



CITY OF HARDEEVILLE, SC

Past, Present, and Future



Agenda

A. Brief Bio on Your Presenter

B. Hardeeville's Past – 1700's to 2003

1. Origins
2. Civil War Period
3. Railroad and Argent Lumber
4. The Lowcountry
5. Historical Photos

C. Present – 2004 to 2016

1. Changing Form of Government (2006)
2. Population Growth and Size of City Expanding
3. Budget, Building, and Development Activity
4. Development Agreements
5. Challenges and Opportunities

D. Future – To Infinity and Beyond

1. Jasper Ocean Terminals
2. Riverport and Exit 3
3. Hardeeville Commerce Park
4. US 17, Exits 5 and 8 Redevelopment and Development
5. Mayor William's Vision

E. Wrap Up – Questions and Answers



City Manager – Michael J. Czymbor

Education:

- BS Central Michigan University
- MPA Bowling Green State University
- International City and County Manager Association Credentialed Manager

30 Years of Local Government Management Experience

Communities Served:

Whitehouse, OH; Paw Paw, MI; Milan, MI; Fernandina Beach, FL; Palatka, FL;
Hardeeville, SC

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PAST

1700's to 2003



Origins

Founded in 1911, the City of Hardeeville is now said to be one of the fastest growing cities in the Southeast. But, the history of this vibrant community goes back much further than its incorporation as a municipality.

Native Americans first inhabited the shores of the Savannah River near the present day Millstone Landing. In the early 1700's, Col. Jean Pierre Purry led a group of settlers to found the Purrysburg Settlement on the banks of the Savannah River. A cross-shaped monument of stone still serves as the only reminder of this Swiss settlement. Purrysburg only lasted a decade, as residents were moved to Oglethorpe's nearby Savannah. As Purrysburg began to fade, Hardeeville began to prosper as a summer residence for the owners of rice plantations nearby.¹



¹ http://www.jaspercountychamber.com/discover_jasper_county/hardeeville.htm

² http://www.carolana.com/SC/Towns/Purrysburg_SC.html

Civil War

Just as Hardeeville began to flourish, with travelers going from Savannah to Charleston, the Civil War began. During the Civil War, General Sherman's army blazed a trail through Hardeeville on their march to the sea, leaving only a few homes and the Methodist Church. The church was spared as it was used as a hospital for wounded soldiers in the area. In fact, the bell that presently hangs in the church was taken from the last slave ship to sail up the Savannah River.³

After the Civil War, White William Hardee took advantage of the existing railroad, and founded Hardee's Station in 1911. The rail line followed the same path as the current railroad through town, and the station was located just behind present day St. Anthony's Catholic Church on Highway 17. The new station spurred growth in the surrounding city and the name Hardee's Station was soon changed to Hardeeville.



Hardeeville Methodist Church, March 12, 1957

³ http://www.jaspercountychamber.com/discover_jasper_county/hardeeville.htm

⁴ http://www.abandonedrails.com/Edmund_to_Hardeeville

The Railroad

After 1899, Southern Railways constructed a new section of railroad from Allendale, SC to Hardeeville. Southern Railways would compete with other dominant systems in the region, chiefly the Seaboard Air Line, by creating a new route between Columbia and Savannah, GA, or the "Southern Columbia-Savannah Route". In Hardeeville, the line connected with the Atlantic Coast Line's (ACL) Charleston-Savannah route, providing direct access to Savannah and beyond. A number of logging operations, including Argent Lumber in Hardeeville, were served by this new Southern route. The line still had strategic significance to Southern Railways in the early 1960s, when Southern attempted to intervene in the merger case of Atlantic Coast Line and Seaboard Air Line, requesting that it be granted the ACL lines between Hardeeville and Jacksonville, FL. The request was denied, and at some point between 1963 and 1970, the southern end of the line was abandoned between Hardeeville and the town of Furman. Some rail can still be seen beside highways 601 and 321 south of Furman to the edge of Hardeeville.²

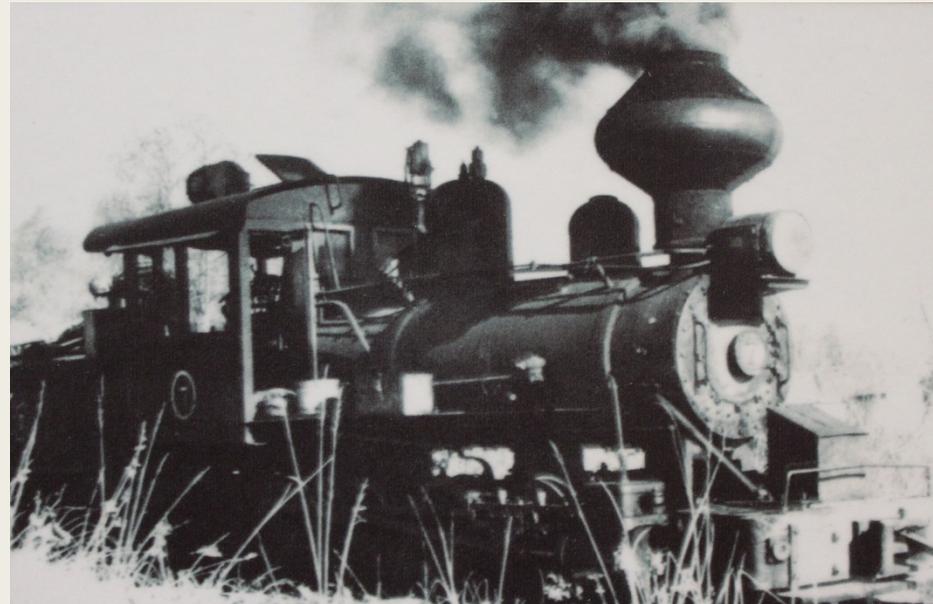


Hand-powered Swingbridge over Savannah River

⁴ http://www.abandonedrails.com/Edmund_to_Hardeeville

Argent Lumber

Argent Lumber Company opened for business on September 1st, 1916, which revitalized the City of Hardeeville. Argent operated four railroad engines, and the Hardeeville Mill became the leading employer of the City until 1959, when the lumber mill and railroad cars closed down. The company extended railways into the swamps and lands around Hardeeville for logging purposes, and the area became a thriving community. Argent stopped logging later in the century, and although timber companies continued to own much of the land around Hardeeville, the timber and jobs were shipped elsewhere. The Argent train no. 7 was preserved and is on Main Street in Hardeeville as a testament to the influence of Argent Lumber on the city.



Argent Engine No. 7 in Hardeeville, 1950

Hardeeville and The Lowcountry

Hardeeville became a tourist stop for people passing through U.S. Route 1 and then Interstate 95, who stayed at the individually operated hotels of the fifties and stopped at the restaurants and gas stations. Due to the growing popularity of Savannah and Hilton Head, the tracts of land owned by timber companies in Hardeeville became increasingly attractive to developers. These tracts were sold, and were to become the backbone of sustainable growth that Hardeeville is now going through.

In the late 1990's Hardeeville began to change from a stopping point to a destination. Development pressures along the Route 278 corridor leading to Hilton Head became a concern for city leaders, and Hardeeville responded by annexing large undeveloped parcels of land that were previously held by timbering and paper concerns. The intent was to guide new growth into planned developments, increasing the city limits from 5 square miles in the year 2000 to over 50 square miles in 2010. In **2004**, the construction of Traditions began, and other developments followed. The city has continued to grow with commitments from developers, and investment related to industrial and commercial opportunities.



Lights of Hardeeville, July 1956



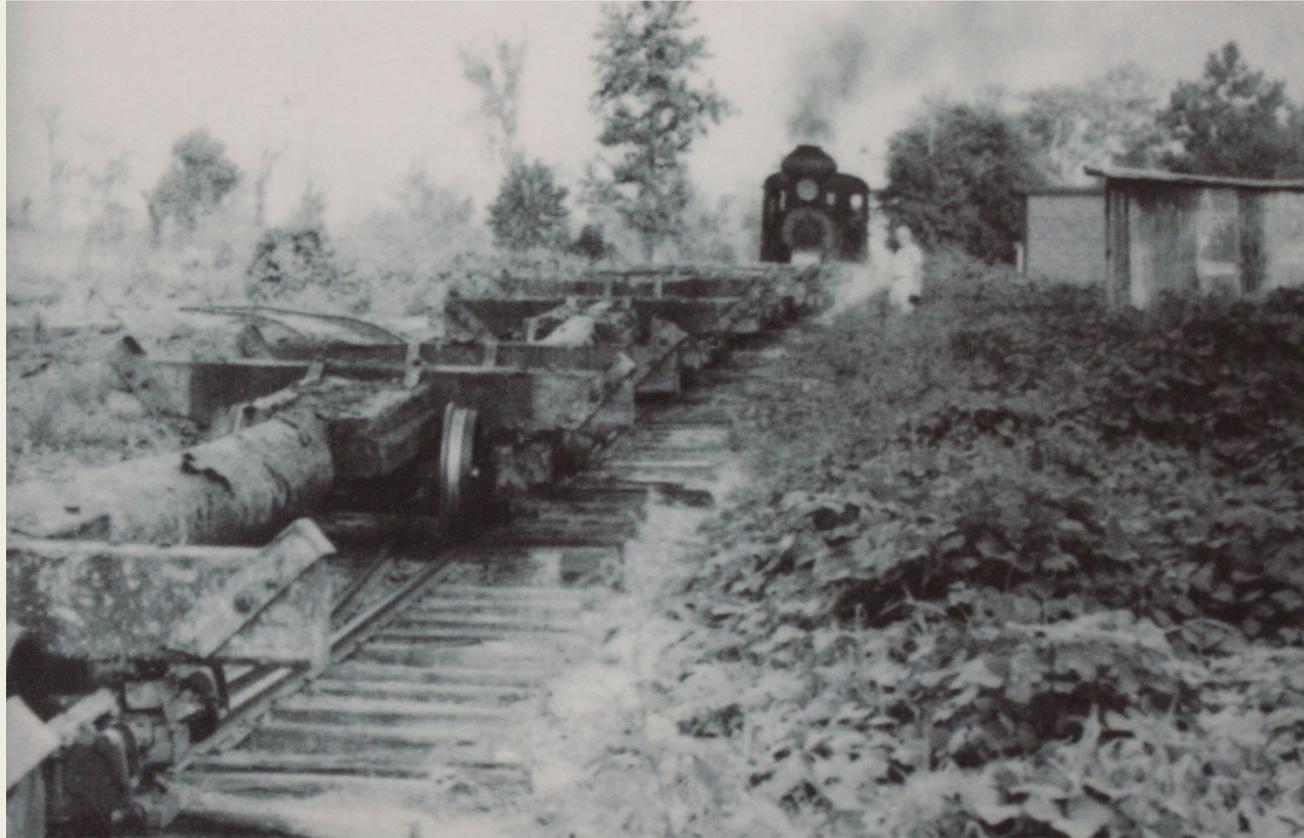
Hardeeville Baptist Church, c. 1876

The first church building was built around 1850 and probably destroyed in January 1865 by Union troops under General Sherman to be used as firewood. The church was rebuilt in 1876, and the Federal government paid \$1500 in compensation for the Civil War destruction in 1915, which funded a remodeling. The church was again rebuilt in 1951, with other remodels and additions to follow through the years.



Back in the early 1900's,
much of the timberland in
the South Carolina
Lowcountry was laced with
swamps and slow-moving
cypress waters.

Logging in the Lowcountry, c. 1900



Logging through fields of local kudzu, 1930



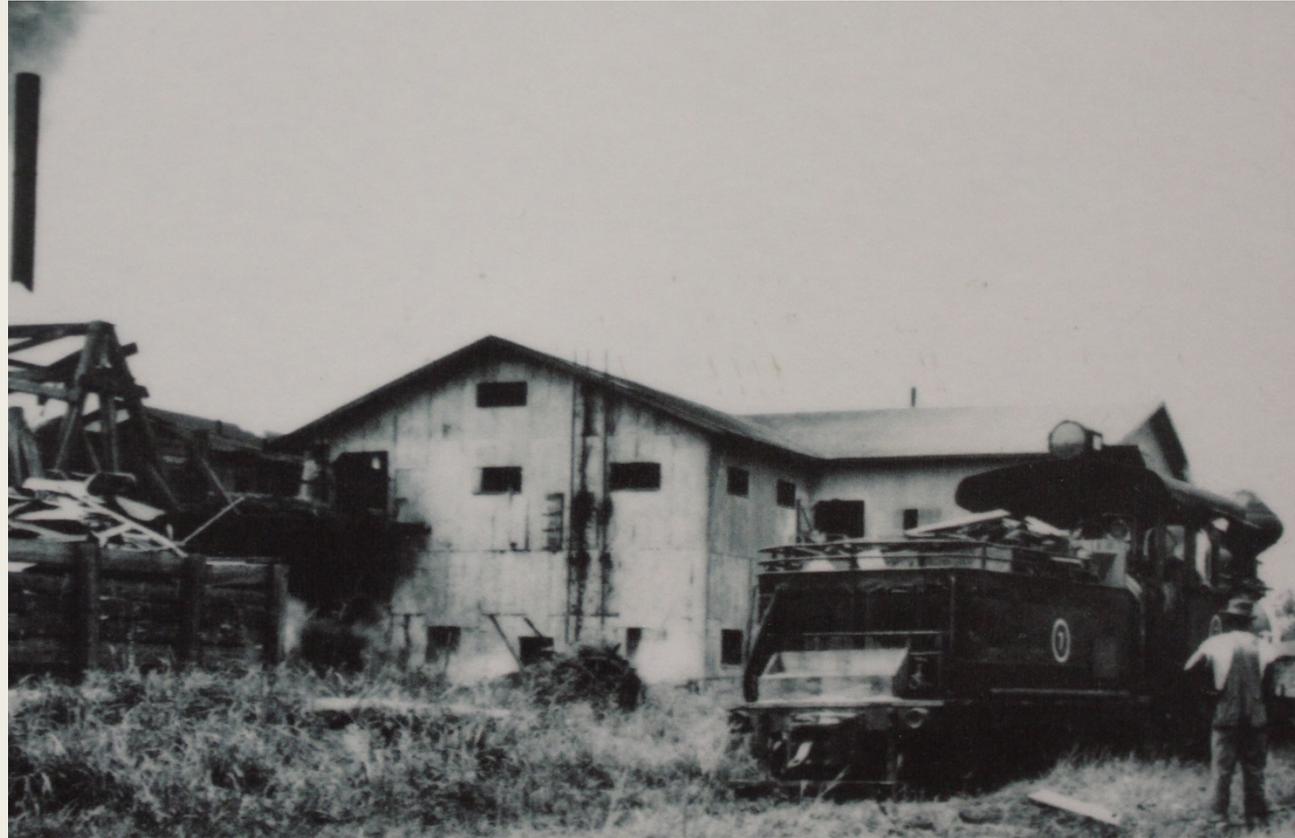
Originally constructed in 1928, the Hardeeville Consolidated School complex served not only as the city's only public school, but also as one of its most important social touchstones. Along with church, the school was an important venue for social activities. The school was demolished in 2003 and reconstructed under the guidance of architects who resurrected its unique character and design. The building is now used for city offices, and continues to be the focal point of Hardeeville's social and recreational activities.

Teachers in front of the old Hardeeville school, 1940



The local Barber Shop and Drugstore were owned by the Lassiter family, David, on the left, helped his father build the shop in 1947. The Drugstore featured a pinball machine, jukebox, and soda tables.

