



Beaufort County Capital Project Sales Tax Commission

Agenda
Tuesday, February 9, 2016
3:00 p.m.
Executive Conference Room
100 Ribaut Road
Beaufort, South Carolina

Members:

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

1. CALL TO ORDER

Chairman Mike Sutton

2. PLEDGE OF ALLEGIANCE

3. OPENING REMARKS

Mr. Gary Kubic, County Administrator ([backup](#))

4. APPROVAL OF CAPITAL PROJECT SALES TAX COMMISSION MINUTES

A. November 10, 2015, meeting ([backup](#))

5. REVIEW PROJECT SUBMISSIONS

- A. Beaufort County ([backup](#))
- B. City of Beaufort ([backup](#))
- C. Town of Bluffton ([backup](#))
- D. Town of Hilton Head Island ([backup](#))
- E. Town of Port Royal ([backup](#))

6. SCHEDULE FUTURE MEETINGS WITH LOCATIONS

- A. Confirm meeting time/location with Beaufort County
- B. Schedule date(s) for south of the Broad (Towns of Bluffton and Hilton Head Island)
- C. Schedule dates(s) for north of the Broad (City of Beaufort, Town of Port Royal)
- D. Schedule date(s) for Commission meeting(s)

7. PUBLIC COMMENT

8. ADJOURNMENT



Beaufort County Capital Sales Tax Funding

Dr. Al Panu

Chancellor, University of South Carolina
Beaufort

Beaufort County Council Public Facilities
Committee

USCB

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Project: Capital Investment in the Osher Lifelong Learning Institute at USCB

- The Osher Lifelong Learning Institute at USCB is a national program of the Bernard Osher Foundation
- Mission: To provide lifelong learning opportunities for seasoned adults, typically 50 or older.

USCB

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Osher Lifelong Learning Institute Enrichment Courses

Membership

– 1,466 members

Enrollment

– FY 2014-2015: 20,297

Typical classes per semester

Beaufort = 66

Hilton Head = 56

Bluffton = 79



In the top 10% in the country

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Benefits to Beaufort County Citizens

- Attracts exceptional retiring residents who enhance our nonprofits, community leadership and philanthropic base
- Facilitates integration and engagement of new residents into Beaufort County
- Enhances property values

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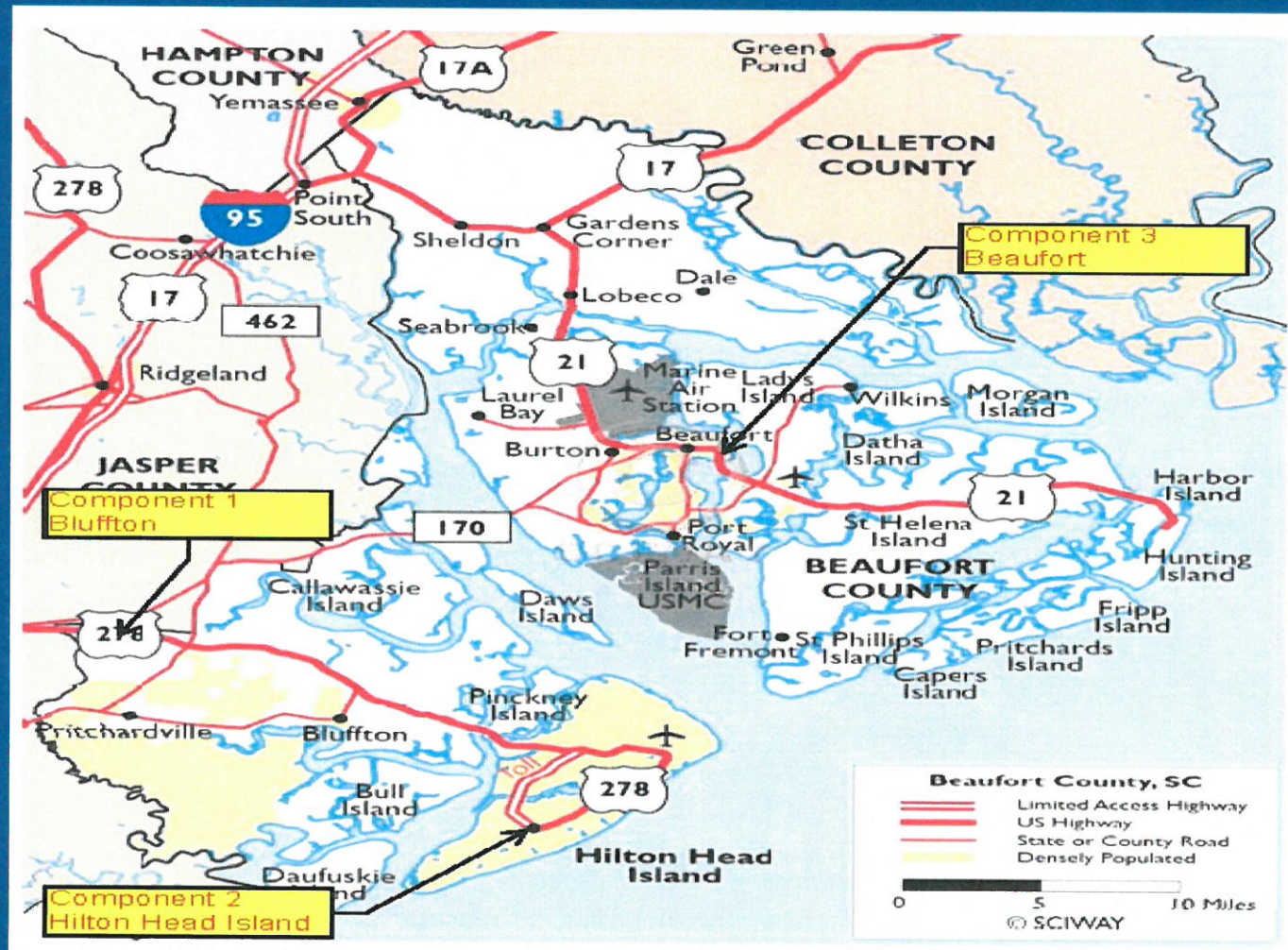
Beaufort County Capital Projects Sales Tax Act

TOTAL PROJECT FUNDING REQUEST	\$12,000,000
PRIVATE FUNDING MATCH CONTRIBUTION	\$1,500,000
TOTAL PROJECT COST	\$13,500,000

USCB will contribute land, water, sewer, roadways, power, internet connectivity, and other infrastructure investment.



Project Component Locations



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Osher Life Long Learning Project Components

1. OLLI Building - Bluffton Campus
2. OLLI Building - Hilton Head Island Campus
3. OLLI Building - Beaufort Campus

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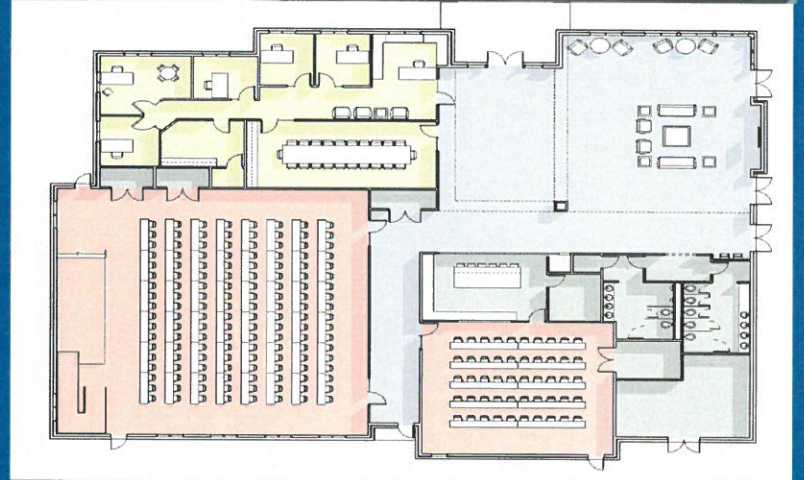


Component 1: OLLI Building Bluffton Campus

Construction of OLLI facility; 12,800 square feet including

- 300 seat auditorium
- 3 OLLI classrooms
- Small demonstration kitchen for lifelong learning
- Offices
- Multipurpose room
- Parking spaces

Component Request: \$4,500,000
Private Funding Match: \$1,500,000
Component Budget: \$6,000,000



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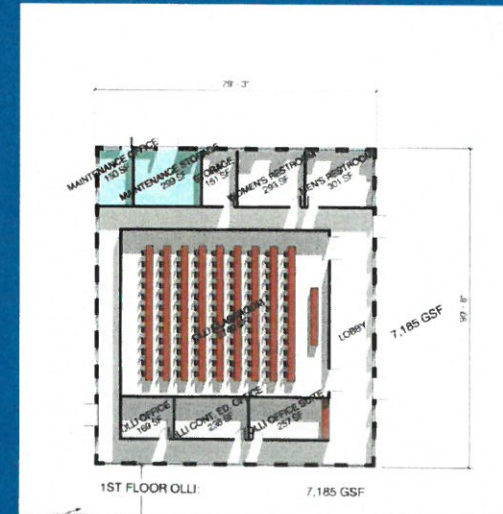


Component 2: OLLI Building Hilton Head Island

Construction of OLLI facility;
7,185 square feet including

- OLLI classrooms
- Offices
- Parking spaces

Component Budget: \$4,000,000



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Component 3: OLLI Building Beaufort Campus

- Renovate existing space or construct new facility to provide additional space for OLLI growth.
- Current space in Beaufort is at capacity, limiting growth.

Component Budget: \$3,500,000

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Capital Sales Tax Request Guidelines

- Realistic and achievable capital infrastructure need
- Funding covers all soft costs for infrastructure project
- Project can be completed in reasonable time period
- Maintenance and operations costs funded
- No competition with private sector
- Brick and mortar request only

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Community Partnerships. Discovered.

Capital Project Sales Tax Commission Minutes – November 10, 2015

General Attendance: County Councilman Jerry Stewart, Chairman, Executive Committee; County Councilman Gerald Dawson; Joe Croley, Lowcountry InsideTrack, Ltd

Staff Attendance: Gary Kubic, County Administrator; Josh Gruber, Deputy County Administrator

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

Call to Order:

Chairman Mike Sutton called the meeting to order at 3:01 p.m. and asked everyone to stand and say the Pledge of Allegiance.

Meeting minutes were reviewed from the October 21, 2015, 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 not present).

Chairman Sutton proceeded to discuss a meeting schedule. A copy of the County calendar was provided to members. In order to help facilitate the scheduling of meetings, the Commission discussed the application process with target deadlines.

January 30, 2016 – date for government entities to have their prioritized list, with costs, to the Commission. If directives are completed at this meeting and sent out by Thanksgiving, that allows municipalities two months to pull this together. Question rose regarding upcoming holidays and allowing additional time for submission. The overriding opinion was that most government entities already have their capital projects lined up and are just trying to find a funding source. Meeting the January 30, 2016, date should not be a hardship.

Motion made by Mr. Mike Tripka to set the deadline date of January 30, 2016, for the municipalities to provide the Commission with a prioritized list of projects with costs; seconded by Mr. Dean Moss. Motion was passed unanimously.

Mr. Dean Moss asked if it would make sense to make a first-cut list of proposals and hold a public hearing. Commission would publish the list; post it on the County's web site and ask for public comment. Could be a gauge to what the public is feeling. After much discussion, it was decided that a public hearing of this sort is not necessary. All Commission meetings are open to the public and taped/broadcast for anyone to view. All city/town meetings municipalities may have in regard to capital projects are also open to the public. Commission meetings to be scheduled with the municipalities will also be open to the public and will be taped/broadcast. In addition, all project lists will be published and posted to the County's website.

February/March/April 2016 – Schedule presentations from municipalities and County.

May 2016 – Commission will complete list and prepare referendum.

June 1, 2016 – date for the Commission to have a draft referendum ready to present to Council. This allows time for questions from Council (if any) and for Council to have a final product by their target date of August 15, 2016.

Discussion held on the referendum. This Commission has the authority to determine if the capital sales tax money should end after a period of time (maximum 8 years) or end at certain dollar value. The Commission could also recommend bonding. The Executive Committee recommended a one cent tax which would generate approximately \$30 million per year with a maximum timeframe of 4 years. Bonding would allow the money to be available quicker (possibly within 12 months) and because it would be voter-approved, does not affect the County's 8% debt limit. Voters would see/receive the benefits of bonding within 4 or 5 years. Also need to consider the cost of borrowing money. Based on projects submitted, projects might dictate of Commission votes to bond or not.

Focus then returned to the list of criteria. Using Chairman Sutton's revision to the recommended guidelines, the following criteria were confirmed:

1. Must be a realistic and/or achievable public infrastructure with a real and immediate need.
2. Must be completed during the term of the tax period (include in body of letter)
3. Value to the entire County (include in body of letter)
4. Must have post-development operations and maintenance cost budgeted and funded at time of completion of the project.
5. Cannot be in direct competition with private sector development (may be a partnership if generally for public use).
6. Must be physical in nature (brick and mortar).

The letter to municipalities (mayors and town managers) should ask for a description of the project, the area to be served, and the estimated capital cost to include planning, engineering, land acquisitions (soft costs) associated. List from municipalities should be in order of importance. Priority would be given to projects that leverage other sources of funding and to projects where planning/engineering has already been completed. Letter will be shared with all Commission members prior to mailing/publication. Projects will be submitted to Ms. Linda Maietta who will then share with the Commission via drop box and will have published on the County's website.

The next meeting is scheduled for February 9 (3:00 pm – 5:00 pm), with one following on February 23 (3:00 pm – 5:00 pm). Both will be held in the Executive Conference Room (ECR) in the County Admin Building on Ribaut Road. Ms. Maietta will check on availability and advise members. The Commission will review the submissions from municipalities at the February 9th meeting. County could make a presentation to the Commission on February 23.

