,567	268,294	1%	19,727	8%	155,498	138%
Total Revenues	19,788,015	17,573,487	19,139,557	19,225,295	100%	85,738	0%	(562,720)	-3%
Expenses:									
Salaries and Benefits:									
Salaries	2,339,001	2,478,883	2,509,236	2,734,060	15%	224,825	9%	395,059	17%
Overtime	10,328	11,700	13,747	16,500	0%	2,753	20%	6,172	60%
Benefits	606,985	859,225	887,165	989,637	5%	102,472	12%	382,652	63%
Payroll Tax	239,181	226,950	232,608	243,620	1%	11,012	5%	4,439	2%
	3,195,495	3,576,758	3,642,755	3,983,817	21%	341,062	9%	788,322	25%
Administration/Operations:									
Administration	245,843	193,520	119,578	118,198	1%	(1,380)	-1%	(127,645)	-52%
Communications	64,073	84,724	74,877	73,532	0.4%	(1,345)	-2%	9,459	15%
Events:	22,668	49,000	105,000	105,000		56,000	114%	82,332	363%
Insurance	244,733	224,940	271,695	302,520	2%	30,825	11%	57,787	24%
Maintenance	439,104	599,000	510,000	513,000	3%	3,000	1%	73,896	17%
Equipment & Supplies	204,171	134,800	125,530	146,230	1%	20,700	16%	(57,941)	-28%
IT & Software	245,049	237,000	246,260	344,260	2%	98,000	40%	99,211	40%
Miscellaneous	18,321	25,000	25,000	47,000	0.2%	22,000	88%	28,679	157%
Leases	49,183	40,000	44,000	50,000	0.3%	6,000	14%	817	2%
Professional Services	322,224	515,000	351,900	452,000	2%	100,100	28%	129,776	40%
Travel & Training	58,062	100,650	63,150	92,800	0%	29,650	47%	34,738	60%
Utilities	104,263	125,000	125,000	125,000	1%	-	0%	20,737	20%
	2,017,694	2,328,634	2,005,990	2,369,540	13%	363,550	18%	351,846	17%
Consultants	94,004	362,150	182,125	385,000	2%	202,875	111%	290,996	310%
Waste Management	2,010,781	2,107,000	2,100,000	2,165,000	11%	65,000	3%	154,219	8%
Funded from SATAX *	-	(78,400)	(78,400)	(115,360)		(36,960)	-	(115,360)	-
Contracted Public Safety Resources:									
Charleston County Deputies	722,217	703,779	150,000	300,000	2%	150,000	100%	(422,217)	-58%
Evening Code Enforcement	389,376	389,376	389,376	-	0%	(389,376)	-100%	(389,376)	-100%
Beach Patrol	584,000	584,000	584,000	-	0%	(584,000)	-100%	(584,000)	-100%
Combined Beach Patrol & Code Enforcement	-	-	-	1,300,000	7%	1,300,000	100%	1,300,000	100%
	1,695,593	1,677,155	1,123,376	1,600,000	6%	476,624	42%	(95,593)	-6%
Funded from SATAX *	(897,800)	(1,024,779)	(513,800)	(560,000)		(46,200)		337,800	-38%
Charitable:									
MUSC Pledge	200,000	200,000	200,000	-	0%	(200,000)	-100%	(200,000)	-100%
Contributions	200,058	200,000	250,000	250,000	1%	-	0%	49,942	25%
	400,058	400,000	450,000	250,000	1%	(200,000)	-44%	(150,058)	-38%
Contingency	-	100,000	-	100,000		100,000		100,000	
ATAX & HTAX :									
Promotional Fund-CVB	934,490	902,870	906,000	931,500	5%	25,500	3%	(2,990)	0%
SATAX Town Allocations*	897,800	1,024,779	1,348,779	2,394,491	13%	1,045,712	78%	1,496,691	167%
SATAX Other Recipients	2,003,657	2,962,274	1,439,850	605,509	3%	(834,341)	-58%	(1,398,148)	-70%
Other Uses	588,055	805,900	555,900	424,018	2%	(131,882)	-24%	(164,037)	-28%
	4,424,002	5,695,823	4,250,529	4,355,518	23%	104,989	2%	(68,484)	-2%
Capital Outlay:									
Building	92,361	25,000	633,194	1,569,131	8%	935,937	148%	1,476,770	1599%
Funded from SATAX *	-	-	-	(1,369,131)	-7%	(1,369,131)	-	(1,369,131)	-
Infrastructure & Landscape	57,571	-	90,000	200,000	1%	110,000	122%	142,429	247%
Property Acquisition	-	-	-	3,700,000	20%	3,700,000	-	3,700,000	-
Vehicles	109,664	35,000	70,000	110,000	1%	40,000	57%	336	0%
Other Capital Expenditures	40,963	50,000	25,000	65,000	0.3%	40,000	160%	24,037	59%
	300,559	110,000	818,194	4,275,000	23%	3,456,806	422%	3,974,441	1322%
Total Expenses	13,240,386	15,332,741	14,059,169	18,808,515	100%	4,827,746	34%	5,568,129	42%
Net Changes in Fund Balance	\$ 6,547,629	\$ 2,240,746	\$ 5,080,388	\$ 416,781		\$ (4,663,607)		\$ (6,130,848)	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/26
 ALL FUNDS

	2024-2025 Budget										
	General Fund Budget	State Accom Tax Fund Budget	County Accom Tax Fund Budget	Local Accom Tax Fund Budget	Beverage Tax Fund Budget	Hospitality Tax Fund Budget	Victims Assist Fund Budget	Arts and Cultural Events	Capital Fund Budget	Emergency Fund Budget	Total Funds Budget
Revenues & Other Sources :											
Accommodations Tax	\$ 185,000	\$ 3,105,000	\$ 652,000	\$ 1,745,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,687,000
Hospitality Tax	-	-	-	-	-	990,000	-	-	-	-	990,000
Aid to subdivisions	57,294	-	-	-	-	-	-	-	-	-	57,294
Zoning Permits	15,000	-	-	-	-	-	-	-	-	-	15,000
Business License Revenue	4,635,000	-	-	-	-	-	-	-	-	-	4,635,000
Building Permits	2,575,000	-	-	-	-	-	-	-	-	-	2,575,000
Local Option Sales Tax	1,070,000	-	-	-	-	-	-	-	-	-	1,070,000
Franchise Fee - Electric	540,000	-	-	-	-	-	-	-	-	-	540,000
Franchise Fee - Beach	350,000	-	-	-	-	-	-	-	-	-	350,000
Franchise Fee - Other	145,000	-	-	-	-	-	-	-	-	-	145,000
Fines & Forfeitures	10,000	-	-	-	-	-	5,000	-	-	-	15,000
Interest Revenue	920,000	30,000	65,000	170,000	-	110,000	-	-	250,000	150,000	1,695,000
Waste Management	1,270,000	-	-	-	-	-	-	-	-	-	1,270,000
Beverage Tax / Permits	-	-	-	-	51,000	-	-	-	-	-	51,000
Miscellaneous Revenue	30,000	-	-	-	-	-	-	100,000	-	-	130,000
Transfers In	-	-	-	-	-	-	-	350,000	598,000	547,000	1,495,000
Total Revenues & Other Sources	11,802,294	3,135,001	717,001	1,914,999	51,000	1,100,000	5,000	450,000	848,000	697,000	20,720,295
Expenditures & Uses :											
Salary and Benefits	3,888,817	-	-	-	-	-	-	95,000	-	-	3,983,817
Administration	113,198	-	-	-	-	-	5,000	-	-	-	118,198
Communication	73,532	-	-	-	-	-	-	-	-	-	73,532
Events	105,000	-	-	-	-	-	-	-	-	-	105,000
Insurance	302,520	-	-	-	-	-	-	-	-	-	302,520
Maintenance	229,500	-	26,900	25,000	-	231,600	-	-	-	-	513,000
Minor Assets & Supplies	141,230	-	-	-	-	-	-	5,000	-	-	146,230
Miscellaneous	47,000	-	-	-	-	-	-	-	-	-	47,000
Office Equipment	50,000	-	-	-	-	-	-	-	-	-	50,000
Professional Services	452,000	-	-	-	-	-	-	-	-	-	452,000
Travel & Training	92,800	-	-	-	-	-	-	-	-	-	92,800
Utilities	49,500	-	35,000	5,000	-	35,500	-	-	-	-	125,000
Consultants	385,000	-	-	-	-	-	-	-	-	-	385,000
IT & Software	344,260	-	-	-	-	-	-	-	-	-	344,260
Waste Management	2,044,640	115,360	5,000	-	-	-	-	-	-	-	2,165,000
CCSO Deputies	90,000	105,000	105,000	-	-	-	-	-	-	-	300,000
Combined Beach Patrol & Code Enforcement	390,000	455,000	455,000	-	-	-	-	-	-	-	1,300,000
Contributions	250,000	-	-	-	-	-	-	-	-	-	250,000
Contingency	100,000	-	-	-	-	-	-	-	-	-	100,000
ATAX & HTAX Uses	-	1,537,009	209,018	215,000	-	-	-	350,000	-	-	2,311,027
Capital Outlay	3,875,000	1,369,131	-	300,000	-	100,000	-	-	-	-	5,644,131
Transfers Out	-	350,000	-	698,000	51,000	396,000	-	-	-	-	1,495,000
Total Expenditures & Uses	13,023,997	3,931,500	835,918	1,243,000	51,000	763,100	5,000	450,000	-	-	20,303,515
Change in Fund Balance	(1,221,702)	(796,499)	(118,917)	672,000	-	336,900	-	-	848,000	697,000	416,781
Fund Balances, beginning of the year projected	30,389,400	938,479	3,094,773	3,879,374	-	2,145,271	21,078	-	8,525,974	3,934,860	52,929,210
Fund Balances, end of the year budgeted	\$ 29,167,698	\$ 141,980	\$ 2,975,855	\$ 4,551,373	\$ -	\$ 2,482,171	\$ 21,078	\$ -	\$ 9,373,974	\$ 4,631,860	\$ 53,345,990

