



**Town of Hilton Head Island  
Special Planning Commission Meeting  
Monday, October 13, 2014  
3:00 p.m. Benjamin M. Racusin Council Chambers  
AGENDA**

---

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

- 1. Call to Order**
- 2. Pledge of Allegiance to the Flag**
- 3. Roll Call**
- 4. Freedom of Information Act Compliance**  
Public notification of this meeting has been published and posted in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 5. Approval of Agenda**
- 6. Approval of Minutes** Special Planning Commission Meeting - September 24, 2014
- 7. New Business**  
Coligny Area Improvement Project – presentation of Conceptual Master Plan and consideration of a recommendation on the plan to Town Council  
*Presented by: Jennifer Ray, Urban Designer, with Kyle Theodore, Wood+Partners, and Todd Salvagin, SRS Engineering*
- 8. Adjournment**

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

**TOWN OF HILTON HEAD ISLAND**  
**Special Planning Commission Meeting**  
**Wednesday, September 24, 2014**  
**3:00p.m – Benjamin M. Racusin Council Chambers**

Commissioners Present: Chairman David Bennett, Vice Chairman Alex Brown,  
Jim Gant, Peter Kristian, Barry Taylor and Todd Theodore

Commissioners Absent: Judd Carstens, Bryan Hughes and Caroline McVitty

Town Council Present: Mayor Drew Laughlin, Lee Edwards, Bill Harkins and Kim Likins

Town Staff Present: Jayme Lopko, Senior Planner & Planning Commission Coordinator  
Scott Liggett, Director of Public Projects and Facilities/Chief Engineer  
Teri Lewis, LMO Official  
Curtis Coltrane, Town Attorney  
Charles Cousins, Director Community Development  
Shawn Colin, Deputy Director Community Development  
Brian Hulbert, Staff Attorney

---

**1. Call to Order**

**2. Pledge of Allegiance to the Flag**

**3. Roll Call**

**4. Freedom of Information Act Compliance**

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

**5. Approval of Agenda**

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

**6. Staff Report**

Update on 2015 Beach Renourishment

Mr. Scott Liggett presented a status update on the 2015 Beach Renourishment program including the proposed scope of work. The Planning Commission and Mr. Liggett discussed a couple of items related to the program.

**7. New Business**

Public Hearing

LMO Rewrite

A public hearing to review any proposed changes to the draft LMO Rewrite document made by Town Council at their meetings on September 2, 2014 and September 16, 2014.

Chairman Bennett opened the public hearing for this item and requested that Mr. Tom Crews, LMO Rewrite Committee Chairman, make his presentation. Mr. Crews provided a Power Point presentation and discussed the revisions that were requested by Town Council at their meetings on September 2<sup>nd</sup> and September 16<sup>th</sup>.

The following revisions recommended by Town Council were reviewed:

1. Administrative Changes:

- a) Hearing Notice requirements to the Planning Commission: Publish and mail notices no less than 15 days before the hearing date. *This section was inadvertently omitted in the draft LMO and exists in the current LMO.*
- b) Reinstate the ability of the Administrator to waive adjacent use setback if both the proposed and the adjacent property function as a single development. *This section was inadvertently omitted in the draft LMO and exists in the current LMO.*

2. Limit Interval Occupancy to selected tourist focused zoning districts:

- a) Interval occupancy will be permitted By Right in Coligny Resort, Mitchelville, Resort Development District and Waterfront Mixed Use Districts.
  - 1) Proposal had been to allow everywhere multi-family was allowed.
- b) Interval occupancy will be permitted By Right in PUD-1's where allowed by their Master Plan.

3. Telecommunication Facilities

- a) Setback from major arterials and beach set at 70-ft.
  - 1) Current LMO defines as "fall zone" plus 30-ft. proposed for new LMO was height of tower.
- b) Setback from minor arterials and adjacent uses or structures set at 50-ft.
  - 1) Current LMO defines as "fall zone" plus 30-ft. proposed for new LMO was 80% of height of tower.
- c) Requirement for proof that no other structure is available is eliminated.
  - 1) Unnecessary requirements – collocation on existing tower is always first choice of companies.
- d) Requirement to meet wind load rating for Category 5 hurricane deleted in order to qualify for setback reduction
  - 1) Category 5 is open ended scale and not attainable.

4. Reinstatement requirement for 500-ft. separation between liquor stores and between liquor store and residential district.
  - a) Reinstatement the requirement for 500-ft. separation between liquor stores and between liquor store and residential district.  
*The proposal had been to eliminate separation requirement.*
  - b) Reinstatement the requirement for 500-ft. separation between tattoo facilities.  
*The proposal had been to eliminate separation requirement.*
  - c) Retain existing standards for pine tree protection.  
*The proposal had been to reduce the size of pine trees eligible for specimen status.*

This completed Mr. Crews' presentation on Town Council's recommended revisions to the draft LMO. Chairman Bennett then requested follow up comments from Mr. Jim Gant, Planning Commissioner and LMO Rewrite Committee member. Mr. Gant stated that he shares the perspective presented by Mr. Tom Crews. Mr. Gant stated that he supports the changes recommended by Town Council. Chairman Bennett requested public comments and the following were received:

Mr. Charles Ryan, Sea Pines CSA Chairman, stated that Sea Pines Plantation is committed to working with the Town and the Planning Commission. Mr. Ryan stated that he is concerned with traffic issues, specifically at the locations of Greenwood Drive and Sea Pines Circle. The Town's new transportation plan should be carefully studied before a final decision is made. There were no additional public comments. Chairman Bennett then closed the public hearing for this item. Following final comments by the Planning Commission, Chairman Bennett requested that a motion be made.

Chairman Bennett asked Curtis Coltrane, Esq., if the only items being covered during today's public hearing were Town Council's recommended revisions or if other topics could be addressed by the public or the Commission. Mr. Coltrane stated that only Town Council's recommended revisions are under consideration by the Commission today and no other items.

Commissioner Gant made a **motion** that the Planning Commission **approve** the revisions to the Draft LMO as recommended by Town Council and as presented by LMO Rewrite Committee Chairman Tom Crews. Commissioner Kristian **seconded** the motion and the motion **passed** with a vote of 6-0-0.

## 8. Adjournment

The meeting was adjourned at 3:25p.m.

Submitted by:

Approved by:

\_\_\_\_\_  
Kathleen Carlin  
Secretary

\_\_\_\_\_  
David Bennett  
Chairman



# TOWN OF HILTON HEAD ISLAND

## *Community Development Department*

**TO:** Planning Commission  
**FROM:** Jennifer B. Ray, ASLA, *Urban Designer*  
**VIA:** Charles F. Cousins, AICP, *Director of Community Development*

**DATE** September 29, 2014  
**SUBJECT:** Coligny District Improvements

---

**Recommendation:** Staff recommends that the Planning Commission forward a recommendation to Town Council to approve the Conceptual Master Plan for the Coligny District Redevelopment, prepared by Wood+Partners, dated October 1, 2014 (see attached 1).

**Summary:** For many years the Town has desired to make public improvements in the Coligny area to enhance the experience of residents and visitors as well as serve as a catalyst that would spur private sector redevelopment and investment in the District. The draft Conceptual Master Plan has been prepared that focuses on a destination park and playground, surface parking, children's museum, streetscape improvements, roadway and intersection improvements, and pedestrian improvements.

**Background:** On March 4, 2014 Town Council passed a resolution directing staff to engage a consultant to prepare a concept plan for the Coligny area and the Planning Commission to develop a recommendation to Town Council on the plan. On April 2, 2014 the Planning Commission convened a Public Workshop for the purpose of gathering input regarding a destination park and playground, surface parking, children's museum, streetscape improvements, roadway and intersection improvements, and pedestrian improvements. The results of the public workshop (see attached 2, 3, & 4) along with a list of "quick action" items (see attached 5) were presented at a follow-up meeting on April 23, 2014.

On May 21, 2014, the Town's consultant team, led by Wood+Partners, responded to the "quick action" items. The majority of the items identified as potential for quick action were dependent on the outcome of the traffic and parking counts/studies. The consultant team prepared sketches identifying potential improvements to the Town's existing beach parking lot (see attached 6 & 7), additional signage (see attached 8), and consideration for over-flow parking on the adjacent Town-owned property known as the boneyard. The Planning Commission passed a motion (8-1-0) to forward the parking enhancement plan to Town Council with a recommendation of approval including preparation of a capacity study on overflow parking. The consultant team prepared a capacity study for overflow parking (see attached 9) including estimates of probable costs. On July 15, 2014 Town Council reviewed the recommendation from Planning Commission as well as short-term and intermediate-term parking improvements. Based on that

meeting it was determined that improvements could not be made for the 2014 season. Staff was then directed to work on improvements for the 2015 season including additional parking and reconfigurations in the existing lot and limited temporary over-flow parking in the boneyard.

During the summer of 2014 the Town's consultant, SRS Engineering, conducted both traffic and parking counts and made recommendations for improvements in the Coligny District as well as the Pope Avenue corridor. The recommendations address enhancement of operations for vehicles and pedestrians as well as potential new roadway connections providing alternate routes and connectivity through the planning area (see attached 10 & 11).

Based on the public and Planning Commission input and in conjunction with the traffic and parking assessments, the consultant team prepared a Conceptual Master Plan (see attached 1) for improvements within the Coligny District. Improvements are focused on:

1. **roadway and intersection improvements** including Nassau Street extension, Lagoon Road signalization and extension, realignment of the parking lot entrance, and the addition of a signal on South Forest Beach Drive;
2. **surface parking** including +/- 553 permanent parking spaces in the parking lot and on-street parking which represents an increase of +/- 137 permanent usable parking spaces;
3. the creation of a **destination park and playground** including a central event space for passive and event use, a perimeter trail network with exercise stations and interpretive signage/experiences, a bandshell/pavilion (see attached 12), restroom/shelter with drop-off (see attached 13), and an adventure playground that is lowcountry and nature themed with separate areas for different age groups;
4. a **children's museum** (see attached 14 & 15) with +/- 3,500 sf indoor museum space and +/- 1,500 sf outdoor play space adjacent to dedicated parking;
5. **streetscape improvements** on Pope Avenue and South Forest Beach Drive;
6. and **pedestrian improvements** including new leisure trails and enhanced pedestrian crossings.

---

Attachments:

- 1 – “Draft Conceptual Master Plan”; prepared Wood+Partners with Watson Tate Savory and Thomas and Hutton, dated October 1, 2014
- 2 - Memorandum “Special Planning Commission Meeting – Coligny Area Improvements Community Workshop Follow-up”
- 3 – April 2, 2014 Planning Commission Coligny Redevelopment Workshop Results
- 4 – “Attachment 1 – Detailed comments from each focus group – April 2, 2014 Special Planning Commission Coligny Redevelopment Workshop”
- 5 – “Potential for Quick Action on Planning Commission Recommendations for Coligny Area Improvements”, dated April 28, 2014
- 6 – “Parking Enhancement”; prepared by Wood+Partners, dated May 20, 2014
- 7 – “Parking Redesign”; prepared by Wood+Partners, dated May 20, 2014
- 8 – “Signage Considerations”; prepared by Wood+Partners, dated May 20, 2014
- 9 – “Boneyard Capacity Study”; prepared by Wood+Partners and Thomas & Hutton Engineers, dated July 10, 2014
- 10 – “Parking Study – Town of Hilton Head Parking Facility, Coligny Circle Parking Lot”; prepared by SRS Engineering, dated August 19, 2014

11 – “Traffic Assessment – Coligny Planning Area”; prepared by SRS Engineering, dated August 19, 2014

12 – “Bandshell/Pavilion” sketch; prepared by Watson Tate Savory, dated October 1, 2014

13 – “Restroom/Info Center/Multi-modal Shelter” sketch; prepared by Watson Tate Savory, dated October 1, 2014

14 – “Children’s Museum” plan; prepared by Watson Tate Savory, dated October 1, 2014

15 – “Children’s Museum” sketch; prepared by Watson Tate Savory, dated October 1, 2014



LEGEND	
(A)	COLIGNY DISTRICT GATEWAY • NEW ENTRY MONUMENTATION • ACCENT PAVEMENT • NEW LANDSCAPING • START OF DISTRICT STREETScape
(B)	NASSAU STREET IMPROVEMENTS • ELIMINATES TIGHT CURVES • SCDOT ROAD STANDARDS • ENHANCED STREETScape WITH ± 21 ON-STREET PARKING SPACES AND SIDEWALK
(C)	POPE AVENUE IMPROVEMENTS • ENHANCED STREETScape • DEDICATED RIGHT TURN LANE INTO BEACH PARKING LOT AND LEFT TURN LANES ONTO LAGOON RD (NORTH) AND LAGOON RD EXTENSION
(D)	LAGOON ROAD EXTENDED/POPE AVENUE INTERSECTION IMPROVEMENTS • SIGNALIZED INTERSECTION WITH PEDESTRIAN CROSSINGS AND ACTIVATORS • CREATES ALTERNATE TRAFFIC ROUTE - TYING POPE AVE TO TANGLEWOOD • PROVIDES ± 69 NEW ON-STREET PARKING SPACES
(E)	MULTI-MODAL DROP-OFF / PICKUP
(F)	NEW COLIGNY PARK • CENTRAL OPEN SPACE FOR PASSIVE & EVENT USE • OPEN SPACE COULD PROVIDE SEASONAL OVERFLOW PARKING, ± 125 SPACES • VISUALLY CONNECTED TO POPE AVENUE • TIES TO PERIMETER TRAIL NETWORK • ARBOR SWINGS AND AMPLE LANDSCAPING
(G)	BANDSHELL / PAVILION
(H)	RESTROOM / INFORMATION CENTER / MULTI-MODAL SHELTER WITH DROP-OFF
(I)	CHILDREN'S MUSEUM (± 3,500 SF) • LIGHTHOUSE ENTRY • SCREENED PORCH (± 1,500 SF) • FENCED OUTDOOR PLAY AREA WITH SHADE • ADJACENT TO ± 35 SPACE PARKING LOT
(J)	ADVENTURE (DESTINATION) PLAYGROUND • CAPTAIN WILLIAM HILTON SHIP PLAY STRUCTURE • SEPARATE SMALL CHILD PLAY AREA WITH TREEHOUSE THEME • WATER AND SAND EXPLORATION AREA • LOWCOUNTRY AND NATURE THEMED • LAGOON OVERLOOKS; INCLUDING PIER • AMPLE SEATING AREAS FOR ALL AGES • FENCED ENCLOSURE
(K)	ENHANCED LAGOON • SURROUNDS PLAY AREAS TO CREATE "ISLAND" • EXERCISE STATIONS ALONG TRAIL SYSTEM • PERIMETER TRAIL SYSTEM WITH AQUATIC AND ENVIRONMENTAL EXPERIENCES
(L)	IMPROVED TOWN BEACH PARKING LOT • STANDARDIZE SPACE WIDTHS TO COMPLY WITH L.M.O. AND IMPROVE CIRCULATION • COLLECT PEDESTRIANS AND DIRECT TO NEW SIGNALIZED SOUTH FOREST BEACH OR POPE AVENUE CROSSINGS • NEW PEDESTRIAN REFUGES AT LAGOON ROAD AND SOUTH FOREST BEACH INTERSECTIONS • PROVIDES ± 428 SPACES • ALIGNS SOUTH FOREST BEACH INGRESS / EGRESS WITH BEACH HOUSE RESORT ENTRY
(M)	SOUTH FOREST BEACH IMPROVEMENTS • SIGNALIZED INTERSECTION AT BEACH HOUSE RESORT / TOWN'S BEACH LOT WITH PEDESTRIAN CROSSINGS AND ACTIVATORS • PEDESTRIAN REFUGES AREAS ON EACH SIDE OF SIGNALIZED INTERSECTION • NEW LEISURE TRAIL ON EAST SIDE OF SOUTH FOREST BEACH DRIVE
(N)	POTENTIAL TOWN SERVICES PARCEL
TOTAL PERMANENT PARKING SPACES ± 553 TEMPORARY GRASS PARKING SPACES ± 125 TOTAL POTENTIAL SURFACE PARKING: ± 678	