Tentative dates for March meetings follows:

- March 8– one day go South – one in am (Bluffton)/one in pm (Hilton Head)
- March 22– one day go North – one in am (Beaufort)/one in pm (Port Royal)/Yemassee
- March 29 – available (NOTE: Easter is on March 27).

Once dates are confirmed, Ms. Maietta will contact municipalities to schedule and arrange for meeting space.

The Commission requested an update on school district and possible referendum from Mr. Josh Gruber. Council still wishes this group to continue.

Commission adjourned at 5:01 p.m.

By:

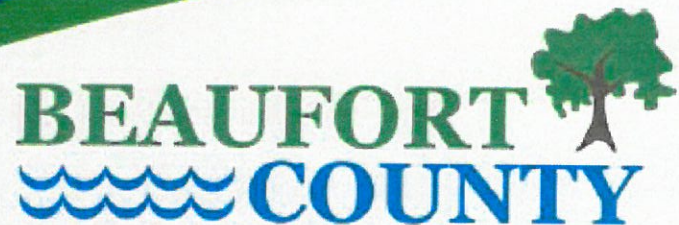
Linda Maietta

Capital Project Sales Tax Commission Staff Liaison

Capital Project Sales Tax

Presentation of recommended projects for
inclusion in the County's presentation
to the Capital Project Sales Tax Commission

January 19, 2016



Presentation Format

- Executive Committee and CPST Commission have both referenced a limit of 4 years or \$120M on proposed projects
- Prioritization of safety needs, public infrastructure, economic development, and overall benefit to public
- Projects cover all geographical areas of the County and meet numerous community needs to help increase public support in the face of potential competing interests
- If CPST process is ultimately not successful, the County will likely need to move forward with these projects anyway through alternative funding mechanisms



Presentation Format

- If CPST process is ultimately not successful, the County will likely need to move forward with these projects anyway through alternative funding mechanisms (GO debt, grants, reserve fund expenditure, etc.)
 - Demonstrates a “need” and not a “want”
- Significant benefit to Beaufort County taxpayers by utilizing sales tax payments made by visitor/tourists



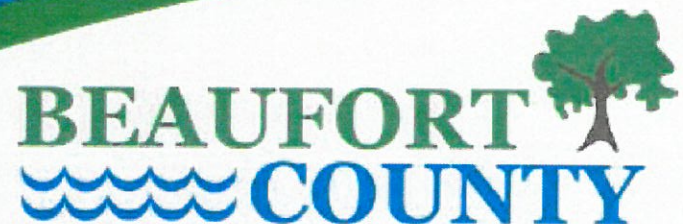
US 278 Improvements

- A. Jenkins Island (Windmill Harbour) roadway improvements
- B. Pinckney Island roadway improvements
- C. HHI Bridge replacement/widening
- D. Implementation of safety study recommendations (RSA Study)

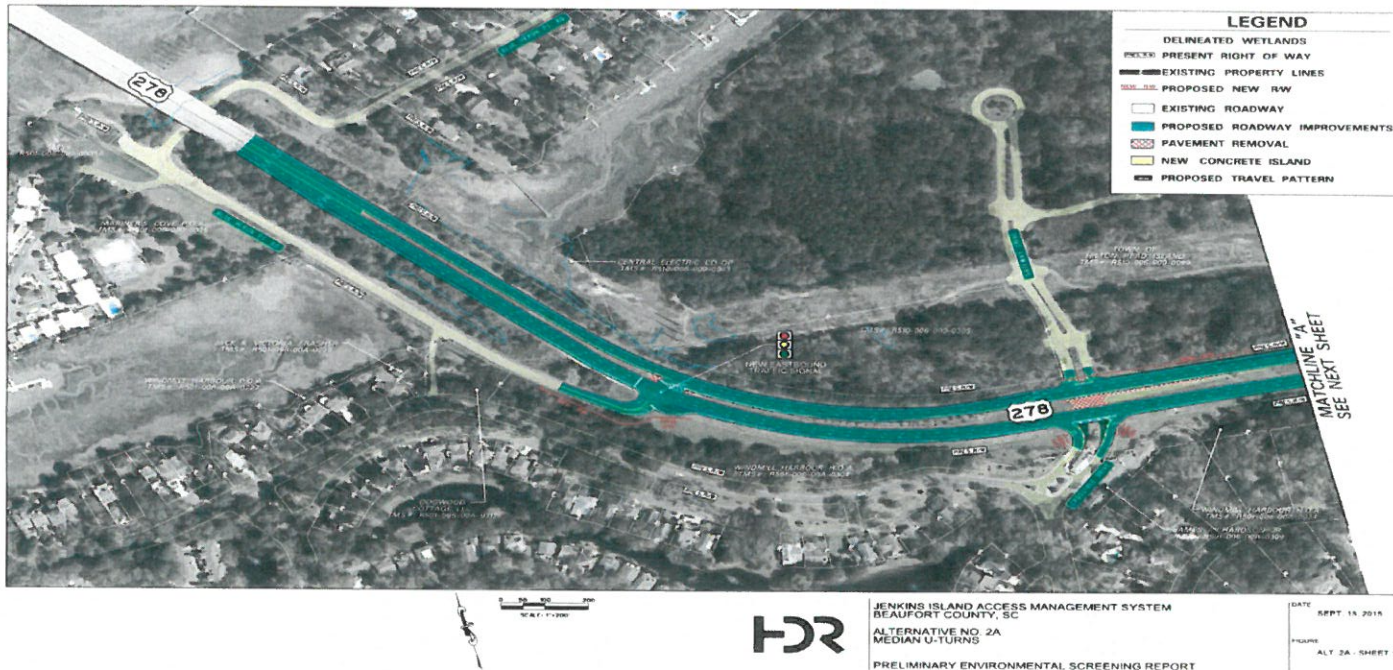


Jenkins Island (Windmill Harbour)

- Alternative 2A/Super Street Option
- Estimated Cost: \$7,400,000
- Constructed primarily within existing right-of-way for US 278.
- Includes widening of US 278 to 3 lanes in each direction on Jenkins Island which functions with planned future widening.
- All traffic enters and exits from side streets with right-in/right-out.
- Median crossovers closed with exception of two U-turn median openings.



Jenkins Island (Windmill Harbour)

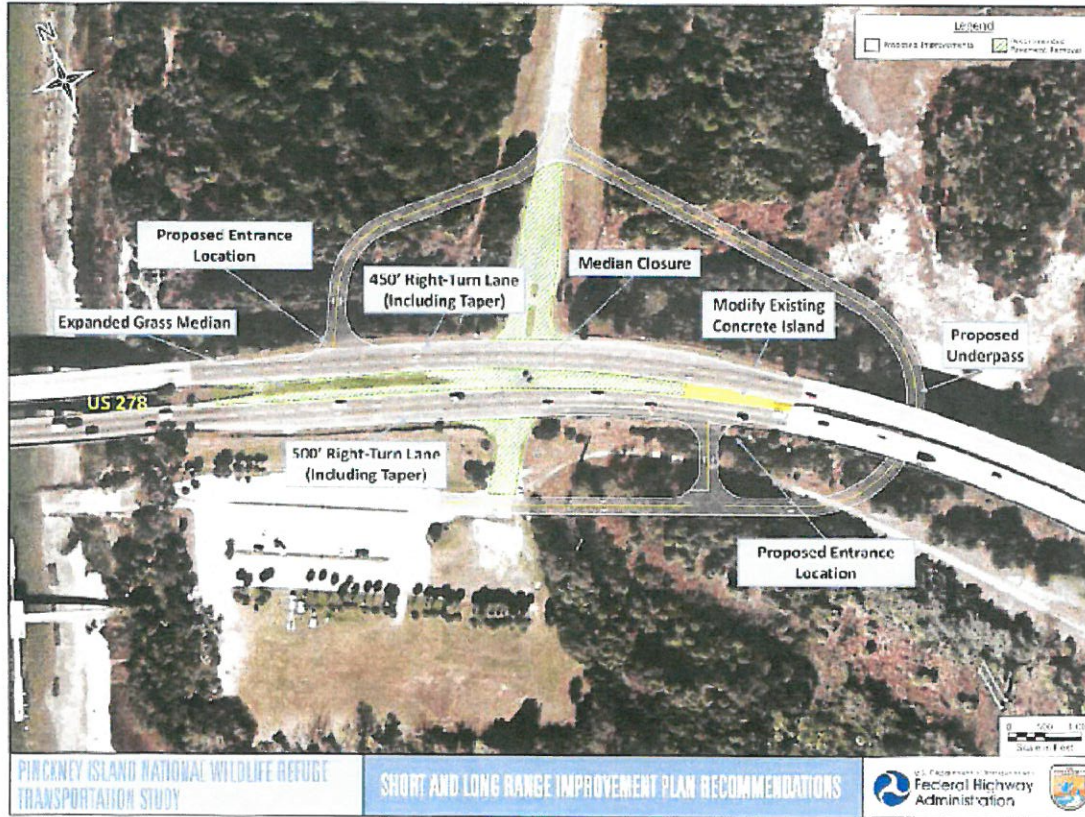


Pinckney Island

- Estimated Cost: \$2,000,000
- 10-year visitor average = 145,000 people per year
- Difficult ability for people with trailer/boats to enter and leave the roadway without impacting traffic flow
- Could potentially receive additional funding from FHWA (federal lands access program funds)



Pinckney Island

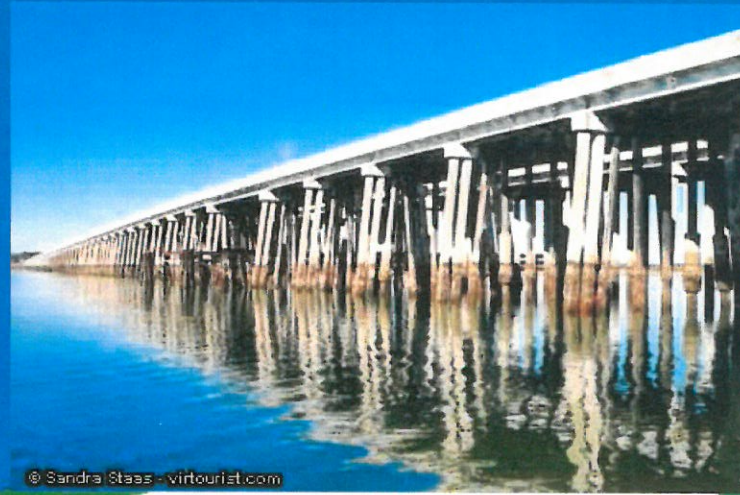


US 278 Bridge Widening/Replacement

- Estimated Cost: \$5,000,000
- Will provide engineering design work related to replacement and widening of existing 4 lane bridges
- Current bridges built in 1982



US 278 Bridge Widening/Replacement



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US 278 Traffic Safety Study Recommendations

- **Estimated Cumulative Cost: \$5,600,000**
- **Funds all short term, mid term, and long term improvements identified in safety audit report of 2015.**
- **Allows for implementation of Traffic Adaptive Management system**



US 278 Traffic Safety Study Recommendations



Safe Routes to Schools

- Estimated Cost: \$4,000,000
- Will create pathways along major thoroughfares and roadways to connect neighborhoods with schools and provide for safe pedestrian travel



Safe Routes to Schools

- a. Salem Rd/Old Salem Rd
- b. Burnt Church Rd/Ulmer Rd
- c. Joe Frazier Rd
- d. Meridian Rd
- e. Middle Rd
- f. Stuart Point Rd
- g. US 17 Pathway Extension
- h. Seabrook Rd
- i. Pine Grove Rd/Burton Wells Rd
- j. Dr. Martin Luther King, Jr. Dr

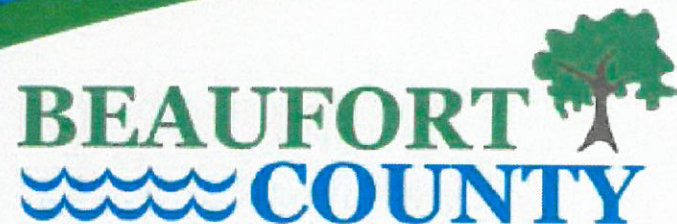


Safe Routes to Schools

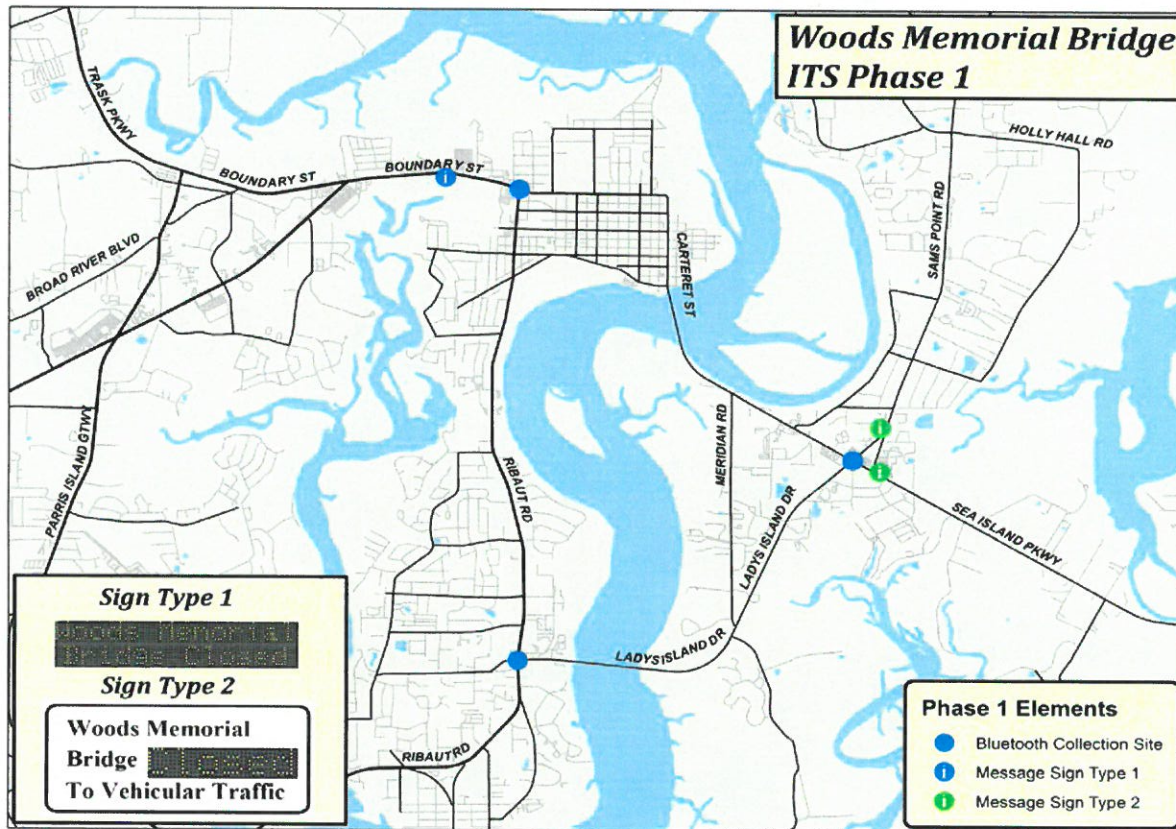


US-21 ITS Bridge System

- Estimated Cost: \$500,000
- Allows for:
 - Advance Driver Notification System
 - Traffic Adaptive Signal System Timing
 - Emergency Vehicle Preemption
 - Travel Time and Delay Information