TOWN OF KIAWAH ISLAND
BUDGET DRAFT FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
GENERAL FUND												
REVENUES:												
BUSINESS LICENSE REVENUE	\$ 4,516,288	\$ 3,800,000	\$ 1,115,481	\$ 4,100,000	4,235,000	\$ 435,000	11%	\$ 135,000	3%	\$ (281,288)	-6%	Based on historical averages
STR APPLICATION FEES	400,000	400,000	17,200	400,000	400,000	-	0%	-	0%	-	0%	Based on PY actuals
STATE ACCOMMODATIONS TAX	180,748	179,594	87,217	183,032	185,000	5,406	3%	1,968	1%	4,252	2%	First \$25K plus 5% of SATAX
AID TO SUBDIVISION	52,638	54,567	13,652	54,567	57,294	2,727	5%	2,727	5%	4,656	9%	Based on estimates from the State
WASTE MANAGEMENT	1,257,229	1,246,500	1,260,693	1,270,000	1,270,000	23,500	2%	-	0%	12,771	1%	Based on number of subscribers for different service types
PLANNING FEES	15,100	15,000	5,960	15,000	15,000	-	0%	-	0%	(100)	-1%	Based on current year actuals
BUILDING PERMITS	2,571,967	1,577,131	1,322,442	2,500,000	2,575,000	997,869	63%	75,000	3%	3,033	0%	Based on historical averages
BUILDING PERMITS/SPECIAL PROJECTS	437,091	-	-	-	-	-	-	-	-	(437,091)	-100%	No special projects expected
LOCAL OPTIONS SALES TAX	1,010,530	1,000,500	484,989	1,056,677	1,070,000	69,501	7%	13,324	1%	59,470	6%	Based on historical averages plus an increase for inflation
FRANCHISE FEE - ELECTRIC	484,364	485,000	537,282	537,282	540,000	55,000	11%	2,718	1%	55,636	11%	Based on current year actuals
FRANCHISE FEE - BEACH SERVICE	344,318	412,300	130,000	350,000	350,000	(62,300)	-15%	-	0%	5,682	2%	\$330k or 30% of Island Beach Services gross receipts
FRANCHISE FEES - OTHER	141,768	140,000	32,005	145,000	145,000	5,000	4%	-	0%	3,232	2%	Based on the contracts with AT&T, Comcast
COURT FEES, FINES & FORF	18,778	20,000	5,132	10,000	10,000	(10,000)	-50%	-	0%	(8,778)	-47%	Based on CY actuals
INTEREST REVENUE	997,219	943,105	514,417	1,060,000	920,000	(23,105)	-2%	(140,000)	-13%	(77,219)	-8%	Rate of return -3.5%
MISCELLANEOUS REVENUE	26,280	15,000	7,077	15,000	30,000	15,000	100%	15,000	100%	3,720	14%	Misc and beach operating agreements
TOTAL REVENUES	12,454,318	10,288,697	5,533,547	11,696,558	11,802,294	1,513,597	15%	105,736	1%	(652,024)	-5%	

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
EXPENDITURES:												
SALARIES, PR TAXES & BENEF/REG EMPLOYEES	3,328,136	3,829,122	2,152,672	3,650,155	3,983,817	154,695	4%	333,662	9%	655,681	20%	Salaries for off duty deputies.
CCSO DEPUTIES	722,217	752,970	48,515	150,000	300,000	(452,970)	-60%	150,000	100%	(422,217)	-58%	
STR CODE ENFORCEMENT	389,376	389,376	194,688	389,376	-	(389,376)	-100%	(389,376)	-100%	(389,376)	-100%	
BEACH PATROL	584,000	584,000	292,002	584,000	-	(584,000)	-100%	(584,000)	-100%	(584,000)	-100%	
COMBINED BEACH PATROL & CODE ENFORCEMENT	-	-	-	-	1,300,000	1,300,000	-	1,300,000	-	1,300,000	-	Combined contract with BIOR for code enforcement and beach patrol
UTILITIES & SUPPLIES:												
UTILITIES	104,263	125,000	30,432	125,000	125,000	-	0%	-	0%	20,737	20%	Based on current year actuals
GENERAL	98,053	74,100	44,167	85,830	85,530	11,430	15%	(300)	0%	(12,523)	-13%	Estimate for supplies, uniforms
MINOR ASSETS	106,118	50,500	18,885	39,700	55,700	5,200	10%	16,000	40%	(50,418)	-48%	Estimate for computers replacement and small equipment
ADVERTISING	9,868	11,500	7,108	11,500	12,000	500	4%	500	4%	2,132	22%	Based on current year actuals
COMMUNICATION												
CELL PHONES & IPADS	24,717	24,284	12,574	22,877	21,532	(2,752)	-11%	(1,345)	-6%	(3,185)	-13%	Based on current year actuals for Town's employees
REGULAR PHONES	39,356	52,000	15,412	52,000	52,000	-	0%	-	0%	12,644	32%	Cost for landline, internet and cable
WASTE MANAGEMENT	2,010,781	2,100,000	1,046,045	2,100,000	2,165,000	65,000	3%	65,000	3%	154,219	8%	Based on Trident contract
PRINTING	8,146	9,000	7,090	8,000	9,000	-	0%	1,000	13%	854	10%	Printing UB invoices, business license and contractors decals
PROFESSIONAL SERVICES	322,224	610,000	197,704	351,900	452,000	(158,000)	-26%	100,100	28%	129,776	40%	Town Attorney, Prosecutor and annual audit
CONSULTING	94,004	486,000	145,050	182,125	385,000	(101,000)	-21%	202,875	111%	290,996	310%	Estimate for various consulting work
IT & SOFTWARE	245,049	237,000	182,330	246,260	344,260	107,260	45%	98,000	40%	99,211	40%	
MAINTENANCE												
BUILDING & VEHICLES	147,313	152,000	70,470	140,000	155,000	3,000	2%	15,000	11%	7,687	5%	
ROADS	46,742	300,000	21,272	70,000	50,000	(250,000)	-83%	(20,000)	-29%	3,258	7%	
LANDSCAPING	219,438	400,000	133,783	300,000	308,000	(92,000)	-23%	8,000	3%	88,562	40%	
INSURANCE	244,733	269,876	271,695	271,695	302,520	32,643	12%	30,825	11%	57,787	24%	
TRAVEL & TRAINING	58,062	82,300	29,235	63,150	92,800	10,500	13%	29,650	47%	34,738	60%	Travel and professional development
LEASES	49,183	46,000	22,920	44,000	50,000	4,000	9%	6,000	14%	817	2%	Based on contracts.
ATA& HTAX Uses	192,925	532,000	129,119	249,719	224,018	(307,982)	-58%	(25,701)	-10%	31,093	16%	
CONTRIBUTIONS	200,058	220,000	-	250,000	250,000	30,000	14%	-	0%	49,942	25%	
CAPITAL OUTLAY	385,007	784,269	183,370	818,194	5,644,131	4,859,862	620%	4,825,937	590%	5,259,124	1366%	
OTHER	255,904	158,020	89,196	171,229	255,698	97,678	62%	84,469	49%	(206)	0%	Based on current year actuals
MUSC PLEDGE	200,000	200,000	200,000	200,000	-	(200,000)	-100%	(200,000)	-100%	(200,000)	-100%	MUSC Pledge of \$1M over 5 years
CONTINGENCY	-	100,000	-	-	100,000	-	0%	100,000	-	-	-	
TOTAL EXPENDITURES	10,085,673	12,579,317	5,545,734	10,576,710	16,723,006	4,143,689	33%	6,479,958	61%	6,637,333	66%	
ALLOCATION TO SATAX	897,800	1,024,779	-	704,200	2,044,491	1,019,712	100%	1,340,291	190%	1,146,691	128%	Consolidated amount for various departments
ALLOCATION TO COUNTY ATAX	371,742	588,900	118,409	294,619	835,918	247,018	42%	541,299	184%	464,176	125%	Consolidated amount for various departments
ALLOCATION TO LOCAL ATAX	603,584	137,500	1,430	38,500	740,000	602,500	438%	701,500	1822%	136,416	23%	Consolidated amount for various departments
ALLOCATION TO HOSPITALITY TAX	364,820	338,000	-	255,985	367,100	29,100	9%	111,115	43%	2,280	1%	Consolidated amount for various departments
ALLOCATION TO ARTS & CULTURAL EVENTS	129,636	95,000	-	95,000	95,000	-	0%	-	0%	(34,636)	-27%	
TOTAL NET EXPENDITURES	7,718,091	10,395,138	5,425,895	9,188,406	12,640,497	1,898,330	18%	3,452,091	38%	4,922,406	64%	

