



**The Town of Hilton Head Island
Planning & Development Standards Committee
Regular Meeting
Wednesday, July 28, 2010 4:00 p.m.
Benjamin M. Racusin Council Chambers**

AGENDA

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

- 1. Call to Order**
- 2. 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.
- 3. Approval of Minutes - Regular Committee Meeting of June 23, 2010**
- 4. New Business**
 - a) Potential Lowcountry Fair at Honey Horn to benefit the Boys & Girls Club
Presented by: Heather Colin
 - b) Proposed Amendment to LMO Section 16-4-1305, Auto Sales
Presented by: Nicole Dixon
 - c) Direction on Coligny Area Plan
Presented by: Mike Roan
- 5. Adjournment**

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

**THE TOWN OF HILTON HEAD ISLAND
REGULAR PLANNING & DEVELOPMENT STANDARDS COMMITTEE MEETING
Benjamin M. Racusin Council Chambers**

Date: Wednesday, June 23, 2010

Time: 4:00pm

Committee Members Present: Chairman Bill Ferguson, Drew Laughlin and John Safay

Committee Members Absent: None

Council Members Present: Mayor Tom Peeples

Town Staff Present: Jill Foster, Community Development Department Deputy Director
Charles Cousins, Community Development Department Director
Joheida Fister, Fire Marshal; Brian Hulbert, Town Attorney
Teri Lewis, LMO Official; Bob Klein, Building Official
Heather Colin, Development Review Administrator

1) CALL TO ORDER

2) 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.

3) APPROVAL OF MINUTES

Mr. Safay made a **motion to approve** the May 26, 2010 minutes as presented. Mr. Laughlin **seconded** the motion and the motion **passed** with a vote of 3-0-0.

4) COMMITTEE BUSINESS

None

5) NEW BUSINESS

Property Maintenance Code Direction

Ms. Jill Foster made the presentation on behalf of staff. Staff is requesting direction on the approach described in the staff's memo (to Town Council, dated May 28, 2010) on Community Appearance Standards related to drafting a property maintenance ordinance. The staff recommends the following:

- (1) Town Council amends Municipal Code Title 9 (Health & Sanitation) to revise the definition of "public nuisance" and add new language to include specific sections of the International Property Maintenance Code that capture the concerns of Town Council. These additions would regulate the minimum conditions and the responsibilities of persons for maintenance of a structure, equipment and exterior property, whether inhabited or uninhabited, safe or unsafe.
- (2) Town Council amends Land Management Ordinance (LMO) Chapter 8 (Violations and Enforcement) to strengthen our ability to use development permits as an enforcement tool.

If Town Council agrees with the staff's recommended approach, it is the staff's intention to have these code amendments before the Planning & Development Standards Committee in September.

At its 2009 annual workshop, Town Council discussed the lack of maintenance to existing non-single family development and the negative impact this can have on the community.

Some of the items discussed were commercial buildings in disrepair, parking lots and driveways with pot holes, tattered awnings, and buildings that need to be painted. This discussion also included thoughts on limiting such a role by the Town to the most visible areas on the Town. In January 2010, Town Council adopted a goal “*Commercial Appearance-- Town Role and Direction* as part of their Policy Agenda for 2010: Targets for Action.

Codes do exist to regulate unsafe, uninhabited structures. It is staff’s intention to fill the ‘gap’ left from these ordinances by providing code that will regulate maintenance of safe, inhabited structures, property and exterior equipment.

What other communities are doing:

The International Property Maintenance Code is used in many communities to address the appearance and maintenance of private development and to address safe, inhabited buildings and property. This Code is an elective Code from the International Codes Council and can be adopted in addition to other Building Codes. The Cities of Myrtle Beach, Greenville and Beaufort have adopted the complete International Property Maintenance Code covering all residential and nonresidential structures and include enforcement actions involving tickets and placing liens on the property if the City has to abate the situation. Ann Arbor, Michigan has adopted only certain sections of the International Property Maintenance Code to regulate only existing and future residential rental structures. Enforcement procedures include tickets and injunctions, with liens on the property during abatement situations. The Town of Bluffton has created its own limited property maintenance code to regulate only unsafe/uninhabited buildings, with tickets and liens as enforcement mechanisms. Charlotte, North Carolina has created its own property maintenance code for all non-residential structures, vacant or inhabited, with tickets and liens on the property as enforcement tools. Beaufort County does not appear to have any type of maintenance code.

Adopt regulations for non-single family uses only:

Town Council’s discussion at their workshop appeared to suggest that their desire was to regulate the appearance or maintenance of everything except stick built and manufactured homes. Therefore, Staff discussed with the Town Attorney limiting any regulation to all land uses except for stick built and manufactured homes. He advised that such a limitation could be done.