ARCHITECTURE BY:  
**WATSON TATE SAVORY**  
*architecture interiors planning*

ENGINEERING BY:  
**THOMAS & HUTTON ENGINEERING CO.**



# COLIGNY DISTRICT REDEVELOPMENT

## DRAFT CONCEPTUAL MASTER PLAN

PREPARED FOR:  
**TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA**  
OCTOBER 1, 2014



PLANNING AND LANDSCAPE ARCHITECTURE BY:  
**Wood Partners Inc. WPI**  
Landscape Architects  
Land Planners

# TOWN OF HILTON HEAD ISLAND PLANNING COMMISSION

Gail Quick  
Chairman

David Bennett  
Vice Chairman

## Commission Members

Tom Lennox  
Barry Taylor  
Terry Ennis  
Alex Brown  
Bryan Hughes  
Brian Witmer  
Judd Carstens

## MEMORANDUM

**RE:** Special Planning Commission Meeting - Coligny Area Improvements  
Community Workshop Follow-up

---

On April 2, 2014 the Town's Planning Commission held a public workshop to solicit public input to be presented to Town-engaged consultants in designing a revised concept plan for the Coligny Area. The concept plan will be based on the following elements approved by Town Council:

- Destination park and playground,
- Surface parking,
- Children's museum,
- Streetscape improvements,
- Roadway and intersection improvements and
- Pedestrian improvements.

At the workshop, participants were invited to three interactive focus groups based on these elements, through which individual comments were solicited and recorded. The three focus groups were:

- **A: DESTINATION PARK & PLAYGROUND and CHILDREN'S MUSEUM.**
- **B: STREETSCAPE ELEMENTS & PEDESTRIAN IMPROVEMENTS INCLUDING ROADWAY AND INTERSECTION IMPROVEMENTS.**
- **C: SURFACE & OTHER PARKING and PEDESTRIAN/BICYCLE IMPROVEMENTS.**

Following the workshop, public comments were reviewed and used to identify common themes and preliminary recommendations for area improvements. These along with the detailed list of comments from each group are included with this memo. At the meeting on April 23<sup>rd</sup>, the Planning Commission will review these themes, which will then be forwarded to the consultants as recommendations, along with any additional public input received at the meeting.

# TOWN OF HILTON HEAD ISLAND PLANNING COMMISSION

Gail Quick  
Chairman

David Bennett  
Vice Chairman

## Commission Members

Tom Lennox  
Barry Taylor  
Terry Ennis  
Alex Brown  
Bryan Hughes  
Brian Witmer  
Judd Carstens

On April 2, 2014 the Planning Commission held a public workshop to solicit input from residents to be presented to Town-engaged consultants in designing a revised concept plan for the Coligny area. The concept plan will be based on the following elements approved by Town Council: destination park and playground, surface parking, children's museum, streetscape improvements, roadway and intersection improvements, and pedestrian improvements. Following the workshop, public comments were reviewed and used to identify common themes. These are the summary recommendations of what was heard:

## SURFACE & OTHER PARKING and PEDESTRIAN/BICYCLE IMPROVEMENTS

- Maximize, improve and increase parking capacity.
- Consider surface/satellite/structured parking (and transport options) in a way that maximizes the use of available land (e.g. structured parking leaves more ground to devote to other uses).
- Encourage walking and biking.
- Use pedestrian and bicycle friendly design techniques.
- Consider seasonal fluctuation.
- Consider parking in relationship to connectivity and circulation of larger Coligny area.

## STREETScape ELEMENTS & PEDESTRIAN IMPROVEMENTS, INCLUDING ROADWAY AND INTERSECTION IMPROVEMENTS

- Create a beach village character with a Lowcountry look and feel (maintaining lower structure heights and maintaining a similar amount of development i.e. not dramatically increasing the amount of retail/hotel/resort uses).
- Plan for a larger Coligny area, not just Town properties, considering pedestrian, bicycle and vehicular circulation and connectivity throughout the Coligny district.

- Provide alternate routes to Coligny Circle or more ways to ingress and egress the area.
- Create a sense of arrival to the Coligny district. Create a “gateway” effect with increased plantings.
- Open and preserve views to the beach.
- Focus on pedestrian safety (i.e. traffic calming/better way-finding signage/more defined crosswalks/better defined connections between parking, retail and beach).
- Consider potential for elevated pedestrian crossings. (This may conflict with opening views.)
- Evaluate the benefit of reconfiguring Coligny Circle into a square in conjunction with a larger gridded street network.
- Address problems at intersections and crossovers along Pope Avenue.

#### DESTINATION PARK & PLAYGROUND and CHILDREN'S MUSEUM

- Highlight coastal island, Low Country character.
- Create a natural feel featuring native plants (with descriptors for education), designed with visibility/safety in mind.
- Complement the existing beach access and mirror the design of Coligny Beach Park.
- Provide opportunities for multiple age groups (children through seniors) with handicap accessibility.
- Include parking.
- Destination Park should include the following park elements:
  - Special event space (family and/or events like Shelter Cove/band shell/Farmer's Market)
  - Large areas of open space/grass and shade
  - Handling for maintenance/trash/dumpsters
  - Furnishing and features: pathways, seating (swings/benches), water feature (interactive), restrooms, shelter, sculpture, exercise stations, emergency phone

- Provide 3,500 square feet inside space/1,500 square feet of outdoor space for the children's museum adjacent to open space and playground.
- Consider a Lowcountry look with porches and swings/rocking chairs for the children's museum.
- Create a unique playground design (not cookie-cutter). For example, Harbour Town playground, tree house, platforms, ropes, swings, see-saw, etc. that can accommodate multiple age groups safely.
- Playground design to include:
  - Drinking water fountains
  - Seating for parents
  - Adequate shade
  - Fence for safety
  - A coastal/island/beach theme

## ATTACHMENT 1

### Detailed comments from each focus group – April 2, 2014 Special Planning Commission Coligny Redevelopment Workshop

---

#### **Focus Group A – DESTINATION PARK & PLAYGROUND and CHILDREN’S MUSEUM**

##### **Group A- DESTINATION PARK & PLAYGROUND**

- Increase parking
- Seating for seniors with walking paths
- Band shell & amphitheater
- Green grass
- A massive tree house
- Swings & see-saws
- Picnic area(s)
- Passive boundaries
- Provide band shell gazebo for “entertainment”, weddings, farmer’s market, other
- Educational components as well
- Amphitheater
- Natural or Low Country or beach theme
- Spongy turf under climbing apparatus in case kids fall
- Parent swings (parent can swing while holding infant)
- Why does it have to be a destination? We have access 200 yards away to arguably one of the best destination parks and playgrounds on the East Coast = the Beach
- Picnic tables, shelter
- Space for events
- Plenty of open space
- Restrooms
- Open shower element to rinse off
- Emergency phone (similar to campus 911 phone)
- Duplicate the Sea Pines playground
- Guiding Principle: Sustain HHI, protect open space and valuable wetlands, enhance overall environmental quality for residents & tourists
- Capacity for outdoor concerts, festivals
- Friendly walking destination for families & children to enjoy

- Not a cookie-cutter type playground; a world class playground for all ages (young children to senior citizens), imaginative, challenging
- Invite Peter Heuken, German playground engineer, to the Island; known as “engineer of playground (design) pizzazz”, built playgrounds around the world including Governor’s Island, NY, Diana Princess of Wales, Germany, and Spain
- Playground appropriate for 5-12 years; accessible for handicapped; fenced in with water fountain; designed for sun/hot weather protection including cool deck & covers from sun; swings, slide, monkey bars, climbing wall, pole or corkscrew to climb & slide down, balance beams; safety padding; benches for adults; play structure for youngest children to enjoy; coastal or island theme; do not need lagoons
- Should accommodate little & big kids; smaller toddler-type station and larger station for bigger kids (age 6-13)
- Should elements be near beach; conflict with family going to beach or playground
- We need a fully equipped playground; maybe one for young children (10 & younger) and one for older children with equipment made mostly from ropes and wood huts in the trees; hard to describe. Playground with any play equipment would be good.
- Park needs open space for casual sports activities, shaded areas for relaxing; a low country theme
- Focus on age group 3-12
- High activity focus, i.e. ropes, tree houses, slides
- Event space for community events; low country (ocean, marshes) design; all ages represented; natural focus
- Park should have shelter; wide green space with children’s playground equipment and stage for live music
- Beyond the basics of swings/shoes; creative play areas, perhaps climbing, tunnels, learning by doing areas
- Plan for shade and cover
- Look needs to compliment beach access park
- Can children use it while parents/supervisors are at beach?
- Pavilion in the park big enough to handle a medium sized band/orchestra; lagoon in park with fountain
- A low country play-space; outstanding & exceptional; Capt. William Hilton pirate ship with water structure, interactive tree house, shrimp boat playground, fenced in completely, water-interactive features; make it a regional draw; make it as desirable as Harbour Town’s new playground; make it a fun place to ride bikes to, for kids to have different experiences; swings; super low country

- Large open space to allow functions of all types & free play and use by small groups of folks and families; interactive water feature; interactive education of environmental factors
- KISS; visually safe, not like Compass Rose which is dangerous; provide for shade & rain; no requirement of staff
- Need features shown on “Concept A” by Thomas & Hutton, etc. including large lake with fountain/aerator, bridge across it, picnic shelter with pier, children’s museum, pavilion, small band shell, open lawn for strolling, informal games, restrooms, distinctive local vegetation with signs identifying them, signature park entrances, tree house/elevated platforms
- Open when parking lot is open; few rules
- Picnic tables; covered pavilion(s) with shade and fans; outlets accessible; benches; water fountains
- Keep existing miniature golf place – integrate it visually and physically with entrance ways to park; make playground as exciting as possible considering maintenance and legal liability
- A really nice playground – shade, occasional scheduled events (maybe once a month like at the Sandbox), maybe drinks for sale; fenced in
- Should be a natural setting with grasses and plants and trees; a water feature should be included such as a stream and running water. Should include swings as in Coligny Beach Park which are very popular.
- Green open space – good for picnics & kids playing; play equipment with something interesting, i.e. shrimp boat (but already one in Bluffton so do something along those lines but not identical); swings; exercise oriented stations for adults
- Benches need to be available for parents
- Coligny Beach Park is a good look; I agree.
- Exercise stations would be good for all ages
- Amphitheater and lawn for concerts; free form playground, natural/nautical, low country; connectivity to beach & parking

### **Group A - CHILDREN’S MUSEUM**

- Great idea; perfect fit for park. Ask kids what they want (parents & teachers too).
- Emphasize local ecosystem. Interactive/toddler friendly. Provide chance for visitors to leave mark; see comment wall, awning, others
- Safe drop-off zone for local school field trips (so as to be a local community resource for field trips)
- Wrong location – it should be at Honey Horn
- Design should preserve open space, protect wildlife habitat, reduce storm water runoff, and improve water quality.

- Museum should look like National Park Museums – fit into landscape.
- Young children (2-5), older children (6-12). Hands-on activities. Ed-venture model in Columbia. Other Children’s Museum – Myrtle Beach, Huntsville AL.
- Museum located adjacent to park and playground. Water Feature. Museum needs a “theme”, i.e. boats, wildlife/aquarium.
- Benches. Shaded area for those waiting.
- At least 3,500 square feet interior and 1,500 square feet exterior space designated for Children’s Museum. Access to parking and handicap accessible. Near playground. Easy access to bike path/pedestrian path and bike stands.
- Visitors to HHI are looking for family activities and children’s museums are important destination. An expanded children’s museum would broaden the age group served to encompass the 8-11 old group. Building should be a low country style with large porches. Adjacent to playground as part of a park is ideal. Museum should have an indoor space of 4-5,000 square feet plus an open covered space for outdoor exhibits.
- Building should have a low country look and feel. 3,500 square feet inside and 1,500 square feet outside. With a close proximity to the playground and park equipment.
- Low country look and feel. At least 3,500 square feet inside; at least 1,500 square feet outside designated space. Close to open space. Close to playground.
- Caution with respect to children’s museum – cost to build and operate a designation is very pricey for seasonal visitors.
- Near event space. Enough parking. Porches. Lighting-natural. Easy access via walking and bike paths.
- Child scale. “Playful architecture”. Adjacent to open space playground. Large covered area to allow for summer time expansion of programs.
- At least 3,500 square feet inside and with 1,500 square feet outside space. Adjacent to playground with open space. Age group 3-12 years. Parking specifically for museum.
- Younger age group. Maybe walking distance to shops to allow mom & dad to spend some money. Super fun, whimsical architecture.
- In a perfect world the playground perimeters would be seamless. Museum size approximately 5,000 square feet with 20% or so of that space to be allocated to outdoors. Parking for the museum should be close to facility – young moms are often juggling small children and equipment.
- Museum and/or playground – can it be located in center of circle? Maybe an overhead walkway from parking lot to this area. Or maybe an open air stage for entertainment (a la Gregg Russell) inside the circle. Playground for 2-10 year olds. Museum should be interactive. Style? Capt. Hilton’s Shop “adventure”.

