



**The Town of Hilton Head Island  
Regular Public Facilities Committee Meeting**

**Tuesday, September 3, 2013**

**2:30 p.m**

**Benjamin M. Racusin Council Chambers**

**AGENDA**

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

- 1. Call to Order**
- 2. Freedom of Information Act Compliance**  
Public notification of this meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 3. Committee Business**
  - Approval of Minutes from January 3, 2013 and January 23, 2013
- 4. Unfinished Business**
- 5. New Business**
  - Island Wide Beach Renourishment 2015 Proposed Project Limits
  - Park Name Recommendation – New Facility at 133 Squire Pope Road
- 6. Adjournment**

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

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## TOWN OF HILTON HEAD ISLAND PUBLIC FACILITIES COMMITTEE

5 Date: January 3, 2013

Time: 3:00 P.M.

7 Members Present: Kim Likins, John McCann, Marc Grant

9 Members Absent: None

11 Staff Present: Scott Liggett, Charles Cousins, Marcy Benson, Darrin Shoemaker, Shawn  
12 Colin, Jeff Buckalew, Susan Simmons

14 Others Present: Bill Harkins, George Williams, *Councilmen*, Commissioner J. Craig  
15 Forrest, *South Carolina Department of Transportation*

17 Media Present: Brian Heffernan, The Island Packet

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20 **1. Call to Order:**

21 The meeting was called to order at 3:08 P.M.

22 **2. FOIA Compliance:**

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

25 **3. Committee Business:**

26 **Approval of Minutes:** Chairman Likins accepted the Minutes of November 7, 2012 as  
27 presented. They could not be approved due to a change in Committee Members.

29 **4. Unfinished Business:** None

31 **5. New Business**

32 • **SCDOT Fiscal Year 2013 Federal Match Program Grant Agreement Execution**  
33 **Authorization Request**

34 Marcy Benson, Senior Grants Administrator advised staff is requesting the Public  
35 Facilities Committee recommend Town Council authorize the Town Manager to  
36 execute the South Carolina Department of Transportation (SCDOT) Fiscal Year 2013  
37 Federal Match Program Grant Agreement and direct staff to amend the Fiscal Year  
38 2013 Consolidated Municipal Budget in order to provide the 50% match requirements  
39 of \$771,132.50 to SCDOT. Funds are available in the form of unallocated Hospitality  
40 Tax Revenues or bond proceeds.

42 Staff submitted an application to the SCDOT on September 14, 2012 for the Fiscal  
43 Year 2013 Federal Resurfacing Match Program. This is a 50% matching grant  
44 program. The four roadway resurfacing projects submitted for consideration to  
45 SCDOT include portions of roadway along Gum Tree Road, Mathews Drive, Beach  
46 City Road and Folly Field Road.

48 Councilman Grant asked whether the money will be distributed equally among the four  
49 roads. Ms. Benson stated that in the information provided in the grant application there  
50 was a complete breakdown of the budget for all four projects. Each project is slightly  
51 different because there are different distances involved in each of the roads. The total  
52 amount will not be equal in four portions. It will be based on what the project cost  
53 estimate was for each of the portions of road. Both Councilman McCann and Grant  
54 asked in what order the projects would be done. Scott Liggett, Director of Public  
55 Projects and Facilities advised at this point we do not know. After the execution of the  
56 Agreement, the SCDOT will pursue the projects, get the design work and contractors  
57 lined up, but I cannot tell you at this point how they intend to prosecute the work.  
58

59 Councilman Grant asked if it was possible before we get started with the project and  
60 before it gets approved we make a recommendation that we have a detailed plan on  
61 how much each road will cost prior to approval. Scott Liggett advised that we have an  
62 estimate for each of the segments and can provide that as a follow-up to this meeting.  
63 Once the Agreement has been executed, the terms of the Agreement require us once it  
64 is approved for us to remit to them our share of those costs within 30 days.  
65

66 Councilman McCann asked if we are committed to all four roads, at the end of three  
67 can we say if the overage is such that we do not want to do the fourth or are we  
68 committed to doing all four no matter what the overage is. Mr. Liggett advised should  
69 there be an overage the Town would have to agree to pay any overage regardless of the  
70 project. We are not obligated to pay the cost of any overage.  
71

