

COUNTY COUNCIL OF BEAUFORT COUNTY
ADMINISTRATION BUILDING
BEAUFORT COUNTY GOVERNMENT ROBERT SMALLS COMPLEX
100 RIBAUT ROAD
POST OFFICE DRAWER 1228
BEAUFORT, SOUTH CAROLINA 29901-1228

TELEPHONE: (843) 255-2000

FAX: (843) 255-9401

www.bcgov.net

D. PAUL SOMMERVILLE
CHAIRMAN

GERALD W. STEWART
VICE CHAIRMAN

COUNCIL MEMBERS

CYNTHIA M. BENSCH
RICK CAPORALE
GERALD DAWSON
BRIAN E. FLEWELLING
STEVEN G. FOBES
ALICE G. HOWARD
WILLIAM L. MCBRIDE
STEWART H. RODMAN
ROBERTS "TABOR" VAUX

GARY T. KUBIC
COUNTY ADMINISTRATOR

JOSHUA A. GRUBER
DEPUTY COUNTY ADMINISTRATOR

THOMAS J. KEAVENY, II
COUNTY ATTORNEY

SUZANNE M. RAINEY
CLERK TO COUNCIL

AGENDA

CAPITAL PROJECT SALES TAX COMMISSION

Tuesday, March 8, 2016

9:00 a.m.

Town of Hilton Head Island Council Chambers
One Town Center Court
Hilton Head Island, SC

Commission Members:

Mike Sutton, Chairman
Andrea Siebold, Vice Chairman
Joseph N. Kline
Dean Moss
Carolyn Smith
Mike Tripka

Commission Liaison:

Linda Maietta

1. CALL TO ORDER – 9:00 A.M.
Mr. Mike Sutton, Chairman
2. PLEDGE OF ALLIGIANCE
3. APPROVAL OF CAPITAL PROJECT SALES TAX COMMISSION MINUTES
A. February 23, 2016 ([backup](#))
4. TOWN OF HILTON HEAD ISLAND PROJECTS PRESENTATION ([backup](#))
5. TOWN OF BLUFFTON PROJECTS PRESENTATION ([backup](#))
6. DISCUSSION
7. ADJOURNMENT



Capital Project Sales Tax Commission Minutes – February 23, 2016

Commission Attendance: Carolyn Smith, Andrea Siebold, Mike Sutton, Dean Moss, Joseph Kline, Linda Maietta (Absent: Mike Tripka)

Call to Order:

Chairman Mike Sutton called the meeting to order at 2:00 p.m. and asked everyone to stand and say the Pledge of Allegiance.

Meeting minutes were reviewed from the February 9, 2016, meeting. A motion was made by Mr. Dean Moss to approve as written, seconded by Ms. Andrea Siebold. Motion was passed unanimously (Mr. Mike Tripka absent).

Mr. Chuck Hunter presented the Daufuskie Island projects for consideration:

- A. Consolidation of Ferry Services (Priority 1)
- B. Roadways (Priority 3)
- C. Solid Waste Solution (Priority 2)

Discussion followed.

Sheriff P. J. Tanner presented the first Sheriff's Office project for consideration:

- A. Communication Replacement (Priority 1)

Discussion followed.

Lieutenant Colonel Neil Baxley presented the remaining Sheriff's Office projects for consideration:

- A. Traffic Management Equipment Requests
- B. Aviation Equipment Requests
- C. Beaufort Regional Operations Center (BROC) Requests

Discussion followed.

Mr. Rob McFee, Chief, Facilities & Construction Division, began the presentation for the Beaufort County projects, noting that the following projects have been jointly reviewed and vetted with the Town of Hilton Head Island staff:

- A. US 278 Bridge Preliminary Engineering Widening/Replacement
- B. Pinckney Island Access
- C. US 278 Widening to Squire Pope Road

Discussion followed.

Mr. Mike Devore, Information Technology, presented the following Beaufort County project:

- A. Dark Fiber and Infrastructure Upgrades

Discussion followed.

Mr. Colin Kinton, Chief, Transportation Engineering Division, presented the following Beaufort County projects:

- A. Jenkins Island (Windmill Harbour)
- B. US 278 Traffic Safety Study Recommendations
- C. Safe Routes to Schools
- D. US-21 ITS Bridge System

Discussion followed.

Mr. Phil Foot, Assistant County Administrator, Public Safety, presented the following Beaufort County projects:

- A. EMS Facilities
- B. Detention Center

Discussion followed.

Mr. Gary Kubic, County Administrator, completed the Beaufort County projects presentation with the following Beaufort County project:

- A. Waddell Mariculture Center

Mr. Kubic pointed out that this project does have matching funds from the State in the amount of \$250,000. Discussion followed.

After a brief wrap-up by Chairman Sutton, the Commission adjourned at 5:08 p.m.

By:

Linda Maietta

Capital Project Sales Tax Commission Staff Liaison

NEXT MEETING:

Tuesday, March 8, 2016, 9:00 a.m., at the Town of Hilton Head Council Chambers, One Town Center Court, Hilton Head Island

Maietta, Linda

From: Kubic, Gary
Sent: Tuesday, February 02, 2016 8:30 AM
To: Maietta, Linda; Gruber, Joshua
Cc: Harris, Cheryl; Holland, Alicia; Steve Riley (stever@hiltonheadislandsc.gov); Scott Liggett (scottl@hiltonheadislandsc.gov)
Subject: Town of HHI Sales Tax CIP list

Linda:

I am attaching the Town of Hilton Head Island Sales Tax CIP list which has been vetted and approved by the HHI Council.

Please advise the Commission and schedule a date and time for the Town to make its formal presentation to the members of the Commission.

Thanks, gkubic



HHI CIP Projects
02.01.2016.pd...

Gary Kubic

Beaufort County Administrator

Office: 843.255.2026

Mobile: 843.812.7605

Fax: 843.255.9403

Email: gkubic@bcgov.net

100 Ribaut Road
P.O. Drawer 1228
Beaufort, SC 29901

TOWN OF HILTON HEAD ISLAND

One Town Center Court, Hilton Head Island, S.C. 29928

(843) 341-4600 Fax (843) 842-7728

www.hiltonheadislandsc.gov

David Bennett
Mayor

February 1, 2016

William D. Harkins
Mayor ProTem

Mr. Gary Kubic, County Administrator
Beaufort County
P.O. Drawer 1228
Beaufort, South Carolina 29901-1024

Council Members

Wm. Lee Edwards
Marc A. Grant
Thomas W. Lemox
Kim W. Likins
John J. McCann

Re: Town of Hilton Head Island Recommendations to the Capital Project Sales Tax Commission

Dear Gary:

Stephen G. Riley
Town Manager

Enclosed please find the recommendations of the Town Council of Hilton Head Island in response to your November 23, 2015 request. I provide this material for the consideration of the Capital Sales Tax Commission.

The projects endorsed by Town Council and the amounts requested are as follows:

- US 278 – Hilton Head Island Gateway Improvements – requesting \$18 Million
- Acquisition and paving of certain dirt roads on Hilton Head Island – requesting \$7 Million
- Arts, Entertainment and Cultural Campus – requesting \$30 Million
- Pavilion at Historic Mitchelville Freedom Park – requesting \$210,000

Thank you for the opportunity to provide our input. Your assistance in conveying this material to the Commission is appreciated. The Town looks forward to an opportunity to present these projects to the Commission.

Sincerely,

Town of Hilton Head Island


Stephen G. Riley
Town Manager

cc: Town Council
Scott Liggett, Director of Public Projects & Facilities
Charles Cousins, Director of Community Development
Susan Simmons, Director of Finance

2016 Beaufort County Capital Projects Sales Tax Candidate Projects

Town of Hilton Head Island

Project Descriptions

US 278 Hilton Head Island Gateway Improvements

Intersection and Access improvements along US 278 from Pinckney Island to Squire Pope Road – Amount Requested = \$18 Million - This is a collection of access, capacity, and safety improvement projects within a corridor of US 278 that is approximately 2.15 miles in length, and includes:

Pinckney Island Access Management Project (estimated cost = \$2,000,000):

The Pinckney Island Access Management Project shall close the median crossover serving the Beaufort County C.C. Haigh, Jr. Landing to the south of US 278 and the Pinckney Island National Wildlife Refuge on the northern side of the highway. Ingress and egress left-turn movements would be accommodated by an access road beneath the western end of the Graves Bridge spanning Skull Creek to connect the two side approaches, meaning those US 278 motorists desiring to turn left into the boat landing area or wildlife refuge could reach their destination by turning right off of the highway and using the access road beneath the bridge to reach the other side. Those desiring to turn left out of either side approach would use the access road to travel beneath the bridge to make a right turn from the other side of the highway. The median closure eliminating left-turn access is a critical public safety need, as US 278 approach grades and running speeds make it difficult to make a left-turn onto US 278 from the side streets. This is particularly true for motorists towing a boat trailer, as the median crossover area is narrow and insufficient to store a vehicle/boat trailer combination. Friction associated with existing ingress and egress left-turn maneuvers adversely impacts the capacity of US 278 in this segment where only two through lanes of travel are available in each direction. The project will be designed and constructed in a manner that provides maximum consideration of potential bridge replacement project designs and future roadway alignments. Beaufort County and/or SCDOT would be responsible for future maintenance of the new approximately 0.3 miles long access road when constructed. The project, expected to require 3-4 months to construct, was identified as a recommended access improvement in a 2009 study undertaken by the U.S. Fish and Wildlife Service. This is a project also supported by Beaufort County and is included in their request to the Sales Tax Commission.

- 1. The project must be a realistic and achievable public capital infrastructure need.** *The project is achievable through coordination with the stakeholder governmental agencies. It is needed to improve safety and mitigate high speed cross traffic collisions.*
- 2. Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration.** *A conceptual plan has been engineered. Other funding sources may include SCDOT or FHWA funds.*
- 3. Projects must be sized to allow completion in a reasonable period of time.** *This project would likely take one to two years to engineer and permit, and less than six months to construct.*

4. **The project must have post development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *It is expected that the improvements will be owned and maintained by Beaufort County and SCDOT.*
5. **The project should not be in direct competition with private sector development, but may be complementary in nature (generally a public use).** *There is no private sector involvement potential as the lands involved are owned by the government and distinctly designated for public use.*
6. **Projects must be physical in nature (brick and mortar).** *The project will entail the physical construction of public infrastructure (new roadways), likely to be performed by local contractors.*

Jenkins Island Access Management Improvement Project (estimated cost = \$9,000,000 to \$15,000,000):

The Jenkins Island Access Management Project shall be constructed in accordance with one of the two alternates identified in an engineering study undertaken by Beaufort County in 2015.

