



**The Town of Hilton Head Island  
Regular Planning Commission Meeting  
Wednesday, November 17, 2010  
9:00 a.m. Benjamin M. Racusin Council Chambers  
AGENDA**

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**As a Courtesy to Others Please Turn Off All Cell Phones and Pagers during the Meeting.**

- 1. Call to Order**
- 2. Pledge of Allegiance to the Flag**
- 3. Roll Call**
- 4. Freedom of Information Act Compliance**  
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 5. Approval of Agenda**
- 6. Approval of Minutes - Regular Planning Commission Meeting of November 3, 2010**
- 7. Appearance by Citizens on Items Unrelated to Today's Agenda**
- 8. Unfinished Business – Public Hearing**  
**ZMA090003** – Ms. Louanne C. LaRoche has requested to amend the Official Zoning Map by amending the Sea Pines Master Plan to add a Single-Family Residential use to a property that currently allows uses of Institutional and Recreational. The property is referred to as Parcel 'A' Cordillo Parkway and further identified on Beaufort County Tax Map 18 as parcel 218.  
*Review of this application is continued to the December 15, 2010 meeting at 3:00pm.*
- 9. New Business**  
CIP Presentation – Presented by: Scott Liggett
- 10. Commission Business**
- 11. Chairman's Report**
- 12. Committee Reports**
- 13. Staff Reports**
- 14. Adjournment**

**Please note that a quorum of Town Council may result if four (4) or more of  
Town Council members attend this meeting.**

1 **THE TOWN OF HILTON HEAD ISLAND**  
2 **Planning Commission**  
3 **Minutes of the Wednesday, November 3, 2010 Meeting** **DRAFT**  
4 **9:00a.m. – Benjamin M. Racusin Council Chambers**  
5  
6

7 Commissioners Present: Chairman Al Vadnais, Vice Chairman Loretta Warden,  
8 Tom Crews, Jack Docherty, Terence Ennis, Therese Leary,  
9 Tom Lennox and Gail Quick  
10  
11 Commissioners Absent: Charles Young, Excused  
12  
13 Town Council Present: Bill Ferguson  
14  
15 Town Staff Present: Anne Cyran, Senior Planner; Nicole Dixon, Senior Planner  
16 Jeff Buckalew, Town Engineer  
17 Charles Cousins, Community Development Department Director  
18 Jill Foster, Community Development Department Deputy Director  
19 Heather Colin, Development Review Administrator  
20 Shawn Colin, Comprehensive Planning Department Manager  
21 Shea Farrar, Senior Planner  
22 Kathleen Carlin, Administrative Assistant

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23  
24  
25 **1. CALL TO ORDER**

26 Chairman Vadnais called the meeting to order at 9:00a.m.  
27

28 **2. PLEDGE OF ALLEGIANCE TO THE FLAG**  
29

30 **3. ROLL CALL**  
31

32 **4. FREEDOM OF INFORMATION ACT**

33 Public notification of this meeting has been published, posted and mailed in compliance with the  
34 Freedom of Information Act and the Town of Hilton Head Island requirements.  
35

36 **5. APPROVAL OF THE AGENDA**

37 The agenda was **approved** as presented by general consent.  
38

39 **6. APPROVAL OF THE MINUTES**

40 The minutes of the October 6, 2010 meeting were **approved** as presented by general consent.  
41

42 **7. APPEARANCE BY CITIZENS ON ITEMS UNRELATED TO TODAY'S AGENDA**

43 Chester C. Williams, Esq., stated that he believes the Town is in violation of public notice  
44 requirements for Public Project Review applications PPR100002 and PPR100003. The LMO  
45 states that a telephone number must be included in legal advertisements published by the Town.  
46 This was not done in the legal ad for these applications. Mr. Williams further stated his  
47 opposition to the Town's decision not to publish a second legal ad stating the new meeting date  
48 and time for the continuance of Zoning Map Amendment application, ZMA090003. The

1 Planning Commission continued this application from their October 20, 2010 meeting to the  
2 November 17, 2010 meeting. Regarding the legality of ZMA090003, Mr. Williams stated that  
3 State law requires that a second legal ad be published advertising the change in review date. Mr.  
4 Williams stated that he had requested that the Town staff publish a second legal ad for the  
5 November 17<sup>th</sup> meeting, but the staff declined to do so. Mr. Williams stated that he believes that  
6 Zoning Map Amendment ZMA090003 is, therefore, invalid because it does not comply with  
7 State law.

8  
9 Next, Mr. Williams stated that he objected to Application for Appeal, APL100006, having to do  
10 with the construction of a tabby pathway at Edgewater on Broadcreek not being included on  
11 today's agenda. The Planning Commission had continued their hearing on this application. Mr.  
12 Williams stated that the State Enabling Act requires that the Planning Commission act on this  
13 application no later than November 8, 2010. Since APL100006 was not included on today's  
14 agenda, the Town is in violation of published notice requirements for this application as required  
15 by law.

16  
17 Chairman Vadnais stated that he would like to address these and any other concerns from Mr.  
18 Williams under today's Staff Reports. The staff should be prepared to respond to these issues at  
19 that time.

20  
21 Mr. Williams then stated his objection to an additional issue with regard to today's agenda. Mr.  
22 Williams stated that the Town staff has refused to accept four applications for appeal that he has  
23 filed on behalf of his clients, St. James Baptist Church and Edgewater at Broadcreek. Mr.  
24 Williams stated that these four appeals were filed in a timely and proper manner. The staff,  
25 however, decided not to accept the four applications. The Planning Commission should make  
26 their own decision on these applications for appeal. Mr. Williams stated the staff has usurped  
27 that power on behalf of the Planning Commission; and they are not legally allowed to do that.

28  
29 Commissioner Ennis stated his concern with the procedural issues being raised today. The  
30 Planning Commission may not be able to review today's applications based on these procedural  
31 issues.

32  
33 Chairman Vadnais stated that today's agenda has already been approved by the Planning  
34 Commission, and the Planning Commission will proceed with today's reviews. Following  
35 discussion under the Staff Report portion of the agenda, the Planning Commission may need to  
36 re-evaluate these issues. They will make that decision at that time.

37  
38 **8. UNFINISHED BUSINESS**  
39 **PUBLIC HEARING**

40 **PPR100002**

41 Application for public Project Review from the Town of Hilton Head Island to construct a multi-  
42 use pathway in the Mathews Drive Tax Increment Financing (TIF) District. The pathway will  
43 run along the south side of William Hilton Parkway between Mathews Drive and Gardner Drive.

44  
45 Ms. Anne Cyran made the presentation on behalf of staff. Staff recommended that the Planning  
46 Commission find this application to be compatible with the Town's Comprehensive Plan for  
47 location, character, and extent based on the Findings of Facts and Conclusions of Law as  
48 determined by the LMO Official. Ms. Cyran presented an in depth review of the application.

1 The purpose of the project is to improve pedestrian connectivity along William Hilton Parkway  
2 by providing a new multi-use pathway along the south side of William Hilton Parkway from  
3 Gardner Drive to Mathews Drive.  
4

5 The need for pathway links in key areas along William Hilton Parkway is listed as a Moderate  
6 Priority goal on Town Council's 2010 Policy Agenda. The project was scheduled for 2014 in the  
7 CIP budget; but funding for construction was made available for this winter. Town staff  
8 anticipates that construction will begin in January and will end by May 2011.  
9

10 In considering the design of the pathways, Town engineers observed existing pedestrian and  
11 bicycle traffic and studied vehicular traffic data. The staff solicited input from adjacent property  
12 owners. Palmetto Electric and the Hilton Head Public Service District have reviewed the plans  
13 and have provided comments. A pathway will be constructed along the south side of William  
14 Hilton Parkway between Gardner Drive and Mathews Drive. A new crosswalk will cross  
15 William Hilton Parkway at the intersection of Gardner Drive, connecting the proposed pathway  
16 with the existing pathways on William Hilton Parkway and Beach City Road. The crosswalk will  
17 be the same as those at Coligny Circle, with stamped asphalt between white stripes with slight  
18 ramps and tactile warning surfaces on either end. The areas where the pathway crosses non-  
19 named curb cuts, such as entrances to commercial properties, will be striped.  
20

21 Landscaping will be installed between the pathway and the road to provide a visual separation.  
22 The project will include as many environmentally-sensitive elements as possible, including  
23 filtering storm water runoff using existing vegetated swales and wetland buffers. Ms. Cyran  
24 reviewed the required Findings of Fact and Conclusions of Law.  
25

26 The Planning Commissioners discussed the application with staff. In regard to pedestrian safety,  
27 several Planning Commissioners stated their concern with the safety of existing crossovers that  
28 are at non-traffic lighted intersections. It will be very important for the staff to evaluate and  
29 improve the safety of these existing crossovers. Following the discussion, Chairman Vadnais  
30 requested public comments.  
31

32 Mr. Frank Babel, cyclist, complimented the project and the staff's efforts to address safety  
33 concerns. Public education and public awareness of the areas that are dangerous to cross and the  
34 areas safe to cross will be important to the success of the project.  
35

36 Chester C. Williams, Esq., stated that, while this application is a great idea, the Planning  
37 Commission should not approve it because of the defective public notice. Following these  
38 public comments, Chairman Vadnais stated that the public hearing for Public Project Review  
39 Application, PPR100002, is closed.  
40

41 Following final comments, Chairman Vadnais requested that a motion be made stating that  
42 Public Project Review Application, PPR100002 is compatible with the Comprehensive Plan for  
43 location, character and extent as presented by staff today. Commissioner Quick made the **motion**  
44 as stated by Chairman Vadnais. Commissioner Crews **seconded** the motion and the motion  
45 **passed** with a vote of 8-0-0. Chairman Vadnais stated that the motion includes a notation for the  
46 staff to study the safety issues discussed today.  
47  
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1  
2 **PUBLIC HEARING**  
3 **PPR100003**

4 Application for Public Project Review from the Town of Hilton Head Island to construct a multi-  
5 use pathway in the Pope/Palmetto Area Tax Increment Financing (TIF) District. Beginning at  
6 Arrow Road, the pathway will run along the south side of Dunnagan's Alley, cross Dunnagan's  
7 Alley, and then continue on the north side of Palmetto Bay Road to Target Road.  
8

9 Ms. Anne Cyran made the presentation on behalf of staff. The staff recommended that the  
10 Planning Commission find this application to be compatible with the Town's Comprehensive  
11 Plan for location, character, and extent based on the Findings of Facts and Conclusions of Law as  
12 determined by the LMO Official.  
13

14 Ms. Cyran presented an in depth review of the application. The purpose of this project is to  
15 improve pedestrian connectivity in the Dunnagan's Commercial Walking District by providing a  
16 continuous multi-use pathway along the south side of Dunnagan's Alley from Arrow Road to  
17 Palmetto Bay Road and along Palmetto Bay Road between Dunnagan's Alley and Target Road.  
18

19 The need for an additional pathway in the Dunnagan's Commercial Walking District was stated  
20 in the *Bridge to the Beach Redevelopment Advisory Report*. Funding for construction of the  
21 pathway is currently available, and Town staff anticipates that construction will begin in  
22 November 2010 and end by February 2011.  
23

24 In considering the design of the pathways, Town engineers observed existing pedestrian and  
25 bicycle traffic and studied vehicular traffic data. The staff received input at a public meeting for  
26 adjoining property owners on September 23, 2010. Palmetto Electric and the South Island Public  
27 Service District have reviewed the plans and have provided comments.  
28

29 A pathway will be constructed along the south side of Dunnagan's Alley from Arrow Road to  
30 Palmetto Bay Road and the north side of Palmetto Bay Road between Dunnagan's Alley and  
31 Target Road. A new crosswalk will cross Dunnagan's Alley at the intersection of Palmetto Bay  
32 Road. The crosswalk will be the same as those at Coligny Circle, with stamped asphalt between  
33 white stripes with slight ramps and tactile warning surfaces on either end. The areas where the  
34 pathway crosses non-named curb cuts, such as entrances to commercial properties, will be  
35 striped.  
36

37 Landscaping will be installed between the pathway and the road to provide visual separation.  
38 The project will include as many environmentally-sensitive elements as possible, including  
39 filtering storm water runoff using existing vegetated swales.  
40

41 Mr. Jeff Buckalew presented statements on behalf of the Engineering Department. Mr.  
42 Buckalew discussed the specific location of the project including on street parking and  
43 pedestrians and bicyclists' safety concerns. The Planning Commission and the staff discussed  
44 safety concerns with regard to bicyclists trying to navigate Palmetto Bay Road and Sea Pines  
45 Circle. At the completion of the discussion, Chairman Vadnais requested public comments.  
46

47 Mr. Frank Babel complimented the project and the staff's efforts to address safety concerns.  
48 Public education and public awareness of the correct areas to cross will be very important. Mr.  
49 Babel and the Planning Commission discussed safety concerns with pedestrians and bicyclists

1 particularly at the location of existing intersections. The Planning Commission thanked Mr.  
2 Babel for his presentation and statements regarding safety issues.  
3 Mr. Jeff Buckalew stated his agreement with Mr. Babel's statements and the staff's efforts to  
4 address safety concerns  
5

6 Chester C. Williams, Esq., stated that, while this application is a great idea, the Planning  
7 Commission should not approve it because of the defective public notice. Following these  
8 public comments, Chairman Vadnais stated that the public hearing for Public Project Review  
9 Application, PPR100003, is closed.  
10

11 At the completion of final comments by the Planning Commission, Chairman Vadnais requested  
12 that a motion be made stating that Public Project Application, PPR100003, is compatible with  
13 the Comprehensive Plan for location, character and extent as presented by staff today.  
14

15 Commissioner Ennis made the **motion** as stated by Chairman Vadnais. Vice Chairman Warden  
16 **seconded** the motion and the motion **passed** with a vote of 8-0-0. Vice Chairman Warden  
17 stated that, as a result of today's discussion, particularly on this project, a number of Planning  
18 Commissioners, as well as a member of the audience have raised issues that are beyond this  
19 project; and in our future deliberations with respect to CIP projects, that we are aware of the  
20 potential, or the problems that we do have, in terms of Sea Pines Circle navigation by pedestrians  
21 and cyclists, as well as the Publix parking lot. Chairman Vadnais agreed with Vice Chairman  
22 Warden's statements and asked that they be included in today's minutes.  
23

## 24 **PUBLIC HEARING**

### 25 **ZMA090003**

26 Ms. Louanne C. LaRoche has requested to amend the Official Zoning Map by amending the Sea  
27 Pines Master Plan to add a Single-Family Residential use to a property that currently allows uses  
28 of Institutional and Recreational. The property is referred to as Parcel 'A' Cordillo Parkway and  
29 further identified on Beaufort County Tax Map 18 as parcel 218.  
30

31 Chairman Vadnais stated that the review of this application is postponed to November 17, 2010  
32 at 9:00a.m.  
33

## 34 **9. NEW BUSINESS**

### 35 **PUBLIC HEARING**

#### 36 **Street Name Request**

37 Sea Pines Plantation has applied to modify the name of the portion of Greenwood Drive that is  
38 accessed from Willow Oak Road. Properties affected by this application are addressed 251-275  
39 Greenwood Drive. The proposed street name is Spruce Wood Lane.  
40

41 Chairman Vadnais stated that this application is withdrawn. With regard to the application, Mr.  
42 Edward Tate, adjacent property owner, requested additional clarification from the staff and the  
43 Planning Commission on the Town's policy for notifying property owners of this type of street  
44 name application. Ms. Heather Colin reviewed the Town's policy for public notification  
45 requirements. Ms. Colin stated that this street name request application complied with public  
46 notification requirements.

1  
2 **10. Commission Business**  
3 **Town Council Goals**

4 The Planning Commission will develop a list of recommendations that will be forwarded to Town  
5 Council to consider at their annual retreat included will be the 2011 Targets for Action.  
6

7 The Planning Commission reviewed a list of recommendations submitted by the Comprehensive  
8 Plan Committee that summarized the key steps that the Town should focus its efforts on in the  
9 next 1 to 2 year period. The recommendations were derived from the Comprehensive Plan, the  
10 Task Force Advisory report and other adopted plans. Senior Planner, Shea Farrar, presented an  
11 overview of the recommendations to the Planning Commission which included six main focus  
12 areas and a detailed narrative for each that included strategies and tactics to address the needs.  
13 The Planning Commission reviewed the list and offered some suggestions and minor revisions to  
14 the recommendations.  
15

16 Ms. Farrar noted that the revisions would be incorporated into the final list to submit to Town  
17 Council to consider when outlining the Town's year 2011 Targets for Action. In addition, the  
18 Planning Commission asked staff to develop a one-page summary of the six focus areas, and  
19 include a bulleted list of specific actions, initiatives, or programs deemed as priority steps for the  
20 Town to focus on taking for each before submitting to Town Council to consider. Shawn Colin,  
21 the Town's Comprehensive Planning Manager, stated that an outline would be developed and  
22 distributed to the Planning Commission for final review. Upon receiving general consent, the  
23 final draft would be submitted to Town Council to consider during its December retreat to develop  
24 the Targets for Action for 2011.  
25

26 At this time, Chairman Vadnais called a 10 minute recess in today's proceedings; a motion on the  
27 recess was not taken; and the meeting reconvened 10 minutes later.  
28

29 **11. Chairman's Report**

30 Chairman Vadnais reported that the LMO Committee is scheduled to meet on Tuesday, November  
31 16, 2010 at 6:00p.m. The Planning Commission is scheduled to meet on Wednesday,  
32 November 17, 2010 at 9:00a.m. instead of 3:00p.m. due to the run-off election. A CIP presentation  
33 is scheduled to be reviewed by the Planning Commission on November 17, 2010 at 9:00a.m.

34 **12. Committee Reports**

35 With regard to the upcoming LMO Committee meeting, Commissioner Quick requested additional  
36 details from the staff on the proposed amendments. Ms. Nicole Dixon stated that the LMO  
37 Committee is scheduled to review one amendment on changes to the Density Conversion.

38 The Planning Commission and the staff discussed the proposed amendment. Chairman Vadnais  
39 stated that, in light of the Planning Commission's rather heavy meeting schedule this month,  
40 perhaps the LMO Committee meeting could be canceled, and the full Planning Commission could  
41 review the proposed amendment at their regular meeting. Vice Chairman Warden stated that the  
42 Rules of Procedure would allow for this change in procedure. The Planning Commission  
43 discussed the issue and decided to review the proposed amendment at the full Planning  
44 Commission level. Chairman Vadnais requested that the staff cancel the LMO Committee  
45 meeting on Tuesday, November 16, 2010 at 6:00pm, and the staff agreed.  
46

1 **13. Staff Reports**

2 Chairman Vadnais stated that the Planning Commission will now address Mr. Williams'  
3 objections to Public Project Review Applications, PPR100002 and PPR100003. Chairman  
4 Vadnais stated that, for the record, the Planning Commission unanimously approved these  
5 applications earlier this morning.

6 Chester C. Williams, Esq., stated that, on a substantive basis, these two projects are a good idea,  
7 and they should be approved at some point; however, the proper process was not followed for  
8 their approval at this time.

9 Mr. Williams reviewed LMO Sections 16-3-110, Summary of Notice Required, for Public Project  
10 Reviews. Mr. Williams and the Planning Commission discussed the publication requirements for  
11 public project reviews. Mr. Williams stated that the staff did not include a telephone number in  
12 the legal ad for these applications. Mr. Williams also claimed that there was no published notice  
13 of the public hearing held today.

14 Mr. Williams stated that the staff did publish a notice for these applications to be reviewed on  
15 October 20, 2010; and these items were later continued to the November 3, 2010 meeting.  
16 However, because a telephone number to contact the Town was not included in the legal ad, that  
17 legal ad is void. Chairman Vadnais requested a response from the staff on this issue.

18 Mr. Charles Cousins presented statements on behalf of staff. Mr. Cousins stated that he believes  
19 that the staff did publish the public notice. The legal advertisement for these applications was  
20 published on Sunday, September 12, 2010 for the Planning Commission's meeting on October 20,  
21 2010. The Planning Commission's review of the applications was later continued to today's  
22 meeting. Mr. Cousins stated that a telephone number for the Town was not included in this legal  
23 ad. The staff will consult with legal counsel and, if these applications need to be heard again, the  
24 staff will notify the Planning Commission.

