Town of Hilton Head Island
Planning Commission Meeting
Wednesday, April 22, 2015
3:00p.m. Benjamin M. Racusin Council Chambers
AGENDA

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

1. **Call to Order**

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

3. **Roll Call**

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

5. **Approval of Agenda**

6. **Approval of Minutes –** Regular Planning Commission Meeting – March 18, 2015

7. **Appearance by Citizens on Items Unrelated to Today's Agenda**

8. **Unfinished Business**
   ZA-89-2015:
   Chester C. Williams, on behalf of Gary L. Dee and Heritage Golf Port Royal, LLC, has applied to amend the Official Zoning Map by amending the Planned Development Mixed-Use (PD-1) Zoning District, specifically the Port Royal Plantation and Surrounds Master Plan, to clarify and change the allowed uses and to increase the density on a 38.62 acre property. The property is identified as a portion of parcel 277 on Beaufort County Tax District R510, Map 9. The property is addressed as 10 Clubhouse Drive and is known as Port Royal Clubhouse.

   The designated use for the property on the Master Plan is a Golf Course. In addition to a golf course, there is a golf clubhouse, locker rooms, a golf pro shop, and administrative offices on the property. This application will add to the Master Plan the following designated uses for this property: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, a Fitness and Wellness Center, Locker Rooms, and Administrative Offices. This change will bring the existing uses into compliance with the Master Plan and allow the redevelopment of the property for additional recreational uses.

   The property has no assigned density on the Master Plan. However, there is an existing 7,316 square foot administrative office building on the property. This application will assign 12,500 square feet of Administrative Office use to the property. This change will bring the existing administrative office into compliance with the Master Plan and allow an expansion of the administrative office space. *Presented by: Anne Cyran*

   ZA-91-2015:

Chester C. Williams, on behalf of Gary L. Dee and Heritage Golf Port Royal, LLC, has applied to amend the Official Zoning Map by changing the base zoning district of an 8.4 acre property from the Planned Development Mixed-Use (PD-1) Zoning District, specifically the Port Royal Plantation and Surrounds Master Plan, to the Resort Development (RD) Zoning District. The property is identified as a portion of parcel 277 on Beaufort County Tax District R510, Map 9. The property is addressed as 15 Wimbledon Court and is known as the Port Royal Racquet Club.

This application will change the permitted uses on the property from recreational to the uses listed in LMO 16-3-105.L.2, Resort Development District – Allowable Principal Uses. This application will increase the density on the property from no density to the Maximum Density allowed in LMO 16-3-105.L.3, Resort Development District – Development Form and Parameters. *Presented by: Anne Cyran*

9. New Business

Public Hearing

PPR-646-2015

Application for Public Project Review from the Town of Hilton Head Island to construct a pathway connectivity improvement project that would consist of a new 900 foot segment of multi-use pathway along Pembroke Drive that would extend from the intersection of Pembroke Drive with William Hilton Parkway to Otter Hole Road. In addition, a new pathway connection will be added from this pathway to the existing pathway along Natures Way. Crosswalks would be included in the project. *Presented by: Jayme Lopko*

Public Hearing

PPR-647-2015

Application for Public Project Review from the Town of Hilton Head Island to construct a pathway connectivity improvement project that would consist of a new 500 foot multi-use pathway segment along Eastbound William Hilton Parkway (WHP) that would extend from the endpoint of the existing sidewalk in the Chaplin area at the Broad Creek tributary to the intersection of Shelter Cove Lane, where a new crosswalk on Shelter Cove Lane would connect to the existing crosswalk that extends across WHP in this location. *Presented by: Jayme Lopko*

10. Commission Business

11. Chairman's Report

12. Committee Report

13. Staff Reports

Quarterly Report – *Presented by: Jayme Lopko*

14. Adjournment

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

TOWN OF HILTON HEAD ISLAND
Planning Commission Meeting
Wednesday, March 18, 2015 **DRAFT**
3:00p.m. – Benjamin M. Racusin Council Chambers

Commissioners Present: Chairman Alex Brown, Vice Chairman Peter Kristian, Jim Gant, Judd Carstens, Lavon Stevens, Barry Taylor and Todd Theodore

Commissioners Absent: Bryan Hughes and Caroline McVitty

Town Council Present: Tom Lennox

Town Staff Present: Jayme Lopko, Senior Planner & Planning Commission Coordinator
Marcy Benson, Senior Grants Administrator
Shawn Colin, Deputy Director of Community Development
Darrin Shoemaker, Traffic and Transportation Engineer
Scott Liggett, Director of Public Projects & Facilities/Chief Engineer
Teri Lewis, LMO Official
Charles Cousins, Director of Community Development
Brian Hulbert, Staff Attorney
Jill Foster, Deputy Director of Community Development
Kathleen Carlin, Secretary

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1. Call to Order

2. Pledge of Allegiance to the Flag

3. Roll Call

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

5. Swearing in Ceremony for new Planning Commissioner – Mr. Lavon Stevens
Brian Hulbert, Esq., performed the swearing in ceremony for new Planning Commissioner, Mr. Lavon Stevens. The Planning Commission welcomed Mr. Stevens and thanked him for his service.

6. Approval of Agenda
The Planning Commission **approved** the agenda as submitted by general consent.

7. Approval of Minutes
Vice Chairman Kristian made a **motion** to **approve** the March 4, 2015 meeting minutes as submitted. Commissioner Carstens **seconded** the motion and the motion **passed** with a vote of 6-0-0.

8. Appearance by Citizens on Items Unrelated to Today's Agenda
None

9. Unfinished Business
None

10. New Business
a) Request for recommendation to Town Council for approval of the Hilton Head Island Consolidated Plan for the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Entitlement Program.

The five year plan serves as the submission document for federal funds under the CDBG program, includes strategies to carry out the Town's CDBG program, and lists projects to be performed with CDBG funds. Chairman Brown introduced the business item and requested that the staff make their presentation.

Ms. Marcy Benson made the presentation on behalf of staff. The staff requested a Planning Commission recommendation to Town Council for approval by resolution of the Consolidated Plan for the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Entitlement Program.

In June 2014 Town staff was notified by the South Carolina office of HUD of the Town's eligibility status to participate in the CDBG Entitlement Program for federal fiscal year 2015. Eligibility in the program is a result of an increase in Town population based on Census data. The Town will receive $202,347 for fiscal year 2015 directly from HUD to benefit low-to-moderate income (LMI) households. There is no local match requirement and the annual allocation can fluctuate each year depending on HUD calculations. A full five-year consolidated plan and one-year action plan must be submitted by May 15, 2015 and accepted by HUD prior to execution of a CDBG Entitlement Program grant agreement. If approved, program funds would be available effective as early as July 1, 2015.

Projects eligible for CDBG funding include but are not limited to: acquisition; public facilities & improvements; clearance & remediation; and public services. The projects do not have to go through a competitive selection process but they must be listed in the program-required five year consolidated plan. Eligible projects must be located in areas with a minimum 51% of households meeting the LMI requirements established by HUD. Census data is used to determine whether there is a sufficiently large percentage of LMI households in an activity area.

To meet minimum HUD requirements the consolidated plan should address community resources and include a housing market analysis, a housing needs assessment, a homeless needs assessment, housing activities, non-housing community development activities, goals & objectives, a citizen participation plan and an annual action plan, which must list the projects intended to be constructed with CDBG funds. Requirements for development of the consolidated plan include:

- Conduct a needs assessment public hearing.
- Draft a five year consolidated plan identifying HUD eligible projects in LMI areas.
- Conduct a 30 day public comment period for the draft consolidated plan.

To meet these requirements the Town held a needs assessment public hearing on November 13, 2014, results of which included many potential eligible activities. The draft plan was completed using the required format in the HUD developed eCon Planning Suite software program, with a recommendation to focus on dirt road paving projects. The 30 day public comment period began February 16, 2015 and comments will be accepted through March 18, 2015.

At the end of the public comment period staff will review comments received for common and recurring themes and address comments in the final draft of the consolidated plan. Additional review of the consolidated plan is anticipated at upcoming Public Facilities Committee and Town Council meetings to move the plan forward to meet the May 15, 2015 HUD submittal deadline.

Upon submission of the consolidated plan HUD has 45 days to review the plan. HUD may accept or recommend revisions to the plan. When the plan is ultimately accepted a grant agreement between HUD and the Town will be executed and funds would be available effective as early as July 1, 2015.

Ms. Benson presented an in-depth overhead review of the 2015-2019 Consolidated Plan for the Community Development Block Grant Program. Ms. Benson discussed the purpose of the Town's Five Year Consolidated Plan and summarized the objectives and outcomes identified in the Plan Needs Assessment Overview. The Town's goals for the 2015-2019 period will focus on several issues including neighborhood revitalization efforts, sewers, and providing upgrades to existing unpaved roads.

The Planning Commission discussed the goals of the Community Development Block Grant (CDBG) Entitlement Program including the issues of sewer and road improvements. Mr. Shawn Colin presented statements regarding the Town's goal of paving dirt roads particularly as related to the expansion of sewer service.

Chairman Brown presented statements regarding the Town's duty to recognize the homeless population that may be on the island. Chairman Brown also presented comments regarding the cost and acquisition of heirs' property. The Planning Commission and the staff also discussed HUD requirements and the funding of projects. Ms. Benson presented statements regarding the Needs Assessment Program. Mr. Charles Cousins presented statements regarding the cost and acquisition of heirs' property. At the completion of the staff's presentation, Chairman Brown requested public comments on this business item and none were received. Following final comments by the Planning Commission, Chairman Brown requested that a motion be made.

Commissioner Gant made a **motion** to forward the Community Development Block Grant (CDBG) Entitlement Program to Town Council with a recommendation of

approval. The Planning Commission encourages the execution team to work with the PSD on the coordination of sewers, where possible. Commissioner Taylor **seconded** the motion and the motion **passed** with a vote of 7-0-0.

b) Annual Traffic Report

Chairman Brown introduced the business item and requested that staff make their presentation.

Mr. Darrin Shoemaker presented an in-depth overhead review of the 2014 Traffic Monitoring and Evaluation Report on behalf of staff. The staff recommends that the Planning Commission review and consider the Annual Report, provide comments, and formally endorse the report. The staff will incorporate any comments provided by the Planning Commission and will forward the final report on to Town Council.

The Annual Report and recommendations are prepared and submitted to the Planning Commission in accordance with the requirements outlined in Section 16-2-103.J.10 of the Town's Land Management Ordinance (LMO).

Section 16-2-103.J.10 of the LMO provides that this report will be prepared and submitted annually by the LMO Official to the Planning Commission for their review, consideration, and discussion at a public meeting. This report is based on traffic counts that are collected annually by the Engineering Division each June on a typical weekday intended to approximate the 45th highest traffic volume day of the calendar year for subsequent design purposes.

The traffic counts collected annually and summarized herein are also employed by the Town to serve as the official background data set for traffic impact analysis plan studies submitted to the Town in accordance with Section 16-2-103.J of the LMO as well as other traffic studies conducted to address specific needs. The traffic impact analysis plan submission requirements outlined in the LMO and the submission of this annual report are intended to ensure that the Town's roadway network operates within the goals established in the LMO.

This report examines both morning and afternoon weekday peak hour demand at signalized intersections within the Town in accordance with the definition of "peak hour" offered in Section 16-10-105 of the LMO. The LMO requires that this report be based on data collected on a typical June weekday in order to avoid identifying deficiencies based on atypically high traffic volume days such as major summer holiday weekends or events such as the RBC Heritage presented by Boeing Golf Tournament or the Concours D'Elegance automobile show. The Town traditionally hires a traffic counting consultant to collect the data during the first and/or second full weeks of June. Counts are only conducted on Tuesdays, Wednesdays, or Thursdays to ensure that the requirement that the counts are conducted on a typical weekday.

All of the morning and afternoon peak hour turning movement count data summarized in Appendix A contained in the staff's report was counted on either Tuesday, June 3rd, Wednesday, June 4th, or Thursday June 5th, and represents an average of 24-hour counts tallied on each of these three days; therefore, the turning movement counts summarized in the report were all conducted on a single date while the 24-hour counts tallied on each

of these three days.

The Town's Engineering Division monitored traffic conditions on these dates to ensure that the data collected accurately reflected the typical June weekday conditions required by the LMO that were not unduly influenced by factors such as adverse weather, vehicle collisions or road construction.

As required by the LMO, this report includes historical data for the 24-hour counts that enable the reader to draw conclusions based on five-year volume trends in addition to the spot morning and afternoon peak hour data collected each June. All of the traffic counts collected in June 2014 were judged by staff to be consistent with expectations based on previous counts and none of the collected data was found to be aberrant or unsuitable for analysis purposes.

The operational goals for all signalized intersections as outlined in Section 16-5-106.C of the LMO are based on the volume-to-capacity ratio and the average total delay experienced by motorists based on operating conditions during the weekday morning and the afternoon peak traffic volume hour. The volume to capacity ratio is essentially a percentage of the intersection's capacity to discharge traffic that is being demanded by motorized and non-motorized traffic. Mr. Shoemaker also discussed pedestrian and bicyclist traffic counts. Following staff's presentation, the Planning Commission discussed several items including signalized intersections and traffic concerns at the Jenkins intersection.

Vice Chairman Kristian presented statements regarding the need for repairs to be made to Main Street. Main Street is not owned or maintained by the Town. Mr. Scott Liggett stated that the Town has received a request for public dedication of Main Street from the Main Street Realty Association. Chairman Brown presented comments regarding the pedestrian counts contained in the staff's traffic report. The Planning Commission and Mr. Shoemaker also presented comments regarding the deficiencies at the intersection at Squire Pope Road. Following this discussion, Chairman Brown requested public comments on this item and the following were received: (1) Ms. Jocelyn Steiger presented comments in support of including Saturday traffic counts on and off the island. Following final comments by the staff and the Planning Commission, Chairman Brown requested that a motion be made.

Vice Chairman Kristian made a **motion** that the Planning Commission forward the 2014 Traffic Monitoring and Evaluation Report to Town Council with a recommendation of **approval** with the notations made by the Town's Traffic Engineer. Commissioner Gant **seconded** the motion and the motion **passed** with a vote of 7-0-0.

11. Commission Business

None

12. Chairman's Report

None

DRAFT

13. Committee Reports

Commissioner Carstens stated that the Comprehensive Plan Committee met earlier today and they anticipate meeting again on Wednesday, April 22nd at 1:30p.m.

14. Staff Reports

Mr. Shawn Colin presented a brief update on the status of the Port Royal ZMAs. Chester C. Williams, Esq., agent for the applicant, presented comments regarding the Traffic Impact Study.

15. Adjournment

The meeting was adjourned at 5:00p.m.

Submitted By:	Approved By:
_____	_____
Kathleen Carlin Secretary	Alex Brown Chairman

DRAFT

TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Planning Commission
FROM: Anne Cyran, AICP, *Senior Planner*
VIA: Jayme Lopko, AICP, *Senior Planner & Planning Commission Coordinator*
CC: Teri Lewis, AICP, *LMO Official*
DATE: April 8, 2015
SUBJECT: ZA-89-2015, Port Royal Clubhouse

On February 18, 2015, the Planning Commission reviewed the attached application and voted 6-1-0 to recommend to Town Council that the rezoning request be approved, with the conditions that the Port Royal Plantation Architectural Review Board has jurisdiction over the property and that there will be a 30 foot wide vegetated buffer around the tennis courts.

On March 5, 2015, the Public Planning Committee reviewed the application and voted 3-0-0 to recommend to Town Council that the rezoning request be approved as submitted by the applicant.

On April 7, 2015, Town Council reviewed the application and voted 7-0-0 to approve the application as submitted by the applicant.

LMO Section 16-2-103.C.f.ii states that if Town Council proposes any changes or departures from Planning Commission's recommendation, Town Council shall first remand the application to the Planning Commission for review of and a recommendation on the proposed changes and departures. This section further states the Planning Commission shall deliver its recommendation on the proposed departure from the Planning Commission's recommendation to Town Council within 30 days after the remand; if the Planning Commission fails to do so, it is deemed to have recommended approval of the proposed departure.

Since Town Council departed from the Planning Commission's recommendation by voting to approve the application without conditions, Town Council remanded the application to the Planning Commission for a review of and a recommendation on Town Council's proposed departure from the Planning Commission's recommendation.

Staff recommends the Planning Commission review Town Council's proposed departure from the Planning Commission's recommendation and provides a recommendation to Town Council.

TOWN OF HILTON HEAD ISLAND
COMMUNITY DEVELOPMENT DEPARTMENT

One Town Center Court	Hilton Head Island, SC 29928	843-341-4757

STAFF REPORT
ZONING MAP AMENDMENT

Case #	Name of Project or Development	Public Hearing Date
ZA-89-2015	Port Royal Clubhouse	February 18, 2015

Parcel Data		Applicant
Parcel: R510 009 000 0277 0000 (portion) **Size:** 38.62 acres **Address:** 10 Clubhouse Drive		Gary L. Dee Heritage Golf Port Royal, LLC PO Box 7072 Hilton Head Island SC 29938
Existing	**Proposed**	
Base Zoning District PD-1, Planned Development Mixed-Use District: Port Royal Plantation and Surrounds (PRP) Master Plan Permitted Use Golf Course Density None	Base Zoning District PD-1, Planned Development Mixed-Use District: Port Royal Plantation and Surrounds (PRP) Master Plan Permitted Uses Golf Course; Golf Clubhouse; Golf Pro Shop; Tennis Courts; Tennis Pro Shop; Locker Rooms; Fitness and Wellness Center; Administrative Offices Density 12,500 sq ft of Administrative Offices	**Agent** Chester C. Williams Law Office of Chester C. Williams, LLC PO Box 6028 Hilton Head Island SC 29938-6028

Application Summary

Chester C. Williams, on behalf of Gary L. Dee and Heritage Golf Port Royal, LLC ("Applicant"), has submitted a request to amend the Port Royal Plantation and Surrounds Master Plan ("Master Plan") to upgrade and consolidate the recreational facilities of Port Royal Club, to renovate and expand administrative offices for Heritage Golf Port Royal, and to bring the subject property ("Property") into compliance with the Master Plan.

To upgrade and consolidate the recreational facilities of the Port Royal Club, the Applicant proposes to build a fitness and wellness center and to build tennis courts and related facilities on the Property.

The tennis facilities would replace the Port Royal Club's Racquet Club facilities at 15 Wimbledon Court. The Applicant also proposes to renovate a portion of the existing 7,316 square foot administrative office building and to expand the building by up to 5,184 square feet to a total of 12,500 square feet.

The Master Plan designates the only approved use for the Property is Golf Course. The Property contains conforming accessory uses to the Golf Course: a Golf Clubhouse, Golf Pro Shop and Locker Rooms. The Property contains another, non-conforming use: Administrative Offices. This application would add all of these uses to the Master Plan, making the Administrative Offices conforming. It would also expand the recreational facilities on the Property by adding the following uses for the Property to the Master Plan: Fitness and Wellness Center, Tennis Courts, and Tennis Pro Shop.

There is no density assigned to the Property. The recreational facilities – Golf Clubhouse, Pro Shops, Fitness and Wellness Center, and Locker Rooms – are considered amenities of Port Royal Plantation and, per the LMO, they are not required to have assigned density on the Master Plan.

Per the LMO, an Administrative Office must have assigned density on the Master Plan. Since the Property does not have assigned density, the existing 7,316 square foot Administrative Office does not conform to the Master Plan. This application would bring the Administrative Office into compliance with the Master Plan. It would also allow the office to expand by up to 5,184 square feet by assigning 12,500 square feet of Administrative Office use density to the Property.

Staff Recommendation

Staff recommends that the Planning Commission find this application to be consistent with the Town's Comprehensive Plan and serves to carry out the purposes of the LMO, based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein; making the recommendation to Town Council of ***APPROVAL*** of the request.

Background

Beaufort County originally approved the development of the Property, which was developed in 1983 with the first and eighteenth holes of the Planters Row golf course, driving range, practice greens, clubhouse, golf pro shop, locker rooms, and 7,316 square feet of administrative offices. The Port Royal Plantation and Surrounds Master Plan was approved by the Town in 1984, after the Town was incorporated. The Master Plan did not accurately reflect the Administrative Office use already developed on the Property. The Master Plan also did not assign the density of the Administrative Office use to the Property.

In 2005, the Applicant acquired the Property, which is part of an approximately 355 acre tract ("Tract"). The Tract includes the Port Royal Plantation Clubhouse, Barony Golf Course, Robbers Row Golf Course, Port Royal Racquet Club, and the Port Royal Plantation maintenance facility.

To provide capital for the redevelopment of the Property, the Applicant plans to sell the Port Royal Racquet Club portion of the Tract. On January 20, 2015, the Applicant submitted a Zoning Map Amendment application, ZA-91-2015, to rezone the Racquet Club from the Planned Development Mixed Use (PD-1) Zoning District to Resort Development (RD) Zoning District. The Public Hearing for Application ZA-91-2015 will also be held on February 18, 2015.

Applicant's Grounds for ZMA, Summary of Facts and Conclusions of Law

The applicant's narrative and application materials state the proposed Zoning Map Amendment ("ZMA") would clarify and amend the Master Plan and its associated text to recognize the long standing, existing commercial and recreational uses and densities that are currently on the Property. The applicant states the ZMA would also allow for the redevelopment of the Property which would not only provide new and improved tennis facilities and a new fitness and wellness center for Port Royal Plantation and the Port Royal Club, but would also consolidate those facilities in a single location.

The applicant states the application is not inconsistent with, and is in accordance with, many of the Visions, Goals, and Implementation Strategies of the Comprehensive Plan.

Summary of Facts and Conclusions of Law

Findings of Fact:

1. LMO 16-2-102.E.1 requires that, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing or a meeting specially called for that purpose by such body. The LMO Official scheduled the public hearing on the application for the February 18, 2015 Planning Commission meeting, which is a regularly scheduled meeting of the commission.
2. LMO 16-2-102.E.2 requires the LMO Official to publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date. Notice of the February 18, 2015 public hearing was published in the Island Packet on February 1, 2015.
3. LMO 16-2-102.E.2 requires the applicant to mail a notice of the public hearing by first-class mail to the owner(s) of the land subject to the application and owners of record of properties within 350 feet of the subject land, no less than 15 calendar days before the February 18, 2015 hearing date. The applicant mailed notices of the public hearing by first-class mail to the owner(s) of the land subject to the application and owners of record of properties within 350 feet of the subject land on February 2, 2015.
4. LMO Appendix D.1.A requires the applicant to submit a copy of correspondence illustrating that the applicant has solicited written comments from the appropriate property owners' association regarding the requested amendment. Such correspondence shall encourage the association to direct any comments in writing to the LMO Official and the applicant within 14 calendar days of receipt of the notification. The applicant submitted on February 2, 2015 a copy of the correspondence sent to the Port Royal Plantation Property Owners' Association regarding the requested amendment. The correspondence encourages the association to direct any comments in writing to the LMO Official and the applicant within 14 calendar days of receipt of the notification.
5. LMO 16-2-102.E.2 requires the LMO Official to post conspicuous notice of the public hearing on or adjacent to the land subject to the application no less than 15 days before the hearing date, with at least one such notice being visible from each public thoroughfare that abuts the subject land. The LMO Official posted on February 2, 2015 conspicuous notice of the public hearing on the land subject to the application, with two notices being visible from the public thoroughfare that abuts the subject land.

Conclusions of Law:

1. The Official scheduled the public hearing on the application for the February 18, 2015

Planning Commission meeting, in compliance with LMO 16-2-102.E.1.

2. Notice of the public hearing was published 17 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
3. The applicant mailed notices of the public hearing to the owner(s) of the land subject to the application and owners of record of properties within 350 feet of the subject land 16 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2
4. The applicant submitted a copy of the correspondence sent to the Port Royal Plantation Property Owners' Association regarding the requested amendment 16 calendar days before the hearing date, in compliance with LMO Appendix D.1.A.
5. The LMO Official posted conspicuous notice of the public hearing on the land subject to the application 16 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2.

As set forth in Section 16-2-103.C.2.e, Zoning Map Amendment (Rezoning) Advisory Body Review and Recommendation, the Commission shall consider and make findings on the following matters regarding the proposed amendment.

Summary of Facts and Conclusions of Law

Criteria 1: Whether and the extent to which the proposed zoning is in accordance with the Comprehensive Plan (LMO 16-2-103.C.3.a.i):

The Comprehensive Plan addresses this application in the following areas:

Land Use Element:

An Implication for Zoning Changes

Future land use decisions and requests for zoning changes will be determined using the background information contained in this plan as well as the future land use map, currently represented by the Town's Official Zoning Map.

Goal 8.1 – Existing Land Use

A. The goal is to have an appropriate mix of land uses to meet the needs of existing and future populations.

Goal 8.3 –Planned Unit Developments (PUDs)

B. The goal to have an appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to sustain the Town's high quality of life and should be considered when amending PUD Master Plans.

Goal 8.4 – Existing Zoning Allocation

A. An appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to sustain the Town's high quality of life and should be considered when amending the Town's Official Zoning Map.

Goal 8.5 – Land Use Per Capita

A. The goal is to have an appropriate mix and availability of land uses to meet the needs of the existing and future populations.

Goal 8.10 – Zoning Changes

A. The goal is to provide appropriate modifications to the zoning designations to meet market

demands while maintaining the character of the Island.

Recreation Element:

A. Continue to expand the public recreation system by providing adequate facilities to meet the needs of a broad spectrum of the Island population (including visitors) while maintaining sensitivity to the specific needs of the Island.

Conclusions of Law:

1. Staff concludes that this application is consistent with the Comprehensive Plan, as described in the Land Use and Recreation Elements.
2. In accordance with the Land Use Element, the proposed rezoning would provide an appropriate mix of land uses to meet the needs of the population and improve the quality of life on the Island.
3. In accordance with the Land Use Element, the proposed rezoning will meet current market demands by permitting additional uses on the property that will complement other uses in this vicinity.
4. In accordance with the Recreation Element, the proposed rezoning will provide additional recreation facilities to meets a broader spectrum of the Island population.

Summary of Facts and Conclusions of Law

Criteria 2: Whether and the extent to which the proposed zoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity (LMO 16-2-103.C.3.a.ii):

Findings of Fact:

1. The application proposes to keep the subject property in the PD-1 Zoning District – PRP.
2. The only use approved for the Property is Golf Course.
3. The application proposes to add the following existing accessory uses to the Master Plan as approved uses for the Property: Golf Clubhouse, Golf Pro Shop, and Locker Rooms.
4. The application proposes to add an existing, non-conforming use – Administrative Offices – to the Master Plan as an approved use for the Property.
5. The application proposes to add the following new uses to the Master Plan as approved uses for the Property: Tennis Courts, Tennis Pro Shop, and Fitness and Wellness Center.
6. The parcels south of the Property are part of a Multi-Family Residential development, Island Links. The parcels are located in the PD-1 Zoning District – PRP. The Master Plan designates the approved use for the parcels as Multi-Family Residential.
7. A large parcel east of the Property, across Coggins Point Road, is the Barony Golf Course. The parcel is located in the PD-1 Zoning District – PRP. The Master Plan designates the approved use for the parcel as Golf Course.
8. A smaller parcel east of the Property contains a building housing the PRP association offices, security offices, and real estate sales offices. The parcel is located in the PD-1 Zoning District – PRP. The original Master Plan designated the approved use for the property as a Security Office. The Master Plan was revised in 1989 to change to approved uses of the parcel to: Association Offices; Conference Room and Security Offices; and Real Estate Sales and Management Offices.
9. A large parcel north of the Property is the Robbers Row Golf Course. The parcel is located in the PD-1 Zoning District – PRP. The Master Plan designates the approved use for the parcel as Golf Course.
10. A smaller parcel north of the Property is a Single Family Residential lot. The parcel is located

in the PD-1 Zoning District – PRP. The Master Plan designates the approved use for the parcel as Single Family Residential.

11. The parcels west of the Property, across Union Cemetery Road, are located in the RM-4 Zoning District. The uses permitted in the RM-4 Zoning District are: Residential; Public, Civic, Institutional, and Educational; limited Resort Accommodations; limited Commercial Services; Agriculture Uses; and Boat Ramps, Docking Facilities, and Marinas. Of these parcels, two are undeveloped, two are developed with Single Family Residential uses, and one is developed as a Cemetery.

Conclusions of Law:

1. The proposed uses are compatible with the Multi-Family Residential use allowed on the parcels to the south of the Property. Many golf courses and recreational facilities on the island have surrounding Multi-Family Residential uses, which use golf courses for open space and as recreational amenities.
2. The proposed uses are compatible with the Golf Course and Office uses allowed on the parcels to the east of the Property. Golf Course is an existing use on the Property. The Administrative Office uses on the Property would be equivalent to the Association Offices, Conference Room and Security Offices, and Real Estate and Management Offices uses allowed on the smaller parcel.
3. The proposed uses are compatible with the Golf Course and Single Family Residential uses allowed on the parcels to the north of the Property. Golf Course is an existing use on the Property. Many golf courses and recreational facilities on the island have surrounding Single Family Residential uses, which use golf courses for open space and as recreational amenities.
4. The proposed uses are compatible with the Residential; Public, Civic, Institutional, and Educational; limited Resort Accommodation; limited Commercial Services; Agriculture; and Marina-related uses allowed on the parcels to the west of the Property in the RM-4 Zoning District. The uses proposed are a mix of low-intensity Recreational and Administrative Office uses which would complement the mix of uses allowed on the adjacent parcels.

Summary of Facts and Conclusions of Law

Criteria 3: Whether and the extent to which the proposed zoning is appropriate for the land (LMO 16-2-103.C.3.a.iii):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. The Property is currently used for Golf Course, Golf Clubhouse, Golf Pro Shop, Locker Rooms and Administrative Office uses.
3. The additional proposed uses – Tennis Courts, Tennis Pro Shop, and Fitness and Wellness Center – are recreational.

Conclusion of Law:

1. The proposed uses are appropriate for the Property because the Property is already developed and used for similar outdoor and indoor Recreational uses and Administrative Office uses.

Summary of Facts and Conclusions of Law

Criteria 4: Whether and the extent to which the proposed zoning addresses a demonstrated community need (LMO 16-2-103.C.3.a.iv):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. Goal 10.1 of the Recreation Element of the Comprehensive Plan is to "Continue to expand the public recreation system by providing adequate facilities to meet the needs of a broad spectrum of the Island population (including visitors) while maintaining sensitivity to the specific needs of the Island."
3. The addition of the proposed uses to the Master Plan will allow the development of Tennis Facilities and a Fitness and Wellness Center on the Property.
4. The applicant states the Port Royal Plantation community is in favor of redeveloping the Port Royal Club facilities.
5. The addition of the proposed uses to the Master Plan will bring the Property into compliance with the Master Plan and allow the redevelopment of the Property for further recreational uses.

Conclusions of Law:

1. The proposed uses would address a demonstrated community-wide need for recreational facilities, such as Tennis Facilities and a Fitness and Wellness Center, to meet the needs of the Island population, including visitors.
2. Adding the proposed uses to the Master Plan would address a demonstrated need within the communityby allowing the Property to be redeveloped with new recreational facilities for the use of the Port Royal Plantation owners and guests and the public.

Summary of Facts and Conclusion of Law

Criteria 5: Whether and the extent to which the proposed zoning is consistent with the overall zoning program as expressed in future plans for the Town (LMO 16-2-103.C.3.a.v):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. The Town's overall zoning program allows flexibility in the PD-1 Planned Development Mixed-Use Zoning District by allowing permitted land uses to change to address changing needs in the community.
3. The applicant is proposing to upgrade and consolidate the Port Royal Club facilities, to address the needs of Island residents and visitors, particularly the residents and guests of Port Royal Plantation.

Conclusion of Law:

1. The proposed uses are consistent with the overall zoning program because they will accommodate the needs of Island residents and visitors, particularly the residents and guests of Port Royal Plantation.

Summary of Facts and Conclusion of Law

Criteria 6: Whether and the extent to which the proposed zoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts (LMO 16-2-103.C.3.a.vi):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. The parcels to the north, south and east of the Property are also located in the PD-1 Planned Development Mixed-Use District.
3. The approved uses of the parcels to the north, south and east of the Property are: Golf Course; Single-Family Residential; Multi-Family Residential; Association Offices; Conference Room and Security Offices; and Real Estate Sales and Management Offices.
4. The parcels to the west of the Property are located in the RM-4 Zoning District.
5. The permitted uses in the RM-4 Zoning District are Residential; Public, Civic, Institutional, and Educational; limited Resort Accommodation; limited Commercial Services; Agriculture; and Marina-related.

Conclusions of Law:

1. The proposed uses would not create an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts because the Property will remain in the PD-1 Zoning District and the proposed uses are consistent with the Recreational and Office uses on adjacent properties in the PD-1 Zoning District.
2. The proposed uses would not create an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts because the proposed uses are low-intensity recreational and office uses which would complement the low-intensity uses permitted in the RM-4 Zoning District.

Summary of Facts and Conclusion of Law

Criteria 7: Whether and the extent to which the proposed zoning would allow the subject property to be put to a reasonably viable economic use (LMO 16-2-103.C.3.a.vii):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. The proposed Tennis Facilities and the Fitness and Wellness Center use would create new recreational opportunities on the Property.

Conclusion of Law:

1. Adding the proposed Tennis Courts, Tennis Pro Shop, and Fitness and Wellness Center uses to the Master Plan would allow the Port Royal Club to build these facilities on the Property, improving the diversity of recreational activities offered on the Property, thereby improving the economic viability of the property.

Summary of Facts and Conclusions of Law

Criteria 8: Whether and the extent to which the proposed zoning would result in development that can be served by available, adequate and suitable public facilities (e.g. streets, potable water, sewerage, stormwater management) (LMO 16-2-103.C.3.a.viii):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. The Property has direct access to Coggins Point Road.
3. The Town Traffic and Transportation Engineer determined that Coggins Point Road has more than enough capacity to accommodate the number of average daily trips the proposed uses and density would generate.
4. The Property is already developed with potable water, sewer and stormwater management facilities.

Conclusions of Law:

1. If the proposed uses result in the redevelopment of the Property, the development could be served by available, adequate and suitable public facilities, e.g. streets, potable water, sewerage, stormwater management.
2. The Property is located on a street with the capacity to absorb the additional trips the proposed uses and density would generate.
3. If the Property is redeveloped, the adequacy of the stormwater facilities and all other infrastructure will be reviewed for compliance with the LMO prior to the approval of the Development Plan Review (DPR).

Summary of Facts and Conclusion of Law

Criteria 9: Whether and the extent to which the proposed zoning is appropriate due to any changed or changing conditions in the affected area (LMO 16-2-103.C.3.a.ix):

Findings of Fact:

1. The application proposes to maintain the Property's existing zoning district while adding the following uses to Golf Course: Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices.
2. The Town recently purchased the Planters Row Golf Course, which is near the Property.
3. There are no current plans to change or redevelop the Planters Row Golf Course.
4. Other conditions in the affected area have not changed significantly in the past 10 years.

Conclusion of Law:

1. The proposed uses are appropriate for the Property because conditions in the affected area have not significantly changed in recent years and there are no plans to change nearby conditions.

LMO Official Determination

Determination: Staff determines that this application is compatible with the Comprehensive Plan and serves to carry out the purposes of the LMO as based on the enclosed Findings of Fact and Conclusions of Law.

Staff recommends that the Planning Commission **recommend approval** to Town Council of this application, which includes amending the Official Zoning Map by amending the Port Royal Plantation and Surrounds Master Plan to change the permitted uses on the Property to Golf Course, Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness Center, Locker Rooms, and Administrative Offices and by increasing the assigned density of the Property to 12,500 square feet of Administrative Office use.

Note: If the proposed amendment is approved by Town Council, such action shall be by ordinance to amend the Official Zoning Map. If it is denied by Town Council, such action shall be by resolution.

PREPARED BY:

AC — February 10, 2015
Senior Planner — DATE

REVIEWED BY:

TBL — February 10, 2015
Teri B. Lewis, AICP — DATE
LMO Official

REVIEWED BY:

JL — February 10, 2015
Jayme Lopko, AICP — DATE
Senior Planner & Planning Commission Board Coordinator

ATTACHMENTS:

A) Heritage Golf Port Royal Tract Map
B) Location Map
C) Zoning Map
D) Applicant's Narrative and Attachments
E) Public Comments Received

Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

Town of Hilton Head Island

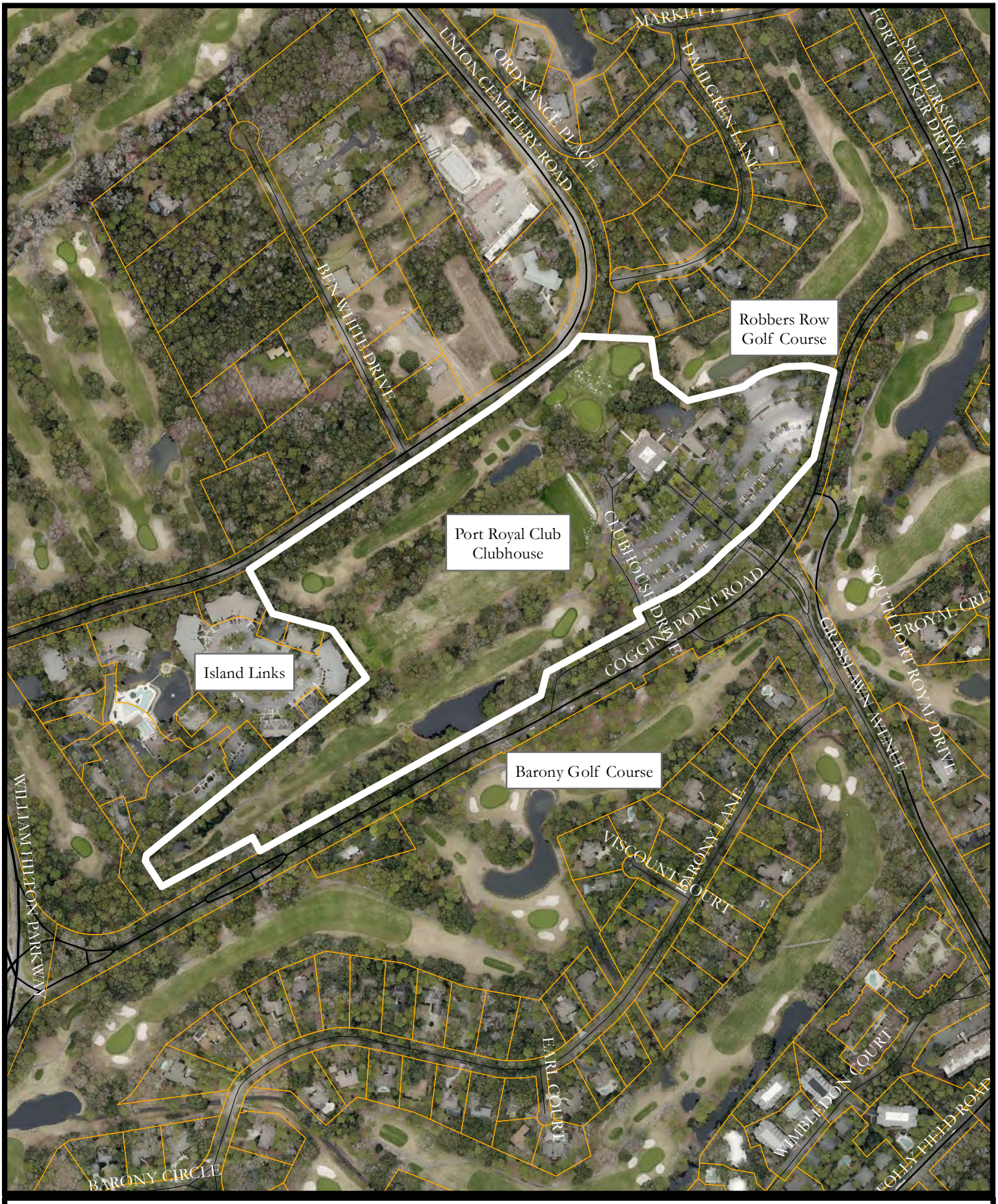
ZA-89-2015 Port Royal Club Clubhouse

Attachment A: Heritage Golf Port Royal - Tract Map

1,600 800 0 1,600 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.



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One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

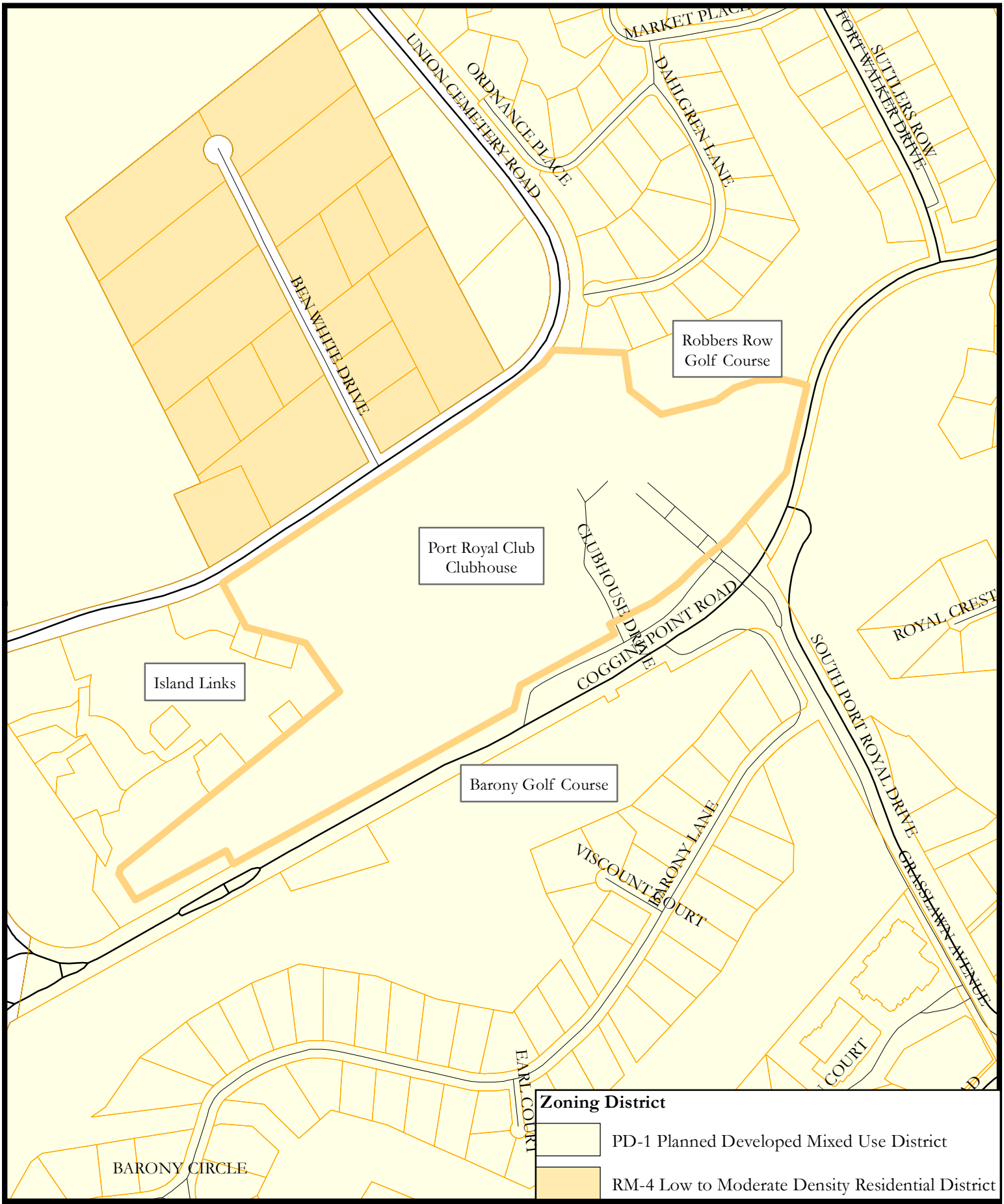
Town of Hilton Head Island

ZA-89-2015 Port Royal Club Clubhouse
Attachment B: Location Map

450 225 0 450 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.



Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

Town of Hilton Head Island

ZA-89-2015 Port Royal Club Clubhouse

Attachment C: Zoning Map

460 230 0 460 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.

STATE OF SOUTH CAROLINA	)	**BEFORE THE PLANNING COMMISSION OF THE TOWN OF HILTON HEAD ISLAND, SC**
	)	
	)	
COUNTY OF BEAUFORT	)	**ZMA _____2015**

ATTACHMENT 1

TO

THE PLANNED UNIT DEVELOPMENT AMENDMENT APPLICATION

OF

HERITAGE GOLF PORT ROYAL, LLC

REGARDING

38.62 ACRES, PORT ROYAL PLANTATION

This Attachment 1 is part of the Planned Unit Development Amendment Application (this "Application") of Heritage Golf Port Royal, LLC (the "Applicant"), and is submitted by the Applicant to the Planning Commission of the Town of Hilton Head Island (the "Town") to address the Planned Unit Development ("PUD") amendment criteria set forth in Sections 16-2-103.C.3, 16-2-103.D.4, and 16-2-103.D.9 of the Town's Land Management Ordinance (the "LMO"). This Application seeks approval to amend the Planned Unit Development Approval for the Port Royal Plantation and Surrounds Master Plan (the "PRP Master Plan") by clarifying and changing the permitted uses and densities applicable to a 38.62 acre tract (the "Property") located in Port Royal Plantation, in the Town of Hilton Head Island.

I. NARRATIVE – INTRODUCTION

The Applicant is the owner of the Property, which is located at 10 Clubhouse Drive, Port Royal Plantation, and is also the operator of the Port Royal Club.[1] The Property, which is currently included as part of the Port

[1] Membership in the Port Royal Club, which is open to the general public, entitles members to certain preferential use of the golf, tennis, and clubhouse facilities of the Club.

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Royal Plantation and Surrounds Master Plan (the "PRP Master Plan") [2], is a portion of the 354.63 acre tract designated in the Beaufort County property tax records as TMS District 510, Map 9, Parcel 277.[3] The Applicant acquired the Property by way of a deed recorded on January 24, 2005.[4]

The Property is currently the site of the Port Royal Club's clubhouse and attendant golf facilities for the three eighteen hole golf courses in Port Royal Plantation. The Applicant is now seeking to amend the PRP Master Plan to clarify the text of the PRP Master Plan regarding the existing uses and densities on the Property, and to include additional uses and associated densities on the Property.

This Application is filed with the Town simultaneously with another application by the Applicant to rezone the 8.4 acre tract that is currently the site of the Port Royal Club's tennis facilities from the PD-1 District to the Resort Development (RD) District.

II. NARRATIVE – BACKGROUND

A. THE PROPERTY

The Property is the site of the Port Royal Club clubhouse and attendant administrative offices and golf facilities for the three eighteen hole golf courses in Port Royal Plantation.[5] The Property is separated geographically from the Port Royal Club's tennis facilities located at 15 Wimbledon Court (the "Racquet Club Tract"). In order to upgrade and consolidate the recreational facilities of the Port Royal Club, the Applicant proposes to redevelop the Clubhouse Tract by constructing new tennis facilities and a new fitness and wellness center on

---

[2] See LMO Section 16-3-105.K.2.6.

[3] See the copy of the plat showing the Property recorded in Beaufort County Plat Book 35 at Page 80 attached hereto as Exhibit A.

[4] See the copy of the deed recorded in Beaufort County Record Book 2088 at Page 64 attached hereto as Exhibit B. The Property is part of Parcel 3 described in that deed.

[5] In addition to the Port Royal Club's clubhouse, administrative offices, and golf facilities, the Property also includes holes 1, 17, and 18 of the Planter's Row Golf Course.

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the Property. The new tennis facilities will replace the tennis facilities currently located on the Racquet Club Tract. This redevelopment of the Property will not only provide new and improved tennis facilities and a new fitness and wellness center for Port Royal Plantation and the Port Royal Club, but will also consolidate those facilities in a single location.

In order to provide a source of capital for the redevelopment of and additional investment in the Clubhouse Tract, the Applicant must be able to sell the Racquet Club Tract.

The Property is currently located in the PD-1 District, in the PRP Master Plan area. The current permitted use of the Property under the PRP Master Plan is "Golf Course".[6] The purpose of this Application is to amend the PRP Master Plan and its associated text to clarify and recognize the current uses and densities on the Property, and to permit the proposed new tennis facilities and fitness and wellness center additions to the Property.

B. THE REQUESTED REZONING

The Applicant is requesting that the PRP Master Plan and its associated text be amended to clarify and recognize the current uses and densities on the Property, and to permit the proposed new tennis facilities and fitness and wellness center additions to the Property.

III. NARRATIVE – CURRENT AND PROPOSED PERMITTED USE AND DENSITY

A. THE PRP MASTER PLAN

The purpose of the PD-1 Districts is to recognize the existence within the Town of certain unique PUDs that are greater than 250 acres in size. The various PUD master plans and associated text, as approved and amended by

[6] See the December 18, 2014 letter from Teri B. Lewis, the LMO Official, attached hereto as Exhibit C.

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the Town, establish general permitted uses and densities for the various tracts within the PUDs.[7]

The Town approved PRP Master Plan is the map entitled "Provisional Development Plan Port Royal Plantation and Surrounds" stamped for preliminary approval by the Town on November 5, 1984. The only associated text for the PRP Master Plan is the language explaining existing and future development that is located in the lower left hand corner of the PRP Master Plan map. That text is, at best, very general in nature, and deals almost exclusively with residential densities for various tracts shown on the PRP Master Plan map.[8] The only reference in the original text to commercial density within the PRP Master Plan area is a designation of 40,000 square feet of commercial density allocated to what is referred to as the Ocean Tract.[9]

B. THE PROPERTY

The Town's LMO Official has determined that the permitted use on the Property under the PRP Master Plan is limited to golf course. No density is assigned to, or designated for use on, the Property under the text of the PRP Master Plan.

The Property is currently, and has historically been, used for typical golf and golf clubhouse activities, all of which are, and have been, available to the residents and guests of Port Royal Plantation, members of the Port Royal Club, and to the general public. These uses include playing golf, a dining facility and cocktail lounge in the clubhouse building, a golf pro shop with attendant sales of golf equipment and apparel and golf lessons, a meeting or conference area in

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[7] See LMO Section 16-3-105.K.

[8] The PRP Master Plan text even accounts for the hotel rooms at the Westin Hotel in terms of residential density.

[9] Various amendments to the PRP Master Plan over the years have provided for additional commercial density allocations. For example, Zoning Map Amendment Application ZMA 1-89 allowed for an addition of 1,600 square feet to the real estate sales office that was located on Coggins Point Road (now the offices of the Association of Land Owners of Port Royal Plantation), for a total permitted commercial density of 2,464 square feet; and Zoning Map Amendment Application ZMA 2-90 approved the addition of up to 15,000 square feet of non-residential use on the tract on Union Cemetery Road that is the site of the Ocean Woods landscaping business. In addition, Zoning Map Amendment Application ZMA 6-96 actually reduced the permitted commercial density on the Ocean Tract by 15,000 square feet.

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the clubhouse building which is available for hire, administrative offices for the Port Royal Club and the Applicant, and the golf cart and golf course maintenance activities related to golf operations.

