



**Town of Hilton Head Island
Planning Commission Meeting
Wednesday, May 1, 2019 – 9:00 a.m.
Benjamin M. Racusin Council Chambers
AGENDA**

As a courtesy to others please turn off/silence all electronic devices during the meeting.

- 1. Call to Order**
- 2. Pledge of Allegiance to the Flag**
- 3. Roll Call**
- 4. Freedom of Information Act Compliance**
Public notification of this meeting has been published, posted, and distributed in compliance with the Freedom of Information Act and the Town of Hilton Head Island requirements.
- 5. Approval of Agenda**
- 6. Approval of Minutes** – Meeting of April 3, 2019
- 7. Appearance by Citizens on Items Unrelated to Today’s Agenda**
- 8. Unfinished Business**
- 9. New Business**
 - a. Public Hearing**
ZA-000741-2019 – Request from Todd Theodore with Wood and Partners Inc. on behalf of Shipyard Plantation Property Owners’ Association, to amend the Official Zoning Map by changing the uses and densities designated by the PD-1 Shipyard PUD (Planned Development Mixed-Use) Master Plan for parcels R550 015 000 0343 0000 and R550 015 000 0394 0000. Parcel #343, located at 10 Shipyard Drive, is 2.8 acres. It is the site of the existing Shipyard Administrative Office. Parcel #394 is 1.8 acres and it is undeveloped. Both parcels are located at the William Hilton Parkway entrance for Shipyard on Shipyard Drive. The existing designated use of Parcel #343 is “Administrative Office with Associated Parking for the Shipyard Plantation Security Offices, Shipyard Plantation Property Owners’ Association and for Visitor Pass Distribution” with an existing density of 3,100 square feet. The existing designated use of Parcel #394 is “Open Space, Undesignated” with no density assignment. The maximum building height currently allowed on both parcels is 75 feet. The request is to change the designated uses of Parcel #343 to “Community Services, Parks, and Open Space,” to increase the maximum density to 4,000 square feet per net acre, and to decrease the maximum building height to 45 feet. The request is also to change the designated uses of Parcel #394 to “Community Services, Parks, and Open Space,” to assign a maximum density of 10,000 square feet per net acre, and to decrease the maximum building height to 45 feet.
Presented by Taylor Ladd

10. Commission Business

11. Chairman's Report

12. Committee Report

13. Staff Report

14. Adjournment

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

TOWN OF HILTON HEAD ISLAND
Planning Commission
Minutes of the April 3, 2019 – 9:00 a.m. Meeting
Benjamin M. Racusin Council Chambers

Commissioners Present: Chairman Alex Brown, Vice Chairman Peter Kristian, Michael Scanlon, Leslie McGowan, Todd Theodore, Judd Carstens, Lavon Stevens, Caroline McVitty

Commissioners Absent: None

Town Council Present: Glenn Stanford, David Ames, Bill Harkins

Town Staff Present: Chris Blankenship, Deputy Fire Chief of Operations; Jeff Buckalew, Town Engineer; Joheida Fister, Deputy Fire Chief of Administration/Fire Marshal; Scott Liggett, Director of Public Projects & Facilities/Chief Engineer; Jennifer Ray, Deputy Director of Community Development; Brad Tadlock, Fire Chief; Anne Cyran, Senior Planner; Teresa Haley, Senior Administrative Assistant

1. Call to Order

Chairman Brown called the meeting to order at 9:00 a.m.

2. Pledge of Allegiance to the Flag

3. Roll Call

4. Freedom of Information Act Compliance

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

5. Approval of Agenda

The Planning Commission approved the agenda by general consent.

6. Approval of Minutes – Meeting of March 6, 2019

Vice Chairman Kristian moved to approve the minutes of the March 6, 2019 meeting as submitted. Commissioner Stevens seconded. The motion passed unanimously.

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

Patsy Brison addressed the Commission regarding amending the text of the LMO regarding large buildings in the Resort Development Zoning District and Island-wide.

8. Unfinished Business – None

9. New Business

a. Recommendation of Proposed CIP Fiscal Year 2020 Priority Projects to Town Council

Commissioner Theodore, Chairman of the CIP Committee, presented statements regarding the Committee's review and recommendation of the proposed Fiscal Year 2020 Priority Projects. Mr. Liggett then presented the recommendations as described in the Staff Memo and the Fiscal Year 2020 Proposed Priority Projects list.

The Commission and Mr. Liggett discussed the proposed priority projects at length beginning with Pathways and Roadway Improvements.

Chairman Brown opened the meeting for public comment on Pathways and Roadway Improvements.

Frank Babel presented statements in support of the CIP Pathways and Roadway Improvements, and requested a traffic signal be installed at the Sheriff's office intersection first. Mr. Babel presented statements concerning the immediate allocation of funds for crosswalk lighting and requested the annual \$100,000 pathway safety and access funds be restored for 2021, 2022 and 2023. Mr. Babel also presented statements concerning the CIP process and support for a complete streets policy.

Patsy Brison presented statements regarding her draft of a complete streets policy, and advocated that the LMO be changed to require complete streets policy to increase pedestrian and bicycle safety on the Island.

The Commission and Mr. Liggett continued the discussion of the proposed priority projects pertaining to Park Development, Existing Facilities & Infrastructure, New Facilities, and Beach Maintenance.

Chairman Brown opened the meeting for public comments on Park Development, Existing Facilities & Infrastructure, New Facilities, and Beach Maintenance, and none were received.

Vice Chairman Kristian moved to recommend to Town Council the CIP Fiscal Year 2020 Priority Projects to Town Council with the following amendments:

Pathways

Insert as number 3. Pathways accessibility and safety enhancements.

Existing Facilities & Infrastructure

Add number 3. Fire Rescue Training Center enhancements fuel truck shed.

Commissioner Scanlon seconded. The motion passed with a vote of 8-0-0.

10. Commission Business – None

11. Chairman's Report – None

12. Committee Report

Vice Chairman Kristian indicated that he and Commissioner Theodore recently visited an electric go-kart facility in Statesboro, GA. The Town's decibel meter was used to do a number of noise level readings there. The LMO Committee will be discussing this at their next meeting, date to be determined.

Commissioner Stevens reported the Gullah-Geechee Land & Cultural Preservation Task Force recently held a meeting to hear the consultant's draft report. The Task Force is working to schedule a special meeting tentatively on April 22 to review and possibly take action on recommending the report to the full Commission. Finalists for the Historic Neighborhoods Preservation Administrator position are being reviewed.

Vice Chairman Kristian recognized and thanked the Fire Rescue Department for the additional programs they organize throughout the community.

13. Staff Report

- a. Quarterly Report – There was no discussion on this item.

14. Adjournment

The meeting was adjourned at 10:38 a.m.

Submitted by: Teresa Haley, Secretary

Approved:

Alex Brown, Chairman



TOWN OF HILTON HEAD ISLAND COMMUNITY DEVELOPMENT DEPARTMENT

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STAFF REPORT ZONING MAP AMENDMENT

Case #	Name of Project or Development	Public Hearing Date
ZA-000741-2019	Shipyard Plantation	May 1, 2019

Parcel Data & Location		
Parcel A: R550 015 000 0343 0000	Size: 2.782 acres	Address: 10 Shipyard Dr.
Parcel B: R550 015 000 0394 0000	Size: 2.767 acres	Address: Shipyard Dr.

Owner	Applicant	Agent
Shipyard Residential Property Owners 10 Shipyard Drive Hilton Head Island, SC 29926	Sally Warren General Manager Shipyard Admin Building 10 Shipyard Drive Hilton Head Island, SC 29926	Todd Theodore Wood + Partners, Inc. 7 Lafayette Place Hilton Head Island, SC 29925

	Existing Zoning	Proposed Zoning
Districts	Planned Development Mixed Use (PD-1) – Shipyard Corridor Overlay (COR)	Planned Development Mixed Use (PD-1) – Shipyard Corridor Overlay (COR)
Uses	<u>Parcel A:</u> Administrative Office with Associated Parking for the Shipyard Plantation Security Offices, Ship Yard Plantation POA and for Visitor Pass Distribution <u>Parcel B:</u> Open Space	Community Services, Parks and Open Space
Density	<u>Parcel A:</u> 3,100 sf total (not per net acre) <u>Parcel B:</u> None designated	<u>Parcel A:</u> Community Services Uses: 4,000 sf total (not per net acre) <u>Parcel B:</u> Community Services Uses: 10,000 sf total (not per net acre)
Height	75 feet maximum	45 feet maximum

Application Summary

Todd Theodore with Wood + Partners Inc., on behalf of Shipyard Property Owners' Association, proposes to amend the Official Zoning Map by changing the uses and densities designated by the PD-1 Shipyard PUD (Planned Development Mixed-Use) Master Plan for parcels R550 015 000 0343 0000 (Parcel A) and R550 015 000 0394 0000 (Parcel B). See Attachment A for a Vicinity Map.

Parcel A, located at 10 Shipyard Drive, is 2.78 acres. It is the site of the existing Shipyard Administrative Office. Parcel B is 2.77 acres and it is undeveloped. Both parcels are located at the William Hilton Parkway entrance for Shipyard on Shipyard Drive. The existing designated use of Parcel A is "Administrative Office with Associated Parking for the Shipyard Plantation Security Offices, Shipyard Plantation Property Owners' Association and for Visitor Pass Distribution" with an existing density of 3,100 square feet. The existing designated use of Parcel B is "Open Space" with no density assignment. The maximum building height currently allowed on both parcels is 75 feet.

The request is to change the designated uses of Parcel A to "Community Services, Parks, and Open Space," to increase the density to 4,000 square feet, and to decrease the maximum building height to 45 feet. The request is also to change the designated uses of Parcel B to "Community Services, Parks, and Open Space," to assign a density of 10,000 square feet, and to decrease the maximum building height to 45 feet. The proposed densities are a total cap for each parcel and not per net acre.

Since the existing administrative office is a Community Service use and the building is two stories in height, the rezoning will not create a non-conforming use or structure.

