



Town of Hilton Head Island
TOWN COUNCIL MEETING
Tuesday, November 1, 2022, 2:00 PM
AGENDA

The Town Council meeting will be held in-person at Town Hall in the Benjamin M. Racusin Council Chambers. The meeting can be viewed on the [Town's Public Meetings Facebook Page](#), the [Beaufort County Channel](#) and Spectrum Channel 1304.

1. **Call to Order**
2. **FOIA Compliance** Public notification of this meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.
3. **Roll Call**
4. **Executive Session**
 - a. Discussion of Personnel Matters [pursuant to SC Freedom of Information Act Section 30-4-70(a)(1)] Related:
 - i. Appointment to the Regional Housing Trust Fund Board
 - ii. Town Attorney Contract
 - b. Discussion of Legal Advice from the Town Attorney on Matter Covered Under Attorney-Client Privilege [pursuant to SC Freedom of Information Act Section 30-4-70(a)(2)] Related to:
 - i. Main Street Right of Way Acquisition
 - ii. Mitchelville Road Dirt Road Paving
 - iii. Mount Calvary Missionary Baptist Church of Hilton Head Island, et al vs. Town of Hilton Head Island, et al
 - c. Discussion and Status Update on the Negotiations Incident to Proposed Contractual Arrangements for the Northpoint Public-Private Partnership Workforce Housing Project [pursuant to SC Freedom of Information Act Section 30-4-70(a)(2)]
5. **Pledge to the Flag**
6. **Invocation - Pastor Greg Kronz**
7. **Approval of the Minutes**
 - a. Regular Meeting - October 18, 2022

8. Report of the Town Manager

- a. Items of Interest

9. Reports of the Members of the Town Council

- a. General Reports from Town Council
- b. Report of the Community Services & Public Safety Committee - Councilman Harkins
- c. Report of the Public Planning Committee - Councilman Ames
- d. Report of the Finance & Administrative Committee - Councilman Lennox

- 10. Appearance by Citizens** Citizens who wish to address Town Council may do so by contacting the Town Clerk at 843.341.4701 no later than 12:00 p.m. the day of the meeting. Citizens may also submit comments on agenda items via the eComment portal at [Town Council Meeting Information](#).

11. Consent Agenda

- a. Second Reading of Proposed Ordinance 2022-20 Authorizing the Exchange of Real Property Identified as Barker Field, the Old School House Property, the Cross Island Boat Landing, and a One Acre Parcel Located on Jenkins Road with Beaufort County
- b. Second Reading of Proposed Ordinance 2022-18 to Amend the Town of Hilton Head Island Budget for Fiscal Year Ending June 30, 2023; to Provide for the Budgeted Appropriations of the Prior Year Budget Roll Forwards, Certain Other Appropriations and Commitments, the Expenditures of Certain Funds, and to Allocate these Funds

12. New Business

- a. Consideration of a Resolution of the Town of Hilton Head Island Calling on the South Carolina Legislative Delegation to Amend the South Carolina Code of Laws to Approve the Use of Accommodation and Hospitality Taxes for Workforce Housing Purposes; and to Amend the South Carolina Code of Laws so as to Increase the Amount of South Carolina Housing Tax Credits Appropriated Annually to \$40,000,000
- b. Consideration of a Resolution of the Town of Hilton Head Island Authorizing the Town to Enter into an Intergovernmental Agreement with Beaufort County for the Collection of Library and Transportation Impact Fees
- c. Consideration of a Resolution of the Town of Hilton Head Island Approving the Use of the "Good Neighbor" Funds from the American Rescue Plan Act for Beaufort County Toward the Town's Participation in the Beaufort and Jasper Counties Regional Housing Trust Fund and as Seed Funding for the Gullah Geechee Historic Neighborhoods Community Development Corporation in Accordance with Federal Guidelines
- d. Consideration of a Resolution of the Town of Hilton Head Island Approving the Workforce Housing Framework

- e. Consideration of a Resolution of the Town of Hilton Head Island Approving the Mid-Island Tract Master Plan
- f. Consideration of a Resolution of the Town of Hilton Head Island Approving the Mid-Island District Plan

13. Possible actions by Town Council concerning matters discussed in Executive Session

14. Adjournment



Town of Hilton Head Island
TOWN COUNCIL MEETING
Tuesday, October 18, 2022, 3:00 p.m.
MINUTES

Present from Town Council: John J. McCann, *Mayor*; Bill Harkins, *Mayor Pro-Tempore*; David Ames, Tamara Becker, Alex Brown, Tom Lennox, Glenn Stanford, *Town Council Members*

Present from Town Staff: Marc Orlando, *Town Manager*; Josh Gruber, *Deputy Town Manager*; Angie Stone, *Assistant Town Manager*; Shawn Colin, *Assistant Town Manager-Community Development*; Ben Brown, *Senior Advisor to the Town Manager*; Chris Blankenship, *Fire Chief*; John Troyer, *Finance Director*; Krista Wiedmeyer, *Town Clerk*

1. Call to Order

Mayor McCann called the meeting to order at 3:00 p.m.

- 2. FOIA Compliance** Public notification of the meeting has been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act and the requirements of the Town of Hilton Head Island.

3. Roll Call

Attendance of Town Council was confirmed by way of a roll call.

4. Pledge to the Flag

5. Invocation – Pastor Jady Koch - St. Luke's Church

Pastor Koch delivered the invocation.

6. Approval of the Minutes

- a. Workshop – September 14, 2022
- b. Regular Meeting – September 20, 2022
- c. Regular Meeting – October 4, 2022

Mr. Harkins moved to approve the minutes listed on the agenda. Mr. Stanford seconded. Motion carried 7-0.

7. Report of the Town Manager

- a. Items of Interest

Mr. Orlando reviewed and updated Town Council on various Items of Interest.

- b. Parks & Recreation Commission Biannual Status Report - Ray Kisiah, Chairman
Chairman Kisiah delivered the biannual status report to Town Council. He reviewed and highlighted many of the events that have taken place over the last six months, answering questions posed to him by Town Council.

8. Reports of the Town Council

a. General Reports from Town Council

Mr. Ames reported that a two-day charette took place with 30 or so stakeholders concerning workforce housing. He said it was a very productive meeting with good discussion. Mr. Ames said there would be a Town Council Workshop on October 25th to discuss the proposed framework.

Mayor McCann recognized and thanked Ms. Holly Golden for her continued support of the Town and for her efforts in making our community a better place.

b. Report of the Lowcountry Area Transportation Study - Councilman Stanford

Mr. Stanford reported that the Board met recently and discussed in detail the MOA between the Town and County for the 278 project.

c. Report of the Lowcountry Council of Governments - Councilwoman Becker

Mrs. Becker said she did not have a report.

d. Report of the Community Services & Public Safety Committee – Councilman Harkins

Mr. Harkins said he did not have a report.

e. Report of the Public Planning Committee – Councilman Ames

Mr. Ames stated that there was no report, but that the Committee was meeting on October 27th.

f. Report of the Finance & Administrative Committee – Councilman Lennox

Mr. Lennox reported that the Committee met earlier in the day where they discussed three matters: (1) forwarded a recommendation to Town Council to approve the use of the “Good Neighbor” funds, (2) received the annual audit report from the Visitor and Convention Bureau, and (3) Mr. Troyer reviewed the Town’s financial report.

9. Appearance by Citizens

Skip Hoagland: addressed Town Council on matters concerning the Town and Chamber finances.

Robin Dease, Ken Campbell: addressed Town Council on matters concerning workforce housing.

10. Unfinished Business

a. Second Reading of Proposed Ordinance 2022-19 Amending Section 2-11-40(a) of the Municipal Code for the Town of Hilton Head Island; Town Council Appointment of a Town Attorney to Align with the Town's Fiscal Calendar

Mr. Harkins moved to approve. Mr. Stanford seconded. The motion carried 7-0.

11. New Business

a. Consideration of a Resolution of the Town of Hilton Head Island Approving the Administrative Processes for the Town Council Appointed Boards and Commissions and for Newly Elected Public Officials

Mr. Harkins moved to approve. Mr. Stanford seconded. Mr. Brown commended the Town Manager and staff for the work that was put into developing these processes. Motion carried 7-0.

- b. First Reading of a Proposed Ordinance Authorizing the Exchange of Real Property Identified as Barker Field, the Old School House Property, the Cross Island Boat Landing, and a One Acre Parcel Located on Jenkins Road with Beaufort County

Mr. Harkins moved to approve. Mr. Stanford seconded. Motion carried 7-0.

- c. First Reading of Proposed Ordinance 2022-18 to Amend the Town of Hilton Head Island Budget for Fiscal Year Ending June 30, 2023; to Provide for the Budgeted Appropriations of the Prior Year Budget Roll Forwards, Certain Other Appropriations and Commitments, the Expenditures of Certain Funds, and to Allocate these Funds

Mr. Harkins moved to approve. Mr. Stanford seconded. Mr. Troyer reviewed the proposed amendments and answered questions from Town Council. Motion carried

12. Executive Session

At 3:45 p.m., Mr. Harkins moved for Town Council to enter Executive Session for those matters referenced on the agenda. Mr. Stanford seconded. Motion carried 7-0.

13. Possible Actions by Town Council Concerning Matters Discussed in Executive Session

Mr. Harkins moved to approve the performance evaluation for the Town Manager and a one-time bonus in the amount of \$25,000. Mr. Stanford seconded. The motion carried 7-0.

14. Adjournment

Meeting adjourned at 5:45 p.m.

Approved: November 1, 2022

Krista M. Wiedmeyer, Town Clerk

John J. McCann, Mayor



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Hilton Head Island Town Council
FROM: Joshua Gruber, Deputy Town Manager
CC: Marc Orlando, Town Manager
DATE: 10/24/2022
SUBJECT: Beaufort County – Town of Hilton Head Island Land Swap

RECOMMENDATION:

At its September 20, 2022 meeting Town Council voted to authorize the Town enter into a Purchase and Sale Agreement with Beaufort County and to take such additional actions as may be necessary to facilitate the transfer and receipt of real property located on Hilton Head Island that serves the mutual needs of both entities. Beaufort County Council has subsequently given preliminary approval to its participation in the Purchase and Sale Agreement as well. Therefore, in order to lawfully facilitate the transfer of the Town owned property that was agreed to by both the Town and Beaufort County, the Town Council must adopt an Ordinance formally authorizing the transfer of the real property.

BACKGROUND:

At its October 18, 2022 meeting, Town Council voted unanimously to move the ordinance forward to the November 1, 2022 meeting for second and final reading.

For the last several years, the Town has pursued the transfer of certain Beaufort County owned lands so as to be able to control the future use, development, and capital improvements that will take place on these properties. The Town believes that its ownership of these parcels will be in its residents' best interests by ensuring that these properties reflect the type of quality within its public facilities that is representative of the Island's world-class brand.

In exchange, Beaufort County is looking to address two separate issues through the receipt of Town owned land. The first is to create more vehicle parking for the County's Jenkins Island Pier located at the end of Jenkins Road. The second is to pursue the possible development of a Daufuskie Island Ferry Terminal located on or near the Cross Island Boat Landing.

In order to consummate the transfer of real property between both the Town and Beaufort County, it is necessary for each jurisdiction to adopt a formal Ordinance authorizing the transfer of the identified real properties.

Therefore, as the owner of three parcels of real property that are located on Hilton Head Island, the Town Council must adopt the enclosed Ordinance authorizing their transfer to Beaufort County 's ownership:

68 Helmsman Way, Hilton Head Island, South Carolina 29928, TMS No. R552 010 000 0650 0000;

68 Helmsman Way, Hilton Head Island, South Carolina 29928, TMS No. R552 010 000 0309 0000 (a portion);

43 Jenkins Road, Hilton Head Island, South Carolina 29928, TMS No. R510 006 000 001C 0000.

Similarly, Beaufort County, as the owner of certain parcels of real property that are located on Hilton Head Island, will adopt an Ordinance authorizing the transfer of the following properties to Town ownership:

70 Baygall Road, Hilton Head Island, South Carolina 29928, TMS No. R510 005 000 0005 0000;

70 Baygall Road, Hilton Head Island, South Carolina 29928, TMS No. R510 005 000 019G 0000;

152 William Hilton Parkway, Hilton Head Island, South Carolina 29928, TMS No. R511 007 000 0070 0000;

152 William Hilton Parkway, Hilton Head Island, South Carolina 29928, TMS No. R511 007 000 0070 0000.

As a condition on the transfer of its parcels, the Town has requested that that the Cross Island Boat Landing remain open to public use for the launching and retrieving of boats and for the temporary parking of vehicles and trailers related to the public boat landing. Additionally, the Town has requested that it be allowed to participate in the design and layout of any facilities or improvements that might be developed by the County either on or adjacent to this parcel to ensure that such development reflects the appropriate character of Hilton Head Island.

As a condition on the transfer of its parcels, Beaufort County has requested that it be allowed to continue to provide recreational programming at the Barker Field property. To satisfy this condition, the Town has requested that the Island Recreation Association coordinate a use agreement with Beaufort County to ensure that the property will be available for their respective uses in a manner similar to how it is currently being utilized and as they may otherwise mutually agree upon.

SUMMARY:

In order to facilitate the transfer of real property from the Town of Hilton Head Island to Beaufort County as provided for within its Resolution adopted on September 20, 2022,

Town Council should approve the attached Ordinance authorizing conveyance of three identified parcels.

ATTACHMENTS:

1. Ordinance Authorizing the Conveyance of Three Parcels of Real Estate Owned by the Town of Hilton Head Island, South Carolina Under the Authority of S.C. Code Ann. § 5-7-40 (Supp. 2022), and § 2-7-20, of the Municipal Code of the Town of Hilton Head Island, South Carolina.
2. GIS Ariel Photos of Identified Parcels.

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, AUTHORIZING THE CONVEYANCE OF THREE PARCELS OF REAL ESTATE OWNED BY THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, UNDER THE AUTHORITY OF S. C. CODE ANN. § 5-7-40 (SUPP. 2022), AND § 2-7-20, MUNICIPAL CODE OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, (1983); AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

LEGISLATIVE FINDINGS

WHEREAS, Beaufort County, South Carolina, owns real property known and described as follows:

Parcel A:

All that certain piece, parcel or tract of land situate, lying and being on Hilton Head Island, Beaufort County, South Carolina, having and containing 7.44 acres, more or less, and being more particularly described as follows, to wit:

Commencing at a point which is the intersection of the Northeastern right-of-way of South Carolina Highway No. 334 with the Eastern right-of-way of South Carolina Highway No. 335 and proceeds from said point of commencement in a Northeasterly direction along the Eastern right-of-way of said South Carolina Highway No. 335 on a course No 47°50'35" East for a distance of 1,342.87 feet to a concrete monument which marks the point of beginning; thence proceeding from said point of beginning and continuing along said South Carolina Highway No. 335 N 47°50'35" East for a distance of 261.0 feet to a concrete monument; thence proceeding N 47°50'35" East for a distance of 348.48 feet to a concrete monument; thence proceeding N 47°50'35" East for a distance of 260.92 feet to a concrete monument; thence proceeding N 47°59'35" East for a distance of 114.95 feet to a concrete monument; thence proceeding S 45°06'45" East for a distance of 291.60 feet to a concrete monument; thence proceeding S 49°49'35" West for a distance of 599.14 feet to a concrete monument; thence proceeding N 37°35'25" West for a distance of 736.00 feet to a concrete monument which marks the beginning.

Parcel B:

All that certain piece, parcel or lot of land situate, lying and being in the Town of Hilton Head Island, Beaufort County, South Carolina designated as Lot Number Eight and identified as belonging to Herbert Brown on a plat entitled "25.832 Acres for Heirs of William Brown," prepared by E.G. Freiesleben

consulting P.E. and L.S. Number 4624; said plat being recorded in Beaufort County Plat Book 24 at Page 194. For a more detailed description as to location, courses, metes, bounds, distances and directions, reference may be had to said plat of record

Parcel C:

All that certain piece, parcel or lot of land situate, lying and being located in the Town of Hilton Head Island, Beaufort County, South Carolina, containing 3.02 acres, more or less, which is more fully delineated on a plat prepared by Beaufort County Public Works Engineering Department, by Erik H. Freiesleben, P.E. & P.L.S., S.C. #4624. County Engineer/Surveyor for Beaufort County Council, dated November 13, 1991 and revised September 11, 1992, entitled "A 3.02 Acre and a 3.73 Acre Subdivision of a Part of Honey Horn Plantation, Hilton Head Island, South Carolina," said plat being recorded in the Office of the Register of Deeds for Beaufort County, South Carolina in Plat Book 45 at Page 67.

Parcel D:

All that certain piece, parcel or lot of land situate, lying and being located in the Town of Hilton Head Island, Beaufort County, South Carolina, containing 3.73, more or less, which is more fully delineated on a plat prepared by Beaufort County Public Works Engineering Department, by Erik H. Freiesleben, P.E. & P.L.S., S.C. #4624. County Engineer/Surveyor for Beaufort County Council, dated November 13, 1991 and revised September 11, 1992, entitled "A 3.02 Acre and a 3.73 Acre Subdivision of a Part of Honey Horn Plantation, Hilton Head Island, South Carolina," said plat being recorded in the Office of the Register of Deeds for Beaufort County, South Carolina in Plat Book 45 at Page 67.

WHEREAS, the Town of Hilton Head Island, South Carolina, owns real property known and described as follows:

Parcel E:

All that certain piece, parcel or tract of land containing approximately 1.515 acres of land, situate, lying and being on the northwestern side of Road S-80 (Palmetto Bay Road) near Hilton Head Island in Beaufort County, and being shown on the South Carolina Department of Transportation Plans for Cross Island Expressway on sheet No. 13, File 7.558, and on a plat entitled "Property of Plantation Land Co, Inc. to be Conveyed to South Carolina Department of Transportation". Prepared by Niels Christensen dated October 13, 1993. Said property being more particularly described as follows:

Beginning at a point located at the southeastern corner of the subject parcel on the northwestern side of Road S-80 and on the New 100-foot right of way line (Road S-80); thence along said right of way with a radius of 5,629.58 feet and chord bearing N 27°54'45" E for 307.74 feet to a point; thence continuing along the said right of way N 26°24'01" E for a distance of 170.68 feet to a point; thence N 74°07'17" W for a distance of 42.82 feet, to a point; thence S 85°02'38" W for a distance of 63.61 feet; thence S 46°10'20" W for a distance of 70.75 feet to a point; thence continuing S 46°10'20" W for a distance of 277.43 feet to a point; thence along said right of way for the Marina Access Road S 20°22'11" E for a distance of 65.04 feet to a point; thence continuing along said right of way for Marina Road Access with a radius of 366.60 feet and chord bearing S 44°38'28" E for a distance of 167.79 feet to the point of beginning; being bounded on the North and West by other lands of the Grantee. East by Road S-80, South by Marina Road Access.

Parcel F:

All that certain piece, parcel or tract of land containing approximately 2.409 acres of land, situate, lying and being on the southeastern side of Road S-80 (Palmetto Bay Road) near Hilton Head Island in Beaufort County, and being shown on the South Carolina Department of Transportation Plans for Cross Island Expressway on sheet No. 13, File 7.558, and on a plat entitled "Property of Plantation Land Co., Inc. to be Conveyed to South Carolina Department of Transportation". Prepared by Niels Christensen dated October 13, 1993. Said property being more particularly described as follows:

Beginning at a point located on the southwestern corner of the subject parcel on the southeastern side of Road S-80 and on the New 52-foot right of way line (Road S-80); thence along said right of way N 36°07'46" E for a distance of 2.34 feet to a point; thence along the New right of way line S 53°52'14" E for a distance of 11.00 feet to a point on the New Transitional right of way; thence along said right of way N 38°42'27" E for 668.98 feet to a point on the New 33-foot right of way line of Marine Access Road; thence along said right of way for Marine Access Road with a radius of 217.00 feet and chord bearing S 00°23'16" W for a distance of 294.86 feet to a point; thence continuing along said right of way for Marina Access Road S 43°11'05" W for a distance of 412.63 feet to a point; thence S 84°34'22" W for a distance of 32.26 feet, to a point; thence along said right of way for Haig Point Road N 54°02'21" W for a distance of 138.51 feet to the point of beginning; being bounded on the North and East by Marina Access Road, South Haig Point Road, and West by Road S-80.

Parcel G:

All that certain piece, parcel or tract of land situate lying and being on

Jenkins Island, Hilton Head, Beaufort County, South Carolina and containing .619 acres, more or less, and being more particularly shown on a plat prepared by Freiesleben – Yerkes, Inc., dated August 15, 1979, for Jenkins Island Realty Corporation and American Title Insurance Company. According to said plat, said property is more particularly described as follows, to-wit: Beginning at a point on the Eastern side of a paved road at its juncture with the public landing as shown on said plat; thence N 20 degrees 40 minutes E, a distance of 20 feet to a hub or flagger at the mean high water mark of Skull Creek, thence S 53 degrees 42 minutes 52 seconds E, a distance of 360.67 feet along the mean high water mark to a marker; thence S 80 degrees 08 minutes W, a distance of 212.7 feet to a marker at the Eastern margin of the aforesaid paved road; thence N 23 degrees 47 minutes 51 seconds W, a distance of 244.54 feet to the point of beginning.

WHEREAS, The Town of Hilton Head Island, South Carolina has negotiated an Agreement with Beaufort County, South Carolina, by which Beaufort County, South Carolina will convey Parcels A, B, C and D to the Town, and the Town will convey Parcel E, that part of Parcel F that lies north of Helmsman Way, and Parcel G to Beaufort County, South Carolina ; and,

WHEREAS, S. C. Code Ann. § 5-7-40 (Supp. 2022) and § 2-7-20, *Municipal Code of the Town of Hilton Head Island, South Carolina* (1983), states that conveyance of real property owned by the Town of Hilton Head Island, South Carolina, must be authorized by Ordinance; and,

WHEREAS, the Town Council for The Town of Hilton Head Island, South Carolina, has determined that it is in the best interest of the Town and its citizens and residents to authorize the conveyance of the three parcels of real property to Beaufort County, South Carolina, in exchange for the four parcels of real property to be conveyed from Beaufort County, South Carolina to the Town.

NOW THEREFORE, BE IT ORDERED AND ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA; AND IT IS ORDAINED BY THE AUTHORITY OF THE SAID TOWN COUNCIL, AS FOLLOWS:

Section 1. Execution of Conveyance Documents.

(a) The Mayor and the Town Manager are hereby authorized to execute and deliver Deeds for:

- (I) The real property described above as Parcel E;
- (ii) That part of the real property described above as Parcel F that lies north of Helmsman Way, to be shown on a plat to be provided by Beaufort County, South Carolina, in accordance with the terms of Article 4(c) of the Agreement between the Town and Beaufort County, South Carolina; and,
- (iii) The real property described above as Parcel G.

(b) The Mayor and the Town Manager are hereby authorized to take such other and further actions as may be necessary to complete the conveyance of the real property authorized by this Ordinance.

Section 2. Severability.

If any section, phrase, sentence or portion of this Ordinance is, for any reason, held or deemed to be invalid or unconstitutional by any court of competent jurisdiction, then such section, phrase, sentence or portion shall be deemed a separate, distinct and independent provision and shall not affect the remaining portion thereof.

Section 3. Effective Date.

This Ordinance shall become effective upon adoption thereof by the Town Council for the Town of Hilton Head Island, South Carolina.

PASSED, APPROVED AND ADOPTED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, ON THIS _____ DAY OF NOVEMBER, 2022.

John J. McCann, Mayor

ATTEST:

Krista M. Weidmeyer, Town Clerk

First Reading: April 19, 2022

Second Reading: _____

Approved as to form: _____
Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____

BEAUFORT COUNTY TO TOWN

BARKER FIELD

Exhibit "B"

TMS: R510 004 000 019G 0000 (2.9 Acres)

TMS: R510 005 000 0005 0000 (7.8 Acres)

Assignment of Lease: TMS: R510 005 000 0301 0000



BEAUFORT COUNTY TO TOWN

OLD SCHOOL HOUSE PROPERTY

TMS: R511 007 000 0070 0000 (3.02 Acres)

TMS: R511 007 000 0247 0000 (4.21 Acres)



TOWN TO BEAUFORT COUNTY

JENKINS ROAD PROPERTY

TMS: R510 006 000 001C 0000 (1.0 Acres)

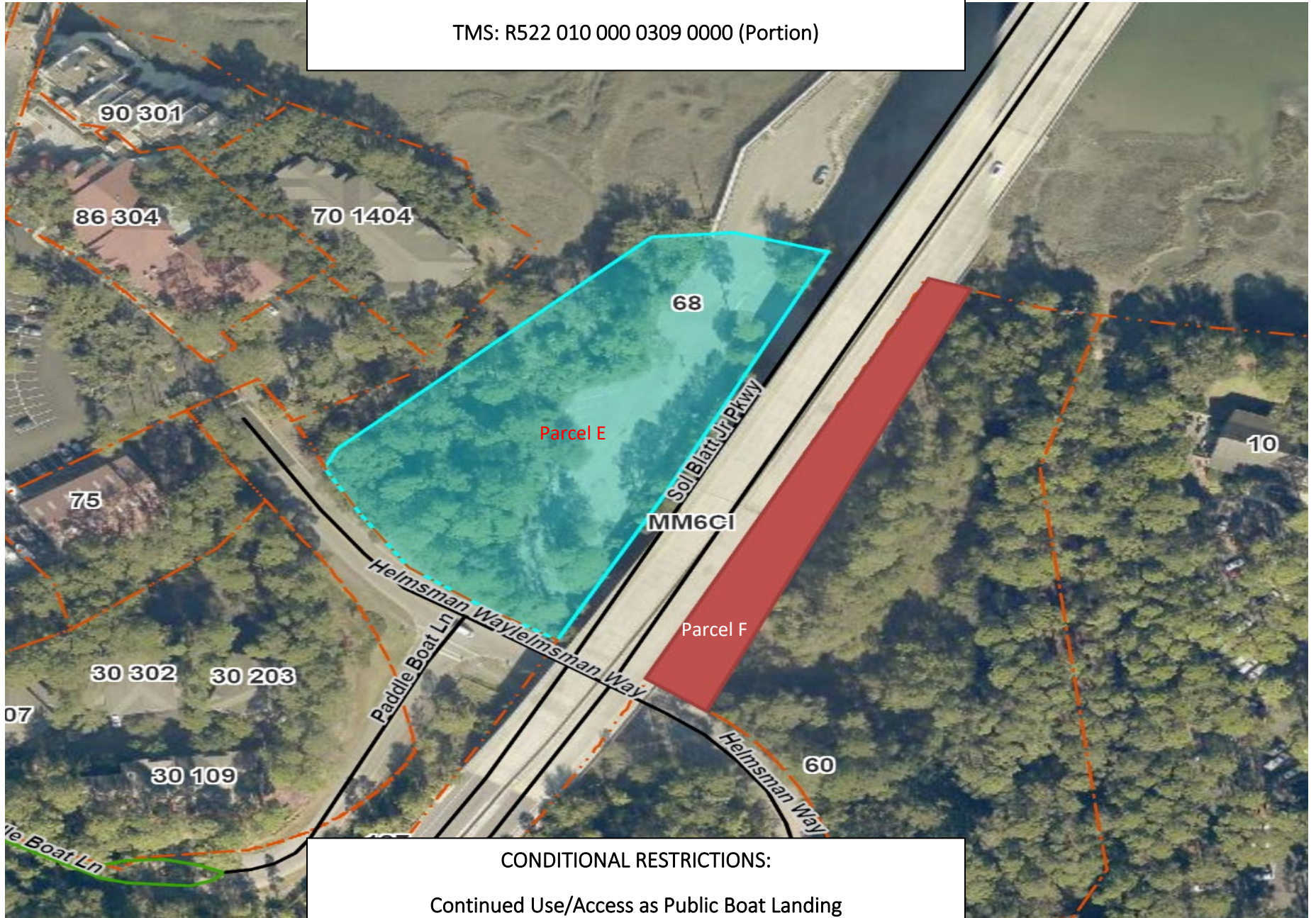


TOWN TO BEAUFORT COUNTY

CROSS ISLAND BOAT LANDING

TMS: R522 010 000 0650 0000 (1.52 Acres)

TMS: R522 010 000 0309 0000 (Portion)



CONDITIONAL RESTRICTIONS:

Continued Use/Access as Public Boat Landing

Town Input into Ferry Terminal Design



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: John Troyer, CPA, Director of Finance
VIA: Marc Orlando, ICMA-CM, Town Manager
CC:
DATE: October 19, 2022
SUBJECT: Second Reading of Proposed Ordinance No. 2022-18

RECOMMENDATION:

Town Council approve the second reading of Proposed Ordinance No. 2022-18 which amends Fiscal Year 2023 budgets for the General, Capital Project, and Stormwater Utility Funds as the first reading was approved by a vote of 7-0 on October 18, 2022.

There have been no changes since the first reading on October 18, 2022.

ATTACHMENTS:

1. Proposed Ordinance 2022-18
2. Presentation to Finance & Administrative Committee
3. Departmental carry forward requests detail
4. Capital Project Fund revised budget detail

AN ORDINANCE OF THE TOWN OF HILTON HEAD ISLAND

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2022-18

AN ORDINANCE TO AMEND THE BUDGET FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, FOR THE FISCAL YEAR ENDING JUNE 30, 2023; TO PROVIDE FOR THE BUDGETED APPROPRIATIONS OF PRIOR YEAR BUDGET ROLL-FORWARDS AND CERTAIN OTHER APPROPRIATIONS AND COMMITMENTS AND THE EXPENDITURES OF CERTAIN FUNDS; TO ALLOCATE THE SOURCES OF REVENUE FOR THE SAID FUNDS; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Section 5-7-260 of the Code of Laws of South Carolina requires that a municipal council act by ordinance to adopt a budget and levy taxes, pursuant to public notice; and

WHEREAS, the Town Council did adopt the budget on June 7, 2022, and

WHEREAS, pursuant to the budget amendment policy as stated in the Town's annual budget document, the Town Council is desirous of amending the budget so as to provide for the budgeted appropriations of prior year budget roll-forwards and certain other appropriations and commitments from the Fund Balance and other revenue sources.

NOW, THEREFORE, BE IT ORDERED AND ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA; AND IT IS ORDAINED BY THE AUTHORITY OF THE SAID TOWN COUNCIL:

Section 1 Amendment. The adopted 2023 fiscal year budget is amended to make the following changes as additions to the funds from prior years and to the projected revenue and expenditure accounts as detailed in Attachment A.

Section 2 Severability. If any section, phrase, sentence, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 3 Effective Date. This Ordinance shall be effective upon its enactment by the Town Council of the Town of Hilton Head Island.

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2022-18

**PASSED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF
HILTON HEAD ISLAND ON THIS ___ DAY OF _____, 2022.**

John McCann, Mayor

ATTEST:

Krista Wiedmeyer
Town Clerk

First Reading: _____
Second Reading: _____

APPROVED AS TO FORM:

Curtis Coltrane, Town Attorney

Introduced by Council Member:

ORDINANCE NO.

PROPOSED ORDINANCE NO. 2022-18

ATTACHMENT A

General Fund Budget Amendment

General Fund Revenues:

Funds from Prior Years	435,123
Total General Fund Revenue Increase	435,123

General Fund Expenditures:

Inter-Departmental Transfers

Town Manager Personnel	(90,032)	Senior Grants Administrator
Finance Personnel	90,032	Moved to Finance Department
	-	
Legal & Administration Personnel	(592,750)	Director of Public Safety & Code Enforcement
Public Safety Personnel	592,750	Moved to Public Safety Department
	-	
Townwide - Class & Comp Additional cost	124,004	Additional cost to deploy Class & Comp enhancements
Departmental Personnel Adjustments	(124,004)	Offset by Various Departmental vacant positions
	-	

Carry Forward Funds for Ongoing FY22 Contracts and Commitments

Community Development Operating	139,130	Island Wide Conditions and Trends Assessment
Fire Rescue Operating	52,800	Personal Protective Equipment Purchase
	9,034	Fire Hose Purchase
	61,834	
Technology & Innovation Operating	9,000	Precision Laptops (GIS) Purchase
	2,057	Dell Curved Monitor USBC (3) Purchase
	2,763	Dell NASPO Computer Equipment Purchase
	5,187	Dell Bundle Purchase
	18,151	Software House International Servers Purchase
	11,740	Mobile Communications Two-Way Radio Purchase
	4,080	Dell Asset Recovery Services Purchase
	52,978	
Facilities Management Operating	12,172	John Deere Gator Purchase
	55,800	Garage Door Replacement - Fire Station #3
	16,820	Fuel Tank Replacement - Fire Station #1
	96,389	South Island Landscape Contract Addendum
	181,181	
Total General Fund Expenditure Increase	435,123	

ATTACHMENT A, CONTINUED

Capital Projects Fund Budget Amendment

Capital Project Fund Revenues:

	FY23 Adopted Budget	FY23 Revised Budget	Variance
Traffic & Park Impact Fees	1,150,000	1,150,000	-
Sunday Liquor Permit Fee	400,000	400,000	-
HTAX Supported Lease	7,742,473	7,742,473	-
GO Bond Proceeds (Prior Years)	-	1,110,308	1,110,308
Hospitality Bond Proceeds (Prior Years)	-	61,441	61,441
Capital	635,761	635,761	-
Sale of Property & Equipment	800,000	794,925	(5,075)
Grants	3,530,000	2,641,145	(888,855)
Transfers In:			
Beach Preservation Fees	2,850,000	3,150,000	300,000
Hospitality Fees	6,985,472	6,278,576	(706,896)
Tax Increment Financing	4,187,235	3,947,992	(239,243)
State Accommodations Tax	3,109,000	3,109,000	-
Road Usage Fee	3,508,555	3,497,606	(10,949)
Electric Franchise Fee	8,743,319	9,492,568	749,249
Short Term Rental Permit Fee	1,200,118	830,138	(369,980)
Stormwater Utility Fee	830,000	830,000	-
Totals	\$ 45,671,933	\$ 45,671,933	\$ -

Capital Project Fund Expenditures:

	Budgeted Carry Forward	Revised Carry Forward	Budgeted New FY23 Money	Revised New FY23 Money	FY23 Adopted Budget	FY23 Revised Budget	Variance
Beach Management	800,000	1,100,000	2,050,000	2,050,000	2,850,000	3,150,000	300,000
Pathway Management	364,852	564,852	4,359,148	4,359,148	4,724,000	4,924,000	200,000
Roadway Management	3,698,138	3,687,189	4,455,704	4,455,704	8,153,842	8,142,893	(10,949)
Park Management	7,220,235	6,979,478	6,575,000	6,575,000	13,795,235	13,554,478	(240,757)
Facilities & Equipment Management	1,324,500	1,705,934	4,978,150	4,608,170	6,302,650	6,314,104	11,454
Fleet Management	7,742,473	7,512,338	424,472	424,472	8,166,945	7,936,810	(230,135)
Land Acquisition	290,000	284,925	10,000	10,000	300,000	294,925	(5,075)
Housing	879,261	854,723	500,000	500,000	1,379,261	1,354,723	(24,538)
Totals	\$ 22,319,459	\$ 22,689,439	\$ 23,352,474	\$ 22,982,494	\$ 45,671,933	\$ 45,671,933	\$ -

ATTACHMENT A, CONTINUED

Stormwater Fund Budget Amendment

Stormwater Fund Revenues:

Funds from Prior Years	103,818
Total Stormwater Fund Revenue Increase	<u>103,818</u>

Stormwater Fund Expenditures:

Carry Forward Funds for Ongoing FY22 Contracts and Commitments

Ruddy Turnstone Pipe Cleaning & Rehabilitation	16,813
Mizzenmast/Lighthouse Pipe Replacement	31,260
Moonshell Road Drainage Improvements	32,033
Shelter Cove Pathway Erosion Control & Outfall Pipe Reset	23,712
Total Stormwater Fund Expenditure Increase	<u>103,818</u>

The effects of this budget amendment for fiscal year 2023 are presented below.

	General Fund		Cap Proj Fund		Debt Service		Total Governmental Funds	
	Expenditures	Revenues & Transfers In	Expenditures, Transfers Out & Other Uses	Revenues & Transfers In & Other Sources	Expenditures, Transfers Out & Other Uses	Revenues & Transfers In	Expenditures, Transfers Out & Other Uses	Revenues & Transfers In & Other Sources
Original Balance	\$ 48,621,804	\$(48,621,804)	\$ 45,671,933	\$(45,671,933)	\$ 19,374,081	\$(19,374,081)	\$113,667,818	\$(113,667,818)
Amendment	435,123	(435,123)	-	-	-	-	435,123	(435,123)
Revised Budget	\$ 49,056,927	\$(49,056,927)	\$ 45,671,933	\$(45,671,933)	\$ 19,374,081	\$(19,374,081)	\$114,102,941	\$(114,102,941)

Enterprise Fund
Stormwater Fund

	Expenditures & Transfers Out	Revenues & Transfers In
Original Balance	\$ 5,833,296	\$(5,833,296)
Amendment	103,818	(103,818)
Revised Balance	\$ 5,937,114	\$(5,937,114)

Town of Hilton Head Island Financial Update

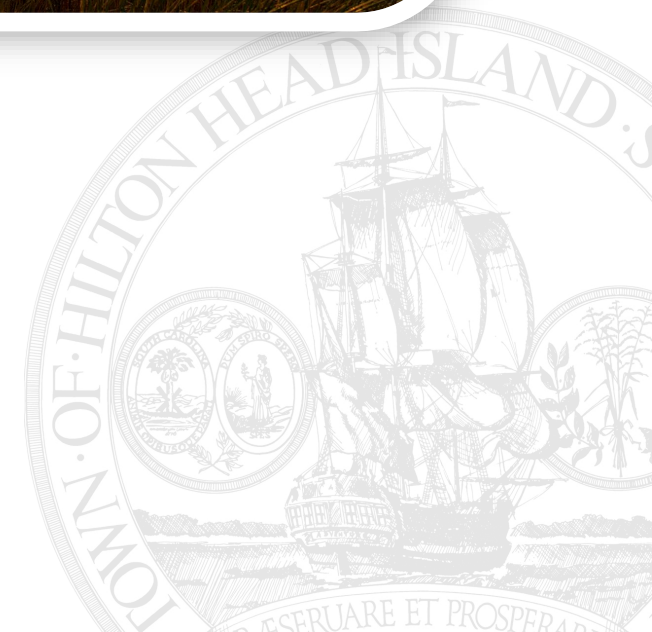
Finance and Administrative Committee | Special Meeting October 10, 2022



Key Issues

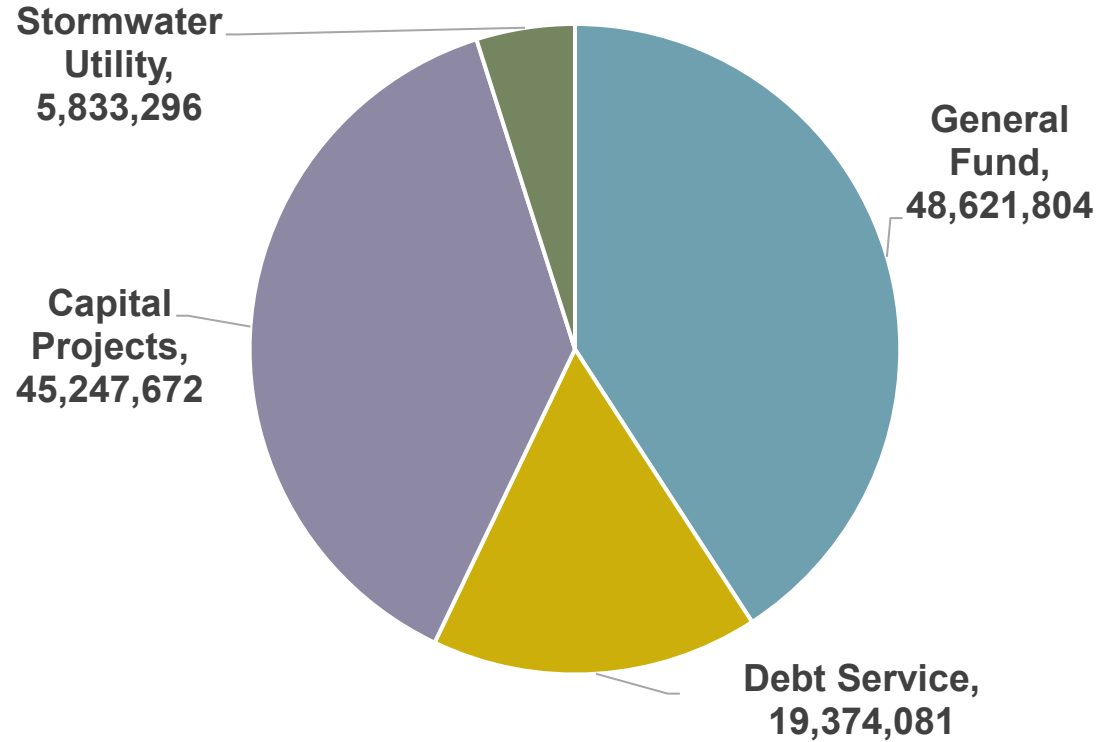
The Town is . . .

- Requesting a budget amendment
- To the Fiscal 2022-2023 Budget
- Primarily for carryforward of budget authority for:
 - 1. **Purchases** that did not make the June 30, 2022 cutoff primarily due to supply chain issues
 - 2. **Projects** that the timeline crossed June 30
 - 3. Slight **realignment** of the budget to match the organization changes.

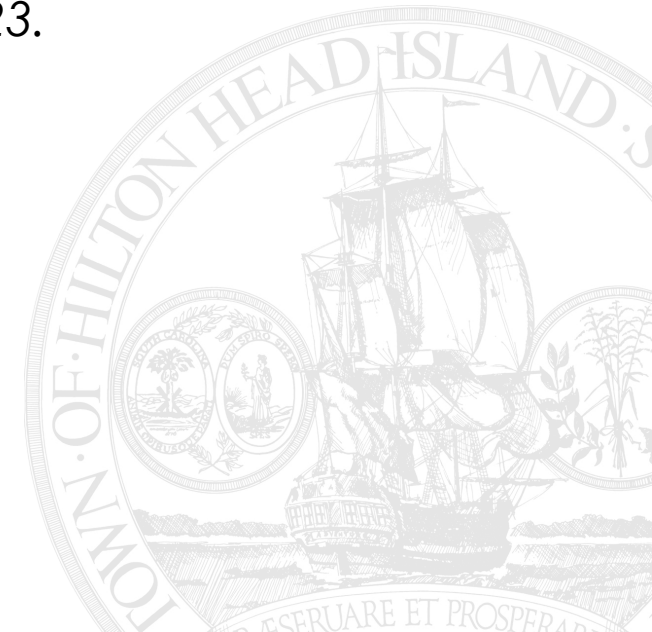


Budget Summary

The adopted FY 2023 Budget is \$119,501,114.



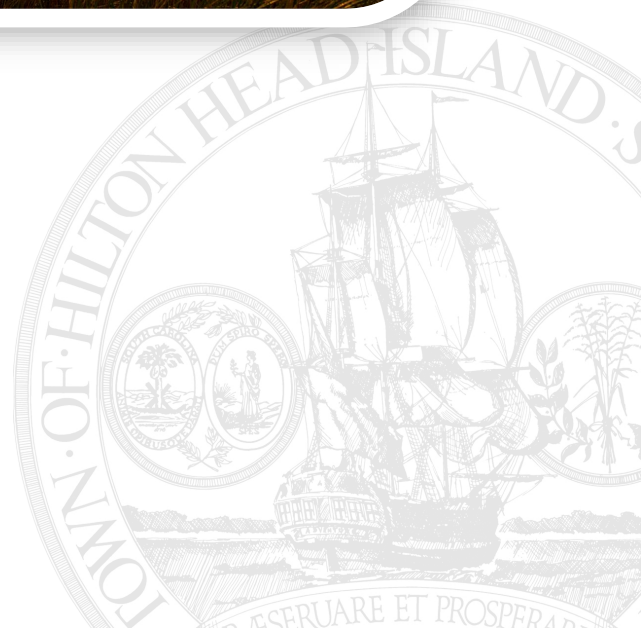
This is what Town Council passed to start Fiscal 2023.



Key Issues

The Budget Ordinance:

<u>Budget Category</u>	<u>Original Budget</u>	<u>Proposed Amendment</u>	<u>Amended Proposed Budget</u>
General Fund	48,621,804	435,123	49,056,927
Debrt Service Fund	19,374,081	-	19,374,081
Capital Improvements Projects	45,671,933	-	45,671,933
Stormwater Fund	5,833,296	103,818	5,937,114
Total Budget	<u>119,501,114</u>	<u>538,941</u>	<u>120,040,055</u>



General Fund Activity

We funded operations and set aside some reserves.

YTD

June

FY 22

Revenues and Transfers In

47,029,868

Expenditures and
Transfers Out

43,641,527

Net General Fund Activity

3,388,341



Revenue collections continued their strength – but moderated from earlier this year . . .

The spending side of the budget was within budget albeit more fully utilized.

Another contribution toward:

- a. readiness for hurricanes, or**
- b. economic downturns, or**
- c. the future of the Town**

Stormwater services summary



Stormwater Services Fund Activity includes:

YTD

FY 22

Revenues and Transfers In

5,091,469

Expenditures and
Transfers Out

4,730,641

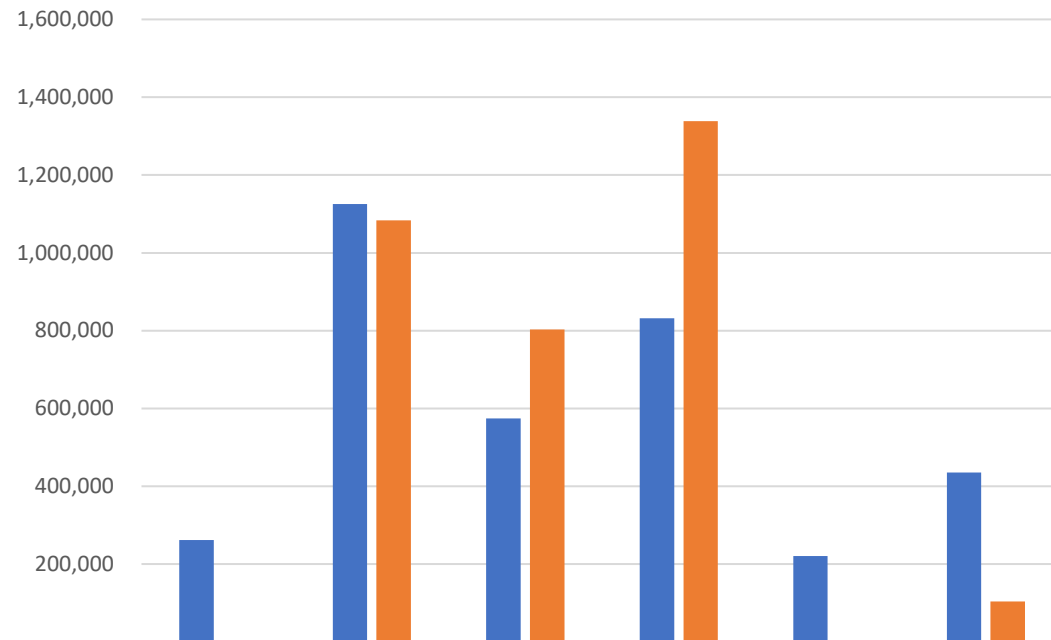
Net SWU Activity

360,828



Key Issues:

The proposed carryforward amounts compare favorably to previous years.



	FY 17 to 18	FY 18 to 19	FY 19 to 20	FY 20 to 21	FY 21 to 22	FY 22 to 23
General Fund	261,086	1,125,154	573,856	831,328	219,956	435,123
Stormwater	-	1,083,205	802,940	1,338,331	-	103,818

A budget amendment for carryover funds is normal business.

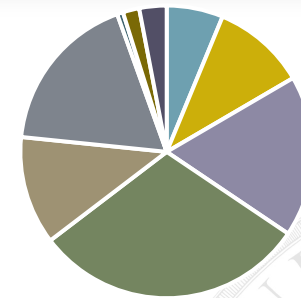
We have tried to keep the request to a minimum as much as possible/practical.

About the Capital Projects:

The original CIP budget can be summarized:



	<u>Budget</u>
Beach Management	2,850,000
Pathway Management	4,724,000
Roadway Management	8,153,842
Park Management	13,795,235
Facility & Equipment Management	5,472,650
Fleet Management	8,166,945
Land Acquisition	300,000
Stormwater	830,000
Housing	1,379,261
Total CIP	<u>45,671,933</u>



- Beach Management
- Roadway Management
- Facility & Equipment Management
- Land Acquisition
- Housing
- Pathway Management
- Park Management
- Fleet Management
- Stormwater

<https://www.hiltonheadislandsc.gov/cip/>

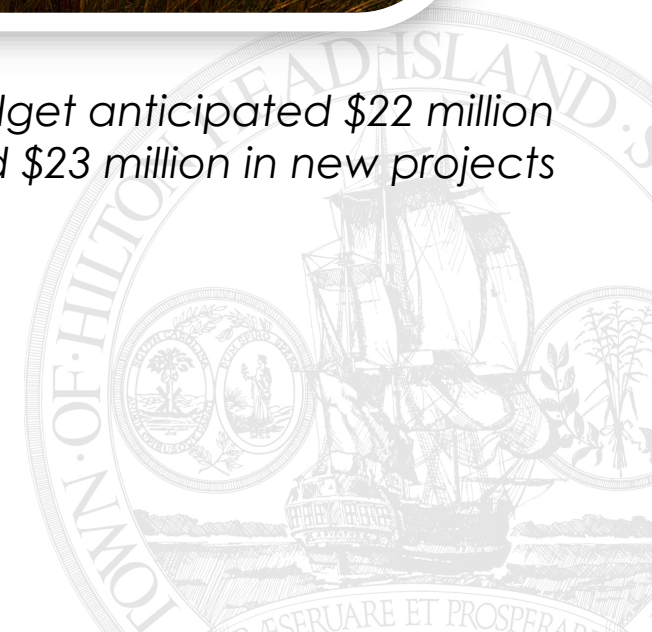
Key Issues

The CIP was comprised of:

Category	Expected Carryforward	New Projects	Total Adopted Budget
Beach Management	800,000	2,050,000	2,850,000
Pathway Management	364,852	4,359,148	4,724,000
Roadway Management	3,698,138	4,455,704	8,153,842
Park Management	7,220,235	6,575,000	13,795,235
Facilities & Equipment	1,324,500	4,978,150	6,302,650
Fleet Management	7,742,473	424,472	8,166,945
Land Acquisition	290,000	10,000	300,000
Housing	879,261	500,000	1,379,261
Total CIP	22,319,459	23,352,474	<u>45,671,933</u>



The original adopted budget anticipated \$22 million in carryforward funds and \$23 million in new projects for a total of \$45 million.



Key Issues

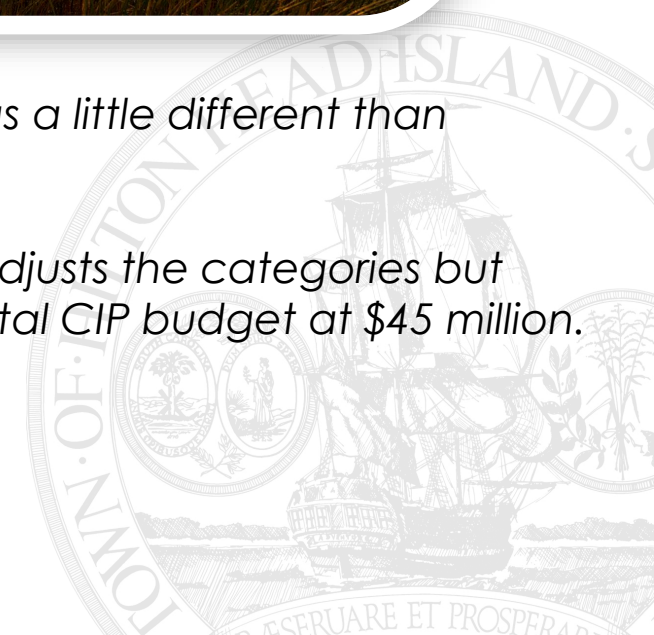
The Capital Improvements Budget remains the same. . .

Category	Expected Carryforward	New Projects	Total Adopted Budget	Proposed Revisions	Proposed Amended Budget
Beach Management	800,000	2,050,000	2,850,000	300,000	3,150,000
Pathway Management	364,852	4,359,148	4,724,000	200,000	4,924,000
Roadway Management	3,698,138	4,455,704	8,153,842	(10,949)	8,142,893
Park Management	7,220,235	6,575,000	13,795,235	(240,757)	13,554,478
Facilities & Equipment	1,324,500	4,978,150	6,302,650	11,454	6,314,104
Fleet Management	7,742,473	424,472	8,166,945	(230,135)	7,936,810
Land Acquisition	290,000	10,000	300,000	(5,075)	294,925
Housing	879,261	500,000	1,379,261	(24,538)	1,354,723
Total CIP	22,319,459	23,352,474	<u>45,671,933</u>	-	<u>45,671,933</u>



The project mix was a little different than planned.

This amendment adjusts the categories but keeps the same total CIP budget at \$45 million.



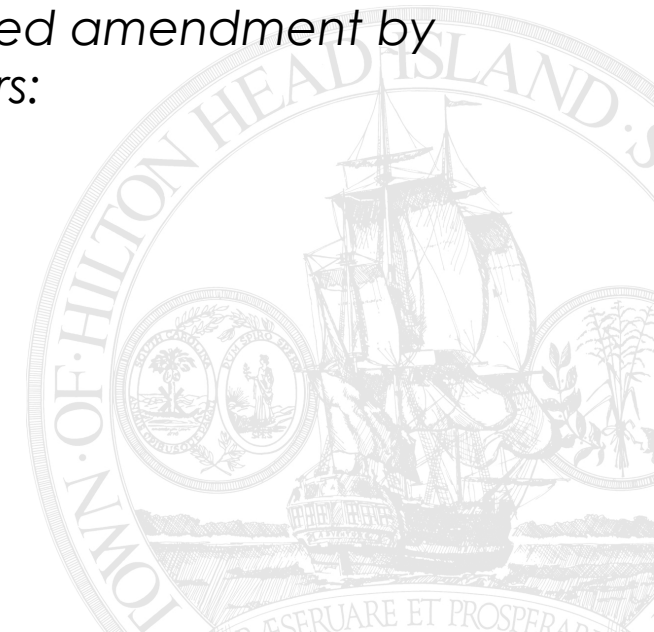
Proposed Amendment

Adopted / Amendment comparison

<u>Budget Category</u>	<u>Original Budget</u>	<u>Proposed Amendment</u>	<u>Amended Budget</u>
General Fund	48,621,804	435,123	49,056,927
Debrt Service Fund	19,374,081	-	19,374,081
Capital Improvements Projects	45,671,933	-	45,671,933
Stormwater Fund	5,833,296	103,818	5,937,114
Total Budget	<u>119,501,114</u>	<u>538,941</u>	<u>120,040,055</u>

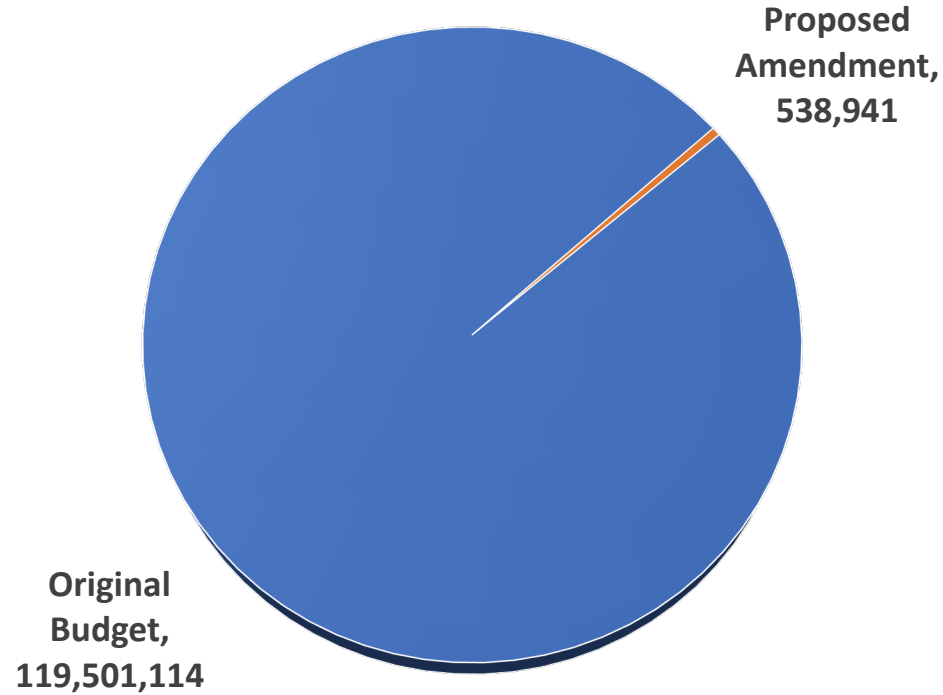


The proposed amendment by the numbers:

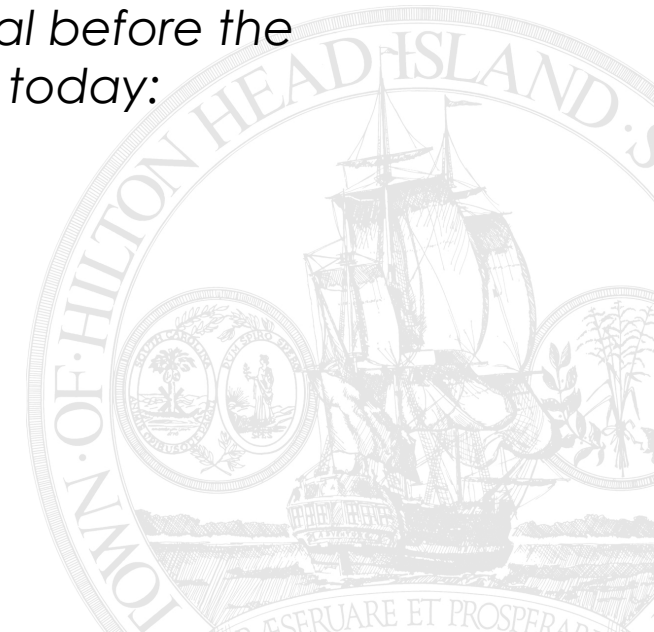


Proposed Amendment

Adopted / Amendment comparison



The proposal before the committee today:



In summary:

This proposal seeks to amend the FY 23 budget for the carry forward amounts.

Staff is asking the Finance and Administrative Committee to:

1. Recommend to full Town Council on first reading on October 18th
2. If received favorably, the planned second reading would be November 1st



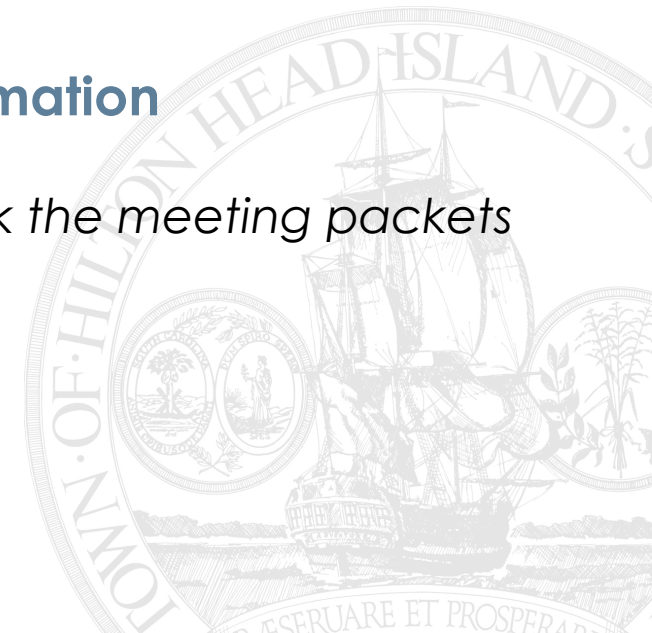
Comments or Questions?

?



For more information


Be sure to check the meeting packets





TOWN OF HILTON HEAD ISLAND

Community Development Memo

TO: Marc Orlando, ICMA~CM, *Town Manager*
FROM: Shawn Colin, AICP, *Assistant Town Manager – Community Development* 
VIA: John Troyer, *Finance Director*
DATE: June 22, 2022
SUBJECT: Job Order No. 3 – Island Wide Conditions and Trends

Recommendation: To carry forward the encumbered Comprehensive Planning Consulting (11585520-53350) budget in the amount of \$139,129.50 to FY 2023.

Summary: Carrying forward the encumbered amount requested will support the contract that has been executed for the Island Wide Conditions and Trends assessment per the Town Council priority in the Strategic Plan.

Background: A contract has been executed on the Island Wide Conditions and Trends assessment to effectively implement this Town Council priority per the Strategic Plan. This request is to carry forward the encumbered amount to cover the remaining balance based on the contract price that was executed in FY 2022.

From: [Troyer John](#)
To: [Tadlock Brad](#)
Cc: [Fister Joheida](#); [Madhere Erica](#)
Subject: RE: PPE Purchase Rollover
Date: Wednesday, June 29, 2022 1:55:55 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Brad – ok we have it – we will add it to what we ask for carryover.

Thanks,

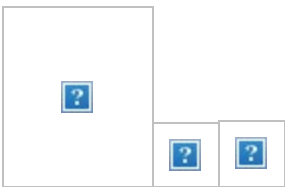
John

From: Tadlock Brad <BradT@hiltonheadislandsc.gov>
Sent: Wednesday, June 29, 2022 9:47 AM
To: Troyer John <johntr@hiltonheadislandsc.gov>
Cc: Fister Joheida <JoheidaF@hiltonheadislandsc.gov>
Subject: FW: PPE Purchase Rollover

John,

We are making you aware of this issue and would like to ensure the funds from the current year's budget if possible. Next year will already be tight and to start \$50,00 in the hole will put us at a disadvantage.

Thank You,



Brad Tadlock

Fire Chief

Office: (843) 682-5153

Mobile: (843) 247-3743

Website: hiltonheadislandsc.gov

Address: Hilton Head Island Fire Rescue
40 Summit Drive
Hilton Head Island, SC 29926



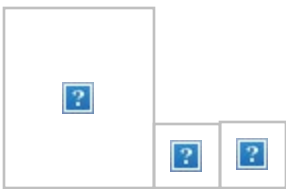
From: Cooler David <DavidC@hiltonheadislandsc.gov>
Sent: Tuesday, June 28, 2022 10:35 AM
To: Fister Joheida <JoheidaF@hiltonheadislandsc.gov>
Cc: Tadlock Brad <BradT@hiltonheadislandsc.gov>

Subject: PPE Purchase Rollover

The **8** sets of PPE we ordered in March will not be delivered to us by the end of the month. We have been told (see attachment) that the PPE is shipping to us this week but will not be here before the end of the budget year.

The PPE will cost \$21,914.27 of the \$52,800.00 allotted on PO #22020346.

I am requesting that these funds be rolled over until July 17th in order to use the funds allocated in this current budget for this purchase. If the PPE hasn't arrived by July 17th, then payment will need to come out of the next year's budget funds. Please see if this request can be approved.



David A. Cooler - EFO

Supply & Support Specialist

Office: (843) 682-5157

Mobile: (843) 247-3745

Website: hiltonheadislandsc.gov

Address: Hilton Head Island Fire Rescue
40 Summit Drive
Hilton Head Island, SC 29926



From: [Troyer John](#)
To: [Madhere Erica](#)
Subject: FW: REVIEW/FYI - Wally's Fire Info on Hose Order
Date: Wednesday, June 29, 2022 1:56:30 PM
Attachments: [WALLY'S SALES ORDER #28766 ON 03-11-22.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
Importance: High

Erica –

One of the Fire Rescue carry overs.

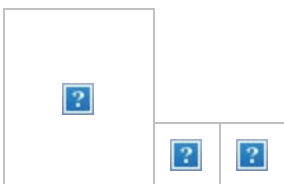
Thanks,

John

From: Blankenship Chris <ChrisB@hiltonheadislandsc.gov>
Sent: Tuesday, June 21, 2022 1:20 PM
To: Troyer John <johntr@hiltonheadislandsc.gov>
Cc: Tadlock Brad <BradT@hiltonheadislandsc.gov>
Subject: FW: REVIEW/FYI - Wally's Fire Info on Hose Order
Importance: High

John, we have been unable to get this order delivered as there is a supply shortage that is causing the delay. Please see the below emails from the vendor and Captain Jenkins. This was bought out of operating account 12020520-53416. There is a PO cut but obviously payment would not be processed until the items received. This is a necessary equipment purchase for fire hose as we are running very low. If there is a way to assure that \$9,000 is available in mid to late July to cover this purchase without affecting the upcoming budget it would be greatly appreciated. I will follow up with you when we receive it.

Thank you,



Chris Blankenship

DEPUTY FIRE CHIEF - OPERATIONS

Office: (843) 682-5155
Mobile: (843) 505-2555
Website: hiltonheadislandsc.gov
Address: Hilton Head Island Fire Rescue
40 Summit Drive
Hilton Head Island, SC 29926



From: Jenkins Lee <LeeJ@hiltonheadislandsc.gov>
Sent: Tuesday, June 21, 2022 8:14 AM
To: Tison Keith <keitht@hiltonheadislandsc.gov>
Cc: Blankenship Chris <ChrisB@hiltonheadislandsc.gov>
Subject: REVIEW/FYI - Wally's Fire Info on Hose Order
Importance: High

Good morning. On last evening, Mr. Wally called me. He informed me that he along with the Vice President of Firequip have tried diligently to provide all parts of our order. He informed me that the fire hose is available, but the manufacture does not, nor have they had a supply of aluminum couplings for some time now. I asked Mr. Wally to provide a statement about our order not being fulfilled. The statement is below. He informed me that if it will help us, I can request a letter from Mr. Joines. I told Mr. Wally that we'd follow up with him before the end of this week. Please let me know how we should proceed.

Thanks.



Lee Jenkins

Fire Captain/Paramedic

Office: (843) 342-4590

Website: hiltonheadislandsc.gov

Address: Hilton Head Island Fire Rescue
40 Summit Drive
Hilton Head Island, SC 29926



From: wally@wallysfire.com <wally@wallysfire.com>
Sent: Monday, June 20, 2022 5:59 PM
To: Jenkins Lee <LeeJ@hiltonheadislandsc.gov>
Cc: 'Angie Elliott' <angie@wallysfire.com>; 'Boone Elliott' <boone@wallysfire.com>; 'Jeff Black' <jeff@wallysfire.com>; 'Sheila Smith' <sheila@wallysfire.com>; 'Wally Elliott' <wally@wallysfire.com>
Subject: Wally's Fire Info on Hose Order
Importance: High

THIS MESSAGE ORIGINATED OUTSIDE YOUR ORGANIZATION

Capt. Jenkins,

I am attaching your Sales Order #28766 for your PO #20220659 for Fire Hose.

The first (2) line items which have Item numbers that begin with “ST” have shipped and are in your possession.

Line items 3 thru 8 which all have Item numbers that begin with “FQ” will not be available until mid-July. The manufacturer has the hose built but they are waiting on the aluminum couplings and the brass expansion rings to complete the hose. I have been in touch with my Rep and we have gone all the way to the VP of the company pleading for any possible way to get your order completed. They hate this as bad as I do and unfortunately could only offer me an official letter of apology and reasons for the failure to complete the order by June 30th.

Let me know if you have any other thoughts or any special request that we might be able to assist with.

Thanks for your patience,

Wally Elliott

President

Wally's Fire & Safety Equipment, Inc.
PO Box 1023 (Mail)
1317 South Hwy. 41 (Shipping)
Mullins, SC 29574

(M) 843-430-0601

(T) 888-784-2224

(F) 843-464-1001

www.WallysFire.com

<https://www.facebook.com/wallysfire>

www.ElliottLabradors.com

<https://www.facebook.com/elliottlabradors>

America would be a better place at sundown if we all started with a devotion at sunup. WE



TOWN OF HILTON HEAD ISLAND

TO: Marc Orlando, Town Manager
FROM: Jacob Deuel, Interim Technology & Innovation Director
COPY: Angie Stone, Assistant Town Manager
John Troyer, Finance Director

DATE: July 22, 2022
SUBJECT: FY22/FY23 Budget Reconciliation

Summary: The purchase orders listed below have funds encumbered, but will not be completed in FY 22. It is recommended that the committed funds for these purchase orders be allowed to “roll” in the budget to FY23.