Notwithstanding the fact that the Property has historically been used for not only golf course, *i. e.*, outdoor recreational, use, but also for general commercial purposes for the eating establishment, lounge, and conference space located in the clubhouse, the text of the PRP Master Plan does not allocate any commercial square footage to the Property. Therefore, the first purpose of this Application is to clarify and amend the PRP Master Plan and its associated text to recognize the long standing, existing commercial and recreational uses and densities that are currently on the Property, which consists of the following:

Existing Use	Office Gross Floor Area	Recreational Gross Floor Area
Clubhouse building (restaurant, lounge, meeting area, kitchen, etc.)		8,221
Golf pro shop		2,000
Locker rooms		3,000
Administrative building	7,316	
Total existing Gross Floor Area	7,316	13,221

The second purpose of this Application is to further amend the PRP Master Plan and its associated text to allow for the redevelopment of the Property for the addition of new tennis facilities and a new fitness and wellness center, which are uses that may not fit within a traditional definition of "Golf Course". The construction on the Property of the new proposed fitness and wellness center will also allow for the replacement of and expansion of the existing commercial office use in the administrative building. The proposed new and replacement uses and densities on the Property are as follows:

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Proposed New Use	Office Gross Floor Area	Recreational Gross Floor Area
Tennis pro shop		1,000
Nine tennis courts		N/A
Fitness and Wellness Center		9,500
Administrative Office	9,500	
Replaced Administrative Office[10]	-4,410	
Total proposed new Gross Floor Area	5,090	10,500

Upon the approval of this Application and the redevelopment of the Property as currently contemplated by the Applicant, the Property will have approximately 12,500 square feet of office use space and 24,000 square feet of recreational use space, along with nine new tennis courts.

IV. NARRATIVE – REZONING CRITERIA

LMO Sections 16-2-103.C.3.a and 16-2-103.D.9 set forth the criteria which the Planning Commission is to address in making a recommendation to the Town Council on this request to amend the PRP Master Plan, as follows:

A. Is the Application in accordance with the Comprehensive Plan.

The concept of consistency with, or accordance with, the Comprehensive Plan adopted by the Town Council on May 4, 2010, as amended on July 3, 2012 (the "Comprehensive Plan") is necessarily a question of balance. By its very nature, the Comprehensive Plan is an

[10] The Applicant's plans for the Property include the demolition of part of the existing administrative building.

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inherently self-contradictory document, with competing visions, goals, and strategies within its various elements.

Most importantly, this Application is not inconsistent with, and indeed is in accordance with, many of the Visions, Goals, and Implementation Strategies of the Comprehensive Plan. Instead of facilitating new development of a currently undeveloped tract of land, this Application seeks to allow for the redevelopment of the Property in a manner that will provide new, updated tennis facilities and a new fitness and wellness center for the use of Port Royal Plantation residents and members of the Port Royal Club.

The **Natural Resources Vision** of the Comprehensive Plan directs the Town to protect Hilton Head Island's diverse natural resources, which are pivotal to the economic well-being of the community and the high quality of life on the Island.[11] The Applicant's proposed amendment of the PRP Master Plan likely will not have a negative impact on the Town's Natural Resources Vision since the redevelopment of the Property and the development permitting process mandated by the LMO will fully address any natural resource issues that may arise. The approval of this Application will not result in new development; instead, it will result in the redevelopment of the Property. The LMO's development performance standards provide natural resources protections, such as tree protections, open space and pervious coverage requirements, and storm water management, as part of the permitting process.

Moreover, the Comprehensive Plan does actively support this Application in several specific areas.

The **Community Facilities Element** vision of the Comprehensive Plan directs the Town to provide facilities for the residents and visitors of Hilton Head Island which are maintained at the highest levels of service and efficiency consistent with facilities of a world class community.[12] The approval of this Application will actively support the improvement of

[11] See the Comprehensive Plan, at Page 20.

[12] See the Comprehensive Plan, at Page 60.

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community recreational facilities for Port Royal Plantation and the Port Royal Club by consolidating and upgrading the tennis facilities, and adding a new fitness and wellness center to the Property. Certainly, the approval of this Application will not have a negative impact on the Town's community facilities. The basic infrastructure required for redevelopment of the Property, including potable water and sanitary sewer service, storm water drainage, electric, telephone, and cable utilities services, and roadways, is already in place.

The proposed fitness and wellness center to be included in the redevelopment of the Property will be an important addition to the Town's health care services facilities.[13] While there are several health clubs currently operating within the Town, to the Applicant's knowledge, none of those health clubs provide a comprehensive wellness center with healthcare professionals on staff and a focus on more than just exercise, as part of their operations. The Applicant submits that the planned fitness and wellness center to be included in the redevelopment of the Property will provide a needed service for the older adults who are a substantial portion of the Town's population, thereby supporting Goal 6.8.A[14] and Implementation Strategy 6.8.A[15] of the Community Facilities Element of the Comprehensive Plan.

The Comprehensive Plan's **Economic Development Element** looks to define, foster, and enhance the economic environment that sustains Hilton Head Island's unique way of life.[16] In particular, the Comprehensive Plan recognizes that "Residents/Second Home Owners and Visitors/Tourism sectors are the economic engines while the Retail and Service sector is the integrator for Island wealth creation."[17] The consolidation of the Port Royal Club's tennis facilities on the Property,

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[13] Health care services is the subject of Section 6.8 of the Comprehensive Plan, at Pages 80 and 81.

[14] See the Comprehensive Plan, at Page 86.

[15] See the Comprehensive Plan, at Page 88.

[16] See the Comprehensive Plan, at Page 89.

[17] See the Comprehensive Plan, at Page 89.

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and the addition of the new fitness and wellness center to the Property, will increase the opportunities to feed the Town's economic engines not only in the Port Royal Plantation area, but also for the entire Island, as well as support opportunities for the Town's retail and service sector integrators. Specifically, Section 7.4 of the Economic Development Element recognizes that the Town's key economic assets include PGA caliber golf courses, renowned tennis facilities, and medical support, all of which enable residential and visitor growth.[18]

The Applicant submits that the proposed consolidation of the Port Royal Club's golf and tennis recreational facilities, and the addition of the proposed fitness and wellness center, on the Property is in accordance with, and encouraged by, the Economic Development Element of the Comprehensive Plan.

The Comprehensive Plan's **Land Use Element** seeks a high quality of life by planning for population growth, public and private development and redevelopment, and the proper distribution, location, and intensity of land uses with adequate levels of services, while maintaining and protecting the natural resources, residential neighborhoods, and overall character of the Town,[19] and states that future land use decisions and requests for zoning changes will be determined using the background information contained in the Comprehensive Plan as well as the future land use map, currently represented by the Town's Official Zoning Map.[20]

Goal 8.3 of the Land Use Element (a) is to provide flexibility for the PUDs, and (b) states that an appropriate mix of land uses to accommodate permanent and seasonal populations and existing market

[18] See the Comprehensive Plan, at Page 91.

[19] See the Comprehensive Plan, at Page 102.

[20] See the Comprehensive Plan, at Page 110.

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demands is important to the Town's high quality of life, and should be considered when amending PUD Master Plans.[21]

Goal 8.10 of the Land Use Element is to provide appropriate modifications to the zoning designations to meet market demands while maintaining the character of the Island. [22]

Implementation Strategy 8.3 of the Land Use Element is to provide flexibility within the PUD's to address appropriate commercial or service land uses in an area with a high residential concentration.[23]

The Applicant submits that this Application directly addresses Goals 8.3 and 8.10, and furthers Implementation Strategy 8.3, of the Land Use Element of the Comprehensive Plan by permitting the consolidation and improvement of the recreational facilities available to residents of Port Royal Plantation, members of the Port Royal Club, and the Island as a whole on the Property.

The **Transportation Element** of the Comprehensive Plan looks to provide a safe, efficient, environmentally sound, aesthetically pleasing, and fiscally responsible transportation system to enhance the quality of life for those living in, employed in, and visiting Hilton Head Island.[24]

Goal 9.1.B of the Transportation Element is to maintain specific traffic analysis standards in the LMO to guide development in accordance with existing and future needs of the Town. Implementation Strategy 9.1.K is to continue to maintain traffic analysis standards in the LMO.[25]

The traffic analysis standards referred to in the Transportation Element are in LMO Section 16-5-106. Those standards set goals for

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[21] See the Comprehensive Plan, at Page 111.

[22] See the Comprehensive Plan, at Page 112.

[23] See the Comprehensive Plan, at Page 112.

[24] See the Comprehensive Plan, at Page 117.

[25] See the Comprehensive Plan, at Pages 136 and 137.

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average total delay per vehicle and volume to capacity ratios for signalized intersections in the Town.

A common line of inquiry in any rezoning application is, "What about the traffic?" While a formal traffic impact analysis plan is generally a development permit matter, and is not technically required as part of a PUD master plan amendment application, anticipating this line of inquiry, the Applicant has commissioned a traffic impact analysis study to understand the effect of the redevelopment of the Property. The traffic impact analysis study for the redevelopment of the Property has not been finalized in time to include it with this Application; however, it will be provided to the Town Staff for review upon completion.

The **Recreation Element** of the Comprehensive Plan, which seeks to enrich the quality of life for residents and visitors by providing diverse recreational facilities and programs which respond to changing needs of the population,[26] recognizes that the overall recreation system on the Island is a result of both public and private efforts.

Goal 10.1.A of the Recreation Element is to continue to expand the public recreation system by providing adequate facilities to meet the needs of a broad spectrum of the Island population (including visitors) while maintaining sensitivity to the specific needs of the Island.[27]

Approval of this Application will enable the Applicant to provide upgraded and consolidated recreational facilities for the residents of Port Royal Plantation, members of the Port Royal Club, and the general public on the Property. These improvements to the Port Royal Plantation area's recreational and fitness and wellness facilities are directly supported by the Recreation Element of the Comprehensive Plan.

The Applicant submits that the foregoing clearly demonstrates that the Application is in accordance with the Comprehensive Plan.

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[26] See the Comprehensive Plan, at Page 142.

[27] See the Comprehensive Plan, at Page 158.

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B. The proposed rezoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity.

The current permitted use on the Property under the PRP Master Plan is limited to the existing golf course. The relocation and consolidation of the tennis facilities, as well as the addition of the proposed fitness and wellness center, on the Property will clearly benefit the Port Royal Plantation community, the members of the Port Royal Club, and the public as a whole with upgraded and additional recreational and fitness and wellness facilities.

The Property is bordered on the south by the right-of-way of Coggins Point Road, on the east by a portion of the Robbers Row Golf Course, on the north by the right-of-way of Union Cemetery Road and one single family residential lot located on the cul-de-sac at the end of Dahlgreen Lane, and on the west by the Planter's Quarters and Island Links Resort interval occupancy developments.

Considering the mixed use nature of the PD-1 District where the Property is located and the existing outdoor recreation use on the Property, the Applicant believes the proposed new uses on the Property are compatible with the uses allowed on other property in the immediate vicinity of the Property.

C. The proposed rezoning is appropriate for the land.

The Property is uniquely suited for the uses permitted by the proposed amendment of the PRP Master Plan since the Property is already used for outdoor recreation and attendant uses. The Property has electrical, water, sewer, and storm drainage facilities in place.

The Applicant submits that the Property is clearly suitable for the more varied uses that would be permitted for the Property under the PRP Master Plan if this Application is approved.

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D. The proposed rezoning addresses a demonstrated community need.

There have been discussions among many Port Royal Plantation residents for several years about adding a fitness center in the Port Royal Plantation area; however, for various reasons, the Port Royal Plantation POA has not been able to meet that need.

While the Applicant will be complying with the notice provisions of LMO Sections 16-2-103.C.2.d and D-1.A.1.c for this Application, the Applicant has previously sent a mailing to all members of the Port Royal Plantation POA telling them of the plans for the proposed redevelopment of the Property to relocate the tennis facilities and add the new fitness and wellness center, and it appears to the Applicant that the consensus of the Port Royal Plantation community is that the redevelopment is a good addition to the Port Royal Club facilities, which is clear evidence of a demonstrated community need for the new and upgraded facilities that will result from the approval of this Application. It also seems logical for all of the Port Royal Club's recreational facilities to be consolidated on the Property, instead of spread out between the Property and the Racquet Club tract, as is the case now.

E. The proposed rezoning is consistent with the overall zoning program as expressed in future plans for the Town.

The Comprehensive Plan, which "outlines a blueprint for the further development of [our] community",[28] and the LMO, which provides specific guidelines for development on Hilton Head Island, are two documents that provide for the overall zoning program for the Town.

This Application seeks to allow for the relocation of the tennis facilities to the Property, and the addition of a new fitness and wellness center as well. The Applicant is unaware of any future plans of the Town which are inconsistent with this Application. In fact, since this

[28] See the Comprehensive Plan, at Page 1.

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Application is actively supported by the Comprehensive Plan, as set forth above, and, in the Applicant's opinion, meets the criteria for the amendment of the PRP Master Plan as set forth in the LMO, the ordinance governing the Town's current and future zoning and development plans, this Application is consistent with the overall zoning program of the Town.

F. The proposed rezoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts.

This Application does not seek to change the zoning district applicable to the Property, which will remain in the PD-1 District. Therefore, no inappropriately isolated zoning district will be created if this Application is approved.

G. The proposed rezoning would allow the subject property to be put to a reasonably viable economic use.

The Property is currently used for golf and golf clubhouse operations, a reasonably viable economic use. The addition of new, upgraded tennis facilities and a new fitness and wellness center to the Property will only enhance the economic viability of the Property.

H. The proposed rezoning would result in development that can be served by available, adequate and suitable public facilities.

Because the Property is already developed, it is evident that it is currently served by electrical, water, sewer, and storm drainage facilities that are already in place. The Property is located on Clubhouse Drive, with easy vehicular access to Coggins Point Road and good road connections to William Hilton Parkway, thereby providing adequate vehicular access to the Property.

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I. The proposed rezoning is appropriate due to any changed or changing conditions in the affected area.

The members of the Port Royal Club have expressed to the Applicant their desire for the new fitness and wellness center proposed for the Property, as did residents of Port Royal Plantation, resulting in a changed or changing condition in the Port Royal Plantation area generally, and on the Property specifically, justifying the requested amendment of the PRP Master Plan. Without that amendment, it will not be possible to redevelop the Property to provide the new and upgraded facilities planned by the Application.

V. NARRATIVE – CONCLUSION

The Applicant believes the foregoing narrative demonstrates that this Application is in conformance with the LMO and the Town's Comprehensive Plan, and meets the criteria set forth in LMO Sections 16-2-103.C.3 and 16-2-106.D.9. Accordingly, the Applicant respectfully requests that the Planning Commission (a) consider this Application and the testimony and supporting documentation which will be entered into the record; (b) find:

1. That this Application and the supporting testimony and documentation establish that the requested amendment of the PRP Master Plan is in accordance with the Town's Comprehensive Plan; and

2. That this Application and the supporting testimony and documentation establish that the approval of the requested amendment of the PRP Master Plan would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity; and

3. That this Application and the supporting testimony and documentation establish that the requested amendment of the PRP Master Plan is appropriate for the land; and

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4. That this Application and the supporting testimony and documentation establish that the requested amendment of the PRP Master Plan addresses a demonstrated community need; and

5. That this Application and the supporting testimony and documentation establish that the requested amendment of the PRP Master Plan is consistent with the overall zoning program as expressed in the future plans for the Town; and

6. That this Application and the supporting testimony and documentation establish that the approval of the requested amendment of the PRP Master Plan would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts; and

7. That this Application and the supporting testimony and documentation establish that the approval of the requested amendment of the PRP Master Plan would allow the Property to be put to a reasonably viable economic use; and

8. That this Application and the supporting testimony and documentation establish that the approval of the requested amendment of the PRP Master Plan would result in development that can be served by available, adequate and suitable public facilities; and

9. That this Application and the supporting testimony and documentation establish that the requested amendment of the PRP Master Plan is appropriate due to any changed or changing conditions in the affected area; and

(c) recommend to the Town Council that they approve the requested amendment of the PRP Master Plan and its associated text as proposed by this Application to recognize the long standing, existing commercial use and density that is currently on the Property, and allow the addition of new tennis facilities, a new fitness and wellness center, and additional office space, with the additional requested density to accommodate those new uses on the Property.

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Respectfully submitted on behalf of the Applicant this 20th day of January, 2015.

Chester C. Williams, Esquire
Law Office of Chester C. Williams, LLC
17 Executive Park Road, Suite 2
PO Box 6028
Hilton Head Island, SC 29938-6028
843-842-5411
843-842-5412 (fax)
Firm@CCWLaw.net

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Public Comments Submitted Online for

ZA-89-2015 - Port Royal Clubhouse

Total Comments: 10 Support: 1 Oppose: 9

Support:

Strongly. Support

Arthur & Kathy Branch
9050 Iron Horse Ln. Apt. 423

Submitted: 4/5/2015

Support

Oppose:

Karen McNealy
Island Club

Submitted: 2/17/2015

Oppose

We own a home on Moonshell Road in Folly Field and strongly opposed the development requested.

Folly Field Road traffic is abominable year round but especially in the Spring and Summer months. Added resort facilities along this "raceway" road would be abominable..

HighTide Cottage Partners

Submitted: 2/18/2015

Oppose

We own a home on Moonshell Road in Folly Field and strongly opposed the development requested.

Folly Field Road traffic is abominable year round but especially in the Spring and Summer months. Added resort facilities along this "raceway" road would be abominable..

HighTide Cottage Partners

Submitted: 2/18/2015

Oppose

Will this change impact the traffic on Folly Field Road there is considerable traffic being generated by Baroney and the Westin Hotel and any additional traffic will effect the Island Club where I am a Property Owner.

Robert K Leake
109 STRATFORD RD (116 Island Club)

Submitted: 2/20/2015

Oppose

My wife and I are strongly opposed to the re-zoning of the current tennis court area in Port Royal area. Although we live on Hilton Head Plantation, we do own property in Ocean Palms. We purchased this knowing the tennis court area was considered zoned for recreational use only. The development of that area proposes doubling the current zoning density as compared to the Ocean Palms villas. This would be very unattractive for Hilton Head and completely overload the area with traffic, beach density and give the area a "Myrtle Beach" look. Please reject this proposal and maintain the current zoning.

Thank you,

Ivan & Helene Martin

Ivan & Helene Martin
1 Fox Den Ct

Submitted: 2/24/2015

Oppose

Hello....I purchased a timeshare at Royal Dunes well over a decade ago. I am totally opposed to the zoning change from recreational to resort development. I am not a weathy person who bought a week at a vacation resort "on the fly". I feel that this zoning change would absolutely effect the appeal of Royal Dunes, as well as its value, moving forward. These changes which are being contemplated, I'm sure, will financially benefit the corporation owners who want the change and provide tax revenue; however, they totally are in direct contridiction to my good faith purchase. Also, I don't think that this is a good precedent to set in Hilton Head knowing that the economy is supported by so many timeshare communities.

J. Treichler

Submitted: 3/5/2015

Oppose

Submitted: 3/5/2015

Oppose

I oppose the Port Royal racket club case rezoning and MasterPlan change to resort development zoning. This site should remain PD-1 zoning which is consistent with Royal Dunes and other adjacent residential units. The resort development zoning is out of character with the adjacent PD1 units.

The above drop down menu had no available selections. Is any other action necessary to record my comments? Please confirm receipt of my comments. Thanks.

Paul Shirey, PE Royal Dunes Unit Owner 4981 Dequincey Dr. Fairfax VA 22032

Paul Shirey
4981 Dequincey Dr., Fairfax VA 22032

Submitted: 3/5/2015

Oppose

I strongly oppose further zoning changes for Port Royal that will result in increased traffic on Folly Field Road. The number of large trucks barreling down the road to and from the Port Royal development and hotels is already a safety hazard and has a negative impact on our property's value. To increase the density will increase the volume unless Port Royal's expansion involves creating a new road, at Port Royal's expense, that does NOT include a tunnel so the heavy trucks can access the facilities. We purchased a home on Folly Field Road in 2013. We were drawn to the relaxed community feel of the area. Heavy traffic, especially trucks, makes the community feel commercial instead of residential. In addition, the increased density and

traffic volume will further impact the property value of all homeowners in the community. Hilton Head should not approve the current proposal unless Port Royal creates a different ingress and egress to the facilities. The zoning board should place the interest of the homeowners above those of Port Royal.

Oppose

Submitted: 3/10/2015

February 15, 2015

Mr. Gary L. Dee
c/o Mr. Brady Boyd
Heritage Golf Port Royal, LLC
10 Clubhouse Drive
Hilton Head Island, SC 29938

Ms. Terri Lewis
LMO Official
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

REF:
1. Heritage Golf Port Royal application ZA-89-2015 dated January 20, 2015, to amend the Zoning Map
2. Letter of December 5, 2014 to Plantation Club Members and Residents, from Mr. Brady Boyd (attached)

First, I would like to personally endorse the exciting new "concepts" for expanding the facilities at our Port Royal Golf Club. Moving the tennis courts to the club house and building a fitness center are terrific ideas for both the club and the plantation residents.

I had not rushed to document my thoughts since the wording in Mr. Boyd's referenced letter indicated that this was only a "preliminary artists conceptual plan." The wording indicated that this project was only at the concepts stage and I assumed years away from approval. I assumed that meetings would be held to solicit input from club members and residents. I was very disappointed to hear this week that Heritage is now rushing to get a zoning approval from the Planning Commission for the project at a Town of Hilton Head meeting on February 18th at 3 PM.

Without knowing the details of the project, I have documented my concerns and suggestions for consideration by Heritage Golf management. I hope that these suggestions can get this project on tract for agreement such that zoning approval can be considered. Based on the preliminary drawing, I am recommending swapping the tennis courts with the fitness center, and solidifying this decision via a change in the proposed zoning. This recommendation has multiple benefits:

-<u>From a nearby single residence viewpoint:</u> The swap moves the tennis courts away from the nearby single resident homes that are less than a couple hundred feet from the proposed tennis courts. It not reasonable to even consider building tennis courts directly across the fairway from these homes built years ago. It should be noted that the swap would eliminate the noise from the tennis courts. In addition to the 8 courts proposed in December, a new drawing was received last week adding a 9th court which has stadium seating. The current location of the tennis courts at 15 Wimbledon Court has stadium seating and is used at night for exhibition matches. Although we were told the proposed tennis new courts will not be lighted, the current location of the tennis courts includes multiple lighted courts, and it is logical that lighted tennis courts will be requested in the future. Thus, it important that the lighting decision is protected via zoning which is outlined

below. Although it could be argued that a buffer could be provided between the tennis courts and the homes, it is to be noted that there is only an extremely small area which could be used for a buffer since it would be limited by the existing lagoon.

From a plantation Resident viewpoint: The swap moves the tennis courts away from Coggins Point Road, one of the main entrances to Port Royal Plantation. The plantation currently has a well landscaped entrance road with a beautiful canopy of trees. The tennis courts are not appropriate butting up to the road. The concern here is the same as for the single family homes, with the same lighting issue. It is to be noted that there would only be an extremely small area for a buffer between the courts and the road. Although I was told that the new courts were not going to be lighted, it is essential that zoning protection be provided to lock this decision in for the future.

From a tennis viewpoint:: First, it is to be noted that the proposed location is basically circled by the golf cart path, which runs directly behind the fence of the courts with little to no room for buffers. With this location, the golf carts would be constant distraction to the players. In addition, the courts are squeezed into a space which would not allow an area for the addition of more courts if merited. It is my understanding that the zoning requests significantly reduce the availability of courts by reducing the number of tennis courts from the current 15 to 9. In addition, the current location at 15 Wimbledon Court does provide for night play on multiple lighted courts.

It is my recommendation to move the courts to the other side of the clubhouse where there is available area since:
-no single family residences in the area.
-adequate space for the needed buffers.
-much further removed from Coggins Point Road.
-room for expansion of tennis facilities if merited in the future.

How can we move forward now and address these issues with zoning ? One possible suggestion would to be to subdivide the parcel of land involved (referred to 10 Clubhouse Drive and Parcel R510-009-000-0277-0000) into two parcels, separating the property on the two sides of the club house. The zoning for parcel on the right of the club house would prohibit tennis courts being constructed here to eliminate the concerns stated above. The parcel on the left could include the language in the current proposal (ZA 89-2015) which includes the tennis courts. Since I am by no means knowledgeable in zoning alternatives, I am sure that the experts may be able to suggest alternative zoning solutions to document where tennis courts can and can not be located.

I am not aware that this project has been endorsed by either the Board of the Landowners of Port Royal or the Board of the Port Royal Plantation Club. Although these approvals may not be legally required for the zoning meeting, it is my opinion that these approvals are essential to continue the excellent working relationship between the members, the plantation residents, and Heritage Golf.

In summary, Heritage Golf management should be complimented on their concepts and willingness to invest in our community, but I am recommending that this zoning proposal be be pulled off the agenda from the Town zoning meeting until the parties involved have the opportunity to agree on a detail proposal of what Heritage intends to do with the property. It is best that ideas are developed in a small room of people and not in a Planning Commission meeting. If the proposal goes forward,

based on the known facts, I will urge the Zoning Board at the meeting on February 18th to defer any action on the application, until it is revised to incorporate a workable solution for the residents, the club members, and Heritage Golf.

It is to be noted that I am both a Port Royal Plantation resident and a Port Royal Plantation Club member. If you have any questions, I will be glad to provide you a tour our the area such that you can better understand the concerns stated and the solutions offered. I can be contacted at [redacted]

Jim Fisher
3 Fort Walker Drive
Hilton Head Island, SC

cc: Mr. Lance Pyle, General Manager, Association of Landowners of Port Royal Plantation
Mr. Brady Boyd, Director of Operations, Heritage Golf Group, Hilton Head Island, SC
Mr. John McCann, Town Council, Town of Hilton Head Island

From: James Fisher
To: Chet Williams
Cc: Lewis Teri; Lance Pyle; Cyran Anne; Brady Boyd; John McCann
Subject: Endorsement for Zoning Application with Restrictive Covenants for Zoning Application ZA-89-2015
Date: Wednesday, March 04, 2015 12:37:50 PM

The purpose of this email is to personally endorse the Heritage Golf zoning application, ZA-89-2015, with the restrictive covenants as recommended by the Planning Commission. One of the conditions for approval was a restrictive covenant for a 30-foot wide vegetated buffer. This buffer would separate the future development, including tennis courts, from the nearby single resident homes as shown on attachment 1. I have also provided a layout of the area for the buffer on attachment 2.

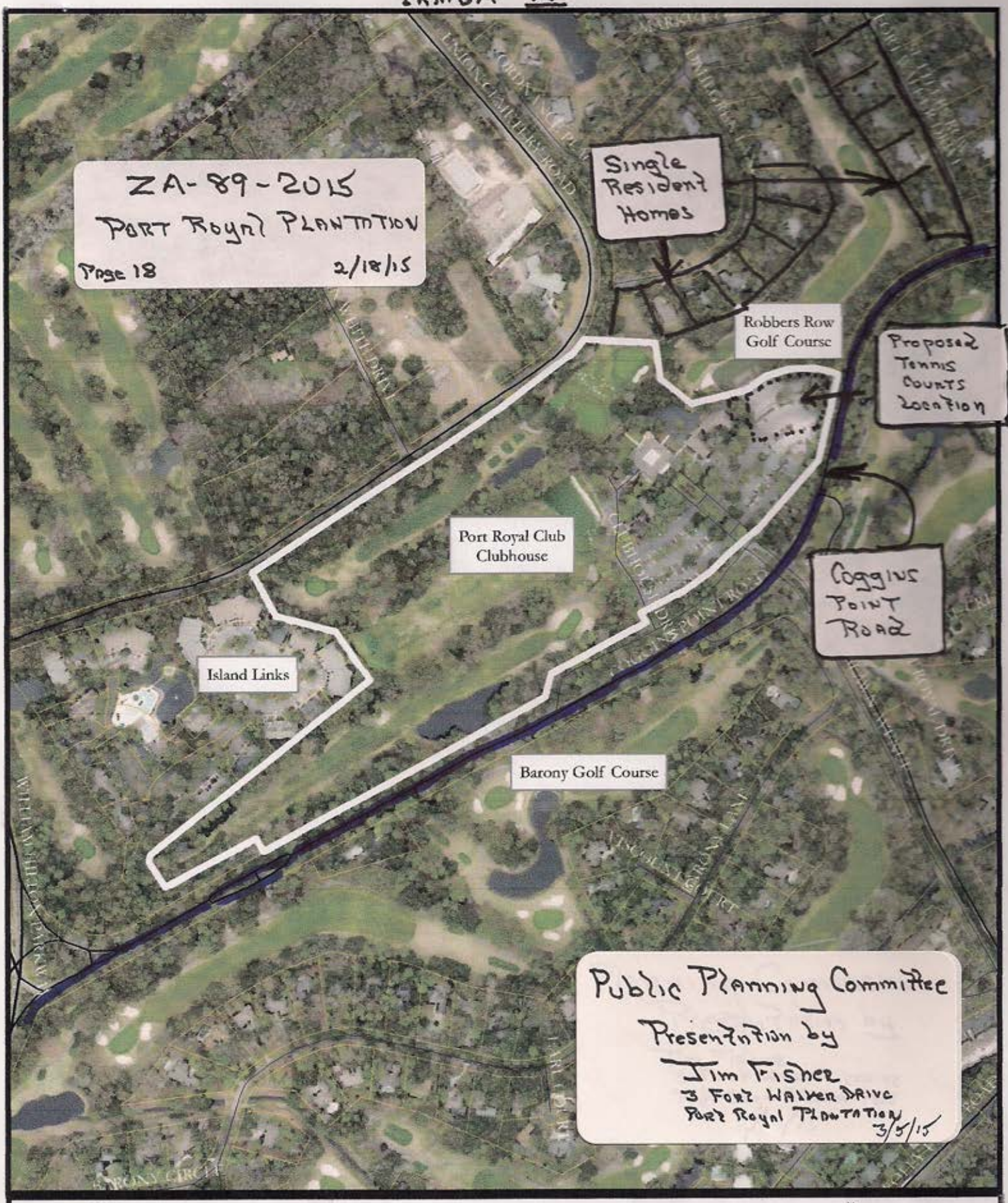
For background purposes, I had presented a proposal in a letter dated 2/15/15 to Mr. Gary Dee and Ms.Teri Lewis for splitting the property to be developed, restricting development across from the single family homes. In my meeting with Mr. Dee on 2/18/15, we discussed buffers as an alternative. Thus, I presented to the Planning Commission my recommendation for a 75 foot vegetative buffer. Mr.Chet Williams stated later in the Planning Commission meeting that the applicant would be willing to include a 30 foot buffer and this was approved as a condition for approval of the Zoning application. Thus, to clarify the record, I wanted to state that I personally endorse the recommendation for a 30 foot buffer.

The language for the buffer was "that there will a 30-foot wide vegetated buffer around the tennis courts". After further review, it is my opinion that improved language to clarify the buffer should be considered as follows: "that there will be a 30-foot wide buffer around the tennis courts where the property abuts other Heritage property on the 18th hole of Robbers Row golf course" . Thus, I am recommending this modified language, or more appropriate language, for the buffer be considered (refer to attachment 2) for clarification. This language will reduce the length of the buffer and provide more flexibility for future development.

If you have any questions, or have any suggestions to improve the language, please contact me such that the best possible language can be recommended for the restrictive covenant.

Jim Fisher
3 Fort Walker Drive
[redacted]

EXHIBIT A



Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

Town of Hilton Head Island

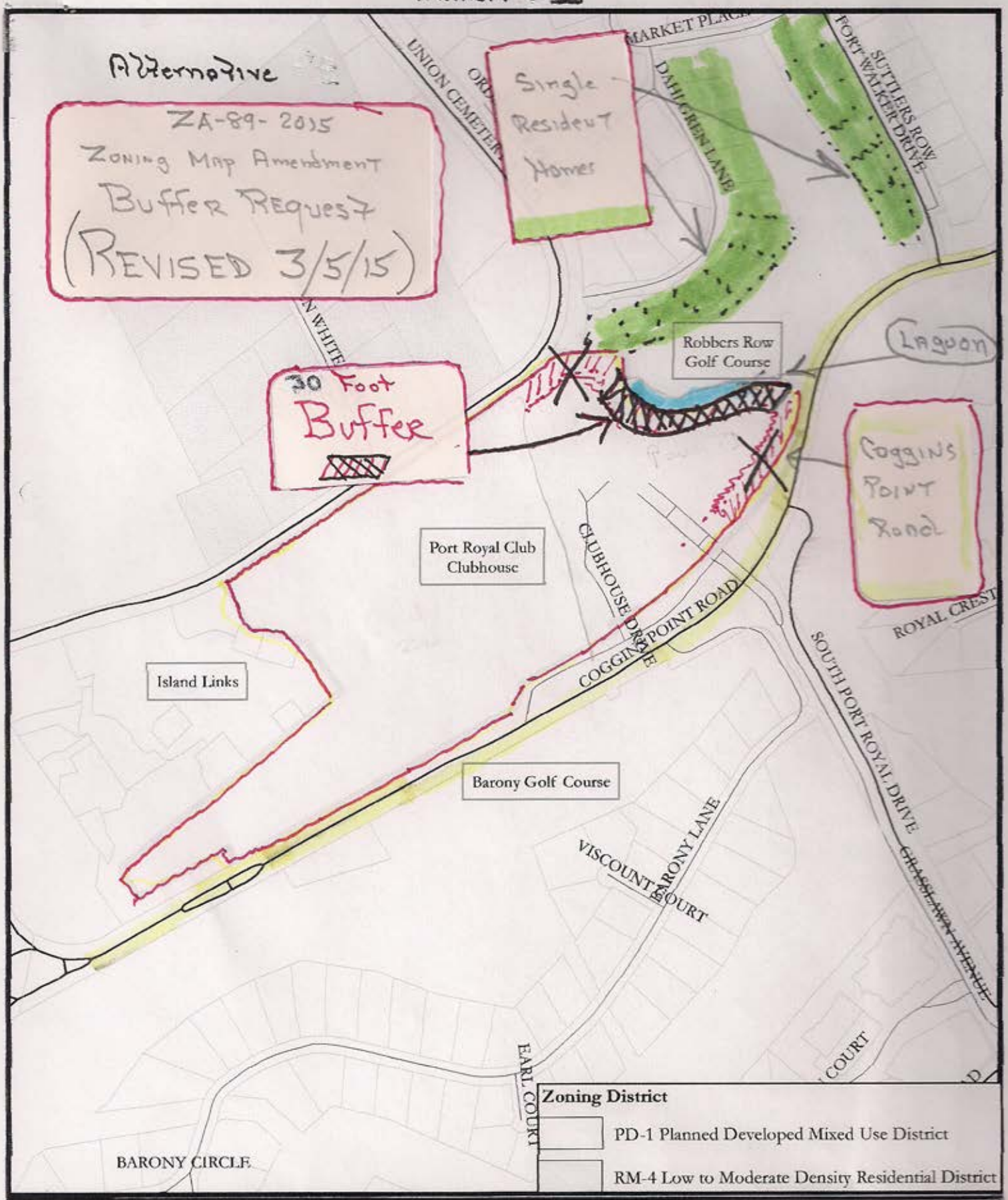
ZA-89-2015 Port Royal Club Clubhouse
Attachment B: Location Map

450 225 0 450 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completeness.

Exhibit B



Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

Town of Hilton Head Island

ZA-89-2015 Port Royal Club Clubhouse
Attachment C: Zoning Map

460 230 0 460 Feet

This information has been compiled from a variety of unrelated general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completeness.

PORT ROYAL
Association of Landowners of Port Royal Plantation

February 13, 2014

Teri Lewis, LMO Official
One Town Center Court
Hilton Head Island, SC 29928

RE: Heritage Rezoning Applications ZA-89-2015 and ZA-91-2015

Teri:

The Association of Landowners of Port Royal Plantation is not prepared to make a comment on the rezoning applications listed above at this time. We are in the process of clarifying our concerns with Heritage Golf Group, LLC. We are expected to have further information no later the close of business Monday, February 16, 2015. Based on the information, I believe we are still within the 14 day written response period provided to submit a written notice. As previously communicated verbally, the Association has some serious concerns to the rezoning of the parcel currently being used as tennis court and listed a "Recreation" and further major concerns with rezoning of the parcel listed as "Golf Course" which is the Port Royal Club, driving range and Planters Row holes #1 and #18.

If you have any questions, please contact me.

Sincerely,

Lance Pyle, PCAM
General Manager

PORT ROYAL
Association of Landowners of Port Royal Plantation

February 16, 2014

Teri Lewis, LMO Official
One Town Center Court
Hilton Head Island, SC 29928

RE: Heritage Rezoning Applications ZA-89-2015 and ZA-91-2015

Teri:

The Association of Landowners of Port Royal Plantation has been working diligently to meet the Towns requirements and provide a detailed a response. The Board of Directors have reviewed and discussed the two (2) proposed rezoning applications submitted by Heritage Golf Group, LLC. listed above. The Board members also see merit in the relocation of the tennis courts and the addition of fitness and wellness as noted in the application. However, there are serious concerns shared by the Board members, landowners and neighboring communities with the applications as submitted in relation to the PD-1 Port Royal Plantation and Surrounds.

The master plan is comprised of not only the Heritage Golf Group, LLC. property but several multi use properties with defined densities and the Association of Landowners of Port Royal Planation which makes up the largest portion of the Master Plan. In addition, most of the roads or all but one is owned by the Association.

ZA-91-2015 Rezoningthe 8.4 acres 15 Wimbledon Court requested change "PD -1 Recreation" to "RD"
While the request to remove the parcel (tennis courts) from the PD-1 designation to a RD designation would give it a higher market value we believe this presents some challenges:

- Traffic issues are the biggest concern at two key locations; the light at US 278 and Coggins Point Road and the left hand turn at Coggins Point Road and Grasslawn. We believe the additional development, without consideration to the Association's traffic concerns, will have a negative impact on the Community and access for Port Royal Landowners. If the property is zoned RD and removed from the PD, the application notes access would be from Folly Field Road. In addition, the traffic study shows all access using US 278 to Folly Field Road. We understand that there may be some residual traffic using the Association private roads (Coggins Point, Club House and Grasslawn) and Wimbledon Court but this would be after they have accessed the property using Folly Road which minimizes the traffic on Coggins Point Road. According to the Staff notes (pg. 6), Conclusion 8. the existing road being Folly Field Road could handle the additional capacity to accommodate the density. TheAssociation would agree if this was the only point of access. The current address is 15 Wimbledon Court with the current primary access using Coggins Point Road to Clubhouse Drive to Grasslawn Ave to Wimbledon Court. As noted the intersection of US 278 and Coggins Point Road is now being used by the entities already in the master plan. The Association believes the additional density would have a negative impact on the Association. The Association has obtained written confirmation that

Heritage Golf LLC. will provide a deed restrictive covenant to prohibit access to Wimbledon Court. **The Association would also request that if the Planning Commission is basing their decision on the proposed application that shows Folly Field Road as the primary access that the Planning Commission include in their recommendation to Town Council that the parcel be given a Folly Field Road address.** In conjunction with the Deed Restriction and by changing the physical address this would remove the parcel from the Plan Development eliminating future confusion.

ZA-89-2015 Rezoning within the PD-1 Master Plan "Golf Course" to "Commercial, Recreational"

Port Royal Plantation is encouraged with the concept of a fitness/wellness center with the relocation of tennis courts. However, we have the following concerns:

- The Association is concerned with the rezoning of the parcel as it includes more than just the club area (clubhouse, pro-shop and administration offices with the proposed changes). The parcel also includes Planter Row Golf hole #1 and #18 and the driving range. The rezoning not only affects the areas noted but the entire parcel. Heritage has provided the Association with written documentation to add a deed restriction which limits vertical constructions on #18.
- The rezoning should be specific to the functions located at the property and not "Commercial, Recreational". The Staff report recommends changing the permitted use on the property to Golf Course, Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness, locker rooms and administrative offices with increased assigned density of the property to 12,500 square feet of Administrative office use. **Based on the application the new proposed Administration Office is 9,500 but the Staff report shows 12,500 as part of their recommendation.** Although, the application notes "Commercial / Recreational" as the rezoning change it is unclear in the recommendation if the application was turned down or amended. The Association would support the staff notes to specifically identify the use on the property and the accurate Administration office space square footage without an open end use such as Commercial / Recreational.

Sincerely,

Lance Pyle

Lance Pyle, PCAM
General Manager

TRAFFIC IMPACT AND ACCESS STUDY

PROPOSED TENNIS COURTS AND WELLNESS CENTER/OFFICE
PORT ROYAL GOLF AND RACQUET CLUB COMPLEX
TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

Prepared for:

CHESTER C. WILLIAMS, LLC
Town of Hilton Head Island, SC

Submitted
January 2015

SOUTH CAROLINA
REGISTERED PROFESSIONAL ENGINEER
No. 21907
MICHAEL R. RIDGEWAY

1-20-15

Prepared by:

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

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

January 20, 2015

Mr. Chet Williams
Chester C. Williams, LLC
17 Executive Park Road, Suite 2
Hilton Head Island, SC 29938-6028

Email: firm@ccwlaw.net
Phone: 843 842 5411

RE: Traffic Impact and Access Study
Port Royal Golf and Racquet Club Expansion
Nine Tennis Courts and Wellness Center/Office
Hilton Head Island, SC

Dear Chet:

As requested, SRS Engineering, LLC (SRS) has completed an assessment of the traffic impacts associated with the expansion of the Port Royal Golf & Racquet Club to add tennis court facilities and a small wellness center/support office within their facility located along Coggins Point Road in Hilton Head, South Carolina. This study addresses this project under the current Land Management Ordinance (LMO) of the Town of Hilton Head Island by following the guidelines and parameters as required. The following provides a summary of this study's findings.

PROJECT DESCRIPTION

The project site is generally located within the Port Royal Golf Club and is planned on being an addition to the current amenities provided at the course/club. **Figure 1** (Figures follow this report) depicts the site location in relation the local roadway network. The project proposal is to construct nine (9) new tennis courts and a building containing a 9,500 square-foot (sf) wellness/fitness center (first floor) and a small 5,090 sf office (second floor).

Access to/from the Port Royal Golf Club complex is currently provided to/from Clubhouse Drive which intersects Coggins Point Road. Coggins Point Road provides more of a regional access to/from US 278 Business (William Hilton Parkway) via a signalized intersection which is the defined study area for this project report. A copy of the most recent site plan is provided as **Figure 2**. As scheduled, the site is projected to be constructed and operational by Year 2016.

EXISTING CONDITIONS

The LMO mandates the use of summer seasonal (June) traffic volume information when analyzing the potential impact of a development project on the defined roadway network. In accordance with Town staff, the intersection of US 278 at Coggins Point Road has been identified by staff in order to determine project impact on the surrounding roadway network.

Figure 3 illustrates the existing geometrics and traffic control for the study area intersection and surrounding roadways.

Traffic Volumes

In order to determine the existing traffic volume flow patterns within the study area, weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak period turning movement specific count data has been provided by Town staff which reflect the 45th highest day of the year traffic volumes. Town staff has provided the most recent 2014 count data for use in this report. This data; typically collected during the second week in June; reflects seasonal traffic volume conditions. **Figure 4** graphically depict the representative 2014 Existing AM and PM peak-hour traffic volumes for the study area intersection of US 278 at Coggins Point Road.

FUTURE CONDITIONS

Traffic analyses for future conditions have been conducted for two separate scenarios: first, 2016 No-Build conditions, which include an annual normal growth in traffic, all pertinent background development traffic, and any pertinent planned roadway/intersection improvements; and secondly, 2016 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

No-Build Traffic Conditions

Background Development

Based on discussions with Town staff, at this time there are no approved development projects in the immediate area of the project which will affect traffic volumes.

Annual Growth Rate

Based on the projection year of 2016, a 1-percent annual growth rate has been utilized to project future conditions. This growth rate has been developed based on historical traffic counts provided by staff and subsequently approved by Town staff for use in this report. The anticipated 2016 No-Build AM and PM peak-hour traffic volumes, which reflect the annual 1-percent growth rate, are shown in **Figure 5**.

Planned Roadway Improvements

No planned roadway improvement projects are currently planned for the project study area.

Site-Generated Traffic

Traffic volumes expected to be generated by the proposed project were forecasted using the Ninth Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. Land-Use Codes #490, 710 & 492 have been used to estimate the specific site-generated traffic. **Table 1** depicts the anticipated site-generated traffic.

Table 1
PROJECT TRIP GENERATION[1]
Port Royal Golf & Racquet Club Expansion
Tennis Courts & Wellness Center/Office

Time Period	9 Tennis Courts (a)	9,500 sf Wellness (b)	5,090 Office Space (c)	Total Trips (a+b+c)
Weekday Daily	280	320	140	740
AM Peak-Hour				
Enter	7	6	7	20
Exit	8	7	1	16
Total	15	13	8	36
PM Peak-Hour				
Enter	20	17	1	38
Exit	15	17	7	39
Total	35	34	8	77

1. ITE Trip Generation manual, Ninth Edition, LUC's 490, 710 & 492.

As shown, the two planned land-uses can be expected to generate a total of 740 two-way vehicular trips on a weekday daily basis, of which a total of 36 trips (20 entering, 16 exiting) can be expected during the AM peak-hour. During the PM peak-hour, 77 trips (38 entering, 39 exiting) can be expected.

Distribution Pattern

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing and projected travel patterns within the study area and is shown in **Table 2**.

Table 2
TRIP DISTRIBUTION PATTERN
Port Royal Golf & Racquet Club Expansion
Tennis Courts & Wellness Center/Office

Roadways	Direction To/From	Percent Enter / Exit
US 278	East	35
	West	45
Internal of Port Royal	East	20
	Total	**100**

Note: Based on the existing traffic patterns.

This distribution pattern has been applied to the site-generated traffic volumes from Table 1 to develop the site-generated specific volumes for the study area intersection illustrated in **Figure 6**. It should be noted that since the planned facilities are to be located within the Port Royal Golf & Racquet Club, a percentage of traffic has been assumed to be internal of the facility. This report assumes a conservatively low percentage of 20% that would “stay” with the facility while 80% would travel to/from the site via the study area intersection of US 278B and Coggins Point Road.

Build Traffic Conditions

The site-generated traffic, as depicted in Figure 6, has been added to the respective No-Build traffic volumes shown in Figure 5. This process results in the peak-hour Build traffic volumes, which are graphically depicted in **Figure 7**. These volumes were used as the basis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.

TRAFFIC OPERATIONS

Analysis Methodology

A primary result of capacity analysis is the assignment of Level-of-Service (LOS) to traffic facilities under various traffic flow conditions. The concept of Level-of-Service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A Level-of-Service designation provides an index to the quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels-of-Service are defined for each type of facility (signalized and unsignalized intersections). They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. The Town's LMO states that for a signalized intersection, the following must be met:

> *"The average total delay in seconds per vehicle for each signalized intersection does not exceed 55.0 seconds during the peak hour for an average June weekday; and*
>
> *The volume-to-capacity (V/C) ratio for each signalized intersection does not exceed 0.90 during the peak hour for an average June weekday."*

It should be noted that the signal timing and phasing for the study area intersection is based on information provided by Town staff which reflect the Town's traffic signal system along US 278B.

Analysis Results

As part of this traffic study, capacity analyses have been performed at study area intersections under both Existing and Future (No-Build & Build) conditions. The results of these analyses are summarized in **Table 3**.

Table 3
LEVEL-OF-SERVICE SUMMARY
Port Royal Golf & Racquet Club Expansion
Tennis Courts & Wellness Center/Office

	Time	2014 EXISTING			2016 NO-BUILD			2016 BUILD		
Signalized Intersection	Period	V/C[a]	Delay[b]	LOS[c]	V/C	Delay	LOS	V/C	Delay	LOS
William Hilton Parkway (US 278B)	AM	0.48	15.2	B	0.49	15.3	B	0.50	16.0	B
at Coggins Point Road	PM	0.70	10.8	B	0.72	11.0	B	0.74	12.8	B

a. Volume-to-Capacity ratio.
b. Delay in seconds-per-vehicle.
c. LOS = Level-of-Service.

GENERAL NOTES:

1. For signalized intersections, Delay is representative of overall intersection.

As shown in Table 3, under 2014 Existing traffic volume conditions (June), the signalized study area intersection of US 278B at Coggins Point Road indicates over-all acceptable conditions during both peak-hours (LOS B) with delay values less than the 55.0 second and V/C values less than 0.90.

Future 2016 No-Build conditions are similar to that of the Existing conditions, the signalized intersection of US 278B at Coggins Point Road operates at over-all acceptable levels during both peak-hour with both the over-all intersection delay and V/C ratios being less than the respective 55.0 seconds and 0.90 ratio (LMO requirements) during both the AM and PM peak-hours.

Under Build conditions, operations are similar to both Existing and No-Build conditions with a slight increase in delay and V/C ratio both of which are substantially less than the Town's LMO requirements. Based on this resulting analysis, the planned development of the nine tennis court, 9,500 sf wellness center and a small 5,090 sf office within the Port Royal Golf & Racquet Club does not exceed requirements as defined by the Town's LMO and does not cause a significant increase in peak-hour traffic volumes, nor delay or V/C ratio's at the US 278B at Coggins Point Road intersection.

SUMMARY

SRS Engineering, LLC (SRS) has completed an assessment of the traffic impacts associated with a proposed expansion of the Port Royal Golf and Racquet Club located off of Coggins Point Road in the Town of Hilton Head Island, South Carolina. The project is an expansion of the on-site amenities to add/include nine tennis courts, a 9,500 sf wellness fitness center (first floor) and associated 5,090 sf office (second floor). The expansion of the Golf/Racquet Club is anticipated to be completed in late 2015/early 2016.

The planned addition of these three amenities will not result in the development of any new access point/drive to any regional roadway; access is planned internal of the Port Royal Golf and Racquet Club and as such, site-generated vehicles will enter/exiting the facility via Clubhouse Drive and Coggins Point Road. Based on this, it was determined that the study area for this project would include the US 278B at Coggins Point Road intersection.

This report has been prepared in accordance with the guidance of the Town's LMO and addresses the impacts of the project with the parameters as stated. Operations of the study area intersection of US 278B at Coggins Point Road are a LOS B with delays less than the maximum of 55.0 seconds and V/C ratios less than 0.90 for all conditions analyzed; 2014 Existing, future 2016 No-Build and 2016 Build. Based on these results, the project does not cause the study area intersection to exceed LMO standards and does not require a mitigation strategy at this time.