Alternate 1: The first alternate (Alternate 1) includes the complete closure of all three median crossovers on Jenkins Island at Blue Heron Point Road, Harbour Passage Drive/Gateway Drive, and Jenkins Road. This alternate includes the construction of a two-lane access road from Jenkins Road west to Blue Heron Point Road across Town-owned property, and establishes a permanent access point serving Windmill Harbour on Blue Heron Point Road. This access is shown accommodating both ingress and egress for Windmill Harbour to/from Blue Heron Point Road in the engineering study, but only a secured “egress only” access is required to effectively implement this alternate. All at-grade intersections on US 278 on Jenkins Island would become right-in/right-out only, and the access road would allow motorists desiring to turn left into or out of these side streets to circulate beneath the eastern end of the Graves Bridge to reach the opposite side of US 278 from which the desired movement could be accomplished via a right turn, similar to the Pinckney Island access management project described herein. This alternate includes the addition of continuous auxiliary weaving lanes between Blue Heron Point Road and Harbour Passage Drive to serve eastbound motorists and between Jenkins Road and Gateway Drive to serve westbound motorists. The former serving eastbound motorists would allow free flow for motorists turning right from Blue Heron Point Road and preceding into Harbour Passage Drive, which eliminates the need for ingress into Windmill Harbour from Blue Heron Point Road. It also provides an acceleration lane to serve motorists turning right out of Gateway Drive, maintains the recently-constructed acceleration lane serving right-turns from Harbour Passage Drive, and a westbound right-turn lane to serve Jenkins Road.

Alternate 2A: The second alternate (Alternate 2A), is recommended as the preferred alternate in the engineering study, and includes the widening of US 278 from the existing four-lane section to a six-lane roadway section from the eastern end of the Graves Bridge spanning Skull Creek eastward for approximately one mile across most of the length of Jenkins Island. In addition to three lanes in each direction of US 278 to serve through traffic, this alternate includes the complete closure of two of the three median crossovers serving Harbour Passage Drive/Gateway Drive and Jenkins Road, limiting access to ingress and egress right turns at these side streets. An existing median crossover at Blue Heron Point Road would be partially closed, continuing to allow ingress left-turn movements but eliminating egress left turns. The project includes two Restricted Crossing U-Turn (RCUT) intersections controlled by traffic signals, which periodically stop traffic in one direction of US 278 to allow motorists in the opposite direction to execute a U-turn. An RCUT signal at the intersection of US 278 with Blue Heron Point would periodically stop eastbound traffic to provide a green signal to westbound motorists making a U-turn or

turning left into Blue Heron Point Road, thereby serving motorists desiring to proceed east on US 278 from Jenkins Road or Gateway Drive. A second RCUT signal several hundred feet to the east of Jenkins Road would periodically stop westbound motorists to provide a green signal to eastbound motorists making a U-turn, thereby serving motorists desiring to proceed west on US 278 from Blue Heron Point Road or Harbour Passage Drive. The six lane roadway section across Jenkins Island that is included in Alternate 2A, combined with the completion of the mainland Bluffton Parkway Phase 5A (flyovers) project, should provide greater impetus to the state and federal governments to advance the replacement of the Bowers and Graves bridges connecting Hilton Head Island to the mainland. Alternate 2A is supported by Beaufort County and is included in their request to the Sales Tax Commission.

Town Support: As of February 1, 2016, the Town Council of Hilton Head Island has not endorsed an alternate. However, it is expected that prior to the Town's presentation to the Capital Projects Sales Tax Commission, they will do so.

1. **The project must be a realistic and achievable public capital infrastructure need.** *The project is achievable and it has been vetted through, and gained the support of, the neighboring affected developments which it will serve (Alternate 2A). It is needed to improve safety and mitigate high speed cross traffic collisions. The County has produced a detailed engineering analysis and conceptual plan ready for design and permitting.*
2. **Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration.** *The County may elect to issue bonds to fund construction of this important safety project if necessary.*
3. **Projects must be sized to allow completion in a reasonable period of time.** *Regardless of the option chosen, the project could be designed and permitted within 2 years and constructed within 18 months.*
4. **The project must have post development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *The improvements will be owned and maintained by the SCDOT.*
5. **The project should not be in direct competition with private sector development, but may be complementary in nature (generally a public use).** *There is no private sector involvement potential as the lands involved are owned by the government and distinctly designated for public use.*
6. **Projects must be physical in nature (brick and mortar).** *The project will entail the physical construction of public infrastructure (new roadways), likely to be performed by local contractors.*

US 278 Improvements from Jenkins Island to Squire Pope Road (estimated cost = \$4,500,000)

This intersection has traffic conveyance and safety deficiencies that have been longstanding, and is a top traffic project in the Town of Hilton Head Island's capital improvements program. The project would extend the six-lane section that exists east of the intersection westward to tie into a widened six-lane US 278 section on Jenkins Island resulting from the aforementioned Jenkins Island access management improvement Alternate 2A, thereby creating a continuous six-lane section from the eastern end of the Graves Bridge through the Cross Island Parkway interchange and mitigating a longstanding dearth of capacity on Hilton Head Island's north end during peak volume hours. With this project and the Jenkins Island project constructed, the segment of US 278 including and bounded by the Bowers and Graves

Bridges would be the last remaining four-lane segment of US 278 from SC 170 to Hilton Head Island, potentially prompting SCDOT officials to assign a higher priority to the future replacement of the bridges between Hilton Head Island and the mainland. Additional widening to the northwest of US 278's intersection with Squire Pope Road would provide a free-flowing right-turn movement from Squire Pope Road onto off-island US 278, a high demand right-turn resulting from the location of the back gate serving Hilton Head Plantation at the end of Squire Pope Road that currently experiences significant backups and delays. Also included in the project would be separated multi-use pathways on both sides of the roadway to replace narrow existing sidewalks located immediately behind the high-demand arterial's curbing. The pathways would serve residential areas in the Stoney community on both sides of US 278, as well as a popular restaurant. The project would require approximately one year to construct and may be constructed coincident with the Jenkins Island access management project.

1. **The project must be a realistic and achievable public capital infrastructure need.** *The project is realistic and achievable. It represents the final phase of a larger scale intersection improvement and road widening project already completed. It is needed to improve operational deficiencies and enhance safety within the corridor.*
2. **Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration.** *The Town may elect to use alternate funds for construction of this important project if necessary.*
3. **Projects must be sized to allow completion in a reasonable period of time.** *The project could be designed and permitted within 2 years and constructed within 12 months.*
4. **The project must have post development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *The improvements will be owned and maintained by the SCDOT.*
5. **The project should not be in direct competition with private sector development, but may be complementary in nature (generally a public use).** *There is no private sector involvement potential as the lands involved are owned by the government and distinctly designated for public use.*
6. **Projects must be physical in nature (brick and mortar).** *The project will entail the physical construction of public infrastructure (new roadways), likely to be performed by local contractors.*

Study for Replacement / Widening of the Bridges to Hilton Head Island (estimated cost = \$5,000,000)

This project includes the necessary upland and bathymetric surveys, requisite geotechnical sampling and analysis, utility provider and regulatory coordination necessary for concept development, alternatives analysis, and preliminary engineering design associated with potential causeway improvements and replacement of the Bowers and Graves Bridges. Potential roadway and bridge widening and realignment are included. Through the prior efforts of SCDOT, Beaufort County and the Town of Hilton Head Island, \$10's of millions of dollars of roadway improvements have been made to the US 278 corridor. The project referenced here would address the lone remaining 4 lane section between Okatie and Hilton Head Island. The roadway corridor and bridges to Hilton Head Island are critical to the well-being of Beaufort County as more than 50,000 vehicles per day including the majority of the Island's more than 2 million visitors annually use the roadway and bridges. The intent of this project is to begin the necessary work associated with the eventual replacement of the bridges. This effort is expected to take approximately five years with the realization that funding for actual construction must still be sought from the state or federal

governments. This is a project also supported by Beaufort County and is included in their request to the Sales Tax Commission.

1. **The project must be a realistic and achievable public capital infrastructure need.** *The initial portion of a phased implementation of planning and design development tasks (design concept report) is achievable within 4 years. Replacement of the bridges has been identified in the LATS adopted long range transportation plan.*
2. **Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration.** *As a recently adopted initiative, no planning and engineering has yet been completed. Long term expectation is that funding for construction will be sought from state or federal agencies.*
3. **Projects must be sized to allow completion in a reasonable period of time.** *The expected 4 year term of the proposed sales tax is sufficient to allow completion of this phase.*
4. **The project must have poste development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *The improvements will be owned and maintained by the South Carolina Department of Transportation.*
5. **The project should not be in direct competition with private sector development but may be complementary in nature (generally a public use).** *There is no private sector involvement potential as the lands involved are owned by the government and distinctly designated for public use.*
6. **Projects must be physical in nature (brick and mortar).** *Completion of the design concept report is the necessary first step in the implementation of this recently endorsed LATS project.*

Acquisition and paving of private dirt roads

Acquisition and Paving of Dirt Roads in Sewer Master Plan Areas – Amount Requested = \$7,000,000

The Town has identified 21 private unpaved roads that serve 6 or more dwellings and are located within the HHPSD sewer master plan areas. For an estimated \$7.1 million dollars, the Town will be able to acquire public rights of way and construct storm drainage and paved roadway infrastructure improvements on these roads. There is currently no designated funding source or engineering plans for these improvements. The projects could be completed within 6-8 years. If acquired and constructed, these rights of way and infrastructure would be maintained by the Town using funds from the Storm Water Utility and General Funds (roadway maintenance). The likelihood that the improved infrastructure proposed for these roads will be constructed via a private sector development is very low.

The Town will conduct the legal acquisition of land necessary to assemble adequate public road rights of way. This will entail surveying, title research, appraisals, legal fees, and court costs plus property owner compensation where condemnations are required. Within these acquired rights of way, the Town will construct storm drainage and roadway improvements to benefit the local community. This will allow better access for emergency responders, reduce flooding, and increase property values and quality of life for local residents. The public right of way also helps advance the installation of a public sewer systems along these street to serve the adjacent properties. The sewer construction is under separate funding program, but will be closely coordinated with the storm drainage and roadway construction to ensure cost efficiencies. The Town has committed to donating \$3.5M to the Hilton Head Public Service District over the next five years to advance their Sanitary Sewer Master Plan.