Adopt part or all of the International Property Maintenance Code

The International Property Maintenance Code regulates the “*minimum conditions and the responsibilities of persons for maintenance of structure, equipment and exterior property.*” This Code is used to address sanitation, grading and drainage, sidewalks and driveways, weeds, exhaust vents, accessory structures, motor vehicles, and defacement of property, exterior walls, roofs and drainage, decorative features, stairways, decks, porches, chimneys, handrails, glazing, insect screens, and building security features.

This Code covers a great deal more than what Town Council discussed at their workshop. The staff does not believe that Council had a desire to regulate things such as weeds or window glazing. Further the

enforcement of this Code in other communities has lead to the governing authority becoming involved in disputes between renters and landlords.

Thus the staff investigated the potential to adopt just a portion of the Code. The Town Attorney advised the staff that it would not be problematic to adopt just a portion of this Code.

Areas of possible regulations to be kept in a clean, safe and sanitary condition and in good repair and working order could be the following:

- grading to prevent the erosion and accumulation of water;
- sidewalks, driveways, drive aisles, parking spaces, streets, & access easements;
- accessory structures such as fences and walls;
- unsafe or deteriorating structural members, foundations or walls, roofs & drainage, overhang extensions, decks, porches, floors, balconies, towers, handrails, guards, windows, skylights, door frames, torn insect screens; stairs or chimneys; rotting masonry or siding joints; loose cornices, trim, veneer or other decorative features;
- exceeding nominal loads of structural members or walls;
- equipment such as outside heating/air equipment, electrical wiring or devices, flammable liquid containers or other equipment on the premises;
- protective treatment (cracking surface materials; peeling paint; leaking windows or skylights; rusting metal surfaces);
- restoration of any exterior surface destroyed or damaged with graffiti, carving or other markings.

Adopt regulations over part of the Island or over its entirety

The staff recommended placing regulations over the entire Island by amending Title 9 (Health & Sanitation) of the Municipal Code. This Title covers the entire jurisdictional boundary of the Town and includes chapters on public nuisance; garbage and trash; and uninhabited, unsafe buildings/structures. Additions to this Title could include new language on *Maintenance and Aesthetics* and would specify parts of a property maintenance code that capture the concerns of Council. Staff recommends amending this Title, as enforcement of this Title is more equitable and better distributed throughout the Island (as opposed to using specific zoning districts or the corridor overlay district which leave enforcement gaps in areas of similar land uses as their neighbors).

Staff also recommends amending LMO Chapter 8 (Violations and Enforcement). Maintenance issues are not addressed in the LMO. The LMO regulates sites that are under development or redevelopment. To strengthen our ability to enforce maintenance and aesthetic issues on previously approved developed/redeveloped sites, Staff recommends adding an amendment to the LMO that requires maintenance of any approved site plan or development approval. This amendment would address any Town-approved development or redeveloped site. However, it would not capture any site approved prior to the incorporation of the Town.

Enforcement Issues

Upon consultation with the Town Attorney, the staff recommended that the Municipal Code be revised to provide more enforcement mechanisms. If these recommended changes are made by Town Council, the Municipal Code and the Land Management Ordinance would have the same enforcement mechanisms:

1. **Issue tickets.** This is a commonly used method by the Town and other municipalities. It is considered a misdemeanor which is tried as a criminal matter with a higher burden of proof ('beyond a reasonable doubt') as opposed to using civil remedies which require a lower standard of proof ('more likely than not'). Drawbacks to this method are misdemeanors may be entitled to jury trials, thus taking more time and cost to try, and we are still faced with meeting the higher burden of proof.
2. **Withholding any approvals or permits.** This would most likely apply to phased projects where part of a development is completed but other work has ceased, resulting in deterioration of any unfinished structures. Additional building applications on the site could be withheld until the unfinished work is completed. A drawback to this method is that the entire project could take longer to complete, and it addresses only those projects with active permits. This method is not applicable to strictly a maintenance situation in an existing development. A revocation of a certificate of occupancy would be an enforcement method for an existing development.
3. **Issuance of stop work orders against any work undertaken without proper approval or permit or in violation of the Code.** This ensures that the work to be done is reviewed for code compliance. See #2 above for similar situations and drawbacks.
4. **Bringing an action for an injunction to prevent the violation and/or to prevent the occupancy or use of any site or structure involved in the violation.** For those violations which are truly dangerous and unsafe, such immediate and drastic action as seeking an injunction is appropriate if an owner refuses to take action. Injunctive relief, while requiring the filing of a civil summons and complaint, allows fairly quick access to a trial court.
5. **Bring an action for injunction or mandamus to abate a violation.** Similar issue as described in #4 above.

As always, these methods are a matter of degree. A ticket and a fine may be appropriate for a case of peeling paint or a torn awning. However, an injunction is appropriate when faced with a dangerous or extremely unsightly appearance, where tickets and other enforcement mechanisms are unsuccessful in achieving the desired result.