TOWN OF KIAWAH ISLAND
BUDGET FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40200 - ADMINISTRATION												
MAYORAL OFFICE AND TOWN ADMINISTRATION												
SALARIES - REGULAR EMPLOYEES	\$ 302,850	\$ 608,685	\$ 198,853	\$ 324,138	\$ 605,184	\$ (3,501)	-1%	\$ 281,046	87%	\$ 302,334	100%	Salaries for Town Administrator, clerk and 6% aggregated total for salary adjustments and 2FTES
OVERTIME	1,988	2,000	994	2,000	2,000	-	0%	-	0%	12	1%	
BONUS	9,000	9,000	8,464	8,646	9,000	-	0%	354	4%	-	-	Employee Christmas Bonus 30@\$300 =[\$9,000]
EMPLOYEE BENEFITS	17,057	7,800	10,533	12,000	10,000	2,200	28%	(2,000)	-17%	(7,057)	-41%	EAP [\$2,800]; Employee Appreciation Events - Riverdog Event [\$5,000]; Employee birthday committee [\$2,400]
INSURANCE - MEDICAL	20,557	16,520	15,568	16,546	58,150	41,630	252%	41,604	251%	37,593	183%	
FICA ER MATCH	20,739	40,243	13,066	23,662	46,297	6,053	15%	22,634	96%	25,558	123%	
RETIREMENT MATCH	60,051	115,035	40,803	63,408	118,322	3,287	3%	54,914	87%	58,271	97%	
TUITION REIMBURSEMENT	4,800	5,000	2,400	2,400	-	(5,000)	100%	(2,400)	100%	(4,800)	-	
WORKERS COMPENSATION	60,546	35,000	46,622	46,622	35,000	-	0%	(11,622)	-25%	(25,546)	-42%	
INTERNAL EVENTS	22,031	15,000	20,329	23,000	25,000	10,000	67%	2,000	9%	2,969	13%	Thanksgiving Turkey and Ham, Christmas celebration, Volunteer Appreciation Day
PROFESSIONAL SERVICES	268,040	550,000	156,444	300,000	400,000	(150,000)	-27%	100,000	33%	131,960	49%	Town attorney [\$200K], other [\$100K] & prosecutor [\$10K]; on call engineering service [\$90K]
HR CONSULTANTS	23,784	30,000	9,360	20,000	20,000	(10,000)	-33%	-	0%	(3,784)	-16%	FGP general service + other services outside basic costs
TELEPHONE-CELL	1,333	1,620	851	1,620	1,620	-	0%	-	0%	287	22%	Based on cost for 1 cell phone, iPads and mifi
TRAVEL & TRAINING	7,971	10,000	7,521	10,000	10,000	-	0%	-	0%	2,029	25%	Estimate SCAPA, ICMA,SCCCMA (Stephanie T)
DUES	5,076	4,000	3,061	4,000	4,000	-	0%	-	0%	(1,076)	-21%	Clerk to Council MASC, SCAPA, APA National, SCCCMA, ULI training & conferences
SUBSCRIPTIONS	3,417	2,500	1,944	2,000	2,500	-	0%	500	25%	(917)	-27%	Civic Plus (MuniCode Sub), Google Svc., Adobe
ADVERTISING COSTS	6,081	5,000	3,646	5,000	5,000	-	0%	-	0%	(1,081)	-18%	Jobs, RFP/RFQ Newspapers
COMMUNITY EVENTS	15,265	20,000	7,912	20,000	30,000	10,000	50%	10,000	50%	14,735	97%	Disaster Awareness Day, Volunteer Appreciation, Other Community Events
DISCRETIONARY SPCAIL EVENTS	-	-	-	-	20,000	20,000	-	20,000	-	20,000	-	Mayor initiatives
CHARITABLE CONTRIBUTIONS	200,058	220,000	-	250,000	250,000	30,000	14%	-	0%	49,942	25%	Charitable contributions
SUPPLIES - OFFICE	8,869	10,000	4,286	10,000	10,000	-	0%	-	0%	1,131	13%	Based on current year actuals
SUPPLIES - OTHER	26,868	15,000	13,841	20,000	15,000	-	0%	(5,000)	-25%	(11,868)	-44%	Estimate for coffee supplies, water, pop, medicine supply, and misc.
MISCELLANEOUS EXPEND	805	15,000	259	15,000	15,000	-	0%	-	0%	14,195	1763%	
ELECTIONS	-	10,000	1,045	1,045	-	(10,000)	-100%	(1,045)	-100%	-	-	
COMPUTER & SOFTWARE MINOR	5,882	5,000	2,601	5,000	5,000	-	0%	-	0%	(882)	-15%	
	1,093,068	1,752,404	570,403	1,186,088	1,697,073	(55,331)	-3%	510,985	43%	604,005	55%	
Department: 40700 - COUNCIL												
COUNCIL DEPARTMENT												
CELL PHONE	8,362	6,000	2,920	4,045	2,700	(3,300)	-55%	(1,345)	-33%	(5,662)	-68%	
MEETING COST	2,267	6,000	1,513	4,000	10,000	4,000	67%	6,000	7,733	341%	341%	Costs for the Town's annual retreat & business meetings
TRAVEL & TRAINING	3,276	4,000	409	1,000	5,000	1,000	25%	4,000	400%	1,724	53%	
SUPPLIES - OFFICE	9,861	1,000	75	2,000	3,000	2,000	200%	1,000	50%	(6,861)	-70%	
	23,766	17,000	4,917	11,045	20,700	3,700	22%	9,655	87%	(3,066)	-13%	
TOTAL ADMINISTRATION	\$ 1,116,834	\$ 1,769,404	\$ 575,320	\$ 1,197,133	\$ 1,717,773	\$ (51,631)	-3%	\$ 520,640	43%	\$ 600,939	54%	

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40100 -WILDLIFE & NATURAL RESOURCES												
SALARIES - REGULAR EMPLOYEES	\$ 277,499	277,015	\$ 175,720	\$ 316,313	289,762	\$ 12,747	5%	\$ (26,551)	-8%	\$ 12,263	4%	Salaries for 3 employees
FICA ER MATCH	20,429	19,585	13,256	22,167	22,167	2,582	13%	-	0%	1,738	9%	
INSURANCE - MEDICAL	38,774	46,985	29,874	48,847	48,847	1,862	4%	-	0%	10,073	26%	
RETIREMENT MATCH	50,429	57,429	30,742	61,496	61,496	4,067	7%	-	0%	11,067	22%	
CONSULTANTS	5,500	40,000	19,680	20,000	10,000	(30,000)	-75%	(10,000)	-50%	4,500	-	Deer Processing (\$6k), Temporary Assistants
TELEPHONE-CELL	1,348	1,500	1,061	1,500	1,500	-	0%	-	0%	152	11%	Based on cost for 3 cell phones
SOFTWARE LICENSES	3,974	8,000	642	1,000	6,000	(2,000)	-25%	5,000	500%	2,026	51%	ArcGIS, Adobe, Watchtower
DUES	-	500	-	-	500	-	0%	500	-	500	-	
SUBSCRIPTIONS	-	500	-	-	500	-	0%	500	-	500	-	
TRAVEL & TRAINING	-	3,000	-	-	3,000	-	0%	3,000	-	3,000	-	
TURTLE PATROL EXPENDITURES	10,898	15,000	1,430	7,000	15,000	-	0%	8,000	114%	4,102	38%	
BEACH MONITORING & REPAIRS	43,194	60,000	16,429	31,599	60,000	-	0%	28,401	90%	16,806	39%	Annual CSE Monitoring,
RESEARCH	121,140	96,000	88,774	117,100	108,018	12,018	13%	(9,082)	-8%	(13,122)	-11%	Bobcat GPS, Bird Banding, Toxicology
COMMUNITY OUTREACH PROGRAMS	-	2,500	-	1,000	1,000	(1,500)	-60%	(1,500)	-	1,000	-	School Environmental Programs
CONSERVATION PROJECTS	15,113	25,000	11,134	25,000	30,000	5,000	20%	5,000	20%	14,887	99%	Dolphin/Shorebird Stewardship, Bluebird Boxes
FISH STUDIES & EQUIPMENT	-	250,000	-	50,000	-	(250,000)	-100%	(50,000)	-100%	-	-	Projects TBD
POND MANAGEMENT	2,580	10,000	52	2,000	5,000	(5,000)	-50%	3,000	150%	5,000	-	Fish Testing and Stocking (\$3000) Water Quality Testing
AERIAL PHOTOGRAPHY	-	6,000	2,020	2,020	6,000	-	0%	3,980	197%	3,420	133%	KICA Pond Maintenance contract, herbicide control
SUPPLIES - OFFICE	918	2,000	-	2,000	1,500	(500)	-25%	(500)	-25%	582	63%	
SUPPLIES OTHER	-	1,000	-	1,000	1,000	-	0%	-	0%	1,000	-	
UNIFORMS	475	1,500	109	1,500	1,500	-	0%	-	0%	1,025	216%	
BOOKS & PERIODICALS	41	500	50	250	250	(250)	-50%	-	0%	209	510%	
EQUIPMENT - MINOR	1,192	5,000	995	5,000	-	(5,000)	-100%	(5,000)	-100%	(1,192)	-100%	
COMPUTER & SOFTWARE - MINOR	-	2,000	649	1,500	3,000	1,000	50%	1,500	100%	3,000	-	New computer
TOTAL DEPARTMENT EXPENDITURES	593,504	981,014	392,617	719,791	676,039	(304,975)	-31%	(43,752)	-6%	82,535	14%	
ALLOCATION TO LOCAL ATAX:												
70% OF SALARIES, PR TAXES, AND BENEFITS	232,279	-	-	-	-	-	-	-	-	(232,279)	-100%	
TURTLE PATROL COST	10,898	15,000	1,430	7,000	15,000	-	0%	8,000	114%	4,102	38%	
	243,177	15,000	1,430	7,000	15,000	-	0%	8,000	114%	(228,177)	-94%	
ALLOCATION TO COUNTY ATAX												
RESEARCH	121,140	96,000	88,774	117,100	108,018	12,018	13%	(9,082)	-8%	(13,122)	-11%	
BEACH MONITORING & REPAIRS	43,194	60,000	16,429	31,599	60,000	-	0%	28,401	90%	16,806	39%	
CONSERVATION PROJECTS	-	250,000	-	50,000	-	-	-	(50,000)	-100%	-	-	
PROGRAMS	15,113	25,000	11,134	25,000	30,000	5,000	20%	5,000	20%	14,887	99%	
FISH STUDIES & EQUIPMENT	-	10,000	52	2,000	5,000	(5,000)	-50%	3,000	150%	5,000	-	
POND MANAGEMENT	2,580	6,000	2,020	2,020	6,000	-	0%	3,980	197%	3,420	133%	
AERIAL PHOTOGRAPHY	-	50,000	-	-	-	(50,000)	-	-	-	-	-	
	182,027	497,000	118,409	227,719	209,018	12,018	2%	(18,701)	-8%	26,991	15%	
TOTAL NET EXPENDITURES	\$ 168,300	\$ 469,014	\$ 272,778	\$ 485,072	\$ 452,021	(16,993)	-4%	\$ (33,051)	-7%	283,720	169%	

