

INTRODUCTION

On February 17, 2015 Town Council created the Circle to Circle Committee under the oversight of the Planning Commission to develop a vision, incorporating community input, for the future of the Coligny Circle to Sea Pines Circle over the next 20 years.

COMMITTEE CHARTER AND MEMBERS

- Develop a vision incorporating community input
- Review existing conditions and
- Identify challenges to be addressed
- Prepare a development outlook
- Review today's traffic /parking challenges
- Plan for projected development on traffic/parking
- Base assumptions
 - Approved plan for Coligny park not in scope
 - Approved plan for USCB not in scope
 - Allowable uses and densities under LMO remain unchanged

MEMBERS:

Carlton Dallas
David Ames
David Bachelder
Leslie Richardson
Mike Thomas
Mark Senn
Tom Sharp
Paul Crunkleton

Paul Crunkleton
Jack Daly
Joe Kernan
Judd Carstens
Kyle Theodore
Tom Lennox
Jim Gant

COMMUNITY FORUMS - 5 LOCATIONS/ MAY 2015

1. What is the long term (10-15 year) function/purpose of the Coligny and Sea Pines Circle area and how can its unique experiences be made better for residents and visitors?

2. What are the most important changes needed to achieve the long-term function/purpose?

3. What are the biggest threats to meeting that goal?

<u>LOCATION</u>	<u>PURPOSE</u>	<u>CHANGES</u>	<u>VISION</u>
Town Hall	49	54	46
Forest Beach	94	97	73
Palmetto E	21	27	15
Sea Pines	112	104	80
HH Plantation	37	62	28
Total	313	344	242

Participation in public meetings

COMMUNITY SUMMARIES (899 COMMENTS)

1. Walkable, bike, pedestrian friendly
2. More green space – for events, concerts, festivals, focal point
3. Coligny update, refurbish, remodel
4. Increase Beach Access and gateway to ocean amenity
5. Coligny as civic center, town center, downtown, destination

Important Changes Needed:

1. Reduce traffic – Sea Pines Circle / Coligny / Pope Avenue
2. Increase parking capacity
3. Need for public transportation, trolley, shuttle
4. Increase pathways for bikes and pedestrian travel and safety
5. Increase green space – neighborhood pocket parks
6. Refurbish existing, aging buildings

Threats to Goals:

- Traffic congestion not resolved
- Vacant buildings, property, lack of government incentive to upgrade
- Political will for plan and follow through
- Lack of vision ability – TC, island vision
- People, community not open to change
- Inability to balance resident/tourist needs
- Lack of Public Private partnerships
- Cost/Taxes

COMMUNITY SUGGESTIONS

Community Suggestions for Coligny Area:

- Structured multi-level parking
- Ancillary parking lots with shuttle service
- Improved pedestrian circulation/road crossings
- Improve circulation with additional roads
- Manage access with reduced curb cuts

Community Suggestions for Pope Ave Corridor:

- Alternate roads on either side of Pope Avenue
- Pedestrian overpasses
- Additional multi-use pathways
- Town land acquisition for additional parking or small park areas
- Strategy to encourage refurbishing aging buildings

Community Suggestions for Sea Pines Circle Area:

- Limit all types of development in this area
- Additional or improved Sea Pines Gates that avoid the circle and improve flow
- Bypass road behind or through Publix property
- Reduced curb cuts on Greenwood Drive / Traffic signal to allow left turn into Publix
- Convert the circle to signalized intersection to improve traffic flow



PERTINENT DATA AND OBSERVATIONS

Traffic and Off Island Development:

- Tourism rebounds from recession and surpasses previous levels
- Beaufort County is 12th fastest growing area in US
- Bluffton population expected to double by 2030
- Off island developments marketed as “only 20 min from beach”
- Jaspur River Port could add 7,500 jobs by 2028

HHI Redevelopment:

- Many aging properties are being redeveloped
- Redevelopment in Forest Beach
- Redevelopment in Sea Pines
- Redevelopment at Shelter Cove, Pineland Station and Island wide
- Retail commercial , offices are migrating off island

Future Generations:

- Market research indicates that younger generations (millennials) want to live/work/play in more urban settings
- Ability to walk to amenities - Less car centric in general
- Looking for quality of life to determine where they live
- Looking for educational recreation

- Hilton Head can build on many existing attributes to appeal to both current and future generations
 - Multi-generational activities – family focused
 - Walk ability
 - Parks as venues
 - Pet and bike friendly
 - Environmental stewardship



PERTINENT DATA AND OBSERVATIONS

Traffic Congestion Challenge - improve traffic flow without extensive additional pavement, retaining the iconic Sea Pines Circle

Current Conditions:

- 2015 measured delays at Sea Pines are longer than LMO objectives during peak season and growing
- Pope Ave congestion also increasing
- Off island growth will have more impact in future

Traffic Measurement and Modeling:

- June 2015 traffic measurements provide base for future projections
- Detailed volume projections based on:
 - 2015 actual measurements
 - Detailed analysis of known redevelopment
 - Parcel by parcel analysis of likely redevelopment
 - Demographic modeling with LCOG
 - Volumes from all directions increasing

<u>ROAD SEGMENTS</u>	<u>2015 VPD</u>	<u>2030 VPD</u>
Palmetto Bay Road	26,889	31,490
US 278	20,894	22,309
Greenwood Drive	15,613	17,863
Pope Avenue	27,187	30,267

Current and Projected Vehicle Trips per Day



Picture of Sea Pines Circle from Island Packet

PERTINENT DATA AND OBSERVATIONS

Parking Challenge – easing parking without creating significant negative impact to Sea Pines Circle

- Current capacity is 523 spaces (paved and boneyard)

- Survey of Coligny lot at capacity on June 13-14 2015:
Of 402 visitors surveyed 50% were visiting beach for the day – top communities represented:

- Bluffton 10.7%
- Okatie 4.7%
- Savannah 2.7%
- Richmond Hill 2.2%
- Rincon 2.2%
- Pooler 2%

- Survey of other beach parking on same dates indicate substantial parking available:

- Chaplin 63 vacant spaces
- Driessen 77 vacant spaces
- Castnet 125 vacant spaces
- Alder Lane 15 vacant spaces
- Burkes 1 vacant space
- Folly Field 1 vacant space
- Islanders 72 vacant spaces

- Coligny Park Development Project :
 - Scheduled to complete 4th quarter 2017
 - Will add 115 additional paved parking spaces
 - Will have 125 on grass spaces for temporary parking



The Committee, with input from the Community and based on the opportunity posed by future market and lifestyle considerations, crafted a working “Vision” to guide the planning process. This vision has guided the planning process that has followed.

VISION

Distinguished most by its public spaces and people watching places, by the obvious connection to the natural environment, and by the priority given to pedestrians and bicyclists, our island’s traditional downtown is now bustling with activity and investment.

Qualities included in the vision as articulated by the public:

- Distinct area/sense of place and arrival
- Community gathering place with programmed activities (family fun for all ages)
- Beach scene and campus life
- Tied to island environment (beach, sub tropical vegetation and Boggy Gut)
- Serving the needs of residents and guests alike
- Pedestrian/bicyclist priority: Tied together with a network of walkways and bike paths and shuttle/open-air trolley.
- Entertainment, restaurants, nightlife, campus
- Animated through activities programming

What we see in ten years:

- Distinguished by its public realm and people watching places. Shade. Water.
- Buildings are backdrop for people places
- Activities: Think carousel and calliope, puppet shows, fairs and festival music. Bells tolling.
- Bikers and walkers moving up and down Pope Ave. . . .made to be an enjoyable and educational experience
- All tied to nature, the rhythms of tides and seasons.
- Energy comes from the people on the beach, in restaurants, businesses and campus



TRANSPORTATION IMPROVEMENTS:

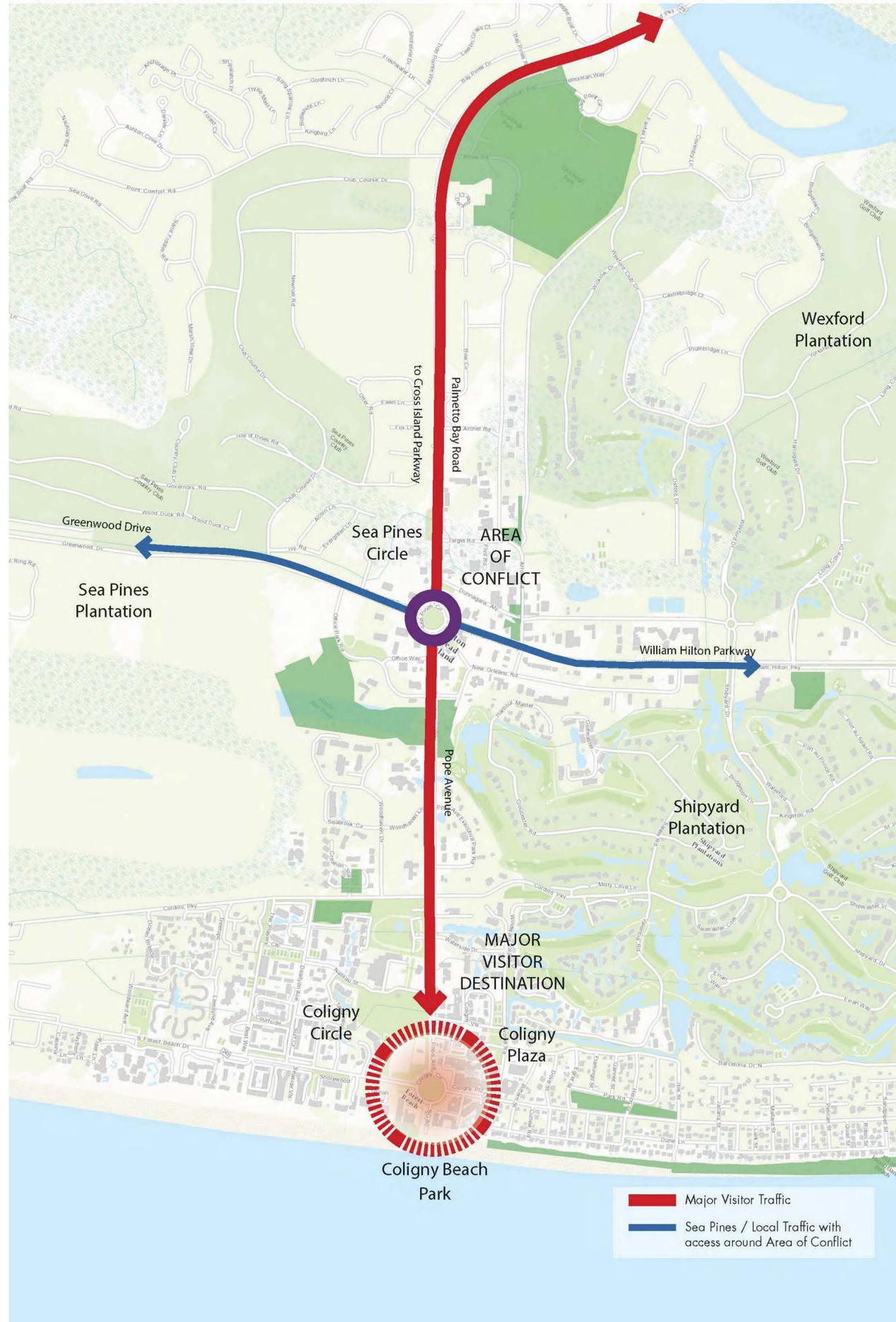
- IMPROVED SAFETY
- MANAGED ACCESS
- ENHANCED STREET CONNECTIVITY
- ENHANCED TRAIL CONNECTIVITY
- TRANSIT / SHUTTLE
- SEASONAL PARKING STRATEGY

Resolving traffic nuisances and increasing the safety and ease of moving locals and visitors in multiple modes through the corridor is an important component of achieving a successful vision for the Circle to Circle Corridor.

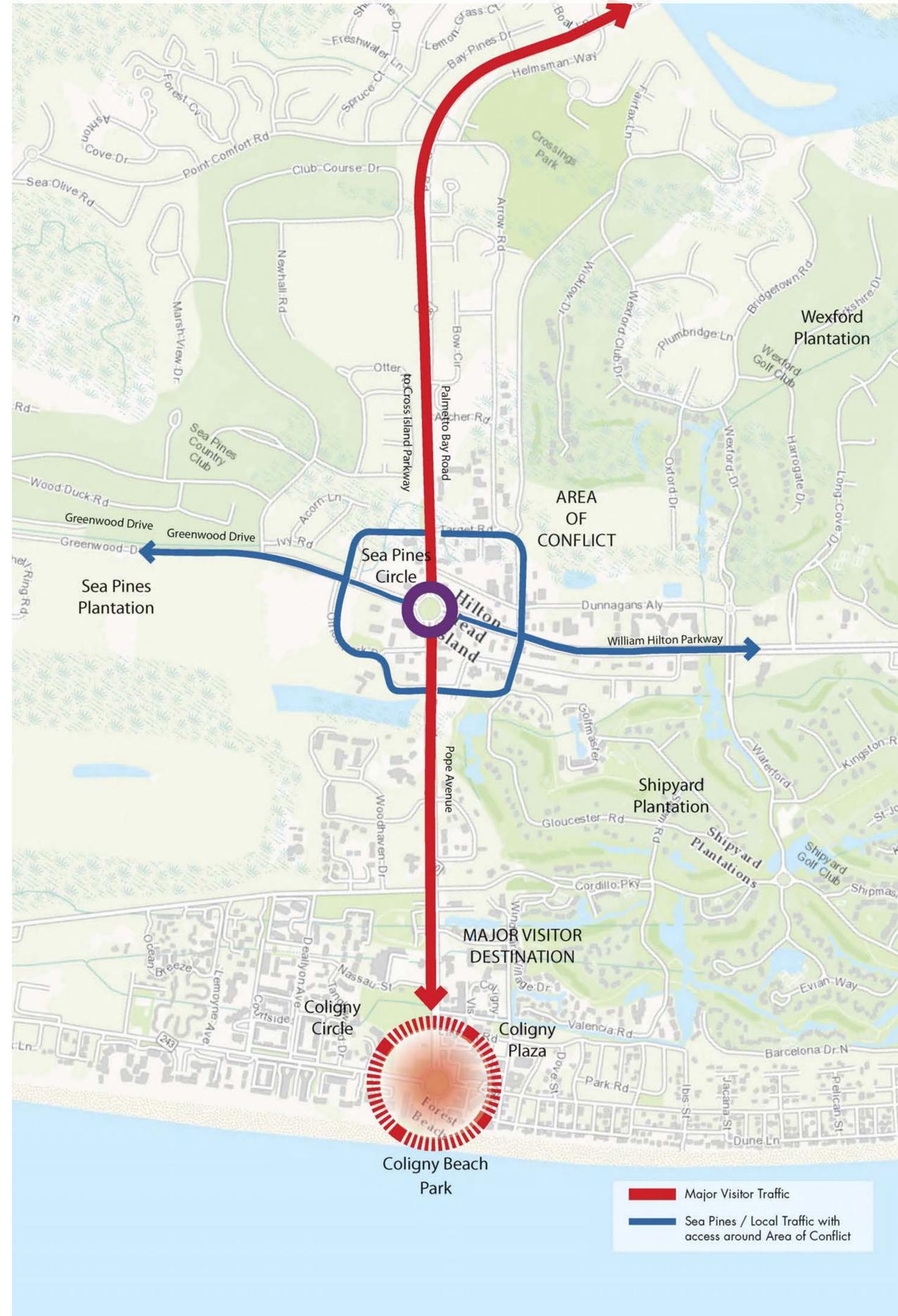
Several high quality transportation engineers have worked corroboratively with the Committee and planning team to determine the most effective ways to relieve traffic congestion and create a safer, more multimodal environment within the Corridor.

Resolving traffic issues must be coordinated with changes in people behaviors related to using multiple modes of travel, creating a pattern of connectivity that enables the Corridor to evolve into the future, and elevating the sense of place, image and character of this important part of Hilton Head.

DILEMMA - Seasonal Pressure on Local Traffic



CONCEPT - Create Alternative Circulation Patterns



BLUFFTON

CONCEPT - Shift Demand at Other Beaches

Multiple Opportunities Include:

- Marketing and Promotion
- Signage and Wayfinding
- Seasonal Food Trucks
- Amenities - Water Feature