Barber Shop and Drugstore, c. 1947



Porter directing logging traffic inside Argent Yard, 1950



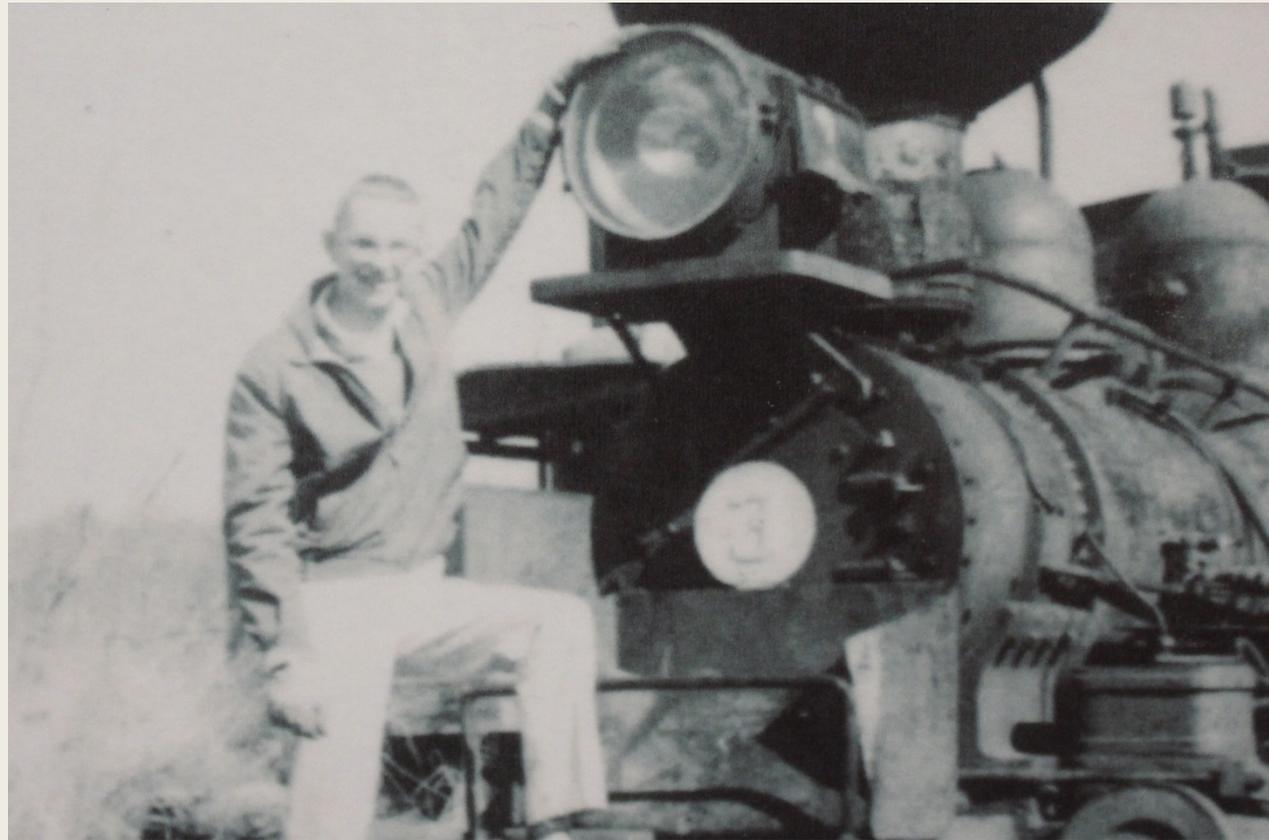
Hardeeville South 17 Drive-in Theatre, Sept. 1950



Hardeeville Business Section, March 1951



Hardeeville School, October 1954



Headlamp repairs to Engine No. 3, 1958



Hardeeville Shop Class, 1959



Hardeeville Christmas Parade SCE&G Float, 1962



Hardeeville Christmas Parade Float passing
Rentz's Gulf Station, 1962



Hardeeville Marching Band, Halloween Parade 1963



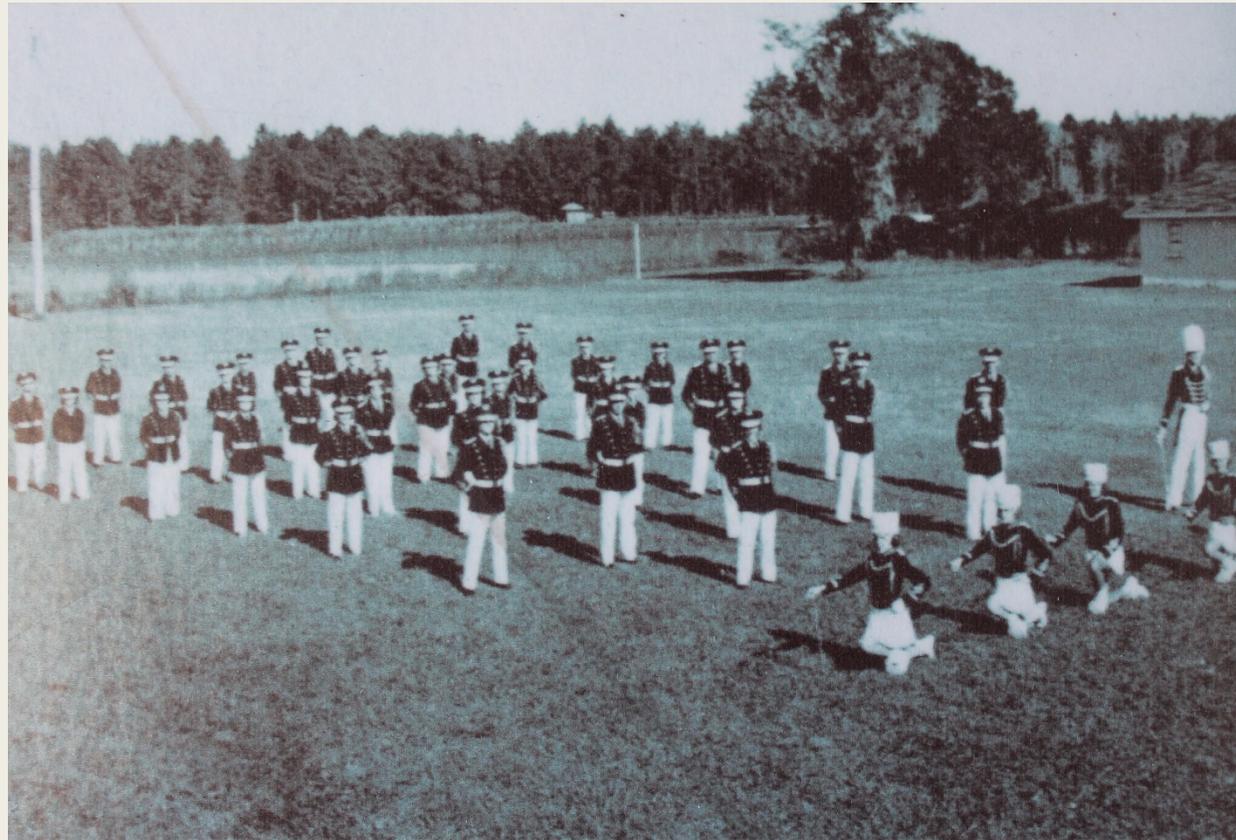
Hardeeville Christmas Parade, 1963



Hardeeville Halloween Parade, 1963



Greene's SOC Service Station, 1964



Hardeeville School Band, 1964



Dolly Bills SOC Station, March 28, 1967

PRESENT

2003 to 2016



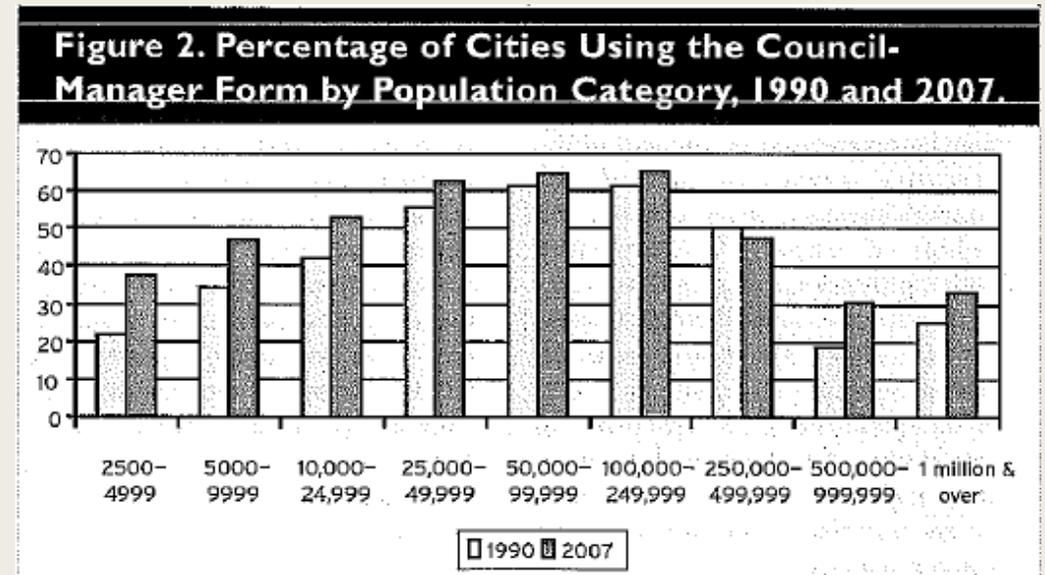
Council–Manager Form of Government

- Cities in the U.S. are almost universally governed by one of the two forms of government:
 - Council-Manager form
 - Mayor-Council form
- Council-Manager plan is composed of an elected governing board (City Council) and a professional manager hired by the Council. The City Council either selects the Mayor from its members, or the Mayor is directly elected.
- City Council is the legislative arm and is responsible for setting the political agenda, approving the budget, establishing tax rates, and voting on public policy.
- The City Manager is responsible for administering, managing, and implementing the agenda and policies set by the City Council.

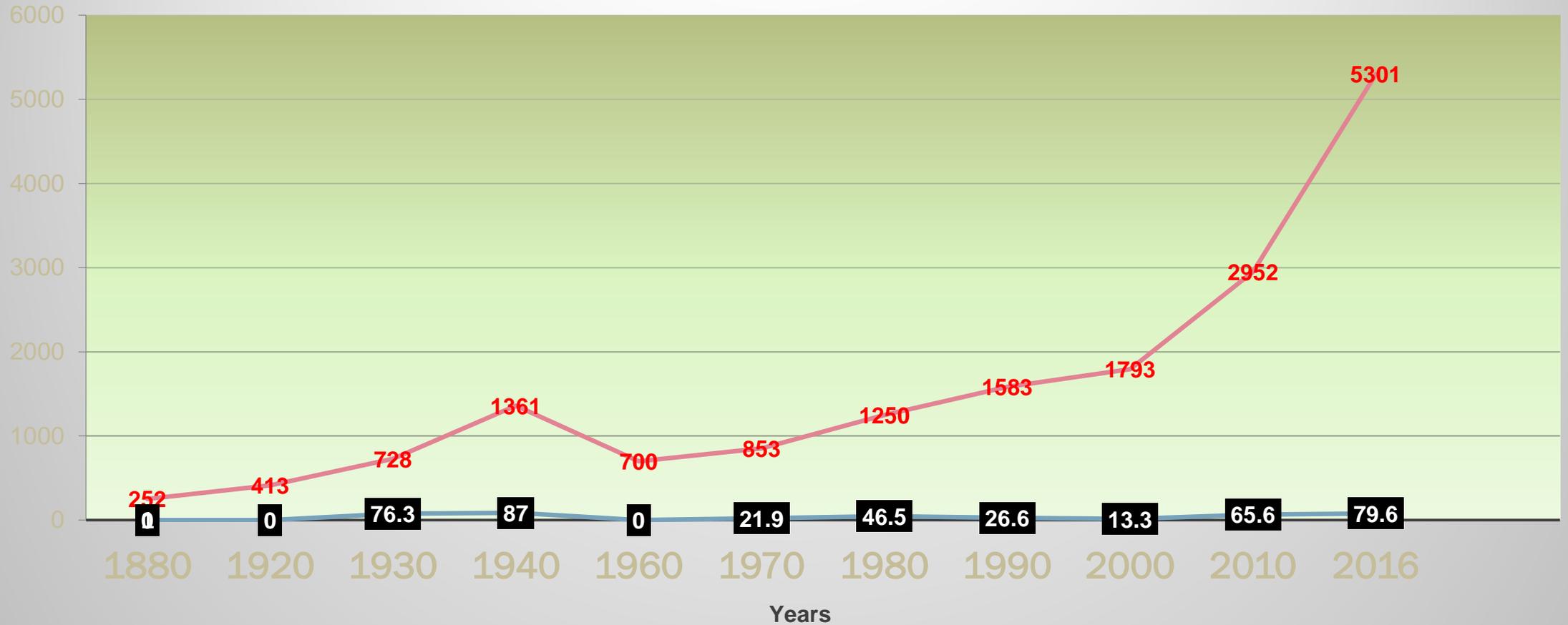
Council-Manager Form of Government

- Council-Manager is the most prevalent among municipalities.
 - More than 3,500 cities with populations exceeding 2,500, and 370 counties use this form (2008).
 - 49% of cities have selected C/M form.
 - Fastest growing form because of increasing complexity, transparency, and professionalism demanded for running a municipal corporation.

1990 C/M form 36.2%
2007 48.9%



Hardeeville, SC Historical Population



— Population — Percentage

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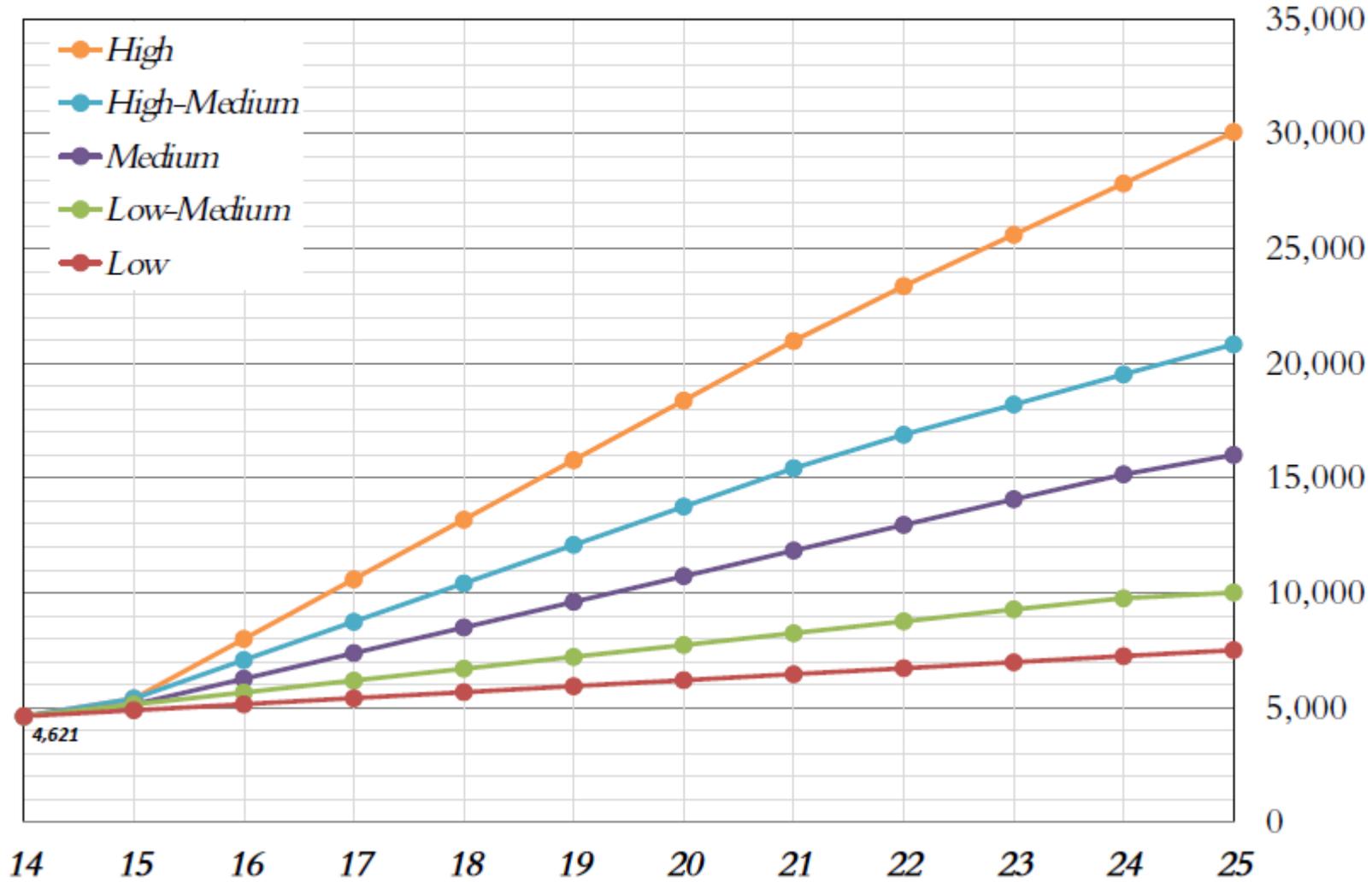
City of Hardeeville

was the fastest growing city in
South Carolina in 2013 and
2014.

It was the second-fastest in
2015!

