Shem Creek

AREA MANAGEMENT PLAN

Future Scenarios: Options
Public Meeting 2

Prepared by

In association with Jonathan S. Lane, AIA, and Urban Partners
Overview
Mission

Preserve, promote, and protect the unique history, nature, and economy of the Shem Creek Study Area and maintain the character of its working creek.
Study Elements and Scenarios: Options

- Private Use and Development
- Shem Creek Use and Protection
- Community Character and Amenities
- Access and Parking
- Development and Use Regulations

Baseline Data → Issues → Opportunities → Options and Choices → Recommendations
Study Background Summary

• Assembled Inventory and Base line Data – Report 1.
  – (Businesses, Commercial fishing, Environment, Community character, Parking, Regulations, etc.)

• Conducted over 30 Key Stakeholder Interviews

• Identified 27 Opportunities – Report 2.

• Held 4 Meetings with Study Advisory Committee and an Initial Public Meeting

• Posted Results of Above Steps at www.tompsc.com

A five-month process leading to development of possible Scenarios for the future.
Content of this Scenarios Presentation

Purpose of Scenarios

**Scenario 1**: Trends Extended
**Scenario 2**: Priority to the Working Waterfront
**Scenario 3**: Pro-actively Manage Study Area Growth

Comparison of Future Scenarios
Advantages and Disadvantages of Future Scenarios
Your Opinions and Comments

Next Steps
Purpose of Scenarios

1. Benchmark where we are in the study process
2. Build on base line information and initial opportunities
3. Assemble different approaches to the Area Management Plan
4. Solicit SAC and Public Feedback on the approaches
5. Illustrate Options and Choices

A few limitations... 

1. Scenarios are strategic concepts, not recommendations of detailed building or site designs
2. Scenarios build on the work of the preceding study phases
3. Scenarios are typically based on current regulatory framework of TOMP and others
**Scenario 1: Existing Trends Extended**

This scenario is a benchmark to which other scenarios can be compared. It assumes a continuation of most existing policies and private actions and modest cooperation among private owners and operators. The scenario is based on the assumption that property owners will endeavor to maximize the value of their assets.

**Shem Creek Use and Management**
- Continued dredging of the navigational channel and limit rafting of recreational boats to the area outside the navigational channel.
- Establishment and marking of a no wake zone within the channel and at the mouth of the creek

**Public Access**
- Maintain existing boardwalk and public facilities.

**Parking**
- Implementation, by cooperation of private owners, with possible assistance by the Town, of a shuttle system from remote lots to serve restaurant employees and patrons of outfitters and charter operations. This will have the effect of providing some relief to parking pressures without wholesale change to current operations

**Wando Dock**
- This property, presumed to be under agreement for sale, is assumed to be used for its maximum value. Given zoning changes by the Town, this is assumed to enable residential use on this property, so long as such use is combined in an integral structure – this would enable an artist or artisan studio to be combined with residential.

- The illustrations that follow show use of the property for two substantial single family houses that could take advantage of the existing dock on this property and would be comparable to nearby uses.
- The consequence of this would be removal or relocation of existing Tarvin fishing operations, leaving the remaining site for shrimpers and other fishing to be either Geechie Dock the “orphan” dock, or other docks on the north side of the channel.

**Fishing Industry Support**
- No major public initiatives; left to private sector.

**Harry Hallman Jr. Boat Ramp**
- No physical changes; efforts to achieve better management of the existing facility and to control overflow parking.

**Lucasville**
- No major public initiatives, excepting maintenance of public facilities; all else left to private sector. Private development may be constrained by ability to supply appropriate parking.

**Urban Creek Development**
- Development of office and parking on north side as enabled by current zoning, maintaining existing parking and adding parking required by new office use. This net new parking can supplement existing parking evenings and weekends.
- Expansion of one restaurant (Saltwater Cowboy) which has sufficient excess parking to accommodate, using existing standards.