25 Following final comments on the issue by the Planning Commission, Chairman Vadnais stated  
26 that he will not overrule the decisions made today by the Planning Commission with regard to  
27 applications PPR100002 and PPR100003 based on the lack of a telephone number. Chairman  
28 Vadnais stated that this issue is now closed. Mr. Williams stated his objection to this ruling. Mr.  
29 Williams stated that he would like to debate the issue further, and Chairman Vadnais denied the  
30 request.

31 Next, Mr. Williams stated that he objected to the staff's policy for continuing the review of  
32 Application for Zoning Map Amendment, ZMA090003. Mr. Williams claimed that the  
33 continuance of this application to the November 17, 2010 meeting was not given proper public  
34 notice as required by law.

35 Mr. Williams and the Planning Commission discussed the change in meeting time for the  
36 November 17, 2010 meeting from 3:00pm to 9:00am. Chairman Vadnais stated that Town  
37 Council had requested this change in meeting time several weeks ago due to an anticipated runoff  
38 election.

39 Mr. Williams stated that he objected to the change in meeting time not being properly advertised.  
40 When asked for the staff's response to this issue, Mr. Cousins presented evidence that the staff  
41 had notified the media of the change in meeting time. A public notice stating the change in  
42 meeting time was also posted outside (along with the other Town public notices). The public  
43 notification was made on October 13, 2010. Mr. Williams stated that, as of this morning, the  
44 Town's website has not been updated to reflect this change in meeting time.

1 Following final comments, Chairman Vadnais stated that he believed that proper notification has  
2 been made by the staff to the media and to the public on this issue. Mr. Williams objected to the  
3 Chairman's ruling. Mr. Williams stated that his law firm has mailed 70 + notification letters on  
4 behalf of his client (ZMA090003). These notification letters include an incorrect meeting time  
5 because he was unaware of the change until today. The Town's website is incorrect because it  
6 does not reflect this change in meeting time. Mr. Cousins stated that the staff will update the  
7 Town's website if this is the case.

8 Chairman Vadnais and Mr. Williams then reviewed case law with regard to public notification  
9 requirements. Mr. Cousins reviewed LMO requirements for public notifications and the Town's  
10 procedure for continuing applications to another meeting date.

11 At the completion of the discussion, Chairman Vadnais stated that he believes that the change in  
12 meeting time from 3:00pm to 9:00am for the Planning Commission meeting on November 17,  
13 2010 has been properly noticed. Chairman Vadnais stated that Mr. Williams' objection on this  
14 issue is over ruled. Mr. Williams stated his objection to the Chairman's ruling. Mr. Williams  
15 stated that he would like to debate the issue further. Chairman Vadnais stated that his ruling on the  
16 issue stands.

17 Mr. Williams then stated that he feels he has no choice but to ask for a continuance on the review  
18 of ZMA090003 to a later meeting. Mr. Williams stated that he needs sufficient time to publish a  
19 new notice of the public hearing. Mr. Williams requested that a new date and time be set today.

20 Chairman Vadnais stated that he is inclined to deny this request for continuance, but he will leave  
21 the decision up to a majority of the Planning Commission. The Planning Commission discussed  
22 the issue, and decided to grant Mr. Williams' request for continuance of ZMA090003.

23 At the completion of final comments, Chairman Vadnais requested that a motion be made to  
24 continue the review of ZMA090003 from the November 17, 2010 meeting date to a new meeting  
25 date.

26 Vice Chairman Warden made a **motion** that the Planning Commission should reschedule the  
27 public hearing on Application for Zoning Map Amendment, ZMA090003, to a future date. Proper  
28 notification to the press and to the public will comply with LMO requirements. Commissioner  
29 Ennis **seconded** the motion and the motion **passed** with a vote of 8-0-0.

30 Next, Mr. Williams stated that he objected to the staff's decision to deny acceptance of four  
31 applications for appeal filed on behalf of his clients, St. James Baptist Church and Edgewater at  
32 Broadcreek. Mr. Williams stated that all four appeals were timely and properly filed with the  
33 Town. Mr. Williams stated that the Planning Commission should make these types of decisions,  
34 and not the staff.

35 Chairman Vadnais stated that Mr. Williams had selected his forum for the review of these  
36 applications for appeal when he made his presentation before the Board of Zoning Appeals. Mr.  
37 Williams stated his objection and presented his position on this matter.

38 Chairman Vadnais and Mr. Williams then discussed the procedure for setting the Planning  
39 Commission's agenda. Mr. Williams asked Chairman Vadnais how he can be sure that his items  
40 are included on the agenda when he believes that they should be. There was no response to this  
41 question from the Chairman. Chairman Vadnais stated that this concludes today's discussion on  
42 these issues.

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**14. ADJOURNMENT**

The meeting was adjourned at 11:50a.m.

Submitted By:

Approved By:

\_\_\_\_\_  
Kathleen Carlin  
Administrative Assistant

\_\_\_\_\_  
Al Vadnais  
Chairman

DRAFT

memo

**TO: Planning Commission**  
**FROM: Thomas W. Lennox, Chairman CIP Committee**  
**DATE: October 26, 2010**  
**SUBJECT: CIP Committee Meeting Report**

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On October 25, 2010, the Capital Improvements Program (CIP) Committee met to review the proposed Fiscal Year 2012 Capital Improvement Program. The attached documents reflect the recommendations of the Committee. As compared to that which was previously programmed for FY 12, the committee recommends that:

**The Archer Road Pathway Project be deferred indefinitely** – de-emphasis of this project and removal from the CIP and placement on the Capital Needs Assessment Program List (CNAP).

**The construction of the Leamington / Fresh Market Shoppes – William Hilton Parkway Intersection Improvements be delayed one year.** To include the delay in the construction of the traffic signal mast arms at this location

**The proposed median closures at Palmetto Bay Road / Dunnagan’s Alley and Pope Avenue at Coligny Plaza be deferred indefinitely** - de-emphasis of these projects and removal from the CIP and placement on the Capital Needs Assessment Program List.

**The proposed Directional / Neighborhood Signage Project be reduced in scope** - Project to primarily address the implementation of the new post mounted street sign initiative.

**The Roadway and Median Improvements in Chaplin be deferred indefinitely** – de-emphasis of this project and removal from the CIP and placement on the Capital Needs Assessment Program List (CNAP).

**The South Forest Beach Drive Improvements be deferred indefinitely** – de-emphasis of this project and removal from the CIP and placement on the Capital Needs Assessment Program List (CNAP).

**The proposed Dunnagan's Alley / Arrow Road Initiative Area Plans be reduced in scope** - The result would have a material affect on the proposed project budget. Staff recommends that these funds be considered for by Town Council for allocation to the Coligny Area Improvements – Phase II Project.

As was previously indicated, this year Town Council will conduct their annual workshop during early December. During the workshop, Council will produce their Action Agendas for the subsequent year. In order for the Commission to provide timely Capital Improvement Program (CIP) recommendations to Council, the CIP Committee with Staff Support is prepared to review and discuss the attachment so that a Planning Commission recommendation can be made at our November 17, 2010 meeting.

cc: Town Council  
Stephen G. Riley, CM, Town Manager  
Scott Liggett, Director of Public Projects & Facilities  
Susan Simmons, Director of Finance  
Charles Cousins, Director of Community Development  
Chief Lavarn Lucas, Fire & Rescue Department  
Jeff Buckalew, Town Engineer

## **Fiscal Year 2012 – Proposed Priority Projects**

### **A. Pathways**

- Pathway Rehabilitation
- US 278 – B (William Hilton Parkway) Gardner Drive to Mathews Drive
- US 278 – B (William Hilton Parkway) Wexford Circle to Fresh Market Shops
- Leg O’Mutton Road
- Pembroke Drive
- Gardner Drive

### **B. Drainage Improvements**

- Stormwater Pump Station Maintenance
  - General Pump Maintenance
  - Buildings, grounds and utilities maintenance
- Drainage System Rehabilitation, Maintenance, Monitoring, Credits, Education and NPDES Compliance
  - Sea Pines
  - Shipyard
  - Hilton Head Plantation
  - Port Royal
  - Indigo Run
  - Palmetto Hall
  - Wexford
  - Palmetto Dunes
- System Upgrades, New Projects and Professional Services
  - Hilton Head Plantation - Control Structures, Dredging and Culverts
  - Port Royal - Canal Dredging
  - Shipyard - Dredging and Culverts
  - Palmetto Hall - Weir and Inlets
  - Bay Pines / Point Comfort Outfall
  - Wexford Pump Station Generator Permanent Mount
- Arrow Road Area

## **C. Roadway Improvements**

- Mainland Transportation Improvement (previous obligation by Town Council)
- Mathews Drive / Marshland Road Roundabout
- Mathews Drive / Chaplin Area Connectivity
- US 278 Gateway Improvements at Windmill Harbour
- Pedestrian Crosswalks / Refuges
  - William Hilton Parkway @ Chamber Drive
  - William Hilton Parkway @ Yacht Cove Drive
  - William Hilton Parkway @ Regency Drive
  - William Hilton Parkway @ Central Avenue
- Traffic Signal Mast Arms
  - William Hilton Parkway @ Mall Boulevard
  - William Hilton Parkway @ Queens Folly / King Neptune
- Fire Rescue Emergency Access Points
  - Spanish Wells @ Muddy Creek Road
- Private (Dirt) Roads Acquisition
- Directional / Neighborhood Signage (new post-mounted street signs)
- Intersection / Pathway Lighting
- Stoney Secondary Road – south

## **D. Park Development**

- Town Parks Upgrades / Island Recreation Association Annual Park and Equipment Upgrades
  - Crossings Park
- Island Recreation Center Enhancements
- Rock's / Remy's Tract Park
- Chaplin Linear Park with Boardwalk
- Rowing and Sailing Center
- Yacht Cove Community Park

## **E. Existing Facilities & Infrastructure**

- Rehabilitation and Renovation of Fixed Capital Assets
- Clean-up, safety and demolition on Town Property - Unsafe structures ordinance demolition
- Apparatus and Vehicle Replacement
- Fire Station #6 (Palmetto Dunes) Replacement
- Town Hall Office Space Reconfigurations

## **F. New Facilities**

- Sewer Service Projects
  - Barker Field Area
  - SCDOT Parcel on Spanish Wells Road (pump station site?)
  - Fish Haul Park
- Dispatch Center Equipment Upgrade
- Fire / Medical Systems and Equipment Replacement
- Public Safety Systems Equipment Upgrade
- Mobile Computing AVL Upgrade
- F&R Computer Systems - CAD Updates
- Coligny Area Improvements - Phase II
  - Design of area-wide Park, Drainage and Roadway improvements
  - Pope Avenue @ Cordillo Parkway Intersection Improvements (Coordinate with Coligny Area Improvements - Phase II)
- Dunnagan's Alley / Arrow Road Initiative Area Improvements
  - Intersection Improvements at Arrow Road / Target Road
  - Pathway Relocation
  - On-street Parking
  - Landscaping

## **G. Beach Maintenance**

- Beach Management and Monitoring
- Beach Parks Access Rehabilitation
- Dune Refurbishment / Maintenance

CAPITAL IMPROVEMENTS PROGRAM  
 FY 2012 FUNDING SUMMARY  
 (Proposed\_pre workshop)

FY 12 - Pre Workshop		ACCEL	In Bid or Obligated	SLIDE or CNAP?	NEW	CHANGE					
		THOUSANDS OF DOLLARS									
	FY	IMPACT	PRIOR YEAR	2011 FISCAL	BEACH	SWU	HOSP	TIF	OTHER		
	2012	FEES	FUNDING	YEAR TAXES	FEE	FEE	TAX		FUNDS		
<b>A PATHWAYS</b>		Traffic									Impact Fees, TIF & Taxes
1	PATHWAY REHABILITATION	180		Recurring	55		125				
2	US 278-B - Gardner Drive to Mathews Drive	300		80				300			
3	US 278-B - Wexford Circle to Fresh Market Shoppes	20	10				10				
4	LEG O' MUTTON ROAD	55	27				28				
5	PEMBROKE DRIVE	55	27				28				
6	GARDNER DRIVE	50	25				25				
	<b>TOTAL PATHWAYS</b>	660	89	80	55	0	216	300	0	660	
<b>B DRAINAGE IMPROVEMENTS</b>											SWU Bond
1	STORMWATER PUMP STATION MAINTENANCE	140		Recurring		140					
2	DRAINAGE SYSTEM REHABILITATION, MAINTENANCE, MONITORING, CREDITS, EDUCATION & NPDES II COMPLIANCE	1,163		Recurring		1,163					
3	SYSTEM UPGRADES / NEW PROJECTS / PROFESSIONAL SERVICES	1,103		Recurring					1,103	SWU Bond	
4	ARROW ROAD AREA	200							200	SWU Bond	
	<b>TOTAL DRAINAGE IMPROVEMENTS</b>	2,606	0			1,303			1,303	2,606	
<b>C ROADWAY IMPROVEMENTS</b>		Traffic									
1	MAINLAND TRANSPORTATION IMPROVEMENTS	600		500 IGA obligation			600				
2	MATHEWS DRIVE / MARSHLAND ROAD ROUNDABOUT	1,150		40				1,150			
3	MATHEWS DRIVE / CHAPLIN AREA CONNECTIVITY (TIF)	500		110				500			
4	US 278 GATEWAY IMPROVEMENTS AT WINDMILL HARBOUR	300		200			300				
5	LEAMINGTON/FRESH MARKET SHOPPES/US 278 (Hosp Tax or Bond?)	FY11		230							
6	PEDESTRIAN CROSSWALKS & REFUGES (TIF funded in District)	220		Recurring	40		180				
7	TRAFFIC SIGNAL MAST ARMS (TIF Funded in District)	250		Recurring			250				
8	F&R EMERGENCY ACCESS POINTS	110		Recurring			110				
9	PRIVATE (DIRT) ROADS ACQUISITION	25		Recurring	25						
10	DIRECTIONAL / NEIGHBORHOOD SIGNAGE	100		Recurring			100				
11	INTERSECTION / CROSSWALK / PATHWAY LIGHTING (TIF Funded in District)	TBD									
12	STONE SECONDARY ROAD (SOUTH)	40	40	50							
	<b>TOTAL ROADWAY IMPROVEMENTS</b>	3,295	40	630	65	0	1,540	1,650	0	3,295	

CAPITAL IMPROVEMENTS PROGRAM  
 FY 2012 FUNDING SUMMARY  
 (Proposed\_pre workshop)

	FY	IMPACT	PRIOR YEAR	2011 FISCAL	BEACH	SWU	HOSP	TIF	OTHER	
	2012	FEES	FUNDING	YEAR TAXES	FEE	FEE	TAX		FUNDS	
<b>D PARK DEVELOPMENT</b>		Parks								Park Impact Fees, Sunday Liquor Permit Fees, Beach Fees & other funding sources
1 PARKS UPGRADES	362		recurring	92					270	Sunday Liquor Permit Fees (\$270k)
2 ISLAND RECREATION CENTER ENHANCEMENTS	200		100				200			
3 ROCK'S/REMY'S TRACT PARK (TIF)	20							20		In house design
4 CHAPLIN LINEAR PARK with BOARDWALK (Connects to Shelter Cove Park Phase II) (TIF)	200							200		
5 ROWING & SAILING CENTER	150							150		
6 YACHT COVE COMMUNITY PARK (Parks Impact Fees)	50	50								
<b>TOTAL PARK DEVELOPMENT</b>	<b>982</b>	<b>50</b>	<b>100</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>370</b>	<b>270</b>	<b>982</b>
<b>E EXISTING FACILITIES &amp; INFRASTRUCTURE</b>		Traffic								Hosp. Tax Bond, Lease Acct & other sources
1 REHABILITATION & RENOVATION of FIXED CAPITAL ASSETS	251		recurring	251						
2 CLEAN UP, SAFETY & MAINTENANCE OF TOWN PROPERTY & DEMOLITION OF UNSAFE STRUCTURES	291		recurring	279					12	Lease Account
3 APPARATUS & VEHICLES REPLACEMENT / REFURBISHMENT	355		recurring				355			
4 FIRE STATION # 6 REPLACEMENT (Palmetto Dunes) (Hospitality Tax)	2,750								2,750	Hosp. Tax Bond (new)
5 FIRE STATION # 2 REPLACEMENT (Sea Pines) (Hospitality Tax)	FY11		275							
6 TOWN HALL OFFICE SPACE RECONFIGURATION	150						150			
<b>TOTAL EXISTING FACILITIES &amp; INFRASTRUCTURE</b>	<b>3,797</b>	<b>0</b>	<b>275</b>	<b>530</b>	<b>0</b>	<b>0</b>	<b>505</b>	<b>0</b>	<b>2,762</b>	<b>3,797</b>
<b>F NEW FACILITIES &amp; INFRASTRUCTURE</b>										Hospitality Tax, TIF
1 SEWER SERVICES PROJECTS	696		recurring		155		541			
2 DISPATCH CENTER EQUIPMENT UPGRADE	5		recurring				5			
3 FIRE/ MEDICAL SYSTEMS and EQUIPMENT REPLACEMENT	40		recurring				40			
4 PUBLIC SAFETY SYSTEMS EQUIPMENT UPGRADE	50		recurring				50			
5 MOBILE COMPUTING AVL UPGRADE	20		recurring				20			
6 F&R COMPUTER SYSTEMS (Hospitality Tax) - CAD Updates	75						75			
7 COLIGNY / POPE AVE INITIATIVE AREA IMPROVEMENTS with COMMUNITY PARK	495		100					495		
8 DUNNAGAN'S ALLEY / ARROW RD INITIATIVE AREA IMPROVEMENTS (Tie to Powerline Burials) (TIF)	1,050		100					1,050		
<b>TOTAL NEW FACILITIES &amp; INFRASTRUCTURE</b>	<b>2,431</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>155</b>	<b>0</b>	<b>731</b>	<b>1,545</b>	<b>0</b>	<b>2,431</b>
<b>G BEACH MAINTENANCE</b>										Beach Fees
1 BEACH MANAGEMENT & MONITORING	345		Recurring		345					
2 BEACH PARKS / ACCESS REHABILITATION	75		Recurring		75					
3 DUNES REFURBISHMENT MAINTENANCE	25		Recurring		25					
<b>TOTAL BEACH MAINTENANCE</b>	<b>445</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTALS (THOUSAND OF DOLLARS)</b>	<b>14,216</b>	<b>179</b>		<b>742</b>	<b>600</b>	<b>1,303</b>	<b>3,192</b>	<b>3,865</b>	<b>4,335</b>	<b>14,216</b>
0800 November 8, 2010										

CAPITAL IMPROVEMENTS PROGRAM  
FISCAL YEARS 2012- 2021  
CIP FY 12  
(pre workshop)