US-21 ITS Bridge System



EMS Facilities

- Estimated Cost: \$6,000,000
- Will provide for one additional EMS station in the Bluffton/Pritchardville area and in the Burton area to enhance response capabilities.
- Crews and equipment have already been placed in service



EMS Facilities

1/19/2016

Google Maps

Google Maps



Imagery ©2016 Google, Map data ©2016 Google 2000 ft

<https://www.google.com/maps/@32.2238624,-80.9664576,3748m/data=!3m1!1e3?hl=en>

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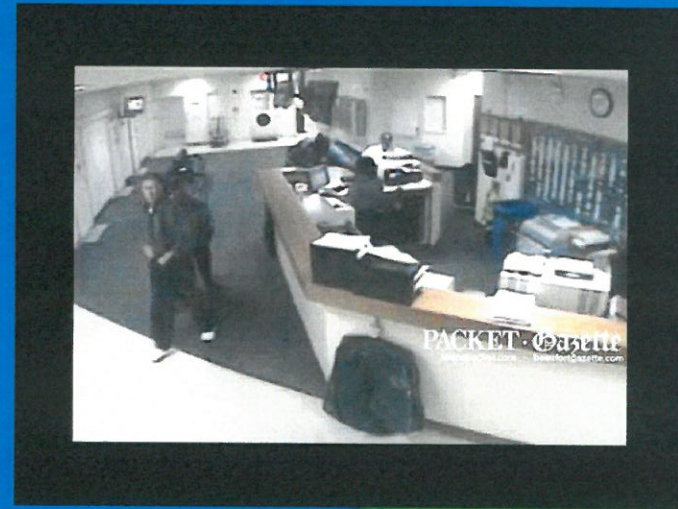
EMS Facilities



BEAUFORT 
 **COUNTY**

Detention Center

- Estimated Cost: \$1,000,000
- Will provide for security upgrades and repairs to existing facility



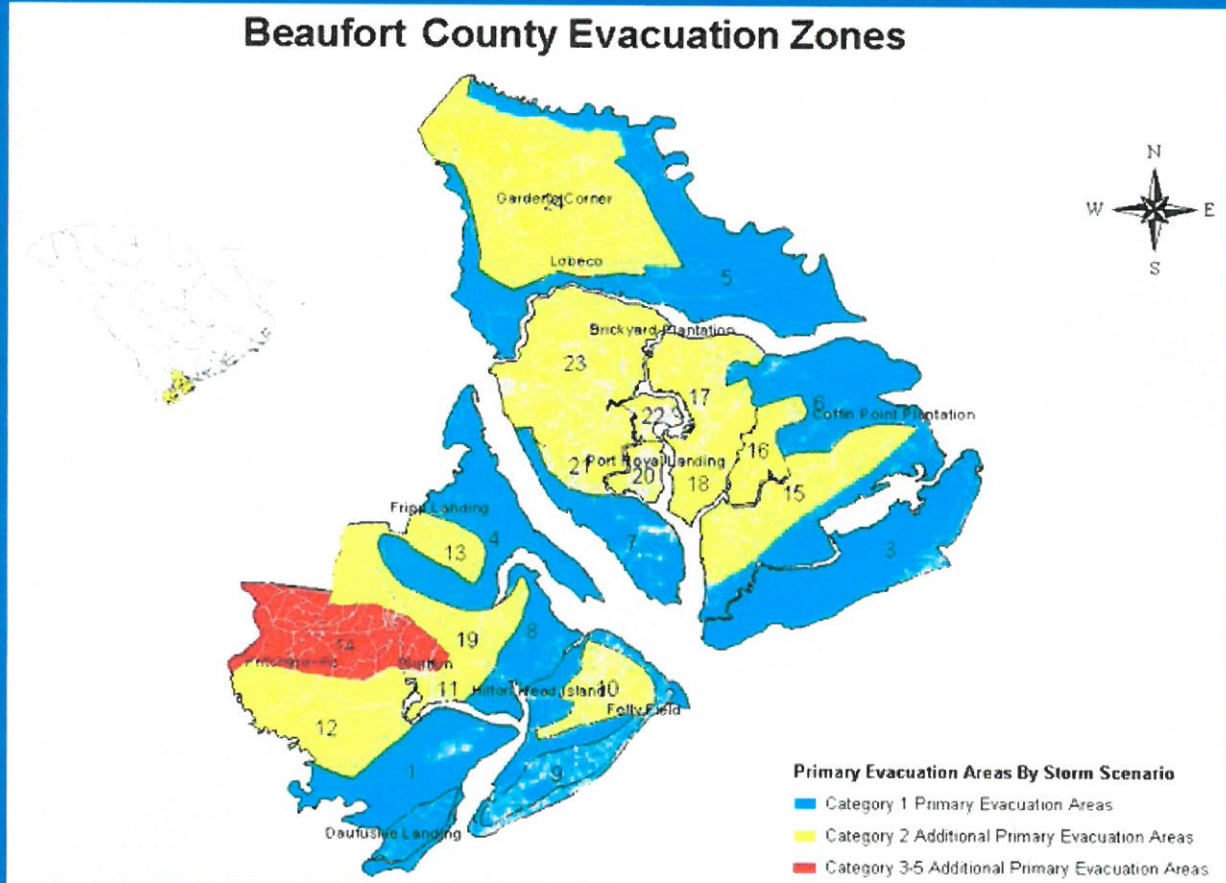
Dark Fiber and Infrastructure Upgrades

- Estimated Cost: \$1,500,000
- Will provide for secure backup for public safety and disaster recovery in Hampton County and Allendale County
- Loss of network without redundant location outside of Beaufort County would affect all County government connectivity, and prevent personnel in all areas of emergency management, finance and treasury, law enforcement, public safety, and public works, from having communications involving the network (computer and telephone systems, traffic cameras, etc.)

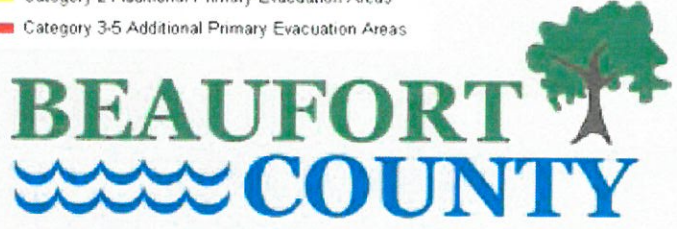


Dark Fiber and Infrastructure Upgrades

Beaufort County Evacuation Zones



Primary Evacuation Areas By Storm Scenario
■ Category 1 Primary Evacuation Areas
■ Category 2 Additional Primary Evacuation Areas
■ Category 3-5 Additional Primary Evacuation Areas



Waddell Mariculture Center

- Estimated Cost: \$750,000
- Will provide for local funding that when combined with State matching funds, will provide \$1,000,000 for infrastructure repairs and continued economic development



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COUNTY

Summary of Projects

1. US 278 Improvements - \$20,000,000
2. Safe Routes to Schools - \$4,000,000
3. US 21 ITS Bridge System - \$500,000
4. EMS Facility Expansion - \$6,000,000
5. Detention Center Security Improvements -- \$1,000,000
6. Dark Fiber Network Extension/Disaster Recovery - \$ 1,500,000
7. Wadell Mariculture Center - \$750,000

Total = \$33,750,000



Maietta, Linda

From: Kubic, Gary
Sent: Tuesday, February 02, 2016 4:20 PM
To: Maietta, Linda
Cc: Bill Prokop (wprokop@cityofbeaufort.org); #COUNCIL; Gruber, Joshua; Holland, Alicia; Harris, Cheryl
Subject: FW: City of Beaufort Capital Sales Tax Submission
Attachments: City Beaufort 2016 CIP list.pdf

Linda:

I am attaching the City of Beaufort 2016 Sales Tax CIP list approved by the City Council.

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

Thanks, gkubic

Gary Kubic

Beaufort County Administrator

Office: 843.255.2026

Mobile: 843.812.7605

Fax: 843.255.9403

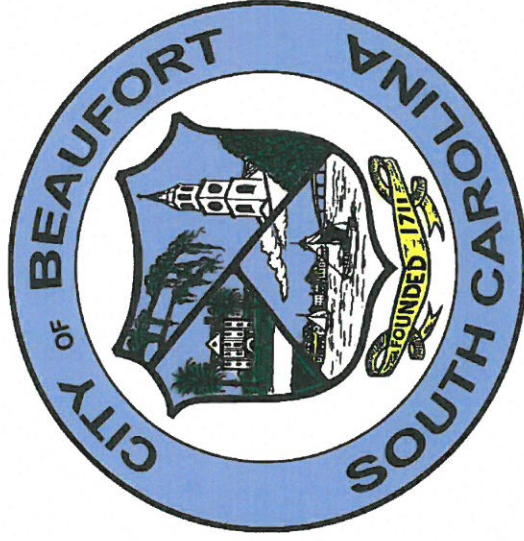
Email: gkubic@bcgov.net

100 Ribaut Road

P.O. Drawer 1228

Beaufort, SC 29901

CAPITAL SALES TAX PROJECTS



Presented to Beaufort County Capital Sales Tax
Commission
January 29, 2016

In 2009, the City of Beaufort adopted “Vision Beaufort”; a comprehensive plan that articulates a vision for growth and development of the City.

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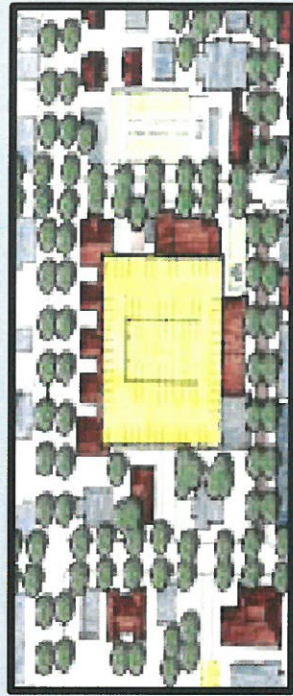
That vision emphasizes redevelopment and revitalization as demonstrated through the Civic Master Plan adopted by the City Council on February 11, 2014 –



Establishes a green infrastructure of parks and greenways on a local and regional scale

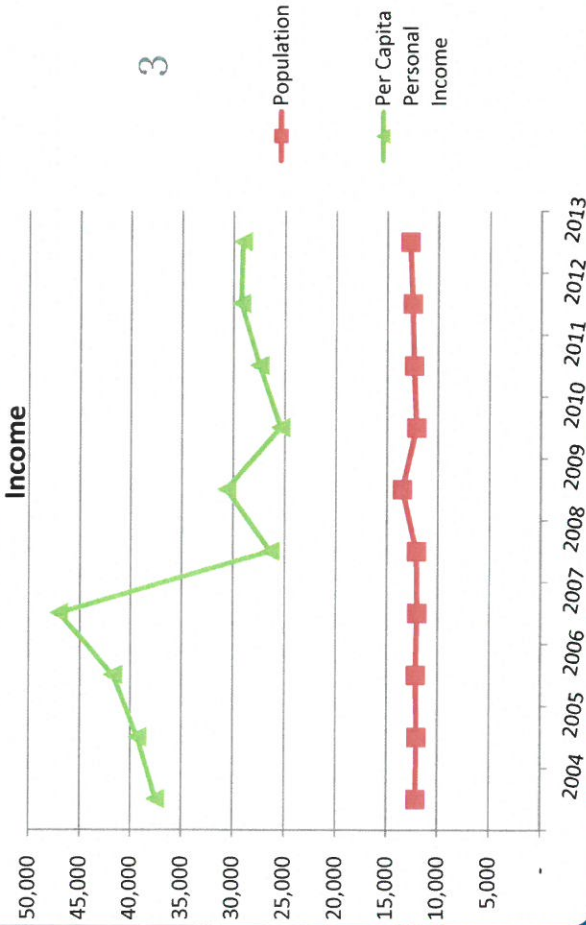


Celebrates the waterfront and the city's natural environment



Imagines mixed-use and walkable neighborhoods connected by greenways and urban corridors

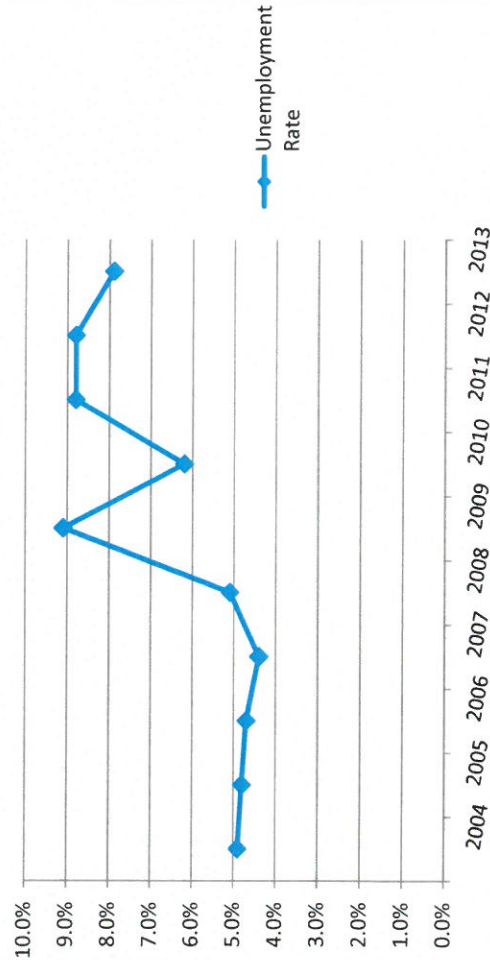
Historical Demographics of Population and Per Capita Income



Some Statistics Between 2001 and 2013

- the City's population has increased only 2%, yet the County's has grown 38%.
- the per capita income in the City has decreased 15% as compared to a 1% increase within the County.
- the estimated personal income of residents in the City has declined 14% since 2001 while the County's has grown by 40%.