1. **The project must be a realistic and achievable public capital infrastructure need.** *The Town currently has a funded program to acquire public rights of way of private dirt roads, albeit at a more modest pace.*
2. **Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration** *The Community Development Block Grant (CDBG) and Storm Water Utility are current funding sources that can be used to install needed roadway and storm drainage infrastructure in certain areas of the Town.*
3. **Projects must be sized to allow completion in a reasonable period of time.** *The projects could be completed within 6-8 years, however condemnations of land via eminent domain would assuredly be required and Town staffing levels and/or work priorities would need to be adjusted accordingly. The 21 roads total 2.78 miles in length.*
4. **The project must have post development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *The improvements will be owned and maintained by the Town of Hilton Head Island.*
5. **The project should not be in direct competition with private sector development, but may be complementary in nature (generally a public use).** *The likelihood that the improved infrastructure proposed for these roads will be constructed via a private sector development is very low. The adjacent land is mostly subdivided into residential lots. The project may complement development by increasing adjacent property values and thus encouraging investment into those properties.*
6. **Projects must be physical in nature (brick and mortar).** *The projects will entail legal and engineering work to acquire the rights of way and design the infrastructure improvements, but the majority of the cost and work will be the physical construction of public infrastructure, typically performed by local contractors.*

Arts, Entertainment and Cultural Campus

Property Acquisition, Design and Construction of an Arts, Entertainment and Cultural Campus - Requested Amount = \$30 Million

Description of the Project:

The Arts Campus would be a multi-use community space with flexible multi-purpose areas. This space would be shared by many organizations, especially a broad range of non-profits and will serve the diverse population of the County and visitors. Key design criteria would include maximum community usage. Options for the space could include:

- Concert/Meeting Hall: indoor, climate controlled area with stage (for local symphony, local bands, touring bands and presenting theatre groups with basic lighting and sound package)
- Space for historic and cultural activities/displays, educational classrooms, artist galleries, small meeting space; café, lunch/light food
- Outdoor space: a community area for families and residents for band concerts, theatre events, festivals

The venue must have year round program scheduling. Programming projections should incorporate the fact that improved facilities create opportunities to expand and broaden organizations offerings, changing their business models.

Needs Associated with the project:

We believe the County needs an Arts Campus to set it apart from other South Carolina and Georgia beach/resort communities. This project can serve the current high season tourists and bring in visitors throughout the year, especially in shoulder seasons. This would also help to expand the economic base, another regional need. In addition, many Hilton Head Island Arts, Culture and Historical organizations have expressed the critical need for improved space to allow their organizations to thrive.

Area to be served:

A Performing Arts & Cultural Campus would serve the residents of Beaufort County and current visitors, but also attract many more visitors. Studies show that arts and cultural events enhance quality of life for residents and benefit the economy. There is a desire to increase cultural/artistic experiences for the Town and Regional residents. By promoting Hilton Head Island as an arts destination we complete a County-wide Arts, Culture and History destination. And HHI is an ideal location to support the needs of patrons with its existing infrastructure of hotels, restaurants and resorts. Primary benefits are in two major areas:

- Economic Impact and tourism – feedback indicates such facilities result in a significant positive impact in jobs and compensation, output, and local government net revenues.)
 - Year round scheduling lifts many segments of the local economy: hospitality, retail, real estate, finance, support services
 - Job creation results in short and long term economic benefits: construction opportunities during the building phase and operations/maintenance and performers positions when the venue is operating. These include current residents and others who may relocate to the area.
 - Local and state taxes revenue increase
- Quality of Life: Students, Civic Involvement, Cohesiveness of Community, Creativity and Innovation, health and Wellness, Better place to live (property values)

Imagine – A place where Art, Culture and History come together! Organizations will have opportunities for expanding and improving programming (e.g. for youth and diverse ethnic group collaboration), expand their audiences and growth potential, and improving their business models.

Estimated capital cost including soft cost:

Looking at Performing Arts & Cultural complexes across the country, input from local performance non-profits and previous consultant studies for Hilton Head Island, we would estimate that the building serving the needs specified would be in the \$45-55M including soft costs. Operational costs will be evaluated but this type of venue would typically draw over 90% of its annual operational and maintenance cost from the revenue stream from activities. Approximately 2% of that revenue should be used to build a maintenance fund.

1. **The project must be a realistic and achievable public capital infrastructure need.** *This project can be achieved through a public private partnership as more fully described in #2 below.*
2. **Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration.** *This type of project should be a public/private partnership with local residents and businesses participating in the funding. It is expected that the Town would provide the land and possibly infrastructure for the project. In addition, we believe that prior to construction, an endowment of at least \$10M should be raised for future maintenance and upkeep of the structure and property. There is also potential for State and Federal government Arts agency funding as well as financing from a national firm for naming rights.*
3. **Projects must be sized to allow completion in a reasonable period of time.** *The Town is funding and moving ahead quickly with a citizen committee, the Venue Task Force to begin in the first quarter of 2016, expected to be a short-term project. It will be gathering previous studies, input from the Arts, Culture and History community, feedback from residents and research from other cities to develop a recommendation to the Town Council, addressing:*
 - *Venue usage requirements by the community (existing needs and a focus on new opportunities).*
 - *Current and projected space/cost/usage/revenues/availability.*
 - *Proposal to include assessment of Arts Center and Performing Arts & Cultural Campus requirements and the venue needs of other non-profit Arts, Culture and History organizations.*
 - *This work will allow us to move next to development of fundraising activities and beginning of engineering work. Project completion time may likely be more dependent on fundraising progress than on physical construction. Hopefully this would be within the tax period or at least the building would be well on its way.*
4. **The project must have post development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *Yes, these costs will be available.*
5. **The project should not be in direct competition with private sector development, but may be complementary in nature (generally a public use).** *Currently there are no private sector developers interested in this project. There should be opportunities for private developers to participate in this project if there is interest.*
6. **Projects must be physical in nature (brick and mortar).** *This is a bricks and mortar project.*

Pavilion at Historic Mitchelville Freedom Park

Construction of Pavilion and Support Facility – Requested Amount = \$210,000

The project consists of a covered, all weather open air pavilion approximately 50 feet by 85 feet, a supporting storage facility, parking improvements and the extension of utilities to the structures. The project will provide space for outdoor events, like weddings, reunions, corporate meetings, musical concerts, educational sessions, etc. in a historical and culturally significant area. The project would be located in the current Fish Haul Creek Park, owned by the Town. The park has been identified as the future home of the Mitchelville Freedom Park due to its location within the original boundaries of the historic Town of Mitchelville. The pavilion will be designed to be architecturally evocative of the Mitchelville era

(1860s) structures. For an estimated \$210,000, Mitchelville Preservation Project will be able to construct the pavilion and supporting facility, the project will include additional parking needed for large scale events (both constructed on-site and agreements for use off-site) and the extension of utilities (electric, water, etc.) to the structures.

1. **The project must be a realistic and achievable public capital infrastructure need.** *The project can be achieved through construction of facilities at Fish Haul Creek Park. The proposed infrastructure will serve to meet the needs of conducting events thought necessary to enhance the unique opportunities around Mitchelville.*
2. **Projects that have other sources of funding as well as completed planning and engineering will be given greater consideration.** *The project does not have other funding sources at this time. Preliminary planning at the concept level has been completed but no engineering has been done as of yet for the project.*
3. **Projects must be sized to allow completion in a reasonable period of time.** *The expected 4 year term of the proposed sales tax is sufficient to allow completion of the project. The scale and scope of the project allows for design, permitting, and construction to be completed in an estimated one year period.*
4. **The project must have post development operation and maintenance costs budgeted and funded at the time the project is expected to be completed.** *Mitchelville Preservation Project will include post development operation and maintenance costs annually in its budget. Annual operating costs will be covered by revenue brought in by rental of the facilities for events.*
5. **The project should not be in direct competition with private sector development but may be complementary in nature (generally a public use).** *There are no private sector competitors as this is a unique opportunity to develop a public-public partnership to enhance the legacy of Mitchelville. The project is complementary to the existing Fish Haul Creek Park.*
6. **Projects must be physical in nature (brick and mortar).** *The project consists of an open air pavilion, supporting storage facility, parking improvements and the extension of utilities to the structures.*

US 278 HILTON HEAD ISLAND GATEWAY EXHIBITS

PINCKNEY ISLAND ACCESS MANAGEMENT PROJECT



Figure 5.10: US 278 Underpass with Relocated Entrances - Alternative P3-3

JENKINS ISLAND ACCESS MANAGEMENT PROJECT

Alternate 1

(Page 2 of 2)



MATCHLINE "A"
 SEE PREVIOUS SHEET

LEGEND

- DELINEATED WETLANDS
- EXISTING RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RW
- EXISTING ROADWAY - RETAIN
- PROPOSED WIDENING / IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN



JENKINS ISLAND ACCESS MANAGEMENT SYSTEM
 BEAUFORT COUNTY, SC
 ALTERNATIVE NO. 1
 RIGHT-IN / RIGHT-OUT WITH FRONTAGE ROAD
 PRELIMINARY ENVIRONMENTAL SCREENING REPORT