72 Chairman Likins asked priority wise how does this project fall in line with other capital  
73 improvements. I think it is great that we have matching funds but I don't want to take  
74 the money and spend it if it actually was a lower priority than several other things that  
75 we would want to spend that amount of money on. Mr. Liggett stated that from the  
76 standpoint on how we prioritize all of our projects, I would suggest maintenance ought  
77 to really lead the charge compared to building new. From the standpoint that this  
78 allows us in partnership with the SCDOT ought to lead the list. I do not want to leave  
79 anyone with the impression that any of the projects that are currently on the CIP and  
80 have been funded this year are somehow subject to unfunding or reallocation as a result  
81 of this. I see this as working in a complimentary way parallel with the current CIP and  
82 as a way that we can help the SCDOT address maintenance needs here on the Island in  
83 a way that would get this work done far quicker than either the SCDOT operating alone  
84 or we could accomplish operating alone.  
85

86 Councilman McCann moved the Public Facilities Committee recommend Town  
87 Council authorize the Town Manager to execute the South Carolina Department of  
88 Transportation (SCDOT) Fiscal Year 2013 Federal Match Program Grant Agreement  
89 and direct staff to amend the Fiscal Year 2013 Consolidated Municipal Budget in order  
90 to provide the 50% match requirements of \$771,132.50 to SCDOT.  
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96 **6. Adjournment:**  
97 Councilman McCann moved to adjourn. Councilman Grant seconded the motion. The  
98 meeting was adjourned at 3:22 p.m.  
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100 Respectfully Submitted,  
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104 **Karen D. Knox**

105 **Senior Administrative Assistant**

DRAFT

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## TOWN OF HILTON HEAD ISLAND PUBLIC FACILITIES COMMITTEE

5 Date: January 23, 2013

Time: 10:00 A.M.

7 Members Present: Kim Likins, John McCann, Marc Grant

9 Members Absent: None

11 Staff Present: Scott Liggett, Charles Cousins, Jeff Buckalew, Darrin Shoemaker, Jill Foster, Shea Farrar

14 Others Present: Gary Kubic, *Beaufort County Administrator*, Stu Rodman, *Beaufort County Director of Engineering & Infrastructure*, George Williams, Bill Harkins, *Councilmen*

18 Media Present: Brian Heffernan, The Island Packet

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21 **1. Call to Order:**

22 The meeting was called to order at 10:00 A.M.

23 **2. FOIA Compliance:**

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

26 **3. Committee Business:** None

28 **4. Unfinished Business:** None

30 **5. New Business**

- 31 • **Town Position on the Bluffton Parkway – Phase 5A including the Flyover and**
- 32 **Interchange with U. S. 278**
  - 33 ○ **Funding for previous studies**
  - 34 ○ **Funding for project beautification**
  - 35 ○ **Funding for Town road maintenance**

36 Scott Liggett, Director of Public Projects & Facilities/Chief Engineer called to the attention  
37 of the Committee and those in attendance there is a revised agenda for today's meeting  
38 which will provide additional clarification that we thought was necessary as relates to the  
39 action items that are before the Committee today regarding the Mainland Transportation  
40 Agreement. That revised Agenda includes topics we are prepared to make  
41 recommendations to you here today, dealing with the funding for previous studies, funding  
42 for project beautification and funding for Town road maintenance.

44 Mr. Liggett also advised that representatives from Beaufort County were in attendance and  
45 at a time if the Committee would like they would be happy to give an update on the status  
46 of the flyover project.  
47

48 Mr. Liggett stated he would advise the Committee that they take action on the three bullet  
49 points item separately.

50  
51 Mr. Liggett proceeded to give the Committee some background information, as follows:

52  
53 In April of 2008, Town Council approved the following mainland transportation  
54 improvement projects for Hospitality Tax Funding, not to exceed \$2.1 million:

- 55  
56
- SC 46 Widening (US278 to Bluffton Village) - \$500,000
  - US 278 Frontage Roads (East of Simmonsville Road) - \$1,100,000
  - Simmonsville Widening (US 278 to Bluffton Parkway) - \$500,000
- 58  
59

60 At the time, the Town's contributions were understood to be necessary in order to fully  
61 fund the projects and allow them to be constructed. Each was part of the Council endorsed  
62 and voter approved transportation improvements program funded by the Beaufort County  
63 local 1 cent sales tax. Additionally, \$400,000 was previously pledged for the completion of  
64 the Bluffton Parkway Phase 5A Feasibility Study (professional services.) The total amount  
65 pledged for Mainland Transportation Projects is \$2,500,000.