Staff Recommendation

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

Staff recommends that the Planning Commission recommend **APPROVAL** of this application to Town Council.

Background

Shipyard Plantation (Shipyard) was developed in the 1970's by the Hilton Head Company as a sister community to Port Royal Plantation. At that time, all community operations and facilities were located in Port Royal Plantation or off-site. When the Shipyard Property Owners' Association (POA) assumed control of the plantation in 1988, there were no designated areas for administration within the community. The POA's best opportunity to create this area was at the entrance to Shipyard on William Hilton Parkway.

The Shipyard Administration Building on Parcel A and the undeveloped Parcel B are part of the Shipyard Plantation Master Plan (Master Plan). The Master Plan was approved by the Town in 1985. Under this approval, the uses and density for both subject parcels were

undesigned. Per LMO Section 16-3-105.K, undesigned areas on PUD master plans are considered as open space. See Attachment F for the Shipyard PUD approved Master Plan circa 1985 and Attachment G for a map of the current extents.

In 1990, Parcel A was rezoned under Ordinance 1990-24 to allow for a change in land use designation under the Master Plan from “Open Space” to “Administrative Offices with Associated Parking for the Shipyard Plantation Security Operations, the Shipyard Plantation POA and for Visitor Pass Distribution” with a 2,100 square foot maximum density.

In 2009, the Parcel A zoning was amended under Ordinance 2009-13 to allow for a total of 3,100 square feet maximum density. This additional 1,000 square feet of density was needed to accommodate additional security and administrative staff required as result of growth in Shipyard since 1990. Subsequently, the building was expanded by 954 square feet with the addition of a second story. Other changes included improving the existing entrance, front porch and ADA accessibility.

Since the 1985 master plan adoption, Parcel B has remained undesigned and is now considered open space per the LMO standards for the PD-1 District. See Attachment C for the LMO information table on the PD-1 District.

The applicant requests that the master plan be amended to allow for additional density and consistent uses across the two entrance parcels so that Shipyard may contemplate expansion as it is needed without having to keep applying for rezonings. Since 2009, with the renovation of Sonesta Resort, accessed through Shipyard, Heritage Golf Group’s golf club activities, and increase in rental properties, the need for community services is growing beyond the capacity of the current administrative facilities. Today, the biggest need is parking in order to streamline gate pass distribution, staffing and home owner access.

In February of 2019, staff approved a Minor Development Plan, permit number DPR-002630-2018, to improve the existing parking areas on Parcel A. The application originally included proposed parking on Parcel B, but this portion of the development proposal was removed due to the rezoning required to develop this parcel.

Concerning Parcel A: The parcel is 2.782 Acres with +/-1.44 acres of upland due to the existing lagoon. The applicant requests to revise the use designation to “Community Services, Parks and Open Space” with a density capped at 4,000 square feet and maximum height of 45 feet. There are no plans at this time specifically to renovate or add on to the existing administration building, but they would like the option to in the future when it is warranted.

Parcel A is bounded to the northwest by William Hilton Parkway, to the south by open space, to the northeast by Shipyard Drive and to the southwest by the Shipyard Galleria Shopping Center and a real estate office on New Orleans Road in the Light Commercial (LC) zoning district. See Attachment A for a vicinity map and Attachment B for a zoning map. See Attachment E for a survey of existing conditions on both parcels.

Concerning Parcel B: The parcel is 2.767 acres with +/- 2.46 acres of upland due to the existing lagoon. The applicant requests to revise the use designation to “Community Services, Parks and Open Space” with a density capped at 10,000 square feet and maximum height of 45 feet. There are no plans at this time specifically to develop the parcel other than to build a parking area for the administration building. Until such time it

is developed, it will remain a park-like open space for the community.

Parcel B is bounded to the south by open space, to the northwest by William Hilton Parkway, to the northeast by Central Church in the LC zoning district and to the southwest by Shipyard Drive. See Attachment A for a vicinity map and Attachment B for a zoning map.

Pertaining to this request, the Community Services use designation shall adhere to the definition and interpretation of such per LMO Section 16-10-103.B.2: *“A use of a public, nonprofit, or charitable nature generally providing a local service to people of the community. Generally, community service uses provide the service on-site or have employees at the site on a regular basis. The service is ongoing, not just for special events. Community service uses may provide special counseling, education, or training of a public, nonprofit or charitable nature. They may have membership provisions that allow the general public to join at any time (for instance, a senior center where a senior citizen could join at any time). Community service uses include libraries, museums, senior centers, community centers, youth club facilities, social service facilities, and nonprofit community theaters. Accessory uses may include offices, meeting areas, food preparation areas, parking, health and therapy areas, and athletic facilities.”*

Since the LMO contains specific requirements for the development of these parcels, and Parcel B is undesignated on the Master Plan, a zoning map amendment is required to allow for an increase in density or change in use on the subject parcels. The PD-1 zoning district designation will not change for either parcel.

Applicant’s Grounds for ZMA

The applicant states that Parcels A and B are the entry gateway to the plantation best suited to meet any expansion needs of the community. The existing administration building site has limited land due to a bordering lagoon, Highway 278 frontage and the entry parkway corridor. Parcel B has more upland area available. In order to provide more flexibility and maintain convenient access to community services outside the gated entry, rezoning both parcels will provide flexibility for future development.

Any development on these two parcels will maintain the same character and landscaped environment that exists in the area today, and with respect to specimen trees. The proposed designated use for “Community Services, Parks and Open Space” is in keeping with the existing intent of the parcels and is contiguous with adjacent commercial and institutional development. Community Services by definition will allow for all administrative and associated ancillary uses that are or could be needed by Shipyard. The applicant has stated that development on either parcel will not decrease the amount of open space for the plantation less than the +/-400 acres (55%) minimum that is required by the LMO for all PUDs. See Attachment H for the applicant’s narrative.

Summary of Facts and Conclusions of Law

Findings of Fact:

1. The application was submitted on March 27, 2019 as set forth in LMO 16-2-103.C and Appendix D-1.
2. Per LMO 16-2-102.E.1, when an application is subject to a hearing, the LMO Official shall ensure that the hearing on the application is scheduled for a regularly scheduled meeting of the body conducting the hearing.
3. The LMO Official scheduled the public hearing of the application for the May 1, 2019 Planning Commission meeting, which is a regularly scheduled meeting of the Planning Commission.
4. Per LMO 16-2-102.E.2, the LMO Official shall publish a notice of the public hearing in a newspaper of general circulation in the Town no less than 15 calendar days before the hearing date.
5. Notice of the May 1, 2019 public hearing was published in the Island Packet on April 14, 2019.
6. Per LMO 16-2-102.E.2, the applicant shall mail a notice of the public hearing by first-class mail to the owners of the land subject to the application and owners of record of properties within 350 feet of the subject land, no less than 15 calendar days before the hearing date.
7. The applicant mailed notices of the public hearing by first-class mail to the owners of record of properties within 350 feet of the subject land on April 11, 2019.
8. Per LMO 16-2-102.E.2, the LMO Official shall post conspicuous notice of the public hearing on or adjacent to the land subject to the application no less than 15 days before the hearing date, with at least one notice being visible from each public thoroughfare that abuts the subject land.
9. The LMO Official posted on April 16, 2019 conspicuous notice of the public hearing on William Hilton Parkway and Shipyard Drive for each parcel.

Conclusions of Law:

1. The application was submitted in compliance with LMO 16-2-103.C and Appendix D-1.
2. The LMO Official scheduled the public hearing of the application for the May 1, 2019 Planning Commission meeting, in compliance with LMO 16-2-102.E.1.
3. Notice of the public hearing was published 17 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
4. The applicant mailed notices of the public hearing 20 calendar days before the meeting date, in compliance with LMO 16-2-102.E.2.
5. The LMO Official posted conspicuous notice of the public hearing 15 calendar days before the hearing date, in compliance with LMO 16-2-102.E.2.

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

Summary of Facts and Conclusions of Law

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

Findings of Fact:

The Comprehensive Plan addresses this application in the following areas:

Natural Resources Element

Goal – 3.3 Positive Impacts of Environmental Preservation on Quality of Life

D. To preserve open space (including improvement and enhancement of existing).

Land Use Element

Goal – 8.1 Existing Land Use & Goal – 8.5 Land Use Per Capita

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

Goal – 8.3 Planned Unit Developments (PUDs)

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

Conclusions of Law:

1. The application is **consistent** with the Comprehensive Plan as set forth in LMO Section 16-2-103.C.3.a.i.
2. The Natural Resources Element does not support the proposed rezoning for Parcel B because it would allow the parcel, which is designated as Open Space, to potentially be developed for Community Service uses.
3. The Land Use Element supports the proposed rezoning because it would appropriately modify the allowed land uses in the Shipyard Master Plan to meet the development’s existing and future need for community services.
4. Allowing the development of a relatively small amount of open space is outweighed by benefits of improving vehicle, bicyclist, and pedestrian safety at the US 278 entrance to Shipyard by allowing the development of adequate parking for the existing uses at the administration building.
5. While this rezoning would allow the Parcel B open space to be developed, the Shipyard PUD will still have +/-400 acres of open space and meet the LMO standard of 55% land area devoted to open space that is required for a PUD.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. LMO Section 16-3-105.K describes the purpose of the PD-1 district is to “...allow the continuation of well-planned development within these areas.”
2. The current permitted uses on Parcel A as approved through Ordinance 2009-13 are “Administrative offices with associated parking for the Shipyard Plantation security offices, Shipyard Plantation Property Owners’ Association and for visitor pass distribution” with maximum density of 3,100 square feet. This use description for the parcel is not specifically defined in the current LMO.
3. Per the LMO, the current permitted use on Parcel B is “Open Space” with no density assignment.
4. The proposed rezoning is to designate both parcels as “Community Services, Parks and Open Space” with assigned densities of 4,000 sf on Parcel A and 10,000 sf on Parcel B.
5. The subject parcels are surrounded by either PD-1 or LC districts.
6. The existing PD-1 zoning for both parcels will not be changing.
7. The adjacent LC district permits Community Services and Parks with a commercial density of 10,000 sf per net acre and maximum height of 45 feet, so the proposed uses, densities and height are concurrent with the adjacent zoning district.
8. The surrounding uses directly adjacent and across William Hilton Parkway include LC district compliant commercial and institutional development, and open space with lagoons and golf course facilities.
9. The Shipyard Administration building has been in this location for 26 years. The function of the existing development on Parcel A will not change.