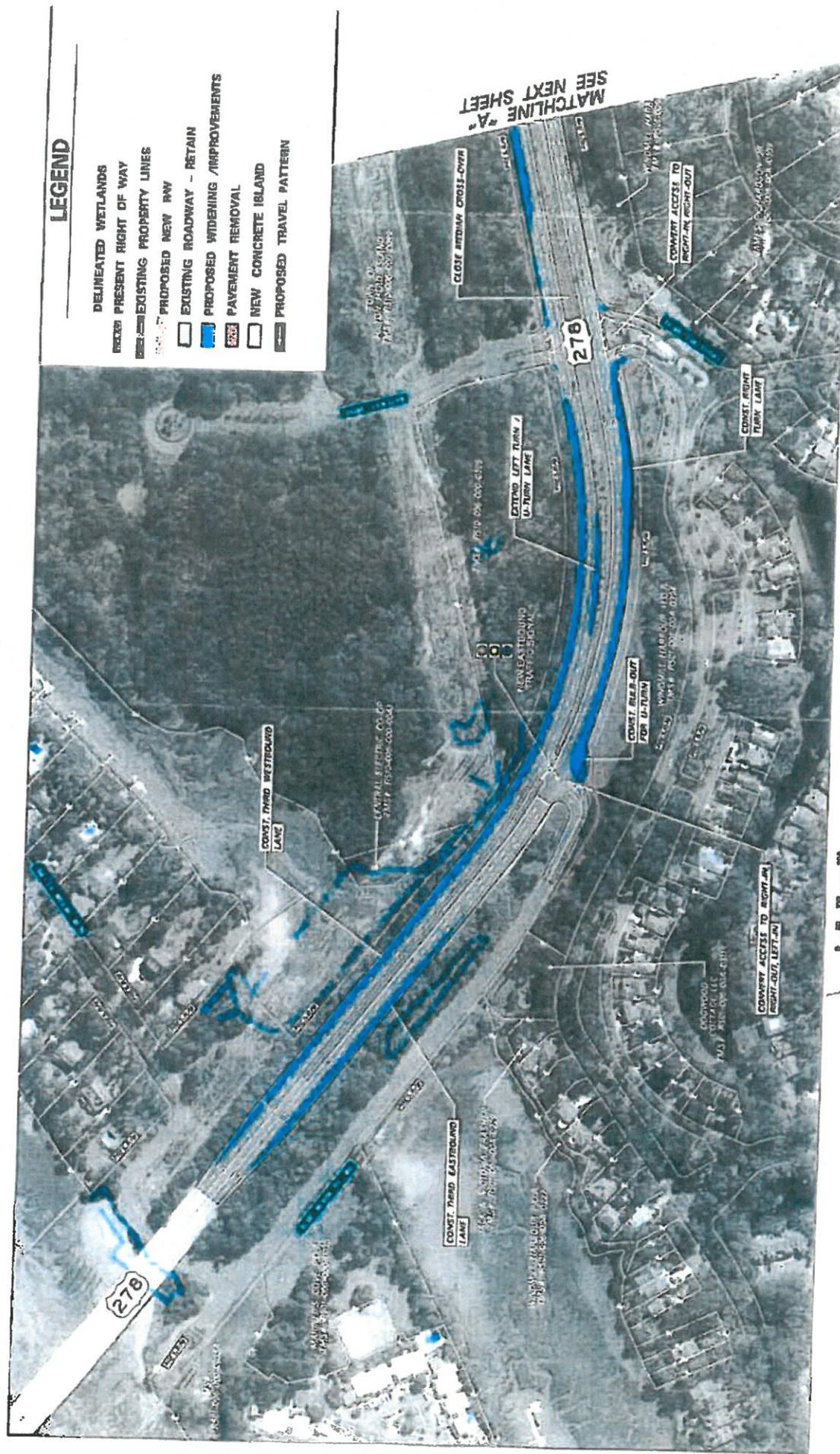
DATE: NOV. 20, 2016
 POLICE: ALT. 1 - SHEET 2

JENKINS ISLAND ACCESS MANAGEMENT PROJECT

Alternate 2A

(Page 1 of 2)

Preliminary Project Planning and Environment
Jenkins Island Access A



LEGEND

- DELINEATED WETLANDS
- PRESENT RIGHT OF WAY
- EXISTING PROPERTY LINES
- PROPOSED NEW RWY
- EXISTING ROADWAY - RETAIN
- PROPOSED WIDENING /IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

DATE: NOV. 20, 2015
FIGURE: ALT. 2A - SHEET 1

JENKINS ISLAND ACCESS MANAGEMENT SYSTEM
BEAUFORT COUNTY, SC
ALTERNATIVE NO. 2A
MODIFIED SUPER-STREET WITH TRAFFIC SIGNALS
PRELIMINARY ENVIRONMENTAL SCREENING REPORT

FOR

SCALE: 1" = 200'

JENKINS ISLAND ACCESS MANAGEMENT PROJECT

Alternate 2A

(Page 2 of 2)



SEE PREVIOUS SHEET
MATCHLINE "A"

LEGEND

- ▨ DELINEATED WETLANDS
- ▨ EXISTING RIGHT OF WAY
- - - - - EXISTING PROPERTY LINES
- BUSTING ROADWAY - RETAIN
- PROPOSED WIDENING / IMPROVEMENTS
- PAVEMENT REMOVAL
- NEW CONCRETE ISLAND
- PROPOSED TRAVEL PATTERN

JENKINS ISLAND ACCESS MANAGEMENT SYSTEM
BEAUFORT COUNTY, SC

ALTERNATIVE NO. 2A
MODIFIED SUPER-STREET WITH TRAFFIC SIGNALS

PRELIMINARY ENVIRONMENTAL SCREENING REPORT

DATE
NOV. 20, 2015

PROJECT
ALT. 2A-SHEET 2



**US 278 IMPROVEMENTS FROM JENKINS ISLAND TO
SQUIRE POPE ROAD**

(Page 1 of 3)

End New Westbound
Lane 3 Extension

New Westbound
Lane 3 Extension

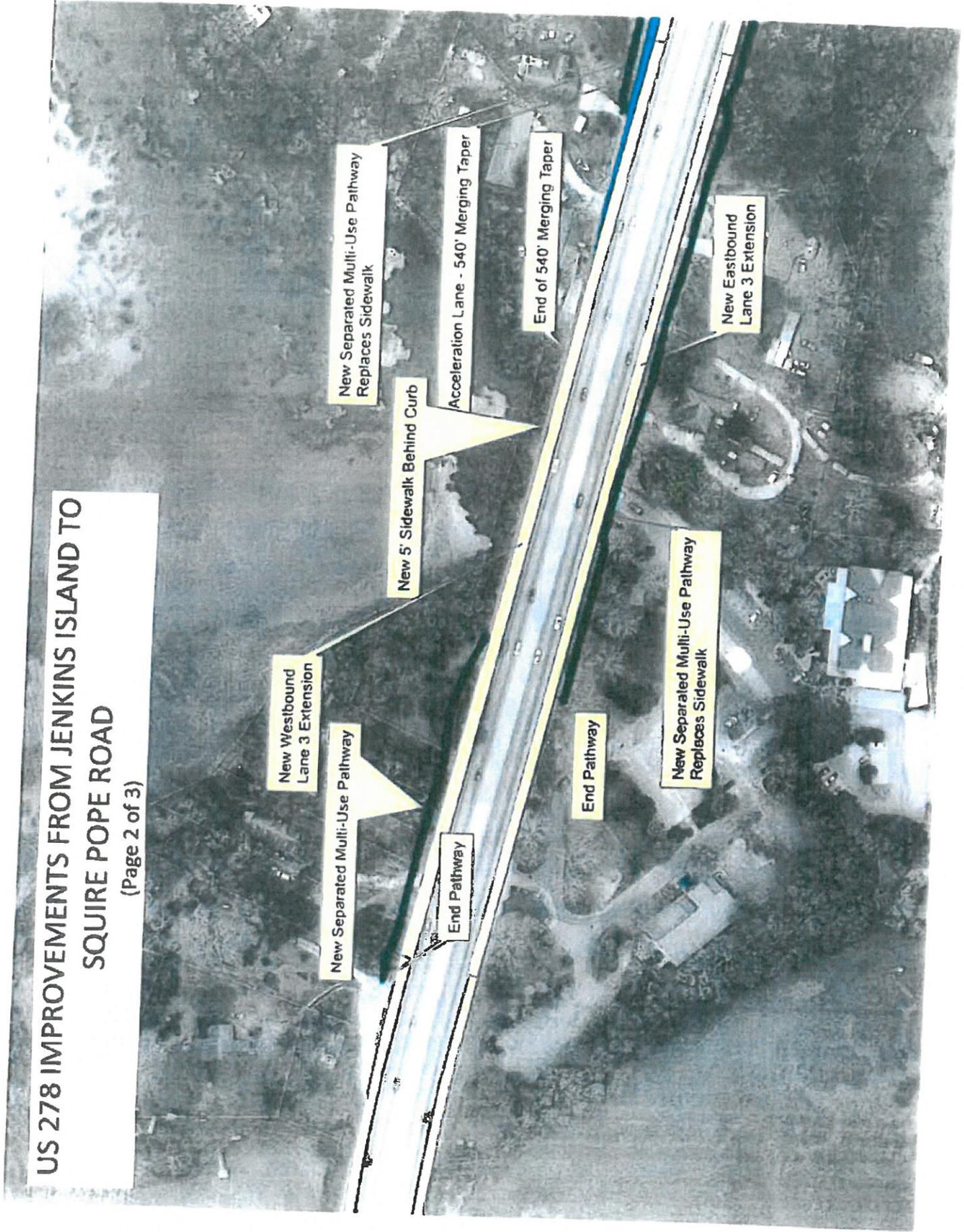
Begin New Eastbound
Lane 3 Extension

New Eastbound
Lane 3 Extension



US 278 IMPROVEMENTS FROM JENKINS ISLAND TO SQUIRE POPE ROAD

(Page 2 of 3)



US 278 IMPROVEMENTS FROM JENKINS ISLAND TO SQUIRE POPE ROAD

(Page 3 of 3)