FY- 12 Pre Workshop		ACCEL	In Bid or Obligated	SLIDE or CNAP?	New	Change	
PROJECT		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017-2021
<b>A PATHWAYS</b>							
1	<b>PATHWAY REHABILITATION</b>	180	185	195	200	210	1050
2	<b>US 278-B (Gardner Drive to Mathews Drive) (TIF)</b>						
	a. design	obligated					
	b. r/w acquisition	obligated					
	c. legal	obligated					
	d. construction	300					
3	<b>US 278-B (Wexford Circle to Fresh Market Shoppes) (up to 1/2 Traffic Impact Fees, Hosp Tax)</b>						
	a. design	IN-HOUSE					
	b. r/w acquisition	TBD					
	c. legal	20					
	d. construction		660				
4	<b>LEG O' MUTTON (Segment installed from Marshland Rd to Victoria Square) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design	50					
	b. legal	5					
	c. construction		560				
5	<b>PEMBROKE DRIVE (Bundle with Gardner) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design	50					
	b. legal	5					
	c. construction			480			
6	<b>GARDNER DRIVE (Bundle with Pembroke) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design	30					
	b. r/w acquisition	TBD					
	c. legal	20					
	d. construction			330			
7	<b>US 278 (Stoney Area from the ends of existing sidewalks to Jenkins Island) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design			30			
	b. r/w acquisition			TBD			
	c. legal			10			
	d. construction				300		
8	<b>JONESVILLE ROAD (1/2 Traffic Impact Fees and Property Tax)</b>						
	a. design				80		
	b. legal				20		
	c. construction					760	
9	<b>US 278-B (Fresh Market Shoppes to Shelter Cove / Chaplin) (up to 1/2 Traffic Impact Fees, Hosp Tax)</b>						
	a. design				130		
	b. r/w acquisition				TBD		
	c. legal				30		
	d. construction					1320	
10	<b>US 278-B (Gardner Drive to Jarvis Park / Honey Horn) (up to 1/2 Traffic Impact Fees, Hosp Tax)</b>						
	a. design				100		
	b. r/w acquisition				TBD		
	c. legal				20		
	d. construction					930	
11	<b>US 278 (GUM TREE ROAD TO SQUIRE POPE ROAD) (Sidewalk installed with Cross Island Parkway) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design					55	
	b. legal					10	
							550
12	<b>SINGLETON BEACH ROAD (Segment installed from US 278 to Chaplin Community Park) (1/2 Traffic Impact Fees and Hosp Tax/Beach Fee?)</b>						
	a. design					30	
	b. r/w acquisition					TBD	
	c. legal					10	
	d. construction						300
13	<b>US 278 (Squire Pope Road to near Welcome Center) (Sidewalks exist on both sides of US 278 east of the Welcome Center) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design					60	
	b. legal					20	
	c. environmental					30	
	d. construction						600
14	<b>US 278 (JENKINS ISLAND TO BRIDGE) (1/2 Traffic Impact Fees and Hosp Tax)</b>						
	a. design						40
	b. legal						20
	c. environmental						30
	d. construction						400

CAPITAL IMPROVEMENTS PROGRAM  
FISCAL YEARS 2012- 2021  
CIP FY 12  
(pre workshop)

PROJECT	FY	FY	FY	FY	FY	FY
	2012	2013	2014	2015	2016	2017- 2021
<b>15 US 278-B (Shelter Cove / Chaplin to Mathews North) (up to 1/2 Traffic Impact Fees, Hosp Tax)</b>						
a. design						120
b. r/w acquisition						30
c. legal						
d. construction						1170
<b>16 US 278-B (Jarvis Park / Honey Horn to Graves Bridge) (up to 1/2 Traffic Impact Fees, Hosp Tax)</b>						
a. design						170
b. r/w acquisition						50
c. legal						1690
d. construction						
	<b>660</b>	<b>1,405</b>	<b>1,045</b>	<b>880</b>	<b>3,435</b>	<b>2,990</b>
<b>B DRAINAGE IMPROVEMENTS</b>						
<b>1 STORMWATER PUMP STATION MAINTENANCE (SWU Fee)</b>						
a. General Pump Maintenance	100	100	100	100	100	400
b. Buildings, grounds and utilities maintenance	40	44	45	46	47	198
<b>2 DRAINAGE SYSTEM REHABILITATION, MAINTENANCE, MONITORING, CREDITS, EDUCATION AND NPDES II COMPLIANCE (SWU Fee)</b>	753	790	771	661	645	3,330
a. Sea Pines	50	50	50	50	50	300
b. Shipyard	50	75	75	75	75	300
c. Hilton Head Plantation	75	75	75	75	75	300
d. Port Royal	75	75	75	75	75	300
e. Indigo Run	50	50	50	50	50	300
f. Palmetto Hall	50	50	50	50	50	300
g. Wexford	60	50	50	50	50	300
h. Palmetto Dunes	TBD	75	75	75	75	300
<b>3 SYSTEM UPGRADES / NEW PROJECTS / PROFESSIONAL SERVICES (SWU Bond)</b>	335	295	606	606	303	303
a. Hilton Head Plantation - Control Structures, Dredging and Culverts	200	200	100			
b. Port Royal - Canal Dredging	100	100	100			
c. Shipyard - Dredging and Culverts	150	75	75			
d. Palmetto Hall - Weir and Inlets	85					
e. Bay Pines / Point Comfort Outfall	200					
f. Wexford Pump Station Generator Permanent Mount	33					
<b>4 ARROW ROAD AREA (SWU Bond)</b>						
a. concept, survey and design	100					
b. r/w acquisition	30					
c. legal	20					
d. environmental	50					
e. construction		500				
<b>TOTAL DRAINAGE IMPROVEMENTS</b>	<b>2,606</b>	<b>2,604</b>	<b>2,297</b>	<b>1,913</b>	<b>1,595</b>	<b>6,631</b>
<b>C ROADWAY IMPROVEMENTS</b>						
<b>1 MAINLAND TRANSPORTATION IMPROVEMENT PROJECTS (Hosp Tax: Not to exceed \$2.5 million for Council approved projects)</b>	600					
<b>2 MATHEWS DRIVE/MARSHLAND ROAD ROUNDABOUT (TIF)</b>						
a. concept, survey and design	obligated					
b. r/w acquisition	TBD					
c. legal	20					
d. environmental	30					
e. project management	100					
f. construction	1,000					
<b>3 MATHEWS DRIVE / CHAPLIN AREA CONNECTIVITY (Inter-Parcel Connectivity on East side of Mathews Drive South) (TIF)</b>						
a. concept, survey and design	obligated					
b. r/w acquisition	TBD					
c. legal	obligated					
d. environmental	obligated					
e. construction	500					
<b>4 US 278 GATEWAY IMPROVEMENTS AT WINDMILL HARBOUR</b>						
a. concept, survey and design	obligated					
b. r/w acquisition	25					
c. legal	25					
d. environmental	250	250				
e. project management		150				
f. construction			2000			
<b>5 LEAMINGTON/FRESH MARKET SHOPPES/US 278 B (Hosp Tax or Bond?)</b>						
a. concept, survey and design	obligated					
b. r/w acquisition	TBD					
c. legal	obligated					
d. environmental	obligated					
e. project management	obligated					
f. construction		1,125				

CAPITAL IMPROVEMENTS PROGRAM  
FISCAL YEARS 2012- 2021  
CIP FY 12  
(pre workshop)

PROJECT	FY	FY	FY	FY	FY	FY
	2012	2013	2014	2015	2016	2017- 2021
<b>6 PEDESTRIAN CROSSWALKS &amp; REFUGES</b>						
a. US 278 & Central Ave. (Tie to WHP Resurf./Festival Center Median Closure) (Property Tax)	40					
b. US 278 & Chamber Drive (Tie to WHP Resurfacing)	60					
c. US 278 & Yacht Cove Drive (Tie to WHP Resurfacing)	60					
d. US 278 & Regency Drive (Tie to WHP Resurfacing)	60					
<b>7 TRAFFIC SIGNAL MAST ARMS (TIF Funded in District)</b>						
a. Mall Blvd / US 278 Replacement	100					
b. Palmetto Dunes / US 278 Replacement	150					
c. Leamington/Fresh Market Shoppes/US 278 (Hosp Tax Bond) (Tie to Intersection Improvement)		125				
d. Pembroke Drive / US 278 Replacement		100				
e. Gum Tree Road / US 278 Replacement			150			
f. Spanish Wells / US 278 Replacement (TIF)			150			
<b>8 F&amp;R EMERGENCY ACCESS POINTS (Hospitality Tax)</b>						
a. Spanish Wells at Muddy Creek Road	100					
b. Palmetto Dunes at Swing About		100				
c. TBD			100			
i. Gate Controllers	10	10				50
<b>9 PRIVATE (DIRT) ROADS ACQUISITION</b>	25	TBD	TBD	TBD	TBD	TBD
<b>10 DIRECTIONAL / NEIGHBORHOOD SIGNAGE including street signs</b>	100	100	50	50	50	TBD
<b>11 INTERSECTION / CROSSWALK / PATHWAY LIGHTING (TIF Funded in District)</b>	TBD	TBD	TBD	TBD	TBD	TBD
<b>12 STONEY SECONDARY ROAD (SOUTH) (Spanish Wells spur to Kirby Lane)</b>						
a. concept, survey and design	obligated					
b. r/w acquisition	TBD					
c. legal	30					
d. environmental	10					
e. driveway improvements at Adrianna Lane	obligated					
e. construction		600				
<b>13 ROADWAY SAFETY IMPROVEMENTS</b>						
a. US 278 Median Turn Lane at Yacht Cove Drive (Traffic Impact Fees)		50				
b. US 278 / Jenkins Rd Right Turn Lane (Traffic Impact Fees)		50				
<b>14 SUMMIT DRIVE REALIGNMENT AND REFURBISHMENT (Hosp Tax \$165k and County/FAA Contribution \$165k) \$50k obligated in FY09 - survey/design</b>		400				
<b>15 LEMOYNE ROAD RECONSTRUCTION AND EXTENSION (Traffic Impact Fees)</b>						
a. design		50				
b. legal		25				
c. construction			800			
<b>16 FIFTH STREET EXTENSION construction complete by Jan 1, 2015 per Indenture Deed (TIF)</b>						
a. concept, survey and design		200				
b. legal		50				
c. environmental		50				
d. project management			120			
e. construction			1,200			
<b>TOTAL ROADWAY IMPROVEMENTS</b>	<b>3,295</b>	<b>3,435</b>	<b>4,570</b>	<b>50</b>	<b>50</b>	<b>50</b>

CAPITAL IMPROVEMENTS PROGRAM  
FISCAL YEARS 2012- 2021  
CIP FY 12  
(pre workshop)

PROJECT	FY	FY	FY	FY	FY	FY
	2012	2013	2014	2015	2016	2017- 2021
<b>D PARK DEVELOPMENT</b>						
<b>1 PARKS UPGRADES</b>	125	200	200	200	200	1,000
a. Island Recreation Association Park and Equipment Upgrades / Replacements	162	TBD	TBD	TBD	TBD	TBD
b. Crossings Park - Rowley Field Complex Upgrades	75					
<b>2 RECREATION CENTER ENHANCEMENTS</b>						
a. Feasibility Study / Preparation of a Business Plan	obligated					
b. Masterplan	obligated					
c. design	200					
c. construction		TBD	TBD			
<b>3 ROCK'S/REMY'S TRACT PARK (TIF)</b>						
a. Survey, analysis (coordinate with Dunnagan's Initiative Area work)	obligated					
b. Design (in-house)	in-house					
c. construction	20					
<b>4 CHAPLIN LINEAR PARK with BOARDWALK (Connects to Shelter Cove Park Phase II) (TIF)</b>						
a. design	200					
b. construction			1,500			
<b>5 ROWING &amp; SAILING CENTER (TIF)</b>						
a. design	150					
b. construction			1,500			
<b>6 YACHT COVE COMMUNITY PARK (Parks Impact Fees)</b>						
a. design (in-house)	50					
b. construction				1,000		
<b>7 COLLIER BEACH PARK (Beach Fee?)</b>		400				
<b>8 CHAPLIN COMMUNITY PARK BOARDWALK to COLLIER BEACH PARK (Beach Fee?)</b>		400				
<b>9 FORD SHELL RING PARK (Hosp. Tax, Parks Impact Fees?)</b>						
a. design		25				
b. construction				500		
<b>TOTAL PARK DEVELOPMENT</b>	<b>982</b>	<b>1,025</b>	<b>3,200</b>	<b>1,700</b>	<b>200</b>	<b>1,000</b>
<b>E EXISTING FACILITIES &amp; INFRASTRUCTURE</b>						
<b>1 REHABILITATION &amp; RENOVATION of EXISTING CAPITAL ASSETS (FY Taxes)</b>	251	251	251	251	251	1,255
<b>2 CLEAN UP, SAFETY &amp; DEMOLITION ON TOWN PROPERTY &amp; UNSAFE STRUCTURES ORDINANCE DEMOLITION (Lease Account &amp; FY Taxes)</b>	291	291	291	291	291	1,455
<b>3 APPARATUS &amp; VEHICLES REPLACEMENT/REFURBISHMENT (FY Taxes, Hosp Tax, Beach Fee &amp; PECI Franchise Fee)</b>						
a. F&R Apparatus & Vehicles (Hosp Tax)	295	300	113	1,092	203	7,601
b. Town Vehicles (Ad Valorem Taxes)	60	114	143	152	126	321
c. Island Rec Assn Utility Vehicle (FY Taxes)			26			TBD
<b>4 FIRE STATION # 6 REPLACEMENT (Palmetto Dunes) (Hospitality Tax)</b>						
a. design	obligated					
b. construction	2,750					
<b>5 FIRE STATION # 2 REPLACEMENT (Sea Pines) (Hospitality Tax)</b>						
a. design	obligated					
b. construction		2,500				
<b>6 TOWN HALL OFFICE SPACE RECONFIGURATION (Hospitality Tax)</b>	150					
<b>TOTAL EXISTING FACILITIES &amp; INFRASTRUCTURE</b>	<b>3,797</b>	<b>3,456</b>	<b>824</b>	<b>1,786</b>	<b>871</b>	<b>10,632</b>

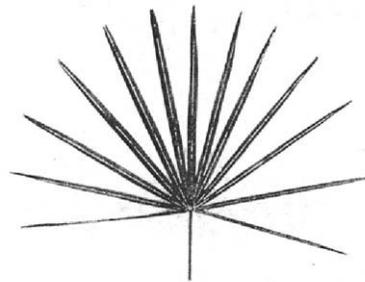
CAPITAL IMPROVEMENTS PROGRAM  
FISCAL YEARS 2012- 2021  
CIP FY 12  
(pre workshop)

PROJECT	FY	FY	FY	FY	FY	FY
	2012	2013	2014	2015	2016	2017- 2021
<b>F NEW FACILITIES &amp; INFRASTRUCTURE</b>						
<b>1 SEWER SERVICES PROJECTS (Some Timing: TBD) (TIF Funding in District &amp; SWU Fee)</b>						
a. Old Schoolhouse - William Hilton Parkway (TIF)	obligated					
b. Chaplin South (TIF)	obligated					
c. Ford Shell Ring (TIF)	obligated					
d. Marshland Rd (Broad Creek headwaters) (Pump Station on Town Property?) (TIF)	obligated					
e. Barker Field Area Project	541					
f. SCDOT Parcel on Spanish Wells Rd	TBD					
g. Fish Haul Park - Beach City Rd (Beach Fee ?)	155					
h. Jarvis Creek Park (SWU Fee?)		25				
i. Islanders Beach Park (Beach Fee ?)		33				
j. Aranda Tract (coordinate with park project) (TIF)			100			
k. Indigo Run Hotel Site (coordinate with Park project)				33		
l. Jenkins Island (coordinate with Park project)					100	
<b>2 DISPATCH CENTER EQUIPMENT UPGRADE (Hospitality Tax)</b>	5	5	20	5	5	77
<b>3 Fire/ Medical Systems and Equipment Replacement</b>						
a. Mobile Repeater	20					
b. Monitoring Equipment	20					
c. AED Biphasic		25				
d. SCBA Compressor Replacement			40			
e. SCBA Replacement			365			400
f. Life Pack 12 Replacement				360		
g. Turn Out Gear / PPE						300
h. Thermal Infrared Camera Replacement						250
i. Rescue Tools Replacement						80
<b>4 PUBLIC SAFETY SYSTEMS EQUIPMENT UPGRADE</b>	50	135	135	50	90	380
<b>5 MOBILE COMPUTING AVL UPGRADE</b>	20	90				120
<b>6 F&amp;R COMPUTER SYSTEMS (Hospitality Tax) - CAD Updates</b>	75		25		28	65
<b>7 COLIGNY / POPE AVE INITIATIVE AREA IMPROVEMENTS with COMMUNITY PARK</b>						
a. design	250					
b. land acquisition	TBD					
c. Nassau Street Extension		500				
d. Lagoon Road Improvements	145		825			
e. Intersection Improvements - Pope Ave. / Cordillo Pkwy	100					
f. Crosswalks / Refuges - Pope Ave. / Woodhaven, Cordillo, Lagoon		150				
c. construction			2,670			
<b>8 DUNNAGAN'S ALLEY / ARROW RD INITIATIVE AREA IMPROVEMENTS (TIF)</b>						
a. study & design	obligated					
b. land acquisition	TBD					
c. Intersection improvements at Arrow Road and Target Road	500					
d. pathway relocation	250					
e. on street parking	200					
f. landscaping	100					
<b>9 PUBLIC SAFETY WAN/VPN</b>				215		
<b>10 LAW ENFORCEMENT CENTER (Hospitality Tax &amp; County Funding?) (Pending Council's Decision)</b>						
a. design						500
b. construction						5,000
<b>TOTAL NEW FACILITIES &amp; INFRASTRUCTURE</b>	<b>2,431</b>	<b>963</b>	<b>4,180</b>	<b>663</b>	<b>223</b>	<b>7,172</b>
<b>G BEACH MAINTENANCE</b>						
<b>1 BEACH MANAGEMENT &amp; MONITORING (Beach Fee)</b>	345	500	500	500	500	2,500
<b>2 BEACH PARKS / ACCESS REHABILITATION (Beach Fee)</b>	75	75	75	75	75	375
<b>3 DUNES REFURBISHMENT MAINTENANCE (Beach Fee)</b>	25	25	25	25	25	125
<b>4 BEACH RENOURISHMENT (Beach Fee)</b>					17,000	
<b>TOTAL BEACH MAINTENANCE</b>	<b>445</b>	<b>600</b>	<b>600</b>	<b>600</b>	<b>17,600</b>	<b>3,000</b>
<b>A PATHWAYS</b>	660	1,405	1,045	880	3,435	2,990
<b>B DRAINAGE IMPROVEMENTS</b>	2,606	2,604	2,297	1,913	1,595	6,631
<b>C ROADWAY IMPROVEMENTS</b>	3,295	3,435	4,570	50	50	50
<b>D PARK DEVELOPMENT</b>	982	1,025	3,200	1,700	200	1,000
<b>E EXISTING FACILITIES &amp; INFRASTRUCTURE</b>	3,797	3,456	824	1,786	871	10,632
<b>F NEW FACILITIES &amp; INFRASTRUCTURE</b>	2,431	963	4,180	663	223	7,172
<b>G BEACH MAINTENANCE</b>	445	600	600	600	17,600	3,000
<b>TOTALS (THOUSAND OF DOLLARS)</b>	<b>14,216</b>	<b>13,488</b>	<b>16,716</b>	<b>7,592</b>	<b>23,974</b>	<b>31,475</b>

0800 November 8, 2010

THE COLIGNY PARK PROJECT-  
TALKING POINTS

TOWN OF HILTON HEAD ISLAND  
2009 COUNCIL WORKSHOP



TOWN OF HILTON HEAD ISLAND- COMMUNITY DEVELOPMENT DEPARTMENT

PUBLISHED AS RECENTLY AS THE 2009 FISCAL YEAR CAPITAL IMPROVEMENTS PROGRAM (CIP), THE COLIGNY AREA PARK PROJECT WAS ANTICIPATED TO BEGIN CONSTRUCTION AS EARLY AS JULY OF 2009, WITH A BUDGET OF APPROXIMATELY \$7.5 MILLION DOLLARS (INCLUSIVE OF THE NASSAU ROAD EXTENSION PROJECT). IN THE CURRENT WORKING VERSION OF THE CIP THE PROJECT COULD ONLY BEGIN AS EARLY AS JULY OF 2011, WITH A BUDGET OF \$1 MILLION DOLLARS. THE FORMER DATES AND FIGURES WERE BORN OF INDETERMINATE PROJECTIONS, THE LATTER FROM THE RE-PRIORITIZATION OF TODAY'S ECONOMIC REALITIES. THOUGH BOTH BUDGETS AND TIMELINES SERVE AS GUIDES, THE PROJECT, ITSELF, STILL EXISTS IN A STATE OF FLUX. WHEN DO WE BUILD IT? HOW AGGRESSIVELY SHOULD IT BE FUNDED? WHAT ARE OUR EXPECTATIONS? AS AN ORGANIZATION, THE TOWN NEEDS TO REEVALUATE "WHAT IS THE VALUE OF THE PROJECT, AND WHAT IS THE COST OF THE PROJECT?"