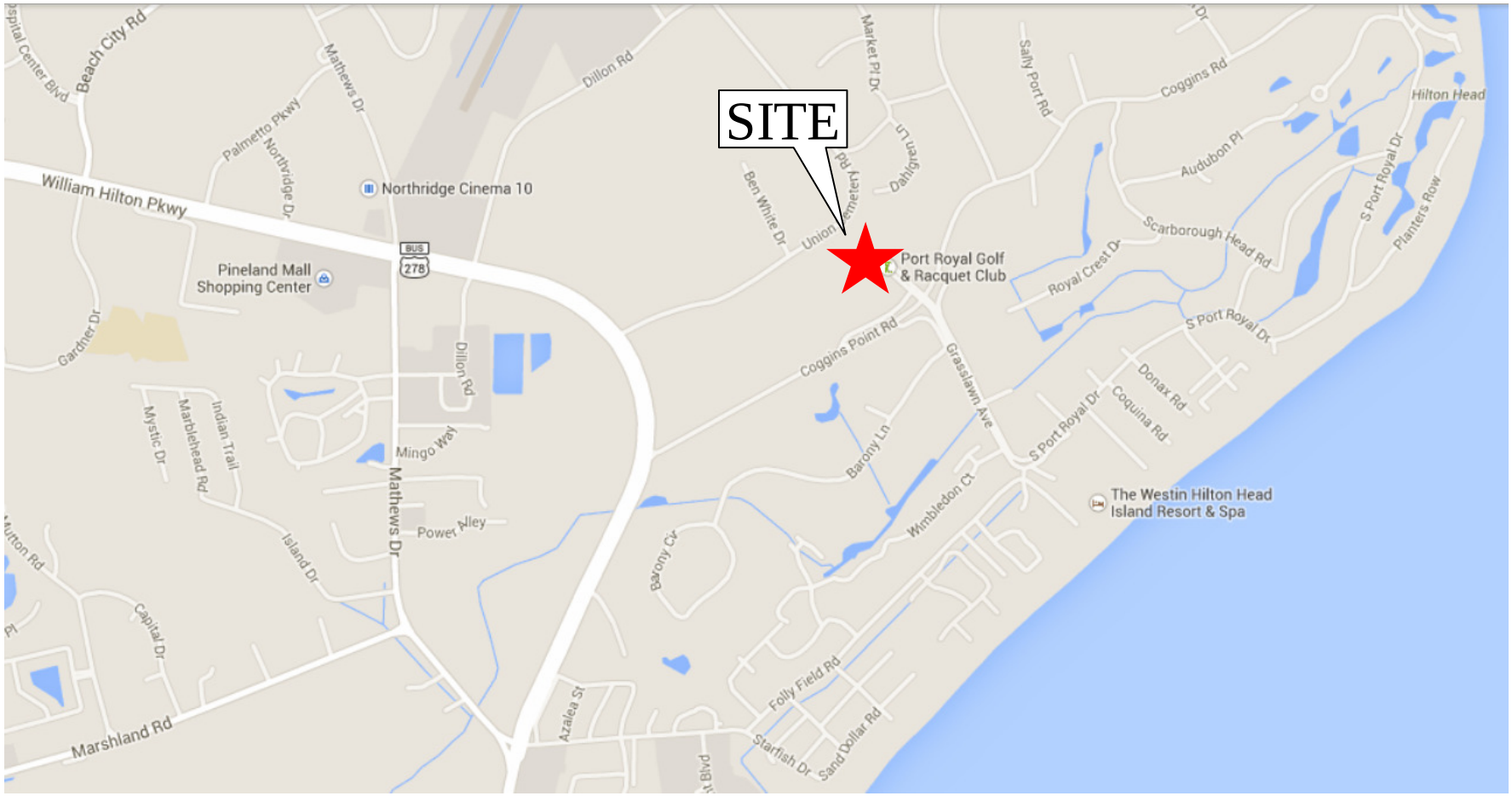
If you have any questions or comments regarding any information contained within this report, please contact me at (803) 361 3265.

Regards,

SRS ENGINEERING, LLC

Todd E. Salvagin
Principal

Attachments



N

NOT TO SCALE

Figure 1

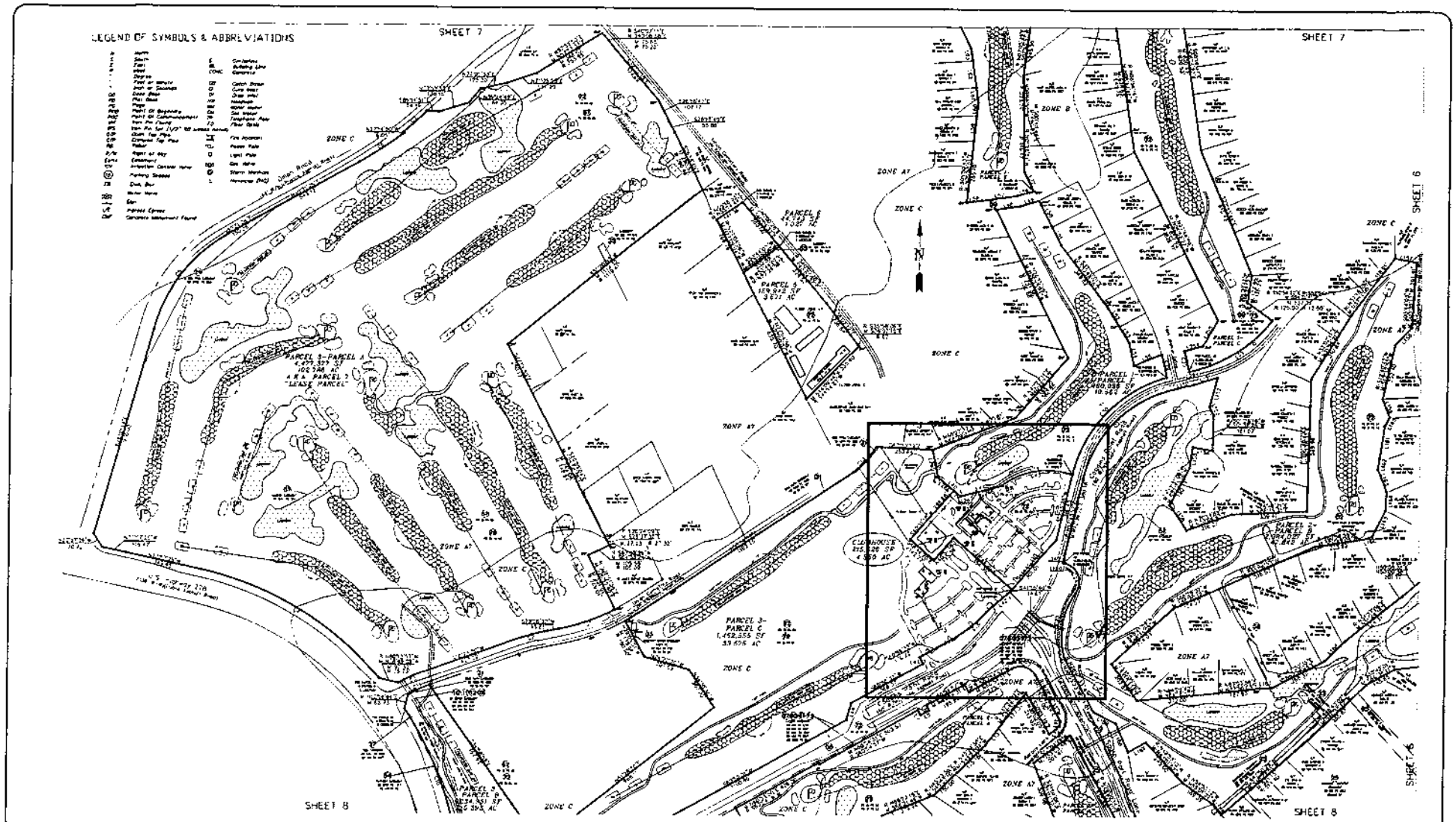
SITE LOCATION MAP

Port Royal Golf & Racquet Club : Tennis & Wellness Center

Hilton Head Island, South Carolina

SRS ENGINEERING

Traffic, Transportation, & Parking Consultants



PROJECT NAME: PORT ROYAL GOLF CLUB MKA PROJECT No. 4788-14-1166.0039
ADDRESS: 40-A GRASS LAWN AVENUE CITY: HILTON HEAD ISLAND STATE: SC

Survey Prepared By
Moore and Taboada Associates, Inc
2211 Beaver Ruin Road, Suite 190
Norcross, Georgia
Phone: 770-263-5945 Fax: 770-263-0168
Website: www.mtassociates

Surveyor's Drawing No.	14327-1-003
Surveyor's Drawing Ref.	PORT ROYAL.dwg
Drawn By: MJF	Checked By: EBG

GRAPHIC SCALE 1" = 200'

For Inquiries Concerning This Survey Contact MKA
National Coordinators of Land Survey Services
6593 Commerce Court, - Warrenton, Virginia 20187
Phone:(540)428-3560 Fax:(540)428-3560
www.mkaassociates.com
Email: commerce@mkaassociates.com

MKA
A National Land Services Group

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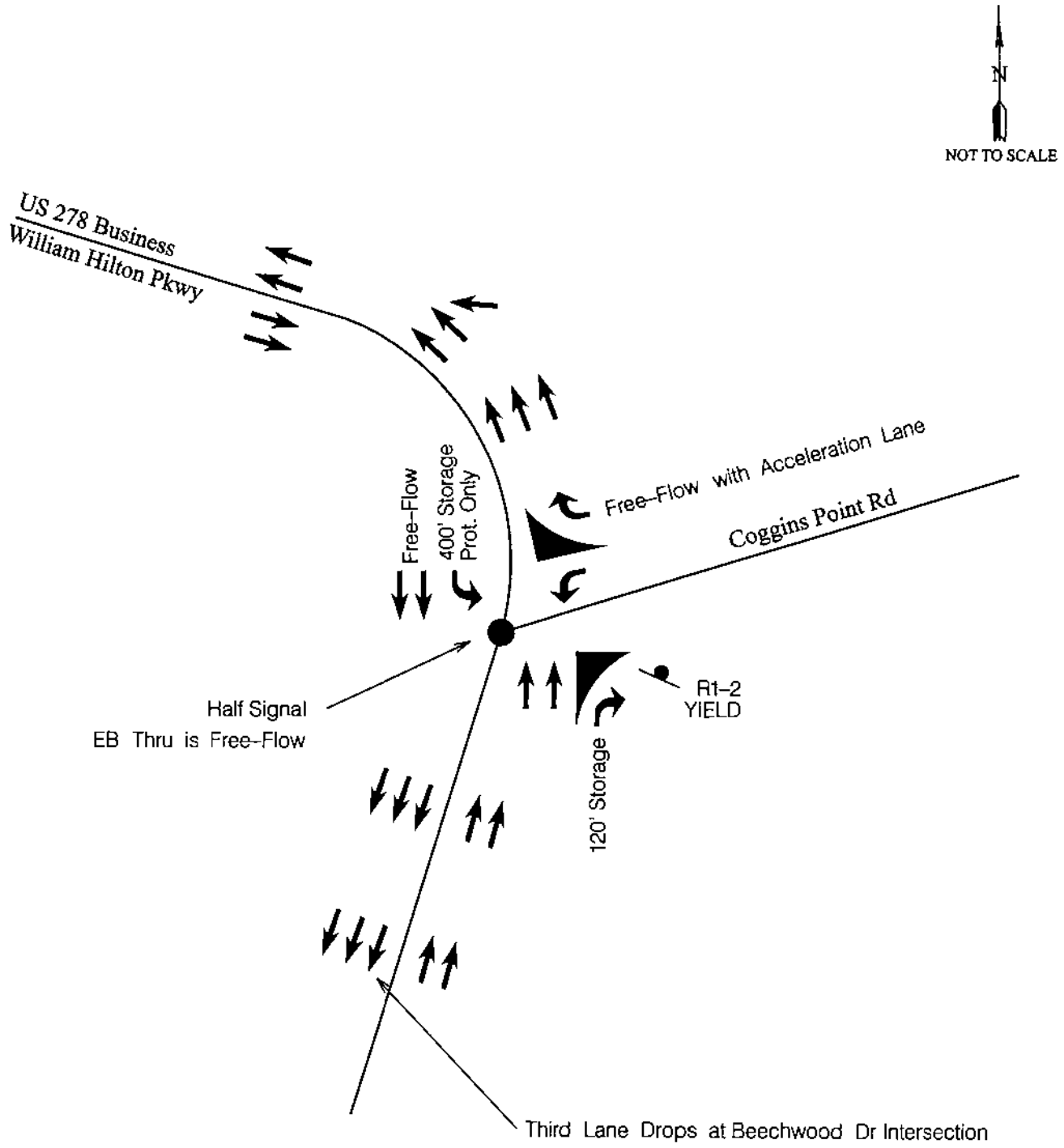


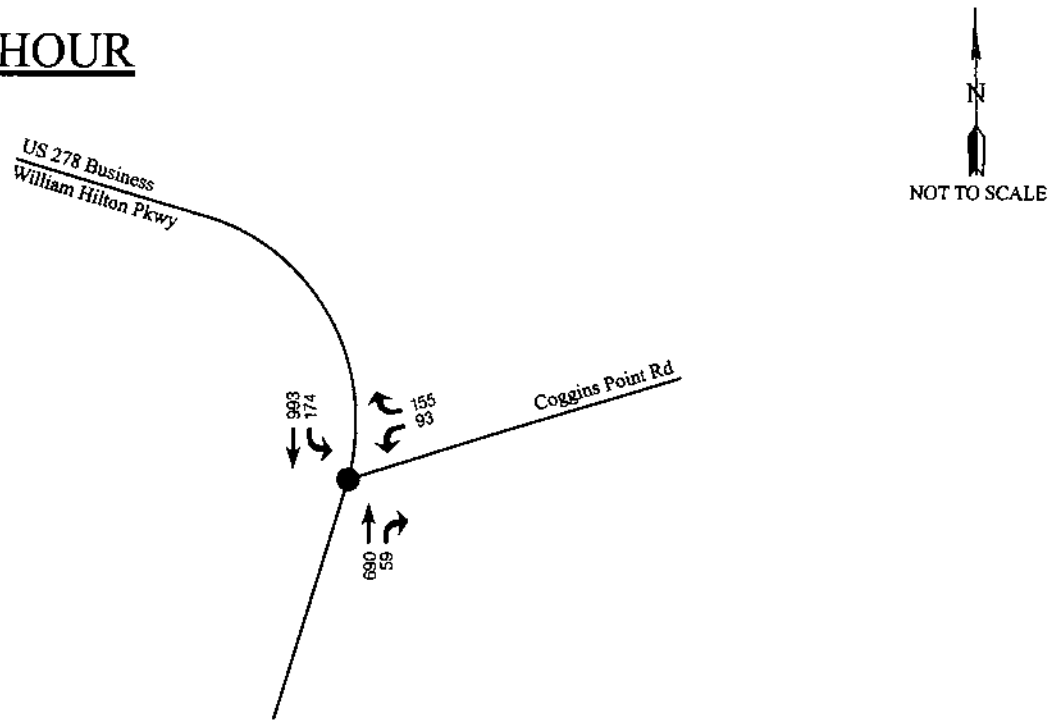
Figure 3

EXISTING GEOMETRICS & TRAFFIC CONTROL

Port Royal Golf & Racquet Club : Tennis & Wellness Center
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

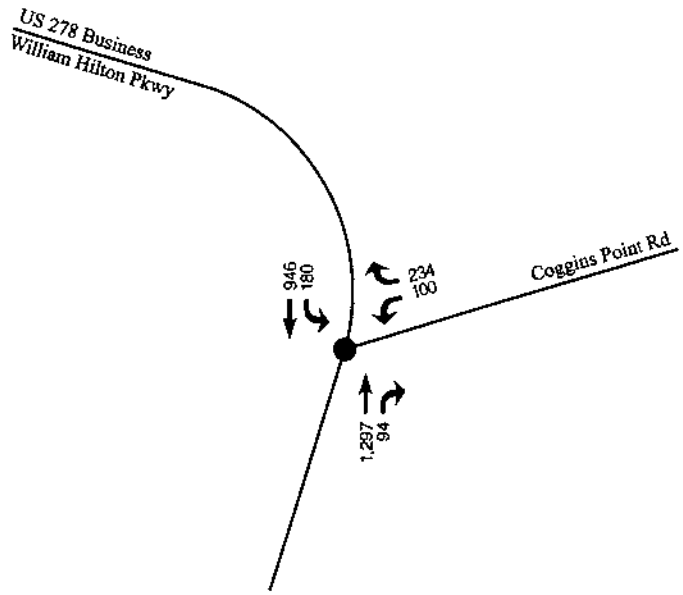


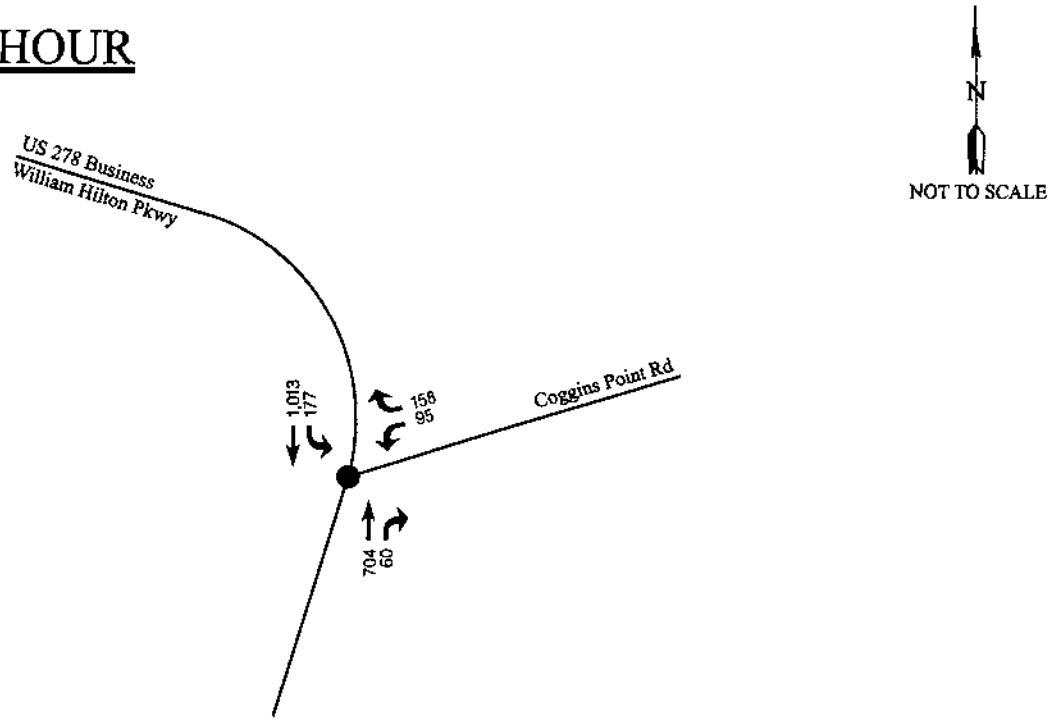
Figure 4

EXISTING TRAFFIC VOLUMES

Port Royal Golf & Racquet Club : Tennis & Wellness Center
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

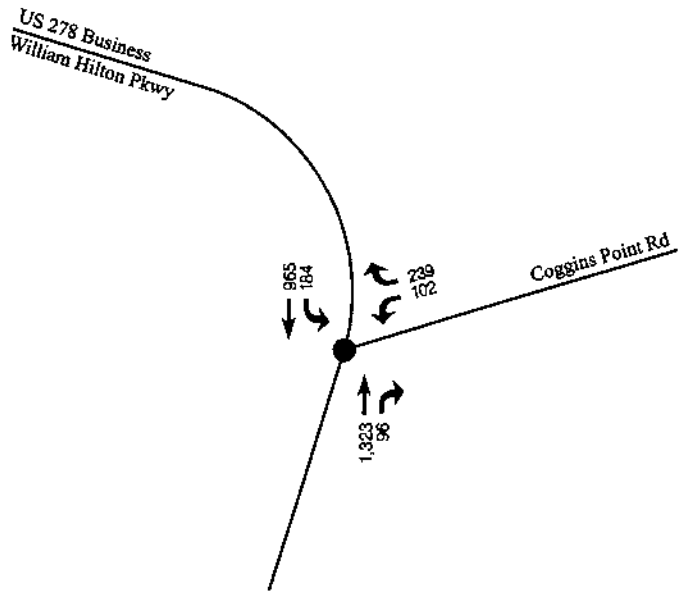


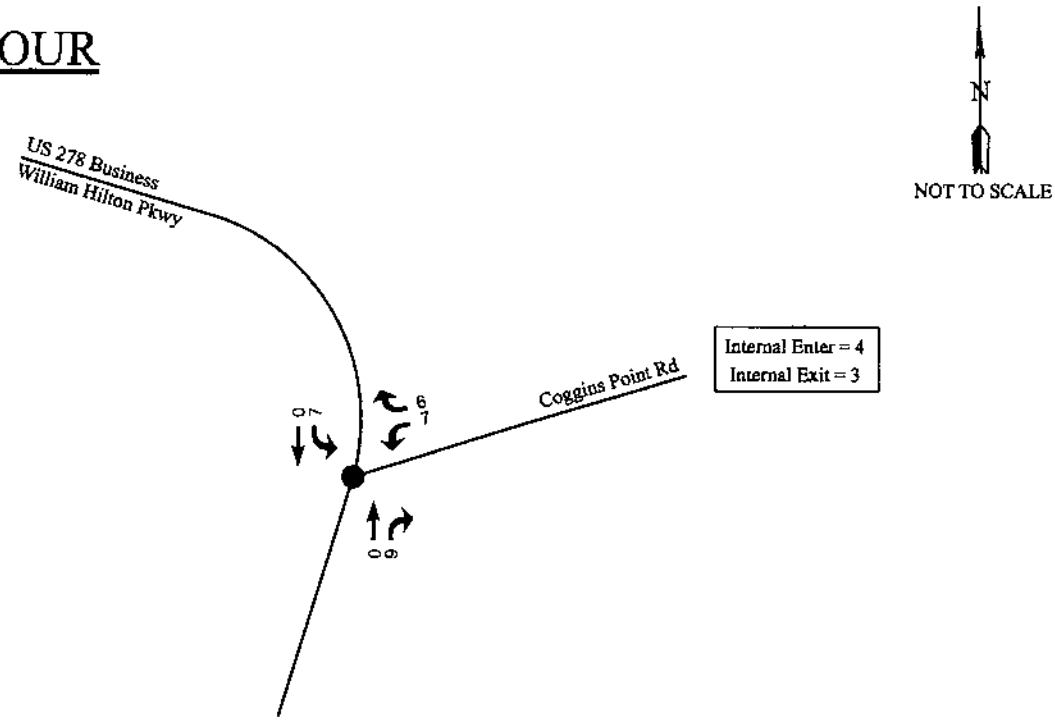
Figure 5

2016 NO-BUILD TRAFFIC VOLUMES

Port Royal Golf & Racquet Club : Tennis & Wellness Center
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

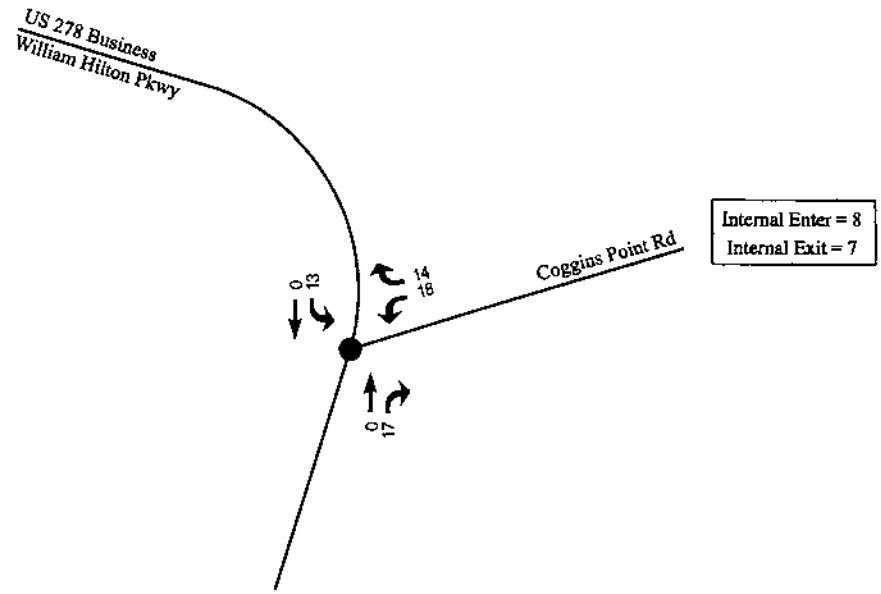


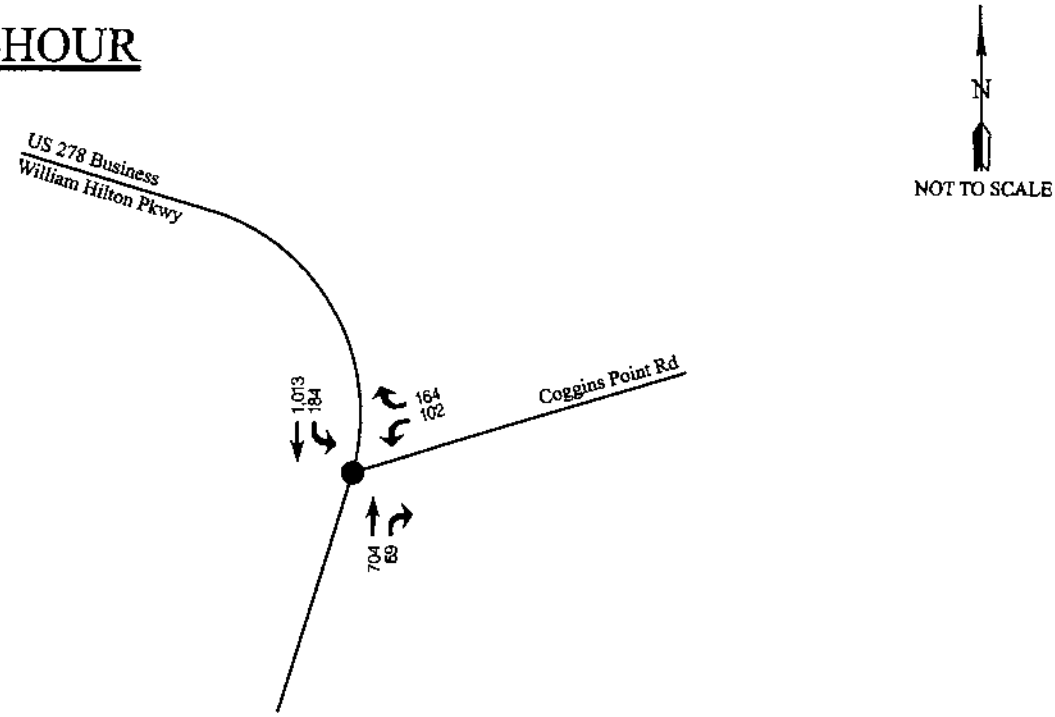
Figure 6

SITE-GENERATED TRAFFIC VOLUMES

Port Royal Golf & Racquet Club : Tennis & Wellness Center
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

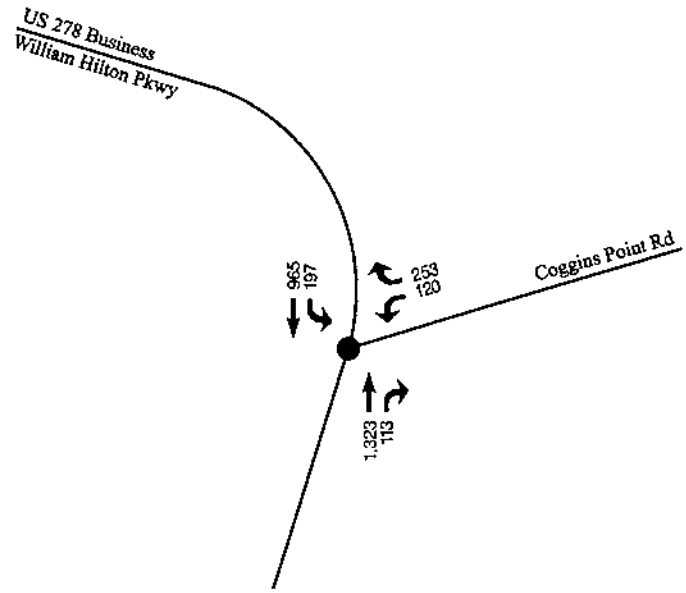


Figure 7

2016 BUILD TRAFFIC VOLUMES

Port Royal Golf & Racquet Club : Tennis & Wellness Center
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

CAPACITY ANALYSES

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	174	993	690	59	93	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	15	15	12
Total Lost time (s)	4.0	4.0	4.0	6.5	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3438	3323	1708	1909	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3438	3323	1708	1909	1553
Peak-hour factor, PHF	0.78	0.87	0.92	0.78	0.73	0.90
Adj. Flow (vph)	223	1141	750	76	127	172
RTOR Reduction (vph)	0	0	0	16	0	0
Lane Group Flow (vph)	223	1141	750	60	127	172
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Turn Type	Prot			Perm		Free
Protected Phases	5	2	6		4	
Permitted Phases				6		Free
Actuated Green, G (s)	25.1	133.4	102.8	102.8	15.1	160.0
Effective Green, g (s)	26.6	135.9	105.3	102.8	16.1	160.0
Actuated g/C Ratio	0.17	0.85	0.66	0.64	0.10	1.00
Clearance Time (s)	5.5	6.5	6.5	6.5	5.0	
Vehicle Extension (s)	2.5	3.0	3.5	3.5	3.0	
Lane Grp Cap (vph)	289	2920	2187	1097	192	1553
v/s Ratio Prot	c0.13	c0.33	0.23		c0.07	
v/s Ratio Perm				0.03		0.11
v/c Ratio	0.77	0.39	0.34	0.05	0.66	0.11
Uniform Delay, d1	63.8	2.7	12.1	10.6	69.3	0.0
Progression Factor	1.00	1.00	0.75	0.66	1.00	1.00
Incremental Delay, d2	11.6	0.4	0.4	0.1	8.3	0.1
Delay (s)	75.4	3.1	9.5	7.1	77.6	0.1
Level of Service	E	A	A	A	E	A
Approach Delay (s)		14.9	9.3		33.0	
Approach LOS		B	A		C	

Intersection Summary

HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	180	946	1297	94	100	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	15	12
Total Lost time (s)	4.0	4.0	4.0	6.5	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3438	3323	1553	1909	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3438	3323	1553	1909	1553
Peak-hour factor, PHF	0.87	0.90	0.82	0.87	0.93	0.89
Adj. Flow (vph)	207	1051	1582	108	108	263
RTOR Reduction (vph)	0	0	0	12	0	0
Lane Group Flow (vph)	207	1051	1582	96	108	263
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Turn Type	Prot			Perm		Free
Protected Phases	5	2	6		4	
Permitted Phases				6		Free
Actuated Green, G (s)	23.4	135.0	106.1	106.1	13.5	160.0
Effective Green, g (s)	24.9	137.5	108.6	106.1	14.5	160.0
Actuated g/C Ratio	0.16	0.86	0.68	0.66	0.09	1.00
Clearance Time (s)	5.5	6.5	6.5	6.5	5.0	
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	
Lane Grp Cap (vph)	270	2955	2255	1030	173	1553
v/s Ratio Prot	c0.12	0.31	c0.48		c0.06	
v/s Ratio Perm				0.06		0.17
v/c Ratio	0.77	0.36	0.70	0.09	0.62	0.17
Uniform Delay, d1	64.8	2.3	15.8	9.7	70.1	0.0
Progression Factor	0.74	1.16	0.38	0.33	1.00	1.00
Incremental Delay, d2	11.0	0.1	1.7	0.2	6.8	0.2
Delay (s)	58.7	2.7	7.6	3.3	77.0	0.2
Level of Service	E	A	A	A	E	A
Approach Delay (s)		11.9	7.3		22.6	
Approach LOS		B	A		C	

Intersection Summary

HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	174	993	690	59	93	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	15	15	12
Total Lost time (s)	4.0	4.0	4.0	6.5	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3438	3323	1708	1909	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3438	3323	1708	1909	1553
Peak-hour factor, PHF	0.78	0.87	0.92	0.78	0.73	0.90
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	228	1164	765	77	130	176
RTOR Reduction (vph)	0	0	0	17	0	0
Lane Group Flow (vph)	228	1164	765	60	130	176
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Turn Type	Prot			Perm		Free
Protected Phases	5	2	6		4	
Permitted Phases				6		Free
Actuated Green, G (s)	25.6	133.1	102.0	102.0	15.4	160.0
Effective Green, g (s)	27.1	135.6	104.5	102.0	16.4	160.0
Actuated g/C Ratio	0.17	0.85	0.65	0.64	0.10	1.00
Clearance Time (s)	5.5	6.5	6.5	6.5	5.0	
Vehicle Extension (s)	2.5	3.0	3.5	3.5	3.0	
Lane Grp Cap (vph)	294	2914	2170	1089	196	1553
v/s Ratio Prot	c0.13	c0.34	0.23		c0.07	
v/s Ratio Perm				0.04		0.11
v/c Ratio	0.78	0.40	0.35	0.06	0.66	0.11
Uniform Delay, d1	63.5	2.8	12.5	10.9	69.1	0.0
Progression Factor	1.00	1.00	0.74	0.66	1.00	1.00
Incremental Delay, d2	11.6	0.4	0.4	0.1	8.2	0.1
Delay (s)	75.2	3.2	9.7	7.3	77.3	0.1
Level of Service	E	A	A	A	E	A
Approach Delay (s)		15.0	9.5		32.9	
Approach LOS		B	A		C	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	180	946	1297	94	100	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	15	12
Total Lost time (s)	4.0	4.0	4.0	6.5	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3438	3323	1553	1909	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3438	3323	1553	1909	1553
Peak-hour factor, PHF	0.87	0.90	0.82	0.87	0.93	0.89
Growth Factor (vph)	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	211	1072	1613	110	110	268
RTOR Reduction (vph)	0	0	0	12	0	0
Lane Group Flow (vph)	211	1072	1613	98	110	268
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Turn Type	Prot			Perm		Free
Protected Phases	5	2	6		4	
Permitted Phases				6		Free
Actuated Green, G (s)	23.8	134.8	105.5	105.5	13.7	160.0
Effective Green, g (s)	25.3	137.3	108.0	105.5	14.7	160.0
Actuated g/C Ratio	0.16	0.86	0.68	0.66	0.09	1.00
Clearance Time (s)	5.5	6.5	6.5	6.5	5.0	
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	
Lane Grp Cap (vph)	275	2950	2243	1024	175	1553
v/s Ratio Prot	c0.12	0.31	c0.49		c0.06	
v/s Ratio Perm				0.06		0.17
v/c Ratio	0.77	0.36	0.72	0.10	0.63	0.17
Uniform Delay, d1	64.5	2.3	16.4	9.9	70.0	0.0
Progression Factor	0.73	1.19	0.37	0.32	1.00	1.00
Incremental Delay, d2	10.8	0.1	1.8	0.2	6.9	0.2
Delay (s)	58.1	2.9	8.0	3.4	76.9	0.2
Level of Service	E	A	A	A	E	A
Approach Delay (s)		12.0	7.7		22.6	
Approach LOS		B	A		C	

Intersection Summary

HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	184	1013	704	69	102	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	15	15	12
Total Lost time (s)	4.0	4.0	4.0	6.5	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3438	3323	1708	1909	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3438	3323	1708	1909	1553
Peak-hour factor, PHF	0.78	0.87	0.92	0.78	0.73	0.90
Adj. Flow (vph)	236	1164	765	88	140	182
RTOR Reduction (vph)	0	0	0	20	0	0
Lane Group Flow (vph)	236	1164	765	68	140	182
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Turn Type	Prot			Perm		Free
Protected Phases	5	2	6		4	
Permitted Phases				6		Free
Actuated Green, G (s)	26.3	132.3	100.5	100.5	16.2	160.0
Effective Green, g (s)	27.8	134.8	103.0	100.5	17.2	160.0
Actuated g/C Ratio	0.17	0.84	0.64	0.63	0.11	1.00
Clearance Time (s)	5.5	6.5	6.5	6.5	5.0	
Vehicle Extension (s)	2.5	3.0	3.5	3.5	3.0	
Lane Grp Cap (vph)	302	2897	2139	1073	205	1553
v/s Ratio Prot	c0.14	c0.34	0.23		c0.07	
v/s Ratio Perm				0.04		0.12
v/c Ratio	0.78	0.40	0.36	0.06	0.68	0.12
Uniform Delay, d1	63.2	3.0	13.2	11.5	68.8	0.0
Progression Factor	1.00	1.00	0.74	0.66	1.00	1.00
Incremental Delay, d2	11.9	0.4	0.5	0.1	9.0	0.2
Delay (s)	75.1	3.4	10.3	7.7	77.8	0.2
Level of Service	E	A	B	A	E	A
Approach Delay (s)		15.5	10.0		33.9	
Approach LOS		B	A		C	

Intersection Summary			
HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	197	965	1323	113	120	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	15	12
Total Lost time (s)	4.0	4.0	4.0	6.5	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3438	3323	1553	1909	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1736	3438	3323	1553	1909	1553
Peak-hour factor, PHF	0.87	0.90	0.82	0.87	0.93	0.89
Adj. Flow (vph)	226	1072	1613	130	129	397
RTOR Reduction (vph)	0	0	0	15	0	0
Lane Group Flow (vph)	226	1072	1613	115	129	397
Heavy Vehicles (%)	4%	5%	5%	4%	4%	4%
Turn Type	Prot			Perm		Free
Protected Phases	5	2	6		4	
Permitted Phases				6		Free
Actuated Green, G (s)	25.2	133.2	102.5	102.5	15.3	160.0
Effective Green, g (s)	26.7	135.7	105.0	102.5	16.3	160.0
Actuated g/C Ratio	0.17	0.85	0.66	0.64	0.10	1.00
Clearance Time (s)	5.5	6.5	6.5	6.5	5.0	
Vehicle Extension (s)	2.5	3.5	3.5	3.5	3.0	
Lane Grp Cap (vph)	290	2916	2181	995	194	1553
v/s Ratio Prot	c0.13	0.31	c0.49		c0.07	
v/s Ratio Perm				0.07		0.26
v/c Ratio	0.78	0.37	0.74	0.12	0.66	0.26
Uniform Delay, d1	63.8	2.7	18.4	11.2	69.2	0.0
Progression Factor	0.76	1.28	0.48	0.33	1.00	1.00
Incremental Delay, d2	11.3	0.1	2.1	0.2	8.3	0.4
Delay (s)	59.5	3.5	11.0	3.9	77.5	0.4
Level of Service	E	A	B	A	E	A
Approach Delay (s)		13.3	10.4		19.3	
Approach LOS		B	B		B	

Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

TOWN OF HILTON HEAD ISLAND

Community Development Department

TO: Planning Commission
FROM: Anne Cyran, AICP, *Senior Planner*
VIA: Jayme Lopko, AICP, *Senior Planner & Planning Commission Coordinator*
CC: Teri Lewis, AICP, *LMO Official*
DATE: April 8, 2015
SUBJECT: ZA-91-2015, Port Royal Racquet Club

On February 18, 2015, the Planning Commission reviewed the attached application and voted 5-2-0 to recommend to Town Council that the rezoning request be denied.

On March 5, 2015, the Public Planning Committee reviewed the application and voted 3-0-0 to recommend to Town Council that the rezoning request be approved.

On April 7, 2015, Town Council reviewed the application and voted 5-2-0 to approve the application.

LMO Section 16-2-103.C.f.ii states that if Town Council proposes any changes or departures from Planning Commission's recommendation, Town Council shall first remand the application to the Planning Commission for review of and a recommendation on the proposed changes and departures. This section further states the Planning Commission shall deliver its recommendation on the proposed departure from the Planning Commission's recommendation to Town Council within 30 days after the remand; if the Planning Commission fails to do so, it is deemed to have recommended approval of the proposed departure.

Since Town Council departed from the Planning Commission's recommendation by voting to approve the application, Town Council remanded the application to the Planning Commission for a review of and a recommendation on Town Council's proposed departure from the Planning Commission's recommendation.

Staff recommends the Planning Commission review Town Council's proposed departure from the Planning Commission's recommendation and provides a recommendation to Town Council.

TOWN OF HILTON HEAD ISLAND
COMMUNITY DEVELOPMENT DEPARTMENT

One Town Center Court	Hilton Head Island, SC 29928	843-341-4757

STAFF REPORT
ZONING MAP AMENDMENT

Case #	Name of Project or Development	Public Hearing Date
ZA-91-2015	Port Royal Racquet Club	February 18, 2015

Parcel Data		Applicant
Parcel: R510 009 000 0277 0000 (portion) **Size:** 8.4 acres **Address:** 15 Wimbledon Court		Gary L. Dee Heritage Golf Port Royal, LLC PO Box 7072 Hilton Head Island SC 29938
Existing	**Proposed**	
Base Zoning District PD-1, Planned Development Mixed-Use District: Port Royal Plantation and Surrounds Master Plan Permitted Use Recreation Density None Maximum Impervious Coverage 65% Minimum Open Space 25%	Base Zoning District RD, Resort Development Permitted Uses Uses listed in LMO 16-3-105.L.2 Density (per acre) Residential: 16 Dwelling Units Hotel: 35 Rooms Nonresidential: 8,000 sq ft of gross floor area Maximum Impervious Coverage 50% Minimum Open Space 16% for Major Residential Subdivisions	**Agent** Chester C. Williams Law Office of Chester C. Williams, LLC PO Box 6028 Hilton Head Island SC 29938-6028

Application Summary
Chester C. Williams, on behalf of Gary L. Dee and Heritage Golf Port Royal, LLC ("Applicant"), has submitted a request to amend the Port Royal Plantation and Surrounds Master Plan ("Master Plan") to change the base zoning district of the subject property ("Property") from the Planned

Development Mixed Use ("PD-1") District to the Resort Development ("RD") District.

The Property is the site of the Port Royal Racquet Club, a tennis facility for the use of residents and guests of Port Royal Plantation, members of the Port Royal Club, and the general public. The Property contains 14 tennis courts, an approximately 2,700 square foot tennis facility, and related parking. The Applicant proposes to rezone and sell the property to provide capital for the redevelopment of the Port Royal Club Clubhouse property.

The Master Plan use for the Property is Recreation. This application would change the permitted uses on the Property to all of the Allowable Principal Uses in the RD District, listed in Land Management Ordinance ("LMO") Section 16-3-105.L.2. (See Attachment D).

There is no density currently assigned to the Property. These recreational facilities are considered amenities of Port Royal Plantation and, per the LMO, they are not required to have assigned density on the Master Plan. This application would change the permitted density on the Property to the Maximum Density allowed in the RD District, listed in LMO Section 16-3-105.L.3. (See Attachment D).

The amount of impervious coverage allowed on properties in the PD-1 District is higher than the amount allowed in the RD District. This application would decrease the Maximum Impervious Coverage allowed on the Property from 65 percent to 50 percent.

The amount of open space required on properties in the PD-1 District is higher than the amount required in the RD District. This application would remove the requirement for 25 percent Minimum Open Space for all types of development on the Property. This application would add a requirement for 16 percent Minimum Open Space for Major Residential Subdivisions on the Property.

Staff Recommendation

Staff recommends that the Planning Commission find this application to be consistent with the Town's Comprehensive Plan and serves to carry out the purposes of the LMO, based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein; making the recommendation to Town Council of ***APPROVAL*** of the request.

Background

The Master Plan was initially approved by the Town in 1984. The Master Plan designated the Property as Port Royal Racquet Club but did not assign density to the Property. The Property was developed in 1985 with the current design and facilities.

The Property is primarily accessed from Wimbledon Court. A second vehicular entrance to the property, controlled by a locked gate, is located on Folly Field Road.

In 2005, the Applicant acquired the Property, which is a portion of an approximately 355 acre tract ("Tract"). The Tract includes the Port Royal Plantation Clubhouse, Barony Golf Course, Robbers Row Golf Course, Port Royal Racquet Club, and the Port Royal Plantation maintenance facility.

If the proposed rezoning is approved, the Applicant plans to develop new tennis facilities on the Clubhouse property to replace the Racquet Club facilities. The Applicant plans to sell the Property to provide capital for the new tennis facilities and other redevelopment projects on the Clubhouse

property.

Applicant's Grounds for ZMA, Summary of Facts and Conclusions of Law

The applicant's narrative states that the purpose of the application is to rezone the Property to support the successful sale, and subsequent redevelopment, of the Property.

The narrative states that, given the limitations of the existing PD-1 District, the property can be redeveloped only for recreational use. The marketing, sale and redevelopment of the Property as currently zoned are not economically viable, particularly in light of the lack of a definition of Recreation under the Master Plan. The proposed rezoning would increase the realistic possibilities for reasonable, economically viable redevelopment of the Property.

Summary of Facts and Conclusions of Law

Findings of Fact:

1. LMO 16-2-102.E.1 requires that, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing or a meeting specially called for that purpose by such body. The LMO Official scheduled the public hearing on the application for the February 18, 2015 Planning Commission meeting, which is a regularly scheduled meeting of the commission.
2. LMO 16-2-102.E.2 requires the LMO Official to publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date. Notice of the February 18, 2015 public hearing was published in the Island Packet on February 1, 2015.
3. LMO 16-2-102.E.2 requires the applicant to mail a notice of the public hearing by first-class mail to the owner(s) of the land subject to the application and owners of record of properties within 350 feet of the subject land, no less than 15 calendar days before the February 18, 2015 hearing date. The applicant mailed notices of the public hearing by first-class mail to the owner(s) of the land subject to the application and owners of record of properties within 350 feet of the subject land on February 2, 2015.
4. LMO Appendix D.1.A requires the applicant to submit a copy of correspondence illustrating that the applicant has solicited written comments from the appropriate property owners' association regarding the requested amendment. Such correspondence shall encourage the association to direct any comments in writing to the LMO Official and the applicant within 14 calendar days of receipt of the notification. The applicant submitted on February 2, 2015 a copy of the correspondence sent to the Port Royal Plantation Property Owners' Association regarding the requested amendment. The correspondence encourages the association to direct any comments in writing to the LMO Official and the applicant within 14 calendar days of receipt of the notification.
5. LMO 16-2-102.E.2 requires the LMO Official to post conspicuous notice of the public hearing on or adjacent to the land subject to the application no less than 15 days before the hearing date, with at least one such notice being visible from each public thoroughfare that abuts the subject land. The LMO Official posted on February 2, 2015 conspicuous notice of the public hearing on the land subject to the application, with two notices being visible from the public thoroughfare that abuts the subject land.

Conclusions of Law:

1. The Official scheduled the public hearing on the application for the February 18, 2015 Planning Commission meeting, in compliance with LMO 16-2-102.E.1.

2. Notice of the public hearing was published 17 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
3. The applicant mailed notices of the public hearing to the owner(s) of the land subject to the application and owners of record of properties within 350 feet of the subject land 16 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2
4. The applicant mailed a notice regarding the requested amendment to the Port Royal Plantation Property Owners' Association 16 calendar days before the hearing date, in compliance with LMO Appendix D.1.A.
5. The LMO Official posted conspicuous notice of the public hearing on the land subject to the application 16 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2.

As set forth in Section 16-2-103.C.2.e, Zoning Map Amendment (Rezoning) Advisory Body Review and Recommendation, the Commission shall consider and make findings on the following matters regarding the proposed amendment.

Summary of Facts and Conclusions of Law

Criteria 1: Whether and the extent to which the proposed zoning is in accordance with the Comprehensive Plan (LMO 16-2-103.C.3.a.i):

The Comprehensive Plan addresses this application in the following areas:

Natural Resources Element:

Goal 3.3 – Protect Quality of Life through Environmental Preservation

- The goal is to preserve open space (including improvement and enhancement of existing).

Housing Element:

An Implication for Housing Unit and Tenure

Although, an increase in the total number of housing units contributes to the economic tax base for the Town, it is important that both the quantity as well as quality of the housing stock is maintained to sustain current and future population and overall property values. As the amount of available land declines for new development, it will be very important to maintain a high quality housing stock on residential properties. In addition, the availability of various housing types is important for the housing market viability to accommodate the diverse needs of the Island's population.

Goal 5.1 – Housing Units and Tenure

- The goal is to monitor availability of housing types and occupancy rates to meet housing demands.

Goal 5.2 – Housing Opportunities

- The goal is to monitor changing demographics and trends in housing development to provide housing options that meet market demands.

Land Use Element:

An Implication for Building Permit Trends

Building permit data is indicative of several factors, one being the state of the economy as well as current building needs and growth in both residential and commercial types. The data indicates that there is currently a downward trend in the number of building permits issued by the Town. Redevelopment of our existing built environment and infill development should be a focus for the future development of our community, while the Town has entered a more mature level of development.

An Implication for Short Term Rental/Interval Occupancy Unite or Timeshares

The location of permitted timeshares or interval occupancy units is important because it has a direct relationship on the transportation network and infrastructure of our Island. It is also important to analyze the impact that timeshares have on our economy and establishing a balance with our natural resources and preservation of our character.

An Implication for Zoning Changes

Future land use decisions and requests for zoning changes will be determined using the background information contained in this plan as well as the future land use map, currently represented by the Town's Official Zoning Map.

Goal 8.1 – Existing Land Use

- The goal is to have an appropriate mix of land uses to meet the needs of existing and future populations.

Goal 8.4 – Existing Zoning Allocation

- An appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to sustain the Town's high quality of life and should be considered when amending the Town's Official Zoning Map.

Goal 8.5 – Land Use Per Capita

- The goal is to have an appropriate mix and availability of land uses to meet the needs of the existing and future populations.

Goal 8.7 – Short Term Rental/Interval Occupancy Units or Timeshares

- The goal is to encourage Short Term Rentals, Interval Occupancy Units, or Timeshares to locate and/or redevelop in areas that have available supporting infrastructure.

Goal 8.10 – Zoning Changes

- The goal is to provide appropriate modifications to the zoning designations to meet market demands while maintaining the character of the Island.

Implementation Strategy 8.7 – Short Term Rental/Interval Occupancy Units or Timeshares

- Direct Short Term Rental/Interval Occupancy Units or Timeshares to areas that have adequate infrastructure in place to meet service demands.

Implementation Strategy 8.10 – Zoning Changes

- Consider focusing higher intensity land uses in areas with available sewer connections.

Transportation Element:

An Implication for Traffic Planning on the Island

Future development and zoning classifications have an impact on the potential build-out of properties on the Island. Increasing the density of properties in certain areas of the Town may not be appropriate due to the inability of the current transportation network to handle the resulting additional traffic volumes. It may be more appropriate to provide density in areas that have the available roadway capacity and to reduce densities or development potential in areas that do not have the appropriate roadway capacity.

Recreation Element:

An Implication for Park Development Guidelines

As the population of the Island changes, so does the need for recreational opportunities.

Conclusions of Law:

1. Staff concludes that although this application has some inconsistencies with the Natural Resources and Recreation Elements that overall it is consistent with the Comprehensive Plan, as described in the Housing, Land Use, and Transportation Elements.
2. In conflict with the Natural Resources Element, the existing zoning requires the Property have more open space than the proposed zoning. The existing zoning requires the Property to have a minimum of 25% open space for all types of development, whereas the proposed zoning only requires a minimum of 16% open space for major residential subdivisions.
3. In accordance with the Housing Element, the proposed rezoning could provide diversity in housing options and respond to market demands for housing.
4. In accordance with the Land Use Element, the proposed rezoning would encourage the redevelopment of a currently developed property.
5. In accordance with the Land Use Element, the proposed rezoning would provide an appropriate mix of land uses to meet the needs of the population and improve the quality of life on the Island.
6. In accordance with the Land Use Element, the proposed rezoning will help to improve the marketability of the property and meet current market demands by permitting additional uses that will complement other uses in this vicinity.
7. In accordance with the Land Use Element, the proposed rezoning would permit timeshare or multifamily development at sixteen units per acre in an area where the infrastructure exists to support such uses with a high density.
8. In accordance with the Transportation Element, the proposed rezoning would place increased densities in an area where the roadway capacity exists to accommodate such density.
9. In conflict with the Recreation Element, the proposed rezoning will eliminate recreation opportunities within Port Royal Plantation; however, the intent is for the tennis facilities to be relocated the Port Royal Clubhouse property.