New Separated Multi-Use Pathway
Replaces Sidewalk

Begin 540' Merging Taper

New Westbound
Lane 3 Extension

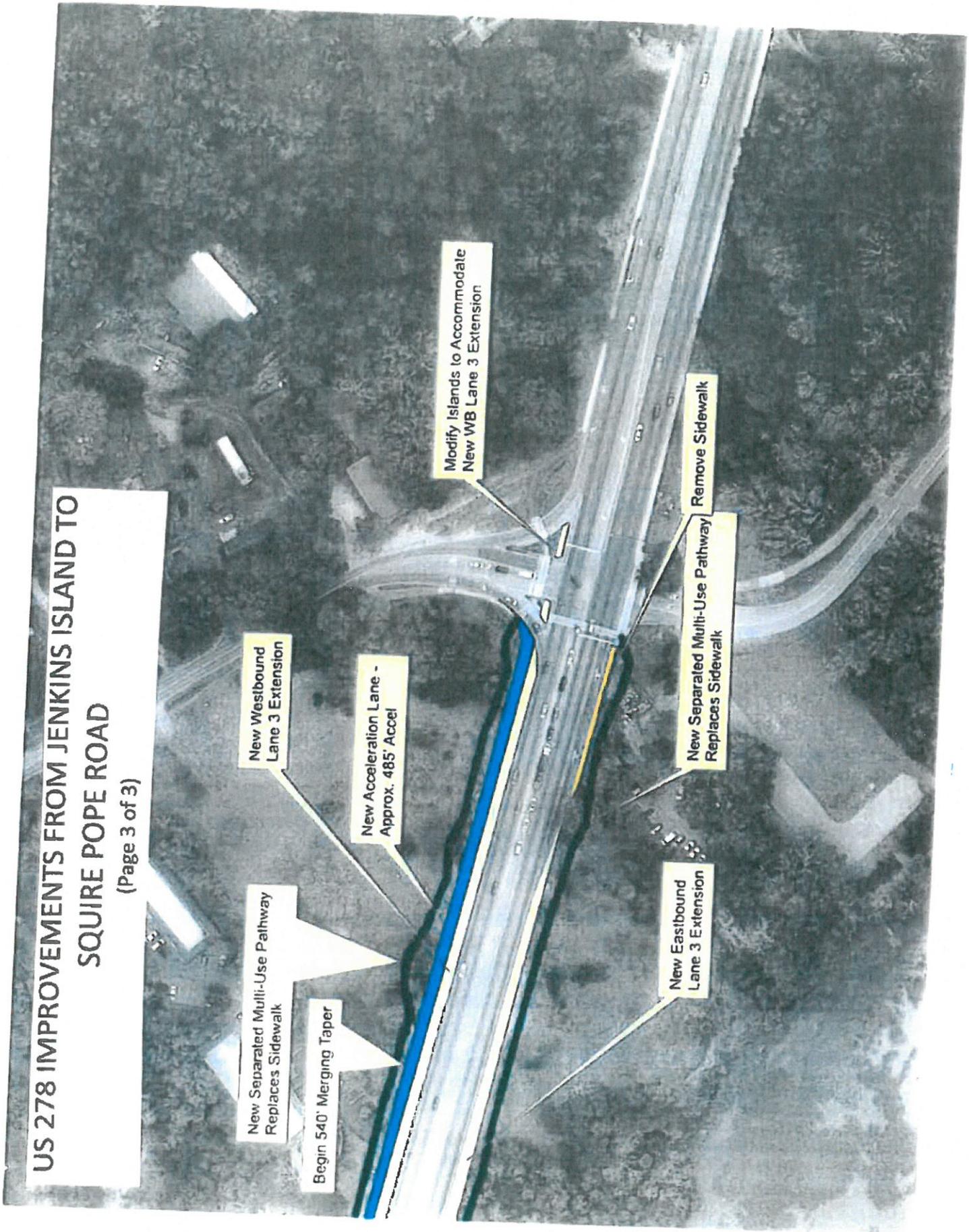
New Acceleration Lane -
Approx. 485' Accel

Modify Islands to Accommodate
New WB Lane 3 Extension

New Eastbound
Lane 3 Extension

New Separated Multi-Use Pathway
Replaces Sidewalk

Remove Sidewalk



DIRT ROADS

EXHIBIT 1

UNPAVED PRIVATE ROADS TO BE ACQUIRED AND IMPROVED WITHIN HILTON HEAD PUBLIC SERVICE DISTRICT'S SEWER MASTER PLAN AREAS

1. Aiken Place
2. Allen Road
3. Mackerel Drive
4. Pine Field Road
5. Sassafras Lane
6. Clifford Miller Drive
7. Orage Road
8. Amelia Court
9. Amelia Drive
10. Bligen Road
11. Cobia Court
12. Murray Avenue
13. Outlaw Road
14. Adell Lane
15. Alice Perry Drive
16. Benjamin Drive
17. Great Barracuda Lane
18. Horse Sugar Lane
19. Mitchellville Road Ext.
20. Triggerfish Trail
21. Christopher Drive

DIRT ROADS - EXHIBIT 2

ESTIMATED COSTS TO ACQUIRE RIGHTS OF WAY AND IMPROVE INFRASTRUCTURE

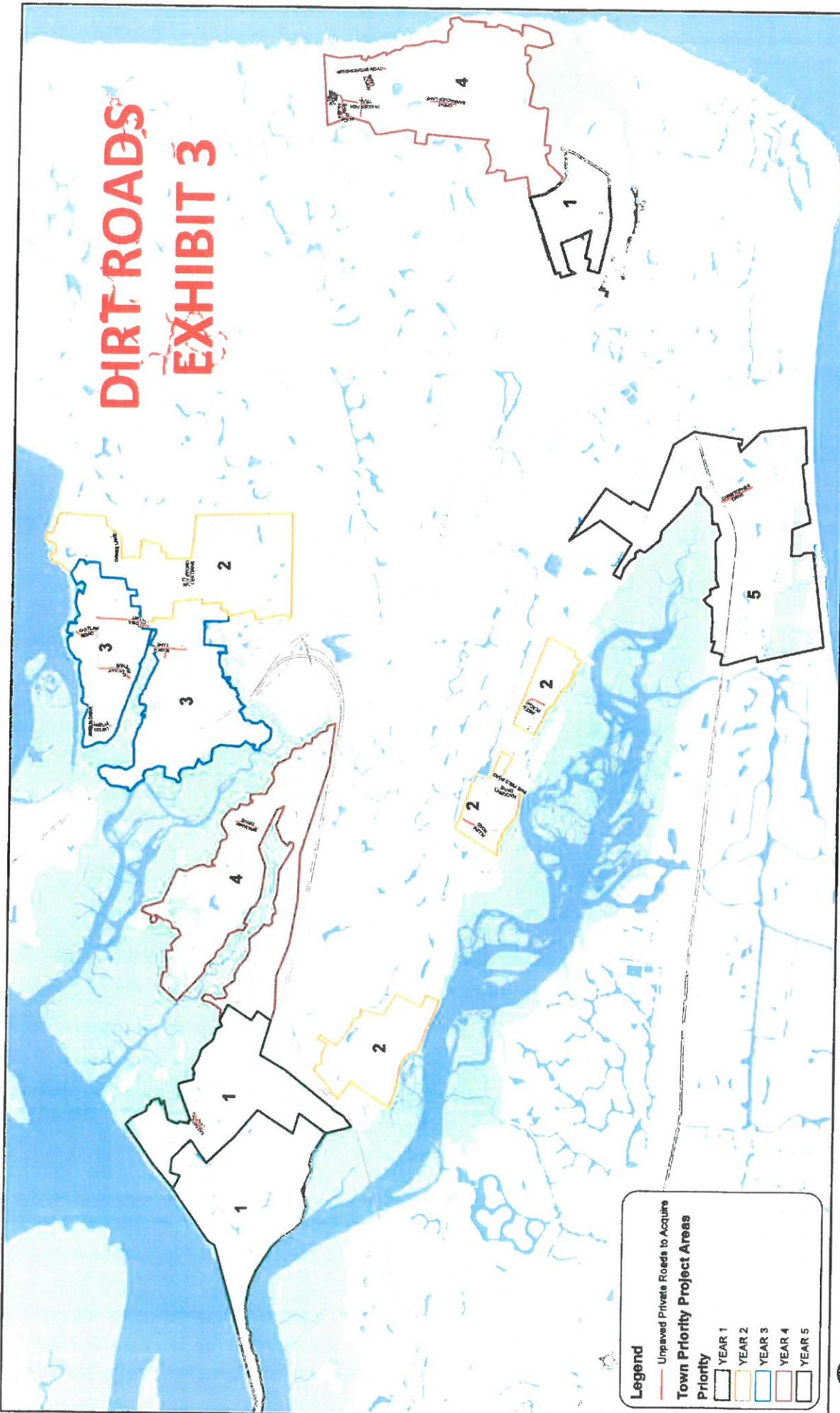
HPSD SEWER MASTER PLAN - ESTIMATED COST TO THHI

Road Name	Category	No. of Parcels Affected by Acquisition	Right-of-Way Length (FT)	Survey Costs	Legal Costs for Acquisitions	Property Ownership Compensation @ 50' R/W	Road/Storm Drainage, Paving, Trailing	Road and Storm Drainage Construction	Relocate Utilities (NO Prior Rights)	Total Initial Costs ONLY (NOT including any)	Annual O&M	Total Initial Costs INCLUDING ANNUAL O&M	No. of Address Points Served	No. of Current Sewerage Service
(R/W/ROAD)														
YEAR 1														
5 ROADS														
1 Allen Road	II	1	885	\$15,000	\$50,000	\$54,550	\$35,000	\$125,000	\$40,000	\$104,550	\$1,667	\$106,217	1	22
2 McKeon Drive	II	6	631	\$15,000	\$40,000	\$103,327	\$35,000	\$93,631	\$40,000	\$143,327	\$1,195	\$144,522	6	14
3 Pine Field Street	II	14	622	\$15,000	\$60,000	\$33,194	\$35,000	\$93,332	\$40,000	\$163,194	\$1,178	\$164,372	15	15
4 Sunnys Lane	II	1	471	\$15,000	\$30,000	\$62,012	\$35,000	\$66,003	\$40,000	\$92,012	\$892	\$92,904	4	6
YEAR 2														
6 Guilford Middle Drive	II	3	543	\$15,000	\$25,000	\$27,305	\$35,000	\$77,131	\$40,000	\$92,305	\$1,028	\$93,333	2	7
7 Orange Road	II	7	638	\$15,000	\$45,000	\$17,218	\$35,000	\$90,625	\$40,000	\$92,218	\$1,208	\$93,426	8	15
8 River Drive ***	I		794											
YEAR 2 R/W AND ROAD COSTS														
YEAR 3														
9 Austin Court	II	4	711	\$15,000	\$20,000	\$55,291	\$35,000	\$100,594	\$40,000	\$85,291	\$1,347	\$86,638	4	6
10 Amelia Drive	II	7	644	\$15,000	\$45,000	\$55,957	\$35,000	\$91,477	\$40,000	\$100,957	\$1,220	\$102,177	7	8
11 Regan Road	II	13	1921	\$15,000	\$75,000	\$95,944	\$35,000	\$187,542	\$40,000	\$140,944	\$2,092	\$143,036	14	17
12 Oakley Road	II	1	653	\$15,000	\$30,000	\$17,074	\$35,000	\$117,536	\$40,000	\$52,536	\$1,177	\$53,713	1	3
YEAR 3 R/W AND ROAD COSTS														
YEAR 4														
14 Adel Lane	II	6	364	\$15,000	\$40,000	\$20,829	\$35,000	\$51,785	\$40,000	\$66,829	\$680	\$67,509	6	4
15 Alex Perry Drive	II	7	781	\$15,000	\$45,000	\$46,135	\$35,000	\$110,988	\$40,000	\$91,135	\$1,479	\$92,614	7	6
16 Benjamin Drive	II	6	715	\$15,000	\$40,000	\$49,699	\$35,000	\$101,278	\$40,000	\$89,699	\$1,350	\$91,049	6	4
17 Great Burnside Lane	II	6	485	\$15,000	\$40,000	\$51,638	\$35,000	\$68,692	\$40,000	\$91,638	\$919	\$92,557	6	5
18 House Super Lane	II	5	394	\$15,000	\$35,000	\$50,460	\$35,000	\$55,966	\$40,000	\$85,460	\$746	\$86,206	5	11
19 Juddville Road Bus	II	13		\$15,000	\$75,000	\$21,042	\$35,000	\$0	\$40,000	\$96,042	\$0	\$96,042	5	13
20 Longfish Trail	II	6	770	\$15,000	\$40,000	\$31,698	\$35,000	\$109,275	\$40,000	\$91,698	\$1,458	\$93,156	13	11
YEAR 4 R/W AND ROAD COSTS														
YEAR 5														
21 Chesapeake Drive	II	11	989	\$15,000	\$65,000	\$307,640	\$35,000	\$140,483	\$40,000	\$372,640	\$1,573	\$374,213	11	9
YEAR 5 R/W AND ROAD COSTS														
TOTAL R/W AND ROAD COSTS														
											\$2,316,147	\$7,100,213	\$27,708	