## THE VALUE OF THE COLIGNY PARK PROJECT

THERE ARE COUNTLESS REASONS TO BE ENTHUSIASTIC ABOUT THE COLIGNY PARK PROJECT. IF YOU LIVE, WORK, OR ARE VISITING THE ISLAND, YOU WILL TAKE ADVANTAGE OF THE FOREMOST BEACH-GOING EXPERIENCE IN THE REGION, YOU'LL ENJOY ATTENDING EVENTS, EATING AND SHOPPING IN THE AREA AND SIMPLY TAKING A WALK IN A BEAUTIFUL GREEN SPACE. IF YOU ENJOY FESTIVALS AND SPECIAL EVENTS, THE COLIGNY PARK WILL PROVIDE A WONDERFUL VENUE FOR NEW PROGRAMMING.

MORE IMPORTANTLY, THE TOWN OF HILTON HEAD ISLAND NEEDS TO CONSIDER THE INVESTMENT IN THIS PARK NOT ONLY FOR THE GREENSPACE IT WILL PROVIDE, BUT FOR THE ECONOMIC VALUE IT REPRESENTS TO THE AREA. THIS PROJECT WILL BE AN ECONOMIC MECHANISM THAT ATTRACTS RESIDENTS AND VISITORS TO THE COLIGNY AREA SPECIFICALLY, AND THE TOWN AS A WHOLE, INCREASING TOURIST AND TAX REVENUES. MOREOVER, THIS PROJECT NEEDS TO ALSO ATTRACT THE SUPPORT AND DOLLARS OF LOCAL RESIDENTS WHO SPEND THEIR DISPOSABLE MONIES NEAR THEIR HOMES IN AREAS THAT ADD TO THEIR QUALITY OF LIFE, AND PROVIDE SUPERIOR PUBLIC SPACES.

ULTIMATELY, THE VISION FOR WHAT COLIGNY PARK NEEDS TO MIRROR TOWN COUNCIL'S PUBLISHED VISION FOR THE ISLAND, AND REFLECT OUR SHARED VALUES.

### 1. ENHANCING OUR NATURAL BEAUTY

THE TOWN-OWNED SITE FOR THE COLIGNY PARK PROJECT REPRESENTS TWO FACTORS THAT WE WILL FACE WITH ISLAND-WIDE REDEVELOPMENT, AND THE FIRST IS LOOKING AT WHAT YOU HAVE TO WORK WITH WHEN YOU REMOVE ONE BUILDING OR USE, AND REPLACE IT WITH ANOTHER. THE SITE OF THE OLD HOTEL BUILDING IS DEVOID OF VEGETATION, AND CONCEIVABLY WON'T BE RECEIVING ANOTHER BUILDING OF THAT SCALE ANYTIME SOON. IT HARDLY BRINGS TO MIND WHAT MOST RESIDENTS AND VISITORS CONSIDER THE TOWN OF HILTON HEAD ISLAND'S VALUES REGARDING DEVELOPMENT. THE DEVELOPMENT OF THE SMOKEHOUSE SITE PREDATES THE LAND MANAGEMENT ORDINANCE. WITH THE BUILDING IN PLACE IT PROBABLY EPITOMIZES THE WORST IN HILTON HEAD DEVELOPMENT, AESTHETICALLY, AND WILL ONLY WORSEN WHEN THE STRUCTURE IS VACATED AND ULTIMATELY RAZED.



THE SECOND FACTOR IS WHAT OUR NATURAL RESOURCE PROTECTION HAS PRESERVED ON THESE SITES' ORIGINAL DEVELOPMENT. IN PROTECTING ADJACENT USE AND STREET BUFFERS, THERE ARE SUBSTANTIAL STANDS OF MATURE TREES AROUND THE HOTEL SITE AND CURRENT BEACH PARKING LOT. THE DESIGN OF THE MINIATURE GOLF COURSE HAS SUCCESSFULLY INTEGRATED ITSELF WITH THE NATURAL SITE FEATURES, AS WELL.

WHAT ALL OF THIS BOILS DOWN TO IS THAT IN TERMS OF WORKING WITH PREVIOUS DEVELOPMENT, WE NEED TO MAXIMIZE THE CARDS WE HAVE BEEN DEALT, AND WHEN IT COMES TO THE NATURAL RESOURCES LEFT BEHIND, WE NEED TO PRESERVE WHAT IS GOOD, AND MAKE IT EVEN BETTER AS A PRECEDENT FOR THE ISLAND'S DEVELOPMENT COMMUNITY. THE LARGE, OPEN SPACES CREATED BY THE HOTEL AND THE PREVIOUS RESTAURANT(S), ARE ACTUALLY A COMMODITY ON THE ISLAND. PARCELS THAT PROVIDE LARGE OPEN AREAS ARE SCARCE, AND THE LAND MANAGEMENT ORDINANCE EFFECTIVELY HINDERS THEIR CREATION, SO TURNING THIS AREA INTO PARK-SPACE IS PROBABLY THE OPTIMAL USE IN ITS REDEVELOPMENT. THE NATURAL RESOURCES REMAINING ON THE SITE PROVIDE AN OPTIMAL OPPORTUNITY TO PUT ON DISPLAY OUR ECOLOGICALLY SENSITIVE DEVELOPMENT MAXIMS, AS WELL AS PROVIDE NATURAL AMENITIES THAT CAN BE USED AND EXPERIENCED, RATHER THAN JUST BE SEEN.

## 2. WORLD CLASS BEACH

AN ANECDOTE THAT CONTINUALLY RESONATES IS STEVE RILEY'S GUIDED ISLAND TOUR TO CLEMSON STUDENTS IN WHICH ONE ULTIMATELY ASKS, "WHERE IS THE WATER?", AND SINCE THEN, THE TOWN HAS GONE TO GREAT LENGTHS TO PROVIDE ACCESS TO OUR CREEKS MARSHES AND BEACHES. HOWEVER, IF YOU WERE TO REMOVE THE SIGN THAT INDICATED OUR PUBLIC PARKING LOT WAS ACTUALLY A LOT FOR THE BEACH (WHAT HAS HISTORICALLY BEEN OUR MOST HEAVILY UTILIZED PUBLIC BEACH ACCESS, NO LESS), YOU WOULD HAVE NO INDICATION YOU ARE IN ANYTHING ELSE BUT A LARGE PARKING LOT. UNTIL RECENTLY, TO BE DROPPED OFF AT THE BEACH ENTRY PARK FOR THE FIRST TIME WOULD GIVE LITTLE INDICATION YOU WERE ONLY A FEW HUNDRED FEET FROM THE WATER. "WHERE IS THE BEACH?" OUR BEACHES ARE ARGUABLY OUR MOST IMPORTANT ECONOMIC AMENITIES ON THE ISLAND. IF OUR MOST HIGHLY TRAFFICKED BEACH IS TO TRULY BE A WORLD CLASS ENDEAVOR, **THE BEACH GOING EXPERIENCE NEEDS TO BEGIN THE INSTANT THE USER TURNS OFF OF POPE AVENUE AND INTO THE PARK SITE.**



1. ATTENTION TO DETAIL IN DIRECTIONAL SIGNAGE, HARDSCAPE AND PAVING MATERIALS, ARCHITECTURAL ELEMENTS, AND LANDSCAPE SELECTION SHOULD GIVE USERS EVERY INDICATION THEY ARE IN PROXIMITY TO A HILTON HEAD BEACH (AND ALL THE ECOLOGICAL AND AESTHETIC IMPLICATIONS INHERENT TO THAT), AND THESE DETAILS SHOULD CONSISTENTLY BE CARRIED ACROSS SOUTH FOREST BEACH FROM THE COLIGNY BEACH PARK.



2. EVERY EFFORT SHOULD BE MADE TO MAKE THE JOURNEY FROM THE BEACH BACK TO THE AUTOMOBILE PLEASANT AND COMFORTABLE. WHAT IS TYPIFIED BY HEAT, FATIGUE, AND THE ARDOR OF CARRYING BACK GEAR AND SUPPLIES SHOULD BE CONTINUALLY ALLEVIATED BY RESPITES OF SHADE, INTERACTIVE WATER FEATURES, SHOWERS, SEATING, AND LOADING/UNLOADING AREAS. WHAT HAS HISTORICALLY BEEN AN AREA TO MOVE THROUGH NEEDS TO BECOME AN AREA IN WHICH THE USER WOULD WANT TO SPEND TIME, OTHERWISE.

ULTIMATELY, OUR BEACH PARKING LOT NEEDS TO BE MORE THAN A *NICE PLACE TO PARK*. HUMAN EXPERIENCE, SCALE, AND SAFETY NEED TO TAKE PRIORITY OVER THE EASE OF OPERATING AN AUTOMOBILE. IT NEEDS TO BECOME A *NICE PLACE TO BE*.

### **3. PRESERVING OUR LOW COUNTRY CHARACTER, FEEL AND HERITAGE**

AUTHENTICITY. THE THINGS THAT MAKE A PLACE WHAT IT IS, AND DISTINCT FROM EVERYWHERE ELSE IN ITS MARKETPLACE ARE WHAT WILL MAKE OR BREAK A TOURIST DRIVEN ECONOMY. THE CULTURE OF A DESTINATION INCLUDES ITS HERITAGE, LANDSCAPE, ARTS, ARCHITECTURE, AND LOCAL CUSTOMS. IF SOMEONE TELLS YOU THEY VISIT OR LIVE ON HILTON HEAD ISLAND BECAUSE OF THE GOLF AND THE OCEAN, THEY AREN'T GIVING YOU A FULLY DEVELOPED ANSWER, BECAUSE THERE ARE DOZENS OF COMMUNITIES BETWEEN THE OUTER BANKS AND DAYTONA BEACH THAT ARE PROVIDING GOLF COURSES AND BEACHES ALONG THE ATLANTIC COAST. WE ARE A SUCCESS BECAUSE OF THE MANNER IN WHICH WE DEVELOP, AND IF OUR AUTHENTICITY ERODES, SO DOES THE SUCCESS. THE COLIGNY PARK NEEDS TO BE THE POSTER-CHILD OF CONTINUING WHAT WE DO WELL, AND RE-ESTABLISHING OUR ARCHITECTURAL AND DEVELOPMENT IDENTITY, ESPECIALLY AS WE MAKE CAPITAL IMPROVEMENTS AND LMO CHANGES TO FOSTER REDEVELOPMENT. ULTIMATELY, THE DESIGN OF THE PARK NEEDS TO TELL THE STORY OF OUR ISLAND'S CULTURE AND VALUES, WHAT WE ARE NOW AND WHAT WE WILL BE IN REDEVELOPMENT.

WE HAVE TO RE-ESTABLISH IN OUR STRUCTURES, DETAILS, AND LANDSCAPE WHAT WE MANDATE IN OUR TOWN OF HILTON HEAD ISLAND DESIGN GUIDE. THIS TOWN PROJECT SHOULD SET THE EXAMPLE OF HOW WE EXPECT THE PRIVATE SECTOR TO ARCHITECTURALLY REDEVELOP. WE NEED TO RE-IMPLEMENT THE USE OF NATURAL AND REGIONALLY SPECIFIC MATERIALS IN OUR STRUCTURES AS WE SET THE BAR FOR THE BRIDGE TO BEACH AREA'S REDEVELOPMENT. OUR LANDSCAPE NEEDS TO BE MAINLY COMPRISED OF

NATIVE MATERIALS TO PROMOTE RESPONSIBLE DEVELOPMENT, RATHER THAN CREATE A BOTANICAL GARDEN OVER THE ENTIRE SITE.

WHEN THE ORIGINAL DESIGN GUIDE WAS DRAFTED, A MEASURE OF SUCCESS WAS IF YOU COULD ANSWER “YES” TO THE FOLLOWING QUESTION, “IF YOU WERE DROPPED IN WITH A PARACHUTE BLINDFOLDED, WOULD YOU KNOW WHERE YOU ARE WHEN YOU LANDED?” WE SHOULD HOLD OURSELVES TO THAT STANDARD IN THE DEVELOPMENT OF THE PARK.

**4. PROVIDING TOP-QUALITY SERVICES AND FACILITIES**

UNDER THE UMBRELLA OF WHAT THE PARK SHOULD BE IS WHAT SPECIFICALLY SHOULD BE IN IT, GIVEN THE DIRECTIVES OF TOWN COUNCIL, AND WHAT ITS DESIGN SHOULD ENTAIL.

**A. NASSAU ROAD/ TRANSPORTATION:** ONE ELEMENT OF THE APPROVED BRIDGE TO BEACH 1 PLAN, AS WELL AS THE CONCEPTUALLY APPROVED CONCEPT DIAGRAM FOR THE COLIGNY AREA, IS THE EXTENSION OF NASSAU DRIVE THROUGH THE PARK PARCEL TO CONNECT AT THE INTERSECTION WITH LAGOON ROAD. STAFF’S GENERALLY ACCEPTED THINKING IS THAT THIS EXTENSION SHOULD BE TREATED AND DESIGNED AS AN INTERNAL DRIVE AISLE LIKE THAT OF ANY COMMERCIAL OR RECREATIONAL DEVELOPMENT. THIS PROVIDES THE TOWN WITH THE SOVEREIGNTY TO DESIGN A ROAD TO OUR SPECIFICATIONS, RATHER THAN THE STATE’S

**B. PARKING:** OUR CURRENT PARKING INVENTORY AT THE PUBLIC BEACH LOT IS 345 SPACES (WHICH ARE NON-COMPLIANT PER THE LMO). TOWN COUNCIL, IN THEIR REVIEW OF THE CONCEPT DIAGRAMS, APPROVED A SURFACE LOT CONFIGURATION, WITH NO MORE THAN 500 PARKING SPACES ON THE SITE. OUR FACILITIES MANAGER SUPPORTS THE IDEA THAT THE CAPACITY WE HAVE ON SITE NOW IS VERY MUCH UNDERUTILIZED (EXCEPT FOR THE MEMORIAL DAY AND FOURTH OF JULY WEEKENDS), AND THAT A CONTINUOUS LOT OF 260-275 SPACES WOULD SUFFICE FOR BEACH PARKING ON ALL BUT A COUPLE OF DAYS OF THE YEAR. THAT LEAVES A BALANCE OF APPROXIMATELY 225 SPACES TO REACH THE 500 SPACE CEILING, WHICH WOULD BE BEST ALLOCATED AS “DESTINATION SPECIFIC” THROUGHOUT THE PARK. THIS WILL MAKE IT A MUCH MORE USER-FRIENDLY FACILITY, AS WELL AS DILUTE THE AESTHETIC AND ENVIRONMENTAL IMPACTS LARGE SWATHS OF PARKING MAKE.



**C. “5000 SF” STRUCTURE:** ANOTHER ELEMENT OF THE CONCEPTUALLY APPROVED CONCEPT DIAGRAM FOR THE COLIGNY AREA IS THE INCLUSION OF A 5000 SF BUILDING TO BE LOCATED IN THE PARK SITE TO PROVIDE AN AMENITY TO BEACHGOERS AND PARK USERS. IN THE PRESENTATION OF THE COLIGNY CONCEPTUAL DIAGRAMS, THE PREVAILING SENTIMENT WAS THAT THIS USE WAS TO MITIGATE THE REMOVAL OF THE SMOKEHOUSE AS A PLACE FOR FOOD AND BEVERAGE. THIS NOTION WAS SUBSEQUENTLY AND RIGHTFULLY UN-DONE IN AN EFFORT TO PREVENT A TOWN-OWNED FACILITY FROM BEING IN DIRECT COMPETITION WITH BUSINESSES THIS PARK DEVELOPMENT IS ATTEMPTING REDEVELOP IN THE FIRST PLACE. WHILE THE

IDEA OF AN ON-SITE FOOD AND BEVERAGE FACILITY MAY BE COUNTERINTUITIVE TO WHAT THE TOWN IS TRYING TO ACCOMPLISH, A SIGNIFICANT STRUCTURE ON THE SITE MIGHT STILL BE VERY PRACTICAL.

THE STRUCTURE CAN SERVE AS AN EXAMPLE OF WHAT WE ARE TRYING TO ACHIEVE WITH THE REDEVELOPMENT OF THIS PARCEL. AS THE CATALYST FOR THE REDEVELOPMENT OF THE AREA, WE HAVE THE OPPORTUNITY TO SET THE STANDARD AND EXAMPLE OF WHAT WE ENVISION, AS A TOWN, THE NEXT GENERATION OF DEVELOPMENT ON THIS ISLAND NEEDS TO LOOK LIKE. THE EARLY ARCHITECTURE AND DEVELOPMENT PRACTICES ON HILTON HEAD ISLAND WERE MAJOR CONTRIBUTORS IN HELPING ESTABLISH A REGIONAL AND



NATIONAL IDENTITY. AS OUR POPULATION GROWS FROM A NATIONAL BASE, EVERYONE BRINGS A SET OF ARCHITECTURAL VALUES AND IDEAS WHICH ARE AS DIVERSE AS THEIR POINTS OF ORIGIN.

CONSEQUENTLY, YOU ARE SEEING A VARIETY OF STYLES TRYING TO FIT, OR PARE THEMSELVES DOWN INTO THE “HILTON HEAD MOLD”, AND THE CONSISTENCY SUFFERS. CARRABAS’ AND HARBORSIDE BANK ARE CERTAINLY COMPLETELY DIFFERENT STYLES THAN FIRST PRESBYTERIAN CHURCH OR THE SEA PINES WELCOME CENTER, ALTHOUGH BOTH ARE SUBJECT TO THE SAME DESIGN STANDARDS. NEITHER STYLE IS ARCHITECTURALLY INFERIOR, ALTHOUGH BOTH FIGHT WITH ONE ANOTHER IN CREATING OUR IDENTITY.

THE STRUCTURES IN THE COLIGNY PARKS CAN CLEARLY IDENTIFY WHERE WE ARE, AND WHERE WE WANT TO GO AS THE AREA REBUILDS ITSELF. ADDITIONALLY, IN WHAT HAS THE POTENTIAL TO BE THE DEFINING CIVIC SPACE ON THE ISLAND, THE STRUCTURE CAN SERVE AS AN IDENTIFIABLE ICON, JUST AS THE LIGHTHOUSE IS TO HARBOURTOWN.



THE STRUCTURE WOULD ALSO PROVIDE AN AMENITY AND FILL EXPRESSED STRUCTURAL NEEDS

- 1000SF OF OFFICE SPACE FOR FACILITIES MANAGEMENT, PROVIDING BOTH ON-SITE MAINTENANCE AND SECURITY
- SECURED PARKING AND STORAGE FACILITIES FOR FIRE AND RESCUE, THE BEAUFORT COUNTY SHERIFF’S OFFICE, AND SHORE BEACH SERVICES
- CREATE A COMMUNITY STRUCTURE WITH BATHROOMS, KITCHEN FACILITIES, AND A MEETING/ BANQUET AREA AVAILABLE FOR SPECIAL EVENTS
- PROVIDE BEACH SUNDRIES AND VENDING

OBVIOUSLY, PEOPLE WILL ALWAYS CONGREGATE AT BEAUTIFUL PLACES. IN OUR REGION THERE MAY BE TWO CIVIC PARK FACILITIES ON THE SCALE OF THIS PROJECT (BEAUFORT’S WATERFRONT PARK AND CHARLESTON’S WATERFRONT PARK), AND NEITHER CAN BOAST THE OCEAN AS ONE OF THEIR AMENITIES. A WONDERFULLY DESIGNED AND DETAILED PUBLIC SPACE AND STRUCTURE, IN CONJUNCTION WITH DIRECT ACCESS TO THE OCEAN, WILL COMPEL RESIDENTS AND VISITORS TO UTILIZE THE PARK FOR

FUNCTIONS AS SMALL AND INFORMAL AS COMMUNITY MEETINGS TO AS COMPLEX AS WEDDINGS OR BUSINESS MEETINGS. IN A NOD TO EGALITARIANISM, CHARLESTON’S WATERFRONT PARK PRECLUDES PRIVATE EVENTS. FRANKLY, IT ISN’T DESIGNED TO ACCOMMODATE THEM EVEN IF THEY WERE PERMITTED, AND FURTHERMORE, THERE ISN’T ANY VENUE TO SUPPORT THEM. THE COLIGNY AREA’S SIZE AND CONFIGURATION COULD ACCOMMODATE SUCH EVENTS WITHOUT PRECLUDING PARK USE BY ALL TOWN RESIDENTS AND VISITORS, AND A CENTRALIZED BUILDING WOULD FACILITATE THEM. ADDITIONALLY, THESE EVENTS COULD PROVIDE A STREAM OF REVENUE DEDICATED SOLELY TO THE UPKEEP AND MAINTENANCE OF THE PARK, AS SORT OF A SELF-CONTAINED BUSINESS IMPROVEMENT DISTRICT.

