



**THE TOWN OF HILTON HEAD ISLAND
REGULAR TOWN COUNCIL MEETING**

Tuesday, September 7, 2010

4:00 P.M.

AGENDA

**AS A COURTESY TO OTHERS PLEASE TURN OFF ALL CELL PHONES AND PAGERS
DURING THE TOWN COUNCIL MEETING**

- 1) Call to Order**
- 2) Pledge to the Flag**
- 3) Invocation**
- 4) FOIA 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) Proclamations and Commendations**
- 6) Approval of Minutes**
 - a. Regular Town Council meeting of August 3, 2010
- 7) Report of the Town Manager**
 - a. Town Manager's Items of Interest
 - b. Semi-annual report of the Parks & Recreation Commission – John McCann, Chairman
 - c. Census Bureau Update – Terry Seabrook
- 8) Reports from Members of Council**
 - a. General Reports from Council
 - b. Report of the Intergovernmental Relations Committee – George Williams, Chairman
 - c. Report of the Personnel Committee – Drew Laughlin, Chairman
 - d. Report of the Planning and Development Standards Committee – Bill Ferguson, Chairman
 - e. Report of the Public Facilities Committee – John Safay, Chairman
 - f. Report of the Public Safety Committee – Bill Harkins, Chairman
- 9) Appearance by Citizens**
- 10) Unfinished Business**
 - a. None.

11) New Business

a. Conveyance of Easement Rights to Hilton Head Island Public Service District

Consideration of a recommendation that the Town Council for the Town of Hilton Head Island approve in concept the conveyance of permanent easement rights to Hilton Head Island Public Service District for the establishment and operation of a regional sewer lift station on Town owned property located at the corner of US278 and Old Wild Horse Road.

b. First Reading of Proposed Ordinance No. 2010-18-

First Reading of Proposed Ordinance No. 2010-18 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.

c. Recommendation of Proposed Public Art Sites

Consideration of a recommendation that the Town Council for the Town of Hilton Head Island approve three proposed sites, identified by the Public Art for Hilton Head Island Committee of the Community Foundation of the Lowcountry, as potential sites for placement of Public Art on Hilton Head Island.

d. Recommendation to Lease Fish Haul Creek Property

Consideration of a recommendation that the Town Council for the Town of Hilton Head Island make some commitment to lease Fish Haul Creek Park property to the Mitchelville Preservation Project contingent upon finalizing the plan and showing the financial ability to carry out the construction and long term management of the facility.

e. Recommendation to Proceed Coligny Circle as Pedestrian Friendly Area

Consideration of a recommendation that the Town Council for the Town of Hilton Head Island authorize staff to move forward with regard to utilizing the Coligny Circle as a pedestrian friendly area and to pursue the possibility of taking over the roads from the State.

12) Executive Session

- a. Land acquisition
- b. Pending litigation

13) Adjournment

THE TOWN OF HILTON HEAD ISLAND
REGULAR TOWN COUNCIL MEETING

Date: Tuesday, August 3, 2010

Time: 4:00 P.M.

Present from Town Council: Thomas D. Peeples, *Mayor*; Ken Heitzke, *Mayor Pro-Tem*; George Williams, John Safay, Bill Harkins, Drew Laughlin, Bill Ferguson, *Councilmen*.

Present from Town Staff: Stephen G. Riley, *Town Manager*; Curtis L. Coltrane, *Assistant Town Manager*; Charles Cousins, *Director of Community Development*; Scott Liggett, *Public Projects & Facilities Director*; Susan Simmons, *Director of Finance*; Jill Foster, *Deputy Director of Community Development*; Ed Boring, *Deputy Fire Chief*; Teri Lewis, *LMO Official*; Nancy Gasen, *Human Resources Director*; Tom Fultz, *Director of Administrative Services*; Steven Markiw, *Deputy Finance Director*; Shawn Colin, *Comprehensive Planning Manager*; Marcy Benson, *Senior Grants Administrator*; Mike Roan, *Urban Design Administrator*; Heather Colin, *Development Review Administrator*; Bob Klein, *Building Official*; Nicole Dixon, *Planner*; Connie Pratt, *Code Enforcement Officer*; Brian Hulbert, *Staff Attorney*; Susan Blake, *Executive Assistant*

Present from Media: Tom Barton, *Island Packet*

1) **CALL TO ORDER**

2) **PLEDGE TO THE FLAG**

3) **INVOCATION**

4) **FOIA 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) **PROCLAMATIONS AND COMMENDATIONS**

a. **25th Anniversary of the Hilton Head Island-Bluffton Leadership Program**

Barbara Conway, Chairman of the Board of Regents, accepted the proclamation.

6) **APPROVAL OF MINUTES**

a. **Regular Town Council meeting of July 6, 2010**

Mr. Heitzke moved to approve. Mr. Williams seconded. The motion was approved by a vote of 7-0.

b. **Special Joint Meeting of the Town Council and Beaufort County Council of July 12, 2010**

Mr. Heitzke moved to approve. Mr. Williams seconded. The motion was approved by a vote of 7-0.

7) **REPORT OF THE TOWN MANAGER**

a. **Town Manager's Items of Interest**

The Town Manager reported on the items of interest.

b. **Semi-annual report of the Board of Zoning Appeals – Roger DeCaigny, Chairman**

Mr. DeCaigny provided Town Council with an update on the Board of Zoning Appeals activities for the first half of 2010.

c. August 2010 Policy Agenda, Management Targets and CIP Updates

Mr. Riley noted the Updates were attached to the agenda package and invited council members to contact him or staff if they had any questions.

8) REPORTS FROM MEMBERS OF COUNCIL

a. General Reports from Council

Mr. Williams thanked staff for cleaning up the stop signs on Lagoon Road. He also spoke about the future of all-electric cars and the need for permitting charging stations at the owner's home. He would like to see a review of the permitting process so that this type of request would be responded to very quickly. Mr. Williams also advocated adding volt charging stations at the beach parks for electric cars in the future.

b. Report of the Intergovernmental Relations Committee – George Williams, Chairman

No report.

c. Report of the Personnel Committee – Drew Laughlin, Chairman

The committee would be making a recommendation to fill a vacancy later in the meeting.

d. Report of the Planning and Development Standards Committee – Bill Ferguson, Chairman

The Committee heard a staff presentation regarding LMO amendments for separation of auto sales establishments and also whether they should be located on a major or minor roadway. These would be coming forward with a recommendation.

The next item they reviewed was the Coligny area plan. There were several suggestions and comments made. The Committee was recommending to Town Council that they negotiate with SCDOT to take over pertinent roads in the area that would facilitate a walking district and that Coligny Circle be re-designed for pedestrian use.

e. Report of the Public Facilities Committee – John Safay, Chairman

The Public Facilities Committee had a very lengthy meeting at which they reviewed a request from the Hilton Head PSD for an easement for a lift station on the north end; the Public Art Program identified three potential locations for public art; they heard a request to create a Cancer Survivors Park at the old Gullah Flea Market location; and a detailed proposal for the Mitchelville Preservation Project that included a request to lease Fish Haul Creek Park from the town for a nominal fee. These would all be coming forward with recommendations.

f. Report of the Public Safety Committee – Bill Harkins, Chairman

At their last meeting, the Sheriff's Office provided the 2010 Second Quarter crime statistics and a comparison with the same period in 2009.

9) APPEARANCE BY CITIZENS

None.

10) UNFINISHED BUSINESS

- a. **Second Reading of Proposed Ordinance No. 2010-13 to amend Chapter 1 (General Provisions) of Title 4 (Finance and Taxation) of the Municipal Code of the Town of Hilton Head Island, South Carolina by amending Section 4-1-30 Audit Required; and providing for severability and an effective date.**

Mr. Heitzke moved to approve. Mr. Williams seconded. The motion was approved by a vote of 7-0.

- b. **Second Reading of Proposed Ordinance No. 2010-17 authorizing the granting of a temporary access easement to Rufus Boyd Laughlin across real property owned by the Town of Hilton Head Island, South Carolina located within the heirs of Alex Patterson subdivision on Marshland Road for the purposes of installing and maintaining a driveway pursuant to the authority of S.C. Code Ann. Sec. 5-7-40 (Supp. 2009), and Sec. 207029, Code of the Town of Hilton Head Island, South Carolina (1983); and providing for severability and an effective date.**

Mr. Heitzke moved to approve. Mr. Williams seconded. The motion was approved by a vote of 6-1. Mr. Ferguson was opposed.