- Council Chambers Upgrade - \$42,021 PO 20220264 - Advanced Video Group
- Conference Room AV Upgrade - \$59,847 PO 20220702 - Sharp Business Products
- Remote Readiness Initiative Laptop Purchase - \$156,898 - PO 20220998 - Dell
- Two Way Radios for Fire Rescue - \$11,739 - PO 202209380 Mobile Communications America
- Computer Bundle - \$5,187 - PO 20221051 - Dell
- Curved Monitors - \$2,056 - PO 20220963 - Dell
- Precision Laptops for GIS - \$9,000 - PO 20220789 - Dell
- Asset Recovery Services - \$4,080 - PO 20220186 - Dell
- Crossings Park Security Project - \$77,407 - PO 20220464 - GTS Solutions
- Servers – \$18,151 - PO 20220983 – Software House International

All of the projects in the list of purchase orders have been delayed significantly due to the existing supply chain issues. These projects are expected to move forward to completion and the invoices will be paid as soon as we receive all of the equipment. It is anticipated that all of these purchase orders will be completed by quarter two of FY23.

From: [Rhoades Pam](#)
To: [Madhere Erica](#); [Boring Heidi](#)
Subject: PO Rollovers
Date: Wednesday, July 27, 2022 8:49:06 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.jpg](#)

I'd like to request 2 rollovers:

PO 20220903 ~~ John Deere ~~ \$12,172.12 (see info below)

Chris responded to Rich with "There was a PO assigned for 22 but I did not request a rollover. I am starting today to find something comparable, with availability. We will be looking into Kawasaki, Yamaha, etc"

PO 20220899 ~~ Contract Bldg ~~ \$55,800.00

Per Mike V ... the contractor needs Alarm, Fire, & Security to adjust the sprinkler heads and then the work will be complete and we will receive the invoice.

Please advise.

Thanks,
Pam



Pamela S. Rhoades

FACILITIES BUSINESS COORDINATOR

Office: (843) 342-4584

Website: hiltonheadislandsc.gov

Address: Town of Hilton Head Island
1 Town Center Court,
Hilton Head Island, SC 29928



From: Groth, Rich <richg@hiltonheadislandsc.gov>
Sent: Wednesday, July 27, 2022 8:12 AM
To: McVey Chris <Chrism@hiltonheadislandsc.gov>
Cc: Rhoades Pam <pamr@hiltonheadislandsc.gov>; Boring Heidi <heidib@hiltonheadislandsc.gov>
Subject: RE: John Deere Gator

First question.....did you request the PO balance to roll over into 2023?

Regarding finding another brand/vehicle, what do you have in mind and will the delivery adte be any better. This is happening all over. I can't find anywhere to order normal fleet vehicles yet either.



Richard Groth

PROCUREMENT OFFICER

Office: (843) 341-4711

Mobile: (843) 384-3231

Website: hiltonheadislandsc.gov

Address: Town of Hilton Head Island
1 Town Center Court
Hilton Head Island, SC 29928



From: McVey Chris <Chrism@hiltonheadislandsc.gov>
Sent: Tuesday, July 26, 2022 4:47 PM
To: Groth, Rich <richg@hiltonheadislandsc.gov>
Subject: John Deere Gator

Rich ,

There is an issue with getting the Gator. This was supposed to be for FY 2022. I've attached the email from the dealer with an explanation.

What should we do in this case ? We probably need to look at a different brand. Please advise.

image.jpeg

From: [Boring Heidi](#)
To: [Madhere Erica](#)
Subject: FW: open pos
Date: Thursday, July 28, 2022 1:56:22 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

FYI



Heidi Boring
FINANCE ADMINISTRATOR
Office: (843) 341-4644
Website: hiltonheadislandsc.gov
Address: Town of Hilton Head Island
1 Town Center Court
Hilton Head Island, SC 29928

From: Rhoades Pam <pamr@hiltonheadislandsc.gov>
Sent: Thursday, July 28, 2022 1:55 PM
To: Boring Heidi <heidib@hiltonheadislandsc.gov>
Subject: RE: open pos

So I have 4 to rollover.

20210899 Garage Doors
20220903 John Deere Gator
20221013 Diesel Tank
20220332 Addendum Landscaping

From: Boring Heidi <heidib@hiltonheadislandsc.gov>
Sent: Thursday, July 28, 2022 1:42 PM
To: Rhoades Pam <pamr@hiltonheadislandsc.gov>
Subject: RE: open pos

Yes. It is 2021



Heidi Boring
FINANCE ADMINISTRATOR
Office: (843) 341-4644
Website: hiltonheadislandsc.gov
Address: Town of Hilton Head Island

TOWN OF HILTON HEAD ISLAND - CAPITAL IMPROVEMENTS PROGRAM FY23

MAP KEY	PROJECTS	FY22 ADOPTED/ AMENDED BUDGET	FY22 BUDGETED CARRY FORWARD	FY22 ACTUAL CARRY FORWARD	FY22 ACTUAL CARRY FORWARD VARIANCE	FY23 BUDGET (NEW MONEY)	FY23 TOTAL ADOPTED BUDGET	FY23 TOTAL REVISED BUDGET	FY23 PROJECT SCOPE
BEACH MANAGEMENT									
B1	Beach Management & Monitoring	\$ 802,609	\$ 200,000	\$ 200,000	\$ -	\$ 100,000	\$ 300,000	\$ 300,000	Ongoing activities as to manage the beach including SLR/Resiliency, endangered species monitoring, Beach Program Economic Sustainability Analysis, etc.
B2	Beach Renourishment	\$ 1,570,914	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ 600,000	Activities related to the next Renourishment Project, including Pine Island beach including data acquisition, survey, geotechnical / sand -borrow site, wildlife / biological, modeling, design, permitting, bidding, etc. Construction of Renourishment Project anticipated in FY25
	Beach Park Improvements								
B3	Driessen Beach Park Boardwalk Replacement	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 600,000	Replacement of +/- 1100 LF of existing boardwalk at Driessen Beach Park
B4	Folly Field Beach Park Boardwalk Replacement	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	Replacement of +/- 400 LF of existing boardwalk at Folly Field Beach Park
B5	Islanders Beach Park Improvements	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	Improvements at existing Beach Park including parking for beach passholders, pathways, and playground amenity area improvements. Design (Final) & Permitting planned for FY23; Construction anticipated in FY24
B6	Coligny Beach Park/Parking Area	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	Improvements to signage, landscape, walkways, and pavement
	Beach Park Maintenance & Improvements	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000	\$ 350,000	Maintenance and general improvements to 6 beach parks such as paving, landscaping, lighting, and site furnishings, etc.; Moved capital projects from Facilities Management Operating Budget
	<i>Total Beach Park Improvements</i>	\$ 100,000	\$ -	\$ 300,000	\$ 300,000	\$ 1,350,000	\$ 1,350,000	\$ 1,650,000	
B7	Harbour Town Dredge	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 600,000	Agreement with South Island Dredging Association to assist with funding for dredging of Harbour Town Yacht Basin and Braddock Cove Creek; Funding approved in FY19, 20, and 21 budgets
	TOTAL BEACH MANAGEMENT	\$ 2,473,523	\$ 800,000	\$ 1,100,000	\$ 300,000	\$ 2,050,000	\$ 2,850,000	\$ 3,150,000	
PATHWAY MANAGEMENT									
	Pathway Maintenance & Improvements	\$ 350,000	\$ -	\$ 142,670	\$ 142,670	\$ 665,000	\$ 665,000	\$ 807,670	Maintenance and Improvements to existing pathways including Repair, Rejuvenation, and Striping plus Safety and Enhancements aimed at improving consistency and uniformity of all pathway signs, landings, crosswalks, pavement markings, ADA compliance, etc. May include Preliminary Planning, Design (Conceptual & Final), Permitting, and/or Construction depending on specific project; \$315,000 transferred from Facilities Management Operating Budget
	New Pathway Segments								

TOWN OF HILTON HEAD ISLAND - CAPITAL IMPROVEMENTS PROGRAM FY23

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Pa1	Shelter Cove Lane	\$ 225,000	\$ 168,000	\$ 172,841	\$ 4,841	\$ 132,000	\$ 300,000	\$ 304,841	Construction of +/- 900 LF pathway from William Hilton Parkway to Shelter Cove Park
Pa2	Woodhaven Lane/Road	\$ 225,000	\$ 182,952	\$ 182,264	\$ (688)	\$ 167,048	\$ 350,000	\$ 349,312	Construction of +/- 1300 LF of pathway
Pa3	William Hilton Parkway EB	\$ 100,000	\$ 13,900	\$ 67,077	\$ 53,177	\$ 1,270,100	\$ 1,284,000	\$ 1,337,177	Easement Acquisition & Construction of +/- 6,000 LF of pathway from Shelter Cove Lane (at BCSO) to Mathews Drive at Folly Field Road
Pa4	Jonesville Road	\$ -	\$ -	\$ -	\$ -	\$ 2,125,000	\$ 2,125,000	\$ 2,125,000	Preliminary Planning including feasibility assessment planned for early FY23 for +/- 1.2 miles of pathway along Jonesville Road; Design (Conceptual & Final), Permitting, & Construction anticipated in FY23 pending results of feasibility assessment
	<i>Total New Pathway Segments</i>	\$ 550,000	\$ 364,852	\$ 422,182	\$ 57,330	\$ 3,694,148	\$ 4,059,000	\$ 4,116,330	
	TOTAL PATHWAY MANAGEMENT	\$ 3,237,459	\$ 364,852	\$ 564,852	\$ 200,000	\$ 4,359,148	\$ 4,724,000	\$ 4,924,000	
ROADWAY MANAGEMENT									
	Dirt Road Acquisition and Paving Program								Program to accept dedications of private, unpaved roads to become public rights of way and then pave the roads and install storm drainage infrastructure.
R1	Mitchelville Lane	\$ 750,000	\$ 678,583	\$ 678,583	\$ -	\$ -	\$ 678,583	\$ 678,583	Construction of +/- 1300 LF paved road planned for FY23 pending 100% ROW Acquisition.
R2	Pine Field Road	\$ 400,000	\$ 385,000	\$ 385,000	\$ -	\$ 165,000	\$ 550,000	\$ 550,000	Design (Conceptual & Final), Permitting, & Construction of +/- 750 LF paved road planned for FY23, pending 100% ROW Acquisition.
R3	Horse Sugar Lane & Alice Perry Drive	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	Preliminary Planning & Design (Conceptual & Final) of +/- 925 LF paved road planned for FY23; Permitting & Construction anticipated in FY24, pending 100% ROW Acquisition.
R4	Freddie's Way	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	Preliminary Planning, Design (Conceptual & Final), Permitting, & Construction of +/-500 LF paved road planned for FY23, pending 100% ROW Acquisition.
R5	Alfred Lane	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	Preliminary Planning & Design (Conceptual & Final) of +/- 900 LF paved road planned for FY23; Permitting & Construction anticipated in FY24, pending 100% ROW Acquisition.
	<i>Total Dirt Road Acquisition and Paving Program</i>	\$ 2,279,491	\$ 1,063,583	\$ 1,063,583	\$ -	\$ 865,000	\$ 1,928,583	\$ 1,928,583	

TOWN OF HILTON HEAD ISLAND - CAPITAL IMPROVEMENTS PROGRAM FY23

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	William Hilton Parkway Enhancements								Improvements to William Hilton Parkway from Sea Pines Circle to Spanish Wells Road (SCDOT Gateway project) targeting safety, beautification and consistency to include landscaping, signage, pavement markings, curbing etc. Design (Conceptual & Final), Permitting, & Construction for identified projects is anticipated to begin in FY23 and continue in FY24.
R6	Crosswalk Uniformity	\$ 200,000	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ 200,000	Improve consistency and uniformity of pathway signs, pavement markings, lighting, landscaping, and related traffic signs, etc.
R7	Crosswalk Lighting	\$ 304,918	\$ 295,000	\$ 295,000	\$ -	\$ -	\$ 295,000	\$ 295,000	Provide lighting of crosswalks to enhance pedestrian safety
R8	Turn Lane Extensions / Curb and Gutter	\$ 150,000	\$ 135,000	\$ 135,000	\$ -	\$ -	\$ 135,000	\$ 135,000	Add curb and gutter and extend turn lanes as necessary to prevent rutting and driving into the medians at William Hilton Parkway intersections with Wilborn Rd, Pembroke Dr, and Mathews Drive
R9	Pedestrian and Vehicular Enhancements	\$ 1,300,000	\$ 1,153,000	\$ 1,142,051	\$ (10,949)	\$ -	\$ 1,153,000	\$ 1,142,051	Improvements to William Hilton Parkway from Sea Pines Circle to Spanish Wells Road (SCDOT Gateway project) targeting safety, beautification and consistency to include landscaping, signage, pavement markings, curbing etc.
R10	William Hilton Parkway Gateway Corridor	\$ 167,980	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	Additional planning on recommendations not included in SCDOT project
R11	Adaptive Traffic Signal Management - all signalized intersections on William Hilton Parkway	\$ -	\$ -	\$ -	\$ -	\$ 2,065,224	\$ 2,065,224	\$ 2,065,224	Design & Installation for 26 signals including Spanish Wells and Squire Pope
R12	Dillon Road at William Hilton Parkway - Right Turn Lane	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	Right Turn lane from Dillon Road onto William Hilton Parkway; Preliminary Planning & Design (Conceptual & Final) planned for FY23 with Construction anticipated in FY24
	<i>Total William Hilton Parkway Enhancements</i>	\$ 2,122,898	\$ 1,783,000	\$ 1,772,051	\$ (10,949)	\$ 2,515,224	\$ 4,298,224	\$ 4,287,275	
	Pope Avenue, Palmetto Bay Road, & Arrow Road Streetscape Enhancements								
R13	Streetscape Enhancements	\$ 500,000	\$ 443,000	\$ 443,000	\$ -	\$ -	\$ 443,000	\$ 443,000	Improvements targeting safety, beautification and consistency to include landscaping, signage, pavement markings, curbing, multi-modal facilities, etc.; Design (Conceptual & Final), Permitting, & Construction for identified projects is anticipated to begin in FY23 and carry forward to FY24.
R14	Adaptive Traffic Signal Management - all signalized intersections on Palmetto Bay Road & Pope Avenue	\$ -	\$ -	\$ -	\$ -	\$ 543,480	\$ 543,480	\$ 543,480	Design & Installation for 5 signals
	<i>Total Pope Avenue, Palmetto Bay Road, & Arrow Road Streetscape Enhancements</i>	\$ 500,000	\$ 443,000	\$ 443,000	\$ -	\$ 543,480	\$ 986,480	\$ 986,480	

TOWN OF HILTON HEAD ISLAND - CAPITAL IMPROVEMENTS PROGRAM FY23

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R15	Main Street Enhancements	\$ 100,000	\$ 75,000	\$ 75,000	\$ -	\$ 150,000	\$ 225,000	\$ 225,000	Improvements to Main Street from Whooping Crane to Wilborn Road including side streets (Museum Street, Central Avenue, and Merchant Street), a new roundabout at Wilborn Road, and North Main Street from Whooping Crane to Hospital Center Boulevard including roadway, pathways, streetscape, and drainage improvements; Design (Conceptual & Final) & Permitting planned for FY23 with Construction anticipated in FY24.
R16	Squire Pope Road Crosswalks	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	Preliminary Planning, Design-Conceptual, Design-Final, Permitting, & Construction of 3 crosswalks to access Town parks (Greens Shell Park, Rowing & Sailing Center at Squire Pope Community Park, Fords Shell Ring)
	Roadway Maintenance & Improvements	\$ 333,555	\$ 333,555	\$ 333,555	\$ -	\$ 232,000	\$ 565,555	\$ 565,555	Maintenance of and Improvements to existing roadways including general maintenance such as repair of potholes, curbing, and shoulders; pavement markings; permanent traffic signs; surveying, testing, and analysis; etc.
	TOTAL ROADWAY MANAGEMENT	\$ 5,503,924	\$ 3,698,138	\$ 3,687,189	\$ (10,949)	\$ 4,455,704	\$ 8,153,842	\$ 8,142,893	
PARK MANAGEMENT									
	Parks and Recreation								
PR1	Mid-Island Tract Park	\$ 1,700,000	\$ 1,200,830	\$ 1,200,830	\$ -	\$ 4,000,000	\$ 5,200,830	\$ 5,200,830	Design-Final, Permitting, & Phase 1 Construction for new Community Park planned to start in FY23 and continue in FY24 and beyond
PR2	Chaplin Community Park Renovation	\$ 1,996,238	\$ 1,910,925	\$ 1,910,925	\$ -	\$ -	\$ 1,910,925	\$ 1,910,925	Design-Final & Permitting for existing Community Park renovation planned for FY23; Phase 1 Construction anticipated in FY24
PR3	Crossings Park Renovation	\$ 1,996,238	\$ 1,829,586	\$ 1,829,586	\$ -	\$ -	\$ 1,829,586	\$ 1,829,586	Design-Final for existing Community Park renovation planned for FY23; Permitting & Phase 1 Construction anticipated in FY25
PR4	Shelter Cove Community Park Expansion	\$ 500,000	\$ 440,000	\$ 440,000	\$ -	\$ 500,000	\$ 940,000	\$ 940,000	Expansion of existing Community Park; Design-Final & Permitting planned for FY23; Construction anticipated to start immediately following receipt of permits, likely FY24
PR5	Chaplin Linear Park with Treehouse	\$ 500,000	\$ 378,238	\$ 378,238	\$ -	\$ 100,000	\$ 478,238	\$ 478,238	Design-Final & Permitting for phase 1 of Linear Park including trail head up-fit, pedestrian bridge at Broad Creek inlet, tree house, and marsh-side trail connection to Singleton Beach Road; Phase 1 Construction anticipated in FY24
PR6	Patterson Family Property Park	\$ 700,000	\$ 685,656	\$ 685,656	\$ -	\$ 700,000	\$ 1,385,656	\$ 1,385,656	Design-Final, Permitting & Construction for new Mini Park; FY22 CDBG Project included in Parks & Recreation Maser Plan
PR7	Taylor Family Property Park	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	Preliminary Planning, Design-Conceptual, & Design-Final for new Mini Park on +/- 4.9 acre Town-owned parcel at 252 Wild Horse Road; FY23 CDBG Project included in Parks & Recreation Master Plan; Permitting & Construction anticipated in FY24

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PR8	Barker Field	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	Preliminary Planning & Design (Conceptual & Final) for existing County Sports Park
	<i>Total Parks and Recreation</i>	\$7,392,476	\$ 6,445,235	\$ 6,445,235	\$ -	\$ 5,925,000	\$ 12,370,235	\$ 12,370,235	
PR9	Island Recreation Association - Capital Projects	\$ 399,000	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	Island Recreation Center seeks funds to improve the buildings, pool and grounds, as well as manage events
PR10	Public Art Program	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	Funding to accommodate installation of public art pieces donated to or curated by the Town.
PR11	General Park Enhancements	\$ 1,046,130	\$ 775,000	\$ 534,243	\$ (240,757)	\$ 225,000	\$ 1,000,000	\$ 759,243	Includes various identified facility and service improvements at existing parks such as additional bike racks, picnic tables, sun shades, fencing, etc.; includes Jarvis Creek Park improvements, re-roof Greens Shell
	TOTAL PARK MANAGEMENT	\$ 8,939,606	\$ 7,220,235	\$ 6,979,478	\$ (240,757)	\$ 6,575,000	\$ 13,795,235	\$ 13,554,478	
FACILITIES AND EQUIPMENT MANAGEMENT									
FE1	Town Hall Security & Facility Enhancements	\$ 782,000	\$ 602,000	\$ 881,556	\$ 279,556	\$ 200,000	\$ 802,000	\$ 1,081,556	Installation of upgrades to security, landscaping, and lighting as well needed structural repairs
FE2	Town Facilities Assessment	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	Assessment of site, parking, structures, and systems at Town Hall, Fire Rescue Headquarters/EOC/Dispatch
FE3	Sprinkler Head replacement	\$ -	\$ -	\$ -	\$ -	\$ 180,000	\$ 180,000	\$ 180,000	Town Hall, Fire Rescue HQ, & Shelter Cove
	<i>Total Town Hall Security & Facility Enhancements</i>	\$ 782,000	\$ 602,000	\$ 881,556	\$ 279,556	\$ 480,000	\$ 1,082,000	\$ 1,361,556	
FE4	Shelter Cove/BCSO Office	\$ 150,000	\$ 150,000	\$ 150,000	\$ -	\$ 300,000	\$ 450,000	\$ 450,000	Permitting & Construction of interior renovations
FE5	Electric Vehicle Charging Stations at Town Facilities	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ 30,000	Installation of Electric Vehicle Charging Stations at (2) Town Hall, (1) Facilities Maintenance, and (1) Fire Rescue HQ
FE6	Parking Master Plan Implementation	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	Physical improvements at existing beach parks including Coligny Beach Park and Islanders Beach Park; may include the addition of gates, video cameras, signage, etc.
FE7	Coastal Discovery Museum - Capital Projects	\$ 49,300	\$ -	\$ -	\$ -	\$ 198,250	\$ 198,250	\$ 198,250	Coastal Discovery Museum seeks funds to improve and maintain the buildings and grounds - including boardwalk
FE8	Historic Mitchelville Freedom Park - Capital Projects								At the request of Ahmad Ward, Executive Director, Historic Mitchelville Freedom Park seeks funds to improve property in accordance with approved master plan
	Primary Parking Lot	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	Preliminary Planning, Design (Conceptual & Final), & Permitting in anticipation of FY24 construction
	Loop Road to Visitor's Center	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	Preliminary Planning, Design (Conceptual & Final), & Permitting in anticipation of FY24 construction
	<i>Total Historic Mitchelville Freedom Park - Capital Projects</i>	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	
	IT Equipment and Software								

TOWN OF HILTON HEAD ISLAND - CAPITAL IMPROVEMENTS PROGRAM FY23

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FE9	Town Hall Equipment and Software	\$ 479,900	\$ -	\$ -	\$ -	\$ 1,060,920	\$ 1,430,900	\$ 1,060,920	
FE10, FE11	Public Safety Systems Equipment and Software	\$ 216,000	\$ -	\$ -	\$ -	\$ 413,000	\$ 413,000	\$ 413,000	
	FY22 Laptops - Open Purchase Order - Roll to FY23	\$ -	\$ -	\$ 24,471	\$ 24,471			\$ 24,471	
	<i>Total IT Equipment and Software</i>	\$ 695,900	\$ -	\$ 24,471	\$ 24,471	\$ 1,473,920	\$ 1,843,900	\$ 1,498,391	
	Security Cameras								
FE13	Shelter Cove Community Park	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	Upgrade (26) existing security cameras at Shelter Cove Community Park
FE14	Shelter Cove Connectivity & Chaplin Linear Park Trailhead	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	(43) New security cameras and Wi-Fi at Shelter Cove Connectivity including parking lot at trailhead
FE15	Fire Stations	\$ -	\$ -	\$ -	\$ -	\$ 56,000	\$ -	\$ 56,000	Security camera installation at seven (7) fire stations; (3) cameras per station
	Ambulance	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	Add cameras to the cab of the current medic fleet; Risk Management / Safety Initiative
	FY22 Cameras - Open Purchase Order - Roll to FY23	\$ -	\$ -	\$ 77,407	\$ 77,407		\$ -	\$ 77,407	
	<i>Total Security Cameras</i>	\$ 150,000	\$ -	\$ 77,407	\$ 77,407	\$ 536,000	\$ 536,000	\$ 613,407	
FE16	Fire/Medical Systems, Equipment Replacement	\$78,000	\$ -	\$ -	\$ -	\$ 460,000	\$ 460,000	\$ 460,000	Vehicle Lift Replacements, Stair Chair Replacement, Rescue Tool Replacement, Fire Hose Replacement
FE17	Automobile Place / Modern Classic Motors Site Enhancements	\$ 472,500	\$ 472,500	\$ 472,500	\$ -	\$ -	\$ 472,500	\$ 472,500	Demolish and remove dilapidated pavements and appurtenances from prior development in preparation for redevelopment
FE18	Fire Hydrant Expansion	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	Installation of (2) Fire Hydrants through matching program with HHPSD.
FE19	Arts Campus Feasibility Study	\$ 200,000	\$ 25,000	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ 25,000	Feasibility study of existing site including expansion options; Residual funds transferred to Island-wide Master Plan
	Stormwater Projects								
FE21	Wexford Debris System Design	\$ 600,000	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 75,000	\$ 75,000	Design of pump station to consider multiple factors including function and aesthetics in preparation for FY24 construction
FE22	Gum Tree Road Improvements	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	Survey, Design, & Construction of improvements to address various deficiencies along Gum Tree Road between Katie Miller Drive and Georgianna Drive, including regrading of ditches, installation of new inlets, new pipe and repairs along the outfall system

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FE23	Jarvis Creek Outfall	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000	Survey, design, permitting, and installation of flap gates on the outfall end of two 84-inch diameter concrete pipes that discharge stormwater from the Jarvis Creek Pump Station outfall system; necessary to improve operation and effectiveness of the pump station during extreme events by mitigating the impacts of tidal storm surge on the system.
FE24	25 Moonshell Road	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 80,000	\$ 80,000	Survey, Design, & Installation of 500 linear feet of 24-inch pipe and two inlet structures to improve efficiency and reduce long-term maintenance costs along the existing Folly Field ditch between Moonshell Road and the Island Club
FE25	Cordillo Court Improvements	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	Design and installation of improvements to address drainage issues on and adjacent to Town-owned property including inlets, pipe and minor grading
	FY22 SWU Projects - Open Purchase Orders - Roll to FY23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Carry forward 4 POs for uncompleted maintenance projects - move to SWU Fund in FY23
	<i>Total Stormwater Projects</i>	\$ 2,089,000	\$ 75,000	\$ 75,000	\$ -	\$ 755,000	\$ 830,000	\$ 830,000	
	Demolition of Kingfisher and Fairfield Square	\$ 155,180	\$ -			\$ -	\$ -	\$ -	
	TOTAL FACILITIES AND EQUIPMENT MANAGEMENT	\$ 4,871,880	\$ 1,324,500	\$ 1,705,934	\$ 381,434	\$ 4,608,170	\$ 6,302,650	\$ 6,314,104	
FLEET									
F11	Town Vehicle Replacement								
	Staff Vehicle Replacement	\$ 155,000	\$ -	\$ -		\$ 117,000	\$ 117,000	\$ 117,000	Replacement of 3 staff vehicles over 10 years old including vehicle outfitting
	New Staff Vehicles	\$ -	\$ -	\$ -		\$ 181,472	\$ 181,472	\$ 181,472	5 new staff vehicles including vehicle outfitting
	FY22 Vehicle - Open Purchase Order - Roll to FY23		\$ -	\$ 28,918	\$ 28,918			\$ 28,918	
	<i>Total Town Vehicle Replacement</i>	\$ 155,000	\$ -	\$ 28,918	\$ 28,918	\$ 298,472	\$ 298,472	\$ 327,390	
F12	FR Apparatus & Vehicle Replacement								
	Engine/Pumper Replacement/Quint Company Replacement (2)	\$ 6,479,868	\$ 7,742,473	\$ 7,483,420	\$ (259,053)	\$ -	\$ 7,742,473	\$ 7,483,420	
	Staff Vehicle Replacement	\$ 140,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 75,000	Replace two staff vehicles that have reached their 120,000 mile / 12 year mark.
	Support Vehicle Replacement - Forklift	\$ -	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000	\$ 35,000	Replace forklift. Equipment is past its useful lifecycle, maintenance issues are more frequent, and parts are difficult to acquire as the original manufacturer is out of business.
	Firefighting Foam for Trucks	\$ 16,000	\$ -	\$ -	\$ -	\$ 16,000	\$ 16,000	\$ 16,000	Firefighting foam for trucks

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	Total FR Apparatus & Vehicle Replacement	\$ 6,765,868	\$ 7,742,473	\$ 7,483,420	\$ (259,053)	\$ 126,000	\$ 7,868,473	\$ 7,609,420	
	TOTAL FLEET	\$ 6,920,868	\$ 7,742,473	\$ 7,512,338	\$ (230,135)	\$ 424,472	\$ 8,166,945	\$ 7,936,810	
LAND ACQUISITION									
	Land Acquisition	\$ 324,068	\$ 290,000	\$ 284,925	\$ (5,075)	\$ 10,000	\$ 300,000	\$ 294,925	Land acquisition and soft costs including ROW, Survey, Appraisals, Legal Fees, etc.
	TOTAL LAND ACQUISITION	\$ 324,068	\$ 290,000	\$ 284,925	\$ (5,075)	\$ 10,000	\$ 300,000	\$ 294,925	
HOUSING									
H1	North Pointe Housing Partnership	\$ 500,000	\$ 455,000	\$ 430,462	\$ (24,538)	\$ 500,000	\$ 955,000	\$ 930,462	Support for road, water, sewer, and/or utility infrastructure necessary to facilitate the creation of workforce housing through a public-private partnership.
	Other Housing	\$ 424,261	\$ 424,261	\$ 424,261	\$ -	\$ -	\$ 424,261	\$ 424,261	Setting aside funds from the legal settlement which were in the General Fund toward housing. Funds to be used for impact fees and down payment assistance to help the Town further participate in addressing the workforce housing issue
	TOTAL HOUSING	\$ 924,261	\$ 879,261	\$ 854,723	\$ (24,538)	\$ 500,000	\$ 1,379,261	\$ 1,354,723	
	TOTAL FY23 CIP	\$ 33,195,589	\$ 22,319,459	\$ 22,689,439	\$ 369,980	\$ 22,982,494	\$ 45,671,933	\$ 45,671,933	



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: John Troyer, *Finance Director*
VIA: Marc Orlando, *Town Manager*
CC: Krista Wiedmeyer, *Town Clerk*
DATE: October 24, 2022
SUBJECT: Resolution to Expand the Approved Uses of ATAX and HTAX
and to Increase the Annual Appropriation of Housing Tax Credits

RECOMMENDATION:

Town Council consider the Resolution calling on the South Carolina Legislative Delegation to amend the South Carolina Code of Laws governing approved uses of Accommodations and Hospitality Taxes to include workforce housing as an approved use of such taxes; and to amend the South Carolina Code of Laws so as to increase South Carolina Housing Tax Credits from \$20,000,000 to \$40,000,000 annually.

BACKGROUND:

The Town of Hilton Head Island is consistently ranked as the best island in the continental United States. This designation coincides with the Town being a major economic driver for Beaufort County and the state with the Town generating over \$1.3 billion annually in economic impact. The workforce of this economic driver has noticed a significant increasing in the housing costs associated with living on the Island. This lack of appropriately priced housing availability has affected the ability of employers to provide the services necessary to support such an economic driver. South Carolina law governs the use of Hospitality Taxes and Accommodations Taxes. Supporting workforce housing is not on the approved uses for HTAX and ATAX. This Resolution urges the state to expand the authorized uses of HTAX and ATAX to be utilized to support workforce housing initiatives – which in turn would help the Island's economy and ultimately collection of both HTAX and ATAX.

Further, Senator Tom Davis has indicated a desire to amend the current law to provide an increase in the amount of workforce housing tax credits that are appropriated by the General Assembly. He has requested that the Town support an amendment to the South Carolina Code of Laws which would increase the appropriated amount of South Carolina Housing Tax Credits from \$20,000,000 to \$40,000,000 annually.

ATTACHMENTS:

1. Resolution

TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

RESOLUTION NO. _____

A RESOLUTION BY THE HILTON HEAD ISLAND TOWN COUNCIL CALLING ON THE SOUTH CAROLINA LEGISLATIVE DELEGATION TO AMEND THE SOUTH CAROLINA CODE OF LAWS GOVERNING APPROVED USES OF ACCOMODATIONS AND HOSPITALITY TAXES TO INCLUDE WORKFORCE HOUSING AS AN APPROVED USE OF SUCH TAXES; AND AMENDING SECTION 12-6-3795(B)(5)(b) OF THE SOUTH CAROLINA CODE OF LAWS SO AS TO INCREASE THE ANNUAL AMOUNT OF SOUTH CAROLINA HOUSING TAX CREDITS FROM \$20,000,000 ANNUALLY TO \$40,000,000 ANNUALLY

WHEREAS, the Town of Hilton Head Island (the “Town”) is consistently ranked the best island in the continental United States and is responsible for contributing over \$1.3 billion into the local and state economy;¹ and

WHEREAS, the Town, as well as many other municipalities and counties throughout the State of South Carolina and the United States, is facing a significant lack of appropriately priced workforce housing stock, which, if left unaddressed, threatens the economic vitality of the local community and the State of South Carolina; and

WHEREAS, a considerable percentage of the Hilton Head Island workforce cannot afford to live within the community in which they work, which has lead to a notable decrease in available workforce for Hilton Head Island businesses and governmental services; and

WHEREAS, South Carolina Code of Laws Section 6-4-5, et seq., governs how municipalities and counties may use accommodation tax funds; and

WHEREAS, South Carolina Code of Laws Section 6-1-700 through 6-1-770 governs how municipalities and counties may use hospitality tax funds; and

WHEREAS, under the aforementioned accommodation and hospitality tax laws, funds collected therefrom may not be used to support workforce housing initiatives; and

WHEREAS, use of accommodation and hospitality tax funds by municipalities and counties for workforce housing purposes would greatly enhance the ability of such jurisdictions to attract and provide for tourists through maintaining a local workforce within the respective communities; and

WHEREAS, municipalities, such as the Town, counties, and the State of South Carolina would be better served by allowing municipalities and counties to use accommodation and hospitality tax funds for workforce housing initiatives; and

WHEREAS, Section 12-6-3795(B)(5)(b) of the South Carolina Code of Laws currently states that the total amount of all South Carolina housing tax credits that may be allocated in any calendar year must not exceed twenty million dollars, plus the total of all unallocated tax credits, if any, for any preceding years, and the total amount of any previously allocated tax credits that have been recaptured, revoked, canceled, or otherwise recovered but not otherwise reallocated; and

WHEREAS, this annual appropriation is insufficient to meet the current needs of South Carolina's workforce who are unable to obtain appropriately priced housing; and

WHEREAS, in order to better meet the needs of these citizens, this figure

¹ <https://www.hiltonheadislandsc.gov/news/news.cfm?NewsID=1772>

should be increased from up to twenty million dollars annually to up to forty million dollars annually; and

WHEREAS, the Town Council now desires to call upon its elected state representatives to urge the South Carolina General Assembly to amend Section 6-4-5, et seq., and Sections 6-1-700 through 770 of the South Carolina Code of Laws governing accommodation and hospitality taxes to authorize municipalities and counties to use such tax funds for workforce housing purposes, and to amend Section 12-6-3795(B)(5)(b) of the South Carolina Code of Laws to provide up to forty million dollars annually towards housing tax credits.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Councilmembers of the Town of Hilton Head Island, in Council assembled, that the Town calls upon its elected state representatives to urge the South Carolina General Assembly to amend the aforementioned laws governing accommodations and hospitality tax funds to include workforce housing initiatives as an authorized use of such tax funds by municipalities and counties, and to amend the aforementioned laws to provide up to forty million dollars annually towards housing tax credits.

THIS RESOLUTION SHALL BE EFFECTIVE IMMEDIATELY UPON ITS ADOPTION.

MOVED, APPROVED, AND ADOPTED ON THIS _____ DAY OF _____, 2022.

John J. McCann, Mayor

ATTEST:

Krista M. Wiedmeyer, Town Clerk

APPROVED AS TO FORM

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Josh Gruber, *Deputy Town Manager*
VIA: Marc Orlando, *Town Manager*
CC:
DATE: October 24, 2022
SUBJECT: Beaufort County – Town of Hilton Head Island Impact Fees

RECOMMENDATION:

The Finance and Administration Committee recommends Town Council authorize the Town Manager to enter into an Intergovernmental Agreement (IGA) with Beaufort County for the continued collection of Library and Transportation Impact Fees. This authorization would be provided with the understanding that the County would levy and assess the applicable impact fees and that the Town would agree that it would not issue any applicable development permits that may be required unless it has first been provided with a receipt demonstrating appropriate payment to Beaufort County of these fees.

Additionally, the Finance and Administration Committee (Committee) recommends in lieu of continuing discussions with Beaufort County pertaining to the collection of parks and recreation impact fees, that the Committee recommend to Town Council that it focus its efforts on the transfer of certain parcels from Beaufort County to the Town that, if successfully accomplished, would eliminate the need for an IGA with Beaufort County for the collection of parks and recreation impact fees.

The Committee met on July 19, 2022 and voted unanimously to recommend to Town Council that it authorize the Town Manager to enter into an IGA with Beaufort County for the continued collection of the Library and Transportation Impact Fees. The Committee also voted unanimously to recommend to Town Council in lieu of continuing discussions about the collection of the Parks and Recreation Impact Fees with Beaufort County, the Town focus its efforts on the transfer of certain parcels from the County to the Town.

BACKGROUND:

Beaufort County adopted Ordinance Number 2006-24 which provided for the imposition and collection of development impact fees in the areas of libraries, parks and recreation, and transportation. Because the service area for these impact fees included the incorporated areas of Hilton Head Island, it was necessary for the Town and the County

to enter an IGA for the Town to collect these fees on the County's behalf and to describe how these collected funds would be distributed and/or utilized. This Agreement was memorialized by the County and the Town via its mutual adoption of Ordinance 2007-19 a copy of which is attached as Attachment 3.

The South Carolina Development Impact Fee Act requires that periodic updates be made to the calculation of a local government's development impact fees to remain compliant with the intent of the Act. Beaufort County undertook an update of its impact fees in 2019 and produced a report from Tischler Bise, a copy of which is attached as Attachment 4 that reviewed the need for additional capacity improvements relative to growth expectations and recalculated the various impacts for each of the County's different service areas.

For the County's impact fees to be collected within the municipal limits of the Town, it is necessary that the County and the Town enter an IGA that will outline the roles and responsibilities of each entity as it pertains to the collection of these fees. An analysis of recommendations in this regard pertaining to each of the development impact fees that are currently being collected are outlined below.

Library Impact Fees

The Town collects library impacts fees on behalf of Beaufort County via its existing IGA. If the staff recommendations are ultimately adopted by the Town Council, then the Town would no longer collect this impact fee on the County's behalf. Rather, it would agree that it would not issue any applicable development permits unless it has been provided with proof of payment to the County of this impact fee. Currently, the amounts collected for library impact fees are \$553 per new single family residential housing unit and \$553 per new multifamily housing unit. Under the new calculations contained within the Tischler Bise study, the County would collect a range of \$151 per new single family and multifamily residential housing unit of 1,000 square feet or less to \$417 per new single family and multifamily residential housing unit of 4,001 square feet or more. This would result in a reduced impact fee of anywhere from \$402 to \$136 respectively.

Parks and Recreation Impact Fees

Currently, the Town collects parks and recreation fees on behalf of Beaufort County in the amount of \$671 per each new single family and new multifamily unit. However, under the terms of its existing IGA, the County has authorized the Town to retain the funds that it collects in this area and to expend them directly for the capital improvement of parks located exclusively on Hilton Head Island. During our most recent rounds of discussions with the County, they expressed concern that this relationship may not be allowed under a strict interpretation of the language contained within the South Carolina Development Impact Fee Act. Because of this, the County indicated that an update of this Agreement would require that all parks and recreation impact fees that are collected within the "South of the Broad" service area, would need to be remitted to

the County for expenditure on all parks and recreation capital improvement projects that are identified within that service area.

Staff identified potential concerns regarding the application of language in this manner in that it may be detrimental to ensuring funding for the improvement of parks that are located exclusively on Hilton Head Island. To potentially address this concern, Town staff has been discussing the possibility of obtaining ownership of all park properties located on Hilton Head Island that are currently owned by the County. These discussions have been met with favorable responses. Therefore, it is staff's recommendation that the Town focus its efforts on achieving the transfer of these properties to the Town's ownership. If the properties should be successfully transferred to the Town, then the Town would have the option of considering its own parks and recreation impact fee, exclusive of any involvement with Beaufort County, that could be dedicated to the support of only those park properties that are located on Hilton Head Island.

Transportation Impact Fees

Currently, the Town collects its own municipal transportation impact fee as well as collecting a transportation impact fee on behalf of Beaufort County. The fees that it collects on behalf of Beaufort County are outlined in a sliding scale that varies based upon the type of development that is occurring and in terms of residential development, the size of a particular building that is being constructed. These amounts range from \$356 per 1,000 square feet of industrial space to \$4,314 per 1,000 square feet of retail space and from \$1,471 for single family and multifamily units of 1,500 square feet or less to \$2,095 for single family and multifamily units of 1,501 square feet or more.

Because the Town collected its own transportation impact fee to be used exclusively for projects located on Hilton Head Island, the existing IGA with the County allowed the Town to collect a reduced amount of the County's calculated impact fee based upon the understanding that Hilton Head Island only generated 38% of the region's road network trips. The County has indicated that it has the same concerns regarding this arrangement as it does with the parks and recreation impact fees due to their interpretation of the South Carolina Development Impact Fee Act. Because of this, the County is not agreeable to continuing this discount within an updated IGA.

Additionally, the Town, as well as most other municipalities within Beaufort County, expressed concerns regarding the scope and number of projects that were contained within the capital improvement projects list that the County utilized when preparing the updated transportation impact fee study. These concerns caused the County to incorporate transportation capital improvement projects lists currently adopted by municipalities within their study and to recalculate the proposed impact fee as a result. A copy of the projects specific to the "South of Broad" service area is attached as Attachment 5.

This recalculation resulted in a proposed adjustment to transportation impact fees from the amounts currently collected above, to a new range of \$794 per 1,000 square feet of industrial space to \$3,962 per 1,000 square feet of retail space and from \$1,223 for single family and multifamily units of 1,000 square feet or less to \$3,398 for single family and multifamily units of 4,001 square feet or more. When added to all other proposed impact fees to be collected both within the Town of Hilton Head Island and within the entire “South of Broad” service area, the total amount of development impact fees to be collected become quite significant.

○ **Preliminary Maximum Supportable Fees**

South of the Broad									
Development Type	Parks & Recreation	Library	EMS	Transportation	Fire [1]	Maximum Supportable Fee	Current Dev. Impact Fee Total	Increase/ (Decrease)	
Residential Fee by Housing Size (square feet)									
1,000 or less	\$282	\$151	\$95	\$1,223	\$477	\$2,228	\$3,176	(\$948)	
1,001 to 1,250	\$353	\$189	\$118	\$1,529	\$600	\$2,789	\$3,176	(\$387)	
1,251 to 1,500	\$423	\$227	\$138	\$1,801	\$715	\$3,304	\$3,176	\$128	
1,501 to 1,750	\$470	\$252	\$155	\$2,039	\$791	\$3,707	\$3,799	(\$92)	
1,751 to 2,000	\$517	\$278	\$169	\$2,242	\$877	\$4,083	\$3,799	\$284	
2,001 to 2,500	\$588	\$316	\$193	\$2,548	\$991	\$4,636	\$3,799	\$837	
2,501 to 3,000	\$658	\$353	\$213	\$2,820	\$1,115	\$5,159	\$3,799	\$1,360	
3,001 to 3,500	\$705	\$379	\$230	\$3,024	\$1,191	\$5,529	\$3,799	\$1,730	
3,501 or 4,000	\$752	\$404	\$245	\$3,228	\$1,267	\$5,896	\$3,799	\$2,097	
4,001 or more	\$776	\$417	\$258	\$3,398	\$1,315	\$6,164	\$3,799	\$2,365	
Nonresidential (per 1,000 square feet)									
Retail	\$0	\$0	\$373	\$3,962	\$1,191	\$5,526	\$4,795	\$731	
Office/Services	\$0	\$0	\$127	\$1,969	\$743	\$2,839	\$2,834	\$6	
Industrial	\$0	\$0	\$51	\$794	\$372	\$1,217	\$837	\$380	
Institutional	\$0	\$0	\$139	\$1,834	\$810	\$2,783	\$4,012	(\$1,228)	

Note: the current fee listed is the average of the fees for the current service areas south of the Broad River. Some existing fees are based on housing type, so for comparison, a multifamily unit is assumed to be 1,500 square feet and less.

[1] The nonresidential Fire Development Impact Fee is based on fire hazard level. The complexity of fire safety is determined case by case, so for illustrative purposes the nonresidential fee listed is based on EDUs per 1,000 square feet.

The Town of Hilton Head Island would not be included within the service area for either the EMS or Fire impact fees that are identified above.

Because the County is no longer willing to provide a discount on the transportation impact fees that are collected for system improvements located off of Hilton Head Island, and because of the potentially significant amount that would need to be collected for all transportation capital improvement projects located in the “South of Broad” service area, staff suggests that the Town not extend its current IGA with Beaufort County as it pertains to transportation impact fees. Rather, the Town should consider entering a new IGA wherein it would agree that it would not issue any applicable development permits until it has been provided with satisfactory proof that Beaufort County’s impact fees have been collected directly by the County.

Currently, this same arrangement is being discussed for adoption by the Town of Bluffton in response to some of the same concerns that have been expressed by the Town of Hilton Head Island.

SUMMARY:

Based upon a substantial number of joint impact fee discussions that have occurred over the last several years, and the County's need to update their impact fees or risk potentially losing the ability to lawfully collect them, the Town should consider entering an Intergovernmental Agreement with Beaufort County that would provide that the Town would agree not to issue any development permits until it has been provided with satisfactory proof that the County's applicable library and transportation impact fees have been collected directly by Beaufort County. Additionally, the Town will focus its efforts on obtaining title to the parks and recreation properties owned by Beaufort County and located on Hilton Head Island to eliminate the need for a Beaufort County parks and recreation impact fee agreement.

ATTACHMENTS:

1. Resolution
2. Intergovernmental Agreement
3. Ordinance 2007-19
4. Tischler Bise 2019 Impact Fee Report
5. South of the Broad Service Area projects

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, AUTHORIZING THE EXECUTION AND DELIVERY OF AN INTERGOVERNMENTAL AGREEMENT REGARDING ROAD IMPACT FEES AND LIBRARY IMPACT FEES BY AND BETWEEN BEAUFORT COUNTY, SOUTH CAROLINA AND THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

WHEREAS, The Town of Hilton Head Island, South Carolina, has negotiated a propose Intergovernmental Agreement with Beaufort County, South Carolina, regarding the imposition, collection and use of Road Impact Fees and Library Impact Fees; and

WHEREAS, The Town Council of the Town of Hilton Head Island, South Carolina has determined that it is in the best interests of the citizens and residents of the Town of Hilton Head Island, South Carolina, to authorize the execution and delivery of the proposed Intergovernmental Agreement, as set forth below.

NOW THEREFORE, BE IT RESOLVED AND IT HEREBY IS RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA:

1. The Mayor is hereby authorized to execute the “Intergovernmental Agreement Between Beaufort County and The Town of Hilton Head Island (Library & Roads Development Impact Fee),” in a form and substance similar to the document attached hereto as Exhibit “A.”

**MOVED, APPROVED AND ADOPTED BY THE TOWN COUNCIL THIS
____ DAY OF NOVEMBER, 2022.**

John J. McCann, Mayor

ATTEST:

Krista M. Wiedmeyer, Town Clerk

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____

EXHIBIT "A" TO RESOLUTION 2022-____

**INTERGOVERNMENTAL AGREEMENT BETWEEN
BEAUFORT COUNTY AND THE TOWN OF HILTON HEAD ISLAND**

(Library & Roads Development Impact Fee)

THIS AGREEMENT is made and entered into this ____ day of _____, 20__ , by and between BEAUFORT COUNTY, SOUTH CAROLINA (“County”), a political subdivision of the State of South Carolina, and the TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA (“Town”), a South Carolina municipal corporation, for the purpose of collecting certain development impact fees.

RECITALS

WHEREAS, the South Carolina Legislature has adopted the South Carolina Development Impact Fee Act, codified at S.C. Code §§ 6-1-910 et seq. (hereinafter the “Act”), which enables local governments to enact and impose development impact fees for public facilities including Libraries and Public Roads, in accordance with the Act’s provisions, procedures, and requirements; and

WHEREAS, pursuant to the Act, the County directed the preparation of a technical support study entitled the Capital Improvement Plan and Development Impact Fee Study, prepared by Tischler Bise, dated July 18, 2020 (collectively, with all addendums, attachments and exhibits thereto, the “Study”), a copy of which has been reviewed and accepted by the parties and is expressly incorporated herein by reference and made an integral part hereof; and

WHEREAS, the Study demonstrates that as a result of projected land uses, densities, intensities, and population growth estimates over the next 10 years within the Southern portions of Beaufort County and the Town of Hilton Head Island (the “Service Area”), there will be a need for Libraries and Public Roads (the “Facilities”) to support such projected new growth and development within the Service Area and to maintain reasonable level of service standards; and

WHEREAS, the Study establishes a reasonable level of service standard, land use assumptions, methodologies, affordable housing metrics, service units, system improvement costs, and formulas for determining the impacts of new residential development in the Service Area, and delineates the maximum amount of fees related to the Facilities to be imposed thereon; and

WHEREAS, pursuant to the Study, which includes a capital improvements plan (the “Capital Improvements Plan”), significant improvements to the Facilities have been identified; and

WHEREAS, in accordance with the Act, the Beaufort County Planning Commission recommended the acceptance of the Study, including the Capital Improvements Plan and impact fees by service unit, and prepared a draft impact fee ordinance for consideration by the Beaufort County Council, as the governing body of the County (the “County Council”); and

WHEREAS, in accordance with the Act, the County Council enacted the proposed ordinance (Ordinance 2022/___ dated _____, 2022) (the “2022 Ordinance”), the provisions of which authorized the imposition of development impact fees related to the Facilities (the “Development Impact Fee”); and

WHEREAS, pursuant to the Act, the County has adopted the Impact Fee Procedures Ordinance, which is now codified at Section 82-21 et seq. of the County’s code of ordinances (the “Procedures Ordinance”); and

WHEREAS, under the Ordinance and the Procedures Ordinance, the County desires and intends to uniformly impose and collect the Development Impact Fee within the Town and the Service Area for the benefit of the County and the Town; and

WHEREAS, the parties agree that this Agreement is authorized by and delivered in accordance with S.C. Code Ann. §§ 6-1-20, 4-9-40, and 4-9-41 and this Agreement shall serve as the Town’s written consent to the County’s imposition and collection of such Development Impact Fee within the corporate limits of the Town; and

WHEREAS, the Agreement, upon its execution by the parties, shall be on file with the Clerk to the County Council and the Town Clerk of the Town of Hilton Head Island.

NOW, THEREFORE, the parties to this Agreement do agree as follows:

SECTION 1. Title; Recitals.

(1) Title.

This Intergovernmental Agreement Between Beaufort County and the Town of Hilton Head Island for the collection of Library and Public Roads Development Impact Fees shall be referred to as the “Agreement” and references to “the Agreement” in the Recitals above shall mean this Agreement.

(2) Recitals.

The parties ratify and confirm the recitals set forth above, and determine that the above recitals, as well as any exhibits or attachments to this Agreement, are hereby incorporated herein and made an essential part hereof.

SECTION 2. Purpose and Intent

The purpose of this Agreement is to ensure:

- (1) The Development Impact Fee is imposed and collected on all new residential and commercial development within the Service Area, including new development within the Town of Hilton Head Island in the same manner as the Development Impact Fee is collected within the Service Area, whether incorporated or unincorporated; and
- (2) That upon the collection of any Development Impact Fee, the County deposits such Development Impact Fee into one or more segregated, interest-bearing Development Impact Fee trust account, in accordance with the Act, the Ordinance and Procedures Ordinance, and this Agreement; and
- (3) The provisions of the Ordinance and Procedures Ordinance, as in effect as of the date of this Agreement, are fully incorporated herein. Any amendments or modifications to the Ordinance or the Procedures Ordinance occurring after the execution and delivery of this Agreement shall be inapplicable within the Town during the term of this Agreement unless otherwise agreed in writing through a supplement to this Agreement. Particularly, the County acknowledges its intention to conform to the procedures regarding affordable housing units in Section 82-33(b)(3) of the Procedures Ordinance and

the County expressly manifests its intent to continue funding the Beaufort County Affordable Housing Fund under Section 82-33(b)(5) during the entire term of this Agreement; and

(4) If the County fails to expend the collected Development Impact Fees within the time limits established by state law and the impact fee procedures in Section 82-21 et seq. of the County Code, the unspent fees shall be refunded by the County in accordance with the Act.

SECTION 3. References to County Ordinances

This Agreement is in furtherance of the implementation of the Ordinance and the Procedures Ordinance. Any amendments to these aforementioned ordinances or to the Capital Improvement Plan shall not impact, affect, or operate as an amendment or modification of the terms of this Agreement absent the express written agreement of the Town. Notwithstanding the foregoing and as contemplated by the Act and the Study, the parties agree that the amount of the Development Impact Fee may be adjusted annually on July 1st of each year of this Agreement to reflect the effects of inflation on the system improvement costs using the Construction Cost Index calculated by the Engineering News Record (ENR) for the most recent month for which such figures are available.

SECTION 4. Duration, Extension, and Termination of Agreement

(1) Duration and Extension of Agreement

The Agreement shall remain effective from the date of its execution by the Parties for a period of not less than 10 years, unless it is earlier terminated in accordance with this Agreement. If not terminated prior to or at the end of the 10-year period, it shall continue in effect on a year-to-year basis. Upon termination of the Development Impact Fee, this Agreement shall automatically terminate.

(2) Termination of Agreement

(a) This Agreement shall automatically terminate upon the repeal of the Ordinance by the County Council or the invalidation of the Ordinance by a court of competent jurisdiction, save and except the provisions of Section 7(8) of this Agreement regarding the refund of any collected Development Impact Fees to the appropriate owner of record.

(b) The Agreement may be terminated prior to the expiration of the 10-year period set forth in (1) by written notice of either party hereto within 180 days of the end of the initial term of this Agreement or any subsequent annual renewal under Section 4(1).

(c) The Agreement may be terminated by either party in the event of a material breach of the terms of this Agreement; provided, however, that the defaulting party shall have the opportunity to cure any such default within ninety (90) calendar days after the non-defaulting party provides written notice of default to the defaulting party and the defaulting party is provided an opportunity to be heard at one public hearing to be held by the governing body of the non-defaulting party upon not less than 10 days public notice, as submitted to a newspaper of general circulation in the County and directly to the defaulting party. If such default is not cured (or substantial efforts are not undertaken to cure) within the ninety (90) day period, the non-defaulting Party shall have the right to immediately terminate this Agreement.

SECTION 5. Amendments to the Agreement

The Agreement may be amended only by the mutual consent of the parties and in the same manner as its original adoption.

SECTION 6. Responsibilities of the Town

(1) The Town shall not issue a building permit for any new development to which a Development Impact Fee is applicable unless the applicant can provide written evidence that (i) all Development Impact Fees have been paid in full to the County by the applicant, or (ii) the applicant has received from the County a credit or an allocation in accordance with the Procedures Ordinance or other allowable and approved reason under the Act, such as making an applicable "System Improvement" to areas under such terms as is defined in the Act. As required by Section 7 below, the County shall timely determine and calculate all Development Impact Fees due and owing, and, upon confirmation of payment thereof the County shall provide a written receipt to the fee payor.

(2) The Town shall assist the County, as needed and upon written request, in determining if a proposed development qualifies for a credit or an allocation pursuant to the Act, the Ordinance, the Procedures Ordinance, and/or the terms this Agreement.

The Town shall promptly notify the County if and when, before vertical construction begins, a building permit expires, is revoked, or is terminated. Notice shall be in writing and identify the applicant's name, permit number, property address, parcel map number, and the date the building permit became null and void.

SECTION 7. Responsibilities of the County

(1) The County shall be responsible for the calculation, control, receipt, and collection of the Development Impact Fee from all new development to which a Development Impact Fee is applicable in accordance with the Act, the Ordinance, and the Procedures Ordinance, within the Town's municipal limits or as they may be changed from time to time by annexation or other action of the Town Council.

(2) The County and the Town expressly agree that the Town assumes no responsibility for the assessment, collection, usage, or refunding of the Development Impact.

(3) The amount of the Development Impact Fee shall be based upon the fee schedule in effect at the time of building permit application, as established by the Ordinance.

(4) Within five (5) business days of a request by any applicant, the County shall determine the Development Impact Fees associated with any development that is subject to the imposition of Development Impact. Upon determination of the Development Impact Fee amount and the payment and collection thereof, the County, upon confirmation, clearing and deposit of the full Development Impact Fees then due, shall issue a paid receipt to the applicant. The applicant shall present such receipt to the Town prior to the issuance of a building permit by the Town.

(5) All Development Impact Fee funds collected by the County for the Facilities shall be deposited into a segregated interest-bearing account and subject to appropriate accounting controls and required reporting requirements under the Act. Such funds shall be restricted in their appropriation and used in accordance with the Ordinance, the Capital Improvements Plan, the Procedures Ordinance and the Act. All interest earned and accruing to the account shall become funds of the account, subject to the same

limitations and restrictions on use and expenditure of funds that are applicable to Development Impact Fee funds under the Act.

(6) On an annual basis and no later than May 1st of each year, representatives of the County shall meet with representatives of the Town to discuss projects and prioritize expenditures under the Capital Improvement Plan for the upcoming fiscal year. Consistent with Section 2(4) above, the parties shall ensure that an appropriate amount of the Development Impact Fees are being applied toward Facilities and Capital improvements located within the incorporated limits of the Town.

(7) Within 180 days after the end of each prior fiscal year, the County shall prepare an annual financial report in accordance with the Act and the Procedures Ordinance and immediately provide the same to the Town upon completion.

(8) Any and all Development Impact Fee collected by the County that are not expended on projects included within the Capital Improvement Plan and within the time limits established by the Act, shall be refunded directly to the appropriate owner of record by the County and the County will advise the Town of any such refunds contemporaneously with the taking such refunding action.

(9) Other than inflationary adjustments to the Development Impact Fee under the Ordinance and absent the mutual written agreement of both the Town and the County, any amendments, changes, modifications, or revisions to the Capital Improvement Plan or the amount of the Development Impact Fee shall not be applicable within the Town during the pendency of this Agreement.

SECTION 8. Governing Law

This Agreement, and its interpretation and performance, shall be governed and construed by the applicable laws of the State of South Carolina, expressly including the Act.

SECTION 9. Conflict

To the extent of any conflict between other County ordinances and this Agreement, this Agreement shall be deemed to be controlling. This Agreement is not intended to amend or repeal any existing County or Town ordinances, and, absent a written amendment to this Agreement or a separate agreement between the Town and the County, any amendments to the Ordinance or the Procedures Ordinance during the pendency of this Agreement shall not be applicable within the incorporated limits of the Town. However, to the extent of any conflict between this Agreement and the Act, the Act shall be controlling in all cases.

SECTION 10. Cooperation Between and Among the Parties

The County and Town agree to cooperate with each other in all respects regarding the matters addressed in this Agreement.

SECTION 11. Severability

If any section, subsection, sentence, clause, phrase, or portion of this Agreement is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such section, subsection, sentence, clause, phrase, or portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of this Agreement.

SECTION 12. Effective Date

This Agreement shall become effective immediately on the date of approval by both parties; provided, however, that collection of the Development Impact Fees for new development within the Town shall begin on the first of the month following a 60-day public notice of the date this Agreement is entered into or the date on which the County's Development Impact Fee Ordinance is adopted whichever is later.

{Remainder of Page Intentionally Omitted. Signature Page(s) and Exhibit(s) to Follow.}

APPROVED this _____ day of _____, 20_____

BEAUFORT COUNTY

By: _____

Joseph F. Passiment, Chairman
Beaufort County Council

ATTEST:

Sarah Brock, Clerk to Council

APPROVED this _____ day of _____, 20_____

TOWN OF HILTON HEAD ISLAND

By: _____

John J. McCann, Mayor

ATTEST:

Krista Wiedmeyer, Town Clerk



TOWN OF HILTON HEAD ISLAND

Staff Report Memo

TO: Town Council
FROM: John Troyer, *Finance Director*
VIA: Marc Orlando, *Town Manager*
CC: Krista Wiedmeyer, *Town Clerk*
DATE: October 24, 2022
SUBJECT: Beaufort County Good Neighbor ARPA funds for the Town of Hilton Head Island

BACKGROUND:

Beaufort County has received American Rescue Plan Act (ARPA) funds. Part of the funding has been designated to “Good Neighbor” funds for each jurisdiction in the County. The Town of Hilton Head Island has been earmarked for \$500,000 five hundred thousand dollars for this initiative.

SUMMARY:

Finance and Administrative Committee recommends Town Council accept the funds and agree to use the funds in a manner as directed for other ARPA funds. The Town has already indicated its intent to participate in a regional housing trust fund. The initial participation will require funding from the Town. The Town has initiated the establishment of a new Community Development Corporation. The Community Development Corporation will require some seed operating funding. The Town has identified workforce housing as an issue that needs some attention.

Staff recommends:

1. Town Council accept and draw the “Good Neighbor” ARPA funds from Beaufort County.
2. The Town indicate its intent to use the funds in accordance with ARPA regulations for regional housing trust fund, Community Development Corporation, and workforce housing.

ATTACHMENTS:

1. Resolution

A RESOLUTION BY THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, APPROVING THE USE OF THE “GOOD NEIGHBOR” FUNDS FROM THE AMERICAN RESCUE PLAN ACT (ARPA) FOR BEAUFORT COUNTY TOWARD THE TOWN’S PARTICIPATION IN THE REGIONAL HOUSING TRUST FUND AND AS SEED FUNDING FOR THE TOAN’S NEW COMMUNITY DEVELOPMENT CORPORATION IN ACCORDANCE WITH FEDERAL GUIDELINES

WHEREAS, the American Rescue Plan Act (ARPA) provided federal funds for municipalities and jurisdictions in South Carolina including the Town of Hilton Head Island to mitigate the economic impact of the COVID virus on the economy; and

WHEREAS, The Town Council of the Town of Hilton Head Island adopted a plan for its allocation of the ARPA funds for a number of critical priorities and is in the process of executing those priorities; and

WHEREAS, Beaufort County has received its allocation of ARPA funds as well; and

WHEREAS, Beaufort County has allocated \$500,000 of its ARPA allocation to the Town of Hilton Head Island as part of its “Good Neighbor” ARPA allocation strategy; and

WHEREAS, the Town of Hilton Head Island has indicated its desire to participate in a regional housing trust initiative; and

WHEREAS, each participating jurisdiction entity has specific participation levels expected to share in the burden of investment in the housing efforts to benefit the region; and

WHEREAS, the contribution by the local jurisdictions to the regional

housing trust fund is an allowable use of the Town’s share of the “Good Neighbor” funds; and

WHEREAS, the initial deposit to the Regional Housing Trust Fund, seed funding for the Community Development Corporation and Workforce housing initiatives are all priorities of the Town Council; and

WHEREAS, these are all appropriate uses for the ARPA funds, and as such Town Council directs the funds; and

WHEREAS, Town Council now desires to let the Beaufort County Administration know the Town’s request to draw the funds and its intention to use in accordance with the ARPA guidelines.

NOW, THEREFORE, BE IT, AND IT HEREBY IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, THAT the Town Council hereby seeks to accept and draw the \$500,000 five hundred thousand “Good Neighbor” ARPA funds from Beaufort County, to indicate the Town’s intention to use the funds for the initial participation requirement of the regional housing trust, seed operating funds for the Town’s new Community Development Corporation, for workforce housing initiatives and for Island improvements in parks or beaches.

MOVED, APPROVED, AND ADOPTED ON THIS _____ DAY OF _____, 2022.

John J. McCann, Mayor

ATTEST:

Krista M. Wiedmeyer, Town Clerk

APPROVED AS TO FORM

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Missy Luick, *Community Planning Manager*
VIA: Marc Orlando, *Town Manager*
VIA: Shawn Colin, *Assistant Town Manager-Community Development*
DATE: October 24, 2022
SUBJECT: Workforce Housing Framework

RECOMMENDATION:

That Town Council consider the proposed Workforce Housing Framework and, if approved, authorize Staff to utilize the Framework to take steps toward implementation.

BACKGROUND:

In 2019, Town Council adopted the Workforce Housing Strategic Plan in an effort to move forward policy that is favorable to help the housing needs of the Island. It includes a set of recommendations that are designed to address current and future workforce housing needs within the Town of Hilton Head Island. As recommended in this plan, Town Council adopted amendments to the Town's Land Management Ordinance to create a Workforce Housing Program. This included incentives for the conversion of commercial square footage to residential units and a bonus density program for workforce housing units.

On February 22, 2022, Town Council held a special meeting where they discussed current housing initiatives and proposed next steps. This resulted in two primary efforts that led to the execution of an intergovernmental agreement for participation in the Beaufort Jasper Counties Regional Housing Trust Fund and the pursuit of a public private partnership to develop affordable/workforce housing on the Town-owned North End Post Office Tract. RFQ 2022-13 was released on April 1, 2022 seeking a Developer Partner. Since that time, an advisory committee has been formed to review the submittals and recommend a development partner.

An increased sense of urgency arose around this issue when an estimated 300 residents, most part of the Island's workforce, were issued eviction notices on August 12, 2022, giving residents one month to move out. The property owner was pursuing plans to redevelop the property. Many businesses have reported that they are struggling to find and keep their workforce, some reducing hours of operation and modifying days of business. In response to the rising concerns within the community and Town leadership, a special Town Council meeting was held on September 6, to discuss the status of current workforce housing initiatives.

On September 14th, Town Council held another meeting to discuss workforce housing. At this meeting Town Council directed Council Members David Ames and Tom Lennox to work with Town Manager, Marc Orlando, and staff to prepare a formal Workforce Housing Framework that would be brought before Town Council for consideration no later than November 1, 2022.

As a result of this, a two-day Housing Charrette was facilitated by MKSK Studios and Together Consulting in October where a multi-disciplinary team of housing stakeholders shared critical information about housing trends in the Town and reviewed major goals and strategies for a housing framework and to generated ideas for specific tactics. The Workforce Housing Framework included with this memo contains the results of this charette and outlines a housing framework structure based on four pillars that will support comprehensive sustainable housing strategies that identifies long-term solutions to address affordable workforce housing on Hilton Head Island. The pillars are Community, Planning, Management, and Revenue.

SUMMARY:

The Workforce Housing Framework includes four pillars that provide the structure to support a sustainable workforce housing strategy that will identify solutions to address workforce housing on Hilton head Island. The pillars are Community, Planning, Management, and Revenue. Each pillar has a goal, strategies and critical first steps necessary to accomplish the Framework's mission.

ATTACHMENTS:

1. Resolution
2. Workforce Housing Framework

TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA

RESOLUTION NO. _____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, APPROVING THE WORKFORCE HOUSING FRAMEWORK

WHEREAS, on November 5, 2019, Town Council accepted the Workforce Housing Strategic Plan prepared by Lisa Sturtevant & Associates, LLC and approved a policy framework for a workforce housing program on the Island; and

WHEREAS, on October 20, 2020, Town Council adopted Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan, which includes Housing Goals, Strategies, and Tactics; and

WHEREAS, on December 7, 2021, Town Council adopted the Town of Hilton Head Island Fiscal Year 2021-2022 Strategic Plan, which included strategic action items on housing initiatives; and

WHEREAS, on February 22, 2022, Town Council discussed an update on current housing initiatives and proposed next steps, which resulted in the advancement of initiatives related to sewer connections, home safety and repair, advancement of an RFQ for a workforce housing public-private partnership on town-owned property, formation of a development corporation and participation in a regional housing trust fund; and

WHEREAS, Town Council directed Council Members David Ames and Tom Lennox to work with the Town Manager, Marc Orlando, and his staff to prepare a formal Workforce Housing Framework that would be brought before Town Council for consideration no later than November 1, 2022; and

WHEREAS, to facilitate the creation of this Workforce Housing Framework, a two-day Housing Charrette was facilitated in October of 2022 with a multi-disciplinary team of housing stakeholders who came together to share critical information about housing trends within the Town, reviewed major goals and strategies for a housing framework, and generated ideas for specific tactics to be included within the Framework; and

WHEREAS, Town Council reviewed and discussed the proposed Workforce Housing Framework during a Workshop on October 25, 2022; and

WHEREAS, during the Workshop, four pillars were identified as forming the foundation of the Workforce Housing Framework that consisted of community, planning, management, and revenue; and

WHEREAS, within each of the pillars, goals and initial first steps were identified as being necessary to accomplish the Framework's mission; and

WHEREAS, the Workforce Housing Framework as presented represents a cumulation of input from the public and Town Council that if successfully implemented, will positively impact the workforce housing trends that are currently being seen on Hilton Head Island.