Summary of Facts and Conclusions of Law

Criteria 2: Whether and the extent to which the proposed zoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity (LMO 16-2-103.C.3.a.ii):

Findings of Fact:

1. The application proposes to change the subject property's zoning district to the RD District.
2. The adjacent properties to the northwest, Ocean Palms and Crown Reef, and northeast, The Lyons, are located in the PD-1 District. Ocean Palms, Crown Reef, and The Lyons are multi-family residential developments. The Master Plan states the approved use for these properties is Multi-Family Residential.
3. The adjacent properties to the southwest, Fiddler's Cove, and southeast, the Island Club, are located in the RD District. Fiddler's Cove and the Island Club are multi-family residential developments. The approved uses for these properties are the Allowable Principal Uses in the RD District. (See Attachment D).

Conclusions of Law:

The proposed zoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity because:

1. The approved use for the properties to the northwest and northeast is Multi-Family Residential, which is one of the approved uses in the proposed RD District; and
2. The properties to the southwest and southeast are located in the proposed zoning district which means all of the Allowable Principal Uses would be the same.

Summary of Facts and Conclusions of Law

Criteria 3: Whether and the extent to which the proposed zoning is appropriate for the land (LMO 16-2-103.C.3.a.iii):

Findings of Fact:

1. The application proposes to change the subject property's base zoning district to the RD District.
2. LMO Section 16-3-105.L.1 states the purpose of the RD District is to provide for resort development in the form of multifamily development, bed and breakfasts, and resort hotels. It is also the purpose of this district to provide for commercial development aimed at serving the island visitor.
3. The Property is 8.4 acres.
4. Multi-Family developments in the area range in size from 3 to 35 acres.
5. Resort hotels in the area range in size from 12 to 14 acres.
6. The Property has approximately 1,040 linear feet of frontage on Folly Field Road, a Minor Arterial street.
7. The Property is located less than a mile from the intersection of William Hilton Parkway and Mathews Drive.
8. The Property is adjacent to a Town pathway along Folly Field Road.
9. The Property is located approximately 400 feet from the entrance to Islanders Beach Park.
10. The Property is located approximately a half mile from Folly Beach Park.
11. The Property does not contain wetlands or other environmentally sensitive areas.

Conclusions of Law:

1. The proposed zoning is appropriate for the Property because the Property is well-suited for resort development and commercial development serving visitors and residents. The Property is:
    - large enough to support resort development, though it is smaller than nearby resort hotel developments;
    - near major arterial streets and pathways to serve residents and visitors; and

- near two public beach accesses, which can be used by residents and visitors.

2. The Property can be redeveloped without compromising important environmental features.

Summary of Facts and Conclusions of Law

Criteria 4: Whether and the extent to which the proposed zoning addresses a demonstrated community need (LMO 16-2-103.C.3.a.iv):

Findings of Fact:

1. The application proposes to change the subject property's base zoning district to the RD District.
2. LMO Section 16-3-105.L.1 states the purpose of the RD District is to provide for resort development in the form of multifamily development, bed and breakfasts, and resort hotels. It is also the purpose of this district to provide for commercial development aimed at serving the island visitor.
3. Goal 8.4.A of the Land Use Element of the Comprehensive Plan states an appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to sustain the Town's high quality of life and should be considered when amending the Town's Official Zoning Map.
4. The Allowed Principal Uses in the RD District include: Residential Uses; Public, Civic, Institutional, and Educational Uses; Resort Accommodations; Commercial Recreation; Office Uses; Commercial Services; and Vehicle Sales and Services.
5. Goal 8.5.A of the Land Use Element of the Comprehensive Plan is to have an appropriate mix and availability of land uses to meet the needs of existing and future populations.
6. The Population Element of the Comprehensive Plan shows the population of the Island has consistently increased over the past 30 years.
7. Table 7.1, Hilton Head Island Annual Visitors and Expenditures (page 98), in the Comprehensive Plan shows the number of visitors to the island averaged 2.2 million per year between 1998 and 2008.
8. The Maximum Densities allowed in the RD District are: 16 Residential Dwelling Units per acre; or 35 Hotel Rooms per acre; or 8,000 square feet of Nonresidential gross floor area per acre.
9. Goal 8.7.B of the Land Use Element of the Comprehensive Plan is to encourage Short Term Rentals, Interval Occupancy Units, or Timeshares to located and/or redevelop in areas that have available supporting infrastructure.
10. The Property has frontage on Folly Field Road, a Minor Arterial street.
11. The Property is less than a mile from the intersection of William Hilton Parkway and Mathews Drive.
12. The Property is adjacent to a Town pathway that runs along Folly Field Road.
13. The Property is located within half a mile of two public beach parks.

Conclusions of Law:

1. The proposed zoning addresses a demonstrated community need by:
    - allowing a variety of options to redevelop the Property to meet current market demands;
    - allowing the Property to be redeveloped to accommodate the needs of the island's growing permanent and seasonal population and 2.2 million annual visitors; and
    - allowing the Property, which is located in an area with supporting infrastructure and amenities, to be redeveloped for a mix of uses.

Summary of Facts and Conclusion of Law

Criteria 5: Whether and the extent to which the proposed zoning is consistent with the overall zoning program as expressed in future plans for the Town (LMO 16-2-103.C.3.a.v):

Findings of Fact:

1. The only approved use for the Property is Recreation.
2. The Property does not have any density assigned to it.
3. If the Property is redeveloped with its current approved use and density, it could only be developed into a recreational amenity for property owners of Port Royal Plantation.
4. The application proposes to change the subject property's base zoning district to the RD District.
5. Under the LMO enacted on October 7, 2014:
    - Surrounding properties in the RD District remained in the RD District.
    - In the RD District the maximum allowed Residential Dwelling Units per acre increased from 8 to 16.
    - In the RD District the maximum allowed Hotel Rooms per acre increased from 20 to 35.
    - The nearby Folly Field neighborhood district changed from RS-4 to RSF-5.
    - The RSF-5 District allows a maximum of 5 Dwelling Units per acre, whereas the RS-4 District allowed a maximum of 4 Dwelling Units per acre.

Conclusions of Law:

1. Without the proposed zoning, the options for redeveloping the Property are extremely limited.
2. In the changes to the RD District, the Town directed increased density for development in areas with the infrastructure to support such density.
3. The proposed zoning would increase the economic viability of redeveloping the Property.

Summary of Facts and Conclusion of Law

Criteria 6: Whether and the extent to which the proposed zoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts (LMO 16-2-103.C.3.a.vi):

Findings of Fact:

1. The application proposes to change the subject property's base zoning district to the RD District.
2. The adjacent properties to the southwest and southeast, Fiddler's Cove and the Island Club, are located in the RD District.
3. The adjacent properties to the northwest and northeast, Ocean Palms, Crown Reef, and The Lyons, are located in the PD-1 District. The Master Plan states the approved use for these properties is Multi-Family Residential.
4. LMO Section 16-3-105.L.1 states the purpose of the RD District is to provide for resort development in the form of multifamily development, bed and breakfasts, and resort hotels. It is also the purpose of this district to provide for commercial development aimed at serving the island visitor.

Conclusions of Law:

The proposed zoning would not create an inappropriately isolated zoning district unrelated to

adjacent and surrounding zoning districts because:

1. The Property is proposed to be located in the same base zoning district as the adjacent Fiddler's Cove and Island Club properties.
2. The Property is proposed to be located in a zoning district that allows a mix of uses, including residential uses, to provide for resort and commercial development to serve island visitors. These uses would complement the approved Multi-Family Residential use of the adjacent Ocean Palms, Crown Reef, and The Lyons resort developments.

Summary of Facts and Conclusion of Law

Criteria 7: Whether and the extent to which the proposed zoning would allow the subject property to be put to a reasonably viable economic use (LMO 16-2-103.C.3.a.vii):

Findings of Fact:

1. The only approved use for the Property is Recreation.
2. The application proposes to change the subject property's base zoning district to the RD District.
3. The Allowed Principal Uses in the RD District include: Residential Uses; Public, Civic, Institutional, and Educational Uses; Resort Accommodations; Commercial Recreation; Office Uses; Commercial Services; and Vehicle Sales and Services.
4. The Property does not have any density assigned.
5. The Maximum Densities allowed in the RD District are: 16 Residential Dwelling Units per acre; or 35 Hotel Rooms per acre; or 8,000 square feet of Nonresidential gross floor area per acre.
6. If the Property is redeveloped with its current approved use and density, it could only be developed into a recreational amenity for property owners of Port Royal Plantation.
7. The Property is in one of two areas on the island with a concentration of properties in the RD District.
8. The area has many resorts because of its proximity to the ocean, beach parks, a major arterial street, and pathway network.

Conclusions of Law:

1. With its current single approved use and lack of density, the Property cannot be put to an economically viable use other than as a recreational facility for the property owners of Port Royal Plantation.
2. The proposed zoning would allow a variety of residential and commercial uses and sufficient density to redevelop the Property, which would put it to an economically viable use.

Summary of Facts and Conclusions of Law

Criteria 8: Whether and the extent to which the proposed zoning would result in development that can be served by available, adequate and suitable public facilities (e.g. streets, potable water, sewerage, stormwater management) (LMO 16-2-103.C.3.a.viii):

Findings of Fact:

1. The application proposes to change the subject property's base zoning district to the RD District.
2. LMO Section 16-3-105.L.1 states the purpose of the RD District is to provide for resort development in the form of multifamily development, bed and breakfasts, and resort hotels. It is also the purpose of this district to provide for commercial development aimed at serving

the island visitor.

3. The Property has direct access to Folly Field Road, a Minor Arterial Street.
4. The Town Traffic and Transportation Engineer determined that Folly Field Road has enough capacity to accommodate the number of average daily trips the Allowable Principal Uses and Maximum Density of the RD District could generate on the Property.
5. The Property is already developed with potable water, sewer and stormwater management facilities.

Conclusions of Law:

1. If proposed zoning results in redevelopment, the Property is located on a street with the capacity to absorb the additional trips created by the Allowable Principal Uses the RD District.
2. If the Property is redeveloped, the adequacy of the stormwater facilities and all other infrastructure will be reviewed for compliance with the LMO prior to the approval of the Development Plan Review (DPR).

Summary of Facts and Conclusion of Law

Criteria 9: Whether and the extent to which the proposed zoning is appropriate due to any changed or changing conditions in the affected area (LMO 16-2-103.C.3.a.ix):

Findings of Fact:

1. The Property was developed in 1985.
2. Many of the resorts surrounding the Property were developed in the early 1980s.
3. Goal 8.7.B of the Land Use Element of the Comprehensive Plan is to encourage Short Term Rentals, Interval Occupancy Units, or Timeshares to located and/or redevelop in areas that have available supporting infrastructure.
4. Under the LMO enacted on October 7, 2014, the maximum density of multi-family residential dwelling units in the RD District increased from 8 units per acre to 16 units per acre and the maximum density of hotel rooms increased from 20 rooms per acre to 35 rooms per acre.

Conclusions of Law:

1. Property owners are encouraged to redevelop aging properties in the RD District using the recently increased maximum densities.
2. The proposed zoning would allow the Property to be redeveloped with the same uses and at the same density as other older developments in the area.

LMO Official Determination

Determination: Staff determines that this application is compatible with the Comprehensive Plan and serves to carry out the purposes of the LMO as based on the enclosed Findings of Fact and Conclusions of Law.

Staff recommends that the Planning Commission **recommend approval** to Town Council of this application which includes amending the Official Zoning Map by changing the base zoning district of the Property from the PD-1 District to the RD District.

Note: If the proposed amendment is approved by Town Council, such action shall be by <u>ordinance</u> to amend the Official Zoning Map. If it is denied by Town Council, such action shall be by <u>resolution</u>.

<u>PREPARED BY</u>:

AC	February 10, 2015
Anne Cyran, AICP *Senior Planner*	DATE

<u>REVIEWED BY</u>:

TBL	February 10, 2015
Teri B. Lewis, AICP *LMO Official*	DATE

<u>REVIEWED BY</u>:

JL	February 10, 2015
Jayme Lopko, AICP *Senior Planner & Planning Commission Board Coordinator*	DATE

<u>ATTACHMENTS</u>:

A) Heritage Golf Port Royal Tract Map
B) Location Map
C) Zoning Map
D) LMO Section 16-5-105.L, Resort Development (RD) District
E) Applicant's Narrative
F) Public Comments Received

Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

Town of Hilton Head Island

ZA-91-2015 Port Royal Racquet Club

Attachment A: Heritage Golf Port Royal - Tract Map

1,600 800 0 1,600 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.

Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

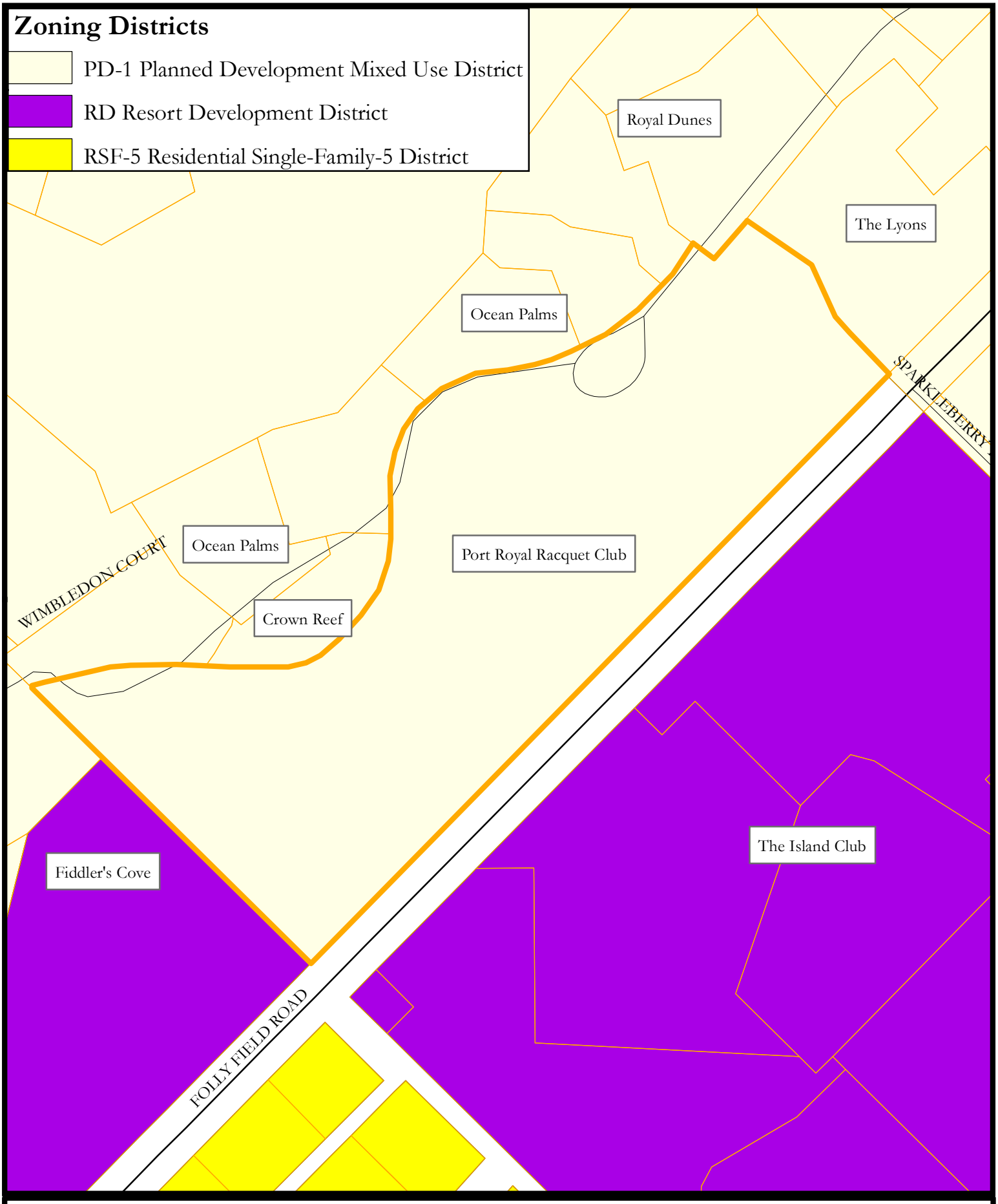
Town of Hilton Head Island

ZA-91-2015 Port Royal Racquet Club
Attachment B: Location Map

210 105 0 210 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.



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One Town Center Court
Hilton Head Island, SC 29928
(843) 341-4600

Town of Hilton Head Island

ZA-91-2015 Port Royal Racquet Club
Attachment C: Zoning Map

170 85 0 170 Feet

N W E S

This information has been compiled from a variety of unverified general sources at various times and as such is intended to be used only as a guide. The Town of Hilton Head Island assumes no liability for its accuracy or state of completion.

L. Resort Development (RD) District

RD
Resort Development District

1. Purpose

It is the purpose of the Resort Development (RD) District to provide for resort ***development*** in the form of ***multifamily development, bed and breakfasts***, and resort ***hotels***. It is also the purpose of this district to provide for commercial ***development*** aimed at serving the island visitor.

2. Allowable Principal Uses

Use Classification/Type		Use-Specific Conditions	Minimum Number of Off-Street Parking Spaces	
Residential Uses				
Mixed-Use	PC	Sec. 16-4-102.B.1.a	Residential	1.5 per du
			Nonresidential	1 per 500 GFA
Multifamily	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
Single-Family	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	
Public, Civic, Institutional, and Educational Uses				
Community Service Uses	P		1 per 400 GFA	
Government Uses	P		Fire Stations	4 per bay + 1 per 200 GFA of office area
			Other	1 per 200 GFA of office area
Major Utilities	SE		1 per 1,500 GFA	
Minor Utilities	P		n/a	
Public Parks	P		See Sec. 16-5-107.D.2	
Religious Institutions	P		1 per 3 seats in main assembly area	
Telecommunication Antenna, Collocated or Building Mounted	PC	Sec. 16-4-102.B.2.e	n/a	
Telecommunication Towers, Monopole	PC	Sec. 16-4-102.B.2.e	1	
Resort Accommodations				
Bed and Breakfasts	PC	Sec. 16-4-102.B.4.a	1 per guest room	
Hotels	P		1 per guest room	
Interval Occupancy	P		1 bedroom	1.4 per du
			2 bedrooms	1.7 per du
			3 or more bedrooms	2 per du
Commercial Recreation				
Indoor Commercial Recreation Uses	P		1 per 3 ***persons*** + 1 per 200 GFA of office or similarly used area	
Outdoor Commercial Recreation Uses Other than ***Water Parks***	PC	Sec. 16-4-102.B.5.b	Golf Courses, Miniature Golf Courses, or Driving Ranges	1 per tee
			Stadiums	1 per 4 spectator seats
			Other	1 per 3 ***persons*** + 1 per 200 GFA of office or similarly used area
Water Parks	P		See Sec. 16-5-107.D.2	

Office Uses			
Contractor's Office	PC	Sec. 16-4-102.B.6.a	1 per 350 GFA of office/administrative area
Other Office Uses	P		1 per 350 GFA
Commercial Services			
Bicycle Shops	PC	Sec. 16-4-102.B.7.c	1 per 200 GFA
Eating Establishments	PC	Sec. 16-4-102.B.7.e	1 per 100 sf of ***gross floor area*** and outdoor eating area
Liquor Stores	SE	Sec. 16-4-102.B.7.g	1 per 200 GFA
Nightclubs or Bars	PC	Sec. 16-4-102.B.7.h	1 per 70 GFA
Open Air Sales	P		1 per 200 GFA of sales/display area
Other Commercial Services	P		See Sec. 16-5-107.D.2
Vehicle Sales and Services			
Auto Rentals	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2

3. Development Form and Parameters

MAX. DENSITY (PER NET ACRE)	
Residential	16 du
Hotel	35 rooms
Nonresidential	8,000 GFA

MAX. BUILDING HEIGHT	
Development on property landward of South Forest Beach Drive	60 ft
All Other ***Development***	75 ft

LOT COVERAGE	
Max. ***Impervious Cover***	50%
Min. ***Open Space*** for Major Residential ***Subdivisions***	16%

USE AND OTHER DEVELOPMENT STANDARDS

See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.

TABLE NOTES:

P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = ***dwelling units***; sf = square feet; GFA = ***gross floor area*** in square feet; ft = feet; n/a = not applicable

STATE OF SOUTH CAROLINA	)	**BEFORE THE PLANNING COMMISSION OF THE TOWN OF HILTON HEAD ISLAND, SC**
COUNTY OF BEAUFORT	)	**ZMA-91-2015**

ATTACHMENT 1

TO

THE ZONING MAP AMENDMENT APPLICATION

OF

HERITAGE GOLF PORT ROYAL, LLC

REGARDING

8.4 ACRES, PORT ROYAL PLANTATION

This Attachment 1 is part of the Zoning Map Amendment Application (this "Application") of Heritage Golf Port Royal, LLC (the "Applicant"), and is submitted by the Applicant to the Planning Commission of the Town of Hilton Head Island (the "Town") to address the zoning map amendment criteria set forth in Section 16-2-103.C.3 of the Town's Land Management Ordinance (the "LMO"). This Application seeks approval to amend the Official Zoning Map[1] of the Town by changing the base zoning district applicable to an 8.4 acre tract (the "Property") located in Port Royal Plantation, in the Town of Hilton Head Island, from the currently applicable Planned Development Mixed Use (PD-1) District to the Resort Development (RD) District.

I. NARRATIVE – INTRODUCTION

The Applicant is the owner of the Property, which is located at 15 Wimbledon Court, Port Royal Plantation, and is also the operator of the Port Royal Club.[2] The Property, which is currently included as part of the Port

[1] See LMO Section 16-1-107.

[2] Membership in the Port Royal Club, which is open to the general public, entitles members to certain preferential use of the golf, tennis, and clubhouse facilities of the Club.

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Royal Plantation and Surrounds Master Plan (the "PRP Master Plan"),[3] is a portion of the 354.63 acre tract designated in the Beaufort County property tax records as TMS District 510, Map 9, Parcel 277.[4] The Applicant acquired the Property by way of a deed recorded on January 24, 2005.[5]

The Property is the current site of the Port Royal Club's tennis facilities (the "Racquet Club"). The Applicant is now seeking to amend the Town's Official Zoning Map to move the Property from the PD-1 District under the PRP Master Plan to the RD District.

This Application is filed with the Town simultaneously with another application by the Applicant to amend the PRP Master Plan to allow for the redevelopment of the Port Royal Club's clubhouse area located at 10 Clubhouse Drive (the "Clubhouse Tract") to provide for the relocation of the tennis courts to the Clubhouse Tract from the Property, the addition of a new fitness and wellness center, and new administrative office space.

II. NARRATIVE – BACKGROUND

A. THE PROPERTY

The Property is the site of the Racquet Club, a tennis facility for the use of residents and guests of the Port Royal Plantation, members of the Port Royal Club, and the general public. A recent zoning verification letter from the Town's LMO Official states that the current permitted use on the Property under the PRP Master Plan is limited to recreational.[6] While the mailing

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[3] See LMO Section 16-3-105.K.2.6.

[4] See the copy of the plat showing the Property recorded in Beaufort County Plat Book 35 at Page 80 attached hereto as Exhibit A.

[5] See the copy of the deed recorded in Beaufort County Record Book 2088 at Page 64 attached hereto as Exhibit B. The Property is part of Parcel 4 described in that deed.

[6] See the December 18, 2014 letter from Teri B. Lewis, the LMO Official, attached hereto as Exhibit C.

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address of the Property is on Wimbledon Court, the Property has substantial frontage on Folly Field Road, directly across from The Island Club development.

The Applicant's proposed redevelopment of the Port Royal Club's facilities on the Clubhouse Tract include the construction of new tennis facilities and a new fitness and wellness center on the Clubhouse Tract. The new tennis facilities planned for the Clubhouse Tract will replace the tennis facilities currently located on the Property. This redevelopment of the Clubhouse Tract will not only provide improved tennis facilities and new fitness and wellness facilities for Port Royal Plantation, the Port Royal Club members, and the general public, but will also consolidate those facilities at one location.

In order to provide a source of capital for the proposed redevelopment of the Clubhouse Tract, the Applicant will seek to sell the Property to a third party. Considering the very limited permitted use currently available for the Property, in order to reasonably market and sell the Property, it must be rezoned to provide potential buyers with a wider range of redevelopment opportunities. Given that the Property is located in close proximity to the beaches of the Atlantic Ocean and is bordered on two sides by the Resort Development (RD) District, moving the Property from the PD-1 District to the RD District seems to be a simple, logical approach to the requested rezoning.

B. THE REQUESTED REZONING

The Property is currently located in the PD-1 District and the Corridor Overlay (COR) District. The current permitted use of the Property under the PRP Master Plan is limited to only recreational use. The purpose of this Application is to rezone the Property to support the successful sale, and subsequent redevelopment, of the Property.

The Applicant is requesting that the Official Zoning Map be amended to change the base zoning district of the Property from the currently applicable PD-1 District to the RD District.

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III. NARRATIVE – CURRENT AND PROPOSED PERMITTED USE AND DENSITY

The base zoning district currently applicable to the Property is the PD-1 District, and its use under the PRP Master Plan is limited to recreational. The PRP Master Plan does not define "Recreation". No density is assigned to or designated for use on the Property under the PRP Master Plan.

The Resort Development (RD) District is a mixed use zoning district providing for a variety of residential, commercial, resort, and public uses.[7] The purpose of the RD District is to provide for resort development in the form of multifamily development, bed and breakfasts, and resort hotels, and to provide commercial development aimed at serving the island visitor. The maximum permitted residential density in the RD District is sixteen units per net acre, and non-residential development is limited to 8,000 square feet per net acre. Hotels in the RD District are limited to 35 rooms per net acre. The maximum impervious coverage in the RD District is fifty percent, and the minimum open space requirement is thirteen percent for major residential subdivisions. The maximum height of structures in the RD District is limited to seventy-five feet.[8]

The Property is contiguous on the southwest with the existing Fiddler's Cove multifamily residential development located in the RD District. Across Folly Field Road to the southeast from the Property is another multifamily residential development, The Island Club, which is also located in the RD District. By-right permitted uses in the RD District include single family and multi-family residential, community services, government services, religious institutions, parks, minor utilities, hotels, interval occupancy, indoor commercial recreation, water parks, offices uses, open air sales, and other commercial services. Conditional and special exception uses in the RD District include mixed use residential, major utilities, telecommunications towers, outdoor commercial recreation other than water parks, contractor's office,

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[7] See LMO Section 16-3-105.L.

[8] See LMO Section 16-3-105.L.3. Note, however, that in certain portions of the RD District in the South Forest Beach area, the maximum height is limited to sixty feet.

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bicycle shops, eating establishments, liquor stores, nightclubs/bars, and auto rentals.[9]

Given the PD-1 District limitations, the Property currently can be redeveloped only for recreational use. As a practical matter, the marketing, sale, and redevelopment of the Property as currently zoned are not economically viable, particularly in light of the lack of a definition of "recreation" under the PRP Master Plan. Therefore, the Applicant is proposing to amend the Official Zoning Map as set forth above to rezone the Property into the RD District. The effect of this zoning change will be to increase the realistic possibilities for reasonable, economically viable redevelopment.

IV. NARRATIVE – REZONING CRITERIA

LMO Section16-2-103.C.3.a sets forth the criteria which the Planning Commission is to address in making a recommendation to the Town Council on this rezoning request, as follows:

A. The proposed rezoning is in accordance with the Comprehensive Plan.

The concept of consistency with, or accordance with, the Comprehensive Plan adopted by the Town Council on May 4, 2010, as amended on July 3, 2012 (the "Comprehensive Plan") is necessarily a question of balance. By its very nature, the Comprehensive Plan is an inherently self-contradictory document, with competing visions, goals, and strategies within its various elements.

Most importantly, this Application is <u>not inconsistent</u> with, and indeed is in accordance with, many of the Visions, Goals, and Implementation Strategies of the Comprehensive Plan. Instead of facilitating new development of a currently undeveloped tract of land,

[9] See LMO Section 16-3-105.L.2.

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this Application seeks to move the Property to the contiguous RD District to provide economically viable opportunities for its redevelopment.

The vision statement of the **Natural Resources Element** of the Comprehensive Plan directs the Town to protect Hilton Head Island's diverse natural resources, which are pivotal to the economic well-being of the community and the high quality of life on the Island.[10] The Applicant's proposed amendment of the Official Zoning Map should not have a negative impact on the Town's Natural Resources Vision since the likely redevelopment scenarios, given the location of the Property, are similar to existing development in the RD District. Furthermore, the development permitting process mandated by the LMO will fully address any natural resource issues that may arise. The approval of this Application will not result in new development; instead, it will result in the redevelopment of the Property. The LMO's development performance standards provide natural resources protections, such as tree protections, open space and pervious coverage requirements, and storm water management, as part of the permitting process.

Moreover, the Comprehensive Plan does actively support this Application in several specific areas.

The **Population Element** of the Comprehensive Plan looks to maintain a diverse population in the Town of Hilton Head Island which is given the opportunity to be well educated, financially secure, and enjoy a high quality of life.[11] While the rate has slowed recently, in decades past, the rate of population increase both on Hilton Head Island and in Beaufort County has been two to three times that of the State of South Carolina as a whole.[12]

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[10] See the Comprehensive Plan, at Page 20.

[11] See the Comprehensive Plan, at Page 34.

[12] See Table 4.1 of the Comprehensive Plan, at Page 35.

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The trend for the seasonal visitor population on Hilton Head Island has been to level out over the four seasons of the year.[13]

The **Housing Element** of the Comprehensive Plan acknowledges that as the amount of available land declines for new development, it will be important to maintain a high quality housing stock on residential properties; and that the availability of various housing types is important for the housing market viability to accommodate the diverse needs of the Island's population.[14]

The Applicant believes that the approval of this Application and the subsequent redevelopment of the Property will help to address the increasing needs of both the permanent and seasonal population of the Town for available housing.

The **Community Facilities Element** vision of the Comprehensive Plan directs the Town to provide facilities for the residents and visitors of Hilton Head Island which are maintained at the highest levels of service and efficiency consistent with facilities of a world class community.[15] The approval of this Application will not only actively support the improvement of community facilities for Port Royal Plantation and the Port Royal Club by providing the capital to relocate the tennis facilities and a new fitness and wellness center to the Clubhouse Tract, but will also allow for the redevelopment of the Property in an economically viable manner. The basic infrastructure required for redevelopment of the Property, including potable water and sanitary sewer service, storm water drainage, electric, telephone, and cable utilities services, and roadways and pathways, is already in place.

The Comprehensive Plan's **Economic Development Element** looks to define, foster, and enhance the economic environment that

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[13] See Table 4.3 of the Comprehensive Plan, at Page 37.

[14] See the Comprehensive Plan, at Page 54.

[15] See the Comprehensive Plan, at Page 60.

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sustains Hilton Head Island's unique way of life.[16] In particular, the economic model utilized by the Economic Development Element recognizes that "Residents/Second Home Owners and Visitors/Tourism sectors are the economic engines while the Retail and Service sector is the integrator for Island wealth creation."[17] The inclusion of the Property in the RD District will increase the opportunities to feed the Town's economic engines as well as support opportunities for the Town's retail and service sector integrators.

The intended effect of the rezoning of the Property is to facilitate its sale by the Applicant and subsequent redevelopment, likely for either a residential or visitor-related use. Section 7.3 of the Economic Development Element recognizes the substantial increase from 1994 to 2008 in capital investment on the Island resulting from residential and second home owners, and also recognizes that tourism contributes more than $1.5 billion to the Hilton Head Island area economy annually.[18]

The Applicant notes that the Property is located within walking distance of the beaches of the Atlantic Ocean, one of the Town's key economic assets.[19]

The Economic Development Element also urges the Town to identify any areas in need of re-development.[20] The Applicant believes that once the tennis courts on the Property are relocated to the Clubhouse tract, the Property will become a prime candidate for redevelopment; however, given the current limited permitted recreational use for the Property, the only way any redevelopment of the Property on an economically viable basis will ever come to pass is by changing the permitted uses on the Property. That is the reason for this Application.

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[16] See the Comprehensive Plan, at Page 89.

[17] See Section 7.2 of the Comprehensive Plan, at Page 90.

[18] See the Comprehensive Plan, at Page 90.

[19] See Section 7.4 of the Comprehensive Plan, at Page 91.

[20] See Section 7.6 of the Comprehensive Plan, at Page 93.

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The Applicant submits that the inclusion of the Property in the RD District, particularly considering the unique, resort-oriented location of the Property, is in accordance with, and encouraged by, the Economic Development Element of the Comprehensive Plan.

The Comprehensive Plan's **Land Use Element** seeks a high quality of life by planning for population growth, public and private development and redevelopment, and the proper distribution, location, and intensity of land uses with adequate levels of services, while maintaining and protecting the natural resources, residential neighborhoods, and overall character of the Town,[21] and states that future land use decisions and requests for zoning changes will be determined using the background information contained in the Comprehensive Plan as well as the future land use map, currently represented by the Town's Official Zoning Map.[22]

Goal 8.1.A of the Land Use Element is to have an appropriate mix of land uses to meet the needs of existing and future populations. Goal 8.4.A of the Land Use Element is that an appropriate mix of land uses to accommodate permanent and seasonal populations and existing market demands is important to the Town's high quality of life, and should be considered when amending the Town's Official Zoning Map.[23]

Goal 8.7 of the Land Use Element is (a) to maintain an inventory of short term rentals and interval occupancy units, and (b) to encourage short term rentals and interval occupancy units to redevelop in areas that have available supporting infrastructure,[24] such as the Folly Field Road area in the vicinity of the Property.

Considering that the tennis facilities currently located on the Property are approximately thirty years old, and that the Applicant's

[21] See the Comprehensive Plan, at Page 102.

[22] See the Comprehensive Plan, at Page 110.

[23] See the Comprehensive Plan, at Page 111.

[24] See the Comprehensive Plan, at Page 112.

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intent is to replace those aging facilities with new tennis facilities to be located on the Clubhouse tract, Goal 8.9.B of the Land Use Element, which is to encourage redevelopment of properties with aging structures and to meet market demands while maintaining the character of the Island,[25] is particularly supportive of this Application.

Goal 8.10 of the Land Use Element is to provide appropriate modifications to the zoning designations to meet market demands while maintaining the character of the Island.[26]

Implementation Strategy 8.7 of the Land Use Element calls for flexibility to maintain an inventory of short term rental and interval occupancy units, and further, to direct short term rental and interval occupancy units to areas that have adequate infrastructure in place to meet service demands.[27]

Implementation Strategy 8.9.B of the Land Use Element is to develop incentives to encourage redevelopment of aging structures.[28]

Implementation Strategy 8.10.B of the Land Use Element is to focus higher density land uses in areas with available sewer connections.[29]

The Applicant submits that this Application directly furthers Goals 8.1.A, 8.4.A, 8.7, 8.9.B, and 8.10, and Implementation Strategies 8.7, 8.9.B, and 8.10.B, of the Land Use Element of the Comprehensive Plan by facilitating the redevelopment of the aging tennis facilities on the Property in an economically viable manner, in an area resort-oriented area with available supporting infrastructure, including sanitary sewer

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[25] See the Comprehensive Plan, at Page 112.

[26] See the Comprehensive Plan, at Page 112.

[27] See the Comprehensive Plan, at Page 113.

[28] See the Comprehensive Plan, at Page 113.

[29] See the Comprehensive Plan, at Page 113.

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service, all the while relying on the permitted uses in the neighboring RD District.

The **Transportation Element** of the Comprehensive Plan looks to provide a safe, efficient, environmentally sound, aesthetically pleasing, and fiscally responsible transportation system to enhance the quality of life for those living in, employed in, and visiting Hilton Head Island.[30]

The Property has frontage on, and vehicular and pedestrian access to and from the right-of-way of, Folly Field Road. The Town's pathway system was extended along Folly Field Road in 2001.

Goal 9.1.B of the Transportation Element is to maintain specific traffic analysis standards in the LMO to guide development in accordance with existing and future needs of the Town. Implementation Strategy 9.1.K is to continue to maintain traffic analysis standards in the LMO.[31]

The traffic analysis standards referred to in the Transportation Element are in LMO Section 16-5-106. Those standards set goals for average total delay per vehicle and volume to capacity ratios for signalized intersections in the Town.

A common line of inquiry in any rezoning application is, "What about the traffic?" While a formal traffic impact analysis plan is generally a development permit matter, and is not technically required as part of a rezoning application, anticipating this line of inquiry, the Applicant has commissioned a traffic impact analysis study to understand the effect of the redevelopment of the Property. The traffic impact analysis study for the redevelopment of the Property has not been finalized in time to include it with this Application; however, it will be provided to the Town Staff for review upon completion.

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[30] See the Comprehensive Plan, at Page 117.

[31] See the Comprehensive Plan, at Pages 136 and 137.

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The Applicant submits that all of the foregoing clearly demonstrates that the Application is in accordance with the Comprehensive Plan.

B. The proposed rezoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity.

The current use on the Property is a tennis facility that is scheduled to be relocated and replaced, depending upon the success of this Application. That relocation and replacement of the tennis facilities to the Clubhouse Tract will clearly benefit the Port Royal Plantation community, the members of the Port Royal Club, and the public as a whole with upgraded and additional recreational and fitness and wellness facilities.

The Property is bordered on the southeast and southwest by multifamily residential and interval occupancy uses on parcels in the RD District. The Property is bordered on the northeast and northwest by multifamily residential and interval occupancy uses on parcels in the PD-1 District. The uses for the Property allowed in the RD District are obviously compatible with the uses allowed on not only the adjacent RD District properties, but also on the adjacent PD-1 District parcels. Since the RD District is already adjacent to the Port Royal Plantation PD-1 District, there is no issue with the compatibility of the uses allowed in the RD District with the Port Royal Plantation PD-1 District.

C. The proposed rezoning is appropriate for the land.

The Property is uniquely suited for the uses permitted by the proposed RD District not only because the Property already abuts the RD District, but also because the Property is located in the Folly Field area, a resort oriented area. More specifically, the location of the Property is a high value amenity area due to the close proximity to the beaches of the Atlantic Ocean, and is adjacent to existing multi-family residential developments. If the Property were to be similarly redeveloped, *e. g.*, for

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multi-family residential use or resort use, those uses would clearly be appropriate uses for the land.

The Property currently has electrical, water, sewer, and storm drainage facilities in place. The Property fronts on Folly Field Road, a minor arterial road with good road connections to William Hilton Parkway.

The Applicant submits that the Property is clearly suitable for the more varied uses that would be permitted for the Property under the RD District if this Application is approved.

D. The proposed rezoning addresses a demonstrated community need.

The consistent increase in both the permanent and seasonal populations of the Town in recent years[32] and in resort and vacation visitors to Hilton Head Island over the years[33] is evidence of a demonstrated community need for additional, new facilities to accommodate not only those tourists and vacationers, but also permanent Island residents. The redevelopment of older multifamily residential and resort facilities has proven problematic,[34] while the development of new multifamily residential and resort facilities affords the opportunity to provide resort and vacation visitors to Hilton Head Island with world class, state of the art facilities.

Further, the Applicant believes that the consensus of the Port Royal Plantation is that the redevelopment of the Clubhouse Tract, including the relocation of the tennis facilities from the Property to the Clubhouse tract, and the addition of the proposed fitness and wellness

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[32] See the information from the Population Element of the Comprehensive Plan, at Page 6 of this Attachment 1.

[33] See, for example, Table 7.1 of the Comprehensive Plan, at Page 98.

[34] For example, see Section 7.5 of the Economic Development Element of the Comprehensive Plan, at Page 92, which acknowledges that the redevelopment of older condominium units presents a challenge due to the multiplicity of owners in any given development.

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center, is a good addition to the Port Royal Club facilities. The rezoning, marketing, and sale of the Property will enable the Applicant to raise the necessary capital to address these demonstrated community needs on the Clubhouse Tract.

E. The proposed rezoning is consistent with the overall zoning program as expressed in future plans for the Town.

The Comprehensive Plan, which "outlines a blueprint for the further development of [our] community",[35] and the LMO, which provides specific guidelines for development on Hilton Head Island, are two documents that provide for the overall zoning program for the Town.

This Application seeks to move the Property from the PD-1 District to the adjacent RD District. To the Applicant's knowledge, there are no future plans of the Town which are inconsistent with this proposed zoning map amendment. In fact, since this Application is actively supported by the Comprehensive Plan, as set forth above, and, in the Applicant's opinion, meets the criteria for a zoning map amendment set forth in the LMO, the ordinance governing the Town's current and future zoning and development plans, this Application is consistent with the overall zoning program of the Town.

F. The proposed rezoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts.

The Property is contiguous on two sides with parcels that are currently in the RD District. Therefore, no inappropriately isolated zoning district will be created if this Application is approved.

[35] See the Comprehensive Plan, at Page 1.

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G. The proposed rezoning would allow the subject property to be put to a reasonably viable economic use.

As stated above, as currently zoned, the marketing, sale, and redevelopment opportunities for the Property are very, very limited. Once the Clubhouse Tract is redeveloped as proposed by the Applicant, additional recreational tennis facilities will no longer be required, or desirable, in the Port Royal Plantation PD-1 District area. Further, the Applicant believes that continuing to restrict the use of the Property to only recreational uses has a material adverse effect on the economic viability of the Property.

Moving the Property to the RD District will provide a realistic opportunity for the redevelopment of the Property for a reasonably viable economic use by a buyer of the Property.

H. The proposed rezoning would result in development that can be served by available, adequate and suitable public facilities.

Because the Property is already developed, it is evident that it is currently served by electrical, water, sewer, and storm drainage facilities that are already in place. The Property fronts on and has direct access to Folly Field Road, a minor arterial road with good road connections to William Hilton Parkway, thereby providing adequate vehicular access to the Property.

I. The proposed rezoning is appropriate due to any changed or changing conditions in the affected area.

Taking into account the Applicant's proposed redevelopment of the Clubhouse Tract to include new tennis facilities, with the implementation of those plans, any reason for the continued operation of the Property as a tennis facility will no longer be valid, resulting in a changed or changing condition in the area generally, and on the Property specifically, justifying the requested rezoning of the Property to the RD District.

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V. NARRATIVE – CONCLUSION

The Applicant believes the foregoing narrative demonstrates that this Application is in conformance with the LMO and the Town's Comprehensive Plan, and meets the criteria set forth in LMO Section16-2-103.C.3. Accordingly, the Applicant respectfully requests that the Planning Commission (a) consider this Application and the testimony and supporting documentation which will be entered into the record; (b) find:

1. That this Application and the supporting testimony and documentation establish that the requested zoning map amendment is in accordance with the Town's Comprehensive Plan; and

2. That this Application and the supporting testimony and documentation establish that the approval of the proposed rezoning would allow a range of uses that are compatible with the uses allowed on other property in the immediate vicinity; and

3. That this Application and the supporting testimony and documentation establish that the requested zoning map amendment is appropriate for the land; and

4. That this Application and the supporting testimony and documentation establish that the requested zoning map amendment addresses a demonstrated community need; and

5. That this Application and the supporting testimony and documentation establish that the requested zoning map amendment is consistent with the overall zoning program as expressed in the future plans for the Town; and

6. That this Application and the supporting testimony and documentation establish that the approval of the requested zoning map amendment would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts; and

7. That this Application and the supporting testimony and documentation establish that the approval of the requested zoning map

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amendment would allow the Property to be put to a reasonably viable economic use; and

8. That this Application and the supporting testimony and documentation establish that the approval of the requested zoning map amendment would result in development that can be served by available, adequate and suitable public facilities; and

9. That this Application and the supporting testimony and documentation establish that the requested zoning map amendment is appropriate due to any changed or changing conditions in the affected area; and

(c) recommend to the Town Council that they approve this Application and the rezoning of the Property to the RD District.

Respectfully submitted on behalf of the Applicant this 20th day of January, 2015.

Chester C. Williams, Esquire
Law Office of Chester C. Williams, LLC
17 Executive Park Road, Suite 2
PO Box 6028
Hilton Head Island, SC 29938-6028
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843-842-5412 (fax)
Firm@CCWLaw.net

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Public Comments Submitted Online for

ZA-91-2015 Port Royal Racquet Club

Total Comments: 44 Support: 1 Oppose: 43

Support:

Strongly. Support

Arthur & Kathy Branch
9050 Iron Horse Ln. Apt. 423

Submitted: 4/5/2015

Support

Oppose:

This could significantly change our quaint Folly Field area. It would increase traffic flow in this area which already is a race track by some. How would they access the Beach..... Islanders beach? Where would the entrance be? Folly Field? Port Royal? Not a great choice for more condo's/townhouses. I say no to the development and keep the tennis courts where they are. These court are always used for the tennis community. My vote is NO, do not change the zoning.

john zink
72 Folly Field Road

Submitted: 2/17/2015

Oppose

I am adamantly opposed to the rezoning of the Port Royal Property.

Karen McNealy
Island Club Neptune

Submitted: 2/17/2015

Oppose

This is an objection to the requested variance based on the current condo density, traffic within the area. It is more of a residential community rather than a hotel area. The adjacent condo complex is high density with low open space.

85 Folly Field Rd

Submitted: 2/17/2015

Oppose

I have been an owner at the Island Club for many years and love the residential feel of the resort and the north side of the island. I do not like that with the addition of more condo units will make our stretch of the beach around the port royal/island club area more crowded. I made my purchase decision on this side of HHI largely because I did not like the high density of people on the south side of the island. One of the nice parts of the Folly Field community is that is a historic part of the island and a reminder of how HHI use to be 30 years ago. I grew up on this beach and while I know I cannot stop all "progress" it is

nice to have fewer people and maintain the historical character of this community. Please consider this in your decision. Thank you.

Dr. Jason McGibony
702 Anna Way, Statesboro, Ga 30458

Submitted: 2/18/2015

Oppose

As an owner at Island Club, I oppose the increase in density. Thank you.

Submitted: 2/18/2015

Oppose

The proposal will increase the building and population density and not be in keeping with vision of the LMO to maintain as much green space as possible without impacting viability. The PRP Master Plan is already not at the required percentage of green space and this action would result in its being even farther out of compliance

Judith M Shade
1 Fairway Winds Pl

Submitted: 2/18/2015

Oppose

My wife and I own unit 3106 in Island Club. I am opposed to the rezoning of the Port Royal Raquet Club parcel. My concerns include traffic impact on Folly Field Road and environmental issues (water runoff, noise pollution, etc.)

Gerard Finelli

Submitted: 2/18/2015

Oppose

As owners of rental units in Fiddlers Cove and The Island Club, I believe that adding this much more possible rental competition would hurt the property owners already struggling. The renal rates are forced to be low as the availability of properties are high. This in turn has been at least to some degree why property values are lower. Also beach congestion would not help.

Submitted: 2/19/2015

Oppose

I As an original owner since 1978 on Hilton Head, I vehemently oppose any change that increases the density of this property which obviously will create all manner of environmental, traffic and aesthetic problems.

Submitted: 2/19/2015

Oppose

There are many seniors that take walks in the area of Ocean Palms, Crown Reef, The Village , Fiddlers Cove and other time shares and fractional ownerships in the tennis court area. Increased density, traffic and noise would make it very dangerous for these people.

Dean Luke
Ocean Palms

Submitted: 2/25/2015

Oppose

As an owner in Village House Unit 103 I am opposed to the proposed zoning change for Port Royal Racquet Club. Traffic on Wimbledon Court & Folly Field road is heavy during the day & evening, even in the Winter. In addition Semi Trucks & Delivery trucks use Folly Field road to access the Westin. Rezoning to Vacation property with an additional 125 units would OVERWHELM the area. In the summer it take 2-3 light cycles to access US 278 from Folly Field Road.

Please turn down the Heritages request to Zone vacation property. If approved I will seriously consider selling our condo & moving away from Hilton Head, because it would significantly lower the value of our condo.

Thank you for listening, Ken Riehm 804-400-1150-c & 843-342-5181-local

Kenneth J Riehm
3 Wimbledon Court-Village House Unit 103

Oppose

Submitted: 2/25/2015

We are full time residents of HHI as well as owners of a Villa at Ocean Palms in Port Royal Village. We wish to record our opposition to the proposed re zoning proposal. Our belief is that the re zoning to permit additional high density multi family housing will result in highly undesirable traffic congestion and parking issues as well as a further strain on the surrounding infrastructure. Our opposition also applies to the ZA-89-2015.

Scott and Heidi Mueller
2 Myrtle Warbler Rd. HHI SC 29926

Oppose

Submitted: 2/25/2015

I am an owner at Ocean Palms and strongly object changing Port Royal Racquet Club property to High Density Zoning. It will not be compatible with existing developments in this area and I want to voice my objection to this proposed Zoning change.

John Jeppesen
14 Wimbleton Ct

Oppose

Submitted: 2/25/2015

Our family has owned a villa within Port Royal Village since 2008. We wish to be included with those opposing the rezoning request of The Heritage Group, a California based real estate investment firm, which would result in the sale and high density development of the Port Royal Racquet Club. The proposed project would create several adverse changes to the character of the area and would devalue surrounding properties purchased for seasonal or year round use. The majority of those purchasing decisions were based on the recreational facilities, visual appeal and general ambience of the area and relied on good faith assurances by The Heritage Group and its agents that those attributes would remain in place.

It is the prevailing view of our local friends and neighbors that Hilton Head Island has flourished primarily because of its measured approach to development. That committment has made our community dissimilar in very positive ways to numerous other resort destinations along the Atlantic seaboard. Approval of the rezoning request would result in various logistical problems of which you are already well aware, i.e. increased congestion, exacerbated traffic issues, loss of recreational space already in short supply, etc. Please remember that, in addition to those ill effects, there is also a more abstract, irreversable and potentially more damaging impact associated with this proposal which has to do with the erosion of Hilton Head Island's image and reputation. Those assets are incalculably more valuable than any incremental economic benefit(s) which are no doubt being used by Heritage to support its self serving proposal.

Edward R. and Deborah C. Say
106 Sycamore Drive, Shippenville, Pa. 16254

Submitted: 2/25/2015

Oppose

As an Ocean Palms owner I strongly oppose rezoning of Port Royal Racquet Club. Approving high- density multiple housing units would severely strain the limited access roads to and from Ocean Palms and create an over crowded environment for anyone living there. It would create a traffic hazard for children and adults both and would detract from the tranquility that exists there now. There are plenty of open spaces in Port Royal if someone wants to add more housing units. Real estate is not selling in there now and it would only get worse by adding more people and units. Please do the right thing. Thank you, Jon and Lynn Stokey Ocean Palms Unit 901

Jon Stokey

Submitted: 2/27/2015

Oppose

We oppose the zoning changes for the new construction of the Port Royal Raquet Club. It would dramatically change the neighborhood and adversely effect the community of Port Royal. We are owners at Ocean Palms Villas.