11) NEW BUSINESS

- a. **Consideration of a recommendation that the Town Council for the Town of Hilton Head Island provide direction to staff concerning a recent request from American Tower to place telecommunication towers on two Town-owned properties. Further direction should be provided relating to the Council's desire to improve wireless communication within the Town.**

Mr. Heitzke moved to approve. Mr. Williams seconded. Mr. Jim Vaughn advocated for a mapping survey to be done to determine the need for the towers. Jay Sanders, who represented American Tower, said that once they had direction from Town for the locations of the towers, they would be able to provide a mapping survey showing the lack of coverage.

Mr. William asked for confirmation that the tower would be available for use by the other cell phone companies on the Island. Mr. Sanders said they were designed for at least four total carriers. Mr. Williams asked if the Town would be receiving revenue from the leasing of the towers and Mr. Sanders said that was correct.

The motion was approved by a vote of 7-0.

- b. **Consideration of a recommendation that the Town Council for the Town of Hilton Head Island allocate funds in the fiscal year 2011 capital improvement budget to clean up the proposed sailing and rowing site to include the demolition of the existing pier, direct staff to apply for a DHEC/OCRM dock permit and designate funding in the 2012 capital improvement budget for site design and construction.**

Mr. Heitzke moved to approve. Mr. Safay seconded. Mr. Williams wanted to know how much money was being allocated in the 2011 CIP for the demolition and permitting. Steve Riley said it was approximately \$62,000. Mayor Peeples asked if the maker and seconder of the motion would like to add reference to an approximate cost of \$62,000.00. Mr. Heitke and Mr. Safay concurred. The motion was approved by a vote of 7-0.

- c. **Consideration of a recommendation that the Town Council for the Town of Hilton Head Island provide direction to staff relating to drafting a community appearance standards ordinance.**

Mr. Heitzke moved for approval and Mr. Williams seconded. The Mayor asked for a staff presentation. Jill Foster, Deputy Director of the Community Development Department noted the memo recommended that staff work on providing proposed amendments to the Municipal Code to add a community appearance standards code. She explained that our current code can enforce Town regulations if the building is unsafe and uninhabited. But not against buildings that are simply in disrepair, while still inhabited and deemed structurally safe. Jill Foster was seeking direction from the Town Council exactly what type of regulations they wanted staff to pursue. Her first impression was that they wanted staff to only regulate commercial, non-residential and multi-family complexes; exempting single family and manufactured homes. This was confirmed. On page four of the staff memo was what she had presented to the Planning and Development Standards Committee as those parts of the International Property Maintenance Code, Chapter Three that she believed Council wanted regulated. Ms. Foster sought Council's input as to whether there was anything in the list that they would like to have removed or perhaps, added that was not there. The P&DS requested that the appearance codes be regulated from an aesthetic perspective only. Mayor Peebles cautioned that buildings with moldy exterior were not an issue he wished to target for regulation. Jill Foster asked about unpainted buildings or ones desperately in need of a new coat of paint and the Mayor said he personally did not want to go after those either. Mayor Peebles referred her to pictures that showed sinkholes in the parking lot, siding falling off buildings – these were things beyond normal disrepair that should have been taken care of without having to be ordered to do so. Mr. Safay thought there was room for review and if the problem was excessive, then perhaps the Town should be able to warn and ultimately, if necessary, cite a building owner.

Mr. Harkins observed that it was a sign of the economic conditions at this time that many of the building owners found themselves in bad shape. He thought the direction Mr. Safay was proposing relative to a problem that was *excessive*, was the key word.

Jill Foster said that if Council agreed with the proposals, she planned to present proposed ordinance amendments to the Planning & Development Standards Committee at either their August or September meeting.

No vote was needed because all Council did was give direction to staff on how to proceed with possible amendments to the LMO regarding an appearance standards code.

d. Consideration of a Resolution of the Town Council for the Town of Hilton Head Island to grant up to One Million Dollars to The Heritage Classic Foundation in order to assist the Foundation in meeting its obligations to the PGA to secure the Heritage Golf Tournament for 2011.

Mr. Heitzke moved to approve. Mr. Ferguson seconded.

Bob Keegan was not in favor of this proposal. He thought the hospitality businesses were the largest beneficiaries of the Tournament and so it seemed to him they should shoulder the shortfall rather than the taxpayers.

Mike Stefanik spoke of some corporations he had contacted as potential sponsors. Mr. Stefanik was also in contact with the Heritage Classic Foundation to share his information.

Mike Lawrence talked about the economic impact of the golf tournament and the difficulty the Island would have if it had to recover from a loss of this tournament.

Stu Rodman informed Town Council that as a resident, he strongly supported the grant. He also said that as a member of the Finance Committee for the Beaufort County Council, they would be reviewing a similar proposal at their next meeting.

The motion was approved by a vote of 7-0.

- e. Consideration of a recommendation that the Town's stormwater utility fee be increased to \$108.70 and that Council authorize the Mayor to send a letter to County Council Chairman Weston Newton.**

Mr. Heitzke moved to approve. Mr. Safay seconded. The motion was approved by a vote of 5-2. Mr. Ferguson and Mr. Williams were opposed.

- f. Consideration of a Proposed Order from the Revocation Hearing held in Town Council Chambers on July 6, 2010, revoking the business license of Club Paradise d/b/a Prana pursuant to Section 10-1-150 of the Municipal Code of the Town of Hilton Head Island.**

Mr. Heitzke moved to approve. Mr. Williams seconded.

Michael Mogil introduced himself as an attorney asked to appear before the council by Jay Stever, who is the agent for Island Cabaret. Mr. Mogil said that Mr. Stever objected to the revocation of the business license of Club Paradise d/b/a Prana on the grounds that he was not represented at the prior hearing – there was some confusion about the hearing notice from June 28, 2010 and whether or not Mr. Stever received it. Further Mr. Stever was under the impression that AOE, LLC was hiring an attorney, but that attorney never appeared at the July 6, 2010 Town Council meeting. Mr. Mogil noted that criminal citations that were issued by the Beaufort County Sheriff's Office were not issued to Island Cabaret or Club Paradise, but to the individuals who managed the night club. Those citations were contested in municipal court and have never been resolved. As far as Mr. Mogil understood, there has never been a conclusive finding that Prana (or its other names) actually violated the Town's noise or nuisance ordinances. Finally, it was Mr. Stever's concern that the special exception that has been recognized by the Town pursuant to Judge Kemmerlin's Order from 2000 not be terminated by a license revocation by the Town. Mr. Mogil advised that it was the request of Mr. Stever that the Revocation action be stayed so the Town Council can consider his facts on the record about whether there has actually been a violation sufficient to revoke the license and whether he had proper notice or, Mr. Stever would propose he would voluntarily suspend the license that exists now rather than require Town to revoke it. And then apply to renew the license once he has a different management group in there.

Mr. Williams asked if the Club was currently operating and Mr. Mogil confirmed that it has been closed at the present time.

Brian Hulbert, Staff Attorney, reminded the Town Council that Mr. Jay Stever was personally served by Steven Markiw, Deputy Finance Director and Bruce Seeley, Inspections, Collections and Audit Manager. Mr. Markiw personally told Mr. Stever that they were going after Club Paradise d/b/a Prana at the time of service. This was an administrative hearing, not a judicial hearing so whether or not someone has been convicted did not bear upon any administrative action the Town Council opted to take. Brian Hulbert advised that, as regarded Mr. Stever's request to voluntarily suspend his license instead of Town revoking it, that would be the same action regardless – they would not be doing business. Town Council can revoke it, as they have already voted to do, and should Mr. Stever find a suitable alternative to replace Prana's business, he could do what he would have to do anyway; that is, apply for a business license once he was able to show the town that he has taken appropriate steps to ensure there won't be the same violations in the future. This was, in Mr. Hulbert's opinion, the better course of action.

Steve Riley suggested that the Town Council go into Executive Session for a legal briefing on this Club Prana matter before taking a vote. At 5:20 p.m., Mr. Heitzke moved to adjourn to Executive Session for the reason stated by the Town Manager. Mr. Safay seconded. The motion was approved by a vote of 7-0.

At 5:34 p.m., the Mayor called the meeting back to order. Mr. Heitzke moved that the Town Council for the Town of Hilton Head Island adopt an Order revoking Business License Number 3738 issued to Club Paradise d/b/a Prana as prepared by legal counsel. Mr. Williams seconded. The Mayor said he would like to clarify that what was not in front of the Town Council was anything to do with the special exception that was granted to this business nor was it affected by action taken by Town Council.

The motion was approved by a vote of 7-0.

12) EXECUTIVE SESSION

Mr. Riley said that he needed an executive session for contractual matters regarding land acquisition; legal advice pertaining to pending and potential litigation; and personnel matters relating to appointments to boards and commissions.

At 5:36 p.m., Mr. Heitzke moved to go into Executive Session for the reasons stated by the Town Manager. Mr. Williams seconded. The motion was approved by a vote of 7-0.