**D. COMMUNITY GREEN:** THE PARK SHOULD INCORPORATE AN OPEN SPACE LARGE ENOUGH TO ACCOMMODATE THE COMING TOGETHER OF LARGE GROUPS OF PEOPLE, OR THE DAY-TO-DAY INDIVIDUAL WHO WISHES TO USE THE SPACE WITH AN ELEMENT OF PRIVACY. ELEMENTS, BOTH ARCHITECTURAL AND NATURAL SHOULD BE INCORPORATED INTERIOR TO THE AREA TO PRECLUDE ORGANIZED GAMES (LIKE INFORMAL SOCCER OR LACROSSE LEAGUES, FOR EXAMPLE), BUT STILL LET ENOUGH EXPANSE REMAIN TO ALLOW FOR FREE AND OPEN MOVEMENT IN THE GREENSPACE. ONE TERMINUS SHOULD CONTAIN A STAGE AREA TO ALLOW CONCERTS, LECTURES, OR SPECIAL EVENTS THAT UTILIZE THE GREENSPACE FOR CROWDS, BUT THE PROGRAMMING OF THE PARK SHOULD ALLOW THE CO-EXISTENCE OF THIS FACILITY WITH SHELTER COVE AND HONEY HORN FOR SPECIAL EVENTS, RATHER THEN DETRACT FROM THEM (THIS, INCIDENTALLY, WOULD CREATE THIS ALTERNATIVE FOR THE SOUTH END OF THE ISLAND, COMPLETING A NETWORK WITH MID-ISLAND ((SHELTER COVE)) AND THE NORTH END ((HONEY HORN)).



**E. WATER FEATURES:** TWO TENETS TO CONSIDER IN THE DEVELOPMENT OF THE PARK SHOULD BE 1. PEOPLE ARE ALWAYS DRAWN TO WATER, AND 2. THE TIMES OF YEAR THIS AREA IS MOST HEAVILY UTILIZED (MAY TO SEPTEMBER) ARE HOT. WATER ELEMENTS NOT ONLY PROVIDE VISUAL INTEREST, BUT SERVE VITAL FUNCTIONS AS WELL. THE AMBIENT NOISE FROM WATER



FEATURES ALONE CAN HELP MITIGATE THE TRAFFIC NOISE ALONG POPE AVENUE, WHICH CAN BE SIGNIFICANT. THE EFFECTS OF SMALL INTERACTIVE



FOUNTAINS FROM THE BEACH PARK TO THE LARGER COLIGNY PARK WOULD NOT ONLY CREATE VISUAL AND PSYCHOLOGICAL CONTINUITY FROM ONE SIDE OF SOUTH FOREST BEACH TO THE OTHER, IT WOULD ALSO PROVIDE THE OPPORTUNITY FOR COOLING IN WHAT CAN BE AN OPPRESSIVE ENVIRONMENT AFTER A LONG DAY AT THE BEACH. ONE SENTIMENT THAT



WAS REPEATED DURING THE IN-THE-FIELD SURVEYS AT THE PUBLIC BEACH PARKING IS THAT IT WAS SO HARD TO FIND, AND DRIVERS GENERALLY DIDN'T REALIZE THE LOT WAS THERE UNTIL THEY PASSED IT. A CAREFULLY PLACED, LARGER FOUNTAIN COULD SERVE A DUAL-PURPOSE. IT COULD CREATE AN EASILY SEEN AND IDENTIFIABLE FEATURE THAT WOULD BRING USERS ATTENTION INTO THE SITE. SECONDLY IT COULD CREATE AN IDENTIFIABLE AMENITY OF THE PARK THAT COULD BE A DESTINATION UNTO ITSELF. WITH THE FUTURE ELIMINATION OF THE MINIATURE GOLF AND THE RECENT CLOSING OF THE ADJACENT WATERFUN PARK, THERE HAS BEEN EXPRESSED CONCERN OVER THE POTENTIAL LACK OF "FAMILY-FRIENDLY" SERVICES IN THE TOWN. A

WELL-PLANNED NETWORK OF WATER ELEMENTS LOCATED FROM THE BEACH TO A TERMINUS OF A LARGE, ICONIC FOUNTAIN IN THE LARGER PARK PARCEL WOULD NOT ONLY PROVIDE THIS AMENITY, IT WOULD CREATE A DISTINCTIVE AND FUNCTIONAL FEATURE THAT THE TOWN COULD BOAST AS ONE-OF-A-KIND IN THE REGION. EITHER THE JOURNEY FROM THE PARK TO THE BEACH, OR VICE-VERSA, WOULD CRESCENDO WITH THE ATLANTIC OCEAN ON ONE END, OR THE SIGNATURE FOUNTAIN AT THE OTHER, WITH WATER CONTINUALLY SEEN, HEARD, AND FELT ALONG THE WAY. ENGINEERING OF THE FOUNTAINS COULD PROVIDE FOR SPRAY PATTERNS THAT ARE NOT INTERACTIVE AT ALL DURING THE COLDER MONTHS, ALLOWING FOR THE VISUAL BENEFITS, BUT NOT COMPLETELY MAKING THE PARTS OF THE PARK THAT HOST THESE FACILITIES UNUSABLE.



**F. PLAYGROUND(S):** IN ANOTHER ATTEMPT TO PROVIDE A FAMILY DESTINATION, THERE SHOULD BE *THE* LEADING PLAYGROUND IN THE AREA. THE GREGG RUSSELL PLAYGROUND IN HARBOURTOWN IS ONE OF THE MOST HIGHLY UTILIZED AMENITIES ON THE ISLAND. IF IT WERE BUILT TODAY, ITS LAYOUT WOULD STILL BE ON OR AHEAD OF THE CURVE RELATIVE TO INTEGRATION INTO THE SITE. SINCE ITS CONSTRUCTION, THE EQUIPMENT INDUSTRY HAS BECOME MORE DIVERSE, AND CONSTRUCTION METHODS AND DETAILING HAVE GROWN MORE DURABLE AND SOPHISTICATED.

THE COLIGNY PARK SHOULD FOLLOW THE PRECEDENT SET IN SEA PINES RELATIVE TO ITS RELATIONSHIP TO THE NATURAL RESOURCES, BUT INCORPORATE MORE CONTEMPORARY EQUIPMENT WITH NATURE BLENDING FINISHES, AND A MORE SOPHISTICATED LEVEL OF DETAIL (PERHAPS A TREE STAND INCORPORATES AN OPEN AIR TREE HOUSE, FOR INSTANCE. DRINKING FOUNTAINS ARE MORE AVAILABLE, PUBLIC ART IS INTEGRATED, ETC.)

**G. SHELTERS:** IN ORDER TO SUPPORT PROGRAMMING AND ANY SPECIAL EVENTS, THE PARK SHOULD CONTAIN A HIERARCHY OF SHELTERS, THE FOREMOST BEING IN THE TRADITION OF THE HILTON OCEANFRONT RESORT'S SHOREHOUSE, OR THE PEEPLE'S PAVILION AT HONEY HORN. AN OPEN AIR PAVILION WITH RESTROOMS, A FIREPLACE, A COOKOUT-OYSTER ROAST FACILITY AND THE CAPACITY TO SEAT A SPECIAL EVENT WOULD BE THE



“ALPHA-SHELTER”. IT WOULD BE ATTRACTIVE FOR ANY EVENT, BUT FLEXIBLE ENOUGH TO ACCOMMODATE PICNICKERS OR ANY OTHER PASSIVE USER ON A TYPICAL DAY OF USE. OTHER SHELTERS WOULD BE LOCATED THROUGHOUT THE PARK TO ENJOY A VARIETY OF DIFFERENT ENVIRONMENTS, AND SUPPORT ADJACENT AMENITIES (LIKE A PLAYGROUND, FOR INSTANCE). THESE WOULD BE AT A MUCH SMALLER SCALE IN TERMS OF SIZE, AND SERVICE (LIMITED GRILLING, VERSES A FULL-BLOWN EVENT-GRADE COOKOUT FACILITY). ALL WOULD PROVIDE ONE OF OUR TOWN’S GREATEST COMMODITIES DURING THE TOURIST SEASON: SHADE.



**H. RESTROOMS:** THE COMFORT, SAFETY, AND ENJOYMENT OF PARK VISITORS SHOULD BE THE TOP PRIORITY IN THE SITE’S DESIGN. OUR CURRENT PARKS HAVE DONE A VERY GOOD JOB IN PROVIDING RESTROOM SERVICE IN AN ARCHITECTURAL STYLE THAT MEETS THE HISTORICAL PRECEDENT SET BY THE EARLY DEVELOPMENT OF HILTON HEAD. TO STAND AT WHAT IS, CONCEIVABLY, THE PHYSICAL CENTER OF THE SITE IS TO STAND AT THE CENTER OF A 650’-0” RADIUS CIRCLE. A MAXIMUM SPACING OF 500’ +/- BETWEEN ANY TWO RESTROOM FACILITIES WOULD PROVIDE A SUITABLE LEVEL OF

ACCESSIBILITY WITHOUT WASTING OUR RESOURCES ON OVER-DUPLICATION. RESTROOM FACILITIES COULD ALSO BE INTEGRATED INTO A SHELTER WHEN THEY ARE IN PROXIMITY, TO MINIMIZE THE FOOTPRINT AND IMPACT.

**J. PATHWAYS:** ALL OF THE AMENITIES IN THE PARK WILL INHERENTLY PROVIDE PEDESTRIAN CIRCULATION, AND SHOULD BE DESIGNED TO SEAMLESSLY MOVE USERS FROM ONE AREA OF THE PARK INTO THE OTHER, WITHOUT GIVING THE IMPRESSION OF A DISJOINTED PRODUCT. THE PARK SHOULD ALSO INCLUDE “CLOSED-LOOP” PATHWAYS OF DESIGNATED DISTANCES TO PROVIDE WALKERS AND JOGGERS THE



OPPORTUNITY FOR EXERCISE OR PASSIVE ENJOYMENT OF THE PARK (LAID OUT TO MEANDER THROUGHOUT THE SITE). PATHWAY DESIGN SHOULD ALSO ACCOMMODATE CYCLISTS TRYING TO MOVE PAST OR THROUGH THE PARK. ROUTES THAT TAKE



FASTER MOVING CYCLISTS AROUND THE PARK NEED TO BE IN PLACE, SO THE SERIOUS CYCLIST CAN MOVE WITHOUT ANYONE IMPEDING THEIR PROGRESS, OR THEIR INTERRUPTING SOMEONE’S ENJOYMENT.

THE LOCATION OF ANY GIVEN PATHWAY SHOULD DETERMINE ITS MATERIAL. MORE FORMAL OR HEAVILY DESIGNED AREAS SHOULD MERIT A HIGHER QUALITY MATERIAL THAN THE STANDARD ASPHALT IN OUR PATHWAY SYSTEM, THOUGH ASPHALT MAY BE PRACTICAL FOR PATHWAYS THAT ARE MORE “FUNCTION” THAN “FORM”. MORE NATURAL AREAS MIGHT WARRANT A PERVIOUS MATERIAL SUCH AS CRUSHED OYSTER SHELL.

**K. LIGHTING:** AS ALREADY MENTIONED, THE PARK WILL BE AS MUCH AN ECONOMIC CATALYST AS A RECREATIONAL AMENITY. IF IT IS TO BE A DESTINATION TO LURE PEOPLE TO THE SOUTH END OF THE ISLAND AND EXPLORE THE AREA’S SHOPS AND RESTAURANTS, AS WELL AS THE BEACH, WE CAN’T PULL THE

WELCOME MAT IN AT SUNDOWN. SAFE NIGHTTIME NAVIGATION OF THE PARK FROM CIRCLE CENTER, HERITAGE PLAZA, OR COLIGNY PLAZA SHOULD BE PROVIDED AT ALL TIMES. IF PEOPLE DON'T FEEL SAFE GETTING BACK TO THEIR CARS AT NIGHT, NOT ONLY WILL THEY NOT UTILIZE THE PARKING IN THE AREA, THEY WON'T COME TO THE AREA AT ALL. STRATEGIC PROVISIONS FOR LIGHTING, AND LACK THEREOF, WILL ALSO AID IN DIRECTING PEOPLE WHERE TO GO, AS WELL AS WHERE NOT TO GO IN THE PARK.

SECONDLY, APPROPRIATE LIGHTING OF THE PARK PARCEL, VISIBLE FROM THE STREET WILL BE MORE EFFECTIVE AS A DRAW TO THE AREA THAN ANY SIGNAGE. AS THE PREEMINENT CIVIC SPACE IN HILTON HEAD, AND THE HUB OF AN AREA OF MULTIPLE USES, THE PARK SHOULD HAVE A PREVAILING PRESENCE IN THE PUBLIC REALM BOTH DAY AND NIGHT; ANCHORING THIS AREA OF THE ISLAND, AND WELL-EXECUTED, SUBTLE LIGHTING CAN ACHIEVE THAT. FIRST TIME USERS IN THE AREA WILL KNOW THEY HAVE REACHED A UNIQUE DESTINATION. YOU SHOULDN'T NEED A MONUMENT SIGN TO LET PEOPLE KNOW THEY ARE ARRIVING AT A DISTINCT REGION OF THE TOWN. A TRULY WELL DESIGNED AND CONSTRUCTED DISTRICT IS SELF-EVIDENT.

WHAT SHOULD BE PARAMOUNT IN THE APPLICATION OF ANY LIGHTING OF THE PARK IS ADHERING TO THE LIGHTING PRINCIPLES WE HAVE UTILIZED SINCE THE EARLY DEVELOPMENT OF THE ISLAND.

**L. ART OPPORTUNITIES:** PUBLIC ART WILL ADD A VISUAL AMENITY AND PROVIDE AN ADDITIONAL DRAW TO ANY PARK PROJECT, AND SHOULD BE VIEWED IN TWO WAYS. THE FIRST IS IN WHAT WOULD BE



CONSIDERED "TRADITIONAL" ART PIECES COMING IN THE FORM OF STATUARY, SCULPTURE, OR TEMPORARY EXHIBITS, AND IS TYPICALLY WHAT WE HAVE SEEN IN OUR PUBLIC ART EFFORTS. ART PIECES CAN BE INTEGRATED INTO THE INITIAL PARK DESIGN AS A VISUAL TERMINUS, OR WAY-FINDING FOR EXAMPLE, AND SHOULD BE CONSIDERED FOR SUCH APPLICATIONS.

MOST LIKELY, ART PIECES WILL COME TO THE TOWN THROUGH DONATION OR ACQUISITION OVER TIME, AND SHOULD BE PLACED APPROPRIATELY WHEN THAT TIME COMES. IS



IT PRACTICAL TO DEDICATE AN AREA OF THE

PARK TO A SCULPTURE GARDEN THAT WE TRY TO GO OUT AND FILL?

PROBABLY NOT. BUT AS WE DESIGN ANY AREA OF THE PARK, IT

SHOULD BE KEPT IN MIND THAT PUBLIC ART IS SOMETHING THAT IS RECEIVING A POSITIVE RECEPTION FROM THE COMMUNITY, AND MIGHT VERY WELL BE PLACED IN THE PARCEL IN THE FUTURE.

THE SECOND FORM OF PUBLIC ART THAT SHOULD BE CONSIDERED IS IN THE FORM OF WELL DETAILED AMENITIES AND FURNISHINGS WE WOULD OTHERWISE BE PROVIDING. A BEAUTIFULLY DESIGNED LIGHT FIXTURE, THOUGHT PROVOKING ARCHITECTURE, A COMPELLING FOUNTAIN OR WATER ELEMENT, OR FEATURES DETAILED TO EXHIBIT THE CULTURAL SIGNIFICANCE OF THE AREA ARE ALL AS WORTHY TO BE CALLED PUBLIC ART AS ANY BRONZE STATUE. WHEN THE OPPORTUNITY PRESENTS ITSELF TO USE A HIGHER QUALITY MATERIAL, OR PROCURE ELEMENTS WITH A HIGHER LEVEL OF DETAIL, OR PROVIDE AN EXTRA LEVEL OF DESIGN ATTENTION FOR CONSTRUCTION, WE SHOULD CONSIDER DOING SO, WITHOUT BEING COMPLETELY FISCALLY IRRESPONSIBLE.

## THE *COST* OF THE COLIGNY PARK PROJECT

BEFORE ANY DESIGN IS APPROVED FOR RELEASE TO DETAIL AND SUBSEQUENTLY BID, IT IS IMPORTANT TO TAKE INTO CONSIDERATION ALL OF THE FACTORS THAT COME INTO PLAY ONCE THE RIBBON IS CUT, OTHERWISE THERE IS A GREAT POTENTIAL FOR THE PARK TO BE A DECLINING FACILITY STARTING THE DAY IT OPENS.

**A. THE ECONOMY AND RECOVERY:** A COMPLETELY REASONABLE LINE OF THINKING WOULD BE TO WAIT FOR THE ECONOMIC RECOVERY TO MATERIALIZE WITHIN THE TIMEFRAME OF THE TIF SPENDING TO BEGIN CONSTRUCTION. GIVEN THE TIMELINE REQUIRED TO GO FROM CONCEPTUAL DESIGN TO A BUILDING PERMIT, THIS COULD VERY WELL BE THE CASE. ITS ALSO WORTH CONSIDERING TO RACE THE RECOVERY. AT THE BASEST LEVEL, ITS OBVIOUS THE BIDDING ENVIRONMENT AND COST OF CONSTRUCTION IN THIS LEAN ECONOMY COULD YIELD THE TOWN SIGNIFICANT SAVINGS ON A PROJECT OF THIS SCALE. ADDITIONALLY, HAVING THE COMPLETED PROJECT IN PLACE BEFORE A SIGNIFICANT RECOVERY WILL NOT ONLY HAVE THE REDEVELOPMENT TEMPLATE AND CATALYST ON THE GROUND, IT WILL PROVIDE THE PHYSICAL OPPORTUNITIES AND CONSTRAINTS FOR OTHER PROPERTIES TO REDEVELOP AROUND AS THE PROSPECT BECOMES MORE FEASIBLE. WHAT MIGHT BE HIGHLY RELEVANT TO THAT END IS THE RECENT NEWS OF FOOD LION'S PURCHASE OF BI-LO FOOD STORES. AS PUBLISHED IN THE ISLAND PACKET

*...SOME LOCATIONS ARE LIKELY TO GO DARK AS FOOD LION ABSORBS BI-LO AND LOOKS AT WAYS TO CUT WASTE AND MAXIMIZE ITS RETURN ON INVESTMENT.*

*"WHAT YOU HEAR FROM THE MARKET IS THEY ARE OVERSATURATED AS IT IS IN MOST AREAS," GRIFFITH SAID FROM HER GAINESVILLE, GA., OFFICE. "THERE ARE MORE GROCERY STORES THAN BUSINESS TO GO AROUND. THEY HAVE SOME OVERLAPPING STORES. DEPENDING ON HOW CLOSE THEY ARE, THEY MAY HAVE TO MAKE SOME DECISIONS ON WHAT TO KEEP OPEN."*

IT WOULD BE HIGHLY SPECULATIVE TO SAY WHICH, IF ANY, OF THE TWO ABOVEMENTIONED STORES ON THE SOUTH END WOULD OR COULD CLOSE, BUT GIVEN THEIR PROXIMITY, AND THE FACT THAT ONE IS A TENANT WHERE ANOTHER IS A STAND-ALONE LOCATION, THE PROSPECT OF THE BI-LO STORE CLOSING COULD BE VERY REAL. THIS WOULD LEAVE AN INCREDIBLE AMOUNT OF DARK SQUARE FOOTAGE IN THE PROPERTY ADJACENT TO THE PARK PROJECT. IF A LANDLORD WAS ADJACENT TO THE LEADING PARK PROJECT IN THE REGION, THEY MIGHT BE INCLINED TO REDEVELOP, SHOULD THEIR ANCHOR TENANT VACATE. WERE THEY ADJACENT TO A CONSTRUCTION STAGING AREA, THEY MIGHT BE INCLINED TO FILL THE SPACE WITH THE MOST READILY AVAILABLE OPTION AT WHATEVER PRICE, REGARDLESS OF THE CACHET OF THE TENANT OR THEIR MARKET.