- I envision a very synergistic “feel” between the destination park and children’s museum. As such both should lend themselves to an “open invitation” to children to explore and play and learn. Definitely low country and nature based. I think both playground and museum should serve children up to 12 years of age.
- Would like to see education about the beach in the park or museum (loggerhead sea turtles, sand dollars, shells, tides, etc.)
- Wrap around porch is a must!
- Dedicated parking for children’s museum since mothers with a number of small children need to get them “safely” to the museum. Park and playground coordination with children’s museum. Museum age focus infant to 13 but should also be attractive to grandparents.

### **Group A - ROADWAY & INTERSECTION IMPROVEMENTS**

- Streetscape. Create something for an overpass to move people, bikes, and strollers from retail to parking to beach.
- Remove medians. Reduce road width to emphasize slow speed and destination. Encourage activity by pedestrians/bikes in a safe manner. “Complete Streets”
- Extend Avocet Street all the way to New Orleans Road through Waterside (timeshare), Shipyard entry/Bank, Executive Park Road, behind Compass Road, connect to New Orleans.

### **Group A - SURFACE PARKING**

- Save the surface for something more valuable and usable than cars. Build a multi-purpose parking deck.
- Museum will need 25-30 parking places, mostly used on rainy days.
- Reserve land for the future. Don’t rush to utilize all now.
- Parking Structure – more room for other amenities, more support for other amenities, smaller heat island footprint, and maximum density with proximity.
- Parking expansion (elevated) not surface.
- Creative screening and façade treatment reflecting Hilton Head Island textures and greenness.
- Is there a real need for new parking? Some say the parking lot is always full. I have lived in Forest Beach since the lot was built. I don’t remember it ever being full except the fourth of July.
- Maximize number of spaces without destroying too many trees. Mark entrances & exits clearly. No parking garage (ugly); can always do one later if needed.
- We need a parking garage to support a 4-Star hotel on this site.

- A great designed parking deck
- Locals only spots!
- 3-story parking garage with “info center”

### **Group A - PEDESTRIAN IMPROVEMENTS**

- Walkways with shade. Separate cars & people.
- A streetscape that enables easier movement from a park area to shops is important.
- Raised and textured road crossings. Directional signage. Well lit at night. Separate pedestrian paths from bike paths.
- Access between both sides. Shorten distance to cross Pope Avenue. Make “District” feel as a whole.
- Sidewalks down Lagoon Road which is already owned by the Town with some sort of low lighting. Take out the access to Lagoon off of Pope – Crazy there. Enter beach parking through golf course or at least move the sign so folks don’t miss it and go around the circle and bog down the intersection trying to get back across the street.
- Create slow cars (low speed limit) and a loop road of higher speed to encourage cars to go around. Create “big” high character pedestrian crosswalks from parking to shops.
- Increase bike access to beach at Coligny. “Bike only route” to beach at main area separate from pedestrian walk.
- Bike and/or pedestrian path wide enough to accommodate bikes, & pedestrians, and double strollers
- Would an elevated walkway from parking lot over Pope to Coligny shops and/or over South Forest Beach to Beach be wise to reduce traffic congestion?
- An elevated crosswalk from parking lot to Coligny Beach Park by beach.

### **Group A - STREETSCAPE IMPROVEMENTS**

- Bike paths on South Forest Beach (both sides are needed)
- On-street parking is needed on Pope Avenue.
- It should have a “Low Country” look & feel.
- Bike path on Lagoon
- Can we get the college back? A park is not going to bring in enough money to make anyone want to improve the streetscape.
- No on-street parking on South Forest Beach Drive. Add sidewalk/bikeway on ocean side of South Forest Beach Drive. Give Coligny Circle traffic right-of-way over pedestrians to enhance safety and reduce driver confusion.

- All of LeMoyne Avenue needs to be re-paved; not just a little patch. Looks terrible and is dangerous!
- Provide “unique” bike parking racks; add advertising space.
- Full scale rework from Cordillo Parkway south. Remove median on Pope – emphasize slowing traffic & bring pedestrian friendly environment.
- Remove traffic circle and replace with light. The circle is not safe for pedestrian crossing.

### **Group A - OTHER**

- Don’t just do something to do something.
- Structured parking with commercial façade opportunities on Pope Avenue
- Off-season use of less active space, i.e. displays, festivals
- This project must move forward. Keep & stick to the 6 elements. Please don’t let it get derailed again by USCB or any other entity! People are tired of getting asked for their opinion and then nothing happens! This space is ugly & underutilized.
- Use rewrite of LMO to benefit. Emphasize connectivity to adjacent property and across Pope, South Forest Beach. Engage Pope Ave, not a thoroughfare. See Folly Beach blocks. Make a “whole” of area destination not just site.
- We call ourselves a world class destination & have a land of pavement & trash across from the beautiful beach park!

---

### **Focus Group B – STREETSCAPE ELEMENTS & PEDESTRIAN IMPROVEMENTS INCLUDING ROADWAY AND INTERSECTION IMPROVEMENTS**

#### **Group B- STREETSCAPE & PEDESTRIAN IMPROVEMENTS**

- Reduce speeds on Pope Avenue at Lagoon Road.
- Redesign the area to have a main street character.
- Consider designs that allow the closing of a portion of a road for a festive farmer’s market, where pedestrians don’t have to interact with vehicles, and vendors can easily locate along the road.
- Open up views to the ocean.
- Complete Streets
- Create a beach village character.

- Include improvements that will create more of a gateway to the district and create a sense of arrival, for example lining Pope with native palms and increasing indigenous plantings.
- Signage, like “pedestrian crossing ahead.”
- Elevate boardwalk connections for pedestrian between retail, commercial and parking areas.
- Keep ocean views unobstructed.
- Create a beach village that becomes the “heart” of Hilton Head.
- Create a “Town Center” feeling. A place that when you arrive, you know you are there.
- Remove trees from circle to open up the view of the beach.
- Create an “entry streetscape” that is like the “front door” to the beach.
- Remove underbrush from circle.

### **Group B- ROADWAY AND INTERSECTION IMPROVEMENTS**

- Reconfigure South Forest Beach Road to include a continuous middle turn lane with bike lanes on the outside of the roadway 4 foot wide
- Master Plan of entire district w/gridded road-walk-bike system
- Alternate route to North Forest Beach Area
- Develop a Master Plan that addresses the Coligny District, not just the Town’s properties, does not regard ownership and property lines and can be implemented incrementally and include potential land swaps.
- Convert Coligny Circle into a public square
- Should be pedestrian friendly plan
- Separate east and west bound traffic lanes to create a public square
- Redesign streets into a gridded system to improve traffic
- Make Pope Avenue like a Main Street
- Extend Avocet to Waterside
- Gridded and walkable streets
- Use Avocet as an alternate connector or exit from North Forest Beach
- Complete Streets
- No circle at Lagoon
- Realign Pope Avenue to be a divided highway with a rectangular square

## **Group B- DESTINATION PARK & PLAYGROUND**

- Venue for weddings and special events
- Create sculpture that attracts people from everywhere to photograph it

## **Group B- SURFACE PARKING**

- Partner with a developer to put a hotel in with structured parking
- Structured parking

## **Group B- OTHER ELEMENTS**

- Encourage Redevelopment vision looking at cross use and planning of public and private properties
- We need a “fire in the belly” to get this going

---

## **Focus Group C – SURFACE & OTHER PARKING and PEDESTRIAN/BICYCLE IMPROVEMENTS**

### **Group C - SURFACE & OTHER PARKING**

- Build parking structure for business & beach.
- Determine parking spaces number. New 10 year period (beach #, business #, surface, structure, park (destination))
- Provide “beach drop-off zone” or trolley system
- Remote parking? Trolley system
- Parking structure – multi-level; big elevators; views; 1,000+ spaces; vertical. Surface parking insufficient – eats up green space; looks bad
- Need structured parking. All surface parking is urban sprawl.
- Present need in area is another 750-1000 spaces
- Parking garage collects cars in a smaller space and saves more green space that way. 1000+ spaces. Parking structure is a must have.
- Present parking area needs temporary improvements even before we do any new plans. Need to consider a lot improvement now!
- Town interns need to be in parking area to answer questions and welcome guests during seasons. Use college students with USCB.

- Surface lot takes too much space. Build a high quality parking structure. Consider public/private venture.
- Surface parking is a very inefficient use of land for parking.
- Parking structure spaces could count for beach renourishment dollars.
- Provide trolley drop-off areas. Need trolley service. Remote parking – USCB weekends? Drop-off at beach, Coligny Plaza. Begin to gain experience with trolley service island-wide.
- Beach parking = the issue deals with the number of spaces needed for beach all other things. Needs for next 20 years. Coligny Plaza has parking problem that is compounded by the Town not providing parking for beach.
- Considering the LMO Rewrite Committee’s vision for what the Coligny area should look like, a structured parking facility seems to be a necessity.
- A structured parking facility can be paid for by way of a municipal improvement district.

### **Group C - DESTINATION PARK & PLAYGROUND**

- Configure open space to accommodate green market - Sunday 8-1pm, tents; will need electricity, money service for vendors; use Palm Beach Gardens approach.
- Festival size band shell/amphitheater; Shelter Cove events can happen by the beach. Keep the trees.
- Playground must be as good as parks in Orlando not just better than Bluffton; large capacity, 2 acres in size, multi age, fenced

### **Group C - ROADWAY & INTERSECTION IMPROVEMENTS**

- Traffic alignments – better existing roads; new connectivity, i.e. Lagoon Road extension
- South Forest Beach should be Road Diet with new pathway on beach side connecting Coligny Park and crosswalks
- Need improved crossings at Coligny Circle. Use signs on warnings. More definitive crosswalk!
- Traffic signal at Lagoon & Pope Avenue.
- Complete the road grid.

### **Group C - STREETScape IMPROVEMENTS**

- Need to look at low level lighting for night use.

### **Group C - PEDESTRIAN IMPROVEMENTS**

- Evolve shopping areas to pedestrian only areas with parking on perimeters. Develop pedestrian shopping concept for Coligny.
- Streetscape; crosswalks; wider pedestrian and bike paths; lighting
- Since I am not a traffic expert, there is a real need to figure out a way to move people on bikes through the area. Must have some study to address the needs.
- Pope Avenue – calm traffic. Same composition - slow traffic to facilitate pedestrians/bikes crossing to/from park. Possible breezeway in median on Pope for pedestrians.
- Assume responsibility for Pope, Forest Beach from SCDOT.
- Bike parking innovative design with advertising space.
- Need increased for bike parking as biking will increase dramatically in future.
- Lots of bike parking. Need to change LMO to allow bike parking in parking lots (not allowed now).

### **Group C - OTHER**

- Provide ocean views through Coligny Circle. Put in gazebo, maybe some tables for chess players.
- Provisions for electric vehicle charging stations.
- Need to figure out who or what is/are the target market; old retirees, Sun City visitors, 20-40 year olds.
- No additional retail! Mitigate lagoons. Children don't play in lagoons – they drown.
- Wayfaring QR codes; dive directions, signage to help.
- Need some more retail.

# TOWN OF HILTON HEAD ISLAND PLANNING COMMISSION

Gail Quick  
Chairman

David Bennett  
Vice Chairman

\_\_\_\_\_  
Commission Members

Tom Lennox  
Barry Taylor  
Terry Ennis  
Alex Brown  
Bryan Hughes  
Brian Witmer  
Judd Carstens

## MEMORANDUM

**TO:** Town-engaged consultants

**CC:** Town Council

**CC:** Steve Riley, Town Manager

**VIA:** Jennifer Ray, Town Urban Designer

**FROM:** Gail Quick, Planning Commission Chairman

**DATE:** April 28, 2014

**RE:** Potential for Quick Action on Planning Commission Recommendations for Coligny Area Improvements

---

On April 2, 2014 the Town's Planning Commission held a public workshop to solicit public input to be presented to the Town-engaged consultants in designing a revised concept plan for the Coligny Area. At a special follow-up meeting on April 23<sup>rd</sup>, the Planning Commission approved forwarding preliminary recommendations to the consultants based on the common themes that were identified in the public comments received at the meeting. On April 23<sup>rd</sup>, a further recommendation was made to develop a potential "quick action" list of items and suggestions that may go ahead immediately and not wait until concept completion. The following is a list of items that should be evaluated for such immediate action:

- Evaluate the potential of instituting alternate or additional pedestrian crossing improvements like the H.A.W.K system described at the meeting.
- Address traffic back-ups at the Lagoon Road and Pope Avenue intersection resulting from the removal of the "right turn only" lane on Lagoon Road that previously served Pope Avenue.
- Install signage to identify an alternate route to Pope Avenue via Deallyon for vehicles exiting the Town's beach parking lot onto South Forest Beach.
- Increase the availability of beach drop-off areas.
- Provide "temporary" or incremental parking improvements beginning this season by providing shuttles from existing, underutilized parking areas. (I.e. existing parking at the Town-owned office property on Office Park Road, Bank of America, churches, etc.)
- Install a pathway on Lagoon Road.
- Consider expanding the stormwater lagoon on Town's property adjacent to the beach parking lot to create more wildlife habitat.
- Redesign the existing beach parking lot to increase the number of spaces and expand parking onto the adjacent Town-owned property.
- Provide more bike racks.