The Mayor called the meeting back to order at 7:20 p.m. and asked if there was any business to take up as a result of Executive Session. He also noted for the record that Mr. Williams was present during executive session, but then had to leave.

Mr. Laughlin moved to appoint Jason Presley to the Accommodations Tax Advisory Committee. Mr. Ferguson seconded. The motion was approved by a vote of 6-0.

13) ADJOURNMENT

At 7:21 p.m., Mr. Heitzke moved to adjourn. Mr. Safay seconded. The motion was approved by a vote of 6-0.

Susan Blake, Secretary

Approved:

Thomas D. Peeples, Mayor

Items of Interest

September 7, 2010

I. TOWN NEWS

- a) Texas A & M University Engineering Extension (TEEX) recently completed a Weapons of Mass Destruction – Hazmat Operations course at Hilton Head Island Fire & Rescue. The training focused on the challenges that responders face during a Weapons of Mass Destruction or terrorist incident. The course was funded by the Department of Homeland Security and was attended by members of Hilton Head Island Fire & Rescue, Bluffton Township Fire District, and the Burton Fire District.

(Contact: Lavarn Lucas, Fire Chief – phone 682-5153)

- b) Fire & Rescue Education Officer, Cinda Seamon, has been accepted as an instructor at the US National Fire Academy for the NFA's *Executive Analysis of Community Risk Reduction* Program. The 10 day course is designed for fire service officers and administrators and concentrates on leading and facilitating community risk reductions over a wide area of fire service responsibilities including the reductions sought as a part of a community fire prevention program.

(Contact: Lavarn Lucas, Fire Chief – phone 682-5153)

- c) The Summer 2010 Edition of the "Our Town" Newsletter was distributed Friday, August 20. In addition to the approximate 10,500 copies distributed in the Island Packet, 426 subscribers of the Town's E-subscription service received an email notification of the availability of the newsletter on the Town's website for viewing.

(Contact: Rene Phillips, Website Administrator – phone 341-4792)

- d) The September issue of Southern Living magazine contains a very positive article about the redeveloped Coligny Beach Park. The article, entitled "Carolina's most Accessible Beach," details those aspects of the park that set it apart from most beach accesses. Special attention was given to the fountain, the convenience provided by the outdoor changing rooms and the shade and congenial atmosphere provided by the arbors and various seating options. The upbeat article ends with a map and specific directions for finding the park.

(Contact: Teri Lewis, LMO Official – phone 341-4698)

II. NOTEWORTHY EVENTS

a) Some of the upcoming meetings at Town Hall:

- ATAX Applicant Workshop – September 9, 9:00 a.m.
- Parks & Recreation Commission – September 9, 3:30 p.m.
- Public Safety Committee – September 13, 10:00 a.m.
- Design Review Board – September 14, 1:15 p.m.
- Mayor’s Task Force for the Future – September 15, 2:00 p.m.
- Joint meeting Town Council & the Planning Commission – September 15, 3:00 p.m.
- Town Council – September 21, 4:30 p.m.*

* Constitution Day celebration will take place on September 21 at 3:15 p.m.

(Meetings subject to change and/or cancellation. Please visit the Towns’ website at www.hiltonheadislandsc.gov for meeting agendas)

2010 Hilton Head Island Events

Date	Time	Event	Location
Sat., Sept. 25, 2010	8:30 am – 2:00 pm	Pedal4Kids Charity Bike Ride	N. Island pathways & Charles Fraser Bridge
	9:00 am – 4:00 pm	Walk for PKD	Jarvis Creek Community Park



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO:	Steve Riley, <i>CM, Town Manager</i>
VIA:	Curtis Coltrane, <i>Assistant Town Manager</i>
VIA:	Charles Cousins, <i>AICP, Community Development Director</i>
VIA:	Shawn Colin, <i>AICP, Manager of Comprehensive Planning</i>
FROM:	Shea Farrar, <i>Senior Planner</i>
DATE:	August 13, 2010
SUBJECT:	Stoney Regional Sewer Lift Station Location

Recommendation:

Staff recommends Town Council approve in concept the conveyance of permanent easement rights to Hilton Head Island Public Service District (HHPSD) for the establishment and operation of a regional sewer lift station and its required infrastructure on Town owned property located at the corner of US 278 and Old Wild Horse Road, as shown on Exhibit "A", with the following conditions:

1. The easement area is limited to a 50 X 50 square foot area.
2. The lift station is accessed from an existing curb cut on Old Wild Horse Road.
3. No interruption of wastewater service occurs for the two buildings located within the Town's property.

On August 3, 2010 Public Facilities voted to forward the application to Town Council with a recommendation of approval.

Summary:

This year, as a part of the Town's Capital Improvement Program, a sewer project in the Stoney area was funded. The project is currently under design and will require a regional sewer lift station. HHPSD has requested to locate this station on Town property. This station would be similar to the station constructed in the Chaplin area adjacent to Surfwatch.

Background:

Over the years, the Town has worked with various public service districts to help improve the availability of sewer service on the Island. In 2005, Town Council adopted nine sewer policies for this purpose. One of these policies supported working with HHPSD to locate sewer lift stations and other appropriate infrastructure on Town property when feasible.

As a result of HHPSD's request, Town staff worked in conjunction with HHPSD staff to identify a potential location for the lift station. The Town owned property on the corner of US278 and Old Wild Horse Road was identified as the best location due to engineering needs. The most suitable site on this property was determined to be the location of the existing septic drainfield which currently serves the two buildings located within the Town's property. The easement associated with the drainfield requires that the two buildings be connected to sewer when it becomes available, which automatically terminates the easement. HHPSD has mailed letters to the current owners informing them of the Stoney sewer project and the requirement for connection associated with the easement. Various construction methods are available to ensure that wastewater service is not interrupted for the two buildings while the lift station is being constructed.

The drainfield was selected because it is predominately clear of trees and is located near an existing access point off of Old Wild Horse Road. The remainder of the property has heavy tree cover and could potentially be classified as wetlands. When determining the recommended location for the lift station, consideration was also given to a proposal made by one of the building owners, shown in Exhibit "B", to improve access and parking for the property. This concept has received Design Review Board approval. Once a location for the lift station has been approved by Town Council, an easement for the lift station and its associated access can then be granted to HHPSD.



Location Map

Old Wild Horse Road

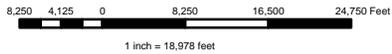
Proposed Lift Station Access and Location

Old Schoolhouse Park

William Hilton Parkway

Town Owned Property
R511 007 000 0040 0000

Parcel Lines



Town of Hilton Head Island
Exhibit A: Stoney Area Sewer Lift Station Concept Plan
April, 2010