Unemployment Rate



- 47% of population are renters and the census characterizes us as low to moderate income though we are surrounded by wealth.
- and the unemployment has climbed from a low of 3.9% in 2001 to 7.9% for 2013.

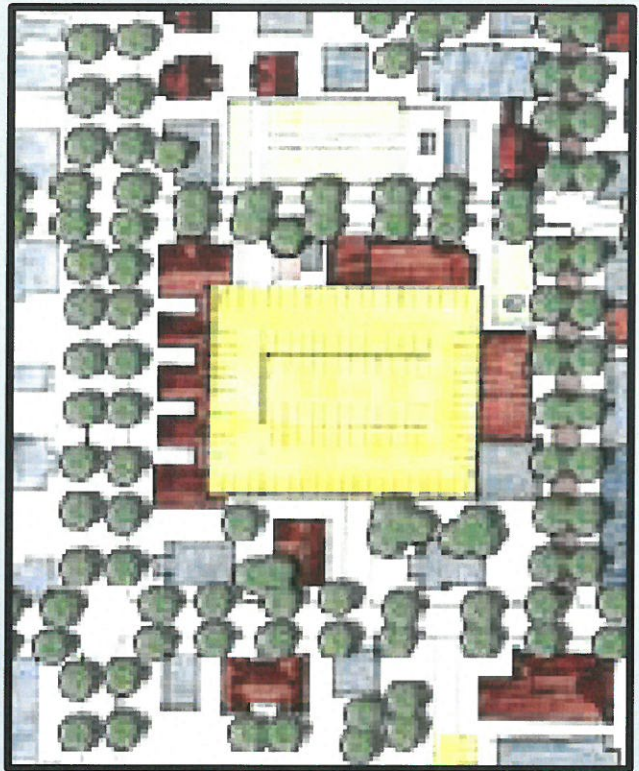
WATERFRONT PARK EXTENSION AND DOWNTOWN PARKING GARAGE

BOTH PROJECTS ARE INTERDEPENDENT AND MUST WORK IN TANDEM.

Waterfront Park Extension



\$3,500,000



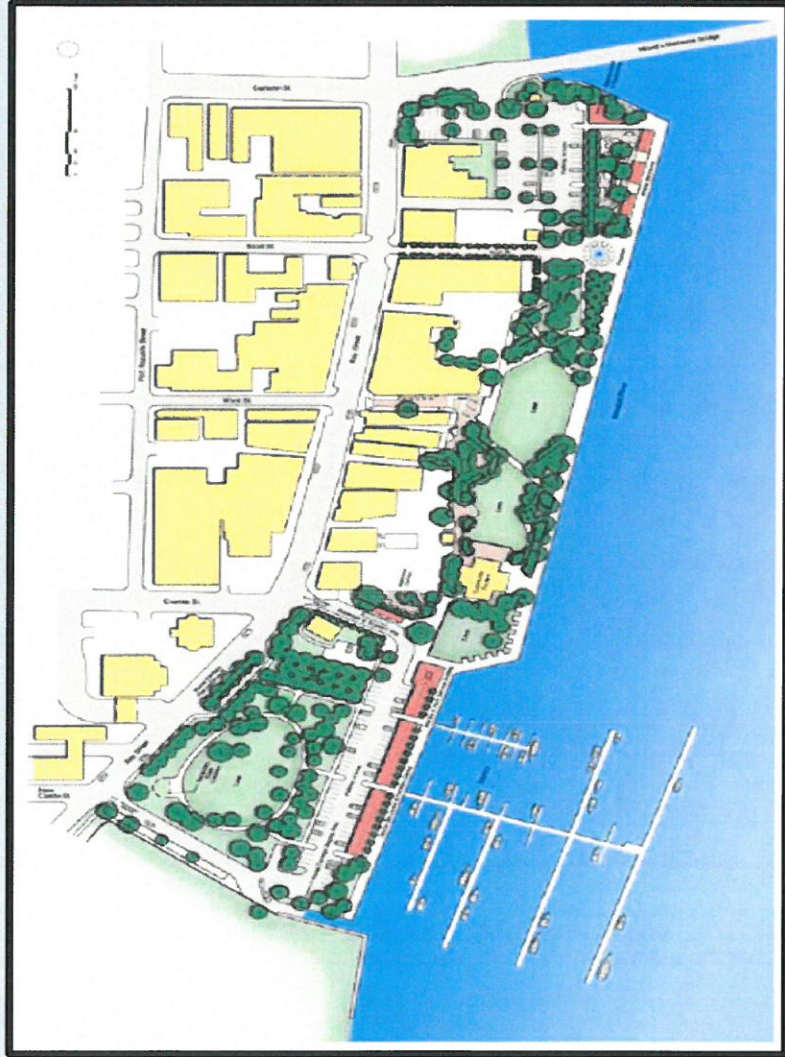
**Downtown Parking Structure
\$16,000,000**

We believe they will be economic drivers that bring more residential and retail activity to the greater downtown.

EXTENSION OF WATERFRONT PARK

One of the City's most distinguishing features is its highly celebrated Henry C. Chambers Waterfront Park which is enjoyed by locals from the region and visitors.

The project is conceptually based on the Sasaki Master Plan Phases II and III and replaces the Marina parking lot with green scape, replaces the marina store and restroom with a harbormaster building, and opens up opportunities for non motorized watercraft storage and use.



Can the project be funded from any other source of money? Grants may be able to pay for a small portion of the cost, however they are very competitive and there is no certainty that the grant funding would be received. Current grants have \$200,000 limits which are significantly less than what is needed. Furthermore, available funds are dedicated to maintenance and a refurbishing fund for the Park.

Will the project create revenue? Yes, as more people visit, shop and eat downtown while utilizing the expanded park they will generate more vitality downtown and allow businesses to grow.

What are the maintenance costs and personnel costs once the project is completed? Approximately \$60,000.

Will the project create jobs? Yes, during construction and by growing businesses downtown.

Will the project help Beaufort County as a whole? Yes, the Waterfront Park is a regional park and is used by citizens from around the County and visitors from around the Country. Expansion of the park will make the historic downtown core of the City of Beaufort, the county seat, a more economically viable contributor to the County as a whole.

Total cost - \$3,500,000

DOWNTOWN PARKING GARAGE



Anticipated redevelopment will create a greater need for parking spaces in the future and drive demand for a new parking structure.

A parking garage will satisfy the parking demand that is projected over the next 5 to 10 years as redevelopment in the downtown core continues to support local businesses, residents and visitors.

Located on the block bound by Port Republic Street, Craven Street, Charles Street and West Street

A 450 space parking garage surrounded by liner buildings will shield parking from view and create an appropriate transition to the residential neighborhoods north of the downtown area.

Total cost - \$16,000,000

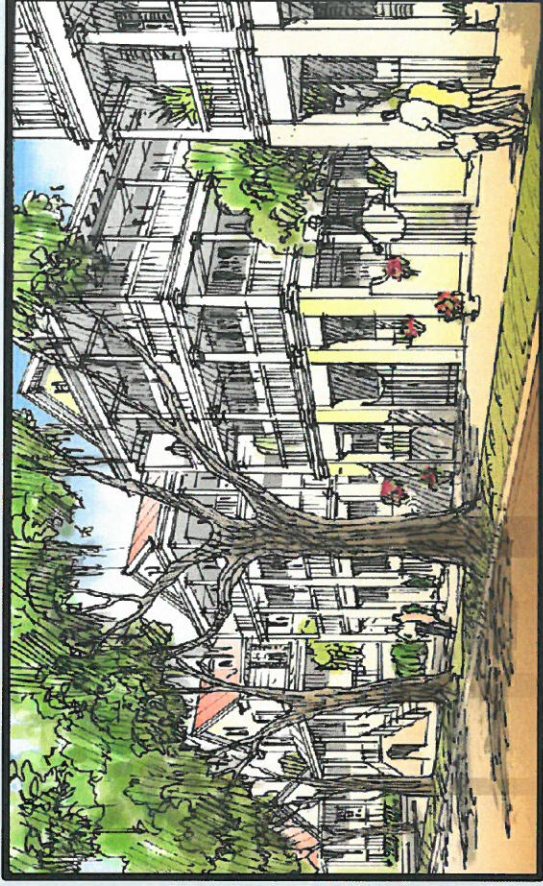
Can the project be funded from any other source of money? Yes with private funds. However, over the past 12+ years no one has come to the table.

Will the project create revenue? Yes. In addition to the construction costs, there will be revenue generated from parking fees. In addition, the liner buildings will generate property tax revenues and the tenants will contribute to increased revenues from sales tax, hospitality tax and possibly accommodations tax.

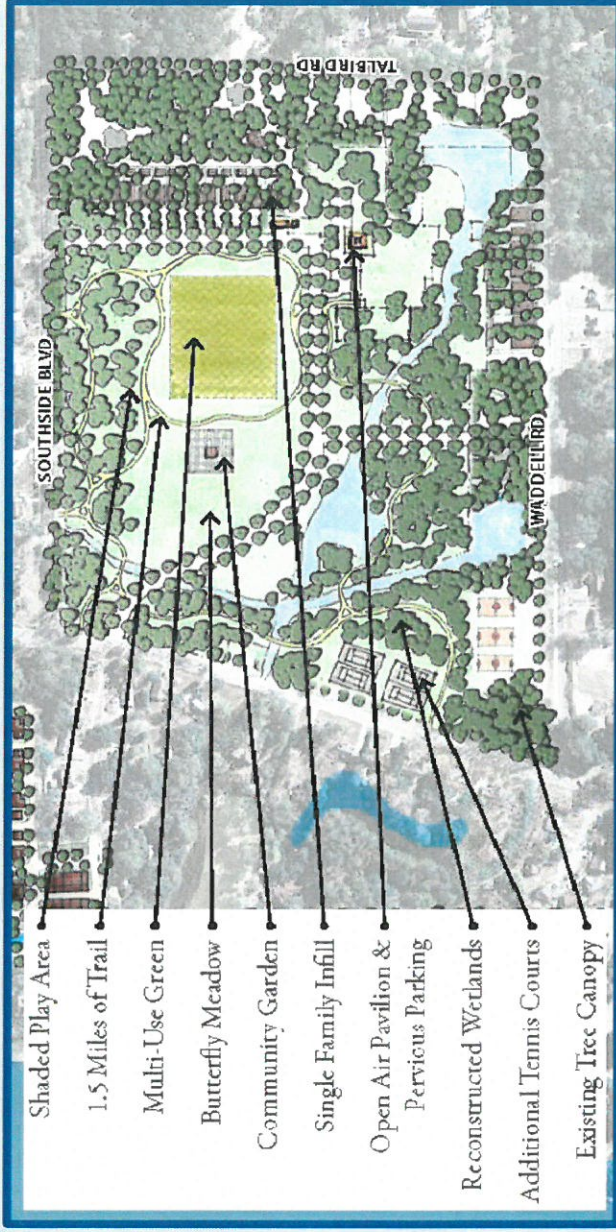
What are the maintenance costs and personnel costs once the project is completed? Approximately \$120,000 annually.

Will the project create jobs? Yes. As this will revitalize downtown, businesses and business opportunities will grow.

Will the project help Beaufort County as a whole? Yes, by making the historic downtown core of the City of Beaufort, the county seat, more attractive to residents and visitors and therefore more economically viable.



SOUTHSIDE PARK



Nearly 40 acres and the largest recreational space in the City that can provide opportunities for urban agriculture and accommodate a wide variety of activities and programs including:

- 1-5 miles of trails
- Multi-use green that can be divided into multiple playing fields, tennis courts, basketball courts, playgrounds and dog park.
- Community Garden
- Butterfly meadow
- Open air pavillion
- Additional outdoor areas for two neighborhood schools.

Can the project be funded from any other source of money? Grants may be available to pay for a portion of the costs, however the current maximum available is \$200,000. In addition, these grants are very competitive and the likelihood of receiving substantial grant assistance would be remote.

Will the project create revenue? No, but it will go along way toward revitalizing the City's largest neighborhood that is beginning to fall into disrepair.

What are the maintenance and personnel costs once the project is completed? Approximately \$40,000 annually

Will the project create jobs? Yes, the City's Parks Department will relocate to this location and a City arboretum will be established to grow new replacement trees for City properties adding potentially 1-2 positions.

