



2020 Stoney Community “Walk Along” Meetings

Tuesday, March 10, 2020 | Hilton Head Island Library

Meeting Summary

1.1 SUMMARY

A series of four, approximately one-hour meetings were held with representatives of the four Stoney community families that may experience right-of-way acquisition based on the proposed reasonable alternative alignments. Each meeting was held one-on-one with the families to allow them the opportunity to speak candidly and specifically have a chance to hear their concerns. Following the project-specific session, the families were invited to do an oral history interview with New South Associates, Inc. as part of the Traditional Cultural Properties evaluation.

Highlights:

- Each family had a very distinct perspective
- Only the Stewart family was unwavering in the opinion that 6A be the selected alternative; the others also seemed more resigned to the way the community had changed and sought peace over anything else
- Key concerns were:
 - Safety:
 - Turning left across US 278 (unanimous)
 - Wrecks that may happen close to homes
 - Continued safety concerns after construction
 - Noise
 - Also, an issue of safety as they are unable to hear from house to house
 - Continued noise impacts after construction

1.2 FAMILIES

Family	Parcels	Attendees	Preferred Alternative	Notes
Driessons	77 William Hilton Pkwy, 79 William Hilton Pkwy, 81 William Hilton Pkwy, 91 William Hilton Pkwy	Ben, Edna, Pam Dakota Driessen	Open to both 4A and 5A- like alternatives;	Those living there would like to be bought out if they were to get fair price, the sister that just moved back preferred 4A-type alternatives

Simmons	75 William Hilton Pkwy	Palmer Simmons	Adamantly preferred the 4A-type alternatives through Stoney	Thought the other alternative further divided the community and brought impacts through the middle
Stewart	108 William Hilton Pkwy, 110 William Hilton Pkwy, 113 William Hilton Pkwy, 111 William Hilton Pkwy, 51 Squire Pope Rd, 56 Squire Pope Rd,	Sarah, Dejuan, William, Darrell, Isabel, Crystal, John Stewart	Adamantly preferred the 6A-type alternatives through Stoney	Thought that this type of alternative cut their property through "wasteland"; Were pleased to see that at least the other alternative (5A) missed Isabel's house; however, were still adamantly opposed to the 4A-type alternatives
Champen	91 Squire Pope Rd, 126 William Hilton Pkwy, 149 William Hilton Pkwy	Arthur Champen, Dan Driessen, Linda Washington	Prefer 4A alignment but have concerns with safety/crashes at Squire Pope	Family owns marsh land (39 acres) purchased in 1892. In the 1940's it was flooded but they still own it. 6A re-divides the Stoney community if all 1 big community. Believes 4A is the best option in regard to the impacts on the Stoney community.



* - indicates property owner identified lands (unconfirmed)

Properties associated with the US 278 "Walk Alongs"



1.3 PROJECT TEAM ATTENDEES

The following staff attended the event.

Organization	Person
SCDOT	Craig Winn
SCDOT	Megan Groves

SCDOT	David Kelly
FHWA	Shane Belcher
KCI	Phil Leazer
CDM Smith	Amy Livingston
3 Oaks	Geni Theriot
3 Oaks	Amanda Welch (Mostly stayed with New South in Oral History Room)

DRAFT



SCDOT COMMUNITY MEETINGS SIGN-IN SHEET

Tuesday, March 10, 2020

US 278 CORRIDOR IMPROVEMENTS

Moss Creek Drive to Spanish Wells Road

BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

PHONE (please print)

EMAIL (please print if you would like to be added to project communication list)

add to newsletter)

Linda Washington

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Dan Driessen

208 Mitchellville Rd HH1

843-681 5867

Arthur Champen

91 Squire Poe Rd

843-683-1618

ALenase@HAGberry.com



SCDOT COMMUNITY MEETINGS SIGN-IN SHEET
Tuesday, March 10, 2020

US 278 CORRIDOR IMPROVEMENTS
Moss Creek Drive to Spanish Wells Road
BEAUFORT COUNTY



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Bern Drissen

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Daneta Dakota Drissen

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SCDOT COMMUNITY MEETINGS SIGN-IN SHEET

Tuesday, March 10, 2020

US 278 CORRIDOR IMPROVEMENTS

Moss Creek Drive to Spanish Wells Road

BEAUFORT COUNTY



NAME (please print)

ADDRESS (please print)

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(please print)

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Palme-B. S. inmans

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NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.



August 2020 Community Meetings Summary

MARINERS COVE MEETING

Thursday, August 20, 2020; 2:00 PM – 3:30 PM

Mariners Cove Neighborhood, Hilton Head Island, SC

Meeting Participants

Because the meeting was held primarily outside, on-site, this may not be inclusive of all participants in the sign-in sheet. Some came and went.



Mariners Cove Residents	Project Team
Maureen Smith	Craig Winn (SCDOT Project Manager)
Lori Graise	Eric Burgess
Julie Erikson	Phil Leazer
Douglas Skelly	Heather Robbins
Elizabeth Hahn	Amy Livingston
Charles King	

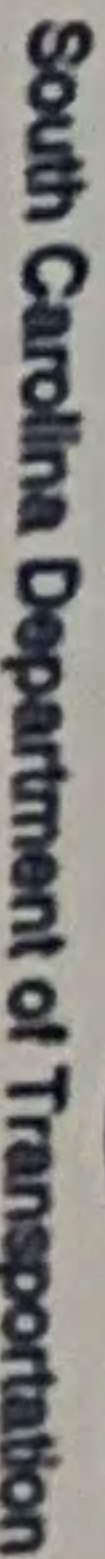
Materials provided included a roll plot of the full study area with the Reasonable Alternative 4A on it as representative of several alternatives through the area.

Notes

The meeting started by exploring the future potential site of the new bridge. Residents had many questions about the exact location of where the bridge would be. They also shared concerns about a gentleman who was parking his boats in SCE&G right of way. Questions and concerns included:

- Understanding their ingress/egress
- What it would look like under the bridge/ What the side of the bridge would look like as it was coming down
- If their views would be obstructed
- Would the power lines have to be moved over to accommodate the bridge and where the powerlines would be relocated.
- If it might be possible to reconnect the waterway that originally made Jenkins Island an island. Requested to restore waterflow at a minimum. There were concerns about the marsh/environment and the fact that the area was now stagnant. They reminisced about the “old days” when shrimp boats could go all the way around the island.