\$7.1M to Acquire Public 50' R/W and construct Roadway and Drainage Improvements
 ONLY on the 21 private, unsewered roads within the HPSD Master Plan, that serve 6 or more dwellings
 ASSUMPTIONS:
 No donations, compensation will be required for all acquisitions
 Fast Track projects (build all within 5 years)
 Use outside consulting engineers
 Initial sewer before or concurrent with road and drainage improvements

RE-VISIT THIS

DIRT ROADS EXHIBIT 3



Legend

- Unpaved Private Roads to Acquire

Town Priority Project Areas

YEAR 1
YEAR 2
YEAR 3
YEAR 4
YEAR 5

HHPSD Master Sewer Plan
Unpaved Private Roads to be Acquired

Town of HHPSD, 1600
1000 Main Street
HHPSD, NH 03041
Map Date: 08/11/11
Map Scale: 1" = 1000'



This map was prepared by the Town of HHPSD, 1600 Main Street, HHPSD, NH 03041. It is the property of the Town of HHPSD and is loaned to you for your information only. It is not to be used for any other purpose without the express written consent of the Town of HHPSD. The Town of HHPSD is not responsible for any errors or omissions on this map.

Lisa Sulka
Mayor
Larry Toomer
Mayor Pro Tempore
Marc Orlando
Town Manager



Council Members
Fred Hamilton
Dan Wood
Harry Lutz
Sandra Lunceford
Town Clerk

January 29, 2016

Beaufort County Finance Department
Attn: Linda Maietta
106 Industrial Village Road, Building #2
Beaufort, South Carolina 29906

RE: Capital Project Sales Tax Request

Dear Ms. Maietta:

As requested in the November 23, 2015 letter from Gary Kubic, please find attached documentation for each of the Town of Bluffton proposed capital projects to be funded by a local sales tax increase. If you recall, on October 26, 2015 the Town of Bluffton proposed the following capital projects:

1. May River Watershed Action Plan Implementation
 - a. Water and Sanitary Sewer Infrastructure in the Buck Island-Simmons ville, Goethe-Shults and Bluffton Historic District neighborhoods.
 - b. Stormwater Pond Retrofits and Wetlands Restoration.
2. Bluffton Historic District Heritage Tourism Infrastructure
 - a. Oyster Factory Park Improvements and Garvin House Rehabilitation.
 - b. Calhoun Street Dock Improvements and Expansion.
 - c. Dr. Mellichamp Drive Streetscape Improvements.
3. Sidewalks and Pathways
 - a. Burnt Church Road from Bridge Street to Bluffton Parkway.
 - b. Bridge Street from Burnt Church to Calhoun Street.
 - c. Buck Island and Simmonsville Road between May River Road and US278.
 - d. Goethe and Shults Roads.
 - e. May River Road from Buck Island Road to Buckwalter Parkway.

Collectively this represents approximately \$23,725,000 in capital projects serving the needs of Beaufort County residents.

We look forward to discussing these projects with the Penny Tax Commission in near future. In the meantime, if you need any additional information please contact me at (843) 706-4523 or via email at smarshall@townofbluffton.com.

Sincerely,



Scott M. Marshall
Deputy Town Manager

cc: Mayor and Town Council
Marc Orlando, Town Manager
Shawn Leininger, Assistant Town Manager
Kim Jones, Director of Engineering and Public Works
Kendra Lelie, Director of Growth Management



MAY RIVER WATERSHED ACTION PLAN Pond Retrofits & Wetlands Restoration Projects

PROJECT SCOPE

In response to rising fecal coliform levels in the May River, the Town of Bluffton, Beaufort County staff, stakeholders, topic experts and consultants developed the May River Watershed Action Plan (MRWAP). The Action Plan includes both new water quality improvement projects, as well as improvements upon existing stormwater ponds and drainage ditches to aid in preventing pollution from reaching the May River. Projects include pond retrofits and wetlands restoration in the Stoney Creek and Rose Dhu watersheds.

REGIONAL GOAL

The goal of the MRWAP projects is to improve and protect water quality in the May River. High water quality measures ensure oyster, shellfish, and finfish harvesting for personal and commercial uses, as well as continued recreational enjoyment of the river by Beaufort County residents. These actions contribute to the quality of life enjoyed by Beaufort County residents and visitors. In this regard, the MRWAP:

- Provides a strategy to assess problems and implement solutions to restore shellfish harvesting in the May River.
- Provides a strategy to assess and implement preventative measures to protect the May River from future degradation.

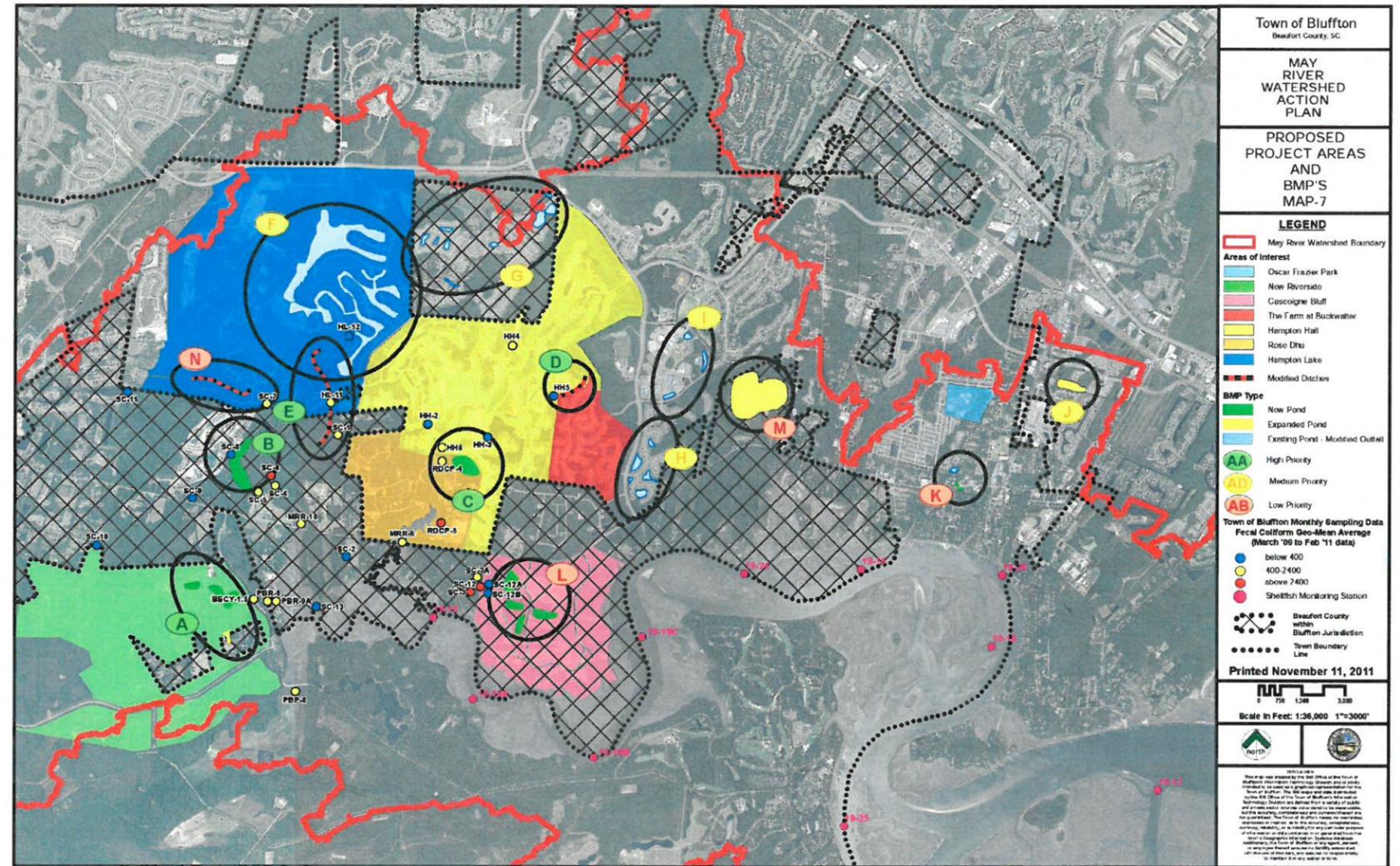
REGIONAL BENEFIT

The May River is regionally significant waterbody that has been designated as an Outstanding Resource Water by the South Carolina Department of Health and Environmental Control (SCDHEC, 2012). It is considered to be significant for a number of reasons including its:

- Historic and cultural uses;
- Aesthetics and views which add to the quality of life for its citizens;
- Numerous natural resource populations that are directly harvested and utilized by local and regional residents;
- Economic impacts, both direct and indirect, to the community; and
- High level of water quality.

PRELIMINARY SCHEDULE

	CY 17				CY 18		
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2	Quarter 3
Concept Design	COMPLETE						
Final Design							
Construction							



MAY RIVER WATERSHED ACTION PLAN

ESTIMATED COSTS

Pond improvements in Rose Dhu Creek drainage basin	\$1.75 Million
Pond improvements in Stoney Creek drainage basin	\$1.75 Million
Wetlands Restoration throughout headwaters	\$ 2.5 Million

Operation & Maintenance following construction will be the responsibility of the Town of Bluffton. These responsibilities and costs can be incorporated into current services and budgeting.

POTENTIAL ADDITIONAL FUNDING SOURCES

- Stormwater Utility Fees
- Federal/State Grants



MAY RIVER WATERSHED ACTION PLAN IMPLEMENTATION

Water & Sanitary Sewer Infrastructure

PROJECT SCOPE

The scope of this project is to provide sanitary sewer and safe drinking water to the remaining un-served portions of the Town of Bluffton. This includes 26 residences in the Buck Island Road, Simmonsville Road and Goethe Road area, as well as 102 residences and 50 unoccupied lots in the Bluffton National Register Historic District. This project will be completed in partnership with Beaufort Jasper Water & Sewer Authority (BJWSA) via the May River Watershed Sewer Master Plan.

