



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

**Wednesday, November 5, 2014**

**2:00 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:
    - September 2, 2014
  - Approval of Draft 2015 Committee Meeting Dates
- 4. Unfinished Business**
- 5. New Business**
  - Rowing and Sailing Center at Squire Pope Community Park – Master Plan Amendment
  - SCDOT Acquisition of Town Lands for the Spanish Wells Road Bridge Replacement
  - Proposed Scope Revisions - Island Wide Beach Renourishment Project (2015)
- 6. Adjournment**

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

# TOWN OF HILTON HEAD ISLAND PUBLIC FACILITIES COMMITTEE

Date: September 2, 2014

Time: 2:00 P.M.

Members Present: Kim Likins, John McCann, Marc Grant

Members Absent: None

Staff Present: Scott Liggett, Charles Cousins, Jeff Buckalew, Nicole Dixon, Julian Walls, Darrin Shoemaker, Brian Hulbert, Jill Foster

Others Present: George Williams, Bill Harkins, *Councilmen*, Frank Soule, *Island Recreation Association*, Lou Strayer, David Staley, *Main Street Realty*

Media Present: Dan Burley, *The Island Packet*

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**1. Call to Order:**

The meeting was called to order at 2:00 p.m.

**2. FOIA Compliance:**

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

**3. Committee Business:**

**Approval of Minutes:** Councilman Grant moved to approve the Minutes of August 5, 2014. Councilman McCann seconded. The Minutes of August 5, 2014 were unanimously approved.

**4. Unfinished Business:** None

**5. New Business**

- **Memorandum of Understanding between The Town of Hilton Head Island and the Island Recreation Association – Amendment to include the Management of the Rowing and Sailing Center at Squire Pope Community Park**

Nicole Dixon, Senior Planner stated staff recommends the Memorandum of Understanding (MOU) between the Town of Hilton Head Island and the Island Recreation Association be amended to include the management and operation of the Rowing and Sailing Center at Squire Pope Community Park and that such Agreement be forwarded to Town Council with a recommendation of approval.

The Town owns the property known as the Rowing and Sailing Center at Squire Pope Community Park. The park is currently under construction, with an estimated construction end date of October, 2014. The Island Recreation Association will manage the operation of the park, which will involve the coordination of special events, scheduled rowing, sailing and other paddle craft programs and activities, as well as picnic pavilion usage.

After a brief discussion, Councilman Grant moved the Memorandum of Understanding (MOU) between the Town of Hilton Head Island and the Island Recreation Association be amended to include the management and operation of the Rowing and Sailing Center at Squire Pope Community Park and that such Agreement be forwarded to Town Council with a recommendation of approval. Councilman McCann seconded. The motion unanimously passed.

- **Private Road Rights-of-Way Acceptance Policy Status/Main Street Dedication**  
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer stated he had staff here to go over everything in detail, but would like to make some introductory remarks. The notion of a publicly owned Main Street has been discussed at various venues for years and years. Keeping in mind the Town currently owns the Eastern portion of Main Street. We are here today to talk about the Western portion of Main Street and its connecting roads. Most recently, we engaged in conversation with Main Street Realty, the entity who owns those roads in accordance with the Town Council policy that was developed earlier this year. An Application was submitted in that regard. You will recall that that policy was augmented with some additional more subjective language. A review of which is really why we are here today to try and gauge the interest that the Committee would recommend that Council has essentially if there is unanimity of thought that we go ahead and formally process that Application. That is what we are prepared to do or not – depending on the views of the Committee and Council. The roads in question are Main Street West as I had mentioned – the interconnecting roads that lead out to William Hilton Parkway. One of our tasks as we review this subjective criteria is to provide an assessment of how the acquisition of these roads may serve a grander public purpose - how the Town’s roadway network may be augmented as a result of that acquisition – how our infrastructure may be expanded and how we might better serve the community in that regard. I think it should be pointed out that the elephant in the room is the condition of the road. There are clearly some past due maintenance items and defects I think you will find staff would recommend be addressed prior to any acquisition if it comes to that.

Jeff Buckalew, Town Engineer stated staff has been approached by Main Street Realty to dedicate a portion of Main Street, from Whooping Crane Way to Wilborn Road, Central Avenue, Museum Street, Merchant Street and a portion of Meeting Street. Additionally, the Applicant asserts to have assignable rights within the utility easements “to construct, erect, maintain and use sidewalks and pedestrian pathways, utilities, storm sewers and storm water runoff.” The utility easement is 10 feet wide and adjacent and parallel to the exterior boundary of each parcel. Conceivably, these easements could assist in the future development of sidewalks and pathways.

Staff is seeking to determine what, if any, interest the Public Facilities Committee recommends Town Council have in accepting these roads. Currently, the roads are in poor condition. There are immediate maintenance needs including areas full depth pavement replacement, pothole patching, repair of heaved roadway and curb, repair of pavement subsidence plus installation of pavement markings and signage.

Some of the things we would ask the Applicant to provide if we go forward and make a proper recommendation to Town Council would be pavement corings to see what the

road structure consists of. We didn't have any certification that the roads were built according to DOT standards which is part of the Application and the underground storm water system – you have no way of knowing what you are getting. You can see some subsidence and issues on the surface, but we would like a video inspection of that system and those are performed by plugging the pipe ends and pumping out the water and running a camera up through it to inspect to see if there are any joints separated, any corrosion for metal pipes, etc. and to understand fully what we are getting.

We didn't fully prepare a cost estimate – Darrin Shoemaker, Traffic Engineer looked at signs and pavement markings and said it could cost up to \$50,000 to bring things up to standard. There are storm water issues we need to look at and the pavement also. We haven't fully vetted out every pothole, broken curb section, etc. as to what all the costs will be. We are more at a point of wanting to understand how Council wants to proceed before we fully vet those cost estimates.

Jeff Buckalew finished his presentation and Chairman Likins asked if the Applicant wanted to speak.

David Staley, Main Street Realty stated they were anxious to come to a resolution. Mr. Staley said that it says that Main Street Realty is seeking to dedicate the roads. Mr. Staley advised he was the President of Main Street Realty and owns the company, but they have never owned the roads. There has always been confusion about the exact ownership. The roads itself are owned by the Main Street Property Owners Association. One of the other important things to understand about the Main Street Owners Association is that we do have covenant/restrictions on the property and have annual assessments that we make to our property owners. The condition of the road is a direct result of failed businesses, people who do not pay who we file liens against. We charge on a basis of square footage of improved property for the fee for each property owner. Main Street has become very popular over the years for transportation between Hilton Head Plantation and the schools. A lot of traffic generates problems with the roads and we have tried to keep up best we could. We do have some monies in our annual budget and we do have the ability to maintain an ongoing fee of some kind that would be appropriate for everyone to help contribute to landscape maintenance or other things. We are anxious to see it turn into Town property as the other portion of Main Street did a number of years ago.

Jeff Buckalew mentioned something he forgot to add earlier – the compelling reason for the government/public to own these roads and the greatest one we have seen is the upkeep and condition of the roads of course. We looked at the connectivity and having an alternate public route to US 278 and the need for pedestrian facilities. That is a common comment or request we get – it sure would be nice to have sidewalks or pathways the full length of those roads. I think that is a great public benefit were we to own those roads and to put in the Capital Improvements Program a project to provide sidewalks and pathways. You have school children and lots of shoppers in the area along those roads and I think it would be a great public benefit if we were to own those roads and be able to do that.

Councilman McCann asked what the annual maintenance cost will be. Jeff Buckalew stated in the tens of thousands. If we programmed a certain amount like \$5,000-\$10,000 just for road maintenance to set aside for pot holes and curbing etc. The landscaping folks would have a few thousand,

Councilman McCann asked how large is this piece compared to the other piece of Main Street we already own. Mr. Buckalew said they are comparable in length. Councilman McCann asked what it costs to maintain the other part of Main Street that we already own. Mr. Buckalew said they program \$5,000/mile of road and do things as needed.

Councilman McCann asked if we were going to get the road in working condition or the way it is today. Mr. Buckalew stated that is an issue for Council to take up as to whether there would be a conditional acceptance or any requirements stated.

Chairman Likins asked from the POA's standpoint, can you tell me how much money has actually been put into these roads during the last five years? Mr. Staley stated their annual budget is approximately \$75,000. We have landscape maintenance, water for irrigation, electricity for the street lights and then general road repairs as best we could. If the Town is looking to the POA to bring them up to like new condition, curb and gutter replacement, tree root repair, we are in no position to do that. It would be well beyond anything we have even close to having available.

Councilman George Williams said he is concerned staff is asking us to figure this out before we know the costs, etc. I also have a concern that we have a homeowner's organization coming to us who have these needs and most of us live within these areas where we have budgets, special assessments, etc. It is obviously this particular group, has not done what they are quite frankly obligated to do.

Jennifer Bell, Indigo Run resident spoke to the Committee and advised she has a petition with close to 100 signatures encouraging the Town of Hilton Head to improve the safety and usability of Main Street. The three biggest concerns in our petition were 1) safety 2) economic development and 3) quality of life.

Councilman Grant stated he thought we should work with the School District to implement a safe passageway for children. I would support a way to assist Main Street to improve the road, adding a sidewalk and think about the policy going forward.

Councilman McCann said he could not presently support this the way it is for three reasons 1) I would like more numbers from the Town on the maintenance costs and what it would cost to bring the road up to standards 2) I would like some information as to what the annual costs would be after that and 3) would like some commitment from the owners as to what they are willing to give us on a yearly basis to maintain this road.

Chairman Likins stated she still has a little bit of concern about the qualifications. I understand that because Main Street has 75 feet that is ok, but the connecting roads are only 50 feet. I would assume to meet the qualifications of the policy everything should meet the qualifications – not just a component. Then when you look at the connectivity, Main Street doesn't meet the qualifications because of the connectivity to

Whopping Crane – rather than to a major arterial. Again, those are two areas along with the fact that we don't know if it has been built to DOT standards which is another qualification. At this point I would need to feel much more comfortable that these roads even qualify and then clearly understanding the cost of what it would be to fix the roads, bring them up to the standards that we would want them to be, to maintain them long term. Also, the whole piece of pedestrian walkway which I think is a wonderful idea and needed in that area – as a Council we have to go back and look at how we have established our priorities. This last year in our budget we decided to pull back on doing so many bike paths and we have clearly prioritized already the few that we do intend to do over the next several years and this wasn't even on the list to be discussed. I would hate to set the expectation with the public that we are willing to take these roads, fix them and put bike paths on them when we haven't even considered that in our capital expenses. It may be a great thing to do, but we still have to weigh that in comparison to everything else we have out there as well.

Councilman Grant moved that staff work with Main Street and come up with a feasible plan in terms of costs, how we can stay within budget and in terms of adding a sidewalk, road improvements and come back to Public Facilities Committee and verify that it meets the standards as well as come up with cost estimates and work with the POA in terms of what components they may be able to cover cost wise. Chairman Likins asked if there was a second. Having no second, the motion failed.

Scott Liggett stated the intent as I understand it of this two step process to review Applications like this was meant initially to gauge what interest, if any the Committee and ultimately Council may have. Is it a good idea for the road to be publically held despite any of the costs, the right of way or any of the technical more objective criteria? When you look at the map and see a lone little sliver of red privately owned road, does that make sense that it is surrounded by publically owned green road. If it doesn't, is there any interest that the Committee or ultimately Council may have to further negotiations and further discussions – keeping in mind that the Application process itself will force us to try and answer the questions that will ultimately take the form of our recommendation and will address cost issues, long term maintenance issues and right of way deficiency issues. The intent initially here with the subjective criteria was to try and answer the question does it make sense that this is publically owned. Is there any interest whatsoever in it being publically owned and if so let us go ahead and process the Application and return with a formal recommendation. If there is no interest in doing that we can both cut our losses now - both Town staff and the Applicant. There is no point in processing the application if at the end it doesn't make sense that this be publically owned road.

Councilman Grant moved that we process the Application. Councilman Likins seconded. The motion passed with a vote of 2-0. Councilman McCann was opposed.

Chairman Likins stated she would like to say that this in no way is an indication as a Committee we believe these roads should be accepted and have come to the agreement or understanding that there is significant public benefit to do so because I think clearly what we have stated is that we do not have enough information to determine that. We

are just giving you the go ahead to provide that information so that the decision can be made.

**6. Adjournment:**

Councilman Grant moved to adjourn. Councilman McCann seconded the motion. The meeting was adjourned at 3:02 p.m.

Respectfully Submitted,

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**Karen D. Knox**  
**Senior Administrative Assistant**

DRAFT

**Town of Hilton Head Island, South Carolina**

**2015**

**Public Projects & Facilities Committee  
Meeting Dates**

**Benjamin M. Racusin Council Chamber**

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**First Tuesday of the Month  
2:00 P.M.**

**JANUARY 6**

**JULY 7**

**FEBRUARY 3**

**AUGUST 4**

**MARCH 3**

**SEPTEMBER 1**

**APRIL 7**

**OCTOBER 6**

**MAY 5**

**NOVEMBER 3**

**JUNE 2**

**DECEMBER 1**



# TOWN OF HILTON HEAD ISLAND

## *Community Development Department*

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**TO:** Public Facilities Committee  
**VIA:** Scott Liggett, *Director of Public Projects & Facilities*  
**FROM:** Nicole Dixon, CFM, *Senior Planner*  
**CC:** Charles Cousins, AICP, *Director of Community Development*  
**DATE:** October 27, 2014  
**SUBJECT:** Rowing and Sailing Center at Squire Pope Community Park – Master Plan Amendment

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**Recommendation:** Staff recommends that the Master Plan for the Rowing and Sailing Center at Squire Pope Community Park be amended to include a covered boat storage shed within the fenced storage yard.

The Parks and Recreation Commission reviewed the amendment at their meeting on October 9, 2014 and voted unanimously to recommend approval to Town Council.

**Summary:** The Town owns the property known as the Rowing and Sailing Center at Squire Pope Community Park. The park is currently under construction, with an estimated completion date of November 2014. The Hilton Head Island Crew, which operates under the Palmetto Rowing Club, is proposing to fund and construct a covered boat storage shed within the fenced storage yard to provide shelter for rowing shells, oars, small sailing vessels and other equipment. Once constructed, the Town will take over ownership and maintenance of the structure. It is anticipated that the Palmetto Rowing Club will pay an annual fee towards the maintenance of the proposed structure.

**Background:** On August 3, 2010, Town Council unanimously approved to allocate funds in fiscal year 2011 capital improvement budget to clean-up the proposed sailing and rowing center site, directed staff to apply for a DHEC/OCRM dock permit and designated funding in the 2012 capital improvement budget for site design and construction. A Master Plan exhibit along with a list of proposed park elements was reviewed and approved at this meeting.

The minimum elements identified for the facility were:

1. Demolish existing pier and site clean up
2. Install new replacement pier
3. Floating sail boat dock
4. Fenced boat storage area
5. Community pavilion
6. Restrooms
7. Gravel parking spaces
8. Access gate
9. Paved drive aisle and modified hammerhead turn-around area

The attached Master Plan has been revised to illustrate the proposed covered boat storage shed, and to reflect, more accurately, the locations of the elements listed above as they are currently being constructed.





# TOWN OF HILTON HEAD ISLAND

*Public Projects and Facilities Management Department*

**TO:** Public Facilities Committee  
**VIA:** Scott Liggett, *Director of Public Projects & Facilities*  
Jeff Buckalew, *Town Engineer*  
**FROM:** Jennifer Lyle, PE, *Assistant Town Engineer*  
**CC:** Mitch Thoreson, Town Attorney's Office  
**DATE** October 22, 2014  
**SUBJECT:** SCDOT Acquisition of Town lands for the Spanish Wells Road Bridge  
Replacement

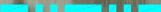
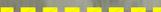
**Recommendation:** Staff recommends that the Town accept the SCDOT offer to acquire portions of Town owned lands to facilitate the replacement of the Spanish Wells Road Bridge over Jarvis Creek.

**Summary:** The SCDOT has plans to replace the existing Spanish Wells Road Bridge over Jarvis Creek. The construction plans show encroachments onto Town owned lands. The SCDOT is offering \$61,975.00 for fee simple title to 0.472 acres of Town land, based on certified appraisals. The SCDOT also requests right of entry for temporary access to install erosion and sediment control measures during construction on another Town owned parcel. Staff finds the offer to be fair and reasonable and ultimately the state may condemn these lands if negotiations fail. These acquisitions will not prohibit or significantly interrupt any future plans of the Town regarding these parcels, which may include preservation or developing a passive park.

**Background:** The new roadway alignment will allow for the existing bridge to remain in service while the new bridge is being built, thus mitigating delays and traffic impacts to the travelling public, emergency responders, as well as local businesses and residents, but it creates the need acquire Town owned lands. The acquisition offers from the SCDOT are \$22,390.00 for 0.180 acres of parcel R511 007 000 075A 0000 (referred to a Tract 2 on the SCDOT documents), \$35,385.00 for 0.285 acres of parcel R511 007 000 075F 0000 (referred to a Tract 4 on the SCDOT documents), and \$4,200.00 for 0.007 acres of parcel R511 007 000 1048 0000 (referred to a Tract 43 on the SCDOT documents). The offer letters and appraisals are included as attachments.

In 2007, the Town acquired parcel number R511 007 000 075A 0000, which is 1.93 acres and a.k.a. the Butch Floyd parcel, jointly with Beaufort County paying half interest in the \$639,000 purchase. Also in 2007, the Town acquired parcel number R511 007 000 075F 0000 the 1.40 acres and a.k.a. the Earl Smith parcel, jointly with Beaufort County paying half interest in the \$790,000 purchase. Parcel R511 007 000 1048 0000 is the Humane Way road right of way which is owned by the Town. The temporary rights to install sediment and erosion control measures on parcel R511 007 000 075B 0000, which is referred to as Tract 42 on the SCDOT documents, will dissolve after the construction is complete.