66  
67 Subsequent to the commitment of the Town, the County secured additional Federal and  
68 State funding for construction of the SC 46 and Simmonsville Road Widening Projects  
69 which obviated the need for the Town contributions. These projects became fully funded  
70 as a result and have been completed without Town assistance. While no additional third  
71 party funding was secured by the County for the frontage road projects, they were  
72 completed by using sales tax and County impact fee revenues with no Town dollars  
73 involved.

74  
75 Mr. Liggett advised the Committee with respect to the plan going forward, staff  
76 recommends that the Town:

- 77
- Immediately release to the County the \$400,000 previously committed for the  
78 Bluffton Parkway Phase 5A feasibility study;
  - Prepare to at least partially fund and potentially lead the landscaping and  
79 beautification program subsequent to the project completion. In order to accomplish  
80 this, staff recommends that up to \$1,000,000 of our previous commitment be  
81 reserved to satisfy the landscaping requirement and;
  - Hold back the remaining balance (\$1.1 million) to be made directly or indirectly  
82 available to fund Town operating expenses for road and other property maintenance  
83 through time, as may be needed.
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88 Councilman McCann wanted confirmation that none of the \$2.5 million will be used to  
89 build the flyover. Mr. Liggett confirmed that was correct.

90  
91 Chairman Likins asked Mr. Gary Kubic, Beaufort County Administrator to give the  
92 Committee and update on the flyover project. Mr. Kubic proceeded to give the Committee  
93 a detailed history of the project.

94

95 After a brief discussion period, Chairman Likins reminded the Committee that they would  
96 take action on the three bullet points individually, as follows:  
97

98 • **Funding for previous studies**

99 Councilman McCann moved the Public Facilities Committee recommend to the \$400,000 be  
100 released to Beaufort County for the Bluffton Parkway Phase 5A feasibility study. Councilman  
101 Grant seconded. The motion unanimously passed.  
102

103 • **Funding for project beautification**

104 Councilman Grant moved the Public Facilities Committee recommend waiting on  
105 partially funding and potentially leading the landscaping and beautification program  
106 subsequent to project completion. until we see what happens with the flyover.  
107 Councilman McCann seconded the motion. A discussion ensued and Councilman  
108 Grant modified his motion to recommend the Public Facilities Committee recommend  
109 the Town Manager look into the \$1.1 million and work out a plan to have a spot at the  
110 table to improve the beautification of the flyover. Councilman Likins seconded. The  
111 Motion unanimously passed with a vote of 2-0. Mr. McCann was opposed.  
112

113 • **Funding for Town road maintenance**

114 Council McCann moved the Public Facilities Committee recommend we hold back the  
115 remaining balance of \$1.1 million to be made directly or indirectly available to fund  
116 Town operating expenses for road and other property maintenance through time, as  
117 may be needed. Councilman Grant seconded. The motion unanimously passed.  
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119 **6. Adjournment:**

120 Councilman McCann moved to adjourn. Councilman Grant seconded the motion. The  
121 meeting was adjourned at 11:07 a.m.  
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123 Respectfully Submitted,  
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126 \_\_\_\_\_  
127 **Karen D. Knox**  
128 **Senior Administrative Assistant**

## MEMORANDUM

**TO:** Public Facilities Committee

**FROM:** Scott Liggett /Director Public Projects & Facilities

**VIA:** Stephen G. Riley, CM, Town Manager

**DATE:** August 27, 2013

**RE:** **Proposed scope – Island-wide Beach Renourishment Project (2015)**

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### **Recommendation**

Staff recommends the Public Facilities committee endorse and recommend to Town Council the direct placement of sand as part of our next Island-wide Beach Renourishment Project occur along a limited reach of shoreline just north of South Beach, between Alder Lane (in South Forest Beach) and the Folly along our Atlantic Oceanfront shoreline and between the Port Royal Beach House and Tattnall Place along the Port Royal Sound-front shoreline. Please see the attached memorandum from Olsen Associates.