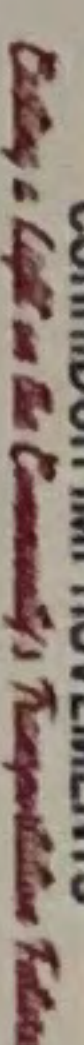
The group then discussed the roll plots to help explain the ingress/egress would work. Many members stated how helpful this was and their appreciation. They were concerned with the NEPA process and the lack of information that could be distributed, but ultimately understood the reasonings and why.



Thursday, August 20, 2020

Moss Creek Drive to Spanish Wells Road

BEAUFORT COUNTY



ADDRESS (please print)

PHONE
(please print)

EMAIL (please print if you would like to be added to project communication list)

MAUREEN SMITH	205 MUMFORDS CAV, HTH SC	29926	843 816 4653	mo@travelxperts.com
Lori Spaine	409 " "		908 578 5469	Lyraiver@yahoo.com
Jessie Bickner	Michael 106 MCE HTH SC	404 834 8600		ashantysimp@icahco.com
Dorecas Skelly	55 NEWMANS RD SUTTE 211	29928		DISCUT@AOL.COM
Elizabeth Hahn	309 William Hahn Pkwy Warner's Cove	29926		Betsy-hahn@yahoo.com
Charlie King	403?? N. C C			

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.



September 2020 Community Meetings Summary

STONEY COMMUNITY LEADERS MEETING (2ND MEETING)

Thursday, September 29, 2020; 1:00 PM; Tour of Jenkins Island Cemetery at 3:30pm
Hilton Head Island Rowing and Sailing Center 133 Squire Pope Road, Hilton Head Island, SC

Meeting Participants

Stoney Community Leaders	Project Team
Sarah Stewart	Craig Winn (SCDOT Project Manager)
Isabel Stewart	Eric Burgess
Benjamin Driesson	Phil Leazer
Luana Graves Sellars	Heather Robbins
Alex Brown	Amy Livingston
Henrietta Simmons	
Pamela Dakota Driesson	
John F. Stewart	
Donald Stewart	
William Stewart	
Belinda Stewart Young	
Betty Stewart-Miller	

Materials provided included a roll plot of the full study area with modified Reasonable Alternative 4A as representative of several alternatives through the area. This included the intersection configurations that are being considered. These were the same materials as the previous meeting.

Notes

Group discussion about a video to document the history of the Stoney community. Project Team requested ideas for the possible video so that it could be summarized in the Environmental Assessment as community mitigation. The specific details regarding the video would be developed in coordination with the Stoney community.

The Driesson family requested a monument that documents the history of their family in the island. The monument would be along the proposed multiuse path and include a short history and a way to get more information.

Jenkins Island Cemetery – recommendations to improve access, potential clean up, and a monument to document the history. Suggestions included trimming trees, providing a better driveway to access the cemetery off Jenkins Road instead of US 278.

Discussion of a potential access road for the properties between the causeway and Squire Pope Road. No consensus reached on this potential access road.

Discussion about the possible driveway to the Stewart family properties. This driveway would assist in access between the Stewart family homes and eliminate need for the family to access via US 278.

- SCDOT has discussed that with the town. The driveway would be public road until the Stewart property and then a private driveway. That will allow the Stewart family to install a gate, if desired.
- The Stewart family shared concerns about the buffering that may be required by the town. Questions about the town's buffers/setbacks off the driveway.
- Stewart family expressed that they should get compensated for who is going to take care of that road and the fact that it's convenient to other people to just drive up.
 - The town explained that if it was a public road, it would be the town's responsibility to maintain, but if it were a private road, then the town legally can't pay for the maintenance.
 - The Stewart family expressed concern about the cost of the maintenance and stated that if they don't want that (the road maintenance costs), then they will have to do the same thing that they're doing now.
 - The Town (Josh Gruber) tried to explain the cost and benefits of the potential access road. If the Stewart family wants to put a gate, they can do it. The Stewart family would not be able to have a private road and have it maintained by the Town at the same time. There's a constitutional prohibition on that.
- Josh Gruber didn't know the exact answer regarding to if it impacts the potential future development of the property (question regarding setbacks and requirements). The Town will check on that. However, having a driveway does not decrease the ability for the property to be developed and it might help.
- The Town (Josh Gruber) explained that the road would be built to the appropriate standard and should be last for 40 years because it is just being used for residential property access.
- John Stewart expressed that people drive up and down the roads all day. He doesn't want to get in a situation where his family would get hit and can't do it because it's a public road and the Town imposes all the buffers.
- Craig explained that if the driveway were built by easement, then the setbacks/buffers should not apply. If the driveway is on an easement, then the Town would still maintain it and the setback would go with the property line
- John Stewart - My family needs to sit down and talk about this. It sounds like a good idea, but I don't think we can say it's a good idea. We need to discuss if the access and restrictions is what the family would like to do.
- Alex Brown - thank you for sending someone from the Town. No one said this was going to be easy. The fact that we're here is important. Question for the Town - curious as to the marching orders given to you to attend such a meeting. Was it to listen and learn and understand the concern and then take back so we can put together a means of mitigating those concerns with an open mind or were you sent here to make sure everyone knows the Town has rules everyone has to abide by?
- Craig - I invited Josh after our last meeting. As you all pointed out, SCDOT was promising things, and we needed to have the Town here.
- Alex - From my standpoint, it doesn't seem like we have an idea of thinking outside the box on quality of life issues. We're bringing it down to safety. Economic opportunity is another part—historic, generational wealth. All those need to be the foundation as to how we build. I want to make sure the Town is hearing that loud and clear.