Attachments

-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY
-  PROPOSED IMPROVEMENTS
-  LIMITS OF CONSTRUCTION
-  LAND ACQUISITION AREA



TOWN OF HILTON HEAD ISLAND  
 1 TOWN CENTER COURT  
 HILTON HEAD ISLAND, SC 29928  
 843.341.6000

**Attachment A -  
 SPANISH WELLS ROAD BRIDGE REPLACEMENT SCDOT Land Acquisition**

**Tract 42 - 0.150 acre tract owned by Town  
Parcel R511 007 000 075B 0000**

**SCDOT requesting grading & slope permission  
(No permanent purchase of property)**

**Remaining Town Tract 0.150 acre**

**Tract 43 - 0.38 acre tract owned by Town  
Parcel R511 007 000 1048 0000**

**SCDOT appraisal offer of \$4,200  
for fee simple title to obtain 525 SF (0.007 ac)**

**Remaining Town Tract 0.373 acre**

**Tract 2 - 1.93 acre tract owned by Town & County  
Parcel R511 007 000 075A 0000**

**SCDOT appraisal offer of \$22,390  
for fee simple title to obtain 7,857 SF (0.180 ac)**

**Remaining Town / County Tract 1.750 ac**

**Tract 4 - 1.40 acre tract owned by Town & County  
Parcel R511 007 000 0075F 0000**

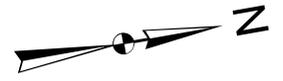
**SCDOT appraisal offer of \$35,385  
for fee simple title to obtain 12,416 SF (0.285 ac)**

**Remaining Town / County Tract 1.115 ac**

 Existing Parcel Boundary Lines

 SCDOT Land Acquisition Area  
New SCDOT Right-of-Way

**Attachment B:  
Spanish Wells Road Bridge Replacement  
SCDOT Land Acquisition**





South Carolina  
Department of Transportation

Town of Hilton Head Island and  
Beaufort County  
Post Office Box 1228  
Beaufort, SC 29901

File-7.039102 Road/Route- S-79 (Spanish Wells Road) - Beaufort County  
PIN- 39102 RD01 Project- BR07(009) Tract- 2

Dear Landowner:

Reference is made to the above captioned project, under which the South Carolina Department of Transportation proposes to acquire a portion of your property for this improvement as has been discussed with you previously. The Department must pay just compensation for the property which is based on an appraisal made by a qualified real estate appraiser using comparable sales in the area.

The appraisal, which is available to the landowner upon request, has been made, reviewed and approved, and I am now authorized to make you the following offer:

\$22,390.00 For fee simple title to 0.18 acre (7,857 SF) of land and all improvements thereon, of any.

Please give this offer your prompt attention and let me know your decision as soon as possible. Retain this information to report your payment according to IRS rules in Publication 544.

If I can be of any further assistance, do not hesitate to contact me.

Sincerely,

Brian Whiting  
Right of Way Agent  
702 Hodge Road  
Summerville, SC 29483

10-7-14

\_\_\_\_\_  
Date Offer Made



Town of Hilton Head Island and  
Beaufort County as Tenancy in Common  
1 Town Center Court  
Beaufort, SC 29928

File-7.039102 Road/Route- S-79 (Spanish Wells Road) - Beaufort County  
PIN- 39102 RD01 Project- BR07(009) Tract- 4

Dear Landowner:

Reference is made to the above captioned project, under which the South Carolina Department of Transportation proposes to acquire a portion of your property for this improvement as has been discussed with you previously. The Department must pay just compensation for the property which is based on an appraisal made by a qualified real estate appraiser using comparable sales in the area.

The appraisal, which is available to the landowner upon request, has been made, reviewed and approved, and I am now authorized to make you the following offer:

\$35,385.00 For fee simple title to 0.285 acre (12,416 SF) of land and all improvements thereon, of any.

Please give this offer your prompt attention and let me know your decision as soon as possible. Retain this information to report your payment according to IRS rules in Publication 544.

If I can be of any further assistance, do not hesitate to contact me.

Sincerely,

Brian Whiting  
Right of Way Agent  
702 Hodge Road  
Summerville, SC 29483

10-7-14

Date Offer Made



South Carolina  
Department of Transportation

Town of Hilton Head Island, South Carolina  
1 Town Center Court  
Hilton Head Island, South Carolina 29928

File-7.039102 Road/Route-S-79 Spanish Wells Road - Beaufort County  
PIN-39102 RD01 Project-BR07(009) Tract-43

Dear Landowner:

Reference is made to the above captioned project, under which the South Carolina Department of Transportation proposes to acquire a portion of your property for this improvement as has been discussed with you previously. The Department must pay just compensation for the property which is based on a cost estimate. I am now authorized to make you the following offer:

\$4,200.00 For fee simple title to 0.007 acre (305 SF) of land and all improvements thereon, of any.

Please give this offer your prompt attention and let me know your decision as soon as possible. Retain this information to report your payment according to IRS rules in Publication 544.

If I can be of any further assistance, do not hesitate to contact me.

Sincerely,

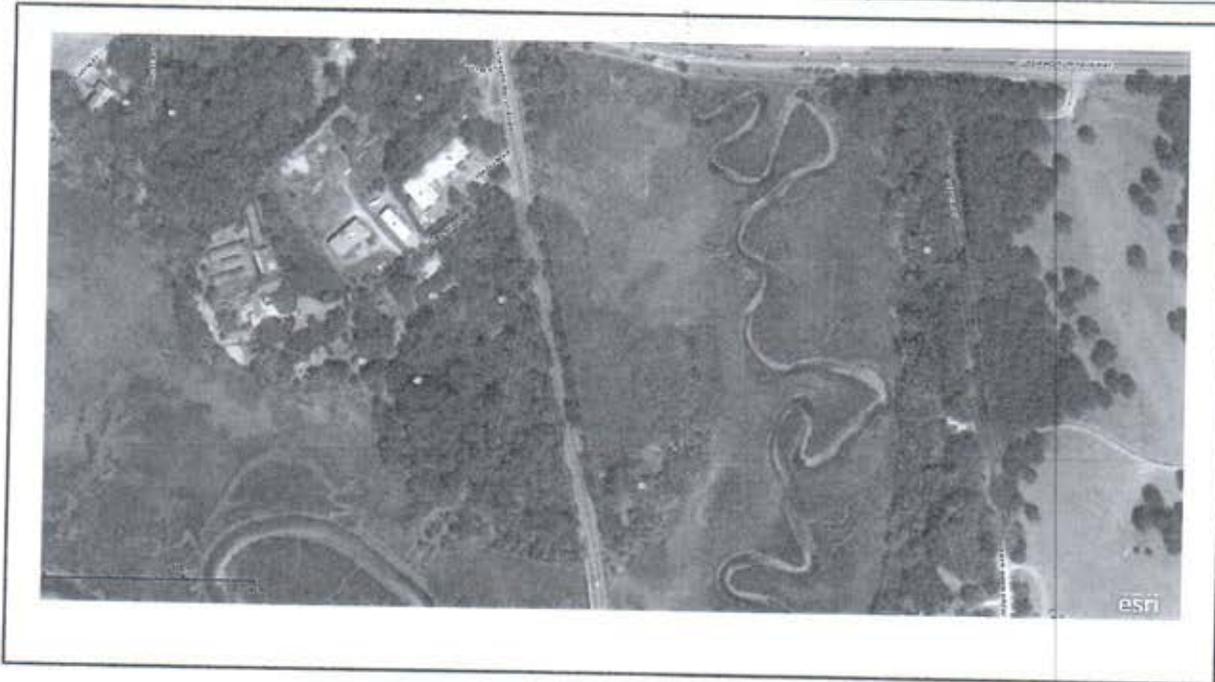
Brian Whiting  
Right of Way Agent  
702 Hodge Road  
Summerville, SC 29483  
(803) 260-4218 Cell

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Date Offer Made

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2**SUMMARY APPRAISAL REPORT**

- (1) **Tract Location:** East side Spanish Wells Rd., Hilton Head Island, S.C.  
**Property Owner:** Beaufort County & Town of Hilton Head Island  
**Address:** 1 Town Center Court, Hilton Head Island, S.C. 29928



Areal View of Subject Property

**PREPARED FOR:**

South Carolina Department of Transportation

- (2) **Prior to inspection the owner was contacted by telephone and invited to be present during inspection of this property. The tract was inspected on August 5, 2014 and I was accompanied by \_\_\_\_\_, nobody. Required by Sec. 102 (c) 1 of Uniform Act.**

**Explain: (Why not accompanied, relation of representative, items discussed, etc.)**

I contacted Mr. Rob McFee with Beaufort County and Mr. Scott Liggett with the Town of Hilton Head Island by email prior to the inspection. I also left a telephone message for Mr. McFee. The emails and telephone call were not returned, and I inspected the subject property alone on August 5, 2014. I spoke with Mr. McFee via telephone after the inspection, and he did not feel it was necessary to meet me on-site.

A couple of employees with the Town of Hilton Head Island also telephoned after the inspection, and we discussed the acquisition. It was explained that I would be on the island again August 12, 2014 and to contact me if a representative for the Town of Hilton Head wished to meet on-site. I did not hear back from the Town.

AUG 18 2014

SCDOT  
SOUTHERN R/W OFFICE  
Right of Way Section

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2

**PREPARED BY:**

(3) **Stuart M. Saunders, MAI, CCIM**  
S.C. State Certified General R/E Appraiser #: CG 1405

Firm Name: Saunders & Associates,

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2

### APPRAISAL SUMMARY

(4) Property Owner: Beaufort County & Town of Hilton Head Island  
 Tract Location: East side Spanish Wells Rd., Hilton Head Island, S.C.  
 Date of Appraisal: 08/14/14 Date of Value: 08/5/14

(5) DESCRIPTION	BEFORE	AFTER
Present Use:	Undeveloped (Describe if "Other")	Same (Describe if "Other")
Number of Buildings:	0	0
Primary Improvement Size: (Stated in units of comparison)	N/A	N/A
Building Setback (Feet)	N/A	N/A
# of Feet Building is Above (+), at (0), or Below (-) Road Grade:	N/A	N/A
# Parking Spaces:	N/A	N/A
Corner Influence:	No Corner	No Corner
Primary Frontage (Linear Feet):	600' +/- on Spanish Wells Road	Same
Total Frontage(s) (Linear Feet):	600' +/-	Same
Ingress/Egress: Primary Road Secondary Road(s)	Full Access N/A	Full Access N/A
Zoning Conformity:	Legal Conforming	Legal Conforming

(6)	Site Size (SF):	84,071	76,214
	Site Size (Ac.):	1.93	1.75
	Present or Intended Use of Site:	Preservation (Describe if "Other")	Preservation (Describe if "Other")
	Shape:	Irregular	Irregular
	Size of Acquisition:	.18 acres, or 7,857 S.F.	

(7) HIGHEST AND BEST USE		
As Vacant:	Preservation/residenti al/speculation	Same
As Improved:	N/A	N/A

(8)	Annual Market Rent per SF:	\$ N/A	\$ N/A
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(9) VALUE INDICATIONS		
Land Value:	\$ 239,600	\$ 217,210
Sales Comparison Approach:	\$ 239,600	\$ 217,210
Cost Approach:	\$ N/A	\$ N/A
Income Approach:	\$ N/A	\$ N/A
Final Value Indications:	\$ 239,600	\$ 217,210

(10)	Value of Acquisition:	\$ 22,390
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File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2

## APPRAISAL DETAILS AND REQUIREMENTS

- (11) PROPERTY RIGHTS APPRAISED: Fee Simple
- (12) PURPOSE OF THE APPRAISAL: To estimate the difference in the market value of this property caused by the acquisition of the right of way for the proposed construction of this project.
- (13) INTENDED USE: To assist the South Carolina Department of Transportation in negotiations with the property owner concerning an eminent domain acquisition.

Market value is defined as "The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeably, and for self-interest, and assuming that neither is under undue duress.  
SOURCE: The Appraisal Institute, The Dictionary of Real Estate Appraisal, 4<sup>th</sup> Edition

(14) EXPOSURE TIME: 12 months

(15) FIVE-YEAR SALE HISTORY:

Date	Sale Price	Deed Reference
03/02/10 S; 03/16/10 R	\$1,267,005.20	2940/2266
03/27/09 S; 03/30/09 R	\$639,000	2826/327
03/02/09 S; 03/30/09	\$300,000	2826/319
05/06/04 S; 07/21/05 R	\$10.00	2191/2182
Comments: The most recent transfer of the subject property included several parcels.		

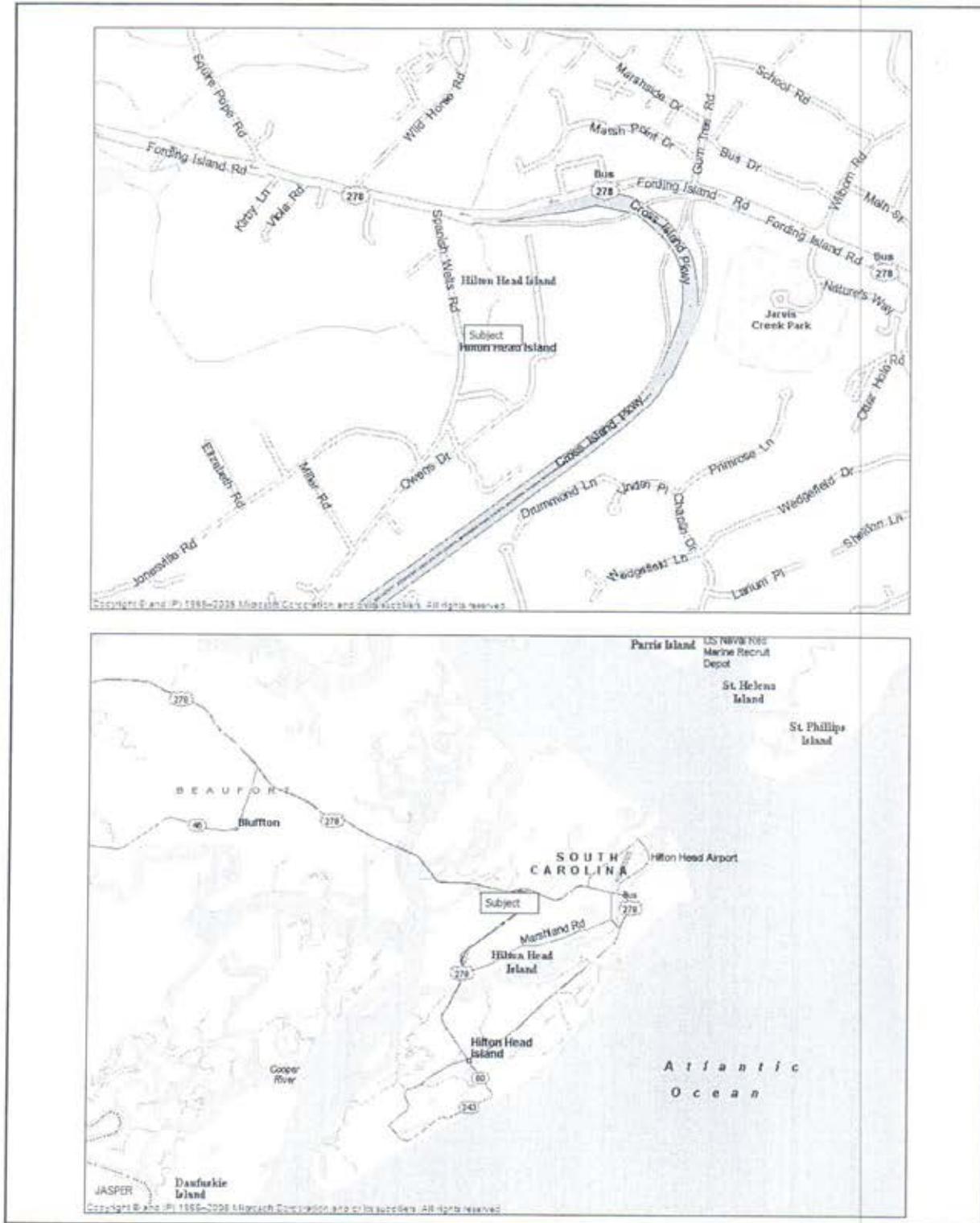
(16) CURRENT LISTING: N/A PENDING CONTRACT: N/A

(17) ASSESSMENT AND TAXES:  
 Tax Parcel ID #: R511-007-000-075A  
 Tax Year: 2013  
 Land Value: \$ 183,900 Improvement Value: \$ 0 Total Assessed Value: \$ 11,034  
 Real Estate Taxes: \$ 9.48

(18) CURRENT ZONING ANALYSIS:  
 District: SMU, Stoney Mixed Use District Current Conformity: Legal Conforming

MINIMUM REQUIREMENTS:  
 Front Setback: 40 feet  
 Rear Setback: 50 foot BSL according to plat  
 Side Setback: Varies  
 Building Height: Varies  
 # Parking Spaces: Varies  
 Road Frontage: N/A  
 Maximum Building Size: N/A

### SUBJECT LOCATION MAP

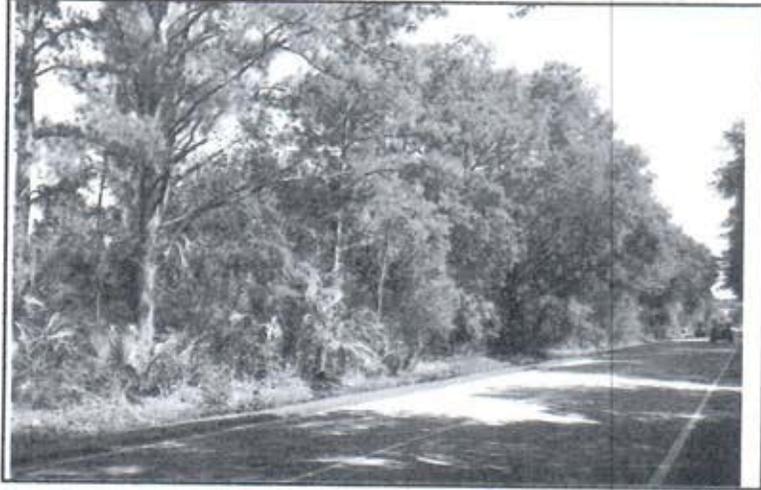


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### SUBJECT PHOTOGRAPHS (1-3)