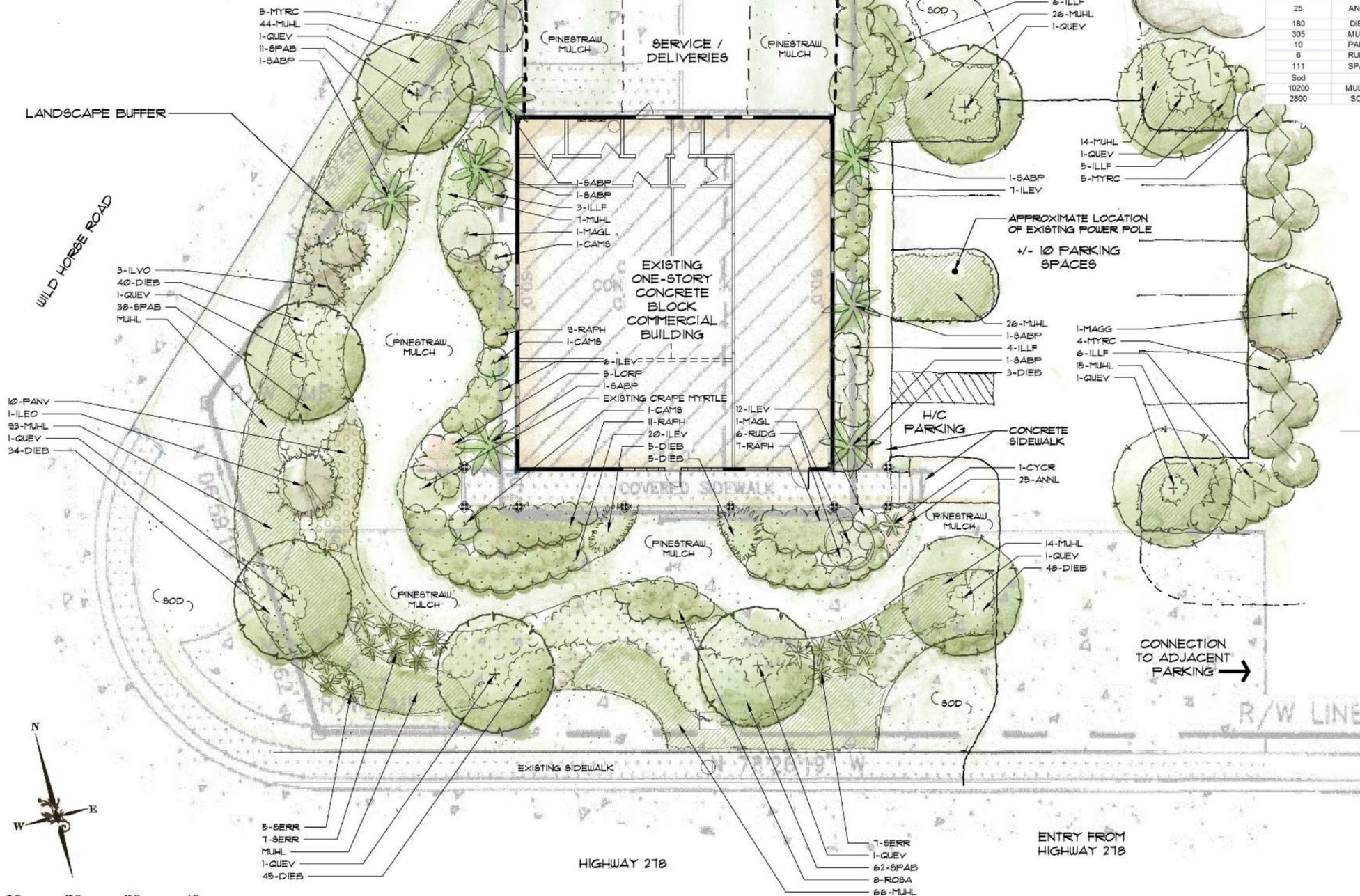


The information on this map has been compiled from a variety of sources and is intended to provide a general overview. It is not intended to be used as a substitute for a professional survey or other more detailed information. The Town of Hilton Head Island makes no warranty for the accuracy or completeness of the data shown. The Town of Hilton Head Island makes no warranty for the accuracy or completeness of the data shown.

LANDSCAPE PLAN FOR SAS SHOES

HIGHWAY 278
HILTON HEAD ISLAND, SOUTH CAROLINA

JANUARY 5, 2009
REVISED: JANUARY 26, 2009



PLANT SCHEDULE

Quantity	Abbrev	Botanical Name	Common Name	Height	Spread	Container	Cal/Spacing	Notes
1	MAGG	Magnolia grandiflora	Southern Magnolia	12-14'	6-8'	-	-	Full to base
2	MAGL	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	8-10'	3-4'	-	3" cal.	Full to base
9	QUEV	Quercus virginiana	Live Oak	16-18'	8-10'	-	3-4" cal.	Coordinate heights with Landscape Architect
7	SABP	Sabal Palmetto	Sabal Palm	-	-	-	-	Coordinate heights with Landscape Architect
1	ILEO	Ilex opaca	American Holly	8-10'	3-4'	-	-	-
3	ILVO	Ilex vomitoria	Yaupon Holly	4-5'	3-4'	container	-	-
3	CAMS	Camelia sasanqua	Sasanqua Camelia	4-5'	2-3'	container	-	White Flowering Variety
1	CYCR	Cycas revoluta	Sago Palm	24-30"	24"	container	-	-
45	ILEV	Ilex vomitoria	Dwarf Yaupon Holly	12-18"	12-18"	container	-	-
24	ILLF	Illicium floridanum	Florida Anise	42-48"	36-42"	container	-	-
5	LORP	Loropetalum chinense 'Sizzling Pink'	Sizzling Pink Fringe Flower	15-18"	15-18"	container	-	-
18	MYRC	Myrica cerifera	Wax Myrtle	5-6"	3-4"	container	-	-
27	RAPH	Raphelepis indica	Indian Hawthorn	24"	24-30"	container	-	Full to base
8	ROSA	Rosa 'Radrazz' PP11836	Knockout Rose	18"	12-18"	container	-	White Flowers
19	SERR	Serenoa repens	Saw Palmetto	18-24"	18-24"	container	-	-
Grasses / Vines / Groundcovers								
25	ANNL	To be determined by owners rep.	Seasonal color	4-6"	4-6"	-	12" O.C.	Contractor to provide type per approval by owners rep.
180	DIEB	Dietsa bicolor	White African Iris	12-18"	8-12"	container	-	-
305	MUHL	Muhlenbergia capillaris	Hairawn Mully	6-10"	6"	container	30" O.C.	-
10	PANV	Panicum virgatum	Heavy Metal Switch Grass	12-18"	6-8"	container	36" O.C.	-
6	RUDG	Rudbeckia 'Goldstrum'	Black-eyed Susan	12-18"	8-12"	container	18" O.C.	-
111	SPAB	Spartina bakeri	Cord Grass	20"	12"	container	30" O.C.	-
10200	Sod	Pinestraw	-	-	-	-	-	-
2800	MULCH	To be determined by owners rep.	-	-	-	-	-	-

NOTE:
FINAL PLANT LOCATIONS AND QUANTITIES SHALL BE ADJUSTED PER EXISTING UTILITY LOCATIONS (POWERLINE, ETC.), STORMWATER STRUCTURES, AND POTENTIAL CONNECTION TO WILD HORSE ROAD.

PARKING SUMMARY:

1. 3,240 s.f. Retail (1 sp / 400 s.f.) = +/- 8 spaces required
+/- 10 spaces provided

- NOTE:
1. PARKING EXCESS SHALL BE USED TO ACCOMMODATE EMPLOYEE PARKING, ADJACENT LAND USE AND PROVIDE FLEXIBILITY FOR ALTERNATE RETAIL USES.
 2. STANDARD PARKING SPACE SIZE IS 9' X 18'.
 3. PARKING SPACES OVER THE REQUIRED AMOUNT SHALL BE PERVIOUS PAVING MATERIAL.



DALLAS • SAVANNAH • HILTON HEAD

www.vjkttd.com

14 Palmetto Way, Suite A Bluffton, South Carolina 29910 PH 843.757.7411

Note: Plan is conceptual in nature and subject to change



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Stephen G. Riley, *Town Manager*
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: August 10, 2010
SUBJECT: Proposed Ordinance No. 2010-18
Auto Sales Land Management Ordinance (LMO) Amendment

Recommendation: Staff recommends that Town Council approve the attached Auto Sales LMO Amendment. At the July 28, 2010 meeting of the Planning and Development Standards Committee, the committee voted to forward the attached amendment to Town Council with a recommendation of approval, with the suggested change of reducing the proposed 500 foot separation to a 400 foot separation between auto sales uses.

Summary: The LMO Committee reviewed the proposed amendment 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 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.

The Planning & Development Standards Committee held a public meeting for the proposed amendment on July 28th, 2010. A motion was made to recommend approval of the proposed amendments, with the exception of "C" under Sec. 16-4-1305. The committee recommended changing the language so that a proposed auto sales site shall not be located within 400 feet of an existing auto sales site. The motion passed with a vote of 2-0-1. Councilman Laughlin recused himself from the vote.

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~~.

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 approve the proposed amendments, with the suggested change of reducing the proposed 500 foot separation to a 400 foot separation between auto sales uses; and

WHEREAS, Town Council now finds that, upon further review, it is in the public interest to approve 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. Peoples, Mayor

ATTEST:

Betsy R. Mosteller, CMC, Town Clerk

Public Hearing: July 21, 2010
First Reading: September 7, 2010
Second Reading:

Approved as to form:

Gregory M. Alford, Town Attorney

Introduced by Council Member: _____

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 or 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.



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Steve Riley, *Town Manager*
VIA: Charles Cousins, *Director of Community Development*
VIA: Jill Foster, *Deputy Director of Community Development*
FROM: Shawn Colin, *Comprehensive Planning Manager*
DATE: August 5, 2010
SUBJECT: Public Art Program Site Selection

Recommendation: The Public Facilities Committee recommends Town Council approve three proposed sites, identified by the Public Art for Hilton Head Island Committee of the Community Foundation of the Lowcountry, as potential sites for placement of Public Art on Hilton Head Island.

Summary: In preparation for the 2011 Public Art Exhibition scheduled for fall of 2011, the Community Foundation of the Lowcountry established a Public Art Committee. One task assigned to this committee was to identify potential sites that would be suitable for the placement of public art. The list of potential sites would be included in an RFP to allow artists the ability to incorporate site characteristics and context into the design of their public art exhibits. The preliminary site selection list submitted by the Public Art Committee identified eight sites. After reviewing these locations with Town staff, the following three sites, along with corresponding staff comments, are submitted by the Public Art Committee to Town Council for consideration:

Site A: New Chamber of Commerce Welcome Center site on US 278

- Staff comments: Staff is comfortable with the Chamber site provided the Chamber is on board with the recommendation.