Also, if the Town decides to abate the nuisance because the property owner refuses, our Code allows us to place a lien on the property. However, the Town might not see any monetary return on its action for a lengthy timeframe. Also, in an abatement situation, the Town would need to determine of which situations they would abate with staff time and effort and taxpayer's money. For example, the Town could choose to not abate a situation involving torn awnings or peeling paint, but could choose to abate an unsafe situation such as a road full of potholes or a building with unsafe conditions.

Mr. Laughlin stated that he believed the original intent was on the "appearance from the street" and that we should probably not be going beyond commercial properties. Mr. Laughlin stated that we also probably do not want to involve ourselves with the interior of structures that are considered safe and habitable. Mr. Safay agreed with these statements. Mr. Safay asked Ms. Foster to make sure that the issue of unsightly weeds (particularly related to the front of commercial property) is addressed in addition to the issue of tattered awnings. Mr. Ferguson and Ms. Foster discussed the regulation of residential property versus commercial property. The Committee and Ms. Foster also discussed the load issue (as related to sagging roofs, a cracked foundation, etc.).

Mr. Bob Klein presented statements in regard to this issue. The Committee and the staff discussed the aesthetics versus engineering components that are involved. The Committee requested that the amendments concentrate on aesthetic issues rather than structural or load issues.

The Committee and the staff discussed the concern of runoff and leaks (and how to monitor this issue without checking the interior of the building).

Mr. Laughlin stated that the Code should be primarily concerned with “appearances from the road”. We should be more limited to what is visible from the corridors – and maybe limited – to commercial structures. We should not be concerned with what is going on in peoples’ homes. A “light touch” in enforcement will be initially required.

Ms. Joheida Fister presented statements in regard to the inspection of multi-family property. Mr. Safay stated that single-family homes (i.e. stick built) should be excluded from the Code. Commercial buildings and multi-family buildings (which can be considered commercial property) should be included. Mr. Safay stated that the Code should be enforced Island-wide.

Ms. Foster and the Committee then discussed the issues of land use, jurisdiction, and the LMO aspect (with regard to the property maintenance code). At the completion of the staff’s presentation, and discussion by the Committee, Chairman Ferguson requested public statements.

Mayor Tom Peeples stated his appreciation to the staff and the Committee that this issue is moving forward. The Mayor stated that he believes the Code should cover multi-family property and commercial property on an Island-wide basis. We need to tread lightly, but still have a mechanism to get things done when we need to. The Mayor stated that we should stay away from load issues (resulting in such things as a sagging roof). Leaky windows and leaky sky lights are another issue that should be avoided. The goal is to have property that is reasonably maintained (with no craters in the parking lot, that type of example). We want people to be on board – but we need to be careful with enforcement. Things like peeling paint, and a torn screen probably should be eliminated from the list.

Mr. Safay stated that we need to consider adding language such as “excessive amounts” of things like peeling paint, torn screens, etc. Finally, the Committee discussed the issues of “multi-family” and an “Island wide” approach. The approach will need to be properly balance so as not to get out of hand.

Brian Hulbert, Esq., presented statements regarding the legality of enforcement on behalf of Code Enforcement. Mr. Hulbert stated that the Committee should receive a copy of the current Maintenance Code for their review. At the completion of the discussion, Chairman Ferguson requested that a motion be made.

Mr. Safay made a **motion** that the Planning & Development Standards Committee recommends forwarding the Property Maintenance Code memo to Town Council as stipulated at today’s meeting and including the Mayor’s comments. Mr. Laughlin **seconded** the motion and the motion **passed** with a vote of 3-0-0.

6) ADJOURNMENT

The meeting was adjourned at 5:15pm.

Submitted By:

Approved By:

Kathleen Carlin
Administrative Assistant

Bill Ferguson
Chairman



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Planning & Development Standards Committee
VIA: Teri Lewis, *AICP, LMO Official*
FROM: Heather L. Colin, *AICP, Development Review Administrator*
CC: Charles Cousins, *AICP, Director of Community Development*
CC: Curtis Coltrane, *Assistant Town Manager-Community Services*
DATE: July 15, 2010
SUBJECT: Recommendations on 'Fairs, Carnivals and Public Gatherings'

Recommendation: Staff recommends that the Planning & Development Standards Committee make a recommendation to Town Council on whether or not staff should draft an LMO (Land Management Ordinance) Amendment to accommodate the Low Country Carnival as described below.

Summary: The Boys and Girls Club have inquired with Town Staff the possibility of holding a carnival event for several days at Honey Horn. Due to the time consuming and costly set-up for the event, the duration of the event is proposed for a minimum of one week with a two week maximum. The LMO would not allow this type of activity as planned because of the location and the duration. Staff requests direction whether or not we should move forward with proposed changes to the LMO to allow for more flexibility to allow this type of use on certain properties or zoning districts with specific conditions.

Background: The LMO allows, 'Fairs, Carnivals and Public Gatherings' as a temporary use under certain conditions.

Sec. 16-4-1504. Fairs, Carnivals and Public Gatherings. 'Fair, carnivals and other major public gatherings are allowed for up to three consecutive days on sites associated with an adjacent institutional use. No more than two such events are allowed per calendar year.'