NOW, THEREFORE, BE IT, AND HEREBY IT IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA AS FOLLOWS:

- (1) The Town of Hilton Head Island Workforce Housing Framework is hereby adopted.
- (2) The Town Manager is hereby authorized and empowered to take such actions as may be necessary in order to develop, implement, and carry into action the strategies and tactics that have been identified within the adopted Workforce Housing Framework.

MOVED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND ON THIS ____ DAY OF _____, 2022.

THE TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA

John McCann, Mayor

ATTEST:

Krista Wiedmeyer, Town Clerk

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____



Finding Home

A WORKFORCE HOUSING FRAMEWORK

For the Town of Hilton Head Island, SC

November 1, 2022

COST to build v. Revenue
\$\$\$
Limited Land + Limited infrastr.
Capacity
Larger # of people create more demand
Where commit to afford.?







This moment ...

This is an important moment for the communities of our Island. We've experienced decades of strong growth and expanding prosperity. We're a destination for visitors, a community of choice for residents, and a strong market for businesses. By so many measures, Hilton Head Island is a strong island. But despite all this success, we're threatened by a growing trend.

Housing affordability in Hilton Head Island is rapidly declining and affecting all aspects of our community. This trend accelerated through the COVID-19 Pandemic and is actively threatening our families, our workforce, and our reputation as a complete community. Without some intervention, we'll all inherit the consequences.

But segments of our community are bearing the brunt. I worry about our working families, and those who aspire to raise children on the Island. I worry about our employers and their ability to find employees. But most of all, I worry about what we'll lose when we lose this first rung of the housing ladder. If we can make a difference, shouldn't we?

This Framework is a promise to do just that. As leaders, we can't sit by and watch these trends play out. The stakes are too high and the impacts too profound. If we're committed to the sustainability of our community, we're committed to housing affordability. We have a unique opportunity at this moment to take advantage of the community's alignment on the issue and invest in a multi-faceted program to address the challenge. The work ahead is complicated and difficult, but I'm confident in our community's ability to make change.

With warm regards,

John McCann, Mayor

ACKNOWLEDGMENTS

The Town of Hilton Head Island Workforce Housing Framework is the product of a collaborative effort between Town leadership, staff, and community members. The following is a list of key contributors.

Town Council

- » John McCann, Mayor
- » Bill Harkins, Mayor Pro-tem, Ward 2
- » Alex Brown, Ward 1
- » David Ames, Ward 3
- » Tamara Becker, Ward 4
- » Tom Lennox, Ward 5
- » Glenn Stanford, Ward 6

October 2022 Housing Charrette Participants

- » Cliff McMackin, Sea Pines Resort
- » Steve Birdwell, Sea Pines Resort
- » Tony Alfieri, RBC Capital Markets
- » Sarah Jones-Anderson, Greystone Affordable Development
- » Kumar Viswanathan, Asset Management Associates
- » Scott Wierman, Community Foundation of the Lowcountry
- » Risa Sreden Prince, Community Advocate
- » Tony Malagrino, University of South Carolina Beaufort
- » Brenda Dooley, Hilton Head Regional Habitat for Humanity
- » Mike Manesiotis, Hilton Head Long-Term Rentals
- » Eric Turpin, Native Island Business & Community Affairs Association
- » Jean Beck, Hilton Head Area REALTORS
- » John O'Toole, Beaufort County Economic Development Corporation
- » Meg James, Hilton Head Area Home Builders Assoc.
- » Stephanie Rossi, Lowcountry Council of Governments
- » Alan Wolf, SERG Restaurant Group
- » Brendan Reilley, Coastal Restaurants and Bars
- » Angela Childers, Beaufort Housing Authority
- » John DeRiggi, Putnam Atlantic Properties, LLC
- » Brian Esposito, Esposito Construction, Inc
- » Ray Deal, HHI-Bluffton Chamber of Commerce
- » Roselle Wilson, Native Island Business & Community Affairs Association
- » Jeffrey A. Ernico, Abom & Kutulakis, LLC

Town Staff

- » Marc Orlando, Town Manager
- » Shawn Colin, Assistant Town Manager - Community Development
- » Missy Luick, Community Planning Manager
- » Jennifer Ray, Capital Program Manager
- » Shea Farrar, Senior Planner
- » Nicté Barrientos, Assistant Planner - Economic Development
- » Ben Brown, Senior Advisor to the Town Manager

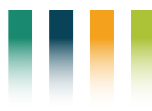
Consulting & Facilitation Team

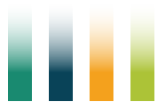
- » MKSK Studios
- » Together Consulting



CONTENTS

PART 1: SETTING THE STAGE	6
Our purpose	8
Workforce housing indicators	10
Previous work	12
The 2022 Housing Charrette	13
PART 2: THE WORKFORCE HOUSING FRAMEWORK	14
Structure	17
Our goal for workforce housing	18
Pillars	20





PART I: SETTING THE STAGE

OUR PURPOSE

Workforce housing affordability has been a growing challenge on Hilton Head Island. The trend accelerated through the last five years and the impacts are difficult to ignore. Now is the time for deliberate action. Otherwise, the Town will continue to lose its valuable share of workforce housing, home-by-home, or family-by-family. The Workforce Housing Framework is a commitment to preserve and expand workforce housing options on Hilton Head Island.

Community leadership, Town commitment, and staff support are critical for the successful implementation of the recommendations in this Framework. Furthermore, buy-in and commitment from these stakeholders and Town residents will be essential for substantive and lasting change. Over the past five years, there have been several housing plans, reports, and studies completed for the Town, including the 2019 Strategic Workforce Housing Plan, the Town’s 2020 Our Plan and most recently the focus on Strategic Workforce Housing in the 2022 Town’s Strategic Plan.

All these plans have pointed to the lack of workforce housing and its potential impact to the qualities of life and opportunity. Each identifies a growing housing crisis, lays out a series of strategies and recommendations, and in some cases, provides the number of units needed over the next 10 years. The 2019 Strategic Workforce Housing Plan indicated that housing on Hilton Head Island should target households with incomes between 30 and 80 percent of area median income (AMI) for rental housing and up to 100 percent of AMI for for-sale housing.

In this 2022 Workforce Housing Framework, the Town is committing to address workforce housing needs. This Framework is meant to complement existing plans by laying out critical first steps and strategies to address the growing demand for affordable housing. Housing affordability has been an important issue for the Town for many years, but never has there been such urgency. As the Town experiences more in-migration on the island post-COVID-19, along with an increase in short-term rentals (Airbnb, VRBO, etc), and competition for more housing units, working families are facing increasing competition for their homes and the valuable land underneath. .

The overarching goal of this Workforce Housing Framework is to provide the Town and municipal leaders with specific strategies and defined actionable tactics that address both the need for housing preservation and new production. The Workforce Housing Framework will serve as the foundational document pulling from the 2019 Strategic Workforce Housing Plan and the Town’s 2020 Our Plan to uplift specific strategies that can be prioritized and implemented over the next 24 months. The Framework is focused on four core Pillars: Community, Planning, Management, and Revenue, with the goal to outline key actions within each pillar to address the growing housing crisis.





Hilton Head Island is not alone in facing this urgency to address workforce housing.

Nationally, many communities are struggling to provide adequate workforce housing that aligns with the socio-economic make-up of their workforce. The increased demand for housing on the Island has put significant pressure on existing properties. Several older apartment communities and individual single-family homes are at risk of being absorbed by investors for renovation into higher-end housing and/or short-term rentals. These units are referred to as “Naturally Occurring Affordable Housing” or NOAH. They are housing communities that have traditionally been naturally affordable but not government subsidized or restricted, making them fair game to open market investors to repurpose into higher-end housing to meet growing demand for market rate housing.

The recent issue with Chimney Cove Village is an example of growing friction in the housing market.

The potential acquisition of this property and displacement of 300 tenants would have been devastating for the working families that live at Chimney Cove and for the entire Island with the loss of one of the few affordable rental communities. Business owners and employers have already indicated difficulty in recruiting and retaining employees to the Island, citing housing affordability as a key factor. This situation, along with the growing demand for new units to meet population and workforce growth as outlined in the 2019 Strategic Workforce Housing Plan, has accelerated the Town’s urgency to define immediate actionable strategies to support the production and preservation of workforce housing on the Island. The 2022 Workforce Housing Framework analyzes key recommendations in the Town’s previous plans and best practice models from other similar communities to provide a foundation for action. The goal of the framework is to build off these plans, define a specific toolbox of strategies, and lay out first steps toward addressing the immediate housing crisis.



Source: Island Packet

A catalyst for change: The Chimney Cove Village planned evictions

In mid-August eviction notices were issued to roughly 300 residents of the Chimney Cove Village apartment complex on Hilton Head Island. Residents were given 30 days notice before their leases would end early and the complex sold to a developer. Most of the residents work on the Island, with 100 children also living in the complex.

The apartments are some of the few affordable units on the island, making re-housing difficult. Resident Edolena Baelon worried about where she would go, saying “when my 7 year-old asked where we are going, I said I didn’t know” (Island Packet).

Eviction notices were rescinded on August 31st, but the ordeal left the Town and its residents shaken. Mayor John McCann issued a statement assuring the Town’s commitment to being part of the solution, and the Town Council called a special meeting to address the evictions and collaborate with community stakeholders on solutions.

This is one example of a housing crisis trend on the Island. A 2018 housing options assessment on Hilton Head Island showed that the fastest-growing income brackets were those making more than \$150,000 annually, and those making less than \$25,000. Those higher-income households have the potential to push rent up, displacing hundreds of island workers if no intervention is taken. This could come in the way of developing more affordable units, or protecting the Island’s naturally occurring affordable housing.

WORKFORCE HOUSING INDICATORS

Recent plans and studies specific to the Island and the region have revealed stark trends with the Town’s housing environment. The data points to decreasing affordability for workforce housing and a host of secondary impacts affecting families, workers, and the community’s broader quality of life. This section presents that case and additional information with respect to the specific conditions and trends on Hilton Head Island, and quotes key findings from the 2019 Workforce Housing Strategic Plan.

Population growth has slowed, but housing demand is pushing all time highs. After decades of tremendous growth, the Island’s population increase

slowed down dramatically between 2010 and 2020. With a rate of change of just 1.2 percent, the Island’s permanent population has plateaued at just under 40,000 residents. But with strong regional growth – including a 20 percent increase for surrounding counties – the demand for housing in the Lowcountry remains very strong. The slowdown in population growth on the Island is not about preference to live

elsewhere; it points to an inability by the Town to add housing. This, coupled with record demand, continues to drive prices higher.

In recent years, the fastest growing income groups on Hilton Head Island have been those with incomes below \$25,000 and those with incomes of \$150,000 and above. The community has experienced a fairly significant hollowing out of middle-income households which has important implications for housing. Higher-income households can put upward pressure on prices and rents, putting housing further out of reach of those with more modest incomes.

Working households have an increasingly hard time finding housing they can afford. For example, there are an estimated 5,000 workers on Hilton Head Island in the Accommodation & Food Services industry. The

median wage for workers in this sector is \$22,622 annually. A single person earning this wage could afford rent of no more than \$566 per month. A couple (e.g., married couple or two roommates) could afford rent of no more than \$1,132 per month; they could afford to purchase a home priced at no more than about \$158,000.

There is already a significant housing affordability challenge among current Hilton Head Island residents. About 40 percent of all Hilton Head Island households—including 37 percent of homeowners and nearly half of renters—are housing cost burdened, spending 30 percent or more of their income each month on housing costs. When individuals and families spend a disproportionately high share of their income on housing, there can be too little left over for other necessities, including food, health care, transportation, and clothing. There is also less left over to spend on goods and services in the local economy.

Population Change

(2010 - 20)

+1%

Permanent resident growth has plateaued, regional growth intensifying

Affordable Rent

\$566

For a 1-person household working in accommodation & food service, of which there are more than 5,000 employees on the Island





Many people working on Hilton Head Island commute from elsewhere in Beaufort County and beyond. More than 14,000 workers commute onto the Island each day for work, with the number of in-commuters rising steadily each year. People who work on Hilton Head Island commute longer distances than those commuting to either the Town of Bluffton or City of Beaufort. About 17 percent of workers on Hilton Head Island—or nearly 4,400 workers—commute 50 miles or more each way to get to work. On their way into and home from Hilton Head Island, those commuters will pass by growing areas in Bluffton, Hardeeville, Port Royal and other communities where employment opportunities are expanding. More job options in other parts of the county will make it less attractive for workers to continue to commute onto Hilton Head Island to work.

Hilton Head Island is increasingly competing with Bluffton and other communities for workers. Many of these workers have wages that, while competitive for the industry, are at levels that make it very challenging to find affordable housing on Hilton Head Island.

Hilton Head Island’s housing market is atypical as it includes a significant number of housing units that are occupied on a seasonal basis. About half of the Island’s nearly 34,000 housing units are defined

as “vacant” without a year-round occupant. In a recent study to better understand the proliferation of short-term rental units on the Island, more than 10,000 properties were identified. The revenue potential of this service is significant and adds to the upward pull of property values.

Est. Short Term Rentals

10k

Roughly one third of the Island’s housing stock

If you’d like to learn more, please reference the Town’s recent studies on the topic. The Workforce Housing Strategic Plan, in particular, was adopted in 2019, and includes a deep accounting of the community’s housing product, market segments, affordability, and other critical data.

A regional challenge; growing regional cooperation

Housing in-affordability is a growing phenomenon in the South and in South Carolina, as many households post-pandemic have gained flexibility in where they live and work, and northern communities have sought a different way of life in the coastal communities like South Carolina and Florida. South Carolina is one of the top five states with the highest number of in-migration. Communities like Charleston, Greenville, and coastal resort areas like Hilton Head Island have seen the highest growth in SC. According to the 2021 National Van Lines Moving Study, when the reason for moving is “cost of living,” “retirement,” or “lifestyle change,” the state of South Carolina ranks 1, 2, and 6, respectively, when considering in-bound moves across all 50 states.

Unlike other communities in South Carolina, however, available and developable land in Hilton Head Island is scarce. Unique design standards, environmental, and conservation policies that make Hilton Head Island such a desirable place to live also create barriers to certain types of development options. Continued increases in construction and labor costs nationally and the unique development requirements of the Island have further increased the cost of housing production.

The Town is actively aligning with regional housing strategies to address the challenge in concert with surrounding communities. The Beaufort County Housing Trust Fund was officially launched in the fall of 2022 as a response to County’s shared issues around growing in-affordability. Joining seven other cities and towns on the mainland and the County, the fund is expected to generate more than \$10 million in the next decade to fund regional workforce housing projects and initiatives. This unique coalition reflects the shared nature of the housing challenges around the Lowcountry and is one of the first regional entities in the Southeast.

PREVIOUS WORK

The Housing Framework is the product a long discussion in the community spanning several years. The following presents a timeline of this work and a summary of the specific policies and programs enacted by the Town to date.

Recent Housing Plans & Initiatives

YEAR	PLAN / INITIATIVE
2019	Adoption of Workforce Housing Strategic Plan
2020	Adoption of Commercial Conversion Workforce Housing Incentive Conversion of existing non-residential square footage to residential units Adoption of Our Plan, a comprehensive plan for the Town
2021	Adoption of Density Bonus Workforce Housing Incentive; additional density provided in exchange for Workforce Housing units Dedicated American Rescue Plan Funds for Housing Initiatives Assessment of Regional Housing Trust Fund Participation Adoption of Town's Strategic Action Plan
2022	Authorized RFQ for Public Private Partnership for affordable workforce housing on Town property Launched Sewer Connection Program Launched Home Safety & Repair Program Executed an Agreement to participate in the Regional Housing Trust Fund Directed by the Mayor, Councilmen Ames and Lennox were charged with bringing a Workforce Housing Framework to Town Council by November 1 Workforce Housing Framework Charrette

Setting priorities for housing

Solutions for workforce housing should be designed to respect the Town's unique natural and cultural resources.

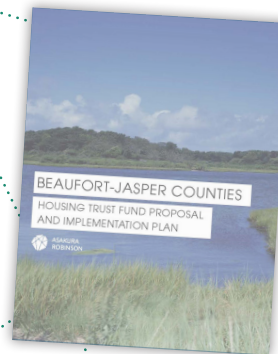


Establishing a broad policy

The Comprehensive Plan is foundational to directing the Town's focus and parameters for initiatives that affect the Island community now and into the future. The plan was built from robust community engagement.

A regional strategy

The Town performed an assessment process leading to development of a Regional Housing Trust Fund Proposal and Implementation Plan and agreement. The Town formally joined the coalition in the fall of 2022.



Strategic direction

A plan to implement American Rescue Plan funding appropriation and assess creation of Regional Housing Trust Fund.



2022 HOUSING CHARRETTE

Town Staff convened a multi-disciplinary team of housing stakeholders to participate in a two-day charrette in October of 2022. The purpose of the meeting was to share critical information about housing trends, test and refine major directional statements of the Framework (including goals and strategies), and generate ideas for specific tactics. After over ten hours of facilitated conversation, the team affirmed major components of the Framework, advancing the strategy to Town Council for adoption.

The 35 participants at the charrette represent a broad cross-section of public, private, and philanthropic groups with a focus or interest in the Town's housing affordability challenges. These individuals capture the complexities of the housing challenge on Hilton Head Island, both in terms of their professional experience and their personal expertise. The conversation was impassioned and fruitful. A full list of participants is provided in the document acknowledgments inside the front cover.

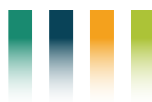
Participants

35

Leaders from around the Island volunteered 10 hours to the Housing Charrette

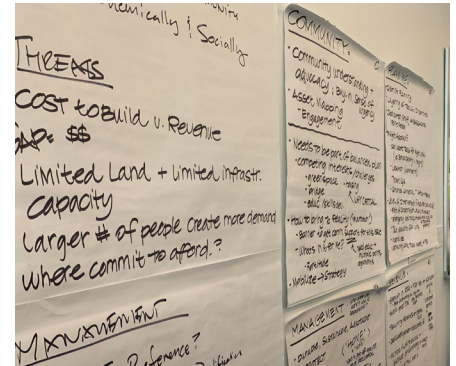
Major themes and outcomes from the charrette included:

- » Participants approved the broad goal for housing and the pillar-by-pillar goals and high-level strategies. The group discussed each of these statements in turn, providing feedback, reactions, and small refinements.
- » Communication, messaging, and calls to action are as important as the actions themselves. If the community is unaware of the consequences of inaction, they are very unlikely to support the funding and execution of future actions.
- » The messaging should come from a “large boat” group of community leaders who are trusted, respected, and can carry the weight of the movement to their networks and connect where they have interests.
- » There is a need for full time, full-focus staff inside Town Hall committed to working on implementing the Framework and the execution of future tactical plans. This staff position or positions will be charged with initiating the Town's tactical response and identifying needs in terms of resources, capacity, coordination, etc.
- » The situation is complicated and multi-variable. Initial planning action should be committed to better understanding the system (Strengths, Weaknesses, Opportunities, Threats), identifying potential projects, policies, and/or programs, and developing a tactical action plan. This should be organized around immediate, mid-term, long-term and ongoing investments.
- » The need for predictable, ongoing funding is critical. An initial millage raise could be tied to affordable & workforce housing and would not need to be tied to a referendum. The broader funding model, however, needs to evolve to be multi-streamed and multi-sourced.
- » Participants approved strategies within each of the Framework pillars (Community, Planning, Management, and Revenue). These changes are captured in this Framework.



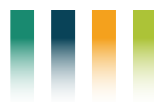


PART II: THE WORKFORCE HOUSING FRAMEWORK



Finding Home A WORKFORCE HOUSING FRAMEWORK

The work to develop the Town of Hilton Head Island's Workforce Housing Framework began in the fall of 2022 as a result of growing trends around workforce housing. Town leadership committed to a process to develop the Framework through a collaborative process with the community. This framework is a structure, around which policies and more specific action can be affixed and expanded.



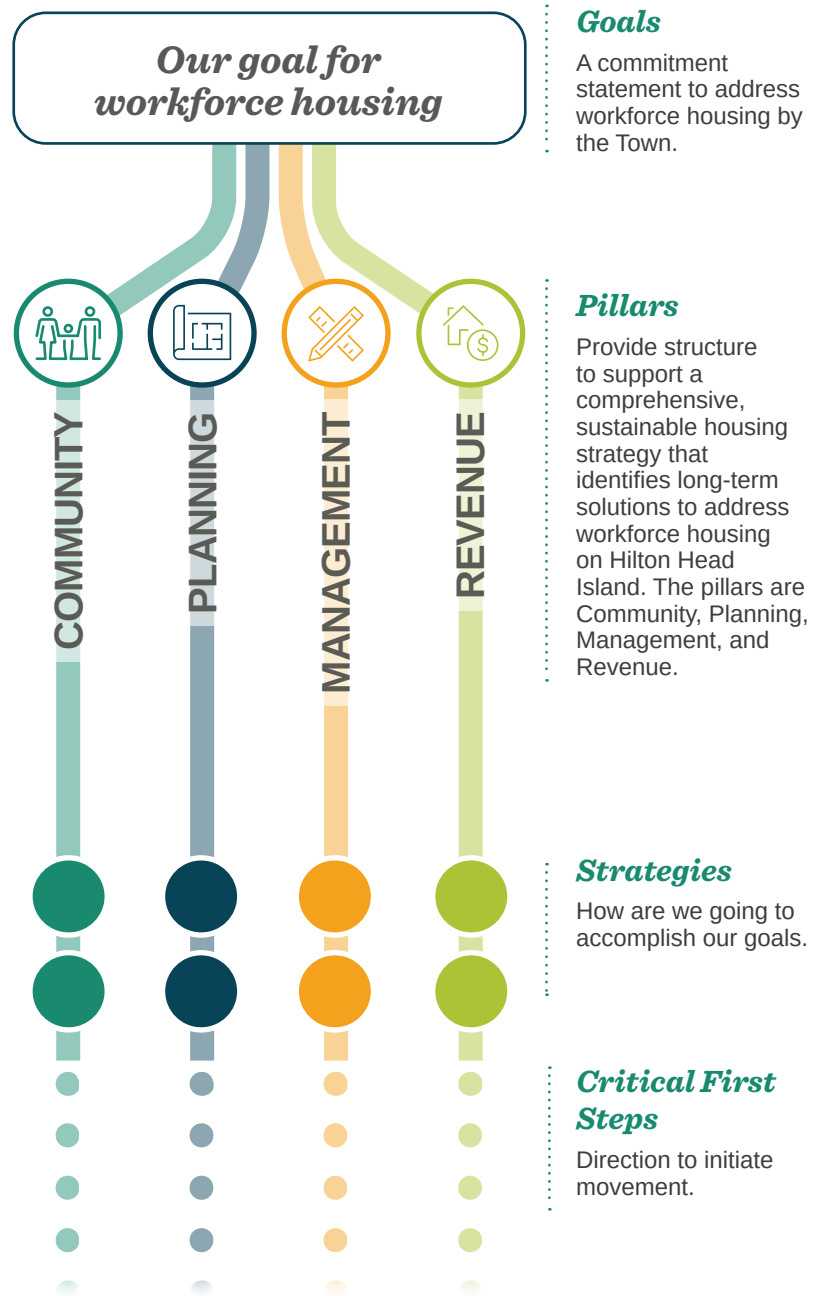
STRUCTURE

The Town of Hilton Head Island’s Workforce Housing Framework is a broad commitment by the Town to address the growing challenges around workforce housing. Without deliberate action, these challenges will continue to mount and the impacts to families, businesses, and the quality of life on the Island will compound. Town leaders believe there is opportunity to make a difference.

Peer communities have made progress on the issue when there is strong alignment, clear responsibility and oversight, and real resources applied. Based on the conclusions from the October 2022 Workforce Housing Charette, 2019 Workforce Housing Strategic Plan, 2020 Our Plan, 2021 Town Strategic Plan and the 2018 Beaufort County Housing Needs Assessment, now is the time for a commitment. The following section presents these commitments by the Town of Hilton Head Island to addressing the workforce housing crisis in the short- and long-term.

By adopting this Framework, Town Council is charging Staff to interpret the broad direction into a set of actionable and fundable projects, policies, and programs. This action planning is forthcoming, but critical “first steps” are provided throughout the Framework. The Framework is organized from broad direction to specific action. Each statement was reviewed and refined during the October 2022 Workforce Housing Charrette. Definitions for each component are provided by the figure on the right.

Framework Structure



WHY NOW?

Hilton Head Island is a community of choice. The demand for housing is constant and, as a result, the prices for real estate increase. With the market pulling prices higher, there is a resulting impact across all price points along the housing spectrum. No segment, or type, is immune. This process intensified through the COVID-19 Pandemic and related economic shutdowns. Communities like Hilton Head Island experienced a wave of interest and investment as prospective residents quickly consumed available properties.

The result is a less affordable housing system. While this impacts all residents, the effects are especially pernicious for the Island's local workforce. Affordable homes are endangered and the process to add to this stock is slow, complicated, and costly. At the same time, competition for labor is intensifying across the Lowcountry. The Town's population grew relatively slowly (just over one percent) between 2010 and 2020 after decades of rapid increase. Regionally, however, Beaufort County grew by more than 20 percent. The Island finds itself in growing competition with the mainland for workers and its lack of workforce housing options adds to the challenge.

The impact on working class families is tangible. The trends within the Island's housing system either push workers further and further afield as they "commute to compete" or incentivize other opportunities on the mainland, further shrinking the labor pool for Island businesses. For those workers who can find local housing, the latent threat of displacement is impossible to ignore.

Collectively, this is an unstable system. Without intervention, everyone who cares about the future of the Island will feel the impact of this trend. Now is the time for a strong commitment and real action.

This section lays out the central promise of the Town of Hilton Head Island's Workforce Housing Framework. The statement captures the Town's spirit, urgency, and commitment to action to address workforce housing now and in the future.

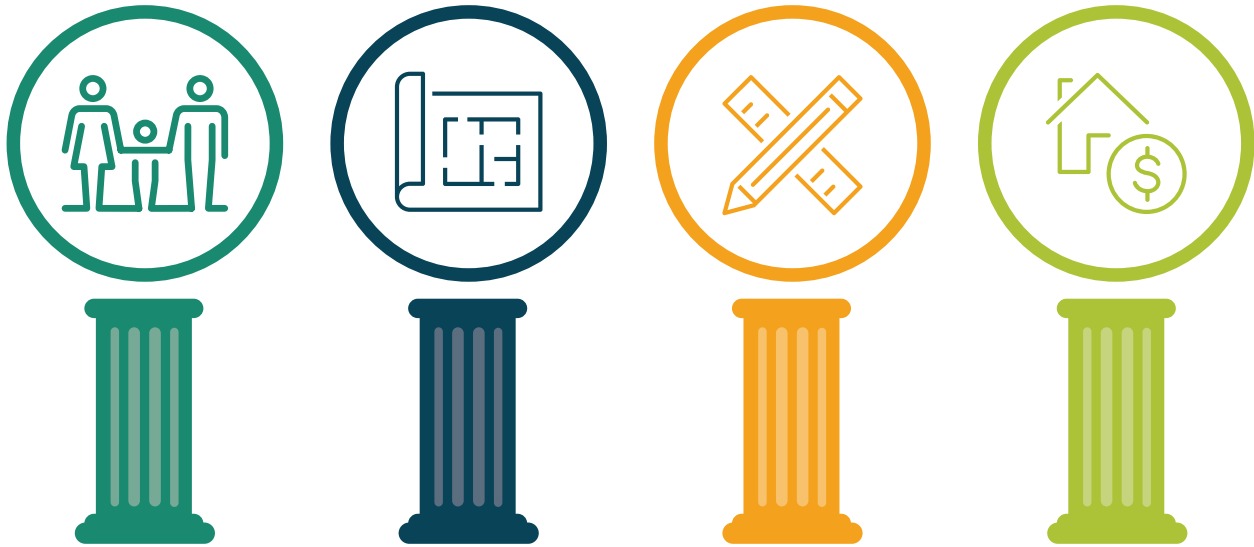


OUR GOAL FOR WORKFORCE HOUSING

The Town of Hilton Head Island shall ensure growing opportunities to provide more workforce housing options on the Island and participate – through real investments – in the local and regional solution.

To meet our goal, we commit to a Workforce Housing Framework supported by four foundational pillars: Community, Planning, Management, and Revenue. Collectively, these pillars establish the enabling structure to assign future policy, programs, organizational capacity, resources, and management. This in the pursuit of expanding workforce housing development opportunities in the Town.





Finding Home

THE PILLARS OF AFFORDABILITY

Based on the Town's fundamental commitment to action, leadership should pursue a wide range of partnerships, projects, policies, and other measures to determine which path has the most promise. The Pillars are a way of organizing this action into an encompassing set of Town-owned and/or Town-supported strategies. This section presents the four pillars: Community, Planning, Management, and Revenue.



COMMUNITY

The Community pillar is an acknowledgment that the Town can only go so far without the fundamental support of advocates, business owners, and neighbors. These voices are the most important. The systemic nature of this challenge also creates a shared responsibility among community members to participate in the solution. But this “community” needs information and a central call to action to advocate for specific projects as they materialize.

The Community pillar is important to address workforce housing because:

- » The reach and efficacy of the Framework can only benefit through the collaboration and alignment of non-Town organizations and groups
- » Successful models from around the country are built around a broad community coalition and regularly course-correct based on feedback and reporting
- » Building a sustainable and effective strategy requires a feedback loop from community stakeholders
- » Communication is key to fostering engagement and understanding

Goal for the Community pillar:

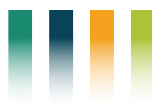
To engage, collaborate, and inform the community on housing challenges, and to identify community-led housing programs and solutions.

Strategies:

1. Commit to develop, maintain, and support partnerships and relationships with community organizations, as well as regional and state partners to collaboratively address local workforce housing needs.
2. Commit to a Housing Action Committee to coordinate with community groups in the housing space, cultivate an ongoing housing dialogue, and engage the community in housing education, planning, innovation and provide advice and recommendations.

Critical First Steps:

- ✓ Develop a island-wide housing communications campaign that plainly lays out the argument for Town action and is distributed through a multi-channel, multi-format campaign
- ✓ Distribute and regularly update a rent survey to area renters and landlords
- ✓ Develop an asset map of local groups and individuals involved directly or indirectly with housing security and/or affordability





PLANNING

The Town of Hilton Head Island is unique in many ways. This distinct character contributes to the Town’s high quality of life and quality of place. It’s also what makes the process of policy development on issues like housing affordability so challenging. There are simply few communities like Hilton Head Island. Strategies need to be closely tailored to the Island’s geography, economy, and – perhaps most important – culture. Finding the right set of tactics to reverse the trends on affordability will require significant time and capacity from Staff and leadership. But a commitment to planning is not a commitment to inaction. Rather, the Planning Pillar is crucial to the success of the Workforce Housing Framework as it establishes the freedom and the importance of ongoing policy development, project identification, and evaluation of the efficacy of initiatives.

The Planning pillar is important to address workforce housing because:

- » There is a need to study the housing system more deeply to better understand trends and identify potential overlaps between like-communities
- » The Town must move to a fundable action plan and identify the right set of initial investments
- » Planning requires time, capacity, and resources
- » Approaching the tactical work as experimentation pulls pressure from the platform and acknowledges the complexity of the challenge and the need to arrive at a community-owned solution
- » Evaluation of initiatives is crucially important in determining where the Town should continue to invest or move resources in a new direction

Goal for the Planning pillar:

To create a social, political, and economic environment that stimulates workforce housing through planning, policy-making, and programming.

Strategy:

1. Commit to create a multi-year workforce housing action plan that will include a range of prioritized housing tactics and tools.

Critical First Steps:

- ✓ Create a Workforce Housing tactic toolbox
- ✓ Develop and maintain a map and database of all workforce housing units



MANAGEMENT

The complexity of the housing issue and the potential intervention strategies by the Town, demand direction, oversight, and evaluation. This management is essential to the success of the Framework. Communities like Hilton Head Island that have made progress on the issue started with staffing. The focus that this new capacity enables allows the Town to deepen its understanding of the challenge, identify internal and external partners, research applicable policy, and potentially assist related organizations.

The Management pillar is important to address workforce housing because:

- » The Town needs staff who are solely focused on the issues of housing affordability and security
- » Management is an active and ongoing process involving numerous parties
- » Initiating and maintaining action at scale requires expertise, commitment, and oversight
- » Maintaining the Town’s stock of workforce housing also assumes significant compliance work
- » The Town can extend the efficacy of its programs and investments by enabling outside structures

Goal for the Management pillar:

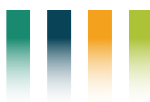
To establish a management program and policies to advance workforce housing opportunities.

Strategies:

1. Commit to adding dedicated staff to provide coordination and planning.
2. Commit to explore the creation of a professionally managed housing organization.
3. Commit to and maintain a dashboard of core metrics.

Critical First Steps:

- ✓ Develop an asset map of existing partners and players in the space of workforce housing
- ✓ Recruit and hire at least one staff person focused on implementing the housing action plans and playing a lead advocate for the Town’s efforts





REVENUE

A sustainable revenue model for workforce housing must have multiple streams and recurring funding. A predictable and significant revenue source will generate action around workforce housing locally. Without this, there's little hope of generating action around workforce housing. Even with regional, state, and federal funding sources fully leveraged, there is still a need to provide gap funding at the local level. Based on the Town's commitment, this funding promise is significant. In 2022, the Town joined partners from around the county to fund one of the State's first Regional Housing Trust Funds made up of eight different jurisdictions. This financial commitment by the Town represents a first and important signal of leadership's willingness to invest in a housing initiative. But the Town is also committing to sharing in the solution through local initiatives.

The Revenue pillar is essential to meet workforce housing because:

- » Land and real estate costs are rising precipitously on the Island
- » The regional trust fund initiative is important, but the next critical step to securing workers and families long-term is developing an adequate recurring workforce housing funding model for projects on the island
- » Without proper funding, the projects identified through community conversation or planning efforts may not materialize

Goal for the Revenue pillar:

To provide a consistent, sustainable, and multi-sourced revenue model for funding workforce housing initiatives and partnerships.

Strategy:

1. Commit to a funding plan that meets the needs of the multi-year workforce housing action plan.

Critical First Steps:

- ✓ Establish a dedicated and recurring funding sources that are allocated for workforce housing
- ✓ Identify possible Town revenue sources for workforce housing program allocation
- ✓ Establish a network of potential financial partners including but not limited to private investors, philanthropic organizations, banks, etc. to support workforce housing initiatives



Finding Home

A WORKFORCE HOUSING FRAMEWORK

Hilton Head Island, SC

OUR GOAL

The Town of Hilton Head Island shall ensure growing opportunities to provide more workforce housing options on the Island and participate – through real investments – in the local and regional solution.

To meet our goal, we commit to a Workforce Housing Framework supported by four foundational pillars: Community, Planning, Management, and Revenue. Collectively, these pillars establish the enabling structure to assign future policy, programs, organizational capacity, resources, and management. This in the pursuit of expanding workforce housing development opportunities in the Town.



THE PILLARS OF AFFORDABILITY



The Pillars organize our action related to workforce housing affordability into an encompassing set of Town-owned and/or Town-supported strategies.

COMMUNITY

Goal:

To engage, collaborate, and inform the community on housing challenges, and to identify community-led housing programs and solutions.

Strategies:

1. Commit to develop, maintain, and support partnerships and relationships with community organizations, as well as regional and state partners.
2. Commit to a Housing Action Committee.

PLANNING

Goal:

To create a social, political, and economic environment that stimulates workforce housing through planning, policy-making, and programming.

Strategy:

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Goal:

To provide a consistent, sustainable, and multi-sourced revenue model for funding workforce housing initiatives and partnerships.

Strategy:

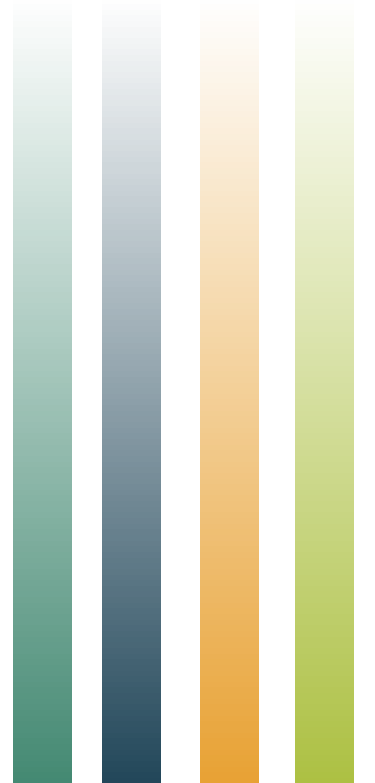
1. Commit to a funding plan that meets the needs of the multi-year workforce housing action plan.

Next Steps?

As a forthcoming component of the Framework, Town Staff will work collaboratively with Council and a multi-disciplinary advisory body to develop – in an ongoing way – a critical investment package.

Workforce Housing Framework

Town of Hilton Head Island, South Carolina



Finding Home

A WORKFORCE HOUSING FRAMEWORK

For the Town of Hilton Head Island, SC

The Workforce Housing Framework

- *What is our commitment to addressing the housing affordability shortage in the Town of Hilton Head Island?*
- *Starting with consensus on the Town's position and central promise*
- *Organizing around four, related pillars*



Finding Home

A WORKFORCE HOUSING FRAMEWORK

For the Town of Hilton Head Island, SC

DRAFT, Ver. 3.2 | October 25, 2022

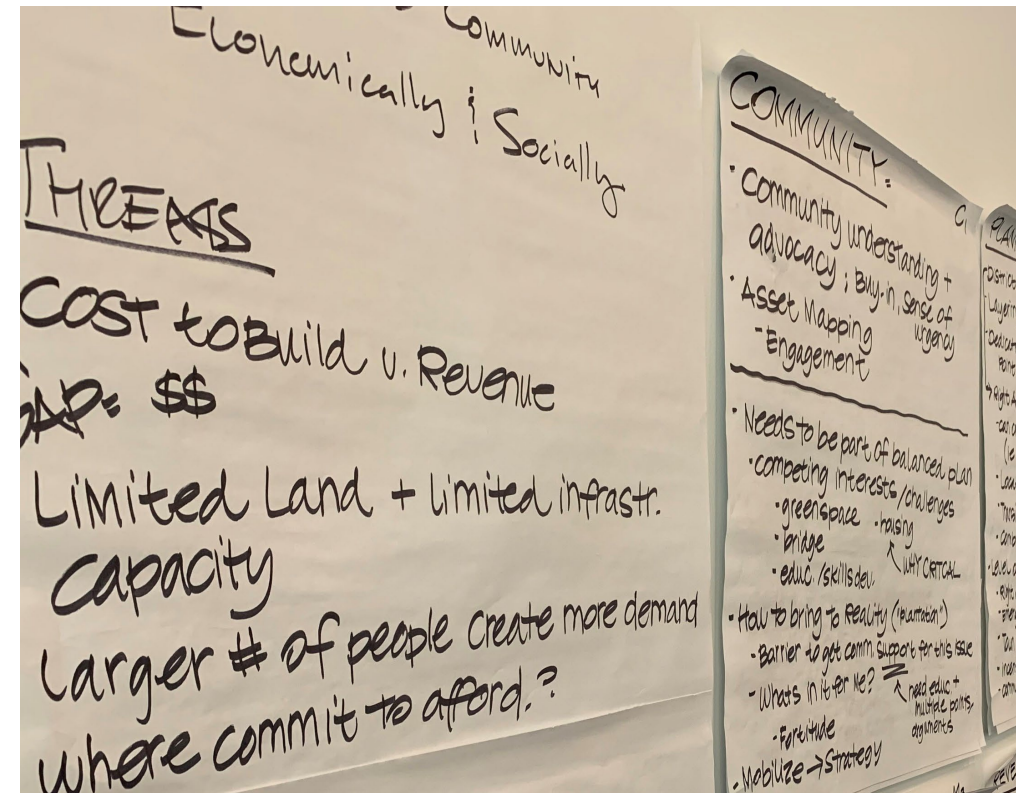
COST to BUILD vs. Revenue
\$ vs \$
Limited Land + Limited Market
CAPACITY
Larger # of people create more demand
Where commit to afford?



The 2022 Workforce Housing Charrette

Purpose:

- Convene to establish a framework for affordable housing on Hilton Head Island.
- Define a broad strategy statement that articulates the position of the Town with respect to the challenge.
- Set goals and determine strategies within the four “pillars” of the Framework: Community, Planning, Management, and Revenue
- Recommend a Framework to Town Council for consideration



The 2022 Workforce Housing Charrette

Results:

- *35 participants*
- *Broad cross-section of public, private, and philanthropic groups with a focus or interest in the Town's housing affordability challenges*
- *Ten hours of work over two days*
- *Elevation of the draft Framework goal, pillars, and strategies*



Finding Home
**A WORKFORCE HOUSING
FRAMEWORK**
For the Town of Hilton Head Island, SC

Touring the Framework

Framework Structure

- *Working from broad to specific*
- *Starting with consensus on the Town's position and central promise*
- *Organizing around four, related pillars*
- *Critical First Steps, most specific projects, policies, or programs*



Our goal for Workforce Housing

The Town of Hilton Head Island shall ensure growing opportunities to provide more workforce housing options on the Island and participate – through real investments – in the local and regional solution.

To meet our goal, we commit to a Workforce Housing Framework supported by four foundational pillars: Community, Planning, Management, and Revenue. Collectively, these pillars establish the enabling structure to assign future policy, programs, organizational capacity, resources, and management. This in the pursuit of expanding workforce housing development opportunities in the Town.



I.
COMMUNITY

Engaging and enabling action outside of Town Hall

Working with community groups and advocates

Building an ongoing dialogue



II.
PLANNING

Ongoing project, program development

Right-sizing BMPs

Action plans; department integration

Ongoing evaluation



III.
MANAGEMENT

Creating internal structure

Roles, responsibilities, and functions

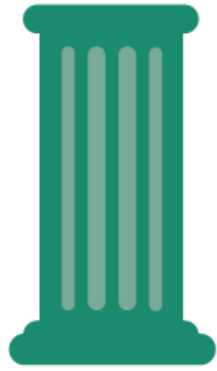
Partnerships and relationship maintenance (liaising)



IV.
REVENUE

A sustainable stream of resources

Scaling to need; scaling to efficacy



Community

Goal for the Community pillar:

To engage, collaborate, and inform the community on housing challenges, and to identify community-led housing programs and solutions.

Strategies:

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Planning

Goal for the Planning pillar:

To create a social, political, and economic environment that stimulates workforce housing through planning, policy-making, and programming.

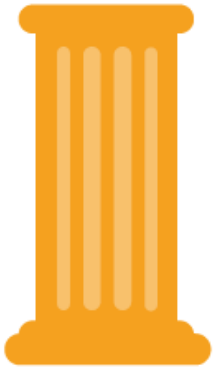
Strategy:

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Critical First Steps:

- ✓ Create a Workforce Housing tactic toolbox
- ✓ Develop and maintain a map and database of all workforce housing units





Management

Goal for the Management pillar:

To establish a management program and policies to advance workforce housing opportunities.

Strategies:

1. Commit to adding dedicated staff to provide coordination and planning.
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3. Commit to and maintain a dashboard of core metrics.

Critical First Steps:

- ✓ Develop an asset map of existing partners and players in the space of workforce housing
- ✓ Recruit and hire at least one staff person focused on implementing the housing action plans and playing a lead advocate for the Town's efforts





Revenue

Goal for the Revenue pillar:

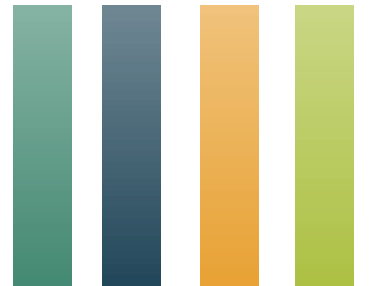
To provide a consistent, sustainable, and multi-sourced revenue model for funding workforce housing initiatives and partnerships.

Strategy:

1. Commit to a funding plan that meets the needs of the multi-year workforce housing action plan.

Critical First Steps:

- ✓ Establish a dedicated and recurring funding sources that are allocated for workforce housing
- ✓ Identify possible Town revenue sources for workforce housing program allocation
- ✓ Establish a network of potential financial partners including but not limited to private investors, philanthropic organizations, banks, etc. to support workforce housing initiatives



Finding Home
**A WORKFORCE HOUSING
FRAMEWORK**
For the Town of Hilton Head Island, SC

Recommendation



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Jennifer Ray, *Capital Program Manager*
VIA: Marc Orlando, *Town Manager*
VIA: Shawn Colin, *Assistant Town Manager-Community Development*
CC: Missy Luick, *Community Planning Manager*
DATE: October 12, 2022
SUBJECT: Mid-Island Tract Master Plan

RECOMMENDATION:

The Parks and Recreation Commission recommends Town Council adopt a resolution approving the master plan for the Mid-Island Tract.

The Parks and Recreation Commission met on October 6, 2022 and voted unanimously to recommend Town Council approve the master plan for the Mid-Island Tract.

BACKGROUND:

In August 2021, staff and their consultant team, initiated a planning process to prepare a strategy to for the redevelopment of the Mid-Island Initiative Area and a master plan for the Town-owned Mid-Island Tract in accordance with the Town Council Strategic Action Plan. After significant public engagement including a community survey, stakeholder meetings, and an Open Park Day, a draft plan was shared with Town Council in May 2022 and refined in September 2022. The Master Plan for the Mid-Island Tract includes the following improvements:

- Heart of the Tract
- Active Play
- Island Heritage
- Cultivated Gardens
- Eco-Park

SUMMARY:

Based on recommendations approved through the Parks and Recreation Master Plan and Our Plan and further outlined in the Town Council Strategic Action Plan, Town Council approved funding in the FY22 and FY23 Capital Budgets for an effort to prepare a redevelopment strategy for the Mid-Island Initiative Area and a Master Plan for the Town-owned Mid-Island Tract.

ATTACHMENTS:

1. Resolution
2. Vision for Mid-Island Tract Compendium

**A RESOLUTION BY THE HILTON HEAD ISLAND TOWN COUNCIL
APPROVING THE MASTER PLAN FOR THE MID-ISLAND TRACT**

WHEREAS, the Town of Hilton Head Island (the “Town”) owns an approximate 103 acre tract, which consists of a portion of the former Planters Row Golf Course, known as the Mid-Island Tract; and

WHEREAS, the Town desires to improve the Mid-Island Tract as an anchor to the redevelopment strategy known as the Mid-Island District Plan; and

WHEREAS, through extensive community involvement, the Town staff presented a draft master plan (“Master Plan”) before the Parks and Recreation Commission on October 6, 2022; and

WHEREAS, the Parks and Recreation Commission voted 5-0 to recommend approval of the Master Plan for the Mid-Island Tract; and

WHEREAS, the Hilton Head Island Town Council agrees with the Parks and Recreation Commission’s recommendation and now desires to approve the Master Plan for the Mid-Island Tract.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Councilmembers of the Town of Hilton Head Island, in Council assembled, that the Town approves the Master Plan for the Mid-Island Tract.

THIS RESOLUTION SHALL BE EFFECTIVE IMMEDIATELY UPON ITS ADOPTION.

MOVED, APPROVED, AND ADOPTED ON THIS _____ DAY OF _____, 2022.

John J. McCann, Mayor

ATTEST:

Krista M. Wiedmeyer, Town Clerk

APPROVED AS TO FORM

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____



VISION FOR MID-ISLAND TRACT

COMPENDIUM // NOVEMBER 2022

TABLE OF CONTENTS

1	Project Process Review
6	Site Analysis
21	Design Process
30	Tract Areas + Program Components
86	Adjacent Improvement Opportunities
94	Project Phasing + Costs
107	Funding Opportunities
117	Mid-Island Tract Identity
120	Next Steps

PROJECT GOALS

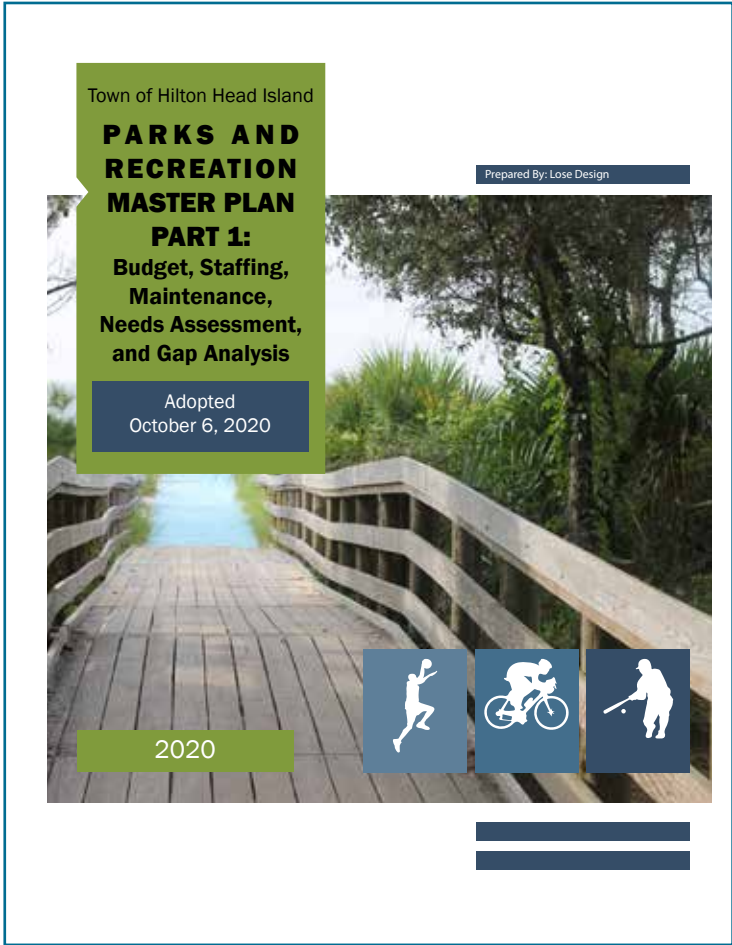
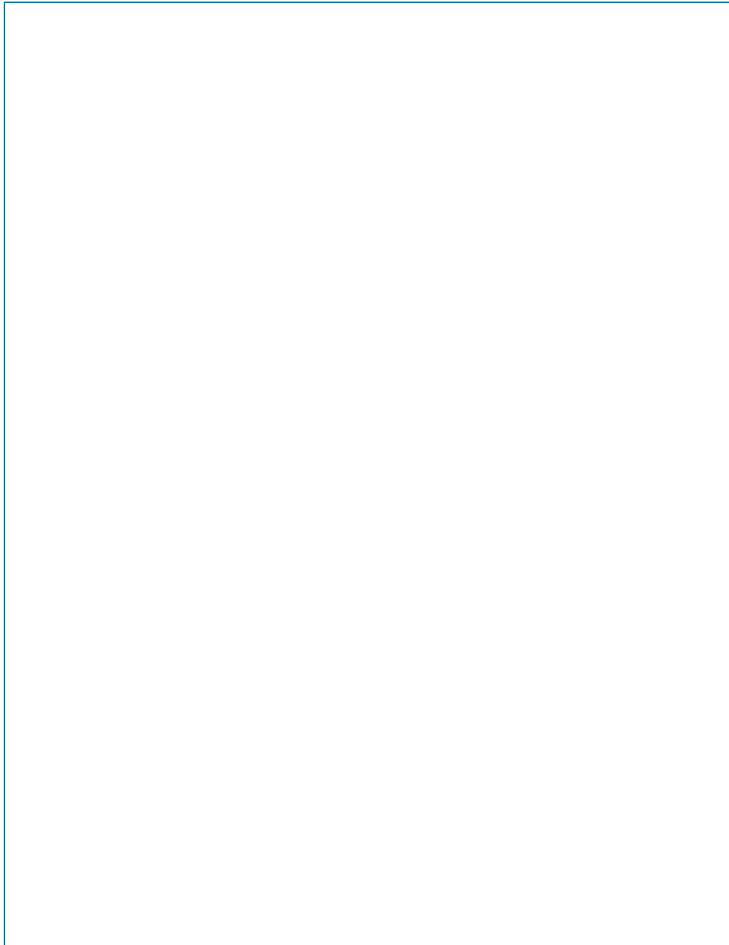
- Ensure that a park on the Mid-Island Tract serves the **entire community**, residents and visitors alike
- Enhance the **natural features** of the Mid-Island Tract and provide **nature observation** opportunities
- Embrace the **Gullah history and culture** of the site and the island by providing needed community gathering space adjacent to the future St. James Baptist Church site
- Encourage entrepreneurial and cultural understanding in the park by providing space for an **open-air market, heritage gardens, and cafe.**
- **Connect the Mid-Island Tract** to other green spaces, parks, and trails
- Consider implementation **phasing** and broader ongoing **maintenance and operations** costs in the design of the park, public space and civic infrastructure



PROJECT PROCESS REVIEW

WHERE WE STARTED

PREVIOUS PLANS / STUDIES



WHERE WE STARTED
STAKEHOLDER ENGAGEMENT

225+
Open Park Day
Attendees

100+
Stakeholders

1000+
Survey
Respondents



STAKEHOLDER ENGAGEMENT

100+ STAKEHOLDERS INTERVIEWED

NEIGHBORHOOD REPRESENTATIVES

- PALMETTO HALL
- PORT ROYAL
- LEGENDS
- FOLLY FIELD
- ISLAND LINKS

HISTORIC NEIGHBORHOODS

HISTORY & CULTURE

- HERITAGE LIBRARY
- HISTORIC MITCHELVILLE FREEDOM PARK
- NIBCAA
- ST. JAMES BAPTIST CHURCH

COMMERCIAL PROPERTIES

- PORT ROYAL PLAZA
- HAMPTON INN
- THE GREEN THUMB
- BRUNO LANDSCAPE & NURSERY

TOWN REPRESENTATIVES

- TOWN COUNCIL
- TOWN PLANNING COMMISSION
- TOWN STAFF

ECOLOGY

- ECO-HERITAGE ADVISORY COALITION
- COASTAL CONSERVATION LEAGUE
- COASTAL DISCOVERY MUSEUM
- HILTON HEAD AUDUBON

DEVELOPMENT

- BEAUFORT COUNTY EDC
- HILTON HEAD ISLAND-BLUFFTON CHAMBER OF COMMERCE
- HILTON HEAD AREA ASSOCIATION OF REALTORS

UTILITIES & AIRPORT

- HILTON HEAD PSD
- PALMETTO ELECTRIC COOPERATIVE
- HILTON HEAD AIRPORT

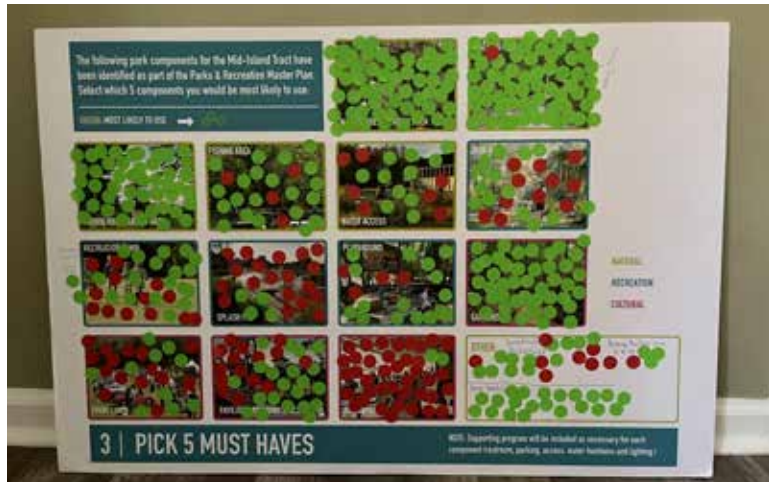
PARK REPRESENTATIVES

- PARKS AND RECREATION COMMISSION
- ISLAND RECREATION ASSOCIATION
- ACTIVE RECREATION ADVOCATES
- PEOPLE FOR PARKS

CONCOURS D'ELEGANCE

OPEN PARK DAY EVENTS

TWO EVENTS AND 225+ ATTENDEES



SITE ANALYSIS

A landscape photograph with a teal overlay. The foreground is filled with tall, dense grass. In the middle ground, there is a dense line of trees, including several tall, thin trees and a cluster of shorter, bushier trees. The sky is filled with soft, white clouds. The text "SITE ANALYSIS" is overlaid in a bold, yellow, sans-serif font on the left side of the image.

DISTRICT CONTEXT

- Town Owned Land
- Hilton Head Land Trust
- Park



DISTRICT CONTEXT

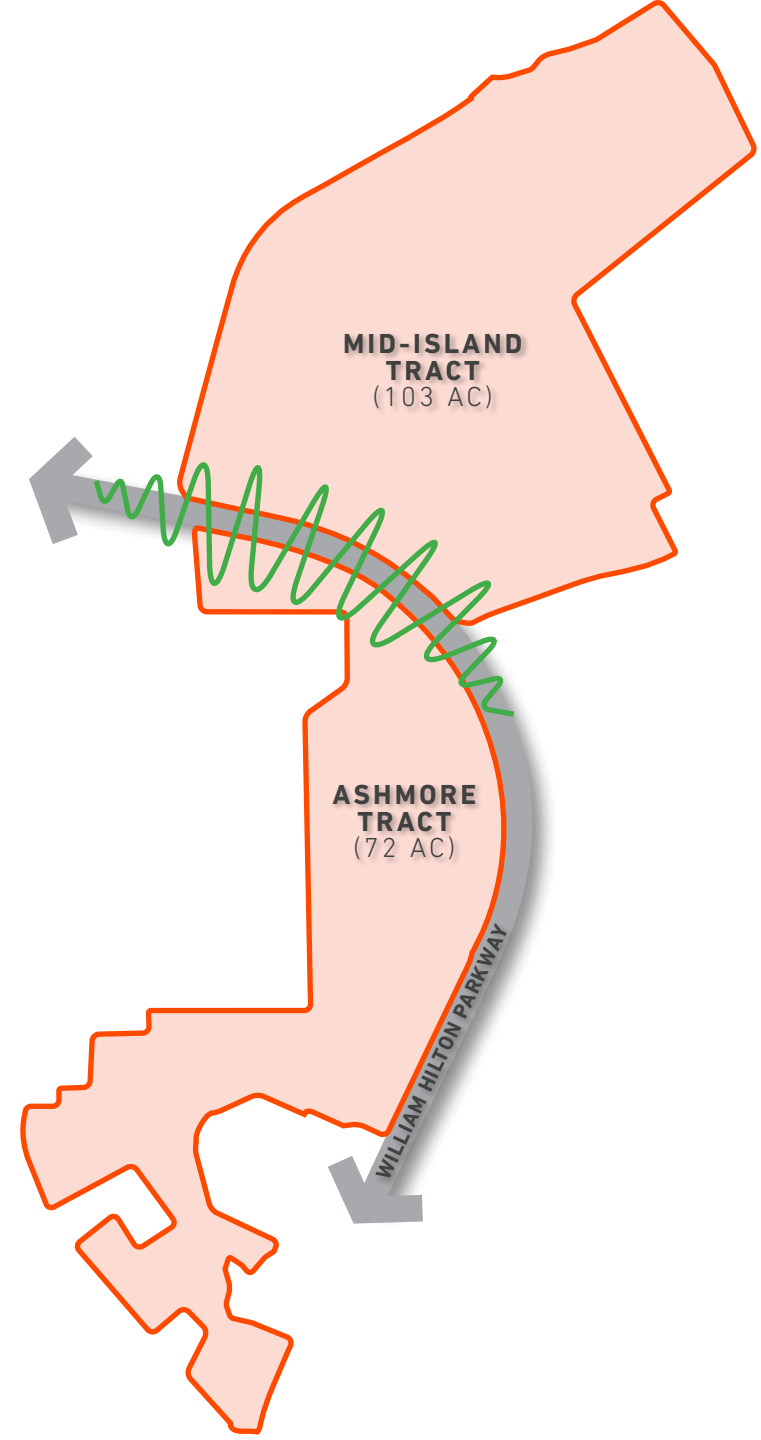
CONNECTING OPEN SPACE

- Town Owned Land
- Hilton Head Land Trust
- Park



PARK SITE

PARKWAY THROUGH A PARK



| VISUAL CONNECTIVITY



WILLIAM HILTON PARKWAY + UNION CEMETERY ROAD

| VISUAL CONNECTIVITY



WILLIAM HILTON PARKWAY

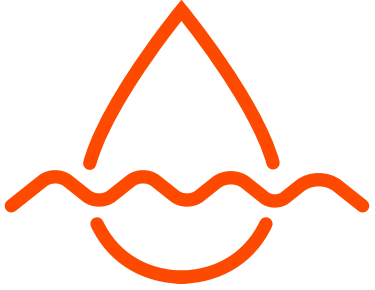
| VISUAL CONNECTIVITY



WILLIAM HILTON PARKWAY + DILLON ROAD

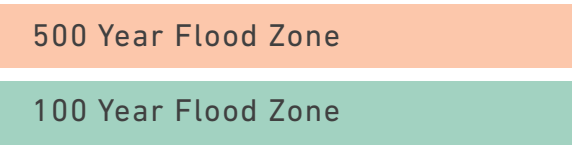
NATURAL SYSTEMS

WATER & FLOODING



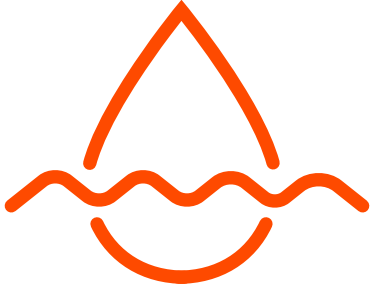
- SURFACE WATER** - 8.69 AC. (8% of site)
- STREAM** - 3,685 LF (430 LF PIPED)
- WETLAND / LITTORAL** - 0.07 AC. (0.1% of site)
- 500 YR. FLOOD RISK** - +/- 63 AC. (61% of site)
- 100 YR. FLOOD RISK** - +/- 17.1 AC (16.7% of site)

ANALYSIS CONSIDERED: Hydrography, Flood Elevations, Storm Surge, Detention, Tree Cover, Flora, Fauna, Topography Views



NATURAL SYSTEMS

WATER & FLOODING



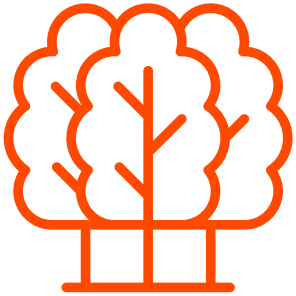
STREAM - 3,994 LF (36 LF PIPED)
WETLAND / LITTORAL - 31.6 AC. (44% of site)
500 YR. FLOOD RISK - +/-29.5. (41% of site)
100 YR. FLOOD RISK - +/- 26.5 AC. (37% of site)

ANALYSIS CONSIDERED: Hydrography, Flood Elevations, Storm Surge, Detention, Tree Cover, Flora, Fauna, Topography Views






NATURAL SYSTEMS

SPECIMENT & SIGNIFICANT TREES



CANOPY COVER - +/-41.10 AC. (40% of site)

	Specimen  Drip Line	Significant 
Live Oak	35 (60)	28 (48)
Laurel Oak	30	24
Laurel Oak	35	28
Sweetgum	30	24
Magnolia	30	24
Red Maple	30	24
Spruce Pine	ALL SIZES	
Palmetto	ALL SIZES	



NATURAL SYSTEMS

EXISTING HABITATS

- AUDUBON SOCIETY: ONLY KNOWN RED-HEADED WOODPECKER NESTING COLONY ON ISLAND



NATURAL SYSTEMS

EXISTING CONDITIONS



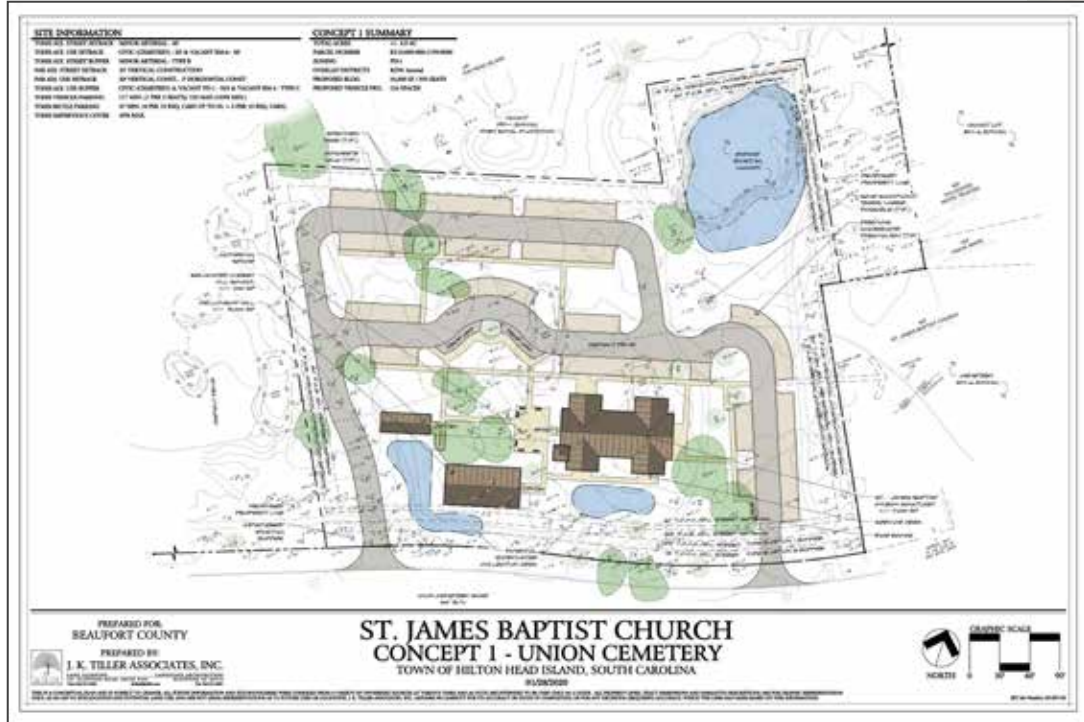
TRAIL CONNECTIVITY

EXISTING TRAILS

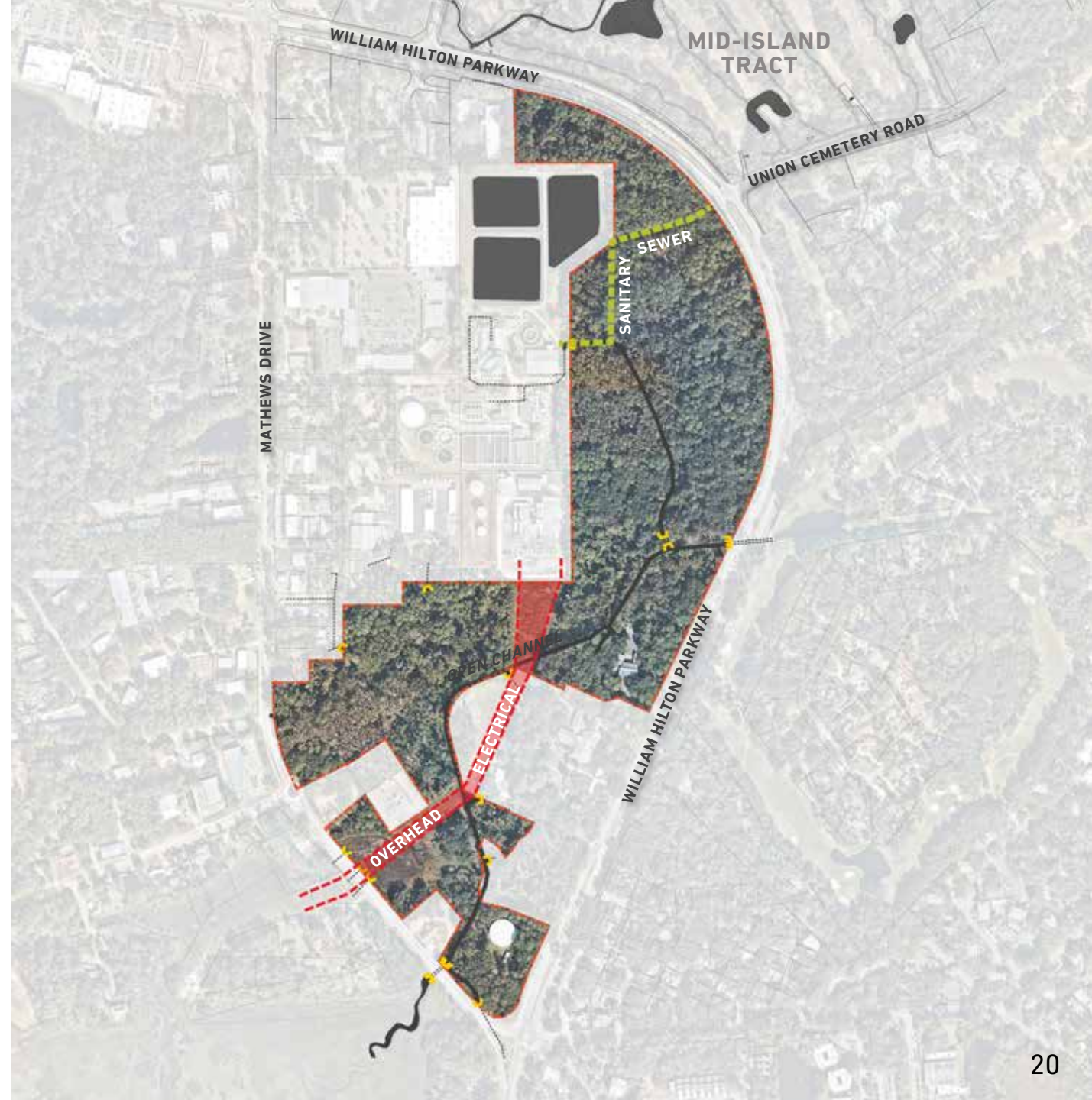
- Existing Bike Trail
- Crosswalk



ST. JAMES BAPTIST CHURCH



UTILITIES



A landscape photograph of a field with trees under a cloudy sky, overlaid with a teal color filter. The foreground is filled with tall grasses. In the middle ground, there is a dense line of trees, including several tall, thin trees and a few larger, more rounded trees. The sky is filled with soft, grey clouds. The text "DESIGN PROCESS" is overlaid in the center-left of the image.