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Population Projections

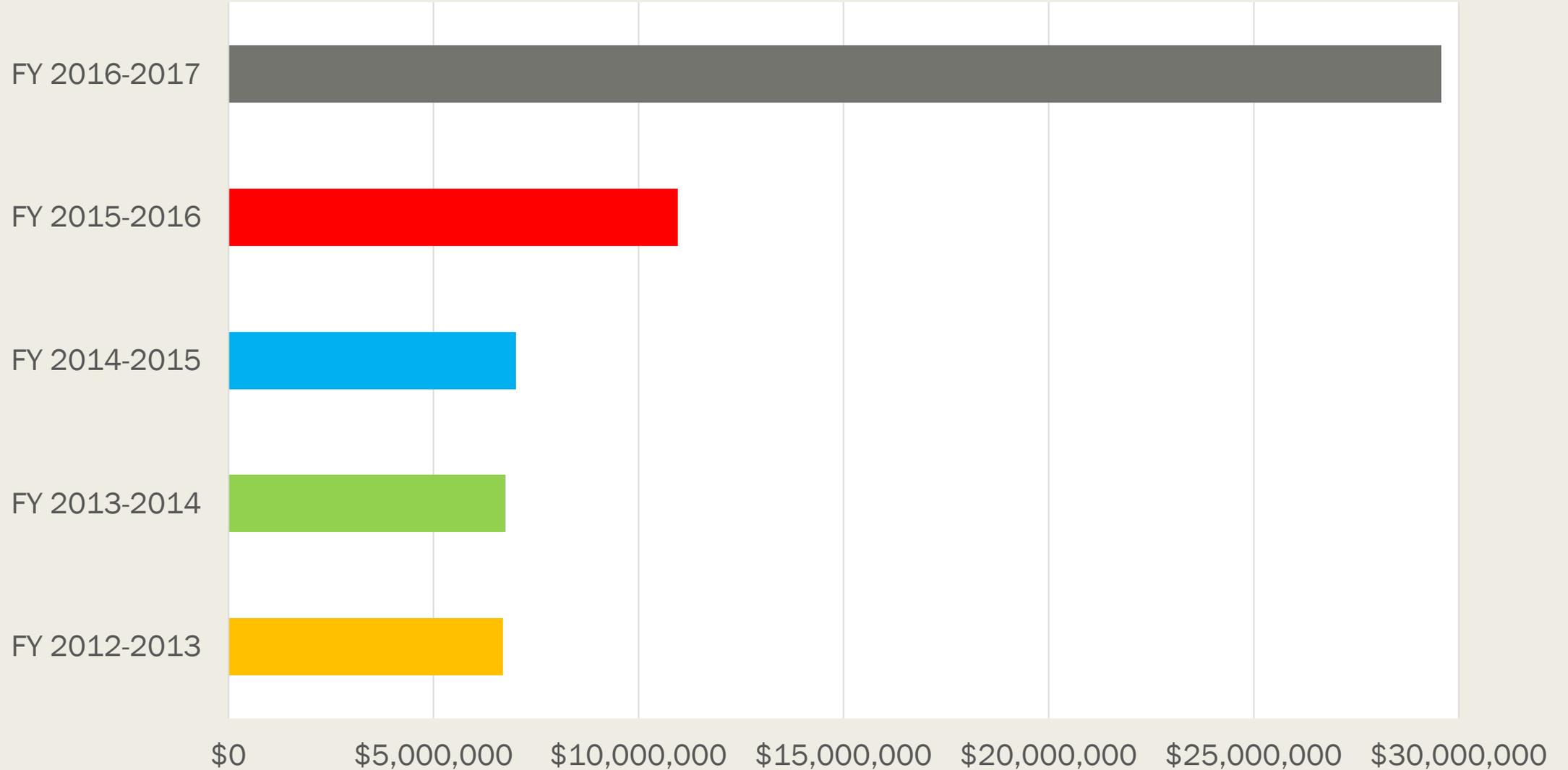


Year End Totals

Year End Permits Issued

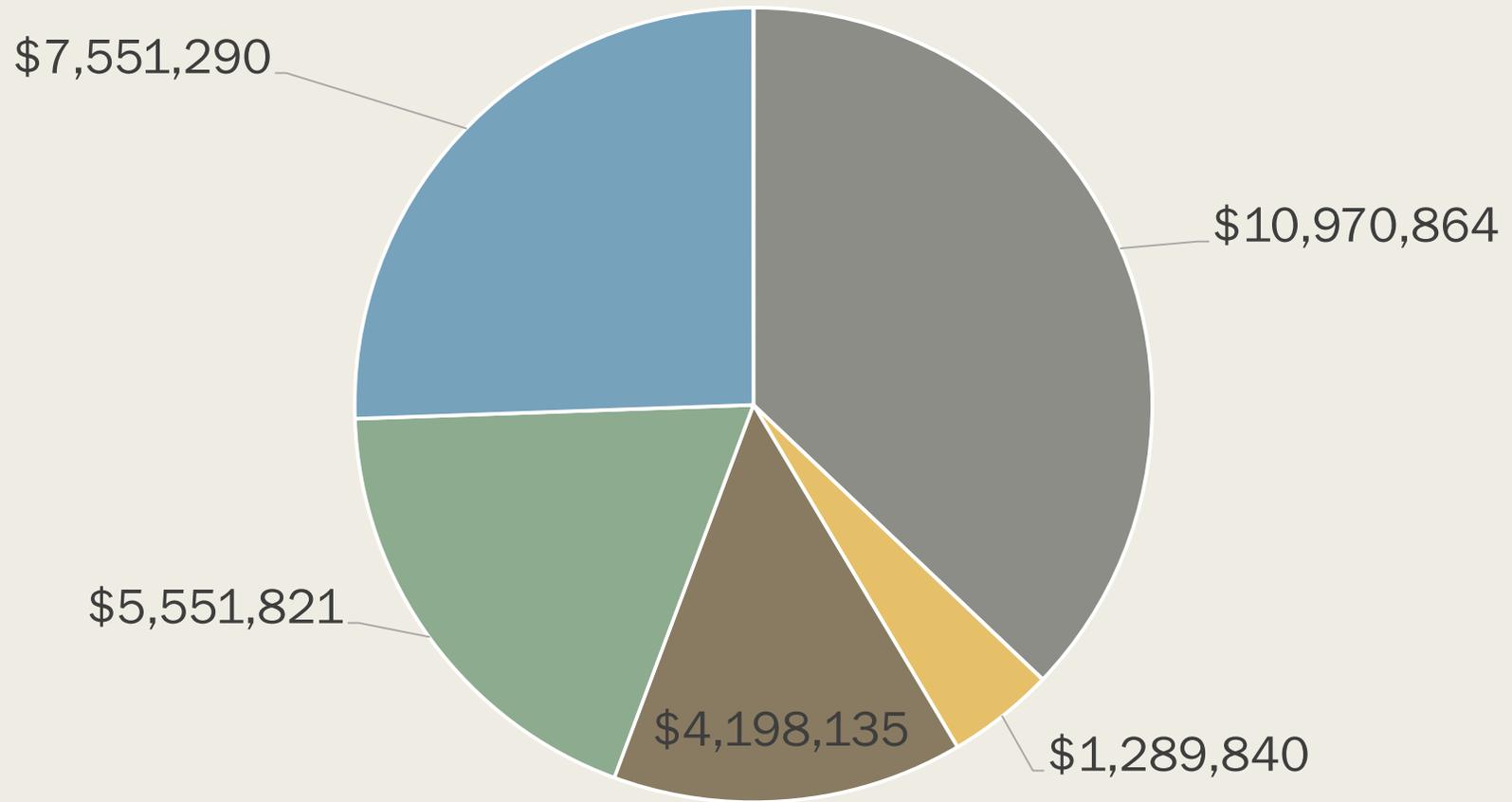
| | 2012 | 2013 | 2014 | 2015 | 2016 (ytd) | 2016 (est) |
|--------------------------------|------|------|------|------|------------|------------|
| Residential - Single Family | 131 | 187 | 203 | 204 | 160 | 208 |
| Other Residential | 88 | 107 | 132 | 124 | 107 | 150 |
| New Commercial | 3 | 5 | 7 | 3 | 2 | 7 |
| Other Commercial | 31 | 42 | 22 | 40 | 27 | 35 |
| total | 253 | 341 | 364 | 371 | 296 | 400 |

Budget Totals from FY13 to FY17



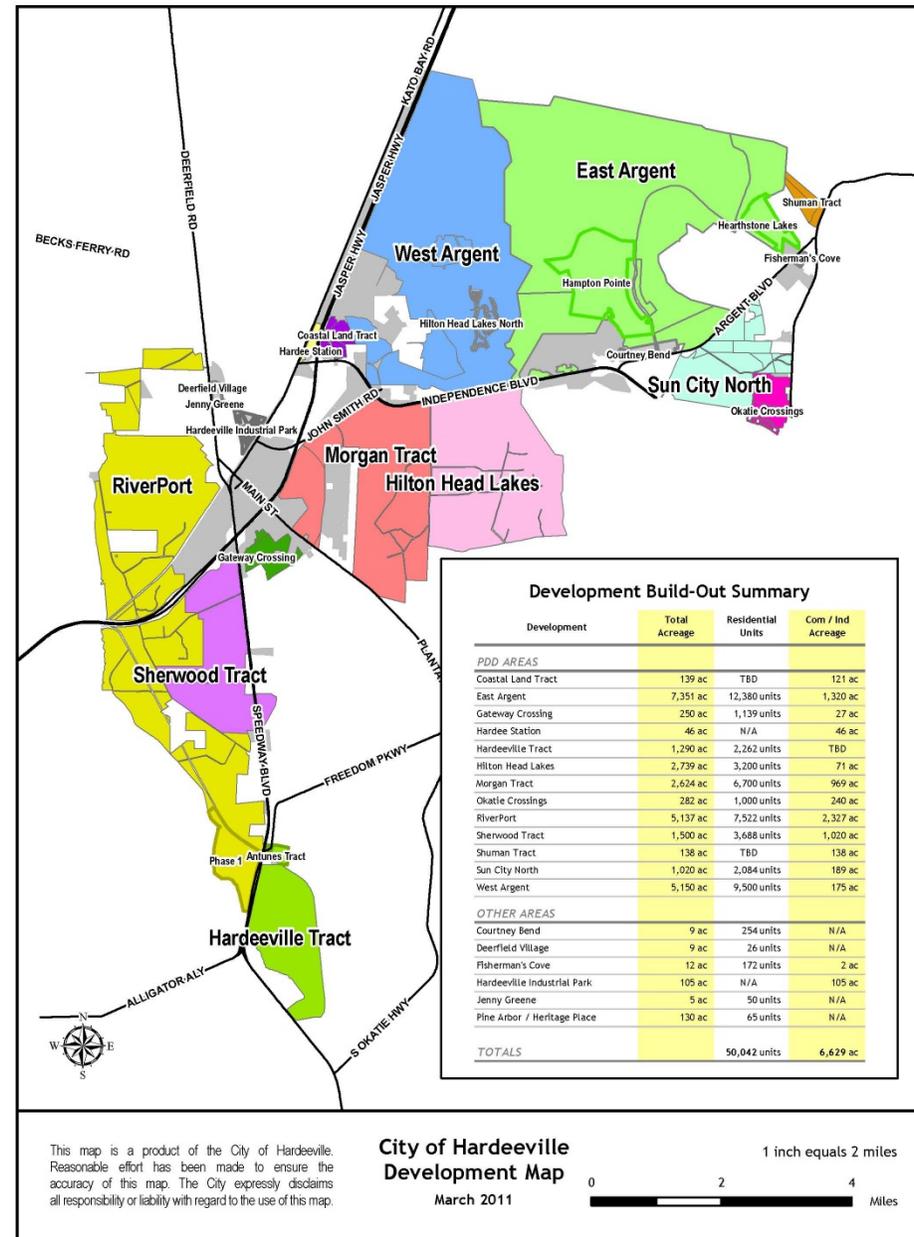
FY 2016 - 2017

\$29,561,950



■ General Funds ■ Special Revenue ■ Hilton Head Lakes MID ■ Development Review ■ Five Year CIP

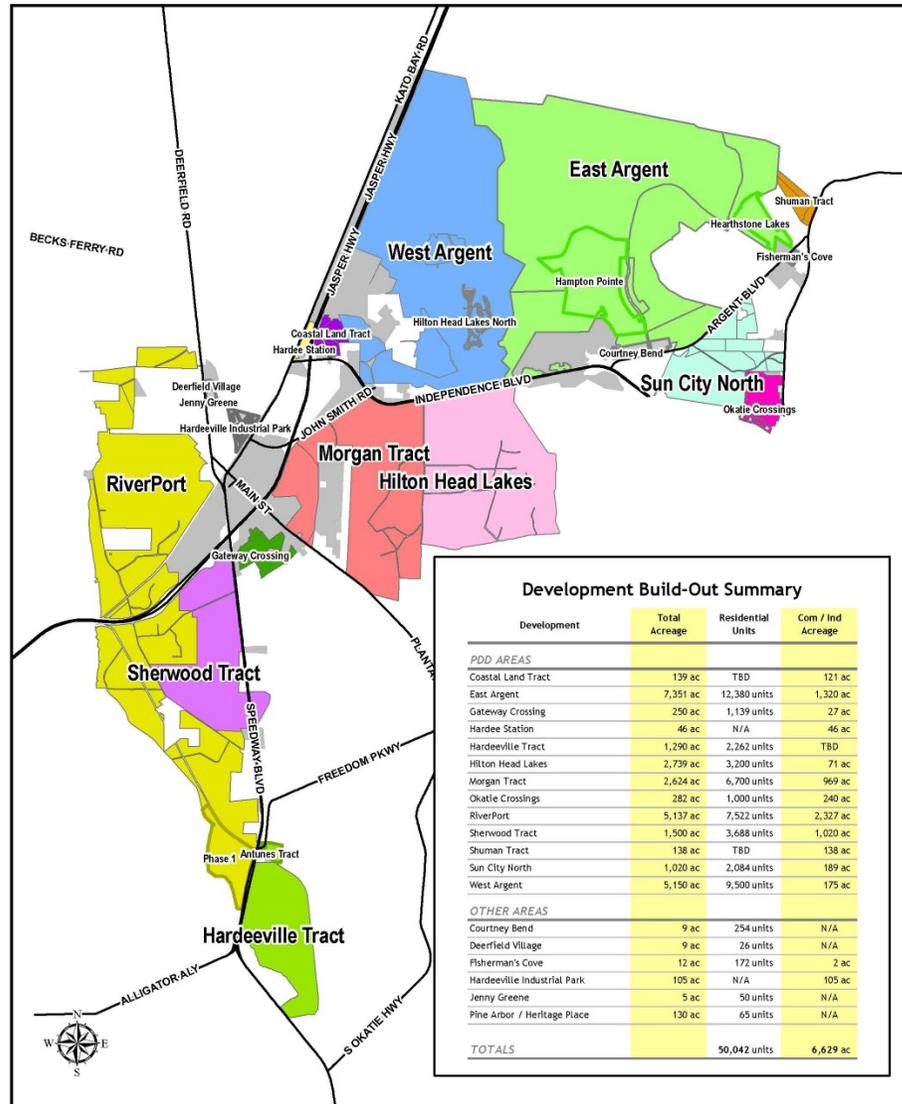
13 development agreement areas
and
6 development areas, not under
an agreement



West Argent Development Agreement and Planned Development District

- Approved in 2005
- Total Acreage = 5,150
- Residential Units = 9,500
- Commercial/Industrial Acreage = 175
- Master Planned in entirety as Tradition Hilton Head
- 2010 went into “receivership”
- 2011 Phase One (golf community) purchased by Hilton Head Lakes
- Phase 2 still owned by bank





Development Build-Out Summary

| Development | Total Acreage | Residential Units | Com / Ind Acreage |
|-----------------------------|---------------|---------------------|-------------------|
| <i>PDD AREAS</i> | | | |
| Coastal Land Tract | 139 ac | TBD | 121 ac |
| East Argent | 7,351 ac | 12,380 units | 1,320 ac |
| Gateway Crossing | 250 ac | 1,139 units | 27 ac |
| Hardee Station | 46 ac | N/A | 46 ac |
| Hardeeville Tract | 1,290 ac | 2,262 units | TBD |
| Hilton Head Lakes | 2,739 ac | 3,200 units | 71 ac |
| Morgan Tract | 2,624 ac | 6,700 units | 969 ac |
| Okatie Crossings | 282 ac | 1,000 units | 240 ac |
| RiverPort | 5,137 ac | 7,522 units | 2,327 ac |
| Sherwood Tract | 1,500 ac | 3,688 units | 1,020 ac |
| Shuman Tract | 138 ac | TBD | 138 ac |
| Sun City North | 1,020 ac | 2,084 units | 189 ac |
| West Argent | 5,150 ac | 9,500 units | 175 ac |
| <i>OTHER AREAS</i> | | | |
| Courtney Bend | 9 ac | 254 units | N/A |
| Deerfield Village | 9 ac | 26 units | N/A |
| Fisherman's Cove | 12 ac | 172 units | 2 ac |
| Hardeeville Industrial Park | 105 ac | N/A | 105 ac |
| Jenny Greene | 5 ac | 50 units | N/A |
| Pine Arbor / Heritage Place | 130 ac | 65 units | N/A |
| TOTALS | | 50,042 units | 6,629 ac |

This map is a product of the City of Hardeeville. Reasonable effort has been made to ensure the accuracy of this map. The City expressly disclaims all responsibility or liability with regard to the use of this map.

**City of Hardeeville
Development Map**

March 2011

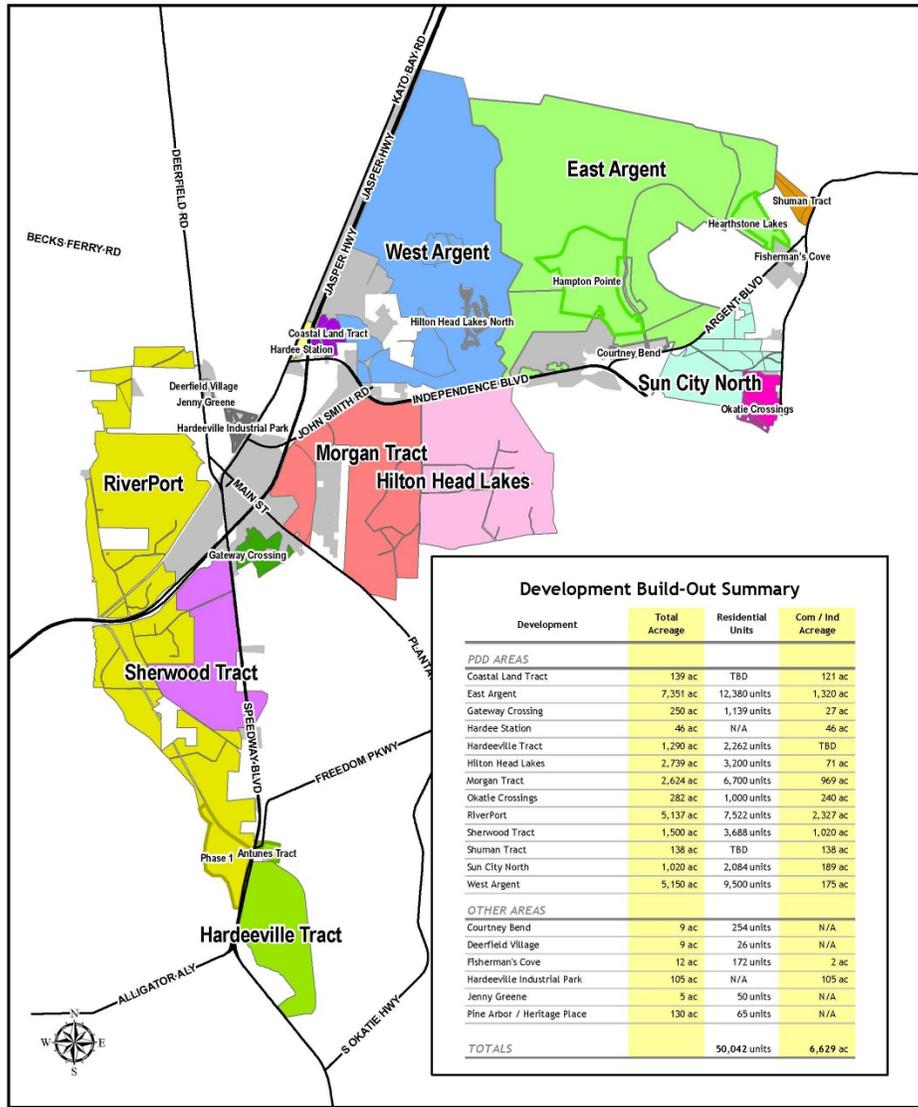
1 inch equals 2 miles



Argent 2 Development Agreement and Planned Development District (Sun City North)