Address/Location: Spanish Wells Road, Hilton Head Island, South Carolina  
Photos Taken By: Stuart M. Saunders, MAI, CCIM Date of Photos: August 5, 2014

1. Front, southeasterly view of subject from across Spanish Wells Road.



2. Southerly view of subject's frontage along Spanish Wells Road.



3. Northerly view of subject's frontage along Spanish Wells Road.



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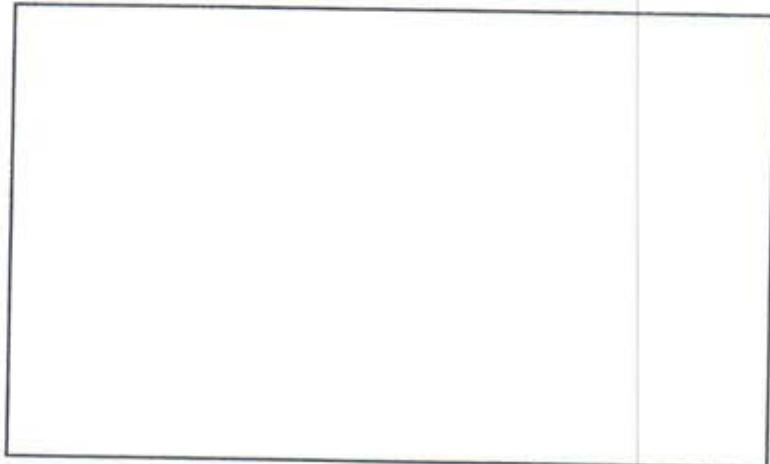
### SUBJECT PHOTOGRAPHS (4-6)

Address/Location: Spanish Wells Road, Hilton Head Island, South Carolina  
Photos Taken By: Stuart M. Saunders, MAI, CCIM Date of Photos: August 5, 2014

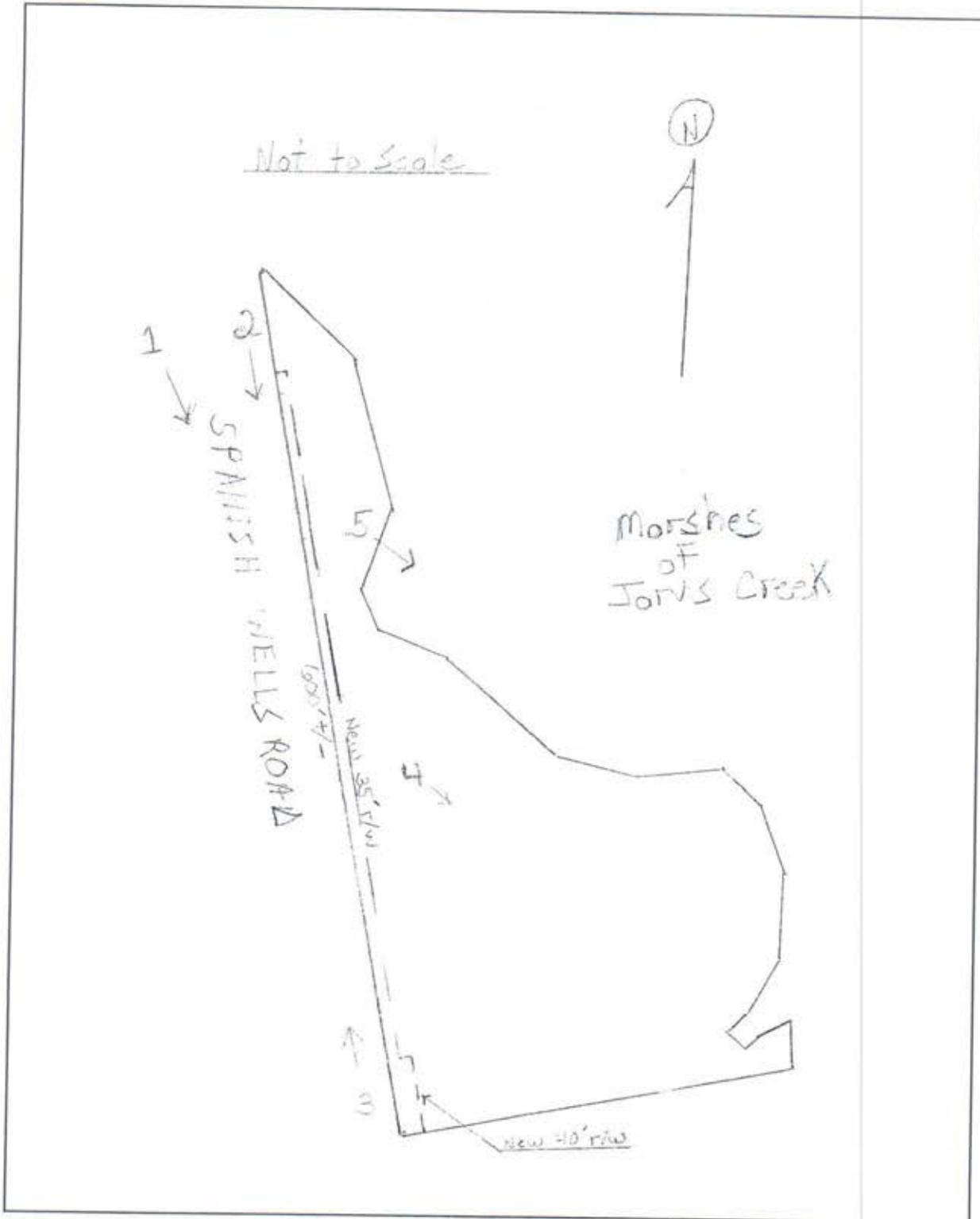
4. Interior view of subject.



5. Marshes of Jarvis Creek from rear of site.



### SUBJECT SKETCH





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**PARAGRAPH 19. SCOPE OF WORK:**

The subject is an undeveloped property located with frontage on Spanish Wells Road and the marshes of Jarvis Creek. It is located within the town limits of Hilton Head Island, Beaufort County, South Carolina.

.18 acres, or 7,857 square feet, is being acquired across the front of the subject along Spanish Wells Road for the replacement of Jarvis Creek Bridge.

This appraisal arrives at an opinion as to the fair market value of the acquisition. The appraisal involves an inspection of the subject, a thorough research of market data including comparable unit sales, and prevailing asking prices and terms for similar properties. Trends in the market are analyzed that would impact the value of the property and a determination is made as to the Highest and Best Use of the property both before and after the acquisition. The appropriate valuation techniques based on market data and analysis in concert with the Highest and Best Use conclusion are applied.

The Sales Comparison Approach is used to arrive at an opinion of market value for the subject land before and after the acquisition. The Cost Approach is not performed because the subject is undeveloped. The Income Approach is not performed because it does not appear that the property is subject to a ground lease and the fee simple value is appraised.

The steps taken in completion of this assignment are outlined as follow:

**Property Identification/History:** The subject property is identified through the Beaufort County public records as well as the plans for the project and other information provided by the Right of Way Agent.

**Property Inspection:** Stuart M. Saunders, MAI, CCIM conducted an on-site inspection of the subject property on August 5, 2014. The only purpose in visiting the property is to identify the characteristics and factors that impact the property's value on the date of the visit for a Right of Way Acquisition, and should not be considered, understood or relied upon to achieve any other objective or purpose. Aerial photographs were also utilized in the inspection of the property.

**Property Description:** A description of the subject property has been based upon the on-site inspection, public records and plans for the project.

**Zoning and Restrictions:** The subject's zoning has been obtained from the Town of Hilton Head Island. The subject deed was also reviewed for the presence of private restrictions.

**Cost Approach:** The Cost Approach is not applicable to this assignment.

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**Sales Comparison Approach:** Sales of comparable properties were used to perform this approach to value. The appraiser conducted an on-site physical inspection of the sales when possible. The transfers were verified via public records and with the appraiser, broker, grantor, grantee or knowledgeable third party when possible.

**Income Capitalization Approach:** This approach to value is not applicable to the assignment.

**Reconciliation:** The indications of value before and after the acquisition are used to arrive at an opinion as to the difference in the market value of the subject caused by the acquisition of the right of way for the proposed construction of this project.

This narrative appraisal report is presented in a summary format. The report is completed in conformance with the Uniform Standards of Professional Appraisal Practice and with the Code of Ethics and the Standards of Professional Practice of the Appraisal Institute.

The conclusions have been reported in a SCDOT Standard format Appraisal Report in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP). Plans were furnished to show the acquisition area for right of way and are assumed to be correct.

Adequate data was available to complete the analysis. The before value is subject to the extraordinary assumption that the new right of way acquisition does not exist and will not exist. The after value is subject to hypothetical condition recognizing the value of the subject as if new right of way acquisition has already existed.

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**PARAGRAPH 20-A. DESCRIPTION OF REALTY (BEFORE):**

**SITE DESCRIPTION**

<b>Present Use</b>	Undeveloped
<b>Site Size</b>	1.93 acres or 84,071 square feet.  It is recommended that a qualified surveyor inspect the subject for existing property lines and easements that are unable to be detected by the appraiser(s).
<b>Curb and Gutters</b>	None
<b>Sidewalk</b>	None
<b># of Lanes</b>	There are two (2) travel lanes along Spanish Wells Road in front of the subject.
<b>Traffic Level</b>	The traffic flow in front of the subject appears to be light to moderate.
<b>Traffic Control</b>	None
<b>Shape</b>	Subject has an irregular shape.
<b>Ingress/Egress</b>	Subject has full access from Spanish Wells Road.
<b>Access to the Improvements</b>	N/A
<b>Frontage</b>	The subject has approximately 600 feet of road frontage. It also has frontage along the marshes of Jarvis Creek.
<b>Grade at Road Level</b>	At Grade
<b>Visibility/Exposure</b>	Good
<b>Topography</b>	The subject is generally level and mostly wooded.
<b>Drainage</b>	Adequate
<b>Flood Plain:</b>	
<b>Map Number</b>	4502500008D
<b>Date</b>	September 29, 1986
<b>Zone</b>	A, high flood risk
<b>Landscaping</b>	None
<b>Utilities</b>	
<b>Water</b>	Present
<b>Sewer</b>	Present
<b>Electricity</b>	Present
<b>Natural Gas</b>	N/A
<b>Telephone</b>	Present
<b>Zoning</b>	
<b>Designation</b>	SMU, Stoney Mixed Use District
<b>Uses Allowed</b>	This district is designed to encourage cooperation between property owners in developing their properties, provide connectivity between properties, and create more pedestrian oriented uses than traditional

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	commercial development. A mix of residential, commercial, office, and some resort accommodations are permitted.
<b>Easements/ Encroachments</b>	Based upon my inspection and examination of the subject site, as well as my review of plats and deeds of the property, I did not detect adverse easements other than normal utility easements and rights of way. These are not believed to have a detrimental impact on property value. <b>It should be noted that I am not qualified to detect easements and encroachments and legal counsel should be retained if there are any indications of title defects.</b>
<b>Environmental</b>	I am unaware of potential environmental hazards on the property. Environmental aspects of the subject property are beyond my expertise. If necessary, I recommend a professional in environmental expertise be retained.
<b>Comments</b>	A 50 foot building setback line common with marshes of Jarvis Creek runs across the rear of the property.
<b>Personal Property, FF&amp;E, etc. (Included in the estimate of value)</b>	N/A
<b>Relocation Items (Not included in the estimate of value)</b>	N/A

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**PARAGRAPH 20-B. DESCRIPTION OF REALTY (BEFORE):**

**IMPROVEMENT DESCRIPTION**

<b>Business Name (if applicable)</b>	N/A
<b>Improvement Size</b> (Stated in Units of Comparison)	N/A
<b>Year Built</b>	
<b>Estimated Effective Age</b>	N/A
<b>Estimated Economic Life</b>	N/A
<b>Type/Quality of Construction</b>	N/A
<b>Additions/Renovations</b>	N/A
<b>Foundation</b>	N/A
<b>Exterior Walls/Windows</b>	N/A
<b>Roof</b>	N/A
<b>Special Features</b>	N/A
<b>Exterior Condition</b>	Overall exterior condition is N/A.
<b>Interior Walls/Ceilings</b>	N/A
<b>HVAC</b>	N/A
<b>Flooring Covering</b>	N/A
<b>Lighting</b>	N/A
<b>Plumbing</b>	N/A
<b>Interior Condition</b>	Overall interior condition is N/A.
<b>Site Improvements</b>	N/A
<b>Parking</b>	N/A
<b>Utility</b>	The property appears to have N/A utility and amenities for the existing utilization.
<b>Comments</b>	N/A
<b>Personal Property, FF&amp;E, etc. (Included in the estimate of value)</b>	N/A
<b>Relocation Items (Not included in the estimate of value)</b>	N/A

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2**PARAGRAPH 21. HIGHEST AND BEST USE (BEFORE):**

Highest and Best Use is defined in The Appraisal of Real Estate – 13<sup>th</sup> Edition as, “The reasonably probable and legal use of vacant land or an improved property, that is physically possible, legally permissible, appropriately supported, financially feasible, and that results in the highest value.”

**AS VACANT:*****Physically Possible:***

The subject site has an irregular shape and contains 1.93 acres, or 84,071 square feet. It has approximately 600 feet of frontage along Spanish Wells Road as well as good frontage along the marshes of Jarvis Creek. It is generally level and wooded with good visibility and full access from the road. All necessary public and private utilities are available for development of the site.

***Legally Permissible:***

The subject is zoned SMU, or Stoney Mixed Use District, by the Town of Hilton Head Island. This district permits a variety of uses.

***Financially Feasible/Maximally Productive:***

Residential, preservation and speculation are all financially feasible and maximally productive for the subject parcel.

Therefore, based on the preceding discussion my opinion of the highest and best use of the property, as vacant and available for development, is for residential, preservation and speculative utilization.

**AS IMPROVED:*****Physically Possible:***

N/A

***Legally Permissible:***

N/A

***Financially Feasible/Maximally Productive:***

N/A

Therefore, based on the preceding discussion my opinion of the highest and best use of the subject property, as improved, is for N/A

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**PARAGRAPH 22. VALUATION BEFORE THE ACQUISITION:**

Land value is derived separately using the sales comparison approach and a minimum of three comparable sales. The South Carolina Department of Transportation requires that the Sales Comparison Approach be demonstrated for all improved properties unless unusual circumstances preclude its development or the improvements are determined to be unaffected by the acquisition. The Cost Approach shall be considered when the impacted improvements are less than ten years old, a special-use property, or when sufficient comparable sale or lease information is not available. The SCDOT requires application of the Income Approach on all investment and income-producing properties where existing improvements might be impacted by the project.

**PARAGRAPH 22-A. SALES COMPARISON APPROACH TO VALUE (BEFORE)**

The Sales Comparison Approach uses four (4) comparable land sales to appraise the subject land. The sales are charted and mapped along with comparable sales sheets in the Sales Brochure.

An adjustment grid is provided within the following pages, and the sales are given adjustments for location, size, shape and marsh/view. The sales price per square foot of effective land area is the chosen unit of comparison. The sales are discussed below.

**Land Sale 7** is 15,682 square foot residential lot located in Palmetto Hall. It transferred for \$86,150, or \$5.49 per square foot, on January 21, 2014. The rear of this lot is adjacent to a lagoon, which in turn is adjacent to the golf course. A downward adjustment of 15% is given to Sale 7 because its location at the end of cul-de-sac within a private community is considered superior to the subject property. It is also given a downward adjustment of 15% for size since smaller sized properties typically sell for more on a per unit basis than larger properties, all other elements of comparison being equal. Land Sale 7 brackets the upper end of the range with an adjusted price per square foot of \$3.84.

**Land Sale 10** is a residential lot with 25,281 square feet that sold on March 13, 2014 for \$78,000, or \$3.09 square foot. The rear of the lot is adjacent with Dillon Road while the southwest and southeast property lines are adjacent to a golf course and cart path. Land Sale 10 is not given an adjustment for location because the rear of the lot backs to Dillon Road and the front is adjacent to a golf cart path. It is given downward adjustments of 15% for superior size and shape, in comparison to the subject. Land Sale 10 establishes the lower end of the range with an adjusted price of \$2.62 per square foot, after an upward adjustment of 15% is given for lack of marsh view.

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**Land Sale 11** with 21,780 square feet is located along the marshes of Jarvis Creek at the end of Kirby Lane. It transferred on July 14, 2014 for \$70,000, or \$3.21 per square foot. An upward adjustment of 15% is applied for the inferior location of this parcel at the end of dirt lane. Land Sale 11 reflects an adjusted price of \$2.73 per square foot after downward adjustments of 15% are given for smaller size and superior shape, in comparison to the subject.

**Land Sale 12** is located at 152 Dillon Road and has 57,935 square feet of highlands. It transferred on June 3, 2014 for \$165,000, or \$2.85 per square foot. This property compares well to the subject and is not given any adjustments.

**SALES COMPARISON APPROACH (BEFORE) CONCLUSION:**

The adjusted prices range from \$2.62 to \$3.84 per square foot. Sale 12 compares the best to the subject and is weighted the most in arriving at an opinion of value toward the middle of the range.