DESIGN PROCESS

CREATING A BEST-IN-CLASS PARK

DESIGN PRINCIPLES

DESIGN RIGOR
INCLUSIVE AND WELCOMING
SUSTAINABLE AND RESILIENT
BEAUTIFUL
MAINTAINABLE
SENSITIVE TO CONTEXT
FLEXIBLE TO EVOLVE OVER TIME
TIMELESS



CREATING A BEST-IN-CLASS PARK

CULTURAL INFLUENCES

BRANDING AND COMMUNICATIONS
HEALTH AND WELLNESS
RESILIENCY AND CLIMATE CHANGE
EQUITY AND INCLUSION
MULTIGENERATIONAL EXPERIENCE
DEMOCRACY



CREATING A BEST-IN-CLASS PARK

EMERGING TRENDS

ECO-TOURISM
PARTNERSHIPS
MULTIPLE-BENEFIT INFRASTRUCTURE
TECHNOLOGY
POP-UP PROGRAMS

PROGRAM VALIDATION

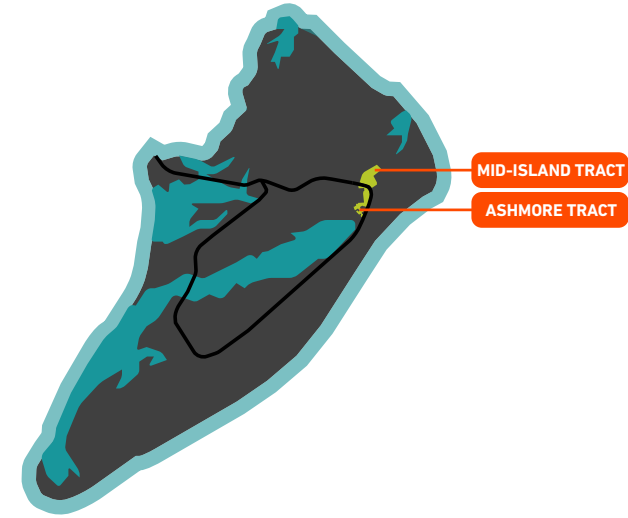
AMENDED PROGRAM FROM PARKS & RECREATION COMMUNITY ENGAGEMENT

- MULTI-USE TRAILS
- PLAYGROUND
- OVERLOOKS
- PICNIC PAVILIONS
- GREAT LAWN
- NATURE PRESERVE / CONSERVATION AREA
- NATURE TRAILS
- CONCOURS D'ELEGANCE PARKING
- BIKE PARKING
- MULTI-USE RECREATION LAWN

- 18-HOLE DISC GOLF / FOOT GOLF
- MULTI-USE TRAILS

SITE

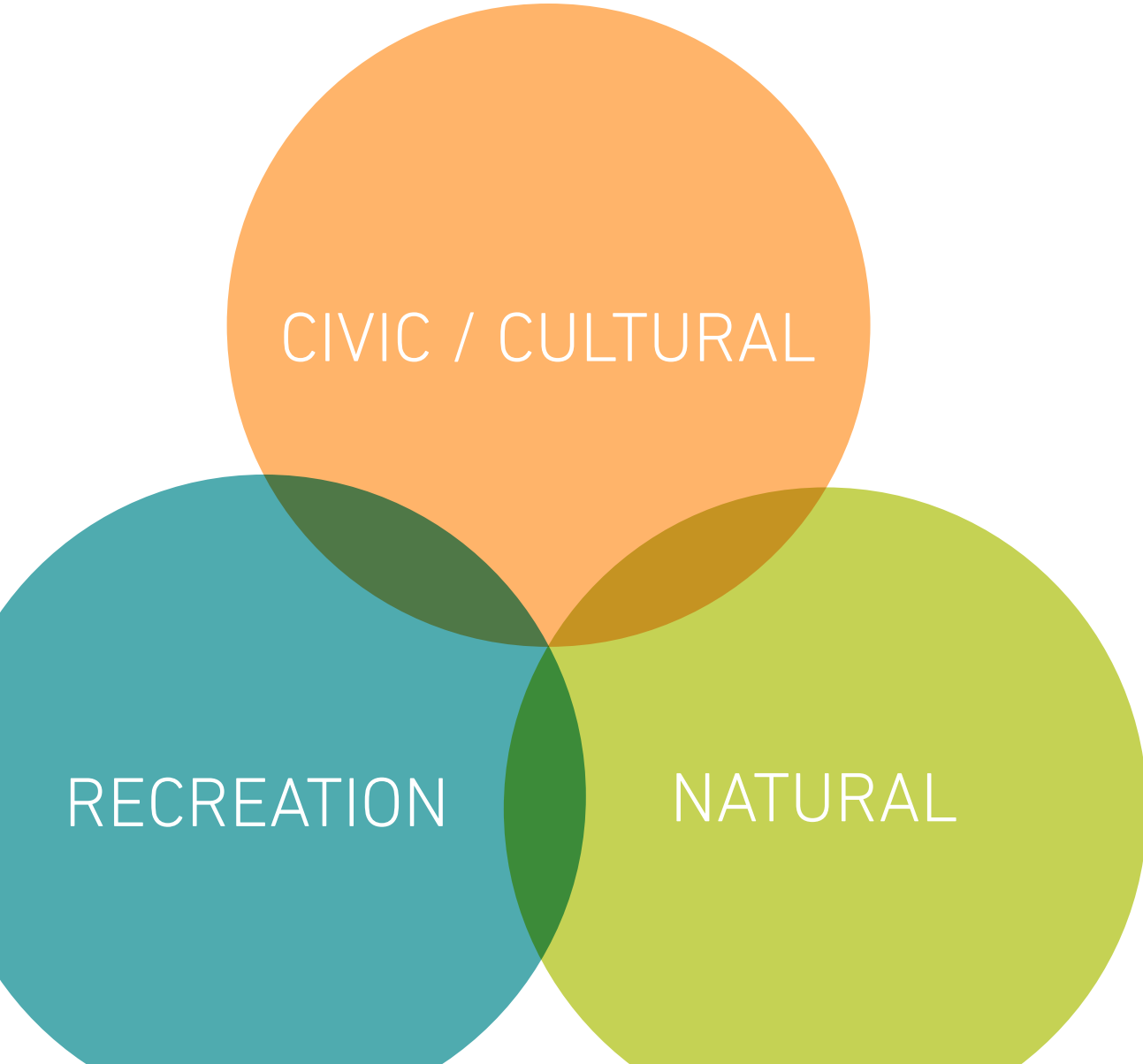
MID-ISLAND TRACT + ASHMORE TRACT



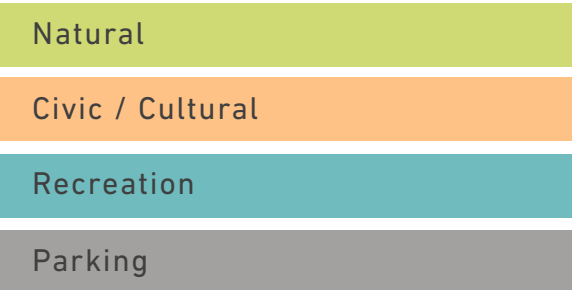
RECOMMENDED EXPANDED PROGRAM FROM STAKEHOLDER FEEDBACK AND SITE OPPORTUNITIES

- ECO-CENTER
- ENHANCED PEDESTRIAN CROSSING AT WILLIAM HILTON PKWY (BRIDGE CROSSING OPTIONAL)
- OBSERVATION DECKS
- STORMWATER MANAGEMENT / STORAGE
- ST. JAMES BAPTIST CHURCH
- EXTENSION OF GREATER ISLAND GREENWAY
- EVENT GROVE
- COMMUNITY CULTURAL GARDENS
- CULTIVATED LANDSCAPES
- MARTIN LUTHER KING JR. MEMORIAL
- INTERACTIVE WATER FEATURE
- OPEN AIR MARKET
- BOARDWALK
- CHESS
- SCULPTURAL FOUNTAIN
- MULTI-USE COMMUNITY SPACE
- BOCCE
- DOG PARK
- NATURAL PLAY
- CANOPY WALK

PROGRAM ORGANIZATION



MID-ISLAND TRACT PROGRAM COMPONENTS



MID-ISLAND TRACT

CONCEPT PLAN



MID-ISLAND TRACT

CONCEPT PLAN BIRD'S-EYE PERSPECTIVE

AIRPORT



DILLON ROAD

UNION CEMETERY ROAD

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD



TRACT AREAS + PROGRAM COMPONENTS

MID-ISLAND TRACT

TRACT AREAS



AIRPORT

ECO-PARK

UNION CEMETERY ROAD

THE HEART OF THE TRACT

ISLAND HERITAGE

ACTIVE PLAY

CULTIVATED LANDSCAPES

DILLON ROAD

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD

| THE OF THE TRACT

AIRPORT

DILLON ROAD

UNION CEMETERY ROAD

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD



THE ♥ OF THE TRACT

PROGRAM COMPONENTS

- SCULPTURAL FOUNTAIN
- GREAT LAWN
- MULTI-USE COMMUNITY FACILITY
- MARTIN LUTHER KING JR. MEMORIAL
- EVENT GROVE

KEY PLAN



THE OF THE TRACT

SCULPTURAL FOUNTAIN



WATER



ART



TRADITIONAL



SCULPTURAL FOUNTAIN

NORTH ↑ 0' 100' 200'

THE OF THE TRACT

GREAT LAWN



THE OF THE TRACT

MARTIN LUTHER KING JR. MEMORIAL



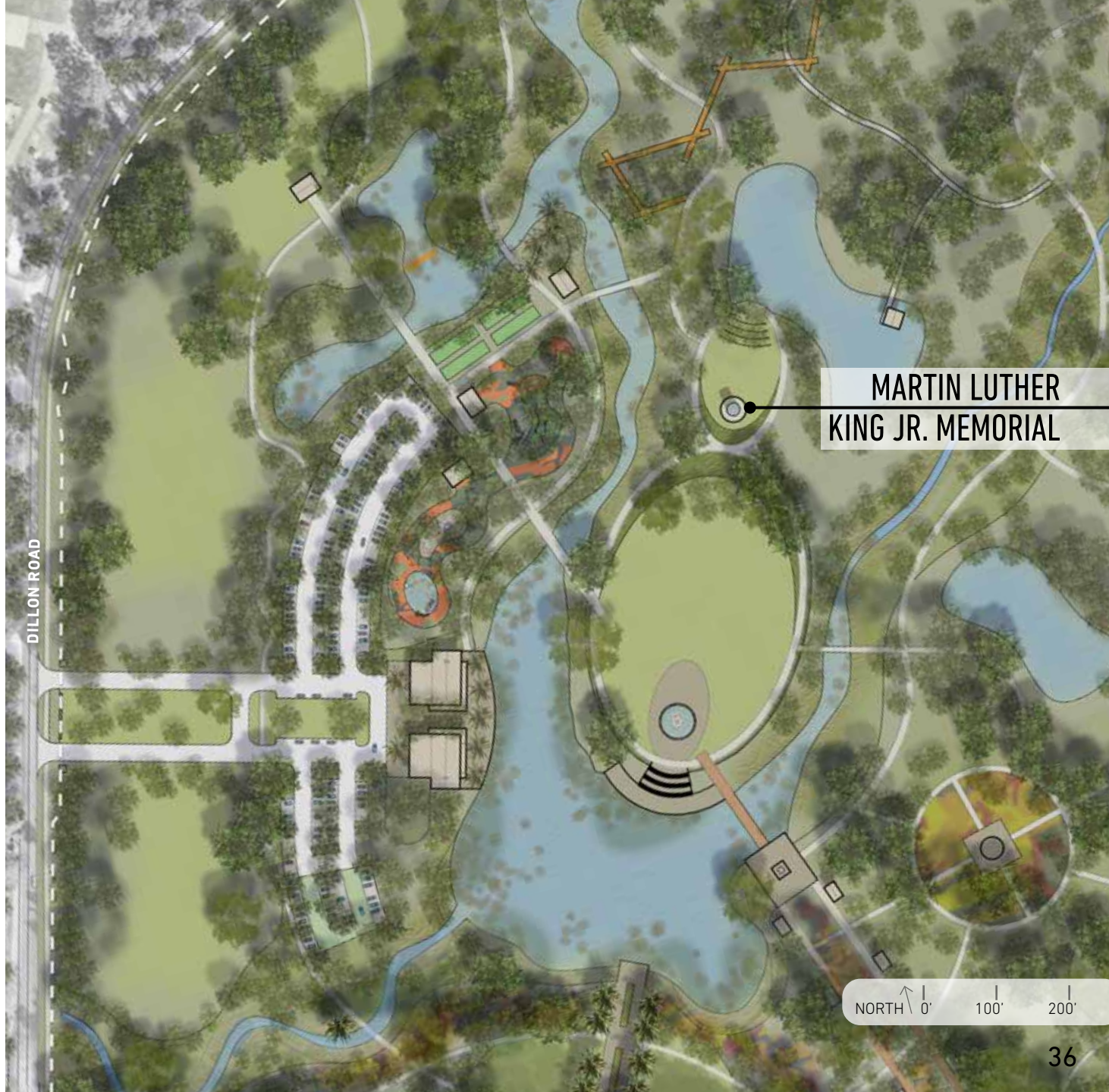
BOSTON, MA



WASHINGTON D.C.



CHICAGO, IL



MARTIN LUTHER KING JR. MEMORIAL

NORTH 0' 100' 200'

THE OF THE TRACT

EVENT GROVE



THE OF THE TRACT

MULTI-USE COMMUNITY FACILITY



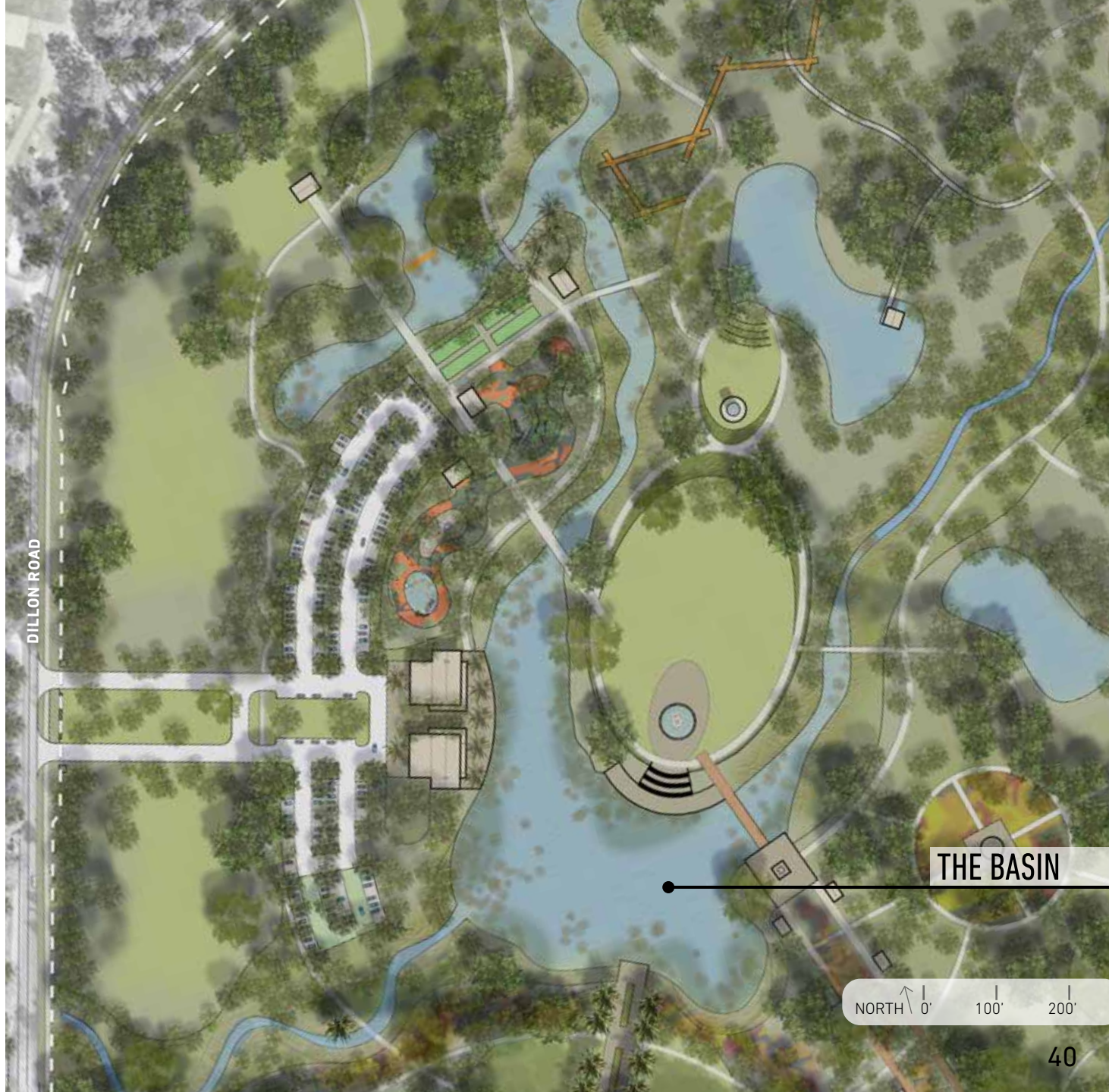
THE ♥ OF THE TRACT

PEDESTRIAN BRIDGES



THE ❤️ OF THE TRACT

THE BASIN



THE OF THE TRACT

WATER'S EDGE



THE ♥ OF THE TRACT



- 1. SCULPTURAL FOUNTAIN + PLAZA
- 2. GREAT LAWN
- 3. MARTIN LUTHER KING JR. MEMORIAL
- 4. PLANT BEDS
- 5. TERRACE SEATING
- 6. MULTI-USE COMMUNITY FACILITY
- 7. TERRACE
- 8. PLAYGROUND + NATURAL PLAY
- 9. INTERACTIVE FOUNTAIN
- 10. DILLON ROAD ENTRANCE
- 11. STREAM + POND RESTORATION



| THE ♥ OF THE TRACT

- 1. SCULPTURAL FOUNTAIN + PLAZA
- 2. GREAT LAWN
- 3. MULTI-USE COMMUNITY FACILITY
- 4. TERRACE
- 5. PLAZA / DROP-OFF
- 6. PERMEABLE PARKING
- 7. PLAYGROUND + NATURAL PLAY
- 8. INTERACTIVE FOUNTAIN
- 9. DILLON ROAD ENTRANCE
- 10. STREAM + POND RESTORATION
- 11. MULTI-USE RECREATION LAWN
- 12. ECO-PARK
- 13. DOG PARK



| ISLAND HERITAGE

AIRPORT

DILLON ROAD

UNION CEMETERY ROAD

WILLIAM HILTON PARKWAY

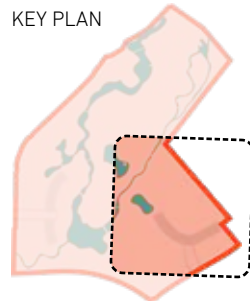
UNION CEMETERY ROAD



ISLAND HERITAGE PROGRAM COMPONENTS

- ST. JAMES BAPTIST CHURCH
- MULTI-USE COMMUNITY SPACE
- OPEN AIR MARKET
- COMMUNITY CULTURAL GARDENS

KEY PLAN



GRASSLAND

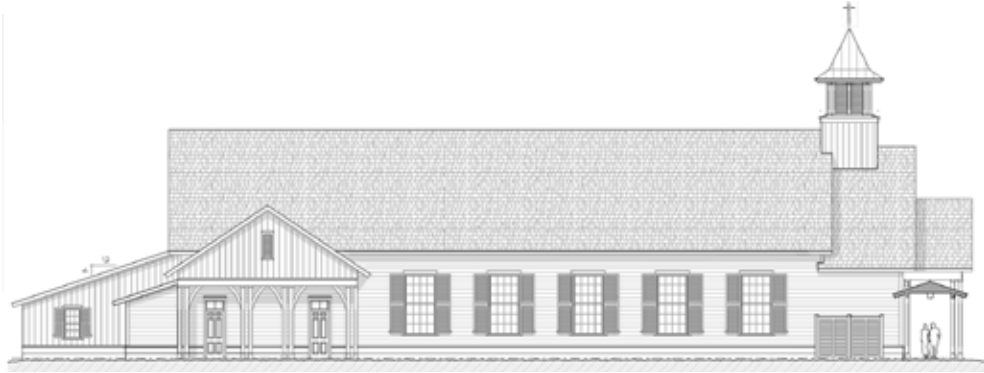
HISTORIC UNION
CEMETERY

UNION CEMETERY ROAD

NORTH 0' 100' 200'

ISLAND HERITAGE

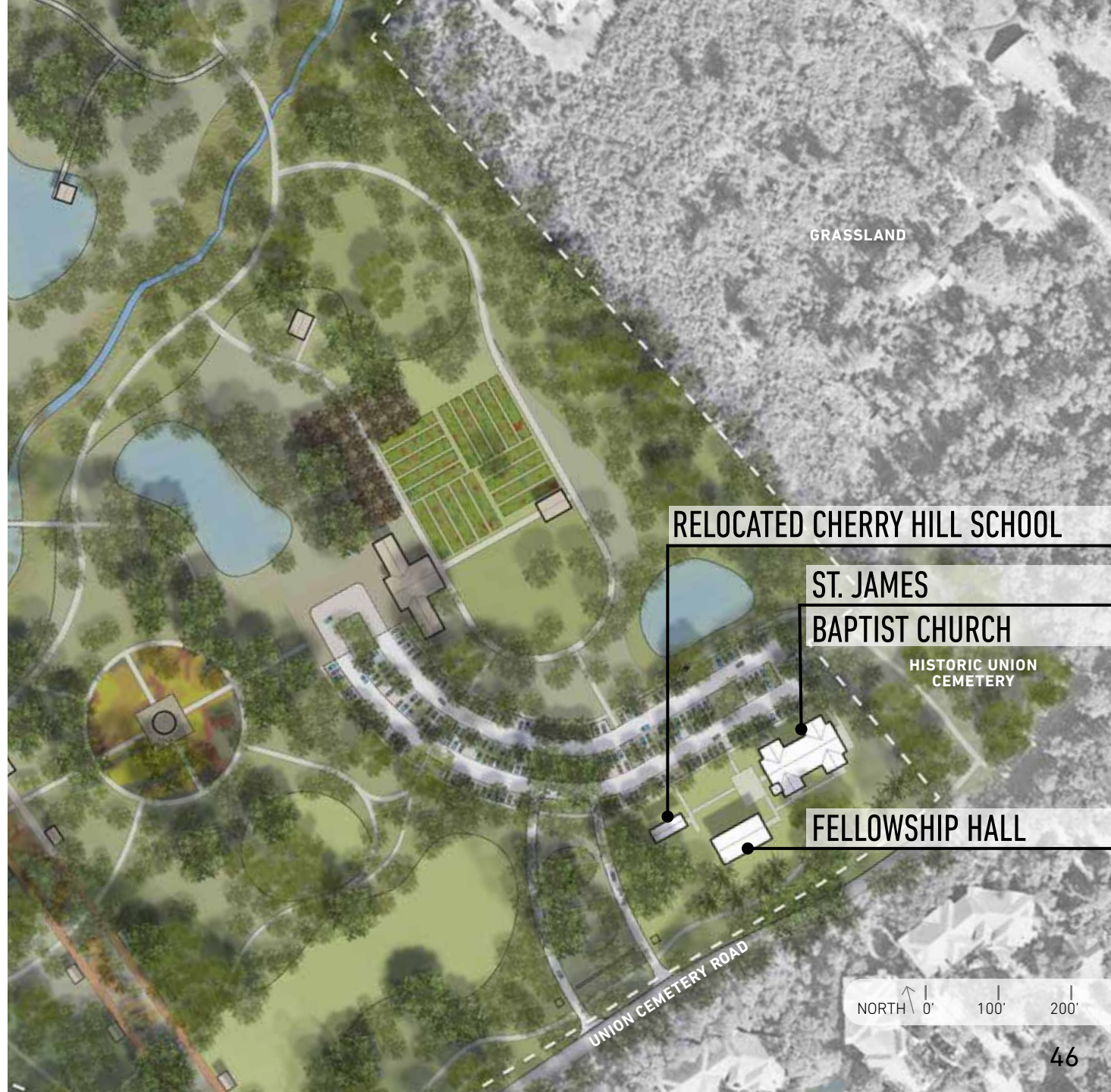
ST. JAMES BAPTIST CHURCH



CHURCH ELEVATION



CHURCH ELEVATION



ISLAND HERITAGE

HISTORIC UNION CEMETERY



ISLAND HERITAGE

MULTI-USE COMMUNITY SPACE



ISLAND HERITAGE OPEN AIR MARKET



ISLAND HERITAGE COMMUNITY CULTURAL GARDENS

- ESTABLISH RELATIONSHIP WITH LOCAL FOOD BANK FOR FOOD PRODUCTION / DISTRIBUTION
- TOWN-MANAGED PUBLIC PLOT LEASES
- ESTABLISH STANDING RULES FOR GARDENS (INDIVIDUAL RESIDENTS, MAINTENANCE, OPERATIONS, COMMUNICATION)



ISLAND HERITAGE

GARDEN SHED + PAVILION



GRASSLAND

PICNIC PAVILION

GARDEN SHED

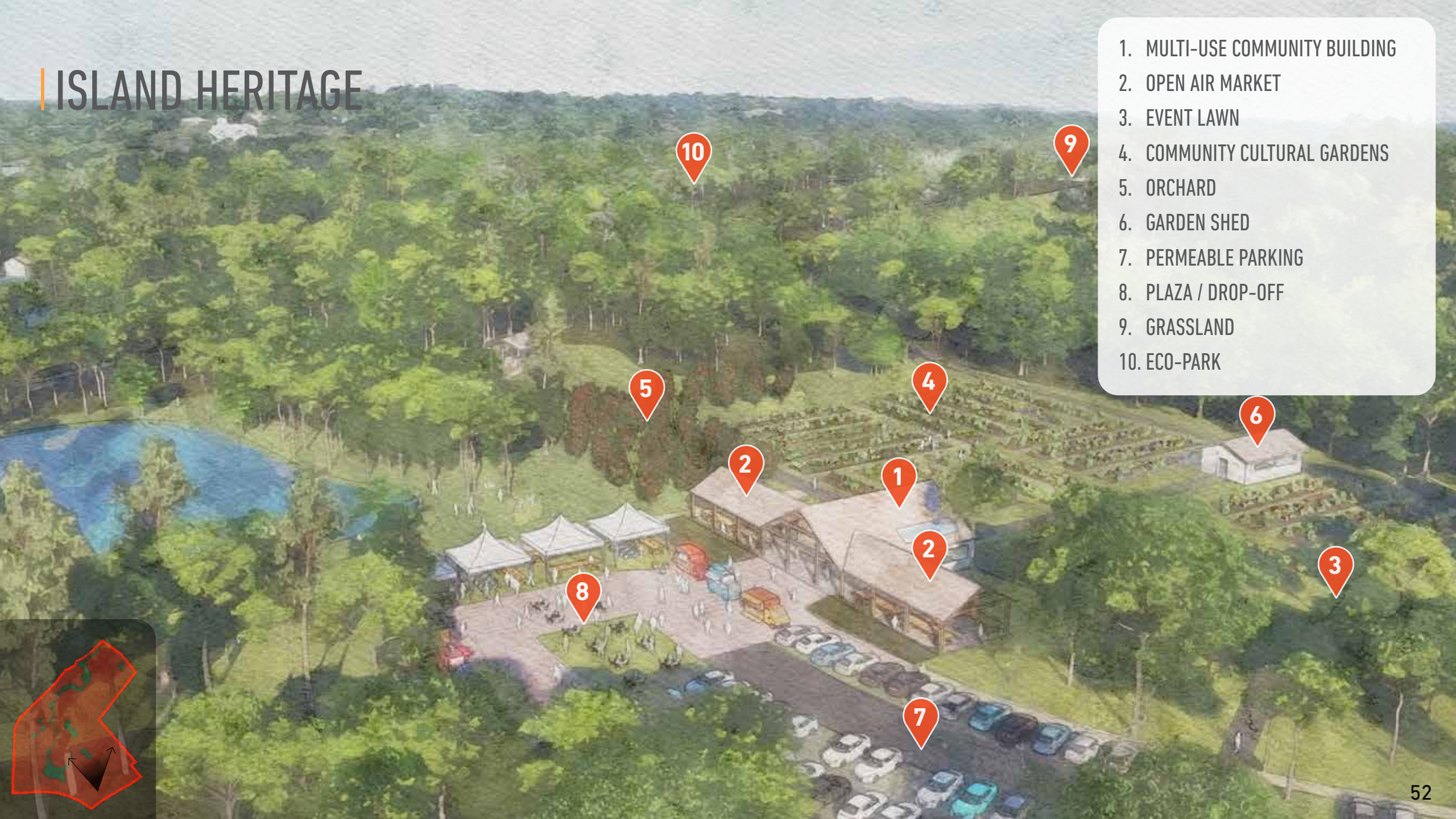
HISTORIC UNION CEMETERY

UNION CEMETERY ROAD

NORTH 0' 100' 200'

ISLAND HERITAGE

- 1. MULTI-USE COMMUNITY BUILDING
- 2. OPEN AIR MARKET
- 3. EVENT LAWN
- 4. COMMUNITY CULTURAL GARDENS
- 5. ORCHARD
- 6. GARDEN SHED
- 7. PERMEABLE PARKING
- 8. PLAZA / DROP-OFF
- 9. GRASSLAND
- 10. ECO-PARK



CULTIVATED LANDSCAPES



AIRPORT

DILLON ROAD

UNION CEMETERY ROAD

WILLIAM HILTON PARKWAY

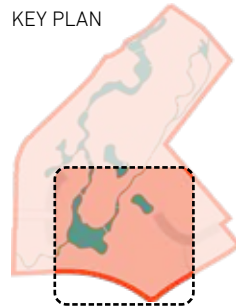
UNION CEMETERY ROAD

CULTIVATED LANDSCAPES

PROGRAM COMPONENTS

- PROMENADES
- CULTIVATED GARDENS
- NATURAL GARDENS
- CONCOURS D'ELEGANCE STAGING
- MULTI-USE TRAILS

KEY PLAN



CULTIVATED LANDSCAPES

THE ALAMEDA + GARDENS



ALAMEDA GARDENS

SWINGING BENCHES

THE ALAMEDA

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD

NORTH 0' 100' 200'

CULTIVATED LANDSCAPES

THE PROMENADE



WATER FEATURE

THE PROMENADE

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD

NORTH 0' 100' 200'

CULTIVATED LANDSCAPES

MONET GARDEN



CULTIVATED LANDSCAPES

LOWCOUNTRY BOTANICAL GARDENS



LOWCOUNTRY BOTANICAL GARDENS

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD

NORTH 0' 100' 200'

CULTIVATED LANDSCAPES

WATER GARDENS



CULTIVATED LANDSCAPES

RIPARIAN GARDENS



CULTIVATED LANDSCAPES

CONCOURS D'ELEGANCE STAGING

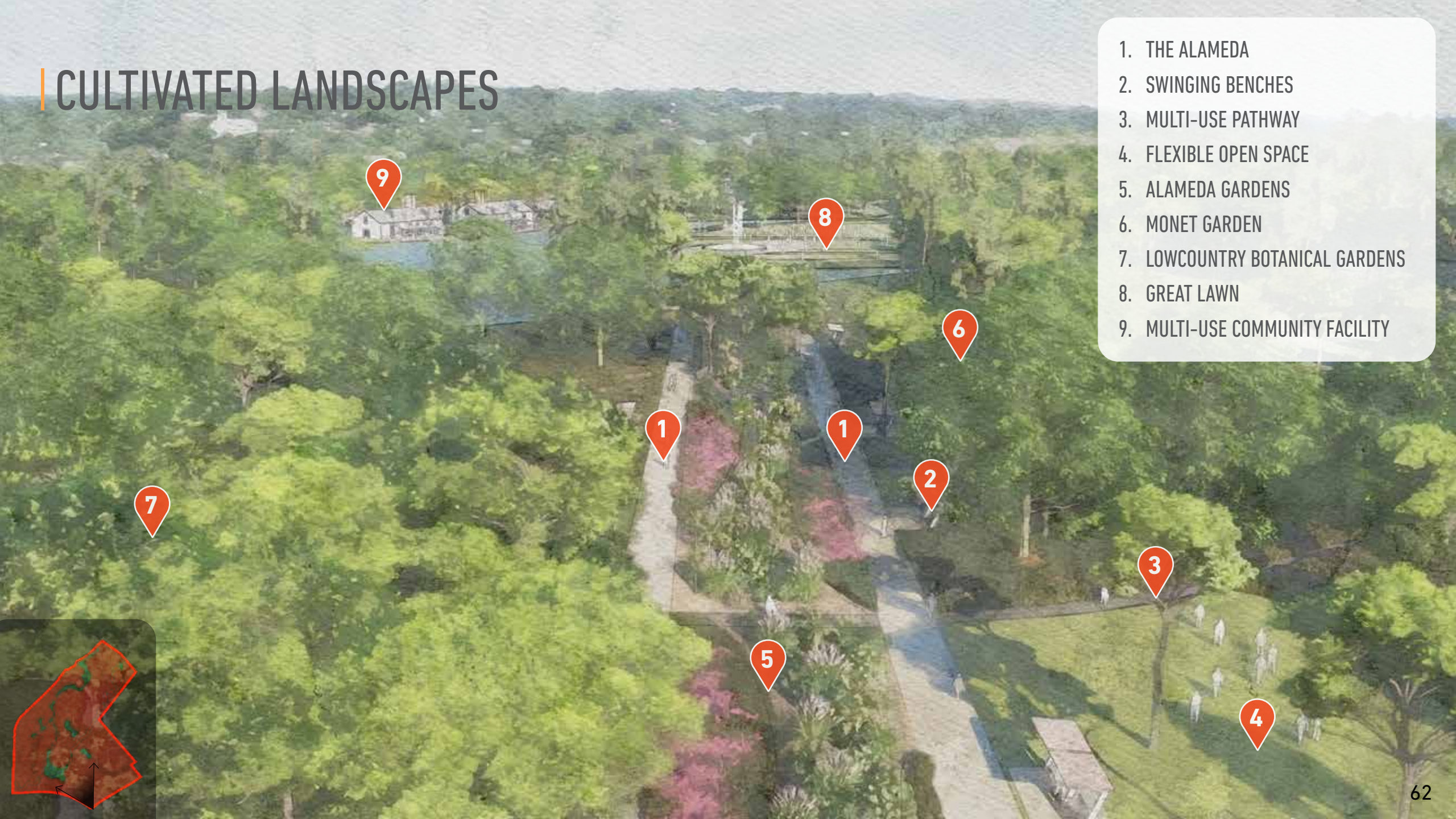
SPONSOR, VENDOR, & VOLUNTEER PARKING

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD



CULTIVATED LANDSCAPES



- 1. THE ALAMEDA
- 2. SWINGING BENCHES
- 3. MULTI-USE PATHWAY
- 4. FLEXIBLE OPEN SPACE
- 5. ALAMEDA GARDENS
- 6. MONET GARDEN
- 7. LOWCOUNTRY BOTANICAL GARDENS
- 8. GREAT LAWN
- 9. MULTI-USE COMMUNITY FACILITY

ACTIVE PLAY

AIRPORT

DILLON ROAD

UNION CEMETERY ROAD

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD



ACTIVE PLAY PROGRAM COMPONENTS

- INTERACTIVE WATER FEATURE
- PLAYGROUND + NATURAL PLAY
- THE YARD
- DOG PARK

KEY PLAN



ACTIVE PLAY

INTERACTIVE WATER FEATURE



NORTH 0' 100' 200'

ACTIVE PLAY

PLAYGROUND + NATURAL PLAY



PLAYGROUND + NATURAL PLAY

DILLON ROAD

NORTH ↑ 0' 100' 200'

ACTIVE PLAY

COMFORT FACILITIES + PAVILIONS



ACTIVE PLAY

THE YARD + DOG PARK



DOG PARK

THE YARD

NORTH ↑ 0' 100' 200'

ACTIVE PLAY

BOCCE + CHESS



BOCCE COURTS + CHESS

DILLON ROAD

NORTH 0' 100' 200'

ECO-PARK

AIRPORT

DILLON ROAD

UNION CEMETERY ROAD

WILLIAM HILTON PARKWAY

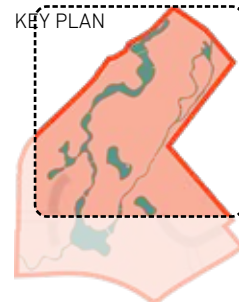
UNION CEMETERY ROAD



ECO-PARK (50+ ACRES)

PROGRAM COMPONENTS

- ECO-CENTER
- NATURE PRESERVE / CONSERVATION AREA
- OBSERVATION DECKS
- BOARDWALK
- CANOPY WALK



ECO-PARK ECO-CENTER



ECO-PARK

NATURE PRESERVE / CONSERVATION AREA



NORTH 0' 150' 300'

ECO-PARK

OBSERVATION DECKS + PAVILIONS



ECO-PARK BOARDWALK



ECO-PARK CANOPY WALK



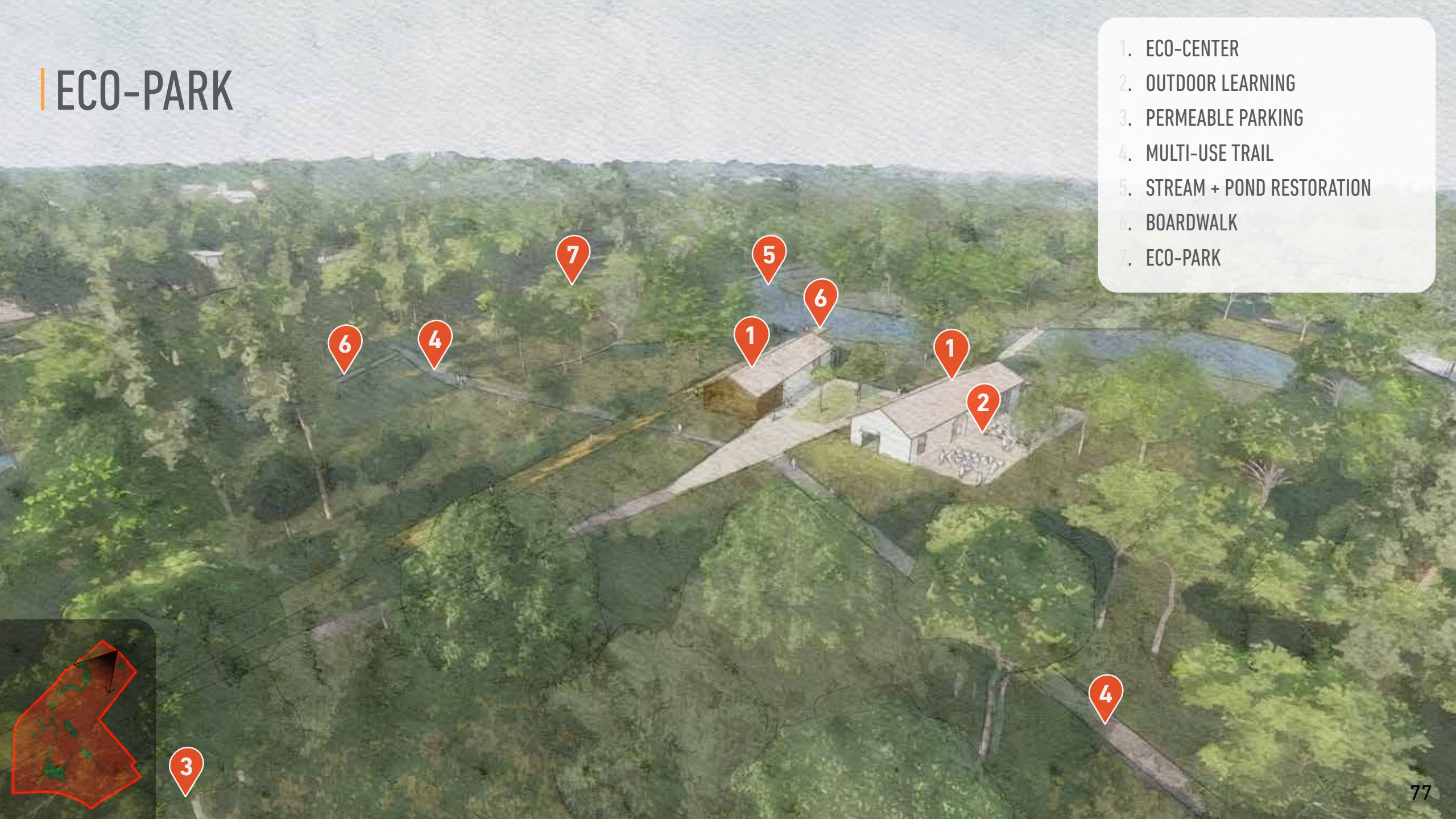
CANOPY WALK

GRASSLAND

NORTH ↑ 0' 150' 300'

ECO-PARK

- 1. ECO-CENTER
- 2. OUTDOOR LEARNING
- 3. PERMEABLE PARKING
- 4. MULTI-USE TRAIL
- 5. STREAM + POND RESTORATION
- 6. BOARDWALK
- 7. ECO-PARK



ECO-PARK

- 1. CANOPY WALK
- 2. PERFORMANCE GROVE
- 3. ECO-PARK
- 4. MULTI-USE TRAIL
- 5. STREAM + POND RESTORATION



CONCEPT PLAN

BIRD'S-EYE VIEW

AIRPORT

DILLON ROAD

ACTIVE PLAY

THE HEART OF THE TRACT

ECO-PARK

UNION CEMETERY ROAD

ISLAND HERITAGE

CULTIVATED LANDSCAPES

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD



SITE-WIDE ECOLOGICAL IMPROVEMENTS

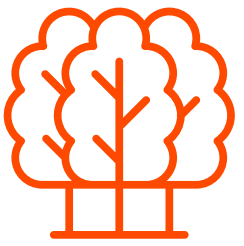


SITE-WIDE ECOLOGY IMPROVEMENTS

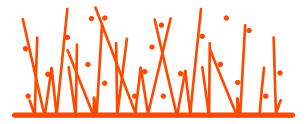


+30% SURFACE WATER
11 AC. (11% of site)

+285% RIPARIAN HABITAT
7 AC. (7% of site)



+55% CANOPY COVER
63 AC. (62% of site)



+46% NATIVE HABITAT
77 AC. (75% of site)



| SITE-WIDE SUSTAINABILITY + RESILIENCY

- **CREATE REGENERATIVE SYSTEMS AND FOSTER RESILIENCY** [SUSTAINABLE SITES]
 - PROTECT AND RESTORE NATURAL RESOURCES SUCH AS SOIL, WATER AND VEGETATION
 - PROTECT AND RESTORE BIODIVERSITY
 - PROVIDE MULTIPLE ECOSYSTEM SERVICES SUCH AS CLEANING AIR AND WATER, PROVIDING HABITAT AND STORING CARBON
 - MITIGATE FOR EVOLVING HAZARDS AND NATURAL DISASTERS
 - PLAN FOR MONITORING AND ADAPTIVE MANAGEMENT
- **ENHANCE HUMAN WELL-BEING AND STRENGTHEN COMMUNITY** [SUSTAINABLE SITES]
 - RECONNECT HUMANS TO NATURE
 - IMPROVE HUMAN HEALTH
 - FOSTER STEWARDSHIP BY PROVIDING EDUCATION THAT PROMOTES THE UNDERSTANDING OF NATURAL SYSTEMS AND RECOGNIZES THE VALUE OF LANDSCAPES
 - ENCOURAGE CULTURAL INTEGRITY AND PROMOTE REGIONAL IDENTITY
 - PROVIDE OPPORTUNITIES FOR COMMUNITY INVOLVEMENT AND ADVOCACY
- **PURSUE BOTH SITES AND LEED CERTIFICATION**

THE Sustainable
SITES
Initiative®



SITE-WIDE ART INTERVENTION OPPORTUNITIES



CAROLINA PARAKEET SCULPTURE



ISLAND HERITAGE SCULPTURE



SITE-WIDE PATHWAY TYPOLOGIES

- PROVIDE A VARIETY OF SURFACES FOR DIFFERENT LEVELS OF SERVICE AND USERS ABILITIES
- CONNECT TO THE ISLAND-WIDE PATHWAY SYSTEMS INCLUDING AN ECO-HERITAGE TRAIL, CULTURAL TRAIL, AND GREATER ISLAND GREENWAY
- PROVIDE A COMPREHENSIVE SIGNAGE + WAYFINDING SYSTEM

SPECIALTY PAVER	■
TABBY CONCRETE	■
CRUSHED SHELLS	■
PINE STRAW	■
BOARDWALK / CANOPY WALK	■
ASPHALT	■



SITE-WIDE OFF-STREET PARKING (595 SPACES)

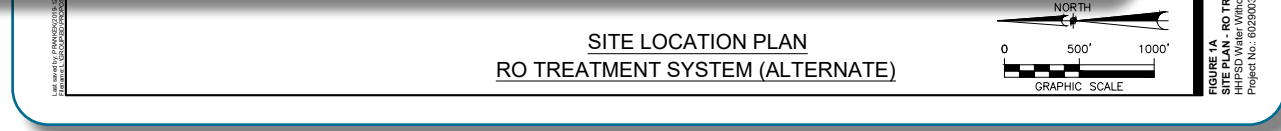
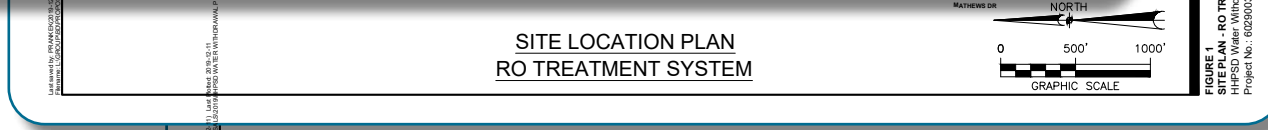
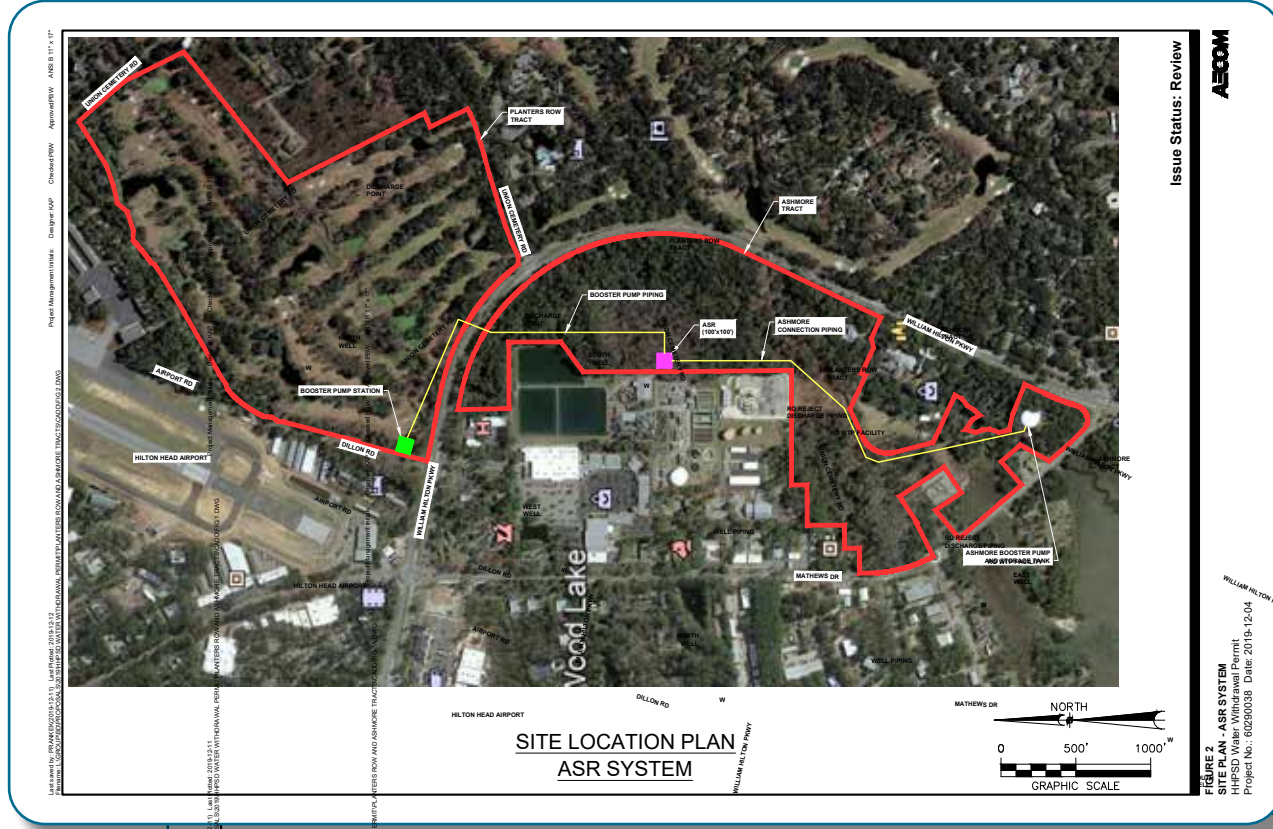
- DAILY USE AND OVERFLOW PARKING



A landscape photograph showing a field of tall grass in the foreground, a line of trees in the middle ground, and a cloudy sky in the background. The entire image is overlaid with a teal color filter. The text "ADJACENT IMPROVEMENT OPPORTUNITIES" is centered horizontally across the middle of the image.

ADJACENT IMPROVEMENT OPPORTUNITIES

PSD UTILITY IMPROVEMENTS



ROAD IMPROVEMENTS

DILLON ROAD & UNION CEMETERY ROAD

- ADDRESS INCREMENTAL SURROUNDING INFRASTRUCTURE PROJECTS AS PART OF THE PHASED PARK DEVELOPMENT SO THE DISTRICT AS A WHOLE IS IMPROVED AS THE PARK IS BUILT

IMPLEMENTATION

- PREPARE PRELIMINARY ENGINEERING DOCUMENTS, INCLUDING STREETScape IMPROVEMENT, FOR PUBLIC ROADWAYS DIRECTLY ADJACENT TO PARK (DILLON ROAD, UNION CEMETERY ROAD, AND WILLIAM HILTON PARKWAY).
- PREPARE BUDGETS AND COORDINATE THEIR DEVELOPMENT WITH PHASED PARK DEVELOPMENT FOR EFFICIENCY AND LESS-DISRUPTIVE CONSTRUCTION PERIODS.
- ADD ROADWAY/STREETScape IMPROVEMENTS SCOPE/BUDGET TO LONG-TERM CAPITAL PROJECTS BUDGET TO MEMORIALIZE ITS PRESENCE/ IMPORTANCE TO THE PARK AND COMMUNITY.



ROAD IMPROVEMENTS INTERSECTIONS

- POTENTIAL TRAFFIC SIGNAL (UNION CEMETERY ROAD AND WILLIAM HILTON PARKWAY)
- IMPROVED CROSSWALKS
- IMPROVED LIGHTING
- IMPROVED LANDSCAPE



ROAD IMPROVEMENTS

PEDESTRIAN BRIDGE



ASHMORE TRACT PROGRAM COMPONENTS

- PARK ROAD
- 18-HOLE CHAMPIONSHIP-STYLE DISC GOLF
- PAVILION / COMFORT FACILITIES
- PSD PROVIDED IMPROVEMENTS



ASHMORE TRACT

DISC GOLF + FOOT GOLF



ASHMORE TRACT PAVILION / COMFORT FACILITY





PROJECT PHASING + COSTS

BENCHMARK PARKS | NATIONAL COMPARISON PARK PROGRAM



GATHERING PLACE
TULSA OK - 66 ACRES



RAILROAD PARK
BIRMINGHAM AL - 19 ACRES



SUMMIT PARK
BLUEASH OH - 130 ACRES

Program Components

- Destination Playgrounds
- Pedestrian Crossings
- Great Lawn
- Cultivated Gardens
- Art & Sculptures
- Comfort Facilities
- Sports Courts
- Skate Park
- BMX Pump Tracks
- Multi-Use Trails
- Restaurants and Cafe
- Boat Rental
- Discovery Lab
- Event Facilities
- Beach
- Picnic Grove
- Swinging Benches
- Wetland Gardens
- Observation Decks
- Comfort Facilities

Program Components

- Destination Playground
- Outdoor Fitness Equipment
- Multi-Use Trails
- Water Features
- Wetland Restoration
- Skate Park
- Great Lawn
- Event Facilities
- Cafe
- Cultivated Gardens
- Amphitheater
- Event Plaza
- Park Overlooks

Program Components

- Children's Playscape
- Dog Park
- Comfort Facilities
- Fishing Pond
- Glass Canopy
- Great Lawn
- Observation Tower
- Pergolas
- Event Facilities
- Restaurants
- Multi-use Trails
- Farmers Market
- Ice Rink
- Event Stage
- Promenade
- Natural Playground
- Natural Areas
- Swinging Benches

BENCHMARK PARKS | NATIONAL COMPARISON PARK COSTS



GATHERING PLACE
TULSA OK - 66 ACRES
COST: \$465,000,000
COST/AC: \$7,050,000 / AC



RAILROAD PARK
BIRMINGHAM AL - 19 ACRES
COST: \$17,500,000
COST/AC: \$920,000 / AC



SUMMIT PARK
BLUE ASH OH - 130 ACRES
COST: \$60,000,000
COST/AC: \$461,000 / AC

BENCHMARK PARKS | REGIONAL / LOCAL

COMPARISON PARK PROGRAM



LOWCOUNTRY CELEBRATION PARK
HILTON HEAD SC - 10 ACRES

Program Components

- Adventure Playground
- Open Pavilion
- Event Lawn
- Perimeter Walk
- Setting Sun Sculpture
- Comfort Facilities
- Performance Pavilion
- Sandbox Children's Museum



UNITY PARK
GREENVILLE SC - 40 ACRES

Program Components

- Destination Playground
- River Restoration
- Athletic Field Renovation
- Event Lawn
- Visitor Center
- Bike Trail
- Pedestrian Bridge
- Multi-use Recreational Lawn
- Splash Pad
- Comfort Facilities
- Picnic Pavilions
- Event Plaza
- Boardwalk



MID-ISLAND TRACT
HILTON HEAD SC - 97 ACRES

Program Components

- Playground / Natural Play
- Great Lawn
- Picnic Pavilions
- Multi-use Recreation Lawn
- Interactive Water Feature
- Sculptural Fountain
- Multi-use Trails
- Boardwalk
- Canopy Walk
- Observation Decks
- Eco-Center
- Stream Restoration
- Martin Luther King Jr. Memorial
- Multi-use Community Spaces
- Open Air Market
- Community Cultural Gardens
- Cultivated Gardens
- Habitat Restoration
- Event Grove
- Dog Park

BENCHMARK PARKS

COMPARISON PARK COSTS



LOWCOUNTRY CELEBRATION PARK
HILTON HEAD SC - 10 ACRES
COST: \$14,100,000
COST/AC: \$1,410,000 / AC



UNITY PARK
GREENVILLE SC - 40 ACRES
COST: \$38,500,000
COST/AC: \$962,500 / AC



MID-ISLAND TRACT
HILTON HEAD SC - 97 ACRES

PROJECT PHASES

97 ACRES (102 ACRES INCLUDING ST. JAMES BAPTIST CHURCH PARCEL)

PARK FRAMEWORK (PHASE 1)

ISLAND HERITAGE (FUTURE PHASE)

HEART OF THE TRACT (FUTURE PHASE)

CULTIVATED LANDSCAPES (FUTURE PHASE)

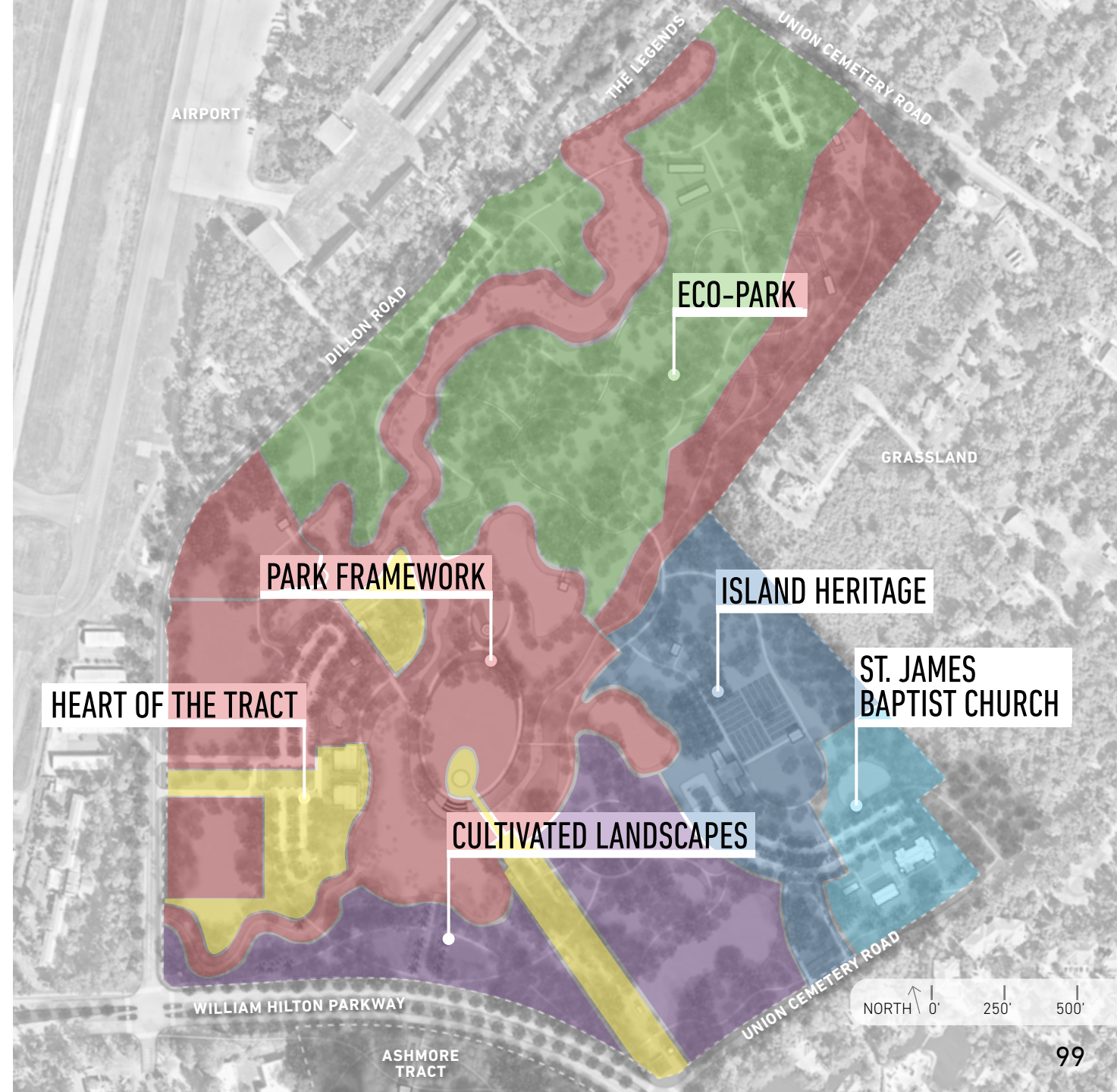
ECO-PARK (FUTURE PHASE)

*ST. JAMES BAPTIST CHURCH (PLANNED)

*5 ACRE SITE EXCLUDED FROM PROJECT COSTS

PHASE 1

PROJECT SCOPE, BUDGET, FUNDING SOURCES AND SCHEDULE FOR DESIGN / CONSTRUCTION TO BE FURTHER REFINED BY TOWN STAFF.



PROJECT PHASING

PARK FRAMEWORK (PHASE 1)

- GREAT LAWN
- ENTRY & PARKING
- EVENT GROVE
- PLAYGROUND / NATURAL PLAY
- TRAILS
- COMFORT FACILITIES
- FOOT BRIDGES
- THE YARD
- ENABLING WORK
 - SITE UTILITIES
 - MAJOR EARTHWORK
- RESTORATION
 - POND EXPANSION & STREAM REGENERATION
 - STORMWATER CAPACITY INCREASE
 - HABITAT REGENERATION

BASE COST: \$18.5 MILLION

- MARTIN LUTHER KING JR. MEMORIAL
- DOG PARK

ENHANCEMENT COST: \$2 MILLION



PROJECT PHASING

ISLAND HERITAGE (FUTURE PHASE)

- COMMUNITY CULTURAL GARDENS
- PICNIC PAVILION
- GARDEN SHED
- ENTRY & PARKING
- TRAILS
- EVENT LAWN
- OPEN AIR MARKET

BASE COST: \$6.5 MILLION

- MULTI-USE COMMUNITY BUILDING

ENHANCEMENT COST: \$1.5 MILLION



PROJECT PHASING

THE HEART OF THE TRACT (FUTURE PHASE)

- SCULPTURAL FOUNTAIN
- MULTI-USE COMMUNITY FACILITY
- ENTRY & PARKING
- PLAYGROUND / NATURAL PLAY
- TRAILS
- PICNIC PAVILIONS
- BOCCE BALL COURTS
- THE ALAMEDA
- ALAMEDA GARDENS
- GATEWAYS
- OPEN LAWN
- FOOT BRIDGE

BASE COST: \$17 MILLION

- INTERACTIVE WATER FEATURE

ENHANCEMENT COST: \$2 MILLION



PROJECT PHASING

CULTIVATED LANDSCAPES (FUTURE PHASE)

- GATEWAY
- OPEN LAWN
- TRAILS
- LOWCOUNTRY BOTANICAL GARDENS

BASE COST: \$1.5 MILLION

- MONET GARDEN
- PROMENADE AND FOUNTAINS

ENHANCEMENT COST: \$6 MILLION



PROJECT PHASING

ECO-PARK (FUTURE PHASE)

- TRAILS
- PARKING & ENTRY
- PICNIC PAVILIONS
- OBSERVATION DECK
- HABITAT RESTORATION
- FOOT BRIDGE
- BOARDWALK
- CANOPY WALK

BASE COST: \$13 MILLION

- PARKING
- ECO-CENTER

ENHANCEMENT COST: \$3 MILLION



BENCHMARK PARKS

COMPARISON PROJECT COSTS



LOWCOUNTRY CELEBRATION PARK
HILTON HEAD SC - 10 ACRES
COST/AC: \$1,410,000 / AC



UNITY PARK
GREENVILLE SC - 40 ACRES
COST/AC: \$962,500 / AC



MID-ISLAND TRACT
HILTON HEAD SC - 97 ACRES
COST/AC: \$494,845 - \$731,958 / AC

PARK PHASING

IMPLEMENTATION RECOMMENDATIONS

- **FOCUS ON SUSTAINING THE COMMUNITY-ACCEPTED VISION FOR THE PARK**
- **EXECUTE WITH PACE - CONTINUE DEVELOPING THE PARK EACH YEAR UNTIL COMPLETE, AS FUNDING ALLOWS**
- **ADAPT PARK ELEMENTS TO RESPOND TO COMMUNITY NEEDS, WHILE MAINTAINING THE VISION**
- **DEVELOP AND IMPLEMENT PHASES DEPENDING ON FUNDING + PROGRAM DEMANDS AND COMMON SENSE OF CONSTRUCTABILITY**



FUNDING OPPORTUNITIES

FUNDING OPPORTUNITIES

DONOR OPPORTUNITIES

EACH OF THE LISTED PARK ELEMENTS ARE CANDIDATES FOR DONOR FUNDING. THIS PROGRAM NEEDS TO BE **WELL STRUCTURED** AND **INTENTIONALLY LED**, POSSIBLY WITH AN OUTSIDE CONSULTANT THAT FOCUSES ON FUNDRAISING. EACH OPPORTUNITY NEEDS TO BE “PACKAGED” WITH GRAPHIC PRESENTATION TO **CAPTURE INTENT, INSPIRE PARTICIPATION**, AND PRESENT THE EXPECTED LEVEL OF PARTICIPATION (DOLLAR VALUE) THAT INCLUDES ALL CONSTRUCTION AND “SOFT COSTS”+ SOME AMOUNT TOWARD A MAINTENANCE.