- Approved in 2007
- Total Acreage = 1,020
- Residential Units = 2,084
- Commercial/Mixed Use Acreage = 189





Development Build-Out Summary

| Development | Total Acreage | Residential Units | Com / Ind Acreage |
|-----------------------------|---------------|---------------------|-------------------|
| PDD AREAS | | | |
| Coastal Land Tract | 139 ac | TBD | 121 ac |
| East Argent | 7,351 ac | 12,380 units | 1,320 ac |
| Gateway Crossing | 250 ac | 1,139 units | 27 ac |
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| Morgan Tract | 2,624 ac | 6,700 units | 969 ac |
| Okatie Crossings | 282 ac | 1,000 units | 240 ac |
| RiverPort | 5,137 ac | 7,522 units | 2,327 ac |
| Sherwood Tract | 1,500 ac | 3,688 units | 1,020 ac |
| Shuman Tract | 138 ac | TBD | 138 ac |
| Sun City North | 1,020 ac | 2,084 units | 189 ac |
| West Argent | 5,150 ac | 9,500 units | 175 ac |
| OTHER AREAS | | | |
| Courtney Bend | 9 ac | 254 units | N/A |
| Deerfield Village | 9 ac | 26 units | N/A |
| Fisherman's Cove | 12 ac | 172 units | 2 ac |
| Hardeeville Industrial Park | 105 ac | N/A | 105 ac |
| Jenny Greene | 5 ac | 50 units | N/A |
| Pine Arbor / Heritage Place | 130 ac | 65 units | N/A |
| TOTALS | | 50,042 units | 6,629 ac |

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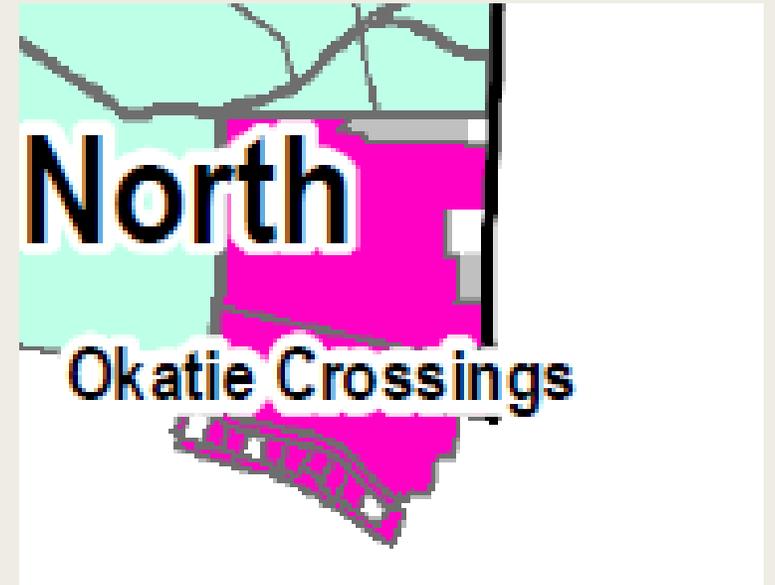
City of Hardeeville
Development Map
 March 2011

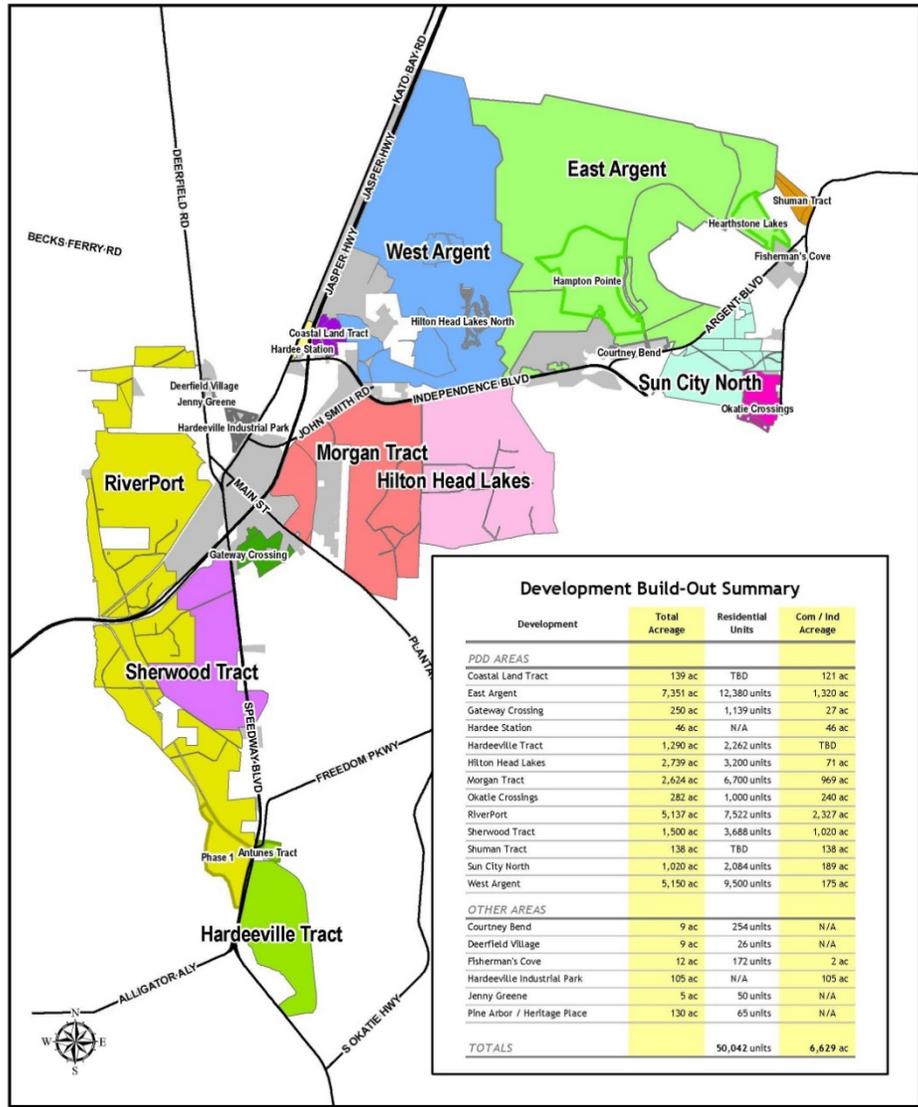
1 inch equals 2 miles



Okatie Crossing Development Agreement and Planned Development District

- Approved in 2008
- Total Acreage = 282
- Residential Units = 1000 (potential)
- Commercial Acreage = 189





Development Build-Out Summary

| Development | Total Acreage | Residential Units | Com / Ind Acreage |
|-----------------------------|---------------|---------------------|-------------------|
| <i>PDD AREAS</i> | | | |
| Coastal Land Tract | 139 ac | TBD | 121 ac |
| East Argent | 7,351 ac | 12,380 units | 1,320 ac |
| Gateway Crossing | 250 ac | 1,139 units | 27 ac |
| Hardee Station | 46 ac | N/A | 46 ac |
| Hardeeville Tract | 1,290 ac | 2,262 units | TBD |
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| Morgan Tract | 2,624 ac | 6,700 units | 969 ac |
| Okatie Crossings | 282 ac | 1,000 units | 240 ac |
| RiverPort | 5,137 ac | 7,522 units | 2,327 ac |
| Sherwood Tract | 1,500 ac | 3,688 units | 1,020 ac |
| Shuman Tract | 138 ac | TBD | 138 ac |
| Sun City North | 1,020 ac | 2,084 units | 189 ac |
| West Argent | 5,150 ac | 9,500 units | 175 ac |
| <i>OTHER AREAS</i> | | | |
| Courtney Bend | 9 ac | 254 units | N/A |
| Deerfield Village | 9 ac | 26 units | N/A |
| Fisherman's Cove | 12 ac | 172 units | 2 ac |
| Hardeeville Industrial Park | 105 ac | N/A | 105 ac |
| Jenny Greene | 5 ac | 50 units | N/A |
| Pine Arbor / Heritage Place | 130 ac | 65 units | N/A |
| TOTALS | | 50,042 units | 6,629 ac |

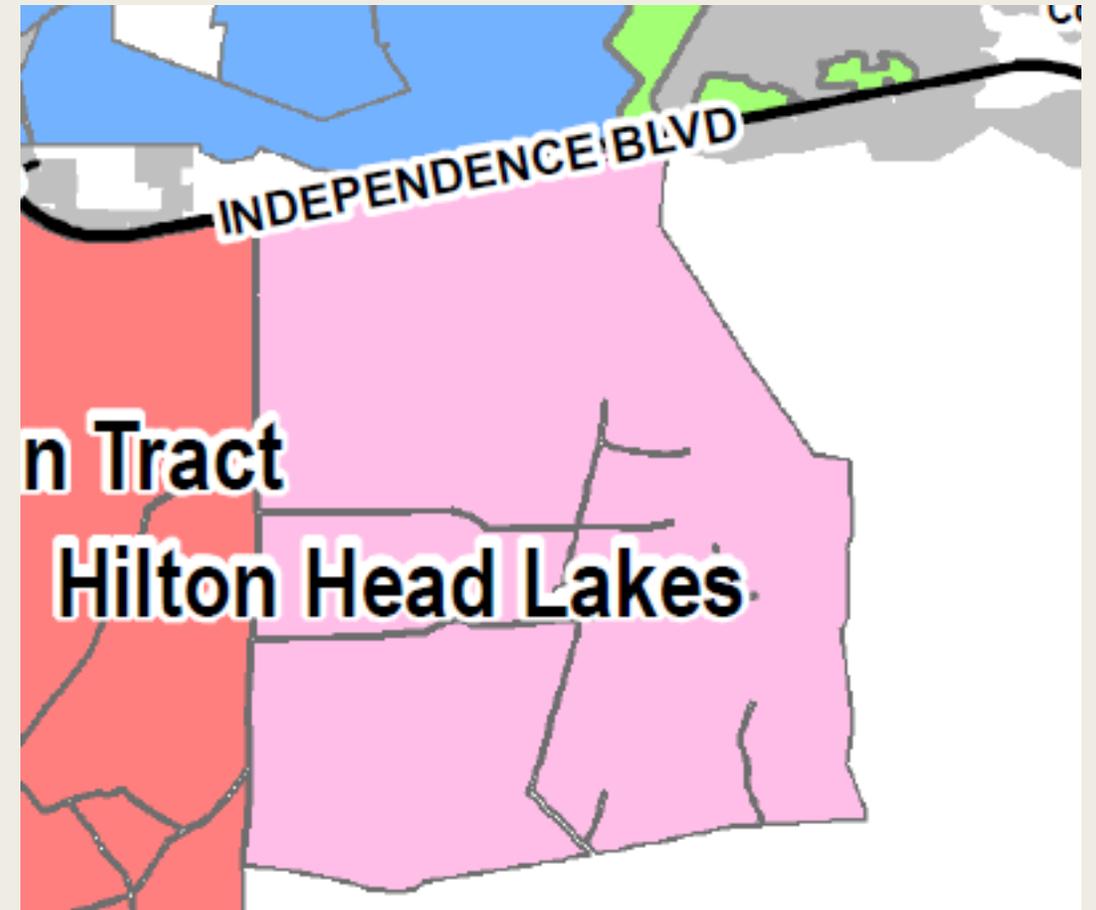
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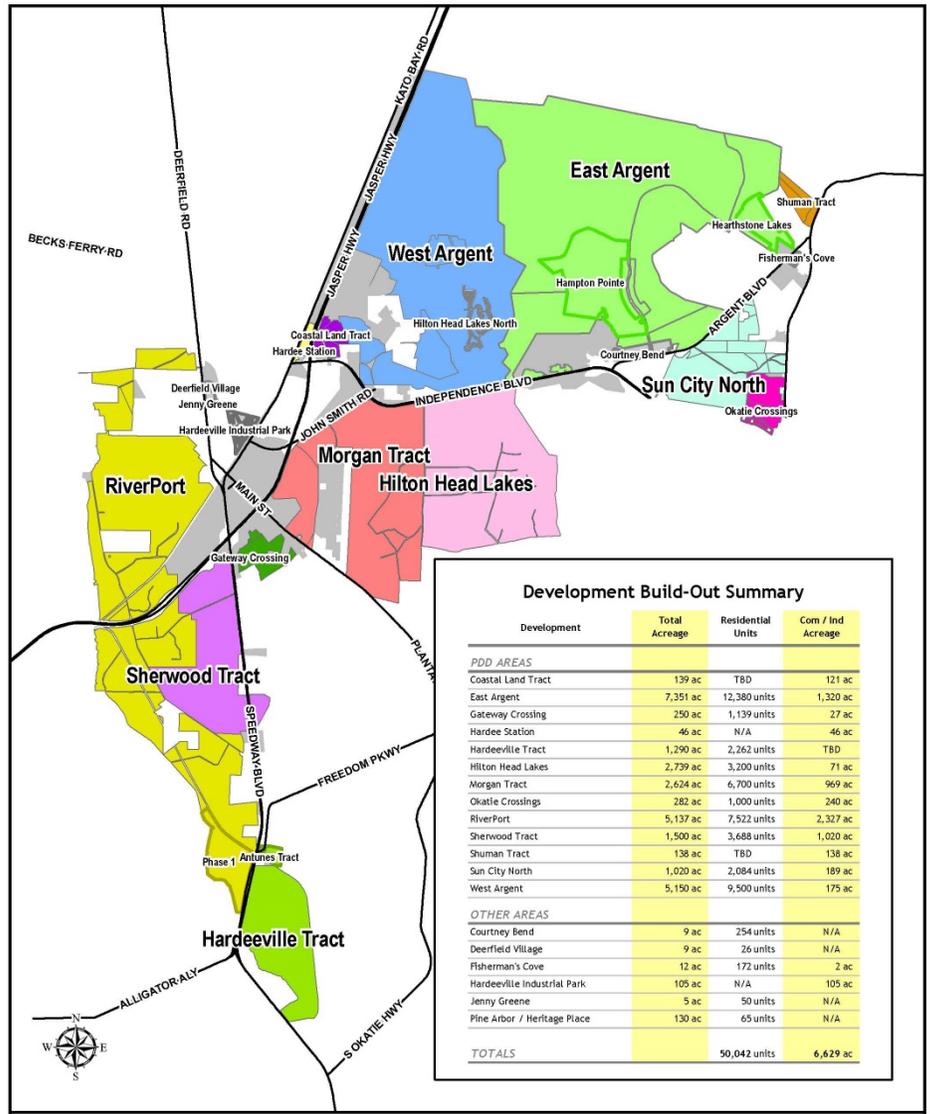
**City of Hardeeville
Development Map**
March 2011



Anderson Tract (Hilton Head Lakes South) Development Agreement and Planned Development District

- Approved in 2006
- Total Acreage = 2,739
- Residential Units = 3,200
- Commercial/Industrial Acreage = 71





Development Build-Out Summary

| Development | Total Acreage | Residential Units | Corn / Ind Acreage |
|-----------------------------|---------------|---------------------|--------------------|
| <i>PDD AREAS</i> | | | |
| Coastal Land Tract | 139 ac | TBD | 121 ac |
| East Argent | 7,351 ac | 12,380 units | 1,320 ac |
| Gateway Crossing | 250 ac | 1,139 units | 27 ac |
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| Hilton Head Lakes | 2,739 ac | 3,200 units | 71 ac |
| Morgan Tract | 2,624 ac | 6,700 units | 969 ac |
| Okatie Crossings | 282 ac | 1,000 units | 240 ac |
| RiverPort | 5,137 ac | 7,522 units | 2,327 ac |
| Sherwood Tract | 1,500 ac | 3,688 units | 1,020 ac |
| Shuman Tract | 138 ac | TBD | 138 ac |
| Sun City North | 1,020 ac | 2,084 units | 189 ac |
| West Argent | 5,150 ac | 9,500 units | 175 ac |
| <i>OTHER AREAS</i> | | | |
| Courtney Bend | 9 ac | 254 units | N/A |
| Deerfield Village | 9 ac | 26 units | N/A |
| Fisherman's Cove | 12 ac | 172 units | 2 ac |
| Hardeeville Industrial Park | 105 ac | N/A | 105 ac |
| Jenny Greene | 5 ac | 50 units | N/A |
| Pine Arbor / Heritage Place | 130 ac | 65 units | N/A |
| TOTALS | | 50,042 units | 6,629 ac |