- Craig - The access is a safety issue. The first public comments we received related to the project is that residents can't get safely out of their driveways. Here's a potential opportunity to serve these driveways so they don't turn onto US 278. That would improve quality of life.
- Discussion of potential monuments to capture the history and to educate people. So many visitors that walk through the Stoney community and do not realize what represents. The Driessons wanted to tell a story about their dad and his involvement in the island. There could also be improved access to the Jenkins Island (Stoney) cemetery.
- Craig expressed that the project team wants them (the community) to recommend community mitigation ideas. We want to hear from the community. Are there other ideas that the community has had for us to review? If SCDOT is unable to complete one of those ideas, there is a possibility that the Town could do it.
- Alex - Josh, does this project offer that opportunity to accomplish some of the goals that SCDOT can't?
- Josh - I think it does, but they are not unlimited. There are some restrictions we have as a government. The option of paying for a private driveway, and then paying for the future maintenance is not allowed.
- Alex - What about other ideas, and who will bring those to the table?
- Craig - That's the purpose of this meeting.
- Bill Stewart - we're not qualified to make those ideas. Let's pump the brakes and get legal advice. I've been asking for an independent study to see if they are things the town can do to preserve (our community) before we go forward with your ideas. We had no representation from the Town, and now we hear from the town, and it's all about their rules. I didn't feel comfortable. Let's pump the brakes, and get some official people doing this.
- Luana Graves-Sellers - The independent study SCDOT is completing also included Heather Hodges from the Gullah Geechee taskforce as well as Emory Campbell. SCDOT is trying to determine the historic designation. That dialogue is continuing. I mention this because I didn't want you to think no one knew about it.
- Bill Stewart - Ok. I need a comfort zone. Once this is done it's done. We won't go back. This is not a time limit thing. That's what I feel is going on. Let's slow down on this where we can have proper meetings. I don't feel comfortable talking with this mask on my face. This is not that important. We've been living with this all my life.
- *For people that came in late Craig reviewed the potential driveway and the public road.*
- Concerns were expressed about all the new traffic coming through the community. Traffic travels at full speed regardless of what speed limit is posted. The risk to us and our property remains. People don't want to slow down to come through our community. They want to go to the south end of the island and to expedite that it would be safer to not have that speedway in the house.
- Craig explained that SCDOT must go through an environmental process—evaluate alternatives outside of the existing corridor as well as the potential impacts to the natural and human environments. These other potential corridor routes also would have other impacts to humans. The number relocations of homes would be 3 or 4 times more than a widening. No matter where the roadway comes through, it would impact more homes and another portion of the Stoney community.
- Concerns raised that the other areas of the Stoney community have never been impacted before and so this area continues to be impacted as the tourism increases. Families that live on US 278 suffer because of the increase. Resident does not think they are being considered.
- Concerns expressed that the Stewart families are not being considered. They don't want to leave and don't want to have their air polluted more. They believe they are not being treated fairly on US 278 but those families (the other Stoney families not on 278) might be impacted in a different way.

- A personal story was shared about her parents on the other side of US 278. She has tried to get out. This resident said she almost risks her life crossing over 278. She recommended signals and lights as a warning or something so people know that people live here. Seems like we're being stepped on. Asked for a slower speed limit so people would slow down.
- SCDOT and the Town explained that they are looking at ways to slow the traffic down through the corridor. Landscaping may be an option as it makes the road feel tighter so people will slow down.
- John Stewart – Asked about the roadway near Main Street that has a private driveway that he thought the Town paid for.
 - Josh - Great question. You can envision Main Street. If you go to the middle with the roundabout – the Town owns the property on the right. Main street to the left, the Town does not pay to maintain that. The owners of the private road have asked the Town to take it over, so they don't have to maintain. For us to provide maintenance, we must own it.
- Craig – Explained there would be an agreement between the Town, SCDOT and the Stewart family. That would require a legal review.
- John Stewart – Explained another scenario where they do not do the driveway as he believes that it effects his family in a negative way. He's worried about breaking the property up in the future. He does not want a connection to the Crazy Crab.
 - Craig – Explained the potential driveway on the southside of US 278 would be private so there would be no easement. Once it goes beyond that. It's 100% easement. (ie No connection to Crazy Crab).
 - John Stewart was hoping to hear more about money.
 - Nathaniel Stewart – It doesn't look good. I think of it as a frontage road along Squire Pope Road.
 - Craig – It would be entirely to service those houses on the southside so they could get out to the signal, and it's only 2-3 houses. It would eliminate the driveways on US 278. We would build the road and turn it over to the families for ownership so it would still be privately owned.
- Craig talking to Nathaniel – If the upholstery building is good enough, it can be shifted. The owner may want the money. The business can be relocated. Discussed that if a signal is added at Mariner's Cove, it would slow traffic down. It would help safety in a few different ways.
- Nathaniel – supports the consideration of a crosswalk and caution lights to slow down since people live here.
- Craig explained the Traditional Cultural Property (TCP) process and that the additional interviews were starting today with Emory Campbell. The benefit of being categorized as a TCP is the recognition at the national level and protection against future acquisitions and takes. If the area is a TCP, a deeper study about the historic property lines will be completed.
- Resident – Historically the major economy here on the island used to be fishing and shrimping. Most of the men on the island did this. The island was self-sufficient. You would travel off the island once a month on a boat to shop.
- Luana – Suggested that instead of having separate family monuments for the Stewart and Driesson families, that there be a kiosk/building in an area along the multiuse path to include the family histories and the community history. This would include maps and Stoney community history.

Next Meeting with Stoney Community

Towards end of October 2020.

Jenkins Island Cemetery

Overview provided:

- Historic Gullah Cemetery
- There are a few trees down and a little overgrown.
- Maybe 25-30 plots.
- Early 1900s, 1800s.
- Families include Cohen, Cumberland Grant, Oriage, and some more.
- It's been at least 5 or 6 years since there's been a burial. Headstones are marked.
- No clear boundary or anything.
- It's partially on Town land. Some graves were near Town property.
- One suggestion was a Sea Wall to prevent flooding

SCDOT asked if there any improvements that the trustee board aren't financially able to do.

- Pave the road and cut the trees back from the road to enhance access.
- Current access is off US 278 but could move the access. You can't currently get there when it's been very rainy.