The indicated market value of the subject is shown as follows:

84,071 S.F.	X	\$ 2.85 per square foot	=	\$ 239,602
	X	\$ per unit	=	\$
<b>Rounded to:</b>		<b>\$ 239,600</b>		

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TRACT 2

Comparable Sale	7	10	11	12
Sale Date	Jan-14	Mar-14	Jul-14	Jun-14
Size (SF)	15,682	25,281	21,780	57,935
Price / SF	\$5.49	\$3.09	\$3.21	\$2.85
<u>Adjustments</u>				
Property Rights	0%	0%	0%	0%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Financing Terms	0%	0%	0%	0%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Conditions of Sale	0%	0%	0%	0%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Market Conditions	0.00%	0.00%	0.00%	0.00%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Location / Exposure	-15%	0%	15%	0%
Frontage / Access	0%	0%	0%	0%
Size	-15%	-15%	-15%	0%
Shape	0%	-15%	-15%	0%
Topography	0%	0%	0%	0%
Utilities	0%	0%	0%	0%
Marsh/View	0%	15%	0%	0%
Easements	0%	0%	0%	0%
Sub-Total Adjustments	-30%	-15%	-15%	0%
Adjusted Price	\$3.84	\$2.62	\$2.73	\$2.85

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**PARAGRAPH 22-B. COST APPROACH TO VALUE (BEFORE):**

N/A

**PARAGRAPH 22-C INCOME CAPITALIZATION APPROACH TO VALUE (BEFORE)**

N/A

**PARAGRAPH 23. RESOLUTION OF BEFORE VALUE AND VALUE ESTIMATE:**

**Sales Comparison Approach** - There were several recent sales of comparable properties, and this approach provides a reliable indication of value for the subject property of \$239,600.

**Cost Approach** - N/A

**Income Approach** - N/A

Therefore, based on the information contained in this report, the market value of the subject property as of the date of this report is estimated to be \$239,600.

**PARAGRAPH 24. DESCRIPTION OF THE ACQUISITION:**

Land

There is .18 acres, 7,857 square feet, of permanent right of way being purchased along most of the subject's frontage with Spanish Wells Road. The area of acquisition has an irregular shape, is generally level and mostly wooded. It has a length of approximately 600 feet and depth of 3 feet to 37 feet.

Improvements

The acquisition is undeveloped.

**PARAGRAPH 25. DESCRIPTION OF THE REMAINDER:**

The Department of Transportation is relocating Spanish Wells Road in front of the subject in order to accommodate the new bridge being constructed over Jarvis Creek. Spanish Wells Road will still have two (2) lanes, and except for its reduction in size to 76,214 square feet, the subject is essentially unaffected by the acquisition. The subject will still be generally at road grade with full access and good visibility from the road.

In my opinion, there are no damages or benefits to the remainder.

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**PARAGRAPH 26. HIGHEST AND BEST USE (AFTER):**

**AS VACANT:**

The highest and best use of the site is the same as in the before situation.

Therefore, based on that preceding discussion, my opinion of the highest and best use of the subject property, as vacant and available for development, after the proposed road construction is for residential, preservation, or speculative purposes.

**AS IMPROVED:**

N/A

**PARAGRAPH 27. VALUE AFTER THE ACQUISITION:**

"After" values and conclusions are based upon plans provided by the SCDOT and the completion of the proposed road construction.

Consideration has been given to relevant aspects of the property affected by the acquisition for analysis and comparison to the subject's "before" condition and the comparable data.

**PARAGRAPH 27-A. SALES COMPARISON APPROACH TO VALUE (AFTER):**

**EXPLANATION OF ADJUSTMENTS:**

The price per square foot value of the remainder is the same as before the acquisition.

**VALUATION (AFTER) CONCLUSION:**

The value of the subject in the after situation is shown as follows:

76,214 S.F.	X	\$ 2.85 per S.F.	=	\$ 217,210
	X	\$ per unit	=	\$
<b>Rounded to:</b>		<b>\$ 217,210</b>		

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**PARAGRAPH 27-B. COST APPROACH TO VALUE (AFTER):**

N/A

**PARAGRAPH 27-C. INCOME CAPITALIZATION APPROACH TO VALUE (AFTER)**

N/A

**PARAGRAPH 28. RESOLUTION OF AFTER VALUE AND VALUE ESTIMATE:**

**Sales Comparison Approach** - The appraised value of the subject after the acquisition is well supported at \$217,210.

**Cost Approach** - N/A

**Income Approach** - N/A

The Sales Comparison Approach would be relied upon by a potential purchaser. There was an ample supply of comparable sales, and the indication of value by this approach is well supported.

Therefore, based on the information contained in this report, the market value of the subject property after the acquisition is estimated to be \$217,210.

**PARAGRAPH 29. UNECONOMIC REMAINDER:**

**UNECONOMIC REMNANT** – A parcel of real property in which the owner is left with an interest after the partial acquisition of the owner’s property, and which the acquiring agency has determined has little or no value or utility to the owner.

**NOTE:** An uneconomic remnant may have substantial “market” value and still have little or no value or utility to the owner. (*Appraisal Guide; Federal Highway Administration*).

The subject has good utility to the owner and is not considered to be an uneconomic remainder.

N/A

Remainder Size	X	\$	per unit	X	Residual Value %	=	\$
<b>Rounded to:</b>					\$		

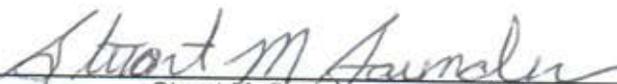
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### DISTRIBUTION OF VALUES

<b>(30)</b>	<b>Value Components:</b>	<b>Before (Paragraph 22)</b>	<b>After (Paragraph 27)</b>	<b>Difference</b>
	Land Value:	\$239,600	\$217,210	\$22,390
	Building Value:	\$0	\$0	\$0
	Site Improvements:	\$0	\$0	\$0
	<b>TOTAL:</b>	<b>\$239,600</b>	<b>\$217,210</b>	<b>\$22,390</b>

<b>(31)</b>	<b>Value Components of the Acquisition:</b>			
	Right of Way Acquired: 7,857 sf of permanent right of way			
	Land:	7,857.00	acres/sf @:	\$2.85
	Value of Buildings within the Acquisition Area:			\$22,392
	Value of Site Improvements within the Acquisition Area:			\$0
	<b>Total for the Acquisition:</b>			<b>\$22,390</b>
	plus Damages (if any to the remainder)			\$0
	less Benefits (if any to the remainder)			\$0
<b>Total for the Acquisition (Right of way, plus damages, less benefits):</b>			<b>\$22,390</b>	

<b>(32)</b>	<b>Final Statement of Value:</b>		
	a)	Having considered all applicable approaches, it is my opinion that the indicated value of the whole property before the acquisition is:	\$239,600
	b)	Having considered all applicable approaches, it is my opinion that the indicated value of the whole property after the acquisition is:	\$217,210
	c)	The difference between the indicated value of the property before the acquisition, and the indicated value of the remainder, after the acquisition is:	\$22,390

<b>(33)</b>	Based on this report, the fair market rental for this property is: <span style="float: right;">N/A</span> per month.	
	<i>(Indicate monthly rental if building improvement is located within the new right of way or if the current occupant will be displaced as a result of the acquisition.)</i>	
	The appraisal is made as of: <span style="float: right;">5-Aug-14</span>	
	Date of Appraisal	14-Aug-14
	 _____ Stuart M. Saunders, MAI, CCIM S.C. Certified General Real Estate Appraiser CG 1405	
	S.C.	Real Estate Appraiser

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## GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

**General Assumptions** - This appraisal has been completed and the appraisal report prepared with the following **general assumptions**:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. The titles to the property are assumed to be good and marketable unless otherwise stated. Any plats, maps, or photographs in this appraisal are used merely to help the reader visualize the property and its surroundings and are not certified to be accurate.
2. Any liens or encumbrances (except for any lease encumbrance that might be referred to in the appraisal) which may exist have been disregarded, and the property has been appraised as though no delinquency in the payment of general taxes or special assessment exists and as though free of indebtedness.
3. It is assumed that the utilization of the land and improvements are within the boundaries of the lines of the property described and that there is no encroachment or trespass unless noted in the report. No survey of the subject property was made or caused to be made by us, and no responsibility is assumed for the occurrence of such matters.
4. A visual inspection of the subject site was made and all engineering is assumed to be correct. The plot plan and illustrative materials in this report are included only to assist the reader in visualizing the property and to show the reader the relationship of its boundaries. The appraiser is not a construction engineer and is not responsible for structural or cosmetic inadequacies associated with any of the improvements unless otherwise noted in the report.
5. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them. The soil for the area under appraisal appears to be firm and solid, unless otherwise stated. Subsidence in the area is unknown or uncommon, and the appraiser(s) does not warrant against this condition or occurrence.
6. Subsurface rights (minerals and oil) were not considered in this appraisal unless otherwise stated. In addition, no potential timber value was considered.

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### General Assumptions Continued

7. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report. Unless otherwise stated in this report, the appraiser did not observe the existence of hazardous materials or gases, which may or may not be present on the property. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there are no such materials on or in the property, which would cause a loss in value. No responsibility is assumed for any such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconforming use has been stated, defined, and considered in the appraisal report.
9. It is assumed that all required licenses, certifications of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
10. This appraisal assumes water and sewer services will always be provided for the subject.
11. Responsible ownership and competent property management are assumed.
12. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. I (we) have not made a specific compliance survey and an analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative impact on the value of the property. Since I (we) have no direct evidence relating to this issue, I (we) did not consider

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### General Assumptions Continued

non-compliance with the requirements of ADA in estimating the value of the property.

13. There is currently a good deal of discussion regarding the potential hazards of Electro-Magnetic Fields and the possible health risk of being located near high voltage transmission lines. I (we) have not made a specific compliance survey and analysis of this property to determine whether or not there are potentially hazardous effects from EMF's. It is possible that a compliance survey of the property together with a detailed analysis could reveal that there is EMF levels, which are above a safe level. If so, this fact could have a negative impact on the value of the subject property. Since I (we) have no direct evidence relating to this issue, I (we) did not consider EMF levels in estimating the value for the property.

**General Limiting Conditions** – This appraisal has been completed and the appraisal report has been prepared with the following **general limiting conditions**.

1. The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used. The value estimates provided in the report apply to the entire property, and any proration or division of the total into fractional interests will invalidate the value estimate, unless such proration or division or interests has been set forth in this report.
2. Neither possession of this appraisal or copy thereof carries with it the right to publication, nor may it be used for any purpose by anyone but the applicant without previous consent of the appraiser(s).
3. The appraiser, by reason of this appraisal, is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all nor part of the contents of this report (especially as to value, the identity of the appraiser, or the firm with which the appraiser is associated) shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraiser.

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2**General Limiting Conditions Continued**

5. Information, estimates, and opinions contained in this report are obtained from sources considered reliable, however the appraiser assumes no liability for such sources.
6. The information supplied to the appraiser is considered to be accurate. The information supplied by the client has been accepted without further verification as correctly reflecting the property's current condition unless otherwise noted.
7. The various estimates of value presented in this report apply to this appraisal only and may not be used out of the context presented herein. This appraisal is valid only for the appraisal date or dates specified herein and only for the appraisal purpose specified herein.
8. **The intended user and only user of this report is the South Carolina Department of Transportation for the intended use to assist them in an eminent domain acquisition.**
9. My analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
10. The analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Uniform Standards of Professional Appraisal Practice of The Appraisal Institute.
11. The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analysis, opinions, and conclusions.

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 2**CERTIFICATE OF APPRAISER**

I Hereby certify:

That I have personally inspected the property herein and that I have also made a personal field inspection of the comparable sales relied upon in making this appraisal. The subject and the comparable sales relied upon in making the appraisal were as represented in the comparable data brochure which supplements this appraisal.

That to the best of my knowledge and belief the statements contained in the appraisal herein set forth are true, and information upon which the opinions expressed therein are based is correct: subject to the limiting conditions therein set forth.

That I understand that such appraisal may be used in connection with acquisition of right of way for a highway to be constructed by the State of South Carolina with the assistance of Federal-aid highway funds, or other Federal Funds.

That such appraisal has been made in conformity with the appropriate State and Federal laws regulations, policies and procedures applicable to that appraisal of right of way for such purposes; and that to the best of my knowledge, no portion of the value assigned to such property consists of items, which are non-compensable under the established law of South Carolina.

That neither my employment nor my compensation for preparing this appraisal report is in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the South Carolina Department of Transportation or officials of the Federal Highway Administration and I will not do so until so authorized by the State officials or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

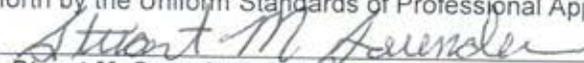
That the owner or his designated representative was given the opportunity to accompany me during my inspection of the property.

That I have not provided any services regarding the subject property within the prior three years, as an appraiser or in any other capacity.

That any decrease or increase in the fair market value of the real property prior to the date of valuation caused by the public improvement for which such property is being acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to the physical deterioration with in the reasonable control of the owner, has been disregarded in determining the compensation for the property.

That my opinion of the fair market value of the acquisition as of August 5, 2014 is **\$22,390** based upon my independent appraisal and the exercise of my professional judgment.

As of the date of this report, I have completed the requirements for continuing education as set forth by the Uniform Standards of Professional Appraisal Practice and The Appraisal Institute.


Date: August 14, 2014

<b>Stuart M. Saunders, MAI, CCIM</b> <b>Inspecting Appraiser</b> <b>State Certified General Real Estate Appraiser</b> <b>#CG 1405</b>
------------------------------------------------------------------------------------------------------------------------------------------------

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**SUMMARY APPRAISAL REPORT**

- (1) Tract Location: East side of Spanish Wells Rd., Hilton Head Island, S.C.  
 Property Owner: Beaufort County & Town of Hilton Head Island  
 Address: 1 Town Center Court, Hilton Head Island, S.C. 29928



Areal View of Subject Property

**PREPARED FOR:**

South Carolina Department of Transportation

- (2) Prior to inspection the owner was contacted by telephone and invited to be present during inspection of this property. The tract was inspected on August 5, 2014 and I was accompanied by nobody.  
Required by Sec. 102 (c) 1 of Uniform Act.

**Explain:** (Why not accompanied, relation of representative, items discussed, etc.)

I contacted Mr. Rob McFee with Beaufort County and Mr. Scott Liggett with the Town of Hilton Head Island by email prior to the inspection. I also left a telephone message for Mr. McFee. The emails and telephone call were not returned, and I inspected the subject property alone on August 5, 2014. I spoke with Mr. McFee via telephone after the inspection, and he did not feel it was necessary to meet me on-site.

A couple of employees with the Town of Hilton Head Island also telephoned after the inspection, and we discussed the acquisition. It was explained that I would be on the island again August 12, 2014 and to contact me if a representative for the Town of Hilton Head wished to meet on-site. I did not hear back from the Town.

AUG 18 2014

SCDOT  
 SOUTHERN R/W OFFICE  
 1

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

**PREPARED BY:**

(3) **Stuart M. Saunders, MAI, CCIM**  
**S.C. State Certified General R/E Appraiser #:** CG 1405

**Firm Name:** Saunders & Associates,

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

**APPRAISAL SUMMARY**

- (4) Property Owner: Beaufort County & Town of Hilton Head Island  
 Tract Location: East side Spanish Wells Rd., Hilton Head Island, S.C.  
 Date of Appraisal: 08/14/14 Date of Value: 08/5/14

(5) DESCRIPTION	BEFORE	AFTER
Present Use:	Undeveloped (Describe if "Other")	Same (Describe if "Other")
Number of Buildings:	0	0
Primary Improvement Size: (Stated in units of comparison)	N/A	N/A
Building Setback (Feet)	N/A	N/A
# of Feet Building is Above (+), at (0), or Below (-) Road Grade:	N/A	N/A
# Parking Spaces:	N/A	N/A
Corner Influence:	No Corner	No Corner
Primary Frontage (Linear Feet):	265' +/- on Spanish Wells Road	Same
Total Frontage(s) (Linear Feet):	265' +/-	Same
Ingress/Egress: Primary Road Secondary Road(s)	Full Access N/A	Full Access N/A
Zoning Conformity:	Legal Conforming	Legal Conforming

(6) Site Size (SF):	60,984	48,568
Site Size (Ac.):	1.40	1.115
Present or Intended Use of Site:	Preservation (Describe if "Other")	Preservation (Describe if "Other")
Shape:	Irregular	Irregular
Size of Acquisition:	.285 acres, or 12,416 S.F.	

(7) HIGHEST AND BEST USE		
As Vacant:	Preservation/residenti al/speculation	Same
As Improved:	N/A	N/A

(8) Annual Market Rent per SF:	\$ N/A	\$ N/A
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(9) VALUE INDICATIONS		
Land Value:	\$ 173,805	\$ 138,420
Sales Comparison Approach:	\$ 173,805	\$ 138,420
Cost Approach:	\$ N/A	\$ N/A
Income Approach:	\$ N/A	\$ N/A
Final Value Indications:	\$ 173,805	\$ 138,420

(10) Value of Acquisition:	\$ 35,385
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File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

## APPRAISAL DETAILS AND REQUIREMENTS

- (11) PROPERTY RIGHTS APPRAISED: Fee Simple
- (12) PURPOSE OF THE APPRAISAL: To estimate the difference in the market value of this property caused by the acquisition of the right of way for the proposed construction of this project.
- (13) INTENDED USE: To assist the South Carolina Department of Transportation in negotiations with the property owner concerning an eminent domain acquisition.