Site B: Jarvis Creek Park Lake

- Staff has no objections to the Jarvis Creek Park Lake site.

Site C: Town-owned parcel in the Chaplin Community (on west side of US 278 past Sherwin Williams store and before the old Cracker Barrel Site).

- Staff has indicated potential long-term plans for this area might require relocation of a public art piece within the general area to accommodate potential pathway links or linear park installation based on final park plans.

On August 3, 2010 the Public Facilities Committee unanimously approved to recommend Town Council approve the three proposed sites, identified by the Public Art for Hilton Head Island Committee of the Community Foundation of the Lowcountry, as potential sites for placement of Public Art on Hilton Head Island.

Background: The Community Foundation of the Lowcountry created a Public Art Fund for the purposes of funding and acquiring public art and outdoor sculpture to be placed in the public realm on Hilton Head Island. The committee is moving ahead with its plans for the Public Art Exhibition on Hilton Head Island scheduled for fall of 2011. As such, an RFP to artists will be issued this fall so that interested parties may have time to create pieces for the exhibition. As part of the RFP, the Public Art Committee would like to include two or three site descriptions so that artists may plan their outdoor sculptures accordingly. The dimensions and description of the sites will be included in the RFP and artists can elect to create one or more pieces for consideration. After reviewing several locations and receiving comments on sites from Town staff, the Public Art committee submitted three preferred sites to Town Council for consideration:

At the August 4, 2010 Public Facilities Committee meeting the committee unanimously approved to recommend Town Council approve the three proposed sites, identified by the Public Art for Hilton Head Island Committee of the Community Foundation of the Lowcountry, as potential sites for placement of Public Art on Hilton Head Island. The following concerns were raised at this Public Facilities Committee meeting:

1. Access to the sites, as well as visibility of the potential art pieces should be considered during the selection process for placement of public art on any of the proposed locations.

Main Attachments:

- Attachment A:* Site Location Map: Welcome Center Site and Jarvis Creek Park Lake Site
Attachment B: Site Location Map: Town-Owned Parcels West Side of Highway 278 Site



Attachment A

New Welcome Center Site

Jarvis Creek Park Lake Site



Town of Hilton Head Island

Public Art Site Proposal, New Chamber of Commerce Welcome Center and Jarvis Creek Park Lake Sites

July, 2010



TOWN OF HILTON HEAD ISLAND
 ONE TOWN CENTER COURT
 HILTON HEAD ISLAND, S.C. 29928
 PHONE (843) 341-4600
 Data Created July 22, 2010



The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or completeness or for any losses, in any form, arising from the use of the map.

Attachment B

Chaplin Community Park

Town owned parcels west side of 278

Former Cracker Barrel Site

Palmetto Dunes

WILLIAM HILTON PARKWAY

MOORING BUOY



TOWN OF HILTON HEAD ISLAND
ONE TOWN CENTER COURT
HILTON HEAD ISLAND, S.C. 29928
PHONE (843) 341-1460
Data Cross Sect. July 22, 2010

Town of Hilton Head Island
Public Art Site Proposal, Town Owned Parcels West Side of Highway 278 Site
July, 2010



1 inch = 640 feet

The information on this map has been compiled from a variety of sources and is intended to be used only as a guide. It is provided without any warranty or representation as to the accuracy or completeness of the data shown. The Town of Hilton Head Island assumes no liability for its accuracy or completeness or for any losses, in any form, arising from the use of the map.



TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Steve Riley, *Town Manager*
VIA: Charles Cousins, *Director of Community Development*
FROM: Shawn Colin, *Comprehensive Planning Manager*
DATE: August 19, 2010
SUBJECT: Mitchelville Preservation Project

Recommendation: The Public Facilities Committee recommends Town Council make some commitment to lease Fish Haul Park property to the Mitchelville Preservation Project contingent upon finalizing the plan and showing the financial ability to carry out the construction and long term management of the facility.

Summary: On June 14, 2010, the Mitchelville Preservation Project Committee submitted a letter to the Town of Hilton Head Island outlining their intention to move forward a proposal requesting that Town Council consider a long-term leasing arrangement between the Town and the Mitchelville Preservation Project Committee. Under the arrangement Fish Haul Park would be converted into a living museum, preserving this site as a heritage and education destination for residents and visitors.

Mitchelville offers an opportunity to work with a diverse community of Hilton Head Island heritage groups to develop an imaginative and exciting place to visit and be informed and inspired about the story of the African American's contribution to the Country's heritage of freedom. The vision of the Mitchelville Preservation Project Committee encompasses preserving the historic site, a portion of which is now a beautiful park; commemorating freedom's heritage by encompassing an appropriate memorial for the site; reconstructing (on the basis of evidence) two to three of Mitchelville's significant structures and creating state-of-the-art technological and media platforms for exhibiting and interpreting the history and story of its freedom pioneers.

Background: On August 3, 2010, the Public Facilities Committee recommended Town Council make some commitment to lease Fish Haul park property to the Mitchelville Preservation Project, contingent upon finalizing the plan and showing the financial ability to carry out the construction and long term management of the facility.

Main Attachments:

- Attachment A:* Letter from the Mitchelville Preservation Committee Chairman
- Attachment B:* Mitchelville Freedom Park Preliminary Master Plan

The Mitchelville Preservation Project
Post Office Box 21758
Hilton Head Island, South Carolina 29925

June 14, 2010

Mayor Tom Peeples
Town of Hilton Head
One Government Center
Hilton Head Island, SC 29925

Dear Mayor Peeples:

On behalf of the Mitchelville Preservation Project Committee, I take this opportunity to express my sincere appreciation to you, Mr. Riley and members of the Town Council for your support to the Mitchelville Preservation Project.

As you are aware, we have been working on this extremely important project for circa one year now. We are prepared to present our proposal to the Town Council for consideration.

Attached is a copy of the proposal for this preservation project. We hereby request that our proposal be brought to the Public Facilities Committee for consideration at the earliest possible date: preferably in August.

As evidenced by the plan, our proposal is to convert the existing Fish Haul Park into a living museum.

We proposed to the Town for consideration a long-term leasing arrangement for Fish Haul Park to the Mitchelville Preservation Project Committee, similar to the existing arrangement between the Town and the Coastal Discovery Museum at Honey Plantation.

We had intended to include an architectural rendering of our plan, but it is not fully prepared as of this writing. We anticipate that it will be fully prepared by the time of the August meeting, and can be presented then or to Town staff prior to the meeting date. Your support in this request will be most appreciated.

Sincerely,



Tom Barnwell, Chairman
Mitchelville Preservation Project Committee

The Mitchelville Preservation Project
 Business Plan
 June, 14, 2010
 (Working Document)
 For Distribution by the Chairman only!

Executive Summary

A critical next step for the Mitchelville Preservation Project Committee is the acquisition of the Hilton Head Fish Haul Park. What the Committee proposes is a favorable lease arrangement between the Town of Hilton Head Island and the Preservation Project. This arrangement would offer advantages for both partners in the form of increased tourism for the Town and Preservation of a nationally significant heritage site by the Preservation Committee.

Hilton Head Island is a place of significant historic sites. Perhaps none more important to heritage vacationers than those related to the Civil War. Historic Mitchelville is a Civil War site with a golden opportunity wrapped in its untold story that supports and strengthens the American ideal of freedom. Mitchelville is Beaufort County's "Colonial Williamsburg". Like Colonial Williamsburg in its making of American independence, Mitchelville represents the first organized town where Black people, moments removed from slavery and in a milieu of uncertainty, began to work out a unique culture of struggle, resistance and perseverance, as they sought to give real meaning to the ideal of freedom.

Mitchelville was established in 1862. It was to be a place where "Contraband" slaves would govern themselves and learn freedom through the practice of self-dependence. Mitchelville, therefore, acquires its historic significance because it is the place where African Americans first began to shape an uncertain freedom. Because that history occurred in the Sea Islands, Gullah descendents often say in their beautifully spoken dialect, "Da spirit of freedom lives in we".

Preserving this site as a heritage and education destination for tourist is the aim of the Project. Mitchelville offers an unprecedented opportunity to work with a diverse community of Hilton Head Island heritage groups to develop an imaginative and exciting place where Americans and even international travelers may visit and be informed and inspired about the story of the African American's contribution to the country's heritage of freedom.

The local interest in preserving Mitchelville remains enthusiastic.