**Regulatory**
- No further regulatory changes, except changes now in process.

**Interpretive**
- Existing facility retained at park entry on north side.
**Scenario 1: Existing Trends Extended**

- Maintain boardwalk and public facilities
- Maintain dredged navigation channel
- Extend “No-wake” zone at mouth of Creek
- Potential Mixed Use: Residential & Artisan Studios
Scenario 1: Existing Trends Extended

- Limit rafting outside of channel
- Extend “No-wake” zone at mouth of the creek
**Scenario 1: Existing Trends Extended**

Create remote parking and shuttle service for employees and outfitter patrons

Enable development in central area that meets current parking requirements and does not remove current spaces

- North side office can create 100 extra spaces to be available on evenings and weekends
- South side – Saltwater Cowboy has more spaces than currently required; could support expansion
Scenario 2: Priority to the Working Waterfront

This scenario assumes that the biggest priority of the study area will be to support and enhance maritime uses and related support. The Town should encourage and support joint actions of existing restaurant owners to deal with parking through central management and regulatory changes.

Shem Creek Use and Management
- Continued dredging of the navigational channel and limit rafting of recreational boats to the area outside the navigational channel.
- Establishment and marking of a no wake zone within the channel and at the mouth of the creek
- Add floating dock on north side of creek to expand space for fishing and recreational vessels.

Public Access
- Maintain existing boardwalk and public facilities.
- Add landside walkway across parking lots on south side of creek.

Parking
- Aggressive parking management, through coordinated payment system for restaurant area, shuttle for employees and outfitter patrons, and selective residential parking restrictions.

Wando Dock
- Assumed public acquisition of this property, enabling lease back to existing and future operators and encouragement of long-term improvement of site that can accommodate up to 7 fishing vessels and can be important in maintaining working creek.
- Some public access could be provided immediately, with option of expanding public access, dependent on evolution of fishing operations.

Fishing Industry Support
- In this option, it would make sense to try to get a cooperative retail outlet on Wando Dock.
- Tarvin plans expansion of ice services, which should support the fishing fleet.

Harry Hallman Jr. Boat Ramp
- Expansion of trailer parking (scale of this could vary), addition of a dock for laydown of non-motorized boats, and improved management of boat ramp users.

Lucasville
- No major public initiatives, excepting maintenance of public facilities; all else left to private sector.

Urban Creek Development
- Maintain status quo.

Regulatory
- Modify Waterfront Overlay Zone to define qualitative character in case of new development for sub-areas or in case of redevelopment.
- Define more precise minimum parking requirements for new development and outfitters to address current parking shortages.

Interpretive
- In long-term, incorporate interpretive facility at Wando site, if feasible, adjoining existing fishing operations.
Scenario 2: Priority to the Working Waterfront

- Limit rafting to outside of channel
- Extend floating docks
- Maintain dredged navigation channel
- Extend “No-wake” zone at mouth of the creek
Scenario 2: Priority to the Working Waterfront

Fishing Support Strategy in this Scenario
Wando Dock – potential purchase by TOMP to retain key site of working waterfront.
• In short run - could lease back to Tarvin and other compatible seafood operations in order to encourage expansion of current operations, including possible cooperative seafood retail market.
• In long run, depending on demand and ability to maintain fishing operations, could create maritime interpretive site.

Retain maximum dock space, including expansion of north floating dock
Ice and Cooperative retail opportunities

Short term – Expanded seafood operations

Possible long term – Seafood operations and maritime interpretive site
Scenario 2: Priority to the Working Waterfront

Manage parking to direct demand and also support appropriate development

- Employee/outfitter shuttle to remote parking
- Common agreement, with TOMP support, to charge for parking in defined areas and on key streets.
- Flexibility on cost, vouchers to business operator, etc.
- Many technologies can support this type of system; the challenge is business and TOMP cooperation.
- Define more precise restaurant standard – now 10-20/1000 SF; perhaps 12.5 or 15/1000 SF