Submitted: 2/27/2015

Oppose

The owners of Ocean Palms, Uniy 808-5 oppose the request (ZA-91-2015) by the Port Royal Racquet Club.

Lynne & George Spratto
89 Links Way, Oxford, CT 06478

Submitted: 2/27/2015

Oppose

When we purchased our unit across from the tennis courts at Ocean Palms the easy access to the courts was a big factor. Moving the courts near the cluphouse will make it significantly less convenient. Besides the inconvenience, having more multi-family units across from ours will devalue our unit. We pay a large amount annually for golf and tennis access. Our concerns should be a substantial factor.

George & Diana McCarty
Unit 307 at Ocean Palms / 121 Lamplighter Dr, Morgantown, WV

Submitted: 2/28/2015

Oppose

Regarding the review on March 5th by the Town Council Public Planning Committee (TCPPC) for the zoning change request, ZA-91-2015:

The TCPPC must consider in their review the plethora of existing properties in and around Ocean Palms, the reduction in those property values over the last few years and the effects further construction of high density construction would have on this community!

As owners of Ocean Palms property, we oppose this request and all futures actions until existing properties return to fair market values!

Ron and Maria Moyer
Ocean Palms Unit 903

Submitted: 2/28/2015

Oppose

We are definitely opposed to changing the Port Royal Racquet Club. This zoning change would devalue our property value. We use the tennis club when ever we are at Port Royal.

Barbara and Edward Brauman
2436 Aquetong Road, New Hope, Pa. 18938

Submitted: 2/28/2015

Oppose

I have been an owner at Ocean Palms since 1999 and am disappointed to hear about the plans by Heritage Golf to abandon the existing tennis courts next to / near Ocean Palms. Now that I am retired I have been planning to utilize the existing facilities much more than once a year. I have moved to Fort Mill SC and am now within 4 hours of HHI.

Please deny this request for a zoning change.

Thomas Sciorilli
2036 Somerset Terrace, Fort Mill SC

Submitted: 2/28/2015

Oppose

Increased density will create a residential development interest and potential development project which will result in detrimental environmental conditions and trafiic issues---this area is already conjested with bike and vehicular traffic going to the public beach access and park. We the homeowners rely heavily on the prudent judgement of the officials who make zoning changes to represent and consider all legimate concerns and issues. Please do not approve the request for such a high density modification. Thank you.

Nichoas Vertucci
85 Folly Field Rd Hilton Head Is. 29928

Submitted: 2/28/2015

Oppose

As an Ocean Palms owner, I would be very unhappy to see the current tennis courts re-zoned for high density housing. I assume that the new building would be a high rise of some sort which would over crowd the area and block the view. In addition, such a building would increase car traffic, creating problems for walkers, joggers and bike riders. Currently, there is an open feeling to the area that is very appealing. I would hate to see this change.

Merry Fidler

Submitted: 2/28/2015

Oppose

The proposed development is not in keeping with the surrounding environment. This will affect property owners that have been paying taxes.

Nancy Porter
741 Marston St. Salem, Va.

Submitted: 3/1/2015

Oppose

As an owner at Ocean Palms, we would not like to have high density property constructed at this site.

David and Judith Johnson
801-1 Ocean Palms

Submitted: 3/3/2015

Oppose

I am an owner in Ocean Palms and ask that you respect the continuity of our community by VOTING NO to allow unlimited RD zoning on the Port Royal Tennis Club property.

We purchased our property with the expectation of living in a maritime forest that was a setting consistent within the Port Royal Plantation. The unrestrained RD zoning would allow a 75 foot high hotel, apartment building, etc. to be built within a community of owned homes less than half the height allowed in the RD zoning. The attached slide shows photos of the residences, that adjoin the Tennis Club property, with a 75 foot structure behind them. This absurd juxtaposition is not what we expected we purchased on Hilton Head Island.

The Tennis Club property zoning, PD1, would allow fractional ownership facilities while maintaining 25 percent open space. This 25% requirement keeps our community looking like the Hilton Head Island we came here to enjoy. Approving the RD zoning would destroy this ambience and make Hilton Head Island more like other high rise beaches in South Carolina.

NOTE: I have an attachment that is part of this comment. Please ask Anne Cyran for the attachment to see what the proposed zoning structure would look like in comparison to the community. Thank you for your consideration.

Everett Chesley
804 Ocean Palms

Submitted: 3/3/2015

Oppose

I can't support this at all! That part of Port Royal has enough RD zoned space as it is. The Wimbledon Court parking and traffic will be impossible. We've just bought on the island in that area and would be tremendously disappointed to see this go through. What a shame it would be. We bought there to try and be close without being on top of everything. Please don't allow this!

What doesn't the existing zoning suffice? What's the plan? Has anyone been willing to lay out a plan and explain why PD-1 doesn't support that plan? Allowing development up to the maximum allowed makes no sense. Let's change this now.

No, this is bad. Bad for sustainable tourism, bad for Port Royal, bad for the Island. Don't let this happen.

Tim Peck
Colorado

Submitted: 3/3/2015

Oppose

I oppose the Port Royal Racquet Club zoning change. The density population change to the area is not supportive of that as well as the potential change in traffic on folly field road. It is already a unsupervised drag strip at times, and more traffic presents more problems. Since it is a Port Royal Property and the zoning potentially changes, then there should only be access to that property through Port Royal Plantation only. That would mean that the end of folly field road would be closed to all through traffic including the Westin. I think they would oppose that as the road used to be closed to the Westin years ago They can all access it through Port Royal Plantation. If the New proposed properties were to pay POA fees to Port Royal Plantation, what benefit would there be to the Folly Field Residents?? None I'm sure, and none that I want!

John Zink 72 Folly Field Road

john zink
72 Folly Field Road

Submitted: 3/3/2015

Oppose

A traffic flow study during peak tourist season would reveal an already overloaded Folly Field road. The proposed rezoning request would increase this level many times over and create a problem that couldn't be tolerated. It would drive down surrounding property values due to this density increase . Justify this change on all the effected people concerns and not just the increased tax base which seems to drive most decisions. If you don't have solutions in place or in the planning stage for the traffic increase then don't approve the change. Don't create problems you can't or won't address with your short sighted actions..

Joe C. Brown
190 Mill Creek Dr.

Submitted: 3/4/2015

Oppose

Gentlemen:

I am a multiple property owner at Royal Dunes Resort, 8 Wimbledon Ct., Hilton Head Island, S.C. 29928.

My family has enjoyed the resort's property, location, and access to the beach for many years and, of course, all of the amenities that Hilton Head Island has to offer.

Yesterday, I learned that an eight-acre tract kitty-corner across the road from the resort and currently zoned for recreational use only, is being considered for change to "Resort Development".

As I understand, this would mean the plot could be used for high-density development, up to and including a new resort across the road from us including , at least, any of the following: Residential: 16 Dwelling Units (per acre) for a total of 134 units, or Hotel: 35 Rooms (per acre).

I am extremely concerned what any such rezoning would do to vehicular and foot traffic through our quiet, lovely little resort as well as our property values.

I understand that the request was denied at the Planning Commission Meeting on February 18th even though the town staff recommended approval of the requested maximum density zoning.

Royal Dunes had its general manager, a Royal Dunes Board member, and legal representation present. We went on record opposing the proposed rezoning changes, as did representatives of several of the other surrounding developments. The planning commission rejected the request, but that doesn't mean the proposal is truly dead

There are three more meetings during which the request will again be considered - Thursday, March 5, 2015 @ 3:00pm - Tuesday, March 17, 2015 @ 4:00pm and - Tuesday, April 7, 2015 @ 4:00pm. Although I am unable to attend these meetings, I want to go on record as strongly opposing this zoning request Thank you

Edward and Joyce Zier Units 131 and 412 Royal Dunes Resort 8 Wimbledon Court Hilton Head Island, SC 29928

And

43743 Castle Pines Terrace Ashburn, VA 20147

Edward and Joyce Zier
Units 131 and 412 Royal Dunes Resort 8 Wimbledon Court Hilton Head Island, SC 29928

Submitted: 3/4/2015

Oppose

I have been an owner at Royal Dunes for the past 13 years and come down from New Jersey yearly to my lovely resort. I was dismayed to learn that Heritage Golf has applied to rezone the property kitty-corner to my resort from "recreational use only" to "resort development". When I purchased my two time shares at Royal Dunes, I was told that no new resort development was permitted on Hilton Head Island. The proposal to add additional resort development across from my Royal Dunes will have a negative impact on my resort and I am OPPOSED to allowing this rezoning and allowing new residential, hotel, resort, etc. development to that site. I am dismayed at the thought of an increased amount of vehicular and foot traffic that would be coming in and out of our access road and the safety of the families who stay at Royal Dunes. We have had a very comfortable, serene, beautiful and safe community there. Those of us who purchased there did so because of its small, quiet family ambiance, and that there was no thorofare traffic, making it safe for the children and grandchildren who vacation there with their families. The monetary value of my weeks, and the overall value of resort would be negatively impacted. I also think about the negative environmental impact that would result from that area being disturbed for development of more commercial building. Please vote NO for the rezoning request.

Carmella Aaron
19 Stratton Drive Hamilton Square, NJ

Submitted: 3/5/2015

Oppose

The proposed change to increase density as well as the likely increased traffic in this area will have a detrimental impact on my Ocean Palms property

Adrian de Saldanha
ocean Palms Owner 702/5

Submitted: 3/5/2015

Oppose

Submitted: 3/5/2015

Oppose

We are opposed to the passage of the zoning change request ZA-91-2015

Lee & Aleedra Jacobs

Submitted: 3/5/2015

Oppose

I oppose the Heritage golf proposal. It's too much density for that area and will create traffic problems. It will have a negative impact on Royal dunes and the Barony. Please do NOT approve it, or scale back the density.

Kenneth Reid
Royal Dunes

Submitted: 3/5/2015

Oppose

As a time share owner with a growing young family at Royal Dunnes 8 Wimbledon Ct. I strongly oppose the re zoning from recreational to resort. All this will do is add additional traffic to a narrow street. Many children including my own enjoy the laid back lifestyle of our little area. We have taught our children how to ride their bikes feeling confident that no fast cars or many of them for that matter will be chasing them down. Please consider our, and many other young families need for safety when

considering this re zone.

Domenic Mangieri
Pittsburgh

Submitted: 3/9/2015

Oppose

There is too much traffic already on Folly Field Road. There is nothing indicated in the zoning variance request that provides any countervailing benefit to surrounding residents in what is largely a residential community. To make the entire property maximum density is unreasonable. While I strongly prefer no change at all why not limit the zoning change to less than half of property as a compromise.

As usual the individual property owner is being ignored in favor of a corporate money grab.

Please vote no.

Lewis Johnston
54 Folly Field Road

Submitted: 3/10/2015

Oppose

please be aware that my husband and I (Richard Joseph Stachelek and Elizabeth A Stachelek are totally against the proposed high density usage for the property across from the Royal Dunes property. We are the owners of two weeks of time at Royal Dunes. We feel strongly that the proposed High Density usage will turn this area into a Myrtle Beach and totally lose the peaceful ambience that is known to Hilton Head. If we wanted High density usage we could have bought out time in Myrtle Beach where you always experience traffic congestion, noise, open container drinking etc., etc., etc. please vote against this.

Mr. and Mrs Richard J. Stachelek
5 Woodfern Court, Columbia, SC 29212-2920

Submitted: 3/10/2015

Oppose

We were not notified of this and we own property on Folly Field Road. I strongly oppose further zoning changes for Port Royal that will result in increased traffic on Folly Field Road. The number of large trucks barreling down the road to and from the Port Royal development and hotels is already a safety hazard and has a negative impact on our property's value. To increase the density will increase the volume unless Port Royal's expansion involves creating a new road, at Port Royal's expense, that does NOT include a tunnel so the heavy trucks can access the facilities. We purchased a home on Folly Field Road in 2013. We were drawn to the relaxed community feel of the area. Heavy traffic, especially trucks, makes the community feel commercial instead of residential. In addition, the increased density and traffic volume will further impact the property value of all homeowners in the community. Hilton Head should not approve the current proposal unless Port Royal creates a different ingress and egress to the facilities. The zoning board should place the interest of the homeowners above those of Port Royal.

Submitted: 3/15/2015

Oppose

Please do not allow the re-zoning of the current tennis court area. It is too crowded at the present time, without making it more so.

Thank you,

Leo Starzec 502 Ocean Palms co-owner

Leo Starzec
502 Ocean Palms, Port Royal Village, Hilton Head Island

Submitted: 3/16/2015

Oppose

Me and my family have been owners at Royal Dunes since 2001 and have really enjoyed all our visits to Hilton Head Island and Royal Dunes at Port Royal Plantation. One of the main reasons we chose this location is the fact that it was not as densely populated as the South End of the island. To allow the Port Royal Racquet Club to be developed into any type of dwellings would greatly demenish the value of this area to its current owners and guest.

Joseph Cresgy

Submitted: 4/5/2015

Oppose

To whom it may concern As an owner at Royal dunes resort we are quite concerned about the potential development across the street from our units. We have been enjoying Hilton Head for over 25 years and this potential for increase in traffic will reduce the serene environment and diminish the Hilton Head experience for many.

We would like to lodge our discomfort with the potential development and place our voice with those others of like mind.

Regards,

Rick Squires
1065 Lockhart Circle, Sarnia Ontario N7S 2E4

Submitted: 4/6/2015

Oppose

As owners of three weekly timeshares at Royal Dunes Resorts for the past four years, my fiancé and I have enjoyed the casual lifestyle of Hilton Head Island and the very desirable location of Royal Dunes Resort in proximity to the lovely beach. We are opposed to rezoning the Port Royal Racquet Club to "Resort Development".

Thank you for your diligent consideration of our request,

Edmund C. Davis, Jr.

Maria S. Anderson

Maria S. Anderson
62 Casagrande Street Fort homas, KY 41075

Submitted: 4/6/2015

Oppose

From: James Alexander
To: Cyran Anne
Subject: Zoning change around Royal Dunes Resort
Date: Saturday, April 04, 2015 10:59:47 AM

Dear Ann,

I am writing to express my concern about the zoning change proposed near Royal Dunes Resort. My wife and I have been owners at this resort since 1999. We love the area and have taken many family members and friends down to enjoy the wonderful experience that Hilton Head and the resort offer. We always spend our week, or sometimes two weeks, entirely on all that Hilton Head has to offer: shopping, dining, golfing, tennis, site-seeing, and of course the beautiful beaches. The zoning in this area was put in place to ensure the lasting beauty and allure of this area. Please don't allow this change to happen. I understand that sometimes change is good, but why change something that works so well for so many people? Thank you, Ann, for your consideration in this matter. With deepest concern and much respect, James and Janet Alexander, Linden, Michigan.

From: Caramella
To: Cyran Anne
Cc: Eric Gowins
Subject: Zoning Application ZA-91-2015
Date: Thursday, March 05, 2015 6:37:28 PM

As owners at Royal Dunes Resort we are expressing our strong objections to this rezoning request
from Port Royal Racquet Club. The area in question is already crowded, and more traffic will cause
congestion to increase as well as the possibility of future pedestrian and or vehicular accidents.

As a member of East Pennsboro Township's Planning Board in Pennsylvania, I have experience in addressing
problems that occur, when a developer tries to squeeze in more development in an already congested
area.

Think of the negative impact on this delightful area of Port Royal Plantation. Folks come from all over the world
to enjoy the soothing peacefulness in the area which will be erased in one swipe of the pen. This is not something
that will bring value to our area, except tax dollars to HHI, indeed it may well drive future visitors away.

Please pass along a copy of this email to members of the town council.

Thank you,

Mr. & Mrs. Eugene Assante

NOTE: This message was trained as non-spam. If this is wrong, please correct the training as soon as possible.
Spam
Not spam
Forget previous vote

Catherine M. & Gary W. Babin
#304, Village House
3 Wimbledon Court, Hilton Head Island, S.C. 29928
[redacted]

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

February 9,2015

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As the owner of #304 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I have concerns with Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club area available for redevelopment. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by this roadway. Our unit faces Wimbledon Court so we observe firsthand the ever increasing vehicular traffic on this road. Further the deteriorating condition of Wimbledon Court is further proof that something has to be done to reduce, not increase traffic flow through this area.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, frequently driving in and out of the area, plus all of the support vehicles required, the new vehicle count could easily top 10,000 or more per year. Obviously, this would make our situation untenable and have a substantially adverse effect on my property value and the ability of Wimbledon Court roadway to withstand the rigors of such traffic volume .

It is my belief that the only way this Zoning change should be considered for approval, would be with a requirement for a new entrance off of Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, I would not support an entry from Folly Field Road, solely for the use of the new development. I also believe that Wimbledon Court should then be blocked through landscaping to through traffic south of the entrance to the Village House lot.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. Currently there are at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving me the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Respectfully submitted,

Gary W. Babin

CC: William McGrath, President, Village House Owner Association

[redacted]

Message to The Town of Hilton Head Island

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #207 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. We currently have at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Peter D. Baier

2/8/15

From: Lamar Barrett
To: [redacted]
Cc:
Subject:
Date: Sunday, February 15, 2015 2:12:32 PM

Well said, Roni !

Anne, I asked the Barony Beach Club Manager if they had been informed of this re-zoning request. (In addition to owning a Fiddlers Cove villa, which we do not rent out when we are not using it, we own a week at Barony. Apparently no one at Barony received info.
Obviously, converting acres of tennis courts across from Island Club, Barony, next door to Fiddlers Cove has an impact on everyone in the area. I am sure no one in the area, or for that matter, anyone on the Island wants this to become like Myrtle Beach, Daytona, or similar beach areas !

It was disappointing to read thru the Planning 30 pages that their recommendation was to "APPROVE" this request ! I am sure that anyone in this area who bought property here 20 or 30 or so years ago bought for the existing amenities, natural areas, relative low density of the island at the time and if fully informed, would object to swapping 14 or so tennis courts and a parking lot for 16 units per acre of overcrowding !

I am copying Eric Preaster at the Barony and others in the area for this info.

Ms. Anne Cyran

Senior Planner

Town of Hilton Head Island

One Town Center Court

Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of # 309 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse effect on our property values.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,
David and Barbara Barrett

Bruce & Julie Beam 327 S Queen Street Shippensburg PA 17257
[redacted]

February 15, 2015

RE: Rezoning in Port Royal Village

It has been brought to our attention that there is a desire to rezone where the existing Port Royal Tennis Club is located. We have owned in the Beckenham Complex for close to 11 years. Due to our love of the island, our location and the nature of preservation, our intention was on retiring permanently, within 2 years, to our villa on a fulltime basis. While we always believed the full intention of the Planning Commission was to regulate, inforce & control our island development, we find it unfathomable that locating another timeshare in this densely populated area would benefit anyone- other than the financial gain of a developer.

First, it must be obvious that no member of the Planning Commission has ever drove back to the location. Over the last 10 years we have been extremely disappointed in the condition and maintenance of the road going through the Port Royal Village. We have, along with our Association, continually struggled to have pot holes filled, adequately lighting and repairs completed. I cannot understand how any consideration could be given for more traffic- automobiles, bicycling, and walking on that small, narrow and poorly maintained road.

The island just completed a beautifully maintained parking lot and beach access on Folly Field Road. One of the pleasures of this spot is the availability of parking for our local island residents. It is a hub and hangout with locals from Hilton Head & Indigo Run Plantations. It draws families from Marshland & Matthews Drive-and all the 'North' island locations, all heading for the beautiful sandy beach. We currently have as commercial timeshare rentals, The Westin Resort, The Baroney Beach Club, Ocean Palms, Royal Dunes, Island Links and The Island Club- NO owners in site, that crowd this small section of Folly Field Beach.

We are adamantly opposed to further development in our small island section. In any plan, there needs to be a mixed of residential via rentals to keep a healthy livable environment. While the tourists might bring in seasonal revenue, it's the local people that maintain a yearlong commitment to the beauty, safety and sustainability of the entire island. We are the backbone of the community with involvements in local schools, churches, employment and volunteering.

Please consider our plea not to allow further rental development in our island location.

Sincerely,

Bruce & Julie Beam

From:	Pat Brown
To:	Cyran Anne
Subject:	Zoning application (ZA-91-2015)
Date:	Saturday, March 07, 2015 9:30:18 AM

Dear Ms Cyran!

As registered owner at the Royal Dunes, we wish to advise we are not in favour of this rezoning application!

We feel it will have a negative impact on this wonderful community!

Regards

Jason P. Brown

Jennifer A. Pink

Sent from my iPhone

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #209 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Kendra L. Burch

Kendra L. Burch
15171 Truman Manor Lane
Waldorf, MD 20601
[redacted]

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #_301___ Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

_David and Blanca Chang_____
Village House,
301_____
_____

From: Justina Crosby
To: Cyran Anne
Subject: Zoning meeting today
Date: Tuesday, April 07, 2015 9:16:15 AM

This is to inform you that we are vehemently opposed to the proposed zoning change. High density development does not necessarily enhance the charm and desirability of Hilton Hill Island. Open space and/or limited development has many advantages. This proposed zoning change which could allow major development will put major stress on the infrastructure and the fragile environment of the Island.

Thomas and Barbara Crosby, owners at Royal Dunes

Sent from my iPad

From:	Bob Cummings
To:	Cyran Anne
Cc:	Eric Gowins
Subject:	Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date:	Monday, April 06, 2015 4:01:49 PM

To whom it may concern,
I assume Anne Cyran,

My wife and I have been owners at Royal Dunes Beach Villas, from the initial days, and are extremely anxious regarding the news that a "Major Resort Development" is being considered and will impact the serenity of our property.

We believe that the area being considered for rezoning from recreational to "Resort Development", should be given more than a little serious scrutiny prior to any decision to Redevelop.

Your help in challenging this matter will be greatly appreciated.

Thank you in anticipation of your assistance.

Sincerely,

Bob and Kate Cummings

Sent from my iPad

From:	Bob Cushing
To:	Cyran Anne
Subject:	Fwd: Proposed Development on Hilton Head Island - Close to Royal Dunes Resort
Date:	Saturday, April 04, 2015 4:15:27 PM

---------- Forwarded message ----------
From: **Bob Cushing** [redacted]
Date: Sat, Apr 4, 2015 at 3:00 PM
Subject: Proposed Development on Hilton Head Island - Close to Royal Dunes Resort
To: anne@hiltonislandsc.gov

Dear Anne, We have been owners at Royal Dunes for many years and we presently own 6 units for 6 weeks. We are very much opposed to the development and would like to register our dissatisfaction with this proposed development. Sincerely, Bob & Cathy Cushing

From: Anita Dall
To: Cyran Anne
Subject: Port Royal rezoning
Date: Wednesday, March 04, 2015 10:14:19 AM

I am writing in reference to the rezoning application (ZA -91-2015). As a 20 year owner of two Royal Dunes timeshares, I am dismayed by the possibility of our beautiful resort being compromised of its avaricious neighbor,Port Royal Racquet Club. It is a pleasure to see all the signs around HHI designated for preservation of natural beauty. It would be an affront to that philosophy of preservation to allow a rezoning change that is being proposed at this or a future time for this area. Thank you for your consideration in this matter.
Sincerely, Anita Dall

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #106 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure. **Visitors and owners alike in that area, walk, ride bikes with their families, many of which are young children and jog and the addition of so many vehicles, is a safety concern** .

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Bill and Joyce DeFeo
1554 Osprey Court
Manasquan, NJ 08736

3 Wimbledon Court
Village House #106
Hilton Head, SC 29928

From: [redacted]
To: Cyran Anne
Subject: Royal dunes owner
Date: Friday, March 06, 2015 2:48:15 PM

Dear Anne, my name is chuck delbrugge, we are owners at royal dunes. We wish to voice an objection to changing the zoning of the property near our villas. We. Believe it could lead to more development than needed in that area. Thanks for listening.

Sincerely, chuck and Marilyn
Delbrugge. [redacted]

Sent from my iPad

From:	John K. DeVries
To:	Cyran Anne
Subject:	Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date:	Thursday, March 05, 2015 5:14:58 PM

Dear Ms. Cyran,

I am an owner at Port Royal Dunes and am greatly concerned about the rezoning proposal of the Port Royal Racquet Club that would greatly increase the density of the road transient. This could pose a danger to vacationers and children in the area. I also feel it would decrease the value of my investment in Royal Dunes.
I would appreciate you sharing my views at any further hearings on this matter.
Thanking you in advance for your cooperation.

John K DeVries
Royal Dunes owner

From:	Rosemary Drakeford home
To:	Cyran Anne
Subject:	change of zoning for Royal Dunes area
Date:	Monday, April 06, 2015 9:46:54 PM

To whom it may concern, my family is not in favor of the proposed change to the zoning designation for the property in the Royal Dunes neighborhood. For 20 years we have enjoyed the lower traffic and absence of noise and congestion in our area. We are now 2 families with 6 adults and 4 children who visit annually. The changes would have a very negative effect on our ownership and presence on Hilton Head Island. Please consider carefully the impact on the existing owners and on our trust in the HHI government to maintain a positive relationship and environment. Thank you, Rosemary W Drakeford, Royal Dunes Owner.

From: Egan, Mike
To: Cyran Anne
Subject: Zoning Application
Date: Wednesday, March 11, 2015 1:30:28 PM

Dear Ms Cyran

I am an owner at the Royal Dunes Resort and am concerned about Zoning Application regarding the sale of the property known as Heritage Golf.

We at Royal Dunes are very proud of the current landscaping of surrounding areas of our property .

Depending on what goes on this property, the population density could have an effect on our little community.

Thanks for lending your ear to our worries..
Mike Egan

February 11, 2015

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #202 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse effect on our property values.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Stephanie A. Elia

Stephanie A. Elia

Owner 202 Village House

From: Michael Erdman
To: Cyran Anne
Subject: Zoning
Date: Monday, April 06, 2015 10:03:45 AM

Having owned our time at Royal Dunes for over 20 years, I would hate to see the Zoning changed so additional Hotels etc can be build around us, we will lose our quite, quant resort. Thanks.

Fiddler's Cove
Beach & Racquet Club

To: Hilton Head Island Zoning Board
Re: ZA-91-2015 Zoning Change Application

I am writing, representing Fiddler's Cove HPR, located at 45 Folly Field Road, Hilton Head Island. Our property consists of 316 units, directly south of the parcel in question. Fiddler's Cove was built in the early '80's, and has and continues to be an active and vibrant part of the Folly Field neighborhood.

With little time notice to respond to this application, the following does not represent a full and comprehensive response to the proposed changes, but some initial levels of concern which we expect to add to as more information is disclosed.

From what we can determine, this application is not a first step in developing the parcel further, but quite frankly, an attempt to maximize the resale value – with no further plan behind it. That raises a dire concern that the next owner, having paid a maximum density price, would be working to develop the property in a fashion that can only have maximum, negative impact on the neighborhood.

Two immediate concerns come up.

The first is the already strained beach parking in Folly Field. In season, the parking at both Folly Field Beach, and Islander's Beach Parks are overloaded. Illegal parking along the east side of Folly Field Road is not uncommon, despite being illegal.

This has led to at least one property operating multi-passenger golf cart shuttles to the parks – something Fiddler's Cove considered a few years ago. This plan was rejected by our owners, due to safety concerns of operating these in the existing traffic on Folly Field Road. Maximum density use of this parcel would only increase both the parking issue, and the traffic hazards on Folly Field Road.

We strongly feel that any plan involving use of this property must take these factors into consideration.

The second concern involves a natural bird habitat on the south end of the parcel, alongside the lagoon between the parcel, and the Fiddlers Cove property.

The aerial picture ZA-91-2015_Vicinity_Map.pdf, furnished by the town, shows this lagoon. On the east end of the lagoon, the north side shows a white plume in the water. This is runoff from the nests of birds, estimated to be in the hundreds, who have made this buffer area a home for many years. While the town and the current owners may not be aware of it's existence, it is very much a part of the local ecosystem.

Any plans for the future development of this parcel must include preserving this natural home, or proving that its alteration would not have a significant negative effect on the local ecological balance.

Fiddler's Cove
Beach & Racquet Club

While we understand that the Zoning Commission's role is to oversee land use, to balance and optimize owner value with community needs – what has been presented is not an optimization plan, but an attempt to maximize resale value. We believe that this type of zoning change does not comply with the Town's comprehensive plan nor with the planned unit development of Port Royal.

On behalf of the Board of Directors of Fiddler's Cove HPR, representing the owners of the 316 units directly adjoining the parcel, I strongly request that the Zoning Commission reject the current application, until it can be reviewed as what it is intended to be – a first step of an overall plan of development of the parcel.

Sincerely,

Bill DeSanti
Board President
Fiddler's Cove HPR
45 Folly Field Rd
Hilton Head Island, SC

In reference to case# ZA-91-2015 Port Royal Racquet Club parcel R510 009 000 0277 0000

Valerie Fink
8822 W. 97th Pl.
Palos Hills, IL 60465
[redacted]

Owner - Crown Reef 103
14 Wimbledon Ct.
Hilton Head, SC 29928

Dear Town of Hilton Head Island Town Council and Hilton Head Island Zoning Board,

I respectfully request you vote NO to the proposed zoning change as presently written.

The information in the request document & staff report illustrate that although information & documentation are thorough, physical knowledge & investigation of the actual property show glaring discrepancies. Response letters from other property owners available thus far support my grave concerns regarding the ramifications of these inconsistencies.

1. Throughout the document & labeled maps, Ocean Palms is cited as the property directly Northeast of the Racquet Club. Crown Reef is the property not only directly northeast but on the same side of Wimbledon Ct. as the Racquet Club property. We border the tennis court area. All Crown Reef balconies & porches face & overlook the Racquet Club property. Crown Reef property is never labeled or cited in any of the initial request or staff report.

Land Management Ordinance 16-1-103 A. "recognizing the rights of property owners."

Crown Reef owners are the highest stakeholders in this proposed change. Short term rentals of our properties hinge on the quiet, family oriented area & the beauty & tranquility of the court property. Many of our villas are listed on rental websites. Reviews & repeat renters consistently refer to relaxing on the porches & balconies, watching tennis, & enjoying the setting. (Documentation of these reviews can be supplied.)

2. Awarding a least restrictive, maximum density zoning designation poses the potential for disregard in preserving the natural environmental concerns of the property.

*Land Management Ordinance B. General Planning Policies #4 "preservation of the **Tree** canopy throughout all developed areas of the **Town**."*

Please refer to Staff Report & attachments p. 14 aerial photo of the Port Royal Club property. Beautifully developed trees intersperse the tennis court property. This needs to be maintained to consistently follow LMO standards & maintain the integrity of all present property.

Our Crown Reef building is the smallest unmarked white roof opposite the Ocean Palms label. Last summer we had a white egret & her chicks nesting around our porch. As evidenced in the photo, we are not adjacent to the pond. The importance of this concern for the presence of wildlife is underscored in response letters from Fiddler's Cove owners.

Valerie Fink
8822 W. 97th Pl.
Palos Hills, IL 60465
[redacted]

Owner - Crown Reef 103
14 Wimbledon Ct.
Hilton Head, SC 29928

3. Folly Field Road access is described as a "minor arterial street". True. In addition precise description should include a posted sign after the Islanders Beach entrance "end state maintenance". Folly Field Road ends at & then becomes the entrances to Marriott Barony Beach Club & The Westin Hotel properties.
Please refer to responses submitted by Vikram Khullar - Village House & Bill DeSanti - Fiddler's Cove Board President for further more detailed traffic concerns.

4. The Crown Reef villas were built after The Ocean Palms development. Constructing these units in the same style of architecture as Ocean Palms & within the existing tree canopy led to an area that consistently complements the existing buildings & natural environment.
This is of major importance in any further construction & should be supported in all zoning.

As proposed, the rezoning for maximum density with intent to sell is a status quo approach to growth. This type of single-minded growth has had a negative impact on Hilton Head Island in the past.
I do not oppose the Heritage Golf Port Royal plan for improvement.
I do oppose a plan that disregards those existing areas & present property owners. Without clear direction from the Town Council prior to sale that is exactly what this plan does.
I encourage the Council to use this revitalization as a proactive opportunity.
New construction with "highest bidder" as the criteria does not necessarily mean a boost to the economy.
The most restrictive zoning affords the Council greater input in ecological efficacy & long term quality with sustainable economic growth that benefits all.

"Redevelopment on the Island is inevitable, and new, innovative and sustainable solutions are needed to coordinate this redevelopment" Community Development description from Township website Shawn Colin, director

Again, I request you vote NO to the proposed zoning change <u>as presently written.</u>

Respectfully submitted,

Valerie Fink

From: SFlohr
To: Cyran Anne
Cc: [redacted].
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Sunday, March 08, 2015 1:52:10 PM

Dear Anne,

My husband and I are long-time owners at Royal Dunes. We have been owners since 1996. We are writing to express are vigorous opposition to any re-zoning proposed by Zoning Application ZA-91-2015. There is no benefit to the current situation to re-zone from recreational use to resort development. The area is nice just as it is!

Thank you,
Sara L. Flohr and Richard E. Myslinski

From: DAVID FRALEY
To: Cyran Anne
Subject: rezoning request
Date: Thursday, March 05, 2015 1:23:40 PM

Anne Cryan, senior planner

I am in opposition to the rezoning application for maximum density use as put forth in the zoning application by Port Royal Racquet Club (ZA-91-2015). As an owner at the Royal Dunes Resort I am concerned about the increased foot traffic it would bring to and around our resort. Thank you for your kindly consideration in this matter.

David Fraley

From: Jana Gill
To: Cyran Anne
Subject: Zone Application for Port Royal ZA-91-2015
Date: Saturday, March 07, 2015 7:42:51 PM

Dear Ms.Cyran,

I am an owner of a villa time share at Royal Dunes Resort and oppose the proposed rezoning of the piece of ground surrounding the Royal Dunes area. Our family enjoys the beautiful grounds and non-commercial atmosphere of our vacations in SC. We appreciate your consideration.

Sincerely
Jana Gill
Royal Dunes Time Share Owner

Sent from my iPad

From: Eric Gowins
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Wednesday, March 04, 2015 12:58:24 PM

Ms. Cyran:
I'm a long-time timeshare owner, at Royal Dunes and at other timeshare resorts on Hilton Head Island. I think the proposed zoning change identified above is a terrible idea, one that will detract from enjoyment of my time at Royal Dunes while lining the pockets of Heritage Golf. The proposal is counter to what I think I know about Hilton Head and I am strongly opposed to it.
Eric Gowins
Richmond, KY 40475
[redacted]

From: Pam
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Tuesday, April 07, 2015 10:08:08 AM

I am writing regarding my concern of the above zoning application. We have owned at Royal Dunes for the last several years and love the quiet atmosphere of our little piece of the Low Country. Changing the zoning in this area to allow for potential high rises to be incorporated will not only be changing the landscaping but increase traffic and noise in the area.

Do not change the footprint of our little piece of heaven on Wimbledon Ct.

Jon and Pam Graesslin

Sent from my iPad

From: [redacted]
To: Cyran Anne
Subject: recent zoning application
Date: Tuesday, March 03, 2015 8:07:03 PM

Dear Ms. Cyran.
As owners at Royal Dunes, my husband & I feel changing the 8 acres owned by Port Royal Golf to a high density use will destroy the beauty of the area and will create way too much traffic in one of the nicer parts of the island. We hope a more restricted use of the land will be put in place.
Robert & Marjorie Hartsock

From: Dave Hemings
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Wednesday, March 04, 2015 10:30:45 AM

Ms. Cyran,

Why doesn't McDonald's have its usual twenty foot giant yellow "M" sign outside its restaurant on 278? Why aren't there huge billboards anywhere on the island?

Because we all care about the visual esthetics and experience we want to have as vacationers and residents of this great island. So why should that objective be compromised by the Planning Commission to the detriment of people who have already invested here?

I am an owner at Royal Dunes, a development that would be adversely affected if the area nearby is rezoned for commercial development. My wife and I have three kids and vacation at Royal Dunes every year because we enjoy the quiet and low traffic surroundings, as well as the scenery.

I strongly oppose the proposal before you to rezone the stated property. Please reject the proposal and only consider offers from developers with business savvy that returns value to their investors, while at the same time they are creative enough to enhance the property for its neighbors.

There is nothing wrong with growth and new development. I encourage it. But not at the expense or detriment to people who have already made an investment in Hilton Head Island. The Planning Commission should not be approving development that detracts from the experience we expect when we bring our families to the island to enjoy life. You would not allow Walmart to clear palm trees to erect a big sign and ruin my experience of enjoying the drive through the island. Do not allow this proposal. If you do, people will start going elsewhere to enjoy life, and they will take their wallet with them.

Sincerely,

Dave Hemings & Family

Royal Dunes Resort

From: Mike Hendrix
To: Cyran Anne
Subject: Wimbledon Court Property
Date: Thursday, March 05, 2015 9:05:48 PM

Dear Ms. Cyran,

My name is Mike Hendrix. I own four weeks of timeshare at Royal Dunes Resort on Wimbledon Court in Port Royal Plantation. I am writing to express my concern about rezoning the parcel in the area that investors want to build on. The land is currently zoned recreation. That is exactly what it should remain. To build apartments, additional timeshares, or hotel services will create a horrible traffic situation. I encourage you to pass along to the Zoning Authority and to the Hilton Head Island Commissioners my desire to leave the zoning as it currently is. Do not allow this small parcel to be rezoned to allow building. Thank you.

Mike Hendrix
P. O. box 670
Mocksville, NC 27028
[redacted]

From: Dr. Barbara Henley
To: Cyran Anne
Cc: [redacted]
Subject: Effect of Zoning Application on Royal Dunes Residents
Date: Saturday, March 14, 2015 6:33:19 PM

Ms. Cyran,

I write in reference to Zoning Application, Port Royal Racquet Club (ZA-91-2015) and urge you and the planning commission members to consider the investment we have made in Royal Dunes. I urge you not to re-zone the area for "Resort Development, " but retain the area for recreation. The increased density, noise and traffic would counteract the reasons many of us invested in Royal Dunes. The serenity and low density of the area have enabled many to vacation and live in this beautiful, pollution-free, and stress-free environment, resulting in the enhancement of the quality of our lives and, in some cases, even the extension of life. Please consider these aspects and retain the area for recreational purposes. Thank you.

Dr. Barbara Henley

From: Paul & Sandy Herrmann
To: Cyran Anne
Subject: Development by Royal Dunes Resort
Date: Monday, April 06, 2015 10:59:57 PM

I am very concerned about the encroachment of additional high density development in and around the resort where I hold a timeshare interest. As a former CFO of a billion dollar consumer company, I do understand free markets and development and would have no,problem with LIMITED encroachment nearby, but the roadways are already narrow, cramped and full of visiting traffic. Additional high density development will only exasperate the problem. We purchased here to get away from the mad rush of most developed areas of Hilton Head Island...a respit sanctuary as it were. It was what we need. With additional development that will be gone. We hope that the nature of the existing area will be kept as is or at least the development will be VERY low density.
Thank you,
Paul, Sandy Herrmann
Royal Dunes Owners

Sent from my iPad

From: BRUCE HILLIARD
To: Cyran Anne
Subject: WHY???
Date: Saturday, April 04, 2015 4:13:31 PM

My name is Bruce Hilliard and my family has been traveling to HH for years and everyone has enjoyed the island just as it is, and I was under the impression that all the construction was settled. We don't need large additional buildings, just more play area for young family s!

Bruce Hilliard

Bruce Hilliard

From:	William Hooper
To:	Cyran Anne
Subject:	Rezone ZA-91-2015
Date:	Thursday, March 05, 2015 2:29:59 PM

As an owner in the Royal Dunes Resort, I am opposed to request to rezone the property of the Port Royal Racquet Club (ZA-91-2015) to high density development. My concern is the potential increase in vehicle traffic along Wimbeledon Court road. I fear in could cause a hazard to the many people that cross that road to go to the beach.

William Hooper
12101 Lowill Ln
St. Louis, MO 63126

From: Jette James
To: Cyran Anne
Subject: Zoning application Port Royal Racquet Club
Date: Sunday, March 08, 2015 3:25:54 AM

Dear Anne,

As long time deeded time share owners of Royal Dues we would like to go on record as opposing the proposed change to the zoning in the village of Port Royal. The Port Royal racquet club is one of the major reasons we chose to purchase the time share and have chosen to return to Hilton Head twice a year (for both November and March) for the past ten plus years. The racquet club is an extremely attractive feature of the community. Eliminating it would cause us to reconsider where we spend our vacation time and dollars. Hopefully city councillors will also be compelled to reconsider this application for change in the landscape and deterioration of amenities.

Sincerely,
Peter & Jette James
157 Dunn Street,
Oakville, Ontario
Canada
L6J 3E4

Sent from my iPad
Jette

From:	Jenkins Vision
To:	Cyran Anne
Subject:	rezone in Port Royal Village
Date:	Sunday, February 15, 2015 1:30:27 PM

Mrs. Cyran,

We are new property owners in the Beckenham/Devonshire community within the Port Royal Tennis Village. Recently, we became aware ot the proposed rezone of the tennis complex to one that allows for villa/timeshare development. We have read the communication that our Beckenham/Devonshire Board of Directors has sent to you. We are in full agreement with their requests. Please do not approve this rezone.

Thank you,
Joel and Ingrid Jenkins
209 Devonshire

From:	Garmijones@aol.com
To:	Cyran Anne
Subject:	Proposed Rezoning Changes
Date:	Thursday, March 05, 2015 12:26:56 AM

To: Anne Cryan
Re: Proposed Rezoning application, Port Royal Racquet Club (ZA-91-2015)

We have just read of the proposed zoning changes and we would like to go on record as opposing this application.

We own a week a Royal Dunes and have thoroughly enjoyed going every year since the beginning of its existence. We rarely ever use the week to go anywhere else. We like the quiet and beautiful area and do not want to see it marred by who knows what if this goes through. We have understood over the years that Hilton Head Island government has strived to protect the environment and beauty of the island by not having such as you will find at places like Myrtle Beach where a quiet retreat like Royal Dunes and those around it can exist .

We respectfully request that this proposal not be granted.

George and Jean Jones
Lexington, SC
Owners at Royal Dunes Resort on Hilton Head Island

From: Bal Kakaria
To: Cyran Anne
Subject: Re: Zoning application Port Royal Racquet Club
Date: Monday, March 09, 2015 5:36:23 PM

>
> Dear Anne,
>
> We have been deeded time share owners of Royal Dues since its inception. As such, we are deeply dismayed and would like express our opposition to the proposed change to the zoning in the village of Port Royal. One of the prime reason we bought into a Royal Dunes was the sports package included by Heritage Golf and Racquet Club. If either of these sports facilities are rezoned we have very little incentive to continue our yearly visit to Hilton Head Island. We urge the zoning authorities to seriously reconsider this application for change.
>
> Sincerely,
> Bal and Hanne Kakaria
> 1706 Wembury Road
> Mississuga, Ontario
> Canada
> L5J 4G3
>
>
>
>

From: Carol Karpchuk
To: Cyran Anne
Subject: Zoning
Date: Monday, April 06, 2015 2:44:17 PM

No more building in Port Royal or changing the zoning from recreational . It's starting to look like Atlantic City NJ. Too crowded! This is why we love HHI for its peaceful, quiet, relaxing beauty. Overcrowding is unacceptable! Stop the change in the zoning for Port Royal before its trashed into a noisy crowded annoying mess of a resort. Stop any further development now please.
Sent from my iPhone

From: Marcia
To: Cyran Anne
Subject: Re-zoning
Date: Saturday, February 14, 2015 7:30:33 PM

I am a condo owner at Crown Reef and would like more details about the plan to re-zone the tennis facility. As I live out of town it is impossible for me to be present but I have some very deep concerns about the Town Staff taking the property for condos. I'm sure the developer has some very lucrative plans for the property but I'm not sure it's in the best interest of the people who live here and work in the area! The tennis club is a real draw for the condo owners and guests.

Thanks,
Marcia Kearns
[redacted]

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As full time residents of Penthouse I Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. We currently have at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Teria and Randy Keathley

Teria and Randy Keathley

From: Vikram Khullar
To: Cyran Anne
Subject: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club
Date: Monday, February 09, 2015 10:36:17 PM

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #____ Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Vik Khullar

Owner, VH-206,
3 Wimbledon Ct
Port Royal Village

Currently at:
Summit, NJ
[redacted]

From: robert Kiener
To: Cyran Anne
Date: Sunday, March 29, 2015 4:25:56 PM

Mrs. Anne Cyran; May I please take this opportunity to express my views regarding a project you are considering, which is the Change of Zoning application for Port Royal Racquet Club (ZA-91-2015).

We are presently timeshare owners at Royal Dunes and have been for 20-25 years, since it was constructed. Our time spent at Royal Dunes is very valuable to us and our family and is something we look forward to each year.
The proposed sale by Heritage Golf of approximately 8 acres in our very near vicinity is something that bothers us greatly. Not the mere sale of the property, but the result of that sale would be to all the owners of our timeshare.

I would greatly appreciate it if you would re-consider their request to rezone that 8 acres. All us present owners have so much at stake, not knowing what a rezoning would result in as far as future building and occupation in this beautiful area.

Please feel free to contact us if we can offer any further information in this regard, and thank you for your consideration.

Bob & Mary Kiener
22 Springbrook Shores Drive
Elma, N, Y, 14059

From: [redacted]
To: Cyran Anne [redacted]
Subject: 16 units per acre!!
Date: Sunday, February 15, 2015 12:44:50 PM

Hello Anne,and the Planning Commission,

Thank you again for sending this information. We will be at the hearing Wednesday.
My thoughts run to the Town of Hilton Head letting everyone know the proposed impact on roads, on the Islander Park and beaches in this area! Just telling a handful of adjacent property owners will not come close to resolving the impact it will have on residents. You build a park for residents and then Council allows timeshare owners to overrun it. (Islander Beach Park and Folly Field Beach Park). Folks in Indigo Run and Hilton Head Plantation are not the only users of the Beach Park and the roads.

#1 We are against changing the usage of this 8.4 acres. RD is 16 units per acre. We have become an area of mostly timeshares and quartershares. Use of roadways and park facilities will be maxxed out. If they are filing to help sell the property, why do they care what it's for? If so, they are being nebulous and underhanded as to their intent. This property will not remain as tennis courts if it is sold.

#2. The existing land use of the current property as outlined has just enough property for the existing tennis courts and existing clubhouse and facility parking. The "grass courts" as well as the whole area has been allowed to be "run down." It's current use is "Recreation." It should remain so---low density.

The last thing we need is more condominiums (if that indeed is "RD" Resort Development") using either Folly Field Rd. off of Folly Field Road and Grasslawn Avenue in Port Royal. Congestion and traffic through residential areas is now fairly awful. You also should hear concerns of those living in Folly Field and Port Royal beaches, as well as the timeshare and other property owners living and using these facilities and roads and beaches.

#3. There is also a covenant requiring many Port Royal tracts to disallow rental properties...i.e. Barony Woods.

Thank you. If I'm way off base here, please tell me. But this is what we're reading here.

Richard and Veronika Kincaid

Adjacent property owners
[redacted]

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #201 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. We currently have at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

William E Kirk 201 Village House
Marianne Kirk

In addition the Heavy Equipment, Trucks and Service Equipment would make traffic through the VH entrance cumbersome and a traffic congestion bottleneck for pedestrian + bike traffic

From: pirjo kivela
To: Cyran Anne
Subject: For the April 7 zoning meeting
Date: Sunday, April 05, 2015 10:39:11 PM

Dear Madam,

As one of the timeshare owners in the Royal Dunes Resort I quite agree with the President of our Board of Directors, Mr. Eric Gowins, that additional major constructing in the Winbledon Court Road would cause disturbance in the now so peaceful street, not to speak of parking problems. Therefore I hope that the tennis courts stay as they are now.

Truly yours,

Pirjo Kivela (Ms)

Pohjoisranta 22 B 37 or 5922 NW 66th Terrace
00170 Helsinki, Finland Kansas City, MO 64151

From: Victor Kohnke
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Sunday, April 05, 2015 10:58:57 PM

Ms Cryan:

I'll be honest and brief. I own at Royal Dunes and our board of directors doesn't like the idea of the zoning application being approved for the land currently zoned recreational use only (Port Royal Racquet Club (ZA-91-2015)). They are putting forth all sorts of scenarios that bring the number of units in that space to 134 negatively impacting our ownership, you've heard it all I'm sure. As a timeshare owner I will simply say this, one of the reasons we love Hilton Head is that despite all of the development over the years it still doesn't feel as overcrowded as some resort areas. My concern is that the continual building out of every square foot of land for resorts will continue to tax the infrastructure which impacts the overall feel of the island. If you and the other folks on the planning commission honestly feel that this is good for the island it won't significantly impact me, and if this were one of the other 5 timeshare boards asking me to comment I wouldn't even bother reading beyond the first paragraph but this is Hilton Head Island and HHI has always been special to my wife and me and we want growth there to be sustainable and keep, as much as possible, the relaxing comfortable feel it has had for us since we bought there in the 1990's.

Thank you for your service to HHI and the planning commission.

Sincerely,

Victor Kohnke
[redacted]
Phone: [redacted]

My current and former employers, my former English Teachers, family and friends formally disavow any connection with me if any statement made is either offensive, contains inaccurate information or is grammatically incorrect.
In short: I speak only for myself, and at times not very well.

February 10, 2015

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #205 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

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Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Deborah A. Leadingham

Deborah A. Leadingham
17 Muirfield Lane
Cincinnati, OH 45241

From: [redacted]
To: Cyran Anne
Subject: : Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001
Date: Thursday, February 12, 2015 1:33:38 PM

February 12, 2015

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

I am writing to you as a homeowner of #205 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, President of the Village House Board of Directors, Member of the Port Royal Tennis Village Board of Directors, Member of the Port Royal Golf Club, and a former full time resident of Port Royal Plantation. Currently, I am a part-time resident at the Village House, but I expect to once again make Hilton Head Island my full time residence in the relatively near future.

As both a member at PRGC, and a resident located between the current Racquet Club and the Golf Club, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds and making the Port Royal Racquet Club available for redevelopment. The concept drawings for both the new tennis facility and the fitness center will benefit the members of PRGC as well as residents in and surrounding Port Royal Plantation. If constructed properly, the redevelopment of the Racquet Club could also benefit the entire neighborhood. Of particular concern, however, is managing the traffic flow into this new development as well as the other timeshare properties in the area.

As a new member of the Port Royal Tennis Village Property Owners Association board, I recently took the time to once again read the Declarations and By-Laws. It was actually a very enlightening document. Originally, Port Royal Tennis Village was to be comprised of six or seven separate regimes, similar in scope to the Village House and Beckenham & Devonshire. Unfortunately, the developer was unable to complete the project and sold the remaining property south of our property line to other developers who introduced much

higher density timeshare projects to the area, without establishing the proper infrastructure. At that point in time, the Town was in its infancy, and unable to control development in the same manner as today. As a result, when you pass our property line, you have substandard roads, with little or no storm water drainage, that are too narrow in some areas for two cars to pass. In addition, because those developments are not a part of Port Royal Tennis Village, there is no vehicle in place for them to share in the maintenance costs for the first section of Wimbledon Court, which is owned by our POA. Adding up to 120 new timeshare units that are being proposed for this site, only complicates an already untenable situation. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year.

We believe it is in the best interests of the entire surrounding community for a new entrance to be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. Since this entrance is also located across near the entrance to the Islanders Beach Park, the Town's Traffic Planners could require that the developer design a proper entry into the new development that creates a safe entry & exit for the Racquet Club, existing timeshare properties and the Beach Park.