REGIONAL GOAL

To protect public health and the environment, the goal is to provide sanitary sewer within the May River Watershed.

Failing septic systems are a known threat to public health and safety. Additionally, the Beaufort County citizen Task Force for Clean Water's 1997 "A Blueprint for Clean Water" identified septic systems as a possible source of pollution to our sensitive coastal waterways. The 2012 Together for Beaufort – Strategic Goal #4: Health also identified septic systems as a potential source of water quality impairment requiring regulation.

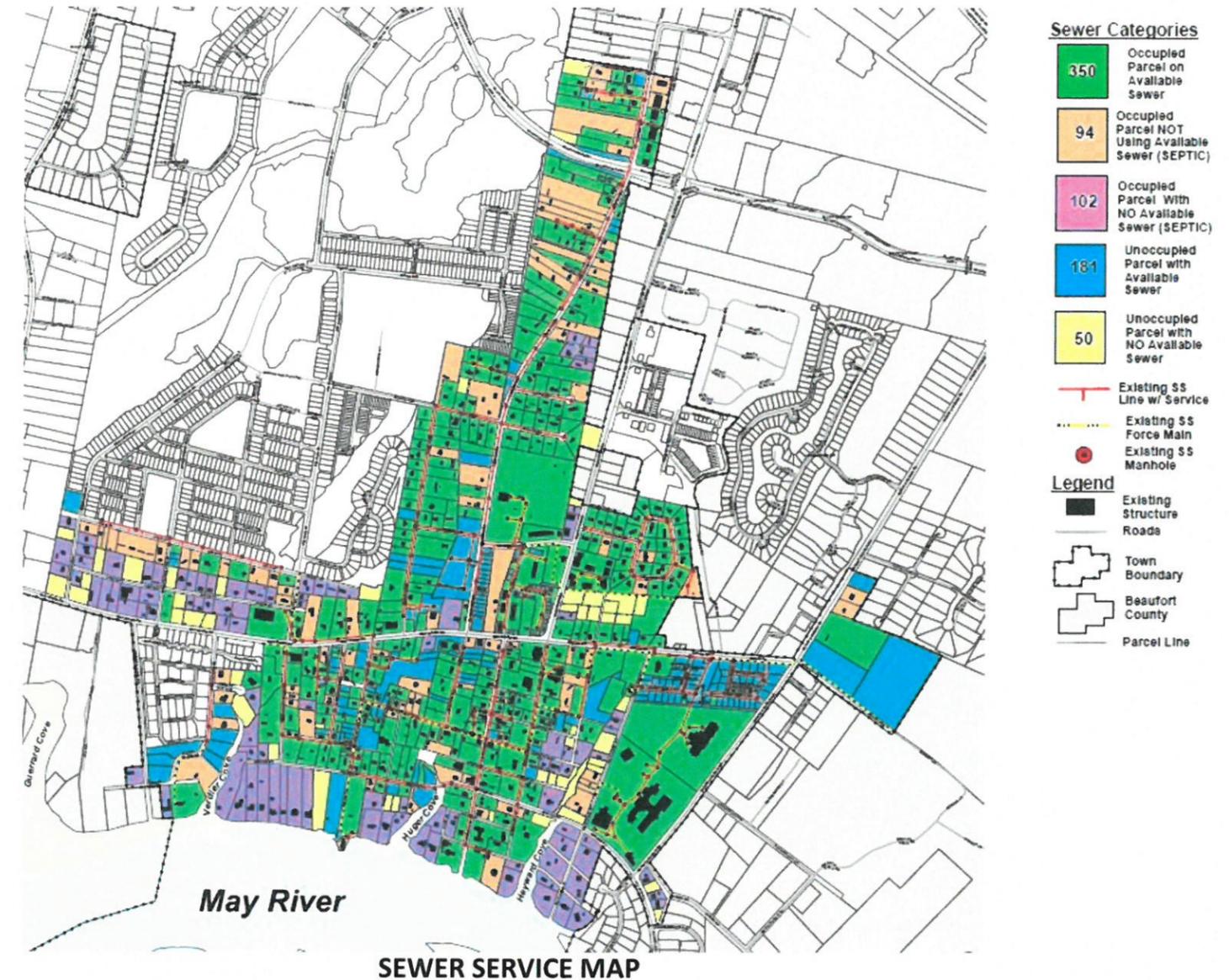
REGIONAL BENEFIT

The May River is a regionally significant waterbody that has been designated as an Outstanding Resource Water by the SC Department of Health and Environmental Control (SCDHEC, 2012). It is considered to be significant for a number of reasons including its:

- Historic and cultural uses;
- Aesthetics and views which add to the quality of life for its citizens;
- Numerous natural resource populations that are directly harvested and utilized by local and regional residents;
- Economic impacts, both direct and indirect, to the community; and
- High level of water quality.

PRELIMINARY SCHEDULE

	CY 17				CY 18		
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2	Quarter 3
Concept Design	COMPLETE						
Final Design							
Construction							



ESTIMATED COSTS

Water & Sewer Installation and Connection: \$4 Million

Operation & Maintenance following construction will be the responsibility of the BJWSA. These responsibilities and costs can be incorporated into current services and budgeting.

POTENTIAL ADDITIONAL FUNDING SOURCES

- Stormwater Utility Fees
- Federal/State Grants
- BJWSA Assistance



BLUFFTON HISTORIC DISTRICT HERITAGE TOURISM INFRASTRUCTURE

PROJECT SCOPE

The project involves public infrastructure improvements to Oyster Factory Park, Calhoun Street Dock and Dr. Mellichamp Drive within the Bluffton National Register Historic District in support of Heritage Tourism.

The Oyster Factory Park Master Plan is a partnership between the Town of Bluffton and Beaufort County and provides the only boat ramp access to the May River within the Town's jurisdiction. Improvements at the park include a crabbing dock, bulkhead around the historically significant Bluffton Oyster Company, restoration of the Garvin House (a Freedman's cottage), a playground, a tree house, and parking improvements.

Improvements to the Calhoun Street dock will include on-street parking, lighting and dock expansion and reconfiguration to improve boat docking.

Streetscape improvements planned for Dr. Mellichamp Drive include new sidewalks, additional on-street parking opportunities, street trees, lighting and stormwater management upgrades.

REGIONAL GOAL

Improving the Bluffton Historic District Heritage Tourism infrastructure furthers the mission of the Mayors' Heritage Tourism Coalition. Established in May 2015, the Coalition's mission is "to celebrate the unique culture and history of the South Carolina Lowcountry by educating, informing and entertaining our local, state, national and global citizens with authentic experiences, access to significant heritage sites and a connection to the culture that makes this place special." These projects promote Cultural & Heritage Tourism and EcoTourism activities, support economic development, and provide alternative transportation and connectivity throughout Beaufort County and beyond.

REGIONAL BENEFIT

These projects enhance Beaufort County's contribution to the National Gullah Geechee Cultural Heritage Corridor, which was established by Congress in 2006. The Garvin House site, Oyster Factory Park and the Town of Bluffton are all listed as contributing resources on the Corridor. The Bluffton Oyster Company, a family-run operation since 1899 and the last hand-shucking operation in the State of South Carolina, allows tourists and locals alike to witness a vocation that was a longtime occupation of the Gullah people.

Improving the Calhoun Street dock supports an alternative regional transportation connection among Beaufort-Port Royal-Bluffton-Hilton Head Island to Savannah, supports economic development for EcoTourism, and contributes to the quality of life for Beaufort County residents. Improvements to the dock will allow Palmetto Bluff to provide ferry service between the Palmetto Bluff docks and Old Town Bluffton.

The improvement of Dr. Mellichamp Drive will provide approximately 77 additional parking spaces, sidewalks, lighting and street trees in an area of the Old Town Historic District which is experiencing tremendous growth. These improvements will provide visitors with additional options for parking and an inviting entrance into the Old Town Historic District.

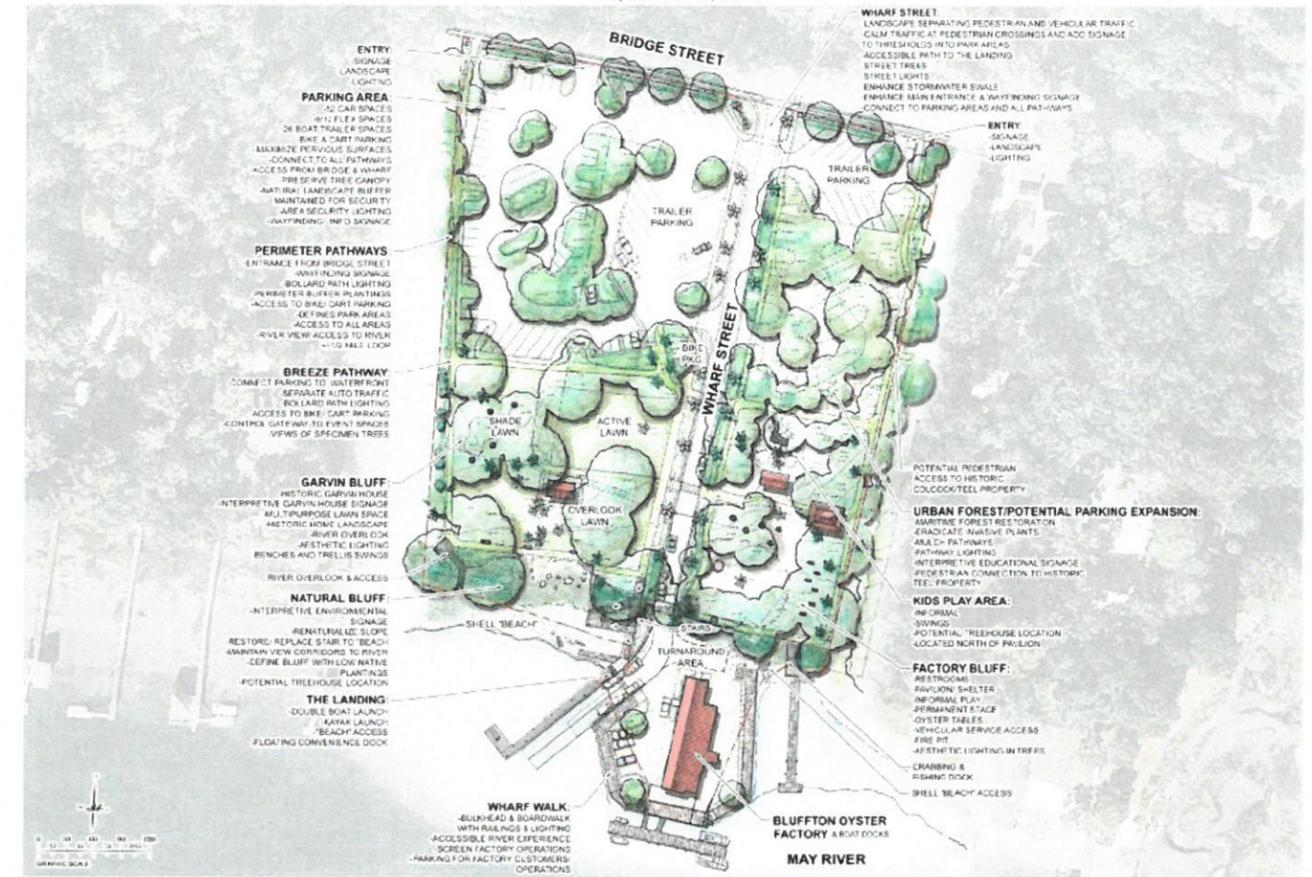
PRELIMINARY SCHEDULE

	CY 17				CY 18		
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2	Quarter 3
Concept Design	COMPLETE						
Final Design							
Construction							