There is a steadfast reverence and pride felt among Native Islanders about the story of historic Mitchelville. Community and inter-dependence continue to be strong among descendents of Mitchelville. The lore about the town has been passed by word of mouth to African Americans and other Hilton Head residents who have come to make Hilton Head Island their home. And, when friends, who have learned of Mitchelville, visit the Island they very often ask, "Where is Mitchelville?"

The work of Mitchelville's experiment in freedom while historically authentic has had a number of starts and stops over the years in attempts to restore the site as an historic destination. The current status of the effort to preserve Mitchelville is benefitted by an imaginative vision and mission; realistic plans; and dedicated leadership. Such an undertaking will require the assistance and resources of the County and the Town of Hilton Head. The time to preserve Mitchelville as a heritage destination has come. The Project Committee has started to enlist the help of all of the potential stakeholders who might support and be helped, as well, by putting the Mitchelville Preservation Project on a sound implementation track.

The governing committee of the Mitchelville Preservation Project has been selected with the intent to aggressively pursue preservation activities. Each member of the committee is required to pledge a financial donation. The first year fundraising goal has been set at \$100,000. The operation and first phase development work is projected to run around \$50,000 to \$75,000. Budget projections for an entire conceptual plan for a preserved site, including a design

for an appropriate heritage commemoration; replica exhibits of old Mitchelville with technological education platforms; and a design of an open air entertainment/exhibition pavilion are in the process of being prepared. Completion of the entire site preservation is projected to take at least three (3) years. "Start-up" funds are needed for specific planning activities which are detailed (see financial section). The preservation work will require multiple funding sources not the least of which will be an on-going fundraising campaign.

The Project Committee will work with the Town, the County and specifically the Hilton Head Island/Bluffton Chamber and the Beaufort County Black Chamber, as well, to promote Mitchelville as an historic attraction. The Project will identify new target markets that Mitchelville is likely to attract.

Mitchelville in American History and the Hilton Head Island Opportunity

Historic Mitchelville is the place where Africans in America, 250 years later, just out of slavery and not yet citizens first began to govern themselves and re-imagine the meaning of freedom. The town was established in 1862. One historian refers to this period as "the dawn of freedom" in the Sea Islands of which Hilton Head Island is one (DuBois, *Souls of Black Folk*, 1903). Hilton Head Island's Mitchelville offers the radical example of this experience (Chicora Foundation, 1995). So it is important to preserve Mitchelville and its story. The United States Congress said as much when it passed the National Reconstruction Study Act (2003) that referred to Mitchelville and its importance to an understanding of the difficult and complex period in America referred to as the Reconstruction Era.

For many American slaves, in the fall of 1861, the potential for freedom was brightest on Hilton Head Island. Here is the reason why. On November 7, 1861, Union ships attacked Fort Walker now a part of the Port Royal Plantation in Hilton Head. The battle lasted more than five hours, the Confederate troops, having fought valiantly, retreated from Hilton Head and the Union having won the battle established a Department of the South on Hilton Head. After the battle of Port Royal, thousands of slaves, "old men and thin, with gray and tufted hair; women with frightened eyes, dragging whimpering hungry children; men and girls, stalwart and gaunt, a horde of starving vagabonds, homeless, helpless, and pitiable in their dark distress," descended on the Sea Islands. (DuBois). What was to be done with these slaves seeking freedom, who had come, by faith, to stand on land now controlled by President Abraham Lincoln's Union troops?

Whatever the case, thousands arrived believing that the War was whether they should be slave or free. Their presence presented a problem of major proportion for the Union army. Questions were directed to Washington. Were the slaves to be freed? Were they to be returned to their masters? How was the Army to house and feed them? Under what conditions could they be put to work?

Soon temporary status was determined. They would be considered "contraband", a slave behind Union lines. On Hilton Head Island, Barrack type housing was constructed for the contraband slaves. Men, women and children were assigned together. Conditions became intolerable and another remedy had to be found. So, in early 1862, General Ormsby M. Mitchel employing a radical idea to address the issue of over crowdedness in housing, ordered that a large plot of land, outside the boundaries of Fort Walker, off the old Drayton Plantation, was to be set aside on Hilton Head for contraband slaves.

The site, later, was designated Mitchelville to honor General Mitchelville who died of the "fever" a short time after this action. His plan was considered radical and in 1862, it was. The plan included these features: Negroes were to build their own houses with lumber on ¼ acre plots of land provided by the military to each family. The Negroes were to be left alone in the operation of the Town. The "experiment" was to provide a realistic experience in

citizenship. The people were to learn what freedom means through the practice of self-dependence and governing. The Town plan included neatly arranged streets, an appointed Mayor and elected councilmen. These representatives, perhaps remembering the barracks experience promptly instituted laws regulating sanitation, community behavior and a compulsory education law, perhaps the first of its kind in South Carolina (Chicora Foundation, 1995). The Mitchelville plan focused on freedom; self-government; land ownership; independent farming; wage-based labor and commerce; volunteer military service and education in various areas of domesticity. At its core, the plan addressed the former slaves yearning for freedom and the reason they had rushed to Hilton Head in 1861.

General Mitchel, then Commanding General of the Department of the South, a Union soldier, but a son of the South, envisioned what was at that time a revolutionary plan by which former slaves would make the transition from slavery to freedom. He must have known, being an astronomer, as he was, that his plan would broaden the former slaves' universe and they responded eagerly to stake their claim on the meaning of freedom. Hilton Head Island hosted the General's family in 1997.

This is a nationally important story with critical links to the basic ideals of America's founding. These events occurred prior to the Emancipation Proclamation of 1863. There is a large number of heritage travelers interested in visiting a place of heritage that offers new learning about America and a unique opportunity to experience the Mitchelville dawn of freedom in a Hilton Head Island environment.

Business and Management Description

The Mitchelville Preservation Project became an established 501(3c) organization in May, 2010. Prior to receiving its 501(3c) status, the Project received donations under a partnership arrangement between the Project and the Lowcountry Community Foundation. That arrangement permitted donors to the Project, to donate to the Project through the Lowcountry Community Foundation and be eligible for favorable tax treatment.

Current Assets

In 1988 Mitchelville was listed on the National Registry of Historic Places. This makes the site eligible for corporate donors to receive certain tax incentives, grant possibilities and internships. In 1995, the Town of Hilton Head and the State of South Carolina recognized the historic value of the Mitchelville site and erected the official State historic sight description at the corner of Beach City and Fish Haul Roads. Again, this recognition brings with it opportunities of technical support in site preservation.

Perhaps the most significant recognition of Mitchelville came in 1995 when the Chicora Foundation completed their archeological work at the Fish Haul portion of the Mitchelville site. This excavation or so called "dig" uncovered over 25,000 artifacts yet to be catalogued. Little doubt that the information gained when this is accomplished will reveal much about the lives of the Mitchelville people. This portion of the town area is cited by the Chicora Foundation as the richest African American archeological site in the southeast. The teacher's training guide issued at the completion of their work is entitled, "Mitchelville: An Experiment in Freedom". These are all assets with value and will be utilized by the Project going forward.

One other recognition of note exists. The "conductor in chief" of the Underground Railroad, Harriet Tubman was sent to Hilton Head Island and it is believed visited Mitchelville. What the Project has confirmed is that she did spend a considerable amount of time on Hilton Head Island during the War. It is unlikely that she would not have visited Mitchelville. The well known Freedom Center in Cincinnati is built around the concept of Tubman's work to help slaves become free. This Center receives over 150,000 visitors annually. The famed 54th Colored Infantry,

whose story was depicted in the movie *GLORY* spent time on Hilton Head (Island Packet, May 18, 2010) Again, members of this unit is believed to have visited Mitchelville.

A body of academic work already exist authenticating Mitchelville. Other facts and stories of Mitchelville are yet to be uncovered in files located at Fisk and other universities across the country and in South Carolina. Descendents of Mitchelville doubtless carry an oral history that is yet to be uncovered. When an active research arm of the Project is established, finding Mitchelville will be an important activity. The Project will begin its work in the Beaufort County libraries and historical societies and places like the First African Baptist Church in Savannah where it is believed the Mayor of Mitchelville and perhaps a councilman, who served as Marshall held membership during the active years of the town.

These are all the reasons why in 2005 a diverse group of Hilton Head Island citizens took up the cause of preserving and promoting the Mitchelville heritage. This first group kept the importance of the Mitchelville site to Hilton Head on the community's agenda. In 2009, the group approached Mr. Thomas C. Barnwell and asked that he become chairman for a renewed effort to find an appropriate way to preserve what is left of the Mitchelville site and to uncover and interpret the heritage and commemorate the historic story. Mr. Barnwell is a well known developer on the Island and is no stranger to developing projects that he believes to be important to the County and Hilton Head Island community.