TOWN OF KIAWAH ISLAND
BUDGET FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40300 - FINANCE												
SALARIES - REGULAR EMPLOYEES	\$ 371,121	\$ 370,483	\$ 236,390	\$ 387,475	\$ 380,475	\$ 9,992	3%	\$ (7,000)	-2%	\$ 9,354	3%	Salaries for 5 employees
OVERTIME	8,174	3,500	1,554	8,000	8,000	4,500	129%	-	0%	(174)	-2%	
INSURANCE - MEDICAL	49,874	52,470	32,577	53,976	53,976	1,506	3%	-	0%	4,102	8%	
FICA ER MATCH	29,342	28,342	17,606	29,106	29,106	764	3%	-	0%	(236)	-1%	
RETIREMENT MATCH	57,851	54,513	39,729	79,616	79,616	25,104	46%	-	0%	21,765	38%	
ANNUAL AUDIT	30,400	30,000	31,900	31,900	32,000	2,000	7%	100	0%	1,600	5%	Annual audit
CONSULTANTS	11,500	48,500	42,100	46,600	35,000	(13,500)	-28%	(11,600)	-25%	23,500	204%	Actuarial evaluation-every 5 years full report , \$30k for cybersecurity audit
TELEPHONE-CELL	2,700	3,500	1,445	3,500	3,500	-	0%	-	0%	800	30%	Cell phones
SOFTWARE LICENSES	233,351	210,000	163,265	220,000	220,000	10,000	5%	-	0%	(13,351)	-6%	Cost for ADP-\$55K, Incode10- \$35K , citizenserve -\$40K (\$1.8k per license), IMS-\$72k, misc- \$18k
DOCUMENTS MANAGEMENT	8,947	15,000	3,042	15,000	15,000	-	0%	-	0%	6,053	68%	Cost for membership to MASC and GFOA & ACFR review
TRAVEL & TRAINING	12,248	15,000	7,265	13,000	13,500	(1,500)	-10%	500	4%	1,252	10%	Printing for utility billing
DUES	779	1,000	604	1,000	1,000	-	0%	-	0%	221	28%	Documents scanning
PRINTING COSTS	4,359	6,000	3,628	5,000	6,000	-	0%	1,000	20%	1,641	38%	Estimate for travel to attend conferences plus eLearning courses
SUPPLIES - OFFICE	12,248	5,000	2,322	5,000	5,000	-	0%	-	0%	(7,248)	-59%	Based on PY actuals
SUPPLIES - OTHER	8,411	1,500	465	1,500	1,500	-	0%	-	0%	(6,911)	-82%	Based on PY actuals
BANK COSTS	156,550	20,000	26,095	40,000	40,000	20,000	100%	-	0%	(116,550)	-74%	Cost for WF cc terminals, bank fees & check processing and merchant fees
COMPUTER & SOFTWARE - MINOR	2,367	1,500	-	1,500	3,000	1,500	100%	1,500	0%	633	27%	2 pc replacement
MISCELLANEOUS EXPEND	434	1,000	-	1,000	1,000	-	0%	-	0%	566	-	Misc
TOTAL DEPARTMENT EXPENDITURES	1,000,656	867,308	609,987	943,174	927,674	60,366	7%	(15,500)	-2%	(72,982)	-7%	30% of Salaries, payroll taxes and benefits for finance clerk allocated to the Court Department
ALLOCATION TO COURT DEPARTMENT	23,023	23,168	10,434	23,168	23,168	-	0%	-	0%	145	1%	
TOTAL NET EXPENDITURES	977,633	844,140	599,553	920,006	904,506	60,366	7%	(15,500)	-2%	(73,127)	-7%	

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40600 - COURT DEPARTMENT												
SALARIES - JUDGE	4,000	4,000	2,333	4,000	4,000	-	0%	-	0%	-	0%	Judge's stipend
SALARIES - REGULAR EMPLOYEES	18,239	17,288	6,803	17,288	17,288	-	0%	-	0%	(951)	-5%	30% of clerk of court salary
INSURANCE - MEDICAL	1,919	1,919	1,708	1,919	1,919	-	0%	-	0%	0	0%	
FICA ER MATCH	306	1,401	179	1,401	1,401	-	0%	-	0%	1,095	358%	
RETIREMENT MATCH	2,559	2,559	1,744	2,559	2,559	-	0%	-	0%	0	0%	
TELEPHONE-CELL	-	-	552	552	552	552	-	-	0%	552	-	Estimate for registration fees and travel to attend conferences for the Judge
TRAVEL & TRAINING	2,559	1,500	2,168	2,500	2,500	1,000	67%	-	0%	(59)	-2%	
DUES	53	120	65	120	120	-	0%	-	0%	67	126%	Estimate for registration fees and travel to attend a conference for a Judge
SUPPLIES-OFFICE	431	500	749	1,000	500	-	0%	(500)	-50%	69	16%	SCSCJA membership
	\$ 30,066	\$ 29,288	\$ 16,301	\$ 31,340	\$ 30,840	\$ 1,552	5%	\$ (500)	-2%	\$ 774	3%	Office supplies

TOWN OF KIAWAH ISLAND
BUDGET DRAFT FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
COMMUNICATION & PUBLIC AFFAIRS												
SALARIES - REGULAR EMPLOYEES	\$ 250,152	263,824	\$ 162,128	\$ 278,385	276,385	\$ 12,561	5%	\$ (2,000)	-1%	\$ 26,233	10%	Salaries for 4 employees
SALARIES - TEMPORARY	0	3,000	-	3,000	3,000	-	0%	-	0%	(1,005)	-	Additional help for special events
OVERTIME	4,005	4,500	-	1,947	4,500	-	0%	2,553	131%	495	#REF!	
INSURANCE - MEDICAL	46,079	40,181	22,638	44,351	44,351	4,169	10%	-	0%	(1,728)	-4%	
FICA ER MATCH	18,390	20,001	12,274	21,143	21,143	1,143	6%	-	0%	2,753	15%	
RETIREMENT MATCH	49,580	48,524	25,358	59,997	59,997	11,473	24%	-	0%	10,417	21%	
TUITION REBURSEMENT	2,374	5,000	3,960	5,000	5,000	-	0%	-	0%	2,626	111%	AC Events Manager
TELEPHONE-CELL	3,270	3,240	1,677	3,240	3,240	-	0%	-	0%	(30)	-1%	Cost for 4 cell phones and 2 Ipad
CONSULTANTS	-	15,000	5,334	10,000	5,000	(10,000)	-67%	(5,000)	-	5,000	-	Website upgrade
SOFTWARE LICENSES	17,767	16,000	10,019	16,000	20,000	4,000	25%	4,000	25%	2,233	13%	TOKI app \$4.2K, subscriptions for Survey Monkey-\$1K, Mailchimp-\$5.2K, Civic+-\$4.9K, misc. \$0.7k
SPECIAL EVENTS	-	20,000	9,280	15,000	30,000	10,000	50%	15,000	-	30,000	-	Events organized outside of AC planning
PUBLISHING & PROMOTIONS	3,787	3,000	3,462	3,000	3,000	-	0%	-	0%	(787)	-21%	Budget at a glance, other misc communication related material
TRAVEL & TRAINING	8,006	10,000	1,342	12,000	10,000	-	0%	(2,000)	-17%	1,994	25%	4 employees
SUPPLIES - OFFICE	3,494	2,500	1,006	2,000	2,500	-	0%	500	25%	(994)	-28%	
UNIFORMS	127	500	134	500	500	-	0%	-	0%	373	294%	
SUPPLIES - OTHER	900	5,500	1,154	5,000	5,500	-	0%	500	10%	4,600	511%	Discretionary equipment
MISC	377	1,000	250	1,000	1,000	-	0%	-	0%	623	165%	
COMPUTER & SOFTWARE - MINOR	1,839	3,000	924	3,000	12,000	9,000	300%	9,000	300%	10,161	553%	Mac replacements
TOTAL DEPARTMENT EXPENDITURES	410,147	464,770	260,940	484,563	507,116	42,346	9%	22,553	5%	96,969	24%	
ALLOCATION TO ARTS & CULTURAL FUND	129,636	110,699	-	95,000	95,000	(15,699)	-14%	-	0%	(34,636)	-27%	
TOTAL NET EXPENDITURES	\$ 280,511	\$ 354,071	\$ 260,940	\$ 389,563	\$ 412,116	\$ 58,045	16%	\$ 22,553	6%	\$ 131,605	47%	

TOWN OF KIAWAH ISLAND
BUDGET FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40950 - PUBLIC SAFETY												
SALARIES	287,429	275,765	191,746	294,598	291,598	15,833	6%	(3,000)	-1%	4,169	1%	Salaries for 4 employees
OVERTIME	792	1,000	49	1,000	1,000	-	0%	-	0%	208	26%	
INSURANCE - MEDICAL	52,055	62,419	40,415	64,415	64,415	1,996	3%	-	0%	12,360	24%	
FICA ER MATCH	20,251	21,096	12,216	22,307	22,307	1,211	6%	-	0%	2,056	10%	
RETIREMENT MATCH	64,198	55,352	34,196	59,721	59,721	4,369	8%	-	0%	(4,477)	-7%	
CONTRACTED DEPUTIES	722,217	752,970	48,515	150,000	300,000	(452,970)	-60%	150,000	100%	\$ (422,217)	-58%	Based \$95/h every day coverage plus 2 shifts Friday & Sat during season , Every other day off season
CODE ENFORCEMENT CONTRACTED	389,376	389,376	194,688	389,376	-	(389,376)	-100%	(389,376)	-100%	(389,376)	-100%	Based on the contract with BIOR for code enforcement
BEACH PATROL	584,000	584,000	292,002	584,000	-	(584,000)	-100%	(584,000)	-100%	(584,000)	-100%	Based on the contract with BIOR for beach patrol
COMBINED BEACH PATROL & CODE ENFORCEMENT	-	-	-	-	1,300,000	1,300,000	-	1,300,000	-	1,300,000	-	Based on the contract with BIOR for code enforcement & beach patrol combined
CONSULTING	58,143	14,500	14,525	14,525	-	(14,500)	-100%	(14,525)	-	(58,143)	-	
TELEPHONE-CELL	2,301	3,240	1,442	3,240	3,240	-	0%	-	0%	939	41%	4 cell phones and Ipad & Nokia
TRAVEL & TRAINING	5,725	9,800	996	10,650	17,800	8,000	-	7,150	67%	12,075	211%	Flight, Rooms
DUES	75	1,000	-	1,000	1,000	-	82%	-	0%	925	1233%	
SUPPLIES - OFFICE	3,112	1,000	1,595	2,000	1,400	400	40%	(600)	-30%	(1,712)	-55%	
SUPPLIES - OTHER	185	1,000	431	1,000	1,000	-	-	-	0%	815	-	
UNIFORMS	2,201	2,000	85	1,500	3,000	1,000	50%	1,500	100%	799	36%	
EQUIPMENT MINOR	5,668	5,000	107	5,000	5,000	-	0%	-	0%	(668)	-12%	Traffic and security products
COMPUTER & SOFTWARE - MINOR	3,258	5,000	6,500	13,200	13,200	8,200	-	-	-	9,942	-	CLEAR- background checks\$2.3K , watchtower-\$8.5k
CERT TEAM	1,878	3,000	2,998	3,000	3,000	-	0%	-	0%	1,122	60%	
EMERGENCY COMMUNICATION	8,524	12,000	7,588	12,000	12,000	-	0%	-	0%	3,476	41%	Monthly charges for satellite phones and Code Red
MISCELLANEOUS	8,163	10,000	81	10,000	10,000	-	-	-	-	1,837	-	Includes cost for Airmedcare
TOTAL DEPARTMENT EXPENDITURES	2,219,551	2,209,518	850,175	1,642,532	2,084,681	(99,837)	-5%	467,149	28%	(116,305)	-5%	
ALLOCATION TO LOCAL ATAX	59,136	-	-	-	-	-	-	-	-	(59,136)	-100%	
ALLOCATION TO STATE ATAX	897,800	912,779	-	592,200	560,000	(352,779)	-39%	(32,200)	-5%	(337,800)	-38%	
ALLOCATION TO COUNTY ATAX	-	-	-	-	560,000	560,000	-	560,000	-	560,000	-	
TOTAL NET EXPENDITURES	\$ 1,262,615	\$ 1,296,739	\$ 850,175	\$ 1,050,332	## \$ 964,681	## \$ (307,058)	-24%	\$ (60,651)	-6%	\$ (279,369)	-22%	