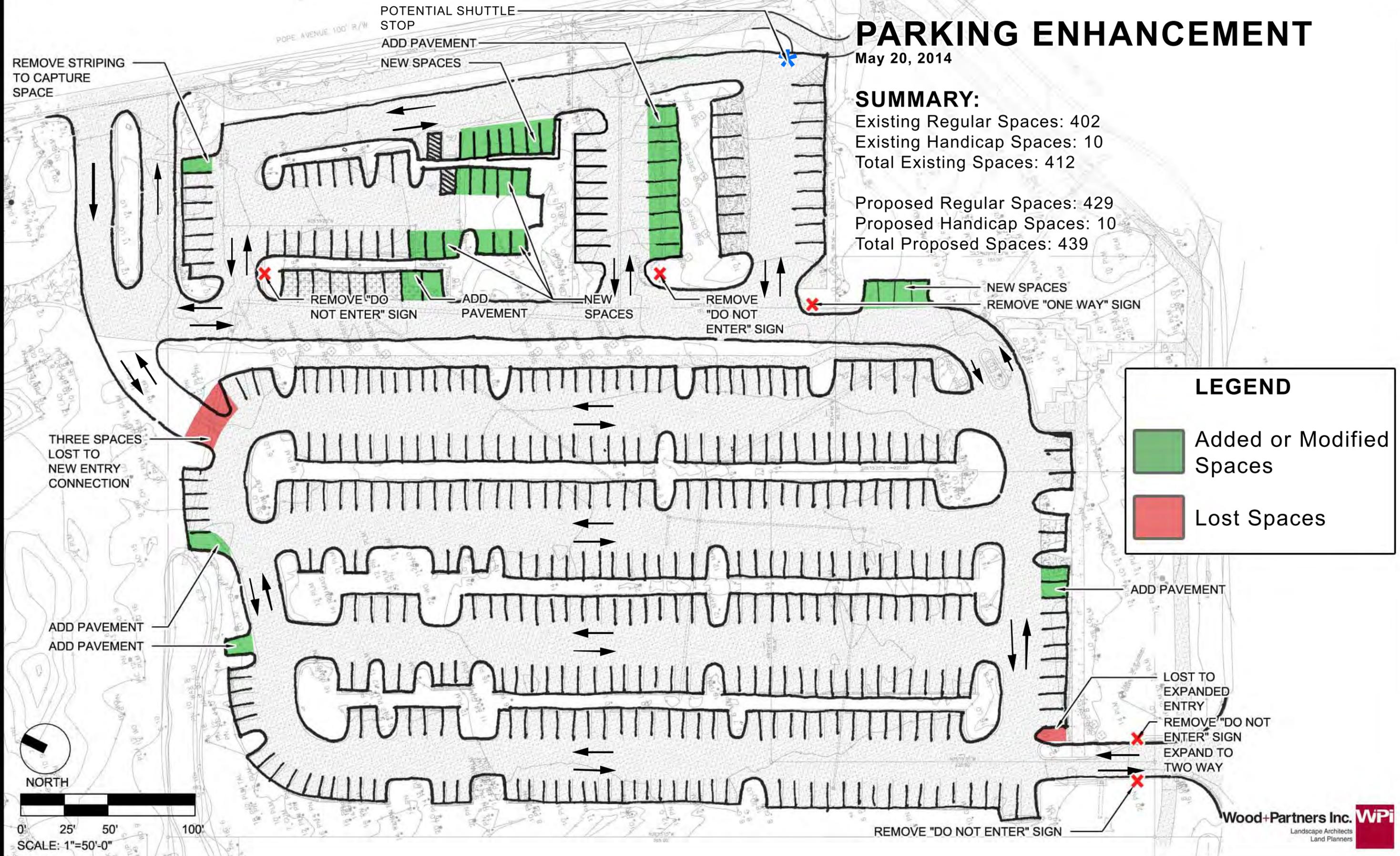
# PARKING ENHANCEMENT

May 20, 2014

## SUMMARY:

Existing Regular Spaces: 402  
Existing Handicap Spaces: 10  
Total Existing Spaces: 412

Proposed Regular Spaces: 429  
Proposed Handicap Spaces: 10  
Total Proposed Spaces: 439



## LEGEND

-  Added or Modified Spaces
-  Lost Spaces

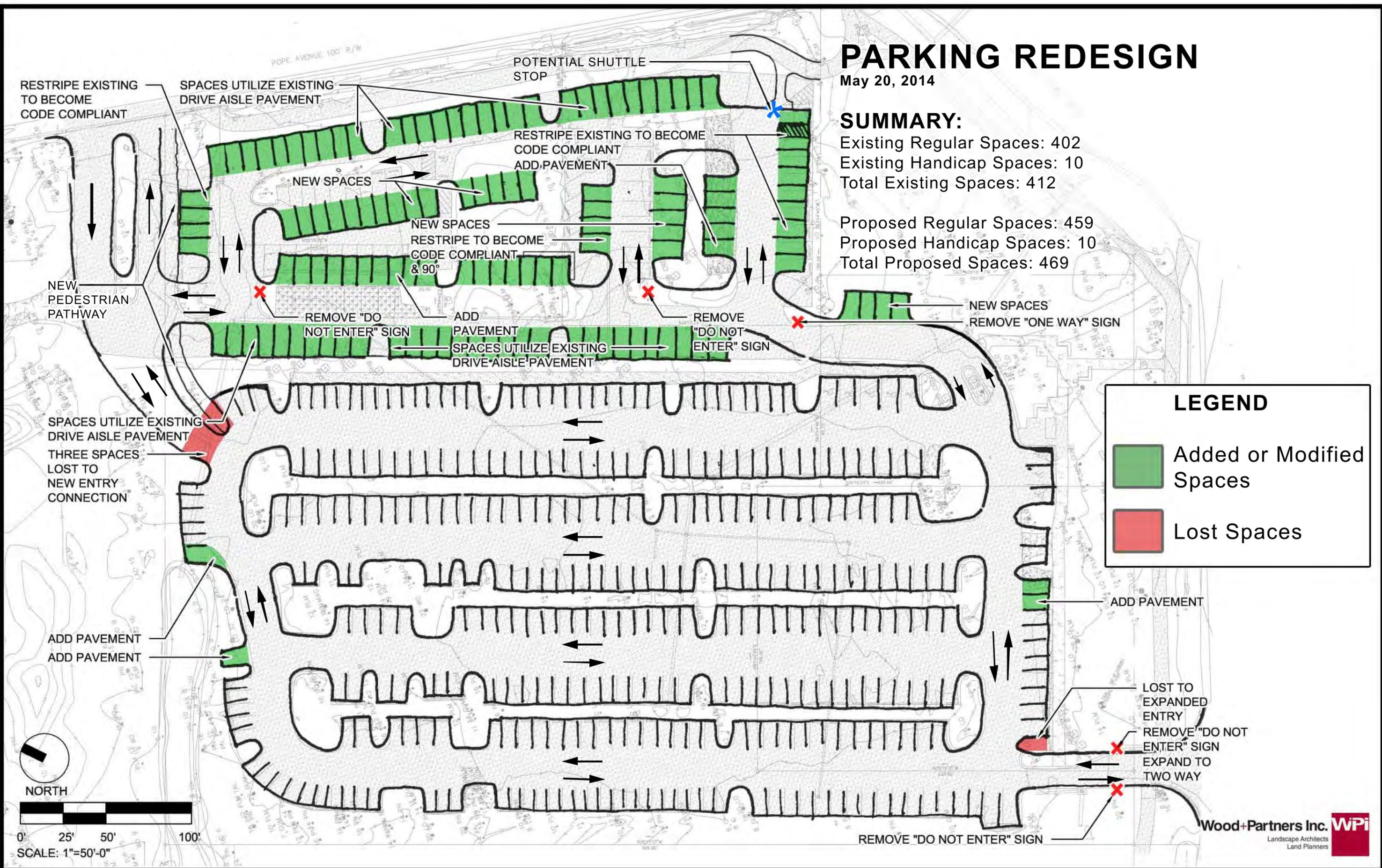
# PARKING REDESIGN

May 20, 2014

## SUMMARY:

Existing Regular Spaces: 402  
 Existing Handicap Spaces: 10  
 Total Existing Spaces: 412

Proposed Regular Spaces: 459  
 Proposed Handicap Spaces: 10  
 Total Proposed Spaces: 469



**LEGEND**

- Added or Modified Spaces
- Lost Spaces

# COLIGNY DISTRICT IMPROVEMENTS: SIGNAGE CONSIDERATIONS

PREPARED FOR: MAY 20, 2014



Wood+Partners Inc. **WPI**  
Landscape Architects  
Land Planners

## LEGEND

- EXISTING CONDITION TO BE MODIFIED
- SHORT TERM RECOMMENDATION
- LONG RANGE RECOMMENDATION



New Sign:  
**PUBLIC BEACH PARKING  
RIGHT X FEET**

Enlarge Beach Parking Sign and Limb Up  
Vegetation for Sign Visibility

New Sign:  
**PUBLIC BEACH  
PARKING NEXT  
RIGHT**

Add Mastarm Sign: **PUBLIC  
BEACH PARKING MERGE  
RIGHT**

Temp. Overflow  
Public Parking  
with New Signage

Relocated  
Service  
Facilities

New Sign:  
**ALTERNATE ROUTE:  
MAINLAND TRAFFIC  
TURN RIGHT**

New Sign:  
**ALTERNATE ROUTE:  
MAINLAND TRAFFIC  
TURN RIGHT ON  
DEALLYON DR**

New Sign:  
**ALTERNATE ROUTE:  
MAINLAND EXIT  
THEN LEFT AT LIGHT**

Add New Sign:  
**MAINLAND TRAFFIC  
TURN LEFT ON  
DEALLYON DR**

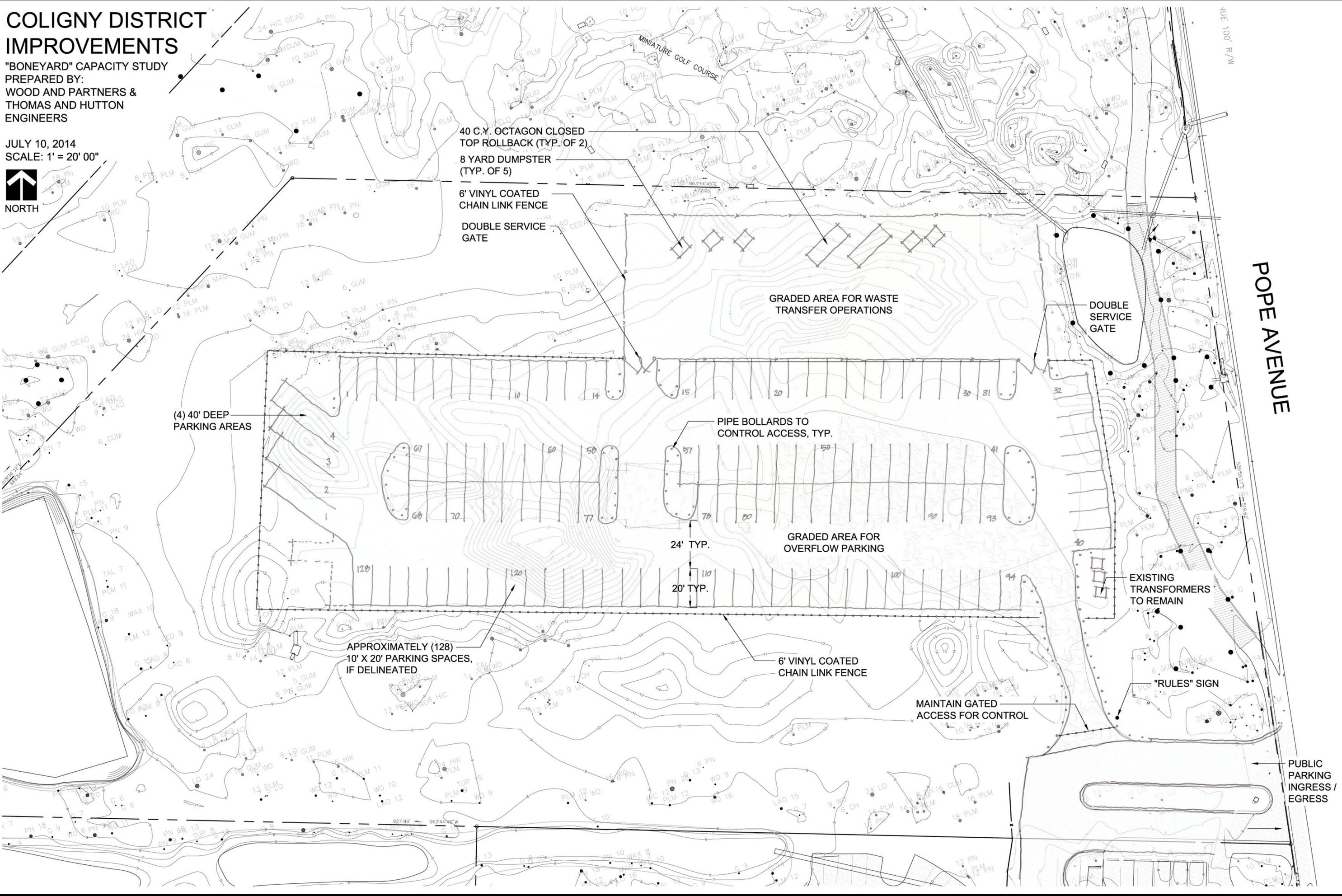
# COLIGNY DISTRICT IMPROVEMENTS

"BONEYARD" CAPACITY STUDY  
PREPARED BY:  
WOOD AND PARTNERS &  
THOMAS AND HUTTON  
ENGINEERS

JULY 10, 2014  
SCALE: 1" = 20' 00"



NORTH



August 19, 2014

SRS Engineering, LLC  
801 Mohawk Drive  
West Columbia, SC 29169

Ms. Kyle Theodore  
Wood & Partners, Inc.  
7 Lafayette Place  
Hilton Head, SC 29925

**RE: Parking Study  
Town of Hilton Head Parking Facility  
Coligny Circle Parking Lot  
Town of Hilton Head Island, SC**

Dear Kyle:

As requested, SRS Engineering, LLC (SRS) has completed an assessment of the Town public beach parking facility located at Coligny Circle just north of South Forest Beach Road and west of Pope Avenue. The purpose of this study is to determine multiple factors; what supply of parking is provided at the existing facility, what parking demand occurs over a typical summer day and potential modifications to mitigate any parking and/or vehicle circulation issues.

## **PARKING FACILITY DESCRIPTION**

The Town's public beach parking lot is a surface lot located in the northwest quadrant of the Pope Avenue at South Forest Beach Road intersection which is commonly referred to as the Coligny Circle. The parking lot is provided access/egress to/from Pope Avenue opposite Lagoon Road and egress only to South Forest Beach Road slightly skewed to the west of the Beach House Resort access drive. Total number of parking spaces (supply) was inventoried at 416 spaces which included both ADA spaces as well as general purpose parking spaces.

## **EXISTING CONDITIONS**

Parking demand observations have been collected for a total of six (6) days; Thursday June 12, Saturday and Sunday June 14 & 15<sup>th</sup>, Saturday and Sunday June 21<sup>st</sup> and 22<sup>nd</sup> and Thursday June 26<sup>th</sup>. These dates reflect two distinct time periods, the first three days reflect the 45<sup>th</sup> highest traffic periods which are consistent with the Town's LMO for traffic volumes and the second three days reflect a time period as provided by the Hilton Head Island-Bluffton Chamber of Commerce when the accommodations/hotel rooms have high occupancy rates.