**B. MAINTENANCE:** FOR WHAT WILL UNDOUBTEDLY BE OUR FOREMOST BUILT CIVIC SPACE, THE ONGOING MAINTENANCE OF THE COLIGNY PARK WILL BE ONE OF THE BIGGEST INGREDIENTS FOR ITS SUCCESS. WALT DISNEY REPEATEDLY DRILLED INTO THE OPERATORS OF DISNEY WORLD “IF YOU KEEP IT CLEAN AND IN GOOD REPAIR, PEOPLE WILL ALWAYS RESPECT IT. THE VERY SECOND YOU LET IT DETERIORATE, THEY WILL ONLY MAKE IT WORSE.” THE COLIGNY PARK SHOULD BE THE STANDARD BY WHICH PEOPLE MEASURE OUR PRIORITIZATION OF OUR PUBLIC SPACES, AND SHOULD BE MAINTAINED ACCORDINGLY. A PROJECT OF THIS MAGNITUDE AND LEVEL OF DETAIL SHOULD RECEIVE DAILY MAINTENANCE, OR HAVE A FULL TIME CONTRACT ASSIGNED TO IT JUST LIKE ANY OTHER HIGHLY VISIBLE RESORT AMENITY ON THE ISLAND LIKE HARBOUR TOWN OR SHELTER COVE MARINA. WHILE WE SHOULDN’T DESIGN “THE-BEST-PARK-WE-ARE-WILLING-TO-MAINTAIN”, THE SELECTION OF MATERIALS AND DETAILS SHOULD ALWAYS TAKE UNDER CONSIDERATION LONG-TERM DURABILITY, AND EASE OF MAINTENANCE.

FACILITIES MANAGEMENT’S REQUEST OF A 1,000 SF +/- OFFICE IN THE PARK IS COMPLETELY WARRANTED, AND WOULD PROVIDE AN ONGOING STAFF PRESENCE TO ENSURE THE QUALITY OF THE PARK, AS WELL AS PROVIDE A SECONDARY BENEFIT OF SECURITY AND AN INFORMATIONAL RESOURCE FOR VISITORS. IF THE CURRENT METHOD OF DERIVING A MAINTENANCE BUDGET FOR EACH PARK DOESN’T MEET THE ESTIMATE OUR FACILITIES MANAGEMENT FEELS IT WILL REQUIRE FOR A DAILY MAINTENANCE EFFORT, THEN AN INCREASE SHOULD BE IN ORDER, OR ALTERNATIVE FUNDING SOURCES SHOULD BE CONSIDERED (SEE “ALTERNATIVE FUNDING” BELOW).

MAINTENANCE ALSO HAS A DIRECT LINK TO PUBLIC SAFETY. DETERIORATING PUBLIC SPACES DON’T REAP THE BENEFITS OF A HIGH LEVEL OF USE, AND ONCE THERE IS A VOID OF ACTIVITY AND PUBLIC VISIBILITY, IT ENCOURAGES THE ARRIVAL OF THE CRIMINAL ELEMENT, FURTHER EXACERBATING THE PROBLEM.

**C. PROGRAMMING:** THERE SHOULD BE CONSTANT PROGRAMMING OF THE PARK FROM MAY THROUGH SEPTEMBER FOR RESIDENTS AND VISITORS, AND REGULAR, PERIODIC PROGRAMMING DURING THE OFF-SEASON. THE CURRENT NUMBER ONE USER OF THE BEACH PARKING IS DAY-TRIPPERS FROM THE SURROUNDING AREA. IF THERE IS AN ADDITIONAL COMPELLING REASON BESIDES THE BEACH AND PARK ITSELF TO REPEATEDLY BRING THESE PEOPLE AND THEIR REVENUES TO THE AREA, IT WILL FORTIFY THE USE OF THE FACILITY. THE INCREASED EVENTS WILL ONLY REINFORCE OUR TOURISM-BASED ECONOMY, AND IN ORDER TO GET PEOPLE TO COME TO THE PARK ON ANY OTHER GIVEN DAY WE NEED TO “GET THEM IN THE TENT” FOR THAT INITIAL VISIT. THERE IS NO REPEAT BUSINESS IF NO ONE EVER WALKS THROUGH THE DOOR. PROGRAMMED EVENTS WILL ALSO PROVIDE YET ANOTHER REASON FOR TOURISTS TO VISIT THE AREA FOR THE WEEK, OR FOR THE DAY, AND SERVE AS A REAL REVENUE GENERATOR AND REDEVELOPMENT CATALYST FOR THE AREA.

THE PROGRAMMING OF THE COLIGNY PARK NEEDS TO COEXIST WITH THE TOWN’S EXISTING LOCATIONS. EVENTS AT HONEY HORN ARE EXCELLENT WAYS TO FUND THE FACILITY, BUT IF WE ARE TO INVEST THE SIGNIFICANT CIP FUNDS ON A PARK FOR ECONOMIC REDEVELOPMENT, IT MAKES NO SENSE TO EXCLUSIVELY SCHEDULE SPECIAL EVENTS AT A PLACE WHERE NO ONE IS GOING TO BE SPENDING ANY MONEY. SHELTER COVE HAS THE BENEFIT OF PRECEDENCE, AS IT HAS REALLY BEEN THE LONE LOCATION

CERTAIN SCALE EVENTS CAN BE HELD. IT IS, HOWEVER, REMOTE FROM ANY REAL COMMERCIAL ACTIVITY, OTHER THAN THE MALL. A RESIDENT OR VISITOR IS MUCH MORE LIKELY TO SAY “LET’S GO TO THE FESTIVAL AT COLIGNY PARK, AND STAY FOR DINNER AT STEAMERS”, THAN “LET’S GO TO THE FESTIVAL AT SHELTER COVE AND STAY TO SHOP FOR SLACKS AT BELK”. WHEN THE COLIGNY PARK COMES ON LINE, WE WILL NEED TO RE-EXAMINE HOW WE VALUE OUR SPECIAL EVENTS, SO WE CAN DECIDE TO PLACE THEM IN VENUES THAT CAN SIMPLY FACILITATE, OR THOSE THAT REAP SOME COLLATERAL ECONOMIC BENEFIT. IDEALLY, THE THREE WILL CO-EXIST RATHER THAN MAKE ONE OR ANOTHER OBSOLETE. CREATING NEW EVENTS WOULD BE ONE WAY OF ENSURING THIS. HAVING THE ST. PATRICK DAY PARADE TERMINATE AT THE PARK FOR AN OUTDOOR FESTIVAL IS ONE OPTION. THE PARK WOULD BE AN IDEAL SETTING FOR COUNCIL’S HOLIDAY LIGHTING PROJECT, WITH ITS PROXIMITY TO DOVE STREET.

HOW WE WILL DEVISE THE PROGRAMMING, AND SUBSEQUENTLY MANAGE IT IS A QUESTION THAT NEEDS TO BE RESOLVED. ONE OPTION IS TO CONTINUE TO “CONTRACT” IT OUT TO AN ORGANIZATION LIKE ISLAND REC., OR MAYBE THE CHAMBER OF COMMERCE. ANOTHER OPTION IS TO STAFF IT AS A TOWN POSITION, FOR MORE HANDS-ON CONTROL OF THE TYPE OF EVENTS THAT ARE HELD (A THIRD WILL BE DISCUSSED FURTHER IN “ALTERNATE FUNDING” BELOW).

ULTIMATELY, IT WILL NEED TO BE DETERMINED WHAT THE NATURE OF THE PROGRAMMING WILL BE. IT COULD BE AS SMALL AS A LECTURE SERIES OR A WORKSHOP, A MULTI-DAY FESTIVAL, OR A LARGER CONCERT. THERE IS THE OVERRIDING CONCERN OF INTRODUCING TRAFFIC IN THE AREA FOR LARGER EVENTS, AND WHILE CLOGGING THE AREA SHOULD BE AVOIDED THERE IS THE QUESTION THAT NEEDS TO BE ASKED OF “HOW BADLY DO WE REALLY WANT TO BRING PEOPLE TO THE ECONOMIC MECHANISM THAT IS THE PARK, IF WE DON’T WANT TO ALLOW ANY ADDITIONAL CARS?” THEORETICALLY, IF A LARGE, TRAFFIC-GENERATING EVENT LIKE A CONCERT WAS TO TAKE PLACE AT THIS VENUE, THE DIRECT BENEFICIARY OF IT WOULD BE THE SURROUNDING BUSINESSES, AND AN AGREEMENT SHOULD BE REACHED TO ALLOW THE RECIPIENTS OF THESE COLLATERAL BENEFITS TO ALLOW PARKING ON THEIR SITES. THE PROGRAMMING OF THE PARK PROBABLY WON’T BE EXCLUSIVELY 20 PERSON WORKSHOPS, OR 2000 PERSON CONCERTS, BUT TO RULE EITHER END OF THAT SPECTRUM OUT FOR WHAT WOULD BE A RELATIVELY VERY SHORT TRAFFIC IMPACT WOULD BE UNDERUTILIZING THE PARK FACILITY, AND THE YIELDS IT CAN PRODUCE.

**D. THE STREETS:** THE PARK PROJECT WILL BE THE PSYCHOLOGICAL HUB OF THE COLIGNY WALKING DISTRICT, CHARACTERIZED IN THE LMO AS FOLLOWS

*THE PURPOSE OF THIS DISTRICT IS TO PROVIDE FOR COMMERCIAL DEVELOPMENT WITHIN A COMPACT, WALKABLE ENVIRONMENT WHICH ENCOURAGES PEDESTRIAN MOVEMENT BETWEEN BUSINESSES.*

THE LMO HAS BEEN AMENDED TO GRANDFATHER DENSITY, ALLOW SHARED PARKING, ALLOW FOR MORE PEDESTRIAN SCALED SETBACKS AND OUTDOOR ACTIVITY... AND THE DISTRICT IS LITERALLY BIASECTED BY 100-FOOT-WIDE RIBBON OF LAND UNDER A JURISDICTION WHOSE SOLE PRIORITY IS TO MOVE THE HIGHEST

AMOUNT OF CARS THROUGH THE AREA AS RAPIDLY AND SAFELY AS POSSIBLE. CONSEQUENTLY, THE ENTIRE AREA IS PRIORITIZED FOR AUTOMOBILES. TO A PARCEL, THIS AREA OF THE TOWN COULD BE REDEVELOPED TO WALKABLE STANDARDS, BUT UNTIL THE ROAD IS ALTERED IT WILL NEVER ACCOMMODATE PEDESTRIAN MOVEMENTS. IF WE DESIGN THE PARK TO GUIDE USERS TO 8-FOOT-WIDE BOTTLENECKS IN THE FORM OF CROSSWALKS, THE ASPECT OF THE PROJECT AS A MEANS OF REVITALIZING ADJACENT DEVELOPMENTS WILL FALL SHORT. THERE NEEDS TO BE FREE-FLOW OF PEDESTRIANS FROM THE PARK TO COLIGNY PLAZA, TO HERITAGE PLAZA, TO THE BEACH.

TO ALTER THE STREET PROFILES MEANS GETTING THE APPROVAL OF THEIR OWNER. HISTORICALLY, THE DEPARTMENT OF TRANSPORTATION HAS BEEN LESS THAN RECEPTIVE TO ANYTHING IN THE RIGHT-OF-WAYS THAT HASN'T BEEN PRE-APPROVED BY A LITANY OF MANUALS, OR GOES AGAINST THE PRIORITIZATION OF THE MOVEMENT OF CARS. WHAT GOES ON THE GROUND IN TERMS OF CROSSWALK TREATMENTS, OR LANDSCAPING OR SIGNAGE IS USUALLY THE COINCIDING OF THE ABSOLUTE LEAST THE TOWN FINDS PALATABLE AND THE ABSOLUTE MOST THE SCDOT FINDS APPROVABLE. IF THE REDEVELOPMENT OF THE AREA IS TO PROMOTE PEDESTRIAN USE, THEN THAT IS THE VERY THING THAT NEEDS TO BE PRIORITIZED, AND NEEDS TO TAKE THE FORM OF REDUCED SPEEDS, ALTERNATE PAVEMENTS, NARROWER LANES, AND ALTERNATE SIGNAGE AND LANDSCAPING, JUST TO NAME A FEW APPLICATIONS. THIS WOULD REQUIRE ONE OF TWO ALTERNATIVES

1. ASSUME OWNERSHIP OF POPE AVENUE, WHICH WOULD BE A HUGE DEPARTURE FROM POLICY, BUT PROVIDE THE TOWN THE ABILITY TO DO WHATEVER IT WOULD LIKE IN THE RIGHT-OF-WAY. THIS MIGHT NOT BE FEASIBLE IF IT VIOLATES THE CONTINUOUS ACCESS REQUIREMENT OF THE DOT FOR ALL OF ITS HOLDINGS, BUT THE PARTIAL ASSUMPTION OF OWNERSHIP AND/ OR MAINTENANCE OF THE AREA BETWEEN LAGOON ROAD AND COLIGNY CIRCLE COULD BYPASS THAT. ALTHOUGH THIS DEVIATION DOESN'T HAVE MUCH PRECEDENCE, CONSIDER THAT THE STATE IS PAVING THE AREA BETWEEN CORDILLO AND COLIGNY CIRCLE IN THE NEXT TWO YEARS, SO THE TOWN WOULD ESSENTIALLY BE TAKING OVER A NEW ROAD. ALSO CONSIDER THAT IN THE IMMEDIATE AREA, THE TOWN PAID \$1.2 MILLION OF THE \$1.6 MILLION REQUIRED TO REPAVE SOUTH AND NORTH FOREST BEACH AND COLIGNY CIRCLE, AND CONTINUE TO PAY TENS-OF-THOUSANDS TO MAINTAIN POPE AVENUE TO THE TOWN'S STANDARDS. WHILE \$400,000 IS A SIGNIFICANT AMOUNT OF MONEY FROM THE STATE, THE TOWN SEEMS TO GET THE OVERWHELMING MAJORITY OF THE DETRIMENTS OF OWNERSHIP, BUT NONE OF THE BENEFITS.
2. TAKE ON THE WILL TO NEGOTIATE WITH THE STATE FOR THE ABILITY TO MAKE ALTERATIONS TO THE ROADWAY, EVEN IF IT CONTRARY TO THE BLANKET MANUALS WRITTEN FOR ALL ROADS, REGARDLESS OF USE, LOCATION, OR CONTEXT. THERE ARE CURRENTLY FOUR (4), 13-FOOT-WIDE LANES MOVING CARS THROUGH POPE AVENUE. FOUR (4), 9-FOOT-WIDE LANES WOULD STILL MOVE THE CARS FROM POINT 'A' TO POINT 'B' AT 15-20 MILES PER HOUR AND GIVE A LEVEL OF PRIORITIZATION TO THE PEDESTRIANS WE ARE TRYING TO REDEVELOP THE AREA TO SERVE.

TO STAND IN FRONT OF THE SMOKEHOUSE RESTAURANT AND CONTEMPLATE CROSSING THE STREET TO COLIGNY PLAZA IS A VALIDATION OF THE ISSUE. TO BRING PARK USERS RIGHT UP TO THE PROPERTY LINE AND PROVIDE THE OPPORTUNITY TO CONSIDER NOT CROSSING TO THE AREA'S BUSINESSES WOULD RENDER THE PROJECT A HUGE DISAPPOINTMENT.

#### **E. ALTERNATIVE FUNDING:**

THE COLIGNY PARK PROJECT WAS ONE OF THE MOST AGGRESSIVELY FUNDED PROJECTS IN THE CIP, AND CERTAINLY THE HIGHEST FUNDED PARK PROJECT. HOWEVER, GIVEN THE NATURE OF THE PROPOSED AMENITIES, THE QUALITY OF DETAILS IN CONSTRUCTION, AND THE LEVEL OF SPECULATED MAINTENANCE, SOLICITING ADDITIONAL RESOURCES MIGHT BE CONSIDERED IN ORDER TO MAXIMIZE THE SITE, AND THE POTENTIAL BENEFITS THAT COME WITH IT.

**1. BUSINESS IMPROVEMENT DISTRICT (BID):** ONE POTENTIAL REVENUE SOURCE IS THE CREATION OF A BID. SHOULD IT BE DETERMINED THE IDEA HAS MERIT, THE TOWN WOULD NEED TO IDENTIFY THE LIMITS OF THE DISTRICT, AND HOW THE PARTICIPANTS ARE ASSESSED (PERCENTAGE OF PROPERTY TAX, PERCENTAGE OF SALES TAX, SQUARE FOOTAGE, ETC.). THE REVENUES WOULD BE BENEFICIAL IN FUNDING ONGOING MAINTENANCE AND ONGOING CAPITAL IMPROVEMENTS (I.E. REPLACING SEASONAL PLANTS OR ONGOING FOUNTAIN COSTS). THE BID COULD ALSO BE GIVEN THE RESPONSIBILITY OF PROVIDING PROGRAMMING FOR THE PARK, AS WELL AS FUNDING A SECURITY SERVICE, IF FOUND TO BE NECESSARY. THE DRAWBACKS OF SETTING UP THE BID ARE GETTING BUY-IN FROM THOSE AFFECTED BY ITS CREATION, AND FINDING A COMFORT LEVEL FOR THE TOWN RELATIVE TO HOW MUCH CONTROL IT WANTS TO DELEGATE IN THE DAY TO DAY OPERATIONS OF THE PARK AND ITS PROGRAMMING.

**2. FUNDRAISING "TASK FORCE":** THIS WOULD BE A CITIZEN-DRIVEN FUNDRAISING EFFORT THAT WOULD INCLUDE AREA STAKEHOLDERS, INTERESTED CITIZENS, BUSINESS OWNERS, THE CHAMBER OF COMMERCE, AND ELECTED OFFICIALS. ITS PURPOSE WOULD BE TO FACILITATE THE DESIGN AND CONSTRUCTION OF THE PARK BY MEANS OF OBTAINING PUBLIC PARTICIPATION IN THE PROCESS. ADDITIONALLY THE STAKEHOLDERS WOULD BE CHARGED WITH FUNDRAISING FOR THE PARK'S CONSTRUCTION, A CAPITAL IMPROVEMENTS/ MAINTENANCE ENDOWMENT, OR BOTH. IT PROVIDES A COMMUNITY SIGN-OFF SUPPORTED WITH COMMUNITY DOLLARS. LOGISTICS OF THE FORMING THE GROUP IS THE BIGGEST UP-FRONT CONSIDERATION. INEVITABLY, THE BIGGEST HURDLE TO OVERCOME ISN'T SO MUCH AS WHO IS INCLUDED ON THE TASK-FORCE; IT'S WHO *ISN'T* INCLUDED ON IT. TRYING TO ACCOMMODATE EVERYONE WHO WANTS TO VOLUNTEER TO STEER THESE EFFORTS CAN LEAD TO A SITUATION OF "TOO MANY CHEFS IN THE KITCHEN" AND RESULT IN DIFFERENT INDIVIDUAL'S VISION OF THE EFFORT DROWNING EACH OTHER OUT. IF THE "WHO'S" CAN BE IDENTIFIED, THE "WHEN'S" NEED TO BE WORKED OUT. HOW OFTEN DOES THE GROUP MEET? WHAT GOALS ARE THEY TRYING TO ACCOMPLISH, AND ON WHAT TIMELINE? THE BENEFITS OF WIDESPREAD PUBLIC INPUT SHOULD BE WEIGHED AGAINST THE LOGISTIC IMPLICATIONS THEIR EFFECT ON THE TIMELINE ON THE COLIGNY PARK PROJECT WHEN CONSIDERING THIS OPTION.