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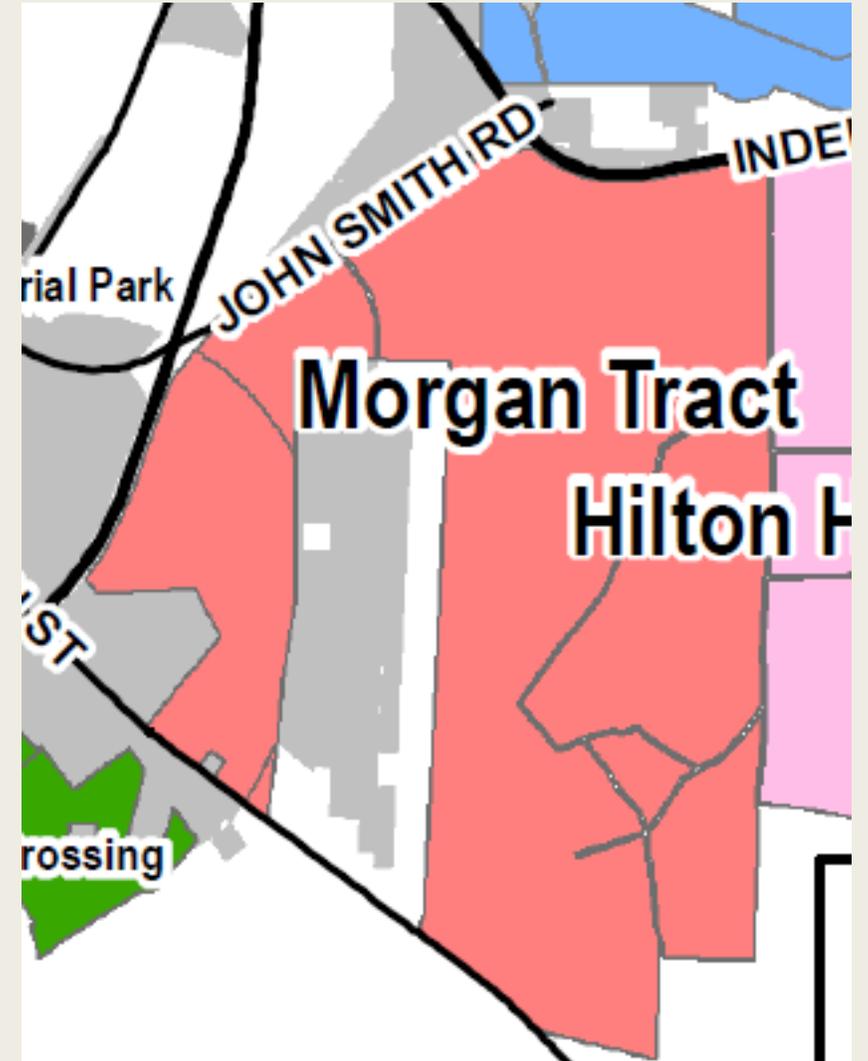
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March 2011

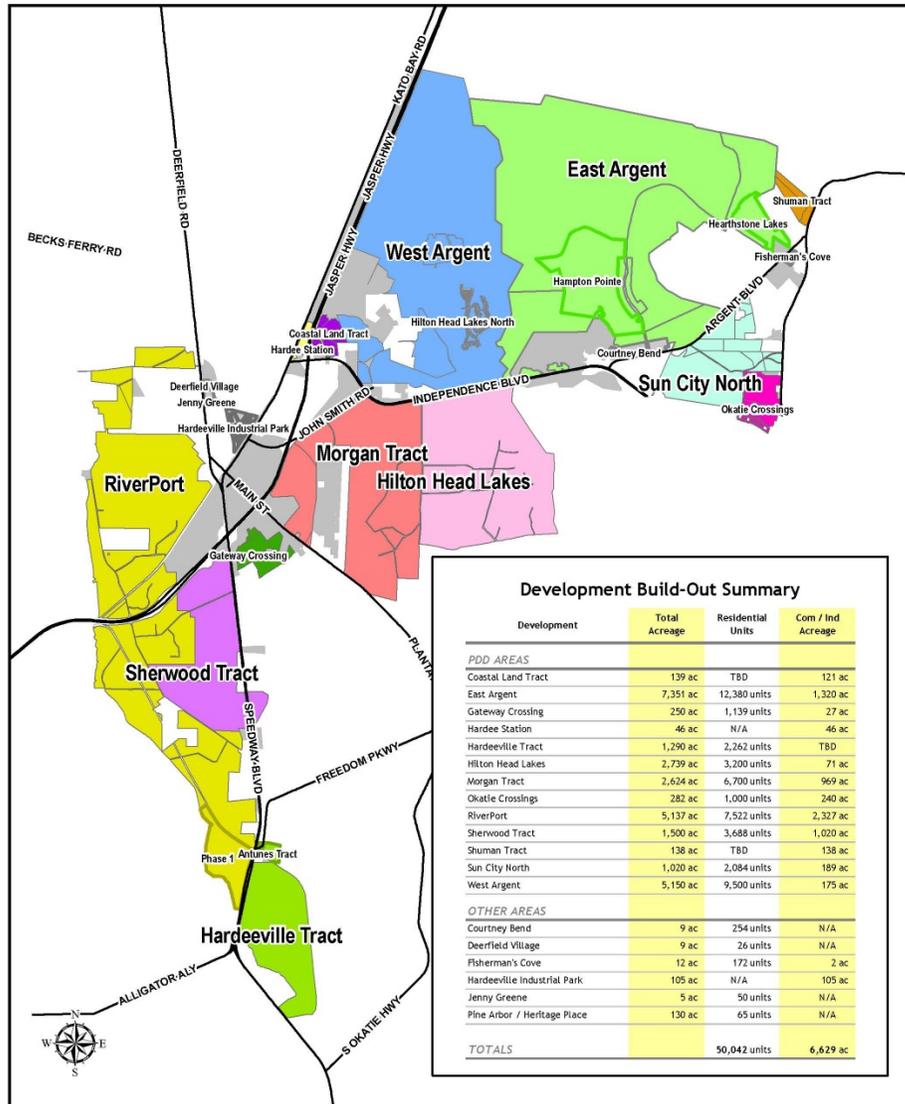
1 inch equals 2 miles



Morgan Tract Development Agreement and Planned Development District

- Approved in 2006
- Total Acreage = 2,624
- Residential Units = 6,700
- Commercial/Industrial Acreage = 969



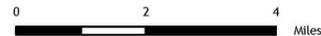


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**City of Hardeeville
Development Map**

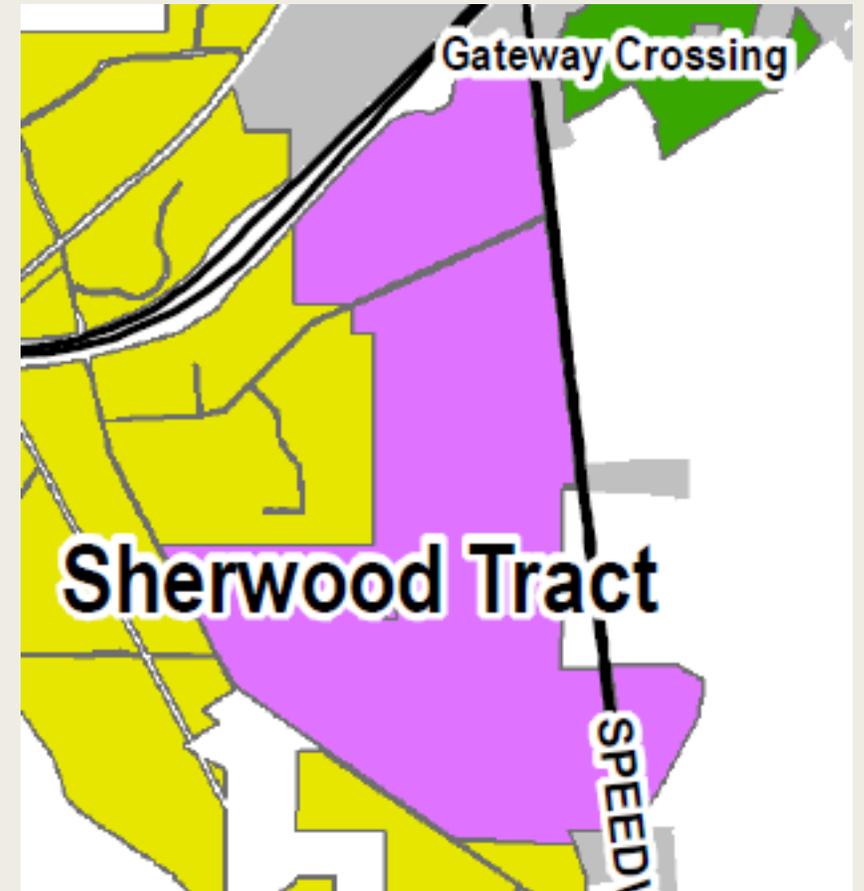
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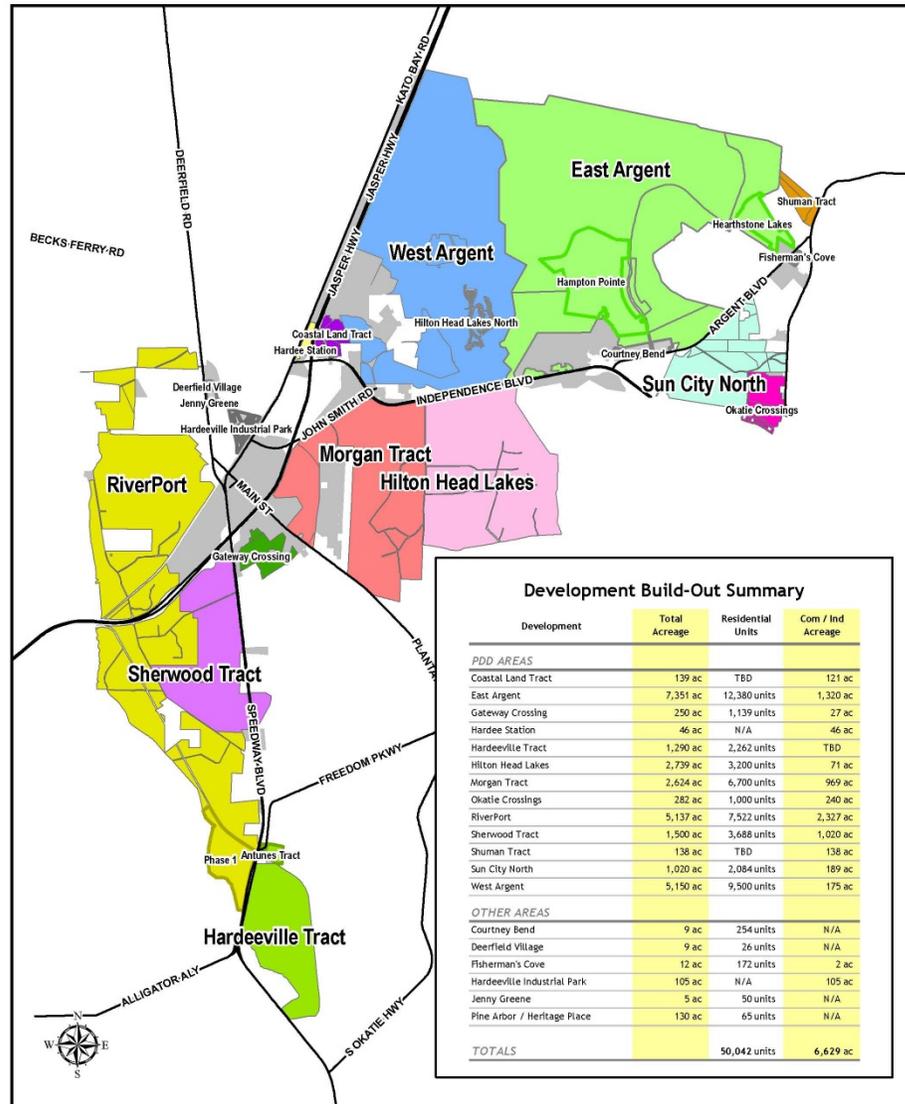
1 inch equals 2 miles



Sherwood Tract Development Agreement and Planned Development District

- Approved in 2007
- Total Acreage = 1,500
- Residential Units = 3,688
- Commercial/Industrial Acreage = 1,020





Development Build-Out Summary

| Development | Total Acreage | Residential Units | Com / Ind Acreage |
|-----------------------------|---------------|---------------------|-------------------|
| <i>PDD AREAS</i> | | | |
| Coastal Land Tract | 139 ac | TBD | 121 ac |
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| Hilton Head Lakes | 2,739 ac | 3,200 units | 71 ac |
| Morgan Tract | 2,624 ac | 6,700 units | 969 ac |
| Okatie Crossings | 282 ac | 1,000 units | 240 ac |
| RiverPort | 5,137 ac | 7,522 units | 2,327 ac |
| Sherwood Tract | 1,500 ac | 3,688 units | 1,020 ac |
| Shuman Tract | 138 ac | TBD | 138 ac |
| Sun City North | 1,020 ac | 2,084 units | 189 ac |
| West Argent | 5,150 ac | 9,500 units | 175 ac |
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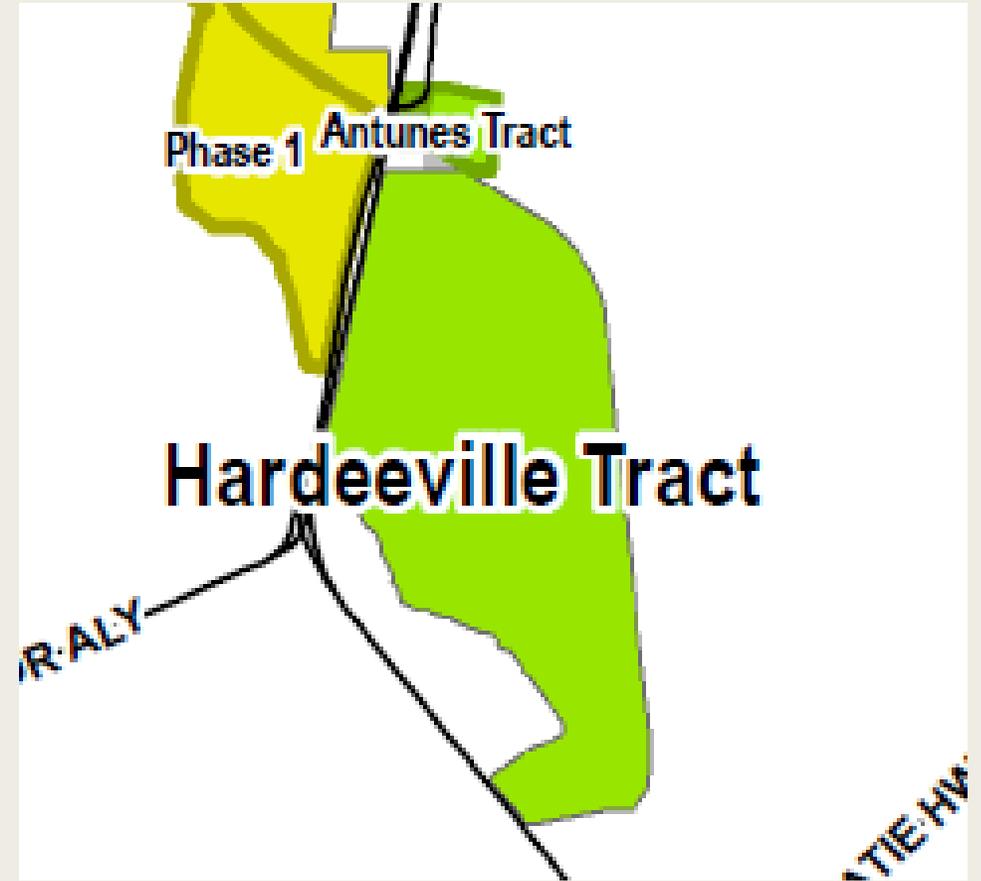
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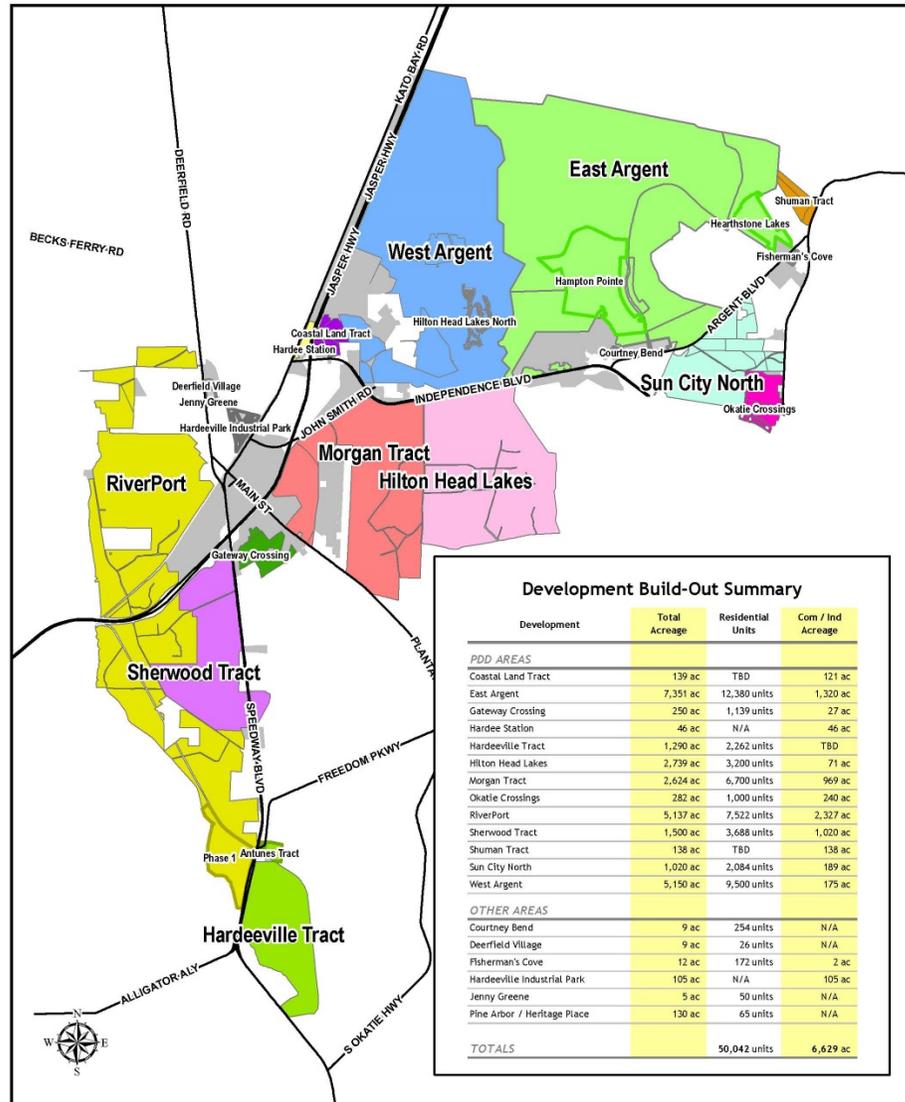
**City of Hardeeville
Development Map**
March 2011



Hardeeville Tract Development Agreement and Planned Development District

- Approved in 2006
- Total Acreage = 1,290
- Residential Units = 2,262
- Commercial/Industrial Acreage = TBD
- Antunes Tract developed in 2007 w/
100,000 square ft. granite sales





Development Build-Out Summary

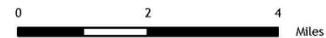
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| Deerfield Village | 9 ac | 26 units | N/A |
| Fisherman's Cove | 12 ac | 172 units | 2 ac |
| Hardeeville Industrial Park | 105 ac | N/A | 105 ac |
| Jenny Greene | 5 ac | 50 units | N/A |
| Pine Arbor / Heritage Place | 130 ac | 65 units | N/A |
| TOTALS | | 50,042 units | 6,629 ac |

This map is a product of the City of Hardeeville. Reasonable effort has been made to ensure the accuracy of this map. The City expressly disclaims all responsibility or liability with regard to the use of this map.