The entry into Port Royal Tennis Village was not designed for the current traffic flow – both the number and size of vehicles needed to visit and support the timeshare properties exceed the road's capacity. During planned maintenance weeks and periodic remodeling of multiple timeshare units, tractor trailer rigs rumble down the street and dumpsters on dropped in the middle of the road. This level of activity was not envisioned when Port Royal Tennis Village was originally developed for individually owned homes and multi-family projects for both full and part time residents.

We do not support an entry from Folly Field Road, solely for the use of the new development. We believe now is the time for the Town of Hilton Head Island to insist that any new developer create a safe and convenient entry for all of the timeshare properties currently located on Wimbledon Court. Traffic on Wimbledon Court today creates an unsafe environment for both children and seniors alike. If you tour the area you will note the narrow street with no sidewalks or bike paths until you reach our property in front of the Village House. This simply doesn't work with the volume of traffic on Wimbledon Court.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. We currently have at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who

restrict their use to family vacations. In an ideal situation, we would petition the Town to permit the Port Royal Tennis Village Property Owners Association to terminate Wimbledon Court at the end of our property line or to limit access into the timeshare properties to emergency and safety personnel. This would create a much safer environment for our homeowners and create an area more conducive to owner occupied properties.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners. Our homeowners want to be an active part of this process and we hope that you will keep us informed as the Town determines the best solution regarding this Zoning application.

Sincerely,

Charles C. Leadingham
President, Village House Board of Directors

Mailing Address:
17 Muirfield Lane
Cincinnati, OH 45241

From: [redacted]
To: Cyran Anne
Subject: Port Royal Raquet Club (ZA-91-2015)
Date: Saturday, March 14, 2015 10:16:41 AM

My wife and I have owned villas at Royal Dunes Resort in Port Royal for the past 20 years.

We are aware of the rezoning application dealing with the Raquet Club property. We feel that the Town recommendation of maximum density zoning is not appropriate, and we are pleased to hear that the planning commisssion rejected the request.

We would prefer to see the zoning remain for recreation use only. If changes in zoning are to ocur this should reflect the zoning of the surrounding areas.

Regards.....Richard Walker & Valerie Leski

From: Tom Lincoln
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Wednesday, March 04, 2015 7:39:34 PM

Dear Anne:

My wife and I have just learned about the zoning application mentioned above. We are timeshare owners at Royal Dunes. We are very concerned about development of this 8 acre parcel of land because of the fact that there is already enough high-rise develop in the area.

We became owners of a very nice timeshare week at Royal Dunes a couple of years ago and one of the primary reasons we did so was because we thoroughly enjoy the beach and the convenient access to ride our bikes on the beach as well.

It would be a great loss to our community and the Hilton Head community in general to lose this access to the beach. Also, it would have a negative impact on the environment where the mangroves are home to many species of birds and wildlife.

Finally, this potential sale of the property would have a negative impact on the value of our property. While the developer would reap millions in the development of their complex and tract of land, we as current owners would lose most of the value of our property which is of great concern.

Finally, every town planner should try to maintain as much open space as possible for our future generations to enjoy.

I appreciate your consideration in this important matter.

Regards,

Tom & Wendy Lincoln

Sent from my iPad

From: [redacted]
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club, ZA-91-2015
Date: Tuesday, March 03, 2015 7:50:30 PM

As an owner at Royal Dunes Resort, I wish to go on record as opposing the above zoning change. This would adversely impact the immediate area, not just Royal Dunes owners, i.e. increased foot traffic, more automobiles and would make it more difficult for those of us that like to ride bikes on the quiet streets of the area. Our attraction to that area and resort is the quiet, residential feel in a lovely setting. Thank you.

Dianne Loftis
814 Quail Valley Drive
Brentwood, TN 37027

From: Long, George (Millennium)
To: Cyran Anne
Subject: Rezoning of 8.4 acres Known as the Port Royal Racquet Club ZA-91-2015
Date: Wednesday, March 04, 2015 4:36:44 PM

Dear Ms Anne Cryan,

I have two weeks of time share at Royal Dunes in Port Royal and normally spend one or two extra weeks at the resort each year. I am writing this email to voice my opposition to the subject zoning request, ZA-91-2015. One of the great vacation attractions for me and my family each year is to be able to have access to the Port Royal Racquet Club as well as the close proximity to the golf courses at Port Royal. Losing the racquet club would diminish that attractiveness substantially.

V/R

George Long

From:	Bob Loomis
To:	Cyran Anne
Subject:	Zoning Application, Port Royal Racquet Club
Date:	Friday, March 06, 2015 1:34:20 PM

Dear Anne, My wife and I bought at Royal Dunes in 2002 and we have had friends also purchase, such as Tom Lincoln who recently sent you an email. We agree with everything Tom mentioned. It would be horrible if this passes. We and I'm sure others would sell our weeks; I know it's hard to do, but friends of ours have done so through attorneys. This application has to be turned down; it would eliminate the beauty of that area, would lower property values, cut out beach access for so many people, not to mention more traffic congestion. Bob & Debbie Loomis

Robert Loomis, CLTC
Long Term Care Specialist

Robert Hensley & Associates, LLC
10 Avon Meadow Lane
Avon, CT 06001
[redacted] Direct
[redacted] Fax

[redacted]

From: [redacted]
To: Cyran Anne
Subject: zoning meeting
Date: Sunday, April 05, 2015 11:56:48 AM

Anne,

As an owner of the Royal Dunes, I do not support the sale and re-development of the golf course across from the Royal Dunes.

Thank you.

Cathy
Cathleen Mallery
Edible Arrangements
6401 Penn Ave
Pittsburgh, PA 15206
[redacted]

From: Arch J.
To: Cyran Anne
Subject: Reference to Zoning Application, Port Royal Racquet Club, ZA-91-2015
Date: Thursday, March 05, 2015 3:28:26 PM

Ms. Cyran, I am contacting you to respectfully voice my opposition to the above mentioned zoning request. As a current Timeshare owner in Port Royal I can only imagine the added amount of people along with the increase of traffic flow and increased lack of safety that would ultimately result. Also, the change of the natural area of this part of the Island. There is also the fact that while a few people would make large amounts of money, the value of the Timeshares for present owners would likely decrease.
Thank you for your consideration of one owners option.

Arch J. Martin
720 E. Copeland Rd.
Powell, Tn. 37849
[redacted]

From: [redacted]
To: Cyran Anne
Subject: Proposed Zoning Change fot Port Royal Racquet Club (ZA-91-2015)
Date: Thursday, March 05, 2015 12:48:34 PM

Dear Mrs. Cyran

We are charter timeshare owners in Royal Dunes Resort. It has been brought to the owners' attention that a zoning change application (Port Royal Racquet Club ZA-91-2015) has been submitted for the purpose of changing the zoning of the eight-acre tract
owned by Heritage Golf from "recreational use only" to "Resort Development" This
tract is diagonally adjacent to the Royal Dunes Resort.

This change could not only be aesthetically damaging to our resort and the surrounding properties but could raise safety issues as a result of increased traffic flow.

We respectfully request that the proposed zoning change not be passed.

Thank you.

William and Mary Mastin

From:	Shirley Matthews-Spall
To:	Cyran Anne
Subject:	I am a Royal Dunes owner since before Building 1 was built. I would like to strongly advise that the Rezoning is voted down. I think Port Royal is very busy now with auto traffic and the beauty of the area would really suffer. I come every year in S...
Date:	Saturday, April 04, 2015 6:56:46 PM

From:	Wiliam McAdoo
To:	Cyran Anne
Cc:	Patty Pearson Pearson
Subject:	ZoningMapAmendmentApplicationofHeritageGolfPortRoyal,LLC
Date:	Sunday, April 05, 2015 8:00:49 PM

Anne Cyran
I was unable to attend the 18 February 2015 meeting for the above listed rezoning.
I understand that another meeting is scheduled for April 7th.
I am contacting you with my concerns that this rezoning and subsequent development will have a negative impact on existing properties on Folly Field Road.
The added traffic on this narrow and congested street could result in traffic jams as well as an increase in accidents, as I assume the only entrance to the development will be off Folly Field Road.
Has a traffic study been forthcoming from the developer?
Please advise what is the status of this project.
We recently bought a villa in the Island Club because it was in a residential area off the busy Willam Hilton Blvd.
Thank you
William & Celia McAdoo
3403 Island Club, 85 Folly Field Rd
[redacted]

From: Janet
To: Neil McCallum; Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Monday, March 16, 2015 11:14:39 PM

To Whom it May Concern:

Thank you for your time and your consideration. We are a family who own 4 weeks per year at Royal Dunes Resort. At the time of purchase, 25 years ago, when the buildings were just being constructed, we were assured the area would not be further developed. We were told that Royal Dunes was the last development to happen in this area.

We are writing to request you decline the Zoning Application, Port Royal Racquet Club (ZA-91-2015)

For the past 25 years, we have vacationed and brought our family to your beautiful island, twice a year. We consider HHI our island, our vacation home. We are passionate and proud of HHI. We were, and continue to be confident of your vision for the preservation of the island and the natural habitat. The beautiful way you have enhanced your island without harming your natural footprint is to be commended. Please do not destroy the area of the island that we call home. Our backyard, our neighborhood at Royal Dunes, is quiet, peaceful, tranquil and a safe haven.

The land use that is under review, is enjoyed by many pedestrians, cyclists, locals and visitors. It is part of the hidden beauty that one discovers and delights in when exploring your island. It is peaceful. It is safe. It is irreplaceable.

I humbly ask that you reject the Zoning Application, Port Royal Racquet Club (ZA-91-2015)

With Sincerity,

Janet, Neil, James & Luke McCallum
London, Ontario Canada

Honorable David Bennett, Mayor

Town Council Members

Board Members, Planning commission

Ms. Anne Cyran, Senior Planner

Town of Hilton Head Island

One Town Center court

Hilton Head Island, SC 29928 February 18th, 2018

In re: Zoning Map Amendment of Heritage Golf Port Royal, LLC for 8.5 Acres

Port Royal Racquet Club; Zoning Map Application No.ZA-000091-2015- Our File No.01732-001

Ladies and Gentlemen,

We appreciate receiving the notice of the zoning change requested and thank you for the opportunity to be heard on the matter.

The facts that are apparent from testimony heard this afternoon are:

1. The density in the Port Royal village will be increased considerably

2. Because the Port Royal village's original plans never anticipated this increase in density, the original road construction was not engineered to handle the tremendous increase in traffic, including heavy construction equipment. **The area does not have sidewalks or bike paths**. The safety of the homeowners in Port Royal Village will be at issue.

Although we are concerned about the impact of the increase in population in an already high density area, we are not opposing the requested change, but respectfully request that any approval be subject to the following conditions for the safety of all of those in Port Royal village:

1. The 8.5 acre plot must have **2 access points on Folly Field Road**. (Better access for fire trucks and ambulances).

2. **Easement over Wimbledon Court Road from Grasslawn Ave is terminated**. Said termination be in recordable form and recorded in the Beauford County Court House.

Respectfully submitted,

Thank you,

Attorney Donald McFadden

2 Wimbledon Court, Apt 111

Hilton Head Island, SC 29928-5573

[redacted]

[redacted]

From: Jim McGarry
To: Cyran Anne
Cc: [redacted]
Subject: Zoning Hearing Port Royal Racquet Club Property
Date: Monday, February 16, 2015 12:53:39 PM

Dear Ms Cyran,
I am writing to express my concern for the proposed change in zoning and potential redevelopment for the Port Royal Racquet Club property. By way of introduction, I am a Hilton Head property owner (Beckenham) and a recently retired partner in a major architectural firm that has done a number of commercial projects at Hilton Head over the years. My company has also owned residential property on the island. My 30 years of familiarity with the Island and with real estate development provides me with a balanced perspective on this proposed rezoning plan.
You have received official communication from the Beckenham/Devonshire Board of Directors which outlines the concern and objections of the property owners. I agree with all of the points and suggestions raised in that letter. I would like to add my additional comments:

* The fact that ingress and egress through Port Royal Village area appears to be via a private road poses serious concern for safety to pedestrians , bikers and vehicles that currently pass through the area. Maintenance of the thoroughfare has been a dicey and neglected issue , resulting from past short sighted decisions on development. This new potential development will surely push safety concern to a tipping point. In addition, the area already provides inadequate access to fire and other emergency service. New development will compound this problem.
* Density of population can be a positive thing if plans include adequate buffers and outdoor common space. In my opinion, these concerns were overlooked in the past with the timeshare developments that were added. The only thing that made these palatable and not overly harmful to the quality of the community was the existence of the open space provide by the tennis facility. Adding increased density to this area flies in the face of the historic efforts by the Island's leadership to maintain quality of life for its residents and visitors. I have witnessed the great vigor that goes into meeting the requirements for commercial development and for such detail items as arbor preservation. At the "Big Picture" level, I believe it is obvious the dense development of this property is potentially harmful on a number of levels - regardless of detail concerns.
* I recognize that redevelopment of the Tennis facility presents numerous financial incentives for the owners and for the "potential" increase in tax base to the Town. However, as you are well aware , the values of all properties in the area have dropped considerably and are nowhere near a reasonable level of recovery. This new level of density will significantly change the appeal of Port Royal Village which will harm existing values and further hamper recovery.

I urge the Town of Hilton Head to evaluate this proposed change with vigor and with consideration of the concerns of the existing owners. If nothing else , search for creative solutions to the conflicting needs of all of us affected by development of this large 8.4 acre site.
Thank you for considering these comments.

James L. McGarry
103 Beckenham
Hilton Head
[redacted]

William D. & Judith A. McGrath
#208, Village House
3 Wimbledon Court, Hilton Head Island, S.C. 29928
[redacted]

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

February 12, 2015

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As the owner of #208 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I have concerns with Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club area available for redevelopment. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by this roadway.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, frequently driving in and out of the area, plus all of the support vehicles required, the new vehicle count could easily top 10,000 or more per year. Obviously, this would make our situation untenable and have a substantially adverse effect on my property value and the ability of Wimbledon Court roadway to withstand the rigors of such traffic volume .

It is my belief that the only way this Zoning change should be considered for approval, would be with a requirement for a new entrance off of Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, I would not support an entry from Folly Field Road, solely for the use of the new development.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. Currently there are at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving me the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Respectfully submitted, William McGrath

Wm. D. McGrath

From: [redacted]
To: Cyran Anne
Subject: Zoning Map Amendment Application of Heritage Golf Port Royal - 18 Feb 2015 Meeting
Date: Saturday, February 14, 2015 7:46:46 PM

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #105 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am against the proposed zoning map amendment seeking to rezone the Port Royal Racquet Club property from the Planned Development Mixed-Use (PD-1) under the Port Royal Plantation and Surrounds Master Plan to the Resort Development (RD) District. It is my understanding that up to 120 new timeshare units are being proposed for this site. In my opinion, the Port Royal Tennis Village area is already overcrowded and increasing the density of this area could only negatively impact the local owners and vacationers.

I urge the Town's Planning Commission to reject the proposed rezoning of the Port Royal Racquet Club to a Resort Development (RD) District.

Thank you for giving me an opportunity to comment on this Zoning change. I trust that the Town of Hilton Head will consider not only the benefits of redeveloping the recreational facility but also consider protecting the Hilton Head Vacation Experience by preventing the increased density of this area of Hilton Head Island.

Sincerely,

Patrick M. McGrath
[redacted]

From: JEFFREY MILLIKEN
To: Cyran Anne
Subject: Port Royal Racquet Club (za-91-2015)
Date: Wednesday, March 04, 2015 12:10:49 PM

I have to agree with Eric Gowins (Board of Directors, Royal Dunes Resort) that the subject proposal is NOT is the best interests of our resort or of Hilton Head Island. Seems to me that this area of the Island is more than adequately developed. I have been an owner at Royal Dunes for nearly 20 years and cannot imagine the congestion that would occur if the sale of this property results in any large scale development of the type Eric spoke about. Please consider wisely the long term ramifications.

Thank you,

Jeffrey A Milliken
115 Bald Hill Road
New Canaan, CT 06840

From: Muncy, Jackie M
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Friday, March 06, 2015 9:55:28 AM

I am writing to express my concern over the proposal to rezone the Heritage Golf currently zoned for recreational use only to Resort Development. I am very concerned that this would have a negative impact on the current resorts in the area. I purchased my resort because of the quiet, secluded area in Hilton Head. I love riding bikes, walking to the beach and hanging out with family in Royal Dunes. I can not imagine if the large area of Heritage Golf were allowed to be rezoned and who knows what was allowed to build in its place.

I urge you to please keep our resort area the lovely resort we currently have and do not rezone the Heritage Golf area to Resort Development.

Jackie Muncy
Louisville, Kentucky
Royal Dunes Resort Owner

Ms. Anne Cyran

Senior Planner

Town of Hilton Head Island

February 11, 2015

Dear Ms. Cyran,

Although the plans for the development of the Port Royal Racquet Club property seem very advanced and this letter may be an exercise in futility, I would like to express my grave reservations about the project. We bought our villa in 2010 and selected this particular unit because the tennis courts are literally at our back door. To remove them will greatly distort the whole atmosphere around our unit, but I know you are not concerned about one person's view.

As I look at the proposals, I am very concerned by the density that is being proposed for the project. I agree with our neighbors from Fiddler's Cove that allowing the highest density and building height will mean that the owners will do everything in their power to keep searching for a buyer to maximize their sale price because they will build to these capacities or they will consider themselves failures in the sale. There are municpal ordinances that speak to both the environmental and architectural integrity of new developments. Our villas and those of Ocean Palms, which border the parking lot and tennis cours, are all two-story buildings. Something built to 75 feet high doe not respect the architectural integrity of the buildings which surround it. I would also hope that the municipal codes are followed as to the protection of green space and trees within this area. There is plenty of space where the tennis courts, parking lot and the clubhouse are situated that it should not be necessary to take down trees as well.

As I see all these plans and wonder how come I did not know anything about this until I received a letter last Thursday, I feel like I may be a fish swimming against the current. While I would speak against this zoning change, I realize that this is probably a useless battle. Nevertheless I would ask you to consider some changes in the zoning change porposal:

1) I have been told that there is no buyer at the moment. Would it be possible to sit with representatives of all the owners impacted by this to see if there is a possibility of working together so that this is not an "us versus them" project, but one in which we can all feel like we have been heard and contributed to the plan?
2) 16 units per acre is excessive, considering the buildings that border the racquet club property. This is tied to the 75 foot height permission. I would ask that you consider a reduction in both of these numbers so that the new project will seem to be better integrated into its surroundings.
3) Respect the municipal codes about the removal of trees and the protection of green space.
4) Assure that residents still have at least a pedestrian passage on Folly Field Rd. to Sparkleberry Ln and Islander's Beach Park.

I understand that the Heritage Corp. needs to sell property to be able to realize its goal of building new courts and health and fitness centers. While it would seem to me to be much more efficient and

affordable to build the health and fitness centers onto the present racquet club clubhouse, it seems that their vision is to bring everything onto the golf course property to create a campus. They obviously know their mind better that I do. I would just ask that you consider the aesthetics of the property and how it will form a unity with what is already there.

Thank you for your consideration.

Sincerely yours,

Donald J. Nevins, Owner

Crown Reef 103

14 Wimbledon Ct.

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #204 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. We currently have at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

G. Norman Nicholson

G. NORMAN NICHOLSON

From: Gene Nickley
To: Cyran Anne
Subject: Zoning Applic. Port Royal Racquet Club (ZA-91-2015
Date: Monday, March 09, 2015 2:56:12 PM

To: Planning Commission/Heritage Golf:

We, as owners at Royal Dunes, and other buyers, purchased weeks pre-construction, in the 90's, when we were assured that there was in place a building ban that would protect us from the sort of

land use grab that you are considering to approve. That area is currently zoned for RECREATIONAL USE ONLY which was one of the reasons we chose to purchase our present weeks. Now, it seems

like you want to take away from us what we have used and enjoyed since our initial purchase. PLUS add a possible 134 units causing MUCH MORE TRAFFIC AND CONGESTION in the area, OR hotels with 35 rooms (per acre)

which could be EIGHT HOTELS , OR NON-residential : 8,000 ft of gross floor area ..... a bar, a drive-in movie, a mini-plex???? Who knows??? Again, traffic and the congestion which certainly would devaluate all the

PRESENT units in the area. Congestion, traffic, noise ..... ALL distinct possibilities when you OVER POPULATE AN AREA, which we have visited every year with friends and family and TOTALLY enjoyed.

IT SEEMS THAT IF THE PARCEL IS ZONED FOR RECREATIONAL USE ONLY, THAT ANYONE WHO WOULD PURCHASE THIS PROPERTY WOULD HAVE TO ABIDE WITH THE PRESENT ZONING RULES.

After all, the folks who approved these zoning restrictions, did so knowing it was BEST FOR HILTON HEAD AND IN THIS CASE FOR THOSE OF US WHO, IN GOOD FAITH PURCHASED OUR TIME-SHARE WEEKS

HERE AT ROYAL DUNES AND THE OTHER UNITS IN THIS IMMEDIATE AREA.

PLEASE DO NOT allow this zoning to change. We NEED it to REMAIN RECREATIONAL USE ONLY!!!!!

Sincerely,

Joyce and Gene Nickley
Vermilion, OHIO, 44089

cc:http://cp.mcafee.com/d/1jWVIp6hAq43qb2rVEVj7czAjtPrbMVUQszxRPrbMVUQsCzBcQsCSnxPNEV73APrbPPRSknPuMxZwkjAveI2vWxax-MgFrydj9ID8-to4_R2l3ZwxiT4qCjp2RLgtovW_8CzCUVxNfHTbFFFFYCesvvuvVqWtAklrEFYG7DR8OJMddECQjt-jLuZXTLuVKVIbPCJhbcFYjcHvjyszVRwj_k9kfS25bshGpNpIwvaOWLMDDbCO9C4H5j_b0HqDYKrpoj76M9H2k29Ew45BzVmUQg1qIpCy05Rbquq80nJxpLVCy0ifr86y0Qk0i85PhOynjKy-rvKrNqufMMzM

WILLIAM C. CLARK
Certified Family Court Mediator
Certified Circuit Court Mediator
Certified Circuit Court Arbitrator
Member, Multi-Million Dollar Advocates Forum

Clark & Stevens P.A.
ATTORNEYS AT LAW

ROBERT E. STEVENS
Certified Family Court Mediator
Admitted to Practice in SC & NY
Fellow, American Academy
of Matrimonial Lawyers

February 16, 2015

VIA E-MAIL: annec@hiltonheadislandsc.gov

Ms. Anne Cyran, AICP
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

Dear Ms. Cyran:

Please be advised that I represent the Ocean Palms Owners' Association. They have asked me to respond to a zoning request application by Chester C. Williams on behalf of Heritage Golf Port Royal, LLC related to an 8.4 acre tract located in Port Royal Plantation.

Having reviewed that application and staff report zoning map amendment the Board of Directors for Ocean Palms has requested that I provide their response to said application and to advise you that I will be present along with other representatives of Ocean Palms at the meeting scheduled for February 18, 2015 at 3:00 p.m.

As I understand it, notification has been provided to the HOA Board of Directors on behalf of all of the owners of units in Ocean Palms. I further understand that it is common procedure for notification to be provided to the homeowners association rather than any interval owners but in this situation the tax rolls indicate that the common property at Ocean Palms is owned by Blue Water Investments. Blue Water Investments has not been involved in Ocean Palms in a number of years. While the homeowners association represents all owners' interest in common property at Ocean Palms, the HOA does not necessarily represent any owner's interest as it relates to their individual interval ownership of a unit. Due to the need of the Board of Directors to provide notification of this application and upcoming meeting to the individual owners in each of the units, lack of sufficient notice to the HOA has presented a difficulty in achieving this goal. Therefore, there may be owners who would like to attend or need to attend who will not have sufficient notification to either respond to the application or to attend the meeting.

Additionally, one of the amenities that Ocean Palms owners acquired when they bought their interest in Ocean Palms was the use of the tennis facility in its present location. They are now being told that access to that tennis facility is going to change and that the property will go from a recreational use to a high density residential use. Both the Board and we believe individual owners; take the position that this would impair the value of Ocean Palms and other surrounding residential properties.

The proposed zoning density application if approved will more than double what is presently in place with the surrounding properties and will be a detriment to these surrounding properties. With the exception of the Westin Hotel, the surrounding area is all residential.

The zoning application amendment states that its purpose is to rezone the land to support the successful sale of the property and to provide capital for a new tennis facility at another location. There are repeated references in the staff recommendations indicating that the rezoning is being done to enhance the sale and development of the property. It is our position that proper zoning is for the best use of the land and not for economical benefit. The permitted uses in an RD district other than residential would be detrimental to the surrounding properties. Another concern is that Ocean Palms owners would lose direct access to Folly Field Road and to the beach. Lastly, but of great concern is the possible environmental impact, especially to protect a species of wildlife, that this proposed plan may cause on the bird sanctuary pond adjacent to the site in question.

Over the years, this association, as well as others, has paid significant sums to Heritage for the use and upkeep of the tennis facilities. We are now being told the facilities should be torn down and moved elsewhere because they are in disrepair. What were our payments used for?

The Board of Directors of Ocean Palms, which represents close to 500 property owners, strongly opposes the Heritage plan to add additional residential development in Port Royal Village.

The Heritage plan to build transient, high-density residential units on the tennis court property would create numerous public safety issues. The traffic congestion on Wimbelton Court, a privately maintained road, is primarily used by walkers, bicyclists, and families with young children walking to the beach. This congestion would be taxing on all the neighboring properties and homeowners, and would detract from the

island character of the neighborhood which is the reason why many owners purchased their properties in Port Royal Village. With the increased traffic, comes an increase in traffic accidents which in this community are likely to be accidents involving pedestrians and more likely to cause serious injury and death. Additionally, a constant influx of transient persons coming and going puts all residents at risk for crime. It is no secret that with increased transient populations comes increases in crimes from vehicle break-ins, to burglaries, robberies and rape. As you know, the increased crime rate will stress the police, the hospitals and other public safety departments of the town. The current Home Owners' Associations are not financially equipped to up-grade their security equipment which would become necessary if the town allows the Heritage plan to move forward. Also, the Heritage plan would create problems of additional litter, garbage-removal, and environmental pollution to the neighborhood.

The bottom line is that the Board of Directors on behalf of the Association objects to the zoning change for the reasons set forth above. Additionally, the Board would request that the Town postpone the scheduled meeting until the Board can be assured that all owners in Ocean Palms have been given proper notification and an opportunity to respond.

If the Town of Hilton Head wants to maintain their good reputation of beauty, cleanliness and safety, there is no choice except to deny the Heritage application for over-building in the Port Royal Village neighborhood.

Thanking you in advance for your time and consideration of this matter and with warmest personal regards, I remain

Sincerely,

William C. Clark

WCC/da

From:	David Ochipinti
To:	Cyran Anne
Subject:	Road Dunes meeting
Date:	Tuesday, April 07, 2015 8:11:05 AM

Dear Anne,

We have been owners at Royal Dunes for the past 11 years. We chose this facility because of the peaceful surroundings and the famous tennis facility. It would be a great disservice to allow the zoning to be changed to accommodate a different purpose.
Please make our feelings known that the current situation servers the community and the children of the area best.

Regards,

David and Clara Ochipinti

From: [redacted]
To: Cyran Anne
Cc: [redacted]
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Thursday, March 05, 2015 9:26:42 AM

My name is Charles O'Dell. My wife and I own two (2) Properties in the Royal Dunes Complex just down Wimbleton Ct. from the subject property. We recognize that we may not be fully informed on the issue, however we are writing to express to you our concerns with what we do understand at this point. The sale of that property and it's rezoning to "Resort Development" would have several negative impacts on our property. First, it could bring significant additional people into an area already heavily populated, especially during peak vacation periods. The already crowded parking could be even further exacerbated by large numbers of vehicles in the area - both parking and traveling through. The uncertainty of the type of resort development that might ultimately placed on the property causes us some uneasiness as well. We have brought our entire family to Royal Dunes in June for years because it is such a great place for our grandchildren to play and enjoy the beach, pools, and play areas. It would be very concerning if that tradition is negatively impacted by <u>any</u> development. Finally, we are very concerned about the potential impact on our financial investments in the Port Royal area, which currently is a very desirable area of the Island. We will be watching the results of the scheduled meetings with interest.
Thank you for your consideration of our thoughts and we look forward to hearing the results of the three meetings in March and April.

Respectfully,
Charles and Sylvia O'Dell

Sent from Windows Mail

From: Monroe Ozment
To: Cyran Anne
Subject: Rezoning Application
Date: Saturday, March 07, 2015 10:29:58 AM

Dear Ms. Cyran,

My name is Monroe Ozment and I'm a property owner at the Royal Dunes Resort on Hilton Head Island. I've been advised that Heritage Golf has requested a change in the zoning of the Port Royal Racquet Club (ZA91-2015) to"Resort Development".

The purpose for my letter is to ask you to please do not approve this application due to the negative effects it would have on our community. One of the reasons that convinced us to buy property there is, we were told that Hilton Head Island had, at that time, restrictions on further time share development.

Additional "Resort Development"on that property would not only cause traffic congestion but would have a negative effect on the value of our investment.

Your thoughtful consideration is appreciated.

Sincerely,

Monroe S. Ozment

From:	Phil Panzeca
To:	Cyran Anne
Subject:	[GRAYMAIL] Re: ZA-91-2015 Port Royal Racquet Club - Public Meeting Schedule
Date:	Friday, February 13, 2015 4:26:39 PM

Hi Anne,
I am an owner and president of the home owners association at Crown Reef. I have been so since the property was developed. I have spoke to many of the board members and owners of Crown Reef since we received notice of the proposed zoning change just last week. The property in question is literally right in our back yard. One of the main reasons we bought here was because of the tennis courts and green space behind our property. Crown Reef is strongly opposed to any zoning change to this piece of land. I do not believe it is good for the area for many different reasons. I also do not believe the town has given the people that live and own here enough notice to voice their opinions or have their say.

Sincerely
Phil Panzeca

President
Crown Reef Owners Association

-

From: John Paredes
To: Cyran Anne
Cc: [redacted]
Subject: Zoning Application Port Royal Racquet Club ZA-91-2015
Date: Sunday, April 05, 2015 8:06:16 PM

Dear Senior Planner Cyran:

I wish to record my objections to any change in zoning on the subject application. For a decade my family has enjoyed our summers on HHI and more specifically at Port Royal and Royal Dunes. Every year we bring extended family with us and one year we totaled 26. As we golf, play tennis and eat out each day we bring thousands of dollars to the local HHI economy each year.

During our summers we have enjoyed the beauty HHI and Port Royal have to offer. We rent bicycles and engage in walking and running on the plantation.
The cul-de-sac on which the racquet club is located affords our families the tranquility and safety to allow us to ride our bicycles, walk and push our baby strollers. We also have enjoyed the use of the tennis courts and playing basketball with our children.

That is why I must go on record objecting to any change in the zoning noted above from it's current recreational use status. To allow a change, in my opinion, will decrease the safety of foot traffic and children on bicycles. Please do not place our children or ourselves at risk.

I thank you for your time and attention to this matter and for providing a copy of this to the members of the Town Council and the Planning and Zoning Boards.

Should you have any questions or need to contact me regarding this letter please do not hesitate to contact me at [redacted]
Again my sincere thanks.

Sincerely,
John and Cathy Paredes

From: Parmer, Howard
To: Cyran Anne
Subject: [GRAYMAIL] Port Royal Racquet Club (ZA-91-2015)
Date: Tuesday, March 03, 2015 4:40:20 PM

Dear Ms Cyran,

In reference to Port Royal Racquet Club (ZA-91-2015) zoning application, I believe this would be detrimental to the existing resorts nearby and to Hilton Head Island as a whole. One of the things that draws people back year after year is that the island has an open uncluttered appearance and feel. I would hate to see this abandoned, where would it stop. I don't believe anyone wants to go to an overcrowded and cramped island resort.

Thank you

Howard L. Parmer

****
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From: Alene Piel
To: Cyran Anne
Subject: Zoning Application, Port Royal Racket Club (ZA-91-2015)
Date: Wednesday, March 18, 2015 5:38:46 PM

I am an owner at Royal Dunes Beach Villas. I understand the property across the street from my resort is requesting rezoning to Resort Development. Since that change could be interpreted in many ways, I feel it could impact the value of my resort.

I'm asking you to please deny this request in the interest of those who have already invested in Hilton Head Island.

Alene Piel
[redacted]

From: Barbara Pomey
To: Cyran Anne
Subject: rezoning
Date: Monday, April 06, 2015 11:24:32 AM

Dear Board Members,

My family and I have been timeshare owners on Hilton Head for over 30 years, and we consider it our second home, often spending 4 or more weeks a year there. We love spending time on HH because of its beauty and its careful development and planning to keep it beautiful. Please do not consider rezoning the land under consideration in the application ZA-91-205. It is a step in the wrong direction for that little corner of “heaven” enjoyed by so many families. Thank you for considering our plea.

Barbara Pomey and family

PORT ROYAL
Association of Landowners of Port Royal Plantation

February 13, 2014

Teri Lewis, LMO Official
One Town Center Court
Hilton Head Island, SC 29928

RE: Heritage Rezoning Applications ZA-89-2015 and ZA-91-2015

Teri:

The Association of Landowners of Port Royal Plantation is not prepared to make a comment on the rezoning applications listed above at this time. We are in the process of clarifying our concerns with Heritage Golf Group, LLC. We are expected to have further information no later the close of business Monday, February 16, 2015. Based on the information, I believe we are still within the 14 day written response period provided to submit a written notice. As previously communicated verbally, the Association has some serious concerns to the rezoning of the parcel currently being used as tennis court and listed a "Recreation" and further major concerns with rezoning of the parcel listed as "Golf Course" which is the Port Royal Club, driving range and Planters Row holes #1 and #18.

If you have any questions, please contact me.

Sincerely,

Lance Pyle, PCAM
General Manager

PORT ROYAL
Association of Landowners of Port Royal Plantation

February 16, 2014

Teri Lewis, LMO Official
One Town Center Court
Hilton Head Island, SC 29928

RE: Heritage Rezoning Applications ZA-89-2015 and ZA-91-2015

Teri:

The Association of Landowners of Port Royal Plantation has been working diligently to meet the Towns requirements and provide a detailed a response. The Board of Directors have reviewed and discussed the two (2) proposed rezoning applications submitted by Heritage Golf Group, LLC. listed above. The Board members also see merit in the relocation of the tennis courts and the addition of fitness and wellness as noted in the application. However, there are serious concerns shared by the Board members, landowners and neighboring communities with the applications as submitted in relation to the PD-1 Port Royal Plantation and Surrounds.

The master plan is comprised of not only the Heritage Golf Group, LLC. property but several multi use properties with defined densities and the Association of Landowners of Port Royal Planation which makes up the largest portion of the Master Plan. In addition, most of the roads or all but one is owned by the Association.

ZA-91-2015 Rezoningthe 8.4 acres 15 Wimbledon Court requested change "PD -1 Recreation" to "RD"
While the request to remove the parcel (tennis courts) from the PD-1 designation to a RD designation would give it a higher market value we believe this presents some challenges:

- Traffic issues are the biggest concern at two key locations; the light at US 278 and Coggins Point Road and the left hand turn at Coggins Point Road and Grasslawn. We believe the additional development, without consideration to the Association's traffic concerns, will have a negative impact on the Community and access for Port Royal Landowners. If the property is zoned RD and removed from the PD, the application notes access would be from Folly Field Road. In addition, the traffic study shows all access using US 278 to Folly Field Road. We understand that there may be some residual traffic using the Association private roads (Coggins Point, Club House and Grasslawn) and Wimbledon Court but this would be after they have accessed the property using Folly Road which minimizes the traffic on Coggins Point Road. According to the Staff notes (pg. 6), Conclusion 8. the existing road being Folly Field Road could handle the additional capacity to accommodate the density. TheAssociation would agree if this was the only point of access. The current address is 15 Wimbledon Court with the current primary access using Coggins Point Road to Clubhouse Drive to Grasslawn Ave to Wimbledon Court. As noted the intersection of US 278 and Coggins Point Road is now being used by the entities already in the master plan. The Association believes the additional density would have a negative impact on the Association. The Association has obtained written confirmation that

Heritage Golf LLC. will provide a deed restrictive covenant to prohibit access to Wimbledon Court. **The Association would also request that if the Planning Commission is basing their decision on the proposed application that shows Folly Field Road as the primary access that the Planning Commission include in their recommendation to Town Council that the parcel be given a Folly Field Road address.** In conjunction with the Deed Restriction and by changing the physical address this would remove the parcel from the Plan Development eliminating future confusion.

ZA-89-2015 Rezoning within the PD-1 Master Plan "Golf Course" to "Commercial, Recreational"

Port Royal Plantation is encouraged with the concept of a fitness/wellness center with the relocation of tennis courts. However, we have the following concerns:

- The Association is concerned with the rezoning of the parcel as it includes more than just the club area (clubhouse, pro-shop and administration offices with the proposed changes). The parcel also includes Planter Row Golf hole #1 and #18 and the driving range. The rezoning not only affects the areas noted but the entire parcel. Heritage has provided the Association with written documentation to add a deed restriction which limits vertical constructions on #18.
- The rezoning should be specific to the functions located at the property and not "Commercial, Recreational". The Staff report recommends changing the permitted use on the property to Golf Course, Golf Clubhouse, Golf Pro Shop, Tennis Courts, Tennis Pro Shop, Fitness and Wellness, locker rooms and administrative offices with increased assigned density of the property to 12,500 square feet of Administrative office use. **Based on the application the new proposed Administration Office is 9,500 but the Staff report shows 12,500 as part of their recommendation.** Although, the application notes "Commercial / Recreational" as the rezoning change it is unclear in the recommendation if the application was turned down or amended. The Association would support the staff notes to specifically identify the use on the property and the accurate Administration office space square footage without an open end use such as Commercial / Recreational.

Sincerely,

Lance Pyle

Lance Pyle, PCAM
General Manager

Frank Godfrey and I, both owners at Royal Dunes Resort, 8 Wimbledon Court, Hilton Head Island, are writing to oppose the proposal to rezone Port Royal Racquet Club (ZA-91-2015) from recreational use to resort development. What kind of development are we talking about – dwelling units, a hotel, a mini-plex with parking? What is this going to do to foot and vehicular traffic through our lovely little resort? What will it do to our property values and our ability to sell if necessary?

We oppose what appears to be, among developers, the need to develop every square inch of land without regard to the cost: increased traffic, reduced quality of life for visitors and residents, and an increased burden on city services, such as garbage collection, recycling, water, sewer and fire protection.

If you want to see the result of such recklessness, just look north to Mt. Pleasant. Mt. Pleasant used to be a quiet little village with about 20,000 people when I moved there in 1973. Today, it is one of the largest cities in the state with some 70,000 people. We also have unsightly highrise apartments on Coleman Blvd., a proposed high-rise parking garage on scenic Shem Creek, over-crowded schools and afternoon bumper-to-bumper traffic on the 8-lane Ravenel Bridge connecting it to Charleston as well as on Hwy 17 N where development after development have been built. Since scenic Mathis Ferry Road got a failing grade on traffic years ago, a new hospital and over 200 apartment units have been built. The only way we can get in and out of our neighborhood is to hope some nice person stops and lets us in or out. Is this going to be the case on Port Royal Plantation? Traffic on Hilton Head Island is bad enough now without adding more.

Just as our bodies stop growing at some point, so should our communities. Just imagine what would happen if our bodies continued to grow throughout our life time. The growth would be unsustainable and lead to death. The same is true of our towns and cities. There is such a thing as enough growth.

We bought our time shares at Royal Dunes because of the proximity to the beach, the amenities of the resort but also, and most importantly, because of the quiet atmosphere and pleasant surroundings, as well as safe streets for walking (remember, there are lots of children at this resort) . Please don't spoil this. Vote against this rezoning proposal to ensure the continued quality of life for all of us.

Sincerely,

Barbara Powell
Owner
Royal Dunes Resort

Frank Godfrey
Owner
Royal Dunes Resort

From: Bob and Nancy Rainville
To: Cyran Anne
Subject: Hilton Head Development
Date: Tuesday, March 03, 2015 5:03:59 PM

Hello, Anne…

I am an owner at Royal Dunes on Wimbledon Court in Hilton Head. I have heard that a parcel of land across the street (Racquet Club, I think) is being considered to have its zoning changed from Recreational to Resort Development. That particular area is already surrounded with many "Resort Developments".

I believe this change could result in a very negative impact on Royal Dunes and the surrounding community, so I am writing to formally indicate that I am against the change.

My wife and I come to Hilton Head each year and truly enjoy the Island and Royal Dunes. Part of the appeal is that there are beautiful areas devoted to recreational use and devoid of buildings and other commercial and residential construction. Each little piece of the Island that is converted to non-recreational use diminishes the island's appeal, in my opinion, permanently!

I sincerely hope that this proposal is defeated.

Thank you very much!

Bob Rainville
North Andover, Massachusetts

From: Gregg Robinson
To: Cyran Anne
Subject: zoning
Date: Monday, April 06, 2015 12:33:19 PM

I am against the re-zoning . I think it would be harmful to Royal Dunes . Thanks Gregg Robinson

March 6, 2015

Theodore & Louise T. Rose
30 Elridge Lane
Willingboro, New Jersey 08046-2269
[redacted]

1 Town Center Court
Hilton Head Island
Hilton Head, SC 29928
Attn: Anne Cyran,
Senior Planner

Re: Zoning Application, Port Royal Racquet Club
(ZA - 91-2015)

As owners at Royal Dunes Resort, Hilton Head, SC, we recently learned of Heritage Golf 's petition to rezone their property to high density development as noted above.

If the subject request is approve, this will result in increased vehicular and foot traffic through the community. In our opinion, the proposed rezoning change would have a negative impact on the community.

Consequently, we want to go on record as opposing this zoning change. Furthermore, we urge the Planning Committee to reject this request.

Kind regards,

Theodore Rose

ROYAL DUNES OWNERS ASSOCIATION, INC
8 Wimbledon Court
Hilton Head Island, South Carolina 29928

SENT BY EMAIL

February 12, 2015

Ms. Anne Cyran, Senior Planner
Town of Hilton Head Island Planning Staff
One Town Center Court
Hilton Head Island, South Carolina 29928

RE: Zoning Map Amendment Application No. ZA-000091-2015

Dear Ms. Cyran:

This letter is provided by the Board of Directors of the Royal Dunes Resort Home Owners Association to set forth our concerns relative to the proposed relocation of the Port Royal Racquet Club facility and the related change in the zoning of the property upon which the Port Royal Racquet Club facility is currently located. Our resort has 2,896 unit weeks with an average yearly occupancy of 85% and 98% in the summer months. Our primary concerns are as follows.

Although no information has been provided as to the planned future use of the property which the Port Royal Racquet Club currently occupies, it is clear that the requested change in the zoning of this property from Planned Development Mixed Use (PD-1) to Resort Development (RD) is to make it available for various possible uses, all of which would result in both an increased population density of the area and related increased vehicular traffic.

Port Royal Village already has a high population density and development of the additional 8.40 acres will most certainly increase this problem. Wimbledon Court, the only street serving the Port Royal Village, in addition to being used as a street for vehicular traffic also serves as the sidewalk for pedestrians and as the pathway for bicycles. It is the opinion of our Board of Directors that the additional vehicular traffic generated by the development of this property will create a substantial safety risk to area residents.

The decision of some of our owners to purchase timeshare unit weeks at the Royal Dunes Resort was significantly influenced by the close proximity of the Port Royal Racquet Club facility. Most certainly these owners will feel that the value of their timeshare unit weeks has been negatively impacted by the relocation of this excellent tennis facility to a more distant location. The development of this property for commercial uses will certainly make them feel as if they were forced to take a loss so others could reap profits

For the reasons herein set forth it is requested that the change in the zoning for the property in question from Planned Development Mixed Use (PD-1) to Resort Development (RD) be denied. In the alternative it is requested that the change in zoning be held in abeyance until a more comprehensive development plan is completed and provided to the impacted parties so that resulting concerns can be more clearly identified and addressed. Your favorable consideration of this request will be appreciated.

Respectfully,

Signed: Karl E. Meurlot
Association Secretary

From: John Ruffilli
To: Cyran Anne
Subject: Proposed Rezoning - Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Monday, April 06, 2015 9:40:50 AM

Re: Zoning Application, Port Royal Racquet Club (ZA-91-2015)

We are owners of four time share weeks at the neighbouring property, Royal Dunes Resort.

We of course have concerns over the application as this will have the potential for very intensive development in an area that has been developed in a much less intensive manner. The adjoining resorts are low density walk ups with ample on site parking and access by a low use paved road allowance (Wimbledon).

We feel very strongly that although a property owner has rights to develop and build, that it should be done in a manner consistent with the existing bylaws and adjoining uses; being something that would complement the area and not be adverse and intrusive to the existing neighbourhood.

We are further very concerned that access would be from Wimbledon Court and hence would significantly increase traffic on a road not designed to handle it. Emergency access would always be an issue if intensive development was allowed to proceed.

We are most concerned that the owner and potential developer(s) would profit off a rezoning that would allow a more intensive use, when the area has been developed in a much less intensive way. Profit is a good thing, but not on the backs of adjoining owners.

We would appreciate your delivering our concerns and comments on our behalf as we, as most, are not available to attend the meeting in person.

John and Betty Ruffilli

John Ruffilli
George Murray Shipley Bell, LLP

GMSB
GEORGE MURRAY SHIPLEY BELL, LLP
BARRISTERS AND SOLICITORS

George Murray Shipley Bell, LLP | Barristers & Solicitors | 2 Ferry Dock Hill | P.O. Box 2196 | Sarnia, Ontario | N7T 7L8 | ☎ [redacted] | [redacted] | [redacted] |
www.sarnialaw.com

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From: Allan Ryan
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Wednesday, March 04, 2015 5:38:27 PM

Dear Ms. Cryan:

I am a time share owner at Royal Dunes Resort and I want you know that I am adamantly opposed to any rezoning of our area as described in the Port Royal Racquet Club application now being presented to the Public Planning Committee and Town Council. Please relay these comments to all of those persons involved in making this decision.

Such a development would over impact the area and destroy it in terms of a quite restful community that it has been for the past twenty years. This would ultimately ruin current property values of an area that has presented its owners with a wonderful vacation haven that has no equal anywhere on the island. Thanks for carrying this message to all the decision makers involved.

Very truly yours,

C. Allan Ryan
89 Lehn Springs Drive
Williamsville, NY 14221-6903

FEBRUARY 11, 2015

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #310 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

Village House villas are individually owned, and primarily owner occupied, with less than half of its villas available for short term rentals. We currently have at least 12 full time residents in our building and many others who are either part-time seasonal residents, or owners who restrict their use to family vacations.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

MYRA + JOSEPH SALZ
SALZ FAMILY TRUST
25 Pebble Beach BLVD
JACKSON, N.J. 08527

From:	The Santors
To:	Cyran Anne
Subject:	Port Royal Racquet Club (ZA-91-2015)
Date:	Thursday, March 05, 2015 1:54:59 PM

My family and I have been vacationing on HHI for the past 20 years. It is our favorite yearly getaway. One of the things we enjoy most about HHI is that develpment is kept to a minimum. We are owners at Royal Dunes and we are for less development.

Thank you for your time,
Aaron Santor

Sent from Yahoo Mail for iPad

From: Gary Schultz
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Tuesday, April 07, 2015 12:38:30 PM

As a owner at Royal Dunes I believe that rezoning the plot in question to high-density would have negative affect on our resort and would reduce the quality of our visits resulting in less trips to Hilton Head or sale of this property at a significant discount. Therefore I ask that this rezoning request be denied.

Thank you.

Gary E Schultz
Cell: [redacted]
Home: [redacted]

From:	Douglas Schwingler
To:	Cyran Anne
Subject:	Port Royal/Royal Dunes
Date:	Thursday, March 05, 2015 5:17:22 PM

Ms Cyran, my wife and I have been owners at Royal Dunes for the past 15 years. It is our family's favorite place to vacation at, we own 3 weeks. One of the reasons we purchased at Royal Dunes was the low key atmosphere and access to the beach. Our children and grand children always accompany us when we come down there. It is a great place for children to come because of the low amount of traffic. It is very children friendly which I know is very important to the many families with children who come to Royal Dunes. The proposed development changes could have a serious effect on the safety of the families who vacation there. It would be a tragedy to have a development go up that would make the place less safe for all families because of the increase in traffic. My wife and I have always been impressed with Hilton Head and we enjoy making the trip from Minnesota every year.

Sincerely
Doug and Jan Schwingler
Rochester, Minnesota

From:	Charles Setterlund
To:	Cyran Anne
Subject:	Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date:	Tuesday, March 03, 2015 8:11:21 PM

Anne Cyran,

RE: Zoning Application, Port Royal Racquet Club (ZA-91-2015

We have been owners at Royal Dunes Resort since 1994 and paid all appropriate taxes and fees.

We oppose the above referenced Re Zoning request as we believe that it will not only adversely affect our property and that of surrounding resorts but if approved could potentially affect all residents of the area with increased traffic congestion and put a strain on public services.

Charles E. & Sharilyn C. Setterlund

From: [redacted].
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Sunday, March 08, 2015 4:40:38 PM

To Whom it may concern,

I am very concerned about the rezoning of this track of land in Port Royal. My wife and I are retired and chose Royal Dunes Resort as a place to spend time in a very relaxed and peaceful area. At present this is a very beautiful place to come and enjoy all the loveliness Hilton Head Island has to offer.

Please consider all the disadvantages which have been made aware to you by the representatives of our Resort. We would very much like to see it remain as is.

Arthur and Margie Sherrill

From: Wendy Smith
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Monday, April 06, 2015 3:08:23 PM

Ms. Cyran,

I understand that Heritage Golf, owner of the 8 acre tract within the Port Royal area is asking to have the land rezoned to 'Resort Development' versus its current 'recreational'. As an owner at Royal Dunes I'd like to express my opinion on what such a change will do to the area.

Already we are seeing more traffic on the roads that are not improved for a greater volume of traffic that such a change would bring. One of the many reasons for my being an owner in that area and not down in Coligny or Sea Pines is due to the relative quiet and not being in an overdeveloped area. The beaches are already pretty crowded now and I can't imagine what another 1000 a week more of people would do to the beach area not only in crowding, but dune erosion, litter control, parking spaces, etc.

Should the zoning pass and the new owners were to develop the land with a mall, movie theater, bars, etc., the noise and traffic would increase dramatically and seriously reduce the desirably of the area. If there was a way to rezone for development only of residential dwellings, i.e. 16 units – I would be in favor of supporting that since the area already has single dwellings and the traffic for them would be less. But unfortunately the rezoning is too broad and the buyer has the final say in the development of the land.

Thank you for allowing me to express my concern over the change to rezone the 8 acre's in the Port Royal area.

Sincerely,
Wendy Smith

From:	Robin Smucker
To:	Cyran Anne
Cc:	Chris Abbott
Subject:	Re: RE: Letter Received Today From Law Office of Chester C. Williams
Date:	Wednesday, February 04, 2015 9:19:24 PM

As a owner at Fiddlers Cove I am hoping that the view remains the same around the lagoon for balance of wildlife. It appears from the wildlife eyes they would feel the we have already taken to much of there land. Perserve the things we all love and choose to move here for. If we wanted Myrtle beach or Florida we would of moved to these places.