TOWN OF KIAWAH ISLAND
BUDGET FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40800 - PUBLIC WORKS												
SALARIES	149,096	146,363	98,113	167,833	163,833	17,469	12%	(4,000)	-2%	14,737	10%	Salary for 2 employees
INSURANCE - MEDICAL	16,896	26,965	16,037	27,584	27,584	619	2%	-	0%	10,688	63%	
FICA ER MATCH	11,108	11,197	7,543	12,533	12,533	1,336	12%	-	0%	1,425	13%	
RETIREMENT MATCH	2,642	28,415	17,399	34,007	34,007	5,592	20%	-	0%	31,365	1187%	2 cell phones
TELEPHONE-CELL	936	1,080	563	1,080	1,080	-	0%	-	0%	144	15%	
TRAVEL & TRAINING	-	6,000	26	1,000	6,000	-	0%	5,000	500%	6,000	-	Conference for Brian and Michael. Local and department related training
SUPPLIES - OFFICE	254	1,000	255	1,000	1,000	-	0%	-	0%	746	294%	
UNIFORMS	425	1,000	693	1,000	1,000	-	0%	-	0%	575	135%	
SOLID WASTE DISPOSAL/BEACH	2,010,781	2,100,000	1,046,045	2,100,000	2,165,000	65,000	3%	65,000	3%	154,219	8%	Contract with Trident plus 3% COLA , Chas recycling fee-\$35k plus \$10k for misc.
CUSTODIAL	17,792	20,000	11,979	20,000	20,000	-	0%	-	0%	2,208	12%	Office cleaning contract , monthly cleaning supplies-3.6K, windows cleaning -\$2.4k, misc-\$4K
LANDSCAPING	219,438	400,000	133,783	300,000	308,000	(92,000)	-23%	8,000	3%	88,562	40%	Contract with Lanoone -\$193K, plus \$15K for work on BKP , \$100K enhanced improvements at 11H, KIP and roundabout
CHRISTMAS DECORATIONS	8,532	11,000	8,986	8,986	11,000	-	0%	2,014	22%	2,468	29%	Based on current year actuals
REPAIR & MAINT - BUILDING	64,250	50,000	23,209	50,000	50,000	-	0%	-	0%	(14,250)	-22%	HVAC, generator annual service ,incidentals, regular maintenance
REPAIR & MAINT - VEHICLES	53,039	50,000	19,083	45,000	50,000	-	0%	5,000	11%	(3,039)	-6%	14 vehicles, based on CY average monthly cost
REPAIR AND MAINT - EQUIPMENT	12,232	10,000	5,546	10,000	10,000	-	0%	-	0%	(2,232)	-18%	Misc. equipment repairs
PEST CONTROL	676	5,800	588	5,800	5,800	-	0%	-	0%	5,124	758%	Pest and mosquito control and termite bond
RENTAL - EQUIPMENT	46,916	40,000	21,407	40,000	40,000	-	0%	-	0%	(6,916)	-15%	Estimate for copier leases , based on current year actuals
TELEPHONE	30,832	40,000	7,824	40,000	40,000	-	0%	-	0%	9,168	30%	Contract for phone service (SEGRA)-\$25K, internet & cable (Comcast) -\$10K and back up internet-ATT-\$5.5k
SECURITY SYSTEM	4,800	5,800	7,588	10,000	28,000	22,200	383%	18,000	180%	23,200	483%	Based on security system and software upgrades. Request includes camera upgrade at Kestrel Court and 2 cameras on KIP
SIGNS	1,062	22,000	10,653	15,000	25,000	3,000	14%	10,000	67%	23,938	2254%	Placeholder
	<u>2,651,707</u>	<u>2,976,621</u>	<u>1,437,320</u>	<u>2,890,823</u>	<u>2,999,837</u>	<u>23,217</u>	<u>1%</u>	<u>109,014</u>	<u>4%</u>	<u>348,130</u>	<u>13%</u>	
ALLOCATION TO STATE ATAX	-	112,000	-	112,000	115,360	3,360	3%	3,360	3%	115,360	-	
ALLOCATION TO COUNTY ATAX	189,715	91,900	-	66,900	66,900	(25,000)	-27%	-	0%	(122,815)	-65%	
ALLOCATION TO LOCAL ATAX	97,692	-	-	-	400,000	400,000	-	400,000	-	302,308	309%	
ALLOCATION TO HOSPITALITY ATAX	174,054	215,500	-	224,485	242,100	26,600	12%	17,615	8%	68,046	39%	
TOTAL NET EXPENDITURES	2,190,246	2,669,221	1,437,320	2,599,438	2,290,837	(378,383)	-14%	(311,961)	-12%	(14,769)	-1%	

TOWN OF KIAWAH ISLAND
BUDGET FOR YEAR ENDED 6/30/27
GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40850 - PLANNING												
SALARIES	\$ 232,857	\$ 306,619	\$ 152,227	\$ 251,366	\$ 244,366	\$ (62,253)	-20%	\$ (7,000)	-3%	\$ 11,509	5%	Salary for 3 employees
OVERTIME	574	500	-	300	500	-	-	200	100%	(74)	100%	FY 26 planning intern Summer/Fall/Spring (Year round support)
SALARIES-TEMPORARY	3,980	20,000	3,237	-	20,000	-	0%	20,000	100%	16,020	100%	
INSURANCE - MEDICAL	29,626	31,921	19,886	31,292	31,292	(629)	-2%	-	0%	1,666	6%	
FICA ER MATCH	17,658	17,329	11,633	18,694	18,694	1,365	8%	-	0%	1,036	6%	
RETIREMENT MATCH	45,507	45,507	26,426	53,382	53,382	7,875	17%	-	0%	7,875	17%	
TUITION REBURSEMENT	-	5,000	-	-	5,000	-	0%	5,000	-	5,000	-	Planning Administration Advancement
STENOGRAPHER	5,208	8,000	3,411	6,000	8,000	-	0%	2,000	33%	2,792	54%	Slight reduction from FY25 as projected versus actual number of LTPB hearings is lower
CONSULTANTS	2,824	250,000	-	5,000	335,000	85,000	34%	330,000	6600%	332,176	11763%	Zoning Code Update (125K) carried into to FY27; Advertisement/Onboarding anticipated FY 26, however invoices anticipated in FY27; Weston&Sampson Stormwater Phase II: \$200K Continued from FY26;) BKP Overlay (10K)
TELEPHONE-CELL	1,423	1,404	868	1,400	1,400	(4)	0%	-	0%	(23)	-2%	3 cell phones
TRAVEL & TRAINING	8,956	12,000	5,418	8,000	14,000	2,000	17%	6,000	75%	5,044	56%	April 26 DV and JT APA Daniel ~4K; Southeastern Coastal Development Forum \$1500; Resiliency and stormwater management training and conference -FY27 Greater need for advanced stormwater training to support plan review and project implementation.
DUES	-	5,000	697	1,000	5,500	500	10%	4,500	450%	5,500	-	Patrea combated CEPSI training in FY26, great benefits to the department goals.; incorporates ESRI conference for FY27 (Great benefit for Daniel); FY27 plans to showcase TOKI's progress in stormwater, resiliency and beach management as leader APA;
ADVERTISING	-	3,500	-	3,500	4,000	500	14%	500	14%	4,000	#DIV/0!	SCAPA, ASLA, SC Beach, ULI APA FY26
SUPPLIES - OFFICE	1,529	5,000	896	1,500	5,000	-	0%	3,500	233%	3,471	227%	Annual Dues for membership planning and landscape organizations.
SUPPLIES - OTHER	1,025	2,500	160	1,000	2,500	-	0%	1,500	150%	1,475	100%	Costs for public notification requirements. Includes PC, BZA, LTPB, and special area plans and studies
UNIFORMS	-	2,000	-	2,000	2,000	-	0%	-	0%	2,000	100%	computers equipment, replacement laptop 3-5 years
COMPUTER & SOFTWARE - MINOR	-	18,500	979	-	18,000	(500)	-3%	18,000	-	-	-	Includes additional staff
	<u>351,167</u>	<u>734,780</u>	<u>225,838</u>	<u>384,435</u>	<u>768,635</u>	<u>33,854</u>	<u>5%</u>	<u>384,200</u>	<u>100%</u>	<u>399,468</u>	<u>114%</u>	Mapping, field/site inspections, equipment associated with planner (LA)
												Bluebeam - Plan review software renewals ; DV replacement computer FY27 ; ESRI upgrade 2 seats allows for analysis of buildout data and modeling projection.(~4K) Autodesk, Adobe Creative and SketchUp (1-2) seats planning department FY26 materialized need for additional inhouse capabilities particularly DWG drawings, Beachwalker Road, future Town Civic and Cultural Center ~6K;