Will the project help Beaufort County as a whole? Yes, Southside Park will be a community level park that will serve citizens of northern Beaufort County.

Total Cost - \$2,150,000

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-Simmonsville, 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.

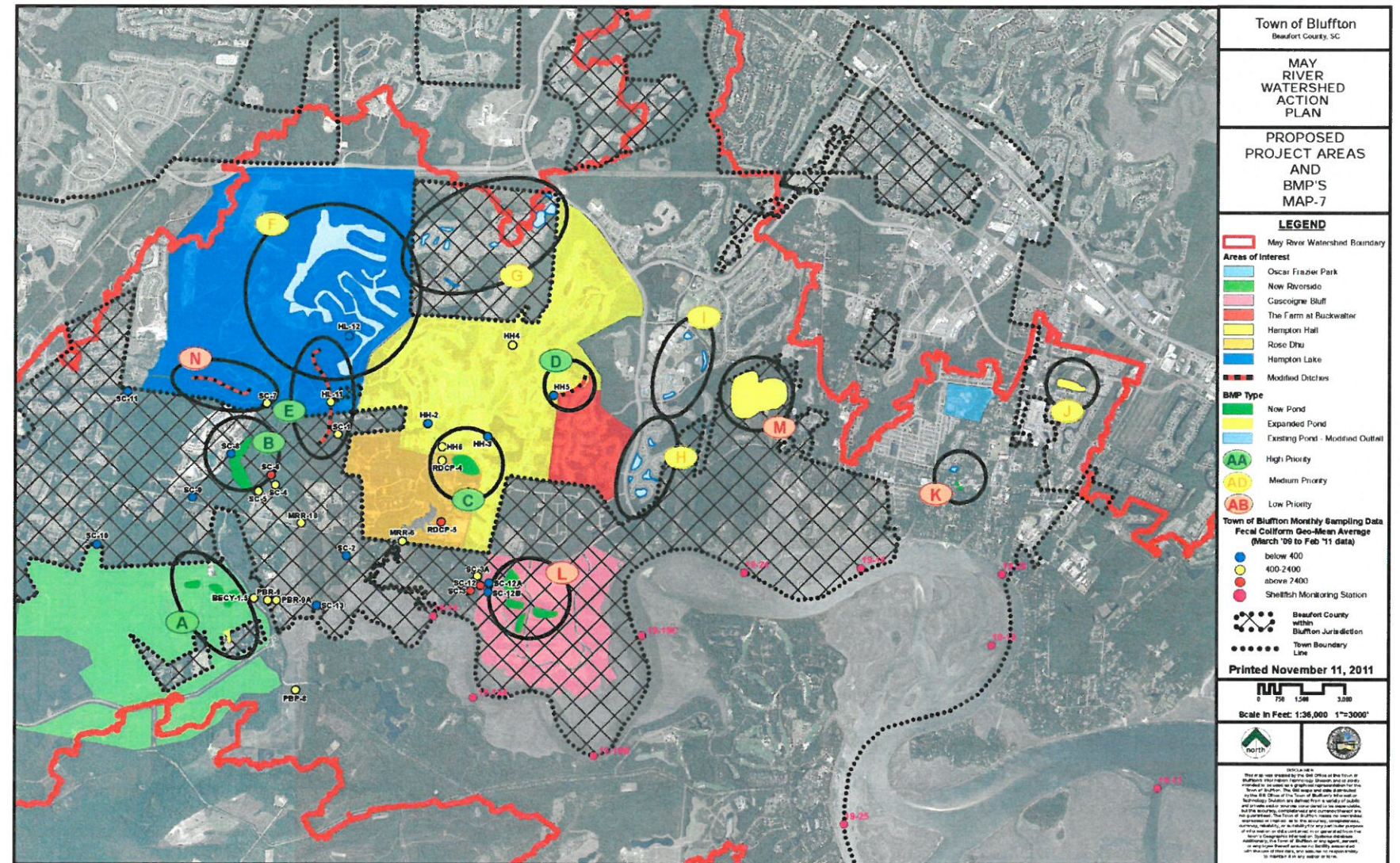
REGIONAL BENEFIT

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.

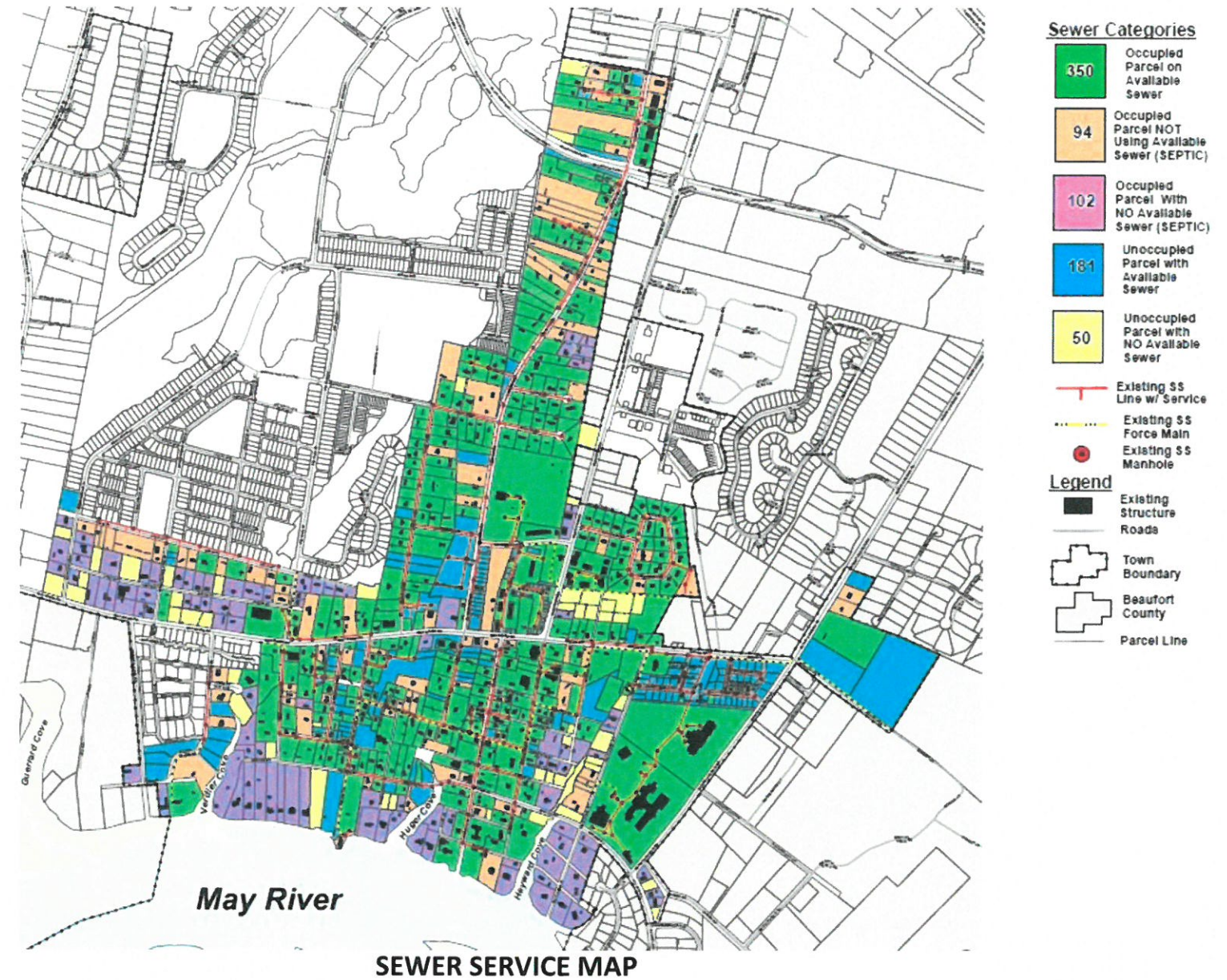
REGIONAL BENEFIT

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.

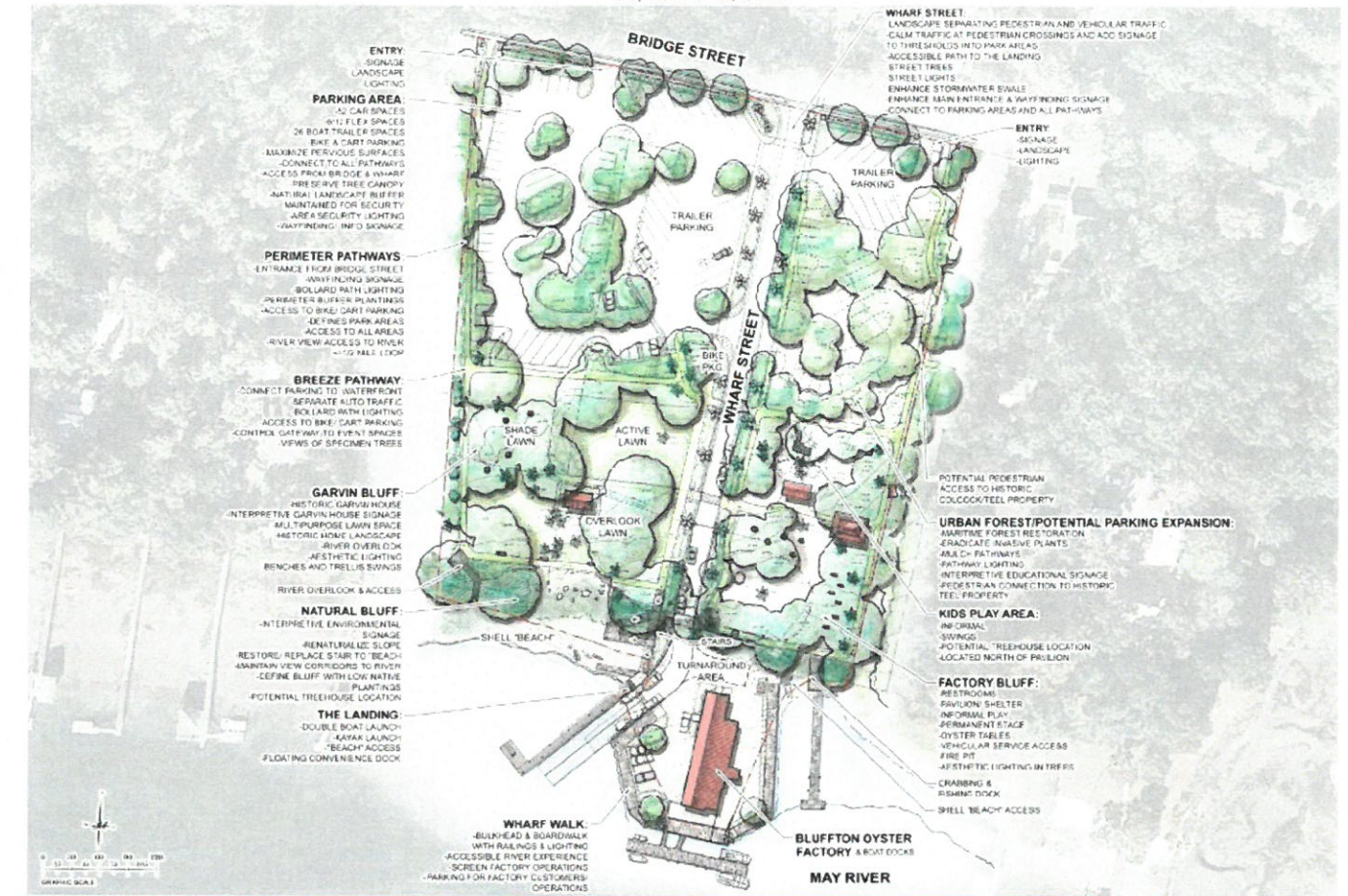
PRELIMINARY SCHEDULE

	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

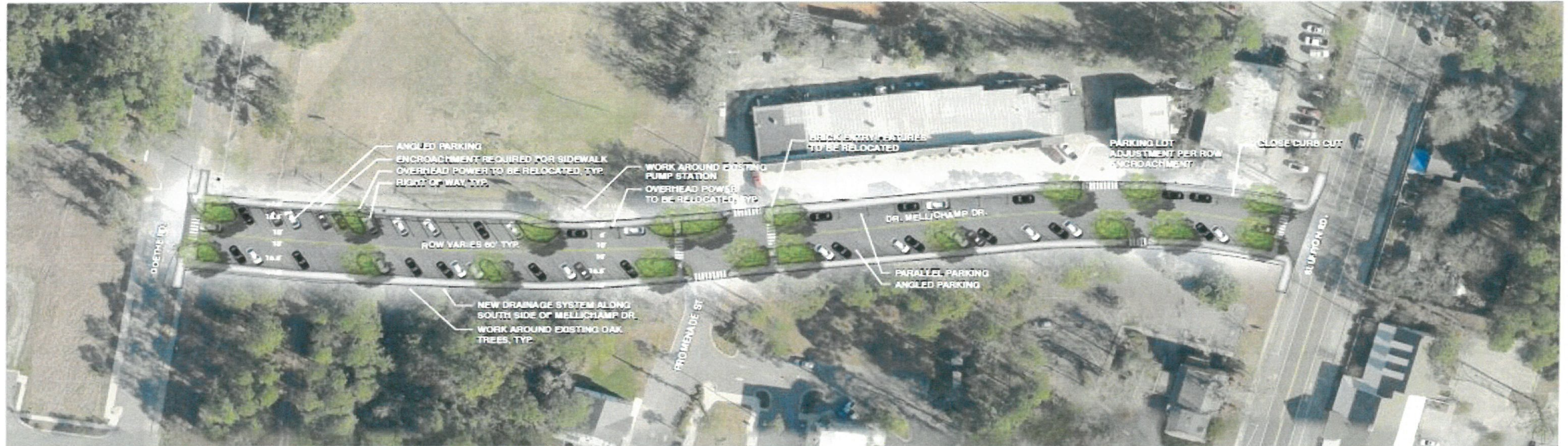
Operation & Maintenance following construction will be the responsibility of the Town of Bluffton. These re-