**Parking Supply vs. Demand**

During the days identified above (both weekday and weekend), counts were conducted within the Town parking lot between 9:00AM and 5:00PM. Actual number of occupied parking stalls were gathered for each 60-minute time intervals at the beginning of each hour of the survey.

These counts included only “legal” parking spaces; during peak time periods when the parking lot was filled (no vacancies), cars were observed to park illegally in the aisles, grassed medians, curbed medians, etc. These illegally parked vehicles were not included in the counts. **Table 1** reflects the summarized results of these parking demand counts.

**TABLE 1**  
***Parking Demand Counts***  
***Town Public Parking Coligny Beach***

Time Period	Thurs June 12, 2014	Sat June 14, 2014	Sun June 15, 2014	Sat June 21, 2014	Sun June 22, 2014	Thurs June 26, 2014
9AM	40	73	77	229	110	62
10AM	81	137	145	253	222	121
11AM	176	249	249	368	367	201
NOON	243	368	345	<b>416</b>	<b>416</b>	254
1PM	273	<b>416</b>	<b>416</b>	<b>416</b>	<b>416</b>	302
2PM	280	<b>416</b>	<b>416</b>	<b>416</b>	415	316
3PM	245	<b>416</b>	<b>416</b>	<b>416</b>	413	288
4PM	216	404	<b>416</b>	410	396	280
5PM	178	251	368	409	355	241

Bolded numbers indicate parking demand equaled or exceeded supply of 416 legal parking stalls.

As shown by this table, supply at this parking lot is satisfactory during the weekday (Thursday) however for weekends (both Saturdays and Sundays), multiple time periods indicate that the parking supply is not sufficient and demand exceeds the current number of provided parking stalls.

Further review of the gathered information indicates that the main peak time periods are between the hours of 12 Noon and 4:00 PM. These peak time periods are to be expected due to the fact that this parking facility is anticipated to serve the adjacent recreational Coligny Beach. To put this demand in an *annual* estimate, during the summer months, demand is exceeding supply for approximately 9-10 hours per week (Saturday June 15, 4-hours & Sunday June 21, 5-hours). During the peak summer months (June, July, August) there are approximately 4 weeks per month, or a total of approximately 40-hours out of the peak summer months that parking demand exceeds supply within the Towns public beach parking lot.

During the completion of the parking surveys, it was observed that during the peak time periods when the all of the legal parking stalls were occupied, many vehicles parked “illegally” on grass medians and islands as well as parked in drive aisles. While these vehicles are not formally accounted for in the above demand numbers, it is worth noting that up to 15 vehicles were observed to be illegally parked throughout the parking facility during peak time periods.

## RECOMMENDATIONS

The final phase of the analysis process is to identify potential measures to improve parking and/or traffic circulation within the Coligny parking facility.

1. **Standard parking stall size:** Currently the supply of parking within the Coligny lot includes a percentage of spaces that are under sized. Length and especially width of a parking stall is important for serving vehicles which are orientated towards recreating at a public beach. It is suggested that the standard parking stall provide a *minimum* width of 9-feet and a length of 18-feet (which is consistent with Town standards). This stall will provide space for the typical user of the parking lot with the loading and unloading of beach supplies, multiple occupants, etc.
2. **ADA Parking Spaces:** The Town facility currently includes several ADA parking spaces which are typically in close proximity to the southeast corner of the over-all parking lot (adjacent to the walkway crossing South Forest Beach Drive). To the south of Coligny Circle, there is a limited number of parking stalls, both ADA as well as standard size stalls. Given the proximity of the Town parking area to the Beach and the proximity of the Beach to the small parking area located to the south of Coligny Circle, it would be advantageous to re-work the small parking lot adjacent to the Coligny Beach Park to contain ALL of the required ADA spaces. This will provided the most accessible parking for ADA parking stall users and would potentially allow the restriping of the Town's parking lot to remove the current ADA spaces as long as Federal ADA criteria is being met.
3. **Re-design Town's Parking Facility:** As has been discussed with Planning Commission and Town Council, we are in agreement with the strategy to improve internal circulation of the current lot. This lot is circuitous which results in inefficiencies for not only vehicles circulating within the parking lot, but also parking lot layout. Improvements in the parking area design should remove the "one-way" aisles located in the easterly portion of the parking lot (closest to Pope Avenue) as well as improve the entry and exit aisles, throat and access points to the parking area. As part of this redesign, it is suggested that the exit only access to South Forest Beach become a two-way drive allowing both entry and exit of the parking facility.
4. **Additional Parking Supply:** The current supply of parking does not meet the demand for a 4-5 hour time period during the summer weekend days (Saturday & Sunday). Additional supply would improve the current deficiencies but the main question is "How many spaces are needed to reasonably meet seasonal parking demand"? The sensitivity of this supply is not to provide parking supply to meet demand 100-percent of the time, but to rather reduce the number of intervals when demand exceeds the supply within the Town facility. In view of the current demand and based on observations at the Towns facility, it is suggested that the parking supply in this Town parking facility be increased by 75-100 additional spaces. This would result in a total supply of between 491 and 516 parking stalls within the Town facility or an 18 to 24-percent increase in supply.
5. **Parking Management:** During peak seasonal usage, it maybe prudent to staff the facility so that illegally parked vehicles no longer impact the usage of the parking spaces and circulation. Staff can also ensure that the stalls are being fully utilized by directing drivers to vacant parking spaces.

6. Signage: Directional signage for this facility as well as other Town beach parking facilities should be enhanced so that drivers can easily locate this Town facility. Wayfaring signage along US 278 Business as well as along Palmetto Bay Road maybe helpful as well as signage directly identifying the entrances to facilities may help drivers efficiently locate and utilize these public parking areas.

It should be noted that Town staff has been working on concepts to improve parking supply and traffic circulation in the subject parking lot which has presented to Town Planning Commission and Council during prior meetings. This study has been prepared in order to quantify the parking demand as well as provide recommendations which are in concurrence with Town staffs efforts.

If you have any questions or comments regarding any information contained within this report, please contact me at (803) 361 3265.

Regards,



**SRS ENGINEERING, LLC**

Todd E. Salvagin

Principal

Attachments

# **TRAFFIC STUDY**

---

## **COLIGNY PLANNING AREA HILTON HEAD ISLAND, SOUTH CAROLINA**

*Prepared for:*

**Wood & Partners, Inc.  
Hilton Head Island, SC**

**Submitted  
August 2014**

*Prepared by:*

**SRS Engineering, Inc.  
801 Mohawk Drive  
West Columbia, SC 29169**



August 19, 2014

SRS Engineering, LLC

801 Mohawk Drive

West Columbia, SC 29169

Ms. Kyle Theodore  
Wood & Partners, Inc.  
7 Lafayette Place  
Hilton Head, SC 29925

**RE: Traffic Assessment  
Coligny Planning Area  
Town of Hilton Head Island, SC**

Dear Kyle:

As requested, SRS Engineering, LLC (SRS) has completed an assessment of the Coligny Planning Area which is located in the southern part of the Town of Hilton Head Island along Pope Avenue. The purpose of this study is to gather traffic volume information within the area, which consists of mainly unsignalized intersections which are currently not part of the Towns annual traffic count program; and then review/analyze this information in order to develop recommendations. These recommendation address enhancement of operations for vehicles and pedestrians as well as reviewing potential new roadway connections which would provide alternative routes/connectivity through the planning area.

#### **SUBJECT AREA**

The study area for this project has been defined as the Coligny Planning Area which is generally covered by the areas east and west of the Pope Avenue corridor between Office Park Road/New Orleans Road and extending southerly to and including the Coligny Traffic Circle. The following presents the intersections which are generally located within the defined Coligny Planning Area and which have been reviewed as part of this study:

1. Pope Avenue at Office Park Road/New Orleans Road (signalized);
2. Pope Avenue at #20 Pope Avenue;
3. Pope Avenue at Executive Circle North/Woodhaven Lane;
4. Pope Avenue at Executive Circle South;
5. Pope Avenue at Cordillo Parkway (signalized);
6. Pope Avenue at Waterside Drive;
7. Pope Avenue at BiLo/Legendary Golf Access;
8. Pope Avenue at Lagoon Road/Town Beach Parking Access;
9. Pope Avenue at Coligny Plaza Access;
10. Pope Avenue at North & South Forest Beach Road (Coligny Circle);
11. South Forest Beach Road at Town Parking Egress/Beach House Resort;
12. South Forest Beach Road at Tanglewood Drive; and
13. North Forest Beach Road at Avocet Road.

Traffic counts were conducted for the identified intersections for the Midday Noon peak (11 AM-1 PM) and for the typical PM peak (4-6 PM) time periods during the 45<sup>th</sup> greatest day of the year (seasonal summer conditions) as required under the Town's LMO (Land Management Ordinance). **Figures 1a & 1b** depict the Noon and PM peak-hour vehicular volumes for the study area intersections. In addition to the vehicle counts, data for pedestrians and bikes were also gathered for the same peak-hour time periods. **Figures 2A & 2b** depict this peak-hour data. Count sheets can be found in the Appendix of this report. It should be noted that PM peak-hour counts were not collected for the two signalized intersections of Pope Avenue at Office Park Road/New Orleans Road or Cordillo Parkway due to the collection of this data by the Town's annual count program.

## **EXISTING CONDITIONS**

Using information gathered in the field which includes intersection geometries, traffic control and traffic volume data (including pedestrian and bike volumes). Analysis has been conducted for the defined study area intersections.

Intersection capacity analyses have been completed utilizing the SYNCRO PRO software for the signalized and unsignalized intersections. The Coligny Circle analyses have been completed utilizing the Town's preferred methodology as defined by the *Transportation Research Board, Highway Capacity Manual, National Research Council, Special Report 209, Third edition, Washington, D.C., 1998*.

Level of service results for the defined intersections within the Coligny Planning Area have been completed using the gathered existing peak-hour traffic volumes as presented in the prior Figures 1a & 1b. These results are presented in **Table 1**.

**TABLE 1**  
**Level-of-Service Summary**  
**Coligny Planning Area**

<u>Signalized Intersections</u>	<u>Time Period</u>	<u>2014 EXISTING</u>		
		<u>Delay<sup>2</sup></u>	<u>V/C<sup>3</sup></u>	<u>LOS<sup>4</sup></u>
Pope Avenue at Office Park Road/ New Orleans Road	Noon	37.2	0.58	D
Pope Avenue at Cordillo Parkway	Noon	33.6	0.54	C
<u>Unsignalized Intersection</u>				
Pope Avenue at #20 Pope Avenue	Noon	23.9	-	C
	PM	31.2	-	D
Pope Avenue at Executive Park Road North/Woodhaven Lane	Noon	<b>44.4</b>	-	<b>E</b>
	PM	<b>66.7</b>	-	<b>F</b>
Pope Avenue at Executive Park Road South	Noon	15.9	-	C
	PM	22.4	-	C
Pope Avenue at Waterside Drive	Noon	19.5	-	C
	PM	22.3	-	C
Pope Avenue at BiLo/Legendary Golf	Noon	14.7	-	C
	PM	18.4	-	C
Pope Avenue at Lagoon Road/ Town Beach Parking	Noon	<b>43.0</b>	-	<b>E</b>
	PM	<b>81.8</b>	-	<b>F</b>
Pope Avenue at Coligny Plaza	Noon	14.1	-	B
	PM	12.2	-	B
South Forest Beach Road at Town Beach Parking Egress/Beach House Resort	Noon	17.5	-	C
	PM	22.1	-	C
South Forest Beach Road at Tanglewood Road	Noon	12.2	-	B
	PM	12.4	-	B
North Forest Beach Road at Advocet Road	Noon	15.8	-	C
	PM	15.5	-	C
Coligny Circle (Pope Ave at North and South Forest Beach Road)	Noon	5.3	-	-
	PM	5.5	-	-

1. Calculations completed using the 2000 HCM methodology.
2. Delay in seconds-per-vehicle.
3. V/C = Volume-to-capacity ratio.
4. LOS = Level-of-Service.

**GENERAL NOTES:**

1. For signalized intersections, Delay is representative of over-all average of all approaches.
2. For unsignalized intersections, Delay is representative of the worst approach.

As shown by Table 1, the two signalized study area intersections of Pope Avenue at Office Park Road/New Orleans Road and Pope Avenue at Cordillo Parkway each operate at acceptable operating conditions during the Noon peak-hour. It should be noted that the Pope Avenue at Office Park Road/New Orleans Road intersection operates at a high LOS D, very close to a LOS E/unacceptable operating conditions during the PM peak-hour.

Each of the unsignalized intersections operate at acceptable service levels with two exceptions, Pope Avenue at Executive Circle North/Woodhaven Lane (Noon and PM peak hours) and Pope Avenue at Lagoon Road/Town Beach Parking Lot (Noon and PM peak hours). These two intersections each operate poorly due to the minor street left-turn movements which must wait for a gap in major street through traffic on Pope Avenue. For the Executive Circle North intersection, the critical failing movement is the eastbound left-turn movement exiting Woodhaven Drive. This is true for both the Noon and PM peak hours. The second unsignalized intersection (Lagoon Road/Town Beach Parking) operates poorly due to the eastbound left-turn movement exiting the Town Beach Parking Lot.

The remaining unsignalized intersections each operate at acceptable conditions during both peak hours studied. Each of these intersections has relatively low minor street left-turn movements plus the ability to perform two-step left-turn movements due to the median within Pope Avenue (for applicable intersections).

The Coligny Circle round-a-bout currently operates with acceptable average delay during both time periods. This is mainly due to the fact that the single-lane circle has the capacity to accommodate the entering/merging volumes. However, some delays are noted based on observations in the field. These delays were for the exiting movement from the Coligny Circle to South Forest Beach Road. The main cause for these short periods of delay were vehicles yielding to pedestrians utilizing the cross-walk between the Town Beach Parking lot and Coligny Beach (crossing South Forest Beach Road on the west side of Coligny Circle). When pedestrians in groups utilized this crossing, backups into the Coligny Circle were observed. This was especially true during the PM peak-hour when over 400 pedestrians in a single 60-minute period crossed South Forest Beach Road between the Beach and the Town's Beach Parking Area.

## RECOMMENDATIONS

The final phase of the analysis process is to identify potential measures to improve traffic and pedestrian operations and circulation within the Coligny Planning Area.