Robin Smucker
Fiddlers Cove
Sent from Yahoo Mail on Android

From: lee snyder
To: Cyran Anne
Subject: Port Royal Comment
Date: Saturday, February 28, 2015 9:45:47 AM

Dear Anne

As a 15 year owner at Ocean Palms, I am very much opposed to the change in zoning regarding the tennis complex and the proposed use of the property. I feel that this will have a very negative impact to the Ocean Palms Resort.

Lee H. Snyder

From: [redacted]
To: Cyran Anne
Subject: construction
Date: Tuesday, March 03, 2015 5:02:37 PM

Dear Anne,

I think that any waver of the building regulations concerning the Port Royal Racquet Club ZA-91-2015
would be detriment to the stability and sanctity of the entire area. The increase in both pedestrian and vehicular
traffic will make the entire area much less popular.
I urge you to vote against this proposal.
Sincerely,

Dr. Herbert Spasser

From: Elizabeth Stachelek
To: Cyran Anne
Subject: 91-2015 Zoning Aplication
Date: Tuesday, March 10, 2015 6:22:37 PM

Please be advised that my family owns 3 weeks at Port Royal –Royal Dunes Resort, and we are absolutely horrified about the proposed Zoning change requested for the property across and next to the Royal Dunes Property. If we had wanted to vacation in high density, we would have purchased our weeks in Myrtle Beach and been in stalled traffic, in crowded places and among rowdy folks. The ambience of Hilton Head is what makes it special. Please do not institute an initial high density area which will be the beginning of the end for Hilton Head. Thanks, Mr. and Mrs. Richard J. Stachelek, and Ms. Jean Braham Myer (Mrs. Michael Myer)

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From:	Leo Starzec
To:	Cyran Anne
Subject:	Re: Heritage Golf"s proposal to rezone
Date:	Sunday, April 05, 2015 11:21:09 PM

Dear Anne:

To the extent you can exert any influence to the Town Council, we would appreciate your doing so, to deny the Heritage Golf proposal to re-zone the recreational tennis court property in Port Royal Village. We have been owners in Ocean Palms for about 15 years, and we feel this proposal is contrary to everything we like about Hilton Head.

We appreciate any assistance you can offer in this regard.

Thank you,

Leo & Madeline Starzec
Owners at 502 Ocean Palms
[redacted]

Ms. Anne Cyran
Senior Planner
Town of Hilton Head Island
One Town Center Court
Hilton Head Island, SC 29928

RE: Zoning Map Amendment Application of Heritage Golf Port Royal, LLC for 8.4 Acres, Port Royal Racquet Club; Zoning Map Application No. ZA-000091-2015-Our File No. 01732-001

Dear Ms. Cyran:

As a homeowner of #303 Village House, 3 Wimbledon Court, within the Port Royal Tennis Village, I am generally supportive of Heritage Golf's concepts of improving the facilities located on the Clubhouse grounds, while making the Port Royal Racquet Club available for redevelopment. However, I am very concerned about the impact this change could create for our neighborhood. In particular, the automobile, bus, van and maintenance vehicle traffic on Wimbledon Court is already too heavy to be supported by the limited infrastructure.

It is our understanding that up to 120 new timeshare units are being proposed for this site. Over the course of a year that could represent as many as 6,000 additional families using our one, inadequate road. When you consider that many of these families may travel with more than one vehicle, plus all of the support vehicles required, the new vehicle count could easily top 10,000 per year. Obviously, this would make our situation untenable and have a substantial adverse affect on our property values.

If this Zoning change is considered for approval, we would hope that, at a minimum, a new entrance would be established from Folly Field Road to service not only this new development, but all of the multi-owner timeshare projects in the southern two-thirds of Port Royal Tennis Village. The ideal location for this new entrance could be located at the gate entrance to the Racquet Club. This entrance is currently used at times of peak activity, not only for the Racquet Club, but also as a service entrance whenever heavy trucks and equipment are required for improvements to the area. Therefore, we would not support an entry from Folly Field Road, solely for the use of the new development.

Thank you for giving us the opportunity to comment on this Zoning change. We trust that the Town of Hilton Head will consider not only the benefits of redeveloping an aging recreational facility, but also protecting the market values and safety of existing homeowners.

Sincerely,

Melissa Steagall Jones

Jeff Jones

From: Edward Taris
To: Cyran Anne
Subject: Development
Date: Saturday, April 04, 2015 12:21:23 PM

I am am owner at royal dunes and I am against the proposed development

From: Jean C. Taylor
To: Cyran Anne
Subject: Rezoning Application
Date: Monday, March 09, 2015 2:58:05 PM

3/9/2015

Re: Zoning Application, Port Royal Racquet Club (ZA-91-2015)

Dear Ms. Cyran,

As an owner at the Royal Dunes Resort, I want to go on record as opposing the Zoning Application, Port Royal Racquet Club (ZA-91-2015).

Thank you for your attention to this most important matter.

Jean C. Taylor

LYONS AT PORT ROYAL, HPR

BOARD OF DIRECTORS

Vicky Hart, Hope Huston Entwistle, Angela Geiger

To: Hilton Head Island Zoning Board
Re: ZA-91-2015 Zoning Change Application

I am writing, representing The Lyons HPR, located at 9 Wimbledon Court, Hilton Head Island. Our property consists of 12 units, directly adjacent to the parcel in question. The Lyon's was built in the early '2000's, and has and continues to be an active and vibrant part of the Port Royal Folly Field neighborhoods.

With little time notice to respond to this application, the following does not represent a full and comprehensive response to the proposed changes, but some initial levels of concern which we expect to add to as more information is disclosed.

From what we can determine, this application is not a first step in developing the parcel further, but quite frankly, an attempt to maximize the resale value – with no further plan behind it. That raises a dire concern that the next owner, having paid a maximum density price, would be working to develop the property in a fashion that can only have maximum, negative impact on the neighborhood.

Two immediate concerns come up.

The first is additional traffic, parking, and safety concerns within Port Royal Village. The current roads, parking, lighting and pedestrian access surrounding not only the parcel in question, Port Royal Village as a whole and the Folly Field and Island Beach parking areas requires evaluation of what the impact of this high density zoning would be. The question must be addressed as to whether or not additional improvements can even be made to maintain current quality of life, limit congestion and noise pollution, and continue to maintain a safe pedestrian and bicycle environments.

We strongly feel that any plan involving use of this property must take these factors into consideration, before a zoning request can even be considered.

The second concern involves the general lack of parking and high level of congestion. In season, the parking at both Folly Field Beach and Islander's Beach Parks are overloaded. Illegal parking along the east side of Folly Field Road is not uncommon, despite being illegal.

While we understand that the Zoning Commission's role is to oversee land use, to balance and optimize owner value with community needs – what has been presented is not an optimization plan, but an attempt to maximize resale value. We believe that this type pf zoning change does not comply with the Town's comprehensive plan nor with the planned unit development of Port Royal.

On behalf of the Board of Directors and owners of the Lyons HPR, I strongly request that the Zoning Commission reject the current application, until it can be reviewed as what it is intended to be – a first step of an overall plan of development of the parcel.

Sincerely,

The Lyons Board of Directors

2 Corpus Christi # 302
Hilton Head Island, SC 29928
www.IMCResortServices.com
Ph: 843.785.4775
Fx: 843.785.3901

Cyran Anne

From: Wes Townson [redacted]
Sent: Monday, February 23, 2015 2:49 PM
To: Cyran Anne
Cc: William Bowen [redacted] Denny Flechtner [redacted]
Subject: [GRAYMAIL] RE: Information Regarding ZA-89-2015, Port Royal Clubhouse, and ZA-91-2015, Port Royal Racquet Club

Ms. Cyran, Public Planning Committee and Town Council,

I am pleased with the decision of the Planning Commission to recommend that the Port Royal Racquet Club property not be rezoned. In addition to my previously expressed concern about whether proper notice of the public hearing was given, I believe the proposal has no merit. This property has been zoned and planned for recreation uses for a very long time and many, many property owners in the immediate area invested here with an understanding of the zoning of the property in question. It is not possible to envision an alternate use of this property that would not be devastating to the surrounding properties.

If the process must run its course, please ask Heritage what their capital improvement plan is for the property *under the existing zoning*. That is, what do they currently plan to reinvest in the property in order to maintain it as a viable facility? In business, including the hotel business which I am engaged in, not only do we have to spend adequately on year-to-year maintenance, but reserves are set aside every year for major renovations in order to keep facilities up to date. In fact, major hotel franchisors require it every 5-7 years. Little money has been spent on this property in recent years and the surrounding property owners should not be asked to pay the price for this lack of attention. If Heritage acquired the property with a plan from the beginning to not reinvest in its recreational use, rezone it an sell it for a profit, then that just may have been a miscalculation on their part. And of course, if Heritage just doesn't "do tennis", they should look for another owner/operator for the facility.

The Town Council should not break a covenant with its citizens that they be able to rely on the well-established zoning for recreation on the Island.

Wes Townson
Vice President
McKibbon Hotel Group, Inc.
402 Washington Street, Suite 200
Gainesville, Georgia 30501
[redacted]
www.mckibbon.com

From: Cyran Anne [mailto:annec@hiltonheadislandsc.gov]
Sent: Thursday, February 19, 2015 5:57 PM
[redacted]

From:	Judith Treichler
To:	Cyran Anne
Subject:	Royal Dunes Zoning
Date:	Thursday, March 05, 2015 2:14:53 PM

Dear Ms. Cyran.....Hello....I purchased a timeshare at Royal Dunes well over a decade ago. I am totally opposed to the zoning change from recreational to resort development. I am not a weathy person who bought a week at a vacation resort "on the fly". I feel that this zoning change would absolutely effect the appeal of Royal Dunes, as well as its value, moving forward. These changes which are being contemplated, I'm sure, will financially benefit the corporation owners who want the change and provide tax revenue; however, they totally are in direct contridiction to my good faith purchase. Also, I don't think that this is a good precedent to set in Hilton Head knowing that the economy is supported by so many timeshare communities.

J. Treichler

From:	Bob Troutman
To:	Cyran Anne
Subject:	Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date:	Tuesday, March 03, 2015 5:00:13 PM

Dear Mrs Cyran,
My name is Robert Troutman and along with my spouse Carolyn Troutman we are property owners at Port Royal. We would like to go on record as opposing the rezoning, referenced above, from Recreational to Resort. The increased density that will result from the Resort zone classification will have a negative impact on the property value at Port Royal and negatively impact the quality of life for Port Royal residents.

I strongly urge the Planning Commission to vote NO to the requested rezoning request.

Sincerely,

Robert & Carolyn Troutman

From: tavincent .
To: Cyran Anne; [redacted].
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Saturday, April 04, 2015 1:03:30 PM

Anne Cyran,

This email is in regard to Zoning Application, Port Royal Racquet Club (ZA-91-2015).

I and my wife are owners at Royal Dunes Resort and are in support of our General Manager, Jay LaBruce, that the rezoning of this land could have a significant negative impact on our ownership at Royal Dunes Resort as well as surrounding resorts. Some negatives we see are things like vehicular and foot traffic through our resort area, as well as other things we can't even conceive of right now.

Please consider us, the owners, when deciding on this rezoning.

Respectfully,

Tom & Sandy Vincent

From:	Mark Watkins
To:	Cyran Anne
Cc:	Susan Watkins; [redacted]
Subject:	Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date:	Wednesday, March 04, 2015 11:44:18 AM

Anne, Hilton Head Island Town Council;

There are 2 important forces in play here. A person or entity has a potential right to use their property as they would like. A community must properly lay out and organize development in congested locations.

It is recognized adjustments to plans could benefit from revisions. Planners have a very difficult job in predicting the future. They deserve more credit than they do. As the development (or puzzle) gets filled in, it is easier to see how the blank sections could benefit the community. I suspect that is the case here.

The present proposal has no or little value to the community. Normally a developer has a project that will benefit themselves and the community. But to implement the plan a zoning change is necessary. Under these conditions everyone can see, discuss and agree or disagree with solid reasons.

To arbitrarily change a plan without a solid benefit, purpose or reason is wrong. it invokes secret and possible dirty deals whether true or not. General plan guidelines are laid out in advance for the benefit or all. But changes or minor corrections are made on exact proposes, not generalizations. This is even more true when the requestor states their plan is to sell the property.

Clearly the only proper result is denial of request until an exact project is submitted.

Mark and Susan Watkins
Time Share Owner, Royal Dunes.

From:	Alice Watts
To:	Cyran Anne
Subject:	Royal Dunes
Date:	Saturday, April 04, 2015 1:50:25 PM

I don't see there is a need for more golf courses on the Island.
I think the natural landscape is part of Hilton Heads' attraction.
If we keep turning it into golf courses it will only be another Myrtle Beach.

Sent from my iPhone

From: [redacted]
To: Cyran Anne
Subject: zone
Date: Thursday, March 05, 2015 9:02:34 AM

I am an owner at royal dunes and do not want the land owned by the golf club rezoned , it would have a negative impact on the resorts and the island .WE meaning myself and my family have been going to hiltonhead island since 1990 , my children grow up there and the last thing we need is zoning changes . this would change the pristine landscape forever not for better. thanks sincerely Michael and Maureen Wert owners at royal dunes!!

Judge Lewis W Wetzel and Veronica Wetzel
5 Newberry Estate
Dallas, PA 18612
[redacted]

February 11, 2015

Ms. Anne Cyran
Town Planning
One Town Center Court
Hilton Head, SC 29928

RE: Re-zoning request of Heritage Golf Port Royal
Zoning Map Application ZA-000091-2015

Dear Ms. Cyran,

We are owners of 308 Village House, 3 Wimbledon Court which is located within the Port Royal Tennis Village and will be greatly affected by the change in zoning usage of the Port Royal Tennis Center. We realize this property is a very valuable asset for development, since it is so close to the ocean and our tiny complex of townhomes will not be able to stand in the way of "progress".

We hope you will consider our greatest concern and be able to mitigate it. TRAFFIC. Presently, the private road leading to our complex from Grasslawn Avenue is being maintained by our small community, right to the border of our lands. As each new timeshare complex has been developed along our road, Wimbledon Court, the usage has caused more damage to the infrastructure. Port Royal Tennis Village has to bear the financial burden of its repair, alone.

We ask that a new access road be created, leading from Folly Field Road through the existing gates of the Tennis Center that will service the new development as well as the existing timeshare complexes of Ocean Palms and Royal Dunes. Please consider making our private road, Wimbledon Court , only accessible to Port Royal Tennis Village by allowing us to arrange an attractive planting of bushes along the border of our property, effectively creating a dead end to the Wimbledon Court street.

We appreciate your efforts in making Hilton Head a wonderful place for all of us to live and hope that you consider our request in finalizing your decision. Thank you.

Very truly yours,

Lew and Veronica Wetzel

From:	Pamela Wilkinson
To:	Cyran Anne
Subject:	Zoning around Royal Dunes Resort
Date:	Saturday, April 04, 2015 11:43:10 AM
Importance:	High

Please don't allow higher density building than we already have. We invested in Royal Dunes because of the relative privacy and quiet afforded by the location. Combined with others in our family, we own a total of four weeks here. A big development nearby will ruin it.

Hilton Head has done a wonderful job of controlling developers who want to put these mammoth projects on the island. Please continue to hold the line!

Pamela Wilkinson and Alan Nichols
Owners, Royal Dunes Resort
5957 Shadburn Ferry Rd
Buford, GA 30518
[redacted]

From: Chuck Wilkinson
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Tuesday, April 07, 2015 3:54:39 PM

My name is Charles H. Wilkinson Jr. and I own a timeshare property at Royal Dunes Resort. I am writing to express my opposition to the 8 acres currently owned by the Port Royal Racquet Club. Our resort is a quiet, secluded property and I want it to stay that way. There is already a lot of traffic associated with the Racquet Club on a road that is not much more than a black-top driveway. If this property is sold and re-zoned, we will lose the quiet, solitude that we now have at Royal Dunes and the increase in traffic will degrade and erode the existing roadway.

Please express my concerns and opposition to the rezoning of the Racquet Club property at the meeting tonight.

Thank you for your time,

Charles H. Wilkinson Jr.
[redacted]
5328 Silver Springs Drive
Sugar Hill, GA 30518

From: [redacted]
To: Cyran Anne
Subject: Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date: Thursday, March 05, 2015 5:21:39 PM

To Whom It May Concern,
My husband and I own a timeshare at Port Royal Dunes and consider it a privilege and pleasure to visit every year. The environment and atmosphere afford us time to be quiet and relax every visit every year for many years. We understand that the property near Port Royal is to be sold and developed. We understand the need for progress, we just want to go on record as opposing overdevelopment that would ruin the quiet, tranquil environment that is present at this time. We respect that the govening body of Hilton Head Island has kept the Island such a special place to visit. We understand that many choose to live there permanently, we are considering that ourselves. Please continue to keep the properties under your domain restricted so that the present environment can be guarded.

Respectfully,

Ken and Carol Willis
Lynchburg, VA

From:	Ora Wilson
To:	Cyran Anne
Subject:	Rezoning Heritage Property
Date:	Thursday, March 05, 2015 9:57:14 PM

Att: Anne Cyran

As owners at Royal Dunes for about 20 years we would like to go on record opposing the proposed rezoning changes to the 8 acre Heritage Golf Property. We feel it should remain a recreational property.

Thank you,
Jim and Ora Wilson
530 Leicester Circle
Louisville, Ky 40222

From: Winter Sonia
To: Cyran Anne
Subject: Beckenham & Devonshire Planning Commission Hearing
Date: Sunday, February 15, 2015 7:39:48 AM

Hilton Head Island Planning Commission

Anne Cyran
Senior Planner with the Town of Hilton Head Island

Dear Mrs Cyran,

It was with great dismay that I learned the Town of Hilton Head is considering rezoning the Port Royal Raquet Club to allow further development and the construction of more than 100 new timeshare units. As the homeowner of several years standing of a villa in the Beckenham/Devonshire community in Port Royal Tennis Village, I already pay taxes that exceed the current value of my property.
Further degradation of our environment with increased density, road traffic and overpopulation of short-term holiday makers will inevitably further reduce home values. I thus register my objection to re-zoning
and strongly urge you to take into consideration all factors, not merely the prospect of immediate commercial gain.

I would hate to see Port Royal Village or any part of Hilton Head Island go the way of Fort Myers Beach and other over-commercialized parts of the Florida coast, which have resulted in loss of wildlife and loss of long-term residents. Instead of a community with vested interest in preserving the beauty of the environment, Fort Myers Beach is now a tourist nightmare and even European travel agencies have crossed it off their list. I have been coming to Hilton Head for more than 10 years, first as a renter and now to my own home where I spend 3 to 5 months a year. During this time, I have observed a significant increase in road traffic, and a perceptible decline in the bird population, among other things. I am all for progress and any change for the better. But adding more timeshare capacity when we already have existing timeshares that are not utilized and empty condos for which there are no renters in the Village, not to speak of the Marriott across the road and the Westin Hotel, raises a lot of questions and certainly calls for a well-founded explanation of cause and consequence that can stand up to public scrutiny.
Please vote against the proposal.

Yours sincerely,
Sonia Winter, unit 115B

From: [redacted]
To: Cyran Anne
Subject: Royal Dunes
Date: Saturday, April 04, 2015 1:10:39 PM

As a property owner and tax payer at the Royal Dunes Resort, I respectfully request that you do nothing that the association objects to and that will thaen have a negative impact upon my property. Hilton Head and this resort is very important to us.

Additionally we own other property on Hilton Head and feel a strong commitment to the community.

sincerely,
Joan Woolwine

From: steve yokell
To: Cyran Anne
Subject: RE: zoning application Port Royal racquet club za 91-2005
Date: Thursday, March 05, 2015 2:21:14 PM

I would like to make my opinion heard. I am an owner at Royal dunes and own my share
particularly because it is a quiet and calm area.
I am against the proposed rezoning of that property
to Resort development.
If anything I would want residential type change
not to a retail location or something not suited to the area
Thank you,
Steve Yokell

From: Youmans, Todd
To: Cyran Anne
Subject: [GRAYMAIL] Royal Dunes 8 wimbelton court HHI
Date: Monday, April 06, 2015 2:04:48 PM

Hello Anne,

I am a time / share owner at the above noted property and wanted to strongly oppose the rezoning application for the property where the Racquets Club and tennis courts currently reside. We have enjoyed for many years the use of these courts and open spaces around them.

To increase the density or change the use or zoning of this treasured property would have negative effect on the surrounding area.

Thank You

Todd

Todd Youmans
Vice President / Portfolio Manager
RBC Wealth Management
Dominion Securities
340 North Front St
Sarnia Ontario
N7T 5S7
Tel [redacted]
Fax [redacted]

website: www.youmanshill.com

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From:	Rob Young
To:	Cyran Anne
Cc:	Eric Gowins President
Subject:	Zoning Application, Port Royal Racquet Club (ZA-91-2015)
Date:	Wednesday, March 04, 2015 11:55:17 AM

Good Day , as a Royal Dunes owner since 1996 we have always enjoyed our small; but very well maintained complex. I would like to raise our concern over this zoning proposal change as it would adversely effect the properties adjacent to the are of this proposal. The traffic flow would be dramatically impacted should any additional development occur. Please share our concerns at the upcoming meetings on this application as we love Hiltonhead Island and want to continue to enjoy this area with thoughtful and controlled growth if necessary.

Best regards
Robert & Carol Young
Plymouth, MA 02360

Owners of 2 weeks at Royal Dunes Resort.

TRAFFIC IMPACT AND ACCESS STUDY

PROPOSED INTERVAL OCCUPANCY or TOWNHOME UNITS
FOLLY FIELD ROAD: PORT ROYAL RACQUET CLUB COMPLEX
TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

Prepared for:

CHESTER C. WILLIAMS, LLC
Town of Hilton Head Island, SC

Submitted
January 2015

SOUTH CAROLINA
REGISTERED PROFESSIONAL ENGINEER
No. 21977
MICHAEL R. RIDGEWAY
1-22-15

Prepared by:

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

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

January 22, 2015

Mr. Chet Williams
Chester C. Williams, LLC
17 Executive Park Road, Suite 2
Hilton Head Island, SC 29938-6028

Email: firm@ccwlaw.net
Phone: 843 842 5411

RE: Traffic Impact and Access Study
Port Royal Racquet Club Redevelopment- Folly Field Road
134 Interval Occupancy or Townhome Units
Hilton Head Island, SC

Dear Chet:

As requested, SRS Engineering, LLC (SRS) has completed an assessment of the traffic impacts associated with the re-development of the Port Royal Racquet Club located along Folly Field Road in order to remove 14 existing tennis courts and construct either a 134 interval occupancy unit complex or a 134 condominium/townhome complex in place of the tennis court facilities. This study addresses this project under the current Land Management Ordinance (LMO) of the Town of Hilton Head Island by following the guidelines and parameters as required. The following provides a summary of this study's findings.

PROJECT DESCRIPTION

The project site is generally located along Folly Field Road at the existing Port Royal Racquet Club. **Figure 1** (Figures follow this report) depicts the site location in relation the local roadway network. The project proposal is to demo/remove the existing 14 tennis courts at the facility and re-develop in their place either a complex containing 134 interval occupancy units, **or** 134 multi-family (condo/townhome) units.

Access to/from the Port Royal Racquet Club complex is currently provided to/from Wimbledon Court which connects to either Folly Field Road to the southwest and South Port Royal Drive to the northeast. A gated access is provided directly to Folly Field Road; however this access is not operational. Under the future development plan, access is planned to/from Folly Field Road which in turn provides more of a regional access to/from US 278 Business (William Hilton Parkway) via a signalized intersection which is the defined study area for this project report (US 278B at Folly Field Road/Mathews Drive). A copy of the most recent site plan is provided as **Figure 2**. As scheduled, the site is projected to be constructed and operational by Year 2017.

EXISTING CONDITIONS

The LMO mandates the use of summer seasonal (June) traffic volume information when analyzing the potential impact of a development project on the defined roadway network. In accordance with Town staff, the intersection of US 278 at Folly Field Road has been identified by staff in order to determine project impact on the surrounding roadway network.

Figure 3 illustrates the existing geometrics and traffic control for the study area intersection and surrounding roadways.

Traffic Volumes

In order to determine the existing traffic volume flow patterns within the study area, weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak period turning movement specific count data has been provided by Town staff which reflect the 45th highest day of the year traffic volumes. Town staff has provided the most recent 2014 count data for use in this report. This data; typically collected during the second week in June; reflects seasonal traffic volume conditions. **Figure 4** graphically depicts the representative 2014 Existing AM and PM peak-hour traffic volumes for the study area intersection of US 278 at Folly Field Road/Mathews Drive.

FUTURE CONDITIONS

Traffic analyses for future conditions have been conducted for two separate scenarios: first, 2017 No-Build conditions, which include an annual normal growth in traffic, all pertinent background development traffic, and any pertinent planned roadway/intersection improvements; and secondly, 2017 Build conditions, which account for all No-Build conditions PLUS traffic generated by the proposed development.

No-Build Traffic Conditions

Background Development

Based on discussions with Town staff, at this time there are no approved development projects in the immediate area of the project which will affect traffic volumes. It should be noted however that an associated development along Coggins Point Road (located with the Port Royal Racquet Club) has had a study prepared which addresses the construction of nine tennis courts and Wellness Center/office space building. These facilities along Coggins Point Road are intended to replace the 14 tennis courts that will be removed as part of this re-development project. For completeness, this report accounts for traffic anticipated by this adjacent development as it pertains to expected traffic loadings along US 278B.

Annual Growth Rate

Based on the projection year of 2017, a 1-percent annual growth rate has been utilized to project future conditions. This growth rate has been developed based on historical traffic counts provided by staff and subsequently approved by Town staff for use in this report. The anticipated 2017 No-Build AM and PM peak-hour traffic volumes, which reflect the annual 1-percent growth rate, are shown in **Figure 5**.

Planned Roadway Improvements

No planned roadway improvement projects are currently planned for the project study area.

Site-Generated Traffic

Traffic volumes expected to be generated by the proposed project were forecasted using the Ninth Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. Since this project will be developed to contain either interval occupancy units OR condos/townhomes, both land uses have been used and the greater will be analyzed. Additionally, since tennis court facilities will be removed, trip generation estimates for this land use has also been completed. For this project, Land-Use Codes #265, 230 & 490 have been used to estimate the specific site-generated traffic for either the interval units or condo/townhomes as well as the tennis courts (to be removed). **Table 1** depicts the resulting anticipated site-generated traffic for these three land-uses.

Table 1
PROJECT TRIP GENERATION[1]
Port Royal Racquet Club Redevelopment

Time Period	134 Interval Occupancy Units	or	134 Condominium, Townhome Units (a)	14 Tennis Courts (To be Removed) (b)
Weekday Daily	1,350		830	430
AM Peak-Hour				
Enter	14		11	10
Exit	50		54	13
Total	64		65	23
PM Peak-Hour				
Enter	66		51	31
Exit	35		25	23
Total	101		76	54

1. ITE Trip Generation manual, Ninth Edition, LUC's 265, 230 & 490.

As shown, by the above table, the 134 interval occupancy units are expected to generate 1,350 two-way vehicular trips on a weekday daily basis, of which a total of 64 trips (14 entering, 50 exiting) can be expected during the AM peak-hour. During the PM peak-hour, 101 trips (66 entering, 35 exiting) can be expected. Trips expected by the interval occupancy units are greater than that as could be expected by the 134 condos/townhomes (also shown in column a). Based on this, for purposes of this report, the volume of traffic expected by the 134 interval occupancy units has been used for analytical purposes.

Also shown in Table 1 is the volume expected to be removed due to the removal of the 14 tennis courts. During the peak hours, a total of 23 vehicles (10 entering and 13 exiting) during the AM peak hour and 54 vehicles (31 entering and 23 exiting) are expected to be removed from the study area. Once credited against the traffic generation expected by the 134 interval units, this project could be expected to generate 920 new daily trips (1,350-430=920) of which a total of 41 new trips (4 entering, 37 exiting) can be expected during the AM peak-hour. During the PM peak-hour, 47 new trips (35 entering, 12 exiting) can be expected. As shown here, the net increase in traffic is expected to be less than 100 trips during either the AM or PM peak hour periods.

It should be noted however, that in order to maintain a conservative analysis framework for this report, the “credit” of the removed 14 tennis courts has not been accounted for in the future site-generated traffic projections; as such the full traffic generation as shown under column a (134 interval occupancy units) has been used without a reduction.

Distribution Pattern

The directional distribution of site-generated traffic on the study area roadways has been based on an evaluation of existing and projected travel patterns within the study area and is shown in **Table 2**.

Table 2
TRIP DISTRIBUTION PATTERN
Port Royal Racquet Club Redevelopment

Roadways	Direction To/From	Percent Enter / Exit
US 278	East	25
	West	50
Mathews Drive	West	25
	Total	**100**

Note: Based on the existing traffic patterns.

This distribution pattern has been applied to the site-generated traffic volumes from Table 1 (134 interval occupancy units) to develop the site-generated specific volumes for the study area intersection illustrated in **Figure 6**. It should be noted that even though the project is located within over-all Port Royal Golf & Racquet Club, **NO** percentage of traffic has been assumed to be internal of the facility due to the fact that these are interval residential units and not an amenity to the over-all resort.

Build Traffic Conditions

The site-generated traffic, as depicted in Figure 6, has been added to the respective No-Build traffic volumes shown in Figure 5. This process results in the peak-hour Build traffic volumes, which are graphically depicted in **Figure 7**. These volumes were used as the basis to determine potential improvement measures necessary to mitigate traffic impacts caused by the project.

TRAFFIC OPERATIONS

Analysis Methodology

A primary result of capacity analysis is the assignment of Level-of-Service (LOS) to traffic facilities under various traffic flow conditions. The concept of Level-of-Service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A Level-of-Service designation provides an index to the quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels-of-Service are defined for each type of facility (signalized and unsignalized intersections). They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. The Town's LMO states that for a signalized intersection, the following must be met:

> *"The average total delay in seconds per vehicle for each signalized intersection does not exceed 55.0 seconds during the peak hour for an average June weekday; and*
>
> *The volume-to-capacity (V/C) ratio for each signalized intersection does not exceed 0.90 during the peak hour for an average June weekday."*

It should be noted that the signal timing and phasing for the study area intersection is based on information provided by Town staff which reflect the Town's traffic signal system along US 278B.

Analysis Results

As part of this traffic study, capacity analyses have been performed at study area intersections under both Existing and Future (No-Build & Build) conditions. The results of these analyses are summarized in **Table 3**.

Table 3
LEVEL-OF-SERVICE SUMMARY
Port Royal Racquet Club Redevelopment

	Time	2014 EXISTING			2017 NO-BUILD			2017 BUILD		
Signalized Intersection	**Period**	**V/C[a]**	**Delay[b]**	**LOS[c]**	**V/C**	**Delay**	**LOS**	**V/C**	**Delay**	**LOS**
William Hilton Parkway (US 278B) at	AM	0.46	19.1	B	0.48	19.5	B	0.50	21.4	C
Folly Field Road/Mathews Drive	PM	0.65	27.3	C	0.69	28.0	C	0.72	31.2	C

a. Volume-to-Capacity ratio.
b. Delay in seconds-per-vehicle.
c. LOS = Level-of-Service.

GENERAL NOTES:

1. For signalized intersections, Delay is representative of overall intersection.

As shown in Table 3, under 2014 Existing traffic volume conditions (June), the signalized study area intersection of US 278B at Folly Field Road indicates over-all acceptable conditions during both peak-hours (LOS B AM peak hour and LOS C during the PM peak-hour) with delay values less than the 55.0 second and V/C values less than 0.90.

Future 2017 No-Build conditions are similar to that of the Existing conditions, the signalized intersection of US 278B at Folly Field Road operates at over-all acceptable levels during both peak-hours with both the over-all intersection delay and V/C ratios being less than the respective 55.0 seconds and 0.90 ratio (LMO requirements) during both the AM and PM peak-hours.

Under Build conditions, operations are similar to both Existing and No-Build conditions with a slight increase in delay and V/C ratio both of which are substantially less than the Town's LMO requirements. Based on this resulting analysis, the planned development of the 134 interval occupancy units (no reduction for the 14 tennis courts which will be removed), does not exceed requirements as defined by the Town's LMO and does not cause a significant increase in peak-hour traffic volumes, nor delay or V/C ratio's at the US 278B at Folly Field Road intersection.

SUMMARY

SRS Engineering, LLC (SRS) has completed an assessment of the traffic impacts associated with a proposed re-development of the Port Royal Racquet Club located along Folly Field Road in the Town of Hilton Head Island, South Carolina. The project is an internal re-development of the existing resort and plans on the removal of 14 existing tennis courts and construction of either a 134 interval occupancy unit complex or a 134 condominium/townhome complex in place of the tennis courts. This redevelopment is anticipated to be completed in 2017.

The planned redevelopment of the 14 tennis courts to residential units will likely result in a new access drive(s) along Folly Field Road as currently only a single access drive is provided (gated) serving the existing tennis facility. However, this section of Folly Field Road is internal of the Port Royal Golf and Racquet Club and as such, site-generated vehicles caused by the planned redevelopment will likely enter

and exit the facility via Folly Field Road. Based on this, it was determined that the study area for this project would include the US 278B at Folly Field Road/Mathews Drive intersection.

As has been stated in earlier sections of this report, the proposed development will remove 14 tennis courts and develop either 134 interval occupancy units OR 134 condo/townhome units. Traffic generations have been conducted for the two potential uses and the greatest generator of traffic selected for use in this report; in this case the 134 interval occupancy units. Additionally, no credit has been taken for the removal of the 14 tennis courts which makes the analysis/report conservative when reviewing operations of the US 278B at Folly Field Road/Mathews Drive intersection.

This report has been prepared in accordance with the guidance of the Town's LMO and addresses the impacts of the project with the parameters as stated. Operations of the study area intersection of US 278B at Folly Field Road/Mathews Drive are a LOS B during the AM peak-hour and a LOS C during the PM peak-hour, both with delays less than the maximum of 55.0 seconds and V/C ratios less than 0.90 for all conditions analyzed; 2014 Existing, future 2017 No-Build and 2017 Build. Based on these results, the project does not cause the study area intersection to exceed LMO standards and does not require a mitigation strategy at this time.

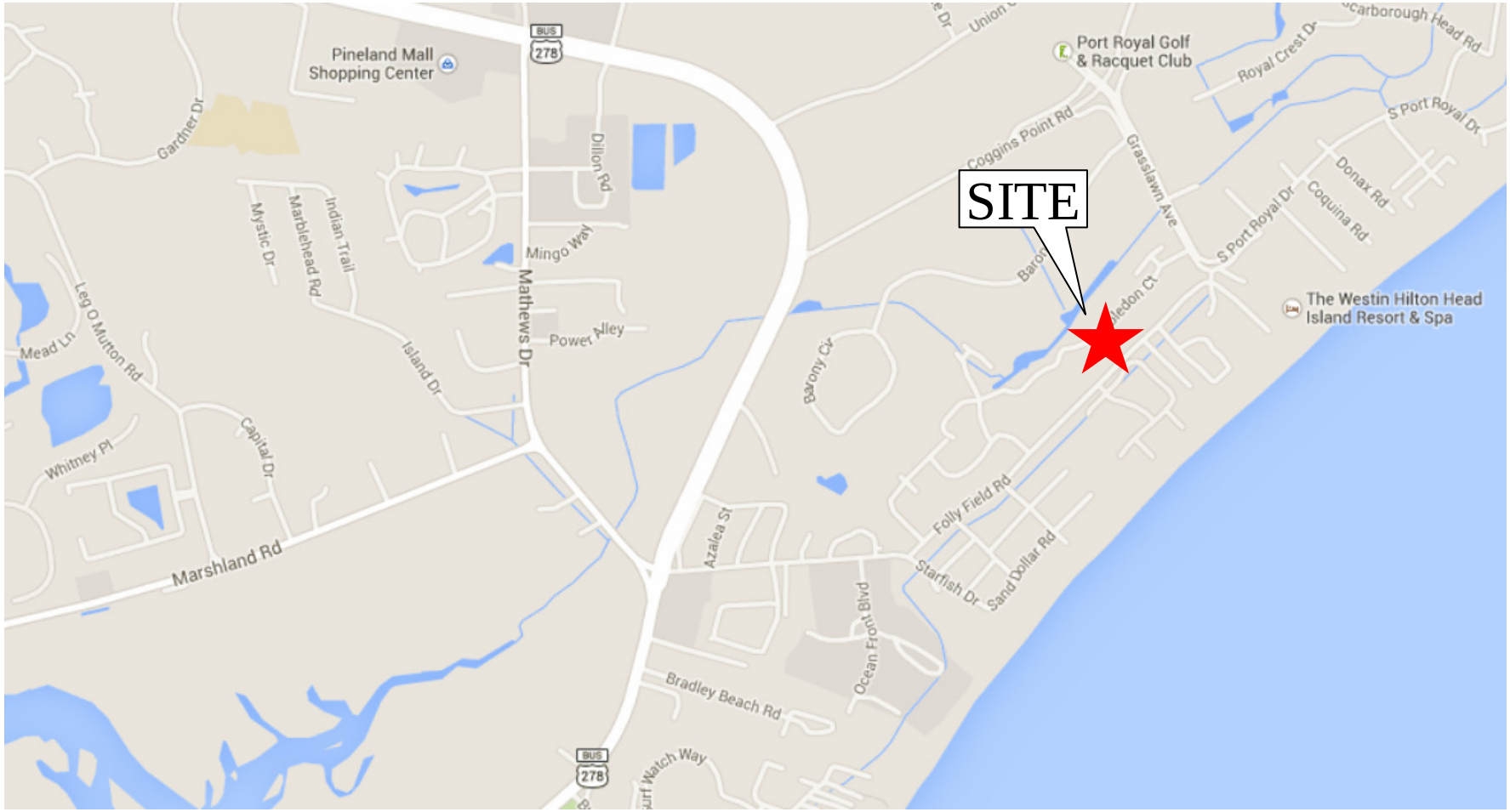
If you have any questions or comments regarding any information contained within this report, please contact me at (803) 361 3265.

Regards,

SRS ENGINEERING, LLC

Todd E. Salvagin
Principal

Attachments



N

NOT TO SCALE

Figure 1

SITE LOCATION MAP

Port Royal Racquet Club Redevelopment – Folly Field Rd

Hilton Head Island, South Carolina

SRS ENGINEERING

Traffic, Transportation, & Parking Consultants

SHEET 5

SHEET 5

ZONE A7

ZONE A7

ZONE A7

ZONE A7

PARCEL 2
PARCEL 4
JOHNSON ST
77,712

PARCEL 2
366,134 SF
8.405 AC

NOTE:
PARCEL 4
SUBJECT TO A
POTENTIAL
PARTIAL RELEASE

N

LEGEND OF SYMBOLS & ABBREVIATIONS

	Fence		Centerline
	Post		Building Line
	Pole	CONC	Concrete
	Degree		
	Point of Intersection	CB	Catch Basin
	Point of Tangent		Curb Inlet
	Point of Curvature		Drop Inlet
	Pipe Bollard		Manhole
	Pipe		Water Meter
POB	Point of Beginning		Gas Meter
	Point of Commencement		Telephone Pedestal
	Iron Pin Found		Pole Guy
	Iron Pin Set (1/2" rebar capped)		
	Open Top Pipe		Fire Hydrant
	Concrete Top Pipe		Power Pole
	Meter		Light Pole
R/W	Right of Way		Gas Valve
	Easement		Storm Manhole
	Irrigation Control Valve		Handicap (HC)
	Retaining Stepped		Marker Signal
	Fire Gun		Concrete Monument Found
	Water Valve		Sign

Survey Prepared By:
Moreland Altobelli Associates, Inc.
2211 Ranger River Road, Suite 199
Norcross, Georgia
Phone: 770-263-5945 Fax: 770-263-0188
Website: www.maai.net

Surveyor's Drawing File	14247.DWG
Surveyor's Drawing Ref	PORT ROYAL SHT
System Ref. Map	Checked by: RW

GRAPHIC SCALE: 1" = 200'

PROJECT NAME: PORT ROYAL GOLF CLUB MKA PROJECT No.: A7RR-14-1166.0034
ADDRESS: 10-A GRASS LAWN AVENUE CITY: HILTON HEAD ISLAND STATE: SC

MKA
A National Land Services Group

For Inquiries Concerning This Survey Contact MKA
National Coordinators of Land Survey Services
6593 Commerce Court, - Warrenton, Virginia 20187
Phone:(540)428-3550 Fax:(540)428-3560
www.mkassociates.com
Email: comments@mkassociates.com

SHEET 8 OF 9

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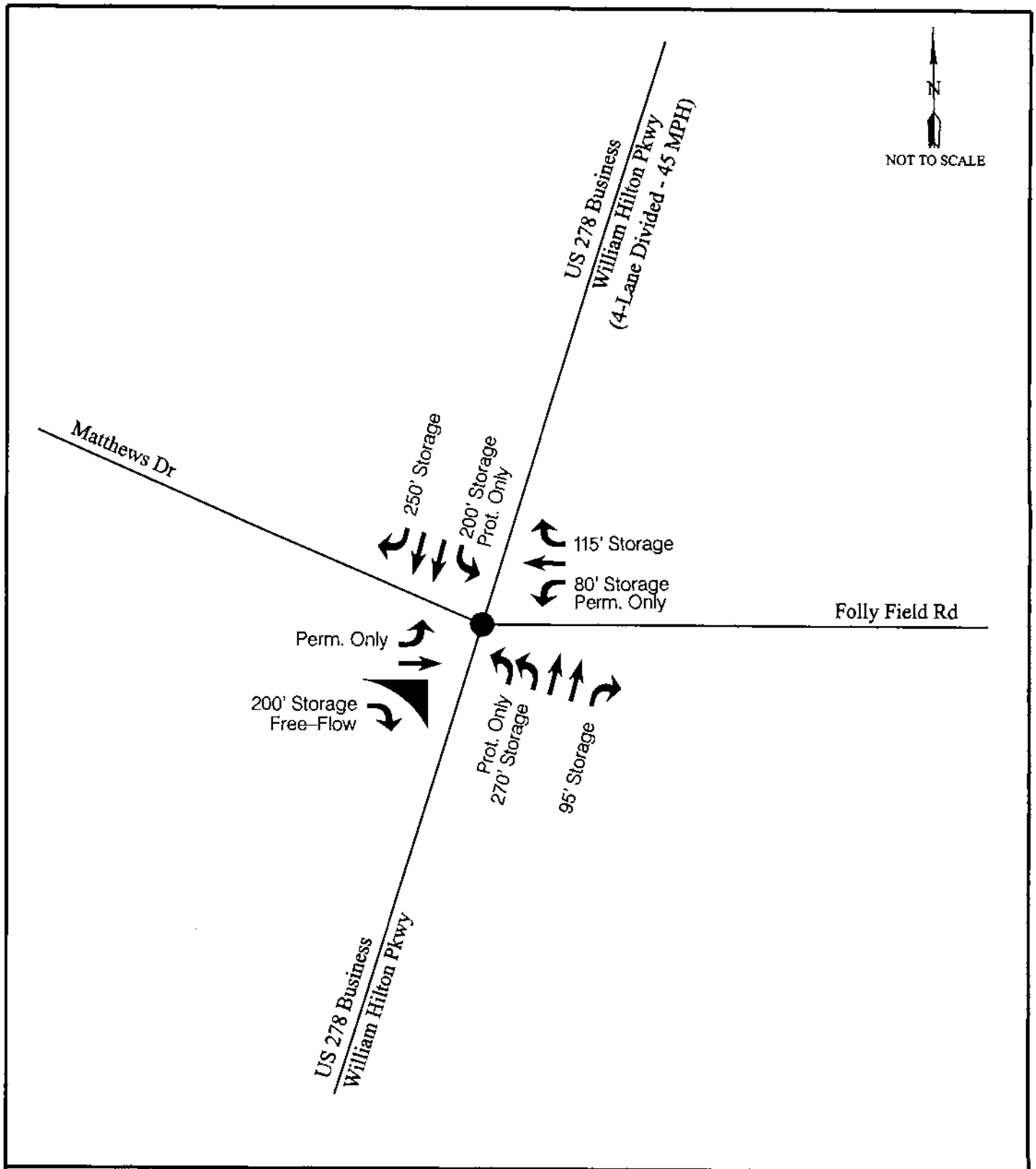


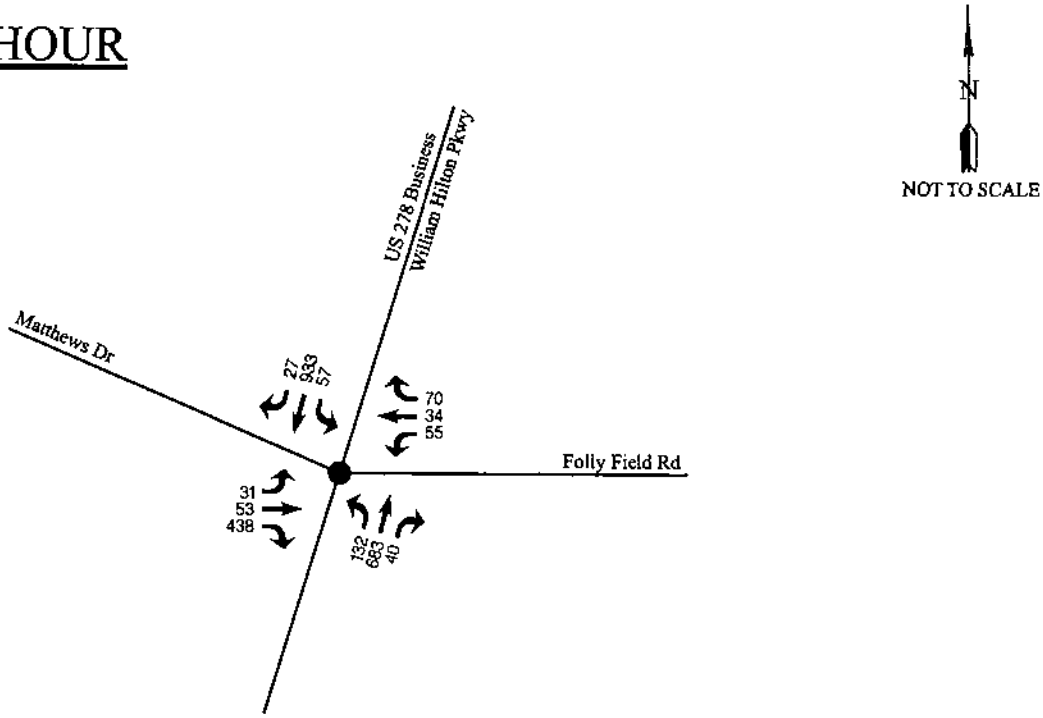
Figure 3

EXISTING GEOMETRICS
& TRAFFIC CONTROL

Port Royal Racquet Club Redevelopment - Folly Field Road
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

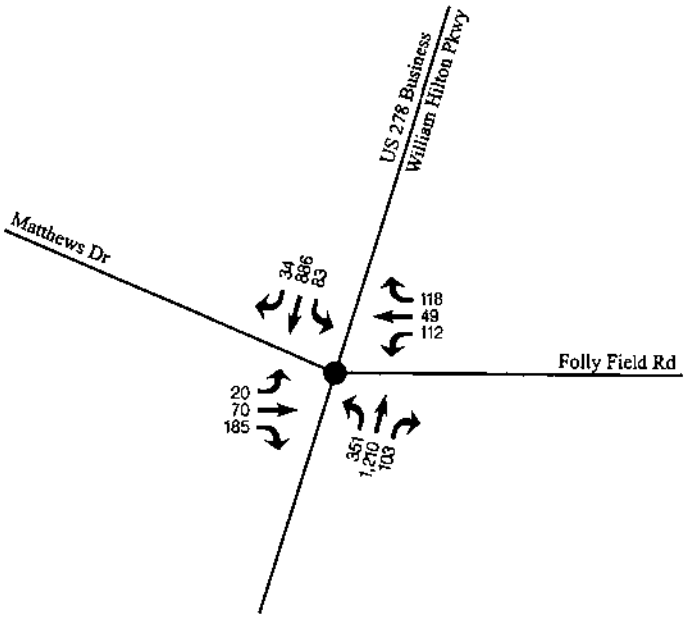


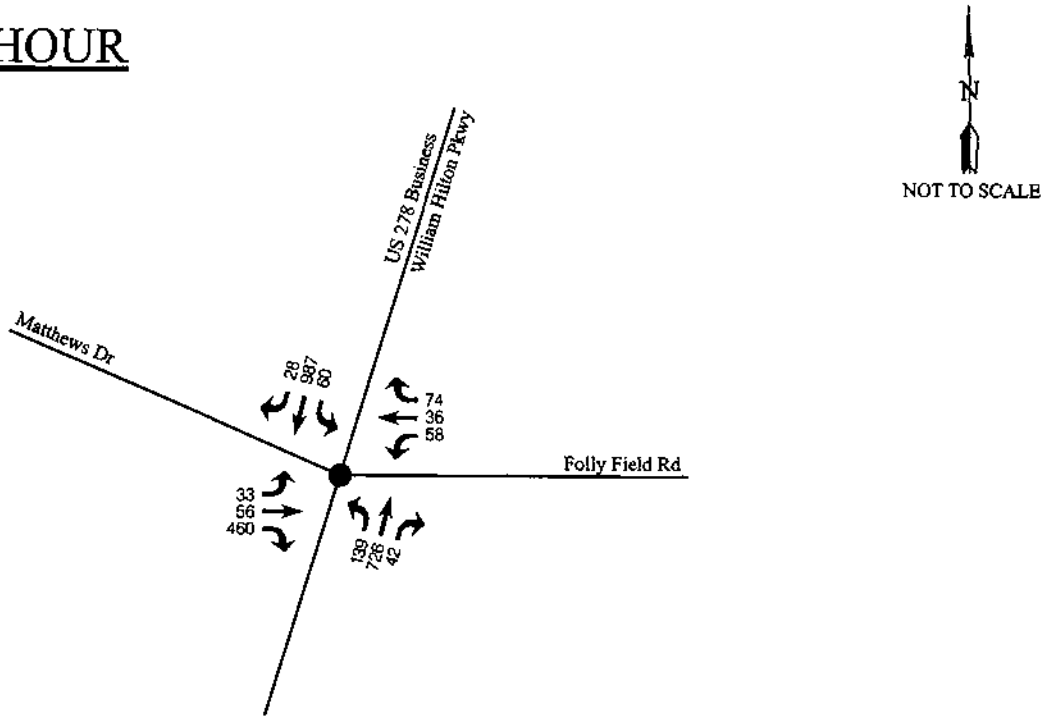
Figure 4

EXISTING TRAFFIC VOLUMES

Port Royal Racquet Club Redevelopment - Folly Field Road
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