- **ART / SCULPTURE**
(OFFICE OF CULTURAL AFFAIRS TO CONTROL ACCEPTANCE, COMMISSION, AND PLACEMENT)
- **BRIDGES**
- **FOUNTAIN**
- **PLAYGROUND**
- **COMMUNITY CULTURAL GARDENS**
- **CULTIVATED GARDENS**
- **CANOPY WALK**
- **TECHNOLOGY**
- **ECO-PARK**
- **COMMUNITY FACILITIES**
- **TERRACE**
- **EVENT GARDEN**
- **SWINGS**
- **PAVILIONS**

FUNDING OPPORTUNITIES

DONOR OPPORTUNITIES

- **NON-PROFIT ORGANIZATIONS**
 - **GRANTS (STATE & FEDERAL)**
 - **PRIVATE DONATIONS**
 - **FOUNDATIONS / PHILANTHROPIC GROUPS**
 - **PARTNERSHIPS**
- **ART / SCULPTURE**
(OFFICE OF CULTURAL AFFAIRS TO CONTROL ACCEPTANCE, COMMISSION, AND PLACEMENT)
 - BRIDGES
 - FOUNTAIN
 - PLAYGROUND
 - COMMUNITY CULTURAL GARDENS
 - CULTIVATED GARDENS
 - CANOPY WALK
 - TECHNOLOGY
 - ECO-PARK
 - COMMUNITY FACILITIES
 - TERRACE
 - EVENT GARDEN
 - SWINGS
 - PAVILIONS

FUNDING OPPORTUNITIES

PARTNERSHIPS FOR PARKS



**MAINTENANCE
& OPERATIONS**



**CAPITAL
IMPROVEMENTS**



PROGRAMMING

FUNDING OPPORTUNITIES

PARTNERSHIPS FOR PARKS



MAINTENANCE & OPERATIONS



CAPITAL IMPROVEMENTS



PROGRAMMING

CULTIVATED & CULTURAL GARDENS

- AMERICAN PUBLIC GARDEN ASSOCIATION
- UNITED STATES BOTANICAL GARDEN
- ARBORETUM (ARBNET RECOGNIZED)
- BOTANIC GARDENS CONSERVATION INTERNATIONAL
- AMERICAN COMMUNITY GARDEN ASSOCIATION
- GARDEN CLUBS
- FOOD PANTRIES
- HERITAGE GARDENS / COORDINATED WITH NATIVE ISLANDER INITIATIVES
- ESTABLISH FREE-STANDING BOARD WITH TOWN INVOLVEMENT

FUNDING OPPORTUNITIES

PARTNERSHIPS FOR PARKS



**MAINTENANCE
& OPERATIONS**



**CAPITAL
IMPROVEMENTS**



PROGRAMMING

ECO-PARK

- AUDUBON SOCIETY
- THE NATURE CONSERVANCY
- THE SIERRA CLUB FOUNDATION
- DUCKS UNLIMITED
- ESTABLISH FREE-STANDING BOARD WITH TOWN INVOLVEMENT
- ECO-HERITAGE ADVISORY COALITION

FUNDING OPPORTUNITIES

PARTNERSHIPS FOR PARKS



**MAINTENANCE
& OPERATIONS**



**CAPITAL
IMPROVEMENTS**



PROGRAMMING

EVENT GARDEN

- HHI SYMPHONY
- LOCAL FAITH-BASED ORGANIZATIONS FOR CEREMONY COORDINATION

FUNDING OPPORTUNITIES

PARTNERSHIPS FOR PARKS



**MAINTENANCE
& OPERATIONS**



**CAPITAL
IMPROVEMENTS**



PROGRAMMING

COMMUNITY FACILITIES

- LOCAL FOOD VENDOR, CASUAL DAILY DINING / SPECIAL EVENTS CATERING
- LOCAL ORGANIZATIONS FOR EVENTS COORDINATION
- REVENUE-SHARING BUSINESS STRUCTURE
- ESTABLISH A FEE STRUCTURE AND GOVERNANCE BODY

FUNDING OPPORTUNITIES

PARTNERSHIPS FOR PARKS



**MAINTENANCE
& OPERATIONS**



**CAPITAL
IMPROVEMENTS**



PROGRAMMING

OTHER OPPORTUNITIES

- HHI LAND TRUST
- COMMUNITY FOUNDATION OF THE LOWCOUNTRY
- PARK CONSERVANCY
- HEALTHCARE PARTNERING (WELLNESS PROGRAMS)

FUNDING OPPORTUNITIES

RECOMMENDATIONS

- **DEDICATE STAFF AND ADDITIONAL RESOURCES FOR THE EXPRESSED PURPOSE OF MANAGING OUR EXPANDING PARKS**
- **ESTABLISH AN IN-PARKS SECURITY SERVICE**
 - “PARK AMBASSADOR” CORPS
 - COORDINATION WITH TOWN PUBLIC SAFETY DIRECTOR AND SHERIFF DEPARTMENT
- **ESTABLISH EDUCATIONAL PROGRAMS**
 - COORDINATE WITH LOCAL SCHOOL DISTRICTS
 - ENVIRONMENTAL SCIENCES PROGRAMS
 - SELF-GUIDED PROGRAMS THROUGHOUT THE PARK
 - TELL THE STORY OF PARK ENVIRONMENT/SYSTEMS

A landscape photograph showing a field of tall grass in the foreground, a line of trees in the middle ground, and a cloudy sky in the background. The entire image is overlaid with a teal color filter. The text 'MID-ISLAND TRACT IDENTITY' is centered in the middle ground.

MID-ISLAND TRACT IDENTITY

CULTURAL

SIGNIFICANT GROUP

HISTORY

LANDMARK

NEIGHBORHOOD

GEOLOGY

ECOLOGY

PARK NAME?

REGION

LOCATION

NATURAL FEATURE

COMMUNITY

GEOGRAPHY

SIGNIFICANT INDIVIDUAL

MID-ISLAND TRACT IDENTITY

NAME SELECTION PROCESS

- **COMMIT TO A PUBLIC PROCESS**
 - ENGAGE THE PUBLIC IN SELECTING A PARK NAME
 - INCLUDE BOTH MID-ISLAND TRACT AND ASHMORE TRACT
- **RESEARCH**
 - UTILIZE A CONSULTANT TO GATHER AND CURATE INFORMATION
 - ESTABLISH GUIDELINES FOR SELECTING A PARK NAME
 - TELL THE STORY OF THE PARK AND THE ISLAND ACROSS GENERATIONS
- **PUBLIC ENGAGEMENT**
 - TELL THE STORY OF THE PARK
 - ENABLE A THOROUGH COMMENT / RECOMMENDATION PERIOD
- **SELECTION**
 - CURATE PARK NAME RECOMMENDATIONS FOR TOWN COUNCIL CONSIDERATION

A landscape photograph featuring a field of tall grasses in the foreground, a line of trees in the middle ground, and a cloudy sky above. The entire image is overlaid with a teal color filter. The text 'NEXT STEPS' is written in a bold, yellow, sans-serif font on the left side of the image.

NEXT STEPS

| PARK DEVELOPMENT

NEXT STEPS

1. ADOPT THE MID-ISLAND TRACT CONCEPT PLAN AND RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO PHASED DEVELOPMENT, FUNDING OPPORTUNITIES, OPERATIONS, SAFETY.
2. TOWN TO DEFINE PHASE 1 PROJECT SCOPE, BUDGET, FUNDING SOURCES AND SCHEDULE FOR DESIGN/CONSTRUCTION.
3. ENGAGE CONSULTANT TEAM TO FURTHER SITE INVESTIGATIONS, DESIGN, CONSTRUCTION DOCUMENTATION, BIDDING DOCUMENTS.
4. TOWN STAFF TO IDENTIFY AND PROVIDE OUTREACH FOR POTENTIAL PARTNERSHIPS FOR FUNDING, OPERATIONS, AND PROGRAMMING.

PARK DEVELOPMENT IMPLEMENTATION

1. TOWN TO COMMISSION AND SECURE ARCHAEOLOGICAL INVESTIGATE OF THE PROJECT SITE.
2. TOWN TO COMMISSION AND SECURE PRELIMINARY GEOTECHNICAL INVESTIGATION/REPORT.
3. COMMISSION CONSULTANT TEAM TO PREPARE SCHEMATIC DESIGN AND DESIGN DEVELOPMENT LEVEL DOCUMENTS FOR THE ENTIRE PROJECT SITE (INCLUDING ALL KNOWN PHASES OF DEVELOPMENT) TO REFINE, VALIDATE AND INCREASE ACCURACY OF PROJECT LAYOUT AS DEPICTED BY CONCEPT PLAN COMPLETED AND APPROVED ABOVE.
 - FINALIZE SITE LAYOUT OF PROJECT ELEMENTS/SYSTEMS INCLUDING DRIVES, PARKING, TRAILS,

PROMENADES, PLAZAS/TERRACES, GARDENS, DISTINCT USE AREAS, PLAY AREAS, STRUCTURES PLACEMENTS, PLANTING/RESTORATION, LIGHTING, UTILITIES, ETC.

- PREPARE COMPREHENSIVE STORMWATER MANAGEMENT, GROUNDWATER RECHARGE DESIGN, POND DESIGN, WATER DISCHARGE MECHANISMS AS NEEDED FOR A COMPLETE UNDERSTANDING OF THE OVERALL HYDROLOGICAL PERFORMANCE OF THE SITE IN ITS PROPOSED CONDITION.
- CONSIDER USAGE OF PROJECT SPACE AS A LARGER MANAGEMENT DEVICE AND POSSIBLE USE AS A “BANK” FOR WETLANDS MITIGATION WITHIN THE

WATERSHEDS AS A DEVICE TO FURTHER DEVELOPMENT OPPORTUNITIES ELSEWHERE AND PLACE WETLANDS/ WATER QUALITY ACCOMMODATIONS IN HOLISTIC AND APPROPRIATE LOCATIONS.

- PREPARE EARTHWORK/GRADING DESIGN INCLUDING BUT NOT LIMITED TO CLEARING, TREE PROTECTION STANDARDS, OVERLAND GRADING, SOILS DISPOSITIONS, QUANTITIES CALCULATIONS, STORMWATER MANAGEMENT/FILTRATION DEVICES.

[CONTINUED ON NEXT PAGE]

| PARK DEVELOPMENT IMPLEMENTATION

- PREPARE ARCHITECTURAL FLOOR PLANS TO ESTABLISH CURRENT THINKING OF PROGRAM SPACES AND DEVELOP ARCHITECTURAL “VOCABULARY” TO BE MEMORIALIZED AND USED THROUGHOUT ALL PHASES OF DEVELOPMENT IN AN EFFORT TO ESTABLISH THE CHARACTER OF THE PROJECT AS A KEY CIVIL SPACE FOR THE TOWN.
4. PREPARE DETAILED ESTIMATE OF PROBABLE CONSTRUCTION COSTS, FINAL PHASE 1 DEVELOPMENT SCOPE, BUDGET AND SCHEDULE.
 5. PREPARE COMPLETE SET OF BIDDABLE CONSTRUCTION DOCUMENTS INCLUDING TECHNICAL SPECIFICATIONS FOR PHASE 1 DEVELOPMENT.
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 7. TOWN TO AWARD CONTRACT AND COMMENCE PHASE 1 CONSTRUCTION UTILIZING THE CONSULTANT TEAM TO AUGMENT TOWN STAFF IN OBSERVING CONSTRUCTION ACTIVITIES, PROVIDING FOR SUBMITTAL REVIEWS, SAMPLE APPROVALS, PERIODIC FIELD REVIEWS, PRE-FINAL, PUNCH LIST PREPARATION, FINAL REVIEW, AS-BUILT DRAWING PREPARATIONS FOR CONTRACTOR FIELD DOCUMENTS AND GUARANTEE PERIOD SERVICES.
 8. DEVELOP SCOPE FOR THE NEXT PHASE OF PROJECT DEVELOPMENT.



Mid-Island Tract Master Plan

Town of Hilton Head Island Town Council | November 1, 2022



Town of Hilton Head Island

Mid-Island Tract Master Plan

RECOMMENDATION

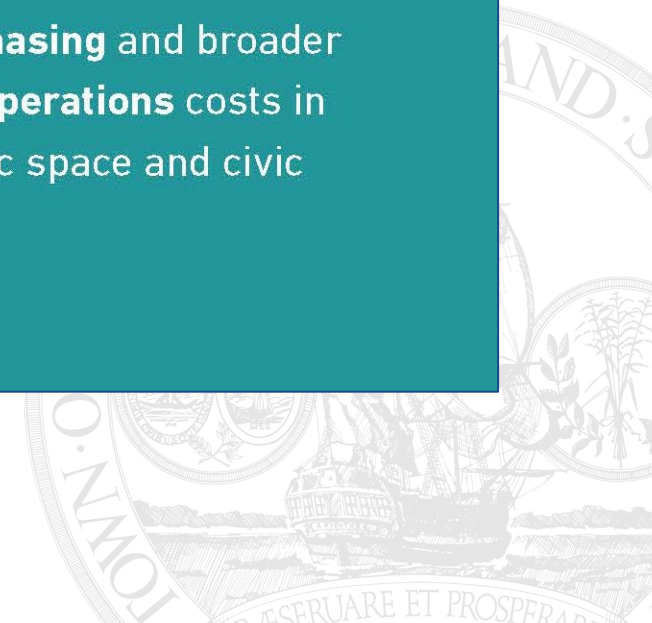
- The Parks and Recreation Commission recommends Town Council adopt a resolution approving the master plan for the Mid-Island Tract.



Town of Hilton Head Island

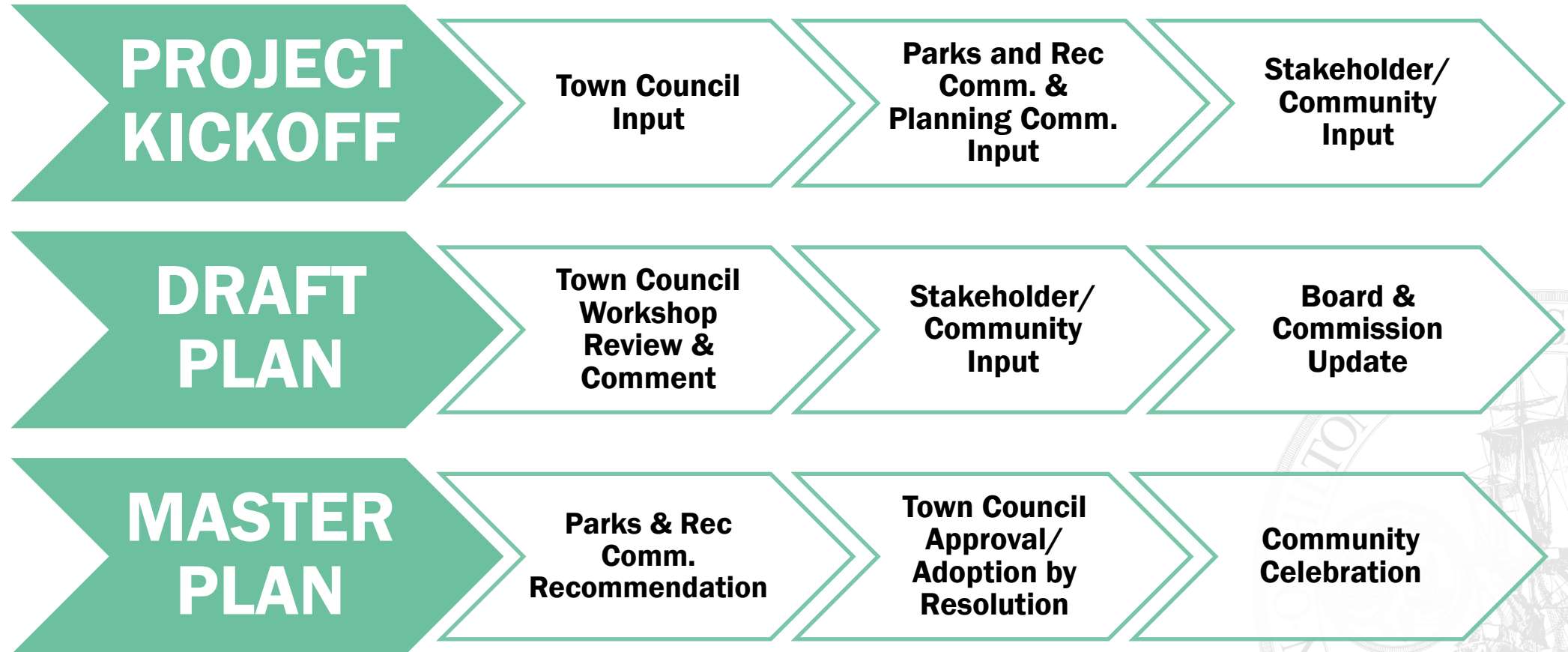
Mid-Island Tract Master Plan: Project Goals

- Ensure that a park on the Mid-Island Tract serves the **entire community**, residents and visitors alike
- Enhance the **natural features** of the Mid-Island Tract and provide **nature observation** opportunities
- Embrace the **Gullah history and culture** of the site and the island by providing needed community gathering space adjacent to the future St. James Baptist Church site
- Encourage entrepreneurial and cultural understanding in the park by providing space for an **open-air market, heritage gardens, and cafe.**
- **Connect the Mid-Island Tract** to other green spaces, parks, and trails
- Consider implementation **phasing** and broader ongoing **maintenance and operations** costs in the design of the park, public space and civic infrastructure



Town of Hilton Head Island

Mid-Island Tract Master Plan: Project Process



Town of Hilton Head Island

Mid-Island Tract Master Plan: Concept Plan



MID-ISLAND TRACT

TRACT AREAS

AIRPORT

ECO-PARK

UNION CEMETERY ROAD

THE HEART OF THE TRACT

ISLAND HERITAGE

ACTIVE PLAY

CULTIVATED LANDSCAPES

DILLON ROAD

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD



PROJECT PHASES

97 ACRES (102 ACRES INCLUDING ST. JAMES BAPTIST CHURCH PARCEL)

PARK FRAMEWORK (PHASE 1) \$18.5 - \$20.5 M

ISLAND HERITAGE (FUTURE PHASE)

HEART OF THE TRACT (FUTURE PHASE)

CULTIVATED LANDSCAPES (FUTURE PHASE)

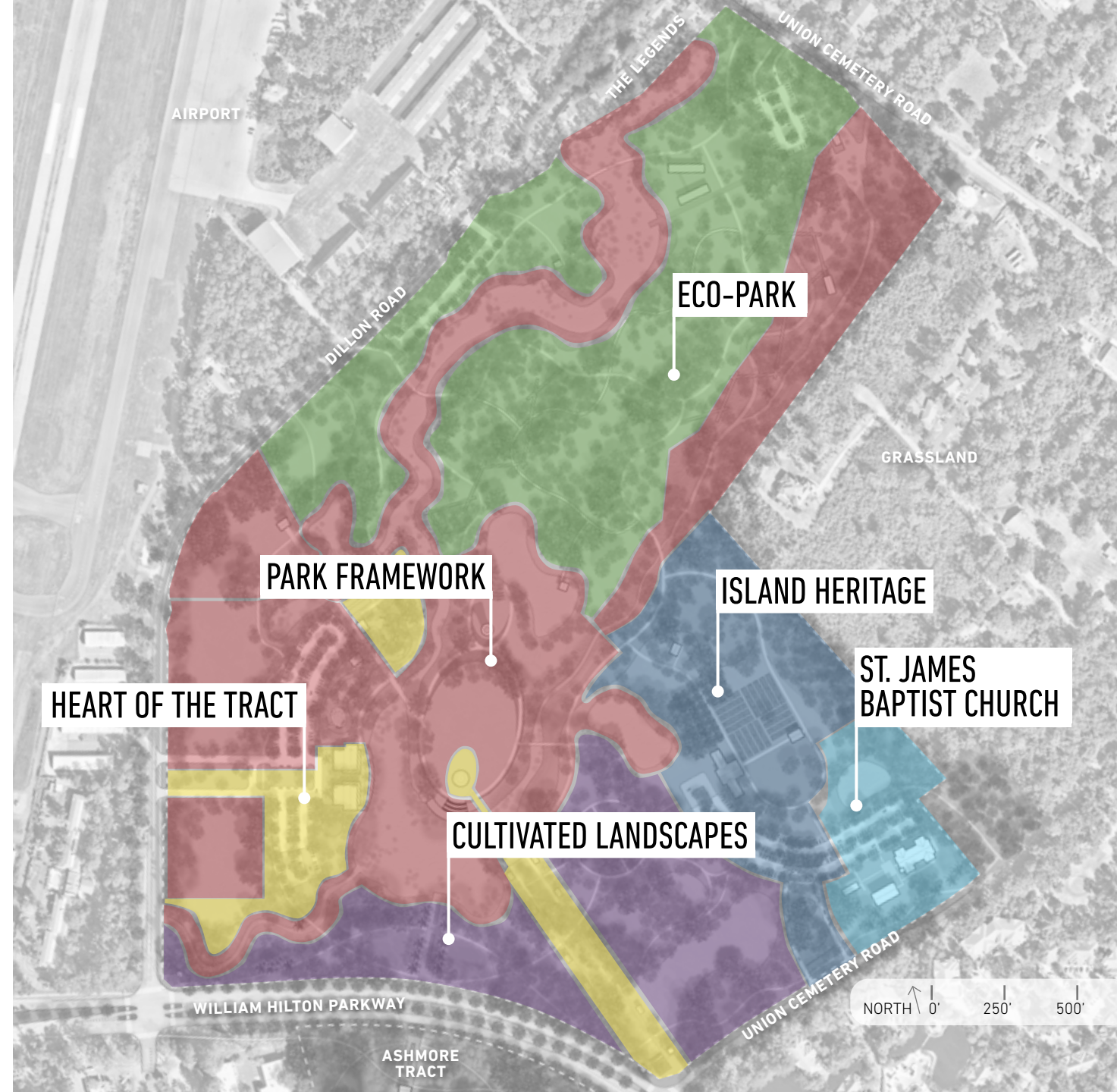
ECO-PARK (FUTURE PHASE)

*ST. JAMES BAPTIST CHURCH (PLANNED)

*5 ACRE SITE EXCLUDED FROM PROJECT COSTS

PHASE 1

PROJECT SCOPE, BUDGET, FUNDING SOURCES AND SCHEDULE FOR DESIGN / CONSTRUCTION TO BE FURTHER REFINED BY TOWN STAFF.



PARK PHASING

IMPLEMENTATION RECOMMENDATIONS

- **FOCUS ON SUSTAINING THE COMMUNITY-ACCEPTED VISION FOR THE PARK**
- **EXECUTE WITH PACE - CONTINUE DEVELOPING THE PARK EACH YEAR UNTIL COMPLETE, AS FUNDING ALLOWS**
- **ADAPT PARK ELEMENTS TO RESPOND TO COMMUNITY NEEDS, WHILE MAINTAINING THE VISION**
- **DEVELOP AND IMPLEMENT PHASES DEPENDING ON FUNDING + PROGRAM DEMANDS AND COMMON SENSE OF CONSTRUCTABILITY**

FUNDING OPPORTUNITIES

RECOMMENDATIONS

- **DEDICATE STAFF AND ADDITIONAL RESOURCES FOR THE EXPRESSED PURPOSE OF MANAGING OUR EXPANDING PARKS**
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 - ENVIRONMENTAL SCIENCES PROGRAMS
 - SELF-GUIDED PROGRAMS THROUGHOUT THE PARK
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MID-ISLAND TRACT IDENTITY

NAME SELECTION PROCESS

- **COMMIT TO A PUBLIC PROCESS**
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 - CURATE PARK NAME RECOMMENDATIONS FOR TOWN COUNCIL CONSIDERATION

| PARK DEVELOPMENT

NEXT STEPS

1. ADOPT THE MID-ISLAND TRACT CONCEPT PLAN AND RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO PHASED DEVELOPMENT, FUNDING OPPORTUNITIES, OPERATIONS, SAFETY.
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PARK DEVELOPMENT IMPLEMENTATION

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 8. DEVELOP SCOPE FOR THE NEXT PHASE OF PROJECT DEVELOPMENT.



TOWN OF HILTON HEAD ISLAND

Town Council

TO: Town Council
FROM: Missy Luick, *Community Planning Manager*
VIA: Marc Orlando, *Town Manager*
VIA: Shawn Colin, *Assistant Town Manager-Community Development*
CC: Jennifer Ray, *Capital Program Manager*
DATE: October 20, 2022
SUBJECT: Mid-Island District Initiative Area Plan

RECOMMENDATION:

That Town Council consider the proposed Mid-Island District Plan and, if approved, authorize Staff to utilize the plan as the basis of redevelopment efforts that would be implemented within the Mid-Island District area.

BACKGROUND:

Beginning in July of 2021, a multi-disciplinary planning team, in close coordination with Staff, began to reimagine the Mid-Island District as a “connected and collaborative community” envisioned in Our Plan 2020-2040 and informed by the Gullah Geechee Culture Preservation Report. During this process the team engaged commercial property owners, Historic Neighborhoods, the airport, and the public at large for their input. This was followed by a series of Town Council Workshops in 2022 that tested ideas, recommendations, and plan concepts that have culminated in this vision for the future of the Mid-Island District (District).

The Mid-Island District Plan includes strategies for the 103-acre Town-owned, Mid-Island Tract off Union Cemetery Road as well as redevelopment strategies to help revitalize commercial and residential areas around the tract.

Situated in the center of the Island, the District extends from the shores of the Atlantic Ocean, encompassing areas along Beach City, Union Cemetery and Dillon roads, to Broad Creek including areas along William Hilton Parkway, Leg-O Mutton Road and Gardner Drive. The proposed project includes redevelopment solutions for the District, which is currently comprised of a mix of old and new commercial developments, industrial uses, residential neighborhoods, the Hilton Head Island airport, Town-owned parklands and conservation areas, and significant cultural resources including Union Cemetery and historic churches. The District also encompasses several of Hilton Head Island’s historic Gullah Geechee neighborhoods namely, Grassland, Big Hill, Mitchelville, Baygall and Marshland.

SUMMARY:

The Mid-Island District Plan (Plan) includes three key focus areas and includes recommendations and strategic direction to consider:

- Mid-Island Tract - A new public park to include park program improvements to restore natural areas and provide needed community and cultural gathering space.
- District Center - Across the parkway from the Mid-Island Tract, the District Center focus area consists of mixed-use redevelopment that reimagines the existing retail shopping centers as dynamic, sustainable, vibrant commercial and residential centers.
- Historic Neighborhoods - To implement the recommendations in the Gullah Geechee Culture Preservation Project Report, the Plan proposes enabling a more consistent development pattern with density proposed at 6-8 dwelling units per acre and neighborhood commercial uses in the historic neighborhoods.

The District Plan outlines six Strategic Actions for implementation. These represent the key steps that the Town should take to implement the vision of the District.

1. Adopt a Future Land Use Map
2. Implement Park Development on the Mid-Island Tract
3. Adopt a policy framework
4. Update Zoning Code and Map
5. Leverage planned public investments
6. Establish the organizational and financial tools to guide implementation

ATTACHMENTS:

1. Resolution
2. Mid-Island District Plan

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, APPROVING THE MID-ISLAND DISTRICT PLAN.

WHEREAS, on September 17, 2019, Town Council adopted the Gullah Geechee Culture Preservation Project Report; and

WHEREAS, on October 20, 2020, Town Council adopted Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan; and

WHEREAS, based upon mutual goals and strategies “Building a Connected & Collaborative Community” that were identified within these documents respectively, in July 2021 the Town began to prepare a redevelopment strategy for the Mid-Island Initiative Area; and

WHEREAS, the Town of Hilton Head Island solicited extensive community input in August 2021 to help in creating the redevelopment strategy for Mid-Island Initiative Area; and

WHEREAS, Town Council initially reviewed and discussed the redevelopment strategy for the Mid-Island Initiative Area during a Workshop on September 14, 2022; and

WHEREAS, the Gullah Geechee Task Force on Cultural and Historic Preservation held a public meeting on October 10, 2022 at which time a presentation was delivered outlining the redevelopment strategy and soliciting additional public comment on the proposed strategies that were being discussed for Mid-Island Initiative Area; and

WHEREAS, the Town of Hilton Head Island conducted additional meetings with the Historic Neighborhoods and solicited community feedback on the proposed redevelopment strategy for Mid-Island Initiative Area on October 10, 2022; and

WHEREAS, the Town of Hilton Head Island Planning Commission held a public meeting on October 19, 2022 at which time a presentation was made by the Town Staff and public comment on the proposed redevelopment strategy for Mid-Island Initiative Area was received; and

WHEREAS, the Mid-Island District Plan represents a cumulation of input from the public and Town Council on the appropriate redevelopment strategy for Mid-Island Initiative Area.

NOW, THEREFORE, BE IT, AND HEREBY IT IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, that the Mid-Island District Plan is hereby adopted and shall serve as the basis for the implementation of redevelopment strategies to be utilized within the defined boundaries of the Mid-Island District.

MOVED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND ON THIS ____ DAY OF _____, 2022.

THE TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA

John McCann, Mayor

ATTEST:

Krista Wiedmeyer, Town Clerk

APPROVED AS TO FORM:

Curtis L. Coltrane, Town Attorney

Introduced by Council Member: _____

MID-ISLAND DISTRICT PLAN



November 2022



Table of Contents

01

Introduction

Purpose and Process | Study Area | Plan Alignment | Community Engagement



02

District Analysis

Historic Churches and Neighborhoods | Natural Systems | Pathways and Roadways | Land Use and Zoning | Airport Considerations | Market Analysis



03

Strategic Direction

Guiding Themes | Design Considerations | Connectivity Improvements | Future Land Use Map



04

Focus Areas

Focus Areas | Mid-Island Tract | District Center | Historic Neighborhoods



05

Implementation

Strategic Actions



Town of Hilton Head Island Council

- John McCann, Mayor
- Bill Harkins, Mayor Pro-Tem, Ward 2
- Alex Brown, Ward 1
- David Ames, Ward 3
- Tamara Becker, Ward 4
- Tom Lennox, Ward 5
- Glenn Stanford, Ward 6

Project Leadership

- Marc Orlando, Town Manager
- Shawn Colin, Assistant Town Manager
- Community Development
- Jennifer Ray, Capital Program Manager
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01 INTRODUCTION

Plan Purpose

The Town of Hilton Head Island is taking a bold and forward-looking step in developing a holistic vision for the Mid-Island District (District) that combines park design with community planning. Taking its direction from and building upon the recommendations of the Parks and Recreation Master Plan, the Our Plan Comprehensive Plan, and the Gullah Geechee Culture Preservation Project Report, the Town has recognized the opportunity to leverage community investment in public spaces and infrastructure improvements to energize adjacent private redevelopment and reinvestment in existing Historic Neighborhoods.

The study area for the Mid-Island District Plan extends from Marshland/Broad Creek on the south, to Beach City Road/Baygall on the north/northwest, to Union Cemetery Road/Dillon Road/the Atlantic Ocean on the east/northeast. The future of the Town-owned Mid-Island Tract is the impetus of this community planning process. This critical site is at the center of not only the District, but also the Island. It represents an opportunity to bring the District and all of Hilton Head Island together around the new park and community gathering space. Occupying a portion of the former Planter's Row Golf Course, the Mid-Island Tract is ideal park space that can be transformed and connected to the system of green spaces, preserves, trails, neighborhoods and commercial development that surrounds it. Stretching to the south along the Town-owned Ashmore Tract, there is an opportunity to connect the Mid-Island District to the rest of the Island through the existing and ever-improving system of parks and trails that make Hilton Head Island special.

The Mid-Island District Plan builds on planned public investment by exploring both the redevelopment potential of existing commercial and retail areas and the revitalization opportunities within the Historic Neighborhoods.

PLAN PROCESS

Beginning in July of 2021, a multi-disciplinary planning team began to explore the reuse of the Mid-Island Tract and to consider the revitalization potential of the Mid-Island District as a whole. Working in close collaboration with Town Staff and Town Council, the planning team conducted initial community outreach and existing conditions analysis in the Fall of 2021. This understanding of community issues and priorities supported a series of Town Council Workshops through the Winter, Spring and Summer of 2022 that tested ideas, recommendations and plan concepts that have culminated in this vision for the future of the Mid-Island District.

This document details the formative stages of the planning process, beginning with plan alignment and background and a summary of community engagement results. The **District Analysis** section reviews the existing physical conditions, natural systems, regulatory environment, and economic opportunities within the Mid-Island District. Taken together, the community input and planning analysis helped to form the **Strategic Direction** for the future of the Mid-Island District. These informed the approach to the conceptual design for the Mid-Island Tract, the proposed character of streets, development and neighborhoods, and the recommended Future Land Use Map. With these building blocks in place, this plan highlights three **Focus Areas** of a new park on the Mid-Island Tract, the mixed-use redevelopment of the Mid-Island District Center, and the residential and neighborhood commercial potential of the five Historic Neighborhoods within the Mid-Island District. This community-led plan is action-oriented with clear priorities and next steps detailed in the **Implementation** section at the end of the document.



Plan Alignment

Beginning with the principles laid out by Charles Fraser that set the standard for the character of the Island, the Town of Hilton Head Island has had a strong culture of planning. The Mid-Island District Plan builds on numerous recent community plans that guided this work. Three plans in particular provided insights and direction and they are detailed below.

Our Plan

As the 2020 to 2040 Comprehensive Plan for the Town of Hilton Head Island, Our Plan is foundational for the Island's growth and development. It provides a baseline of existing conditions and outlines goals, strategies, and tactics for the future of the Town and Island community. This document is crafted as a dynamic and informational guide that reflects integral components of the Island community fabric. It also serves as a tool for the Town and community leaders to strengthen and preserve the Island culture, image, character, and unique sense of place.

The Town's Our Future community engagement initiative developed the Vision for Our Plan. Reinventing Sustainability... Again! is the community's preferred future for Hilton Head Island for the next 20 years.

Gullah Geechee Culture Preservation Project Report

This Mission of this important plan is to:

"... identify and assist in the preservation of the Gullah Geechee culture for the purpose of detecting and resolving issues specific to its community, including, without limitation, heirs' property, taxes and land use, economic and sustainability issues for an improved quality of life, and through on-going educational programs, workshops and seminars."

Accordingly, there are three primary purposes for this project:

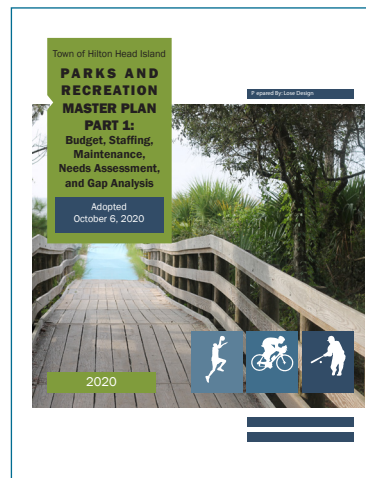
- Create a broad strategy for Gullah Geechee cultural preservation, to include resource preservation and enhancement, interpretation, and heritage tourism.

- Identify potential revisions to the Land Management Ordinance (LMO) and other land use and development related policies to better accommodate the use and development of Gullah lands.

- Identify tools for addressing the heirs' property issues, which greatly limit what Gullah land owners can do with their land because of a lack of title to their property and related legal hurdles.

Parks and Recreation Master Plan

The Parks and Recreation Master Plan reviewed current park conditions and classifications to set a baseline of services and needs on the Island. The plan outlines opportunities for both park improvements and new parks to continue to build a system of park spaces and trails that ensure that residents and visitors alike have access to best-in-class parks and open spaces. This plan recommends a program of potential park uses and activities for existing parks (Chaplin Community Park and Crossing Park) and new park spaces (the Mid-Island Tract). This Mid-Island District Plan builds from this base understanding of community needs.



Community Engagement

Working in collaboration with Town Staff, the planning team conducted a variety of community events, meetings, and activities to enable a large cross-section of the community to participate in the planning of the Mid-Island District. This included broad-based stakeholder meetings, Open Park Days, multiple neighborhood outreach meetings and Town Council Workshops, and a Community Survey.

Stakeholder Groups

NEIGHBORHOOD REPRESENTATIVES

- PALMETTO HALL
- PORT ROYAL
- LEGENDS
- FOLLY FIELD
- ISLAND LINKS

HISTORIC NEIGHBORHOODS

- BAYGALL
- MITCHELVILLE
- BIG HILL
- GRASSLAND
- MARSHLAND

HISTORY & CULTURE

- HERITAGE LIBRARY
- HISTORIC MITCHELVILLE FREEDOM PARK
- NIBCAA
- ST. JAMES BAPTIST CHURCH
- QUEEN CHAPEL AME CHURCH
- FIRST AFRICAN BAPTIST CHURCH

COMMERCIAL PROPERTIES

- PORT ROYAL PLAZA
- HAMPTON INN
- THE GREEN THUMB
- BRUNO LANDSCAPE & NURSERY

TOWN REPRESENTATIVES

- TOWN COUNCIL
- TOWN PLANNING COMMISSION
- TOWN STAFF

ECOLOGY

- ECO-HERITAGE ADVISORY COALITION
- COASTAL CONSERVATION LEAGUE
- COASTAL DISCOVERY MUSEUM
- HILTON HEAD AUDUBON SOCIETY

DEVELOPMENT

- BEAUFORT COUNTY ECONOMIC DEVELOPMENT CORPORATION
- HILTON HEAD ISLAND-BLUFFTON CHAMBER OF COMMERCE
- HILTON HEAD AREA ASSOCIATION OF REALTORS

UTILITIES & AIRPORT

- HILTON HEAD PSD
- PALMETTO ELECTRIC COOPERATIVE
- HILTON HEAD ISLAND AIRPORT

PARK REPRESENTATIVES

- PARKS AND RECREATION COMMISSION
- ISLAND RECREATION ASSOCIATION
- ACTIVE RECREATION ADVOCATES
- PEOPLE FOR PARKS

CONCOURS D'ELEGANCE



Community Engagement

Stakeholder Meetings

More than 100 stakeholders were engaged in the planning of the Mid-Island District through group and individual meetings. Held at the outset of the planning process these discussions helped to shape District recommendations and concepts.

Open Park Days

Held over two days in August and September of 2021, more than 225 people attended Open Park Days to visit the Mid-Island Tract, interacted with Town staff and the planning team, and provided needed input on the future of the Mid-Island District and potential public and private improvements.

Outreach Meetings

Town staff and the planning team conducted numerous additional outreach meetings to engage each of the Historic Neighborhoods, Port Royal, the Gullah Geechee Land & Cultural Preservation Task Force, and regulatory agencies. These meetings were scheduled to both receive initial input and direction and to share recommendations before completing the final plan.

Town Council Workshops

The planning team conducted four Town Council Workshops to understand initial needs and opportunities, review to community input and existing conditions analysis, and iteratively shape Mid-Island Tract and District recommendations and concepts. In addition to providing valuable feedback from councilmembers, these meetings also allowed for public comment and community interaction.



Town Council Workshop



Open Park Day



Gullah Geechee Task Force



Port Royal Community

Community Survey

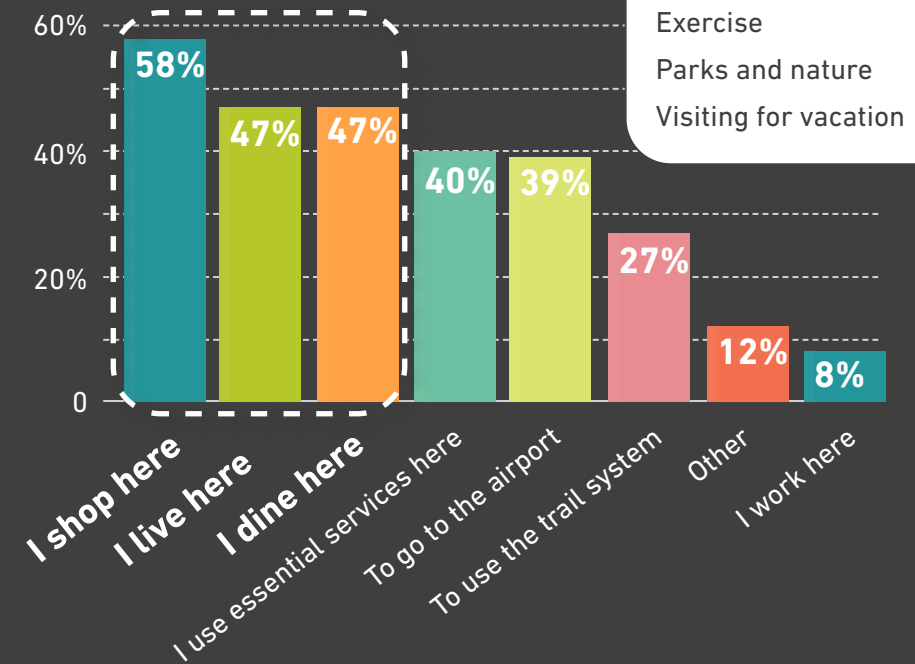
More than 1,000 residents participated in an online and in-person survey about the needs, opportunities and future of the Mid-Island District.

The majority of survey respondents were daily or weekly visitors to the Mid-Island District. Most of the respondents shop, live or dine in the District as their primary activity. Other reasons respondents spent time in the District include using essential services, going to the airport, using the trail systems and going to work. Respondents also wrote in several common activities including visiting parks and nature, exercise, and bird watching.

When asked what uses or amenities were missing in the Mid-Island District, the majority of respondents selected park space. Given the focus of the District planning on the Mid-Island Tract, it is not surprising that the community is interested in protecting natural areas and investing in park space. However, there were also several other common answers that indicate the community sees a need to transform and invest in the District overall. These needs include walkable streets, additional dining and shopping, space for community events, and workforce housing.

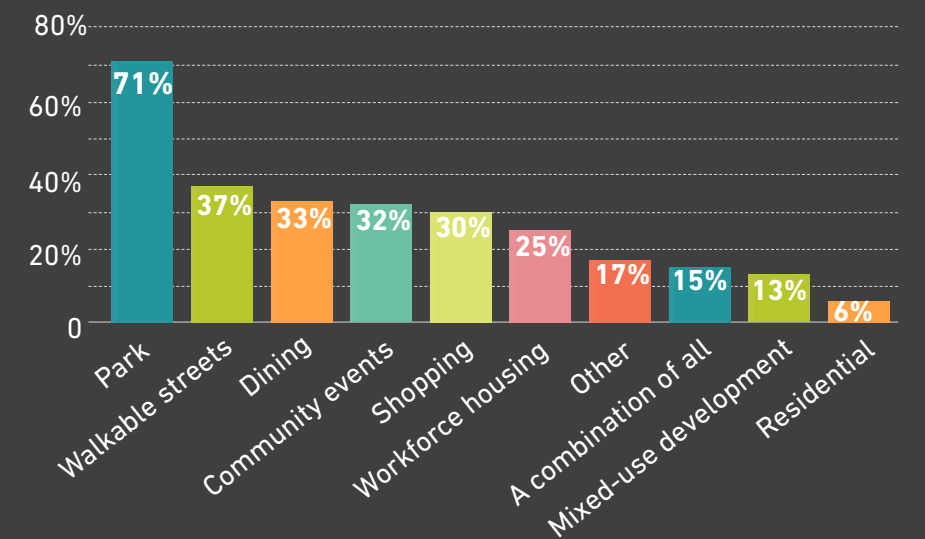
Respondents also shared their concerns and issues as part of the survey. These responses can be categorized into comments about the Tract and the District as a whole.

What best describes how you spend time in the Mid-Island Initiative Area? Select all that apply. (n = 1,078)



Top "other" responses:
 Bird Watching
 Exercise
 Parks and nature
 Visiting for vacation

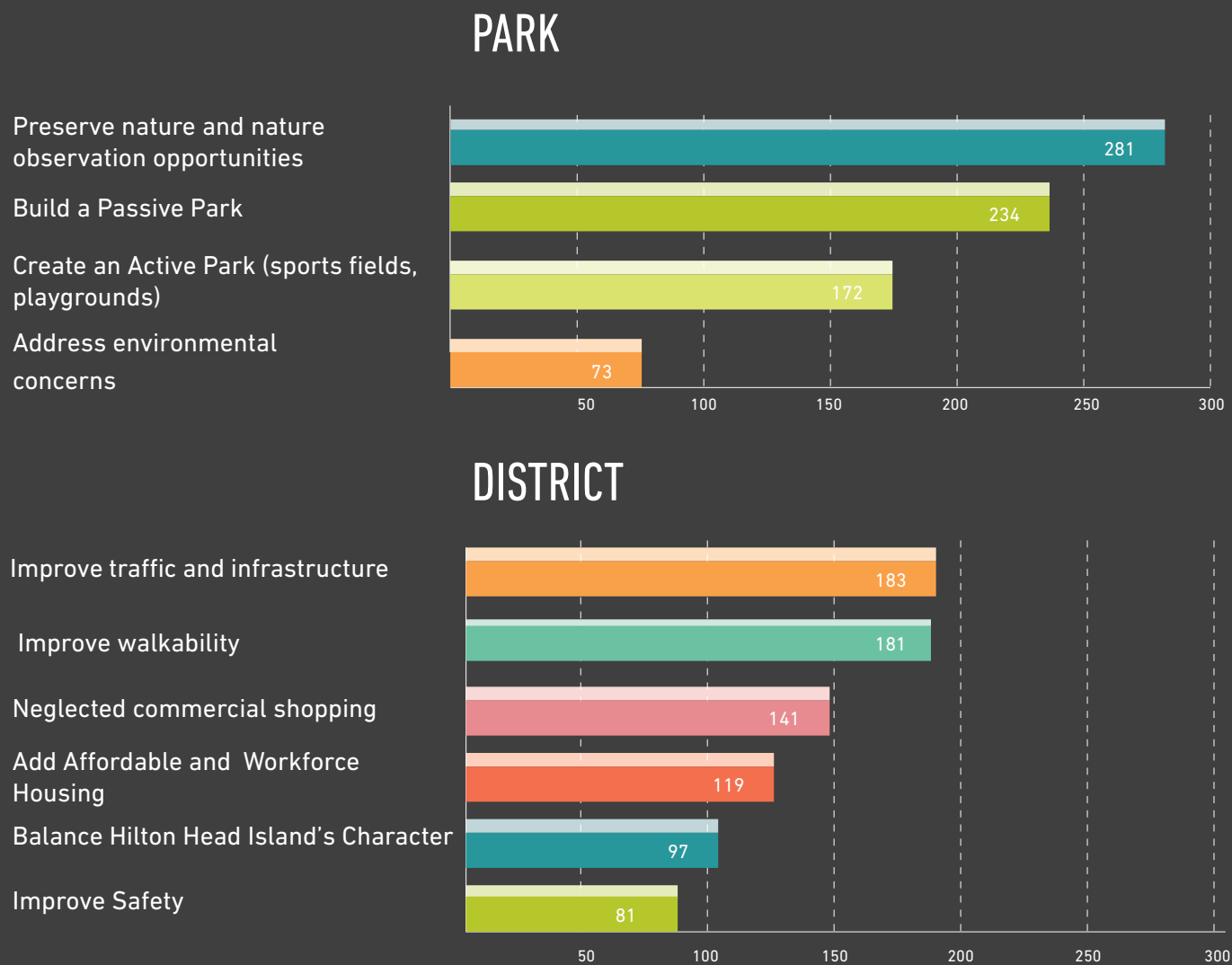
What uses or amenities are missing in the Mid-Island Initiative Area? (n = 1,000)



Community Survey

Related to the potential of a park on the Mid-Island Tract, the results showed that most would like a park that is natural and is focused on environmental protection. Most would prefer a passive park, but there are a handful of active uses that some would like to be accommodated in a future park. As it pertains to the District, responses provided additional detail focused around traffic, walkability, and safety. Answers also showed that many are concerned about the neglected commercial shopping centers in the core of the district and the need for affordable and workforce housing. Additional concerns include the need for any redevelopment to remain true to the Island's character and identity.

What other concerns or issues should we be aware of as we plan for the Mid-Island Initiative Area? (n = 563)



Engagement Themes

The survey responses, along with stakeholder interviews and existing conditions analysis helped to shape plan recommendations and concepts. Taken together, these results and discussions show an understanding of the greater community need and opportunity to create a new community park space in the District. There is also a strong sense of the opportunity to have this public investment in park space help to reshape the identity and use of both the commercial areas and the residential areas in the District and directly adjacent to the Mid-Island Tract.

District

- Preserve and protect existing open spaces, creating an interconnected and green District.
- Create a walkable district that seamlessly integrates existing development and neighborhoods.
- Improve connectivity and safety and making it easier to cross William Hilton Parkway.
- Address the condition of existing commercial shopping areas in the Mid-Island District by considering a mix of uses and potential repositioning opportunities that balance the need for housing, commercial, office and airport supporting uses.
- Address the land use and zoning recommendations from the Gullah Geechee Culture and Preservation Project Report to calibrate District recommendations with the needs of the Historic Neighborhoods.
- Create a distinct District identity that provides an overall aesthetic appearance and fits the character of the surrounding neighborhoods.

Mid-Island Tract

- Transform the Mid-Island District into a hub of activity for the entire Town of Hilton Head Island, using the Mid-Island Tract as a catalyst.
- Connect the Mid-Island Tract to other green spaces, parks, and trails.
- Enhance the natural features of the Mid-Island Tract and provide nature observation opportunities.
- Embrace the Gullah history and culture of the site and the island by providing needed community gathering space adjacent to the potential future St. James Baptist Church site.
- Encourage entrepreneurial and cultural understanding in the park by providing space for an open-air market, heritage gardens, and gathering space.
- Ensure that a park on the Mid-Island Tract serves the entire community, residents and visitors alike.
- Consider implementation phasing and broader ongoing maintenance and operations costs in the design of the park, public space and civic infrastructure.

DISTRICT ANALYSIS

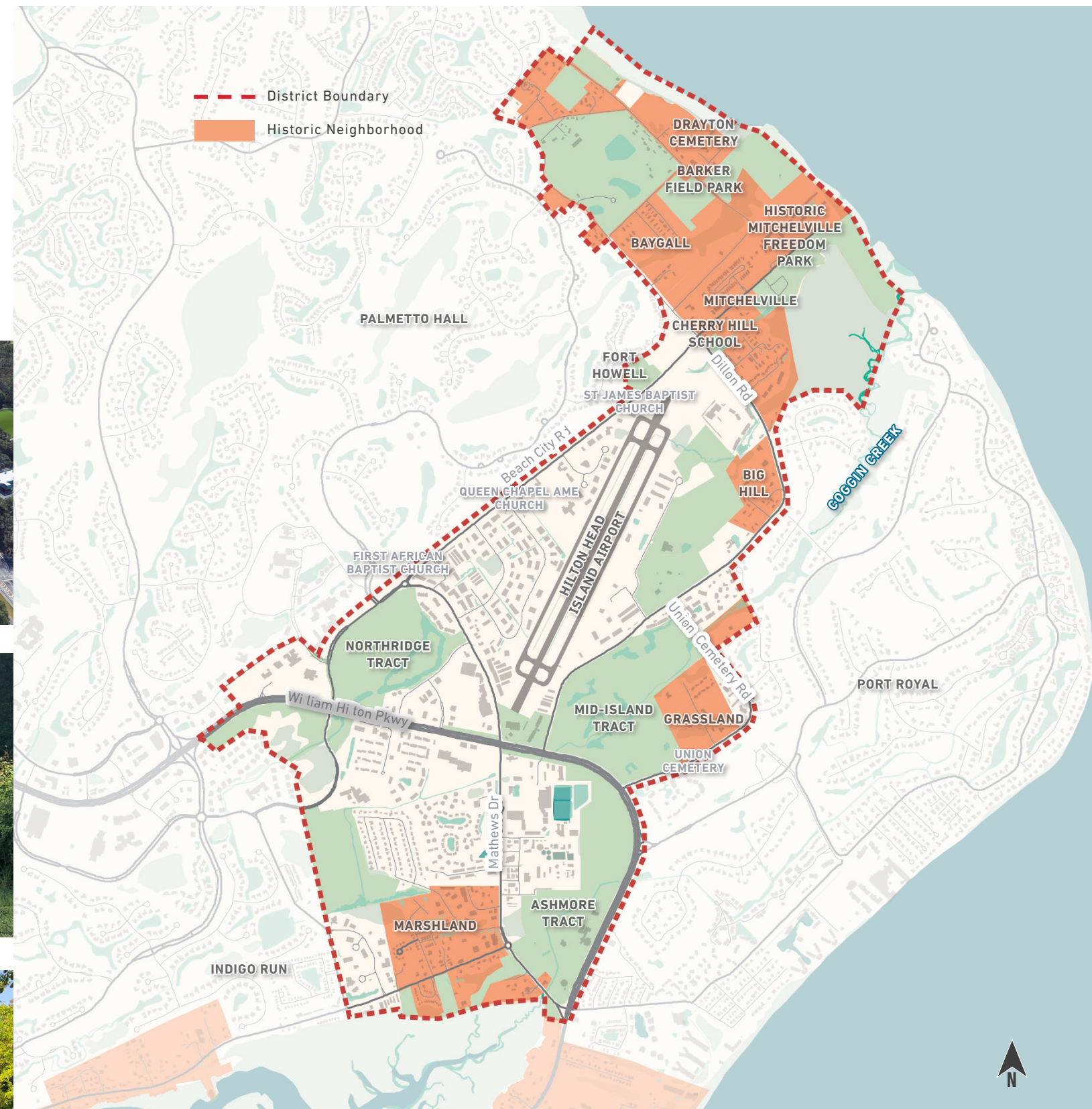


DISTRICT ANALYSIS

To complement community engagement and plan alignment findings, the planning team conducted an analysis of existing conditions within the Mid-Island District. This analysis considers the following:

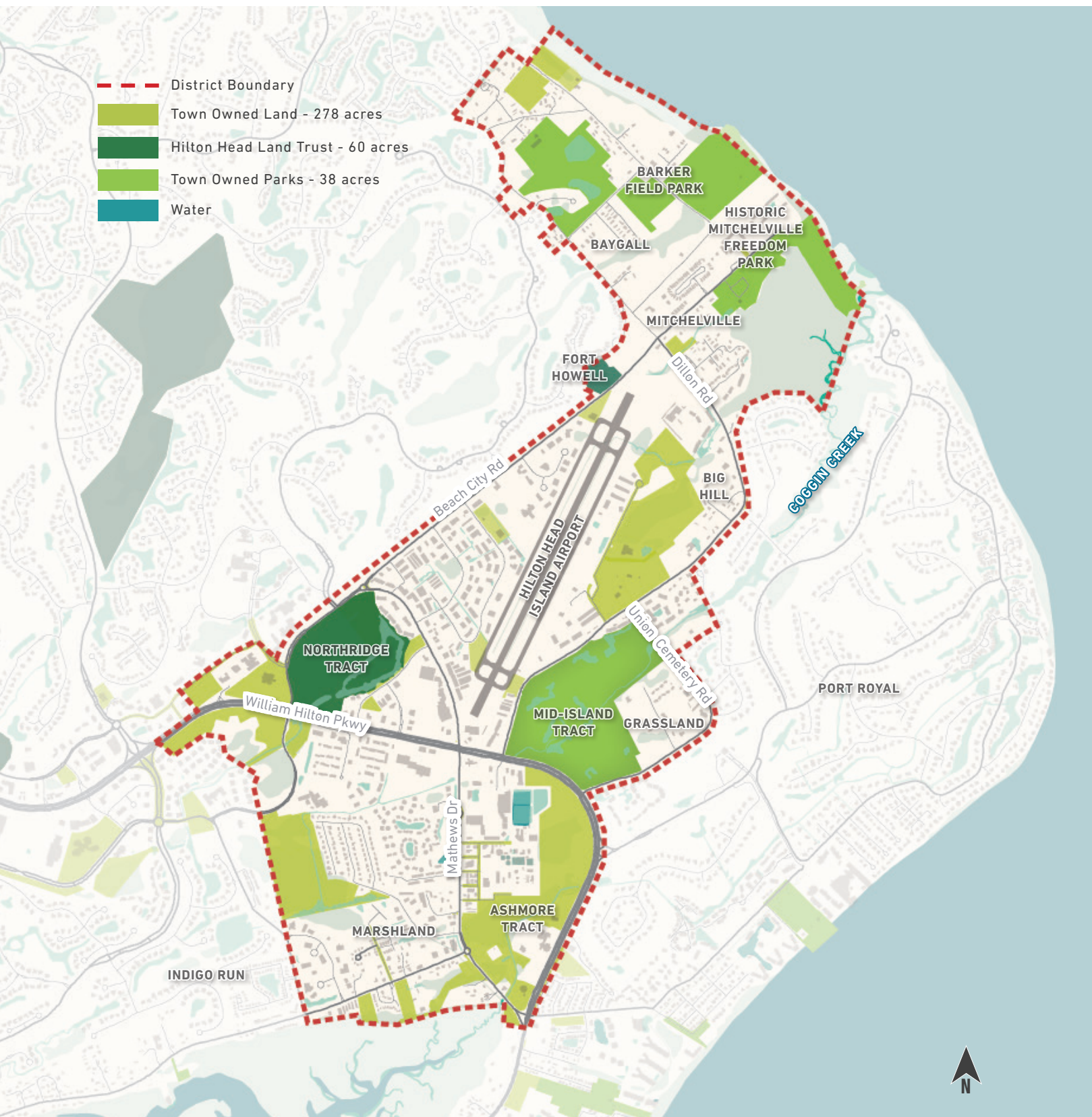
- **History and Culture:** Identify and understand the areas of historic and cultural importance in the District.
- **Existing Natural Systems:** Map the waterways, open space, preserves, park space and tree cover in the District.
- **Existing Multi-Use Paths and Roadway Network:** Understand the existing character and function of streets and multi-use paths in the District.
- **Existing Zoning and Land Use:** Understand the issues around existing land use and zoning that the plan should address.
- **Airport Considerations:** Identify and understand FAA and other regulatory requirements associated with the airport and potential impacts on land uses and development.
- **Economic and Market Conditions:** Collect information on existing economic and market conditions to determine demand for development and opportunities for revitalization.

This section reviews the findings and understanding for each of these important topics. This analysis forms a basis for planning-level decision making as the Town considers moving forward with implementing plan recommendations, infrastructure improvements, and investment in public spaces and amenities.



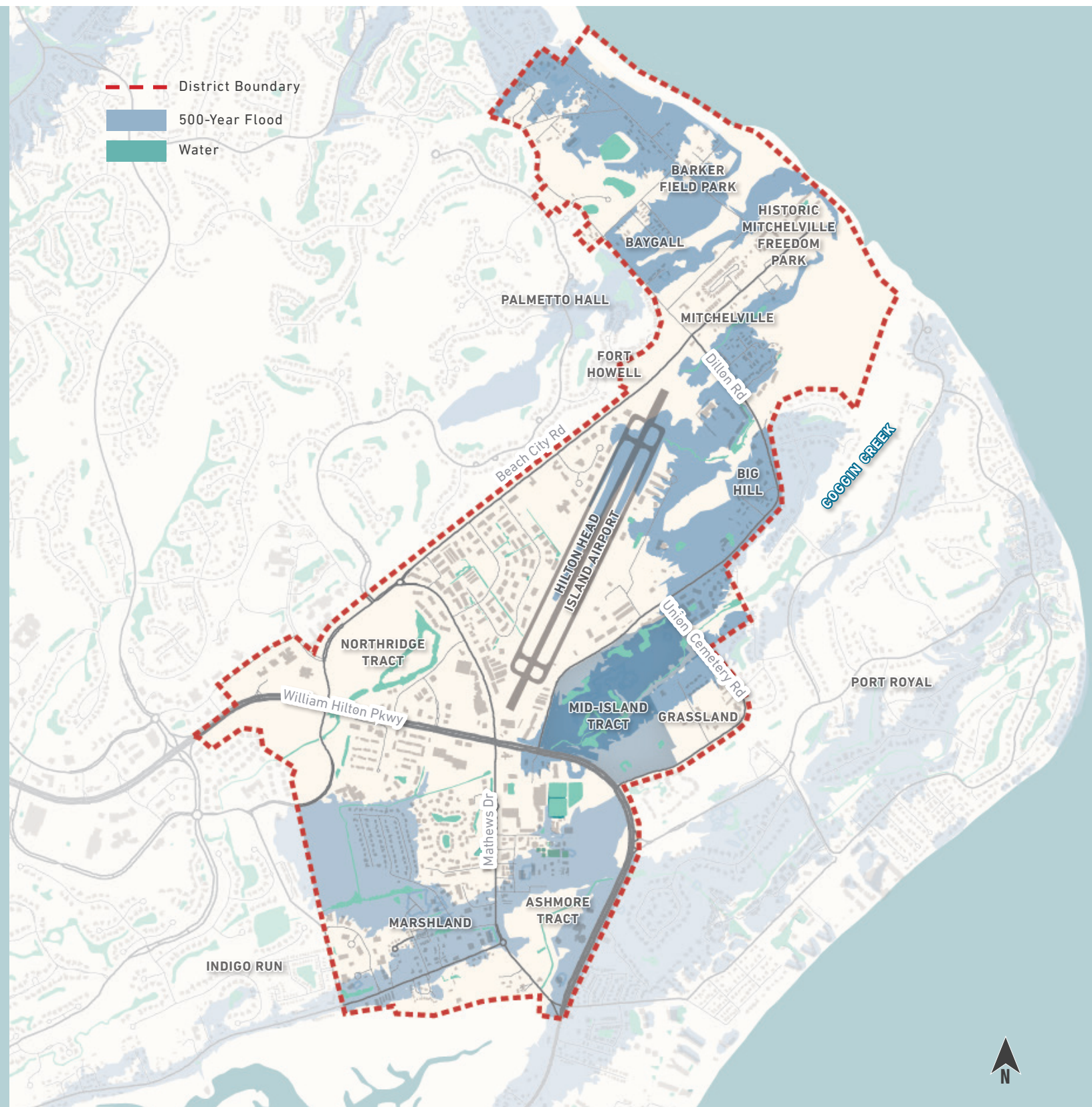
Historic Churches & Neighborhoods

There are five Historic Neighborhoods in the Mid-Island District that are home to native islanders and other residents. Formed in the late 1860s, these Gullah Geechee neighborhoods each have their own unique characteristics and are defined by places of worship and community historic sites. In the Mid-Island District this includes First African Baptist Church, Queen Chapel AME Church, St. James Baptist Church, Historic Mitchelville Freedom Park, the Cherry Hill School, Fort Howell, Drayton Cemetery, and Union Cemetery. The continued self-sufficiency and economic sustainability of these historic communities are an important aspect of this planning work.



Existing Natural Systems

The Mid-Island District is typified by large swaths of open space, nature preserves, parks and tree cover that form an important green network that provides resiliency and sustainability to the area. These natural areas and wetland filter stormwater into surrounding creeks and drainage areas and enable stormwater infiltration and groundwater recharge. These areas also provide important habitat to wildlife. Finally, this green network of natural spaces forms the backbone of island character that should be supported and enhanced.



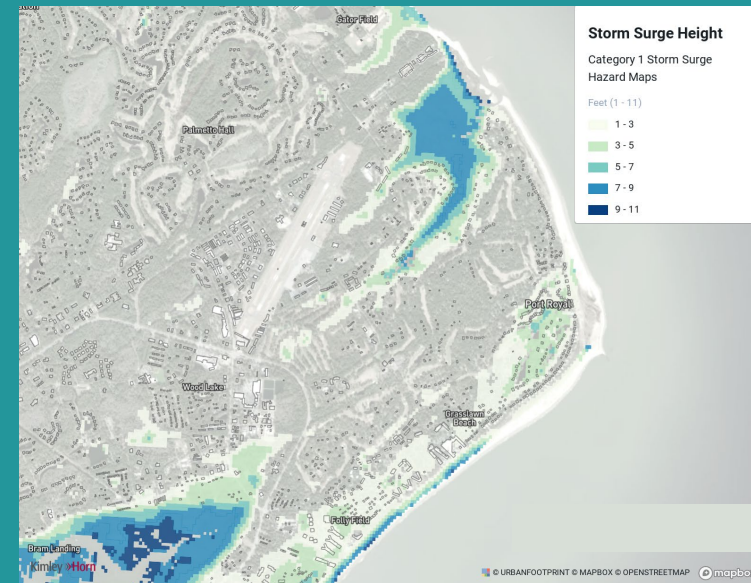
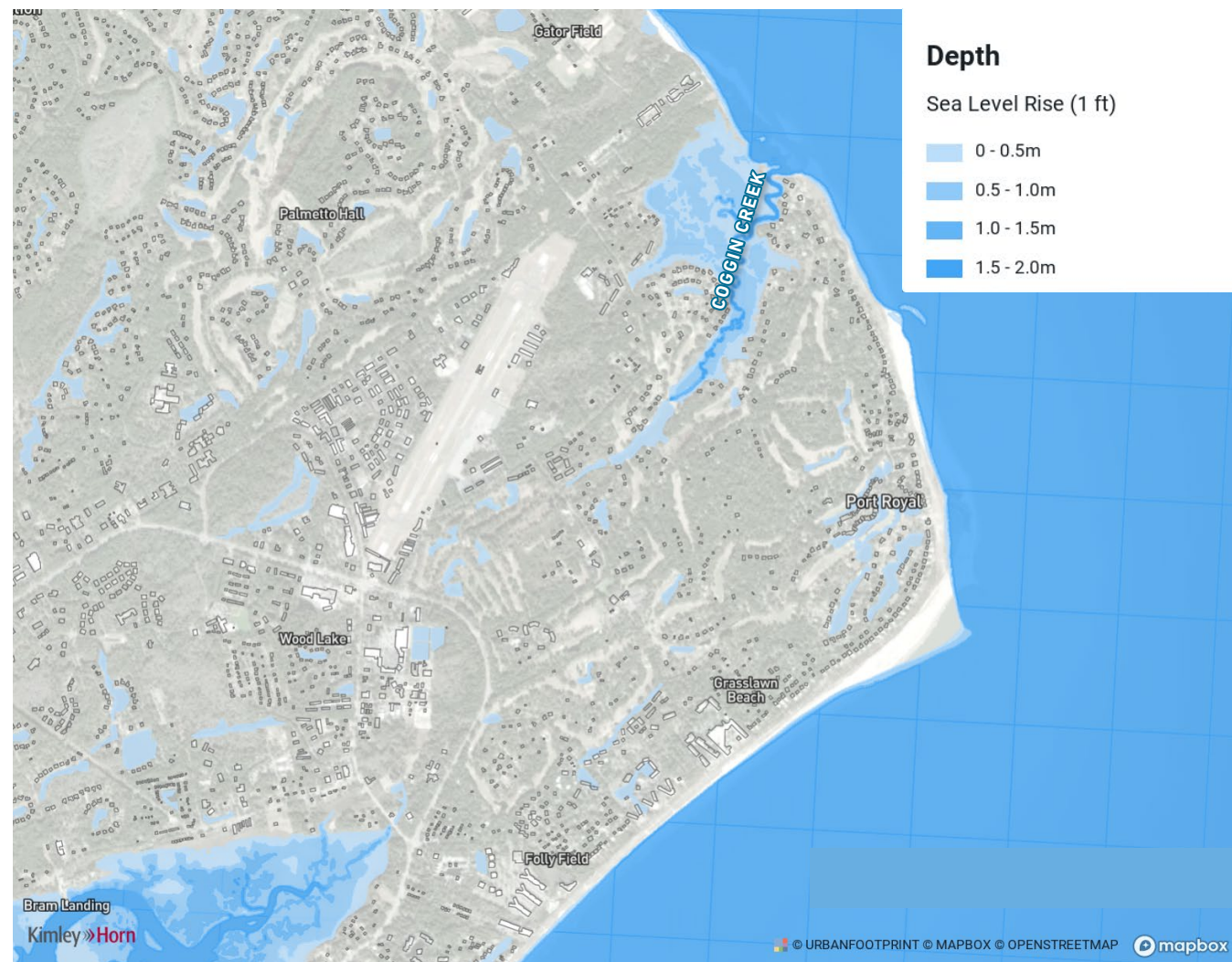
Existing 500-Year Flood

Because of the connectivity of Coggin Creek to the inlet, much of the Mid-Island Tract falls within the 500-year designation. With any changes to this area it is most likely that the 500-year limits would be changed so attention should be paid to design considerations that provide adaptive capacity to the area to prevent flooding on adjacent properties as it does today.

Sea Level Rise

Sea level along the U.S. coastline is projected to rise, on average, 10 - 12 inches over the next 30 years (2020 - 2050), which will be as much as the rise measured over the last 100 years (1920 - 2020). Sea level rise will vary regionally along U.S. coasts because of changes in both land and ocean height. Sea level rise will create a profound shift in coastal flooding over the next 30 years by causing tide and storm surge heights to increase and reach further inland. By 2050, "moderate" (typically damaging) flooding is expected to occur, on average, more than 10 times as often as it does today and can be intensified by local factors.

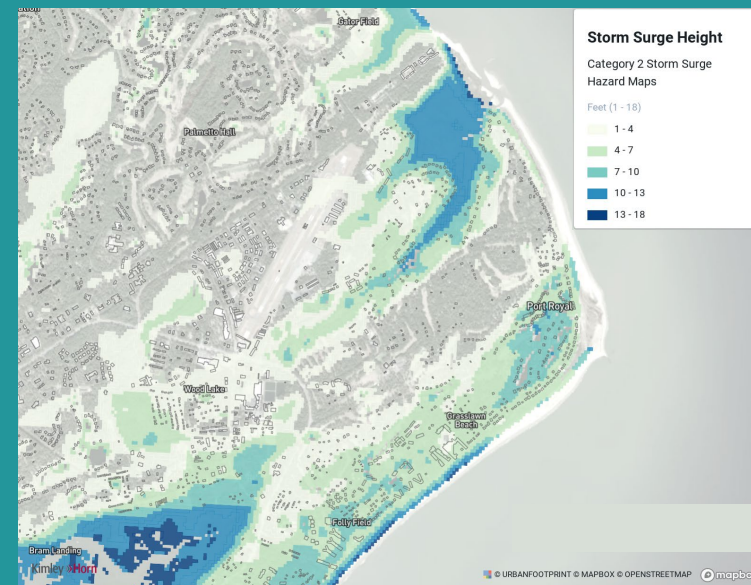
Hilton Head as a barrier island, and more importantly the northern end of the island adjacent to the mouth of the Broad River in Port Royal Sound, is more susceptible to sea level rise in combination with erosion and increased inland runoff levels. With the projected 1 ft of sea level rise modeled, most of the Mid-Island Tract is not influenced by this increase. However, with additional upstream flooding, erosion and sedimentation, the property over the 30-year horizon could become more susceptible to these conditions.