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 41500 -BUILDING DEPARTMENT												
SALARIES	\$ 459,992	450,799	\$ 273,892	\$ 482,128	475,458	\$ 24,659	a 5%	\$ (6,670)	-1%	\$ 15,466	3%	Salaries for 5employees
OVERTIME	166	500	27	500	500	-	0%	-	0%	334	201%	
INSURANCE - MEDICAL	46,959	69,866	30,287	71,685	71,685	1,819	3%	-	0%	24,726	53%	
FICA ER MATCH	33,997	34,486	20,251	36,373	36,373	1,886	5%	-	0%	2,376	7%	
RETIREMENT MATCH	84,412	95,886	54,487	93,795	93,795	(2,091)	-2%	-	0%	9,383	11%	
CONSULTING	-	40,000	-	-	40,000	-	0%	40,000	-	40,000	-	Request to hire a floodplain consultant by August 2026
SOFTWARE LICENSES	5,600	-	8,260	8,260	8,260	8,260	-	-	0%	2,660	48%	Licenses for Bluebeam (plan review software) and Digital Building Codes
TELEPHONE-CELL	3,044	2,700	1,195	2,700	2,700	-	0%	-	0%	(344)	-11%	ICC/State Renewals for 5 staff
DUES	2,630	2,400	1,772	6,078	6,078	3,678	153%	-	0%	3,448	131%	ICC -\$3528, NFPA-\$1260, SC code council-\$200, Building official -\$50, coastal codes enforcement-\$20
TRAVEL & TRAINING	9,321	11,000	4,090	5,000	11,000	-	0%	6,000	120%	1,679	18%	Including departmental copies, and supplies
SUPPLIES - OFFICE	2,204	2,000	300	3,780	3,780	1,780	89%	-	0%	1,576	72%	Increased to cover the actual expenditures.
SUPPLIES - OTHER	117	1,000	-	1,000	1,000	-	0%	-	0%	883	755%	
UNIFORMS	1,021	1,600	-	300	1,600	-	0%	1,300	433%	579	57%	We will be replacing staff shirts this year.
EQUIPMENT MINOR	303	500	-	500	1,500	1,000	200%	1,000	200%	1,197	395%	Drone purchase to aid in inspecting roofs, keeping inspectors from climbing on roofs ensuring their safety
COMPUTER & SOFTWARE - MINOR	2,124	3,000	144	1,000	1,000	(2,000)	-67%	-	0%	(1,124)	-53%	Placeholder for the unpredictable
	<u>\$ 651,890</u>	<u>\$ 715,737</u>	<u>\$ 394,705</u>	<u>\$ 713,098</u>	<u>\$ 754,728</u>	<u>\$ 38,991</u>	<u>5%</u>	<u>\$ 41,630</u>	<u>6%</u>	<u>\$ 102,838</u>	<u>16%</u>	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 GENERAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 41000 - OPERATIONS												
WATER	\$ 15,724	\$ 75,000	\$ 12,759	\$ 75,000	\$ 75,000	\$ -	0%	\$ -	0%	\$ 59,276	377%	Based on CY projections
CONSULTING	-	60,000	60,000	60,000	-	(60,000)	-100%	(60,000)	-	-	-	Design competition \$20k per architect spent in FY26
MUNICIPAL CENTER PROJECTS	-	300,000	53,939	633,194	1,569,131	1,269,131	-	935,937	-	1,569,131	-	Potential projects: preliminary designs for MC wing addition, office modifications in TH, garage modifications
INSURANCE - VEHICLES	12,209	17,212	17,953	17,953	25,134	7,923	46%	7,181	40%	12,925	106%	Insurance for 14 vehicles -10%increase
INSURANCE - DATA PRO & CYBER	20,174	22,201	20,573	20,573	22,630	429	2%	2,057	10%	2,456	12%	40% increase
INSURANCE - LIAB/TOR	90,979	98,812	99,271	99,271	109,198	10,386	11%	9,927	10%	18,219	20%	\$82k- GL and \$8k umbrella for AC events +10% increase
INSURANCE - BUILDING & PERSONAL PROPERTY	15,868	17,262	17,319	17,319	17,320	58	0%	1	0%	1,452	9%	No increase
INSURANCE - D&O	33,307	34,972	34,110	34,110	37,521	2,549	7%	3,411	10%	4,214	13%	10% increase
SUPPLIES - OFFICE	1,640	3,000	578	3,000	10,000	7,000	233%	7,000	233%	8,360	510%	Includes office & breakroom supplies
SOFTWARE & APP SUBSCRIPTIONS	4,186	4,000	9,030	10,000	90,000	86,000	2150%	80,000	800%	85,814	2050%	Includes streaming, software, and online subscriptions for the whole office -\$10k, Interactive Mapping (40K) , Public Input 15K ~\$10K annually + \$2,500 Setup & Integration, Governmental channel -\$20k setup plus \$5K annually
SUPPLIES - POSTAGE	8,411	6,000	7,107	10,000	10,000	4,000	67%	-	0%	1,589	19%	Postage for day to day business, certified letters, and utility billing mailing
ELECTRICITY	32,886	50,000	17,673	50,000	50,000	-	0%	-	0%	17,114	52%	Based on CY projections
VEHICLES	55,831	80,000	70,000	70,000	110,000	30,000	38%	40,000	57%	54,169	97%	Replace Turtle patrol truck & \$ Runner
EQUIPMENT	91,277	10,000	6,237	10,000	40,000	30,000	300%	30,000	-	(51,277)	-56%	Shed for the boat-\$20k, fencing and minor equipment purchases
	<u>382,492</u>	<u>778,459</u>	<u>426,549</u>	<u>1,110,420</u>	<u>2,165,935</u>	<u>1,387,475</u>	<u>178%</u>	<u>1,055,515</u>	<u>95%</u>	<u>1,783,443</u>	<u>466%</u>	
ALLOCATION TO SATAX	-	-	-	-	1,369,131	1,369,131	-	1,369,131	-	1,369,131	-	
ALLOCATION TO LATAX	-	-	-	-	200,000	200,000	-	200,000	-	200,000	-	
TOTAL NET EXPENDITURES	<u>461,461</u>	<u>778,459</u>	<u>426,549</u>	<u>1,110,420</u>	<u>596,804</u>	<u>(181,656)</u>	<u>-23%</u>	<u>(513,616)</u>	<u>-46%</u>	<u>214,312</u>	<u>46%</u>	