A Committee of 18 people makes up the governing arm of the Project and an Executive Committee chaired by the Project chairman oversees Project management. A group designated "Friends of Mitchelville" serve as an advisory and fund development arm to the Project and may assist the Project's six (6) standing management committees or appointed task forces. It is thought that a fundraising unit might well grow out of the Friends of Mitchelville.

The Project envisions working closely with other organizations important to the history, heritage and culture narrative of Hilton Head, for example, the Gullah Museum, the Coastal Discovery Museum and the Heritage Library Foundation. These organizations working together in developing heritage initiatives should attract heritage travelers specifically to Hilton Head Island in greater numbers.

The Mitchelville Preservation Project is currently without staff but, projects for the future at least one person who will coordinate volunteers.

Six (6) standing committees conduct the on-going work of the Project. They are:

1. Education and Research: attracts a research team interested in Mitchelville research and works to develop the narrative of the story of Mitchelville and offers guidance to preservation planning within the scope of the Project's vision, mission and what the research supports.
2. Communication and Marketing: works to present the story of Mitchelville via websites, other technological plate forms, civic organizations, education institution, events and other related venues. It arranges Mitchelville tours.
3. Planning and Facilities: works to plan and manage the overall imaginative preservation work of the Mitchelville site and other Project facility assets.
4. Fundraising Committee: works with the Management Executive Committee to set fundraising goals and works to develop ideas and activities to achieve the Project goals.
5. Finance Committee: works to manage all Project funds prudently.
6. Executive Committee: includes the heads of each of the other committees and the Chairperson of the Project who chairs the Executive Committee. This committee oversees all Project management in accordance with the Governing Committee which holds legal authority of the Mitchelville Preservation Project.

The Vision

The vision of the Mitchelville Preservation Project Committee encompasses preserving the historic site, a portion of which is now a beautiful park; commemorating freedom's heritage by commissioning an appropriate memorial for the site; reconstructing (on the basis of evidence) two to three of the Town's significant structures and creating state-of-the-art technological and media platforms for exhibiting and interpreting the town's history and story of its freedom pioneers. These plans, in sum, serve the overall vision of the Committee which is to educate and inspire Americans to appreciate the broad contribution that diverse groups have contributed to freedom's heritage in America.

Two to three years from now the former Fish Haul Park will have been leased to the Mitchelville Preservation Project; the Park will have been re-named the Mitchelville Freedom Park. Waving briskly in the Ocean breeze, the American, the South Carolina, the County and the Hilton Head Island flags will stand at the entrance of the Park. Just inside visitors may view the original archeological "dig" of Mitchelville. A volunteer will greet visitors at the Park entrance and explain the meticulous work of a dig. The entire park will have been designed with replicas of one or two historic homes, perhaps the school, a prayer meeting house and a store or a bakery. Around the interior of the structures, through the use of modern technology, visitors will enjoy an interactive educational experience with the past.

Information around five specific historic themes will be incorporated into the Mitchelville Freedom Park's story and design. The themes are: Fighting for freedom; education; religion; song in the freedmen's lives; economic development (land ownership, wages and commercial enterprise). The themes will be played out within the context of everyday living. A creatively designed welcome Center incorporating an open air theater pavilion for artist and entertainment will have been built as a central place to exhibit the artifacts recovered from the archeological dig; the rich culture of song and the various arts; and dramatizations of the period.

A magnificently designed "commemoration of freedom" will have been erected along a "Heritage Path" perhaps in the center or on the Park's edge. The design commemorates the "dawn of freedom" at the end of 250 years of bondage and fore-shadows the heritage of freedom as struggle, perseverance and resilience, the roots of which were planted by the experiences of the freedmen at Mitchelville. The Heritage Path takes visitors past the bust likeness or full-form figures of General Mitchelville, the Mayor of Mitchelville and Harriet Tubman. The Heritage Path may very well track outside the Mitchelville Freedom Park to other sites like, for example, Fort Howell (or Mitchel), built by the military and Blacks to protect Mitchelville.

Walking taped documentaries about important people and events have been prepared and are narrated by several of our leading Hollywood actors. Their narrations might include a short narrative of the story of Mitchelville and short bios of General Mitchel, the Mayor and Marshall of Mitchelville and Harriet Tubman as visitors approach their busts along the Heritage Path. One of the buildings cited above may also double as the climate controlled storage for various artifacts yielded by the 1995 archeological dig and not displayed at the pavilion. A small plot for an 1860 period garden helps guides to begin an explanation for children about the African roots of some of the vegetables eaten today.

An American Indian section will be appropriately recognized. Indians lived on the site some 3,500 years ago. The vision does not end! Mitchelville is a living place for "Da spirit of freedom is in we". As the Project researchers

learn more about the events that went on around Mitchelville and impacted the people's lives, these experiences will be incorporated these findings. Special exhibits, on related topics, are also envisioned.

The education program focuses around relevance and impact of events happening outside of Mitchelville impacting the people's lives. For example, what was the reaction to the Emancipation Proclamation? Did they learn of the visit of Harriett Tubman? Might any of the residents have volunteered for the First Black Troops Regiment? What was their reaction to General William T. Sherman's Military Order #15, referencing the handling of deserted lands? What was the reaction to the return of lands, owned by freedmen to former owners?

The Project envisions an active collaborative with other ongoing work that seeks to preserve the Gullah culture. One organization, the Cohen Museum which represents the oldest family built residence by a member of the extended Mitchelville ancestry will be important to the Mitchelville story. The National Gullah/Geechee Commission provides technical assistance. Other special exhibitions will no doubt become an annual affair of the Mitchelville Freedom Park. The Project will, through collaboration, will be working hand in hand with all of the established museums on the Island that can assist in preserving and promoting Mitchelville and an expansion of the heritage freedom trail. All of this will have a positive impact on tourism. The 16 acre Fish Haul Park will be enhanced by this plan that benefits the entire community of Hilton Head and the County.

The mission of the Mitchelville Preservation Project is to preserve the Mitchelville site to educate, inspire and motivate our youth to learn the past and value our heritage of freedom. (committee work incomplete)

Project Services

The Mitchelville Preservation Project expects to sponsor the following types of extension events. These "Mitchelville Freedom Park" activities will promote and enhance the education program at the destination site.

1. Artist and writing competitions for Youth: Youth will be contacted through their schools locally, in the State and across the country to participate. Competition themes will be selected from the Mitchelville story of freedom. Winners will visit Hilton Head Island with a family member and be awarded the Key to Historic Mitchelville. They will leave a copy of the winning "piece" in the Mitchelville Freedom Park.
2. The Project wants to establish a Mitchelville Workshop around the idea of self-dependence, where people who volunteer in communities from across the State may come and describe their activities for the betterment of their communities. Results of these workshops will be published and featured in State publications and in the education building of the Mitchelville Freedom Park.
3. Periodic local seminars featuring historic works and personalities interested in the study of Reconstruction Era history will be sponsored.
4. Teacher Workshops will be sponsored for teachers from across the country to explore activities and ideas of teaching that re-ignites the love of learning about the heritage of freedom in America.

Analysis of the Potential of the Project

Historic preservation creates jobs, increases property values, and is the vehicle for heritage tourism (Economic Impacts of Historic Preservation in South Carolina, 2003). Peter Yesawich, marketing executive, suggested in his 2009 remarks to Chamber of Commerce that Hilton Head Island, in addition to its beaches, golf, clay tennis courts, and lush green environment might benefit from another attraction which might keep visitors in the hotels for one additional day.

Heritage tourism is defined as traveling to experience the places and activities that authentically represent the stories and people of the past and present. (National Trust for Historic Preservation)

Data collected by the Travel Industry Association and the Smithsonian Magazine, 2003 suggest the following:

1. 81% of Americans who travel are considered historic/cultural travelers.
2. These travelers spend more money, \$623 vs. \$457. These trips tend to be longer. These comparisons exclude cost of transportation.
3. 30% of these heritage travelers' destination was influenced by a specific historic event or activity.
4. Almost half, 44% include shopping as compared to 33% of other travelers.
5. Historic travelers are slightly older, 6 in 10 have college degrees.

Who might the Mitchelville Preservation Project attract to "Mitchelville Freedom Park"? Target Markets: Area residents because of the emphasis put on their sense of place and the pride exhibited. The Project will focus on youth by placing emphasis on education and the Mitchelville story. The Project will direct some attention toward Media to gain "feature" attention and placement. Finally, the African American family will be a target group because of the inspiration and uniqueness within the Mitchelville story that directly relates to a potential interest among African Americans.

A possible exciting and productive challenge will be the task of partnering with other heritage operations on the Island to coordinate events and heritage theme exhibits to the maximum benefit of each partner and to our County. In pursuit of this cooperation, the Project Committee members will meet with each heritage organization on the Island and engaged them in dialogue about our plans. The Project believes economic development is more likely to work if there is a network of organizations dedicated to the same goal.