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



BLUFFTON HISTORIC DISTRICT HERITAGE TOURISM INFRASTRUCTURE

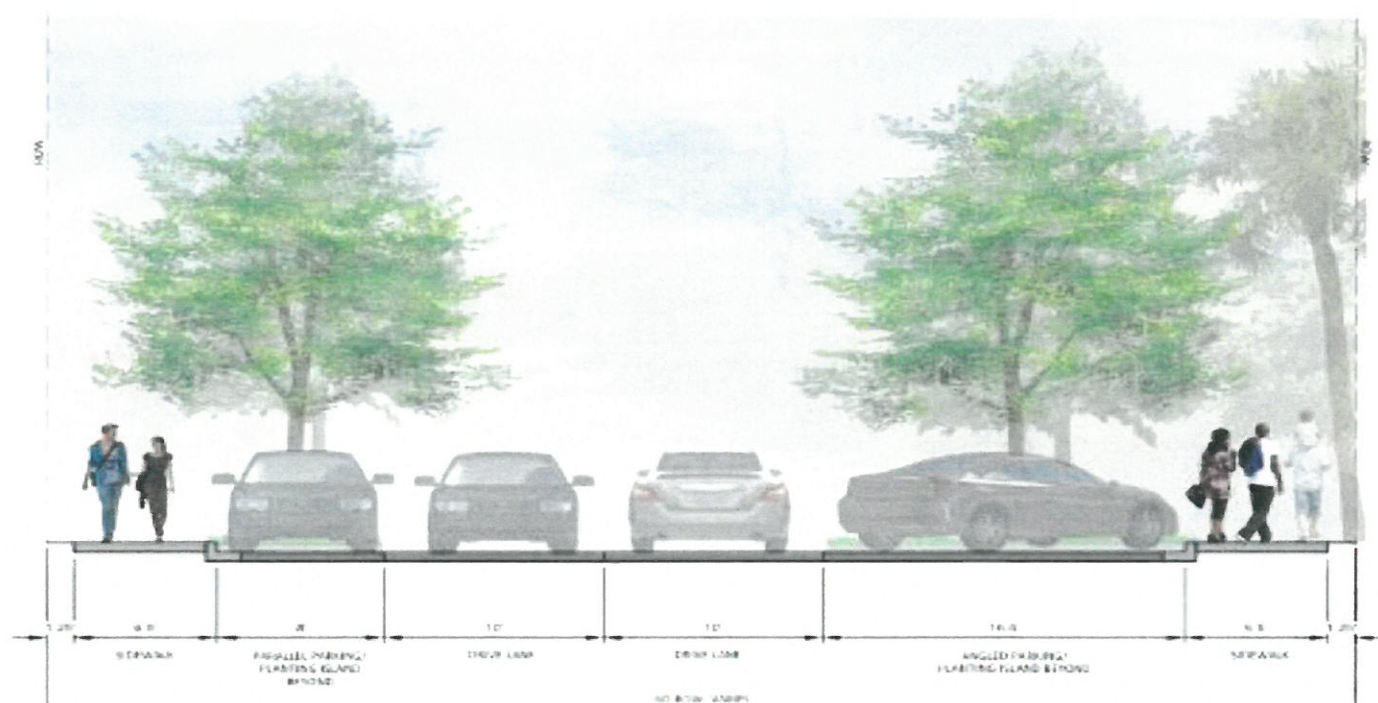
DR. MELLICHAMP DRIVE



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:

- 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.
- 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.
- 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.
- 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.
- 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.

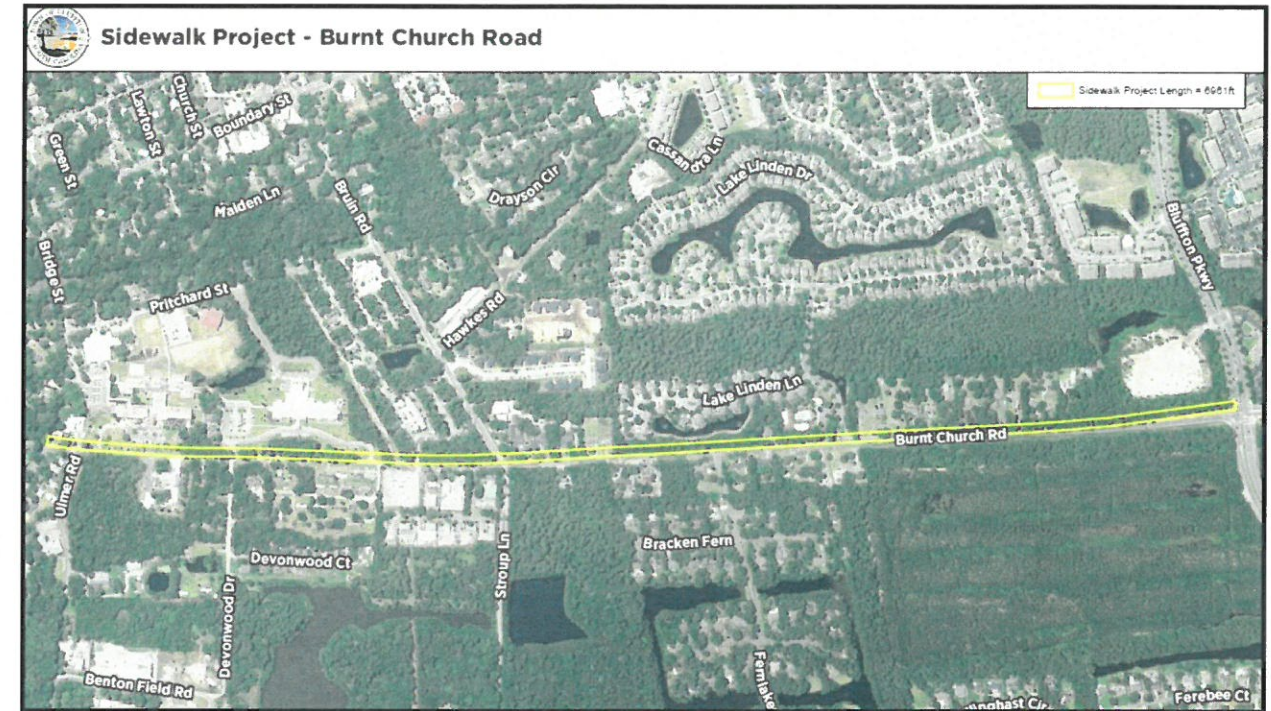
REGIONAL GOAL

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

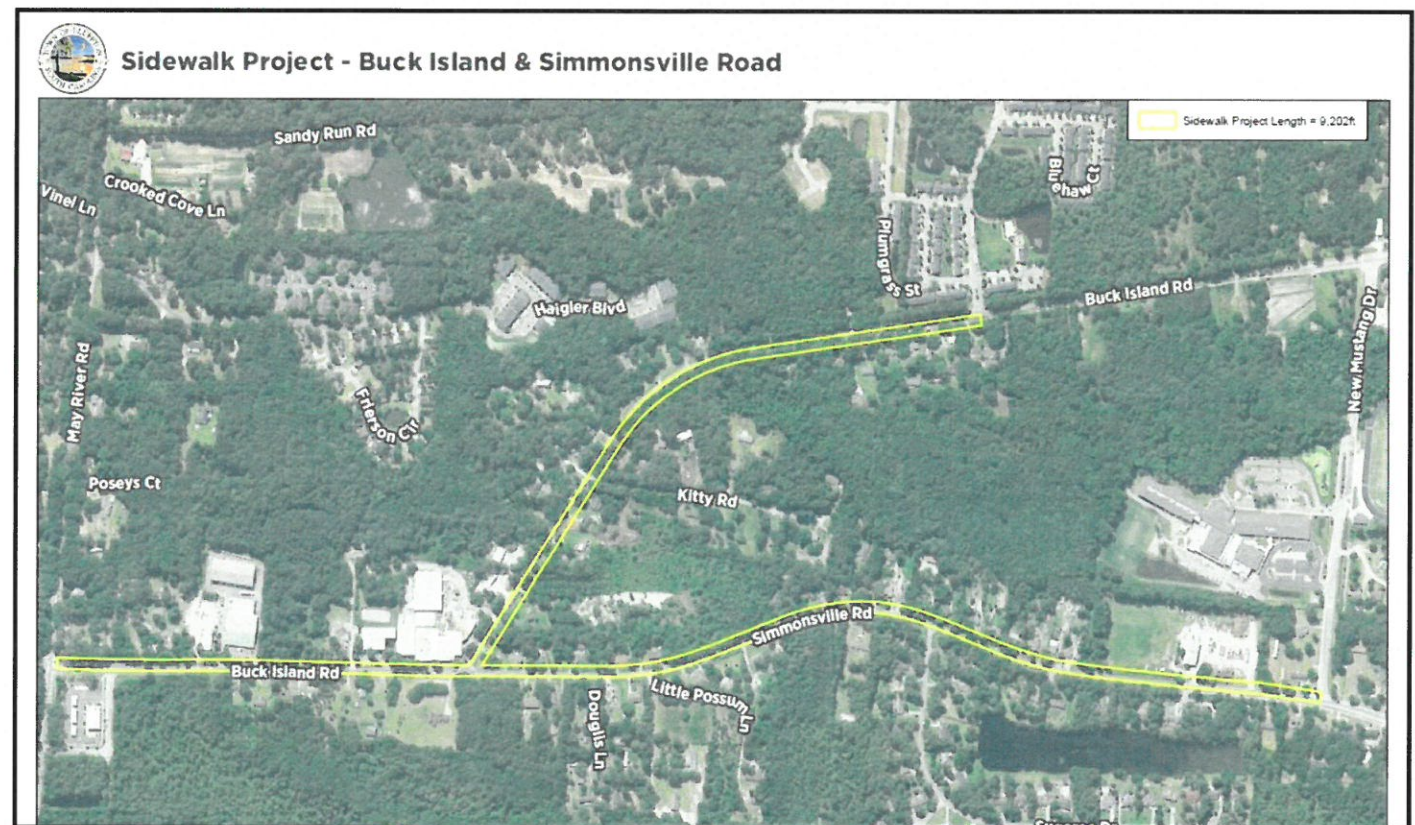
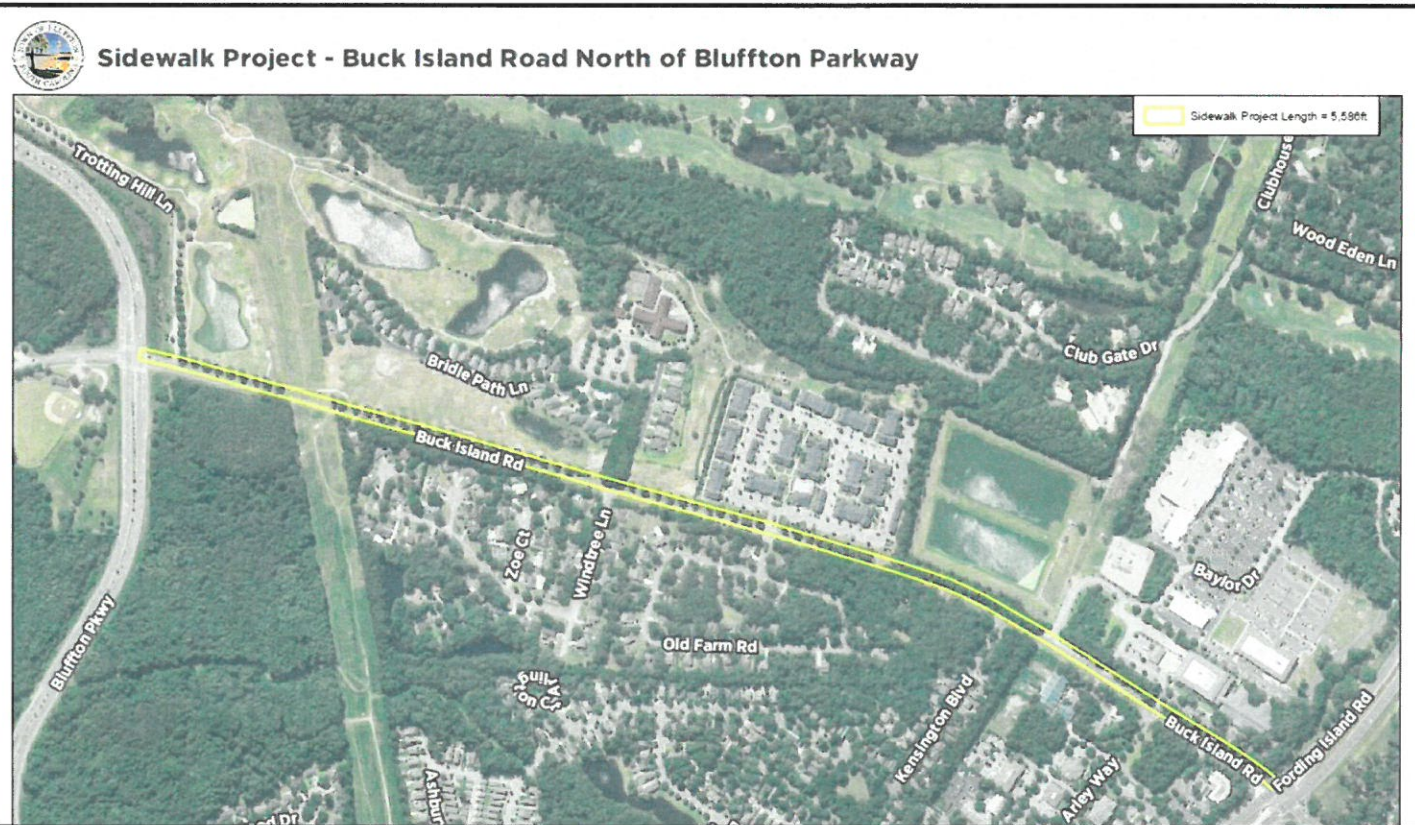
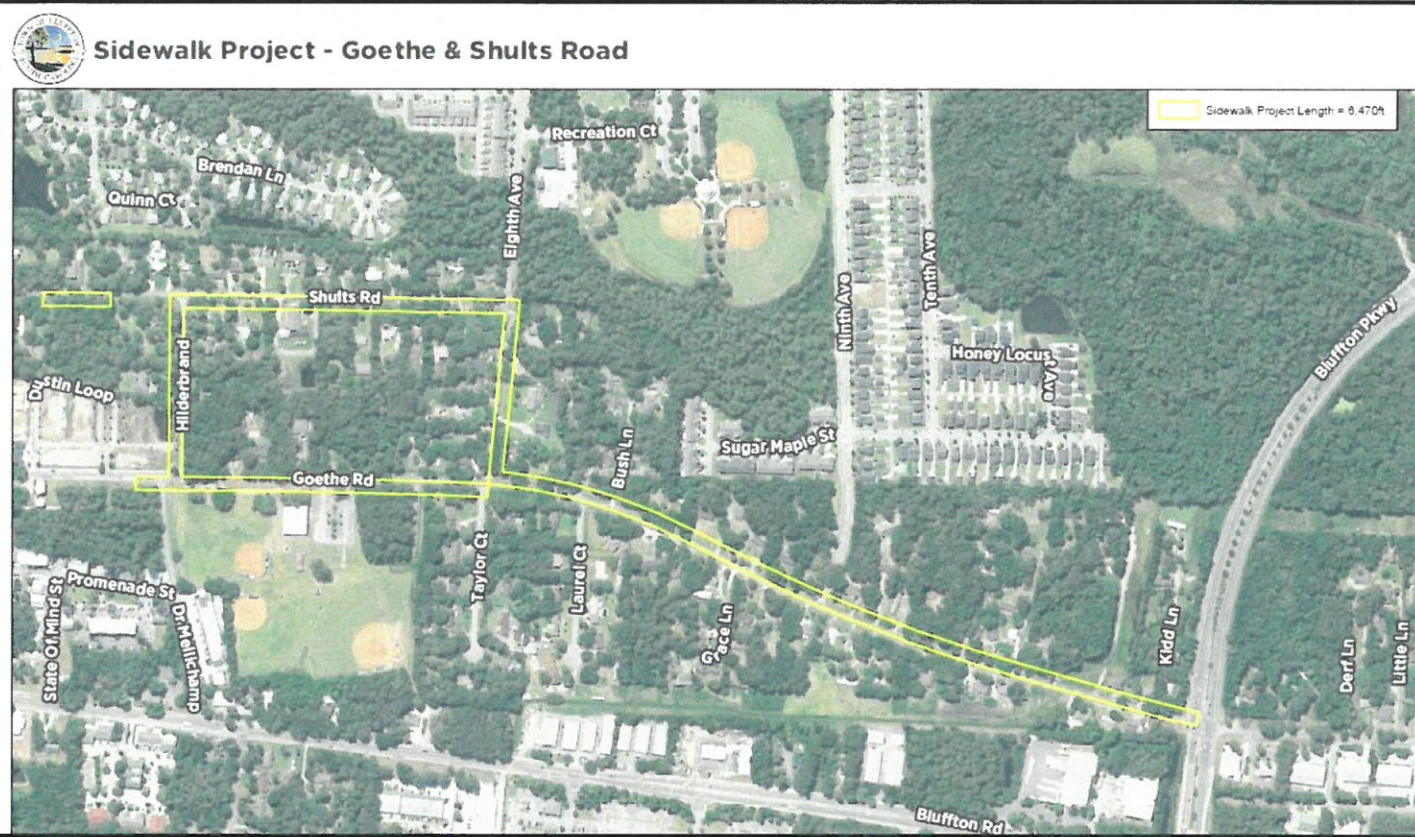
Operation & Maintenance following construction will be the responsibility of the Town of Bluffton. These responsibilities and costs can be incorporated into current services and budgeting.