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/30/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
Department: 40400 - INFRASTRUCTURE												
REPAIR AND MAINT ROADS	\$ 46,742	\$ 300,000	\$ 21,272	\$ 70,000	50,000	\$ (250,000)	-83%	\$ (20,000)	-29%	3,258	7%	Request amount for repaving BKPbased Truluck
ROAD REPAVEMENT	157,922	-	-	-	-	-	-	-	-	(157,922)	-	Estimate for feasibility study for ped connect to FFV multi-use path to Res. Rd, and traffic calming.
BETSY KERRISON SAFETY & ENHANCEMENTS	-	50,000	-	20,000	200,000	150,000	300%	180,000	900%	200,000	-	Captain Sam's
LAND ACQUISITION	-	-	-	-	3,700,000	3,700,000	-	3,700,000	-	3,700,000	-	Insurance plus 10%
GENERAL INSURANCE - BRIDGE	72,196	79,417	82,469	82,469	90,716	11,299	14%	8,247	10%	18,520	26%	
PROFESSIONAL SERVICES	10,829	50,000	-	20,000	10,000	(40,000)	-80%	(10,000)	-	(829)	-8%	
MISCELLANEOUS	6,475	15,000	-	5,000	15,000	-	0%	10,000	200%	8,525	-	
	<u>294,164</u>	<u>494,417</u>	<u>103,741</u>	<u>197,469</u>	<u>4,065,716</u>	<u>3,571,299</u>	<u>722%</u>	<u>3,868,247</u>	<u>1959%</u>	<u>3,771,552</u>	<u>1282%</u>	
ALLOCATION TO LOCAL ATAX	203,580	122,500	-	31,500	125,000	2,500	2%	93,500	297%	(78,580)	-39%	Allocate 50%
ALLOCATION TO HOSPITALITY TAX	190,766	122,500	-	31,500	125,000	2,500	2%	93,500	297%	(65,766)	-34%	Allocate 50%
TOTAL NET EXPENDITURES	<u>(100,182)</u>	<u>249,417</u>	<u>103,741</u>	<u>134,469</u>	<u>3,815,716</u>	<u>3,566,299</u>	<u>1430%</u>	<u>3,681,247</u>	<u>2738%</u>	<u>(144,346)</u>	<u>144%</u>	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 STATE ACCOMMODATION TAX FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
STATE ACCOMMODATIONS TAX REVENUE	\$ 2,959,219	\$ 3,009,567	\$ 1,182,116	\$ 3,020,000	\$ 3,105,000	\$ 95,433	3%	\$ 85,001	3%	\$ 145,781	5%	Based on historical averages Rate of return -3.5%
INTEREST REVENUE	117,926	50,000	54,691	105,000	30,000	(20,000)	-40%	(74,999)	-71%	(87,926)	-75%	
	<u>3,077,145</u>	<u>3,059,567</u>	<u>1,236,807</u>	<u>3,124,999</u>	<u>3,135,001</u>	<u>75,434</u>	<u>3%</u>	<u>85,001</u>	<u>3%</u>	<u>57,856</u>	<u>2%</u>	
EXPENDITURES:												
PROMOTIONAL FUND	934,490	902,870	373,299	906,000	931,500	28,630	3%	25,500	3%	(2,990)	0%	30% of SATAX
SATAX CURRENT YEAR FUNDING	2,415,804	2,907,613	590,735	2,658,034	3,000,000	92,387	3%	341,966	13%	584,196	24%	
TOTAL STATE ACCOMMODATION TAX EXPENDITURES	<u>3,350,294</u>	<u>3,810,483</u>	<u>964,034</u>	<u>3,564,034</u>	<u>3,931,500</u>	<u>121,017</u>	<u>3%</u>	<u>367,466</u>	<u>10%</u>	<u>581,206</u>	<u>17%</u>	
NET INCREASE/(DECREASE) IN FUND BALANCE	<u>\$ (273,149)</u>	<u>\$ (750,916)</u>	<u>\$ 272,773</u>	<u>\$ (439,035)</u>	<u>\$ (796,499)</u>	<u>\$ (45,583)</u>	<u>6%</u>	<u>\$ (282,466)</u>	<u>64%</u>	<u>\$ (523,350)</u>	<u>192%</u>	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 LOCAL ACCOMMODATION TAX FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
REVENUES:												
LOCAL ACCOMMODATION TAX	\$ 1,634,821	\$ 1,681,025	\$ 1,080,836	\$ 1,700,000	\$ 1,745,000	\$ 63,975	4%	\$ 45,000	3%	\$ 110,179	7%	Based on historical averages
INTEREST REVENUE	222,945	190,000	105,323	195,000	170,000	173,781	869%	(25,000)	-13%	(52,945)	-24%	Rate of return -4%
TOTAL LATAX REVENUES	1,857,766	1,871,025	1,186,159	1,895,000	1,914,999	237,756	27%	20,000	1%	57,233	3%	
EXPENDITURES :												
SALARIES - REGULAR EMPLOYEES	166,630	-	-	-	-	-	-	-	-	(166,630)	-100%	
BEACH UPKEEP	97,692	-	-	-	-	-	-	-	-	(97,692)	-100%	
CIVIC & CULTURAL CENTER	-	-	-	-	200,000	200,000	-	200,000	-	200,000	-	
TURTLE PATROL	5,954	15,000	4,416	12,000	15,000	-	0%	3,000	25%	9,046	152%	
CONSERVATION RELATED PROJECTS	-	-	-	-	200,000	200,000	-	200,000	-	200,000	-	50% allocated from GF
BEACH SUPPLIES COSTS	-	22,500	3,058	5,000	5,000	(17,500)	-78%	-	-	5,000	-	
TOTAL LATAX EXPENDITURES	270,276	37,500	7,474	17,000	420,000	382,500	1020%	403,000	2371%	149,724	55%	
FUND TRANSFERS AND ALLOCATIONS TO OTHER FUNDS:												
TRANSFER TO ARTS & CULTURAL FUND	237,386	-	-	-	-	-	-	-	-	(237,386)	-100%	
TRANSFER TO GENERAL FUND	289,529	200,000	-	200,000	125,000	(75,000)	-38%	(75,000)	-38%	(164,529)	-	Transfer to GF for 50% cost of road improvements
TRANSFER TO CAPITAL FUND	596,957	672,410	-	672,410	698,000	25,590	4%	25,590	4%	101,043	17%	Capital Projects -20% of LATAX revenue, Emergency Fund-20%
TOTAL LATAX FUND EXPEND, TRANSFERS & ALLOCATIONS	1,394,148	909,910	7,474	889,410	1,243,000	333,090	37%	(49,410)	-6%	(300,872)	-22%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ 463,618	\$ 961,115	\$ 1,178,685	\$ 1,005,590	\$ 672,000	\$ (95,334)	-10%	(333,590)	-33%	208,382	45%	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 COUNTY ACCOMMODATION TAX FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
REVENUES:												
COUNTY ACCOMMODATION TAX	\$ 738,652	\$ 700,000	\$ 245,143	\$ 652,000	\$ 652,000	\$ (48,000)	-7%	\$ -	0%	\$ (86,652)	-12%	Based on County's estimate
INTEREST REVENUE	91,476	75,000	46,375	75,000	65,000	(10,000)	-13%	(10,000)	-13%	(26,476)	-29%	Rate of return -3.5%
TOTAL CATAX REVENUES	830,128	775,000	291,518	727,001	717,001	(57,999)	-8%	(10,000)	-1%	(113,127)	-16%	
EXPENDITURES :												
WATER & SEWAGE	14,154	20,000	567	20,000	20,000	-	0%	-	0%	5,846	41%	allocation from GF
SOLID WASTE DISPOSAL	12,000	-	-	-	-	-	-	-	-	(12,000)	-100%	allocation from GF
CUSTODIAL COSTS	4,447	5,000	-	5,000	5,000	-	0%	-	0%	553	12%	allocation from GF
LANDSCAPING COSTS - MINOR	20,000	20,000	20,000	20,000	20,000	-	0%	-	0%	-	0%	allocation from GF
REPAIR & MAINT - BUILDING	1,000	1,000	-	1,000	1,000	-	0%	-	0%	-	0%	allocation from GF
PEST CONTROL COSTS	500	500	-	500	500	-	0%	-	0%	-	0%	allocation from GF
TELEPHONE - REGULAR	5,200	5,200	-	5,200	5,200	-	0%	-	0%	-	0%	allocation from GF
SECURITY SYSTEM COSTS	200	200	-	200	200	-	0%	-	0%	-	0%	allocation from GF
CONTRACTED DEPUTIES	-	-	-	-	105,000	105,000	-	105,000	-	105,000	-	
BEACH PATROL & CODE ENFORCEMENT	583,999	-	-	-	455,000	455,000	-	455,000	-	(128,999)	-22%	Beach Patrol contract
ARIAL PHOTOGRAPHY	-	50,000	-	-	-	(50,000)	-	-	-	-	-	
BEACH MONITORING & REPAIRS	58,246	60,000	31,555	60,000	60,000	-	0%	-	0%	1,754	3%	CSE Monitoring Contract, Tidal Station
CONSERVATION PROJECTS	-	250,000	2,708	-	-	(250,000)	-100%	-	-	-	-	Projects TBD
ENVIRONMENTAL RESEARCH	82,214	96,000	88,078	96,000	108,018	12,018	13%	12,018	13%	25,804	31%	Bobcat GPS, Bird Banding, Toxicology
EDUCATIONAL PROGRAMS	17,967	25,000	11,134	25,000	30,000	5,000	20%	5,000	20%	12,033	67%	Dolphin/Shorebird Stewardship, Bluebird Boxes, Shorebird Stewa
FISH STUDIES & EQUIPMENT	-	10,000	-	2,000	5,000	(5,000)	-50%	3,000	150%	5,000	-	Fish Testing and Stocking (\$3000) Water Quality Testing
POND MANAGEMENT	1,610	6,000	-	2,020	6,000	-	0%	3,980	197%	4,390	273%	
ELECTRICITY COSTS	15,415	15,000	14,655	15,000	15,000	-	0%	-	0%	(415)	-3%	allocation from GF
TOTAL CATAX EXPENDITURES	816,952	563,900	168,697	251,920	835,918	272,018	48%	583,998	232%	18,966	2%	
FUND ALLOCATIONS TO OTHER FUNDS :												
ALLOCATE FROM SATAX	(467,200)	-	-	-	-	-	-	-	-	467,200	-100%	
TOTAL CATAX FUND EXPEND, ALLOCATIONS	349,752	563,900	168,697	251,920	835,918	272,018	48%	583,998	232%	486,166	139%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ 480,376	\$ 211,100	\$ 122,821	\$ 475,081	\$ (118,917)	\$ (330,017)	-156%	\$ (593,998)	-125%	\$ (599,293)	-125%	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 BEVERAGE PERMITS FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
REVENUES:												
BEVERAGE TAX REVENUE	\$ 47,250	\$ 51,000	\$ -	\$ 51,000	\$ 51,000	\$ -	0%	\$ -	0%	\$ 3,750	8%	\$3k per alcoholic beverage permit (15 entities)
	47,250	51,000	-	51,000	51,000	-	0%	-	0%	3,750	8%	
FUND TRANSFERS TO OTHER FUNDS :												
TRANSFER TO CAPITAL FUND	47,250	51,000	-	51,000	51,000	-	0%	-	0%	3,750	8%	
	47,250	51,000	-	51,000	51,000	-	0%	-	0%	3,750	8%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 HOSPITALITY TAX FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
REVENUES:												
HOSPITALITY TAX	\$ 969,720	\$ 991,303	\$ 504,196	\$ 985,000	\$ 990,000	\$ (1,303)	0%	\$ 5,001	1%	\$ 20,280	2%	Based on historical averages
INTEREST REVENUE	158,923	101,895	95,806	125,000	110,000	8,105	8%	(15,000)	-12%	(48,923)	-31%	Rate of return -4%
TOTAL HOSPITALITY TAX REVENUES	1,128,643	1,093,198	600,002	1,109,999	1,100,000	6,802	1%	(9,999)	-1%	(28,643)	-3%	
EXPENDITURES:												
WATER & SEWAGE	23,001	32,500	15,338	32,500	32,500	-	0%	-	0%	9,499	41%	Irrigation for KI Parkway, roundabout, Beachwalker Dr and Betsy Kerrison Parkway
LANDSCAPING COSTS - MINOR	139,438	260,000	130,196	180,000	195,600	(64,400)	-25%	15,600	9%	56,162	40%	Contract for maintenance of KI Parkway, roundabout, Beach Walker Dr and Betsy Kerrison
CHRISTMAS DECORATIONS	8,532	11,000	8,985	8,985	11,000	-	0%	2,015	22%	2,468	29%	Estimate for Christmas decorations
ELECTRICITY COSTS	3,083	3,000	1,215	3,000	3,000	-	0%	-	0%	(83)	-3%	Electricity for roundabout lights
TOTAL EXPENDITURES	174,054	306,500	155,734	224,485	242,100	(64,400)	-21%	17,615	8%	68,046	39%	
FUND TRANSFERS TO OTHER FUNDS:												
TRANSFER TO ARTS & CULTURAL FUND	22,000	-	-	-	-	-	-	-	-	(22,000)	-	
TRANSFER TO GENERAL FUND	60,886	200,000	-	200,000	125,000	(75,000)	-38%	(75,000)	-38%	64,114	291%	Transfer to GF
TRANSFER TO CAPITAL FUND	372,524	396,521	-	396,521	396,000	(521)	0%	(521)	0%	23,476	39%	20% of Hospitality tax revenue for future projects on tourism related infrastructure, 20% -Emergency Fund
TOTAL HOSPITALITY FUND EXPEND & TRANSFERS	629,464	903,021	155,734	821,006	763,100	(139,921)	-15%	(57,906)	-7%	133,636	36%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ 499,179	\$ 190,177	\$ 444,268	\$ 288,993	\$ 336,900	\$ 146,723	77%	\$ 47,907	17%	\$ (162,279)	-33%	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 VICTIMS ASSISTANCE FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
SOURCES:												
VICTIMS ASSISTANCE FEES	\$ 4,249	\$ 10,000	\$ 1,876	\$ 3,000	\$ 5,000	\$ 2,000	67%	\$ 2,000	67%	\$ 751	18%	
TOTAL SOURCES	4,249	10,000	1,876	3,000	5,000	2,000	67%	2,000	67%	751	18%	
EXPENDITURES:												
CONTRIBUTIONS TO VICTIMS PROGRAMS	4,298	10,000	1,850	3,000	5,000	\$ (5,000.00)	700000%	\$ 2.33	0%	702	16%	
TOTAL EXPENDITURES	4,298	10,000	1,850	3,000	5,000	\$ (5,000.00)	700000%	\$ 2.33	0%	702	16%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ (49)	\$ -	\$ 26	\$ -	\$ -	\$ 7,000.00	-699933%	\$ 1,997.67	0%	\$ 49	0%	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 ARTS & CULTURAL FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
SOURCES:												
TRANSFER FROM LATAH FUND	\$ 211,540	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ (211,540)	-100%	
TRANSFER FROM HOSPITALITY TAX FUND	22,000	-	-	-	-	-	-	-	-	(22,000)	-100%	
TRANSFER FROM SATAH TAX FUND	-	324,000	-	324,000	350,000	26,000	8%	26,000	8%	350,000	-	
TRANSFER FROM GENERAL FUND	132,402	15,638	-	15,638	-	(15,638)	-100%	(15,638)	-100%	(132,402)	-100%	
TICKET SALES	84,974	85,000	73,339	100,000	100,000	15,000	18%	-	0%	15,026	18%	
TOTAL SOURCES	450,916	424,638	73,339	439,638	450,000	25,362	6%	10,362	2%	(916)	0%	
EXPENDITURES:												
PAYROLL & RELATED EXPENSES	89,380	94,638	32,356	94,638	95,000	362	0%	362	0%	5,620	6%	
ARTS COUNCIL	167,410	-	-	-	-	-	-	-	-	(167,410)	-100%	
ADMINISTRATIVE COST	4,436	6,000	3,078	6,000	5,000	(1,000)	-17%	(1,000)	-17%	564	13%	
ARTS & CULTURAL EVENTS	183,674	324,000	222,980	339,000	350,000	26,000	8%	11,000	3%	166,326	91%	
TOTAL EXPENDITURES	444,900	424,638	258,414	439,638	450,000	25,362	6%	10,362	2%	5,100	1%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ 6,016	\$ -	\$ (185,075)	\$ 0	\$ -	\$ -	0%	(0)	-100%	\$ (6,016)	-100%	