### **Summary**

The recommendation for the placement of sand is driven by need, considering collectively, three performance indicators:

- Beach Width
- Rate of Shoreline Recession
- Rate of Volumetric Sand Loss

The recommendations contained herein, come as a result current or expected narrow beach conditions and high rates of shoreline recession and volumetric sand loss which can be mitigated with the placement of sand. Conversely, areas falling outside the limits described above are the result of a lack of compelling current or expected conditions in one or more of the indicators through the expected design life of the project in question (7-10 years).

### **Background**

The design of the upcoming beach renourishment project is underway. As has been the case with previous projects, the technical “need” for the proposed sand placement has been driven by the cumulative performance of the prior projects as evidenced in our semi-annual beach condition surveys, accompanying reports, while considering a reasonable use of the finite compatible sediments within our near-shore shoal features and budgetary constraints.

While we have continuously monitored 13 miles of our beachfront for the last 27 years, slightly more than half, just less than 8 miles has fallen within the limits of previous fill projects. This has resulted in the direct placement of sand essentially along the same oceanfront shoreline reach, three times. With the maturity of our Beach Management Program comes the ability to analyze

beach conditions using specific measurable performance indicators. One of the goals of our management techniques is to provide a “minimum beach condition” in order to maximize recreational opportunities, natural resource and habitat conditions and storm protection. However, no such quantitative standard has been adopted by the Town.

With the complementary use of these indicators, we can confirm, that as with past projects, the critical segment lies centrally along our open ocean shoreline; more or less between North Forest Beach and the Marriott Resort and Spa in Palmetto Dunes.

Similar to conditions in 2006, just north of the Folly, virtually all of the sand volume placed in 2006 remains. No material shoreline recession has occurred and this shoreline reach stands to benefit indirectly from sand placed along the Port Royal Plantation shoreline in early 2012. Thus, no sand is proposed for placement here.

Along Port Royal Sound, a portion of the reach that was restored in 1997 is proposed to be filled. This includes the portion of shoreline made part of our on-going Ocean Point Project.



Town of Hilton Head Island  
 Beach Renourishment  
 Proposed Fill Placement Areas



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 state of completion or for any losses arising from the use of the map.

## MEMORANDUM

Date: August 29, 2013

To: Scott P. Liggett, P.E.

From: Christopher G. Creed, P.E. 

Re: Town of Hilton Head Island  
2014/15 Beach Renourishment Project  
Initial Planning Observations and Recommendations



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A preliminary review of existing beach conditions was conducted to identify the probable scope of the Town of Hilton Head Island's planned 2014/15 island-wide beach renourishment project. The review focused on three principal beach condition parameters. These are (1) beach width, (2) shoreline change rate, and (3) beach volume change rate. The assessment of beach width was based upon April 2013 conditions. The shoreline and volume change rate assessment considered changes that occurred to the island's beaches between April 2007 (post-2006/07 project) and April 2013. The results of this analysis are presented graphically on attached **Figure 1**. It is anticipated that fill placement will be necessary where the combined effect of narrow beach width, existing and future, and high shoreline change rates will contribute to problematic beach conditions prior to the end of the planned project life (i.e., 7-10 years following construction).

Five areas of the island have been identified to have relatively narrow existing beach widths. For the purposes of this evaluation, beach width is defined as the distance between the Town's Beachline<sup>1</sup> and the April 2013 mean high water shoreline. The benchmark for narrow here is a distance of 200 feet or less. Two hundred feet is not a defined management distance but rather a distance that is used in this evaluation so that a comparative assessment of relative shoreline conditions can be performed. The areas where the beach is narrow, as of April 2013, include (1) an area of the Calibogue Sound shoreline between the Lands End Groin and South Beach, (2) the Atlantic Ocean shoreline of southern and central Sea Pines, (3) North Forest beach, (4) Singleton Beach, and (5) a small portion of the Port Royal Sound shoreline at Ocean Point.