POTENTIAL ADDITIONAL FUNDING SOURCES

- Hospitality Tax Revenues
- Federal/State Grants



SIDEWALKS & PATHWAYS



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

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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

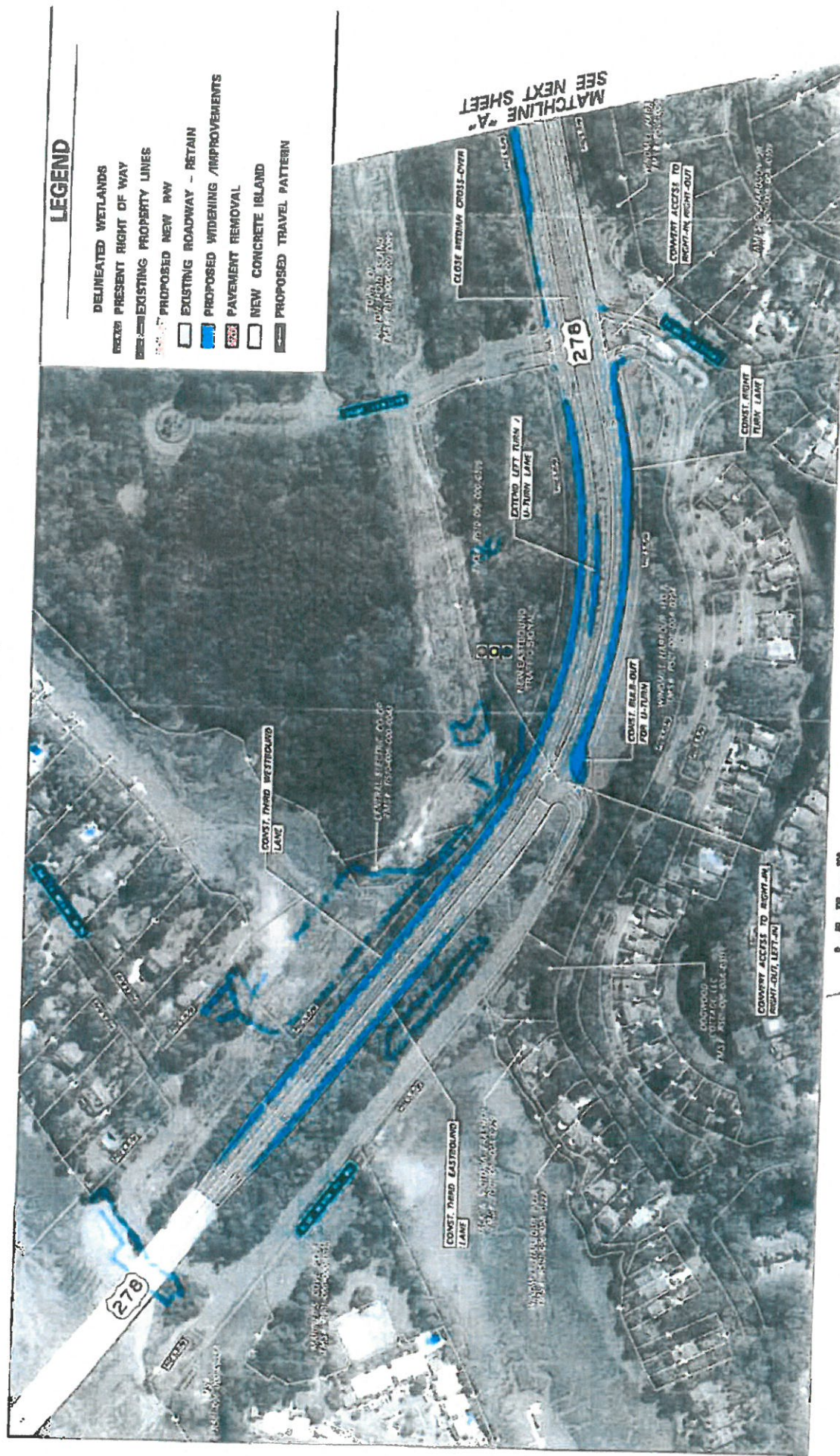
DATE: NOV. 20, 2016
 POLICE: ALT. 1 - SHEET 2

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

**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

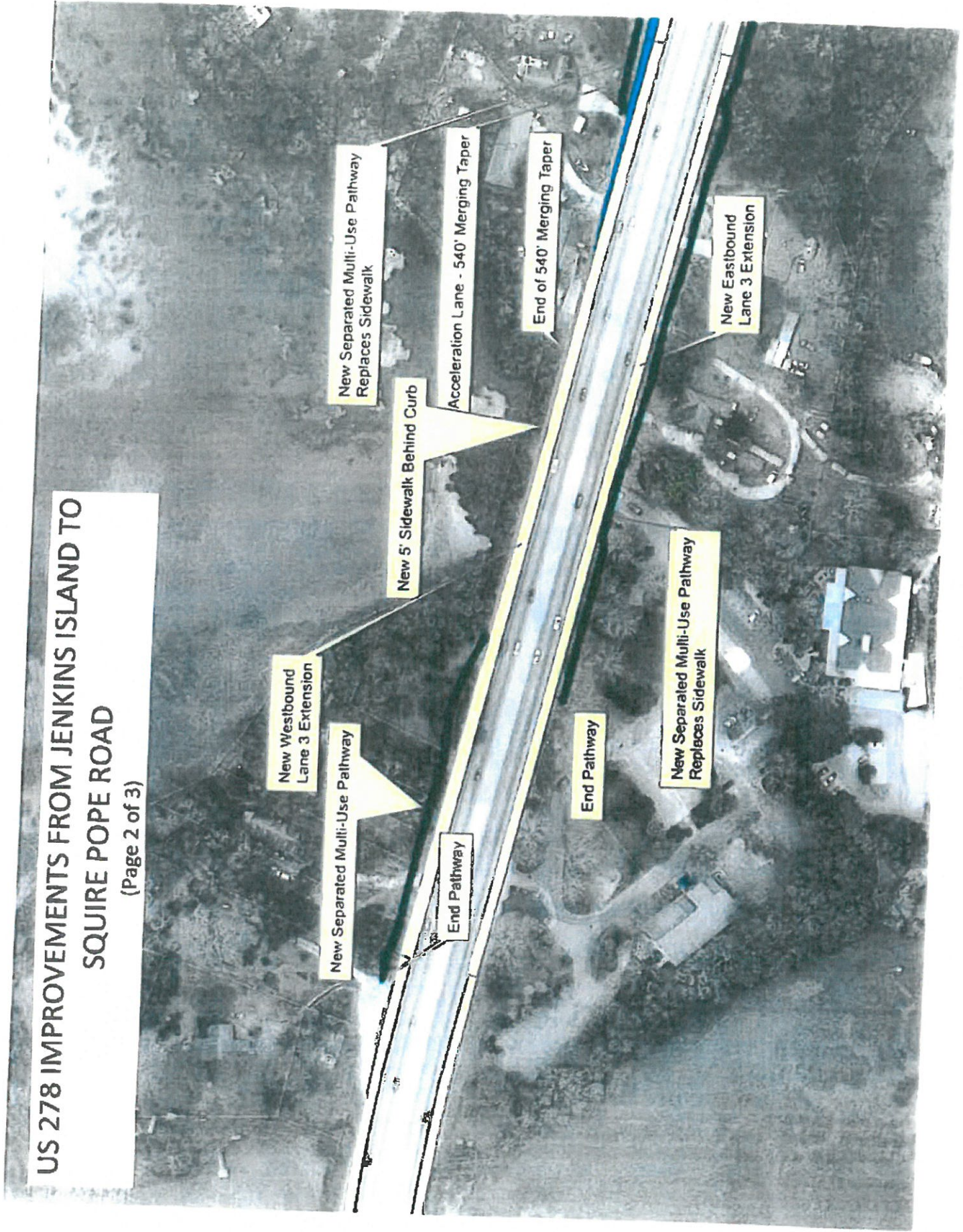
Begin New Eastbound
Lane 3 Extension

New Eastbound
Lane 3 Extension



US 278 IMPROVEMENTS FROM JENKINS ISLAND TO SQUIRE POPE ROAD

(Page 2 of 3)