The use as proposed does not meet this requirement because it is not associated with an adjacent institutional use (church or school) and it is proposed for longer than three days. Variances are not allowed for use conditions. Therefore, the only way to provide flexibility for this requirement is to revise the LMO accordingly.

Fairs and carnivals are also addressed as a permanent use in the LMO in Sec. 16-4-1213.C.4.b. 'Theme park, amusement park, boardwalk, or midway type attractions such as rides, bumper cars, go-cart tracks, game booths and all other similar attractions are only allowed inside completely enclosed buildings and are classified as Indoor Entertainment.'

This also does not allow the type of outdoor carnival that is proposed and is limited to certain zoning districts which do not include Honey Horn which is PR, Parks and Recreation.

July 19, 2010



BOYS & GIRLS CLUBS
OF THE LOWCOUNTRY, INC.

Mr. Tom Peeples
Mayor
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

Dear Mr. Peeples,

This letter is a proposal for a special event, the "Lowcountry Fair" that the Boys & Girls Clubs of the Lowcountry would like to host on Hilton Head Island in the spring of 2011, at the Honey Horn site. We have a tentative date scheduled for Wednesday, April 20 – Sunday, April 24, 2011 and an alternate date of Wednesday, April 6 – Sunday, April 10, 2011 (which is Masters week and the week before The Heritage). Our first preference is April 20 – 24th, 2011.

For several years, the Boys & Girls Clubs of the Lowcountry has had the goal of developing an affordable community event which would bring together our members' families, tourists and residents. We have developed an event which will attract these target markets throughout Beaufort and Jasper Counties. We believe the tourism attraction component of our event is crucial to its success, and therefore prefer a Hilton Head Island location over other potential sites. For example, April 20 – 24th is Easter week and will attract many out of state tourists on the island, looking for affordable family fun activities. In addition, we know that our member families from Beaufort and Ridgeland will make the drive to Hilton Head Island.

One of our Resource Development & Marketing team members has initiated contact with our proposed carnival midway operator, Drew Exposition – after working closely with the organization for more than 25 years. The Great James H. Drew Exposition, "America's Amusement Park on Tour" first began operation in 1949. The company has a reputation of first-class amusement rides and games and one of the highest safety ratings in the amusement ride industry.

The Lowcountry Fair will be a very upscale event, with community sponsored food booths/concessions by various local non-profit organizations – including Rotary Clubs. The food will include typical fair foods, in addition to lowcountry boils, oyster roasts and Gullah cuisine. We will have free entertainment with a concert stage for local entertainment and hopefully one "big-name" country concert performance.

"THE POSITIVE PLACE FOR KIDS"

Administrative Office
17B Marshellen Drive,
Beaufort, SC 29902
Phone (843) 575-5430
Fax (843) 575-5431

Beaufort Club
1100 Boundary St.
Beaufort, SC 29902
Phone (843) 986-5437
Fax (843) 986-0280

Beaufort Teen Center
1211 Harrington Street
Beaufort, SC 29902
Phone (843) 379-6350
Fax (843) 379-6351

Hilton Head Club
151 Gumtree Road
P.O. Box 22267
Hilton Head Island, SC
22267
Office (843) 689-3646
Club (843) 689-5565
Fax (843) 689-2618

Bluffton Club
100 H.E. McCracken Circle
P.O. Box 1908
Bluffton, SC 29910
Phone (843) 757-2845
Fax (843) 757-2846

Jasper Club
913 Grays Highway
Ridgeland, SC 29936
Phone (843) 812-4357
Fax (843) 717-1641

Sheldon Club
Agnes Major Center
21 Agnes Major Road
Sheldon, SC 29941
Phone (843) 846-9911
Fax (843) 846-9411



Admission for the Lowcountry Fair will be \$5 for adults, \$2 for students 7-17 and free for children 6 & under. All carnival rides will require ride tickets, most rides require 3-5 tickets, approximately \$1 each, with advance discount packages available and parking will be \$2. There will be various family and student admission and ride discount promotions available as well. Hours of operation will be approximately 3 – 10 p.m. weekdays and Saturday, 10 a.m. – 11 p.m. and Sunday, 10 a.m. – 8 p.m.

We are asking the Planning & Development Standards Committee for a special exemption to the Land Management Ordinance that currently prohibits amusement theme parks, and such aforementioned described events as the Lowcountry Fair from taking place on Hilton Head Island. We have attached a sample brochure from the North Georgia State Fair, a 10 day event as a general reference of what could be offered by the Lowcountry Fair as the attendance and brand recognition grows over time.

We look forward to the possibility of developing a signature “Lowcountry” family event on Hilton Head Island and we appreciate your consideration of this opportunity for the Boys & Girls Clubs of the Lowcountry.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Douglas Barry". The signature is fluid and cursive, with a large initial "D" and "B".