**3. NAMING OPPORTUNITIES:** UPON APPROVAL OF A PLAN FOR THE PARK, MAJOR FEATURES CAN BE IDENTIFIED AS OPPORTUNITIES TO HONOR EXTRAORDINARY PEOPLE AND CONTRIBUTIONS THAT HAVE HELPED SHAPE OUR COMMUNITY. PARTIAL OR TOTAL NAMING RIGHTS CAN BE SOLD AT A PREDETERMINED AMOUNT AND THE FUNDS CAN BE USED TO DEFER CONSTRUCTION COSTS, OR TOWARDS ONGOING MAINTENANCE AND REPAIR CONSIDERATIONS. RECOGNITION FOR THE FUNDING SHOULD BE BOTH SITE AND FEATURE SPECIFIC, AND SUBTLE ENOUGH TO PRECLUDE ANYONE MISTAKING IT AS ADVERTISING. A BRONZE PLAQUE COMMEMORATING “FRIENDS OF THE PARK”, OR “THE JOHN Q. SMITH PLAYGROUND” OR “GOLD-LEVEL DONORS FOR THE COLIGNY PARK FOUNTAIN” WOULD BE MORE IN ORDER THAN THE “RESORT QUEST PICNIC PAVILION”.

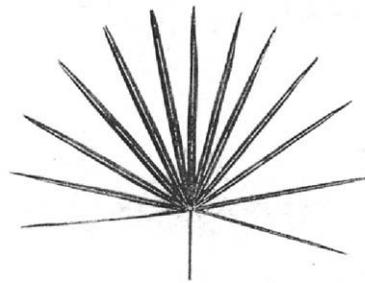
AT A LESSER SCALE, THE SALE OF PAVERS, WHERE APPLICABLE, COULD ALSO RAISE ADDITIONAL FUNDS. ATLANTA’S CENTENNIAL OLYMPIC PARK IS LITERALLY PAVED WITH THE NAMES OF DONATORS, AND THE VETERANS MEMORIAL AT SHELTER COVE PARK ALSO SUCCESSFULLY UTILIZED PAVERS AS FUNDRAISER.

ULTIMATELY THE PARK NEEDS TO TAKE EVERYTHING THAT HAS MADE THE ISLAND SUCCESSFUL, AND PRODUCE SOMETHING THAT IS ENTIRELY NEW TO THE TOWN. IN ORDER TO EFFECTIVELY PROCEED, THE FOLLOWING CONSIDERATIONS NEED EXECUTIVE RESOLUTION:

1. WHEN ARE WE GOING TO BUILD IT, AND ARE WE WAITING ON THE ECONOMY, OR RACING IT?
2. HOW MUCH ARE WE WILLING TO PUT FORWARD TO MAINTAIN IT COMMENSURATE WITH THE WORLD-CLASS-RESORT WE AIM TO BE?
3. HOW ARE WE GOING TO PROGRAM EVENTS IN THE PARK TO KEEP IT A VIBRANT, ACTIVE PLACE TO ATTRACT VISITORS?
4. HOW MUCH ARE WE WILLING TO DO TO MAKE THIS A PEDESTRIAN-FRIENDLY AREA, RATHER THAN A COLLECTION OF DISCONNECTED PARCELS THAT MEET THE LMO’S SITE-SPECIFIC STANDARDS OF WALKABILITY?
5. GIVEN ALL THE ANSWERS OF ALL OF THESE QUESTIONS, HOW MUCH FUNDING ARE WE WILLING TO ALLOCATE TO THE PROJECT, AND ARE WE WILLING TO EXPLORE ALTERNATIVE OR ADDITIONAL FUNDRAISING ALTERNATIVES?

# THE COLIGNY PARK PROJECT- DISTRICT ISSUES

MARCH 2010



TOWN OF HILTON HEAD ISLAND- COMMUNITY DEVELOPMENT DEPARTMENT



# TOWN OF HILTON HEAD ISLAND

## *Community Development Department*

**TO:** Stephen G. Riley, AICP, *Town Manager*  
**VIA:** Teri Lewis, AICP, *LMO Official*  
**FROM:** Mike Roan, *Urban Design Administrator*  
**CC:** Charles Cousins, AICP, *Director of Community Development*  
**CC:** Curtis Coltrane, *Assistant Town Manager-Community Services*  
**DATE:** August 23, 2010  
**SUBJECT:** Coligny/Pope Initiative Area Improvements- Coligny District Issues

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**Recommendation:** Staff recommends that Town Council authorize us to move forward with the concepts included in the “Coligny Park Project – District Issues” document. On July 28, 2010, the Planning and Development Standards Committee voted unanimously to forward to Town Council the two key points presented by Staff with regard to utilizing the Coligny Circle as a pedestrian friendly area, and also to pursue the possibility of taking over the roads from the State.

**Summary:** With Council’s endorsement of the “**Coligny Park Project-Talking Points**” at its 2009 retreat, staff has begun identifying the issues in the area relative to maximizing the project’s impact as a quality space commensurate with a world-class resort, as well as a catalyst for redevelopment of surrounding properties. The issues identified as most pressing are more relevant to the Coligny district, as a whole, rather than specific to the site. Particularly, how the project can help create a community core, or “Downtown” so many groups have identified as lacking on the island, and Council has provided for in the creation of the “Coligny Walking District” zoning classification.

A completely successful redevelopment of the Coligny Park site will definitely make the area a better public space, and a nice place to be, but as a stand-alone project, it probably won’t succeed in creating the walking district we have zoned the area to be. In order to maximize our opportunity for success, the following questions need to be answered

1. To what extent are we willing to alter the streets in the district? In order to make the area a more walkable “Downtown-type” district, various applications would be needed in the street rights-of-way that are historically non-starters to SCDOT. Are we willing to invest time and effort in negotiating these elements, or do we consider taking over some lengths of road altogether?
2. How are we to incorporate the 2-acre Coligny Circle that sits directly in the middle of the area’s three main amenities- the park, the beach, and the shops? As the hub of the area’s biggest draws, are we willing to explore utilizing the circle as an amenity, or continue to inhibit interior access, theoretically creating a sizable obstacle in an area we are trying to make more manageable for pedestrians?

**Background:** The Coligny/Pope Initiative Area Improvements project was identified in the CIP in 2004 as part of the Bridge to Beach-1 Redevelopment Initiative. In 2009, Town Council was provided a document outlining the potential programming and design for the project. Town Council identified the project as one of its Top Priorities for 2010. Staff has subsequently identified issues and opportunities for the project in the adjacent roadways and Town-owned parcels that could potentially increase the effort’s impact on the district overall.

**Attachments:** “The Coligny Park Project- District Issues”- March 2010

AS THE DESIGN OF THE COLIGNY PARK PROJECT BEGINS, SEVERAL QUESTIONS NEED TO BE ADDRESSED OF WHAT NEEDS TO HAPPEN *OFF* THE SITE BEFORE THE TOWN CAN MAKE CONCRETE DECISIONS ABOUT WHAT WILL HAPPEN *ON* THE SITE. IT WOULD BE CARELESS NOT TO MENTION AGAIN THAT THE PRIMARY PURPOSE OF THE PROJECT IS TO PROVIDE AN INCENTIVE AND CATALYST FOR REDEVELOPMENT IN THE AREA, WHILE PROVIDING A PUBLIC AMENITY COMMENSURATE WITH THE WORLD-CLASS DESTINATION AND TOWN WE CONTINUALLY STRIVE TO BE. SINCE WE HAVE IDENTIFIED WHAT WE DO KNOW, IT HELPS US IDENTIFY SPECIFICALLY WHAT WE NEED TO KNOW, AND THAT IS, “HOW CAN WE HELP ENSURE ALL OUR EFFORTS AND RESOURCES WE DEDICATE TO THE SITE ENCOURAGE THE SURROUNDING PROPERTY OWNERS?”



IN “THE COLIGNY PARK PROJECT- TALKING POINTS” DOCUMENT (“*TALKING POINTS*”) REVIEWED AT THE COUNCIL WORKSHOP, ONE TENET THAT WAS REPEATED WAS THE IDEA OF CONNECTIVITY- BEING ABLE TO MOVE THROUGHOUT THE AREA EASILY AND SAFELY TO ENJOY AN EXTENDED TIME OF VISITING THE BEACH, PARK, SHOPS AND RESTAURANTS AS A SINGULAR EXPERIENCE, RATHER THAN BEING IN AN AREA OF DISJOINTED DESTINATIONS REACHED BY CAR WHOSE LONE ELEMENT OF COMMONALITY IS THAT THEY SIT ALONGSIDE ONE ANOTHER. IN DISCUSSING THIS IDEA, IT IS GENERALLY UNDER THE UMBRELLA OF FUNCTION.



PARALLELING THE FUNCTION OF THE AREA IS THE IDEA OF FORM. WHETHER IT BE TOWN STAFF, TOWN COUNCIL, THE MAYOR’S VISIONING TASK FORCE, THE COMPREHENSIVE PLAN COMMITTEE, DESIGN PROFESSIONALS, OR EVERYDAY CITIZENS, THE ABSENCE OF A “DOWNTOWN” OR “MAIN STREET” ON THE ISLAND HAS BEEN DISCUSSED AS FAR BACK AS WE HAVE BEEN DISCUSSING THE BRIDGE TO BEACH REDEVELOPMENT. AS A BUILT PRODUCT, A PUBLICLY ACCESSIBLE, PEDESTRIAN-SCALED AREA WITH DIVERSE SHOPS, ACTIVITIES, AND AMENITIES IS WHAT IS LACKING IN THE TOWN OF HILTON HEAD ISLAND.

WHETHER IT IS THE FUNCTIONAL DISJOINTEDNESS, OR THE FRAGMENTED COLLECTION OF PROPERTIES OF THE AREA, THE COMMON DEFICIENCY IS INTEGRATION. ALL OF THE LAND IN THE AREA SITS TOGETHER AS A COLLECTION OF DEVELOPMENTS, RATHER THAN A COHESIVE DEVELOPED AREA. FURTHERMORE, THE PROBLEM IS COMPOUNDED BY THE FACT IT IS BROKEN UP BY RIGHTS-OF-WAY WHOSE FUNCTIONAL PRIORITY ONLY EXAGGERATES THE SITUATION.

WITHOUT LISTING EACH AND EVERY COMMERCIAL DEVELOPMENT IN THE COLIGNY WALKING DISTRICT, THE



THREE LARGE STAKEHOLDERS IN THE AREA ARE THOSE EAST OF POPE (COLIGNY PLAZA, HERITAGE PLAZA, ET AL), THOSE WEST OF POPE (CIRCLE CENTER/ WILD WINGS), AND THE TOWN'S HOLDINGS IN THE COLIGNY PARK PROJECT AND THE COLIGNY BEACH PARK. ESSENTIALLY, THIS CREATES A "TRIANGULATED" AREA WITH THE BEACH, COMMERCE, AND THE PARK AT THE POINTS. RATHER THAN FOCUS ON HOW WE CAN (RE)DEVELOP A GREAT BEACH, OR GREAT COMMERCIAL SPACE, OR A GREAT PARK, WE NEED TO IDENTIFY HOW WE CAN CREATE A GREAT DEVELOPMENT, INCLUSIVE OF BEACH ACCESS, SHOPS AND RESTAURANTS, AND WORLD-CLASS PUBLIC SPACE- FULLY INTEGRATED AND ALLOWING USERS TO MOVE FROM ONE FUNCTION TO THE OTHER IN A WAY THAT MAKES IT FEEL LIKE A SINGULAR EXPERIENCE. A SINGULAR DISTRICT.

**THE STREET-**

THE LARGEST OBSTACLE IN MAKING THE COLIGNY WALKING DISTRICT AN AREA TRULY DEVELOPED FOR PEDESTRIANS ARE THE SCDOT OWNED AND ADMINISTERED RIGHTS-OF WAY. AS DISCUSSED IN "TALKING POINTS", THE ENTIRE AREA COULD BE REDEVELOPED TO THE SITE SPECIFIC WALKABILITY STANDARDS OF THE LAND MANAGEMENT ORDINANCE, BUT CROSSING THE STREET FROM, SAY, THE OLD SMOKEHOUSE BUILDING TO COLIGNY PLAZA WOULD STILL BE TENUOUS, AT BEST. AT THE VERY LEAST, THE NOTION OF DOING SO IS UNAPPEALING, AND A LIKELY DISINCENTIVE. FOR BEACHGOERS UNFAMILIAR WITH THE AREA, CROSSING SOUTH FOREST BEACH ALONG WITH MOTORISTS UNFAMILIAR WITH NAVIGATING A TRAFFIC CIRCLE CAN BE AN ADVENTURE AS WELL. BUSINESS OWNERS IN THE NORTH FOREST BEACH AREA HAVE ALSO CITED THE DISCONNECT BETWEEN THE 800 OR SO FEET OF STORE FRONTAGE ON BOTH SIDES OF THE STREET AND THE PROVISION OF TWO CROSSWALKS 8-10 FEET WIDE, WITH VISITORS CROSSING THE STREET IN ALL AREAS IN BETWEEN. TO



SPEND THE RESOURCES ON THE PARK AND NOT ENCOURAGE THESE MOVEMENTS WOULD RENDER THE PROJECT A HUGE DISAPPOINTMENT. IF PEOPLE CAN'T EASILY CROSS THE STREETS FROM OUR PARK TO THESE SURROUNDING AREAS, NEITHER CAN THEIR WALLETS. IF IT'S AGREED WE NEED TO FIGURE OUT HOW TO MAKE THIS A REALITY, WE ALSO HAVE TO DECIDE WHERE WE WANT IT TO HAPPEN.

THE “HOW’S” ARE WELL ESTABLISHED IN THEIR USE AND EFFECTIVENESS

- NARROWER LANE-WIDTHS AND REDUCED SPEEDS
- CURB EXTENSIONS TO CREATE PINCH POINTS TO SLOW DRIVERS
- SUBSTANTIAL LANDSCAPING IN THE MEDIANS
- SPECIALTY PAVEMENT TO CREATE AN AUDIBLE AND VIBRATORY ELEMENT TO WARN DRIVERS
- IMPROVED SIGNAGE
- WIDER CROSSWALKS TO FACILITATE A LARGER VOLUME OF USERS CROSSING THE STREET. PEOPLE SLOW OR STOP FOR A FLOCK OF GESE. A SINGLE BIRD HAS TO FLY OUT OF THE WAY.
- CROSSWALK APRONS DESIGNED AS “MINI-PLAZAS” WITH BENCHES, PLANTERS AND SIMILAR APPOINTMENTS TO GIVE A PSYCHOLOGICAL PRIORITIZATION TO PEDESTRIANS
- LIGHTING

THE APPLICABILITY OF ALL OF THESE ELEMENTS CAN BE DISSECTED LATER IN THE PHYSICAL DESIGN OF THE AREA. THEIR ONE COMMONALITY IS THAT THEY ARE ALL PRETTY MUCH NON-STARTERS TO THE SCDOT, WHICH WILL HAVE TO PERMIT ANY OF THEM IN THE RIGHT OF WAY. THIS GETS BACK TO THE POINT



DISCUSSED EARLIER ABOUT HOW FAR WE ARE WILLING TO WORK WITH THE STATE IN IMPLEMENTING SOME FIRST-TIME TREATMENTS TO THE ROADWAY.

HAVING IDENTIFIED THE “HOW’S” WE NEED TO IDENTIFY THE “WHERE’S”. FROM A LANDMARK STANDPOINT, THE COLIGNY WALKING DISTRICT’S CRITICAL ROADWAY CROSSINGS ESSENTIALLY RUN FROM AUNT CHILADAS/ WILD WINGS TO THE NORTH, AVOCET TO THE EAST, THE HOLIDAY INN CURB CUT TO THE WEST AND THE TIP OF COLIGNY BEACH PARK TO THE SOUTH. AT THE VERY LEAST, WE SHOULD PRIORITIZE THE STREET CROSSINGS ADJACENT TO THE PROPERTY LINES OF THE PARK PARCEL. AREAS AND IDEAS TO CONSIDER AND POTENTIAL APPLICATIONS

*1. THE ROADWAY BETWEEN LAGOON ROAD AND COLIGNY CIRCLE:* THIS IS REALLY THE EPICENTER OF THE REDEVELOPMENT EFFORTS IN THIS PART OF THE INITIATIVE AREA. THE INTERFACE OF THE HIGHEST CONCENTRATION OF PUBLIC PARKING AND THE HIGHEST CONCENTRATION OF COMMERCIAL SPACE IN THE DISTRICT. WHETHER PEOPLE HAVE COME BACK FROM THE BEACH TO THEIR CAR, OR THEY HAVE JUST PARKED, THIS IS THE CLOSEST POINT OF CROSSING TO THE COMMERCIAL ACTIVITY.



AS IT STANDS TODAY, THE ONLY WAY TO CROSS THE STREET IN THIS AREA IS A 10'-0" CROSSWALK WHERE POPE AVENUE MEETS COLIGNY CIRCLE. THE POPE AVENUE ROAD PROFILE IS CURRENTLY FOUR (4) 13'-0" LANES AND TWO (2) 4'-0" SHOULDERS WITH A MEDIAN IN BETWEEN. THAT IS 60'-0" OF TOTAL ROADWAY CROSSING WHERE THE SPEED LIMIT IS 35 MILES PER HOUR (MEANING MOST CARS ARE MOVING THROUGH THE AREA AT PROBABLY AROUND 40-45 MPH ANYWAY). HARDLY INVITING FOR AN ABLE-BODIED ADULT, NOT TO MENTION THE ELDERLY, HANDICAPPED, OR FAMILIES WITH SMALL CHILDREN. THE MOST



MARKET STREET- TWO 10' LANES THAT HANDLE A HIGH VOLUME OF CHARLESTON PENNINSULA TRAFFIC DAILY

OBVIOUS SOLUTIONS WOULD BE NARROW THE ROAD AND LOWER THE SPEED, THE FORMER BEING THE MOST IMPORTANT. DRIVERS USUALLY WILL GO AS FAST AS THE LANE WIDTH WILL ALLOW. GREENWOOD DRIVE IS POSTED AS A 20 MPH ROAD BETWEEN THE SEA PINES GATE AND SEA PINES CIRCLE, BUT THE 12'-0" LANES PROVIDE THE WIDTH TO DRIVE AT A SPEED MOST CAN ATTEST IS MUCH HIGHER. BY MINIMIZING THE SHOULDER ELEMENT AND NARROWING THE FOUR LANE WIDTH TO 9-10', WITH A POSTED SPEED LIMIT OF 15-20MPH, WE CAN STILL SERVICE MOTORISTS WITHOUT

SACRIFICING LANES, AND SHORTENING THE TOTAL ROADWAY CROSSING TO JUST AROUND 40'-0". THE RESULTANT 20'-0" OF EXCESS COULD BE APPLIED TO INCREASED LANDSCAPED SHOULDER WIDTHS AS WELL AS THE CENTER MEDIAN. THIS COULD MEAN TWO SHOULDERS UP TO 10'-0" WIDE AND A MEDIAN OF AROUND 20'-0" WIDE, WITH SUBSTANTIAL LANDSCAPING, BENCHES, DIRECTIONAL SIGNAGE, KIOSKS, SPECIALTY LIGHTING, AND OTHER APPOINTMENTS.