Add Landside walkway across parking lots

Cooperative parking management in shaded areas
**Scenario 2: Priority to the Working Waterfront**

- Harry Hallman Boat Ramp parking and operations
  - Additional dock for lay down and launch support
  - Expansion of trailer parking – shown as increase from 28 to 70 spaces. Size could vary, depending on amount of property acquisition.
  - Additional support services and improved management

![Map and diagram illustrating support services and expansion of trailer parking](image-url)
**Scenario 3: Pro-actively Manage Study Area Growth**

This scenario assumes that the Town will make significant commitments to manage and direct area growth, while also taking a range of initiatives to maintain and enhance the working creek.

**Shem Creek Use and Management**
- Continued dredging of the navigational channel and limit rafting of recreational boats to the area outside the navigational channel.
- Establishment and marking of a no wake zone within the channel and at the mouth of the creek.
- Add floating dock on north side of creek to expand space for fishing and recreational vessels.

**Public Access**
- Maintain existing boardwalk and public facilities.
- Add landside walkway across parking lots on south side of creek and connection to Geechie Dock across the marsh.
- Expand public and bike connections between the Study Area and its surroundings.
- Create public access along the south waterfront by boardwalk east of Coleman. Require public access west of Coleman, if existing buildings are replaced.

**Parking**
- Aggressive parking management, through coordinated payment system for restaurant area, shuttle for employees and outfitter patrons, and selective residential parking restrictions.

**Wando Dock**
- Public acquisition of this property, enabling lease back to existing operator and maintenance of most current fishing operations, using half the site.
- Private development of the remaining portion of the site, through sale or long-term lease, to recoup some of the costs of acquisition.

**Fishing Industry Support**
- In this option, improvement to existing parking would enable connection across the marsh to a cooperative retail outlet on Geechie Dock, as fishing operations at Wando may be reduced due to joint development.
- Encourage continued operations at both Geechie and Wando Docks.

**Harry Hallman Jr. Boat Ramp**
- Expansion of trailer parking (scale of this could vary), addition of a dock for laydown of non-motorized boats, and improved management of boat ramp users.

**Lucasville**
- Garage and related development as part of public-private partnership to alleviate parking shortages and encourage Lucasville development.

**Urban Creek Development**
- Maintain status quo.

**Regulatory**
- Modify Waterfront Overlay Zone to define qualitative character in case of new development for sub-areas or redevelopment.
- Define more precise minimum parking requirements for new development and outfitters to address current parking shortages.

**Interpretive**
- In long-term, expand interpretation at existing park on north site of creek.
Scenario 3: Pro-actively Manage Study Area Growth

- Expanded Maritime Interpretation
- Limit rafting to outside of channel
- Extend floating docks
- Maintain dredged navigation channel
- Extend “No-wake” zone at mouth of the creek
- Extended boardwalk & seafood market
- Continue most existing seafood operations
- Potential Mixed Use: residential & artisan studio
Scenario 3: Pro-actively Manage Study Area Growth

Public-private cooperation includes

- All parking management from Scenario 2
- Public-private venture on Wando Dock
- Public-private development of garage and mixed use in Lucasville to alleviate parking and support development
- Boardwalk connection to Geechie Dock and seafood market.
- Additional support services and improved management

Extended boardwalk

Managed parking

New garage & mixed use development

Existing height & setback plane
## Comparison of Future Scenarios

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<th>Purpose</th>
<th>Scenario 1</th>
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### Purpose

- **Scenario 1**: Define the likely direction of change without major public intervention
- **Scenario 2**: Maximum effort by Town to retain and support the fishing industry, maritime activities, and public access
- **Scenario 3**: Town intervention through development, regulatory changes, and private partnerships to achieve desired area outcome

### Key Assumptions

- **Scenario 1**
  - Improved waterway and boat ramp management
  - Little or no zoning change
  - Maximize private real estate potentials
  - Some parking management
- **Scenario 2**
  - Improved waterway and boat ramp management
  - Town initiatives to retain and expand fishing activities and dock space
  - Town and private business undertake parking management improvements
- **Scenario 3**
  - Town commits to major initiatives, but forms partnerships with private sector to share costs
  - Town and private business undertake parking management improvements
## Comparison of Future Scenarios