Douglas A. Barry, CAE
Executive Director

NEW THIS YEAR!



SKIN & BONES COMEDY CIRCUS

A unique presentation of animals, skill and comedy. The show includes various combinations of trained dogs, potbellied pigs, juggling, magic and plenty of comedy. The show is kid tested and parent approved. M-TH 6:30 & 8:30pm, FRI 6:00, 8:00 & 10:00pm, SAT 2:30, 6:30 & 8:30pm, SUN 1:30, 3:30 & 5:30pm



TIGER ENCOUNTER

See these fierce and mighty animals in their natural habitat. You and your entire family will enjoy an educational encounter and a fun, lively show. M-TH 7:00 & 9:00pm, FRI 5:00, 7:00 & 9:00pm, SAT 3:00, 6:00, & 9:00pm, SUN 2:00, 4:00 & 6:30pm



FRISCO BROTHERS ELEPHANT SHOW

Frisco Brothers Elephant Show will amaze the young and old alike. These large but lovable creatures will put on an entertaining and educational show for all. M-TH 6:00 & 8:00pm, FRI 6:00, 8:00 & 10:00pm, SAT 2:00, 5:00 & 8:00pm, SUN 1:00, 3:00 & 5:00pm



JIM R. MILLER PARK
2245 Callaway Road, Marietta GA 30008

DIRECTIONS: From I-75 take Exit 260 (Windy Hill Rd) and go west. Go approximately five miles until Windy Hill Rd dead ends, and turn left on Austell Rd. Turn right on Callaway Rd. Jim R. Miller Park is on the right.

FAIR HOURS: Monday through Thursday 4 - 11pm, Fridays 4pm - midnight, Saturdays 10am - midnight, and Sundays 12:30 - 7pm

ADMISSION: \$5 Adults, \$2 Students ages 7-18, FREE for children 6 and under. Ride tickets are \$1 each, \$20 for 22 tickets and \$50 for 55 tickets. All rides require more than one ticket. Parking is \$3.

ADMISSION SPECIAL OCTOBER 2 - 4

Bring 5 non-perishable can good items and receive **1 FREE** Adult admission, bring 3 non-perishable can good items and receive **1 FREE** Student admission.



Returning FAVORITES!



HIGH DIVE SHOW

5 Penguins and a trainer attempt a training session to prepare for the Arctic Olympic Games. Fun and frolic ensues. The last show each day will include a fire dive. M-TH 7:00 & 9:00pm, FRI 6:00, 8:00 & 10:00pm, SAT 3:00, 5:00, 7:00 & 9:00pm, SUN 3:00, 6:00 & 9:00pm



KEITH KING BIKE, STUNT SHOW

Professional riders compete in events like the X games and Gravity games. Features high-flying aerial stunts and technical maneuvers. M-F 6:00, 7:00 & 9:00pm, SAT 3:30, 5:30, 7:30 & 9:30pm, SUN 2:30, 4:30 & 6:30pm



OSCAR THE ROBOT

A sophisticated, robotic people magnet! He entertains crowds with his wonderful wit and outgoing personality wherever he appears! Roaming the grounds for 5 hours daily!



BRIAN RUTH "MASTER OF THE CHAINSAW"

will transform a raw, log into a true work of art with only a chainsaw. M-F 5:30, 7:30 & 9:30pm, SAT 1:30, 3:30, 6:00 & 9:30pm, SUN 2:30, 4:30 & 6:30pm. Chain-saw carving auction on the Local Entertainment Stage on Saturday, Oct. 3 at 7:00pm.



FRISCO BROTHERS PETTING ZOO AND PONY RIDES

A fun and educational experience for all ages. There are bison, zebra, cows, rabbits, llamas, and ponies. Open Daily During Fair Hours



LOCAL ENTERTAINMENT STAGE

Local stars, from Cloggers to square dancers to local bands. There is something for everyone on our local entertainment stage.



AWARD-WINNING NON-COMMERCIAL EXHIBITS AND FLOWER SHOWS

Blue ribbons are the ultimate prize for many who enter their gardening and artistic talents in a wide variety of non-commercial competitive divisions.



THE GREAT JAMES H. DREW EXPOSITION CARNIVAL MIDWAY

The famous James H. Drew Exposition returns with the world's most progressive midway. Featuring over 40 rides and numerous games that will surely provide fun for all!

COVER ILLUSTRATION BY JERRY HONEYCUTT

FOLLOW US ON Facebook AND Twitter

facebook www.Facebook.com/NorthGeorgiaStateFair
twitter www.Twitter.com/NGSFgirl

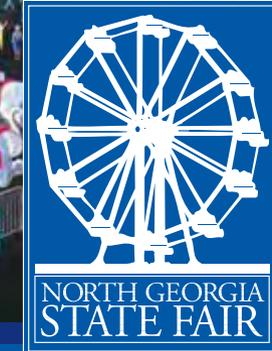
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It's a FAIRtastic experience!