DAY TRIPPERS
ACTIVATE EAST
ISLAND BEACHES

Chaplin Park, Driessen
Beach Park, Folly Field +
Islander's Beach Park

AREA
OF
CONFLICT

Sea Pines
Circle

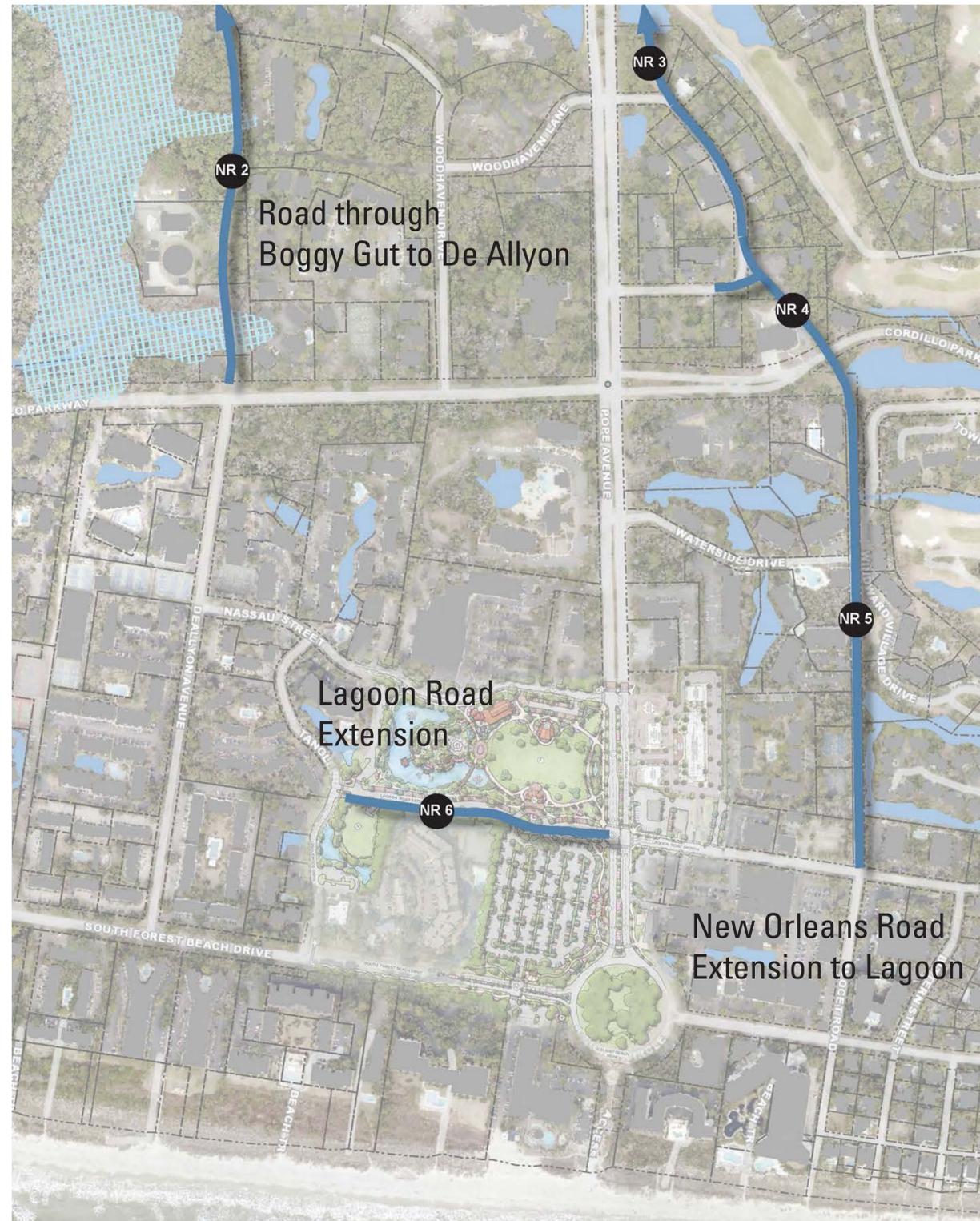
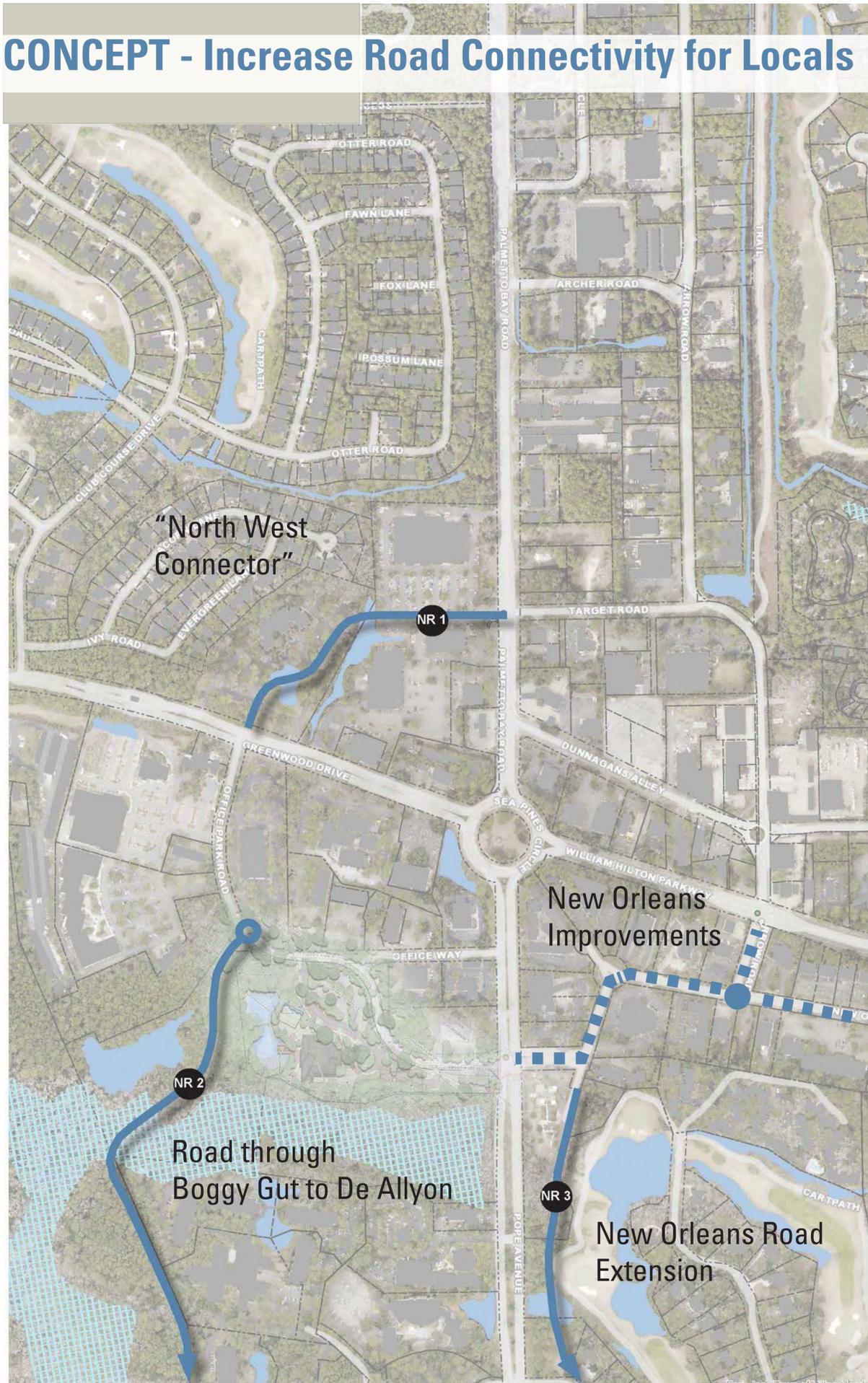
MAJOR
VISITOR
DESTINATION

Coligny
Plaza

Coligny Beach Park

- Major Visitor Traffic
- Sea Pines / Local Traffic
- Activity Centers

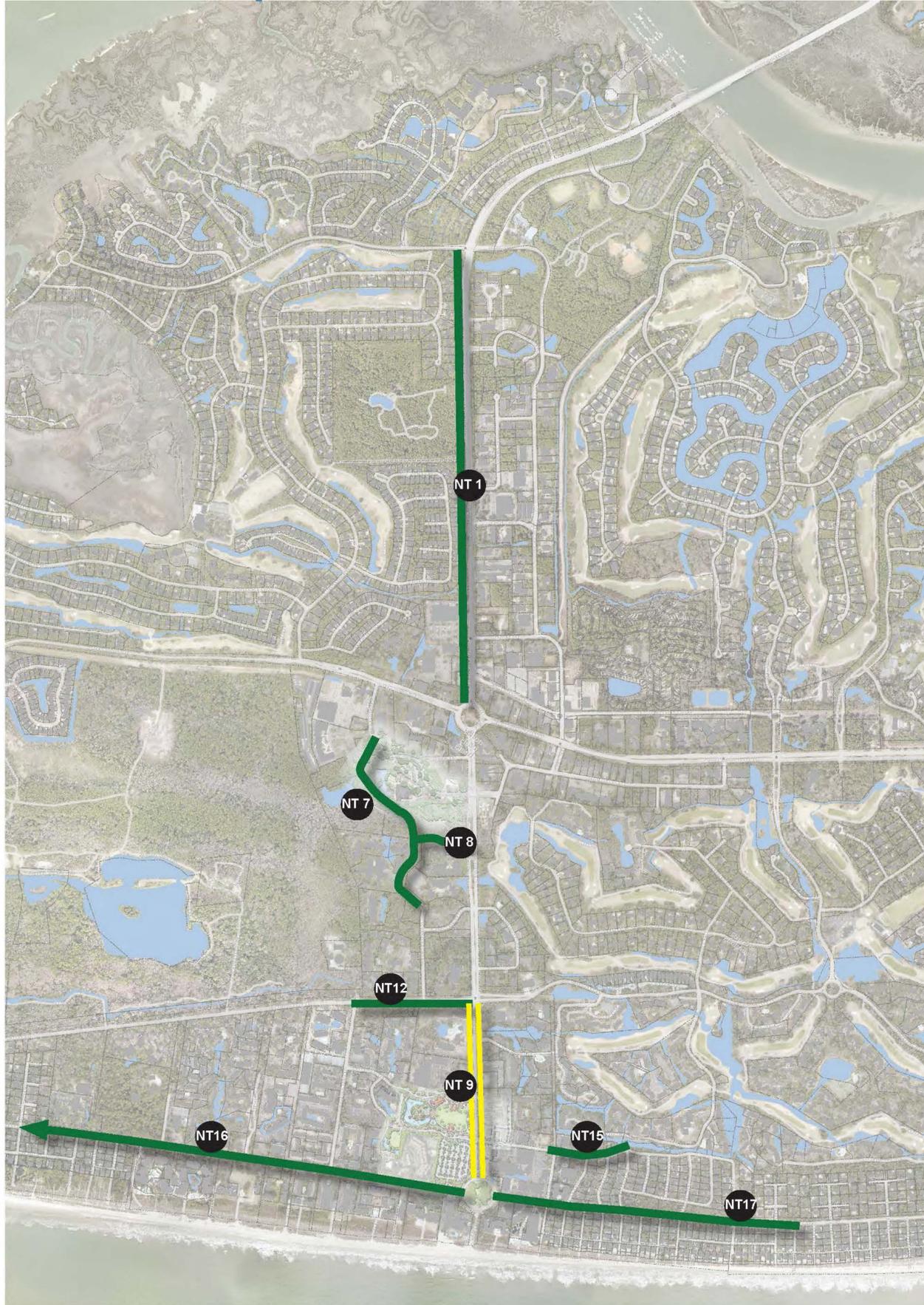
CONCEPT - Increase Road Connectivity for Locals