Conclusions of Law:

1. This application **meets the criteria** in LMO 16-2-103.C.3.a.ii.
2. The proposed rezoning will not change the zoning district designation for either parcel, will provide continuity for both parcels and does not conflict with the purpose of PD-1.
3. The proposed rezoning will bring the current designated use for Parcel A into better compliance with current LMO use designations and definitions.
4. The proposed Commercial Services and Parks uses are compatible with the adjacent LC zoning district, which allows these uses.
5. The proposed uses are compatible because Parcel A has been operating as a type of community service use for the past 26 years without any known negative impacts to the character of the area. By extension, this use designation would be appropriate for Parcel B since it would be developed and operate in conjunction with Parcel A.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. Parcel A is already developed with an administrative office and associated parking and circulation.
2. Parcel A is already connected to existing storm water and utility infrastructure such that only on-site improvements may be required for permitting any future development. There should be no impacts on the infrastructure of adjacent properties.
3. Parcel B is undeveloped and includes a portion of an existing lagoon. Development of Parcel B will disturb land that is currently used as open space.
4. Both subject parcels are well vegetated and have specimen trees. All LMO standards pertaining to specimen trees and existing vegetation will have to be met for development in either location.
5. The proposed density for each parcel is appropriate and less than what is permitted in the adjacent LC zoning district.
6. Existing lagoons on both parcels are part of a larger stormwater management plan for the area. They can only be impacted by new development on the subject parcels with oversight through the development permitting process.
7. The Type E Adjacent Street Buffer from William Hilton Parkway, Adjacent Use Buffers from the adjacent LC district, setbacks, impervious cover and open space standards as required by the LMO would be enforced for development on both parcels.
8. Design Review Board or Minor Corridor approval will be required where applicable for new structures or additions.
9. The proposed maximum building height is 45 feet. The existing by-right maximum building height is 75 feet.

Conclusions of Law:

1. This application **meets the criteria** in LMO 16-2-103.C.a.iii.
2. The proposed zoning is appropriate for the land because Parcel A is already developed with community services and associated parking. The proximity of Parcel B to existing development and infrastructure will not require extensive and invasive disturbance in order to develop the property following current LMO standards.
3. Originally, both parcels were undesignated and created a park-like atmosphere for entering Shipyard. The properties are well vegetated and have several specimen trees. The development of Parcel A has not significantly altered this character, and it is reasonable to expect any development on Parcel B will follow suit given the interests of Shipyard and successful development of Parcel A.
4. The proposed maximum building height of 45 feet is appropriate because it is lower than the current by-right height of 75 feet and in keeping with the 45 foot maximum height requirement for the adjacent LC district.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. Since the last rezoning effort for Parcel A, the plantation has continued to grow with increased traffic due to vacation rentals, the resort, golf and build out of the residential areas within the plantation.
2. Future needs for the community could include more office or community space for staffing, security, and property owners, improved circulation for visitors and better access for property owners.
3. Currently, there is a parking shortage at the administration building which at times creates an unsafe environment for contractors, staff, property owners and visitors accessing the building.
4. Parcel A has limited space for meeting all of the expansion needs due to the lagoon on the parcel.
5. As it is currently designated, Parcel B cannot be developed, which prevents the Shipyard administration from being able to expand across Shipyard Drive and maintain their presence at the main entrance for the community.

Conclusions of Law:

1. This application **meets the criteria** in LMO 16-2-103.C.a.iv.
2. The proposed zoning meets a demonstrated community need because the administration for Shipyard would be able to expand their current operations and supporting accessory features like safe parking and pass pickup to meet the community needs.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. Per Criteria 1, the proposed rezoning is consistent with the Comprehensive Plan.
2. Per Criteria 2, this rezoning proposal meets the purpose of the PD-1 district and is compatible with the adjacent LC district.
3. Other PUD communities on the Island were not developed as sister communities and therefore were provided with designated densities and space for administrative operations.

Conclusions of Law:

1. This application **meets the criteria** in LMO 16-2-103.C.3.a.v.
2. The proposed rezoning is consistent with the overall zoning program as expressed in future plans for the Town because the proposed uses are compatible with the purpose of the PD-1 district and the adjacent LC district, and are consistent with the goals of the Comprehensive Plan.
3. This rezoning will provide Shipyard with the same opportunity to meet the needs of their community that other PUD communities already have.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. The subject parcels are currently zoned PD-1 Shipyard.
2. The proposed rezoning is only redefining the uses, height and densities for the subject parcels.
3. If the subject parcels are rezoned as proposed in this application, they will remain PD-1 Shipyard.

Conclusions of Law:

1. This application **meets the criteria** in LMO 16-2-103.C.a.vi.
2. The proposed zoning would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts because the existing base zoning district will remain PD-1. Only the designated uses, height and density will change.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. The Shipyard Residential Property Owners own both parcels.
2. Parcel A provides for limited development space due to the existing lagoon.
3. Parcel B is currently undesignated on the master plan, which defaults it to being open space. By definition in the LMO, open space cannot be developed with community services.
4. The applicant has stated there is a need for immediate expansion to alleviate parking constraints. They have already obtained a development permit to improve the parking and circulation for Parcel A.

Conclusions of Law:

1. This application **meets the criteria** in LMO Section 16-2-103.C.3.a.vii.
2. The rezoning of the subject property would allow it to be put to a reasonably viable economic use because improvements would be allowed as needed on Parcel A and Parcel B will now be usable.

Summary of Facts and Conclusions of Law

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

Findings of Fact:

1. William Hilton Parkway is a major arterial street as defined by the LMO.
2. Shipyard Drive is a non-arterial street as defined by the LMO.

3. The Town's multi-use pathway follows William Hilton Parkway and Shipyard Drive and is accessible from both subject parcels.
4. There is infrastructure for storm water and drainage currently in place on the properties that may require some on-site improvements to support future development.
5. Water and sewer service, as well as electricity service exist and will continue to be available on Parcel A and accessible as needed for Parcel B due to its location.
6. Hilton Head Island Fire Rescue has the capability to immediately access the subject parcels.

Conclusions of Law:

1. This application **meets the criteria** in LMO 16-2-103.C.3.a.viii.
2. The proposed rezoning would result in development that can be served by all typically available, adequate and suitable public facilities for properties in the Town of Hilton Head Island due to the existing infrastructure on Parcel A and in close proximity to Parcel B.

Summary of Facts and Conclusions of Law

Criteria 9: Is appropriate due to any changed or changing conditions in the affected area (LMO Section 16-2-103.C.3.a.ix):

Findings of Fact:

1. Shipyard was originally planned without administration facilities because it was a sister community to Port Royal Plantation. Eventually, Shipyard became its own entity and needed to create an area for administration and operations for the community.
2. Over the years, Shipyard has been through two rezonings to create an administrative and operations center for the community. Shipyard has grown and could continue to grow beyond what the currently approved facility can support.
3. The applicant states recent renovations to the Sonesta Resort and growing tourism interest for the Island has increased traffic through Shipyard for the resort and vacation rentals.

Conclusions of Law:

1. This application **meets the criteria** in LMO Section 16-2-103.C.3.a.ix.
2. The proposed zoning is appropriate due to the changing conditions in the affected area that have perpetuated the need for Shipyard to be able to expand to meet the needs of the community.

LMO Official Determination

The LMO Official determines that this application **is consistent with the Comprehensive Plan and serves to carry out the purposes of the LMO** as based on the Findings of Fact and Conclusions of Law as determined by the LMO Official and enclosed herein.

The LMO Official recommends that the Planning Commission recommend **APPROVAL** of this application to Town Council.

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

PREPARED BY:

TL

Taylor Ladd
Senior Planner

April 23, 2019

DATE

REVIEWED BY:

ND

Nicole Dixon, CFM
Development Review Administrator

April 23, 2019

DATE

REVIEWED BY:

TL

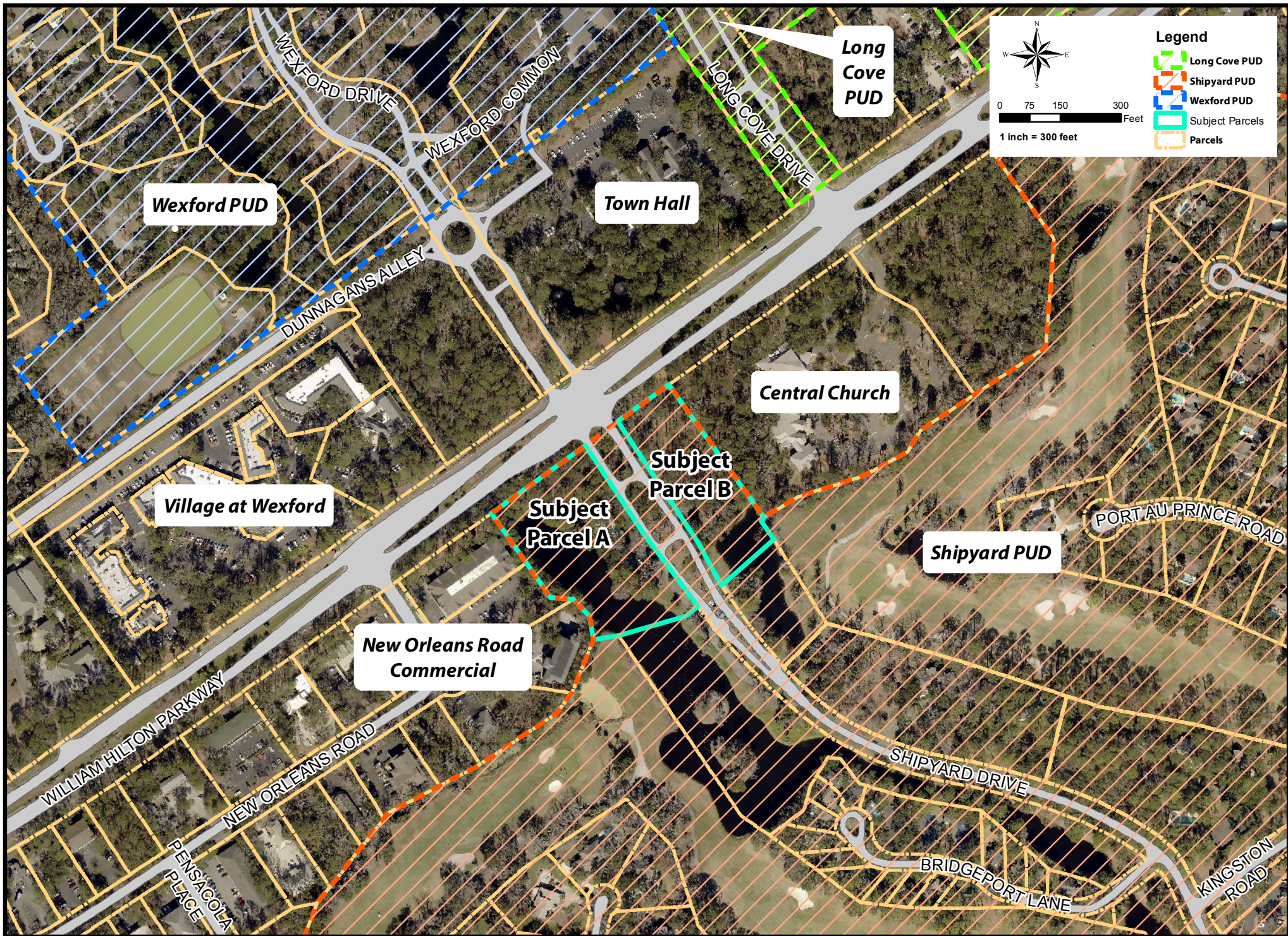
Teri Lewis, AICP
*Deputy Director of Community
Development and LMO Official*

April 23, 2019

DATE

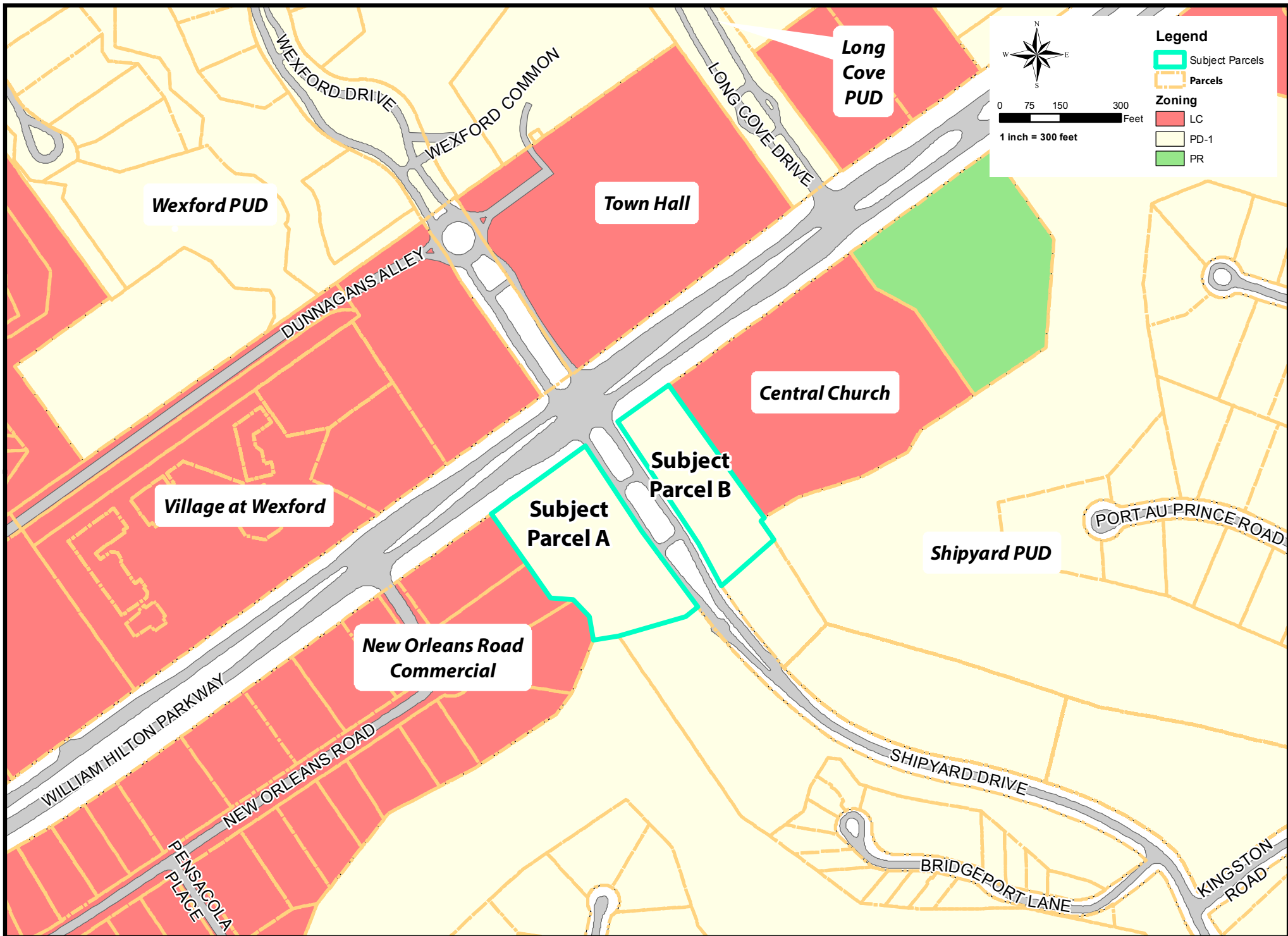
ATTACHMENTS:

- A) Vicinity Map
- B) Zoning Map
- C) LMO Table for PD-1
- D) Subject Property Aerial Imagery and Photos
- E) Boundary Survey
- F) Shipyard PUD Master Plan circa 1985
- G) Current Shipyard PUD Extents as of 2014 Zoning Map Adoption
- H) Applicant Narrative



Shipyard Drive Subject Parcels A & B and Vicinity

ZA-000741-2019



Shipyard Drive Subject Parcels A & B Zoning

ZA-000741-2019

Attachment C

Town of Hilton Head Island Municipal Code

Title 16: Land Management Ordinance, Section 16-3-105.K

PD-1

Planned Development Mixed-Use District

1. Purpose

The purpose of the Planned Development Mixed-Use (PD-1) District is to recognize the existence within the Town of certain unique **Planned Unit Development s** (PUDs) that are greater than 250 acres in size. Generally, these PUDs have served to establish the special character of Hilton Head Island as a high quality resort and residential community. It is the intent in establishing this district to allow the continuation of well-planned **development** within these areas. In limited situations, some commercially planned portions of PUDs are placed within other base districts to more specifically define the types of commercial **uses** allowed.

2. Included PUDs and Master Plans

The following PUDs are included in the PD-1 District and their Town-approved Master Plans—including associated text and any subsequent amendments—are incorporated by reference as part of the **Official Zoning Map** and the text of this LMO. Amendments to these Master Plans and associated text shall be in accordance with Sec. 16-2-103.D, Planned Unit Development (PUD) District.

1 Hilton Head Plantation	6 Port Royal Plantation (and surrounds)
2 Indigo Run	7 Sea Pines Plantation
3 Long Cove Club	8 Shipyard Plantation
4 Palmetto Dunes Resort	9 Spanish Wells Plantation
5 Palmetto Hall Plantation	10 Wexford Plantation

3. Principal Uses Restricted by Master Plan

The Master Plans and associated text, as approved and amended by the Town, establish general permitted **uses** for the respective PUDs, except as may be modified by an **overlay zoning district** . Undesignated areas on these Master Plans shall be considered as **open space** .

The following **uses** are restricted to locations where a Town-approved Master Plan or associated text specifically states such **uses** are permitted. In addition, the **use** -specific conditions referenced below shall apply to any new such **use** or change to the site for any existing such **use** .