Market value is defined as "The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeably, and for self-interest, and assuming that neither is under undue duress.  
SOURCE: The Appraisal Institute, The Dictionary of Real Estate Appraisal, 4<sup>th</sup> Edition

- (14) EXPOSURE TIME: 12 months

- (15) FIVE-YEAR SALE HISTORY:

Date	Sale Price	Deed Reference
03/02/10 S; 03/16/10 R	\$1,267,005.20	2940/2266
03/26/09 S; 03/30/09 R	\$790,000	2826/357
	\$	
	\$	

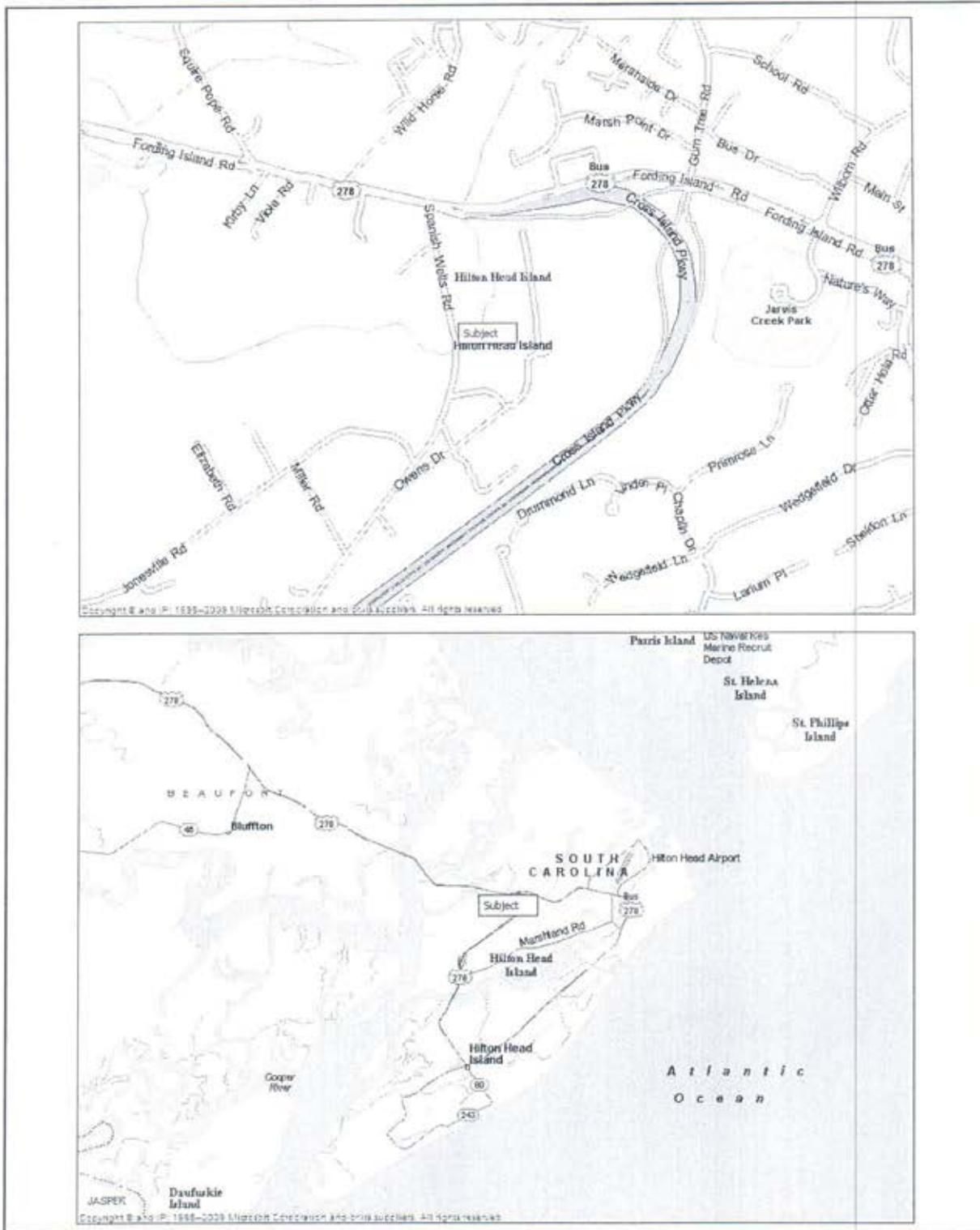
Comments: The most recent transfer of the subject includes several parcels and is 1/2 interest.

- (16) CURRENT LISTING: N/A PENDING CONTRACT: N/A

- (17) ASSESSMENT AND TAXES:  
 Tax Parcel ID #: R511-007-000-075F  
 Tax Year: 2013  
 Land Value: \$ 127,600 Improvement Value: \$ 0 Total Assessed Value: \$ 7,656  
 Real Estate Taxes: \$ 47.39

- (18) CURRENT ZONING ANALYSIS:  
 District: SMU, Stoney Mixed Use District Current Conformity: Legal Conforming  
 MINIMUM REQUIREMENTS:  
 Front Setback: 40 feet  
 Rear Setback: 20 foot BSL according to plat  
 Side Setback: Varies  
 Building Height: Varies  
 # Parking Spaces: Varies  
 Road Frontage: N/A  
 Maximum Building Size: N/A

### SUBJECT LOCATION MAP



File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

### SUBJECT PHOTOGRAPHS (1-3)

Address/Location: Spanish Wells Road, Hilton Head Island, South Carolina  
Photos Taken By: Stuart M. Saunders, MAI, CCIM Date of Photos: August 5, 2014

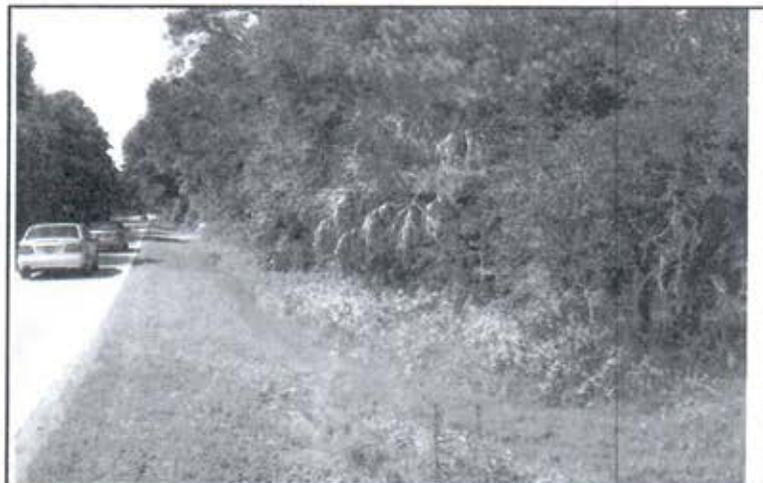
1. Front view of subject property from across Spanish Wells Road.



2. Southerly view of subject's frontage along Spanish Wells Road.



3. Northerly view of subject's frontage along Spanish Wells Road.



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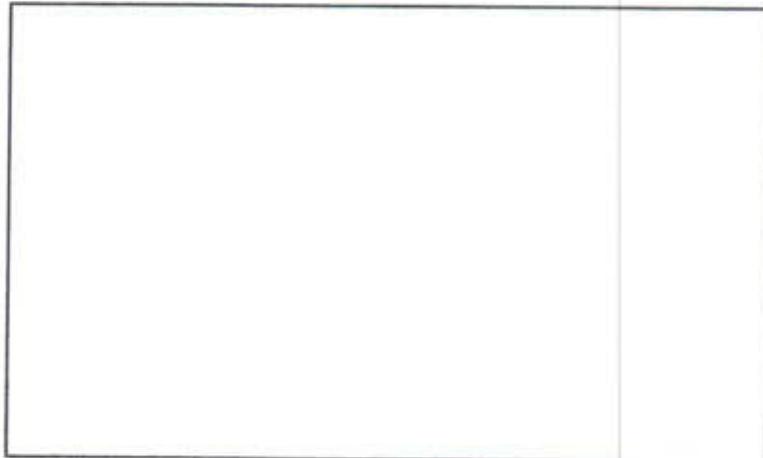
### SUBJECT PHOTOGRAPHS (4-5)

Address/Location: Spanish Wells Road, Hilton Head Island, South Carolina  
Photos Taken By: Stuart M. Saunders, MAI, CCIM Date of Photos: August 5, 2014

4. Interior view of subject.

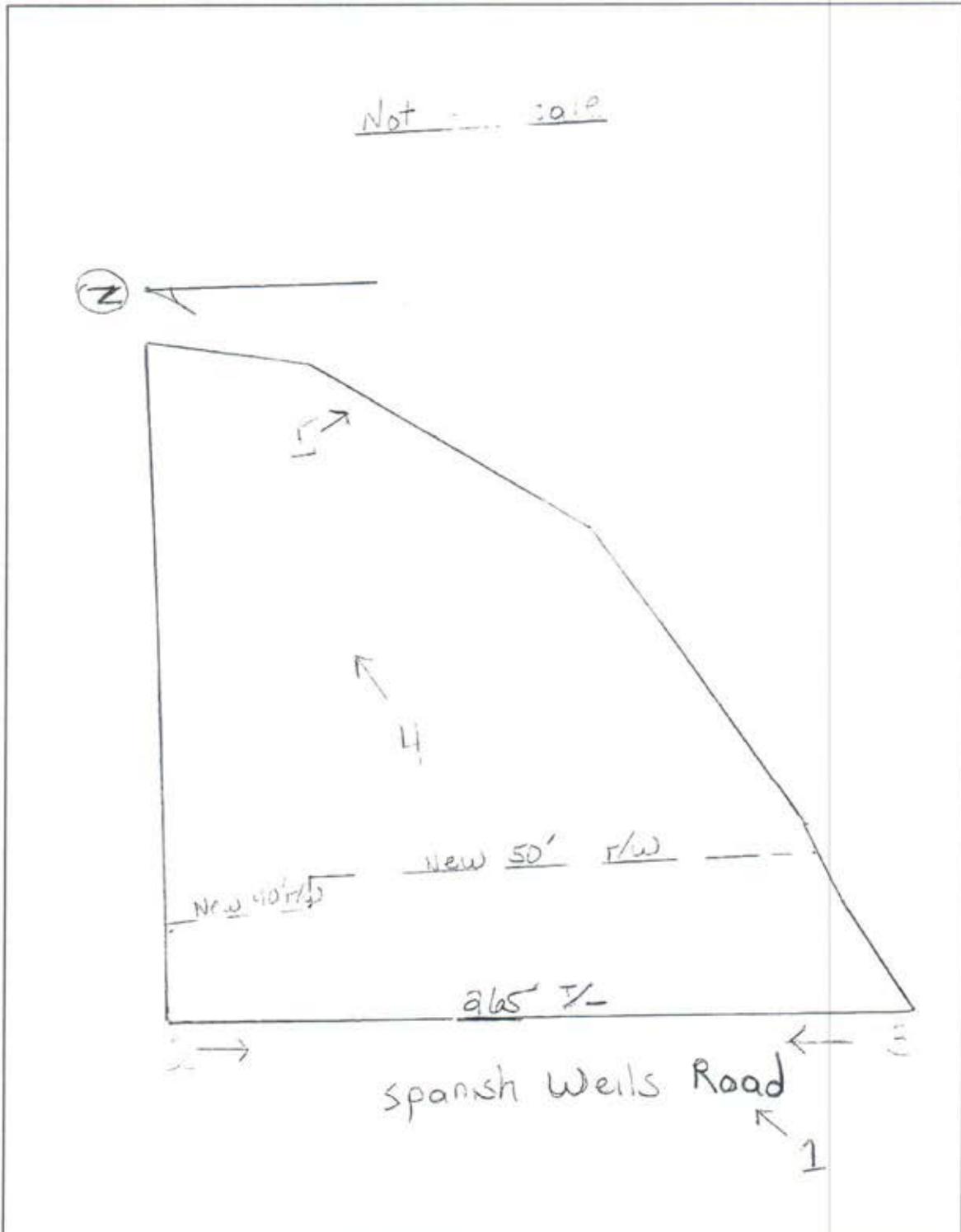


5. Marshes of Jarvis Creek at rear of site.

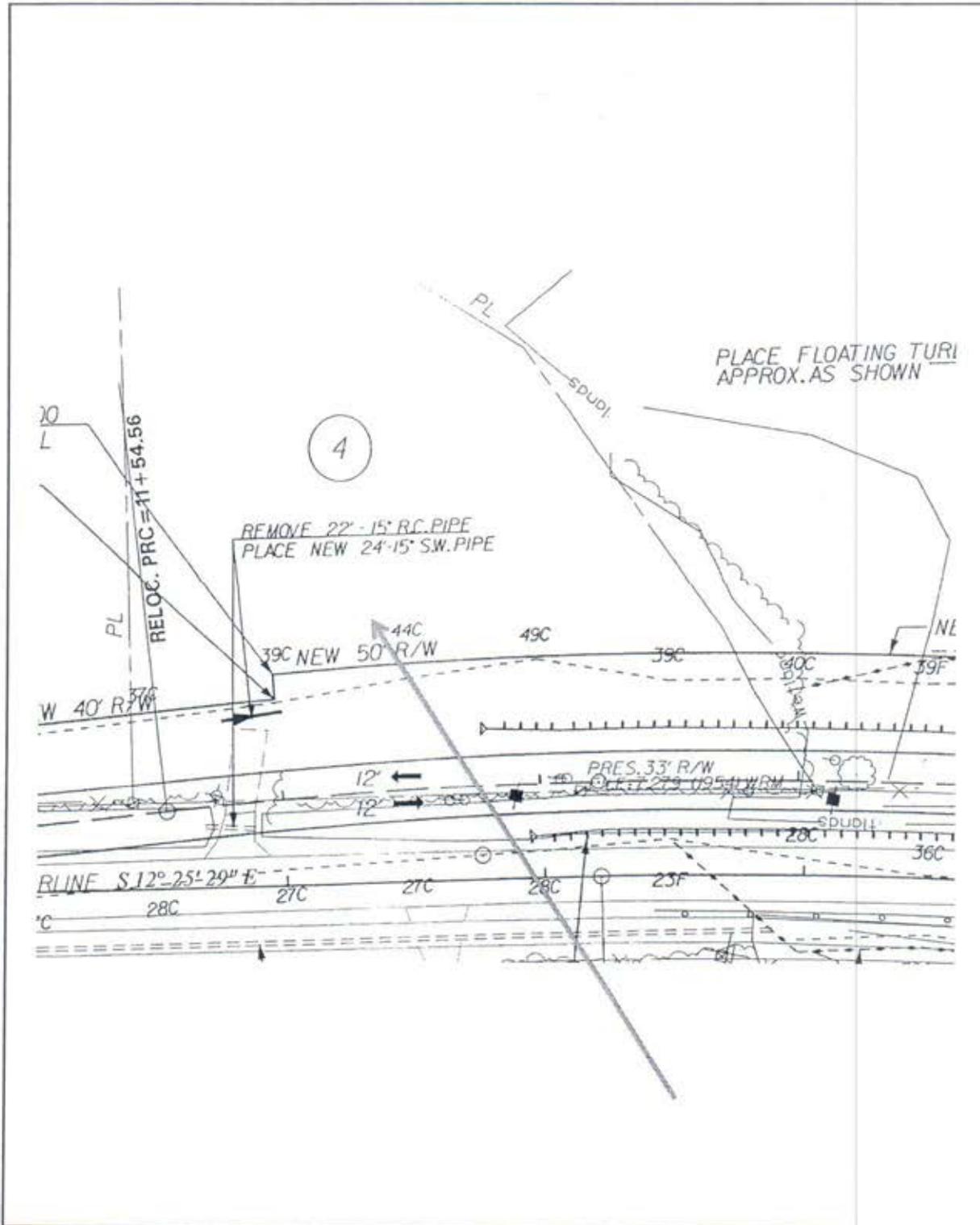


File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

### SUBJECT PLAT\SKETCH



### SUBJECT PLAN SHEET



File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**PARAGRAPH 19. SCOPE OF WORK:**

The subject is an undeveloped property located with frontage on Spanish Wells Road and the marshes of Jarvis Creek. It is located within the town limits of Hilton Head Island, Beaufort County, South Carolina.

.285 acres, or 12,416 square feet, is being acquired across the front of the subject along Spanish Wells Road for the replacement of Jarvis Creek Bridge.

This appraisal arrives at an opinion as to the fair market value of the acquisition. The appraisal involves an inspection of the subject, a thorough research of market data including comparable unit sales, and prevailing asking prices and terms for similar properties. Trends in the market are analyzed that would impact the value of the property and a determination is made as to the Highest and Best Use of the property both before and after the acquisition. The appropriate valuation techniques based on market data and analysis in concert with the Highest and Best Use conclusion are applied.

The Sales Comparison Approach is used to arrive at an opinion of market value for the subject land before and after the acquisition. The Cost Approach is not performed because the subject is undeveloped. The Income Approach is not performed because it does not appear that the property is subject to a ground lease and the fee simple value is appraised.

The steps taken in completion of this assignment are outlined as follow:

**Property Identification/History:** The subject property is identified through the Beaufort County public records as well as the plans for the project and other information provided by the Right of Way Agent.

**Property Inspection:** Stuart M. Saunders, MAI, CCIM conducted an on-site inspection of the subject property on August 5, 2014. The only purpose in visiting the property is to identify the characteristics and factors that impact the property's value on the date of the visit for a Right of Way Acquisition, and should not be considered, understood or relied upon to achieve any other objective or purpose. Aerial photographs were also utilized in the inspection of the property.

**Property Description:** A description of the subject property has been based upon the on-site inspection, public records and plans for the project.

**Zoning and Restrictions:** The subject's zoning has been obtained from the Town of Hilton Head Island. The subject deed was also reviewed for the presence of private restrictions.

**Cost Approach:** The Cost Approach is not applicable to this assignment.

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**Sales Comparison Approach:** Sales of comparable properties were used to perform this approach to value. The appraiser conducted an on-site physical inspection of the sales when possible. The transfers were verified via public records and with the appraiser, broker, grantor, grantee or knowledgeable third party when possible.

**Income Capitalization Approach:** This approach to value is not applicable to the assignment.

**Reconciliation:** The indications of value before and after the acquisition are used to arrive at an opinion as to the difference in the market value of the subject caused by the acquisition of the right of way for the proposed construction of this project.

This narrative appraisal report is presented in a summary format. The report is completed in conformance with the Uniform Standards of Professional Appraisal Practice and with the Code of Ethics and the Standards of Professional Practice of the Appraisal Institute.

The conclusions have been reported in a SCDOT Standard format Appraisal Report in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP). Plans were furnished to show the acquisition area for right of way and are assumed to be correct.

Adequate data was available to complete the analysis. The before value is subject to the extraordinary assumption that the new right of way acquisition does not exist and will not exist. The after value is subject to hypothetical condition recognizing the value of the subject as if new right of way acquisition has already existed.