Multiple Opportunities Include:

- Connect Target Road to Greenwood Drive
- Connect Office Park Road to De Allyon
- Connect New Orleans Road to Lagoon Road
- Extend Lagoon Road through Park

CONCEPT - Expand Bike and Trail Network



Roadway Network Expansion

Multiple Opportunities Include:

- Expand network over next 10-15 Years
- Reduce congestion / Increase safety
- Expose visitors to nature and unique environments

Committee Priorities Include:

- Scenic Trail - Cordillo to Office Park Road
- Pope Road to Ibis Road on Lagoon Road for Safety
- Wider separated trail on Pope Avenue
 - Complete Street concept with Separate systems for Bikes and Pedestrians
- “On Road” markings for serious cyclists
- Additional Trails over time as required by need and volume



CONCEPT - Right Size and Manage Beach Parking



ON STREET PARKING OPTIONS



Coligny Public Parking Alternative A: As currently planned in WPI Coligny Master Plan

TOTAL PERMANENT SURFACE PARKING SPACES: +/- 553

TEMPORARY GRASS PARKING SPACES +/- 125

COLIGNY PUBLIC PARKING - SURFACE LOT OPTION



Coligny Public Parking Alternative B: 2-Story Parking Structure

TOTAL SPACES IN STRUCTURED FACILITY +/- 978 (485 Per Floor)

TOTAL MUSEUM AND STREET PARKING +/- 125

TEMPORARY GRASS PARKING SPACES +/- 125

COLIGNY PUBLIC PARKING - STRUCTURED PARKING



Coligny Public Parking Alternative C: 2-Story Parking Structure with 3-Story

Commercial Wrap

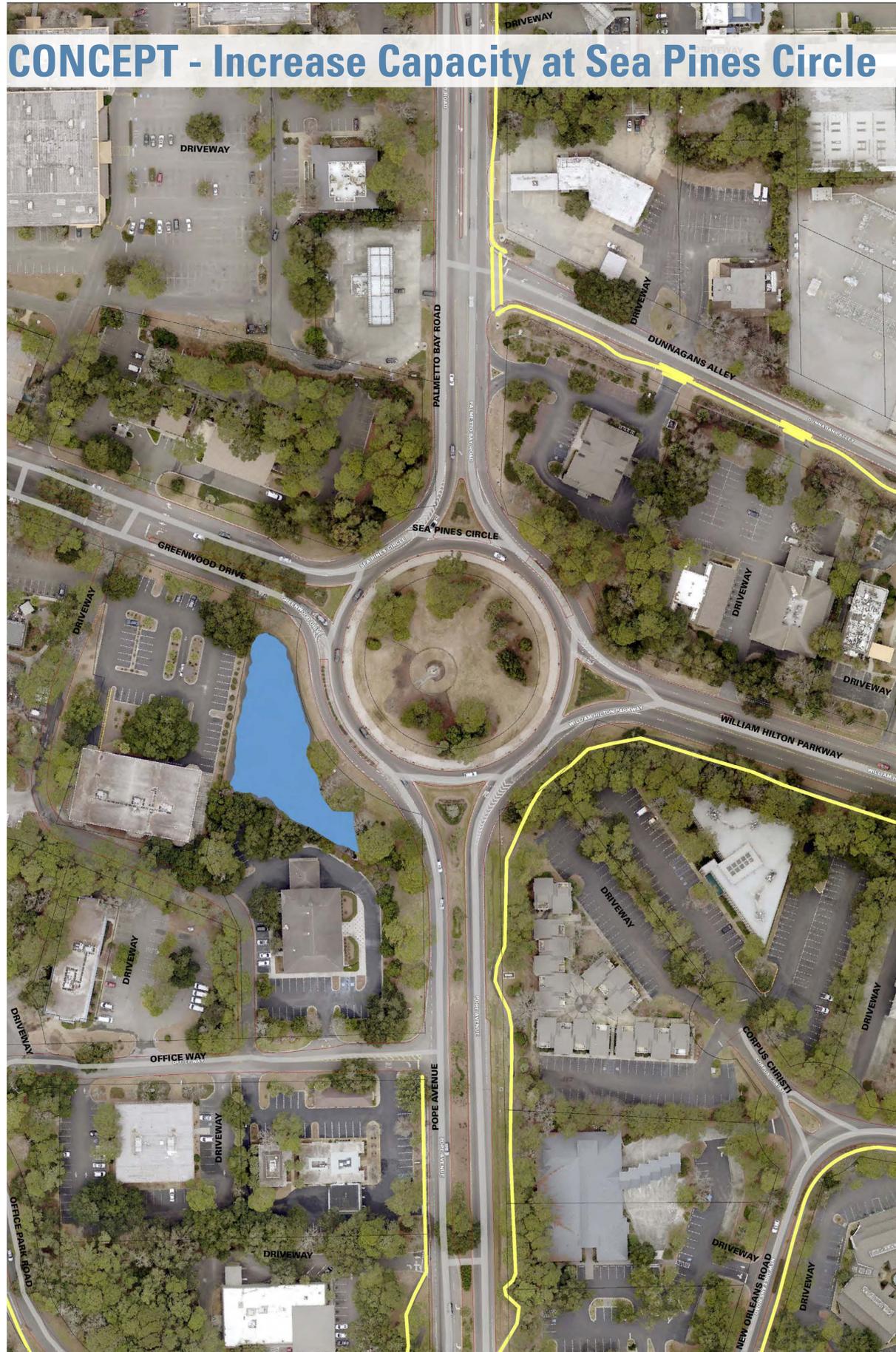
SQUARE FOOTAGE OF NEW COMMERCIAL/LODGING SPACE +/- 175,000 SF (3 Floors)

TOTAL SPACES IN STRUCTURED FACILITY +/- 790 (395 per Floor)

TOTAL MUSEUM AND STREET PARKING +/- 125

COLIGNY PUBLIC PARKING - STRUCTURED PARKING WITH DEVELOPMENT

CONCEPT - Increase Capacity at Sea Pines Circle



Existing Condition:

- Sea Pines Circle does not handle LMO target of 150' delay
- Is part of Hilton Heads history and sense of place
- Familiar to residents and guests
- Increased traffic from visitors and off island beach goers

Multiple Opportunities Include:

- Doing Nothing
- Signalized Intersection
- Two Lane Circle with Free Right Turns
- Elevated Fly-Over
- Depressed Fly - Under