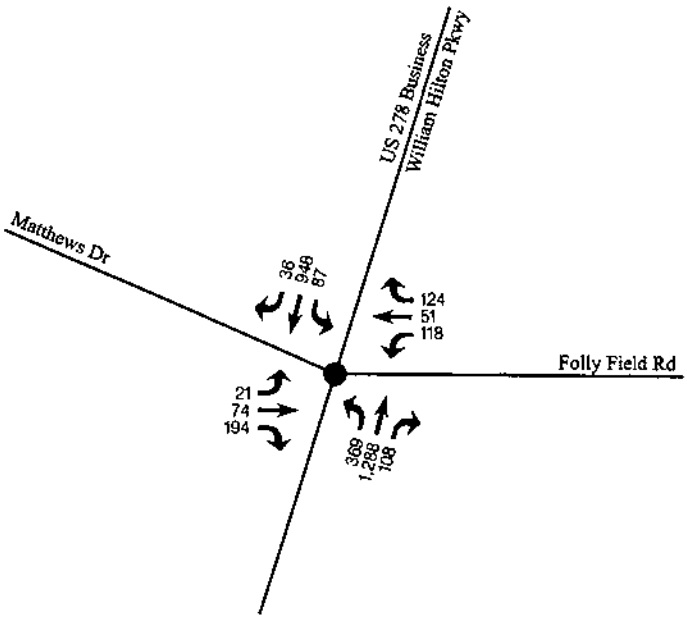


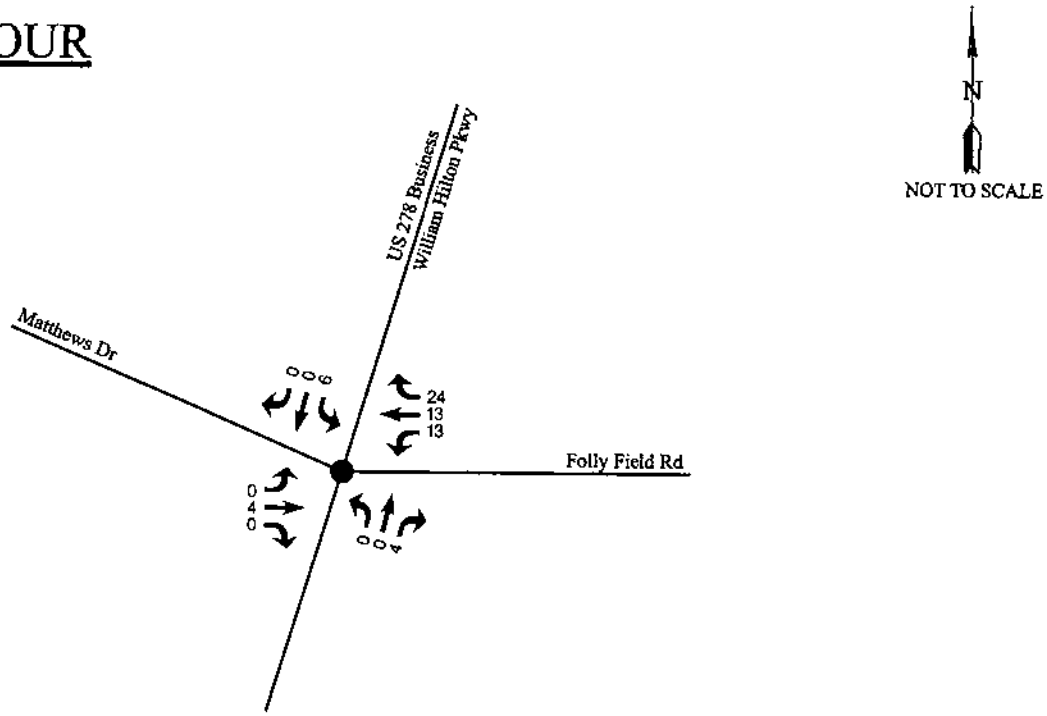
Figure 5

2017 NO-BUILD TRAFFIC VOLUMES

Port Royal Racquet Club Redevelopment - Folly Field Road
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

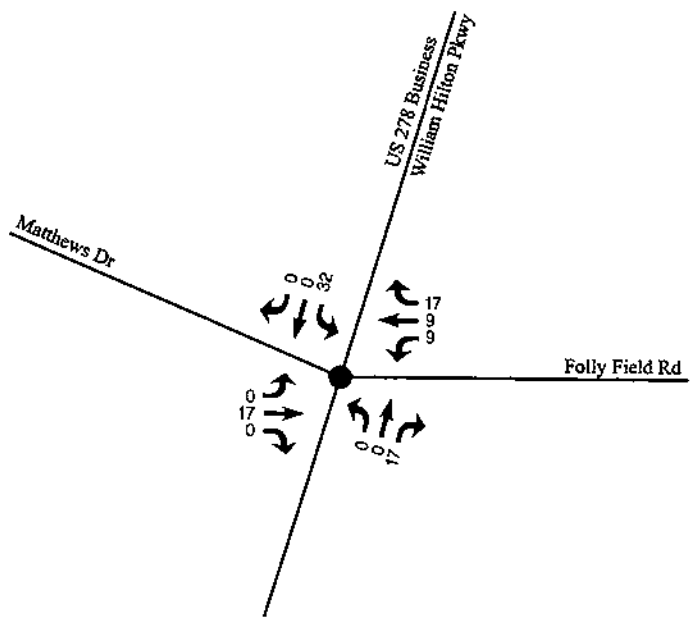


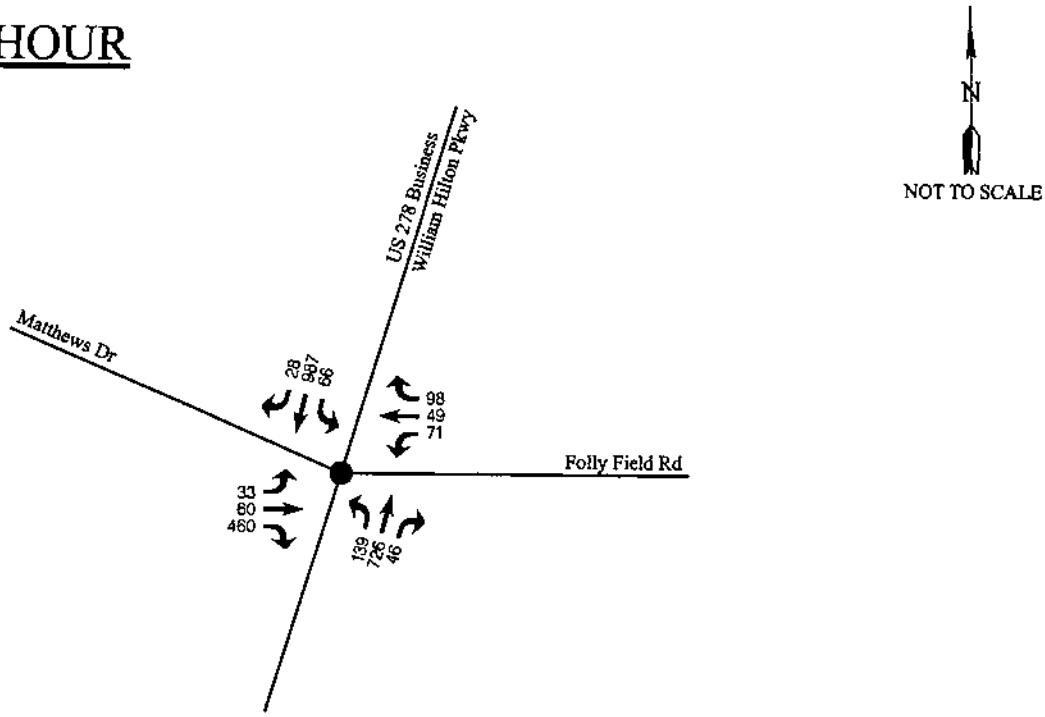
Figure 6

SITE-GENERATED TRAFFIC VOLUMES

Port Royal Racquet Club Redevelopment - Folly Field Road
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

AM PEAK-HOUR



PM PEAK-HOUR

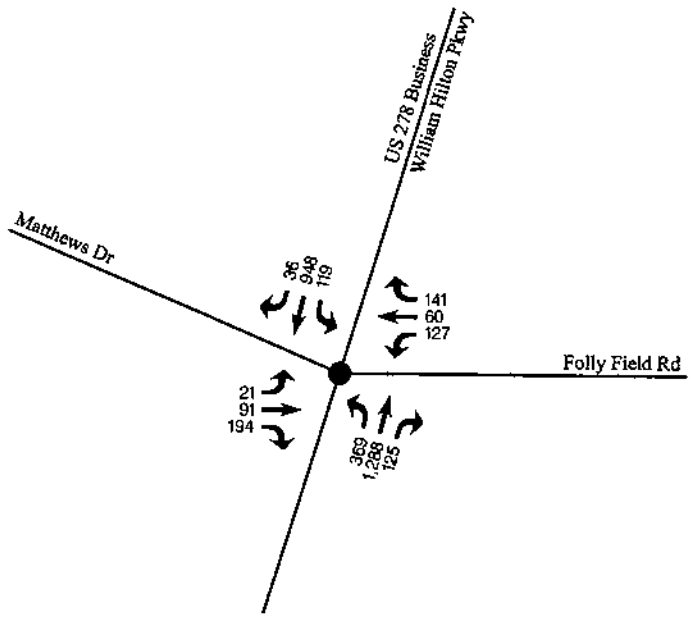


Figure 7

2017 BUILD TRAFFIC VOLUMES

Port Royal Racquet Club Redevelopment - Folly Field Road
Hilton Head Island : South Carolina

SRS ENGINEERING
Traffic, Transportation, & Parking Consultants

CAPACITY ANALYSES

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	933	27	132	683	40	31	53	438	55	34	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	15	9	12	8	10	14	12	13	13	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1547	3438	1692	3001	3438	1257	1604	1930	1517	1764	1870	1436
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.71	1.00	1.00	0.61	1.00	1.00
Satd. Flow (perm)	1547	3438	1692	3001	3438	1257	1202	1930	1517	1130	1870	1436
Peak-hour factor, PHF	0.59	0.89	0.84	0.87	0.90	0.77	0.65	0.70	0.94	0.76	0.65	0.83
Adj. Flow (vph)	97	1048	32	152	759	52	48	76	466	72	52	84
RTOR Reduction (vph)	0	0	7	0	0	8	0	0	0	0	0	75
Lane Group Flow (vph)	97	1048	25	152	759	44	48	76	466	72	52	9
Confl. Peds. (#/hr)	8					8			4	4		
Confl. Bikes (#/hr)						21			2			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Perm		Free	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		Free	4		4
Actuated Green, G (s)	14.3	115.0	115.0	12.4	113.1	113.1	14.6	14.6	160.0	14.6	14.6	14.6
Effective Green, g (s)	16.3	117.0	117.0	14.4	115.1	115.1	16.6	16.6	160.0	16.6	16.6	16.6
Actuated g/C Ratio	0.10	0.73	0.73	0.09	0.72	0.72	0.10	0.10	1.00	0.10	0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	158	2514	1237	270	2473	904	125	200	1517	117	194	149
v/s Ratio Prot	c0.06	c0.30		0.05	0.22			0.04			0.03	
v/s Ratio Perm			0.01			0.03	0.04		c0.31	c0.06		0.01
v/c Ratio	0.61	0.42	0.02	0.56	0.31	0.05	0.38	0.38	0.31	0.62	0.27	0.06
Uniform Delay, d1	68.8	8.3	5.9	69.8	8.1	6.5	66.9	66.9	0.0	68.6	66.1	64.7
Progression Factor	1.12	0.76	0.54	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	0.5	0.0	2.2	0.3	0.1	2.0	1.2	0.5	9.3	0.7	0.2
Delay (s)	82.9	6.8	3.2	72.0	8.4	6.6	68.9	68.1	0.5	77.9	66.8	64.8
Level of Service	F	A	A	E	A	A	E	E	A	E	E	E
Approach Delay (s)		13.0			18.3			14.8			69.9	
Approach LOS		B			B			B			E	

Intersection Summary

HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	886	34	351	1210	103	20	70	185	112	49	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	15	9	12	8	10	14	12	13	13	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1547	3438	1692	3001	3438	1277	1604	1930	1516	1768	1870	1436
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.63	1.00	1.00	0.61	1.00	1.00
Satd. Flow (perm)	1547	3438	1692	3001	3438	1277	1063	1930	1516	1129	1870	1436
Peak-hour factor, PHF	0.86	0.94	0.85	0.90	0.89	0.76	0.71	0.76	0.65	0.80	0.58	0.57
Adj. Flow (vph)	97	943	40	390	1360	136	28	92	285	140	84	207
RTOR Reduction (vph)	0	0	15	0	0	15	0	0	0	0	0	175
Lane Group Flow (vph)	97	943	25	390	1360	121	28	92	285	140	84	32
Confl. Peds. (#/hr)	5					5			3	3		
Confl. Bikes (#/hr)						11			8			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Perm		Free	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		Free	4		4
Actuated Green, G (s)	14.3	93.9	93.9	25.0	104.6	104.6	23.1	23.1	160.0	23.1	23.1	23.1
Effective Green, g (s)	16.3	95.9	95.9	27.0	106.6	106.6	25.1	25.1	160.0	25.1	25.1	25.1
Actuated g/C Ratio	0.10	0.60	0.60	0.17	0.67	0.67	0.16	0.16	1.00	0.16	0.16	0.16
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	158	2061	1014	506	2291	851	167	303	1516	177	293	225
v/s Ratio Prot	0.06	0.27		c0.13	c0.40			0.05			0.04	
v/s Ratio Perm			0.01			0.09	0.03		0.19	c0.12		0.02
v/c Ratio	0.61	0.46	0.02	0.77	0.59	0.14	0.17	0.30	0.19	0.79	0.29	0.14
Uniform Delay, d1	68.8	17.7	13.0	63.5	14.7	9.8	58.4	59.7	0.0	64.9	59.5	58.2
Progression Factor	1.16	0.47	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	0.7	0.0	6.9	1.1	0.3	0.5	0.6	0.3	21.0	0.5	0.3
Delay (s)	85.1	8.9	1.3	70.4	15.9	10.2	58.9	60.3	0.3	85.9	60.1	58.5
Level of Service	F	A	A	E	B	B	E	E	A	F	E	E
Approach Delay (s)		15.5			26.7			18.0			67.7	
Approach LOS		B			C			B			E	

Intersection Summary

HCM Average Control Delay	27.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	987	28	139	726	42	33	56	460	58	36	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	15	9	12	8	10	14	12	13	13	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1547	3438	1692	3001	3438	1257	1604	1930	1517	1764	1870	1436
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.70	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)	1547	3438	1692	3001	3438	1257	1182	1930	1517	1105	1870	1436
Peak-hour factor, PHF	0.59	0.89	0.84	0.87	0.90	0.77	0.65	0.70	0.94	0.76	0.65	0.83
Adj. Flow (vph)	102	1109	33	160	807	55	51	80	489	76	55	89
RTOR Reduction (vph)	0	0	7	0	0	8	0	0	0	0	0	80
Lane Group Flow (vph)	102	1109	26	160	807	47	51	80	489	76	55	9
Confl. Peds. (#/hr)	8					8			4	4		
Confl. Bikes (#/hr)						21			2			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Perm		Free	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		Free	4		4
Actuated Green, G (s)	14.8	114.2	114.2	12.8	112.2	112.2	15.0	15.0	160.0	15.0	15.0	15.0
Effective Green, g (s)	16.8	116.2	116.2	14.8	114.2	114.2	17.0	17.0	160.0	17.0	17.0	17.0
Actuated g/C Ratio	0.11	0.73	0.73	0.09	0.71	0.71	0.11	0.11	1.00	0.11	0.11	0.11
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	162	2497	1229	278	2454	897	126	205	1517	117	199	153
v/s Ratio Prot	c0.07	c0.32		0.05	0.23			0.04			0.03	
v/s Ratio Perm			0.02			0.04	0.04		c0.32	c0.07		0.01
v/c Ratio	0.63	0.44	0.02	0.58	0.33	0.05	0.40	0.39	0.32	0.65	0.28	0.06
Uniform Delay, d1	68.6	8.8	6.1	69.6	8.6	6.8	66.8	66.7	0.0	68.6	65.8	64.3
Progression Factor	1.12	0.77	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.2	0.5	0.0	2.4	0.4	0.1	2.1	1.2	0.6	11.8	0.8	0.2
Delay (s)	83.0	7.4	3.5	71.9	8.9	6.9	68.9	67.9	0.6	80.4	66.6	64.5
Level of Service	F	A	A	E	A	A	E	E	A	F	E	E
Approach Delay (s)		13.5			18.7			14.9			70.5	
Approach LOS		B			B			B			E	

Intersection Summary

HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	948	36	369	1288	108	21	74	194	118	51	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	15	9	12	8	10	14	12	13	13	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1547	3438	1692	3001	3438	1276	1604	1930	1516	1768	1870	1436
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.62	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)	1547	3438	1692	3001	3438	1276	1054	1930	1516	1116	1870	1436
Peak-hour factor, PHF	0.86	0.94	0.85	0.90	0.89	0.76	0.71	0.76	0.65	0.80	0.58	0.57
Adj. Flow (vph)	101	1009	42	410	1447	142	30	97	298	148	88	218
RTOR Reduction (vph)	0	0	15	0	0	15	0	0	0	0	0	182
Lane Group Flow (vph)	101	1009	27	410	1447	127	30	97	298	148	88	36
Confl. Peds. (#/hr)	5					5			3	3		
Confl. Bikes (#/hr)						11			8			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Perm		Free	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		Free	4		4
Actuated Green, G (s)	14.6	91.4	91.4	26.1	102.9	102.9	24.5	24.5	160.0	24.5	24.5	24.5
Effective Green, g (s)	16.6	93.4	93.4	28.1	104.9	104.9	26.5	26.5	160.0	26.5	26.5	26.5
Actuated g/C Ratio	0.10	0.58	0.58	0.18	0.66	0.66	0.17	0.17	1.00	0.17	0.17	0.17
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	161	2007	988	527	2254	837	175	320	1516	185	310	238
v/s Ratio Prot	0.07	0.29		c0.14	c0.42			0.05			0.05	
v/s Ratio Perm			0.02			0.10	0.03		0.20	c0.13		0.03
v/c Ratio	0.63	0.50	0.03	0.78	0.64	0.15	0.17	0.30	0.20	0.80	0.28	0.15
Uniform Delay, d1	68.7	19.6	14.1	63.0	16.4	10.5	57.3	58.6	0.0	64.2	58.4	57.1
Progression Factor	1.18	0.47	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.1	0.9	0.0	6.9	1.4	0.4	0.5	0.5	0.3	21.4	0.5	0.3
Delay (s)	87.2	10.2	1.8	69.8	17.8	10.9	57.8	59.2	0.3	85.6	58.9	57.4
Level of Service	F	B	A	E	B	B	E	E	A	F	E	E
Approach Delay (s)		16.6			28.0			17.8			66.9	
Approach LOS		B			C			B			E	

Intersection Summary			
HCM Average Control Delay	28.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	987	28	139	726	46	33	60	460	71	49	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	15	9	12	8	10	14	12	13	13	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1547	3438	1692	3001	3438	1257	1604	1930	1517	1765	1870	1436
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.63	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	1547	3438	1692	3001	3438	1257	1058	1930	1517	1086	1870	1436
Peak-hour factor, PHF	0.59	0.89	0.84	0.87	0.90	0.77	0.65	0.70	0.94	0.76	0.65	0.83
Adj. Flow (vph)	112	1109	33	160	807	60	51	86	489	93	75	118
RTOR Reduction (vph)	0	0	8	0	0	10	0	0	0	0	0	104
Lane Group Flow (vph)	112	1109	25	160	807	50	51	86	489	93	75	14
Confl. Peds. (#/hr)	8					8			4	4		
Confl. Bikes (#/hr)						21			2			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Perm		Free	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		Free	4		4
Actuated Green, G (s)	15.8	112.6	112.6	12.8	109.6	109.6	16.6	16.6	160.0	16.6	16.6	16.6
Effective Green, g (s)	17.8	114.6	114.6	14.8	111.6	111.6	18.6	18.6	160.0	18.6	18.6	18.6
Actuated g/C Ratio	0.11	0.72	0.72	0.09	0.70	0.70	0.12	0.12	1.00	0.12	0.12	0.12
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	172	2462	1212	278	2398	877	123	224	1517	126	217	167
v/s Ratio Prot	c0.07	c0.32		0.05	0.23			0.04			0.04	
v/s Ratio Perm			0.01			0.04	0.05		c0.32	c0.09		0.01
v/c Ratio	0.65	0.45	0.02	0.58	0.34	0.06	0.41	0.38	0.32	0.74	0.35	0.08
Uniform Delay, d1	68.1	9.5	6.5	69.6	9.6	7.6	65.6	65.4	0.0	68.3	65.1	63.1
Progression Factor	1.11	0.78	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3	0.6	0.0	2.4	0.4	0.1	2.3	1.1	0.6	20.0	1.0	0.2
Delay (s)	83.0	7.9	3.7	71.9	9.9	7.8	67.9	66.5	0.6	88.4	66.1	63.3
Level of Service	F	A	A	E	A	A	E	E	A	F	E	E
Approach Delay (s)		14.5			19.5			15.1			72.2	
Approach LOS		B			B			B			E	

Intersection Summary

HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	948	36	369	1288	125	21	91	194	127	60	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	15	9	12	8	10	14	12	13	13	10
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1547	3438	1692	3001	3438	1276	1604	1930	1516	1768	1870	1436
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.60	1.00	1.00	0.55	1.00	1.00
Satd. Flow (perm)	1547	3438	1692	3001	3438	1276	1007	1930	1516	1032	1870	1436
Peak-hour factor, PHF	0.86	0.94	0.85	0.90	0.89	0.76	0.71	0.76	0.65	0.80	0.58	0.57
Adj. Flow (vph)	138	1009	42	410	1447	164	30	120	298	159	103	247
RTOR Reduction (vph)	0	0	16	0	0	20	0	0	0	0	0	191
Lane Group Flow (vph)	138	1009	26	410	1447	144	30	120	298	159	103	56
Confl. Peds. (#/hr)	5					5			3	3		
Confl. Bikes (#/hr)						11			8			
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Perm		Free	Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8		Free	4		4
Actuated Green, G (s)	17.2	89.0	89.0	26.0	97.8	97.8	27.0	27.0	160.0	27.0	27.0	27.0
Effective Green, g (s)	19.2	91.0	91.0	28.0	99.8	99.8	29.0	29.0	160.0	29.0	29.0	29.0
Actuated g/C Ratio	0.12	0.57	0.57	0.18	0.62	0.62	0.18	0.18	1.00	0.18	0.18	0.18
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	186	1955	962	525	2144	796	183	350	1516	187	339	260
v/s Ratio Prot	0.09	0.29		c0.14	c0.42			0.06			0.06	
v/s Ratio Perm			0.02			0.11	0.03		0.20	c0.15		0.04
v/c Ratio	0.74	0.52	0.03	0.78	0.67	0.18	0.16	0.34	0.20	0.85	0.30	0.22
Uniform Delay, d1	68.0	21.1	15.1	63.1	19.6	12.8	55.3	57.2	0.0	63.4	56.8	55.8
Progression Factor	1.23	0.50	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.4	0.9	0.0	7.2	1.7	0.5	0.4	0.6	0.3	29.0	0.5	0.4
Delay (s)	97.2	11.4	2.0	70.2	21.3	13.3	55.7	57.8	0.3	92.4	57.3	56.2
Level of Service	F	B	A	E	C	B	E	E	A	F	E	E
Approach Delay (s)		21.0			30.6			19.4			67.8	
Approach LOS		C			C			B			E	

Intersection Summary			
HCM Average Control Delay	31.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

	TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT		
One Town Center Court	Hilton Head Island, SC 29928	843-341-4757	FAX 843-842-8908

STAFF REPORT
PUBLIC PROJECT REVIEW

Case #	Name of Project	Public Hearing Date
PPR-646-2015	Pembroke Drive Pathway Connectivity	April 22, 2015

Parcel Data and Location	Applicant
Properties with frontage on Pembroke Drive from Otter Hole Road to William Hilton Parkway.	Jennifer Lyle Town of Hilton Head Island One Town Center Court Hilton Head Island, SC 29928

Application Summary

Application for Public Project Review from the Town of Hilton Head Island to construct a pathway connectivity improvement project that would consist of a new 900 foot segment of multi-use pathway along Pembroke Drive that would extend from the intersection of Pembroke Drive with William Hilton Parkway to Otter Hole Road. In addition, a new pathway connection will be added from this pathway to the existing pathway along Natures Way. Crosswalks would be included in the project. See Attachment "A".

Staff Recommendation

Staff recommends that the Planning Commission find this application to be compatible with the Town's Comprehensive Plan for location, character and extent based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein.

Background:

This project is to improve pathway connectivity by adding a pathway connection from the existing crosswalk along Pembroke Drive at Otter Hole Road to connect to the existing sidewalk along Natures Way and then the existing crosswalk at William Hilton Parkway at Pembroke Drive in front of Wendy's restaurant. This project will improve connectivity and safety and provide opportunities for alternative forms of transportation in the area. The pathway will serve both residents and visitors and provide improved access to area shopping and dining.

Please refer to Attachment "A", which shows the location of the proposed project and existing conditions.

Description of Project:

The project area extends from the intersection of William Hilton Parkway and Pembroke Drive, in front of Wendy's restaurant, to Otter Hole Road. The project includes the addition of an 8 foot wide pathway connecting existing crosswalks on Pembroke Drive to the existing sidewalk on Natures Way. The pathway will be designed to match the Town's standard multi-purpose pathway design. A new crosswalk at Natures Way will include the Town's standard type of street print with ADA Detectable Warning Surfaces. A crosswalk for the driveway at Wendy's restaurant will be distinguished by two 12 inch wide white stripes, consistent with other areas on the island. The project will be designed with sensitivity to natural.

Location, Character, and Extent:

LMO Sec. 16-2-103.Q.4, PPR Review Standards,

In determining whether or not a proposed public project is compatible with the Comprehensive Plan, the Planning Commission shall consider whether the location, character and extent of the proposed development is consistent with, or conflicts with, the plan's goals and implementation strategies.

Summary of Facts and Conclusions of Law:

Findings of Fact:

1. LMO 16-2-102.E.1 requires that, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing or a meeting specially called for that purpose by such body. The LMO Official scheduled the public hearing on the application for the April 22, 2015 Planning Commission meeting, which is a regularly scheduled meeting of the commission.
2. LMO 16-2-102.E.2 requires the LMO Official to publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date. Notice of the April 22, 2015 public hearing was published in the Island Packet on April 5, 2015.
3. LMO 16-2-102.E.2 requires the applicant to mail a notice of the public hearing by first-class mail to the owner(s) of the land directly contiguous, no less than 15 calendar days before the April 22, 2015 hearing date. The applicant mailed notices of the public hearing by first-class mail to the owner(s) of the land April 6, 2015.

Conclusions of Law:

1. The Official scheduled the public hearing on the application for the April 22, 2015 Planning Commission meeting, in compliance with LMO 16-2-102.E.1.
2. Notice of the public hearing was published 17 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.

3. The applicant mailed notices of the public hearing to the owner(s) of the land subject to the application and owners of record of properties directly contiguous to the proposed project 16 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2

Summary of Facts and Conclusions of Law:

Findings of Facts:
The adopted Comprehensive Plan addresses the ***location, character and extent*** of this project in the following areas:

Community Facilities Element

Implementation for the Comprehensive Plan 6.3 – Transportation Network
The Town needs a comprehensive transportation network composed of roads, pathways, water and air transportation opportunities that are adequately maintained that meet current standards.

Implementation for the Comprehensive Plan 6.3 – Transportation Network
While the Island currently has an extensive pathway network, opportunities to improve pathway connections between destinations that provide additional recreational opportunities and promote alternative means of transportation on the Island should be considered.

Goal 6.3 – Transportation Network
D. The goal is to have a pathway network that provides for recreational opportunities as well as an alternative means of transportation to and on the Island.

Transportation Element:

Implication for the Comprehensive Plan 9.4 - Pathway Network
While the Island currently has an extensive pathway network, opportunities to improve pathway connections between destinations that provide additional recreational opportunities and promote alternative means of transportation on the Island should be considered.

Goal 9.1 - Road Network
C. The goal is to provide intersection design standards and maintenance for public safety while considering the unique Island character, aesthetics, topography, vegetation, environmentally sensitive areas, and neighborhood cohesiveness.

Implementation Strategies 9.1 – Road Network
FF. Coordinate road improvements with the Island's Drainage Study and any other drainage, water or sewer improvement project.

Implementation Strategy 9.4 – Multi-Use Pathways
C. Continue to improve safety of the Island's multi-use pathway system by

identifying conflicts and improvement opportunities.

<u>Recreation Element</u>

Goal 10.4 – Pathways

A. Continually make improvements to the existing pathway system and provide new pathway links.

Conclusions of Law:

For the Location of the project:

- Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation and Recreation Elements for the location of this project as follows:
- The proposed pathway project will improve the existing pathway system through the addition of a new pathway link along Pembroke Drive.
- The proposed pathway connection will improve links between destinations, provide additional recreational opportunities and promote alternative means of transportation on the Island by filling a gap in the current pathway network that can help to provide better access to properties.

For the Character of the project:

- Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation and Recreation Elements for the character of this project as follows:
- The project will provide a pleasing aesthetic that will improve the character of the area and the Island as a whole by being designed to match the character of the Town's existing pathway network.
- The design of intersections and crosswalks will help preserve and enhance the Island's unique character while improving safety by being designed to meet current safety and match those used in other similar locations on the Island.

For the Extent of the project:

- Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation and Recreation Elements for the extent of this project as follows:
- The proposed project will result in a new pathway segment that is 900 linear feet along Pembroke Drive.
- The proposed pathway will be 8 feet wide and will be offset from the roadway when feasible in a way that meets all current design standards.
- The project will include new crosswalks that meet current standards and will tie into existing crosswalks that go across Pembroke Drive.

LMO Official Determination
Determination: Staff determines that this application is compatible with the Comprehensive Plan for the location, character, and extent as based on the above Findings of Fact and Conclusions of Law.

Planning Commission Determination and Motion:
<u>The Planning Commission's role is to determine if the application is compatible with the Comprehensive Plan for location, character, and extent</u>.

<u>PREPARED BY</u>:

Shea Farrar
Senior Planner

DATE

<u>REVIEWED BY</u>:

Jayme Lopko, AICP
Senior Planner / PC Coordinator

DATE

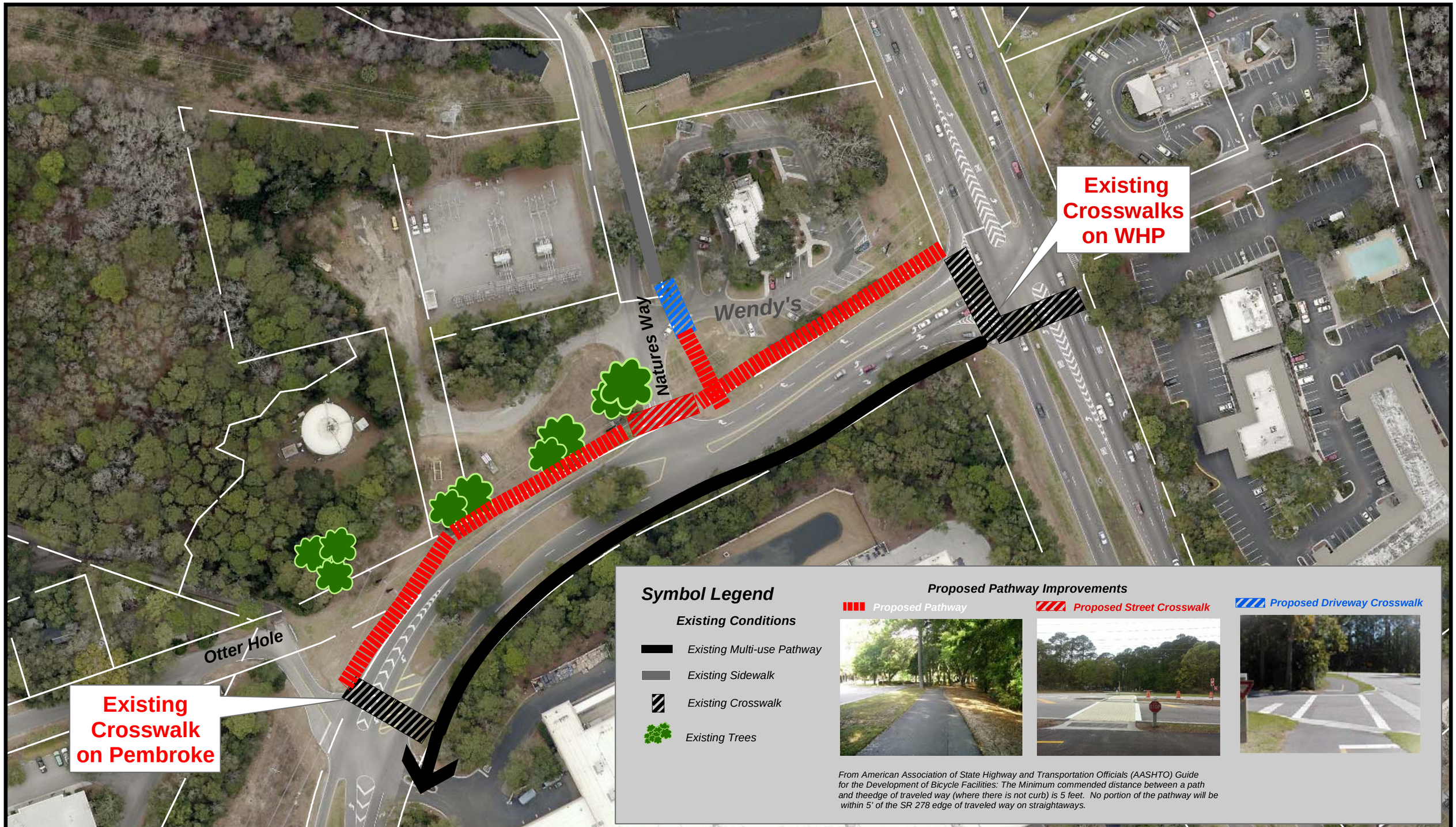
<u>REVIEWED BY</u>:

Teri B. Lewis, AICP
LMO Official

DATE

<u>ATTACHMENTS</u>:

1) PPR Diagram



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

Town of Hilton Head Island

PPR-646-2015

Pembroke Drive Pathway Connection

	TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT		
One Town Center Court	Hilton Head Island, SC 29928	843-341-4757	FAX 843-842-8908

STAFF REPORT
PUBLIC PROJECT REVIEW

Case #	Name of Project	Public Hearing Date
PPR-647-2015	Chaplin Pathway Connectivity	April 22, 2015

Parcel Data and Location	Applicant
Properties along William Hilton Parkway that are between Shelter Cove Lane and the Broad Creek tributary where the current sidewalk ends.	Jennifer Lyle Town of Hilton Head Island One Town Center Court Hilton Head Island, SC 29928

Application Summary

Application for Public Project Review from the Town of Hilton Head Island to construct a pathway connectivity improvement project that would consist of a new 500 foot multi-use pathway segment along Eastbound William Hilton Parkway (WHP) that would extend from the endpoint of the existing sidewalk in the Chaplin area at the Broad Creek tributary to the intersection of Shelter Cove Lane, where a new crosswalk on Shelter Cove Lane would connect to the existing crosswalk that extends across WHP in this location. See Attachment "A".

Staff Recommendation

Staff recommends that the Planning Commission find this application to be compatible with the Town's Comprehensive Plan for location, character and extent based on those Findings of Facts and Conclusions of Law as determined by the LMO Official and enclosed herein.

Background:

This project is to improve pathway connectivity by extending a pathway connection from the end of the existing sidewalk in the Chaplin area at the Broad Creek tributary, to an existing crosswalk on William Hilton Parkway at Shelter Cove Lane near the Beaufort County Sheriff's Office. This project will improve connectivity and safety and provide opportunities for alternative forms of transportation in the area. The pathway will serve both residents and visitors and provide improved access to area shopping and dining.

Please refer to Attachment "A", which shows the location of the proposed project and existing conditions.

Description of Project:

The project area is located along the eastbound lane of William Hilton Parkway and extends from the endpoint of the existing sidewalk in the Chaplin area at the Broad Creek tributary to the intersection of Shelter Cove Lane. The project includes the addition of a 8 foot wide pathway to connect the existing 4.5 foot wide sidewalk to a new crosswalk on Shelter Cove Lane, which would then connect to an existing crosswalk on WHP in this location. The pathway will be designed to match the Town's standard multi-purpose pathway design. A new crosswalk at Shelter Cove Lane will include the Town's standard type of street print with ADA Detectable Warning Surfaces. The project will be designed with sensitivity to natural resources.

Location, Character, and Extent:

LMO Sec. 16-2-103.Q.4, PPR Review Standards,

In determining whether or not a proposed public project is compatible with the Comprehensive Plan, the Planning Commission shall consider whether the location, character and extent of the proposed development is consistent with, or conflicts with, the plan's goals and implementation strategies.

Summary of Facts and Conclusions of Law:

Findings of Fact:

1. LMO 16-2-102.E.1 requires that, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing or a meeting specially called for that purpose by such body. The LMO Official scheduled the public hearing on the application for the April 22, 2015 Planning Commission meeting, which is a regularly scheduled meeting of the commission.
2. LMO 16-2-102.E.2 requires the LMO Official to publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date. Notice of the April 22, 2015 public hearing was published in the Island Packet on April 5, 2015.
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Conclusions of Law:

1. The Official scheduled the public hearing on the application for the April 22, 2015 Planning Commission meeting, in compliance with LMO 16-2-102.E.1.
2. Notice of the public hearing was published 17 calendar days before the

meeting date, in compliance with LMO 16-2-102.E.2.

3. The applicant mailed notices of the public hearing to the owner(s) of the land subject to the application and owners of record of properties directly contiguous to the proposed project 16 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2

Summary of Facts and Conclusions of Law:

Findings of Facts:
The adopted Comprehensive Plan addresses the ***location, character and extent*** of this project in the following areas:

Community Facilities Element

Implementation for the Comprehensive Plan 6.3 – Transportation Network

The Town needs a comprehensive transportation network composed of roads, pathways, water and air transportation opportunities that are adequately maintained that meet current standards.

Implementation for the Comprehensive Plan 6.3 – Transportation Network

While the Island currently has an extensive pathway network, opportunities to improve pathway connections between destinations that provide additional recreational opportunities and promote alternative means of transportation on the Island should be considered.

Goal 6.3 – Transportation Network

D. The goal is to have a pathway network that provides for recreational opportunities as well as an alternative means of transportation to and on the Island.

Transportation Element:

Implication for the Comprehensive Plan 9.4 - Pathway Network

While the Island currently has an extensive pathway network, opportunities to improve pathway connections between destinations that provide additional recreational opportunities and promote alternative means of transportation on the Island should be considered.

Goal 9.1 - Road Network

C. The goal is to provide intersection design standards and maintenance for public safety while considering the unique Island character, aesthetics, topography, vegetation, environmentally sensitive areas, and neighborhood cohesiveness.

Implementation Strategy 9.4 – Multi-Use Pathways

C. Continue to improve safety of the Island's multi-use pathway system by identifying conflicts and improvement opportunities.

Recreation Element

Goal 10.4 – Pathways

A. Continually make improvements to the existing pathway system and provide new pathway links.

Conclusions of Law:

For the Location of the project:

- Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation and Recreation Elements for the location of this project as follows:
- The proposed pathway project will improve the existing pathway system through the addition of a new pathway link between the Chaplin area and Shelter Cove.
- The proposed pathway connection will improve links between destinations, provide additional recreational opportunities and promote alternative means of transportation on the Island by filling a gap in the current pathway network that can help to provide better access to properties located mid-island along WHP.

For the Character of the project:

- Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation and Recreation Elements for the character of this project as follows:
- The project will provide a pleasing aesthetic that will improve the character of the area and the Island as a whole by being designed to match the character of the Town's existing pathway network.
- The design of intersections and crosswalks will help preserve and enhance the Island's unique character while improving safety by being designed to meet current safety and match those used in other similar locations on the Island.

For the Extent of the project:

- Staff concludes that the project is compatible with the adopted Comprehensive Plan as described in the Community Facilities, Transportation and Recreation Elements for the extent of this project as follows:
- The proposed project will result in a new pathway segment that is 500 linear feet along WHP.
- The proposed pathway will be 8 feet wide, except in the section where the pathway will taper to 4.5 feet to connect to the existing sidewalk. The pathway will be offset from the roadway when feasible in a way that meets all current design standards.
- The project will include a crosswalk that meets current standards and ties into an existing crosswalk that goes across WHP.

LMO Official Determination

Determination: Staff determines that this application is compatible with the Comprehensive Plan for the location, character, and extent as based on the above Findings of Fact and Conclusions of Law.

Planning Commission Determination and Motion:
<u>The Planning Commission's role is to determine if the application is compatible with the Comprehensive Plan for location, character, and extent</u>.

<u>PREPARED BY</u>:

Shea Farrar
Senior Planner

DATE

<u>REVIEWED BY</u>:

Jayme Lopko, AICP
Senior Planner / PC Coordinator

DATE

<u>REVIEWED BY</u>:

Teri B. Lewis, AICP
LMO Official

DATE

<u>ATTACHMENTS</u>:

1) PPR Diagram

Symbol Legend

Existing Conditions

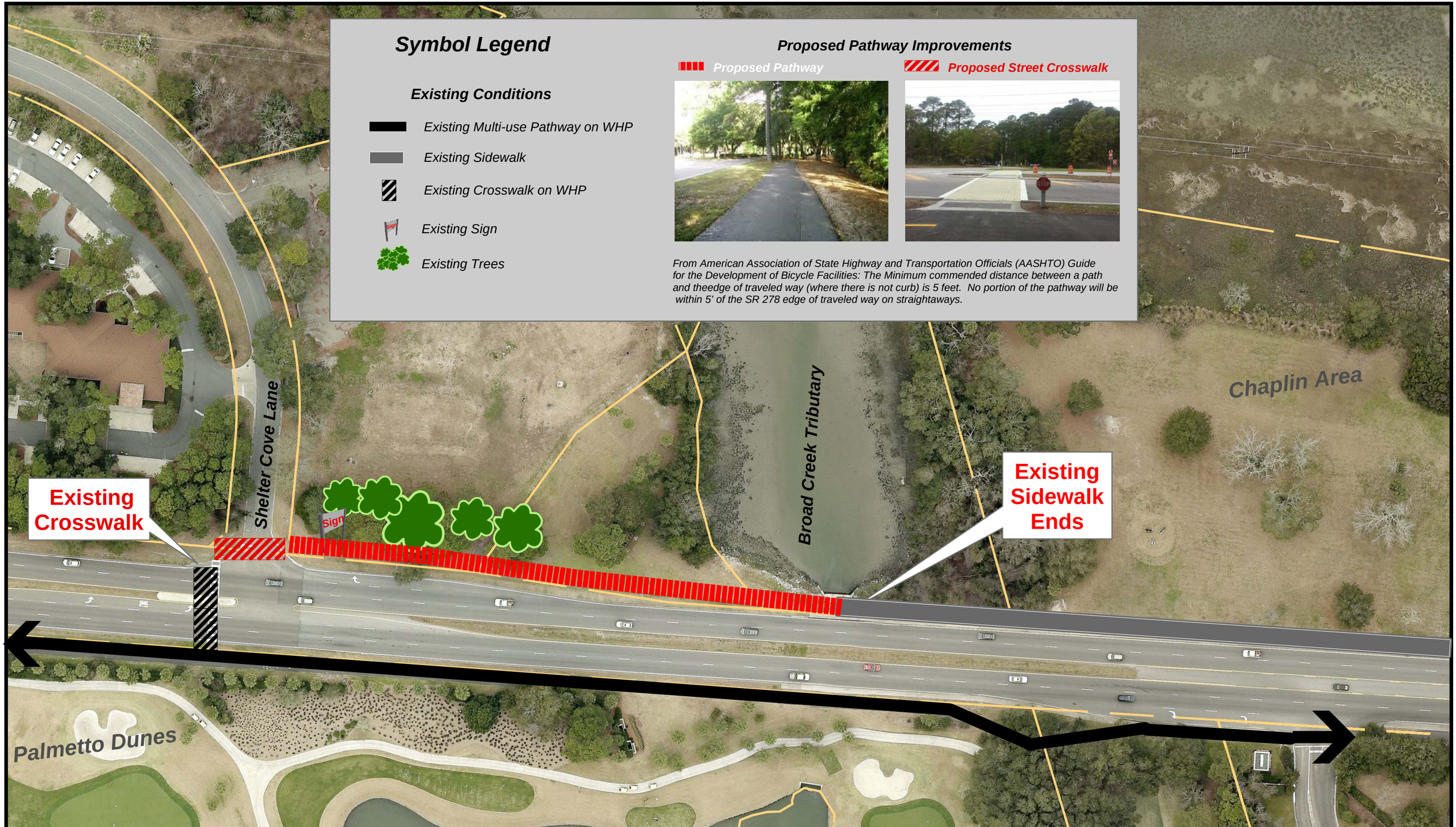
- Existing Multi-use Pathway on WHP
- Existing Sidewalk
- Existing Crosswalk on WHP
- Existing Sign
- Existing Trees

Proposed Pathway Improvements

Proposed Pathway

Proposed Street Crosswalk

From American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities: The Minimum commended distance between a path and theedge of traveled way (where there is not curb) is 5 feet. No portion of the pathway will be within 5' of the SR 278 edge of traveled way on straightaways.



TOWN OF HILTON HEAD ISLAND
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Town of Hilton Head Island

PPR-647-2015

Chaplin Sidewalk Connection

40 20 0 40 80 120 Feet

1 inch = 83 feet

PLANNING COMMISSION QUARTERLY REPORT
1st QUARTER 2015

Previously Reviewed Applications or Documents:

Zoning Map Amendments:	***Status:***
ZA-1685-2014: Walter J. Nester III on behalf of Bayshore Retirement Partners, LLC has applied to amend the Official Zoning Map by amending the PD-1 (Planned Development Mixed-Use) Zoning District, specifically the Hilton Head Plantation Master Plan, to change the allowed uses and to change the density associated with the subject properties. The properties are identified on Beaufort County District R510 Tax Map 3 as parcels 89A, 127, 128 and 129 (Phase I) and parcels 121 & 126 (Phase II). The properties are addressed as 421, 424, 425 and 427 Squire Pope Road and are collectively known as Salty Fare.	• Public Hearing Date: November 19, 2014 • Adoption Date: January 20, 2015
ZA-89-2015: Chester C. Williams, on behalf of Gary L. Dee and Heritage Golf Port Royal, LLC, has applied to amend the Official Zoning Map by amending the Planned Development Mixed-Use (PD-1) Zoning District, specifically the Port Royal Plantation and Surrounds Master Plan, to clarify and change the allowed uses and to increase the density on a 38.62 acre property. The property is identified as a portion of parcel 277 on Beaufort County Tax District R510, Map 9. The property is addressed as 10 Clubhouse Drive and is known as Port Royal Clubhouse.	• Public Hearing Date: February 18, 2015
ZA-91-2015: Chester C. Williams, on behalf of Gary L. Dee and Heritage Golf Port Royal, LLC, has applied to amend the Official Zoning Map by changing the base zoning district of an 8.4 acre property from the Planned Development Mixed-Use (PD-1) Zoning District, specifically the Port Royal Plantation and Surrounds Master Plan, to the Resort Development (RD) Zoning District. The property is identified as a portion of parcel 277 on Beaufort County Tax District R510, Map 9. The property is addressed as 15 Wimbledon Court and is known as the Port Royal Racquet Club.	• Public Hearing Date: February 18, 2015

Planning Commission Quarterly Report – 1st Quarter 2015

Street Name Applications:	***Status:***
STDV-000199-2015 -Sonya Ford has applied for a modified vehicular access easement name for a portion of Oakview Road, which is located off Spanish Wells Road. The proposed name is Freddies Way. The affected parcels are identified as Parcels 6, 6B, 6C, 7, 7A, 7B, 7D, 7F, 456 & 457 on Beaufort County Tax Map 10 and are addressed as 30, 32, 33, 34, 35, 36, 37, 38, 39, 41, and 43 Oakview Road. For owners of property with these addresses this application would change your address from Oakview Road to Freddies Way.	The Planning Commission heard this item on March 4, 2015 and recommended approval of the modified vehicular access easement name.

Appeals:	***Status:***
APL100006: Request for Appeal from Chester C. Williams on behalf of Ephesian Ventures, LLC. The Community Development Department issued a notice of action, approving the construction of a tabby walkway and brick areas at Edgewater on Broad Creek. The appellant contends that the Community Development Department erred in its decision to issue a notice of action and is requesting that the notice of action be declared void.	This item was postponed to a future date to be determined after a decision is made by the Circuit Court.

Ongoing Capital Improvement Projects:

Pathways:	***Status:***
Fresh Market to Shelter Cove	• Under Construction. • Target completion April 2015.
Pedestrian Crossing on Palmetto Bay Road at the Audubon Newhall Preserve	• Design and engineering complete. • Anticipated start of construction May 2015. • Target completion June 2015.
	• Design and permitting underway. • Anticipated start of construction May 2015. • Target completion June 2015.
	• Design and permitting underway. • Anticipated start of construction May 2015. • Target completion June 2015.

Roadway Improvements:	***Status:***
Mathews/Marshland Roundabout	• Under Construction. • Target completion April 2015.

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Mast Arm at Spanish Wells & WHP	• Under contract. • Anticipated start of construction April 2015. • Target completion May 2015.
Intersection improvements at Squire Pope Road & WHP	• Possible change in project scope. • Design and engineering deferred to Fiscal Year 2016.
Honey Horn Driveway Improvements	• Under Construction. • Target completion April 2015.
Office Park/Pop/New Orleans Intersection – USCB Roadway Improvements	• Traffic study underway for improvement to Office Park/Pope/New Orleans Intersection.

Park Development:	***Status:***
Rowing & Sailing Center	Project Complete. Agreement being negotiated with Palmetto Rowing Club for construction and operation of a boat storage shed.
Island Recreation Center Expansion	• Architectural services contract awarded. • Phased project over several years.

Existing Facilities and Infrastructure:	***Status:***
Coligny Parking Expansion	Project Complete.
Fire Station #2	• Architectural services contract awarded. • Anticipate start of construction in Fiscal Year 2017.

Power Line Burials ***15 year project to be completed by 2019***	*Not CIP funded, included for update. Funded by 3% franchise fee from Palmetto Electric*
• Marshland Road	• 80% Complete
• Spanish Wells Road feeder	• 0% Complete (Jarvis Creek section postponed for new bridge)
• William Hilton Pkwy/ Chaplin Area	• 100% Complete
• William Hilton Pkwy/Palmetto Dunes to Chimney Cove	• 100% Complete
• William Hilton Pkwy/ Fresh Market to The Greenery	• 90% Complete
• Otter Hole Trailer Park	• 95% Complete

New Facilities and Infrastructure:	***Status:***
Palmetto Dunes Emergency Access Gate	• Design underway. • Submitting for permits. • Anticipated start of construction Summer 2015.
F&R Computer Systems Upgrades	Ongoing.

Planning Commission Quarterly Report – 1st Quarter 2015

Beach Maintenance:	***Status:***
Dune Refurbishment	Ongoing.
Beach Renourishment	• Permitting underway. • Anticipated start of construction late Winter 2015/2016.