Three regional areas of the island shoreline have been identified to have high shoreline recession and beach volume erosion rates. For this evaluation, shoreline change rates greater than 5 ft/yr and beach volume loss rates greater than 5 cy/ft/yr are considered to be "high" and potentially problematic from a project performance perspective. Areas with high erosion rates include (1) a limited reach of shoreline immediately north of South Beach, (2) the reach of

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<sup>11</sup> The Town's Beachline is the local regulatory line adopted by the Town in December 2006 and defines the seaward limit of development or allowable development.

shoreline generally between Alder Lane in South Forest Beach and the Folly, and (3) the central portion of the Port Royal Plantation shoreline, including the Heel shoreline.

Of particular interest is the coincidental occurrence of narrow beach conditions and high erosion rates. It is anticipated that beach conditions along areas with high erosion rates will continue to narrow. Sand placement will be required along those areas where the effects of the shoreline retreat and beach volume losses would reduce beach widths to problematic levels prior to the end of the anticipated project life (i.e., 7-10 years after construction). Areas where it is expected that continued shoreline change and sand loss rates could narrow beach widths to problematic levels prior to the end of the intended design life of the upcoming project include (1) the area just north of South Beach, (2) North Forest Beach, (3) Singleton Beach, and (4) portions of the Port Royal Plantation shoreline north of the Beach House.

Overall, narrow beach width conditions and the patterns of shoreline and beach volume change are generally consistent with historical conditions, with only a few exceptions. That is, there are areas of narrow beach conditions in southern Sea Pines, North Forest Beach, Singleton Beach and Port Royal Plantation. Higher erosion rates exist at an isolated area in the vicinity of South Beach, most of the central portion of the island, and in Port Royal Plantation. The area of shoreline between the Folly and the Heel, however, which has historically been narrow and erosional, is wide compared to historical conditions and has been generally stable to accretional since 2006. It is believed that the change in conditions along this reach of shoreline is due to the beneficial effects of sand losses from the adjacent shorelines to the north. This effect is anticipated to continue throughout the planned design life of the upcoming project.