1. ***Office Park Road/New Orleans Road-*** Is a four-legged intersection that has recently been the subject of study as part of the USC Hospitality/OLLI project. Recommendations have been made for this intersection as defined in the prior prepared study which include the following:
  - **Westbound Approach (New Orleans Drive):** Re-align roadway approach to Pope Avenue to the south to align with the opposing approach of Office Park Road. Cross-section of New Orleans Road should provide a 5-lane cross-section with one lane departing the intersection, and four lanes approaching Pope Avenue designated as two separate left-turn lanes, a through lane and a separate right-turn lane. Given that the separation between Pope Avenue and the knuckle curve in New Orleans Road is approximately 270-feet, it is suggested that the 5-lane cross-section be maximized along this length/section of New Orleans Road.

- Eastbound Approach (Office Park Road): Align roadway approach with the suggested alignment of the New Orleans Drive approach; left-turn lane(s) as well as through lanes must align. Suggested cross-section for Office Park Road includes a single lane departing the intersection (must align with the through lane from New Orleans Drive), a median and then separate left-turn lane (left-turn lane must align with #2 left-turn lane from New Orleans Drive approach in order to avoid “split signal phasing”), a through lane (aligned with New Orleans Drive departing through lane) and a separate right-turn lane. Suggested storage length for the left-turn lane is 100-feet. Taper will depend on the method chosen to widen Office Park Road whether it is symmetrical or a-symmetrical. The separate right-turn lane should provide a storage length of 150-feet with a 120-foot taper.
  - Southbound Approach (Pope Avenue): The existing left-turn pocket has a length of approximately 120-feet. This length is short and does not meet current standards. If possible, lengthen the storage length of this lane to 200-feet (grassed/treed median will be impacted). If feasible, construct a separate right-turn lane along the frontage of the CVS. Due to the CVS right-in/right-out access (130-feet to the north), this lane and taper would be shorter than standard. Suggest 100-foot lane and maximize taper length. This right-turn lane must continue to accommodate the multi-use bike/pedestrian path that parallels Pope Avenue.
  - Northbound Approach (Pope Avenue): Existing geometry, cross-section and left-turn lane storage lengths are all adequate, no improvements are suggested at this time.
  - Traffic Control: Maintain the signal coordination for this intersection and enhance operations by removing the split phasing for the eastbound and westbound approaches. Protected only phasing will be required for the westbound dual left-turn lanes which when aligned properly, can operate concurrently with the eastbound left-turn lane (potential protected/permissive phasing). Operate with right-turn over-lap phases where appropriate.
2. **#20 Pope Avenue**- This three-legged intersection with a 40-foot median within Pope Avenue allows drivers making left-turns to store with the median cross-over. A northbound left-turn lane is provided for traffic entering #20 Pope Avenue, a southbound left-turn lane for the occasional U-turn from southbound Pope Avenue to northbound Pope Avenue is also provided.
- Consider removing the southbound left-turn lane and prohibit this movement. Counted traffic volumes during the peak-hours were very low. U-turn movements could be accommodated at the adjacent Executive Park Road North intersection (located 600-feet to the south) which provides a left-turn storage lane of 170-feet. This storage capacity is sufficient to accommodate the small added volume of U-turn movements.
  - Install a painted delta median within the median cross-over which will aid in directing left-turning vehicles to queue properly. This improvement will aid in both operations as well as safety.

3. ***Executive Park Road North/Woodhaven Lane-*** No improvements are feasible at this intersection. The main reason for the poor service levels are due to the minor street left-turn from Woodhaven Lane to northbound Pope Avenue. These drivers presently have some delay which result in the poor service levels during the peak hours however, it should be noted that these drivers do have an alternative to drive to Cordillo Parkway via Woodhaven Drive which provides a signalized intersection onto Pope Avenue (at Cordillo Parkway).
4. ***Executive Park Road South-*** This is a three-legged intersection where the 40-foot median within Pope Avenue allows drivers making left-turns to store with the median cross-over. A southbound left-turn lane is provided for traffic entering Executive Park Road South.
  - Install a painted delta median within the median cross-over which will aid in directing left-turning vehicles to queue properly. This improvement will aid in both operations as well as safety.
5. ***Cordillo Parkway-*** A signalized four-legged intersection. Operations at this intersection indicate acceptable conditions, and no improvements are suggested at this time for this intersection.
6. ***Waterside Drive-*** Is a four-legged unsignalized intersection serving Coral Sands Resort to the west side of Pope Avenue and Waterside at Spinnaker on the east side. Northbound and southbound left-turn lanes are already provided within the Pope Avenue median at this intersection
  - To the eastside of Pope Avenue, there appears to be two multi-use paths which were both observed to be used to cross Waterside Drive, the one closest to Pope Avenue being the Town's multi-use path and the second being a path for the Waterside development. This redundant path was observed to be a safety issue as bikes/pedestrians were using the second path to cross Westside Drive away from the intersection (80-feet east of the STOP bar). This resulted in conflicts with cars entering and exiting Waterside Drive. Suggest removal of this easterly path or formally providing sidewalks which parallel Waterside Drive so that bikes/pedestrians do not use this location to cross Waterside Drive.
7. ***Circle Center/Legendary Golf/Nassau-*** This is currently a four-legged unsignalized intersection where the westbound approach is a one-way exit from Heritage Plaza serving a privately operated "visitors" information center.
  - Redirect/close the one-way egress access serving the private visitors center. It was observed during the traffic counts that a percentage of traffic utilized this drive incorrectly and unsafely entered at this point essentially driving down a one-way in the wrong direction.
  - Provide a southbound left-turn lane within the Pope Avenue median to accommodate U-turn movements only;

**\*OR\***

Prohibit southbound u-turn movements at this intersection and accommodate the U-turn movement at the next adjacent intersection to the south: Lagoon Road, which is suggested to be placed under traffic signal control.

*Note: The decision to provide for or discourage left-turn/U-turns at this intersection should account for the convenience that making a U-turn at a signalized intersection provides as opposed to the added travel distance caused by prohibiting this movement. Total distance travelled to make a U-turn at Lagoon Road would be an additional 1,000-approximately.*

- With this intersection becoming a three-legged intersection, install a painted delta median within the median cross-over which will aid in directing left-turning vehicles to queue properly. This improvement will aid in both operations as well as safety.
8. **Nassau Street Extension-** The extension of Nassau Street between Tanglewood Drive and Pope Avenue should be completed which will result in a continuous public right-of-way from Pope Avenue to Tanglewood Drive and Deallyon Drive. Currently the roadway section exists between Tanglewood Drive and Pope Avenue however it is a private roadway between Pope Avenue and Circle Centers property, and somewhat circuitous. If converted to a compliant public right-of-way, improvements to the roadway should be made in order to provide a standard two-lane cross-section, possibly with on-street parking and sidewalk. This connector would provide an alternative roadway for vehicles to the South Forest Beach Road area and enhance connectivity in the area.
9. **Lagoon Road/Town Beach Parking Access-** This intersection is currently a four-legged unsignalized intersection providing full access to the Town Beach Parking Lot as well as Lagoon Road. Current intersection geometry includes a southbound left-turn lane and a separate right-turn lane along Pope Avenue. Northbound Pope Avenue does not provide separate turning lanes. Both of the minor street approaches provide a single-lane approach. It should be noted that a significant volume of pedestrians and bicyclists crossed Pope Avenue at this location or just to the south of this intersection.
- Widen the northbound approach of Pope Avenue to provide a separate left-turn lane. This lane should provide a 150-foot of storage and a 150-foot taper and will provide left-turn storage for vehicles accessing the Town Beach Parking Area.
  - Widen the eastbound approach to the Town Beach Parking Area, by providing a separate left-turn lane and a shared through/right-turn lane.
  - Widen the Lagoon Road approach to provide a separate left-turn lane and a shared through/right-turn lane. In order to maintain the multi-use path located along the north side of Lagoon Road, right-of-way impacts would be likely.
  - Improve intersection throat for the Lagoon Road approach which will impact the two access drives serving convenience stores located to the north and south of Lagoon Road as well as the on-street parking located within 200-feet of Pope Avenue.
  - Install traffic signal control at this intersection with actuation for both vehicles and pedestrians. Accommodate southbound u-turn movements at this location based on the decision made regarding the left-turn lane at the intersection of Nassau Extension (discussed above).

**10. Lagoon Road Extension-** An extension of Lagoon Road between Tanglewood Drive and Pope Avenue should be completed which will result in a new public roadway between Pope Avenue and Tanglewood Drive. This new roadway will serve the Town Beach Parking area and begins planning for the potential future of additional parking supply. This new roadway should provide a standard two-lane cross-section, possibly with on-street parking. The connector would provide an alternative roadway for vehicles to the South Forest Beach Road area and enhance connectivity in the area. In addition to this new east/west Lagoon Road connector, a north/south connector between Lagoon Road extended and South Forest Beach Road should also be completed. This new route continues to plan for the future expansion of parking within the Coligny Planning Area, as well as provide connectivity to South Forest Beach Road.

**11. Coligny Plaza Access-** This three-legged unsignalized intersection which is one of multiple access points serving the Coligny Plaza.

- Close median cross-over within Pope Avenue resulting in traffic movements entering and exiting Coligny Plaza being prohibited to right-in/right-out operations. Left-turn movements can be accommodated at the newly signalized intersection of Lagoon Road. Closure of this median cross-over will allow a standard length left-turn lane and taper for the Lagoon Road intersection discussed earlier.
- Improve throat distance within the plaza to provide a 40-foot clear area free of parking stalls and aisles.

**12. Coligny Circle-** This is a single lane round-a-bout with a separate right-turn lane from Pope Avenue to South Forest Beach Road. Pedestrian/bike crossings are provided on all approaches in close proximity to the circumference of the round-a-bout. Of special note is the crossing located along South Forest Beach Road between the Town Beach Parking Area and Coligny Beach access which during peak time periods was counted as serving over 200 pedestrians (during the Noon peak-hour) and over 400 pedestrians (during the 60-minute PM peak-hour period). Pedestrians crossing South Forest Beach have a significant impact on the operations of the Coligny Traffic Circle causing vehicular queues for cars both exiting the circle onto South Forest Beach Road as well as entering the circle from South Forest Beach Road.

- Operations of the Coligny Circle are good with exception of delays/queues caused by the high volume of pedestrians crossing South Forest Beach Road just west of the Circle. It is suggested to re-locate the pedestrian crossing along South Forest Beach Road farther to the west. This will be discussed further in next paragraph.

**13. South Forest Beach Road at Town Beach Parking Access/Beach House Resort-** This intersection is currently a skewed four-legged unsignalized intersection where the Beach House Resort Access is off-set to the east by approximately 100-feet.

- Revise the Town's Beach Access to allow both entering and exiting movements.
- Relocate the Beach House Resort Access to the west to align with the Town Beach Parking Access. This will provide a separation of approximately 300-feet between this intersection and the Coligny Traffic Circle.

**\*OR\***

Relocate the Town Beach Parking Access to the east to align with the Beach House Resort Access. This will provide a separation of approximately 180-feet between this intersection and the Coligny Traffic Circle.

*Note: The decision to locate this new intersection should take into account pedestrian travel distances between the Town Beach Parking Area and the Coligny Beach as well as vehicular queue/storage lengths between this intersection and Coligny Circle.*

- For both the north and south sides of South Forest Beach Road, provide safe pedestrian movement and storage areas with sufficient area for seasonal pedestrian volumes. Connectivity to the Town's pathway network as well as the Town Beach Parking and Coligny Beach is expected.
- Signalize this new four-legged intersection with emphasis on the high volume of pedestrians crossings that occur during the peak summer month weekends. Seasonal and off-season timings could then be developed in order to minimize impact during the non-summer months to vehicular traffic, accommodating the high volume of pedestrians crossing South Forest Beach Drive during the summer months.
- Install a barrier within South Forest Beach between Coligny Circle and this new intersection in order to direct pedestrians and bicyclists to the designated pedestrian crossing.

**14. North Forest Beach Road at Advocet Road-** This is currently a four-legged unsignalized intersection located in the southeast corner/adjacent to Coligny Plaza. Advocet Road was observed to serve a significant volume of pedestrians walking between the time-shares/condos to the public access located on the southern end of the roadway. Operations at this intersection are acceptable. No improvements are suggested at this time for this intersection.

**15. South Forest Beach Road at Tanglewood Drive-** This is currently a three-legged unsignalized intersection which provides access to/from South Forest Beach Road towards Nassau Drive. Operations at this intersection are acceptable. No improvements are suggested at this time for this intersection.

**16. Lagoon Road to Waterside Extension-** Construct a new two-lane roadway between Waterside Drive and Lagoon Road. This new roadway alignment could go through the old abandoned hotel/time-shares located along Waterside Drive, between Heritage Plaza and Coligny Villas and intersect Lagoon Road opposite Coligny Plaza in the vicinity of #5 Lagoon Road. Connectivity to adjacent land-uses should be considered for Heritage Plaza and Coligny Villas which may enhance access as well as provide connectivity to a signalized intersection (future signal at Lagoon Road).

## SUMMARY

SRS has completed a review of the Coligny Planning Area which includes mainly unsignalized intersections along Pope Avenue between Office Park Road/New Orleans Road to the Coligny Circle. This study has reviewed not only the flow of vehicles through the study area but also the flow of pedestrians and bicycles in close proximity to the Coligny Beach.

Ms. Kyle Theodore  
August 19, 2014  
Page 10

This study has reviewed operations within the defined corridor and makes recommendations to enhance operations and traffic flow at intersections as well as suggests potential new connector roadways in order to provide not only alternatives for traffic flow but to also plan for longer term growth in the Coligny Planning Area as it relates to beach parking and pedestrian flow between the parking area and Coligny Beach.

Recommendations have been made specific to each intersection within the study area which will improve traffic flow by providing left-turn lanes, turning movement restrictions, controlled/safer pedestrian crossing, traffic signalization as well as new roadway connectors which will provide not only connectivity between land-uses with the planning area, but also provide opportunities for the addition of new parking supply and access to these new parking areas.

Regards,

A handwritten signature in black ink that reads "Todd E. Salvagin". The signature is written in a cursive style with a horizontal line above the first few letters.