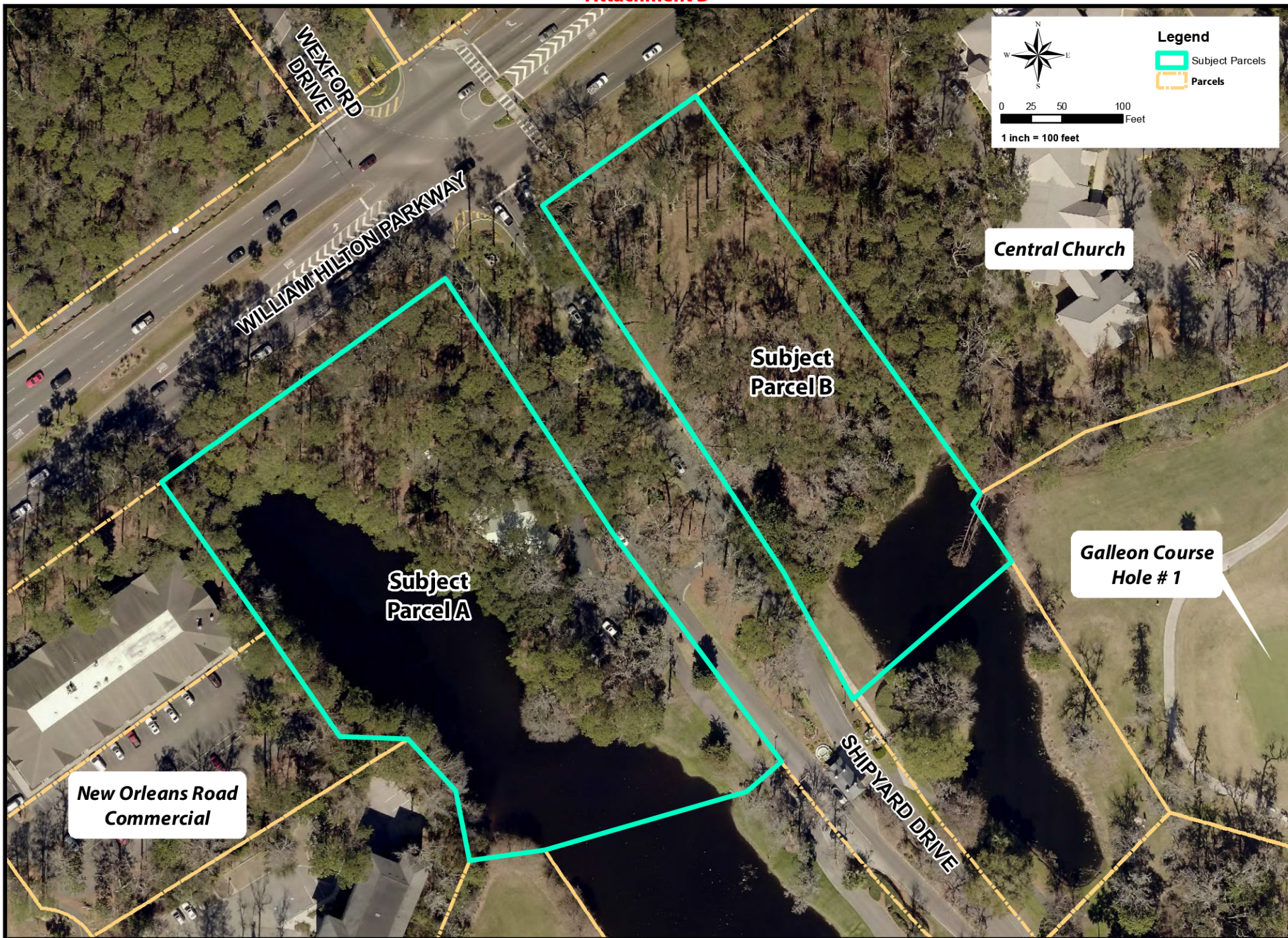
	USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES
Public, Civic, Institutional, and Educational Uses		
Telecommunication Towers, Monopole	PC Sec. 16-4-102.B.2.e	1
Resort Accommodations		

Attachment C

Interval Occupancy	P		1 bedroom	1.4 per du
			2 bedrooms	1.7 per du
			3 or more bedrooms	2 per du
Commercial Recreation Uses				
Outdoor Commercial Recreation Uses Other than Water Parks	PC	Sec. 16-4-102.B.5.b	See Sec. 16-5-107.D.2	
Commercial Services				
Adult Entertainment Uses	SE	Sec. 16-4-102.B.7.a	1 per 100 GFA	
Animal Services	PC	Sec. 16-4-102.B.7.b	1 per 225 GFA	
Convenience Stores	PC	Sec. 16-4-102.B.7.d	1 per 200 GFA	
Liquor Stores	PC	Sec. 16-4-102.B.7.g	1 per 200 GFA	
Nightclubs or Bars	PC	Sec. 16-4-102.B.7.h	1 per 70 GFA	
Tattoo Facilities	PC	Sec. 16-4-102.B.7.k	1 per 200 GFA	
Vehicle Sales and Services				
Auto Rentals	PC	Sec. 16-4-102.B.8.a	See Sec. 16-5-107.D.2	
Auto Sales	P		See Sec. 16-5-107.D.2	
Gas Sales	PC	Sec. 16-4-102.B.8.d		
Towing Services or Truck and Trailer Rentals	P		1 per 200 GFA of office or waiting area	
Watercraft Sales, Rentals, or Services	PC	Sec. 16-4-102.B.8.e	1 per 200 GFA	
Other Uses				
Boat Ramps , Docking Facilities , and Marinas	PC	Sec. 16-4-102.B.10.a	1 per 200 GFA of enclosed floor space not used for storage + 1 per 3 wet slips + 1 per 5 dry storage slips	
4. Development Area Densities				
MAX. DENSITY (PER NET ACRE)		LOT COVERAGE		
Site specific densities shall not exceed the density limits established in approved Master Plans and associated text, except as may be modified by an overlay zoning district . Where the approved Master Plans and associated text do not establish a density limit, site specific densities shall not exceed 10,000 GFA per net acre .		Max. Impervious Cover in Areas without Restricted Access and Open to the Public	40% - Residential 65% - Nonresidential	
		Max. Impervious Cover in Areas with Restricted Access	Shall not cause overall impervious cover for the PUD in that PD-1 District to exceed 45%	

Attachment C

		Min. Open Space in Areas without Restricted Access and Open to the Public	50% - Residential 25% - Nonresidential				
		Min. Open Space in Areas with Restricted Access	Shall not cause overall open space for the PUD in that PD-1 District to be less than 55%				
		<table border="1"> <tr> <td colspan="2" style="background-color: #006633; color: white; text-align: center;">MAX. BUILDING HEIGHT</td> </tr> <tr> <td style="background-color: #006633; color: white; text-align: center;">All <i>Development</i></td> <td style="text-align: center;">75 ft</td> </tr> </table>		MAX. BUILDING HEIGHT		All <i>Development</i>	75 ft
MAX. BUILDING HEIGHT							
All <i>Development</i>	75 ft						
USE AND OTHER DEVELOPMENT STANDARDS							
See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.							
TABLE NOTES:							
P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = <i>dwelling units</i> ; sf = square feet; GFA = <i>gross floor area</i> in square feet; ft = feet; n/a = not applicable							