October 2020 Community Meetings Summary

STONEY COMMUNITY LEADERS MEETING (3RD MEETING) + MEETING WITH STEWART FAMILY

Tuesday, October 27, 2020; 10:30 AM – Meeting with Stewart Family; 1:00 PM – Stoney Community Leaders Meeting

Hilton Head Island Rowing and Sailing Center 133 Squire Pope Road, Hilton Head Island, SC

Meeting Participants

Stoney Community Leaders	Project Team
Sarah Stewart (Both Meetings)	Craig Winn (SCDOT Project Manager)
Isabel Stewart (1 st Meeting Only)	Eric Burgess
Janet S. Mason (2 nd Meeting Only)	Phil Leazer
Luana Graves-Sellars (2 nd Meeting Only)	Heather Robbins (via phone)
Alex Brown (2 nd Meeting Only)	Amy Livingston
Betty Miller (2 nd Meeting Only)	Megan Groves
Alice M. Stewart (Both Meetings)	Josh Gruber – Town of Hilton Head (2 nd Meeting Only)
John F. Stewart (Both Meetings)	
William Stewart (left right when starting)	

Materials provided included maps of the locations of the potential Stoney pavilion and renderings of locations for the potential Stewart driveway.

Notes – Stewart Family Meeting (10:30 AM)

Meetings with Stewarts (Sarah Stewart, Isabel Stewart, John Stewart, Bill Stewart – left before it started)

Bill Stewart – Left because “he didn't want to waste time. He said he didn't trust his family.”

- Sarah thinks there's a lot of frustration with the Town and that they don't want the Stoney community there. We did ask for an independent person to review so why are we doing this (this meeting)? Sarah is getting confused because she doesn't know who is pushing this project and mitigation efforts.
 - Craig explained the background of the project overall: It started back in 2017. This section of the Corridor has the highest amount of traffic. The county reached out to SCDOT to see if we would do more than just replace the bridge. The section of US 278 from Moss Creek Drive to Spanish Wells Road has the highest volume of traffic and is the last section that isn't 6 lanes from I-95. The decision was made was that the DOT would lead the corridor project because of experience. We looked at the existing traffic volumes, and then looked at something called the Regional Travel Demand Model which projects the growth of the

traffic in the area. This is created by LATS. He explained what LATS was. The Federal government gives money to these organizations for traffic improvements (like LATS). They do a traffic model that includes all the local planning organizations. All the local municipalities and counties look at future developments in the area. Even though Hilton Head Island is built out, there are still minor things that could be built. However, Bluffton isn't (yet built out). The model just gives us the growth rate of traffic, which is 1.19% per year. The population is expected to go up 48% in this COG area. We take the existing traffic counts and apply that growth rate to give you what would happen in 2045. So we're designing for 25 years in the future. It's borderline today of needing 6 lanes, but in the future it would definitely be needed. We apply the growth in traffic with the existing infrastructure to give us the level of service. In 2045, if nothing is done, the entire corridor would be failing in terms of level of service. It's operating in failing conditions in places now. That level of service tells us that there 6 lanes are needed now without any growth. That's the first step we took when looking at the model.

- So the project area? We went to Moss Creek to Spanish Wells, essentially to the Cross Island. We know what the daily traffic is because we have traffic counters out. When we design intersections and lanes, we look at peak traffic. When we look at volumes, we look at between the 30th and 100th hour of the year. We don't design for one-time events (like the Heritage) or for holidays. We do that so we can try to find a balance. We don't need 8 lanes 90% of the time. The 3rd lane is needed based on that initial traffic analysis. That's what the independent engineer is looking at - to make sure we need that extra lane.
- Phil - all this, the Town has not gotten involved in.
- Craig - The Town really isn't involved in the decision-making process, and the DOT has lead that but in coordination with the County and the Town. We're leading the efforts.
 - Eric: The Town and County are stakeholders.
- Craig - We're going through an environmental document to find alternatives that have the least impact to people (houses, right-of-way, environmental justice communities - impacts to those and the natural environment.). We're roughly done with that. We started with 17 alternatives and have worked it down to one that will come out. We know which of the 9 (5 of the 9 have the same alternatives through Stoney, and we know it will be one of those 5 because of the alternatives). All those alternatives (the other ones) had much more impacts to humans, specifically the number of residential relocations. With these alternatives (that have the same route through Stoney), we don't have anyone that has to be relocated. We are able to preserve all the houses but would lose two buildings. When we're done here, we're going to Willy Youngs (a business owner who would be impacted). His building is surrounded by the Town of Hilton head. We could potentially relocate his building back off of 278 and have talked to the Town about it. If we can't relocate the building, we could build a new one. He can also choose to relocate somewhere else. He would be compensated for the property and for the costs of relocating. We've been able to avoid any home relocations throughout the entire corridor, but especially Stoney. When we first looked at it, we were widening it equally. However, that would've taken Ms. Stewarts house (Isabel). Working with Sarah and John, under either situation we had to relocate the psychic, we were able to widen to the other side to preserve the house, while not impacting anyone else more (i.e. relocating another house). We focused on the driveway to improve the safety entering and exiting 278.
- Alice – I understand the driveway would end at Bill's.
 - No, it would end at Cora Lee Lane.
 - Alice – So that gives us access and then there's crazy crab. What will happen with them? That's a high-volume business?