NOON PEAK

Greenwood Drive
US 278B
Pope Avenue
Palmetto Bay Road

2015 DELAY

- 157 Seconds
- 190 Seconds
- 84 Seconds
- 180 Seconds

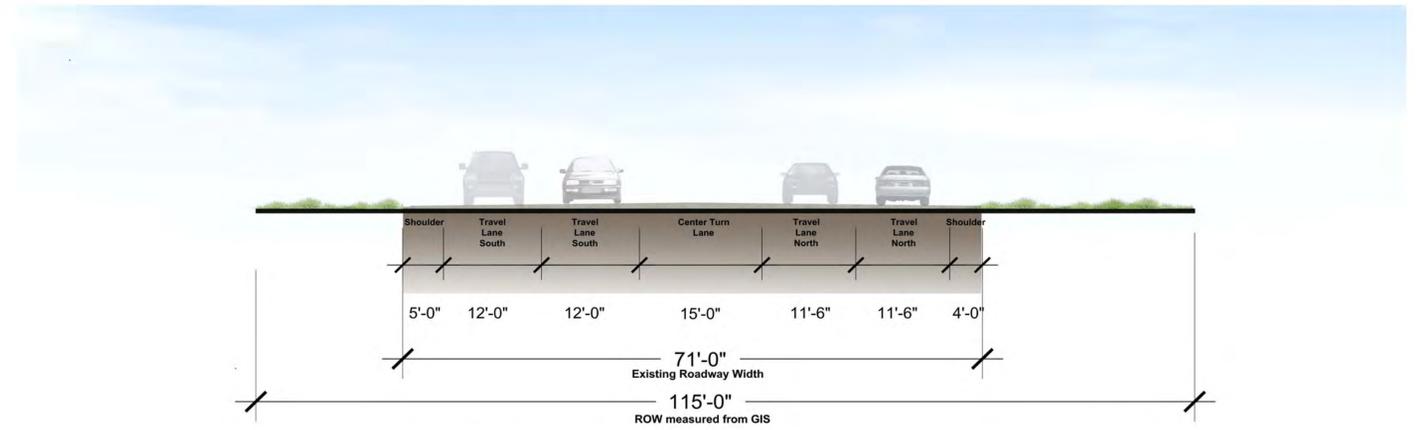


7- Lane Signalized Intersection

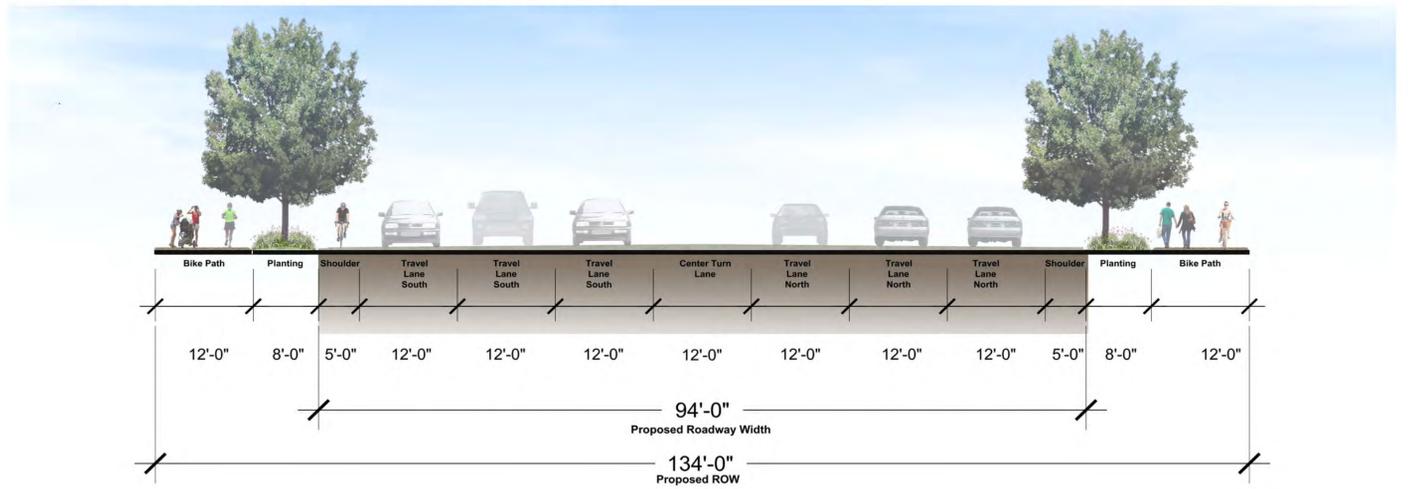
Evaluation:

- Handles volume projections through 2030
- Meets LMO objective of 55 second delay
- Dramatically alters image and sense of place
- Reasonable cost - \$2-3M
- Conflicts / crashes are more dangerous than roundabout
- Very understandable and approvable for SCDOT

Existing Palmetto Bay Road (Just North of Rotary)



Proposed Palmetto Bay Road (Just North of Rotary)

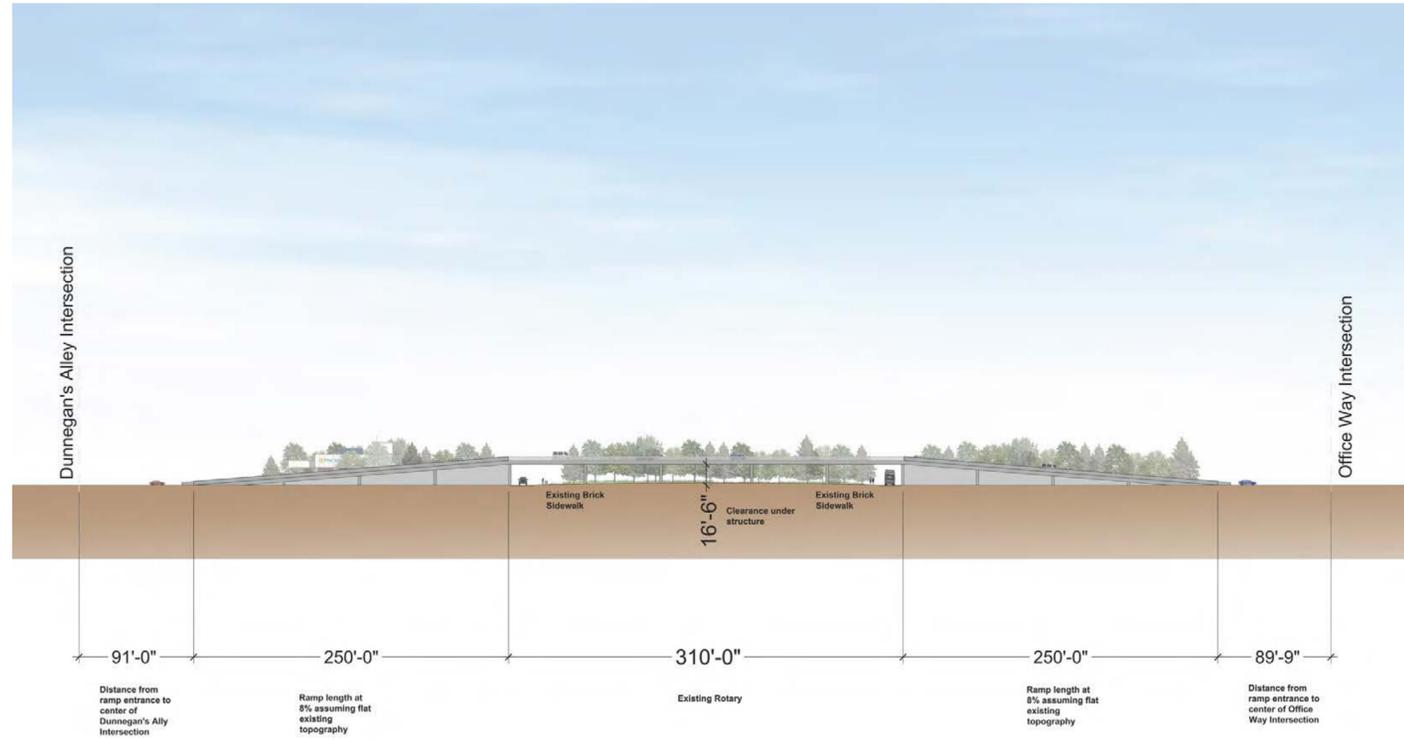




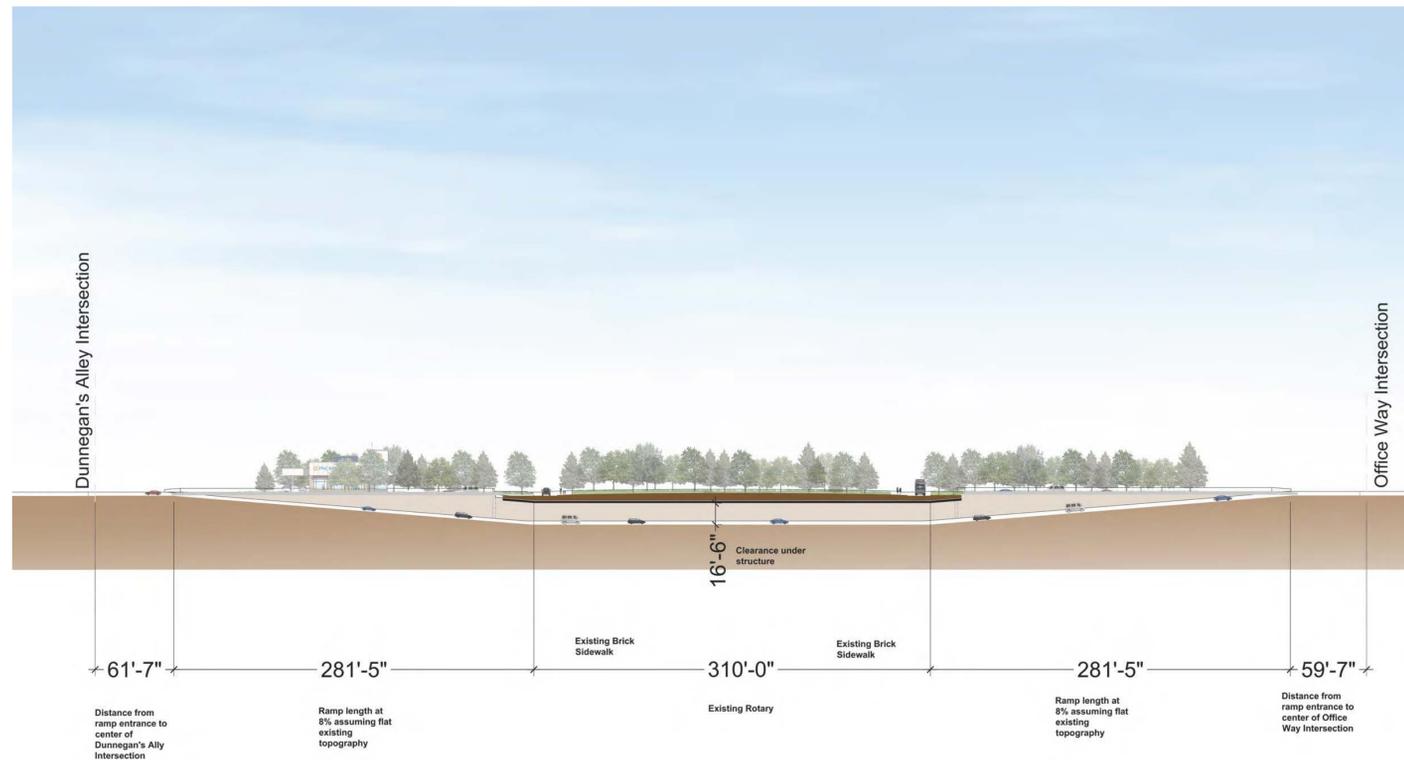
2 Lane Rotary with Free Rights

Evaluation:

- Manages LMO traffic delays through 2030
- Meets all peak measurement targets
- Mirrors current image and sense of place
- Reasonable cost to construct - \$3-5M
- Conflicts / crashes more possible than single lane circle
- Conflicts / crashes less dangerous than with Traffic Signal
- Second lane can be built inside current lane
- Proven workable in communities with similar traffic and demographics
- Best long term solution if volumes grow as expected



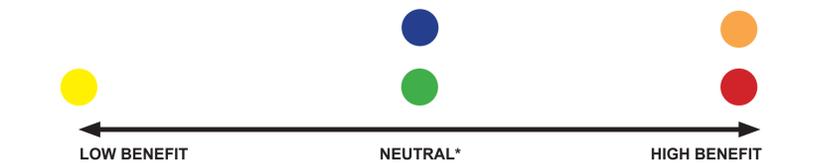
Fly-Over



Fly-Under

Evaluation:

- Both manage LMO targets in 2030
- Dramatically alters image and sense of place
- Very costly - \$20-30M
- Complicated to design and construct
- Not likely to be supported by SCDOT



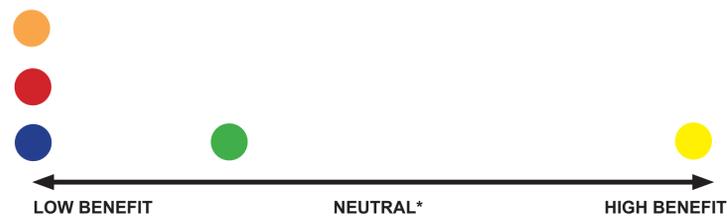
EXISTING CONDITION - DO NOTHING

The existing condition has clear advantages from a cost standpoint, but does not resolve the traffic issues. The sense of place and the ease of use remains as it is currently, which has advantages.



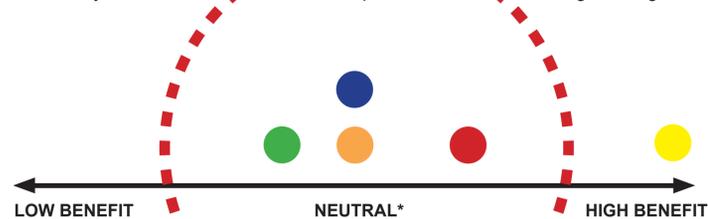
SIGNALIZED INTERSECTION

A signalized intersection improves the traffic issues and has a reasonable cost compared to a fly over/under but detracts from the image of the Hilton Head experience. It is more challenging for bikes and pedestrians to navigate across such a large intersection.



FLY OVER / FLY UNDER

A flyover or under improves the traffic issues, but has a negative impact on the Hilton Head experience and entrance into Sea Pines. It is also very expensive relative to a signalized intersection or a two lane rotary. With its entrance and exit ramps, it will also be confusing to navigate.



TWO LANE ROTARY W/ FREE RIGHTS

A two lane rotary with dedicated right turn lanes resolves the traffic issues at a reasonable cost. It also allows for a similar sense of place as existing. It is a little more challenging to navigate with the extra lane, however.

- CONSTRUCTION COST
- RESOLVING TRAFFIC ISSUES
- EASE OF USE FOR CARS/ BIKE /PEDESTRIANS
- IMAGE / SENSE OF PLACE
- CONSTRUCTION COMPLEXITY / IMPACT

* Neutral means that the existing condition remains essentially unchanged OR that it is on a scale between the highest and lowest benefit. For instance, the sense of place between the existing rotary and with a two lane rotary won't be significantly different.

Evaluation:

- The realities of traffic now and in the future necessitate changes to meet LMO targets.
- The Two Lane Circle With Free Right Hand Turns resolves traffic issues and maintains sense of place
- Support for the Two Lane Circle with Free Right Hand Turns requires the highest level of design and engineering to maximize the design for safety and ease of use.
- Prior to constructing the two lane circle with free right hand turns, the Committee recommends proceeding with Access Management Concepts as well as measures that can be taken with the existing circle such as signage, pavement markings, slowing speeds and better aligning and configuring approaches and exits.

VISION

- **CHARACTER AREAS**
- **PLANNING PRINCIPLES**
- **PEDESTRIAN ORIENTATION**
- **PUBLIC SPACES**
- **VISUAL CHARACTER**

The visioning process conducted by the community revealed that many people wanted the corridor to evolve into new patterns and forms that reinforced pedestrian comfort and mobility; created a charming environment for locals and visitors; provided places to hang out, play, shop and attend cultural events; and provided a place for a diverse population to live full time.

Over time, it is to become a distinctive place with its own distinctive character - Hilton Heads Beach Village - with buildings, streets and public spaces that draw from Hilton Head's unique aesthetic and sense of place, while adding a higher level of connectivity and mix of uses than may currently be provided for on this part of the island.



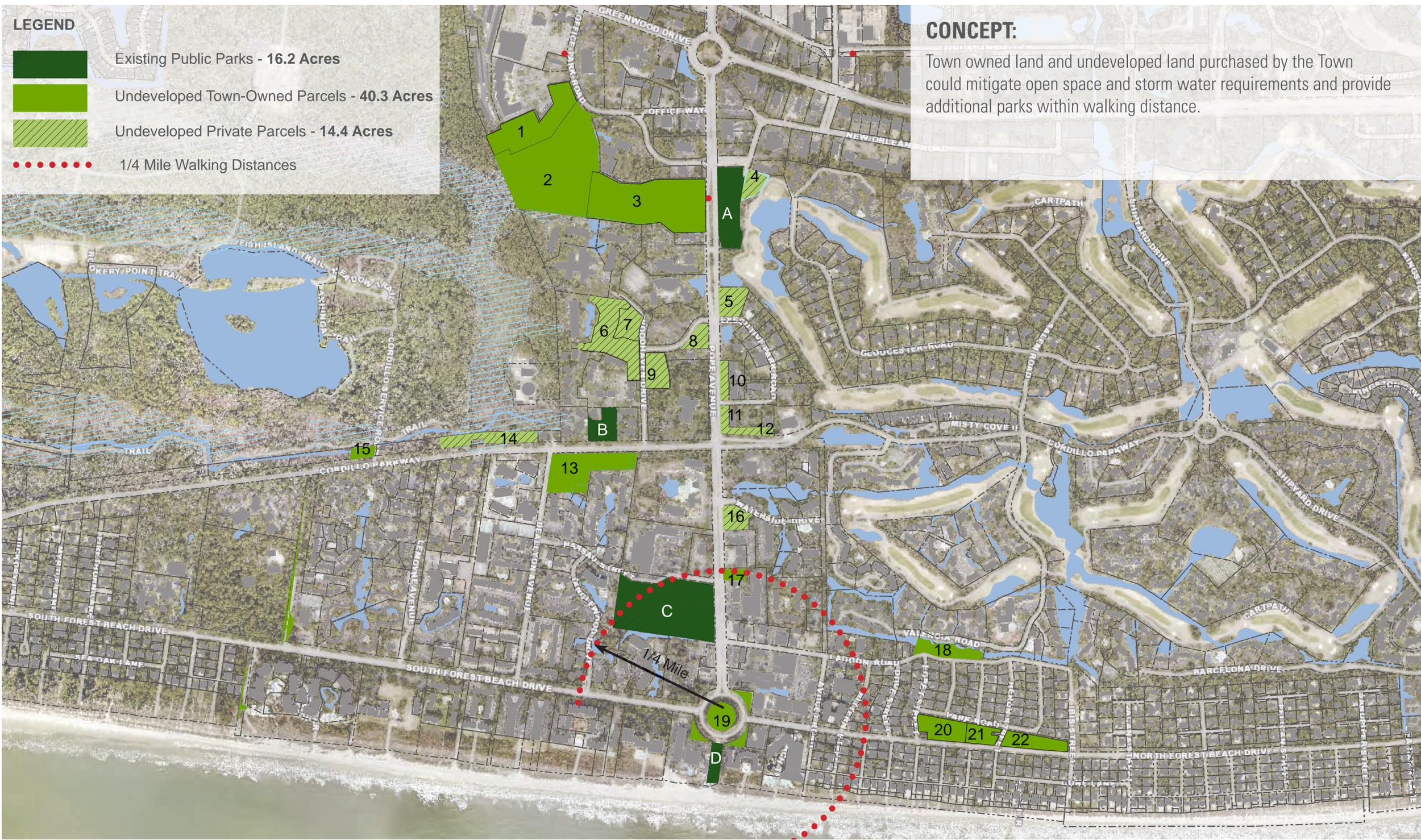
Concept - Establish Character Zones

- Support the LMO and future redevelopment by establishing aesthetic and form based guidelines for character zones.
- Public Process used to create description and guidelines.
- Consider updating existing codes and guidelines to best assure outcome.
- Sea Pines Character Zone creates gateway into Sea Pines and provides convenient commercial uses.
- Nature Reserve Character Area responds to natural open spaces, institutional uses and lower densities.
- Coligny Character Zone expresses vision of Beach Village and walkable environment.