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**PARAGRAPH 20-A. DESCRIPTION OF REALTY (BEFORE):**

**SITE DESCRIPTION**

<b>Present Use</b>	Undeveloped
<b>Site Size</b>	1.40 acres or 60,984 square feet. <b>The recorded plat indicates the subject has 1 acre; however, I have relied upon the project plans and ROW agent worksheet since it does not have a negative effect upon the value of the property.</b>  It is recommended that a qualified surveyor inspect the subject for existing property lines and easements that are unable to be detected by the appraiser(s).
<b>Curb and Gutters</b>	None
<b>Sidewalk</b>	None
<b># of Lanes</b>	There are two (2) travel lanes along Spanish Wells Road in front of the subject.
<b>Traffic Level</b>	The traffic flow in front of the subject appears to be light to moderate.
<b>Traffic Control</b>	None
<b>Shape</b>	Subject has an irregular shape.
<b>Ingress/Egress</b>	Subject has full access from Spanish Wells Road.
<b>Access to the Improvements</b>	N/A
<b>Frontage</b>	The subject has approximately 300 feet of road frontage. It also has frontage along the marshes of Jarvis Creek.
<b>Grade at Road Level</b>	Slightly below
<b>Visibility/Exposure</b>	Good
<b>Topography</b>	The subject is generally level and mostly wooded.
<b>Drainage</b>	Adequate
<b>Flood Plain:</b>	
<b>Map Number</b>	4502500008D
<b>Date</b>	September 29, 1986
<b>Zone</b>	A, high flood risk
<b>Landscaping</b>	None
<b>Utilities</b>	
<b>Water</b>	Present
<b>Sewer</b>	Present
<b>Electricity</b>	Present
<b>Natural Gas</b>	N/A
<b>Telephone</b>	Present
<b>Zoning</b>	
<b>Designation</b>	SMU, Stoney Mixed Use District

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<p><b>Uses Allowed</b></p>	<p>This district is designed to encourage cooperation between property owners in developing their properties, provide connectivity between properties, and create more pedestrian oriented uses than traditional commercial development. A mix of residential, commercial, office, and some resort accommodations are permitted.</p>
<p><b>Easements/ Encroachments</b></p>	<p>Based upon my inspection and examination of the subject site, as well as my review of plats and deeds of the property, I did not detect adverse easements other than normal utility easements and rights of way. These are not believed to have a detrimental impact on property value. <b>It should be noted that I am not qualified to detect easements and encroachments and legal counsel should be retained if there are any indications of title defects.</b></p>
<p><b>Environmental</b></p>	<p>I am unaware of potential environmental hazards on the property. Environmental aspects of the subject property are beyond my expertise. If necessary, I recommend a professional in environmental expertise be retained.</p>
<p><b>Comments</b></p>	<p>The plat shows BSL's of 10 feet, 20 feet and 40 feet.</p>
<p><b>Personal Property, FF&amp;E, etc. (Included in the estimate of value)</b></p>	<p>N/A</p>
<p><b>Relocation Items (Not included in the estimate of value)</b></p>	<p>N/A</p>

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**PARAGRAPH 20-B. DESCRIPTION OF REALTY (BEFORE):**

**IMPROVEMENT DESCRIPTION**

<b>Business Name</b> (if applicable)	N/A
<b>Improvement Size</b> (Stated in Units of Comparison)	N/A
<b>Year Built</b>	
<b>Estimated Effective Age</b>	N/A
<b>Estimated Economic Life</b>	N/A
<b>Type/Quality of Construction</b>	N/A
<b>Additions/Renovations</b>	N/A
<b>Foundation</b>	N/A
<b>Exterior Walls/Windows</b>	N/A
<b>Roof</b>	N/A
<b>Special Features</b>	N/A
<b>Exterior Condition</b>	Overall exterior condition is N/A.
<b>Interior Walls/Ceilings</b>	N/A
<b>HVAC</b>	N/A
<b>Flooring Covering</b>	N/A
<b>Lighting</b>	N/A
<b>Plumbing</b>	N/A
<b>Interior Condition</b>	Overall interior condition is N/A.
<b>Site Improvements</b>	N/A
<b>Parking</b>	N/A
<b>Utility</b>	The property appears to have N/A utility and amenities for the existing utilization.
<b>Comments</b>	N/A
<b>Personal Property, FF&amp;E, etc. (Included in the estimate of value)</b>	N/A
<b>Relocation Items (Not included in the estimate of value)</b>	N/A

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**PARAGRAPH 21. HIGHEST AND BEST USE (BEFORE):**

Highest and Best Use is defined in The Appraisal of Real Estate – 13<sup>th</sup> Edition as, “The reasonably probable and legal use of vacant land or an improved property, that is physically possible, legally permissible, appropriately supported, financially feasible, and that results in the highest value.”

**AS VACANT:*****Physically Possible:***

The subject site has an irregular shape and contains 1.40 acres, or 60,984 square feet. It has approximately 300 feet of frontage along Spanish Wells Road as well as good frontage along the marshes of Jarvis Creek. It is generally level and wooded with good visibility and full access from the road. All necessary public and private utilities are available for development of the site.

***Legally Permissible:***

The subject is zoned SMU, or Stoney Mixed Use District, by the Town of Hilton Head Island. This district permits a variety of uses.

***Financially Feasible/Maximally Productive:***

Residential, preservation and speculation are all financially feasible and maximally productive for the subject parcel.

Therefore, based on the preceding discussion my opinion of the highest and best use of the property, as vacant and available for development, is for residential, preservation and speculative utilization.

**AS IMPROVED:*****Physically Possible:***

N/A

***Legally Permissible:***

N/A

***Financially Feasible/Maximally Productive:***

N/A

Therefore, based on the preceding discussion my opinion of the highest and best use of the subject property, as improved, is for N/A

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**PARAGRAPH 22. VALUATION BEFORE THE ACQUISITION:**

Land value is derived separately using the sales comparison approach and a minimum of three comparable sales. The South Carolina Department of Transportation requires that the Sales Comparison Approach be demonstrated for all improved properties unless unusual circumstances preclude its development or the improvements are determined to be unaffected by the acquisition. The Cost Approach shall be considered when the impacted improvements are less than ten years old, a special-use property, or when sufficient comparable sale or lease information is not available. The SCDOT requires application of the Income Approach on all investment and income-producing properties where existing improvements might be impacted by the project.

**PARAGRAPH 22-A. SALES COMPARISON APPROACH TO VALUE (BEFORE)**

The Sales Comparison Approach uses four (4) comparable land sales to appraise the subject land. The sales are charted and mapped along with comparable sales sheets in the Sales Brochure.

An adjustment grid is provided within the following pages, and the sales are given adjustments for location, size, shape and marsh/view. The sales price per square foot of effective land area is the chosen unit of comparison. The sales are discussed below.

**Land Sale 7** is 15,682 square foot residential lot located in Palmetto Hall. It transferred for \$86,150, or \$5.49 per square foot, on January 21, 2014. The rear of this lot is adjacent to a lagoon, which in turn is adjacent to the golf course. A downward adjustment of 15% is given to Sale 7 because its location at the end of cul-de-sac within a private community is considered superior to the subject property. It is also given a downward adjustment of 15% for size since smaller sized properties typically sell for more on a per unit basis than larger properties, all other elements of comparison being equal. Land Sale 7 brackets the upper end of the range with an adjusted price per square foot of \$3.84.

**Land Sale 10** is a residential lot with 25,281 square feet that sold on March 13, 2014 for \$78,000, or \$3.09 square foot. The rear of the lot is adjacent with Dillon Road while the southwest and southeast property lines are adjacent to a golf course and cart path. Land Sale 10 is not given an adjustment for location because the rear of the lot backs to Dillon Road and the front is adjacent to a golf cart path. It is given downward adjustments of 15% for superior size and shape, in comparison to the subject. Land Sale 10 establishes the lower end of the range with an adjusted price of \$2.62 per square foot, after an upward adjustment of 15% is given for lack of marsh view.

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**Land Sale 11** with 21,780 square feet is located along the marshes of Jarvis Creek at the end of Kirby Lane. It transferred on July 14, 2014 for \$70,000, or \$3.21 per square foot. An upward adjustment of 15% is applied for the inferior location of this parcel at the end of dirt lane. Land Sale 11 reflects an adjusted price of \$2.73 per square foot after downward adjustments of 15% are given for smaller size and superior shape, in comparison to the subject.

**Land Sale 12** is located at 152 Dillon Road and has 57,935 square feet of highlands. It transferred on June 3, 2014 for \$165,000, or \$2.85 per square foot. This property compares well to the subject and is not given any adjustments.

**SALES COMPARISON APPROACH (BEFORE) CONCLUSION:**

The adjusted prices range from \$2.62 to \$3.84 per square foot. Sale 12 compares the best to the subject and is weighted the most in arriving at an opinion of value toward the middle of the range.

The indicated market value of the subject is shown as follows:

60,984 S.F.	X	\$ 2.85 per square foot	=	\$ 173,804
	X	\$ per unit	=	\$
<b>Rounded to:</b>		<b>\$ 173,805</b>		

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TRACT 4				
Comparable Sale	7	10	11	12
Sale Date	Jan-14	Mar-14	Jul-14	Jun-14
Size (SF)	15,682	25,281	21,780	57,935
Price / SF	\$5.49	\$3.09	\$3.21	\$2.85
<u>Adjustments</u>				
Property Rights	0%	0%	0%	0%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Financing Terms	0%	0%	0%	0%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Conditions of Sale	0%	0%	0%	0%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Market Conditions	0.00%	0.00%	0.00%	0.00%
Sub-Total	\$5.49	\$3.09	\$3.21	\$2.85
Location / Exposure	-15%	0%	15%	0%
Frontage / Access	0%	0%	0%	0%
Size	-15%	-15%	-15%	0%
Shape	0%	-15%	-15%	0%
Topography	0%	0%	0%	0%
Utilities	0%	0%	0%	0%
Marsh/View	0%	15%	0%	0%
Easements	0%	0%	0%	0%
Sub-Total Adjustments	-30%	-15%	-15%	0%
Adjusted Price	\$3.84	\$2.62	\$2.73	\$2.85

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**PARAGRAPH 22-B. COST APPROACH TO VALUE (BEFORE):**

N/A

**PARAGRAPH 22-C INCOME CAPITALIZATION APPROACH TO VALUE (BEFORE)**

N/A

**PARAGRAPH 23. RESOLUTION OF BEFORE VALUE AND VALUE ESTIMATE:**

**Sales Comparison Approach** - There were several recent sales of comparable properties, and this approach provides a reliable indication of value for the subject property of \$173,805.

**Cost Approach** - N/A

**Income Approach** - N/A

Therefore, based on the information contained in this report, the market value of the subject property as of the date of this report is estimated to be \$173,805.

**PARAGRAPH 24. DESCRIPTION OF THE ACQUISITION:**Land

There is .285 acres, 12,416 square feet, of permanent right of way being purchased along the subject's frontage with Spanish Wells Road. The area of acquisition has an irregular shape, is generally level and partially wooded. It has a depth of 35 feet to 53 feet.

Improvements

The acquisition is undeveloped.

**PARAGRAPH 25. DESCRIPTION OF THE REMAINDER:**

The Department of Transportation is relocating Spanish Wells Road in front of the subject in order to accommodate the new bridge being constructed over Jarvis Creek. Spanish Wells Road will still have two (2) lanes, and except for its reduction in size to 48,568 square feet, the subject is essentially unaffected by the acquisition. The subject will still have the general road grade with full access and good visibility from the road.

A portion of the subject's frontage along Spanish Wells will have a guardrail; however, it is my opinion that there are no damages or benefits to the remainder.

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

**PARAGRAPH 26. HIGHEST AND BEST USE (AFTER):**

**AS VACANT:**

The highest and best use of the site is the same as in the before situation.

Therefore, based on that preceding discussion, my opinion of the highest and best use of the subject property, as vacant and available for development, after the proposed road construction is for residential, preservation, or speculative purposes.

**AS IMPROVED:**

N/A

**PARAGRAPH 27. VALUE AFTER THE ACQUISITION:**

"After" values and conclusions are based upon plans provided by the SCDOT and the completion of the proposed road construction.

Consideration has been given to relevant aspects of the property affected by the acquisition for analysis and comparison to the subject's "before" condition and the comparable data.

**PARAGRAPH 27-A. SALES COMPARISON APPROACH TO VALUE (AFTER):**

**EXPLANATION OF ADJUSTMENTS:**

The price per square foot value of the remainder is the same as before the acquisition.

**VALUATION (AFTER) CONCLUSION:**

The value of the subject in the after situation is shown as follows:

48,568 S.F.	X	\$ 2.85 per S.F.	=	\$ 138,419
	X	\$ per unit	=	\$
<b>Rounded to:</b>		<b>\$ 138,420</b>		

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

**PARAGRAPH 27-B. COST APPROACH TO VALUE (AFTER):**

N/A

**PARAGRAPH 27-C. INCOME CAPITALIZATION APPROACH TO VALUE (AFTER)**

N/A

**PARAGRAPH 28. RESOLUTION OF AFTER VALUE AND VALUE ESTIMATE:**

**Sales Comparison Approach** - The appraised value of the subject after the acquisition is well supported at \$138,420.

**Cost Approach** - N/A

**Income Approach** - N/A

The Sales Comparison Approach would be relied upon by a potential purchaser. There was an ample supply of comparable sales, and the indication of value by this approach is well supported.

Therefore, based on the information contained in this report, the market value of the subject property after the acquisition is estimated to be \$138,420.

**PARAGRAPH 29. UNECONOMIC REMAINDER:**

**UNECONOMIC REMNANT** – A parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property, and which the acquiring agency has determined has little or no value or utility to the owner.

**NOTE:** An uneconomic remnant may have substantial "market" value and still have little or no value or utility to the owner. (*Appraisal Guide; Federal Highway Administration*).

The subject has good utility to the owner and is not considered to be an uneconomic remainder.

N/A

Remainder Size	X	\$	per unit	X	Residual Value %	=	\$
<b>Rounded to:</b>							<b>\$</b>

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

### DISTRIBUTION OF VALUES

(30)	Value Components:	Before (Paragraph 22)	After (Paragraph 27)	Difference
	Land Value:	\$173,805	\$138,420	\$35,385
	Building Value:	\$0	\$0	\$0
	Site Improvements:	\$0	\$0	\$0
	<b>TOTAL:</b>	<b>\$173,805</b>	<b>\$138,420</b>	<b>\$35,385</b>

(31)	Value Components of the Acquisition:				
	Right of Way Acquired: 12,416 sf of permanent right of way				
	Land:	12,416.00	acres/sf @:	\$2.85	\$35,386
	Value of Buildings within the Acquisition Area:				\$0
	Value of Site Improvements within the Acquisition Area:				\$0
	<b>Total for the Acquisition:</b>				<b>\$35,385</b>
	plus Damages (if any to the remainder)				\$0
	less Benefits (if any to the remainder)				\$0
	<b>Total for the Acquisition (Right of way, plus damages, less benefits):</b>				<b>\$35,385</b>

(32)	Final Statement of Value:		
	a)	Having considered all applicable approaches, it is my opinion that the indicated value of the whole property before the acquisition is:	\$173,805
	b)	Having considered all applicable approaches, it is my opinion that the indicated value of the whole property after the acquisition is:	\$138,420
	c)	The difference between the indicated value of the property before the acquisition, and the indicated value of the remainder, after the acquisition is:	\$35,385

(33)	Based on this report, the fair market rental for this property is: <span style="float: right;"><b>N/A</b> per month.</span>	
	<i>(Indicate monthly rental if building improvement is located within the new right of way or if the current occupant will be displaced as a result of the acquisition.)</i>	
	The appraisal is made as of:	5-Aug-14
	Date of Appraisal	14-Aug-14
	 _____ Stuart M. Saunders, MAI, CCIM S.C. Certified General Real Estate Appraiser CG 1405	
	S.C.	Real Estate Appraiser

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4

## GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

**General Assumptions** - This appraisal has been completed and the appraisal report prepared with the following **general assumptions**:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. The titles to the property are assumed to be good and marketable unless otherwise stated. Any plats, maps, or photographs in this appraisal are used merely to help the reader visualize the property and its surroundings and are not certified to be accurate.
2. Any liens or encumbrances (except for any lease encumbrance that might be referred to in the appraisal) which may exist have been disregarded, and the property has been appraised as though no delinquency in the payment of general taxes or special assessment exists and as though free of indebtedness.
3. It is assumed that the utilization of the land and improvements are within the boundaries of the lines of the property described and that there is no encroachment or trespass unless noted in the report. No survey of the subject property was made or caused to be made by us, and no responsibility is assumed for the occurrence of such matters.
4. A visual inspection of the subject site was made and all engineering is assumed to be correct. The plot plan and illustrative materials in this report are included only to assist the reader in visualizing the property and to show the reader the relationship of its boundaries. The appraiser is not a construction engineer and is not responsible for structural or cosmetic inadequacies associated with any of the improvements unless otherwise noted in the report.
5. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them. The soil for the area under appraisal appears to be firm and solid, unless otherwise stated. Subsidence in the area is unknown or uncommon, and the appraiser(s) does not warrant against this condition or occurrence.
6. Subsurface rights (minerals and oil) were not considered in this appraisal unless otherwise stated. In addition, no potential timber value was considered.

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**General Assumptions Continued**

7. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report. Unless otherwise stated in this report, the appraiser did not observe the existence of hazardous materials or gases, which may or may not be present on the property. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there are no such materials on or in the property, which would cause a loss in value. No responsibility is assumed for any such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconforming use has been stated, defined, and considered in the appraisal report.
9. It is assumed that all required licenses, certifications of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
10. This appraisal assumes water and sewer services will always be provided for the subject.
11. Responsible ownership and competent property management are assumed.
12. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. I (we) have not made a specific compliance survey and an analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative impact on the value of the property. Since I (we) have no direct evidence relating to this issue, I (we) did not consider

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**General Assumptions Continued**

non-compliance with the requirements of ADA in estimating the value of the property.