- Craig – We will put in a turn lane for them to turn in and out. We haven't fully figured this out yet. They might would have to go down and take a U-turn at Old Wildhorse Road. We are currently thinking you might be able to turn left in but not left out. With it being a business, driver expectations with a business is different than a house because of the frequency of people coming out of a business instead of a house.
- Alice – What is the plan for people leaving 278? They would turn right onto 278.
 - Eric: Everyone would turn right regardless. Then, they'd have to come down to Old Wildhorse and make a U-turn.
- Alice – Is the issue of safety of people leaving the same issue now?
 - Craig – Yes, but by putting in a third lane in there, we're able to spread the traffic out and thus increase the opportunity to turn because of the increased gaps in cars. There would never be a connection from that private road to the Crazy Crab.
- Alice – I'm understanding everything you're saying except for them exiting safely from Crazy Crab because that exit is a concern for us. I don't understand how they will have a safe exit without a roadway, and we're getting one for our exit.
 - Craig – It is an issue. If we don't do this driveway, there will be a closed median. You would have to go down and do a U-turn.
- John Stewart – Right now, we're not clear about this situation in here. If I'm not mistaken, and I could be wrong, those property lines are something it's not right. Our property is pushing over property. It isn't going to benefit them because our property would be right on them. All are wetland beside your property. I looked at it the other day because there's a big drain off the road. It looks good, but it isn't good. It feels like a lot of things are changing as we're talking. Even the Town is saying new studies are going to come up. (But those studies aren't relating to us). We've been in a meeting not too long ago after you guys left. Things coming out of the woodwork you aren't hearing. I'm not going to be the one to tell you. You can understand what's going on better than me. What I hear, they are supposed to be getting new studies. On this corridor stuff going on. About the history and all this thing. The Town doing their backdoor meeting they have. Those back-door meetings we don't know nothing about and have surfaced up. Now, we're talking to you guys about kicking the can. We're all in this thing together. Otherwise, some loose ends are getting by.
 - Craig asked John to fill him in and John said no. We need to get some legal help. We're wasting our time, and you're wasting your time.
- John Stewart – It takes a real education and knowledgeable person to digest all these lines on the map. We don't know it like you guys know it. We can say "yeah it looks good." What legal help that we got. Our family on that side of the road, got to get a little heavier with the people even if we have to pay. Alright? So we can have a better understanding of what's going on. Understanding is a very powerful thing. If you don't understand, I don't understand what's going on. I understand what you're telling me and the confusion going on with the Town, Beaufort County and DOT - it's a mixed signal going on. There were some Beaufort County guys, Sen. Tom Davis and everyone was on their toes because shit wasn't going right. Tom Davis was right here (pointing to the pavilion) and had a lot of people on pins and needles, where is that coming from? It didn't go well. Didn't sound right. No need in y'all wasting our time coming, and we can't give you the right answer. It's not fair to us, it's not fair to them.
 - Phil - I'm honestly here trying to help you.
 - John Stewart – I'm not contradicting you, and what you said. I know you're trying to do something good but boom boom boom trying to do bad. What you said, it doesn't mean anything.
 - Sarah Stewart – Explain to Alice what's going on. She needs to understand.
 - John Stewart – Hard shit to explain when all this other stuff going on.

- Craig—Can I explain to her about what we're talking about? (Pointing to the map) This would be a public road in one part and then a private road.
 - Alice wanted to know where this idea came from. Craig said that Alex came up with the idea. There was a lot of tension at the idea of that being Alex' idea. They were absolutely adamant it was an idea of the Town of Hilton Head as they'd been trying to swap land with them previously.
 - Alex might have mentioned it to you, but it wasn't his idea.
 - Craig - I apologize. I don't know the background, just that he is the one that mentioned the idea for us to consider.
 - John Stewart – Where would you swap property with on this island that would be fair on the island?
 - Craig — I'm not talking about property swap or moving stuff off.
 - John Stewart – Let us slow down because this lady is thinking a little different (Alice).
 - Craig — We can pull this out and it could be discussed later, but it wouldn't be part of this project.
 - John Stewart – What are we going to do to protect ourselves? I don't want my cousin to think I threw them under the bus to protect ourselves. I don't want that. Sometimes you have to spend some money to get some representation.
 - Craig — Help me understand your concern:
 - John — Honesty and trust. This is a project that wants to be moved and it's going to get done, but we want to make sure we're secure and don't want to get trapped into something.
 - Craig — I understand that. I'm trying to understand the concerns.
 - John — We don't want to deal with this stuff after we deal with it. We get us a lawyer. We're going to get a lawyer to help us. It's too much to lose. When that senator left here the other day, it was up in the air.
- Sarah said they had the road surveyed last year. Alice's concern isn't about the driveway and the easement, it's about the new road and how close it would be to her house and how much property would be taken and how far from the highway into the yard it would be.
 - Craig — The driveway would be about 40 feet from the edge of the garage. The edge of the roadway would be equal to the front of Ms. Stewarts house.
 - Alice — It would be as close to my house as 278 is to their house? Yes.
 - Craig — If this is too much of a hassle, just say we don't want to do it. There's no harm. This is just an offer to help improve access. There's no skin off our backs. This is us just trying to be helpful, if it's just not worth it, let us know.
 - Alice — the safety would remain an issue (if they didn't do this)? And this is the only alternative in this process that you're willing to consider? This access road? I did make a few other suggestions that were knocked down. Understanding the high volume of traffic during peak times. It seems like something could be worked with a light that functions during those hours.
 - Craig — When we put up lights, we have to have a certain amount of volume to get a signal. There isn't enough volume to get a signal there. If you go where Windmill Harbor, it doesn't qualify for a signal.
 - Alice — A signal is something you qualify for based on? Yes. What about a roundabout?
 - Craig — We don't run those in 6 lanes. They're really safe on one lane roads. When you add the 2nd lane, the safety dissipates. When we have 60-70k cars come through, it won't work from a traffic perspective.

- Alice — What about that lane that you're giving to Crazy Crab to enter their property? Why can't there be a lane exit?
 - Craig — It would be the same thing you have there today. You'd still have issues. We're eliminating some of the access that Crazy Crab has now. We're getting rid of their left out. Alice says she understands that. Regardless, we are going to have a raised median and explained how to turn left - you'd take a right.
- Eric — I think we should clarify 3 things (3 choices on the table):
 - 1) We could just replace the one bridge on 278 and nothing would change from what it is today except for at this interchange. They're looking at that in the independent review currently. We looked at that, but it doesn't do enough. It still has the same issues. Not enough intersection improvements to improve the through traffic.
 - Sarah — Is there a bike path? Yes. On the opposite side
 - 2) Eric — The project would widen, and all widening would be to the north. You could have an option where there is no access road. You'd have to go to Old Wildhorse, U-turn. Same when you come back.
 - Sarah: If we go forward with the road, who will maintain:
 1. Craig — If it's public, through an easement, the Town would maintain. If we're going to build it as private, you would maintain. It would be asphalt and should be good. We could pave it through the public part and could be gravel from there but you'd have to put more rocks on it. If you do a road standard, you may have to do a topper every 15 years.
 - Sarah — At Cora Lee lane, after Alice' house and past the trailer, water settles there. How would that be fixed?
 1. Craig — We're going to fix the drainage on 278. We could also, with the family's permission, put a drainage structure to drain back to the roadway. We'd have to have maintenance and permission to maintain it. We can do that without the driveway or not. We could put a drainage box at the low part.
 2. Sarah — We want to take stuff to talk to the rest of the family about this.
- Amy — Pointed out that if it is not part of the project, we can't influence it.
- Craig — I'd like to have this in the project as an environmental commitment. That's all we need to say it. Then we work the details out. Whether we swap lands, we need the buy-in on the concepts. Once we put it in, that's something we (SCDOT) have to do unless the family says we don't want it. If you say you want it, it's good as done.