Shipyard Drive Subject Parcels A & B 2017 Aerial Image

ZA-000741-2019



2017 Aerial Image View North
ZA-000741-2019

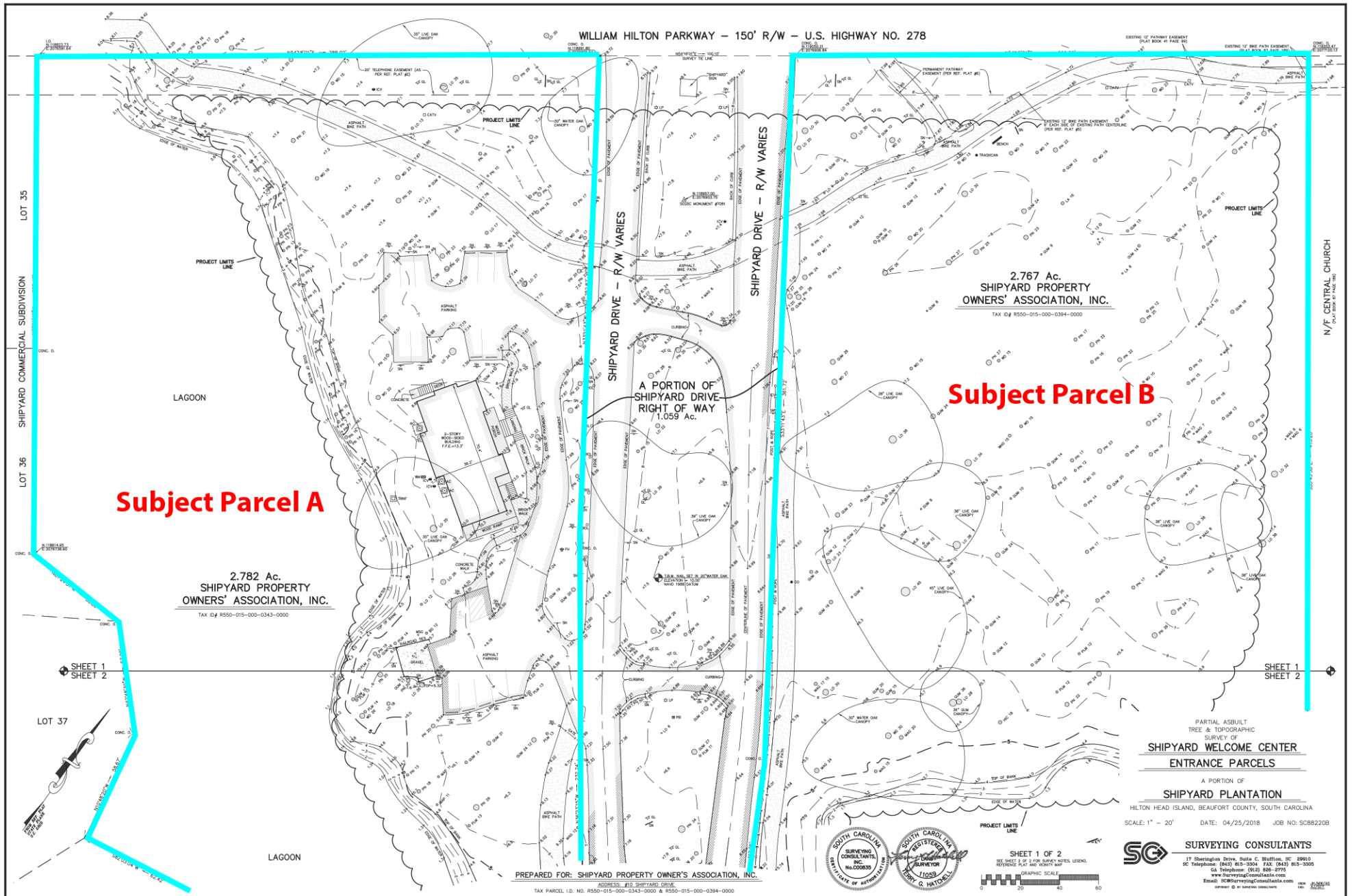


© 2017 Pictometry



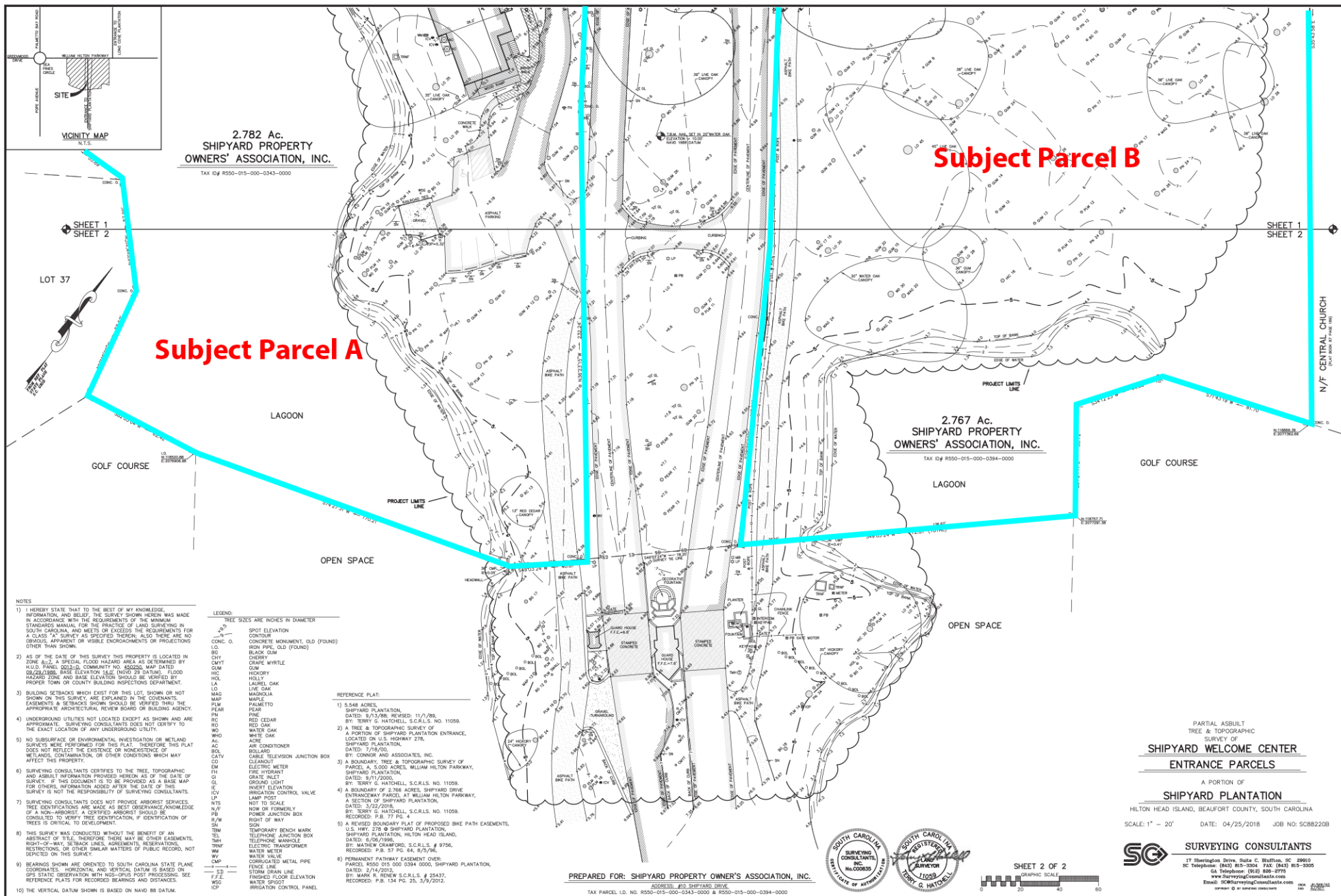
© 2017 Pictometry

Attachment E



Boundary Survey
ZA-000741-2019

1 of 2



2.782 Ac.
SHIPYARD PROPERTY
OWNERS' ASSOCIATION, INC.
TAX ID# R550-015-000-0343-0000

Subject Parcel B

Subject Parcel A

2.767 Ac.
SHIPYARD PROPERTY
OWNERS' ASSOCIATION, INC.
TAX ID# R550-015-000-0384-0000

NOTES

- 1) I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARD MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN. ALSO THERE ARE NO OBVIOUS, APPARENT OR VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.
- 2) AS OF THE DATE OF THIS SURVEY THIS PROPERTY IS LOCATED IN ZONE 8E, A SPECIAL FLOOD HAZARD AREA AS DETERMINED BY H.U.D. PANEL D01-2-D, COMMUNITY NO. 450200, MAP DATED 01/24/78. BASE ELEVATION IS 10.0 FEET. FLOOD HAZARD ZONE AND BASE ELEVATION SHOULD BE VERIFIED BY PROPER TOWN OR COUNTY BUILDING INSPECTORS DEPARTMENT.
- 3) BUILDING SETBACKS WHICH EXIST FOR THIS LOT, SHOWN OR NOT SHOWN ON THIS SURVEY, ARE EXPLAINED IN THE COVENANTS, EASEMENTS & SETBACKS SHOWN SHOULD BE REFERRED THERE TO THE APPROPRIATE ARCHITECTURAL REVIEW BOARD OR BUILDING AGENCY.
- 4) UNDERGROUND UTILITIES NOT LOCATED EXCEPT AS SHOWN AND ARE APPROXIMATE. SURVEYING CONSULTANTS DOES NOT GUARANTEE TO THE EXACT LOCATION OF ANY UNDERGROUND UTILITY.
- 5) NO SUBSURFACE OR ENVIRONMENTAL INVESTIGATION OR WETLAND SURVEYS WERE PERFORMED FOR THIS PLAT. THEREFORE THIS PLAT DOES NOT REFLECT THE EXISTENCE OR NONEXISTENCE OF WETLANDS, CONTAMINATION, OR OTHER CONDITIONS WHICH MAY AFFECT THIS PROPERTY.
- 6) SURVEYING CONSULTANTS CERTIFIES TO THE TREE, TOPOGRAPHIC AND ASBUILT INFORMATION PROVIDED HEREON AS OF THE DATE OF SURVEY. IF THIS DOCUMENT IS TO BE PROVIDED AS A BASE MAP FOR OTHERS, INFORMATION ADDED AFTER THE DATE OF THIS SURVEY IS NOT THE RESPONSIBILITY OF SURVEYING CONSULTANTS.
- 7) SURVEYING CONSULTANTS DOES NOT PROVIDE AIRBORNE SERVICES. TREE IDENTIFICATIONS ARE MADE AS BEST OBSERVANCE/KNOWLEDGE OF A NON-AERIALIST. A CERTIFIED AERIALIST SHOULD BE CONSULTED TO VERIFY TREE IDENTIFICATION, IF IDENTIFICATION OF TREES IS CRITICAL TO DEVELOPMENT.
- 8) THIS SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF AN ABSTRACT OF TITLE. THEREFORE THERE MAY BE OTHER EASEMENTS, RIGHTS-OF-WAY, SETBACK LINES, AGREEMENTS, RESERVATIONS, RESTRICTIONS, OR OTHER SIMILAR MATTERS OF PUBLIC RECORD, NOT DISCLOSED ON THIS SURVEY.
- 9) BEARINGS SHOWN ARE ORIENTED TO SOUTH CAROLINA STATE PLANE COORDINATE, HORIZONTAL AND VERTICAL DATUM IS BASED ON GPS STATIC OBSERVATION WITH INS-CORPUS POINT PROCESSING. SEE REFERENCE PLATS FOR RECORDED BEARINGS AND DISTANCES.
- 10) THE VERTICAL DATUM SHOWN IS BASED ON NA83 88 DATUM.

LEGEND:

3"	TREE SIZES ARE INCHES IN DIAMETER
CONC. O.	CONCRETE MONUMENT, OLD (FOUND)
LO	IRON PIPE, OLD (FOUND)
CMV	CITY
CHM	CHERRY
CHM	CHERRY MYRTLE
HL	HOLLY
HOL	HOLLY
LO	LINE OAK
MAP	MAPLE
PEAR	PEAR
PC	RED CEDAR
RD	RED OAK
WO	WATER OAK
WD	WHITE OAK
AC	ACR
AC	AIR CONDITIONER
BC	BOLLARD
CG	CABLE TELEVISION JUNCTION BOX
DM	DRAINAGE
EM	ELECTRIC METER
EH	FIRE HYDRANT
GL	GRASS PILE
GL	GRASS LOT
IE	INVERT ELEVATION
ICV	IRRIGATION CONTROL VALVE
LD	LOT
N/P	NOT TO SCALE
PC	POWER JUNCTION BOX
R/W	RIGHT OF WAY
TM	TEMPORARY BENCH MARK
TE	TELEPHONE JUNCTION BOX
TM	TELEPHONE MANHOLE
TRNF	ELECTRIC TRANSFORMER
WM	WATER METER
W	WATER VALVE
CMP	CORRUGATED METAL PIPE
SB	STORM DRAIN LINE
F.F.E.	FINISHED FLOOR ELEVATION
WSP	WATER SPIGOT
ICP	IRRIGATION CONTROL PANEL

REFERENCE PLAT:

- 1) 5.84 ACRES, SHIPYARD PLANTATION, DATED: 9/13/78, RECORDED: 11/1/78, BY: TERRY G. HATCHELL, S.C.R.L.S. NO. 11059.
- 2) A TREE & TOPOGRAPHIC SURVEY OF A SECTION OF SHIPYARD PLANTATION ENTRANCE, LOCATED ON U.S. HIGHWAY 278, SHIPYARD PLANTATION, DATED: 7/18/01, BY: CONNOR AND ASSOCIATES, INC.
- 3) A BOUNDARY, TREE & TOPOGRAPHIC SURVEY OF PARCELS A, 5.000 ACRES, WILIAM HILTON PARKWAY, SHIPYARD PLANTATION, DATED: 8/11/2008, BY: TERRY G. HATCHELL, S.C.R.L.S. NO. 11059.
- 4) A BOUNDARY OF 2.766 ACRES, SHIPYARD DRIVE ENTRANCEWAY PARCEL AT WILIAM HILTON PARKWAY, A SECTION OF SHIPYARD PLANTATION, DATED: 3/22/2014, BY: TERRY G. HATCHELL, S.C.R.L.S. NO. 11059, RECORDED: P.B. 77 PG. 4.
- 5) U.S. HWY. 278 @ SHIPYARD PLANTATION, SHIPYARD PLANTATION, HILTON HEAD ISLAND, DATED: 6/26/1999, BY: MATHER GRADFORD, S.C.R.L.S. # 9756, RECORDED: P.B. 57 PG. 64, 8/5/98.
- 6) PERMANENT PATHWAY EASEMENT OVER PARCEL 8500 015 000 0394 0000, SHIPYARD PLANTATION, DATED: 3/14/2014, BY: MARK R. RIEWER S.C.R.L.S. # 25437, RECORDED: P.B. 134 PG. 25, 3/9/2012.