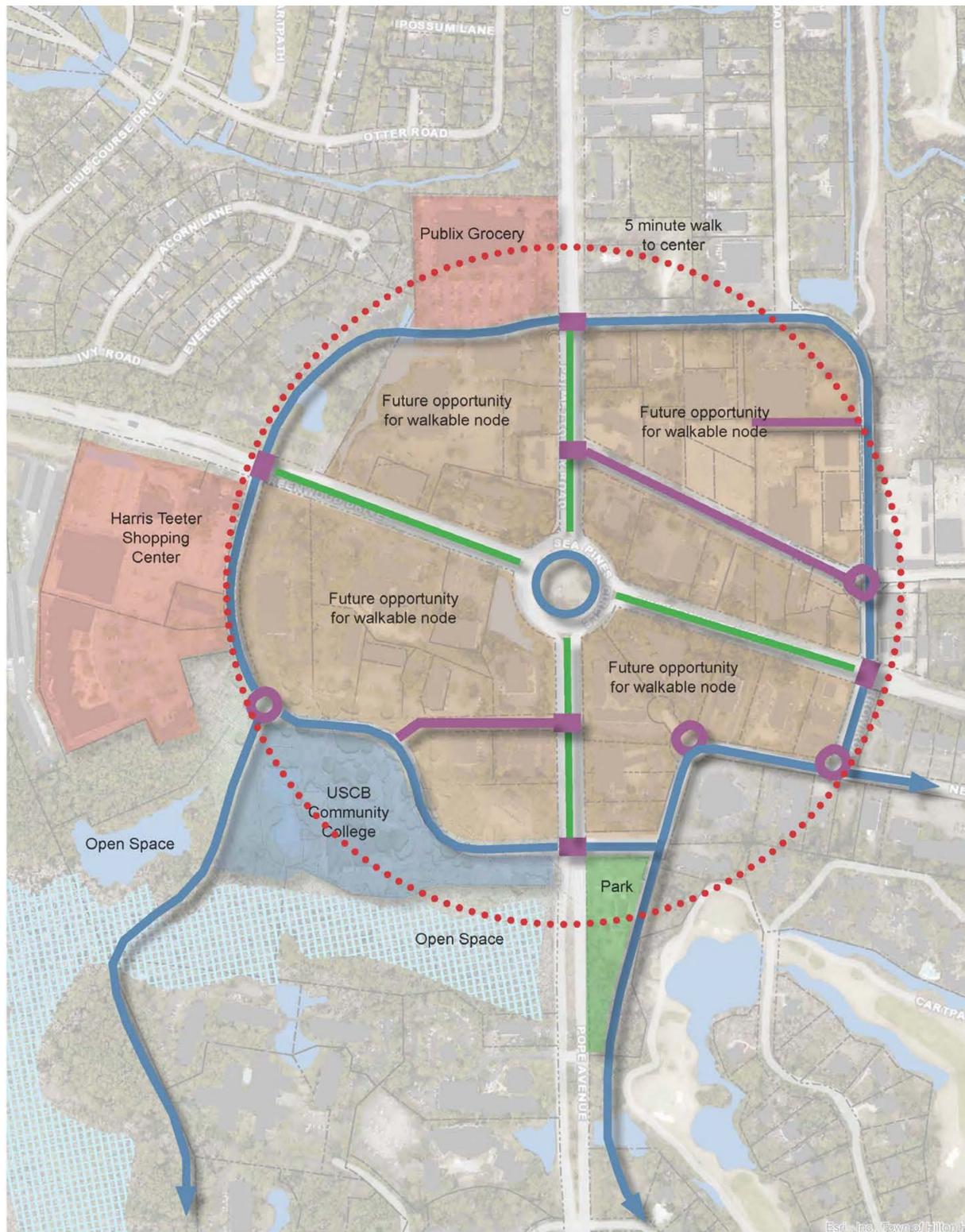


Nature Reserve Character Zone Concepts

- Retain low density, expansive buffers and vegetated character.
- Ensure environmentally responsible site development and building construction.
- Consider the purchase of undeveloped and under-performing properties to expand natural open space and recreation network and environmentally sound storm water management.

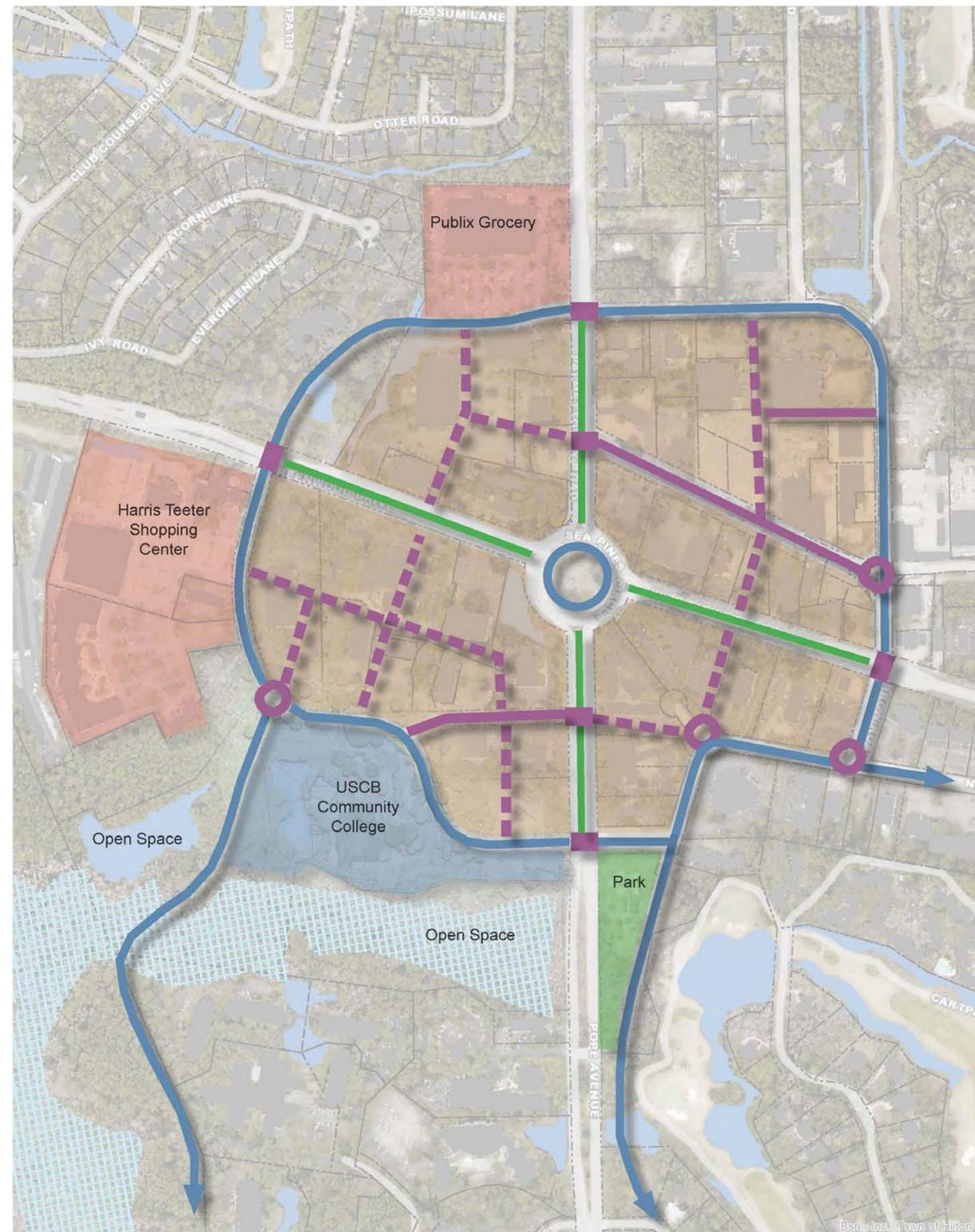


CONCEPT - Utilize Town Owned Land for Parks, Natural Open Space and Storm Water Management



Sea Pines Character Zone Concepts

- The potential future “Northwest Connector” and new internal connections relieves traffic congestion and creates the opportunity to evolve into a nodal development pattern in future.
- Potential future connecting roadways on each side of Pope enable new routes and relieve congestion.
- Attractive medians manage access and provide attractive landscaped gateway.
- Access management plans and other functional and safety measures, such as better signage, vegetation management and pavement markings, enable safer and easier movement around the circle.
- Modifications to Circle, near and long term, enhance safety and increase capacity.
- Enhanced intersections provide pedestrian and bike safety and create attractive element in the street.