- Eric — You can approach it that way. If at any time later, the project is financially committed to making it happen. If we can't get comfortable with the details, then it would stay the same as it is now.
- Alice — Wants to know about land swapping. If you change the lines of the property, would we not just be getting marsh?
 - Craig — Those details would have to be worked out with the town.
 - Eric — This came out about who is going to maintain it (private vs. public). Taking the land to create a usable property and what kind of compensation could happen? If you were taking that, could you get that much by taking something out of this property to offset what you're using. That's how it came up. It's just a concept.
 - That is not a requirement. We took that and suggested it to the Town
 - Sarah: So, they agree to it, the town staff?
 - My read is with the Council, I think we can get through council.
 - Sarah — If the property adjacent to her property (Alice) is marsh, how would she get compensated for it? Would you build it up? The town is known for that?

Those are the details that would have to be worked out at a later time. We could also (instead of shifting property lines) it could be co-ownership by both families. Like how the dockland is. So down the road, if you want to develop it.
 - Sarah — The dock line is a different parcel. Only thing you're talking about is Alice's mother' and Isabel's property. That would actually be these two people because the others wouldn't have anything to do with it.?

Craig — As I understand, maybe moving the property more.

Sarah — Yes. It wouldn't benefit my mother at all.

Alice doesn't want the trailer gone.
 - Sarah — if the road was coming, you would want to move that road to go down to the dock.

Isabel - Alice's mother and I have to talk about the trailer.
- Craig — I want to find something to benefit the family because I know the roadway won't. I am hoping the driveway will benefit the safety of the family. We think this is the best solution. Our deadline is January for an environmental commitment.
 - Eric — what he means is the commitment not the details.
- Alice — Compensation will not be discussed until then? Correct.
- Isabel — says it's good to have your own road and that her husband always wanted her to have her own road. Sarah pointed out that he was no longer with us.

MEETING 2 – STONEY LEADERSHIP MEETING (1:00 PM)

Craig — Started off the meeting with some background. We had previously talked about monuments for the families and a video documentary. The first item, Luana came up with an idea about the property at 278 and Squire Pope Road to create an open-air pavilion off the multiuse path to capture it at one location. We could do more in that area. He asked Luana to describe her idea.

- Luana — Based on the conversations Craig and the team brought a few months ago, I started thinking about having a centralized place where the families could be recognized but also the community and the different neighborhoods and culture. The thought was to have something similar to this structure (the pavilion the meeting was held in) that would have interactive stories, maps, pictures, and images that people could come in, see, and experience. In addition, some mobile push notifications “You are here, but if you go over here, this is where that is.” Since the project has done the research on the historicness of Stoney, something I've been working on in that side, bringing all that together. Utilizing this as an opportunity for the families to be highlighted and the importance of the neighborhoods. It would be something visual and cultural that the families and island can all have some kind of representation. Something we can be proud of.
- Craig — We'd love to gather feedback on that idea to centralize it (the monuments, etc.) and make something special. The hope is that the multiuse path would be used. It would have parking. People could stop and understand the history. We would have a central location to share this with those visitors who come on the island. To capture the essence of Stoney.
- Jeannette — Are you planning to get with each family member on what really took place?
 - Craig — We would work through that and how to capture each. Then work with each family to include the details.
 - Alice — Luana has done a lot of studies of the families on the island and has a lot of information on the island.
 - Luana— I have been in touch with the Gullah Geechee corridor who has been in touch with SCDOT to identify the culture and history to make sure everything that is done is done in a full scope of making sure it is recognized and documented in a way that is culturally significant. It's not just Craig and his team. The Gullah Geechee taskforce has been involved in that. In full disclosure, I have also been involved in those conversations to make sure everything coming together is as you'd want it to be. I sent an email to everyone as a head's up.
 - Jeanette — I don't think you have my email.
 - Alice— Someone from Stoney will also be part of this planning?
 - Craig — All the families would be involved.
 - Luana— I wouldn't do anything to not keep you abreast.
 - John— Is the Town on board with this? (looking at Josh)
 - Josh Gruber — If the community is supportive, then I believe the Town will be too. If this is what you all want, then I think the Town would be supportive. We want to define something the community wants but want you to drive what you want to see.
 - John— Just wanted to know if the town was on board because this will be a powerful play here. We want them to be full on board of the ideas and plan of what comes through.
 - Josh Gruber — If this is what the community wants, I believe the town will be supportive
 - Sarah — You're going to put all the businesses that were here there? I can remember the first meeting at the church. We came up with all the businesses on Hilton Head Island on Stoney not actually there. All those businesses will be included in this?