External Marketing

This work will include:

1. Word of mouth to citizens in Beaufort County and especially Hilton Head. We will plan "hosting" across the area where the Project will talk about the Mitchelville freedom story and potentially raise funds. The local media will be enlisted to get out the word and offer Committee members an opportunity to talk about the excitement around the Project.
2. The Project has already started discussions about a comprehensive website. Brochures with maps of the entire Mitchelville town plat are being planned.
3. The Project plans to create a sesquicentennial event in recognition of the 150 year anniversary of the Civil War and the early plans for Mitchelville.
4. The Project plans to work with the State, Federal and other successful preservation organizations for their professional advice, i.e., Charleston Preservation group which is considered one of the best in the country will be contacted for technical assistance. The Project, as we have stated will seek the advice of both Beaufort County Chambers of Commerce.
5. We will identify and attract travel journalist with whom the Project can work to place Mitchelville in travel columns.
6. The same idea will be used for major media markets/Oprah, Soledad CNN/ on "finding Mitchelville" its heritage across the country.
7. The Project will begin to put together an electronic data base of potential visitors.

Financials

Because the Mitchelville Preservation Project is a "start-up", the costs below are projected based on "best estimates" of the start-up needs. The lists below are costs for start-up activities only.

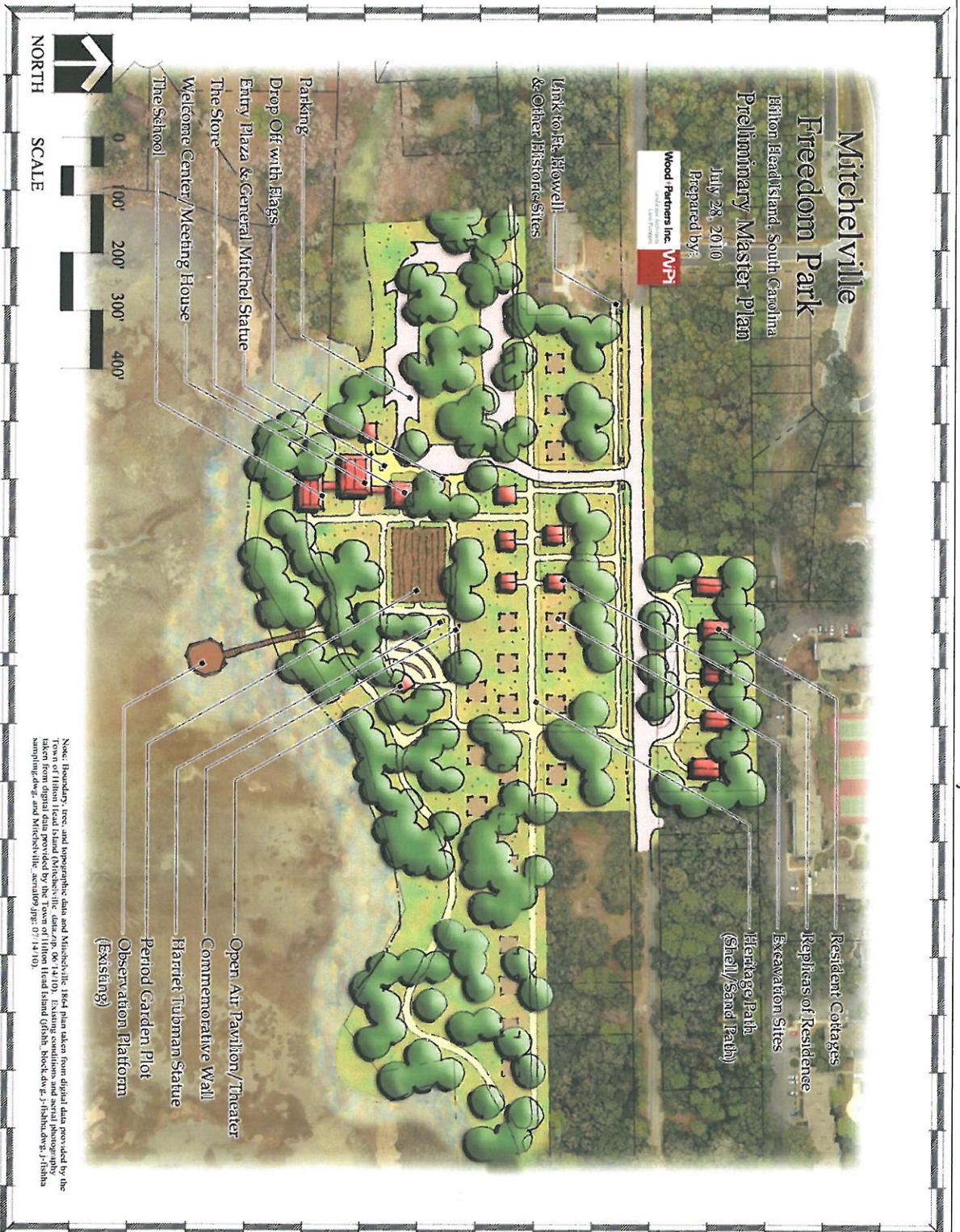
The Project has come a good distance without dedicated staff. It will continue with a dedicated cadre of volunteers. The Project will continue to bank on the wise guidance of County and Town officials and the work of its governing

Committee of volunteers. The activities below are scheduled for any initial start-up funds. A percentage of any amounts received are allocated for each activity based on priorities set by the Project Committee.

1. Broad research action to continue to uncover the Mitchelville story. For example, an oral history collection project beginning with the HHI descendents
2. Market Feasibility and Program Development
3. 501(3c) work including liability insurance
4. Preparation for 150 year celebration of opening of "Mitchelville Freedom Park/Hilton Head" and constructing of an open pavilion for displays
5. Communication, Internet site development, principal brochure with map of Mitchelville and introductory information events
6. Design of "Mitchelville Freedom Park" as described in vision and develop estimate construction and technology cost
7. Local "Mitchelville historic district ordinance" development and cost of appropriate signage/10%
8. Project Coordinator and fundraiser
9. Shared office space with equipment and supplies

End Working Document

Mitchelville Freedom Park – Hilton Head Island, SC



Note: Boundary, tree, and topographic data and Mitchelville, 1864 plan taken from digital data provided by the Town of Hilton Head Island (hiltonsc.org; data-arc_06/14/10). Existing buildings, excavations, and Mitchelville, 1864 plan taken from digital data provided by the Town of Hilton Head Island (hiltonsc.org; data-arc_06/14/10). Existing buildings, excavations, and Mitchelville, 1864 plan taken from digital data provided by the Town of Hilton Head Island (hiltonsc.org; data-arc_06/14/10).



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

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

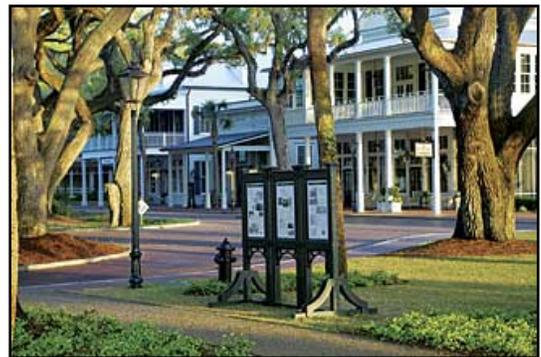


MARKET STREET- TWO 10' LANES THAT HANDLE A HIGH VOLUME OF CHARLESTON PENNINSULA TRAFFIC DAILY

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



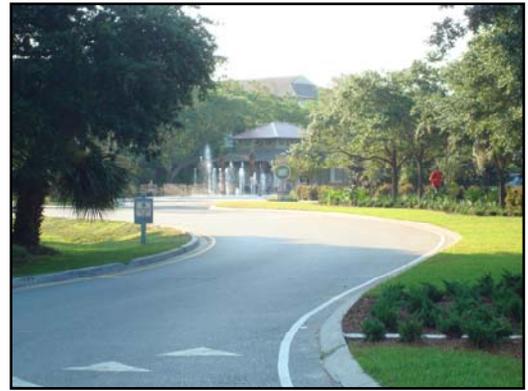
ELEMENTS OF THE SITE’S REDEVELOPMENT. WHAT WAS ONCE AN AREA TO DRIVE AND PARK NOW COMPELS USERS TO MEANDER THROUGH THE LIVE OAKS. THE AREA IS EXPERIENCED AT A HUMAN PACE. THE LANDSCAPING AND BENCHES THAT AUGMENT THE AREA MAKE THIS PART OF THE PARK A DESTINATION ITSELF. AS IT EXISTS, THIS SAME ENVIRONMENT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