PREPARED FOR: SHIPYARD PROPERTY OWNER'S ASSOCIATION, INC.
ADDRESS: #10 SHIPYARD DRIVE
TAX PARCEL I.D. NO. R550-015-000-0343-0000 & R550-015-000-0384-0000

PARTIAL ASBUILT
TREE & TOPOGRAPHIC
SURVEY OF
SHIPYARD WELCOME CENTER
ENTRANCE PARCELS

A PORTION OF
SHIPYARD PLANTATION
HILTON HEAD ISLAND, BEAUFORT COUNTY, SOUTH CAROLINA

SCALE: 1" = 20' DATE: 04/25/2018 JOB NO: SC882208

SC SURVEYING CONSULTANTS
171 Sharrington Drive, Suite C, Bluffton, SC 29915
SC Telephone: (843) 815-3304 FAX: (843) 815-3305
GA Telephone: (912) 856-2778
www.SurveyingConsultants.com
Email: SC@SurveyingConsultants.com

SHEET 2 OF 2
GRAPHIC SCALE
0 20 40 60

Subject Parcel A
Subject Parcel B

TOWN OF HILTON HEAD ISLAND

PRELIMINARY PLAN APPROVAL

"We certify that the Town has found this site plan to be in compliance with the Town Development Standards Ordinance. No development permit will be issued until final town approval has been given."

Date of Approval March 28, 1985

Certified by Karen Pajdak

Title Shipyard Plantation

This approval will expire two years from the above date of approval unless conditions set forth in sections 16-7-743 of the Development Standards Ordinance are met.

SHIPYARD PLANTATION

HILTON HEAD ISLAND, BEaufORT COUNTY, S. C.



REVISED: OCTOBER, 1980
REVISED: NOVEMBER, 1982
REVISED: MARCH 20, 1985

NOTE: THIS MAP IS PUBLISHED SOLELY FOR THE PURPOSE OF REFERENCE AND IS NOT AN ELEMENT OF THE AGREEMENT OF PURCHASE AND SALE. ONLY THE RECORDED LEGAL PLATS TO WHICH REFERENCE IS MADE IN DEEDS OF CONVEYANCE REPRESENT THE QUALITIES OF THE PROPERTY REGARDING LAND USE.

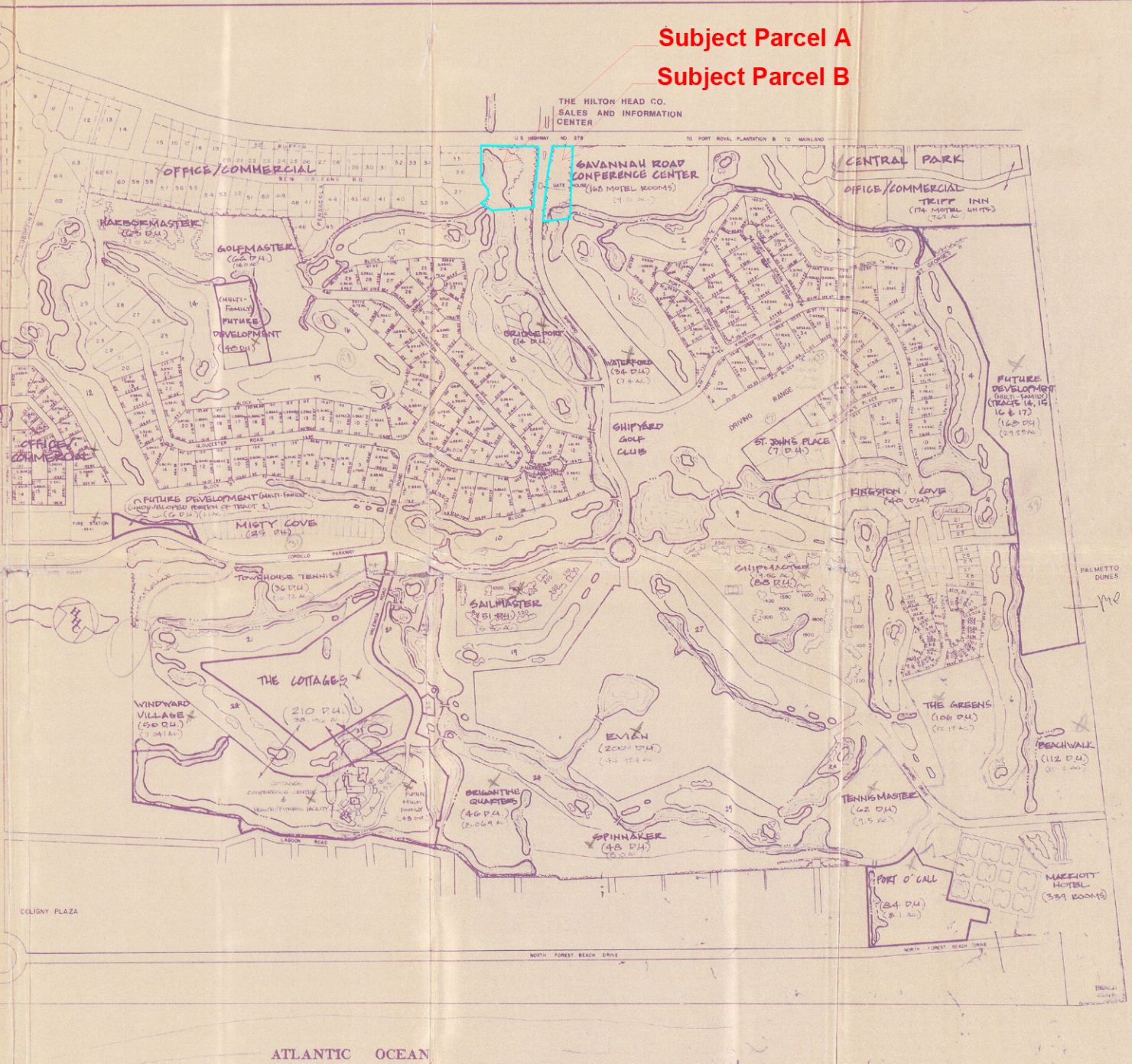
LAND USE & DENSITY DATA

EXISTING (OR HAVING RECEIVED FINAL APPROVAL) DEVELOPMENT

SINGLE FAMILY		
FULL ACRES LOTS	100	100 P.U./AC
PORTO LOTS		
KINGSTON DRIVE	39	
MISTY COVE	35	
KINGSTON LOVE	39	117 P.U./AC
MULTI-FAMILY		
HARBORMASTER	64	
TENNISHOUSE TENNIS VILLAGES	36	
GOLFMASTER	91	
SHIPMASTER	50	
EVIAN	200	
THE GREENS	106	
TENNISMASTER	60	
BEACHWALK	112	
PORT O' CALL	84	
SPINNAKER	48	
WATERFORD	94	
THE COTTAGES	162	
GOLFMASTER	66	
WINDY VILLAGE	50	
BELGIAN QUARTERS	46	1308 P.U.
HOTEL EQUIVALENT UNITS (29 ROOMS = 10 P.U.)		
MARICOTT (391 ROOMS)	196	
TRIFF INN (176 ROOMS)	70	
SAVANNAH ROAD CONFERENCE CENTER (108 ROOMS)	27	273 P.U.
TOTAL EXISTING (OR FINAL APPROVED) RESIDENTIAL		1754 P.U.
OFFICE/COMMERCIAL (INCLUDES HOTELS & CONF. CENTER)		76.64