- Luana — In my head, I think that something that is not only respectful of the families but also the vibrancy of Stoney, including the fact it was a significant commercial area. Stories of your family, the fact that it was someplace fishing was prevalent and the co-op was there. It shouldn't just be a singular "this is Stoney," but include all those elements. There are a lot of historic neighborhoods on the island. I think it should be all inclusive. You are here. You are in Stoney. You have an area with historic significance. I think that it being something along those lines would be respectful of the community.
- Sarah — So is there someone that is working with you or someone that would have that kind of information. Not a lot of people in Stoney. I'd want to volunteer myself to be on board who played a major part in the Stoney area.
 - Luana — To me, that's where the Gullah Geechee commission comes in. They have researchers out of USCB and Charleston who will do research to create the different elements. It shouldn't be something that is simple and glossed over. It should include the historicness of the area and input from all of you.
 - Sarah — Whenever this is done, they'll bring it to the communities/family?
 - Luana — I'd think you'd have input process
 - Craig — I think we'd have a lot of meetings. We're also looking at hiring an aesthetics firm that is also good at capturing the history of the area. They do public involvement with that. This is what we're proposing. Working hand-and-hand with them. We're looking at adding them and landscape architects during the next phase. The say in it goes to Stoney. Something that's visual and not what they see.
- Alex — You said a landscape architect would be part of the next phase?
 - Craig — Some landscaping would be this park/pavilion area. There will be medians and the multiuse path might be more like a buffer. It can help the corridor feel tighter and it's a way to visually make people want to slow down. If you put a median and buffer, it feels tighter because it visually makes them tighter.
 - What is a buffer? Plants (explained that) Trying to make it not feel like an asphalt jungle. Make it feel more like a neighborhood instead of highway? Kind of like Johnnie Dodds in Mount Pleasant
 - Alex — Would their scope be limited to just landscape design? Craig — Not typically. That's what they would do. What did you have in mind?
 - Alex — I'm trying to provoke thoughts
 - Josh — You'll need multiple people like lighting, landscaping, not one firm that will have all that. It'll be multiple groups to be able to have those as part of it.
 - Craig — The aesthetics firm will develop the vision for when you come onto the island. They're more like top down. Maybe the railings move or there are places to sit on the bridge. You're getting to Hilton Head Island, and you capture the history in the Stoney part. Their overarching role would fall under there. They will create the vision and everyone else will fall under that.
 - Alice — One thing that occurred to me—my thought is that when you're capturing the "overriding" thing about Stoney is fishermen. That for me is the big deal. There were big boats. They did fishing. I've heard them going as far as South America. That would be a significant part of what Stoney is to me.
 - Luana — Most people don't know there were boats launching from that area. This was a commercial area.

- Jeannette — Not only fishing. We had our own farm, vegetables, and animals. We had chickens, cows, and pigs in that same area. Tell me is the visitor center on the head of the island as you come across or did they demolish it? That's been gone. Mentioned Pelican Point.
- John — Thinks the pavilion sounds really good. What are we going to do when we need lighting on 278 after all that? It wouldn't look too good at night. Want to have it lit up after dark. If you really want to do it right, it should be well lit at night. 278 should be lit.
- Betty — How do you transport the traffic? How's that going? How will the traffic be doing? Set for a time for us to get out of our house to get onto 278. Got that included too? How are we going to access the highway?
 - If you're on the north side, you'll do it like today. However, you will have to go right-in, right-out. Explained the U-turns.
 - Jeannette was very contemplative sounding over adding the medians.
 - Craig — We looked at adding an access off Squire Pope road, but we couldn't find a way to do that. However, we can make incremental improvements. An additional lane of traffic would add more gaps.
- Jeannette — The 3 lanes, when are you looking to do that?
 - Craig — Construction would start in 2024
- Alex — From a timing standpoint, when will renderings of what the new Stoney would look like? That's part of the disconnect. Many of us can imagine if it's 4 lanes what it would be 6 lanes.
 - Craig — At the public hearing in March, we will have renderings and somewhat of some landscaping. It'll be a representation because the final project will be worked out in the following months. That will be 2nd phase after the public hearing in March. We're building the cupcake, and after that, we will add in the icing. The firm will start working in January. They would come up with the idea for multiuse path. It'll be Eric's team that will take the ideas and put them to paper.
 - Alex — Will the town also be involved with the Landscape architect work? Craig — Yes. The principles the Town is delivering to the table. The principles of the aesthetics will be part of public input. Who is taking the lead? SCDOT. It is SCDOT's responsibility that the public's concerns are in the scope of work? What is the town's responsibility?
 - Craig — It's helping us. We don't understand the aesthetics of the Town and how to capture that, but it's based on the public input based on the vision.
 - Alex — That's why I'm confused. What the town brings should be the vision of the communities.
 - Craig explained what the scope of work would be like.
 - Alex — The Stoney community and the community at large, that's who want to be involved in the project and want to be in control of the project. There wants to be ownership of the community of the project. It's essential that if there will be discussions about scope of work and the town plays a role in it, the residents should be able to take a role in it.
 - Craig — The public hearing is not the last time you see us after March's public hearing. We might be here monthly after that.
 - Alex — I'm following the process. I'm trying to enhance the process. There's a disconnect between the community and the Town.
 - Eric — I'd like to talk about the steps. We have been in communication with CDR asking "When you normally do this, what would you normally do from start to finish?" What we're saying is that we're getting that together. We're trying to understand where we will hand that work off so that the firm works directly for the Town. They want to come down and get to know with Hilton Head Island. They're out of Maryland. The first thing they do is to infuse themselves in the community to

understand what's important and what should be represented. They're already going to have the research, and they could help assist with the information that could help with the team who is doing the pavilion. After the public hearing and the alignment is set, then we can get into the details. There will be tons of public meetings. We'll be scheduling meetings with renderings and sketches.

- Luana — I think what you're saying is great, and that it will be more involved and specific to the area. I think the community feels the disconnect in the lack of communication from the Town. They might see this whole thing as another extension of that. If the community was involved before March, instead of after the fact. Surprise.
 - Eric — That first step, when they're doing that research. It'll be meeting with the community between now and March.
 - Craig — We want to focus the money on “what does the corridor look like,” not piers of the bridge.
 - Eric — The first step is they're under contract with the Town, but our team is oversight on that. That way, they aren't going to go out and sell you on something that can't be done. We will be involved. We will know if “yes, it can happen.” It won't be the town only. The firm will be paid by the Town in the first phase and then SCDOT after.
- Alex — The Town at that point has skin in the game because they're paying. Things move ahead and the community finds out about it. Too often, you have good conversations and go back to Columbia. You're leaving the onus of the communication with the communities.
- Craig — We're the lead in all this. (Luana - but you guys are being made the bad guys).
- Luana — Something between now and March like a Zoom round table, like an interim catch up would be good.
- Craig — We have a stakeholder meeting tomorrow and will do a call on that. If there's something that comes out of that, let us know.
- Luana — We've been here every Friday at 5pm and have plenty of people who attend that don't know about the project.
 - We will get some newsletters to Luana to hand them out.