**SRS ENGINEERING, LLC**

Todd E. Salvagin  
Principal

Attachments

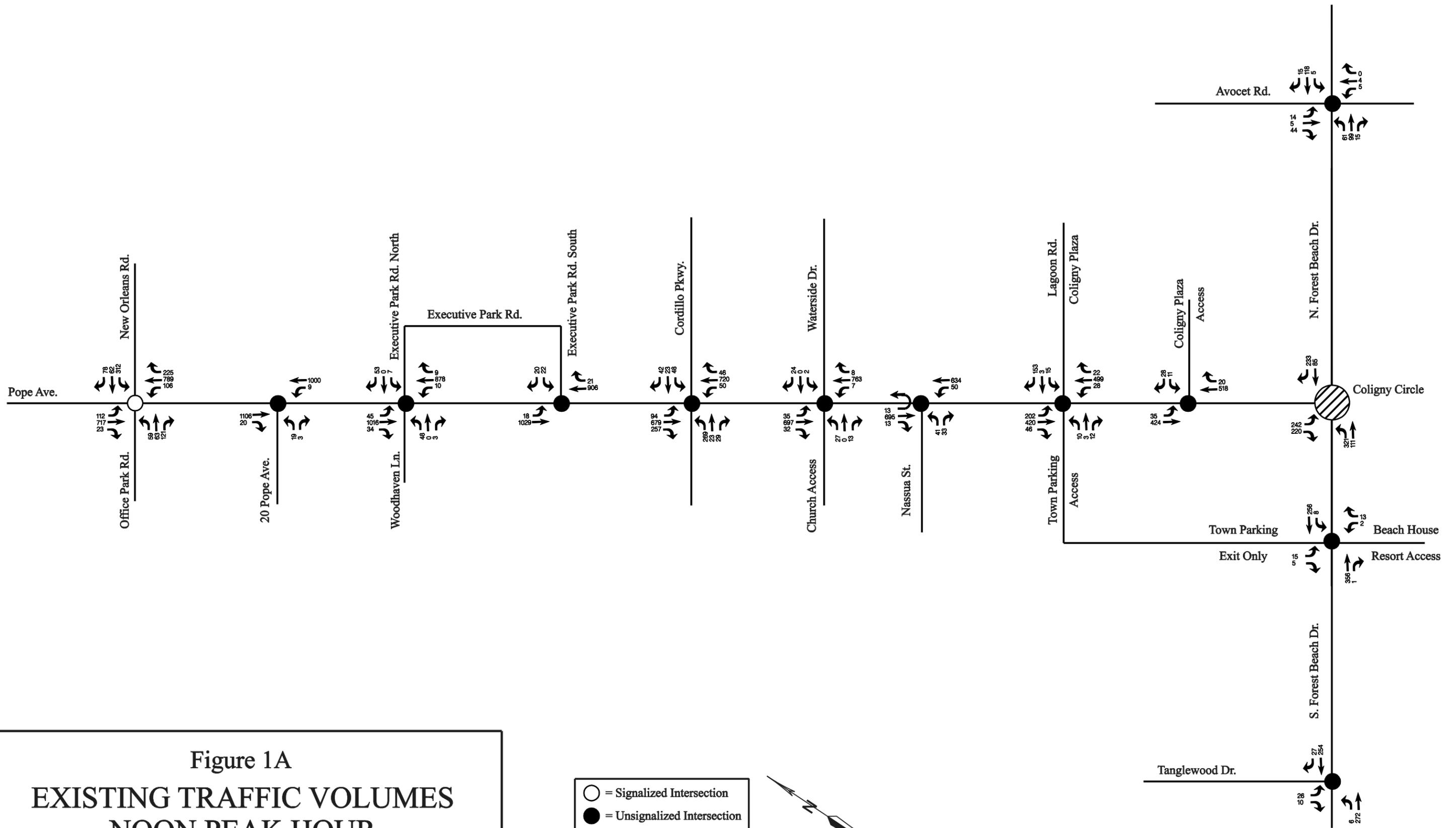
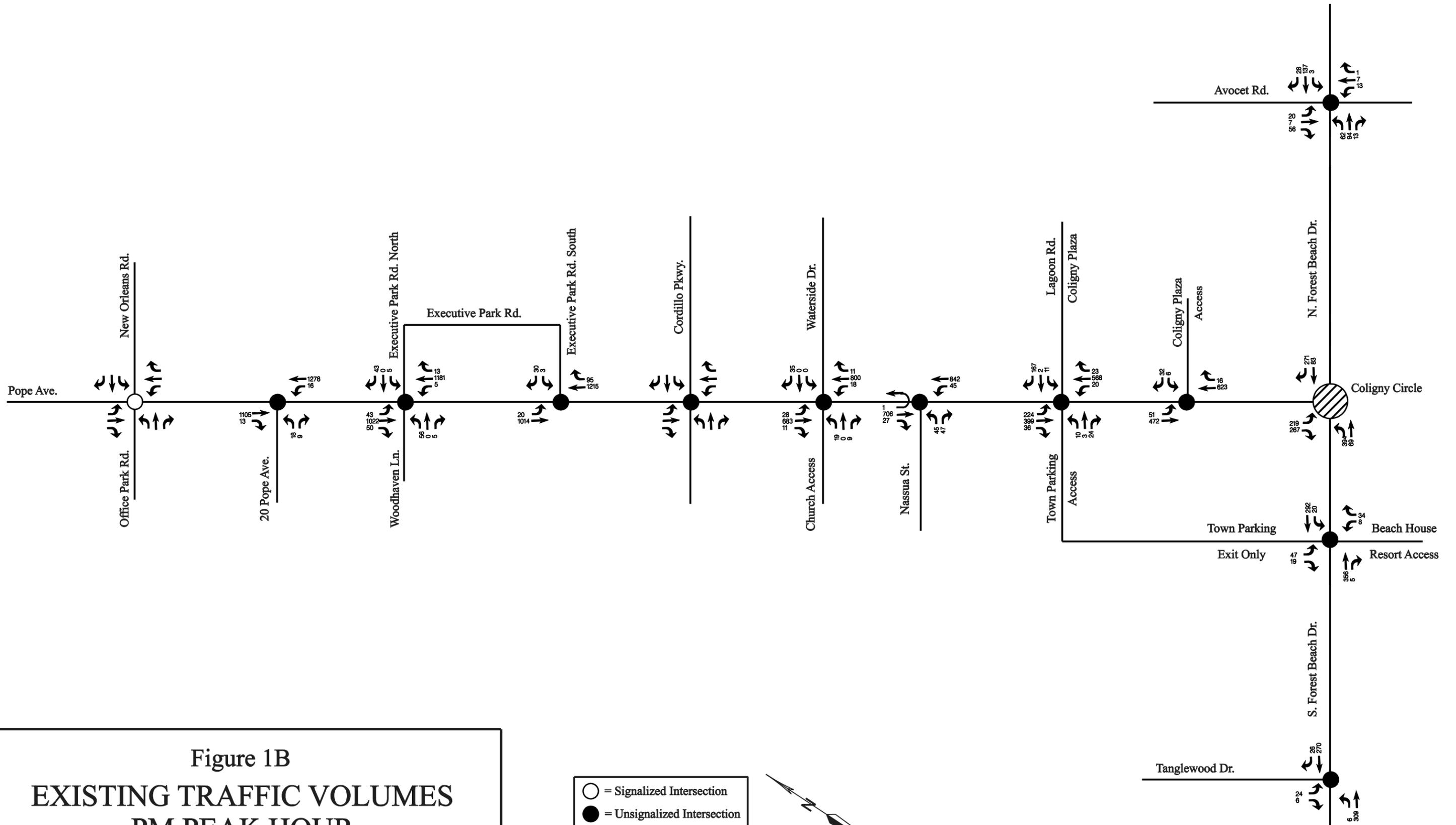


Figure 1A  
**EXISTING TRAFFIC VOLUMES**  
**NOON PEAK HOUR**  
*Coligny Area Planning: Town of Hilton Head, SC*

- = Signalized Intersection
- = Unsignalized Intersection
- ◉ = Round-a-bout



NOT TO SCALE

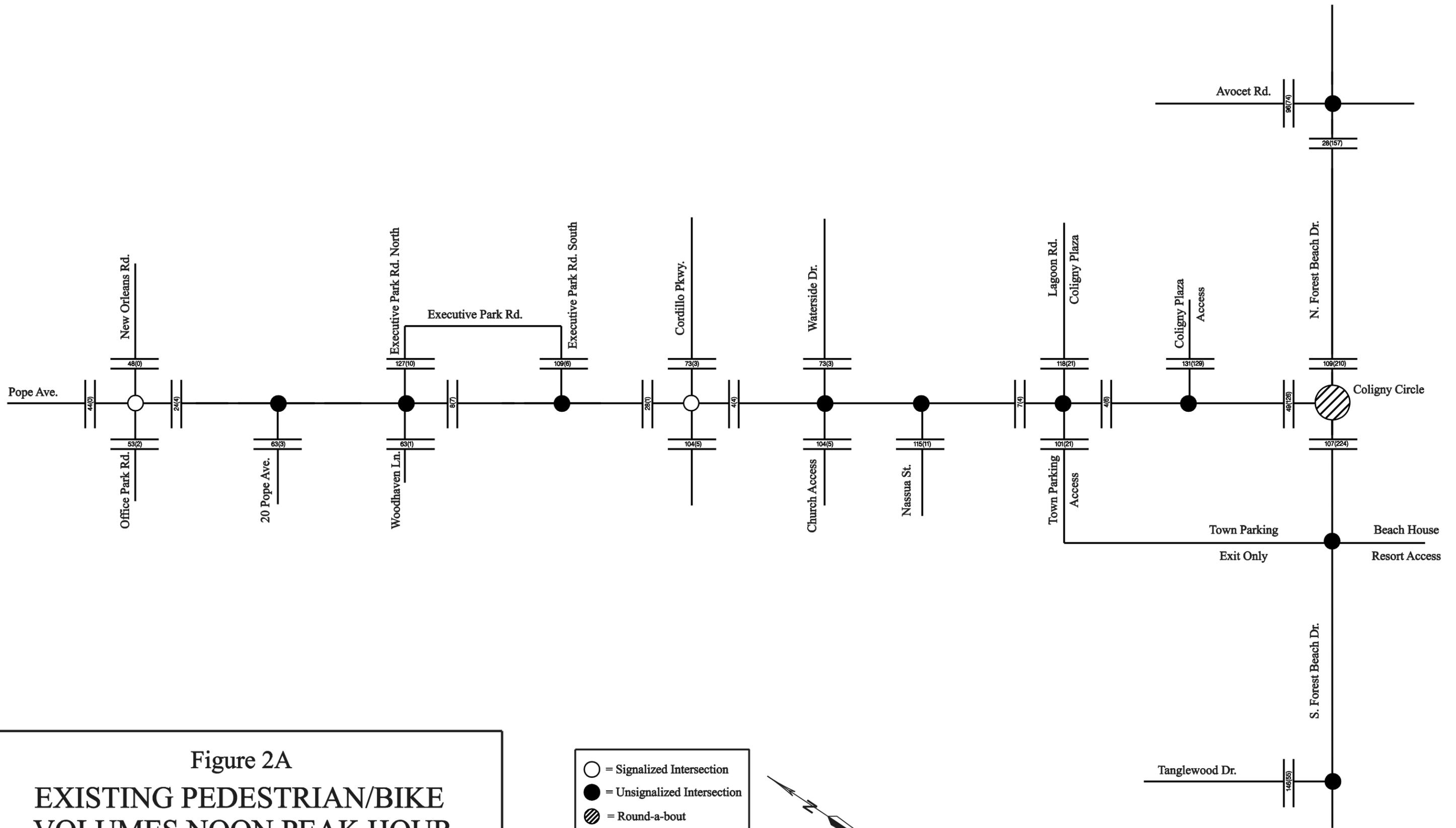


**Figure 1B**  
**EXISTING TRAFFIC VOLUMES**  
**PM PEAK HOUR**  
*Coligny Area Planning: Town of Hilton Head, SC*

- = Signalized Intersection
- = Unsignalized Intersection
- ◐ = Round-a-bout



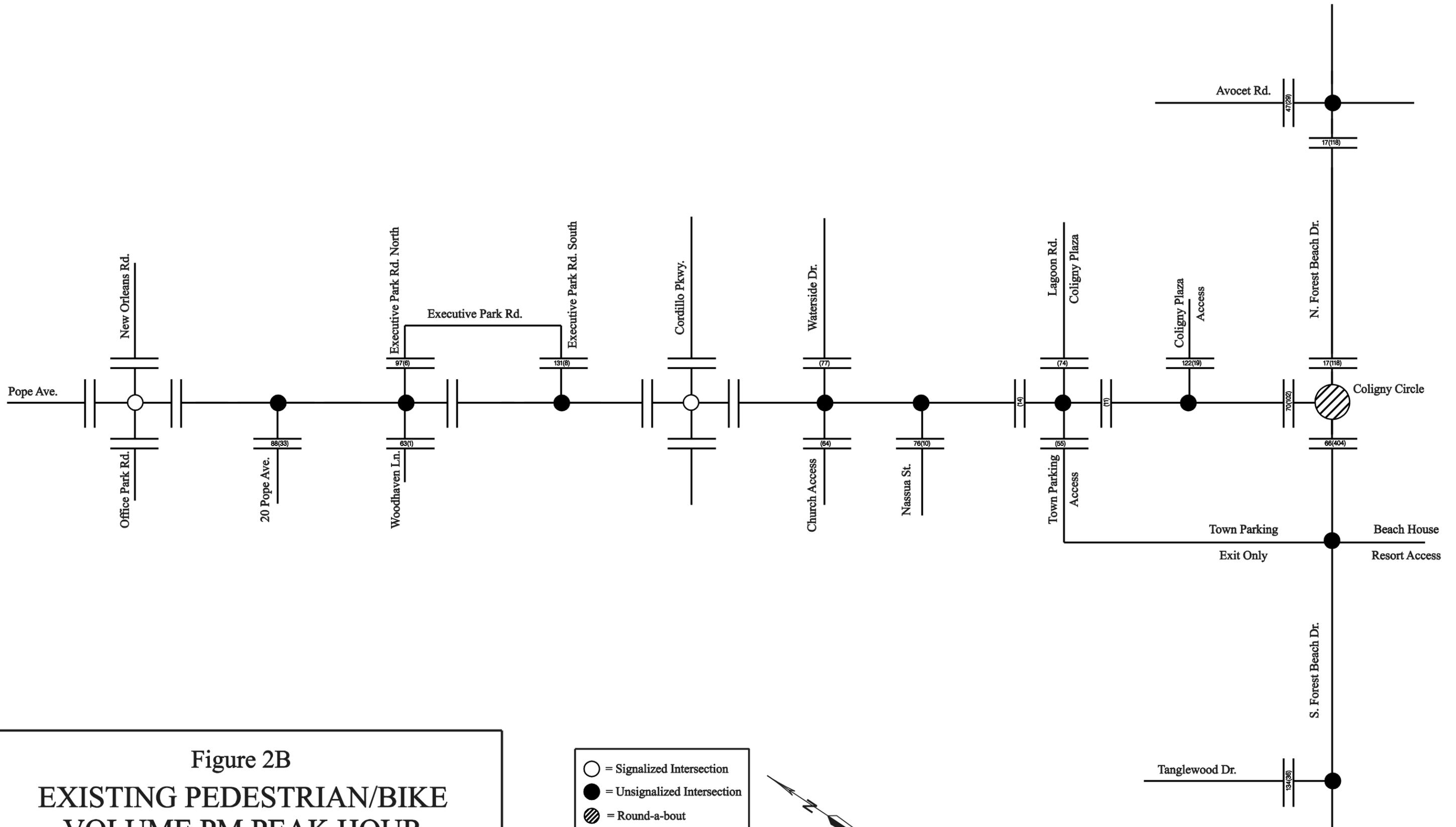
NOT TO SCALE



**Figure 2A**  
**EXISTING PEDESTRIAN/BIKE**  
**VOLUMES NOON PEAK HOUR**  
*Coligny Area Planning: Town of Hilton Head, SC*