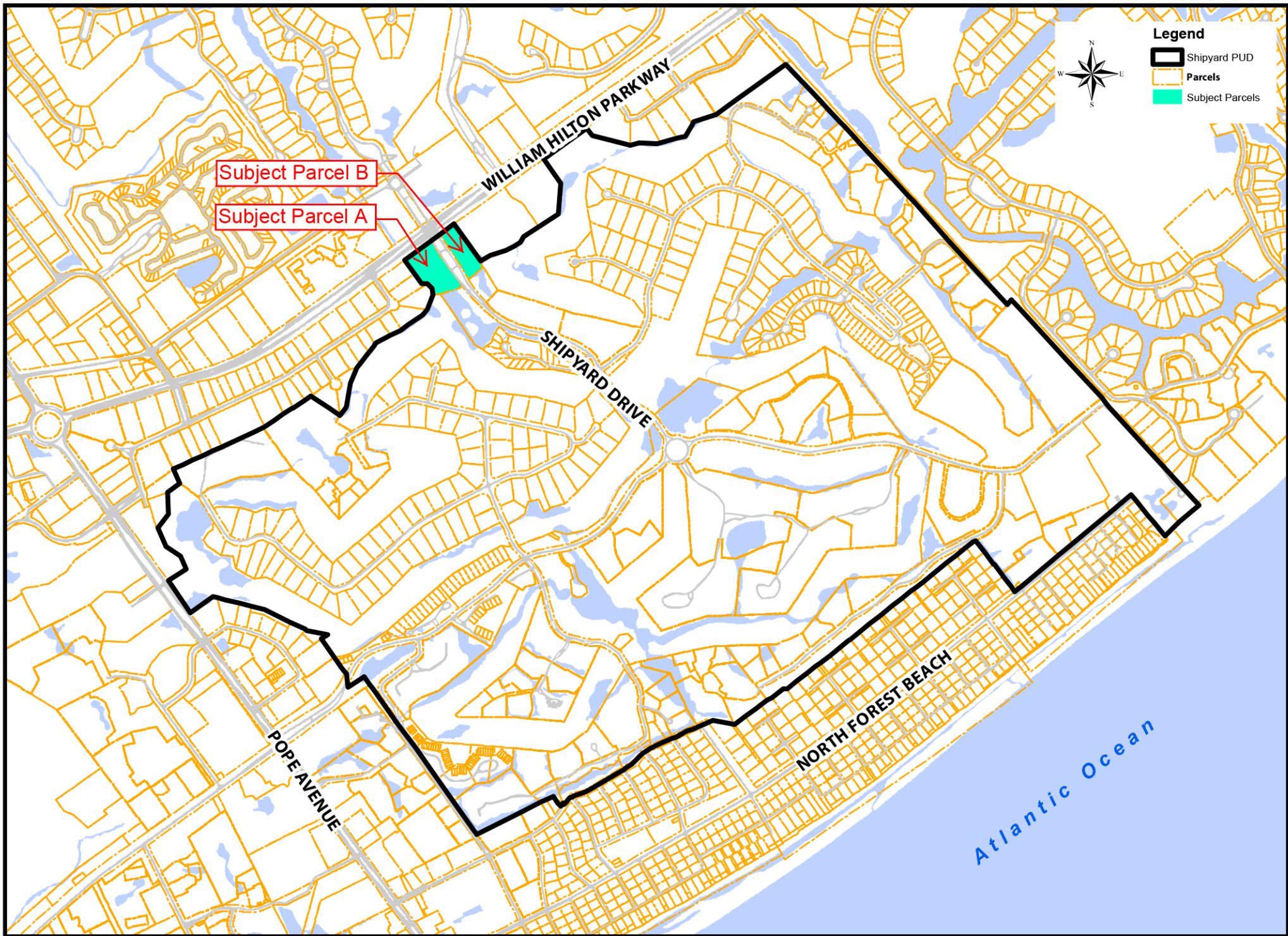
FUTURE DEVELOPMENT

MULTI-FAMILY		
GOLF MASTER	48	
THE COTTAGES	48	
TRACTS 14, 15, 16 & 17	165	
MISTY COVE	64	273 P.U.
TOTAL DWELLING UNITS		2027 P.U.
TOTAL SITE AREA	833.7 AC.	
AVERAGE SITE DENSITY	2.43 P.U./AC.	



Shipyard Plantation 1985 Master Plan

ZA-000741-2019



Current Shipyard Plantation PUD Master Plan Area

ZA-000741-2019

ZONING NARRATIVE

REVIEW CRITERIA

Project Name:

Shipyard Highway 278 Community Entrance Facilities – Zoning Map Amendment

Location: 10 Shipyard Drive (Parcels North and South of Shipyard Drive)

Parcels: R550-015-000-0343-0000

R550-015-000-0394-0000

Proposed Zoning Change:

Parcel #343 (2.782 Acres, +/- 1.44 AC upland): From “Administrative offices with associated parking for the Shipyard Plantation security offices, Shipyard Plantation Property Owners’ Association and for visitor pass distribution” to “Community Services, Parks and Open Space”, overall building density of 4,000 SF and maximum building height of 45’.

Parcel #394 (2.767 Acres, +/- 2.46 AC Upland): From Undesignated Open Space to “Community Services, Parks and Open Space”, overall building density of 10,000 SF and maximum building height of 45’.

Project Contacts:

Owner’s Representative:

Todd Theodore

Sr. Principal

Wood + Partners Inc.

P. O. Box 23949

Hilton Head Island, SC 29925

843-681-6618

Sally Warren

General Manager

Shipyard Administration Building

10 Shipyard Drive

Hilton Head Island, SC 29926

843-785-3310

Narrative:

Shipyard is requesting a Zoning Map Amendment for two parcels of land adjacent to the Shipyard's Highway 278 main entrance. The southern parcel currently includes Shipyard's administration building, security and gate pass operations. The northern parcel is currently a wooded open space. Shipyard was originally developed in the early 70's by the Hilton Head Company and is a sister community to Port Royal. Prior to the Hilton Head Company bankruptcy all community operations and facilities were off site. When Shipyard Property Owners' Association assumed control of the property in 1988, there were not any set aside areas for community services on the property. Based on the original master plan, there were not any feasible common areas within the property and the POA's only opportunity for administration was use of the parcels at the main entrance at Highway #278. As Shipyard has developed through the years, demand on community services has also grown. In 1988, Shipyard built their first onsite administration and security facility on the southern parcel (current location) and expanded the facility by adding a second story to the existing building in 2009. With recent improvements such as Sonesta Resort, Heritage Golf Group's golf club activities, increase in rental properties and other resort improvements, community services has continued to grow beyond the capacity of the current facilities (including traffic and parking demands associated with gate passes, staffing and home owner access).

The southern parcel adjacent to highway 278 is currently zoned with a density of 3,100 sf for Administrative Offices with associated parking for the Shipyard Plantation Security Offices, Shipyard Plantation Property Owners' Association and for visitor pass distribution. The northern parcel is undesignated on the Shipyard PD-1 master plan and is zoned by default as open space. This parcel is currently undeveloped and is partially wooded with a lagoon on the back portion of the parcel. The proposed land use zoning change for the Shipyard PD-1 is to designate both parcels as Community Services, Parks and Open Space, maximum building height of 45', with an overall building density of 4,000 sf on the southern parcel and 10,000 sf on the northern parcel. This zoning map amendment will provide Shipyard the flexibility to address current parking and traffic circulation issues and provide the Community with future flexibility.

Criteria List:

A. Consistency with the Comprehensive Plan:

- The proposed Community Services, Parks and Open Space land use is in accordance with the Town's Comprehensive Plan. The proposed land uses are in support of existing and future needs of the existing Shipyard PD-1 master planned community. Both parcels are adjacent to compatible land uses and can easily be serviced by existing transportation and utility infrastructure. Both parcels are also appropriate to the location by being located adjacent to the main entrance into the Shipyard community and adequately serviced by traffic controlled intersection. In addition, similar community services are provided by the Town located directly across highway 278. The zoning change will allow for

Attachment H

more diversity and potential future expansion, meeting the sustainable needs of a growing community.

B. Compatibility with present zoning and conforming uses of nearby property and with character of the neighborhood:

- The proposed Community Services, Parks and Open Space land use is compatible with the existing and adjacent property uses and with the character of the neighborhood. Adjacent properties include Shipyard's golf courses, New Orleans Road commercial business park, Central Church, Village at Wexford commercial center and Town of Hilton Head Island's Town Hall facility. The expansion and flexibility of Shipyard's existing community services within these two parcels will maintain the same high quality gateway character and wooded landscape environs that exist to date.

C. Is Appropriate for the Land:

- The proposed Community Services, Parks and Open Space land use will provide much needed relief and future flexibility for Shipyard's existing community services facility without negatively impacting the existing forested tree canopy and landscaped environment. Due to existing trees and an existing lagoon, the current community facility has limited space to grow within the existing southern parcel. The adjacent northern parcel has nearly twice the amount upland acreage, providing convenient adjacent access to the existing facility, allowing plenty of space to work within the forested tree canopy and maintaining Shipyard's natural landscaped entry experience. As an entry gateway to Shipyard, these parcels are best suited for meeting the expansion needs of the community.

D. Addresses a demonstrated community need:

- As a sister community to Port Royal, Shipyard's community services were originally located off-site. As the Shipyard community has grown over the years, increased demand on community services has also grown. After the original developer went bankrupt, Shipyard's POA built a new administration and security office facility in 1988 at the current Highway 278 entrance location (southern parcel). In 2009 the administration building was expanded to include a second story addition. As the community has continued to evolve, increased pressure for parking, traffic circulation and demand on community services has overburdened the existing facilities. The existing community service facility (southern parcel) has limited land due to a bordering lagoon, Highway 278 frontage and the entry parkway corridor. In order to provide more flexibility and maintain convenient access to community services outside the gated entry, rezoning the two parcels fronting Highway 278 (northern and southern) are most suited for meeting the needs of the community.

Attachment H

E. Is consistent with the overall zoning program as expressed in future plans of the Town:

- The PD-1 Planned Development Mixed Use District and its overall boundary will remain the same. The proposed Community Services, Parks and Open Space land use zoning change is consistent with the purpose of the PD-1 District, providing for the continuation of development and community services that meet the needs of an evolving master planned community.

F. Would avoid creating an inappropriately isolated zoning district unrelated to adjacent and surrounding zoning districts:

- The proposed Community Services, Parks and Open Space land use is appropriate based on being contiguous to existing commercial zoning districts and based on the community services already being provided on the southern parcel.

G. Would allow the subject property to be put to a reasonably viable economic use:

- The proposed Community Services, Parks and Open Space land use would allow for current and future expansion needs of Shipyard's community services, including increased staffing, parking and business operations servicing the community.

H. Would result in development that can be served by available, adequate, and suitable public facilities:

- Existing road and infrastructure currently serve and are adequate to service the proposed land uses. Any improvements to the parcels are subject to all stormwater, natural resources, corridor overlay district and other development regulations of the Town's LMO, including Shipyard's internal Architectural Review Board.

I. Is appropriate due to any changed or changing conditions in the affected area:

- Refer to D. above. This area has been well established for several years and is appropriate with the existing surrounding conditions, including existing infrastructure, existing environs and based on the needs of a growing and sustainable community. There are no known changing conditions adjacent to the parcels.

ATTACHMENT 'A'
BEAUFORT COUNTY PARCEL MAP