Craig mentioned the idea of paving the access road to the Jenkins Island Cemetery.

- John and others- Liked the paving the Jenkins Island cemetery, with access off Jenkins Road not 278.

Luana — I know I came late, but the last time we spoke you said you would look into some financing ideas. Were you able to come up with anything?

- By state law, we can't pay for private property. Instead of paving to driveway standard, we can pave to highway standards so the maintenance would be less. We could do gravel when it becomes private if that were desired instead.

Next Meeting with Stoney Community

Before Thanksgiving.



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PROJECT

MEETING W/ STEWARDS

FILE

@HHI ROWING CTR

CALC'D BY

@ 11-12:30

DATE

10/27/2020

CHEK'D BY

DATE

SHEET
OF

1

Name

Phil Lazer

Ernie Burgess

John Stewart

Isabel Stewart

Sarah Stewart

Alice M Stewart

Name

Craig Winn

Megan Groves

Amy Livingston

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PROJECT MEETING w/ STONEY Com.FILE CHH/ ROWINX CTRCALC'D BY C 1:00 -DATE 10/27/2020

CHECK'D BY _____

DATE _____

NAME

Phil Leazer

Eric Burgess

Joshua Gruber

Luana Graves Sellers

Janet S. Mason

Alice M. Stewart

Betty Miller

Sarah Stewart

NAME

Megan Groves

John F Stewart

Amy Livingston

Craig Winn



January 2021 Community Meetings Summary

STONEY COMMUNITY LEADERS MEETING (5TH MEETING)

Tuesday, January 26, 2021; 1:00-2:00 PM

Hilton Head Island Rowing and Sailing Center 133 Squire Pope Road, Hilton Head Island, SC

Meeting Participants

Stoney Community Leaders	Project Team
Ben Driessen	Craig Winn (SCDOT Project Manager)
Edna Driessen	Eric Burgess
Luana Graves-Sellars	Phil Leazer
Alex Brown	Heather Robbins (via phone)
Margaret Stewart (Joined by phone)	Amy Livingston
John F. Stewart	Megan Groves
Belinda Stewart Young	Josh Gruber (Town of Hilton Head Island)
Arthur Champen	Matthew DeWitt
	Jared Fralix (Beaufort County)
	Shawn Collin (Town of Hilton Head Island – Planning)
	Krista Wiedmeyer (Town of Hilton Head Island)

Materials provided included the same maps previously provided showing the Stoney Community portion of the US 278 Corridor with reasonable alternatives that widen within the existing corridor. Additionally, handouts were provided to each participant that included all the renderings for the potential community enhancements. The renderings included example signage, lighting, and a two-sided open-air pavilion.

Notes

Craig started off the meeting by providing all members a paper copy of the renderings. He reminded the audience of the request at the previous meeting to come back with something visual to represent the scale of what was discussed in terms of the pavilion and the various signage options. He also gave a status update that the Traditional Cultural Properties (TCP) study had concluded, and it appeared that Stoney would be considered at TCP. He said that because of that, this would further the talk about community enhancements. Participants were asked to go around the room and talk about their initial reactions to the renderings. What were their reactions? Was this what they were looking for? What did they like or dislike?

Before answering, Mr. Driessen had some questions regarding the road expansion – confirmation of the side of the road it would be on and the width of that expansion. It was explained that it would be

approximately 20 feet from the current sidewalk towards their property. Mr. Driessen also had some questions regarding left turns along the corridor and where there might be gaps in the median.

Coming back to the renderings, everyone was in agreement they liked the on-the-light signage. Luana suggested she thought it might be nice if the signs included all the names of the various other Gullah communities. However, it was discussed that that might be confusing since it is indeed Stoney. All participants except for Ms. Young preferred the large sign on the side of the road. She liked the sign that went over the lanes of traffic. It was pointed out there were some safety concerns with that type of signage going over a road of this width. The participants also liked the rendering that showed the scale of the old sign versus the new one. They said that helped them better understand.

All participants liked the pavilion. Craig explained that the goal of the pavilion was to create an interactive experience where visitors to the pavilion could also bring up a related website or storyboard to learn more about specific families, businesses and history in general of the Stoney Community and potentially the other Gullah Geechee communities on the island. In particular, they liked that it had two walls which allowed for greater flexibility and space to show the history. Luana said she thought it hit the mark and would be providing a copy of this rendering to the Native Island leadership council.

Alex Brown asked the town representatives to provide an update on two tangential efforts going on. He was concerned that everyone was not aware of the communication. He said he appreciated that Craig had been consistent in his message. The Town provided an update on two planning efforts that were underway. One would be a smaller land-use planning effort focused around the Stoney Community which would get at the potential uses for land and some of the concerns the residents had with the limitations on their properties. The second effort would be a larger land-use planning effort. They hoped they would be able to provide some results so that those results could be provided as feedback to the public hearing now planned for May.

Alex did express concern that some of the folks at the table had not had an opportunity to meet individually with the project team. Craig said he would be happy to start those meetings up again. However, they must remain cautious given the current public health concerns (which is why they had been delayed) and the fact that many had said they wanted to hear the same thing at the same time.

John Stewart indicated there was still confusion as it relates to the proposed driveway/access road to his family's property. It was resolved that Craig and someone from the Town would meet on-site to clearly show where the proposed road might run and to go through the tradeoffs between a public/private road as it relates to public access and public funding for maintenance.

Actions:

- Craig Winn to set meeting specifically with the Driessons and begin reaching out to other Stoney members to set one-on-one family meetings to discuss the proposed improvements and potential impacts
- Craig to set a meeting at the Stewarts property to walk the proposed driveway/access road and further explain the private/public road scenarios.



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Subject: _____

Date: 1/26/2021

NAME

PHONE #

Luana

Ben Driessen

843-683-1949

Edna Driessen

843-681-8027 *

Jared Frax

843-929-2321

Bft City

Belinda Stewart Young

302-598-6852

Margaret Stewart

843-681-2949 via phone

Joshua Gruber

843-384-3434

Shawn Cain

843 341-4696

Alex Brown

843-290-5943

Krista Wierman

843-341-4701

Arthur Champen

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John Stewart

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