**City of Hardeeville
Development Map**

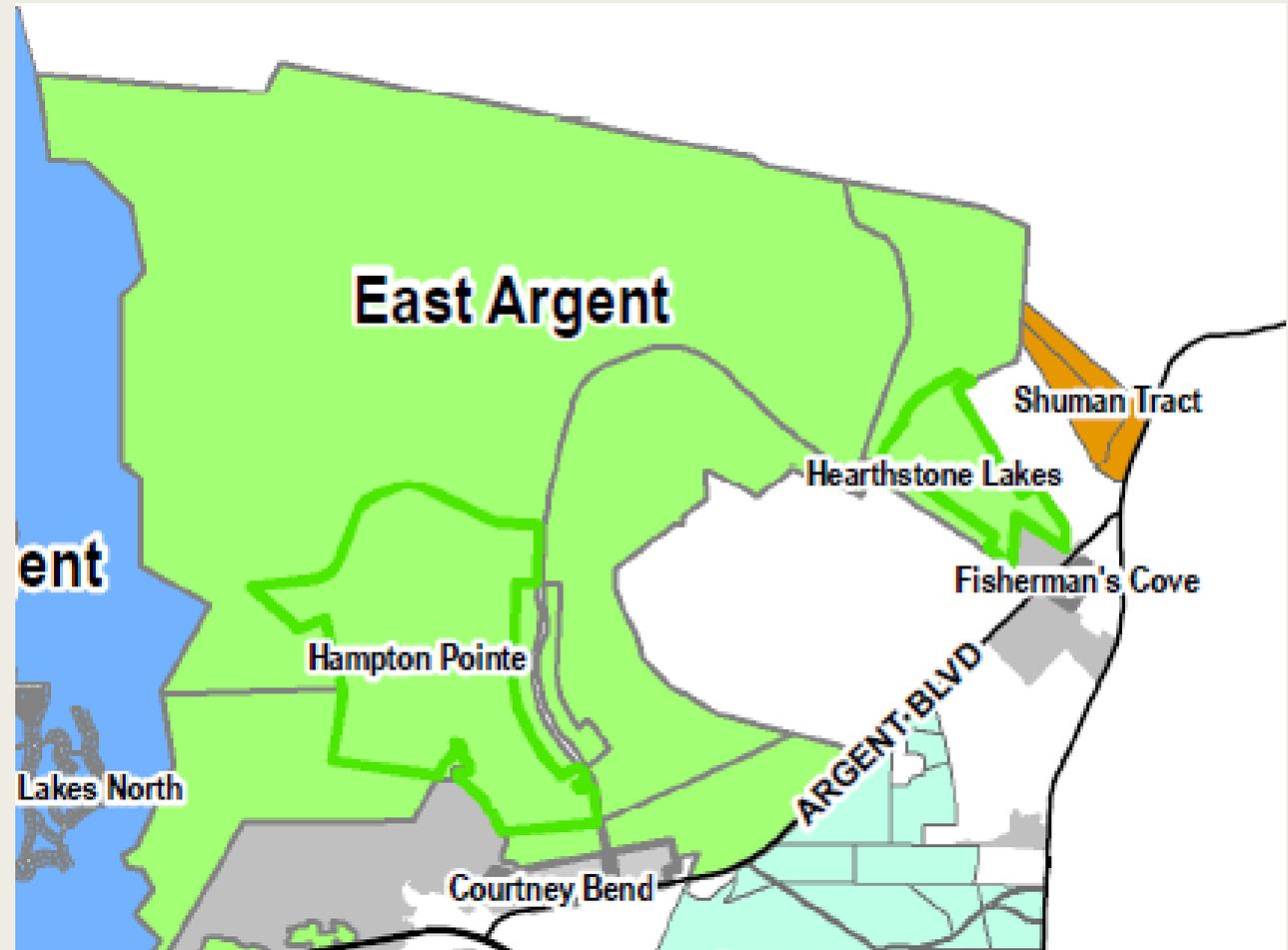
March 2011

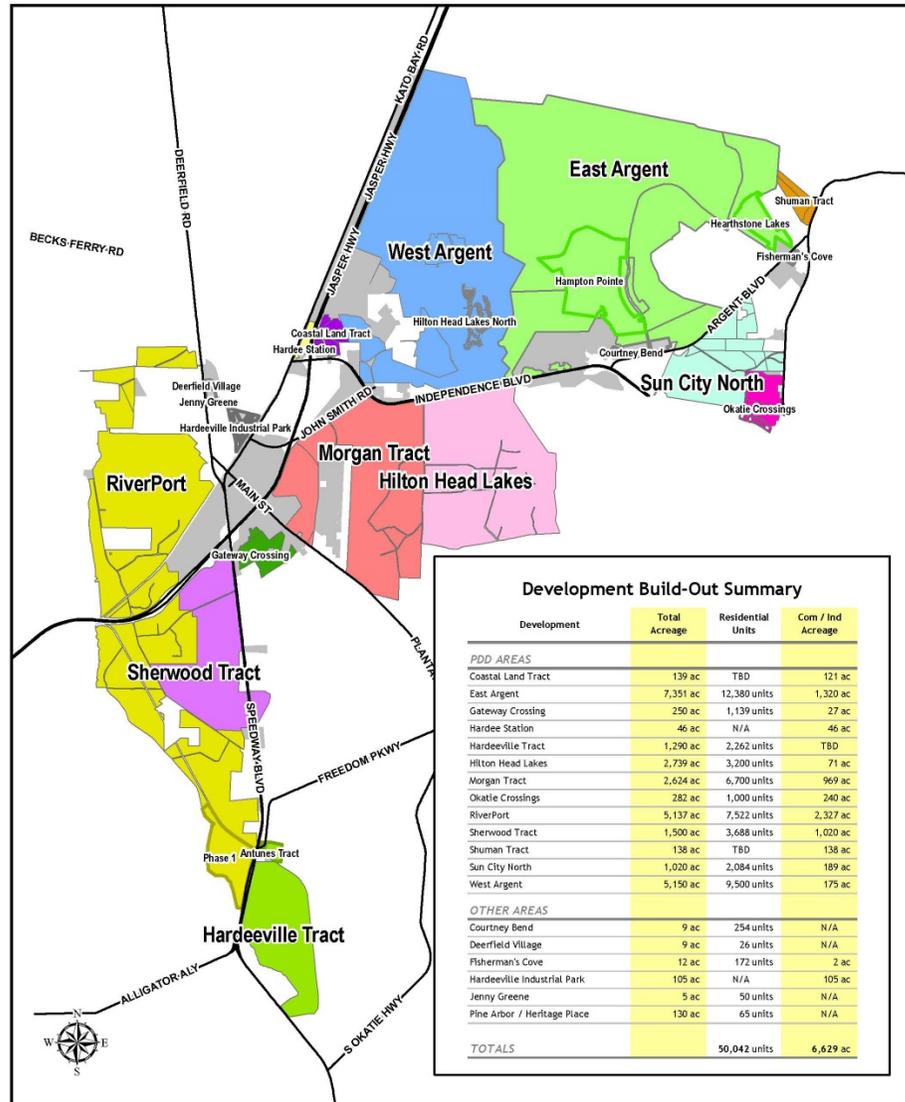
1 inch equals 2 miles



East Argent Development Agreement and Planned Development District

- Approved in 2005
- Total Acreage = 7,351
- Residential Units = 12,380
- Commercial/Industrial Acreage = 1,320
- Two Master Planned Communities
 - Hampton Pointe
 - Hearthstone Lakes
- One Master Planned Commercial Tract
 - Argent Lake Village (not constructed – in Shuman Tract)





Development Build-Out Summary

| Development | Total Acreage | Residential Units | Com / Ind Acreage |
|-----------------------------|---------------|---------------------|-------------------|
| <i>PDD AREAS</i> | | | |
| Coastal Land Tract | 139 ac | TBD | 121 ac |
| East Argent | 7,351 ac | 12,380 units | 1,320 ac |
| Gateway Crossing | 250 ac | 1,139 units | 27 ac |
| Hardee Station | 46 ac | N/A | 46 ac |
| Hardeeville Tract | 1,290 ac | 2,262 units | TBD |
| Hilton Head Lakes | 2,739 ac | 3,200 units | 71 ac |
| Morgan Tract | 2,624 ac | 6,700 units | 969 ac |
| Okatie Crossings | 282 ac | 1,000 units | 240 ac |
| RiverPort | 5,137 ac | 7,522 units | 2,327 ac |
| Sherwood Tract | 1,500 ac | 3,688 units | 1,020 ac |
| Shuman Tract | 138 ac | TBD | 138 ac |
| Sun City North | 1,020 ac | 2,084 units | 189 ac |
| West Argent | 5,150 ac | 9,500 units | 175 ac |
| <i>OTHER AREAS</i> | | | |
| Courtney Bend | 9 ac | 254 units | N/A |
| Deerfield Village | 9 ac | 26 units | N/A |
| Fisherman's Cove | 12 ac | 172 units | 2 ac |
| Hardeeville Industrial Park | 105 ac | N/A | 105 ac |
| Jenny Greene | 5 ac | 50 units | N/A |
| Pine Arbor / Heritage Place | 130 ac | 65 units | N/A |
| TOTALS | | 50,042 units | 6,629 ac |

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**City of Hardeeville
Development Map**

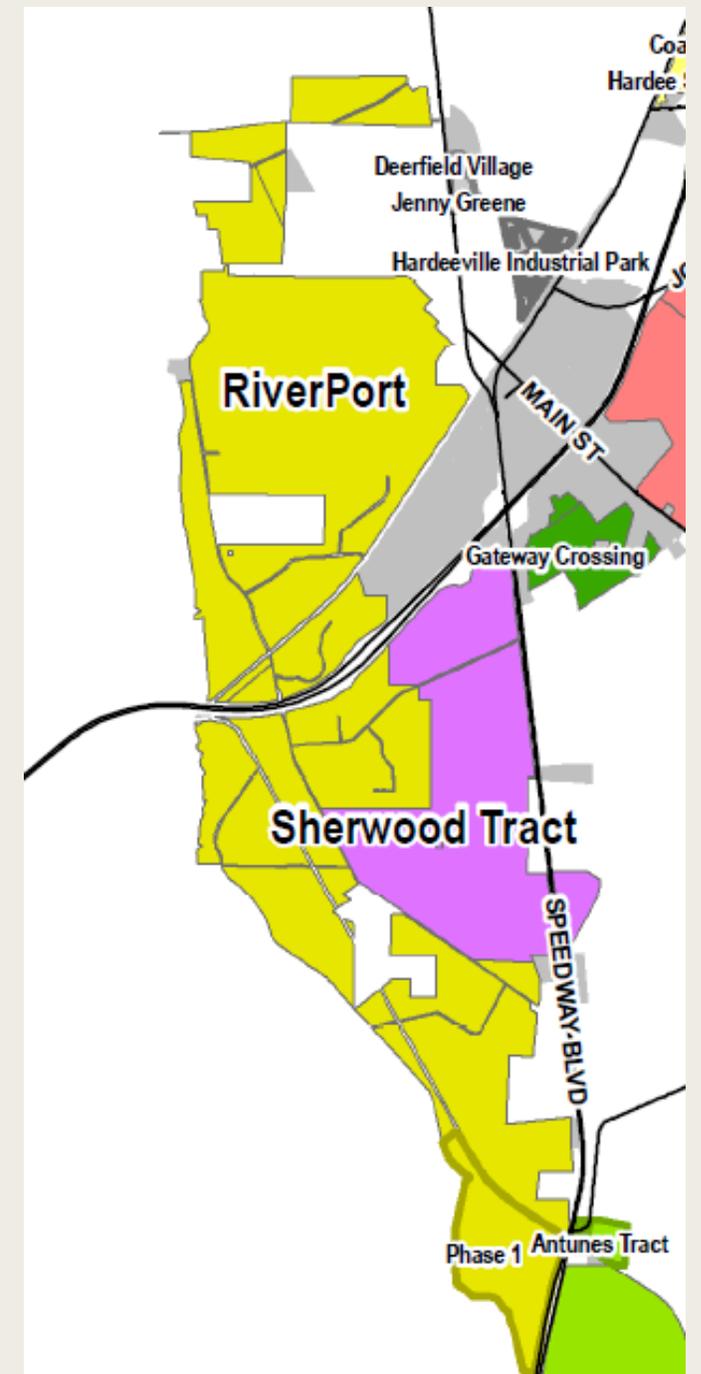
March 2011

1 inch equals 2 miles



RiverPort Development Agreement and Planned Development District

- Approved in 2009
- Prior portion of Hardeeville Tract
- Total Acreage = 5,137
- Residential Units = 7,522
- Commercial/Industrial Acreage = 2,327
- 10 miles from north to south
- Two Phases Master Planned
 - Phase 2 developed first with 1,800 linear feet of RiverPort Parkway
 - Sites pad-ready



The image features two large, thick black L-shaped brackets. One is positioned on the left side, with its vertical bar extending downwards and its horizontal bar extending to the right. The other is on the right side, with its vertical bar extending upwards and its horizontal bar extending to the left. These brackets frame the central text.

CHALLENGES AND OPPORTUNITIES

Challenges

- How to create one united community?
- How to provide and finance necessary critical public services to the growing population?
- How does a small city finance critically needed, costly public improvements?



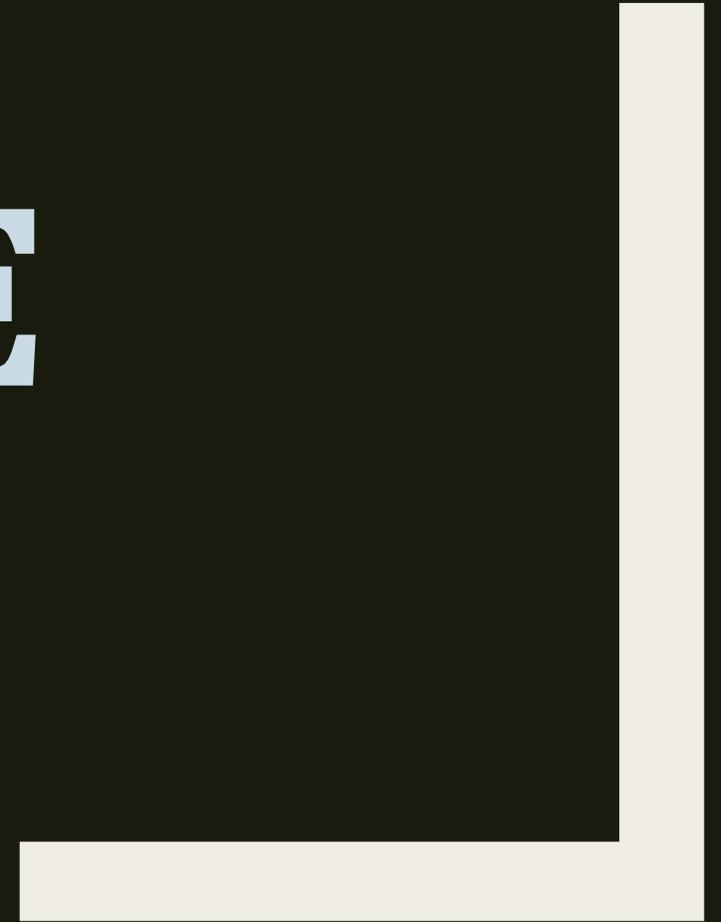
Opportunities

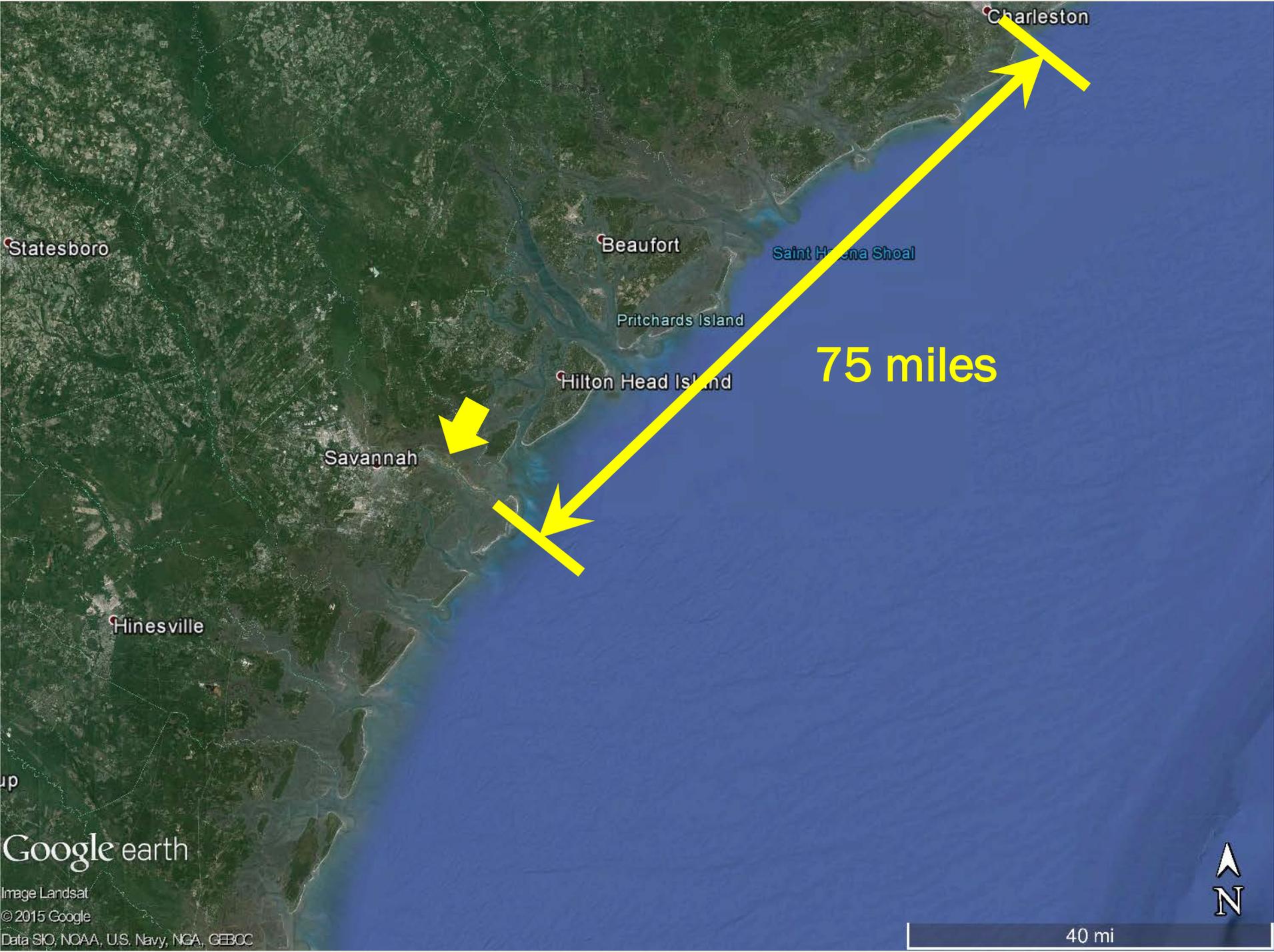
- How does the City recruit, attract, and manage the development of the undeveloped property (56 sq. miles)?
- How do we take full advantage of growth to positively impact the quality of life in the community?
- How do we effectively communicate with our residents and get them engaged in the community?