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CONCEPT - CREATE CHARACTER ZONES



Sea Pines Character Zone Concepts

- Encourage development that has attractive mixed use buildings that frame pedestrian oriented streets with parking located in the interior spaces.



Nature Reserve Character Zone Concepts

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- Ensure environmentally responsible site development and building construction.



-  4 Lane Boulevard
-  Two Lane High Pedestrian Street
-  Two Lane Internal High Pedestrian Street
-  Perimeter Street Connections
-  Local "Complete" Streets with Parking
-  Enhanced Intersection
-  Pedestrian Connection

Concept #3- Create Village Fabric

- Create walkable scaled blocks (> 450 feet x 450 feet) with internal streets that have parallel parking within large properties.
- Flank streets with appropriately scaled mixed use buildings and internalize parking lots.
- Where possible, promote ground level retail and residential or lodging uses above retail so that the district is energized with people within walking distance of shops and amenities.
- Promote building and site design that promotes a unique village character and scale that is identifiable as being Hilton Head.

Coligny Beach Village Character Zone



-  4 Lane Boulevard
-  Two Lane High Pedestrian Street
-  Two Lane Internal High Pedestrian Street
-  Perimeter Street Connections
-  Local "Complete" Streets with Parking
-  Enhanced Intersection
-  Pedestrian Connection

Concept #4 - Iconic Gateways and Civic Uses

- Create an iconic terminal vista feature (pavilion, lighthouse, amphitheater, water feature) at the end of Pope Avenue to create a memorable identity.
- Integrate the iconic element into a public gathering space such as a park, concert lawn or "town square".
- Consider other civic uses on the Town owned land that surrounds the circle to create a higher sense of this being Hilton Heads traditional downtown.

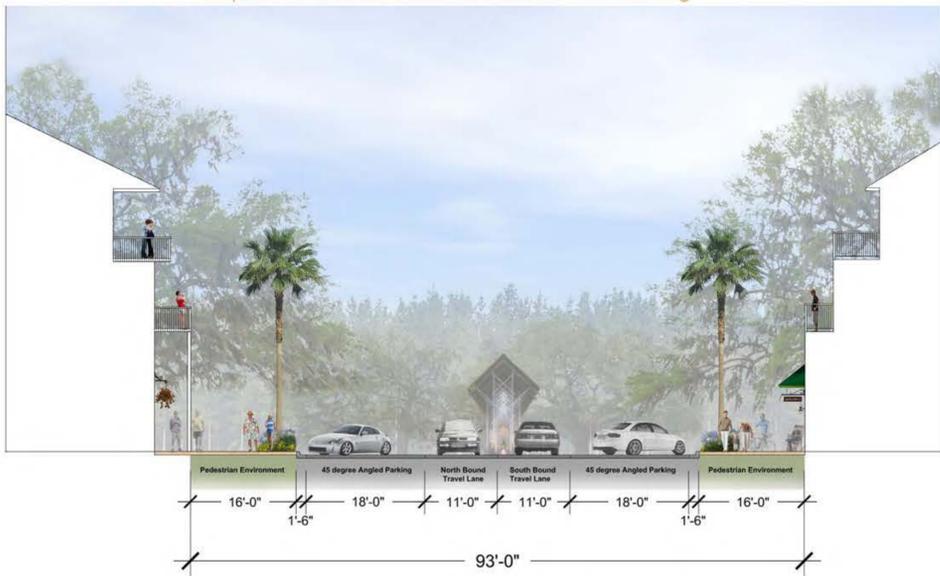
Coligny Beach Village Character Zone



Pope Avenue Four Lane Boulevard - No Parking



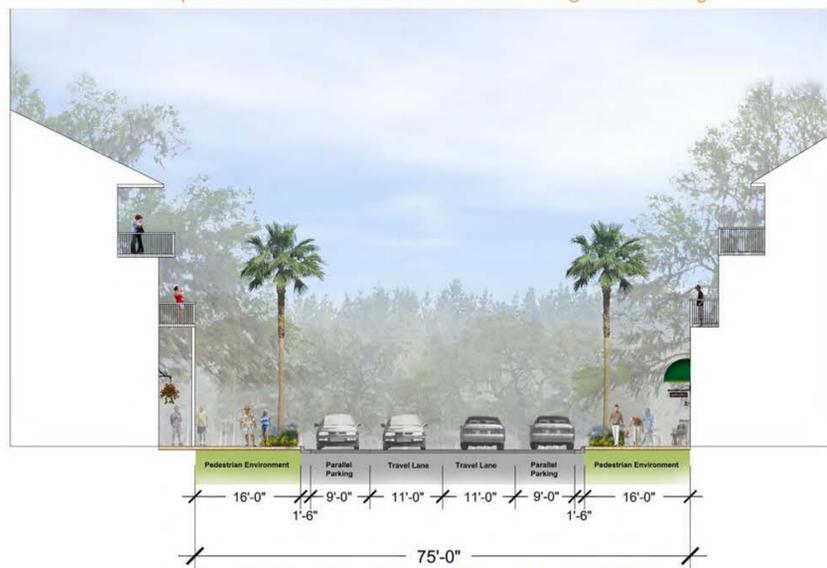
Harbor Town, Hilton Head



Pope Avenue Two Lane Portion with Diagonal Parking



Rosamary, Florida



Local Pedestrian Oriented Street Parallel Parking



Coligny Beach Village Character Zone

Coligny Beach Village Character Zone



Celebration Florida



Watercolor Florida



Shelter Cove Towne Centre, Hilton Head



Bluffton, SC



Harbor Town, Hilton Head

Coligny Beach Village Character Zone



Palmetto Bluff

Coligny Beach Village Character Zone



Downtown Bluffton, SC



Celebration Florida



Palmetto Bluff, SC



Bay Street Beaufort



Habersham, SC



Watercolor, Florida

Coligny Beach Village Character Zone

Coligny Beach Village Character Zone

CONCEPT - CREATE CHARACTER ZONES

DESIGNWORKSHOP

TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

CIRCLE TO CIRCLE VISION PLAN

Many possible courses of action will be defined and take place over the next 10 – 20 years as funding becomes available and priority is placed on improving the condition of the corridor. Near Term actions set the course and provide relief for congestion, and enable evolution. Mid to Long Term actions create a more complete vision.

Parking

Near Term Recommendations:

- Utilize additional parking in Coligny Town Park
- Investigate additional parking at Provident Church
- Shift some demand to other beaches
- Pilot a beach parking shuttle from remote lots

Mid to long term recommendations:

- Expand shuttle parking
- Establish second beach destination
- Evaluate on street parking as part of commercial redevelopment
- Evaluate additional surface parking lots
- Explore public/private partnership for structured parking

Connectivity

Near Term Recommendations:

- Build connector road between Cordillo and Office Park

Mid to Long Term Recommendations:

- Evaluate building Northwest Connector road if commercial property re-developed
- Add center turn lane on New Orleans
- Work with Shipyard to determine feasibility of connector to parallel Pope

Traffic at Sea Pines Circle

Near Term Recommendations:

- Trim back landscaping to improve sight lines
- Divert some beach traffic to other beaches
- Use parking shuttle to reduce volume in Circle
- Implement access management improvements
- Improve signage and lane markings
- Evaluate realignment of Greenwood Dr. entry to Circle
- Coordinate traffic signals to stagger traffic release

toward Circle

- Reassess LMO usage and density in C2C area
- Measure Circle performance every 2 years vs current 5 years

Mid to Long Term Recommendations:

- Build a second lane in the interior of the Circle to increase capacity if other actions not sufficient
- Evaluate new technology approaches (for example

adaptive systems) to improve island wide traffic management

Trail System Expansion

Near Term Recommendations:

- Design and build new trail between De Allyon and Office Park
- Design and build trail on Lagoon between Pope and Ibis
- Address bike parking requirements

Mid to Long Term Recommendations:

- Widen trails on Pope between Cordillo and Coligny Circle
- Add trail on East side of Cordillo
- Expand trail system to include beach side of S. Forest Beach, S.P. Circle to Audubon, and N Forest Beach

Policy Recommendation

Town Land Usage and Potential Acquisition:

- Implement small parks on existing Town land in N.F.B. and S.F.B. and Cordillo based on neighborhood input

Storm Water

- Evaluate use of common shared storm water system to encourage redevelopment of aging properties

Open Space

- Evaluate land acquisition for use as shared open space to improve walk ability and encourage redevelopment of aging properties

Zoning and LMO

- Re-assess and clarify usage and density provisions in recent LMO rewrite for Circle to Circle area