SEPTEMBER 24-OCTOBER 4, 2009!

JIM R. MILLER PARK MARIETTA, GA 770.423.1330 OR 770.528.8989



NORTHGEORGIASTATEFAIR.COM

NORTHGEORGIASTATEFAIR.COM



THURSDAY, SEPTEMBER 24 Opening Day!

KICKS 101.5 DAY
FREE ADMISSION
PAY-ONE-PRICE \$18 UNLIMITED RIDES
North Georgia State Fair Beauty Pageant

Elizabeth Steely
2008 Miss North Georgia State Fair



SUNDAY, SEPTEMBER 27 Fish Family Day!

Children 12 and Under Admitted **FREE**
All Day! Receive **\$1.00 off** Adult Admission with Church Bulletin!

MARIETTA DAILY JOURNAL SCHOOL SPECIAL
12:30 - 2:00pm **FREE** Admission and Rides for Students (must have ticket distributed in school)



FRIDAY, OCTOBER 2 THE FISH 104.7 FM 9th ANNUAL BIRTHDAY BASH

NEWSBOYS CONCERT WITH SPECIAL GUESTS SEVENTH DAY SLUMBER & BREAD OF STONE: 8:00pm

ADMISSION SPECIAL



20 YEARS OF PRE-FAIR FUN!

"A BLUE RIBBON AFFAIR ARTS, CRAFTS & CLASSIC CAR SHOW"

HOURS: Saturday, September 19 - 10 AM to 6 PM
Sunday, September 20 - Noon to 5 PM
ADMISSION: Adults - \$1, Children (12 & under FREE) - FREE PARKING

FREE CONCERT SERIES FREE CONCERTS WITH PAID ADMISSION UNDER THE COVERED CONCERT ARENA! ALL CONCERTS START AT 8:00 PM

ADMISSION SPECIAL OCTOBER 2 - 4

Bring 5 non-perishable can good items and receive **1 FREE** Adult admission, bring 3 non-perishable can good items and receive **1 FREE** Student admission.



FRIDAY, SEPTEMBER 25 Georgia Lottery Day!

\$1 OFF ADULT ADMISSION with a nonwinning Georgia Lottery ticket.

SENIOR CITIZENS DAY
FREE-Admission all day for Seniors 55 and up 9:30am - 1:00pm Senior Games & Activities

LUKE BRYAN CONCERT: 8:00pm



MONDAY, SEPTEMBER 28

PAY-ONE-PRICE \$15 unlimited Rides

PEBBLEBROOK SCHOOL OF THE PERFORMING ARTS, COMPANY 2010
Big Stage 8:00pm



TUESDAY, SEPTEMBER 29 Student Night!

Students 18 & Under Admitted **FREE** all day
PAY-ONE-PRICE \$18 UNLIMITED RIDES

SPECIAL POPULATIONS NIGHT BEAUTIFUL BABY CONTEST
0-3 YEARS OLD (0 to 36 months) 6:30pm



WEDNESDAY, SEPTEMBER 30

PAY-ONE-PRICE \$18 UNLIMITED RIDES

JOE NICHOLS CONCERT: 8:00pm



SATURDAY, SEPTEMBER 26 WSB 750AM Family Fun Day!

10:00am - 11:00am **Free** Admission and Rides
11:00am - 2:00pm Two People Ride for the Price of One

KEITH ANDERSON CONCERT: 8:00pm



THURSDAY, OCTOBER 1

BILLY CURRINGTON
CONCERT: 8:00pm



SATURDAY, OCTOBER 3 Family Fun Day!

10:00am - 11:00am **FREE** Admission and Rides
11:00am - 2:00pm Two People Ride for the Price of One

ADMISSION SPECIAL



CHAINSAW CARVING AUCTION:
7:00pm Local Entertainment Stage

CHUCK WICKS CONCERT: 8:00pm



SUNDAY, OCTOBER 4 Viva 105.7 FM Day!

MARIETTA DAILY JOURNAL/NEIGHBORS NEWSPAPERS SCHOOL SPECIAL
12:30pm - 2:00pm **FREE** Admission and Rides for Students (must have ticket distributed in school)

ADMISSION SPECIAL



MARIETTA DAILY JOURNAL/NEIGHBOR NEWSPAPERS
SCHOOL SPECIAL COUPON
SUNDAY, SEPTEMBER 27 & SUNDAY, OCTOBER 4
12:30 - 2:00 PM - FOR STUDENTS ONLY!
This coupon must be presented for FREE Admission and Rides.
*Limit one discount promotion per guest, students 7-18 only.

SAVE ON ADVANCE TICKETS!

Mail order your tickets or on-line with a credit card!

	REG. PRICE	DISCOUNT
Adult Admission	\$5.00	\$3.50
Student (7-18)	\$2.00	\$1.00
Ride Ticket Book (22 tickets)	\$20.00	\$11.00
Postage & Handling	\$1.00	

Please fill out the information below and send a check or money order made payable to The North Georgia State Fair.