FUTURE

2017 to ...





Statesboro

Beaufort

Saint Helena Shoal

Pritchards Island

Hilton Head Island

75 miles

Savannah

Hinesville

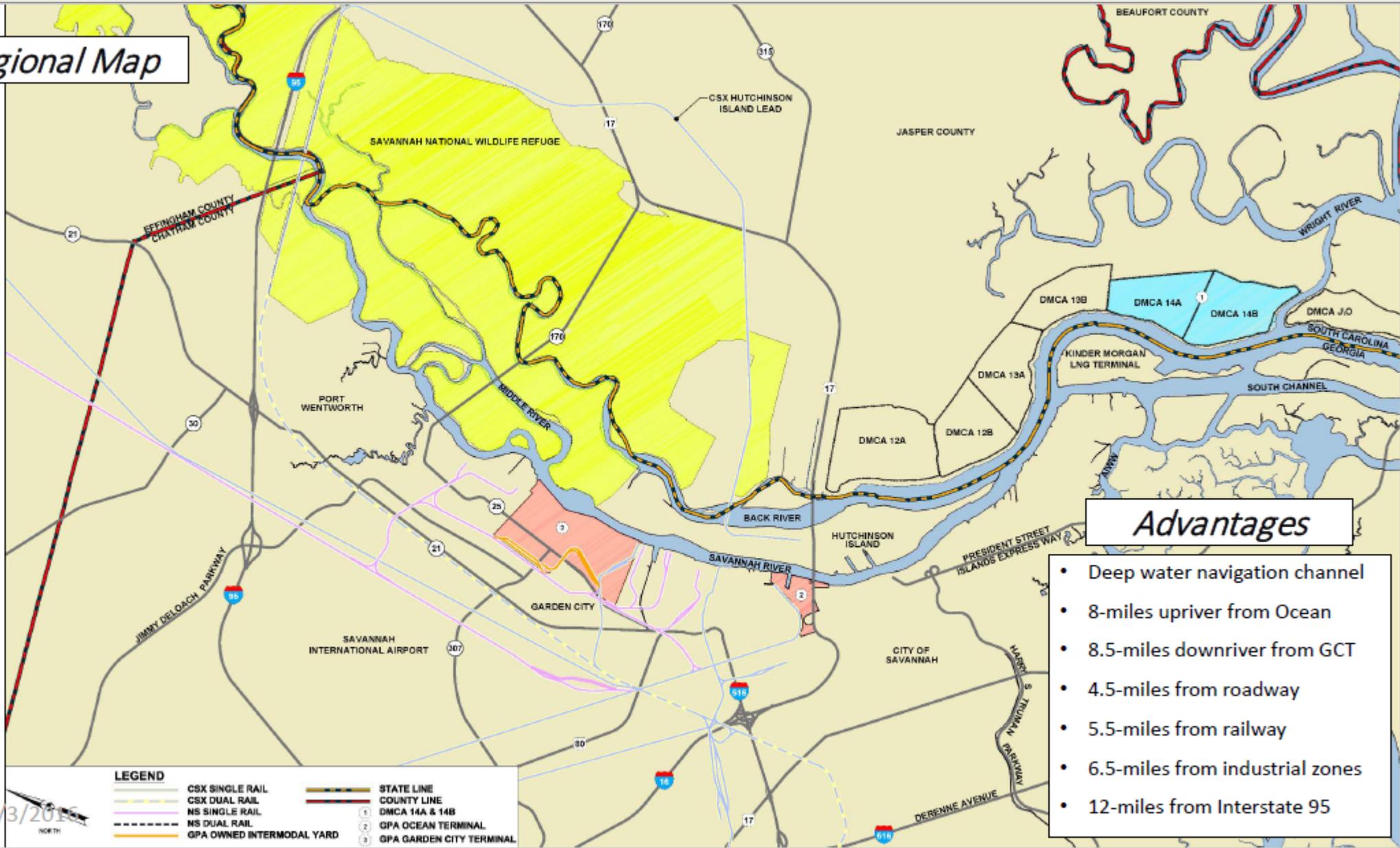
Google earth

Image Landsat
© 2015 Google
Data SIO, NOAA, U.S. Navy, NGA, GEBCO



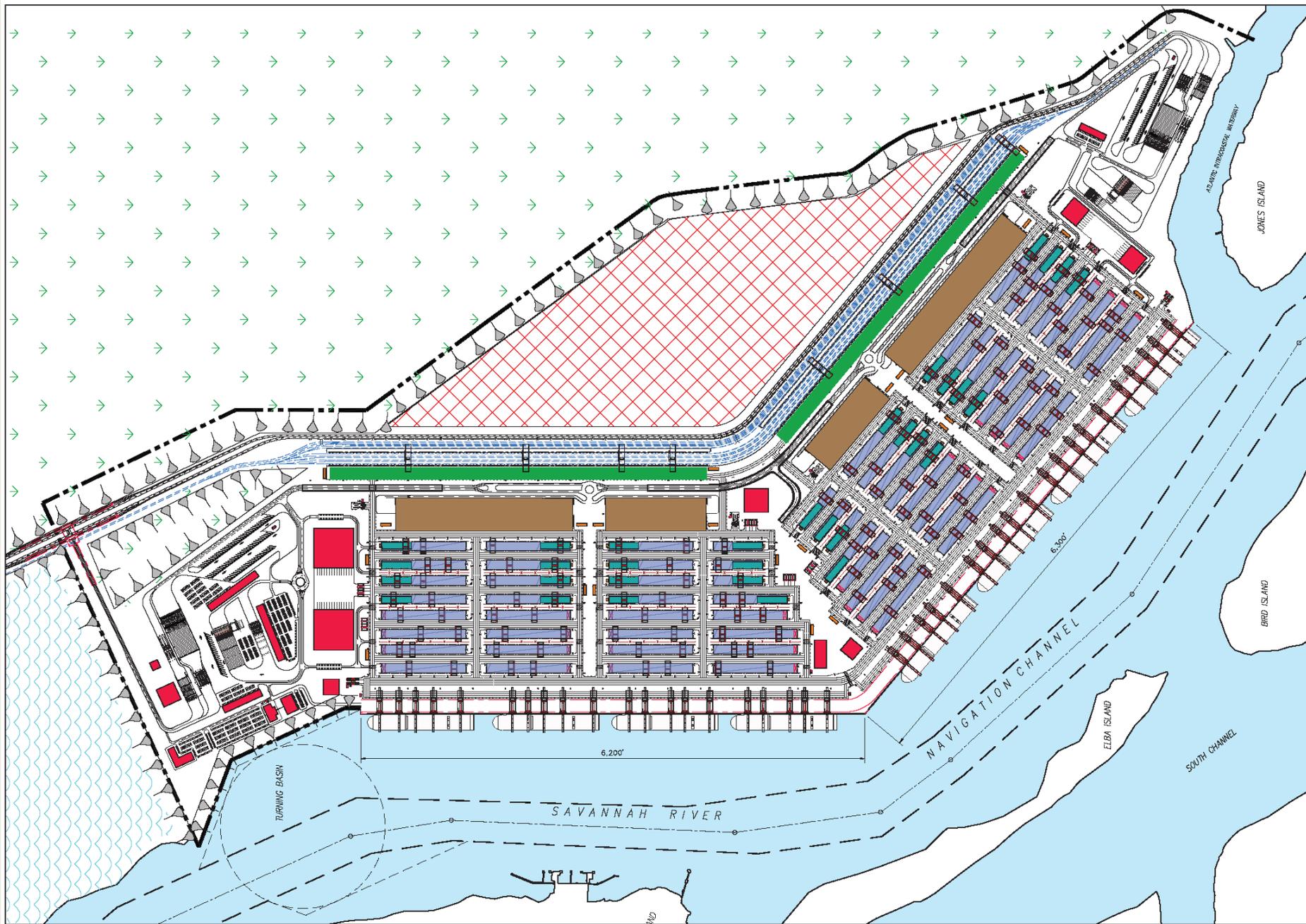
40 mi

Regional Map



Advantages

- Deep water navigation channel
- 8-miles upriver from Ocean
- 8.5-miles downriver from GCT
- 4.5-miles from roadway
- 5.5-miles from railway
- 6.5-miles from industrial zones
- 12-miles from Interstate 95



The Proposed Project

Goals & Objectives

- | | |
|----------------------|-----------------------------|
| 1. Capacity | 7M TEUs |
| 2. Deep Water Access | 14K to 20K TEU Vessels |
| 3. Rail Access | Near Terminal for NS & CSXT |
| 4. Highway Access | Sufficient for useful life |



5/3/2016



Vessels:

- Weekly Scheduled Calls
- Dedicated Berths
- Demand for Productivity

Container Yard:

- Handle & Store
- Sort & Consolidate



Trains:

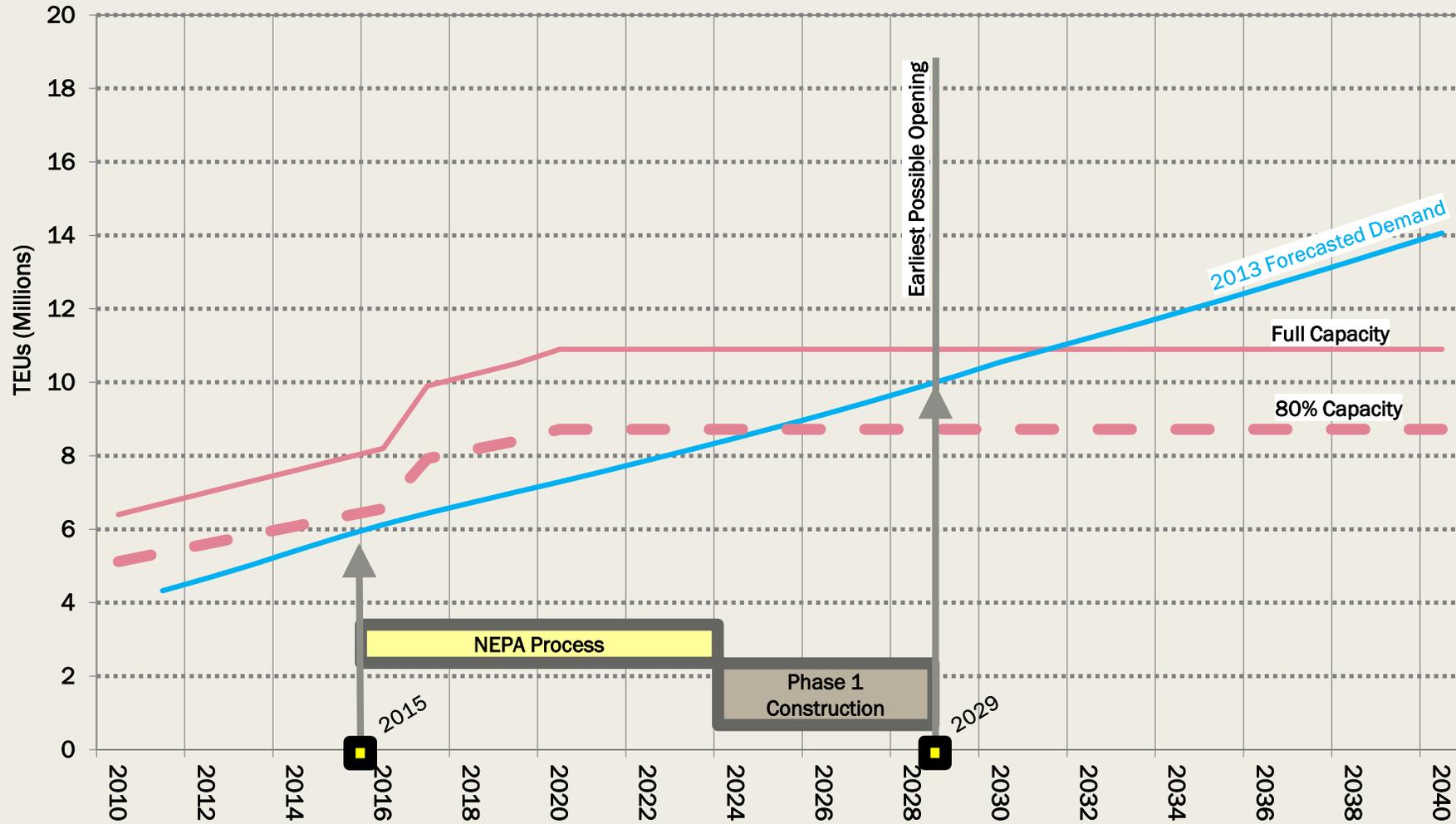
- Regular Daily Schedules
- Unit Train Lengths
- Demand for Flexibility



Trucks:

- Appointment System
- Single Stage Process
- Demand for Short Turn Time

CHASAV Regional Need (2013)



Cost to build Jasper Ocean Terminal =

\$4 billion

Initial jobs (2020 – 2025) =

900

Projected total new jobs by 2040 =

1 million

Projected total new revenue to Georgia
and South Carolina =

\$9 billion

Local economic impact

With its location on the Savannah River along the Georgia-South Carolina border, both states will benefit significantly from the development of the new terminal. Specifically, construction of phase I of the Jasper Ocean Terminal, as currently planned, has the potential to create:

- One million jobs both at the port and in spin-off business by 2040¹¹.
- More than 800 direct and indirect jobs annually in construction and engineering from 2020-2025 to install the necessary infrastructure (roads, bridges, utilities) and build out the first phase of the terminal¹², including \$81 million in total wages paid over the life of the build out.



South Carolina and Jasper County

Residents of South Carolina's Jasper County have been working for decades to secure a port on the South Carolina side of the river. With a 20.7 percent poverty rate¹³, Jasper County is one of South Carolina's poorest counties. The benefits of a deep-water container port are many:

- Jasper County offers any number of greenfield sites that are ideal for distribution facilities. A planned interchange on I-95 will create additional opportunities for port-related development.
- Various studies have projected the creation of thousands of jobs for residents of Jasper and surrounding counties from development of the port and ancillary facilities. More importantly, the jobs will offer relatively stable, high wages and full benefits, and help shift the economy of the region. Residents will become less dependent on service jobs in the tourism and resort industries in neighboring Beaufort (S.C.) and Cherham (Ga.) counties.
- By building on an existing dredge site, the project will transform an underutilized portion of the county into an economic engine for the region. The necessary upgrades in infrastructure—widening of U.S. Highway 17 and revitalizing existing and building new rail lines—will lay the foundation for future commercial and residential growth in Jasper County while employing additional residents.

One of the original reasons for the development of a port in Jasper County was to help lift many of the residents of Jasper and surrounding counties out of chronic poverty. High-paying, high-quality jobs in the international trade supply chain will support that transition.

Ripple effects of the Jasper Ocean Terminal carry beyond the Lowcountry. Columbia, Anderson and Greenville-Spartanburg have made a concerted effort to grow their international profiles. Companies such as BMW, Michelin and many others employ thousands and are critically attuned to the competitive nature of international commerce. They are active importers and exporters.

Georgia

For Georgia, the case for the Jasper Ocean Terminal is simple mathematics. Most importantly, the state can continue to expand its highly successful container business as capacity becomes constrained at the Georgia Ports Authority's existing terminals. Also, many of the shippers can be expected to use existing or planned distribution facilities in Cherham and Bryan counties for goods that come off the ships at Jasper.