Category 1

Category 1 storm will have minimum inundation from storm surge in the District.

Inundations follows the natural water course path coming from Coggin Creek.

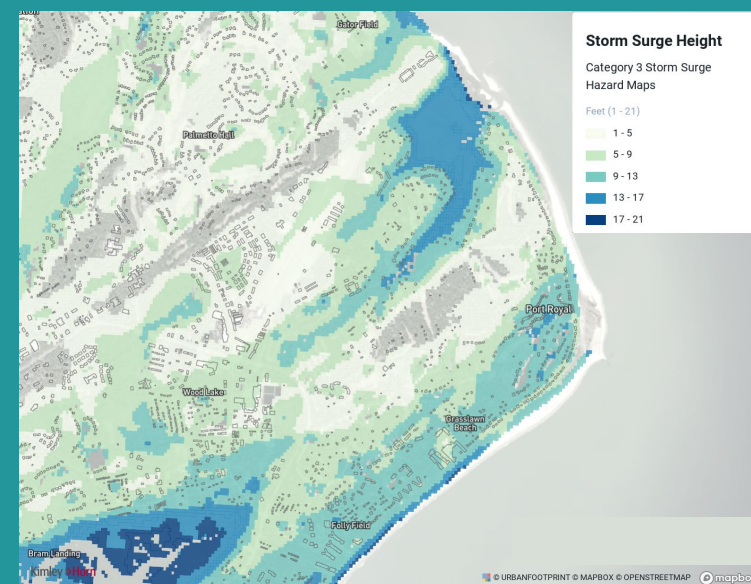


Category 2

Category 2 storm will have complete water inundation on the Mid-Island Tract from storm surge.

Inundation is maximum around 9 feet following Coggin Creek through the property.

Majority of property will have a maximum of 4 feet inundation.



Category 3

Category 3 storm will have complete water inundation from storm surge on the Tract and much of the District.

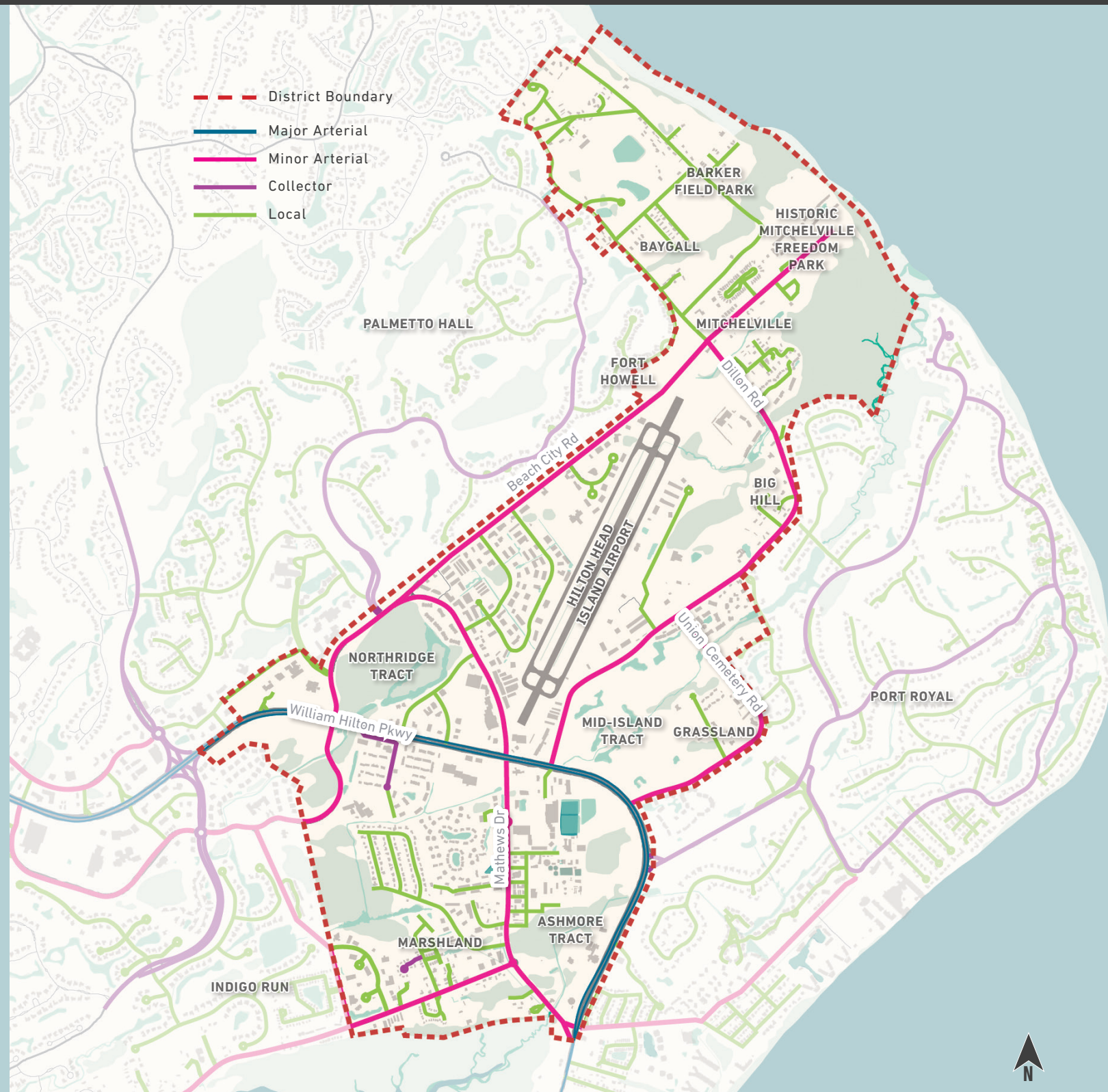
Inundation is maximum around 13 feet following Coggin Creek through the Tract.

Majority of Tract will have a maximum of 9 feet inundation.



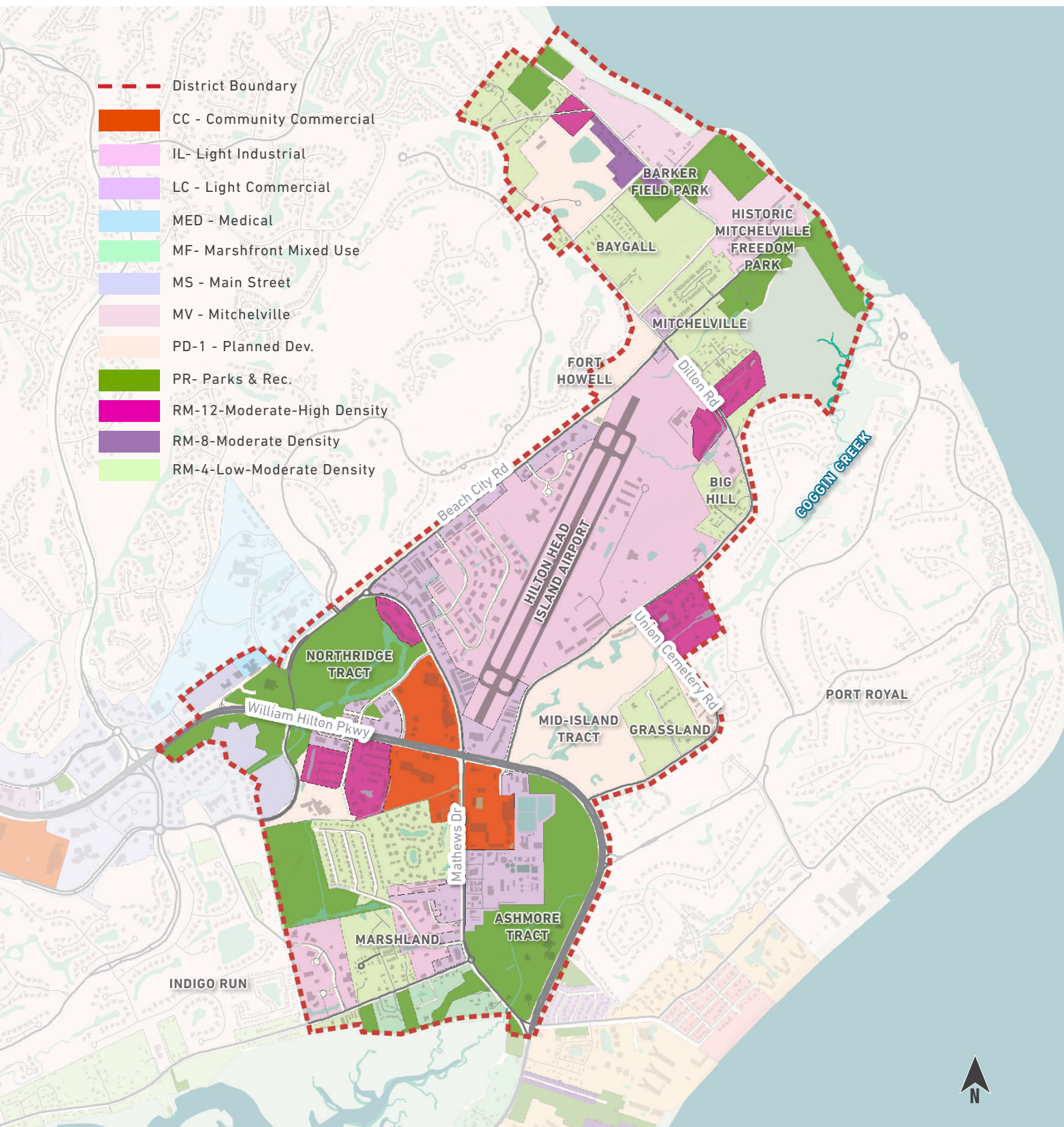
Existing Multi-Use Paths

The Mid-Island District is connected by a series of multi-use paths that run along major roadways and provide linkages to existing community assets and destinations and the rest of Hilton Head Island. There are no major gaps in the path network, but there is an opportunity to improve service by adding pathways on both sides of busy corridors, especially William Hilton Parkway and Mathews Drive. As improvements are planned to the Mid-Island Tract, the Ashmore Tract and other nearby developments, attention should be paid to adding connections and access.



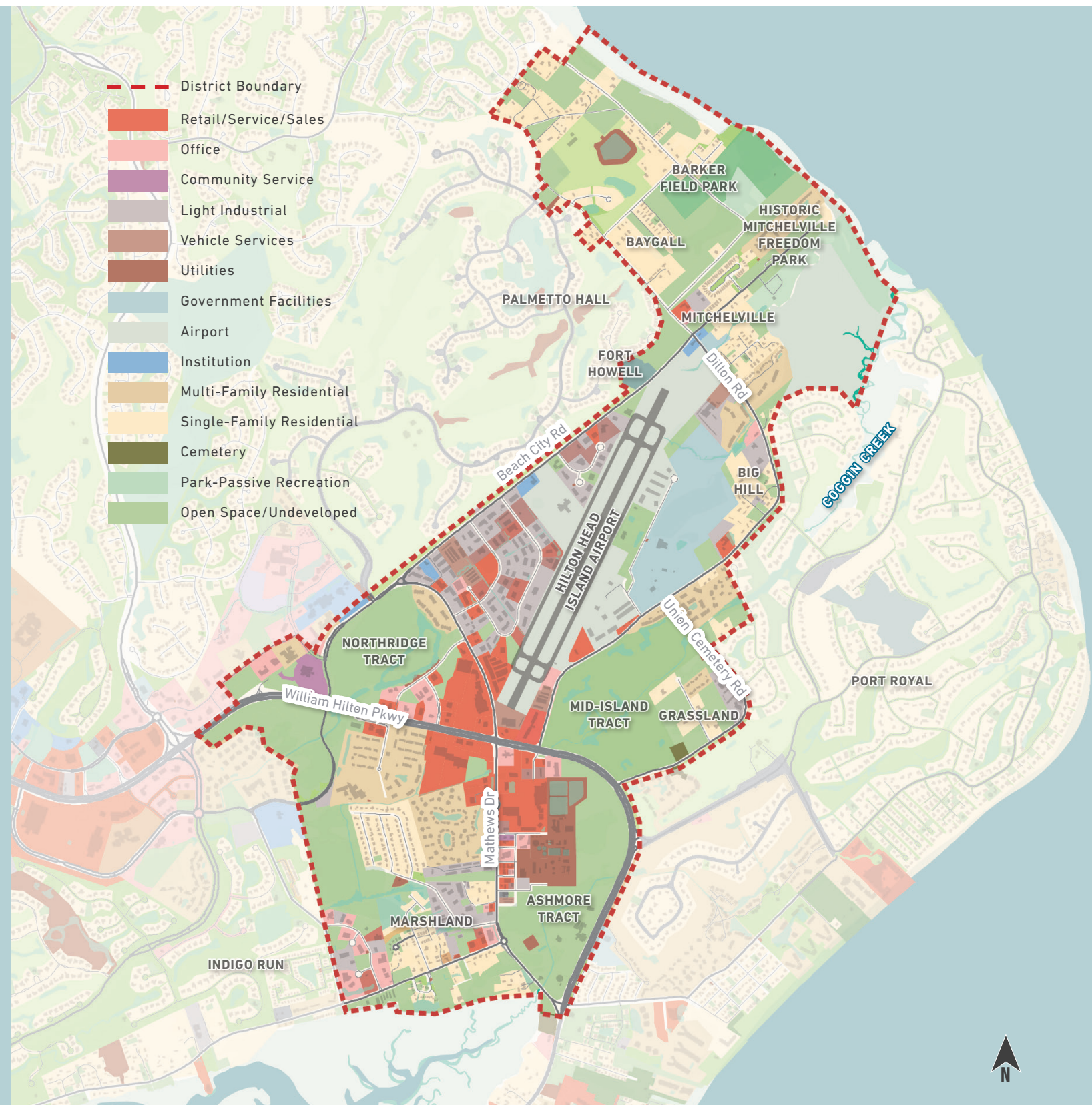
Existing Roadways

William Hilton Parkway bisects the Mid-Island District and connects it to the rest of Hilton Head Island. As a wide, high-speed roadway, it also acts as a barrier between the northern and southern portions of the District. There are several minor arterials in the District, including Union Cemetery Road, Dillon Road, Beach City Road and Mathews Drive. These mostly two lane roads provide access to neighborhoods and destinations but lack consistent streetscape treatments that could make them more walkable and bikeable. Throughout the District, attention needs to be paid to safe crossings where these minor and major arterials intersect. At the core of the district, around the Mid-Island Tract, the level of service (LOS) for William Hilton Parkway and both signalized intersections at Mathews Drive and Dillon Road operate at a LOS C or better and the unsignalized intersection at Union Cemetery Road operates at a LOS E (a.m. peak) and LOS F (p.m. peak).



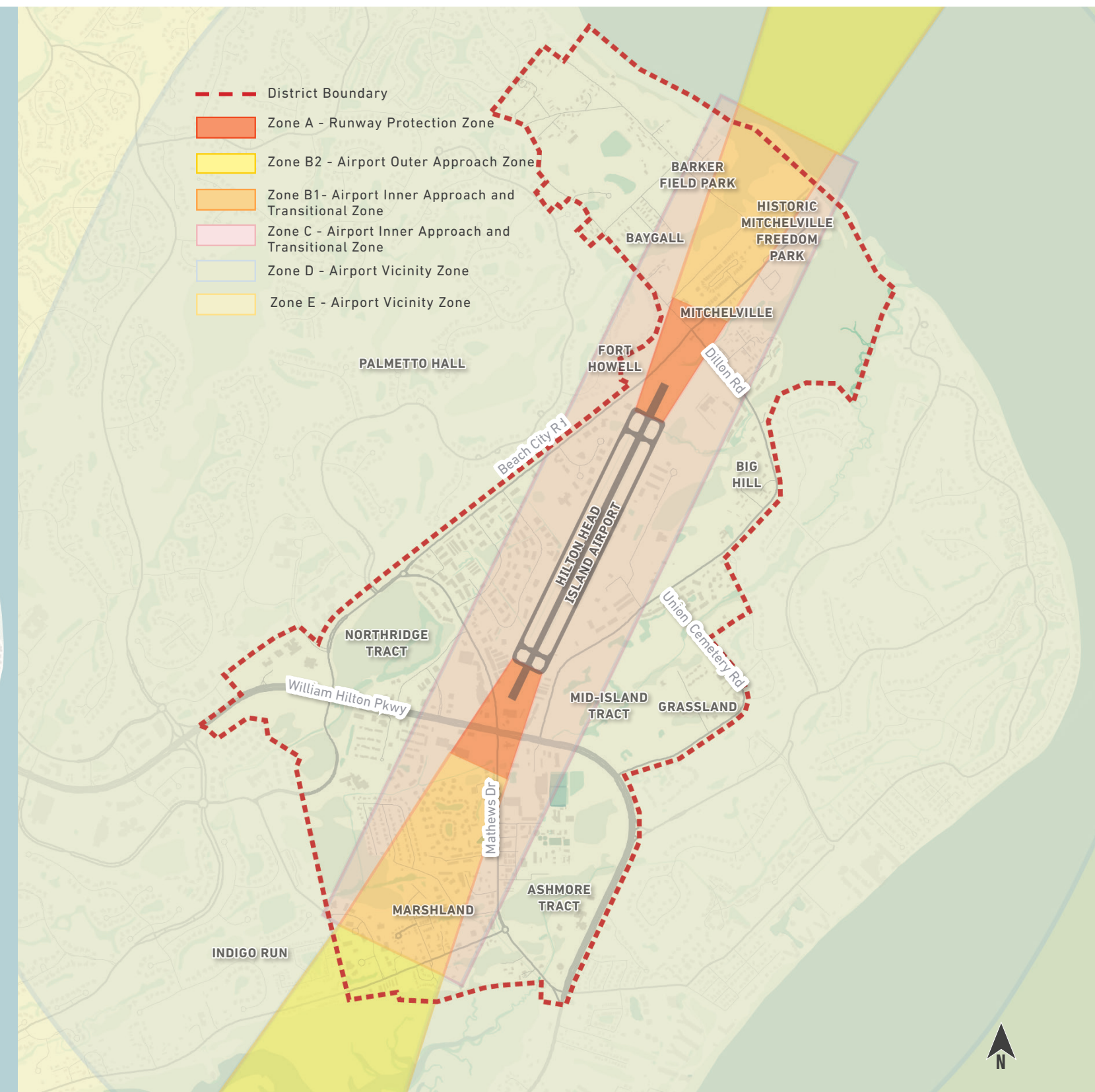
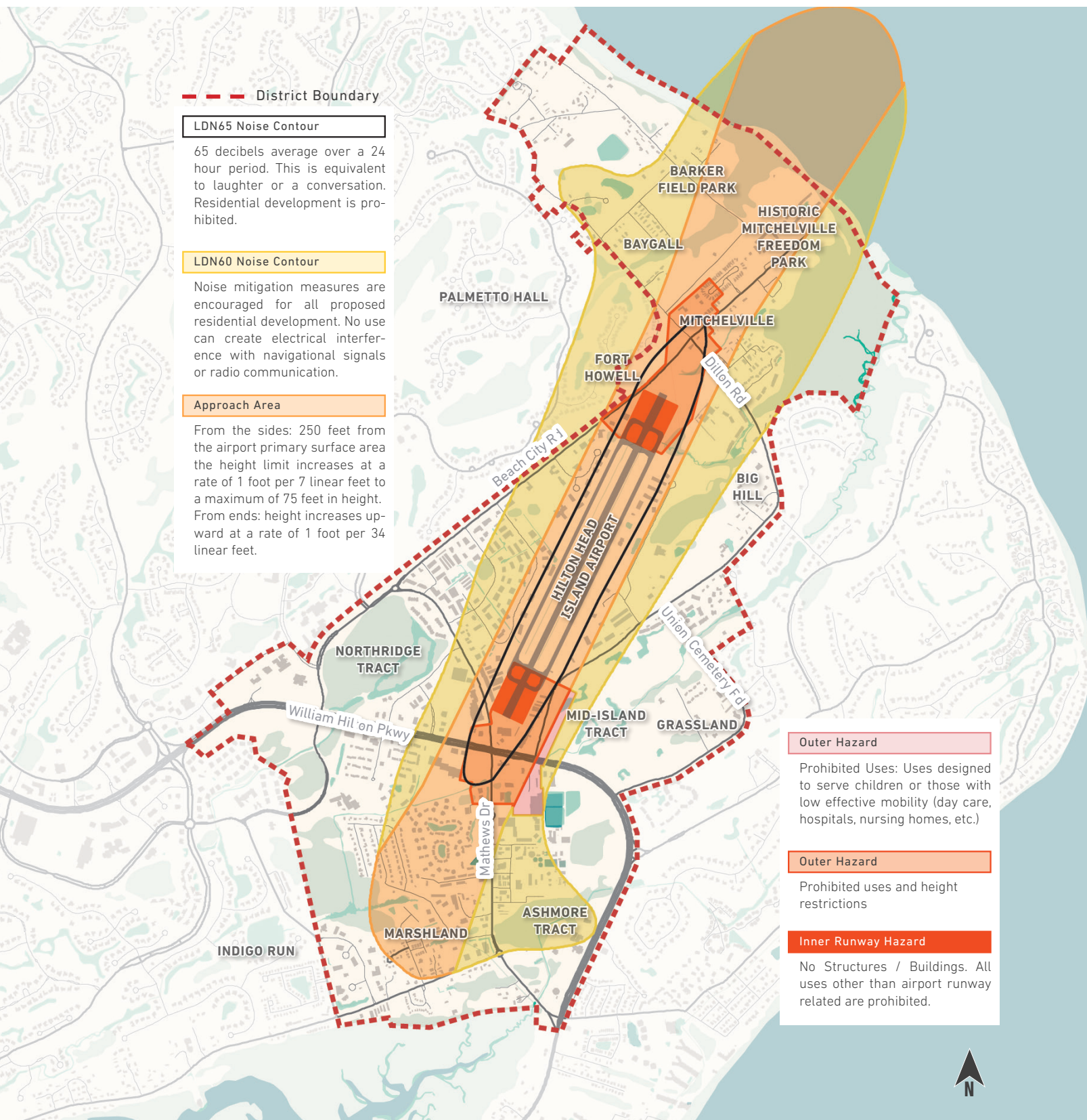
Existing Zoning

Existing zoning in the Mid-Island District is predominantly in residential, commercial, light industrial and parks and recreation categories. Residential and parks and recreation zoning categories – with some pockets of light industrial – typify the edges of the District, while the shopping centers and the airport represent light industrial, light commercial and community commercial uses in the center of the District. While there are some pockets of denser residential allowed, most of the District is RM-4 which allows for anywhere from 4 to 8 dwelling units an acre depending on parcel size.



Existing Land Use

There are 14 different land use categories within the Mid-Island District. Uses along William Hilton Parkway, Mathews Drive, and portions of Dillon Road represent the primary retail/service/sales and office uses in the District. The area directly west of the airport is a mix of retail/service/sales, light industrial, and vehicle services uses, as is the area along Marshland Road though it has some residential uses mixed in. Baygall and Grassland are largely comprised of residential and park/open space uses, while Mitchelville and Big Hill have a number of other uses mixed in. Looking ahead, the Future Land Use Map for the District could be simplified to reflect community desired uses and development patterns.



Noise Contours

The Town of Hilton Head Island uses the Noise Contours from the Hilton Head Island Airport to guide develop near the airport and runway. In certain areas like the Inner Runway Hazard all uses not related to the airport are prohibited. Whereas, other zones like the Outer Hazard, Approach Area and LDN60 Noise Contour have prohibited uses and height restrictions.

FAA Hazard Zones

The Hilton Head Island Airport also has FAA Hazard Zones that have their own guidelines for development and height restrictions. The standards are guided by the zones shown in the graphic above and follow the airplane approach and flight zones. These zones helped guide the development patterns and height recommendations set forth in this document.

MARKET ANALYSIS

Demographics

As of the 2020 United States Census, Hilton Head Island hosted a total of 37,661 residents on a permanent, full-time basis. Population growth since 2010 has been modest across the Island, adding less than 600 people over the last ten years. Historically, growth on the Island has been constrained by an established land use pattern, with new residential development largely consisting of smaller-scale infill projects. The northern half of the Island, including the Mid-Island District, contains approximately 62.4% of the total population. It's also important to note that Hilton Head Island has a large population of second homeowners, as well as an influx of seasonal workers and visitors, that keeps the population count in daily fluctuation.

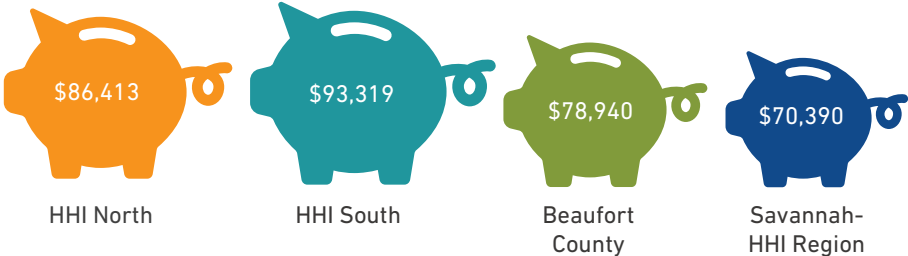
While growth of permanent residents on Hilton Head Island has been modest, the larger Hilton Head Island-Bluffton metro area has experienced rapid increases in population in the last several decades. Neighboring Bluffton has consistently been one of South Carolina's fastest growing communities. The growth of the larger region is no doubt influential for Hilton Head Island's local economy.

Residents of Hilton Head Island are comparatively older than the surrounding region, which tends to attract more families. The northern side of Hilton Head Island (HHI North) is comparatively younger than the south. The median age of northern island residents is 52.7, compared to 61.2 in the south, and 38.4 for the region. Hilton Head Island's attraction as a retirement and aging-in-place destination has resulted in strong growth in older age groupings, resulting in a notable increase in median age over time. Approximately 14% of population in HHI North are children.

Median household incomes are highest in the southern half of Hilton Head Island; however, both areas on the Island are higher than the County and the region. The largest concentration of households in HHI North earn more than \$86,000 annually.

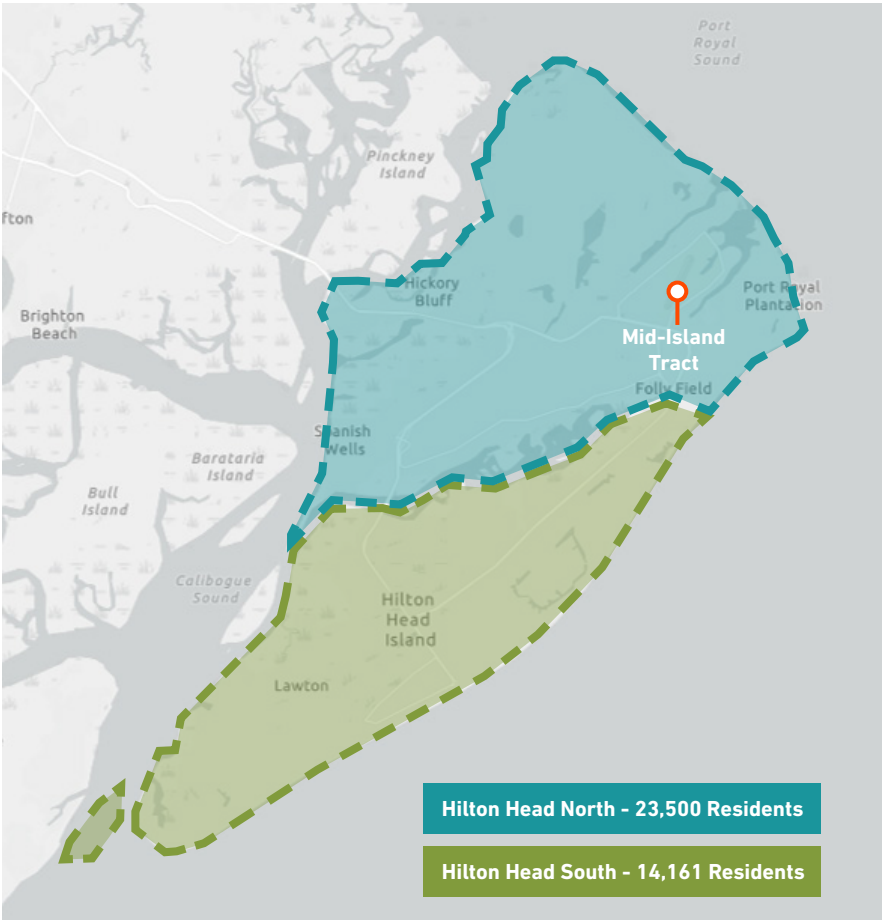
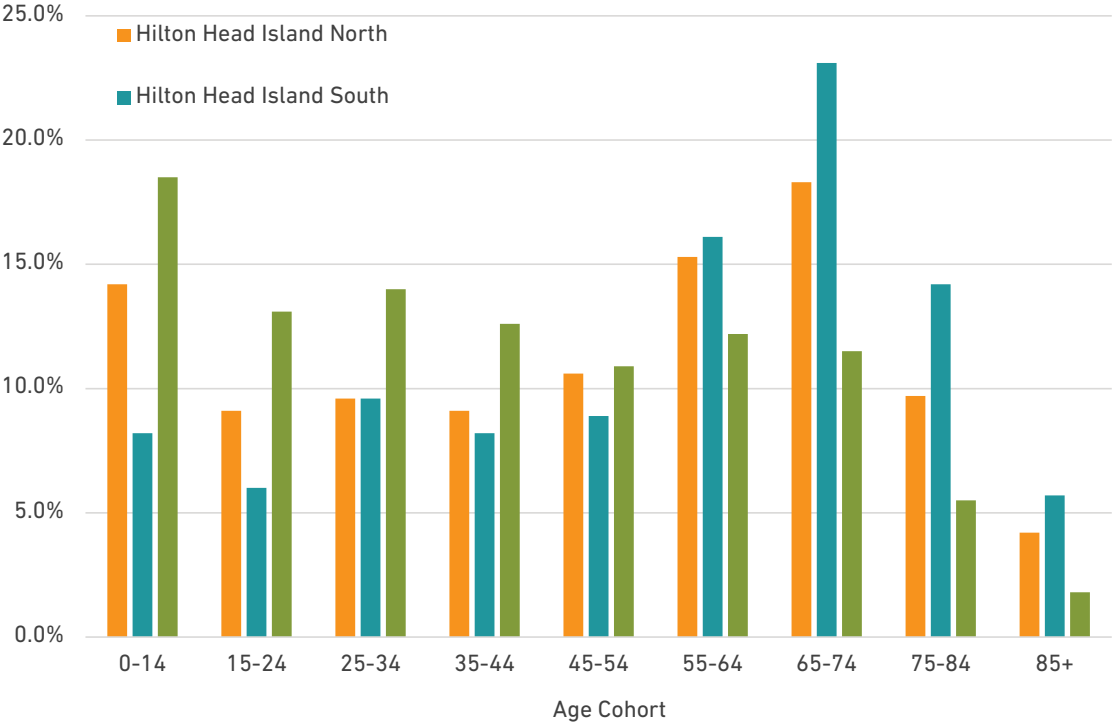
MEDIAN HOUSEHOLD INCOME, 2020

Source: ESRI Business Analyst



POPULATION SHARES BY AGE COHORT, 2020

Source: ESRI Business Analyst



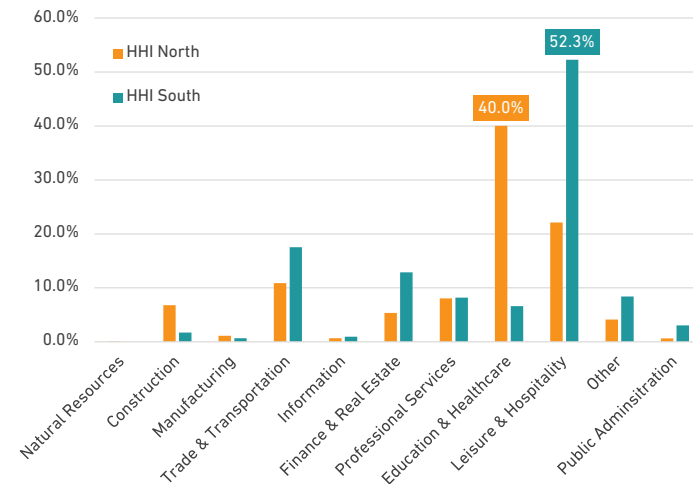
Jobs

The tourism and service support industries have historically been the primary economic drivers for Hilton Head Island. The community's Our Plan (2020-2040 Comprehensive Plan) notes a goal of diversifying the economy to attract different professions and age groups to the Island in the future. In total, Hilton Head Island had an estimated 33,620 jobs in 2020, representing 13.6% of the regional total. Hosting many larger-scale shopping destinations and resorts, the southern portion of the Island contains a slightly larger share of the total (52.9%). The northern portion of the Island hosts approximately 15,830 jobs.

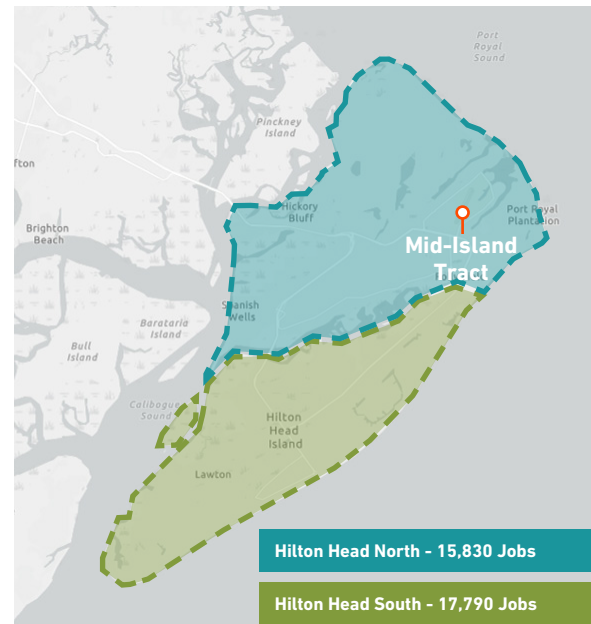
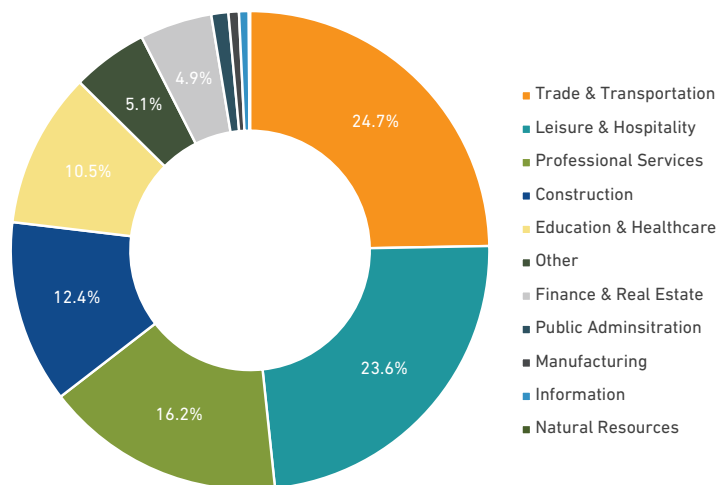
The largest employment sectors align with the tourism economy, with Trade & Transportation, including retail services, and Leisure and Hospitality representing nearly half of the total. Other notable employment industries include Professional Services (16.2% of the total), Construction, (12.4%), and Education and Healthcare (10.5%). It should be noted that since 1990, visitors to the Island have increased by more than 65%, driving continued demand for retail, service, and hospitality jobs. More than 2.6 million people travel to Hilton Head Island each year; these jobs will be an important local economic driver in the short- and long-term.

When comparing the northern and southern portions of Hilton Head Island, the northern portion's largest industry is Education and Healthcare, comprising 40.0% of all jobs. The southern portion of the Island is more heavily influenced by Leisure and Hospitality jobs at 52.3% of the total.

COMPARISON OF JOBS BY INDUSTRY
Source: LEHD OnTheMap



JOBS BY INDUSTRY, HILTON HEAD ISLAND, 2020
Source: ESRI Business Analyst



Commuting Trends

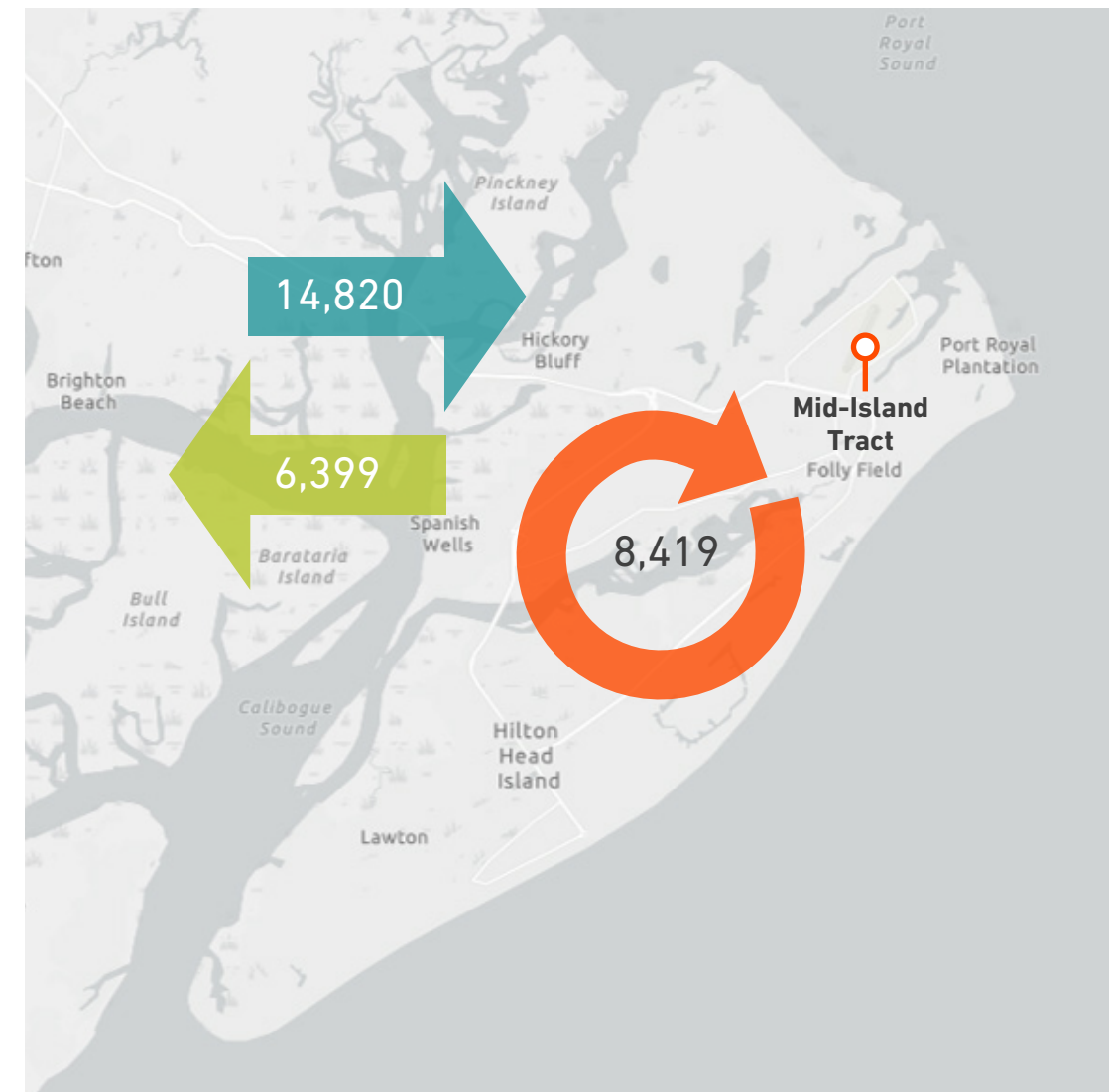
As of 2019, more than 14,820 people commuted onto Hilton Head Island for employment, more than twice the number of employed residents that traveled off (6,399). In addition, 8,419 employed residents live and work on the Island. The demands of the local tourism economy and service industry requiring a large workforce is evident; however, housing affordability and a higher cost of living have had a notable impact on commuting for these employees.

The most common locations of work for employed Hilton Head Island residents are:

- Hilton Head Island (58.6%)
- Bluffton (4.0%)
- Burton CDP (3.2%)
- Savannah (2.0%)
- North Charleston (1.6%)

With a high percentage of employed residents living and working on the Island nearly two-thirds have commutes of less than ten miles.

Commuting In and Out of the Island



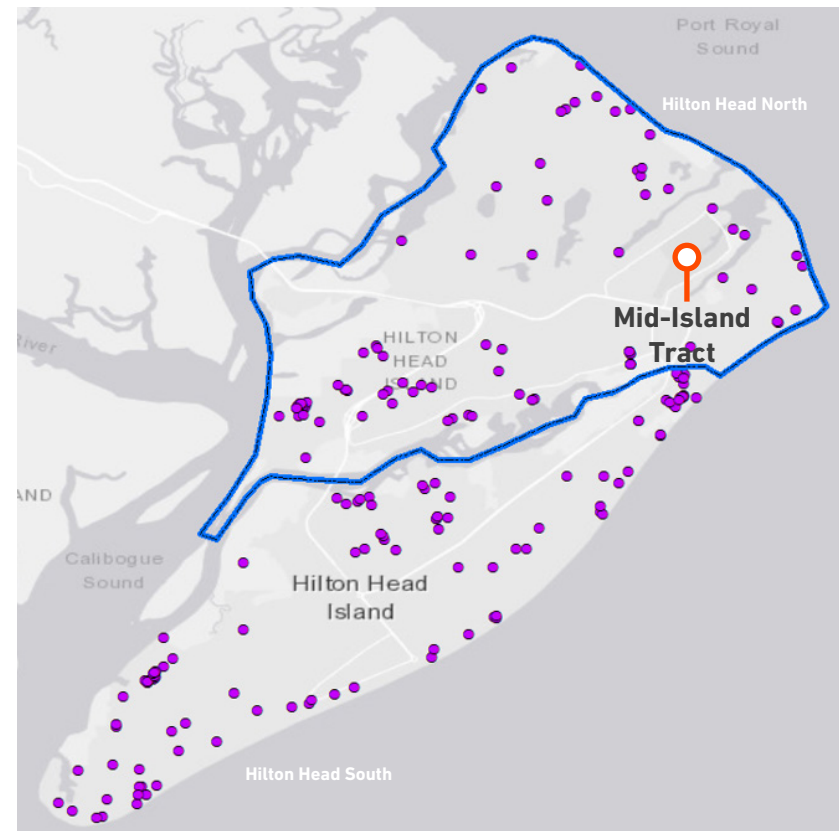
Housing Considerations

Housing units in the northern portion of Hilton Head have a median age of 1990, slightly older than the median for Beaufort County. The value is notably higher, approaching \$500,000 per unit. Consistent with trends across the County, the share of vacant housing units is elevated due to seasonal residents that do not live full time on the Island. However, it should be noted that the vacancy rate of HHI North is approximately one-half that of HHI South. Although the distribution of housing units by type generally mimics the County, HHI North has a higher share of multifamily, driven by condominium developments on or near the beaches.

Nearly two-thirds of all home-ownership units in the northern portion of the Island are valued at greater than \$400,000. Rental rates are at or above \$2.00 per square foot for professionally managed communities. Aquatera, another third market-rate multifamily community is nearing completion. There are currently no units available at either community. Based on the average wage for workers in Beaufort County of \$44,435 annually, price points that could support sustainable housing costs would be \$1,250-\$1,300 per month, well below the median prices for most ownership or rental available (based on 30% monthly income).

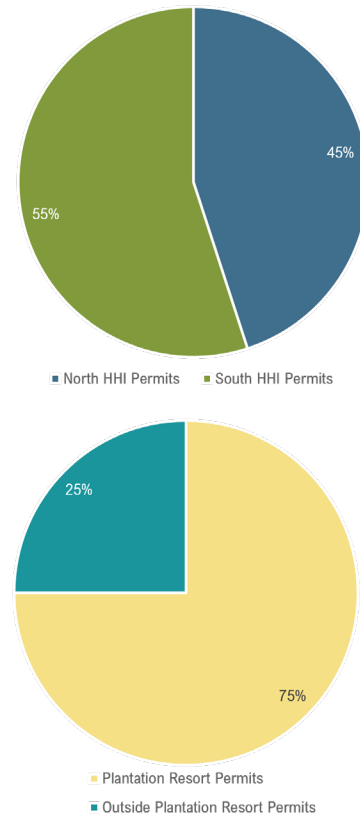
Through November of 2021, there have been 498 permits pulled to construct new residential units on the Island. Approximately 72.0% of the new residence permits were pulled on the northside of the Island. The northside share is bolstered by a 260-unit multifamily project at 55 Gardner. A further analysis was prepared for permits pulled within the plantation resort neighborhoods, which captured approximately one-third of the total. The plantation resort permits were pulled for pre-platted, entitled lots, versus the 66.4% that represent newly platted projects or infill opportunities.

Residential Building Permits



RESIDENTIAL BUILDING PERMITS, 2021

Source: ESRI Business Analyst



Water Walk at Shelter Cove Towne Centre

Built in 2017

240 one-, two-, and three-bedroom units

Avg. Rent: \$3,523/month

\$2.25 per SF

Occupancy: 100%



Marsh Point Apartments

Built in 1990

140 one- and two-bedroom units

Avg. Rent: \$1,746/month,

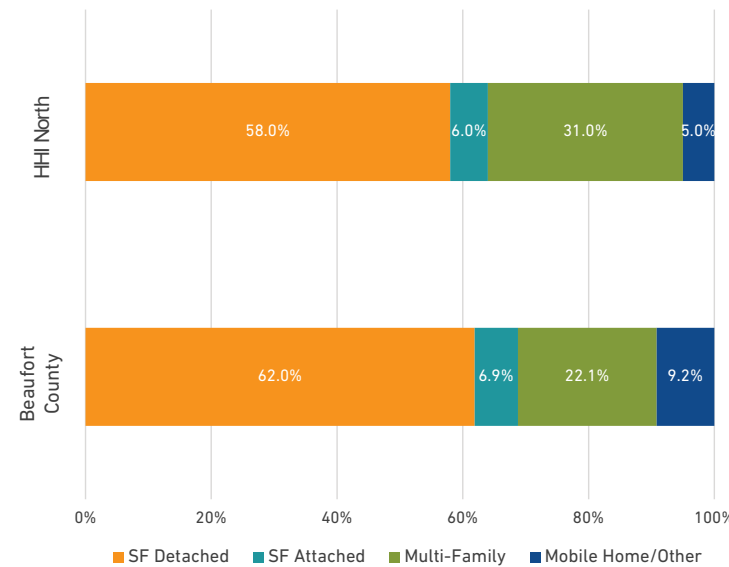
\$1.94 per SF

Occupancy: 100%



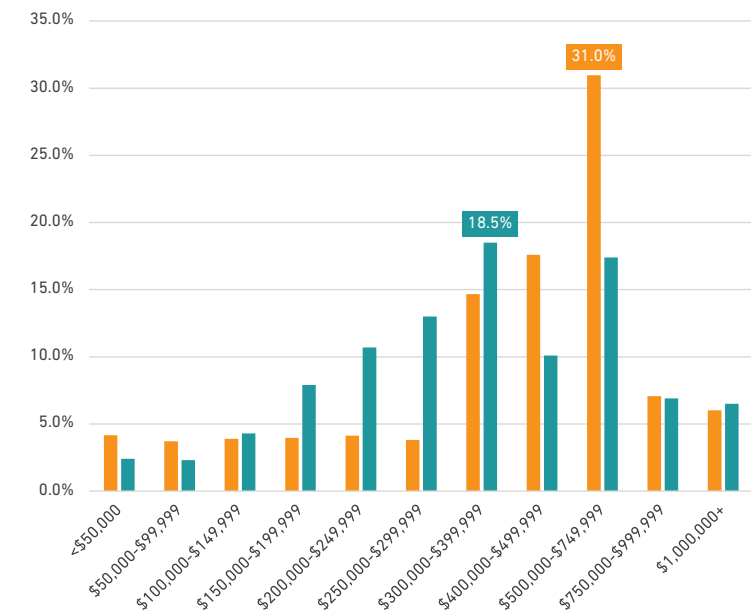
HOUSING UNITS BY TYPE, 2019

Source: ESRI Business Analyst; US Census American Community Survey 2015-2019



OWNER-OCCUPIED HOUSING UNITS BY VALUE, 2021

Source: ESRI Business Analyst



Initial Demand Analysis

Population and job forecasts were prepared based on transportation analysis zone data prepared by the Lowcountry Council of Governments. It also incorporates the most recently released US Census baseline information available. Population growth in the northern part of the Island is expected to follow recent trends, reflecting modest increases over the next 20 years. However, the Hilton Head Island-Bluffton region is expected to continue to be an attractor of strong growth over the coming decades. Hilton Head Island's ability to identify catalytic infill opportunities could result in a higher capture of regional growth. Based on Woods & Poole Economics, a third-party socioeconomic forecasting company, the Hilton Head Island-Bluffton region could reach nearly 360,000 residents by 2060, an increase of 59.3%.

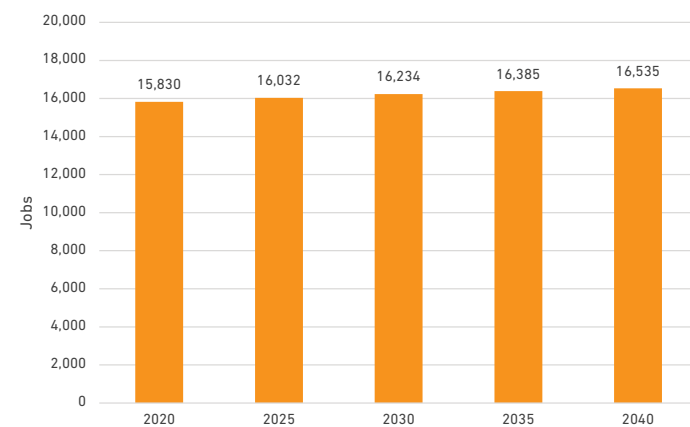
Similarly, job growth is projected to be modest across Hilton Head Island over the next 20 years. The northern portion of the Island is forecasted to increase from an estimated 15,830 jobs in 2020 to 16,535 jobs in 2040, resulting in 4.5% growth over 20 years.

Based on conservative population and job forecasts for the northern portion of Hilton Head Island, the area around Mid-Island could see an increase of 1,500-1,700 residential units, 160,000 to 180,000 square feet of retail space, 55,000 to 75,000 square feet of office space, and 100 to 250 hotel rooms. Of these sectors, office remains the most influx due to the economic dynamics of the local economy and the macro-level influences that continue following the COVID-19 pandemic. Momentum in other sectors will likely be the initial catalysts, followed by office development.

Modest demand for industrial space, between 40,000 and 60,000, could be generated in the northern portion of the Island. This would be focused near the Hilton Head Island Airport, which is owned and operated by Beaufort County. Future plans for the Airport include renovations to the commercial terminal and parking areas to accommodate the increase in use. These modifications would accommodate the increased traffic for both commercial and private terminals. Industrial demand would largely be focused on smaller footprint users that are seeking a location on the Island to be close to a customer base, including repairs, service, and maintenance facilities.

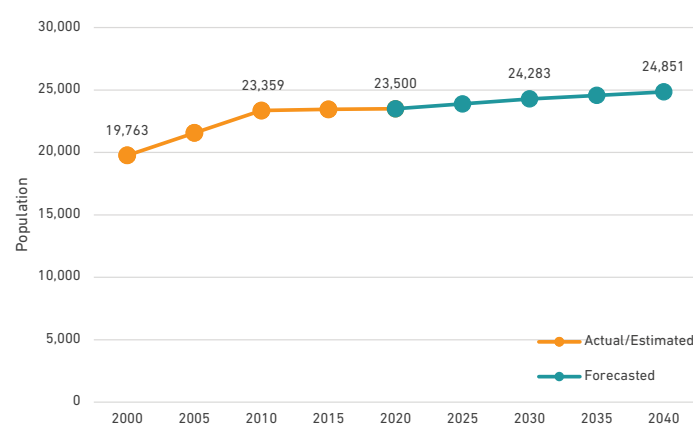
EMPLOYMENT FORECAST, HILTON HEAD ISLAND NORTH, 2021

Source: Lowcountry COG, US Census, Kimley-Horn













POPULATION FORECAST, HILTON HEAD ISLAND NORTH, 2021

Source: Lowcountry COG, US Census, Kimley-Horn



Hilton Head Island North: 20-Year Demand (2021-2041)

	 HOUSING	 RETAIL	 OFFICE	 INDUSTRIAL	 HOTEL
Approximate Demand Forecast	1,500 – 1,750 Units	160,000 - 180,000 Square Feet	55,000 - 75,000 Square Feet	40,000-60,000 Square Feet	100-250 Keys

	<p>Housing Products: Detached & Attached Market-Rate MF Active Adult MF Senior Care Income Targeted</p>	<p>Demand Timeframe Short-Term</p>	<p>Market Considerations</p> <ul style="list-style-type: none"> Population growth has been modest; available land will continue to be the limiting factor Increase housing options to support a wider range of age and income cohorts Adds rooftops to support commercial Increased housing that is attainable to a wide-variety of incomes could result in a reduction of commuting, especially in a tourism economy
	<p>Neighborhood-Serving Retail Product: Ground-level/mixed-use Small, amenitized strips Destination Personal services</p>	<p>Demand Timeframe Mid-term</p>	<p>Market Considerations</p> <ul style="list-style-type: none"> Retail in a state of flux New development will seek premier locations Important component of mixed-use projects Role for services beyond traditional retail Capitalize on nearby parks and open space to draw in customers
	<p>Office Product: Professional office Service office Medical office</p>	<p>Demand Timeframe Long-term</p>	<p>Market Considerations</p> <ul style="list-style-type: none"> Continued recovery from pandemic Smaller-scale neighborhood-services targeting Island residents as customers Will seek amenitized locations Smaller medical offices and urgent care clinics to address increases in seniors and tourists
	<p>Light Industrial Product: Warehouses Flex buildings</p>	<p>Demand Timeframe Mid-term</p>	<p>Market Considerations</p> <ul style="list-style-type: none"> Small footprint warehouse buildings to support service-based companies seeking proximity to customers Tight market with limited availability High land prices could be a limiting factor in identifying new locations for development
	<p>Hotel Product: Limited service Tourist destinations</p>	<p>Demand Timeframe Mid- to long-term</p>	<p>Market Considerations</p> <ul style="list-style-type: none"> Tourism has rebounded following the Recession Additional hotel rooms could accommodate increased tourism Location will be a critical component, seeking areas near beach access, retail, and amenities

Land Use Anchors & Considerations

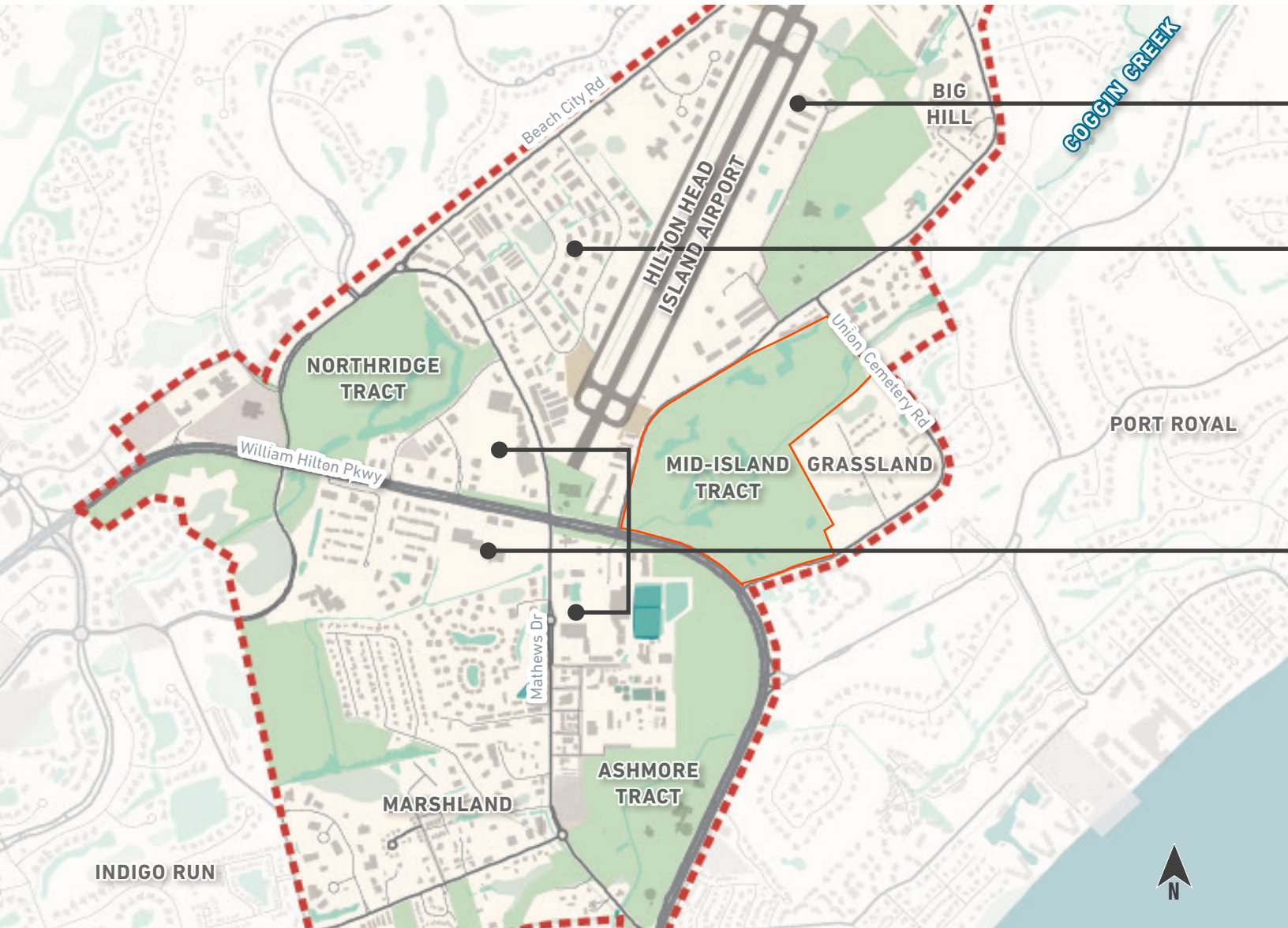
The area immediately surrounding the Mid-Island District offers clear opportunities that could drive future development and redevelopment potential. Each of the opportunities, whether existing like the surrounding full-time, permanent residents and established neighborhoods, Hilton Head Island Airport, or a job base supporting the node of light industrial space, or future possibilities focusing on development/ redevelopment along Business 278 (William Hilton Parkway) suggest clear momentum on the northern portion of the Island. Increased recreation amenities in this dynamic area will further the opportunities to create a uniquely livable area on Hilton Head Island.



Northridge Plaza



Airport Area



Hilton Head Island Airport

Aviation restrictions could impact the types, heights, and intensities of real estate development depending on proximity and air travel patterns.

Existing Industrial

Existing node of light industrial uses supports job creation and serves residents, businesses and airport. Workers could drive demand for retail services.

Established Neighborhoods

Established neighborhoods like Port Royal Plantation are less transient than elsewhere on the Island. A higher share of families require services and recreation amenities.

Nearby Retail/Infill Opportunity

Nearby shopping centers vary in age and performance. Sea Turtle Marketplace has experienced recent revitalization but has additional areas for infill. Port Royal Plaza has a vacant anchor space and could be ripe for reinvestment. Northridge Plaza has seen some recent investment in parking lots and landscaping, but has an opportunity become a more active place in the Mid-Island. Park amenities could represent an important catalyst to attract development.

03 STRATEGIC DIRECTION



GUIDING THEMES

Community engagement and existing conditions analysis helped the planning team, Town Staff and Town Council to develop three themes to guide future planning and redevelopment in the Mid-Island District.

1. **Protect and Enhance:** The plan must honor people and place by protecting and enhancing the neighborhoods, the culture and history, the natural environment, the preserves and parks, and the parkway character of Mid-Island District and Hilton Head Island by investing in a best-in-class park, creating community and cultural gathering space, and enabling economic opportunity.
2. **Connect:** The plan must connect people, open spaces, neighborhoods, and community hubs through a network of multi-use paths, complete streets, and transit.
3. **Evolve:** The plan must reconsider future land use in the District to allow for a mix of uses, residential infill and neighborhood commercial uses.

This section sets the stage for public and private investment in the Mid-Island District by reviewing design considerations, street characteristics and connections, and future land use. This strategic direction directly informs the development of three Focus Areas that will be detailed in the next section of the plan.

PROTECT + ENHANCE

- PEOPLE
- NEIGHBORHOODS
- CULTURE AND HISTORY
- NATURAL ENVIRONMENT
- PRESERVES & PARKS
- PARKWAY CHARACTER

CONNECT

- PEOPLE
- OPEN SPACES
- NEIGHBORHOODS
- COMMUNITY DESTINATIONS

EVOLVE

- FUTURE LAND USE
- MIXED USE
- RESIDENTIAL INFILL
- NEIGHBORHOOD COMMERCIAL
- REDEVELOPMENT STANDARDS



Protect the Green Network

The Mid-Island District is defined by its green network of parks, preserves, and waterways, marshes, and wetlands. The plan will protect and enhance these natural and park spaces by investing in a new park at the Mid-Island Tract and Ashmore Tract and connecting them to other parks, preserves and open spaces in the District and the rest of Hilton Head Island.

DESIGN CONSIDERATIONS

The following Design Considerations should inform the public and private investment in the Mid-Island District, whether it is redevelopment of a shopping center, the design of a park, a street or roadway improvement or infill residential in an existing neighborhood.

Green ... Not Grey

Street trees and landscaping provide many natural, physical, and psychological benefits. They help shape the street and add shade in the summer, add character, increase property value, remove pollutants from the air and soil while generating oxygen, and decrease the amount of stormwater runoff.

Close and Cozy ... Not Spread Out

Streets and public spaces should function as an outdoor room, surrounding its occupants in a space that is welcoming and usable. A 1:3 ratio for building height to street width is often cited as the ideal minimum for a sense of enclosure. As a general rule, the tighter the ratio, the stronger the sense of place.

Complete, Varied ... Not Single Use

Great neighborhoods have a fine-grained mix of land uses and housing types. This condition enables residents to dwell, work, socialize, exercise, shop, and find some daily needs and services within walking distance. A mix of housing provides options for people with diverse lifestyles and incomes to live in the same neighborhood; residents have the choice to move within their community as their housing needs change over time.

Connected ... Not Isolated

Healthy communities are well connected in many ways. Having an interconnected web of streets is the most basic and effective form of bringing a neighborhood together. An interconnected network of streets helps to alleviate traffic by providing many options to get from point A to point B. The need for connectivity extends to all mobility facilities such as connected sidewalks, trails, bike lanes, and transit networks.

Walkable ... Not Auto-Focused

The overall size of a neighborhood should be suitable for walking. Most people will walk approximately one-quarter mile before turning back or opting to drive. Neighborhoods of many shapes and sizes can satisfy the quarter-mile radius test. Larger planned communities can establish several distinct neighborhoods, being sure to place different neighborhood centers with some mix of use or community destinations one-half mile apart or less.

Artful, Memorable ... Not Generic

Artful and memorable settlements emphasize the distinctly local features of a place, embracing unique factors such as local shops or businesses, historic features, distinctive native landscaping, local artists, or regional architecture. The best streets and public spaces are the "postcard views" of the Town, high-quality gathering spaces that celebrate local culture.

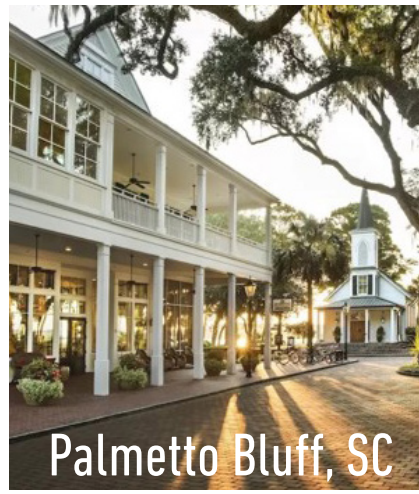


The Design Considerations are not new ideas; they're based on a study of new and historic settlements. Taking inspiration from loved and valued streets and neighborhoods in peer communities demonstrates how design can improve quality of life; precedents show how to encourage healthier more active lifestyles, include more chances for interacting with neighbors and growing community, and how to respect and live closer to nature. These are all important goals that can be addressed by designing our built environment better.

There are several local examples of historic small towns of the Lowcountry included in the precedents. These local examples exhibit how to work with geography, climate, and local building materials. Looking closely a common pattern emerges: smaller blocks, narrower, connected streets, a mix of uses and building types – features that are all part of successful walkable places.

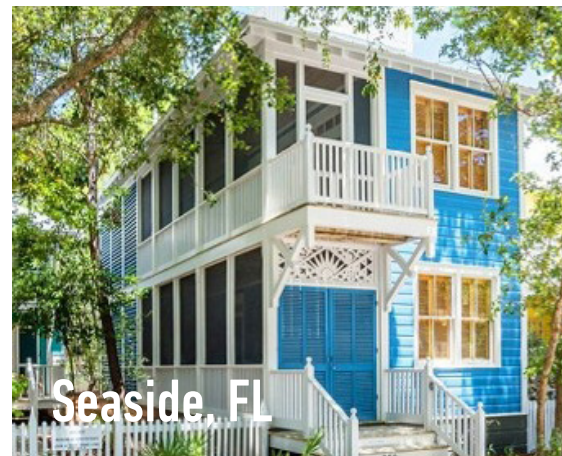
Palmetto Bluff

Palmetto Bluff is an example of new compact walkable neighborhoods designed in harmony with the environment, protecting sensitive environments, trees and habitats while accommodating people and bringing value to the community. The use of Lowcountry vernacular architecture allows the development to fit in seamlessly and feel like it is part of the historic landscape. A variety of building types and park spaces create new well-loved residential areas and neighborhood centers.



Haile Village Center

Haile Village Center is a mixed-use, walkable neighborhood center that is a gathering hub for the community, providing attractive spaces for events, festivals, and farmers markets. Haile Village Center shows how a neighborhood center can fit with the existing historic character of an area; neighborhood centers don't have to be generic strip malls surrounded by parking, but rather can include local architecture, public spaces and building types and fit along a connected street network to support multiple modes of transportation.



Seaside

Seaside demonstrates it is possible to maintain an attractive walkable town amidst the pressures of large numbers of visitors. Designing for people over cars allows more people to be in a space, and more people to visit shops and support the local economy. Instead of large fields of parking, the town provides ample on-street parking and a few strategically located lots, along with highly walkable and bikeable streets, to accommodate visitors without detracting from sense of place. Human-scaled architectural is a time-tested way to create places people love. Seaside mixes formal classically inspired architecture with a relaxed beach town atmosphere to create its own unique sense of place.

I'On

I'On applies the Design Considerations in a Lowcountry setting. This new traditional neighborhood combines walkable neighborhood design with regional historic precedents. I'On turned needed stormwater infrastructure into attractive amenities that add value to the surrounding neighborhoods, using connected waterways to create a truly unique neighborhood. The neighborhood includes small mixed-use areas where driving is not required to achieve daily needs. Learning from historic Charleston, buildings are placed close to the street to define the public realm, creating a comfortable walking environment.

Old Town Bluffton

Old Town Bluffton exhibits some of the best walkable urbanism in the country, showcasing all of the Design Considerations. Its memorable streets embrace local character with local businesses and distinctive architecture, a mix of uses and building types, and building facades and signature trees defining high-quality public spaces and community parks.