TOWN OF KIAWAH ISLAND
 BUDGET FOR YEAR ENDED 6/30/27
 CAPITAL & EMERGENCY FUND

	Actuals FY 2025	2025-2026 Budget	Actuals thru 1/31/26	Projected 2025-2026	2026-2027 Proposed Budget	FY 26 Budget \$ Change	FY 26 Budget % Change	FY 26 Projected \$ Change	FY 26 Projected % Change	FY 25 Actuals \$ Change	FY 25 Actuals % Change	Justifications/Notes
REVENUES & SOURCES :												
TRANSFER FROM GENERAL FUND	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-	
TRANSFER FROM LOCAL ACCOMMODATION FUND	653,928	672,410	680,000	680,000	698,000	25,590	4%	18,000	3%	44,072	7%	40% of LATAX Revenue
TRANSFER FROM BEVERAGE FUND	47,250	50,000	51,000	51,000	51,000	1,000	2%	-	0%	3,750	8%	
TRANSFER FROM HOSPITALITY TAX FUND	387,542	396,521	394,000	394,000	396,000	(521)	0%	2,000	1%	8,458	2%	40% of HTAX Revenue
INTEREST	440,015	300,000	257,220	432,000	400,000	100,000	29%	(32,000)	-12%	(40,015)	-9%	Rate of return -3.5%
TOTAL REVENUES & SOURCES	1,528,735	1,418,931	257,220	1,557,000	1,545,000	126,069	36%	(32,000)	-12%	(40,015)	-9%	
EXPENDITURES:												
TOTAL EXPENDITURES	-	-	-	-	-	-	-	-	-	-	0%	
NET INCREASE/(DECREASE) IN FUND BALANCE	\$ 1,528,735	\$ 1,418,931	\$ 257,220	\$ 1,557,000	\$ 1,545,000	\$ 126,069	36%	\$ (32,000)	-12%	\$ (40,015)	-3%	

**Town of Kiawah Island
Five Year Capital Improvements Plan**

Capital Expenditures	Projected FY2026	Budgeted FY2027	Forecast FY2028	Forecast FY2029	Forecast FY2030	Forecast FY2031
Beach Renourishment -East Beach	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -
Civic & Cultural Center	633,194	1,569,131	10,177,336	2,620,338	-	-
Pedestrian Leisure Trail Extension	-	200,000	1,000,000	-	-	-
Betsy Kerrison Aesthetics Enhancements	-	-	-	-	-	-
Betsy Kerrison Repavement	-	-	-	1,400,000	-	-
Beachwalker Dr Repavement	-	-	-	400,000	-	-
Beachwalker Dr, Kiawah Island Parkway & Roundabout Landscape*	100,000	100,000	-	-	-	-
Kiawah Island Parkway Repavement	-	-	-	-	3,000,000	-
Median at Little Rabbit	12,000	-	-	-	-	-
Mingo Point Curve	-	-	-	-	1,000,000	-
Property Acquisitions	-	3,700,000	-	4,000,000	-	-
Front Gate Relocation	-	-	-	-	2,500,000	-
Vehicles	-	-	-	-	-	-
· Planning	-	55,000	-	55,000	-	-
· Building Department	-	-	-	-	55,000	-
· Public Safety	-	-	-	55,000	-	-
· Public Works	-	-	110,000	-	70,000	70,000
· Wildlife	-	55,000	-	-	55,000	55,000
· Boat	70,000	-	-	-	-	-
Equipment	-	65,000	-	-	-	-
Total Capital Expenditures	\$ 815,194	\$ 5,744,131	\$ 12,037,336	\$ 8,530,338	\$ 6,680,000	\$ 125,000



TAB 7

TOWN COUNCIL

Agenda Item



Request for Town Council Action

TO: Mayor and Council Members

FROM: Brian Gottshalk, Public Works Director

SUBJECT: Trident Waste Rate Adjustment

DATE: 5 May, 2026

BACKGROUND:

The Town of Kiawah Island has a contract with Trident Waste and Recycling for residential and commercial solid waste and recycling collection. The Town entered into this contract in April of 2024. Since then, the Town has been very satisfied with the services provided by the contractor to the community, including residential collection, quarterly special waste collection, and responses to community members' calls. The current contract allows Trident Waste and Recycling to request a CPI rate adjustment to reflect increases in service costs. This request has been submitted to town staff and is presented for consideration and recommendation to the Town Council.

ANALYSIS:

Trident is requesting a 3% increase to the current contract rates. The contract has a monthly rate for each service type. The Town pays between \$153,353 and \$169,841 monthly. Three percent of the highest month is \$5,095.23; 12 months \times \$5,095.23 = \$61,142 for residential collection services. The beach service has a fixed service amount of \$102,012. With 3% increase of \$3,060.36, it would be \$105,072.36. The total increase is approximately \$65K.

ACTION REQUESTED:

Trident Waste and Recycling respectfully requests that the Town Council approve the requested rate adjustment, an increase of approximately \$65k.

BUDGET & FINANCIAL DATA:

If approved, the beach collection service will be funded through restricted SATAX funds, and the residential services will be funded through the General Fund.



TAB 8

TOWN COUNCIL

Agenda Item

MAYOR:
Bradley D. Belt

MAYOR PRO TEMPORE:
Russell A. Berner

TOWN ADMINISTRATOR:
Stephanie Tillerson

TOWN ATTORNEY:
Stafford J. McQuillin III



COUNCIL MEMBERS:
E. Luke Farrell
Madeleine Kaye
Lance Spencer

MEMORANDUM

TO: Town of Kiawah Island Council
CC: Stephanie Tillerson, Town Administrator
FROM: John Taylor, Jr., Planning Director
DATE: May 5, 2026
SUBJECT: Design Review Board Appointment

The following person has been recommended to be appointed to Design Review Board.

Mr. Mark Faenza is recommended to be appointed to the Design Review Board. This term (three year) is set to expire in 2029. The recommendation comes also supported by Bill Marshall, appointed to the DRB.

1. APPOINTMENT | Mark Faenza (*Term set to expire 2029*)

3690 Bohicket Rd., Kiawah Island, SC 29455



TOKI
Application for Appointment

It's important to note that for some of the Board, Committee, or Commission roles, applicants are required to be residents or property owners of Kiawah Island. Before completing the application, please read the *Volunteer Guidelines* (pg. 3-4) of this form.

Appointment(s) Sought:

Complete this application using the on-line fillable form or print it and fill in manually. Please list the Board(s), Commission(s), or Committee(s) you are applying for:

Design Review Board

Name: Mark Faenza

Kiawah Address: N/A

Current Employment Information: Retired:
Occupation: Builder Employer: Seamar Construction Group, Inc.

Phone: (H) 843-478-7712 (W) 843-768-1758 (C) 843-478-7712

Email Address: mark@seamarconstruction.com

Full-time Resident Part-time Resident Non-Resident

Kindly respond to the inquiries on the next page to provide the Town Council members with more details about your desire to serve. Your presence at the Council meeting is welcome if your application is under review. You will receive advanced notice of the meeting date and time.

Return all completed and **signed** forms in person to Petra Reynolds, Town Clerk at 4475 Betsy Kerrison Parkway, OR email them to her at preynolds@kiawahisland.gov. If you have any questions, please contact her directly at 843-768-5101.

I have read the attached *Volunteer Guidelines* and understand my commitment to them should my application be approved.



TOKI

Application for Appointment | Page 2

Please write legibly. You can add more details if needed. Your input will go to the Town Council for review.

1. What unique experiences or perspectives would you bring to this role?

Having lived on the island at an early age, and experiencing the growth of the island through working for my father's construction company - and eventually becoming a partner in that company - I have witnessed the expansion of the island and many changes.

2. If you are chosen, what particular impact do you want to have through your contributions?

Preserving the natural beauty and aesthetic that made this island what it is today; a place where families can come and make memories that last generations.

3. Briefly describe your participation in community service or activities.

Having two young sons, I often volunteer for coaching roles and fundraising events when possible. And I make yearly contributions to certain societies.

4. Which community topic(s) matter to you and align with the board or committee you want to join?

As stated earlier, I think just preserving the natural beauty, and integrity, of the island through architecture, design, and planning.

5. Are you presently affiliated or have you previously been involved with a TOKI, KICA, or Charleston County Board or Commission? If yes, which one(s) and during with period?

No.

Signature: _____

Date: _____

4/30/2026

Unless otherwise provided by law, you serve at the pleasure of Town Council and all appointments are subject to the ethics, government accountability, and campaign reform act, SC Code Ann. Section 8-13-10 Et Seq, and any member appointed to a board or commission whose action is inconsistent or may be perceived to be inconsistent with the spirit or intent of the act may be subject to removal. By signing this document, you acknowledge that you may be subject to a background investigation, including, but not limited to a criminal history, driving record, and credit check.