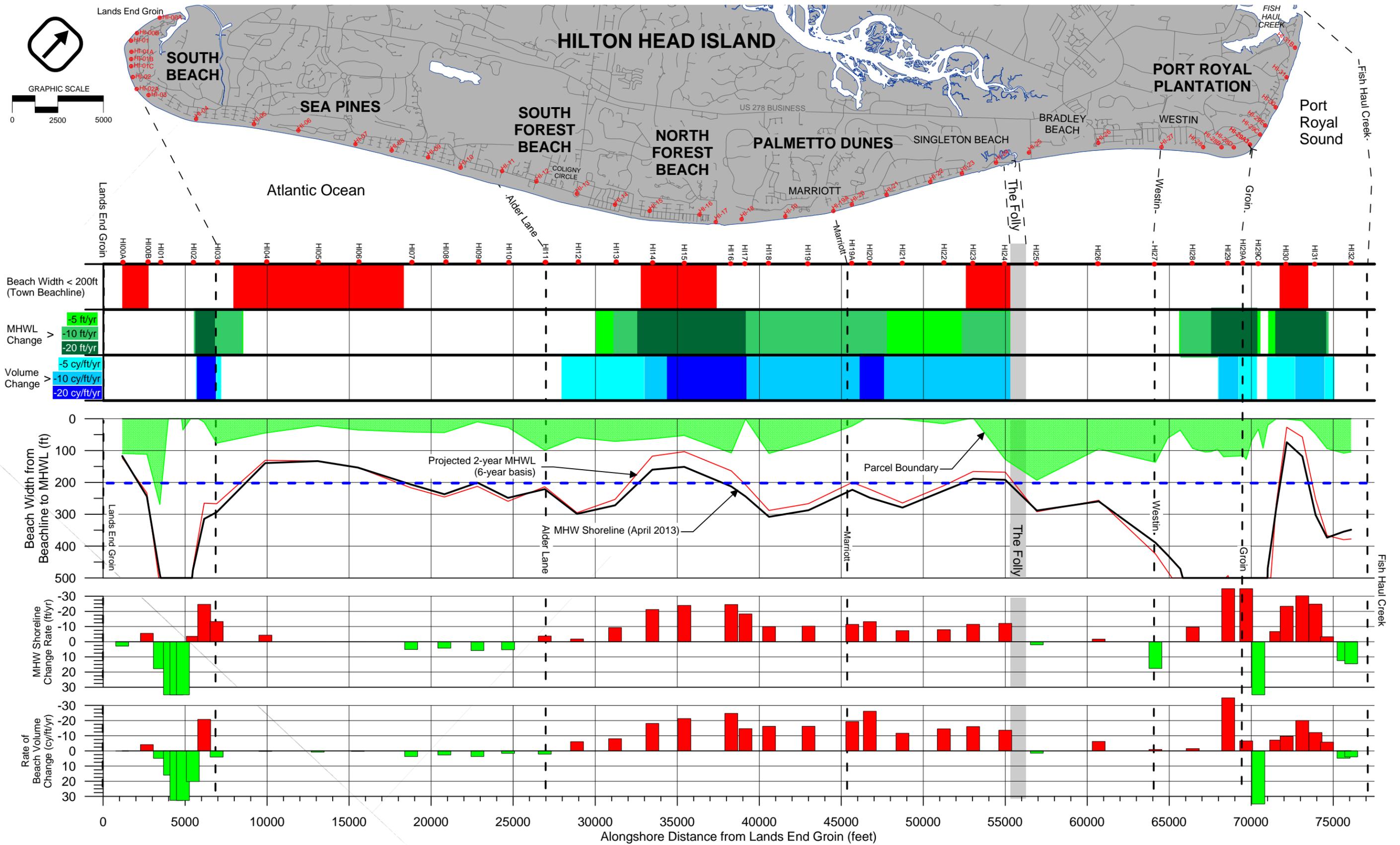
It is recommended that sand placement during the upcoming project be considered for (1) those areas where there are higher shoreline and beach volume loss rates and (2) those areas where the loss rates would contribute to problematically narrow beach widths prior to the end of the planned 7-10 year design life of the upcoming project. Based upon the evaluation of April 2013 beach conditions and shoreline and beach volume change rates that have existed since completion of the 2006/06 island-wide beach project, sand placement during the next island-wide beach project is recommended for the following areas:

- (1) a limited reach of shoreline immediately north of South Beach
- (2) the area between Alder Lane and the Folly, and
- (3) portions of the Port Royal Plantation from just south of the terminal groin to Fish Haul Creek. Due to the rapid rate of change along this reach of shoreline, it may be necessary to adjust the scope of fill at this location immediately prior to construction.

**Figure 2** depicts the approximate location and extent of these recommended sand placement areas.

Fill placement is not recommended where the beach is relatively wide and shoreline change rates are stable to accretional. In particular, it is not anticipated that sand fill will be necessary to increase beach widths or offset a long-term trend of erosion along (1) the Calibogue Sound shoreline, (2) the Atlantic Ocean shoreline along Sea Pines, (3) the reach of shoreline between the Folly and several thousand feet north of the Westin Hotel, and (4) the northern most area of the Port Royal Plantation Port Royal Sound shoreline. Areas that have received sand placement in the past but would not be included in the currently recommended project include the area between the Folly and just north of the Westin on the Atlantic Ocean shorefront and the northern Port Royal Plantation shoreline. Compared to historical conditions along these two areas, the beneficial effect of direct sand placement and the incidental effects of sand transport to these areas from adjacent shorelines have improved conditions such that additional sand placement is not presently needed to maintain desired conditions.

It is noted that these recommendations are based upon historical trends. Storms and large changes in the offshore shoal fields, especially at the northern and southern ends of the island, could alter shoreline change conditions in such a manner that the historical trends are not representative of future performance. Conditions will continue to be monitored between now and the time of construction. The town will be notified of any changes in these conditions and possible modifications to the necessary scope of the planned project that may be required to address such changes.



**Figure 1:** Beach width, rate of MHW shoreline change, and rate of beach volume change along the Hilton Head Island shoreline. Change rates are based on the period March 2007 to April 2013.