Street Character

Building on the functional classification of roadways in the District, this plan establishes the design characteristics and advocates for connections and additions to the multi-use path network. The result is a connected network of people-focused streets and multi-use paths that allows residents and visitors to traverse the District safely. This will require investment in additional multi-use paths, intersection improvements to allow for safer pedestrian crossings, and new internal roadways to commercial development sites to provide pedestrian scaled connections.

-  Multi-Use Path
-  Internal Path
-  Existing Path



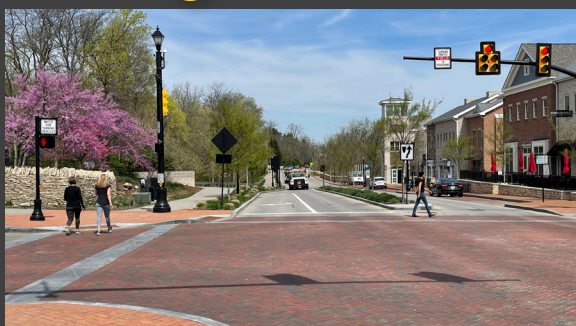
 Parkway



 Collector



 Improved Intersection



 Enhanced Road

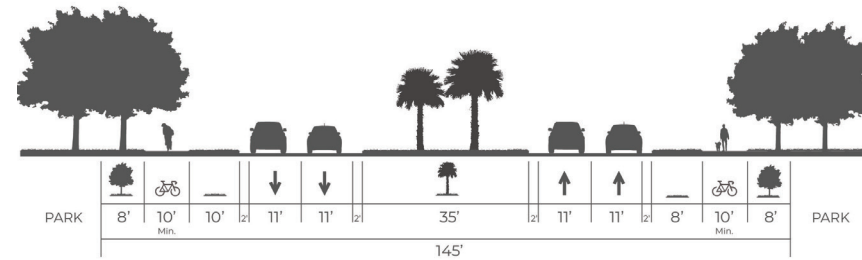


Connect the District

The Mid-Island District Plan calls for multi-use paths on both sides of Marshland Road, William Hilton Parkway and Mathews Drive to allow for greater safety and connectivity. These multi-use paths should be augmented by internal pathway networks in existing preserves and parks. Doing so will create a system of walking and bicycling infrastructure that links the Mid-Island District to new and existing public spaces.

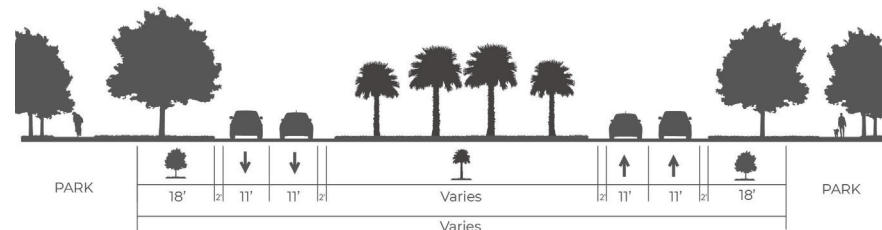
William Hilton Parkway

As the backbone of the Island and the one road that every resident and visitor must use, it is exceedingly important to ensure that William Hilton Parkway is equally attractive and accessible. Building off of the existing pathway network and expanding bicycle access is a critical component of the larger island-wide effort to improve bicycle infrastructure.



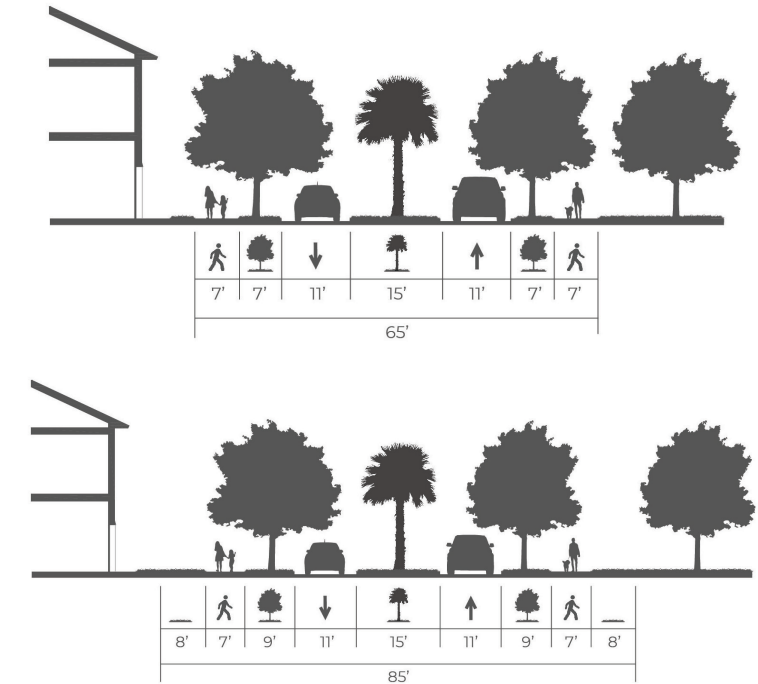
William Hilton Parkway at Mid-Island Tract

There is a unique opportunity to do something where William Hilton Parkway runs adjacent to the Mid-Island Tract. Something that will create a noticeable change in the landscape and something to communicate to road users that they have arrived at the new heart of the Mid-Island District. By putting the “park” back into parkway, quite literally, we can create a separate experience from the usual William Hilton Parkway roadside views of well landscaped parking lots. Widening the parkway median, like what is done with the great Parkways of the country from Chicago to the Blue Ridge Parkway, significantly allows for the Parkway to have a feel of becoming part of the new park, not just bisecting it.



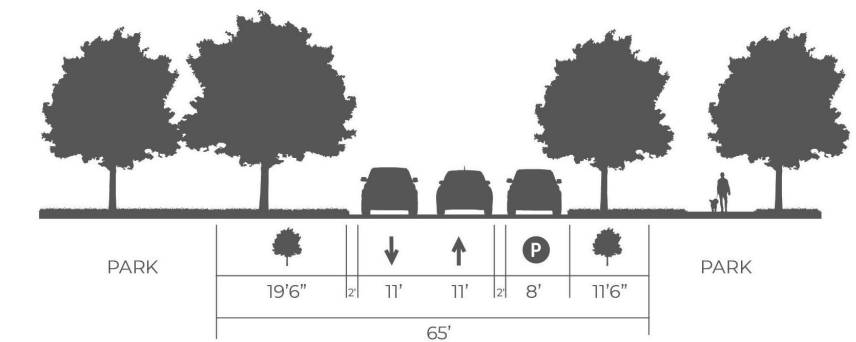
Mathews Drive

Mathews Drive is a critical piece of the larger street network and one that must connect different parts of the Mid-Island District aesthetically and modally. A continuous bicycle and pedestrian path is just as important here as the travel lanes to ensure a well connected neighborhood grid. By encouraging new development to front Mathews Drive with new buildings placed closer to the road with parking behind them, Mathews Drive has the ability to become a central part of the new District Center and not just a way to get to the new District Center.



Dillon Road

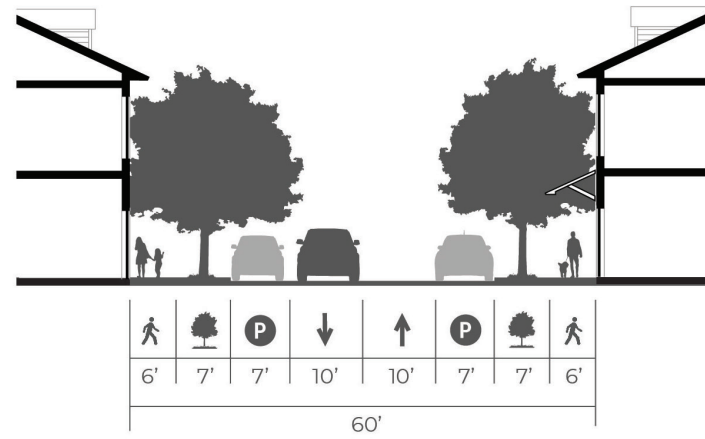
Streets on Hilton Head Island like Dillon Road and Union Cemetery Road are great examples of the classic meandering coastal lowland rural canopy road. Photographers love the picturesque Spanish moss covered oak limbs, cyclists are drawn to the uninterrupted shade and lower speed traffic, and the roads are popular for those out for a Sunday drive looking for the smooth curves framed by waves of greenery that only a canopy road can provide. These characteristics should be preserved as much as possible in any future Mid-Island District streetscape improvements. When opportunities for improvement are available, whether that is to tie the separated multi-use path into the trail network of future park



improvements or to add occasional on-street parking on Dillon Road to improve park access, it should be done in a way that minimizes impacts to existing trees along the right of way.

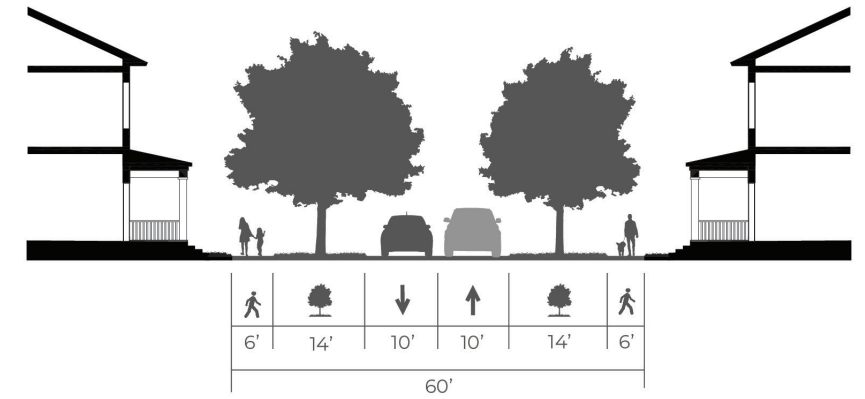
District Center Street

It can be argued that District Center streets are the most important components of a well-designed community. Streets with wide, shaded sidewalks, on street parking, narrow lanes, all framed by neighborhood scale residential, or mixed use buildings are the ingredients of any successful main street or neighborhood center. By applying these timeless techniques to new street design, it is possible to get a great neighborhood center up and running quickly. Without good District Center street design however, it is harder to achieve that common goal.



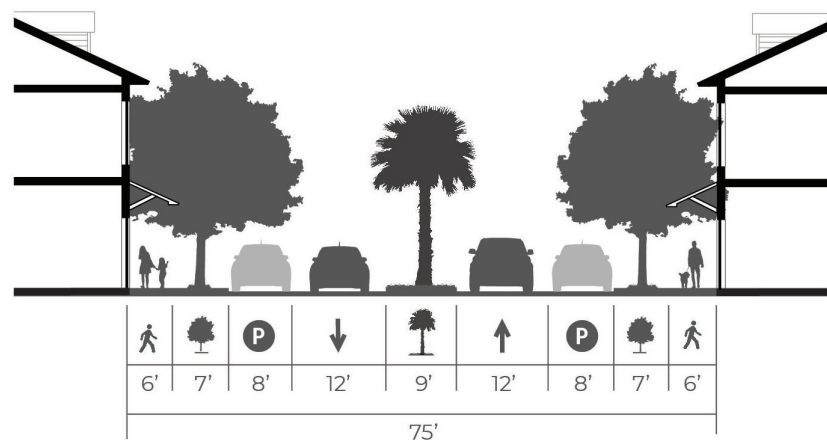
Neighborhood Residential Street

Not every street should have the whole complete streets package. Sometimes a quiet neighborhood street is preferred to one with all the bells and whistles of the more prominent roads in a community. That is where your typical neighborhood street comes in, often with swales instead of curbs, sometimes trees from adjacent front yards provide shade instead of a more urban allée of street trees, etc. The street can even be low-speed and low-volume enough to not warrant the need for conventional sidewalks in some cases.



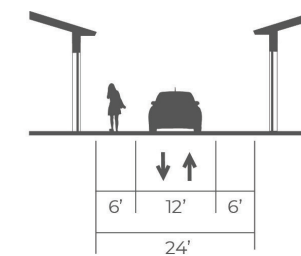
District Center Avenue

Designing a new District Center avenue with wide medians, sidewalks, and ample on street parking is a wonderful opportunity to create an identifiable central corridor to new development. This could be the District Center main street or it can strategically provide stormwater retention and additional parking if desired. The flexibility of avenues are their hidden strength and if designed well can serve as the exclamation point for a well designed District Center street network.



Alley

The workhorses of good urbanism, alleys are the unsung heroes of well-functioning neighborhoods. This is where your garbage is collected, where you can access even more parking, where the power lines go, all the necessary but less attractive elements of walkable neighborhood living need a place to live, and alleys provide that service. Alleys can also provide a secondary low-speed, low-volume grid for pedestrians and cyclists. They even make it easier to have more narrow lots and therefore provide more housing by creating a means of accessing a property from the rear so a front yard driveway, and curb cut, isn't necessary.



FUTURE LAND USE

To shape the evolution of the Mid-Island District, the planning team worked with Town Staff and Town Council to consider changes to land uses in the District. Four primary objectives drove the proposed Future Land Use Map.

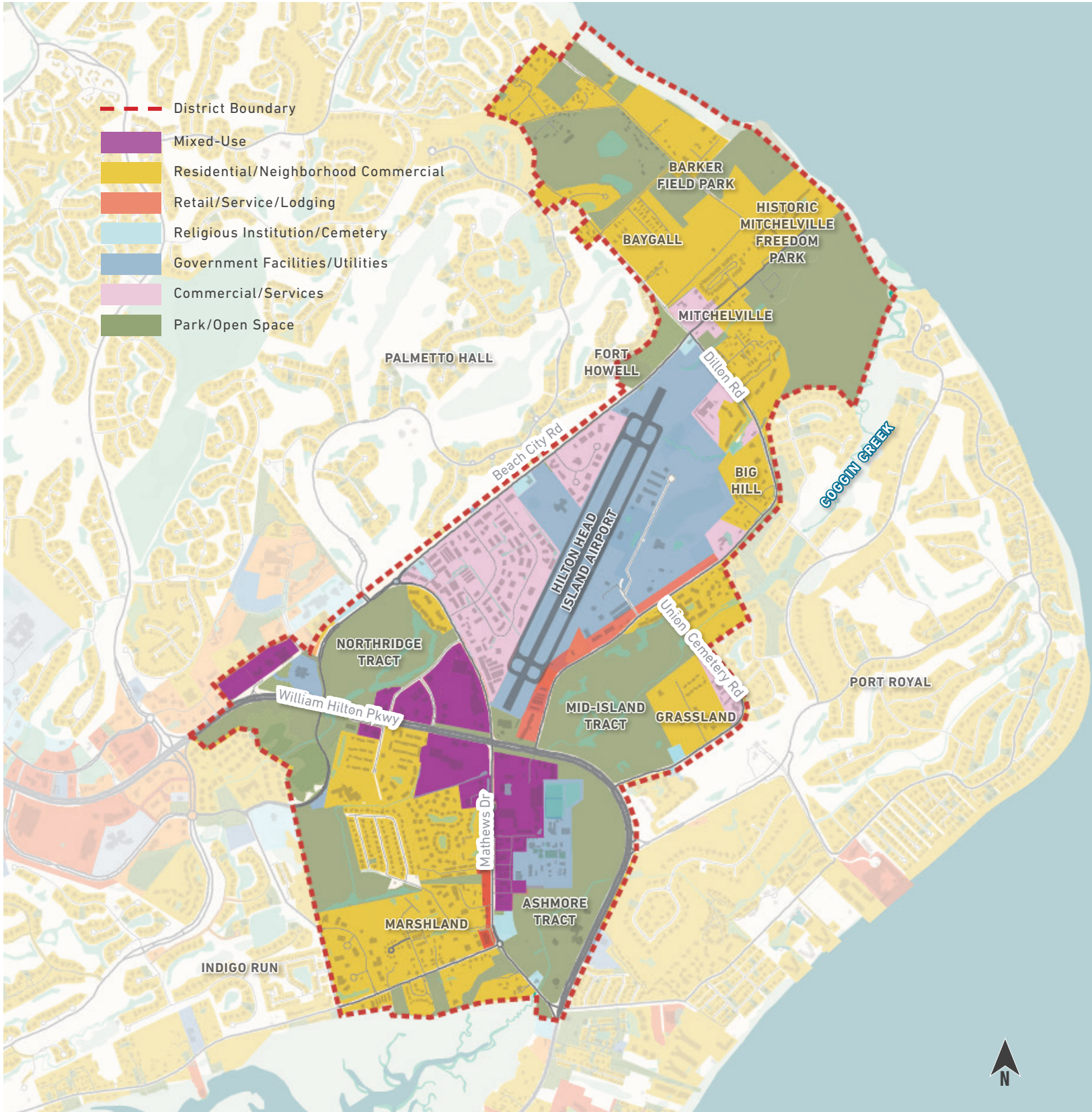
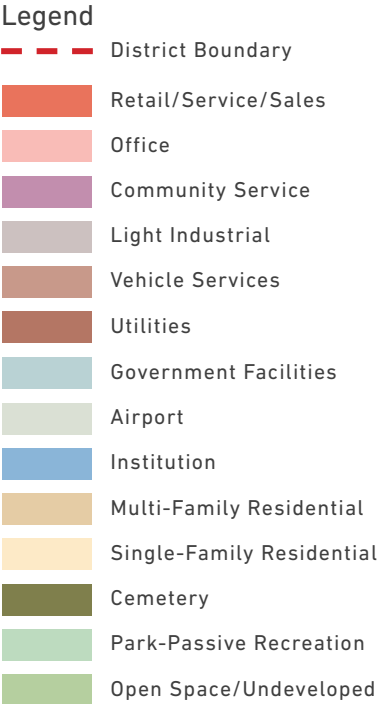
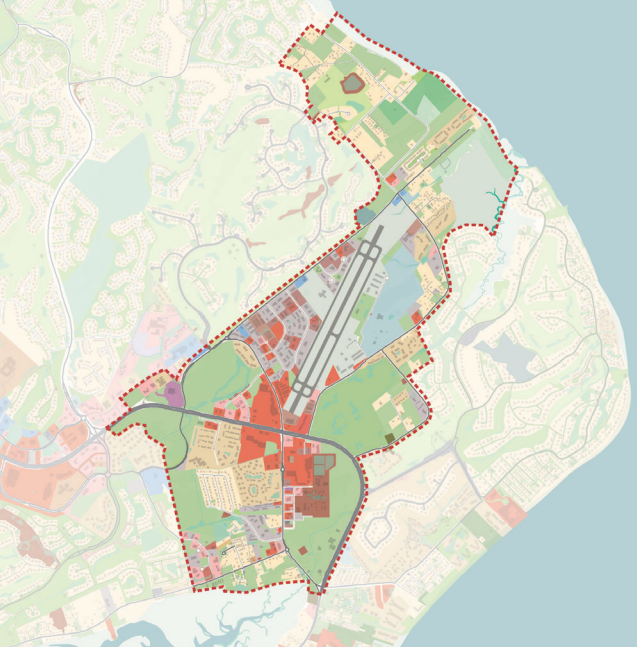
Simplify and consolidate: The current Land Use Map has 14 categories and does not provide needed guidance to shape the future of the District. Consolidating the categories to seven defines the uses desired by the community and provides clear direction to property owners and developers on both expectations and opportunities.

Allow for a mix of uses: As the existing commercial shopping centers redevelop over time, they will likely evolve to be more of a mix of retail, restaurant, commercial, residential, office and public spaces as opposed to being single-use developments. This new mixed-use category delivers on the live-work-play environment supported by the community and represents an opportunity to add needed housing. The development community also favors this style of redevelopment that offers a range of experiences and creates a more walkable, engaging environment.

Define and protect open space: The proposed land use plan creates one Park/Open Space category that includes the Mid-Island Tract, the Ashmore Tract and the Northridge Tract, Barker Field, Historic Mitchelville Freedom Park, but also all of the interstitial green spaces, wetlands, and marshes that connect or run between them.

Enable greater density and neighborhood commercial uses: To address the need to reexamine uses and allowed density in the Historic Neighborhoods (per recommendations in the Gullah Geechee Culture Preservation Report), the future land use map increases the base residential density and enables neighborhood commercial uses to expand economic opportunity.

Existing Land Use



Future Land Use Map

The Future Land Use Map concentrates mixed-use development in the center of the District, and along William Hilton Parkway and on Mathews Drive. The residential uses are collapsed into one category that allows for neighborhood commercial uses. The area around Hilton Head Island Airport is set aside for needed commercial/services uses. Existing retail, services, and lodging uses remain along Mathews Drive and Dillon Road. Park and open space uses define the edges of the District and ensure the availability and protection of parks and open spaces.

Mixed-Use

The mixed-use category encourages a mix of uses such as retail, restaurants, apartment flats, townhomes, office, institutional and allocation of open space to promote a green network. This mix of uses will create an area that can support local businesses, variety of housing types and context sensitive architecture. Walkability will be promoted through shared parking areas and pedestrian scaled streets and amenities.



Uses	Retail, Restaurants, Apartment Flats, Townhomes, Office, Institutional, Open Space
Residential Density	12-18 dwelling units per acre
Height	1-3 story height max, adherence to airport height restrictions by area (consistent with Shelter Cove, Harbour Town); 45 feet
Parking	Shared structured parking and surface lots

Residential/Neighborhood Commercial

The residential / neighborhood Commercial category introduces small scale commercial and home business opportunities to residential areas in key locations. Residential will be limited to 6-8 dwelling units per acre with a mix of single-family, apartments, townhomes, and two-family. Encourage context sensitive architecture that matches the architecture seen in development in the Lowcountry like Palmetto Bluff, Shelter Cove, and Harbour Town.



Uses	Single-Family, Apartments, Townhomes, Two-Family, Neighborhood Commercial and Home Business Opportunities
Residential Density	6-8 dwelling units /acre
Height	1-2 stories; 35 feet
Parking	TBD

Retail/Service/Lodging

This land use category will allow retail, service and lodging. Context sensitive development is encouraged by keeping the height at 45 feet maximum.



Uses	Retail, Services, Lodging
Density	Determined by design and performance standards
Height	1-3 stories; 45 feet
Parking	TBD

Commercial/Services

Commercial/services are uses that support the airport and light industrial uses.



Uses	Commercial Support Services, Car Rental, Office, Warehouse, Light Manufacturing
Density	Determined by design and performance standards
Height	1-3 stories; 45 feet
Parking	TBD

Religious Institution/Cemetery

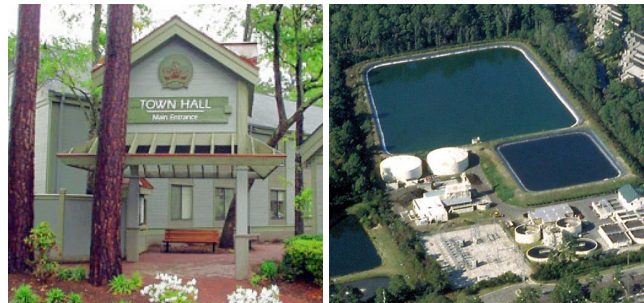
Religious institutions on Hilton Head Island are a cultural significant use. In areas with this land use designation office, institutional and open space uses are allowed while maintaining the Island character and providing context sensitive architecture.



Uses	Office, Institutional, Open Space
Density	N/A
Height	1-3 story; 45 feet
Parking	TBD

Government Facilities/Utilities

Government facilities and utilities will allow uses like office, industrial, light industrial, utilities, airport and open space. These uses will support the Town of Hilton Head Island and encourage consolidating governmental facilities.



Uses	Office, Industrial, Light Industrial, Utilities, Open Space, Airport
Density	N/A
Height	1-3 stories; 45 feet
Parking	TBD

Park/Open Space

Park and open space is important on Hilton Head Island as it is known for its natural beauty. Areas that are designated park and open space will be protected and preserved to maintain existing natural resources or create passive and active recreational spaces.



Uses	Parks, Passive Recreation, Active Recreation, Preservation
Density	N/A
Height	1-3 stories; 45 feet
Parking	TBD

04 FOCUS AREAS

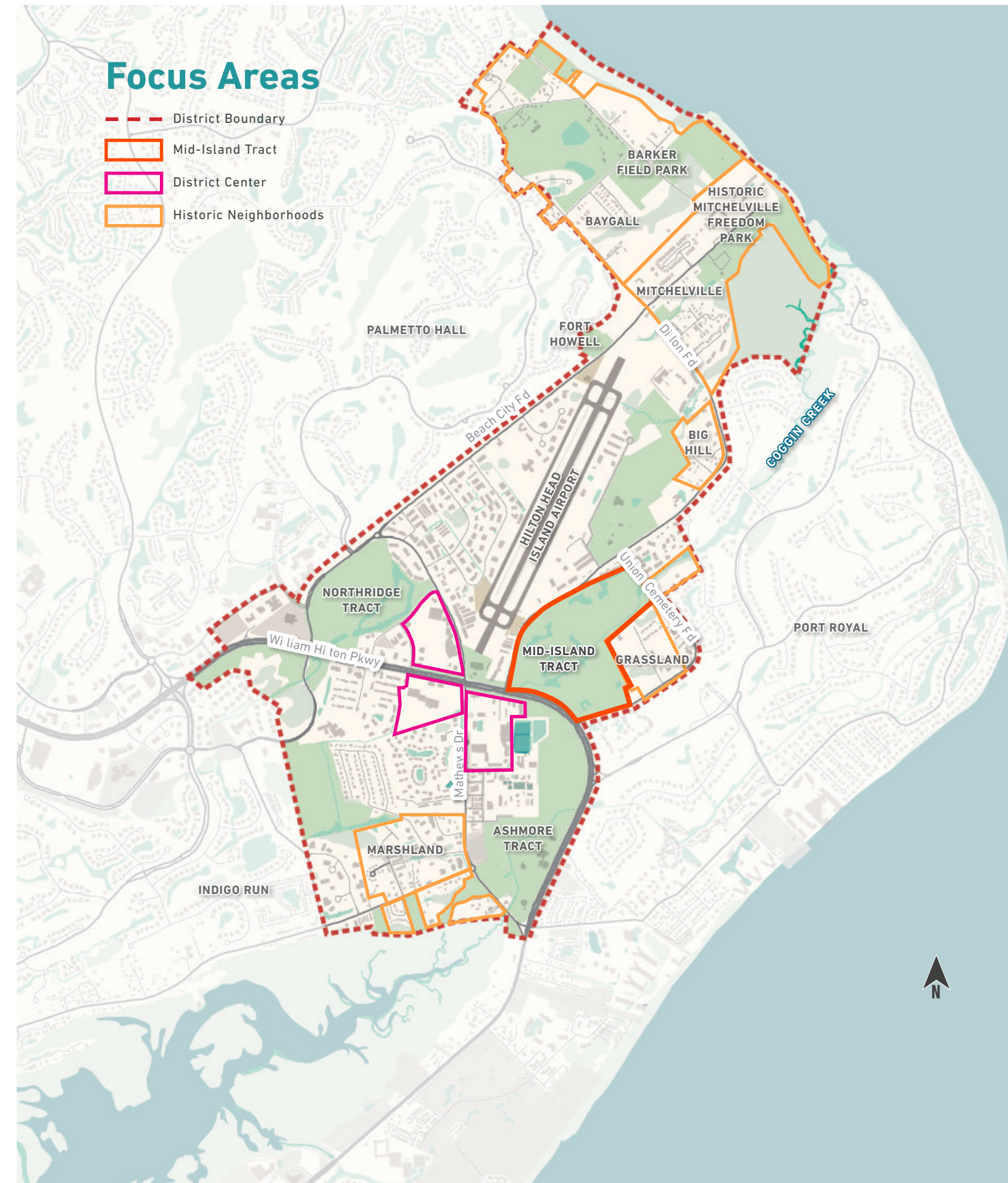


FOCUS AREAS

There are three primary focus areas in the Mid-Island District that represent public and private investment in park space, mixed-use development and more sustainable neighborhoods. These focus areas address community needs and concerns identified through the engagement process, align with market conditions and opportunities, and follow through on the strategic direction outlined in the previous section.

The following three focus areas are explored in this section:

- 1. Mid-Island Tract** – A new public park will be built by the Town of Hilton Head Island on the Mid-Island Tract. This focus area outlines the existing site and context and reviews the proposed park program and improvements. This park will redefine the Mid-Island District, protect and restore natural areas, and provide needed community and cultural gathering space.
- 2. District Center** – The Mid-Island District lacks a true center of activity. Building on the public investment in park space, the District Center focus area considers mixed-used redevelopment at the core of the Mid-Island, reimagining the existing single use retail shopping centers as dynamic places to live, work, and play. This vision for the District Center will help leverage public investment in park and street improvements into private development to enhance the economic vitality of the Mid-Island District and the north half of the island.
- 3. Historic Neighborhoods** – To implement the recommendations in the Gullah Geechee Culture Preservation Project Report, the Mid-Island District Plan proposes enabling more consistent and compatible density and neighborhood commercial uses in the Historic Neighborhoods. Doing so will allow for greater economic prosperity and sustainable for Historic Neighborhood communities.



MID-ISLAND TRACT

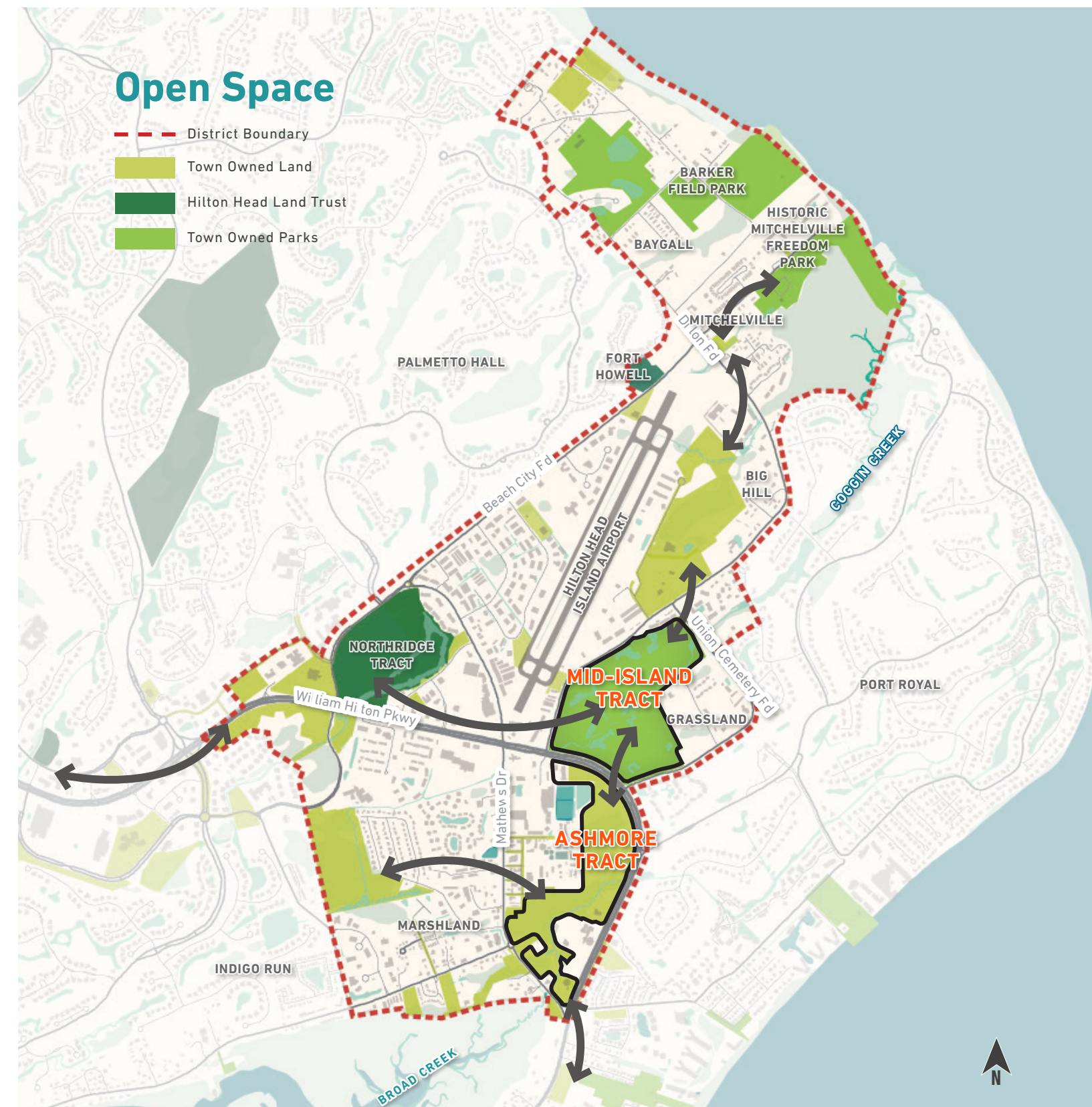
Concept Plan Design Context

The Mid-Island Tract is prominently located along William Hilton Parkway and adjacent to the airport and commercial areas to the west, residential neighborhood to the north and east, and Public green space to the south. The site is a portion of the former Planter's Row Golf Course with features such as fairways, water bodies, sand traps and cart paths still in tact. The site will be restored and enhanced by interconnecting water bodies, improving both water quality via natural flushing and improving drainage for adjacent sites. The site will be rehabilitated to host a variety of ecosystems, diminishing the previous site manipulation when the golf course was created.

Building upon the physical site improvements, the park program is carefully curated to ensure each element is complimentary and creates synergy within the natural site. Over half of the site is programmed as natural passive use, allowing many opportunities to explore the ecological beauty of the site. Program elements are divided into areas of related use including: The Heart of the Tract, Island Heritage, Cultivated Landscapes, Active Play, and the Eco-Park. These varied program areas work together to create a Best-in-Class Park for Hilton Head Island.

Recommendations and Next Steps

Following the adoption of the District Plan and the Concept Plan for the Mid-Island Tract, the Town should define Phase 1 project scope, budget, funding sources, and schedule for design and construction. In addition to Schematic Design for the entire park site, this would involve additional site investigation, design, construction documentation and bidding documents for Phase 1 improvements.

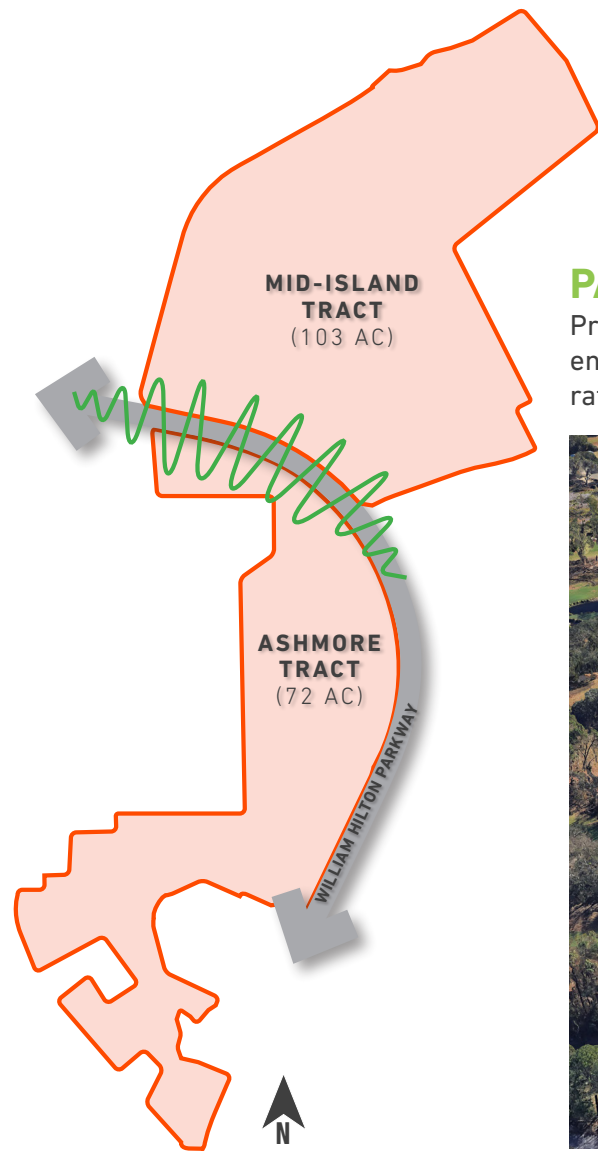


Connecting Open Space

Providing pathway connections from Mid-Island Tract to nearby green spaces is critical to creating an interconnected network and builds toward the Greater Island Greenway. This network is dependent on comfortable, convenient connections consisting of various trail types and allowing otherwise separate sites to function as one large park network, ultimately increasing the function and usage of each site. The open spaces are activated by the connecting pathway network, and inversely, pathway users are provided relief from the adjacent roadway system.

Visual Connectivity

The Mid-Island Tract is located directly across William Hilton Parkway from the Ashmore Tract, another Town-owned parcel dedicated for green space. These two properties offer a unique opportunity to create a gateway moment for the Parkway. Providing views into these sites and a consistent edge treatment allows for visual engagement for vehicles as they pass *through* an interconnected park rather than merely passing *by* a park. Linking these two spaces makes each green space more functional and also allows for better pedestrian connectivity.



PARKWAY THROUGH A PARK

Provide views into the parks to allow for visual engagement for vehicles passing through a park rather than passing by a park.



Natural Systems

The manipulated golf course landscape that exists today is not the natural healthy ecosystem it has the potential to be. Existing lagoons are isolated, therefore they do not benefit from natural flushing during rain events. Natural movement of water reduces buildup of carbon dioxide and reduces the algae growth which is prevalent today. The drainage ditch that crosses the site was originally the terminus of Coggin Creek, but was manipulated during golf course construction, disregarding its ecological function. Shallowing the banks and meandering the centerline of the drainage ditch allows for a varied ecosystem that is more akin to a natural state with an expanded floodplain. Expansion of the floodplain and slowing of stormwater discharge will allow for increased groundwater recharge. Adapatability to storm surges, sea level rise, and resiliency against other natural impacts is the basis for expanding and restoring natural systems on the site.

A variety of tree species exist on the site, some native and some non-natives, were planted during golf course construction. The existing fairways provide an opportunity for naturalization through successional growth and by supplementing existing desirable species with native plantings. New plantings will be selected specifically to support native wildlife including the only Red-Headed Woodpecker nesting colony on the Island as reported by the Audubon Society.



Isolated Lagoon



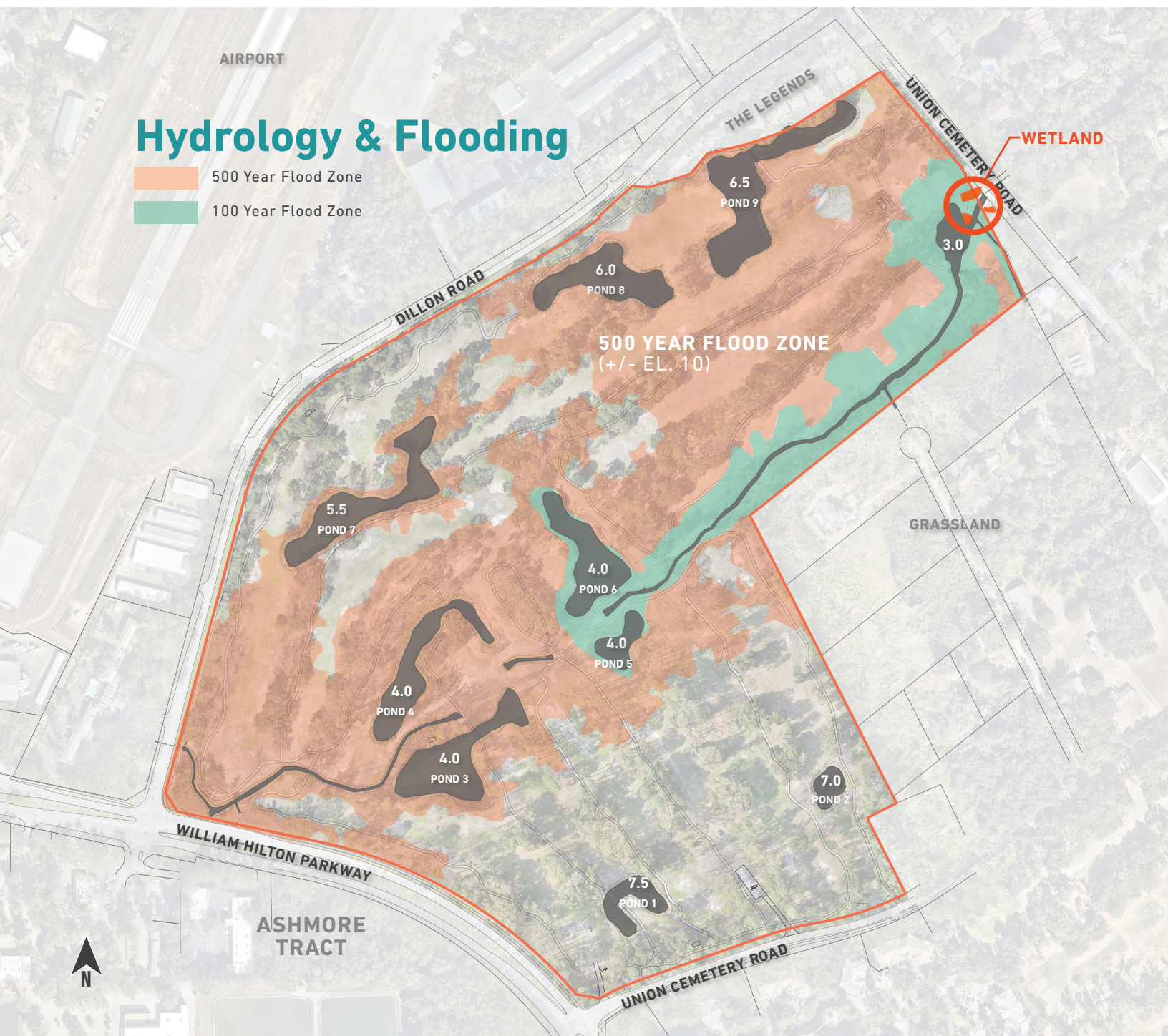
Successional Growth



Coggin Creek

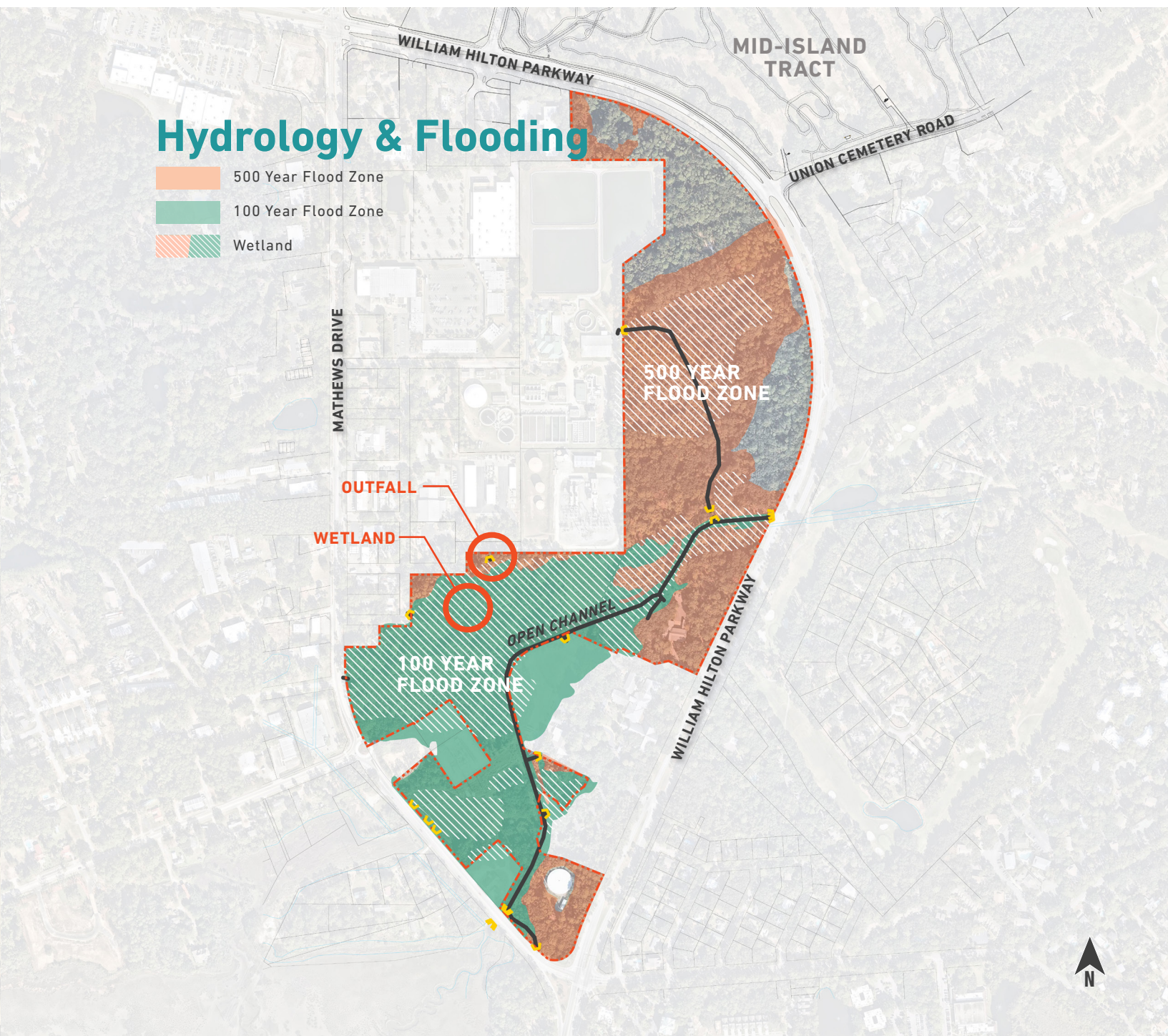
Hydrology & Flooding

- 500 Year Flood Zone
- 100 Year Flood Zone



Hydrology & Flooding

- 500 Year Flood Zone
- 100 Year Flood Zone
- Wetland



Site Analysis

Analysis conducted for the Mid-Island Tract consisted of hydrography and hydrology, storm surge expectations, 100 yr. and 500 yr. flood elevations, stormwater detention, salt water intrusion, tree cover, topography and viewsheds, and flora / fauna. This analysis informed the siting of program and facilities to maintain the character of the site and improve the resiliency over time.

Natural Systems - Mid-Island Tract

Surface Water - 8.69 ac. (8% of site)
 Stream - 3,685 lf (430 lf piped)
 Wetland / Littoral - 0.07 ac. (0.1% of site)
 500 yr. Flood Risk - +/- 63 ac. (61% of site)
 100 yr. Flood Risk - +/- 17.1 ac (16.7% of site)

Natural Systems - Ashmore Tract

Stream - 3,994 lf (36 lf piped)
 Wetland / Littoral - 31.6 ac. (44% of site)
 500 yr. Flood Risk - +/- 29.5. (41% of site)
 100 yr. Flood Risk - +/- 26.5 ac. (37% of site)

PROGRAM

Program Balance

Balancing ecological needs with program potential is critical as we build upon the great work from the Town's 2020 Parks and Recreation Master Plan. The proposed program considers Stakeholder feedback and expresses the unique natural qualities of the Mid-Island and Ashmore Tracts. Program was evaluated for suitability for inclusion on the site and sometimes allocated to other parks within the Town system such as Chaplin and Crossings Park if program elements or activities were not compatible with the Mid-Island site. For example, active sports such as court games, league play, extreme sports, etc were shifted to other parks to minimize impacts to the natural system and aesthetic of the Mid-Island Tract.

The balancing of program elements allows for a significant portion of the site to be dedicated to ecological restoration and provides space for natural buffers between program elements. These buffer areas allow for distinct spaces within the park separated by trees, native vegetation, and water bodies providing the user a variety of experiences.

Additional Considerations

While considering the potential options for the Mid-Island Tract it is imperative that the adjacent site conditions be explored. This includes examining the adjacent roadway sections, Hilton Head Public Service District improvements, pedestrian crossings, vehicular improvements, and the adjacent Ashmore Tract. The Mid-Island and Ashmore tracts may also have the opportunity to create wetlands for a workforce housing mitigation bank.



PARK AREAS



AIRPORT

DILLON ROAD

ACTIVE PLAY

THE HEART OF THE TRACT

ECO-PARK

UNION CEMETERY ROAD

ISLAND HERITAGE

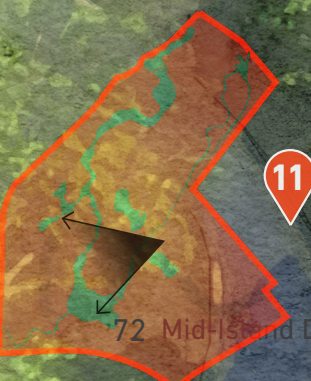
CULTIVATED LANDSCAPES

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD

THE HEART OF THE TRACT

- 1. SCULPTURAL FOUNTAIN + PLAZA
- 2. GREAT LAWN
- 3. MARTIN LUTHER KING JR. MEMORIAL
- 4. PLANT BEDS
- 5. TERRACE SEATING
- 6. MULTI-USE COMMUNITY FACILITY
- 7. TERRACE
- 8. PLAYGROUND + NATURAL PLAY
- 9. INTERACTIVE FOUNTAIN
- 10. DILLON ROAD ENTRANCE
- 11. STREAM + POND RESTORATION



The Heart of the Tract

The Heart of the Tract is the main hub of activity for the Mid-Island site. It is anchored by a multi-use community facility that overlooks the interconnected lagoon system with views to the Great Lawn. The lawn area provides a space for events or gatherings and provides a backdrop for signature site elements such as a sculptural fountain, Martin Luther King Jr. Memorial, and an event grove for small performances. The Great Lawn serves as the central programming space with multiple connections to adjacent program areas.

While many users will access the tract from this ceremonial entrance off of Dillon Road or connect to this area through the park's interior pathway system, The Heart of the Tract will also provide filtered, yet scenic views from William Hilton Parkway for vehicles driving through Mid-Island and Ashmore Tracts.



Multi-Use Community Facility



Sculptural Fountain [Water]



Great Lawn



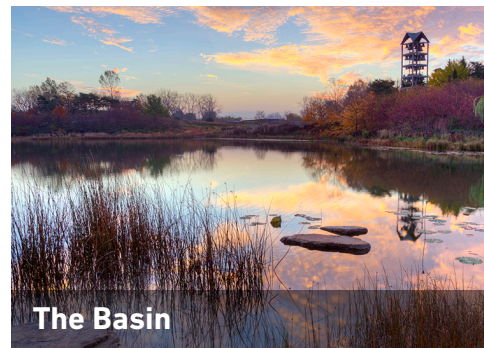
Pedestrian Bridge



Sculptural Fountain [Art]



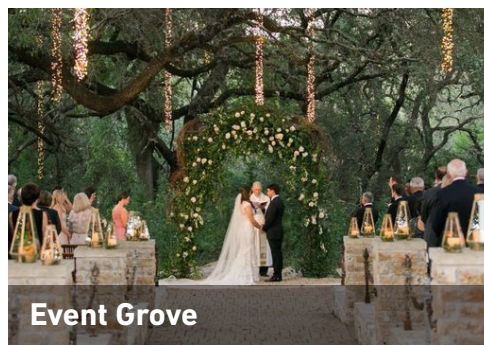
Great Lawn



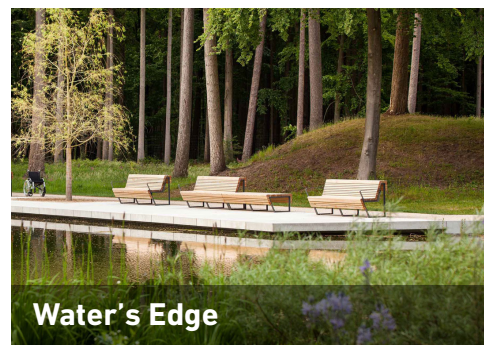
The Basin



Sculptural Fountain [Traditional]



Event Grove



Water's Edge

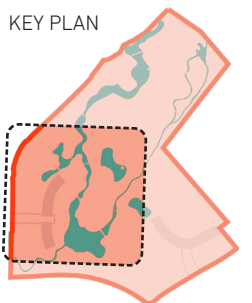


Program Components

1. Sculptural Fountain
2. Great Lawn
3. Multi-Use Community Facility
4. Martin Luther King Jr. Memorial
5. Event Grove

6. Pedestrian Bridge
7. The Basin
8. Water's Edge

KEY PLAN



ISLAND HERITAGE

- 1. MULTI-USE COMMUNITY FACILITY
- 2. OPEN AIR MARKET
- 3. EVENT LAWN
- 4. COMMUNITY CULTURAL GARDENS
- 5. ORCHARD
- 6. GARDEN SHED
- 7. PERMEABLE PARKING
- 8. PLAZA / DROP-OFF
- 9. GRASSLAND
- 10. ECO-PARK



Island Heritage

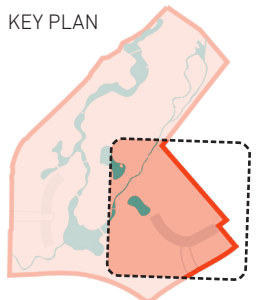
Hilton Head Island has a diverse history and heritage including Native Americans, Gullah Geechee, European settlers and modern-day developers amongst others. The Island Heritage program area, while not duplicating features at other parks and facilities on the Island, provides an opportunity to tell the story of those historic periods of island settlement, including architecture, crafts, traditions, and agrarian foods. This area of the park, located near Grassland neighborhood, historic Union Cemetery, and the new site of the St. James Church, includes a community demonstration garden for showcasing the fruits and vegetables that were historically grown on the island. The garden will also provide an opportunity to supply these agricultural products to other island communities.

In addition to the demonstration gardens, a multi-use community space will anchor the program area and serve as an open air market for showcasing artists, crafters, and wear. In addition to providing a high-quality location to display locally produced merchandise, the community space can function as an outdoor meeting space or a covered pavilion.



Program Components

1. St. James Baptist Church
2. Multi-Use Community Facility
3. Open Air Market
4. Community Cultural Gardens
5. Garden Shed and Pavilion



CULTIVATED LANDSCAPES

1. THE ALAMEDA
2. SWINGING BENCHES
3. MULTI-USE PATHWAY
4. FLEXIBLE OPEN SPACE
5. ALAMEDA GARDENS
6. MONET GARDEN
7. LOWCOUNTRY BOTANICAL GARDENS
8. GREAT LAWN
9. MULTI-USE COMMUNITY FACILITY

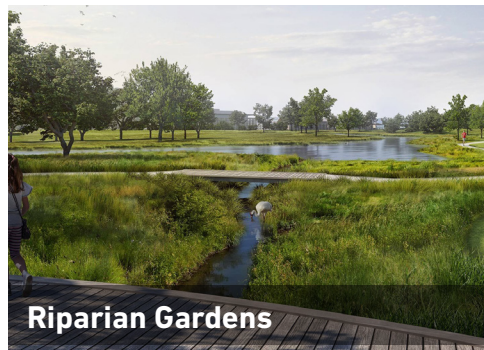


Cultivated Landscapes

The Cultivated Landscapes provide a counterpoint to the natural and informal restored landscape of the Tract with an ornamental and intentionally curated appearance. The Monet Garden, the most highly manicured, will feature clipped hedges and colorful blooms. Such a formal garden is to become a place for respite and contemplation. The Alameda will have a moderate level of formality with swinging benches along a tree lined garden walk, meant for strolling, seating, and interaction with other visitors. The Lowcountry botanical gardens will feature native plants and have a natural aesthetic. The centerpiece of the Lowcountry botanical gardens will include a promenade with central water feature, boosting the connection between William Hilton Parkway and the interior of the park. The southern portion of the program area will also accommodate staging for the Concours D'Elegance event through usage of the parking areas and open lawn for overflow parking.



Monet Garden



Riparian Gardens



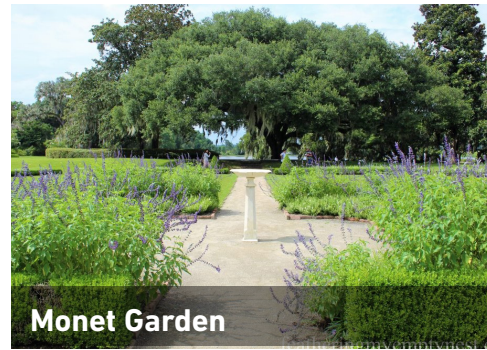
Lowcountry Botanical Gardens



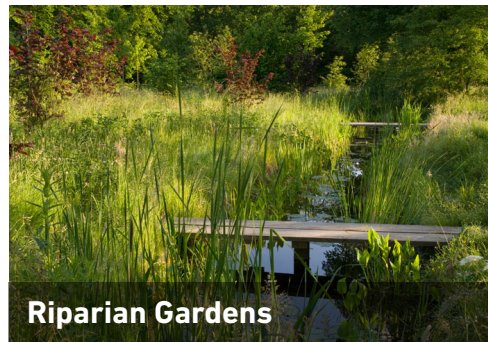
The Alameda



The Promenade



Monet Garden



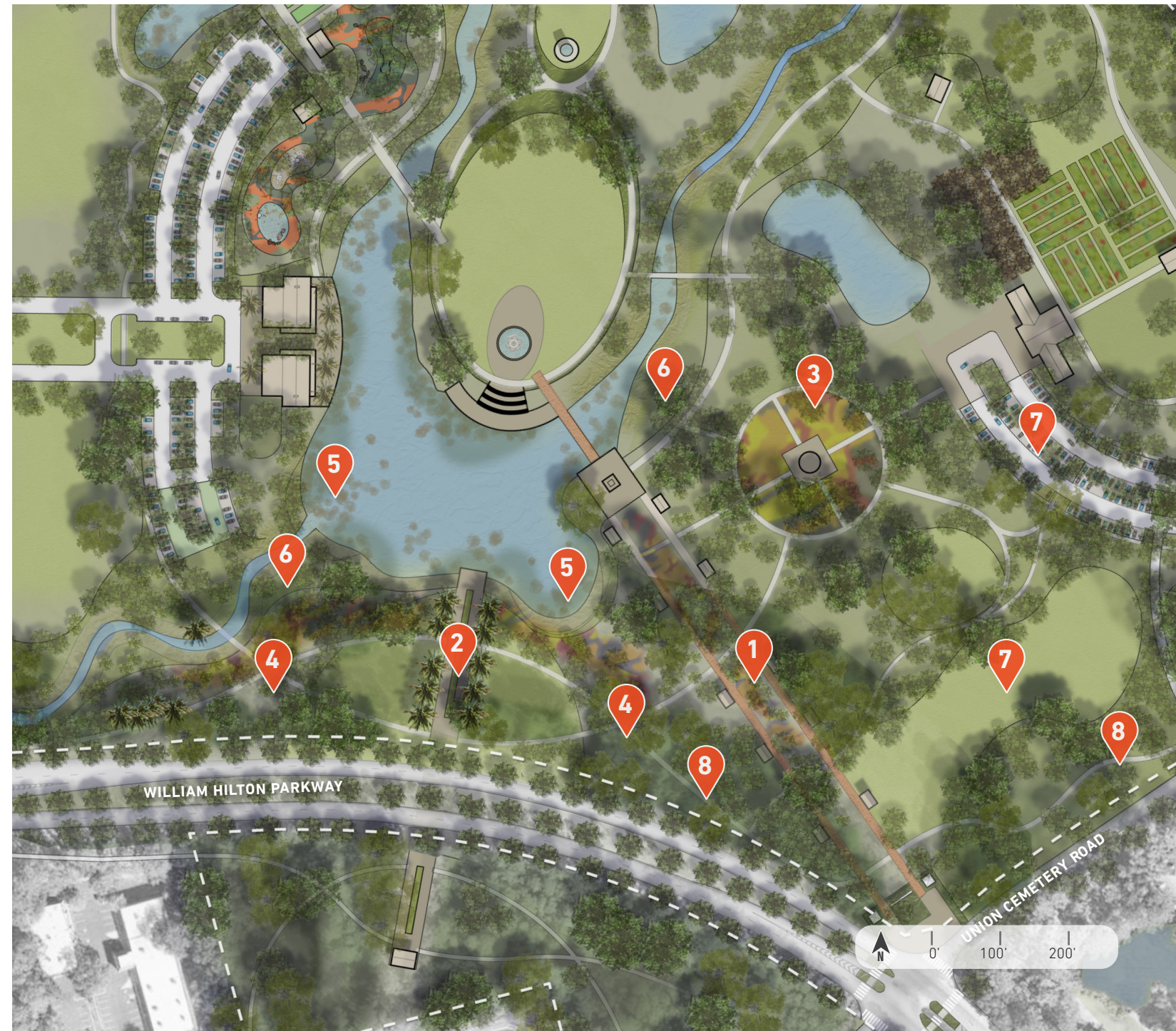
Riparian Gardens



Water Gardens

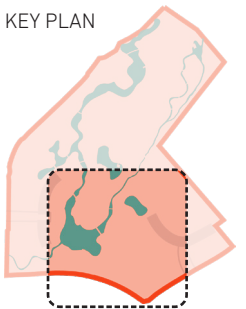


Lowcountry Botanical Gardens



Program Components

- | | |
|---------------------------------|--------------------------------|
| 1. The Alameda and Gardens | 6. Riparian Gardens |
| 2. The Promenade | 7. Concours D'elegance Staging |
| 3. Monet Garden | 8. Multi-Use Trails |
| 4. Lowcountry Botanical Gardens | |
| 5. Water Gardens | |



ACTIVE PLAY

- 1. SCULPTURAL FOUNTAIN + PLAZA
- 2. GREAT LAWN
- 3. MULTI-USE COMMUNITY FACILITY
- 4. TERRACE
- 5. PLAZA / DROP-OFF
- 6. PERMEABLE PARKING
- 7. PLAYGROUND + NATURAL PLAY
- 8. INTERACTIVE FOUNTAIN
- 9. DILLON ROAD ENTRANCE
- 10. STREAM + POND RESTORATION
- 11. MULTI-USE RECREATION LAWN
- 12. ECO-PARK
- 13. DOG PARK



Active Play

Active play is provided through a variety of program elements building on the synergy of the Heart of the Park. Users can cool off in an interactive water feature or run through the nature playground that is themed on aspects of the natural environment and compliments the adjacent Eco-Park portion of the park. Bocce courts and chess tables are available for casual matches or teaching opportunities. Utilizing existing fairways along Dillon Road, two open lawn areas can be used for pick up games, gatherings, and other informal uses.

These open lawns are also allow for clear views into the Heart of the Park from one of the major vehicular entries into the park to naturally orient the visitor to parking, community multi-use facilities, and play areas. They are also available as overflow parking for major in-park events and festivals.



Interactive Water Feature



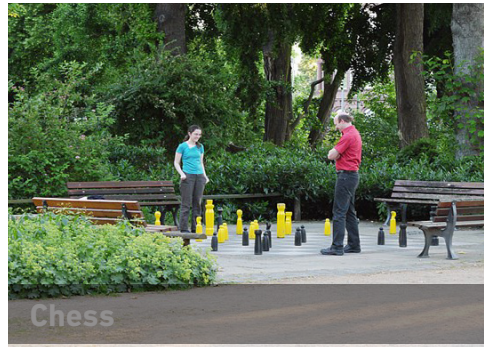
Playground + Nature Play



Playground + Nature Play



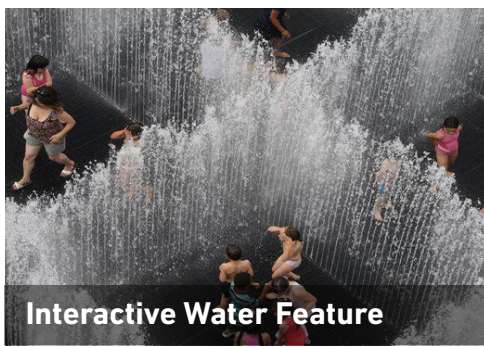
The Yard



Chess



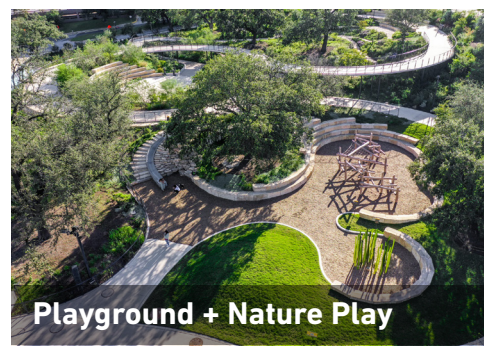
Chess



Interactive Water Feature



The Yard



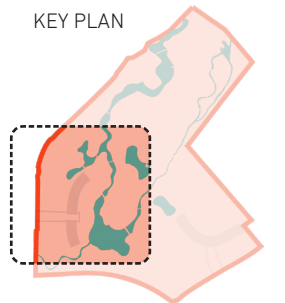
Playground + Nature Play



Program Components

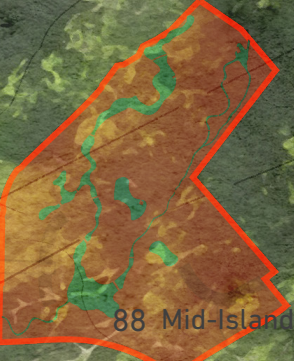
1. Interactive Water Feature
2. Playground + Natural Play
3. The Yard
4. Dog Park
5. Bocce + Chess

KEY PLAN



ECO-PARK

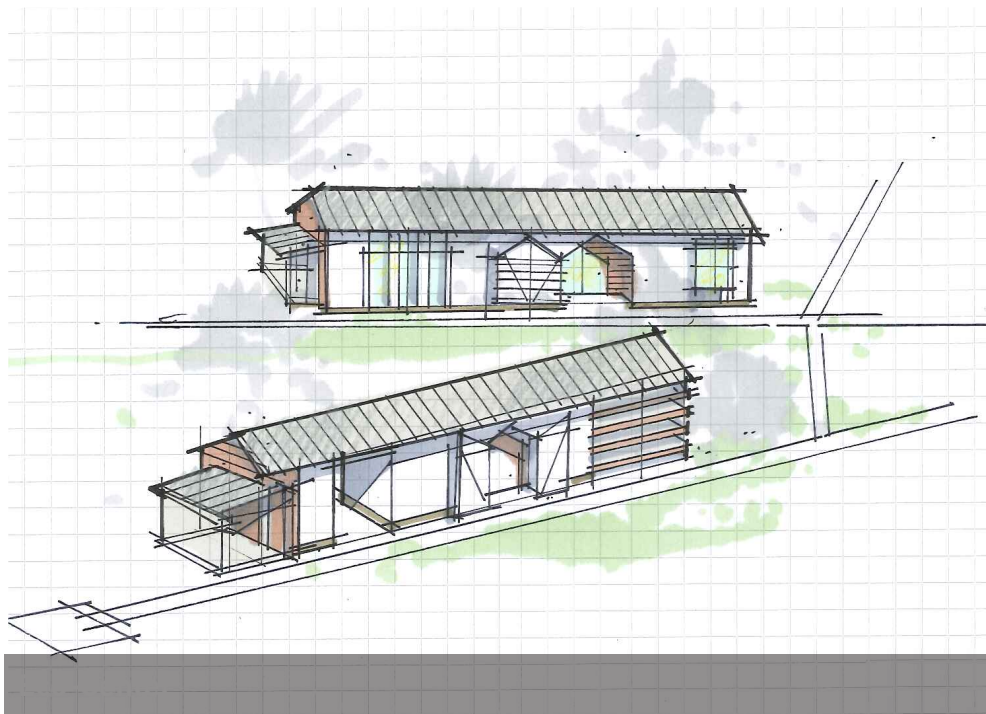
- 1. ECO-CENTER
- 2. OUTDOOR LEARNING
- 3. PERMEABLE PARKING
- 4. MULTI-USE TRAIL
- 5. STREAM + POND RESTORATION
- 6. BOARDWALK
- 7. ECO-PARK



Eco-Park

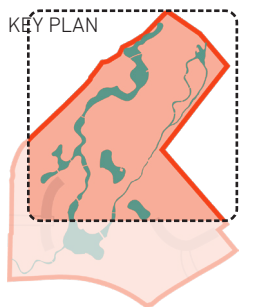
The site contains a number of diverse habitats, freshwater ecosystems, and other natural environments rare to Hilton Head Island. The Eco-Park preserves and enhances these unique environments, offering a place for the public to spot important migrating bird species, learn about the natural history of a barrier island, and connect with nature.