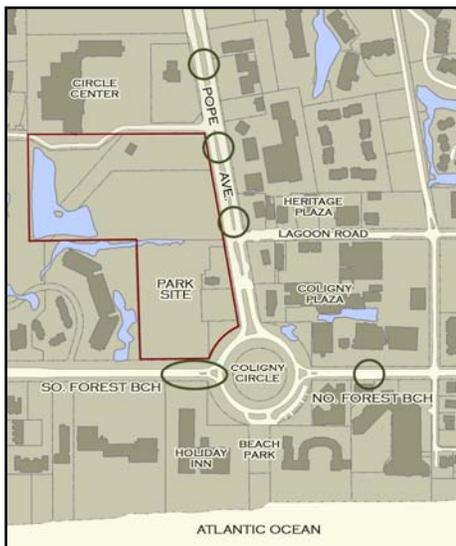
SECONDLY, IF THERE IS ONE AREA IN THE REGION WHERE AN ALTERNATIVE PAVEMENT SHOULD BE EXPLORED, THIS LENGTH OF POPE AVENUE WOULD BE IT. BY TRANSITIONING TO A HIGHER QUALITY AND DIFFERENT MATERIAL, IT PSYCHOLOGICALLY PUTS MOTORISTS AT ATTENTION WITH THE CHANGE. THE PRIORITIZATION OF THIS SECTION OF POPE AVENUE ALSO CREATES A SENSE OF PLACE AND HELPS IDENTIFY THE DISTRICT. THE BOUNDARIES OF THE COMMERCIAL SQUARE FOOTAGE AT THE VILLAGE IN PALMETTO BLUFF ARE ALMOST LITERALLY DEFINED BY THE LIMITS OF THE BRICK STREETS. IT CREATES A SENSE OF ARRIVAL TO A DISTINCT AREA. SECOND STREET HERE ON HILTON HEAD ISLAND UTILIZES A PAVER MORE COMMENSURATE WITH ISLAND DEVELOPMENT. ALTHOUGH IT'S PUBLICALLY ACCESSIBLE, IT MARRIES ITSELF TO THE IDENTITY AND QUALITY OF THE SURFWATCH DEVELOPMENT ON EITHER SIDE OF THE STREET.



THE MANIPULATION OF THE STREET WIDTH, THE UPGRADE IN PAVING MATERIAL THE INSERTION OF BETTER LANDSCAPING, FURNISHINGS AND AMENITIES IN AND ALONG THE ROADWAY WILL HAVE TWO EFFECTS. THE FIRST IS IT CREATES AN AREA ALONG THE ROAD THAT IS DESIGNED AS A HUMANLY SCALED, WALKABLE DISTRICT. IT BECOMES AN AREA WHERE PEOPLE ARE CROSSING FROM PUBLIC TO PRIVATE DEVELOPMENT, AND CARS NEED TO SLOW FOR THE ABILITY TO PASS THROUGH. CARS ARE INVITED OR PERMITTED TO MOVE THROUGH AN AREA CREATED FOR PEDESTRIANS. SECONDLY, BY EXPANDING OUR EFFORTS ACROSS OUR PROPERTY LINE AND ACROSS THE STREET, RIGHT UP TO THE PROPERTY LINE OF COLIGNY PLAZA, WE ARE TAKING THE FIRST STEPS TO INTEGRATING BOTH SIDES OF THE STREET INTO A SINGULAR DEVELOPMENT. A SEAMLESS DISTRICT, RATHER THAN A COLLECTION OF PARCELS. THE PARK NATURALLY CONNECTS TO CIRCLE CENTER, IT ENCOMPASSES BEACH ACCESS, AND NOW IT WOULD CONNECT DIRECTLY TO COLIGNY PLAZA. IT IS ALL INCORPORATED.



**2. RADIATING OUTWARD-** AS YOU MOVE OUTWARDLY FROM THE LAGOON-TO-COLIGNY-CIRCLE LENGTH OF ROAD, THE CONCENTRATION OF DENSITY AND HISTORIC ACTIVITY BEGINS TO DISSIPATE. THE FURTHER THE



DISTANCE FORM THE CONCENTRATION OF PUBLIC PARKING, THE LOWER THE CONCENTRATION OF PEOPLE MOVING AROUND. ALTHOUGH THE VOLUME OF USERS LESSENS ALONG THIS RADIUS, THEIR NEEDS STILL NEED TO BE ADDRESSED. FOR ONE EXAMPLE, IN THEIR CURRENT CONFIGURATION, THE PARCELS THAT ARE CIRCLE CENTER AND AUNT CHILADA'S CURRENTLY DO, AT TIMES, BECOME "POINT A" AND "POINT B" FOR PEDESTRIANS IN THE AREA. THAT MOVEMENT SHOULD BE ACCOMMODATED, AND AN INCREASE IN CROSSINGS NEEDS TO BE PLANNED FOR SHOULD EITHER REDEVELOP. ALTHOUGH ITS CONCEIVABLE THE TOWN COULD CONTINUALLY EXTEND THE TREATMENTS NORTHWARD FROM LAGOON ROAD, DOING SO ANOTHER 500-600 FEET PROBABLY WOULDN'T BE FISCALLY PRACTICAL. WHAT WOULD HAVE REAL VALUE WOULD BE TO USE THE SAME TREATMENTS MENTIONED

ABOVE, AND BUILD THEM IN SECTIONS THAT ARE 20-30' LENGTHS RELATIVE TO THE ROAD. PINCHING THE LANE- WIDTHS DOWN FOR THESE SMALL STRETCHES WILL SLOW MOTORISTS, THE MATERIALS,

LANDSCAPING, AND AMENITIES WILL BEGIN TO ESTABLISH AN EXPERIENCE AND PALETTE THAT PEAKS UPON ARRIVAL TO THE CENTER OF THE DISTRICT. THERE IS A GRADUAL TRANSITION FROM AN AUTOMOTIVE DISTRICT TO A WALKABLE DISTRICT.



THE CROSSWALK BETWEEN WHAT WILL BE OUR MOST AMBITIOUS REDEVELOPMENT PROJECT AND OUR MOST POPULAR BEACH ACCESS

THIS SAME THEORY COULD BE APPLIED ALONG NORTH FOREST BEACH WITH THE INSTALLATION OF AN EXPANDED, INTERMEDIATE CROSSING THAT SLOWS CARS AS PEOPLE MOVE FROM COLIGNY PLAZA TO THE BEACH, OR BEACH MARKET, OR VICE-VERSA. LASTLY, THE SAME APPLICATIONS COULD BE APPLIED TO SOUTH FOREST BEACH. THE SOUTH FOREST BEACH CROSSING WILL CONNECT OUR LARGEST PUBLIC PARKING LOT TO OUR MOST HIGHLY VISITED PUBLIC SPACE (THE BEACH PARK) IN WHAT WE HOPE WILL BE THE TOWN'S CORE WALKING

DISTRICT. TO SAFELY MAKE THAT MOVEMENT, ALL OF THOSE PEDESTRIANS HAVE TO PASS THROUGH AN 8'-0" CROSSWALK. CONSEQUENTLY, PEOPLE CROSS AT ALL POINTS IN THIS LENGTH OF SOUTH FOREST BEACH, AND ITS REASONABLE TO ASSUME THIS WILL ONLY GET WORSE AS THE AREA GETS MORE POPULAR. A PRACTICAL SOLUTION WOULD BE TO EXTEND THE EXISTING MEDIAN TOWARDS, AND UP TO THE AREA OF THE CURB-CUT FOR THE HOLIDAY INN, USING THE TREATMENTS OUTLINED ABOVE, AND CREATING A CROSSING AREA THAT CAN ACCOMMODATE THE ANTICIPATED VOLUME, AND GIVING PRECEDENCE TO PEDESTRIANS IN A TRUE WALKING DISTRICT.

**COLIGNY CIRCLE:**

THERE HAVE HISTORICALLY BEEN TWO SCHOOLS OF THOUGHT ON THE CIRCLE AND THE REDEVELOPMENT OF THE AREA. THE FIRST IS THE POLICY THAT WE DO NOT EVER ENCOURAGE PEDESTRIANS TO CROSS AT/ THROUGH OUR TRAFFIC CIRCLES. THE NATURE OF THE ROADWAY AND THE SHEER LINEAR FOOTAGE FOR CROSSING HAVE A DANGEROUS POTENTIAL. THE SECOND WAY OF THINKING CAME OUT PRIMARILY IN THE ORIGINAL BRIDGE TO BEACH CHARENTTES. INCORPORATE THE CIRCLE AS A MEANS OF IMPROVED CONNECTIVITY THROUGH THE AREA AND AN EXPANSION OF THE PUBLIC SPACE IN THE DISTRICT. GIVEN THE FORMER OF THE TWO BELIEFS IS WELL ESTABLISHED, CONSIDER THE FOLLOWING ARGUMENTS FOR THE LATTER

- THE MARITIME FOREST THAT WAS LEFT BEHIND IN THE CIRCLE IS ONE OF THE GREAT AMENITIES OF THE AREA, AND DISTINCT TO THE ISLAND. MOST OF THE BEACH COMMUNITIES IN THE AREA LEFT LITTLE TO NONE OF THIS VEGETATION IN THEIR DEVELOPMENT, AND OUR OCEANSIDE OAKS ARE UNIQUE TO THE ISLAND. THE WALKWAY BETWEEN THE SOUTH FOREST BEACH CROSSWALK AND THE COLIGNY FOUNTAIN HAS BEEN ONE OF THE BEST RECEIVED



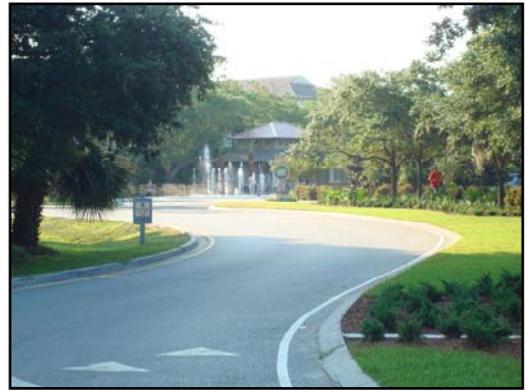
ELEMENTS OF THE SITE'S REDEVELOPMENT. WHAT WAS ONCE AN AREA TO DRIVE AND PARK NOW COMPELS USERS TO MEANDER THROUGH THE LIVE OAKS. THE AREA IS EXPERIENCED AT A HUMAN PACE. THE LANDSCAPING AND BENCHES THAT AUGMENT THE AREA MAKE THIS PART OF THE PARK A DESTINATION ITSELF. AS IT EXISTS, THIS SAME ENVIRONMENT ON THE INTERIOR OF THE CIRCLE IS MEANT TO BE EXPERIENCED SOLELY AT ITS PERIMETER, AT 35 MPH, AND THROUGH PERIPHERAL VISION. WHAT COULD BE A DISTINCTIVE SPACE AND EXPERIENCE FOR USERS, BOTH LOCAL AND TOURIST, IS BYPASSED AND NOT UTILIZED TO ITS FULL POTENTIAL

- ANY MOVEMENT THROUGH THE AREA INVOLVING THE BEACH AS A BEGINNING OR A DESTINATION REQUIRES MOVEMENT AROUND THE CIRCLE. ITS CONSIDERABLE SIZE MAKES IT AN IMPEDIMENT PHYSICALLY, VISUALLY AND PSYCHOLOGICALLY. ALLOWING PEOPLE TO MOVE THROUGH THE CIRCLE MAKES IT AN AMENITY, RATHER THAN AN OBSTACLE. AT A MAXIMUM, PROVIDING ONE CROSSING BETWEEN POPE AND SOUTH FOREST BEACH (PARK TO CIRCLE), A SECOND AT THE BEACH PARK (BEACH TO CIRCLE), AND A THIRD AND FINAL CROSSING BETWEEN NORTH FOREST BEACH AND POPE (CIRCLE TO COLIGNY PLAZA) WOULD COMPLETELY ACCOMPLISH THE GOALS OF CONNECTIVITY.



- DEVELOPMENT INSIDE THE CIRCLE WOULD BE LIMITED TO A PATHWAY SYSTEM. THE AT-GRADE BOARDWALK DETAIL WE HAVE USED IN THE FIRST PHASE OF REDEVELOPMENT WOULD INTEGRATE INTO THE ENVIRONMENT VERY WELL, AND THE FOOTPRINT IS ONLY 12'-0" WIDE. THE DISTURBANCE WOULD BE MINIMAL, AND SINCE THE CIRCLE'S HIGHEST ELEVATIONS ARE ON THE BACK OF THE CURB, MOST OF THE CONSTRUCTION WOULD TAKE PLACE ABOVE GRADE
- CROSSING IS A COMPLETELY CONTROLLABLE ELEMENT, GIVEN THE DEPTHS OF THE SHOULDERS IN THE PROPOSED AREAS. EXTENSIVE LANDSCAPING, BOLLARDS, ARCHITECTURAL GATEWAYS, ETC. WOULD NOT ONLY DIRECT PEDESTRIANS TO WHERE WE WANT THEM TO CROSS, THEY COULD COMPLETELY PREVENT THEM FROM CROSSING WHERE WE DON'T. THIS INCORPORATES THE SAME TYPES OF ELEMENTS DISCUSSED FOR POPE AVENUE. TO THAT SAME END, WE NEED TO PROVIDE CONSISTENCY IN THE NOTION OF PROVIDING AN AREA FOR WALKABILITY FIRST, AND DRIVABILITY SECOND. IF WE SLOW DOWN CARS ON POPE AND THE FOREST BEACH STREETS, BUT ALLOW UNENCUMBERED MOVEMENT AROUND THE CIRCLE, DRIVERS WILL INEVITABLY SPEED UP THE SECOND THEY ARE GIVEN THE OPPORTUNITY, ONLY TO HAVE TO IMMEDIATELY SLOW DOWN ONCE THEY EXIT THE CIRCLE AGAIN. BY PROVIDING THREE REGULARLY SPACED PINCH POINTS FOR CROSSING, WE CAN KEEP AUTOMOTIVE SPEEDS DOWN WITHOUT COMPLETELY CHANGING THE ROAD PROFILE.
- THE OPPOSING ARGUMENT IS THAT ALLOWING PEOPLE TO WALK THROUGH THE CIRCLE WILL ENCOURAGE THEM TO DO THE SAME AT ALL OUR TRAFFIC CIRCLES. PEDESTRIANS ARE A LOT LIKE WATER, AND WILL ULTIMATELY FOLLOW THE PATH OF LEAST RESISTANCE. IF WE ARE CREATING A

WALKABLE AREA THAT ENCOURAGES PEOPLE TO LEAVE THEIR CAR BEHIND AND EXPLORE THE DISTRICT, THEY WILL INEVITABLY FIND THE SHORTEST DISTANCE BETWEEN “POINT A” AND “POINT B”. THE CIRCLE CAN OPERATE AS AN ONGOING ATTRACTIVE NUISANCE OR WE CAN MAKE THE PROVISION FOR SAFE CROSSING AND SAFE MOVEMENT THROUGH THE INTERIOR. TO A LIMITED EXTENT, PEOPLE ARE MOVING THROUGH THE CIRCLE ALREADY. THE ONLY OTHER COMPARABLE CIRCLE ON THE ISLAND IS SEA PINES CIRCLE, AND DESPITE THAT IT WAS UNDER BRUSHED, MANICURED, AND DETAILED TO PARK STANDARDS, COMPLETE WITH A 9-11 MEMORIAL, AN INCREASE IN CROSSINGS HAS BEEN IMPERCEPTIBLE. AGAIN, THIS COULD VERY WELL BE BECAUSE THE SURROUNDING AREA IS THE ANTITHESIS OF WALKABLE, THE VERY THING WE ARE TRYING TO CREATE AT COLIGNY.



COMPLETELY SEPARATE FROM COLIGNY CIRCLE’S ROLE RELATIVE TO FUNCTION IS THE ROLE IT PLAYS TO THE DISTRICT VISUALLY. THE INTERIOR OF THE CIRCLE IS ABOUT 2 ACRES, MAKING IT ONE OF THE LARGER PARCELS IN THE BRIDGE TO BEACH CORRIDOR. GIVEN ITS CENTRAL LOCATION IN THE DISTRICT WE ARE CREATING, IT’S LIKE THE PROVERBIAL 800 POUND GORILLA IN THE MIDDLE OF THE ROOM. IF YOU ARE IN THE PARK PARCEL, ITS THERE. IF YOU ARE AT COLIGNY PLAZA, ITS THERE. THE SAME AT THE BEACH PARK. IT’S THE ONE CONSTANT IN THE AREA.



THAT BEING SAID, IT CAN SERVE AS A HUB OF BUILT DETAILS THAT UNIFIES THE ENTIRE AREA. REGARDLESS OF THE EXISTENCE OR LACK OF ANY INTERNAL FUNCTION, DETAILING AT THE PERIMETER CAN VISUALLY TIE TOGETHER MULTIPLE PARCELS AND DEVELOPMENTS. THE PALETTE OF MATERIALS AND DETAILS AT THE BEACH PARK HAS BEEN WELL RECEIVED, AND SUCCESSFULLY SERVED AS THE PRECEDENT OF WHAT WE CAN CARRY THROUGHOUT THE AREA. THESE DETAILS SHOULD BEGIN UPON ENTRY TO POPE AVENUE WHERE DIRECTIONAL SIGNAGE TAKES VISITORS TO THE BEACH. THEY SHOULD STAY CONSISTENT DOWN THE BRIDGE TO BEACH 1 CORRIDOR, INCREASING IN FREQUENCY AS YOU MOVE TOWARDS OUR REDEVELOPMENT EFFORTS, WITH A CRESCENDO AT THE COLIGNY CIRCLE AREA. IN ITS MOST AGGRESSIVE FORM, THIS COULD BE SOMETHING ALONG THE LINES OF AN APPROPRIATELY SCALED CLOCK TOWER,



SOMETHING THAT CAN BE PICKED UP BEFORE ARRIVAL AND SERVE AS AN ENTICEMENT TO COME TO THE AREA. IT CAN TAKE THE FORM OF THE ARCHITECTURAL GATEWAY CROSSING ELEMENTS DISCUSSED ABOVE, OR AS SIGN STANDARDS TO CONSOLIDATE THE UTTER GLUTTONY OF TRAFFIC SIGNS AROUND THE CIRCLE. ALL OF THESE IMPROVEMENTS WOULD BE DEDICATED TO THE PERIMETER, SO NATURAL RESOURCE IMPACT WOULD BE NEGLIGIBLE. DONE CORRECTLY, AT ANY POINT AROUND THE PERIMETER OF THE CIRCLE THE MIND PICKS UP “THAT’S THE SAME DETAILING AT THE BEACH PARK...OR THE LARGER PARK...OR IN THE DIRECTIONAL SIGNAGE...OR CROSSWALKS”. THE CIRCLE’S LOCATION AND PROMINENCE IN THE AREA CAN MAKE IT THE ANCHOR IN CREATING AN ARCHITECTURAL IDENTITY ACROSS THE ENTIRE DISTRICT.

A COMPLETELY SUCCESSFUL REDEVELOPMENT OF THE COLIGNY PARK SITE WILL DEFINITELY MAKE THE AREA A BETTER PUBLIC SPACE, AND A NICE PLACE TO BE, BUT PROBABLY WONT SUCCEED IN CREATING THE WALKING DISTRICT WE HAVE ZONED THE AREA TO BE. AS A RESULT, IT WOULD MOST LIKELY FALL SHORT IN CREATING THE DOWNTOWN/ MAIN STREET DISTRICT SO MANY DIFFERENT GROUPS HAVE CITED AS LACKING AND NEEDED, AS WELL. IN ORDER TO MAXIMIZE OUR OPPORTUNITY FOR SUCCESS, THE FOLLOWING QUESTIONS NEED TO BE ANSWERED

1. TO WHAT EXTENT ARE WE WILLING TO ALTER THE STREETS IN THE DISTRICT? IN ORDER TO MAKE THE AREA A MORE WALKABLE “DOWNTOWN-TYPE” DISTRICT, VARIOUS APPLICATIONS WOULD BE NEEDED IN THE STREET RIGHTS-OF-WAY THAT ARE HISTORICALLY NON-STARTERS TO SCDOT. ARE WE WILLING TO INVEST TIME AND EFFORT IN NEGOTIATING THESE ELEMENTS, OR DO WE CONSIDER TAKING OVER SOME LENGTHS OF ROAD ALTOGETHER?
2. HOW ARE WE TO INCORPORATE THE 2-ACRE COLIGNY CIRCLE THAT SITS DIRECTLY IN THE MIDDLE OF THE AREA’S THREE MAIN AMENITIES- THE PARK, THE BEACH, AND THE SHOPS? AS THE HUB OF THE AREA’S BIGGEST DRAWS, ARE WE WILLING TO EXPLORE UTILIZING THE CIRCLE AS AN AMENITY, OR CONTINUE TO INHIBIT INTERIOR ACCESS, THEORETICALLY CREATING A SIZABLE OBSTACLE IN AN AREA WE ARE TRYING TO MAKE MORE MANAGEABLE FOR PEDESTRIANS?