All Advance ticket orders must be postmarked and paid no later than September 19, 2009. No other coupon discounts valid with this offer. All rides require more than one ticket.

MAIL TO: North Georgia State Fair Advance Ticket Discount
P.O. Box 777, Kennesaw, GA 30156

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
TICKET ORDER _____
EMAIL _____ PHONE # _____

NORTHGEORGIASTATEFAIR.COM



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Planning & Development Standards Committee
VIA: Teri Lewis, AICP, *LMO Official*
CC: Curtis Coltrane, *Assistant Town Manager*
CC: Charles Cousins, AICP, *Director of Community Development*
FROM: Nicole Dixon, *Planner*
DATE July 22, 2010
SUBJECT: Proposed Ordinance No. 2010-18
Auto Sales Land Management Ordinance (LMO) Amendment

Recommendation: Staff recommends that the Planning and Development Standards Committee forward the attached amendments to Town Council with a recommendation of approval. The Planning Commission voted to recommend approval of the proposed Auto Sales LMO Amendments as presented by staff at the July 21st, 2010 public hearing.

Summary: The LMO Committee reviewed the proposed amendments at the July 7th, 2010 meeting. At the LMO Committee meeting, there was significant discussion about the proposed amendment to change the distance separation requirement for auto sales from 1500 feet to either 500 feet or 400 feet. The committee was concerned with the noise generated from the auto sales use (the loud speakers used outside). The committee expressed concern that there wasn't a logical reason for choosing either 500 or 400 feet, or for making the recommended distance separation change. The LMO Committee made a motion to forward the proposed amendment as presented by staff to the full Planning Commission for their approval. The motion passed with a vote of 4-0.

The Planning Commission held a public hearing for the proposed amendments on July 21st, 2010. A motion was made to recommend approval of the proposed amendments to Town Council as presented by staff. The motion passed with a vote of 6-1-0. Vice Chairman Warden opposed the motion for the following reasons: (1) she is concerned about the change from 1,500 feet to 500 feet and that it is too radical of a change; (2) she questioned whether or not the 500 foot requirement is appropriate for residential use for the spacing between auto sales and residents; and (3) she still has questions about removing the requirement that they have direct access to a major or minor arterial road.

Background: The proposed amendment was first included with the 2010 General LMO Amendments; however the item was removed from the general set by Town Council at 1st reading on May 18, 2010 and sent back to the LMO Committee for staff to further review.

Town Council specifically asked that the LMO Committee review the suggested changes made by the Planning & Development Standards Committee, which was to reduce the proposed 500 foot separation to a 400 foot separation of auto sales use to auto sales use, eliminate the requirement of direct access to a major or minor arterial road and discuss removing the auto sales use from the CC (Commercial Center) Zoning District.

The proposed changes are indicated with new text by a double underline and deleted text by ~~strike through~~.

Staff Explanation: *In order to be more flexible for redevelopment and development opportunities, and to be more business friendly so that auto sales uses don't have to locate off island, staff recommends reducing the separation requirement between auto sales facilities and between auto sales facilities and residential uses from 1,500 feet to 500 feet. Staff is recommending a 500 foot separation between auto sales facilities because the separation requirements between other like uses – liquor stores, nightclubs and bars, tattoo facilities – is already established as 500 feet. After doing research, staff has determined there are no parcels within the Town that would allow an auto sales use using the existing 1,500 foot separation requirement, along with the other standards that are currently provided in the LMO for auto sales use.*

Staff is also proposing to eliminate the requirement of a proposed auto sales site to have direct access to a major or minor arterial road.

In an effort to be consistent with other sections in the LMO, staff is also proposing to add language stating how the distance shall be measured, changing residential use to residential zoning district and establishing a minimum lot size requirement. There were concerns voiced at the Town Council meeting that it may not be appropriate to have auto sales on small lots.

With these changes, 113 parcels would allow the use of auto sales. (Parcels Federally, County or Town owned were eliminated from the analysis.)

Sec. 16-4-1305. Auto Sales

Auto sales are permitted subject to the following standards.

- A. ~~No auto sales site shall exceed~~ The site shall be a minimum of 1 acre and a maximum of 7 acres in size.
- B. ~~The site shall have direct access to a major or minor arterial, as defined in Sec. 16-5-503.~~
- C. B. The site is not located within ~~1,500~~ 500 feet of an existing residential ~~use~~ district.
- D. C. The site is not located within ~~1,500~~ 500 feet of an existing auto sales site.
- D. These distances shall be measured from the nearest property line of the affected use to the nearest property line of the proposed facility.