13. There is currently a good deal of discussion regarding the potential hazards of Electro-Magnetic Fields and the possible health risk of being located near high voltage transmission lines. I (we) have not made a specific compliance survey and analysis of this property to determine whether or not there are potentially hazardous effects from EMF's. It is possible that a compliance survey of the property together with a detailed analysis could reveal that there is EMF levels, which are above a safe level. If so, this fact could have a negative impact on the value of the subject property. Since I (we) have no direct evidence relating to this issue, I (we) did no consider EMF levels in estimating the value for the property.

**General Limiting Conditions** – This appraisal has been completed and the appraisal report has been prepared with the following **general limiting conditions**.

1. The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used. The value estimates provided in the report apply to the entire property, and any proration or division of the total into fractional interests will invalidate the value estimate, unless such proration or division or interests has been set forth in this report.
2. Neither possession of this appraisal or copy thereof carries with it the right to publication, nor may it be used for any purpose by anyone but the applicant without previous consent of the appraiser(s).
3. The appraiser, by reason of this appraisal, is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all no part of the contents of this report (especially as to value, the identity of the appraiser, or the firm with which the appraiser is associated) shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraiser.

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**General Limiting Conditions Continued**

5. Information, estimates, and opinions contained in this report are obtained from sources considered reliable, however the appraiser assumes no liability for such sources.
6. The information supplied to the appraiser is considered to be accurate. The information supplied by the client has been accepted without further verification as correctly reflecting the property's current condition unless otherwise noted.
7. The various estimates of value presented in this report apply to this appraisal only and may not be used out of the context presented herein. This appraisal is valid only for the appraisal date or dates specified herein and only for the appraisal purpose specified herein.
8. **The intended user and only user of this report is the South Carolina Department of Transportation for the intended use to assist them in an eminent domain acquisition.**
9. My analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
10. The analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Uniform Standards of Professional Appraisal Practice of The Appraisal Institute.
11. The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analysis, opinions, and conclusions.

File #: 7.039102 PIN #: 39102 RD01 Project #: BR07(009) Tract #: 4**CERTIFICATE OF APPRAISER**

I Hereby certify:

That I have personally inspected the property herein and that I have also made a personal field inspection of the comparable sales relied upon in making this appraisal. The subject and the comparable sales relied upon in making the appraisal were as represented in the comparable data brochure which supplements this appraisal.

That to the best of my knowledge and belief the statements contained in the appraisal herein set forth are true, and information upon which the opinions expressed therein are based is correct: subject to the limiting conditions therein set forth.

That I understand that such appraisal may be used in connection with acquisition of right of way for a highway to be constructed by the State of South Carolina with the assistance of Federal-aid highway funds, or other Federal Funds.

That such appraisal has been made in conformity with the appropriate State and Federal laws regulations, policies and procedures applicable to that appraisal of right of way for such purposes; and that to the best of my knowledge, no portion of the value assigned to such property consists of items, which are non-compensable under the established law of South Carolina.

That neither my employment nor my compensation for preparing this appraisal report is in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised.

That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the South Carolina Department of Transportation or officials of the Federal Highway Administration and I will not do so until so authorized by the State officials or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

That the owner or his designated representative was given the opportunity to accompany me during my inspection of the property.

That I have not provided any services regarding the subject property within the prior three years, as an appraiser or in any other capacity.

That any decrease or increase in the fair market value of the real property prior to the date of valuation caused by the public improvement for which such property is being acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to the physical deterioration with in the reasonable control of the owner, has been disregarded in determining the compensation for the property.

That my opinion of the fair market value of the acquisition as of August 5, 2014 is \$35,385 based upon my independent appraisal and the exercise of my professional judgment.

As of the date of this report, I have completed the requirements for continuing education as set forth by the Uniform Standards of Professional Appraisal Practice and The Appraisal Institute.

Date: August 14, 2014

*Stuart M. Saunders*  
 Stuart M. Saunders, MAI, CCIM  
 Inspecting Appraiser  
 State Certified General Real Estate Appraiser  
 #CG 1405

## MEMORANDUM

**TO:** Public Facilities Committee

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

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

**DATE:** October 17, 2013

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

---

### **Recommendation**

Staff recommends the Public Facilities committee revise its previous endorsement and recommendation to Town Council for the direct placement of sand as part of our next Island-wide Beach Renourishment Project. An additional area for sand placement is necessary along a limited reach of Port Royal Sound shoreline from Fish Haul Creek to a point northwest of the Town's Mitchellville Beach Park property. Please see the attached memorandum from Olsen Associates and a revised map depicting the areas proposed for renourishment.

### **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 28 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,

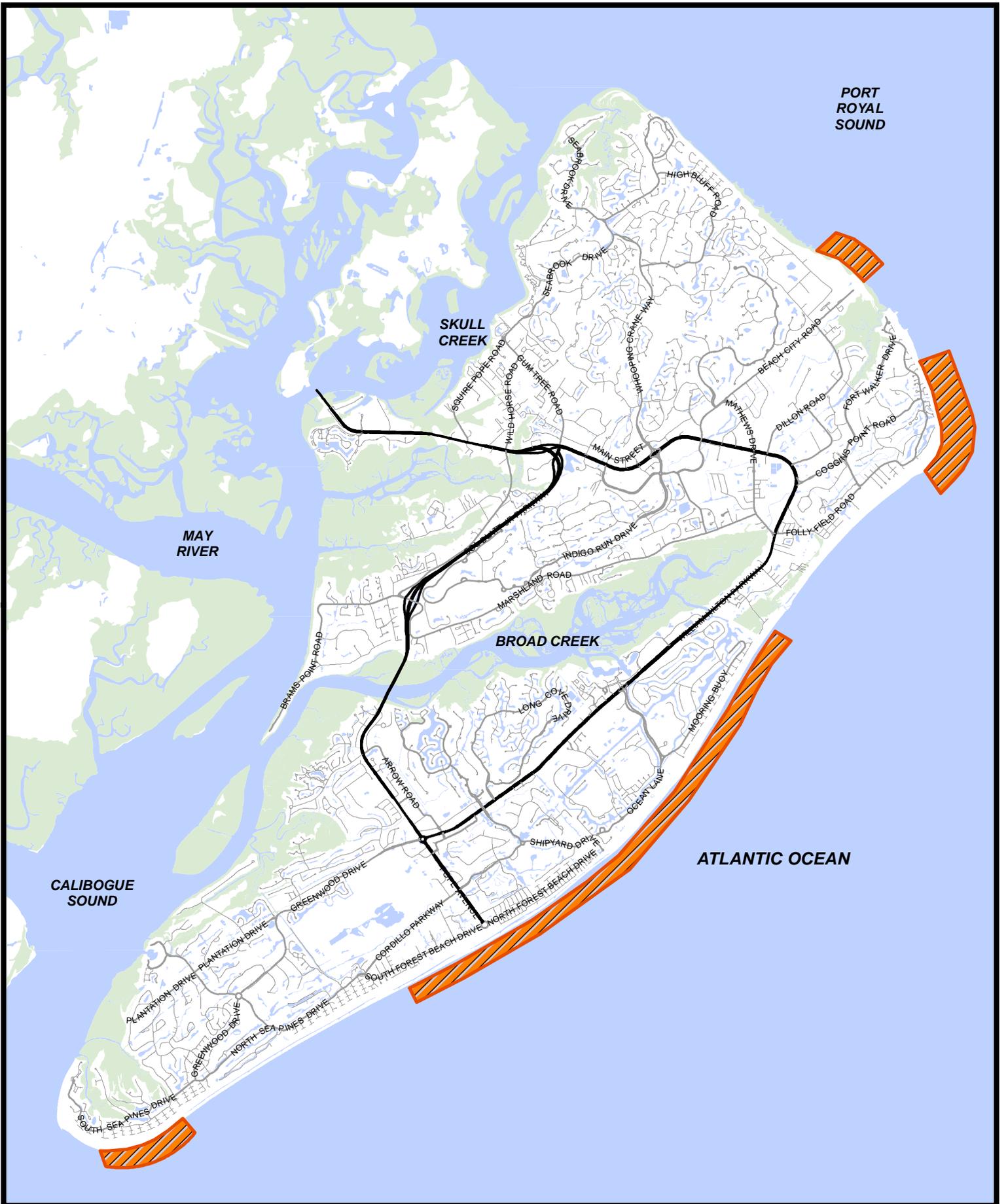
three times. With the maturity of our Beach Management Program comes the ability to analyze beach conditions using specific measurable performance indicators. One of the goals of our management techniques is to provide a “minimum beach condition” in order to maximize recreational opportunities, natural 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.

Lastly, a portion of shoreline originally restored in 2006 north of Fish Haul Creek adjacent to the Town’s Fish Haul and Mitchellville Beach Parks and the Spa on Port Royal Sound is proposed to be filled.



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

August 26, 2013  
 Updated: October 24, 2014  
 Project: BeachRenourishment\_2013.mxd

### Town of Hilton Head Island Beach Renourishment Fill Placement Areas

2,900 1,450 0 2,900 5,800 8,700 Feet

1 inch = 7,000 feet



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

## MEMORANDUM

Date: October 28, 2014

To: Scott P. Liggett, P.E.  
Town of Hilton Head Island  
Director of Public Projects and Facilities and Chief Engineer

From: Christopher G. Creed, P.E. 

Re: Town of Hilton Head Island  
Beach Condition Summary and Recommendations for Fish Haul/Spa Shoreline

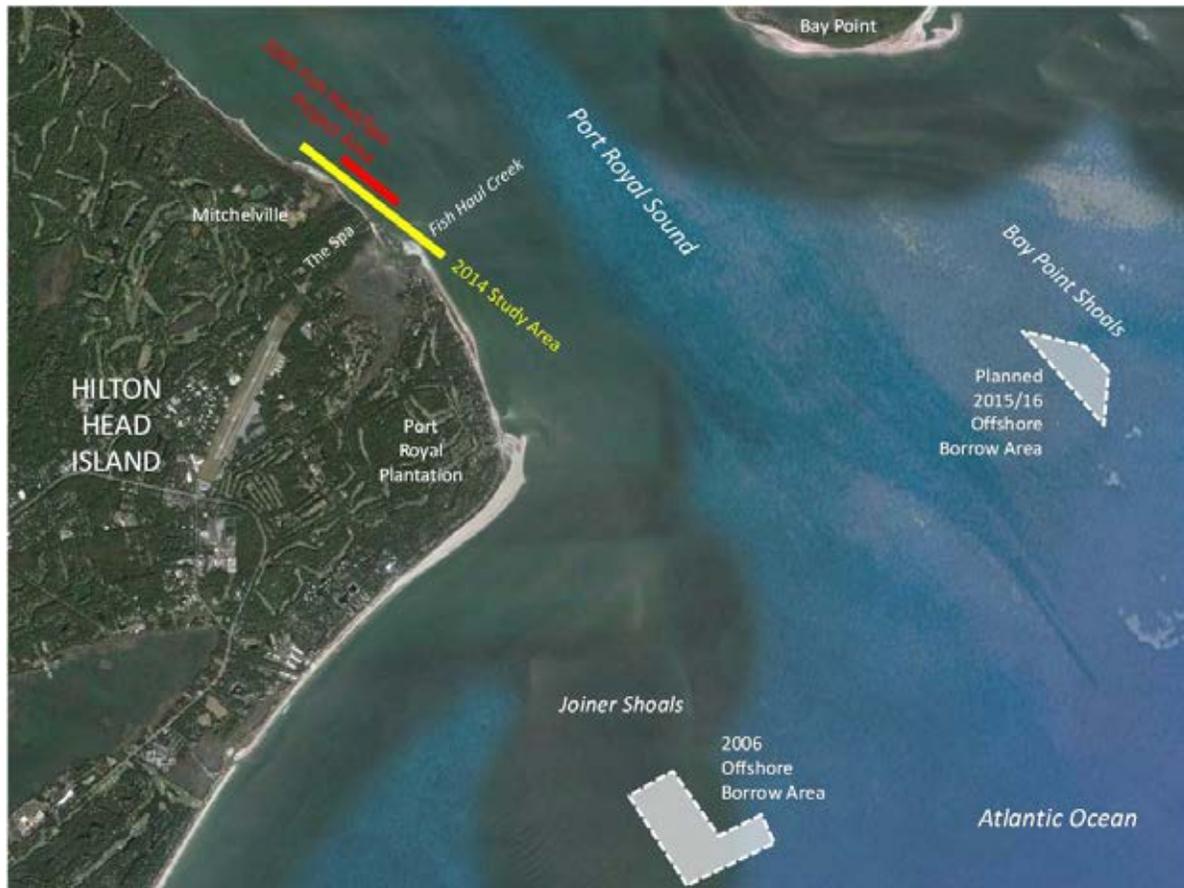


This memo presents a summary of current shoreline and beach conditions for a portion of the Port Royal Sound shoreline north of Fish Haul Creek including the reach of shoreline seaward of Fish Haul Park, The Spa on Port Royal Sound, and Mitchelville Beach Park that was originally restored in 2006, also known as the ‘Fish Haul/Spa’ shoreline. The purpose of this memo is to present a summary of current beach conditions, expected future conditions, and recommended action options to address an ongoing shoreline erosion project along this reach of shoreline. The review of beach conditions and possible action options focuses on four principal beach condition parameters. These are (1) the 2006 post-project beach conditions, (2) shoreline change rate, (3) beach volume change rate, and (4) beach width. It is anticipated that future action will be necessary along this reach of shoreline where the combined effects of narrowed beach widths and high shoreline change rates have resulted, or will result, in areas with problematic beach widths. Further, there does not appear to be sufficient sand volumes to the south of the area that could contribute to the natural recovery of suitable beach conditions over the next 5 to 10 years. More specific details of the beach conditions, future expectations, and possible project actions are discussed below.

2006 Fish Haul/Spa Beach Restoration and Stabilization Project. In the fall of 2006, the Town of Hilton Head Island implemented a shoreline restoration and stabilization project along approximately 2,400 feet of shoreline immediately north of Fish Haul Creek (**Figure 1**). The project included the placement of approximately 101,000 cy of sand from the Joiner Shoals offshore borrow area and construction of six detached breakwaters. Subsequently, the Town installed marsh grass plantings leeward of the six breakwaters as required by project permits across about 30,000 square feet of the intertidal flat.

The project increased the sand volume along the beach by 35 to 60 cy/ft, or about 45 cy/ft on average. This increased the beach width by between 120 and 200 feet, or about 160 feet, on average.

Shoreline and Beach Volume Change. Since completion of the Fish Haul/Spa restoration and stabilization project in 2006, the shoreline has experienced significant change that has consisted mostly of sand loss from within the project limits.



**Figure 1:** Location map of study area and 2006 Fish Haul/Spa project area.

**Figure 2** illustrates shoreline and beach conditions along the Fish Haul/Spa project shoreline before, immediately after, and 7.5 years after completion of the 2006 project. The top panel shows conditions prior to construction (January 2005); the middle panel shows conditions immediately following construction (March 2007); and the bottom panel shows the conditions as of May 2014. Also shown overlaying the aerial images are lines representing the vegetation line as of the 2005 aerial and the wrack line as of the 2007 aerial. Both the vegetation line and wrack line can be considered rough estimates of the approximate shoreline location at the time of the photography. The figure demonstrates the shoreline widening effect of the 2006 project and the location of most significant sand losses since completion of that project.

As expected, most sand losses have been from the northern half of the project shoreline. This is principally due to the influence of the strong south to north net alongshore transport potential along this reach of shoreline and the shore-stabilizing effects of the six breakwaters and extensive marsh grass areas along the southern half of the project. It also appears that most of the sand loss from the project area has deposited north of the project area and continues to migrate northward, which again is an indicator of the south to north transport potential along this reach of shoreline.



Figure 2: Shoreline change along the Fish Haul/Spa shoreline segment of Hilton Head Island.

**Tables 1 and 2** summarize the volume changes that have occurred along the 2006 Fish Haul/Spa project shoreline over two periods. The first, from March 2007 to April 2014, spans the entire post-construction monitoring period and, correspondingly, includes the significant post-construction changes associated with fill equilibration, both planform and cross-shore. The second, from May 2008 to April 2014, spans from a point in time after the majority of equilibration had likely occurred to the most recent survey. Of importance to future management of this shoreline is the expected annualized rate of change following sand placement. For the inter-survey period from March 2007 to April 2014, the annual rate of loss within the project area (FH-04 to FH-13) was about -8,200 cy/yr. For the period from May 2008 to April 2014, the annual rate of loss within the project area was about -6,100 cy/yr. Extrapolating these rates over the period between October 2006 and October 2014 (i.e., 8 years), suggests the project area may have lost between about 48,800 and 65,600 cy of sand, or between 49 and 66 percent of the volume placed, since completion of construction in 2006.

**Figure 3** depicts the Mean High Water (MHW, +3.72' NGVD29) shoreline change over the post-construction period. The top panel shows the MHW shoreline position relative to the September 2006 (pre-project) condition, while the lower panel shows the annualized shoreline change rates over the same time periods as used in **Tables 1 and 2** (March 2007 to April 2014 and May 2008 to April 2014). Of particular note is the area of the shoreline that has very narrow beach conditions (less than 50 ft), including FH-10 and FH-11 in particular, which are at or landward of the pre-project condition. The lower panel shows that MHW shoreline erosion rates across most of the project shoreline are on the order of -20 ft/yr and as high as -30 ft/yr. Although the erosion is expected to continue as it reaches the higher elevation upland areas, this loss is not expected to be maintained at as high a rate as observed during the loss of fill sand. Some reduction in the erosion rate is expected to occur. Such erosion, however will impact areas with heavy organic cover including established trees and shrubs.

Construction of the breakwaters and installation of marsh plantings have served to mostly stabilize the southern half of the 2006 project area. However, there has been some loss of sand from this area since construction (comparing the middle and lower panel), particularly between beach monitoring stations FH-5 and FH-9. The beach is particularly narrow between beach monitoring stations FH-6 and FH-7. It is believed that current breakwater and grass conditions could support wider beach conditions along this reach of shoreline.