GARVIN HOUSE

Master Plan
September 8, 2015



Oyster Factory Park - Bluffton, SC



BLUFFTON OYSTER CO. OYSTER FACTORY PARK BOAT RAMP



CALHOUN ST DOCK

	ESTIMATED COSTS
Oyster Factory Park	\$3.7 Million
Calhoun Street Dock	\$750,000
Dr. Mellichamp Streetscape	\$ 1.0 Million

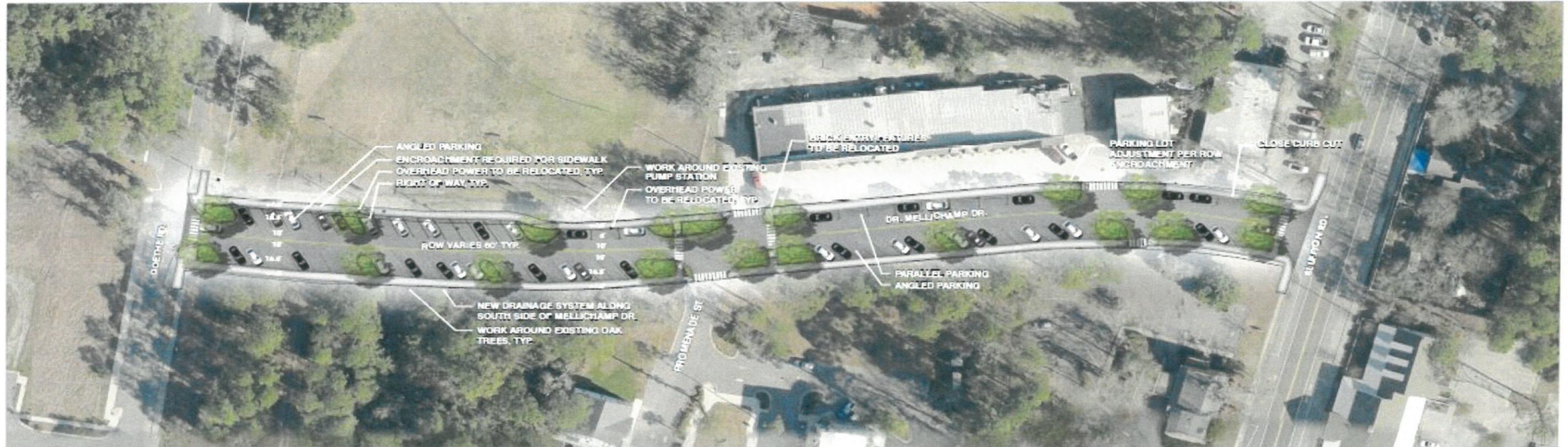
Operation & Maintenance following construction will be the responsibility of the Town of Bluffton. These re-

- ### POTENTIAL ADDITIONAL FUNDING SOURCES
- Hospitality Tax Revenue
 - Accommodations Tax Revenue
 - Stormwater Utility Fees
 - Federal/State Grants
 - Private Donations



BLUFFTON HISTORIC DISTRICT HERITAGE TOURISM INFRASTRUCTURE

DR. MELLICHAMP DRIVE



DESIGN ELEMENTS



- Complete street including parking, sidewalks, street trees, and bulb-outs
- ADA accessible ramps and pedestrian crossings
- Slow traffic and reduced cross walk distance
- New grading and drainage
- Street trees and grass
- Parallel and/or angled parking on both sides of street
- Relocate overhead power on N. side of Mellichamp Dr. for parking
- (2) 10' Drive lanes
- +/- 6' Concrete sidewalk
- +/- 77 Parking spaces
- * Street Lighting





SIDEWALKS & PATHWAYS

PROJECT SCOPE

Construction of non-motorized pathways will ensure children, local citizens and visitors travel safely through alternate modes of transportation to schools, work, services and community facilities. These improvements include:

1. Burnt Church Road from Bridge Street to Bluffton Parkway.
Pathway will provide a much needed connection from adjacent residential communities to personal services, grocery stores, MC Riley School and Palmetto Breeze transit services.
2. Bridge Street from Burnt Church Road to Calhoun Street.
Sidewalks will provide a safe connection from a high intensity commercial district to public parking and Bluffton Town Hall increasing parking options for visitors and completing a connection to Bluffton Road.
3. Buck Island & Simmonsville Road completion between May River Road and US Route 278.
Completion of the neighborhood sidewalks will permit important connections between residential dwellings and commercial and community services.
4. Goethe/Shults Road.
Sidewalks will provide a safe connection from the Bluffton Parkway pathway to the Old Town Historic District and permit much needed connections between residential dwellings and commercial and community services.
5. May River Road from Buck Island Road to Buckwalter Parkway.
This pathway will permit a safe connection to the Buckwalter Parkway pathway system that services thousands of residential dwellings along Buckwalter Parkway to May River Streetscape Final Phase sidewalk system.

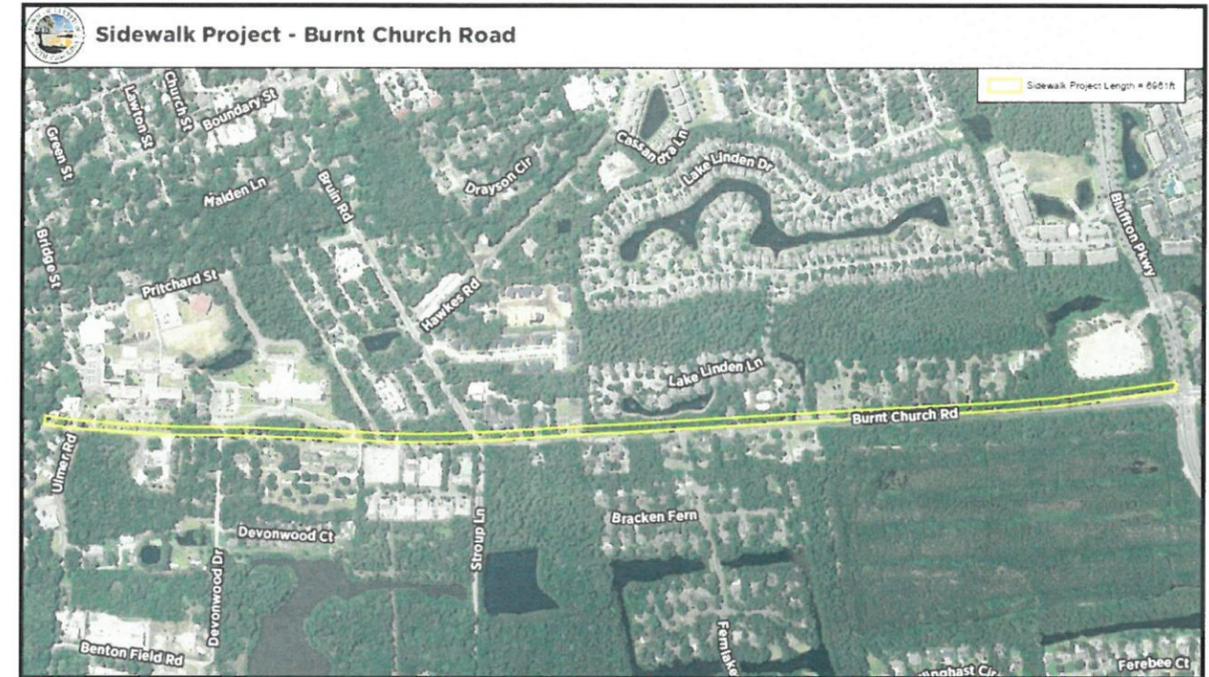
REGIONAL GOAL

The goal of the proposed sidewalk/pathway improvements is to make the community a safer place to participate in alternate modes of transportation, increase the health of the region's citizens, create needed connections to parking and access to community resources. Pedestrian and bicycle connections to school, community parks, services and work realize important health and safety community goals as stated in the Town and County Comprehensive Plans.

REGIONAL BENEFIT

Sidewalks and pathways create linkages resulting in a safe and efficient network for pedestrians and bicycle use within Beaufort County. The sidewalk/pathway improvements will:

- Ensure access to water, wilderness, historic trails and open space;
- Encourage neighborhood connections through non-motorized access;
- Provide significant health benefits;
- Ensure a safe alternative for pedestrians and bicycle users who need to use alternate modes of transportation to get to work, school and services.



PRELIMINARY SCHEDULE

	CY 17				CY 18		
	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Quarter 1	Quarter 2	Quarter 3
Concept Design	COMPLETE						
Final Design							
Construction							

ESTIMATED COSTS

Burnt Church Rd from Bridge St to Bluffton Parkway:	\$1.0 Million
Bridge St. from Burnt Church Rd to Calhoun St.	\$275,000
Buck Island/Simmonsville Rd Btwn May River Rd & US Hwy 278:	\$750,000
Goethe/Shultz Road Neighborhood:	\$750,000
May River Rd from Buck Island Rd to Buckwalter Parkway:	\$1.5 Million

Operation & Maintenance following construction will be the responsibility of the Town of Bluffton. These responsibilities and costs can be incorporated into current services and budgeting.

POTENTIAL ADDITIONAL FUNDING SOURCES

- Hospitality Tax Revenues
- Federal/State Grants



SIDEWALKS & PATHWAYS