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

ORDINANCE NO.:

PROPOSED ORDINANCE NO.: 2010-18

AN ORDINANCE TO AMEND TITLE 16 OF THE MUNICIPAL CODE OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THE LAND MANAGEMENT ORDINANCE, CHAPTER 4, TO REVISE SECTION 16-4-1305. THIS AMENDMENT COMMONLY REFERRED TO AS THE *AUTO SALES LMO AMENDMENT* AS NOTICED IN THE ISLAND PACKET ON JUNE 13, 2010, INCLUDES CHANGES THAT PROVIDE FOR AMENDMENTS TO AUTO SALES; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, on July 21, 1998, the Town Council did amend Title 16 of the Municipal Code of the Town of Hilton Head Island by enacting a revised Land Management Ordinance (LMO); and

WHEREAS, the Town Council now intends to amend Chapter 4 to provide for general amendments to Auto Sales; and

WHEREAS, the Town Council intends to be more flexible for development and redevelopment opportunities; and

WHEREAS, the Town Council intends to amend the Auto Sales requirements in an effort to be more business friendly so that auto sales uses have opportunities to locate on Hilton Head Island; and

WHEREAS, the Planning Commission held a public hearing on July 21, 2010 and voted to recommend that Town Council approve the amendments; and

WHEREAS, the Planning and Development Standards Committee met on July 28, 2010 and voted to recommend that Town Council *<MOTION>* the amendments; and

WHEREAS, Town Council now finds that, upon further review, it is in the public interest to *<MOTION>* the attached revisions to Chapter 4 of the Land Management Ordinance.

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

Section 1. Amendment. That the Land Management Ordinance of the Town of Hilton Head Island, South Carolina, be, and the same hereby is, amended to read as indicated on the attached pages.

NOTE: New text is indicated by a double underline and deleted text is indicated by a ~~strike through~~.

Section 2. Severability. If any sections, phrase, sentence or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not attest the validity of the remaining portions thereof.

Section 3. Effective Date. This Ordinance shall be effective upon its adoption by the Town Council for the Town of Hilton Head Island, South Carolina.

PASSED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND ON THIS _____ DAY OF _____ 2010.

Thomas D. Peeples, Mayor

ATTEST:

Betsy R. Mosteller, CMC, Town Clerk

Public Hearing: July 21, 2010

First Reading:

Second Reading:

Approved as to form:

Gregory M. Alford, Town Attorney

Introduced by Council Member: _____



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Planning & Development Standards Committee
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: July 21, 2010
SUBJECT: Coligny/Pope Initiative Area Improvements- Coligny District Issues

Recommendation: Staff recommends that Town Council direct Staff on the preferred path to proceed on planning and designing the Coligny Redevelopment effort.

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.

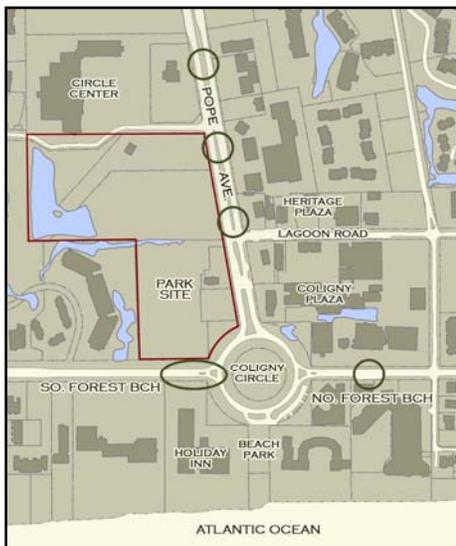
SECONDLY, IF THERE IS ONE AREA IN THE REGION WHERE AN ALTERNATIVE PAVEMENT SHOULD BE EXPLORED, THIS LENGTH OF POPE AVENUE WOULD BE IT. BY TRANSITIONING TO A HIGHER QUALITY AND DIFFERENT MATERIAL, IT PSYCHOLOGICALLY PUTS MOTORISTS AT ATTENTION WITH THE CHANGE. THE PRIORITIZATION OF THIS SECTION OF POPE 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.



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



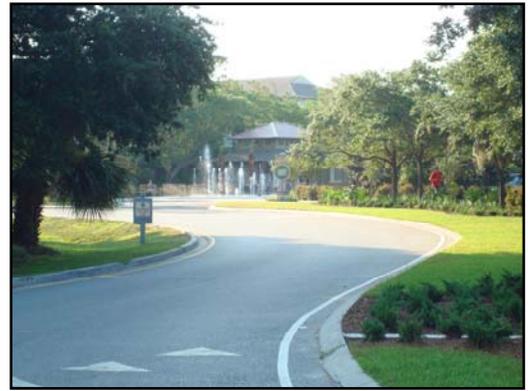
ELEMENTS OF THE SITE’S REDEVELOPMENT. WHAT WAS ONCE AN AREA TO DRIVE AND PARK NOW COMPELS USERS TO MEANDER THROUGH THE LIVE OAKS. THE AREA IS EXPERIENCED AT A HUMAN PACE. THE LANDSCAPING AND BENCHES THAT AUGMENT THE AREA MAKE THIS PART OF THE PARK A DESTINATION ITSELF. AS IT EXISTS, THIS SAME ENVIRONMENT 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?