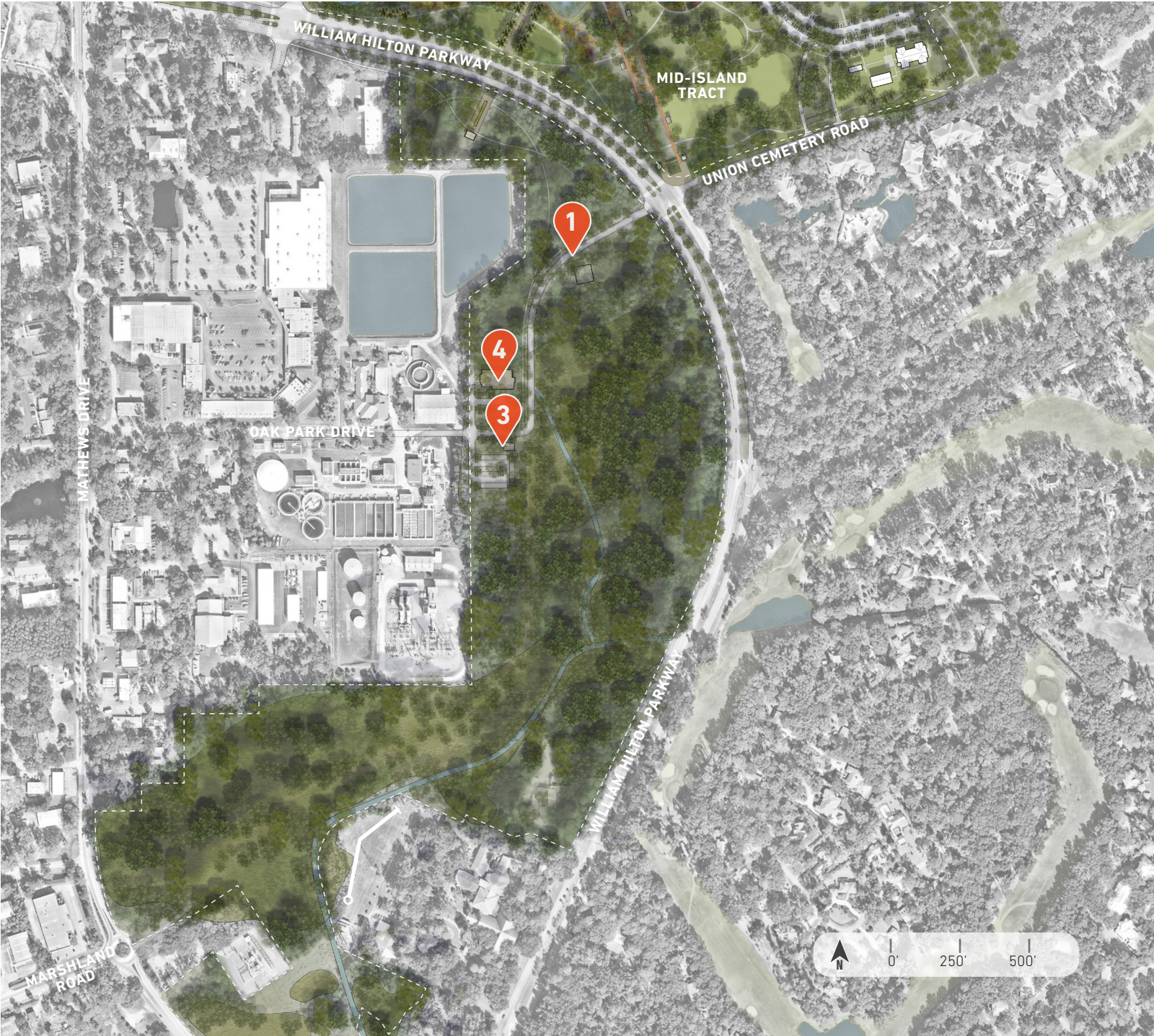
The Eco-Park features a series of boardwalks, observation areas, and a canopy walk to provide multiple vantage points for observing and interacting with the natural features of the site. The Eco-Center provides educational opportunities for all ages while providing preservation/conservation areas to increase biodiversity and restore the natural ecosystem.



Program Components

1. Eco-Center
2. Nature Preserve / Conservation Area
3. Observation Decks
4. Boardwalk
5. Canopy Walk





Ashmore Tract

The Ashmore Tract is low-lying and prone to flooding with considerable wetlands, so it is limited in potential uses. However, the fragmented quality of the site provides a unique opportunity for a dynamic disc golf course on higher ground beneath mature canopy trees. Incorporating the natural features of the site into the design of the course will be critical to retaining the natural features that exist today. It also may be possible to create wetlands for a workforce housing mitigation bank on the Ashmore Tract. Balancing program, vehicular access, parking, and pedestrian connectivity with the PSD expansion are also key considerations for the site.

Program Components

- 1. Park Road
- 2. 18-Hole Championship-style Disc Golf
- 3. Pavilion / Comfort Facilities
- 4. PSD Provided Improvements

PARK VISION



AIRPORT

DILLON ROAD

ACTIVE PLAY

THE HEART OF THE TRACT

ECO-PARK

UNION CEMETERY ROAD

ISLAND HERITAGE

CULTIVATED LANDSCAPES

WILLIAM HILTON PARKWAY

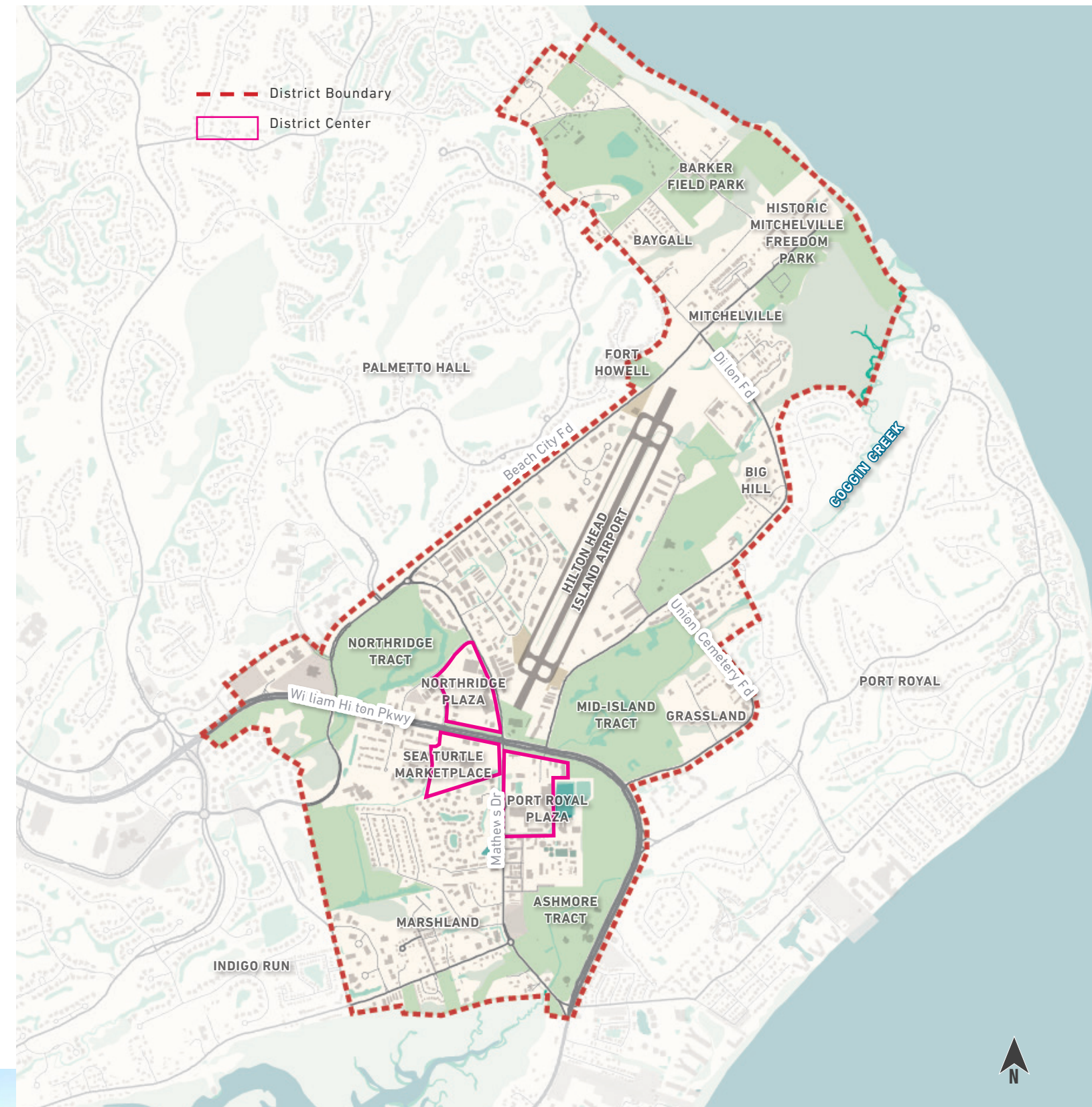
UNION CEMETERY ROAD

DISTRICT CENTER

The District Center focuses on the three commercial shopping areas at the core of the Mid-Island District. While Sea Turtle Marketplace, Northridge Plaza, and Port Royal Plaza are all relatively functional shopping centers today, they follow an outdated development pattern that focuses on auto-oriented, single-use retail uses that have a lack of public space and vitality. All three centers have significant large vacant buildings and lots and are centered around acres of surface parking lots. Community concerns about these older shopping centers in the Mid-Island District along with the desire for additional residential, updated shopping and dining experiences, and a more walkable, pedestrian-oriented character lead to the planning team exploring a mixed-use District Center that is seamlessly connected to existing neighborhoods, existing park spaces, and the new park at the Mid-Island Tract.

The recommendations for the District Center were driven by the following community goals:

- Preserve and protect existing open spaces, creating an interconnected and green District.
- Integrate history and culture and expand economic opportunity.
- Create a walkable District that seamlessly integrates existing development and neighborhoods.
- Improve connectivity and safety and making it easier to cross William Hilton Parkway.
- Address the condition of existing commercial shopping areas in the Mid-Island District by considering a mix of uses and potential repositioning opportunities that balance the need for housing, commercial, and office uses.
- Create a distinct District identity that provides an overall aesthetic appearance and fits the character of the surrounding neighborhoods.
- Transform the District Center into a hub of activity for the entire Town of Hilton Head, using the Mid-Island Tract as a catalyst.



District Center

The District Center Focus Area is composed of Sea Turtle Marketplace, Northridge Plaza, and Port Royal Plaza.



Northridge Plaza



Port Royal Plaza



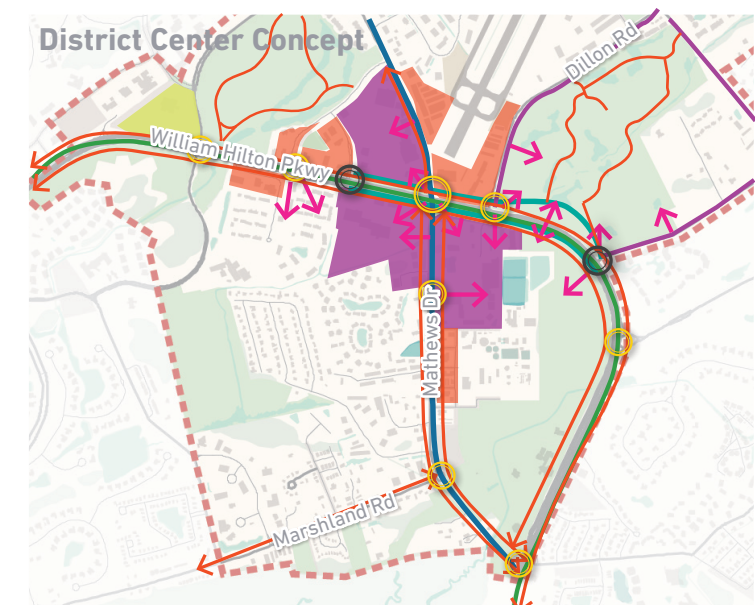
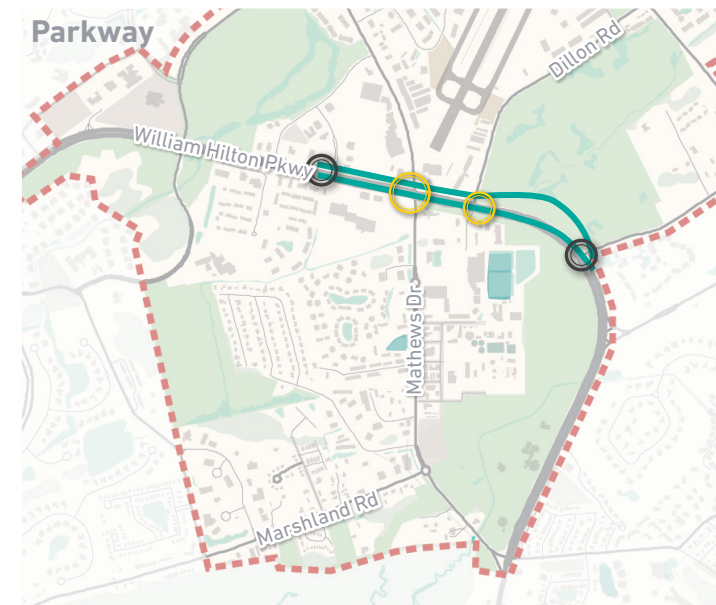
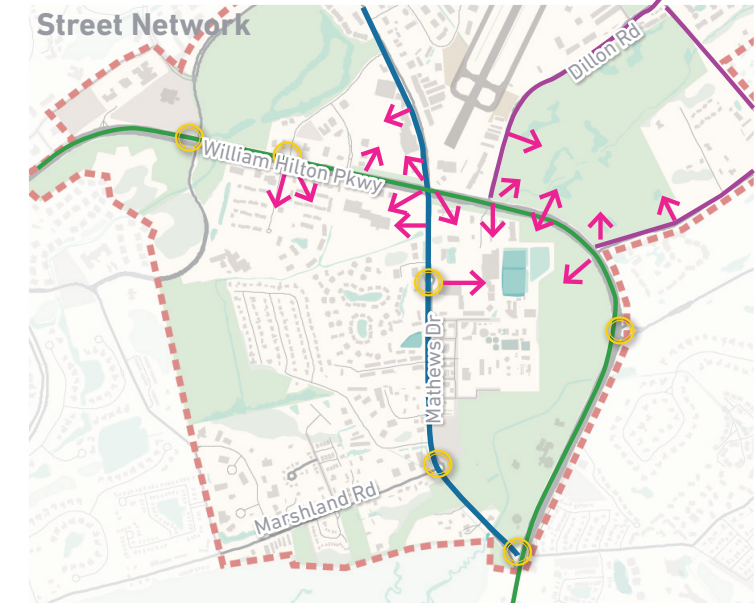
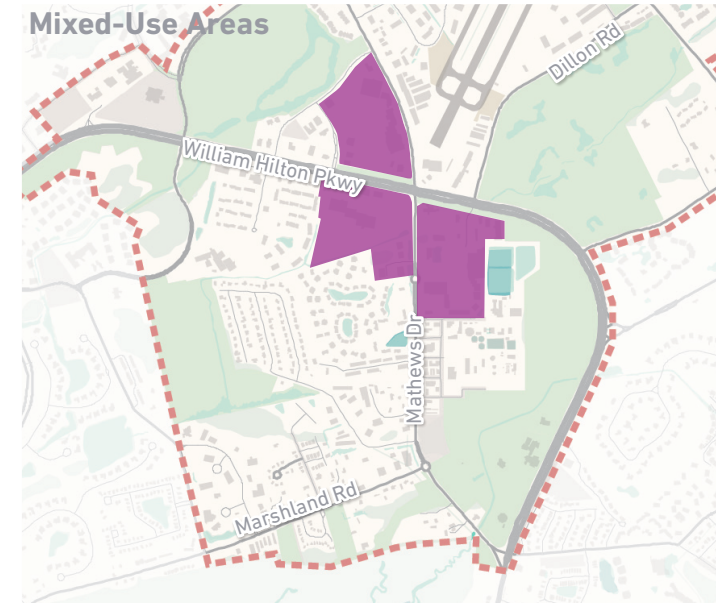
Sea Turtle Marketplace

District Center Components and Uses

The creation of a compact, walkable center for the Mid-Island District starts with a commitment to a mix of uses and the insertion of a system of pedestrian oriented streets. Uses must be mixed both vertically and horizontally with active ground floors. Parking must be integrated into the development, through the use of internal garages and on-street parking. Any surface parking should be located behind buildings. This allows for a continuous streetscape that is oriented toward pedestrians and prioritizes sidewalks, bike connections, and transit access. In addition to investment in memorable architecture, attention must also be paid to the quality of public spaces that invite community gathering and anchor the District.

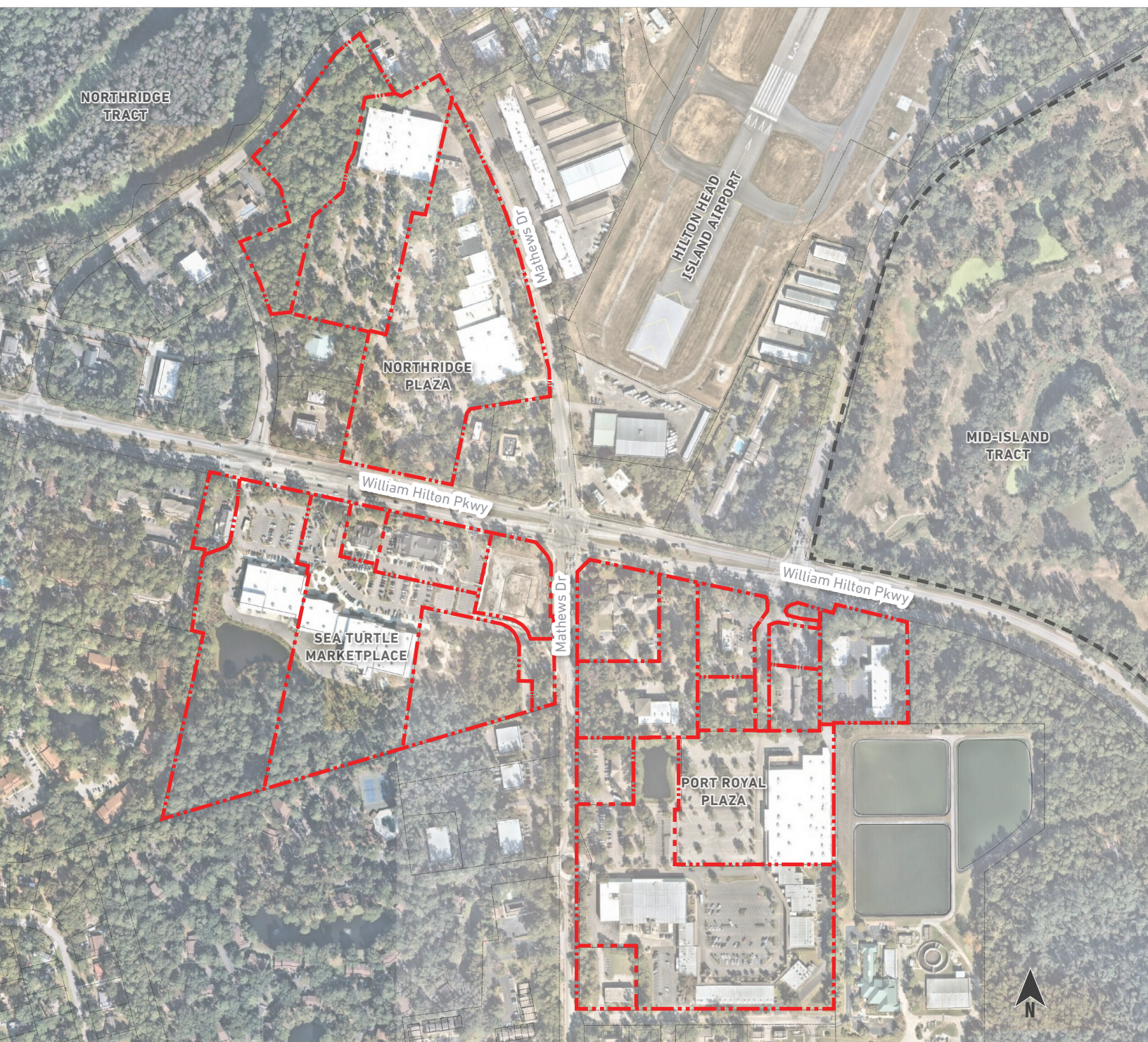
The following District Center uses and design considerations are recommended:

1. A mix of uses that includes retail, restaurants, apartment flats, townhomes, office, institutional and open spaces.
2. A residential density of 12-18 dwelling units per acre to create more housing units and options (depending on product type).
3. 3-story maximum height to keep with the character of the Island.
4. Establish shared structured parking and place surface lots behind buildings to encourage walkability.
5. Establish a landscaped green edge along William Hilton Parkway.



Legend

- | | | |
|------------------------|-----------------------|-------------------------|
| District Boundary | Enhanced Intersection | Gateways |
| Protected | Parkway | Mid-Island Paths |
| Mixed-Use | Collector | Existing Multi-Use Path |
| Destinations - Library | Park Road | Proposed Internal Path |
| Commercial | Enhanced Connections | |



District Center Existing Conditions

The three shopping centers along William Hilton Parkway represent an opportunity to transform the core of the Mid-Island District. Northridge Plaza has made recent improvements in parking and landscaping, but the outdated development pattern persists. Port Royal Plaza has begun to invest in smaller storefronts and restaurant uses to break up the larger retail floorplates for individual businesses. Sea Turtle Marketplace, while the newest, has significant vacancies in existing buildings and lots.



District Center Uses and Capacity

To test the capacity of these sites, the planning team looked at how a market-supported mix of uses and a new development form could create new District Center. Each of the three plazas could be redeveloped in phases to allow for existing successful retailers to occupy new buildings and for needed parking to be constructed to enable pedestrian oriented streets that are fronted with buildings instead of surface lots. New residential is located in mixed-use buildings and in stand-alone buildings. Community gathering and green spaces are integrated throughout the new development and a green landscape is established along William Hilton Parkway.

Market Feasibility

Recognizing the importance of a plan that carefully considers true market potential in the District Center, the Town of Hilton Head Island sought additional detail on the market feasibility of redevelopment along William Hilton Parkway, focusing on the Northridge Plaza, Port Royal Plaza, and Sea Turtle Marketplace shopping centers. The market feasibility results build upon work previously prepared for the Mid-Island District, providing a greater level of detail to assess the short- and long-term development opportunities. Ultimately, the District Center provides a unique opportunity for Hilton Head Island to create a successful mixed-use node that promotes a live, work, play environment with proximity to a prominent recreation destination.

With a focus on a mixed-use environment, multifamily residential, retail, and office real estate sectors were assessed for future viability to be incorporated into redevelopment efforts in the District Center. Key real estate market findings are as follows:

- Multifamily residential represents a clear and immediate demand opportunity for the District Center. The addition of new rooftops is critical in the success of future non-residential land uses and presents an opportunity for more of Hilton Head Island's population to live with pedestrian accessibility to a unique recreation asset. There is only one existing modern multifamily community on Hilton Head Island, with a second about to deliver near the District Center. Extremely low historic vacancy rates have led to elevated lease rates with strong year-over-year growth. Aquatera, which is expected to begin unit occupancy later this year, has quoted rents averaging \$2.55 per square foot, a threshold that can typically support structured parking and/or vertical integration.
- Retail uses serve not only residents but also the robust tourism economy on Hilton Head Island. Approximately two-thirds of the retail inventory was completed prior to 1990. Occupancy of Island retail space has historically been high, typically measuring 95% or greater. Sea Turtle Marketplace is a focus area within the District Center and represents one of the newer retail centers on the Island, completed in 2018. Occupancy at the center was impacted by the closure of a junior anchor, which adds to the nearly 54,000 square feet of available space. In-line suites at Sea Turtle Marketplace have quoted lease rates of \$23.00 per square foot.
- Office space on Hilton Head Island has been one of the softer real estate sectors. In fact, less than 10,000 square feet has been completed on the Island since 2010. With limited new product being introduced to the market, vacancy rates have remained lower than 5% in the last several years. Lease rates on the Island average less than \$20 per square foot, however newer buildings are estimated closer to \$25 per square foot.



Multifamily Residential

Northridge Plaza, Port Royal Plaza, and Sea Turtle Marketplace represent key opportunities to attract investment through infill opportunities that can be phased over time to retain successful existing tenants. The inclusion of multifamily residential not only addresses immediate need on Hilton Head Island for rental options but can also be leveraged to build additional demand for retail and office uses in the future. All three focus areas offer opportunities for infill residential projects, either on undeveloped portions of the property or by strategically converting surface parking lots to development pads through shared parking strategies. Market-rate projects will be the easiest to bring to market, but inclusion of affordable units would be beneficial to meet stated housing goals for Hilton Head Island.

Retail & Office

Non-residential development, including retail and office uses, likely have more varied timelines for redevelopment. Well-located retailers have proven successful across the Island, served by the robust tourism industry. The District Center offers a new opportunity for a live, work, play environment that equally serves locals and tourists. In the short-term, continued leasing at Sea Turtle Marketplace will provide new confidence for retailers on the northern portion of the Island. Retail rents in the immediate area could require short-term incentives to reach levels that are adequate for most vertically integrated mixed-use projects. Office development will be more limited in the short-term, however, a modern, mixed-use district would be attractive for professional office tenants and their employees. COVID's impact on the modern work environment, including the ability to work remotely, may ultimately have a positive effect on Hilton Head Island as a desirable economic development destination.

Redevelopment Considerations

Redevelopment of these key existing shopping centers will likely require public intervention. This could represent comprehensive redevelopment of a site or integration of uses by reducing surface parking provision. Given the fact that suburban development patterns tend to be primarily single-use parcels, their layouts can be resistant to incremental change. The key design challenge of reimagining suburban retail centers is integration, both internally and externally, over time and over multiple parcels. Overcoming suburban fragmentation requires innovative adaptations to zoning and subdivision regulations. The creative use of public investment in key development opportunities, either through the creation of additional value in special taxing districts or through public-private partnerships, can help overcome this challenge. Public-private partnerships at a variety of scales are often required to collectively take on the challenges of retrofitting a suburban setting.



Traffic Impacts

Both a park at the Mid-Island Tract and new trips generated by the District Center are not expected to have significant impacts on the typical daily traffic in the area or alter the existing Level of Service. The following is a summary of the planning-level review of the proposed development concepts in the Mid-Island Tract and District Center areas with regard to vehicular and pedestrian traffic impacts. These initial recommendations are not intended to replace the need for further detailed capacity and traffic impact analyses for the proposed developments. It is recommended that further study be undertaken before implementing any of these concepts beyond the planning stage.

Potential improvements for both the Mid-Island Tract and District Center include:

- Realigned crosswalks and crosswalk improvements at the intersection of Dillon Road at William Hilton Parkway to reduce pedestrian crossing distance and improve safety.
- Mid-block crossing and a median refuge island for pedestrians at Union Cemetery Road and William Hilton Parkway.
- Signalization of the intersection at either Northridge Drive or the adjacent median opening, including pedestrian signals and crosswalks across William Hilton Parkway (signal would be subject to approval by SCDOT, and warrant analysis should be conducted). Consolidate vehicular and pedestrian access to the new signal by removing access at the adjacent median opening or restricting it to right-in, right-out only.
- Tightened turning radii on the side street approaches at the Northridge Drive intersection, to reduce the crossing distance for pedestrians and to reduce speeds of vehicles turning across the crosswalks.
- Improved crosswalks for the access points to the District Center redevelopment along Mathews Drive.
- Improvements at the intersection of William Hilton Parkway at Dillon Road to benefit access for the redevelopment at Port Royal Plaza.
- Signal timing adjustments to allow for protected left-turn movements on the north and south approaches at William Hilton Parkway and Dillon Drive to improve the safety and capacity of these movements at the intersection to benefit access for the redevelopment of Port Royal Plaza.



Potential Traffic & Pedestrian Improvements

DISTRICT CENTER



Connecting the District

The District Center can be developed in a way that encourages connections across William Hilton Parkway to bridge parts of the District north to south. Within these existing shopping centers like Northridge Plaza, Port Royal and Sea Turtle Marketplace a new network of streets can create smaller block sizes that support walkability on safe and active streets. A mix of uses can support a variety of active storefronts that attract more visitors and retain local business.

DISTRICT CENTER

Redevelopment Character

New development in the area has the opportunity to be done in a way that creates a walkable District Center. A special place that the community takes pride in and comes together to meet and intermingle with neighbors celebrating special occasions or just taking advantage of a pleasant evening stroll with friends. This will be where residents bring visiting friends and family to show off their community, a place that is quintessentially Hilton Head Island with local businesses and high-quality cozy public spaces that bring people together.

This area is defined by an interconnected network of walkable, shaded canopy streets. A mix of restaurants, shops, and homes, all decorated with artful and memorable sights throughout. While people visit for the beach, they stay for the warm and welcoming coastal lifestyle.

By identifying opportunities for sprawl retrofit in areas centered around the intersection of Mathews Drive and William Hilton Parkway and the surrounding shopping plazas by organizing parking more efficiently, and strategically placing infill development, a new District Center can really make an impact and chart a new course for the Mid-Island area.



HISTORIC NEIGHBORHOODS

The Gullah Geechee Culture Preservation Project Report recommended changes to the Town's Land Management Ordinance (LMO) to provide more development opportunities for Gullah landowners. This would involve relaxing certain development standards, expanding permitted land uses and increasing development densities.

In the five Historic Neighborhoods in the Mid-Island District, the Gullah Geechee Culture Preservation Project Report recommendations focused on the areas that are zoned RM-4. As currently written, the code allows a range of 4 to 8 dwelling units an acre depending on whether it is a 1, 3 or 5 acre site. Coupled with existing setback, buffering and open space requirements, this constricts the ability of landowners to develop their property. The report also noted that commercial services such as bed and breakfasts, convenience stores, open air sales be allowed.

The Gullah Geechee Culture Preservation Project Report recommended a Historic Gullah Neighborhoods Conservation Overlay District to address these issues. To allow for greater regulatory clarity, the planning team recommends that these overlay goals be accomplished through an update to the base zoning and the creation of design standards.

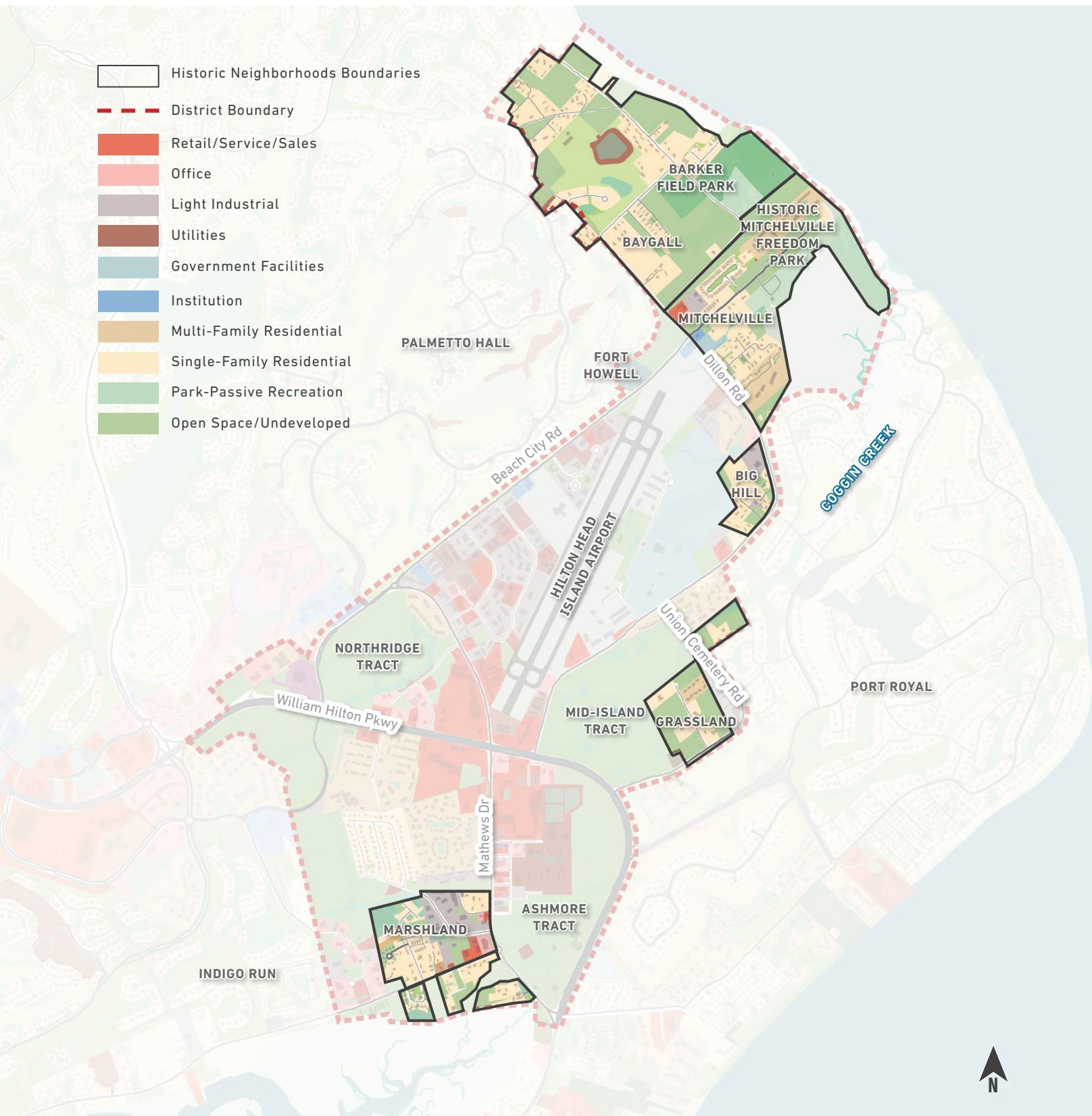
Building from the Gullah Geechee Culture Preservation Project Report, the recommendations for the Historic Neighborhoods were driven by the following community goals:

- Advance and celebrate the history and culture of the Native Islanders
- Enable Historic Neighborhoods to be economically sustainable
- Provide for additional uses including neighborhood commercial and home business opportunities
- Meet the increasing need for housing, including affordable and workforce options, on the island
- Allow existing property owners the flexibility to optimize the use of their property



Historic Neighborhoods

In the Mid-Island District, Historic Neighborhoods include Baygall, Mitchelville, Big Hill, Grassland, and Marshland.



Existing Land Use in Historic Neighborhoods

The land uses in the Historic Neighborhoods are predominantly a mix of different scale of residential and park and open space. Marshland and Mitchelville have the greatest variety of uses including retail/services/sales, light industrial, institution and office uses.



Existing Zoning in Historic Neighborhoods

Zoning in the Historic Neighborhoods reflects the Land Use to a degree, with most of the zoning representing different residential categories and a variety of densities. Most of the residential zoning is RM-4, but there are areas of RM-12 in Grassland and Mitchelville, RM-8 and RM-12 in Baygall, and Marshfront Mixed Use in Marshland.

Existing Residential Development

To guide the recommendation on residential density, the planning team reviewed recent development within the Mid-Island District. In each example of residential development the existing zoning category, allowed density, and resulting development density is identified. All of these examples fall between 5 and 6 dwelling units an acre.

Grassland



RM-4 Low - Moderate Density
 Max. Density: 4 du (6 du if lot area is at least 3 acres; 8 du if lot area is at least 5 acres)

18 Single-family units
 3.12 acres
 5.7 du/acres



Mitchelville



RM-12 Moderate-High Density
 Max. Density: 12 du

30 Two-family units
 5.04 acres
 5.9 du/acres



Mitchelville



RM-4 Low - Moderate Density
 Max. Density: 4 du (6 du if lot area is at least 3 acres; 8 du if lot area is at least 5 acres)

44 Single-family units
 8.36 acres
 5.2 du/acres



Marshland



MF- Marshfront Mixed Use
 Max. Density: Along major arterials - 4 du (8 du if lot area is at least 3 acres)
 Along other streets - 6 du (10 du if lot area is at least 3 acres)

23 Single-family units
 5.21 acres
 4.4 du/acres



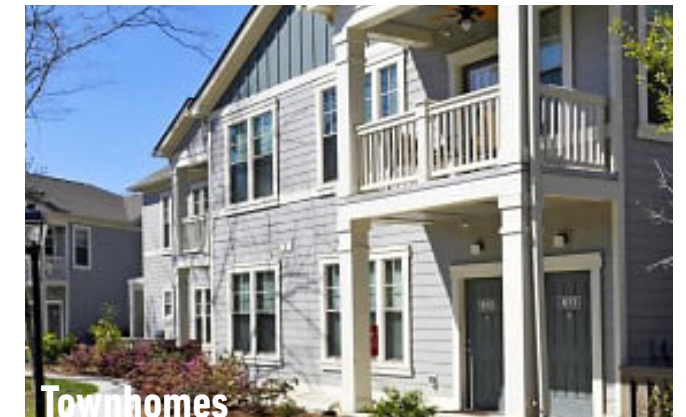
Historic Neighborhood Uses and Recommendations

Based on the direction from the Gullah Geechee Culture Preservation Project Report, the planning team, Town Staff, Town Council, The Gullah Geechee Task Force, and the community discussed recommended changes to the base zoning for the Historic Neighborhoods in the Mid-Island District. These changes address allowing for density, making adjustments to development standards, allowing for economic opportunity and a mix of uses, and encouraging walkable neighborhood scale and character.

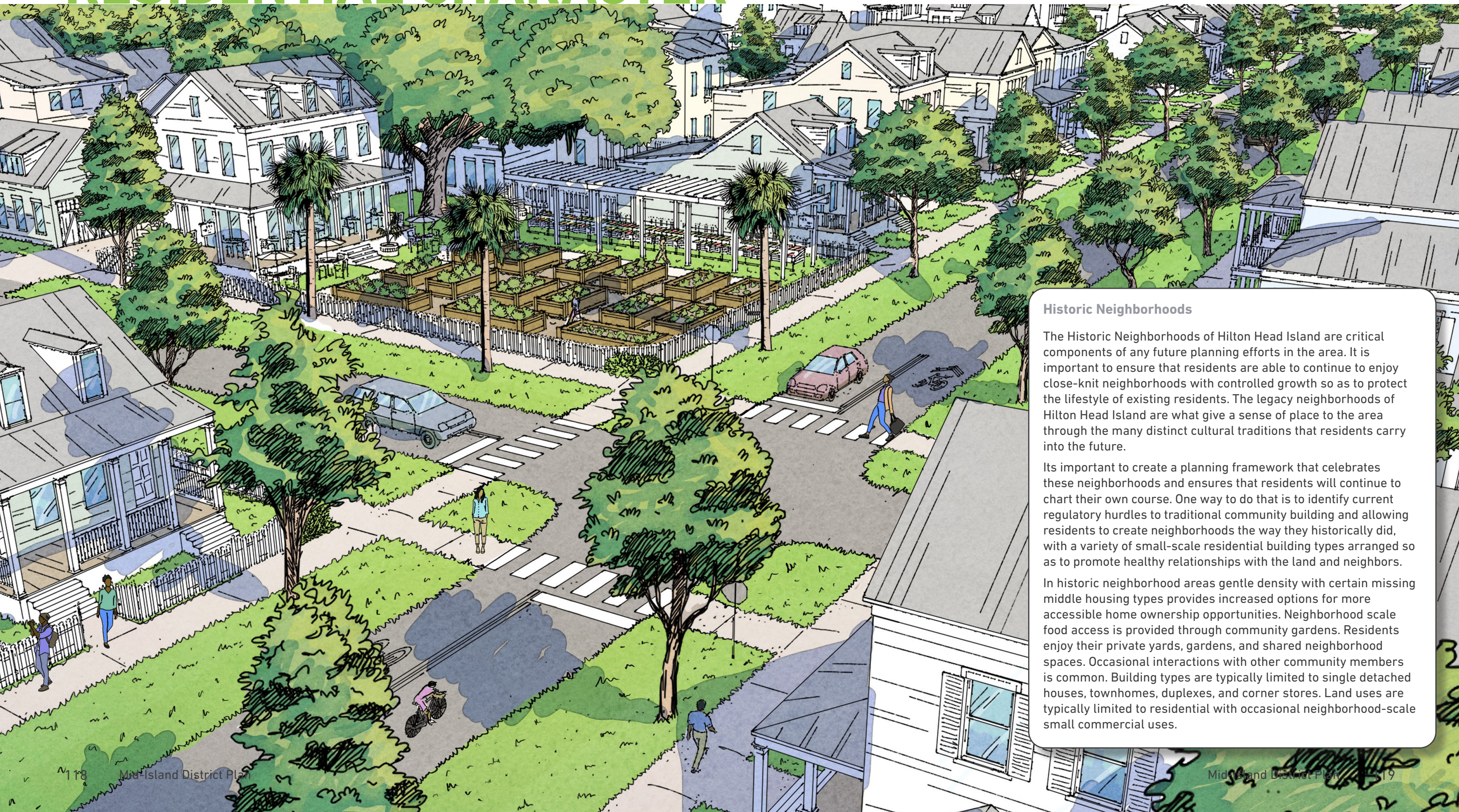
The following Historic Neighborhood uses and design considerations are recommended:

- Adopt consistent, uniform density standards and development patterns
- Allow for consistent densities in the RM-4 districts (6 to 8 DU/AC) regardless of parcel size
- Calibrate setback and buffering (internal) and open space requirements to allow for infill development
- Allow for neighborhood commercial and home business opportunities
- Use mix on a site should be 75% residential and up to 25% neighborhood commercial

Following the adoption of a Future Land Use Map, the Town of Hilton Head should continue to work with the Historic Neighborhoods on the updated zoning code and design standards.



RESIDENTIAL CHARACTER



Historic Neighborhoods

The Historic Neighborhoods of Hilton Head Island are critical components of any future planning efforts in the area. It is important to ensure that residents are able to continue to enjoy close-knit neighborhoods with controlled growth so as to protect the lifestyle of existing residents. The legacy neighborhoods of Hilton Head Island are what give a sense of place to the area through the many distinct cultural traditions that residents carry into the future.

It's important to create a planning framework that celebrates these neighborhoods and ensures that residents will continue to chart their own course. One way to do that is to identify current regulatory hurdles to traditional community building and allowing residents to create neighborhoods the way they historically did, with a variety of small-scale residential building types arranged so as to promote healthy relationships with the land and neighbors.

In historic neighborhood areas gentle density with certain missing middle housing types provides increased options for more accessible home ownership opportunities. Neighborhood scale food access is provided through community gardens. Residents enjoy their private yards, gardens, and shared neighborhood spaces. Occasional interactions with other community members is common. Building types are typically limited to single detached houses, townhomes, duplexes, and corner stores. Land uses are typically limited to residential with occasional neighborhood-scale small commercial uses.

05 IMPLEMENTATION



STRATEGIC ACTIONS

A Roadmap for Implementation

Implementation of the Mid-Island District Plan is guided by a set of six Strategic Actions that will enable the Town of Hilton Head Island to take a methodical approach to transforming the District. These six Strategic Actions represent the key steps that the Town must take to implement the District Plan and follow through on the community's vision. This will require leadership from the Town of Hilton Head Island, cooperation of key property owners, continued collaboration with community members and residents, and the formation of partnerships with the development community and other allied organizations.

01

Adopt a Future Land Use Map

This work begins by adopting a Future Land Use Map that will set the stage for updating the zoning code and creating standards.

02

Implement Park Development on the Mid-Island Tract

Concurrent with step one, the Town should begin implementation of Phase 1 of park development on the Mid-Island Tract. Upon adoption of the Mid-Island Tract Concept Plan, the Town should engage the consultant team to prepare Schematic Design and Development documents of the entire park and conduct further site investigations, design, construction documentation and bidding documents for the first phase.

03

Adopt a policy framework

To support ongoing Island-wide planning efforts and initiatives, the Town should next create policies and strategies to address infill development, mixed-income housing, housing types, energy efficiency, transit and mobility, and sustainability within the District.

04

Update the Zoning Code and Map

Following the adoption of the Future Land Use Map and the policy framework, the Town should update the Zoning Code and Map and create standards that will result in a compact, walkable and vibrant district. The zoning code update and creation of standards will be instrumental in guiding infill development in Historic Neighborhoods and the redevelopment of the commercial shopping centers in the Mid-Island District to create a dynamic, mixed-use District Center.

05

Leverage planned public investments

In addition to making investments in a park on the Mid-Island Tract, the Town should—concurrent with park design—plan for additional improvements and investments in public space, corridors, alternative transportation and infrastructure to facilitate the development of the District and the reinvestment in Historic Neighborhoods.

06

Establish the organizational and financial tools to guide implementation

In order to incentivize the redevelopment and reinvestment required in the Mid-Island District, the Town of Hilton Head will also need to explore the organizational and financial tools to acquire needed funding, create public-private partnerships, and streamline the regulatory process. The Town's recent establishment of the Gullah-Geechee Historic Neighborhoods Community Development Corporation should be extended to the Historic Neighborhoods in the Mid-Island District to aid in implementation. The model of a Community Development Corporation could also be considered as an organizational structure that could be formed to focus purely on the District Center as well.

These six Strategic Actions and the tactics for each are detailed in the following matrix that identifies a timeframe, potential partners that could be helpful in or required for implementation, and reference pages from this plan. The timeframe includes immediate term tactics (0-1 year), short term tactics (1-3 years), medium term tactics (3-5 years), long term tactics (5+ years), and continuous tactics as represented at below:



This matrix and its tactics should be revisited continually removing ones that have been completed and adding new ones as the need arises. Using this tool, the Town can begin the important work of implementation.

Mid-Island District Wide Strategic Actions

Following adoption of the District Plan and the Mid-Island Tract Concept Plan, the Town should:

Strategic Actions	Time frame	Potential Partners	Page #(s)
1. Adopt a Future Land Use Map	●		52-57
2. Implement park development on the Mid-Island Tract.			
a. Town to define Phase 1 project scope, budget, funding sources and schedule for design and construction.	●		62
b. Engage consultant team to further site investigations, design, construction documentation and bidding documents. <ul style="list-style-type: none"> - Commission and secure archaeological investigation of the park site. - Commission and secure preliminary geotechnical investigation/report. - Commission consultant team to prepare Schematic Design and Development level document of the entire park site (including all phases of development) to refine, validate and increase the accuracy of park layout as depicted by the approved Concept Plan. 	●		62
c. Prepare detailed estimate of probable construction costs, final Phase 1 development scope, budget and schedule.	●		62
d. Prepare complete set of biddable Construction Documents including technical specifications for Phase 1 development.	●		62
e. Bid, award and commence Phase 1 construction.	●		62
f. Develop scope for the next phase of park development.	●		62
3. Adopt a policy framework to support ongoing Island-wide planning efforts and initiatives.			
a. Town to align Mid-Island District recommendations with the Workforce Housing Framework, the Gullah Geechee Culture Preservation Report, and other ongoing planning.	●		98, 116
b. Create a district infill development strategy to target properties for redevelopment including incentives.	●	Property owners; Local developers	102, 103
c. Develop a small home/cottage series of pre-approved plans.	●		116, 117
d. Institute programs to promote mixed-income housing within the district.	▬	Beaufort County Regional Housing Trust Fund	96, 103, 110
e. Provide full spectrum of housing types catering to changing demographics over time.	▬	Beaufort County Regional Housing Trust Fund	96, 103, 110
f. Promote energy efficient modular construction.	▬	US Green Building Council SC	119
g. Strengthen environmental sustainability and stormwater resiliency.	▬	Lowcountry Stormwater Partners	42, 119
h. Promote sustainable practices through the use of community gardens.	▬	Lowcountry Stormwater Partners	42, 119

Mid-Island District Wide Strategic Actions

Following adoption of the District Plan and the Mid-Island Tract Concept Plan, the Town should:

Strategic Actions	Time frame	Potential Partners	Page #(s)
4. Update Zoning Code and Map to implement the Future Land Use Map and create standards that will result in a compact, walkable and vibrant district.			
a. Town to engage consultant to conduct zoning code assessment to inform implementation of Mid-Island District recommendations.	●		52-57, 98, 116
b. Update Zoning Code to allow for Mixed-Use Development within the District Center that encourages redevelopment and infill development that meets Island Character. The following uses and design considerations are recommended: <ul style="list-style-type: none"> - A mix of uses that includes retail, restaurants, apartment flats, townhomes, office, institutional and open spaces. - Density is recommended at 12-18 dwelling units per acre to create more housing units and options (depending on product type). - To keep with the character of the Island 3 story maximum is recommended. - To encourage walkability establish shared structured parking and place surface lots behind buildings. - Establish a landscaped green edge along William Hilton Parkway. 	●●		98
c. Update Zoning Code to allow for Historic Neighborhood density calibration and allowance of neighborhood commercial use. Adopt consistent, uniform density standards, development patterns, and neighborhood commercial uses within the Historic Neighborhoods including the following: <ul style="list-style-type: none"> - Adopt consistent, uniform density standards and development patterns. - Allow for consistent densities in the RM-4 districts (6 to 8 DU/AC) regardless of parcel size. - Calibrate setback and buffering (internal) and open space requirements to allow for infill development. - Allow for neighborhood commercial and home business opportunities. - Use mix on a site should be 75% residential and up to 25% neighborhood commercial. 	●●		116
5. Leverage planned public investments in public spaces, corridor improvements, and alternative transportation, and infrastructure to facilitate the development of the district.			
a. Town and consultant team to align District recommendations with the outcomes from the Corridors Project and other plans/projects to inform priority infrastructure and public improvements.	●	SC DOT; Beaufort County	46-51, 104, 105

Mid-Island District Wide Strategic Actions

Following adoption of the District Plan and the Mid-Island Tract Concept Plan, the Town should:

Strategic Actions	Time frame	Potential Partners	Page #(s)
b. Lead efforts to mitigate airport impact on St. James Church.	●	Beaufort County Airport	78, 79
c. Study needed transit and mobility improvements to improve equitable and non-motorized access.	●	Palmetto Breeze	98
d. Implement the recommended street sections for the District that includes on-street parking, sidewalks and street trees. Start with the roadways directly adjacent to the park (Dillon Road, Union Cemetery Road and William Hilton Parkway) to align with park construction.	●●	SC DOT; Beaufort County	46-51, 104, 105
e. Implement the recommended intersection safety improvements, crosswalks and trail connections. Phase improvements to align with park construction.	●●	SC DOT; Beaufort County	46-51, 104, 105
f. Develop an access management plan.	●●	Property Owners	104, 105
g. Develop a public parking strategy for the District.	●●		98-101
h. Provide park development (Historic Mitchelville Freedom Park, Barker Field and Extension, etc.) and expand the pathway network throughout the District.	●●●		62-63
i. Commit to needed infrastructure upgrades to include water, sewer, stormwater, streets (paving dirt roads and adding new internal streets), broadband, etc. to support and facilitate infill development in the District.	▬	Utility Providers	92, 93, 98, 99, 101, 104, 105
j. Coordinate with Beaufort County Airport on operations and impacts on the District.	▬	Beaufort County Airport; FAA	26, 27, 101
6. Establish the organizational and financial tools to guide implementation.			
a. Form a Town-led Working Group to assess and determine the implementation tools required for the Mid-Island District	●		102, 103, 123
b. Explore creation of a TIF district.	●	Beaufort County	102, 103, 123
c. Align and coordinate with CIP and Town funding sources.	●		102, 103, 123
d. Extend the focus of the Gullah-Geechee Historic Neighborhoods Community Development Corporation to address the needs of the Historic Neighborhoods in the District.	●		123
e. Consider the creation of a Community Development Corporation for the District Center.	●		123
f. Explore public private partnerships to advance redevelopment infill opportunities.	●	Property Owners; Local Developers	102, 103
g. Refine development review process to streamline and expedite permitting.	●		123
h. Enact a land acquisition program to assemble parcels to facilitate plan implementation.	▬		102, 103, 123





MID-ISLAND DISTRICT PLAN

TOWN OF HILTON HEAD ISLAND // TOWN COUNCIL

NOVEMBER 1, 2022

MKSK

DK&P

Kimley»Horn

LS3P

HR

CRANSTON
ENGINEERING

TOWN COUNCIL WORKSHOP

September 14

- Reviewed and discussed the Future Land Use Map and Policy Framework and Recommendations for the Mid-Island District with a focus on the District Center and Historic Neighborhoods
- Reviewed and discussed Next Steps and Schedule



ADDITIONAL OUTREACH

October 10

- Gullah Geechee Land and Cultural Preservation Task Force
- Historic Neighborhoods Meeting
- Reviewed and discussed Historic Neighborhood Recommendations



PLANNING COMMISSION

October 19

- Town of Hilton Head Island Planning Commission held a public meeting at which time a presentation was made by the Town Staff and public comment on the proposed redevelopment strategy for Mid-Island Initiative Area was received.
- The Mid-Island District Plan shall serve as the basis for the implementation of redevelopment strategies to be utilized within the defined boundaries of the Mid-Island District.

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, APPROVING THE MID-ISLAND DISTRICT PLAN.

WHEREAS, on September 17, 2019, Town Council adopted the Gullah Geechee Culture Preservation Project Report; and

WHEREAS, on October 20, 2020, Town Council adopted Our Plan 2020-2040, the Town of Hilton Head Island Comprehensive Plan; and

WHEREAS, based upon mutual goals and strategies "Building a Connected & Collaborative Community" that were identified within these documents respectively, in July 2021 the Town began to prepare a redevelopment strategy for the Mid-Island Initiative Area; and

WHEREAS, the Town of Hilton Head Island solicited extensive community input in August 2021 to help in creating the redevelopment strategy for Mid-Island Initiative Area; and

WHEREAS, Town Council initially reviewed and discussed the redevelopment strategy for the Mid-Island Initiative Area during a Workshop on September 14, 2022; and

WHEREAS, the Gullah Geechee Task Force on Cultural and Historic Preservation held a public meeting on October 10, 2022 at which time a presentation was delivered outlining the redevelopment strategy and soliciting additional public comment on the proposed strategies that were being discussed for Mid-Island Initiative Area; and

WHEREAS, the Town of Hilton Head Island conducted additional meetings with the Historic Neighborhoods and solicited community feedback on the proposed redevelopment strategy for Mid-Island Initiative Area on October 10, 2022; and

WHEREAS, the Town of Hilton Head Island Planning Commission held a public meeting on October 19, 2022 at which time a presentation was made by the Town Staff and public comment on the proposed redevelopment strategy for Mid-Island Initiative Area was received; and

WHEREAS, the Mid-Island District Plan represents a culmination of input from the public and Town Council on the appropriate redevelopment strategy for Mid-Island Initiative Area.

NOW, THEREFORE, BE IT, AND HEREBY IT IS, RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND, SOUTH CAROLINA, that the Mid-Island District Plan is hereby adopted and shall serve as the basis for the implementation of redevelopment strategies to be utilized within the defined boundaries of the Mid-Island District.

MOVED, APPROVED, AND ADOPTED BY THE COUNCIL FOR THE TOWN OF HILTON HEAD ISLAND ON THIS ____ DAY OF _____, 2022.

THE TOWN OF HILTON HEAD ISLAND,
SOUTH CAROLINA

John McCann, Mayor

Clerk

Recorder

Attorney

Member

MID-ISLAND DISTRICT PLAN

01

Introduction

Purpose and Process | Study Area | Plan Alignment |
Community Engagement

02

District Analysis

Historic Churches and Neighborhoods | Natural Systems | Pathways
and Roadways | Land Use and Zoning | Airport Considerations | Market
Analysis

03

Strategic Direction

Guiding Themes | Design Considerations | Connectivity Improvements |
Future Land Use Map

04

Focus Areas

Focus Areas | Mid-Island Tract | District Center | Historic Neighborhoods

05

Implementation

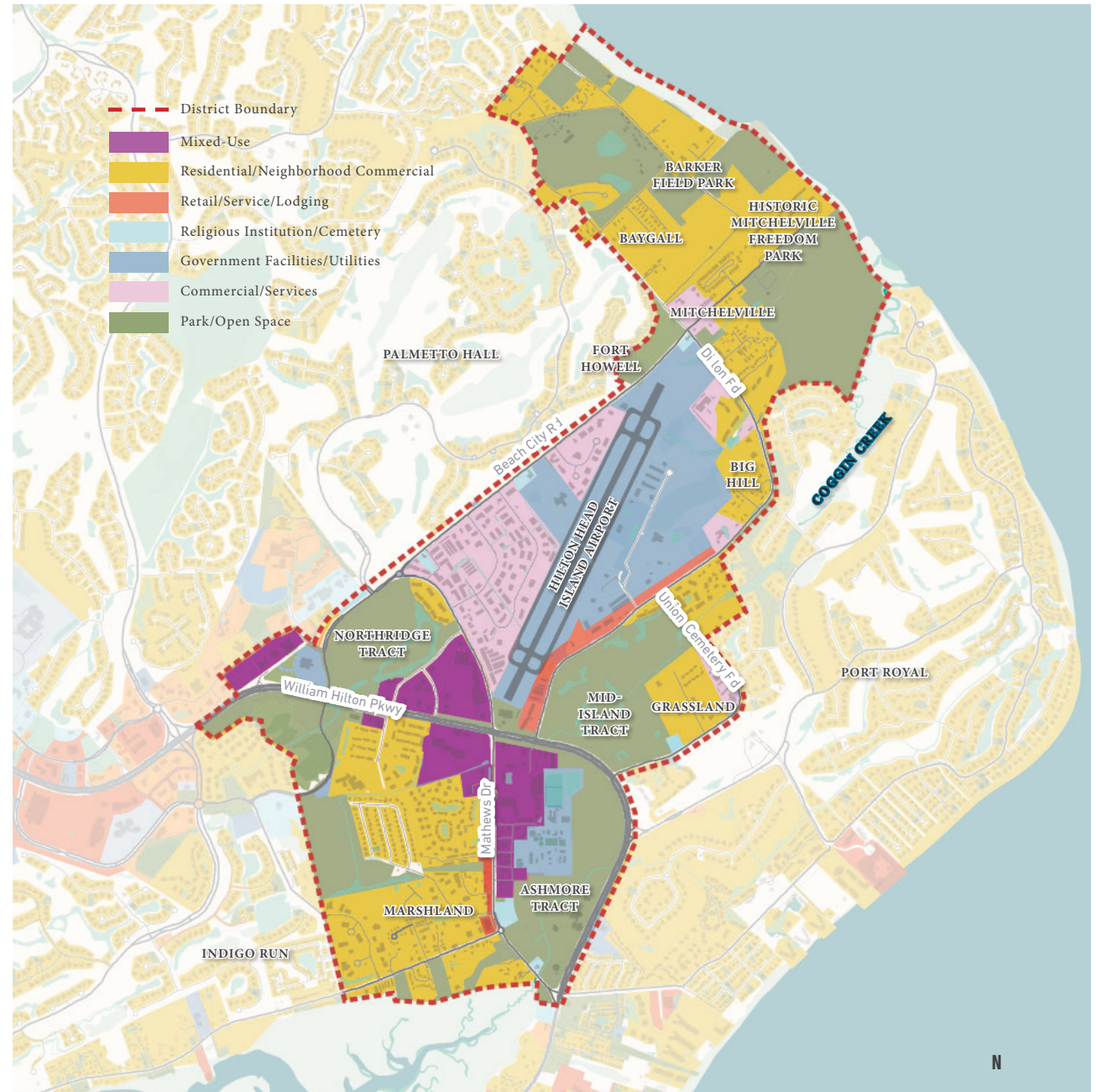
Strategic Actions



FUTURE LAND USE MAP

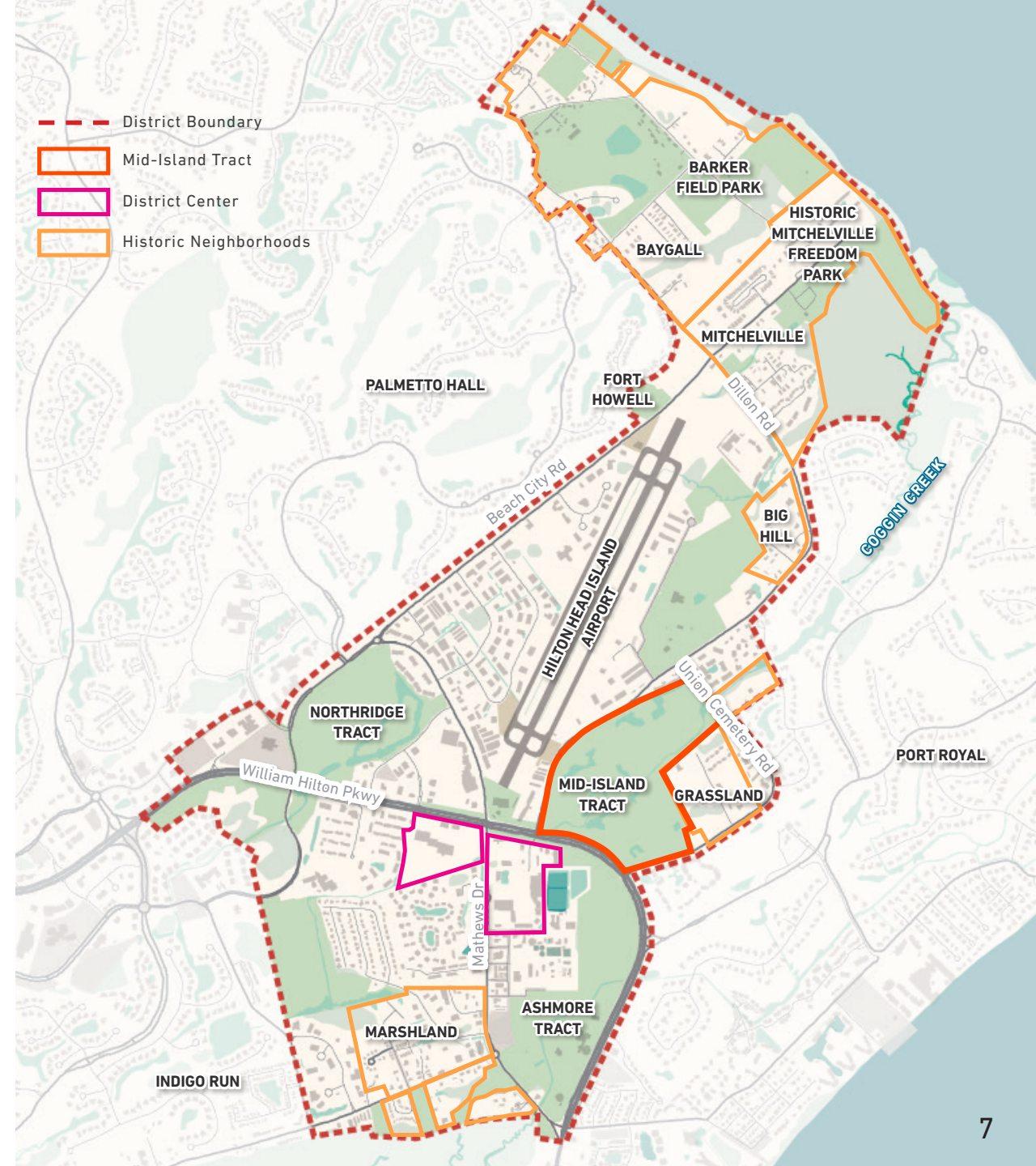
To shape the evolution of the Mid-Island District, the planning team worked with Town Staff and Town Council to consider changes to land uses in the District. Four primary objectives drove the proposed Future Land Use Map:

1. Simplify and consolidate
2. Allow for a mix of uses
3. Define and protect open space
4. Enable consistent and compatible densities and neighborhood commercial uses



FOCUS AREAS

- Mid-Island Tract
- District Center
- Historic Neighborhoods



MID-ISLAND TRACT



AIRPORT

ECO-PARK

UNION CEMETERY ROAD

THE HEART OF THE TRACT

ISLAND HERITAGE

DILLON ROAD

ACTIVE PLAY

CULTIVATED LANDSCAPES

WILLIAM HILTON PARKWAY

UNION CEMETERY ROAD

MID-ISLAND TRACT RECOMMENDATIONS

- The Town should define Phase 1 project scope, budget, funding sources, and schedule for design and construction.
- Complete Schematic Design for the entire park.
- Create design, construction documentation and bidding documents for Phase 1 improvements.



DISTRICT CENTER

NORTHRIDGE PLAZA

WILLIAM HILTON PARKWAY

SEA TURTLE MARKETPLACE

MATHEWS DRIVE

PORT ROYAL PLAZA

MID-ISLAND TRACT

DILLON ROAD

DISTRICT CENTER RECOMMENDATIONS

The following District Center uses and design considerations are recommended:

- A mix of uses that includes retail, restaurants, apartment flats, townhomes, office, institutional and open spaces.
- A residential density of 12-18 dwelling units per acre to create more housing units and options (depending on product type).
- 3-story maximum height to keep with the character of the Island.
- Establish shared structured parking and place surface lots behind buildings to encourage walkability.
- Establish a landscaped green edge along William Hilton Parkway.



HISTORIC NEIGHBORHOODS

- Baygall
- Mitchelville
- Big Hill
- Grassland
- Marshland



HISTORIC NEIGHBORHOODS RECOMMENDATIONS

The following Historic Neighborhood uses and design considerations are recommended:

- Adopt consistent, uniform density standards and development patterns
- Allow for consistent densities in the RM-4 districts (6 to 8 DU/AC) regardless of parcel size
- Calibrate setback and buffering (internal) and open space requirements to allow for infill development
- Allow for neighborhood commercial and home business opportunities
- Use mix on a site should be 75% residential and up to 25% neighborhood commercial



| IMPLEMENTATION - STRATEGIC ACTIONS

01

Adopt a Future Land Use Map

04

Update the Zoning Code and Map

02

Implement Park Development on the Mid-Island Tract

05

Leverage planned public investments

03

Adopt a policy framework

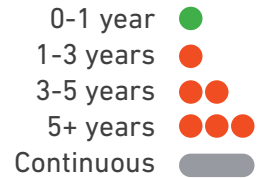
06

Establish the organizational and financial tools to guide implementation

IMPLEMENTATION - MATRIX

Matrix Components

- Strategic Actions
- Tactics
- Timeframe



- Potential Partners
- Reference report page numbers

Mid-Island District Wide Strategic Actions

Following adoption of the District Plan and the Mid-Island Tract Concept Plan, the Town should:

Strategic Actions	Time frame	Potential Partners	Page #(s)
1. Adopt a Future Land Use Map			
	●		52-57
2. Implement park development on the Mid-Island Tract.			
a. Town to define Phase 1 project scope, budget, funding sources and schedule for design and construction.	●		62
b. Engage consultant team to further site investigations, design, construction documentation and bidding documents. - Commission and secure archaeological investigation of the park site. - Commission and secure preliminary geotechnical investigation/report. - Commission consultant team to prepare Schematic Design and Development level document of the entire park site (including all phases of development) to refine, validate and increase the accuracy of park layout as depicted by the approved Concept Plan.	●		62
c. Prepare detailed estimate of probable construction costs, final Phase 1 development scope, budget and schedule.	●		62
d. Prepare complete set of biddable Construction Documents including technical specifications for Phase 1 development.	●		62
e. Bid, award and commence Phase 1 construction.	●		62
f. Develop scope for the next phase of park development.	●		62
3. Adopt a policy framework to support ongoing Island-wide planning efforts and initiatives.			
a. Town to align Mid-Island District recommendations with the Workforce Housing Framework, the Gullah Geechee Culture Preservation Report, and other ongoing planning.	●		98, 116
b. Create a district infill development strategy to target properties for redevelopment including incentives.	●	Property owners; Local developers	102, 103
c. Develop a small home/cottage series of pre-approved plans.	●		116, 117
d. Institute programs to promote mixed-income housing within the district.	—	Beaufort County Regional Housing Trust Fund	96, 103, 110
e. Provide full spectrum of housing types catering to changing demographics over time.	—	Beaufort County Regional Housing Trust Fund	96, 103, 110
f. Promote energy efficient modular construction.	—	US Green Building Council SC	119
g. Strengthen environmental sustainability and stormwater resiliency.	—	Lowcountry Stormwater Partners	42, 119
h. Promote sustainable practices through the use of community gardens.	—	Lowcountry Stormwater Partners	42, 119



MID-ISLAND DISTRICT PLAN

TOWN OF HILTON HEAD ISLAND // TOWN COUNCIL

NOVEMBER 1, 2022