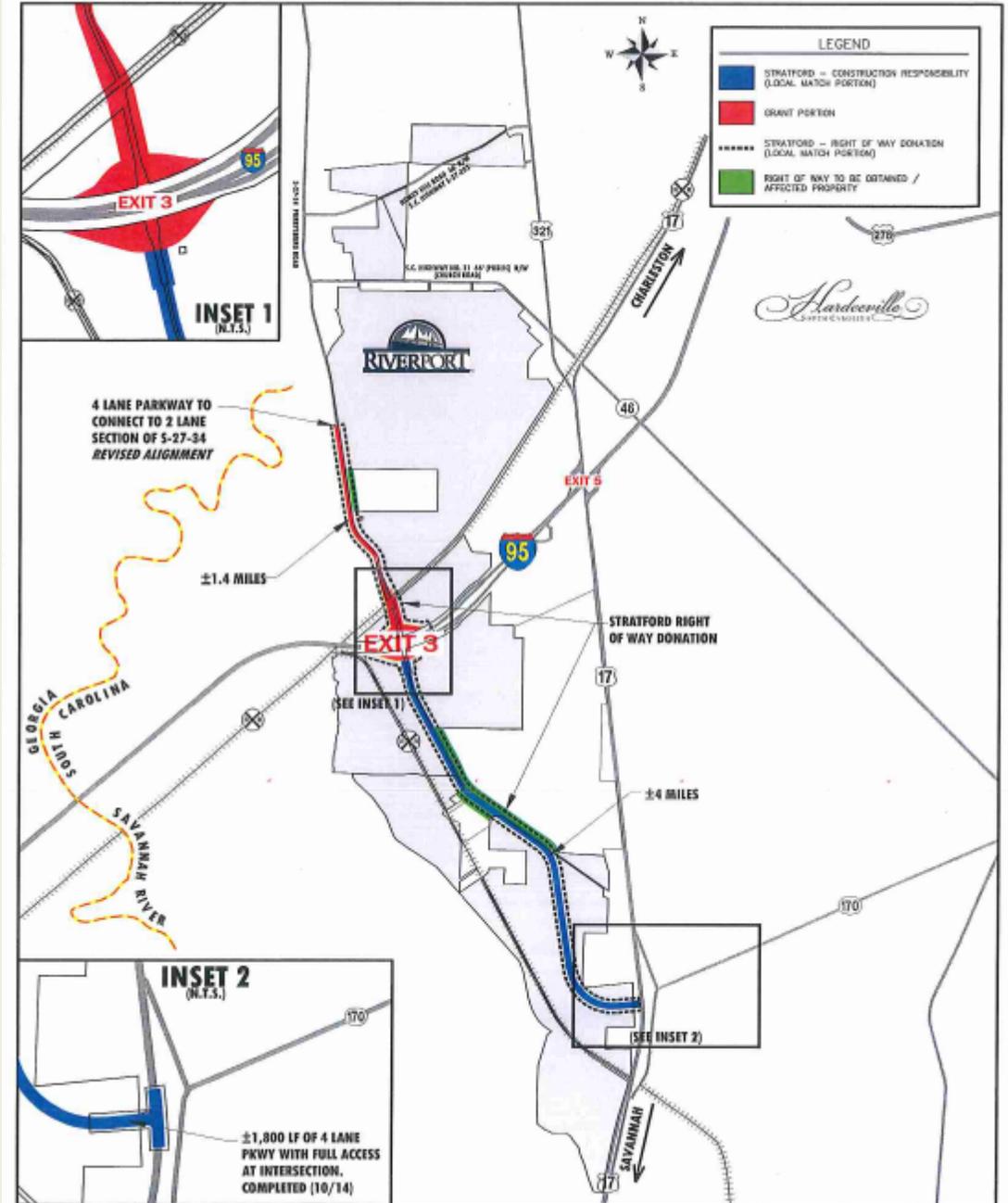
Georgia is home to leaders in international trade like AJC International, the world's largest importer and exporter of proteins, and

¹¹ University of Georgia economic study: Wilbur Smith & Associates

¹² McKelvey & Mohr

¹³ 2009 U.S. Census Bureau

- Proposed partnership between City of Hardeeville, Jasper County, Stratford Development Group, and South Carolina Transportation Improvement Bank to finance cost of project.
- Serve as additional hurricane evacuation route.
- Serve Jasper Ocean Terminal and proposed surrounding developments.
- Estimated project cost of \$86.3 million.



ECONOMIC IMPACTS OF EXIT 3

Table 2: One-time Economic Impact from RiverPort Construction in Jasper County (Current Dollars)

| | | Direct | Indirect | Induced | Total |
|-----------------------|---------------------------------|------------------|----------------|----------------|------------------|
| Year 5 | Output (\$Million) | \$64.3 | \$11.7 | \$11.9 | \$87.9 |
| | Labor Income (\$Million) | \$20.1 | \$3.7 | \$3.7 | \$27.5 |
| | Employment | 431 | 109 | 90 | 629 |
| Year 10 | Spending (\$Million) | \$170.6 | \$27.4 | \$31.6 | \$229.6 |
| | Labor Income (\$Million) | \$54.3 | \$8.7 | \$10.0 | \$73.0 |
| | Employment | 1,043 | 222 | 216 | 1,481 |
| Year 30 | Spending (\$Million) | \$61.9 | \$11.6 | \$11.5 | \$85.1 |
| | Labor Income (\$Million) | \$19.2 | \$3.6 | \$3.6 | \$26.4 |
| | Employment | 258 | 68 | 54 | 380 |
| 31-Year Total | Spending (\$Million) | \$3,231.1 | \$566.7 | \$599.1 | \$4,396.9 |
| | Labor Income (\$Million) | \$1,016.0 | \$178.2 | \$188.4 | \$1,382.6 |
| | Employment | 17,818 | 4,239 | 3,704 | 25,761 |
| Annual Average | Spending (\$Million) | \$104.2 | \$18.3 | \$19.3 | \$141.8 |
| | Labor Income (\$Million) | \$32.8 | \$5.7 | \$6.1 | \$44.6 |
| | Employment | 575 | 137 | 119 | 831 |

Note: Numbers may not sum due to rounding. dollar amounts are expressed in current value for the given year

Source: IMPLAN Pro 2013, Michael Baker International, and Chmura

Table 4: Annual Ongoing Economic Impact of RiverPort Operation in Jasper County (Current Dollar)

| | | Direct | Indirect | Induced | Total Impact |
|------------------------------|---------------------------------|------------------|----------------|----------------|------------------|
| After Year 5 (2021) | Output (\$Million) | \$76.2 | \$13.6 | \$18.1 | \$107.9 |
| | Labor Income (\$Million) | \$32.2 | \$5.6 | \$7.9 | \$45.6 |
| | Employment | 549 | 90 | 132 | 770 |
| After Year 10 (2026) | Output (\$Million) | \$563.0 | \$111.0 | \$111.4 | \$785.3 |
| | Labor Income (\$Million) | \$192.7 | \$35.9 | \$42.3 | \$270.9 |
| | Employment | 3,575 | 675 | 707 | 4,958 |
| After Year 30 (2046) | Output (\$Million) | \$2,114.3 | \$414.3 | \$423.7 | \$2,952.2 |
| | Labor Income (\$Million) | \$734.6 | \$136.3 | \$162.7 | \$1,033.6 |
| | Employment | 9,194 | 1,724 | 1,847 | 12,765 |
| Full Operation (2047) | Spending (\$Million) | \$2,176.4 | \$426.5 | \$436.1 | \$3,039.0 |
| | Labor Income (\$Million) | \$756.2 | \$140.3 | \$167.5 | \$1,064.0 |
| | Employment | 9,286 | 1,742 | 1,866 | 12,894 |

Note: Numbers may not sum due to rounding

Source: IMPLAN Pro 2013 and Chmura

City Manager

Hardeeville Commerce Park



NOTE: OPEN SPACE SHOULD BE UTILIZED TO MEET BUFFER, LANDSCAPE, AND/OR STORMWATER REQUIREMENTS PER ORDINANCES OF STATE AND LOCAL AGENCIES AT TIME OF DEVELOPMENT



| PARCEL | TOTAL ACRES (+/-) | DEVELOPABLE ACRES (+/-) |
|--------------------------|-------------------|-------------------------|
| 1 | 38 | 32 |
| 2 | 28 | 22 |
| 3 | 42 | 28 |
| 4 | 23 | 20 |
| TOTAL ACRES (+/-) | 131 | 102 |

LEGEND

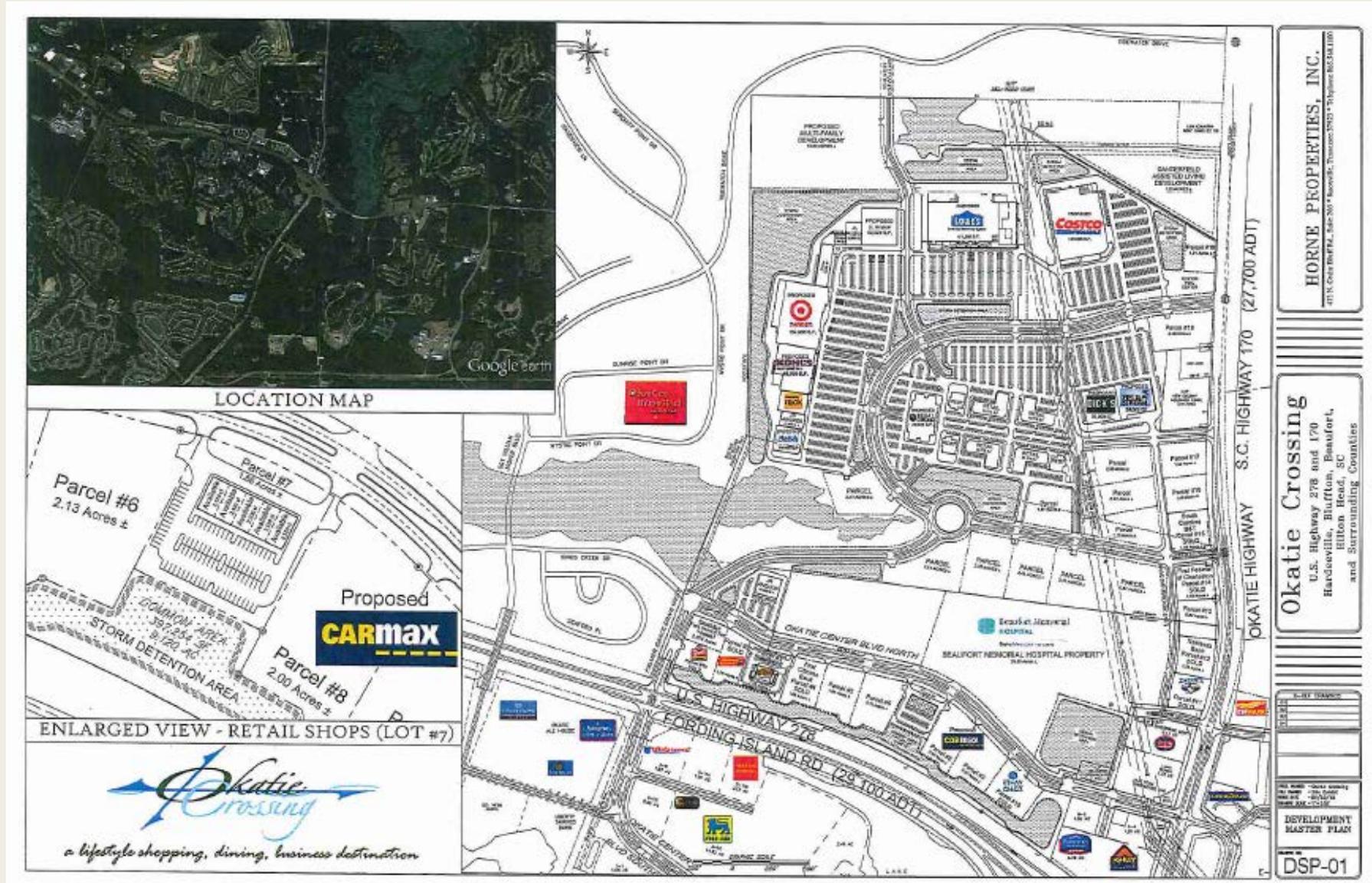
| | |
|--|--|
| EXISTING | |
| BEAUFORT JASPER WATER & SEWER AUTHORITY 6-INCH WATER MAIN | |
| BEAUFORT JASPER WATER & SEWER AUTHORITY 8-INCH WATER MAIN | |
| BEAUFORT JASPER WATER & SEWER AUTHORITY 8-INCH GRAVITY WASTEWATER LINE | |
| HARGRAY COMMUNICATIONS TELECOMMUNICATIONS LINE | |
| SC&G OVERHEAD 12-kV ELECTRIC LINE | |
| RAILROAD | |
| WETLANDS | |
| PROPOSED | |
| BUILDING PAD | |
| PAVING | |
| RAILROAD | |
| BEAUFORT JASPER WATER & SEWER AUTHORITY 8-INCH WATER MAIN | |
| BEAUFORT JASPER WATER & SEWER AUTHORITY 8-INCH GRAVITY WASTEWATER LINE | |



Master Development Plan
 Site Certification of the +/-131 Acre
 Hardeeville Commerce Park in
 The City of Hardeeville, Jasper County, South Carolina



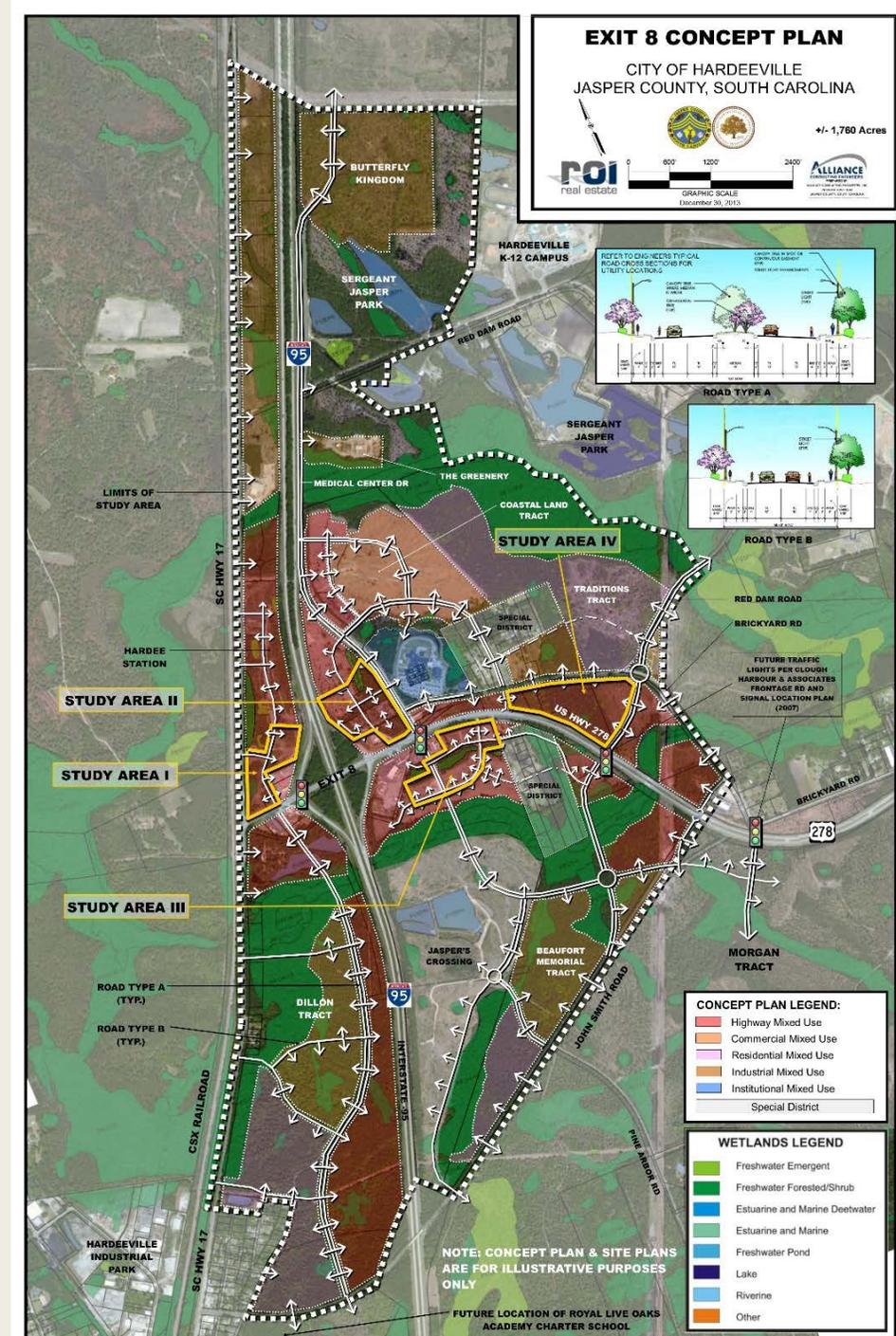
- 800,000 square feet of various commercial/retail
- Thousands of new jobs
- Estimated yearly \$1.5 million of new taxes and fees



Master Plan-Exit 8

3rd Draft

- Refine Concept Plan for ICSC Event in Atlanta
- Created Four detailed Master Plan Study Areas (highlighted in Yellow) for ICSC Event and continued marketing purposes
- Added typical road cross sections for future roadways in study area which include sidewalks and designated bike lanes



Celebrate the Arrival with:

- Banners
- Signage
- Bridge Enhancements
- Water Features



Celebrate the Arrival with Banners



Celebrate the Arrival with Possible Bridge Enhancements



Celebrate the Arrival with Landscape Enhancements

- Ornamental Annuals & Perennials
- Ornamental Grasses
- Ornamental Trees & Shrubs for Color & Screening
- Naturalizer Understory Trees & Shrubs In Medians



Celebrate the Arrival with Possible Water Features in Medians



Mayor Williams

Vision for
Hardeevill
e