**Table 1:** Total and annualized volume change along the Fish Haul/Spa shoreline segment from March 2007 (post-construction) to April 2014.

March 2007 to April 2014		Reach Distance (ft)		Volume Density Change		Volume Change		Cumulative Volume Change	
Monument	Monument Range	Between Stations	Along- shore	Total Change (cy/ft)	Annualized Change (cy/ft/yr)	Total Change (cy)	Annualized Change (cy/yr)	Total Change (cy)	Annualized Change (cy/yr)
FH01			0	10.0	1.4			0	0
	FH01 to FH02	250				1,260	180		
FH02			250	0.1	0.0			1,260	180
	FH02 to FH03	250				1,220	170		
FH03 (HI33)			500	9.7	1.4			2,480	350
	FH03 to FH04	250				2,790	390		
FH04			750	12.7	1.8			5,270	740
	FH04 to FH05	250				1,050	150		
FH05			1,000	-4.3	-0.6			6,320	890
	FH05 to FH06	250				-3,820	-540		
FH06			1,250	-26.2	-3.7			2,500	350
	FH06 to FH07	250				-5,640	-800		
FH07			1,500	-18.9	-2.7			-3,140	-450
	FH07 to FH08	250				-5,150	-730		
FH08			1,750	-22.3	-3.1			-8,290	-1,180
	FH08 to FH09	250				-7,090	-1,000		
FH09 (HI34)			2,000	-34.4	-4.9			-15,380	-2,180
	FH09 to FH10	250				-11,190	-1,580		
FH10			2,250	-55.1	-7.8			-26,570	-3,760
	FH10 to FH11	250				-12,720	-1,800		
FH11			2,500	-46.7	-6.6			-39,290	-5,560
	FH11 to FH12	250				-9,100	-1,280		
FH12			2,750	-26.1	-3.7			-48,390	-6,840
	FH12 to FH13	250				-4,510	-640		
FH13			3,000	-10.0	-1.4			-52,900	-7,480
	FH13 to FH14	250				-80	-10		
FH14 (HI35)			3,250	9.3	1.3			-52,980	-7,490

Fish Haul/Spa Shoreline

Beach Fill Segment

**Table 2:** Total and annualized volume change along the Fish Haul/Spa shoreline segment from May 2008 (approximate post-equilibration) to April 2014.

May 2008 to April 2014		Reach Distance (ft)		Volume Density Change		Volume Change		Cumulative Volume Change	
Monument	Monument Range	Between Stations	Along- shore	Total Change (cy/ft)	Annualized Change (cy/ft/yr)	Total Change (cy)	Annualized Change (cy/yr)	Total Change (cy)	Annualized Change (cy/yr)
FH01			0	10.6	1.8			0	0
	FH01 to FH02	250				2,640	450		
FH02			250	10.5	1.8			2,640	450
	FH02 to FH03	250				2,140	360		
FH03 (HI33)			500	6.6	1.1			4,780	810
	FH03 to FH04	250				2,060	350		
FH04			750	9.9	1.7			6,840	1,160
	FH04 to FH05	250				2,150	360		
FH05			1,000	7.3	1.2			8,990	1,520
	FH05 to FH06	250				-1,430	-240		
FH06			1,250	-18.7	-3.2			7,560	1,280
	FH06 to FH07	250				-3,700	-630		
FH07			1,500	-10.8	-1.8			3,860	650
	FH07 to FH08	250				-3,090	-520		
FH08			1,750	-13.9	-2.4			770	130
	FH08 to FH09	250				-3,590	-610		
FH09 (HI34)			2,000	-14.8	-2.5			-2,820	-480
	FH09 to FH10	250				-6,170	-1,040		
FH10			2,250	-34.6	-5.8			-8,990	-1,520
	FH10 to FH11	250				-8,840	-1,490		
FH11			2,500	-36.2	-6.1			-17,830	-3,010
	FH11 to FH12	250				-7,480	-1,260		
FH12			2,750	-23.7	-4.0			-25,310	-4,270
	FH12 to FH13	250				-4,070	-690		
FH13			3,000	-8.9	-1.5			-29,380	-4,960
	FH13 to FH14	250				-450	-80		
FH14 (HI35)			3,250	5.3	0.9			-29,830	-5,040

Fish Haul/Spa Shoreline

Beach Fill Segment

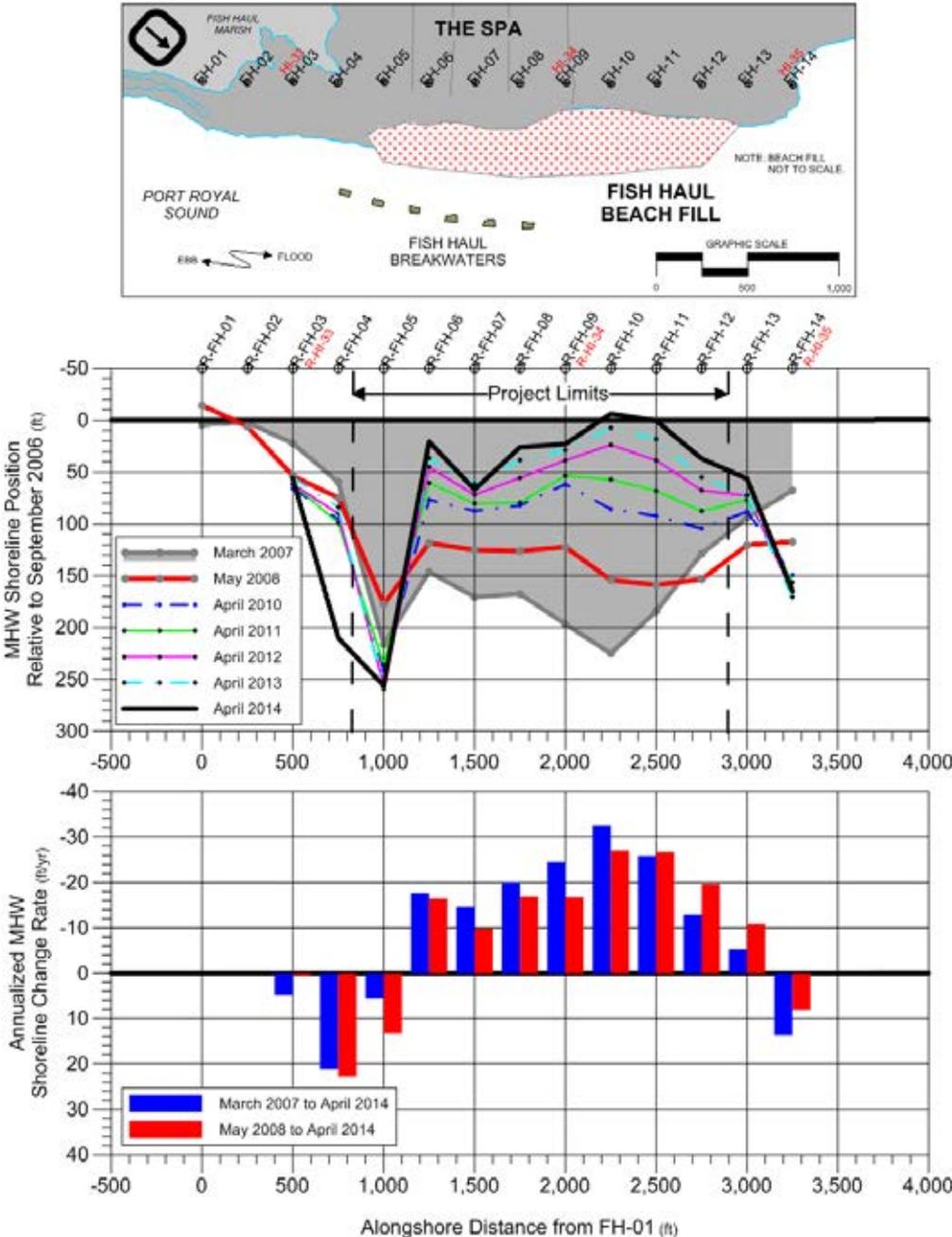
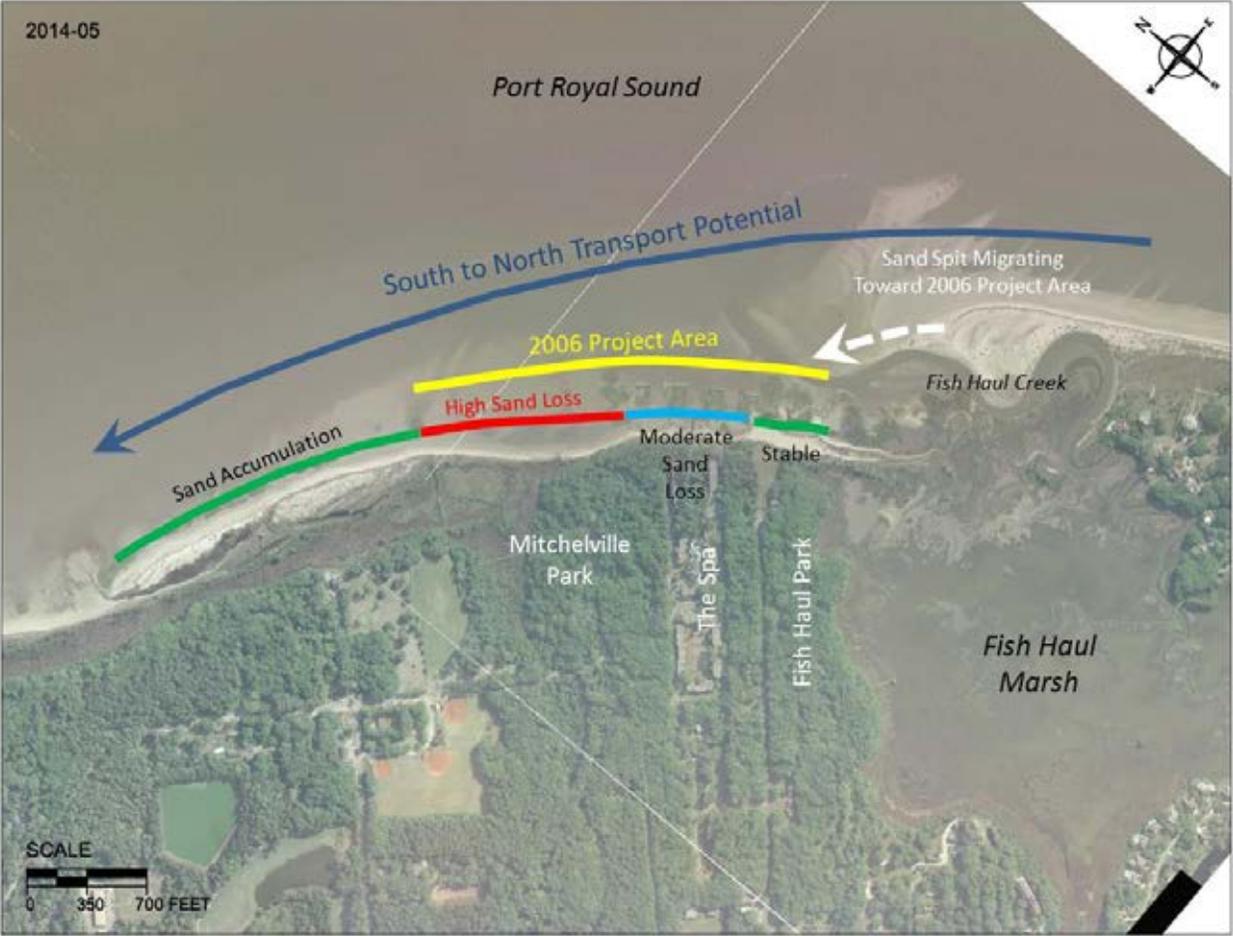


Figure 3: Shoreline positions and change rates along the Fish Haul/Spa project shoreline (2007-2014).

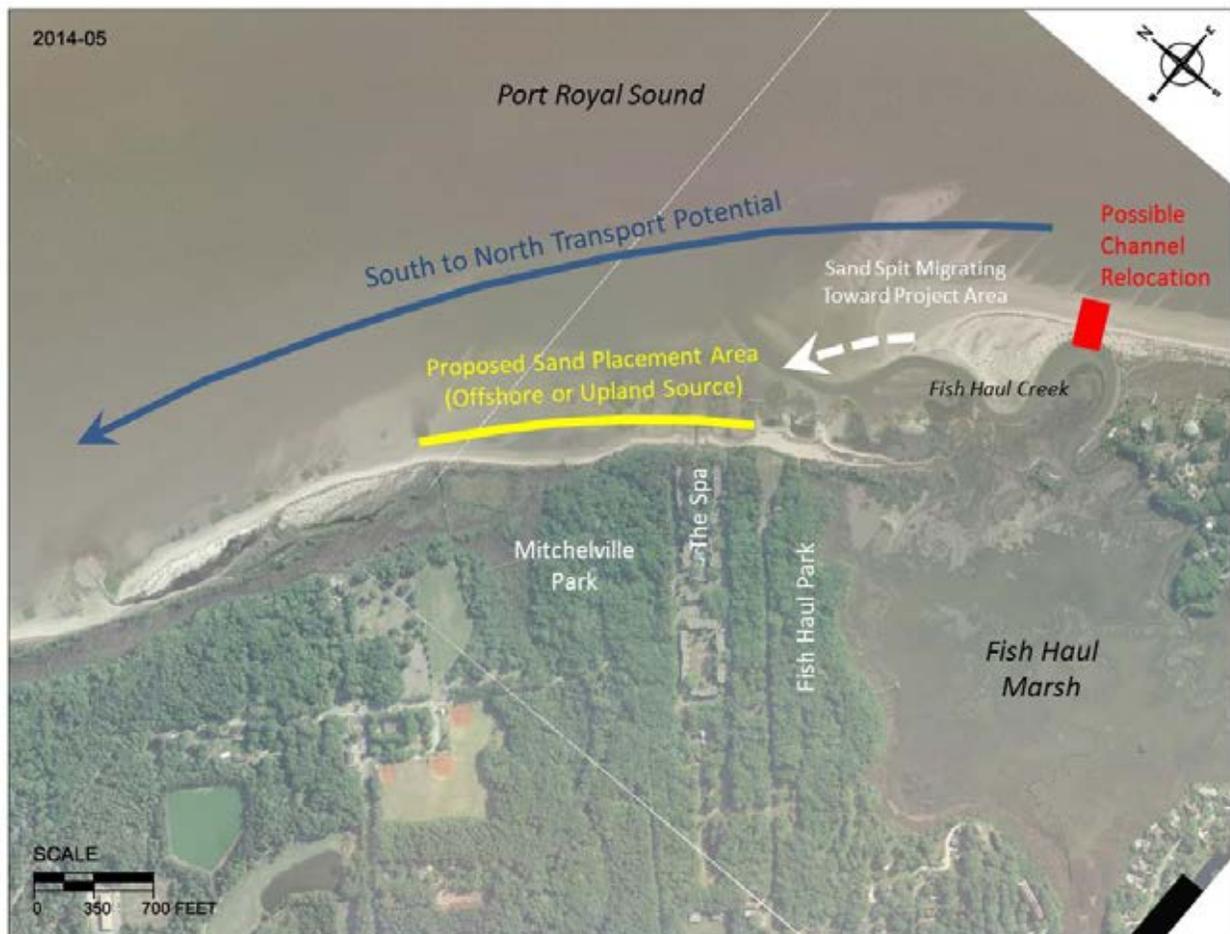
*Current Beach Condition.* Current beach conditions along the 2006 Fish Haul/Spa project shoreline and adjacent areas vary significantly. Within the project area (**Figures 2 and 4**), the remnants of the 2006 project remain along the southern 300 to 400 feet of shoreline. Immediately north thereof, in the lee of the northernmost 4 breakwaters, some of the original project sand volume remains but beach widths have decreased to levels such that some sand placement would improve conditions for both recreational use and shoreline protection. Along the northern half of the project area, almost all of the project related beach width improvement has been eliminated due to the sand losses from that area. Most of the material lost from the project shoreline has been transported northward to the area immediately beyond the northern project limits. North of the project, beach widths have increased since 2006 due to the movement of sand into that area.

It is noted that south of Fish Haul Creek a large sand spit is migrating northward and contributing to a large reconfiguration of the creek itself and the leeward shoreline along the Fish Haul/Spa area (**Figure 4**). This sand spit is similar to other large sand features that have migrated from north to south along this shoreline. Historical aerial photographs from the 1950's through the 1970's capture a similar feature. These sand spits, or sand waves, typically migrate from south to north often resulting in large fluctuations in beach widths. As seen in the past, the beach widths will increase as the wave approaches and subsequently decrease following its passage. Based upon review of historical aerial photos, the rate of movement of the sand waves and effects to any particular area of shoreline can range from years to decades. It is expected that the approaching sand spit south of Fish Haul Creek will eventually migrate to the Fish Haul/Spa shoreline, but it is not expected that any benefit of this event will be realized prior to the development of problematic beach conditions along the northernmost area of the Fish Haul/Spa project shoreline.



**Figure 4:** Summary of shoreline conditions and changes that have occurred since the 2006 Fish Haul/Spa shoreline restoration and stabilization project.

***Recommendation.*** It is recommended that action by the Town of Hilton Head Island will be necessary to address the recent sand losses from the Fish Haul/Spa project shoreline and the expected continued erosion rates there along. Two approaches that should be considered by the Town include (1) direct sand placement from either an offshore borrow area or an upland sand mine and/or (2) the relocation of Fish Haul Creek to its historically more southern location (**Figure 5**). The latter would effectively release a large portion of the migrating sand spit from the shoreline south of Fish Haul Creek and accelerate the movement of that sand feature to the Fish Haul/Spa shoreline. Prior to pursuing either of these projects, consultations with the resource agencies and an evaluation of the expected performance and possible adverse effects to the coastal environment should be conducted.



**Figure 5:** Summary of possible project actions to consider for future management of the Fish Haul/Spa shoreline.