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</table>
| **Major Ideas**         | Actions to increase boating safety  
                         | Modest relief to parking with shuttle to remote lot for employee and outfitter parking | Actions to increase boating safety  
                         | Central parking fee system, plus shuttle to remote lot for employee and outfitter parking  
                         | Town purchase of Wando Dock to retain fishing and other public use  
                         | Trailer parking expansion at boat ramp  
                         | Expanded public access to waterfront pedestrian system | Actions to increase boating safety  
                         | Central parking fee system, plus shuttle to remote lot for employee and outfitter parking  
                         | Town purchase of Wando Dock to retain fishing; solicit private development to defray portion of costs  
                         | Town garage in Lucasville; solicit private development to defray a portion of costs  
                         | Trailer parking expansion at boat ramp  
                         | Expanded public access to waterfront pedestrian system |
| **Other key features**  | Private purchase and development of Wando Dock removing current fishing operations and dock space  
                         | Pressure on remaining fishing operations at Geechie Dock, etc. | Modify zoning to guide waterfront development and define appropriate parking standards for the area. Result of the latter will be to restrain growth in central area | Modify zoning to guide waterfront development and define appropriate parking standards for the area. Result of the latter will be to restrain growth in central area |
## Advantages and Disadvantages of Future Scenarios

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<td><strong>Advantages</strong></td>
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<td>1. Town commitments relatively modest, mostly administering regulations, water use, and providing support for parking shuttle</td>
<td>1. Town will give significant support to retention and possible expansion of fishing operations.</td>
<td>1. Public-private partnerships for Wando and Lucasville garage can reduce Town expenditures</td>
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<td>2. Most initiatives done by private sector</td>
<td>2. Town ownership of Wando will leave long term flexibility</td>
<td>2. Garage will relieve local parking shortage and support development</td>
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<td>3. Office development on north side will expand parking supply by 100 spaces that can be mostly available on weekends and evenings.</td>
<td>3. Central parking management will increase efficiency of existing parking and support existing businesses in central area.</td>
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<td>4. Private developments at center and on Wando will increase Town tax base</td>
<td>4. Modified zoning regulations for Waterfront Overlay District will provide stronger guidance for new development</td>
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<td>5. More precise restaurant and outfitter parking standard will potentially limit expansion of existing central area businesses</td>
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<td>6. Expansion of trailer parking and better management of boat ramp will reduce negative impacts on Lucasville</td>
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<td>Disadvantages</td>
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<td>1. Risk of diminishing fishing activities due to loss of land support and dock space.</td>
<td>1. Property acquisition at Wando and trailer parking expansion will require Town funds and may involve taking of private lands.</td>
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<td>2. Risk of losing Corps dredging support.</td>
<td>2. Central parking approach will require cooperation of some businesses that have not always worked together</td>
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<td>3. Continued shortfall of parking east of Coleman Boulevard, placing pressures on private uses and development.</td>
<td>3. Employee shuttle will be a new cost and will require appropriate remote parking location</td>
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<td>4. Likely continued over-use of Boat Ramp and spill-over parking in Lucasville</td>
<td>4. Boat ramp management will require Town and County cooperation</td>
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Your Opinion and Comments

- Each Person has three DOTS.
- Place one DOT for each Scenario that summarizes your opinion of it (Support, Can Live With, Oppose)
- Use POST-IT for comments about each Scenario, as many as you like.

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Next Steps

Upcoming meetings

a. May 22 - Study Advisory Committee
b. June 11 – Presentation to Town Council
c. June 12 - Study Advisory Committee – Final Recommendations and Plans
d. July 10 - Study Advisory Committee – Final Draft Plan
e. July 17 - Final Plan Submittal
Questions