New Separated Multi-Use Pathway
Replaces Sidewalk

New 5' Sidewalk Behind Curb

Acceleration Lane - 540' Merging Taper

End of 540' Merging Taper

New Eastbound
Lane 3 Extension

New Westbound
Lane 3 Extension

New Separated Multi-Use Pathway
Replaces Sidewalk

End Pathway

End Pathway

New Separated Multi-Use Pathway
Replaces Sidewalk

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

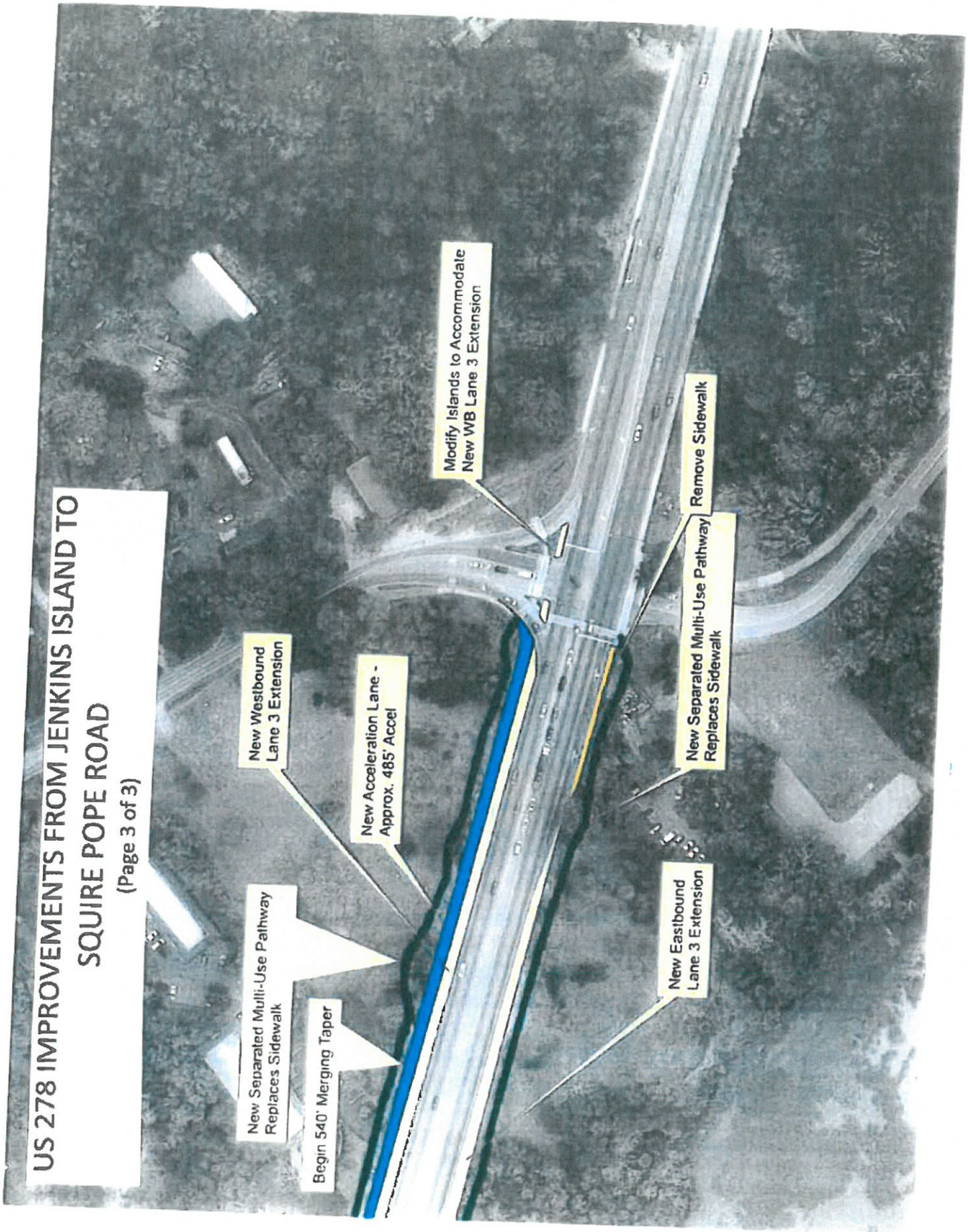
New Acceleration Lane -
Approx. 485' Accel

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

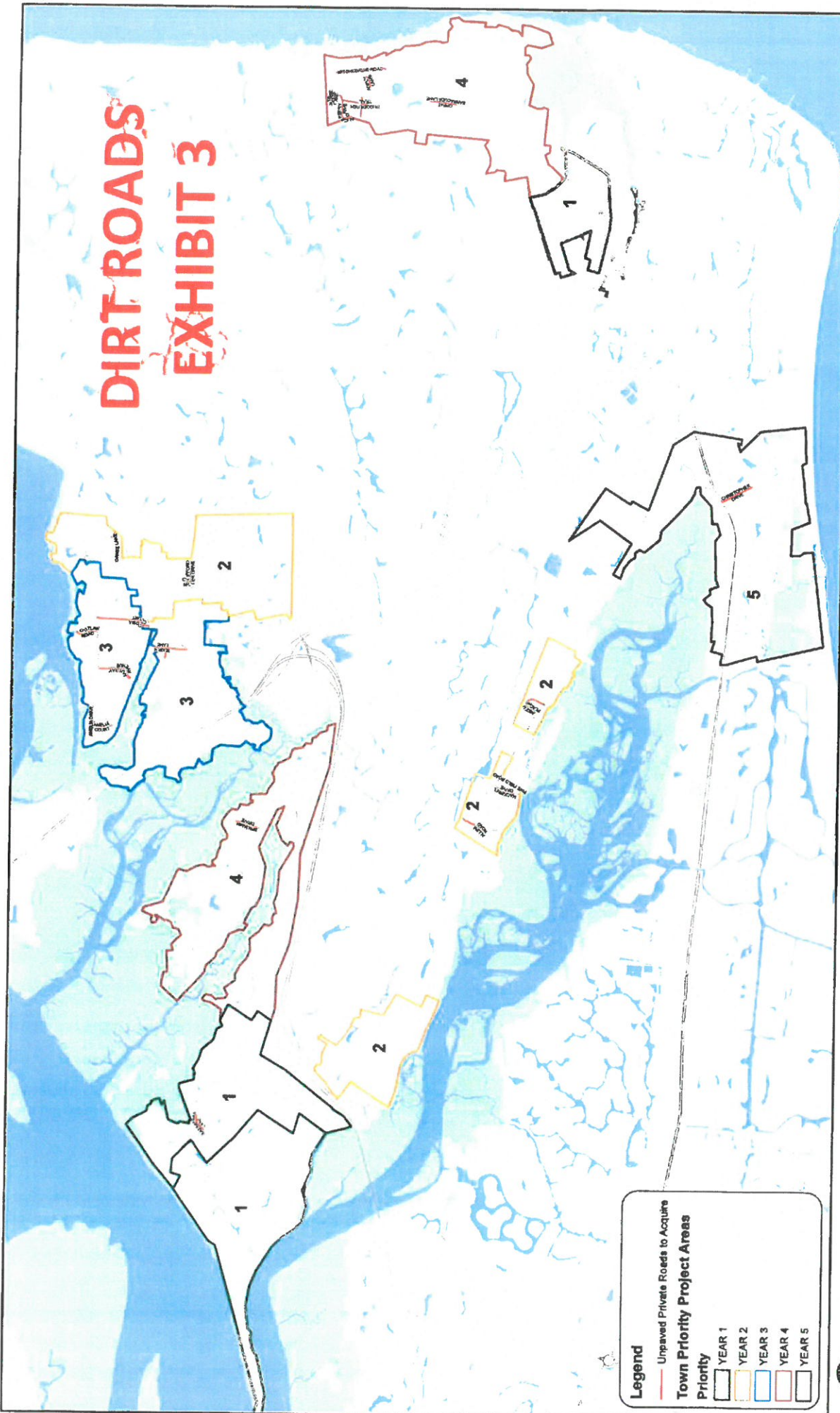
HPSD SEWER MASTER PLAN - ESTIMATED COST TO THHI

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, Utilities, Pole, etc. (Excludes Right-of-Way)	Road and Storm Drainage, Utilities, Pole, etc. (Excludes Right-of-Way)	Relocate Utilities (R/O) Prior Right)	Total Initial Costs ONLY (NOT including any)	Annual O&M	Total Initial Costs INCLUDING ANNUAL O&M	No. of Parcels Served	No. of Address Points Served	No. of Current Sewerage Service	SUM							
																(R/W/ROAD)	(R/W/ROAD)	(R/W/ROAD)	(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	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	9								
3 Pine Field Street	II	14	622	\$15,000	\$60,000	\$93,194	\$35,000	\$93,332	\$40,000	\$133,194	\$1,178	\$134,372	15	15	10								
4 Sunning Lane	II	1	471	\$15,000	\$30,000	\$62,012	\$35,000	\$66,003	\$40,000	\$97,012	\$892	\$97,904	4	6	6								
YEAR 2																							
6 Gifford Miller 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								
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	13								
YEAR 3																							
2 R/W AND ROAD COSTS																							
8 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	6								
9 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	6								
10 Regan Road	II	13	1921	\$15,000	\$75,000	\$95,944	\$35,000	\$187,542	\$40,000	\$140,944	\$7,992	\$148,936	14	17	16								
11 Oakley Road	II	1	653	\$15,000	\$30,000	\$17,147	\$35,000	\$117,538	\$40,000	\$52,147	\$1,237	\$53,384	2	3	3								
YEAR 4																							
4 R/W AND ROAD COSTS																							
14 Adel Lane	II	6	364	\$15,000	\$40,000	\$20,829	\$35,000	\$51,785	\$40,000	\$66,829	\$689	\$67,518	6	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	3								
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	6	5								
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	11	10								
18 Home Super Lane	II	5	394	\$15,000	\$30,000	\$50,460	\$35,000	\$55,966	\$40,000	\$85,460	\$746	\$86,206	5	13	12								
19 Johnson Road	II	13	1921	\$15,000	\$75,000	\$95,944	\$35,000	\$187,542	\$40,000	\$140,944	\$7,992	\$148,936	13	14	11								
20 Longfellow Trail	II	6	770	\$15,000	\$40,000	\$21,042	\$35,000	\$109,275	\$40,000	\$91,042	\$80	\$91,122	6	6	6								
YEAR 5																							
1 R/W AND ROAD COSTS																							
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	8								
TOTAL R/W AND ROAD COSTS																							
													183	15,445	\$315,000	\$1,060,000	\$1,548,828	\$738,000	\$2,001,585	\$440,000	\$2,441,585	\$7,100,213	\$27,708

\$7.1M to Acquire Public 50' R/W and construct Roadway and Drainage Improvements
 ONLY on the 21 private, unimproved 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

— Unpaid Private Roads to Acquire

Town Priority Project Areas

YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
--------	--------	--------	--------	--------

HHPSD Master Sewer Plan
Unpaid Private Roads to be Acquired

Town of Hillsborough, NC
10000 Hillsborough Road
Hillsborough, NC 27541
919.747.1000
www.hillsboroughnc.gov



This map was prepared by the Town of Hillsborough, North Carolina, and is not intended to be used for any other purpose. The Town of Hillsborough, North Carolina, is not responsible for any errors or omissions on this map. The Town of Hillsborough, North Carolina, is not responsible for any damages or losses resulting from the use of this map.

Maietta, Linda

From: Kubic, Gary
Sent: Monday, February 01, 2016 10:39 AM
To: Maietta, Linda; Gruber, Joshua
Cc: Harris, Cheryl; Holland, Alicia; Van Willis
Subject: Port royal Sales Tax CIP list

Linda:

I am attaching the Town of Port Royal Sales Tax CIP list which has been vetted and approved by the Port Royal 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



2016 CIP project
list.pdf

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



Council

Samuel E. Murray
Mayor

Tom Klein
Mayor Pro Tempore

Jerry Ashmore
Vernon DeLoach
Mary Beth Heyward

Van Willis
Town Manager

T. Alan Beach
Chief of Police

Jeffrey S. Coppinger
Operations

Linda Bridges
Planning

January 26, 2016

Mr. Gary Kubic, Administrator
Beaufort County
PO Drawer 128
Beaufort, SC 29901

Re: Recommended Project List and Estimated Cost for the Beaufort County Capital Projects Sales Tax Commission.

Dear Gary:

In response to the Deputy County Administrator Josh Gruber's earlier request, for Town of Port Royal capital projects and their related costs associated with the Beaufort County Capital Project Sales Tax Commission project list; the Town requests the following projects be included for funding from proceeds of the Capital Project Sales Tax: Projects the Town is requesting are:

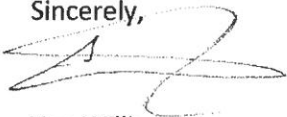
1. **Resurfacing of Town Owned Roads (Renovation/Repair)** - The Town owns and maintains all roadways south of Ribaut Road. Over the last three years the Town has resurfaced five street segments. The Town needs to resurface many more roadways as a large number have exceeded their useful life given the type of material used to construct each particular road. The current cost to resurface one block of roadway is approximately \$20,000. Currently the Town owns approximately 7.5 miles of roadway that need resurfacing. **Estimated Cost: \$2,500,000.00**
2. **Add Sidewalks (Various Areas of Town)** - Install new sidewalks in various areas in Port Royal to provide pedestrian interconnectivity. Particularly around schools and other public parks. **Estimated Cost: \$300,000.00**
3. **Paris Ave. Park** - Construct a new 1-acre park at the end of Paris Ave. along the existing waterfront. Park shall include landscaping, pavilions, gazebos, shelters, boardwalk /promenades and open lawn for community events. **Estimated Cost: \$480,000.00**
4. **Construct New Port Property Spine Road from End of Paris Ave. to Ribaut Road** - This roadway will traverse the full length of the current SCSPA property and will interconnect Sands Beach, redevelopment areas of the SCSPA property and Ribaut Road. This roadway will be a 22-foot-

- wide in residential areas and 36 feet wide in commercial areas. Estimated costs include paved roads with sidewalks, curbs and stormwater drainage. **Estimated cost: \$5,000,000.00**
5. **Construct Water and Stormwater System in Redevelopment Area** - Construct improvements and new stormwater management systems and extend water mains as needed to accommodate development of Redevelopment Areas. **Estimated Cost: \$210,000.00**
 6. **Waterfront Promenade** - Construct waterfront promenade pathway along entire length of existing SCSPA property to provide public waterfront access. Construct approximately 3,000 linear feet of promenade. **Estimated Cost: \$220,000.00**
 7. **Tree Improvements/Pocket Parks/Landscaping** - Move and replant or add new trees and create pocket parks in various areas of the SCSPA Redevelopment Site. Construct pocket parks within various areas of the Redevelopment Site. **Estimated Cost: \$220,000.**
 8. **Pickleball Court Complex** – estimated cost of construction is \$300,000: includes eight court construction, lighting, and fencing.

The above project costs are based upon preliminary scopes and generalized opinions of probable cost and may vary as projects are developed in the future.

We look forward to the County assisting the Town with funding construction of these projects using proceeds from the Capital Project Sales Tax. Feel free to contact me should you need any additional information related to any of these projects.

Sincerely,



Van Willis
Town Manager