NOT TO SCALE

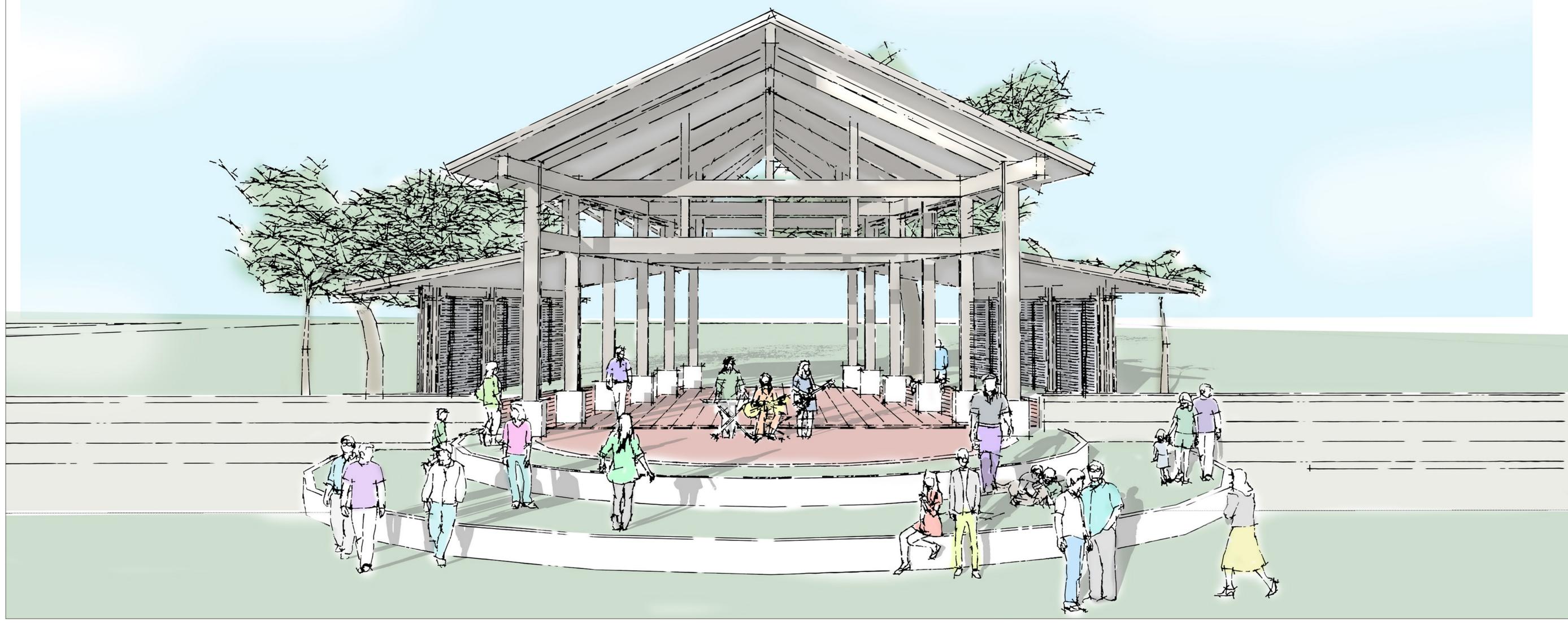


**Figure 2B**  
**EXISTING PEDESTRIAN/BIKE**  
**VOLUME PM PEAK HOUR**  
*Coligny Area Planning: Town of Hilton Head, SC*

- = Signalized Intersection
- = Unsignalized Intersection
- ◉ = Round-a-bout
- (#) = Pedestrians



NOT TO SCALE



ARCHITECTURE BY:  
**WATSON TATE SAVORY**  
*architecture interiors planning*

ENGINEERING BY:  
**THOMAS & HUTTON ENGINEERING CO.**



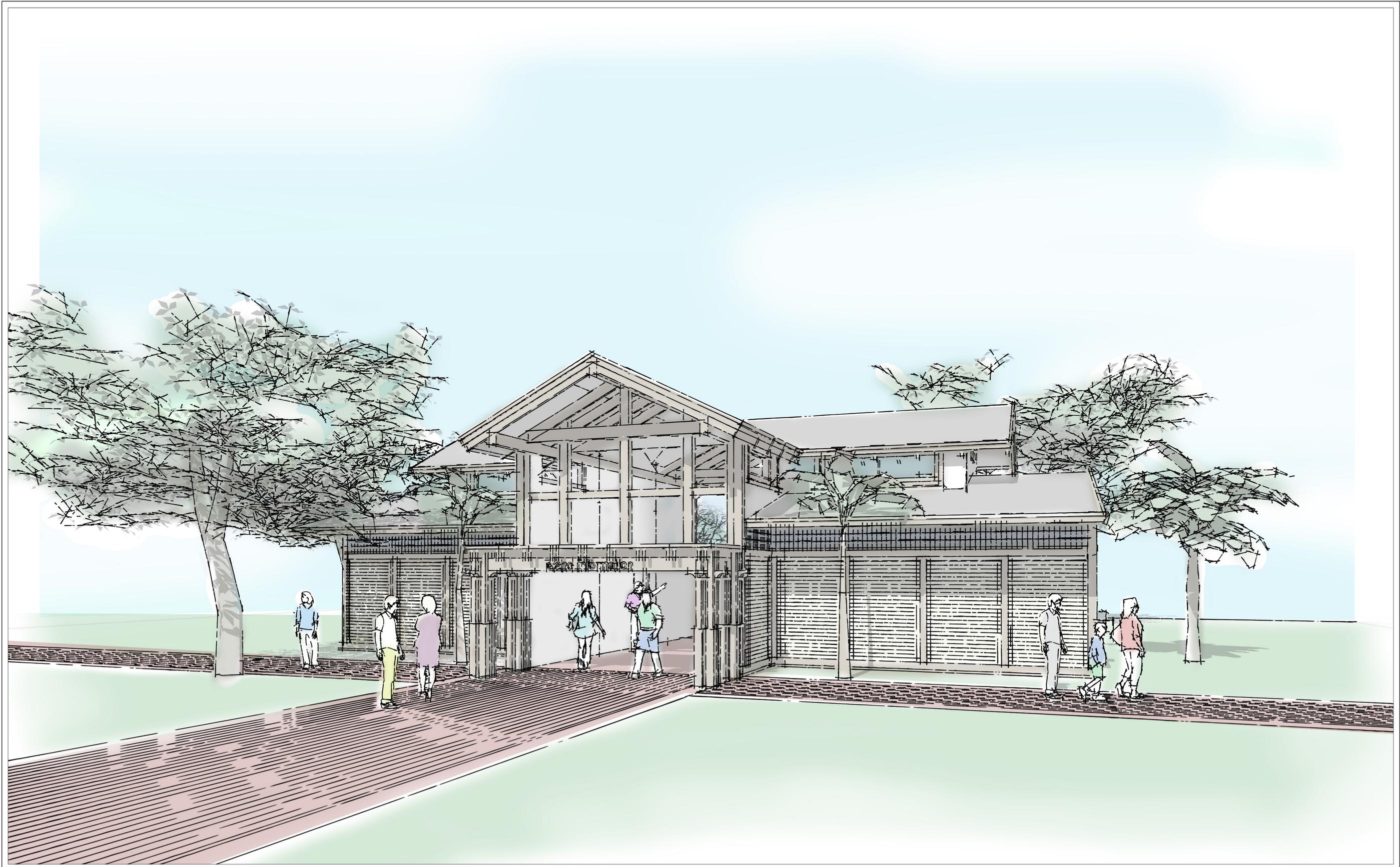
# COLIGNY DISTRICT REDEVELOPMENT

## BANDSHELL/PAVILION

PREPARED FOR:  
TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA  
OCTOBER 1, 2014



PLANNING AND LANDSCAPE ARCHITECTURE BY:  
**Wood Partners Inc. WPI**  
Landscape Architects  
Land Planners



ARCHITECTURE BY:  
**WATSON TATE SAVORY**  
*architecture interiors planning*

ENGINEERING BY:  
**THOMAS & HUTTON ENGINEERING CO.**



# COLIGNY DISTRICT REDEVELOPMENT

## RESTROOM/INFORMATION CENTER/MULTI-MODAL SHELTER

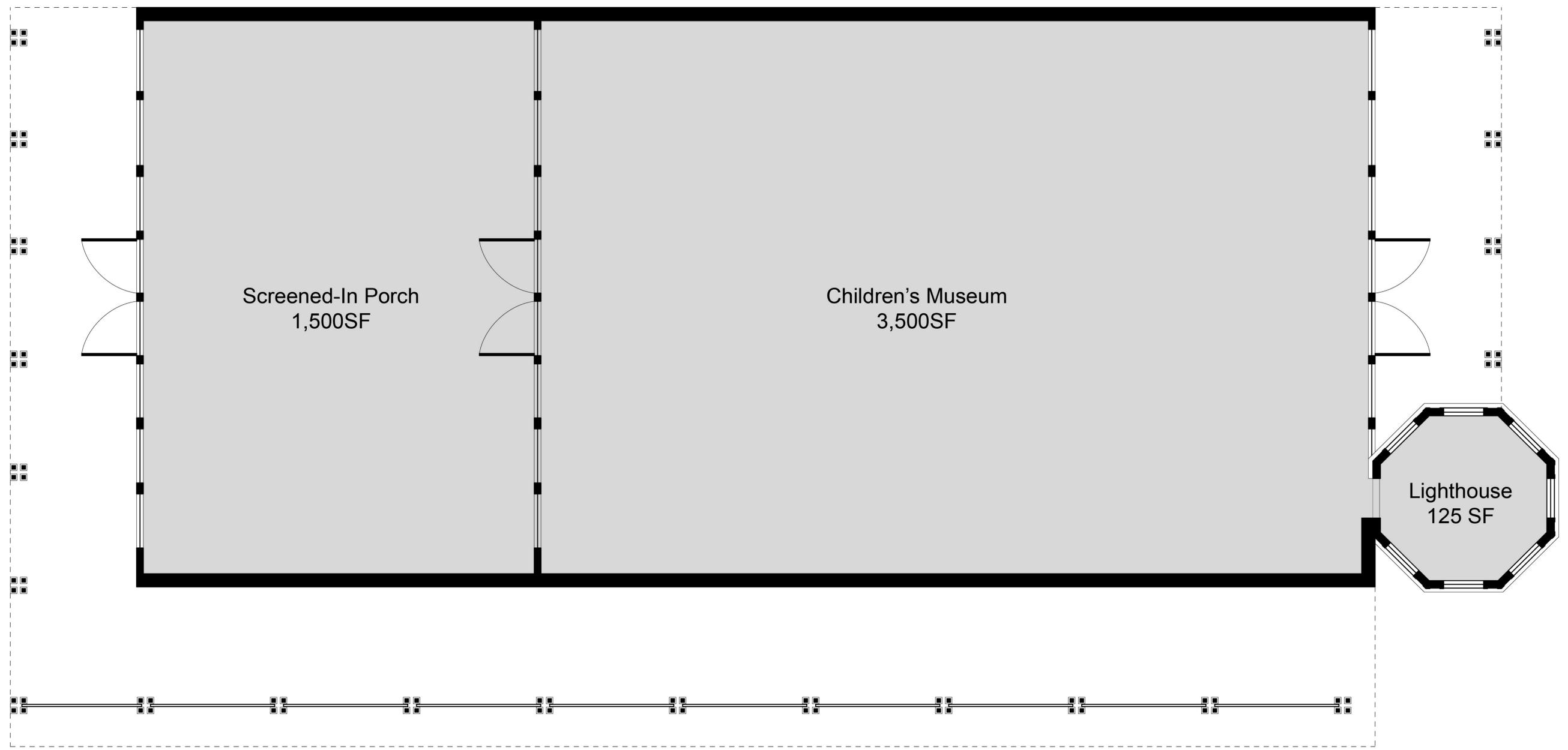
PREPARED FOR:

TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA  
OCTOBER 1, 2014



PLANNING AND LANDSCAPE ARCHITECTURE BY:

**Wood Partners Inc. WPI**  
Landscape Architects  
Land Planners



ARCHITECTURE BY:  
**WATSON TATE SAVORY**  
*architecture interiors planning*

ENGINEERING BY:  
**THOMAS & HUTTON ENGINEERING CO.**



# COLIGNY DISTRICT REDEVELOPMENT

## CHILDREN'S MUSEUM

PREPARED FOR:  
**TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA**  
 OCTOBER 1, 2014



PLANNING AND LANDSCAPE ARCHITECTURE BY:  
**Wood Partners Inc. WPI**  
 Landscape Architects  
 Land Planners



ARCHITECTURE BY:  
**WATSON TATE SAVORY**  
*architecture interiors planning*

ENGINEERING BY:  
**THOMAS & HUTTON ENGINEERING CO.**



# COLIGNY DISTRICT REDEVELOPMENT

## CHILDREN'S MUSEUM

PREPARED FOR:  
**TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA**  
OCTOBER 1, 2014



PLANNING AND LANDSCAPE ARCHITECTURE BY:  
**Wood Partners Inc. WPI**  
Landscape Architects  
Land Planners