28 August 2013



Town of Hilton Head Island  
 Beach Renourishment  
 Proposed Fill Placement Areas



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# Memo



To: Public Facilities Committee

Via: Stephen G. Riley, Town Manager  
Scott Liggett, Dir. of PP&F / Chief Engineer  
Jeff Buckalew, Town Engineer

From: Bryan McIlwee, Assistant Town Engineer / Storm Water Manager

Subject: Park Name Recommendation – New Facility at 133 Squire Pope Road

Date: September 3, 2013

**Recommendation:** The Public Facilities Committee takes action in recommending to the full Town Council, the official name for the new park to be constructed at 133 Squire Pope Road. On July 11, the Parks and Recreation Committee heard this item and voted to recommend the name of the park be as follows, “**Rowing and Sailing Center at Skull Creek Park.**”

## **Summary:**

A park’s name should be brief and concise, with the goal and intent of emphasizing the park’s function, location, physical features, or association with Hilton Head Island. This naming scheme is evident with the Town’s existing park names (see Exhibit A). Historically, after reaching out to the community and ensuring compliance with the Town’s LMO, staff has recommended park names to the Parks & Recreation Commission for approval. Alternative names considered were:

- Skull Creek Community Park and Dock
- Skull Creek Park
- Squire Pope Community Park
- Fishing Co-op Park at Skull Creek

## **Background:**

Town Council purchased land at 133 Squire Pope Road intended for the development of a neighborhood park and water access facility for the public. This site was formerly referred to as the Fishing Co-op site to reflect the prior use of the property. The property sits along the waters of Skull Creek and is currently called Skull Creek Access on the attached Town owned property map. Since the inception of this project, Town staff has had simply referred to it as the Rowing & Sailing Center.

The following criteria from the Town's LMO were followed when developing the staff recommendation for the park name:

### 16-3-1105.A.

No new street, vehicular access easement or development project name, or proposed modified name of an existing street, vehicular access easement or development, except phases of the same development project, shall duplicate, be phonetically similar to, or in any way be likely to be confused with an existing street, vehicular access easement or development name, in spite of the use of prefixes or suffixes.

### 16-3-1105.B.

It is desirable to use names which are simple, logical, easy to read and pronounce, and which are clear and brief. Use of frivolous or complicated words, or unconventional spellings in names shall not be approved.

### 16-3-1105.C

It is desirable to use names which have some association with Hilton Head Island and specifically with the immediate location of the road or place, such as reference to local history or physiographic features.

### 16-3-1105.H.

The proposed name of the development should in all respects emphasize the project's distinctive name rather than the name of the company or corporation that owns the development. This will reduce confusion on the location of separate developments owned by the same company or corporation.

**From Existing Parks GIS layer**

<b>Park_Name</b>	<b>Category</b>	<b>Status</b>
Alder Lane Beach Access	Special Purpose Park	Existing
Barker Field	Community Park	Existing
Beaufort County Schools Campus	Regional Park	Existing
Chaplin Beach Park	Special Purpose Park	Existing
Chaplin Community Park	Community Park	Existing
Coligny Beach Park	Special Purpose Park	Existing
Compass Rose Park	Mini Park	Existing
Cordillo Tennis Courts	Special Purpose Park	Existing
Cross Island Landing	Special Purpose Park	Existing
Crossings Park	Community Park	Existing
Driessen Beach Park	Special Purpose Park	Existing
Fish Haul Park	Special Purpose Park	Existing
Folly Field Beach Park	Special Purpose Park	Existing
Freddie's Place Landing	Special Purpose Park	Existing
Green's Shell Park	Neighborhood Park	Existing
Honey Horn	Special Purpose Park	Existing
Island Recreation Center	Community Park	Existing
Islander's Beach Park	Special Purpose Park	Existing
Jarvis Creek Park	Neighborhood Park	Existing
Marshland Road Boat Ramp	Special Purpose Park	Existing
Mitchelville Beach Park	Special Purpose Park	Existing
Northridge	Special Purpose Park	Existing
Old Schoolhouse Park	Neighborhood Park	Existing
Shelter Cove Community Park	Special Purpose Park	Existing
Xeriscape Interpretive Garden	Special Purpose Park	Existing