

# GOAT ISLAND MASTERPLAN

Georgetown, South Carolina

December 4, 2013



Prepared For:



Prepared By:



# Goat Island Masterplan

City of Georgetown  
Georgetown, South Carolina

December 4, 2013

City Council:

Mr. Jack Scoville, Mayor  
Ms. Peggy Wayne, Mayor Pro-Tempore  
Mr. Brendon Barber, Sr.  
Mr. Clarence Smalls  
Mr. Rudolph Bradley  
Ms. Carol Jayroe  
Mr. Ed Kimbrough, Jr.

City Administrator:

Mr. Chris Carter

Prepared by:

  
SGA ARCHITECTURE

Consulting Engineer:

**URS**



Goat Island is a small, wooded island that sits within the Sampit River, separating the Port of Georgetown and the Georgetown Historic District. Goat Island is, in reality, a series of wooded hummocks or smaller islands, connected together by low-lying wooded tracts. In fact, most of the land comprising "Goat Island" is actually regulated wetland, which would inhibit its future development.

Goat Island was created by virtue of a dredging project, which was conducted near the beginning of the twentieth century. In order to provide better navigation to the port, and to the Sampit River, in general, a cut was created to eliminate a severe horseshoe bend in the river. The isolated remainder of highground became "Goat Island". The name of the island presumably results from the goats which inhabited the island at one time; however, there are currently no goats on the island.

Before being isolated as an island, the property was owned by the Atlantic Coast Lumber Company, one of the largest sawmills in the world in the nineteenth and early twentieth century. It is thought that some of the company's operations may have been conducted on Goat Island, which was then connected to the mainland. The Island was purchased as a speculative investment in the early nineteen nineties by Mr. Jerry Blackmon of Charlotte, North Carolina. Mr. Blackmon has numerous real estate interests in the City of Georgetown (the City) and Georgetown County.

Prompted by the commercial development of the boating channel and the City of Georgetown's commercial district, coupled with a concern over how Goat Island would be developed, Mr. Blackmon made a proposal to the City. In short, Mr. Blackmon would donate most of the island to the City, provided it would prepare a master plan for the Island that met with Mr. Blackmon's approval, and would commit to developing the elements of the master plan at some point in the future. Mr. Blackmon desired to retain the southernmost piece high ground, consisting of approximately three acres, located at the mouth of the boating channel. On this basis, the City placed a Request for Qualifications, and SGA Architecture (SGA) was selected for the task of master planning the Island.

SGA's liaison with the City was Mr. Chris Carter, the City Administrator. Mr. Carter was enormously helpful in guiding the process, and he provided many useful ideas, which subsequently became part of the masterplan. SGA also wants to thank Mayor Jack Scoville and the City Council for its interest, support, and facilitation of the planning effort.



### **The Process**

The first step in the planning process was to assemble base maps, from which could be utilized in developing the masterplan. The City had a copy of a site survey prepared by the surveying and engineering firm, Stantec. This survey indicated property boundaries, wetland lines, and limited topography. SGA was also able to download satellite imagery from the Georgetown County GIS website. These two sources provided enough information for a base plan to be created.

SGA next met with Mr. Blackmon and Mr. Blackmon's representative, Vernon Goode, in order to obtain programmatic direction. In this meeting, Mr. Blackmon suggested various types of passive recreation, including boardwalks, nature trails, and boat dockage and access. Mr. Blackmon also expressed concern over "squatters" and boaters tying up to the island, who were either transient or living on boats while anchored to the island. Mr. Blackmon was concerned about his riparian rights and the possibility of boaters mooring at the island to the detriment of the island itself. Abandoned boats, refuse, and lack of economic advantage were issues of concern to Mr. Blackmon.

On this basis, Mr. Blackmon suggested that a walkway which ran along the perimeter of the island, rather than through the island, might form more of a barrier and would be easier to manage by the City in future years. He also believed that space for vessels to tie up could be economically advantageous for the City.

SGA next turned its attention to the City itself, and in preparation, prepared a site analysis of Goat Island, titled "Opportunities and Constraints," a copy of which is included in this document. One of the obvious opportunities afforded by Goat Island, in addition to recreational opportunities, was the Island's function as a visual buffer. The island separates the historic district and the commercial district from the more industrial and maritime functions relating to the port. SGA views this buffering quality significant to maintaining the view shed from the downtown and boardwalk areas of the historic district. Its demise would certainly have economic impact and would impact upon the quality of life of the City's residents.

The public meeting was conducted on October 8, 2013, at the Georgetown City Hall, and the discussion was lively. It was noted that the recreational boating traffic had significant economic impact on downtown businesses. Sailboats and yachts traveling the intracoastal waterway make Georgetown an important stopover, and the opportunity for that business to increase in future years is significant. Moorage for the sailing club was suggested, and eventually included in the master plan. Many similar suggestions relating to the types of nature trails, boardwalks, and observation decks for birding and other passive recreation opportunities were discussed. Primitive Camping for a limited number of campsites was recommended. Connecting the island to the mainland was discussed, but ultimately discounted due to the significant cost and regulatory hurdles required for implementation.

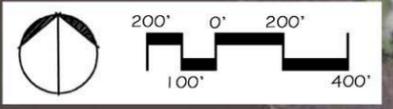
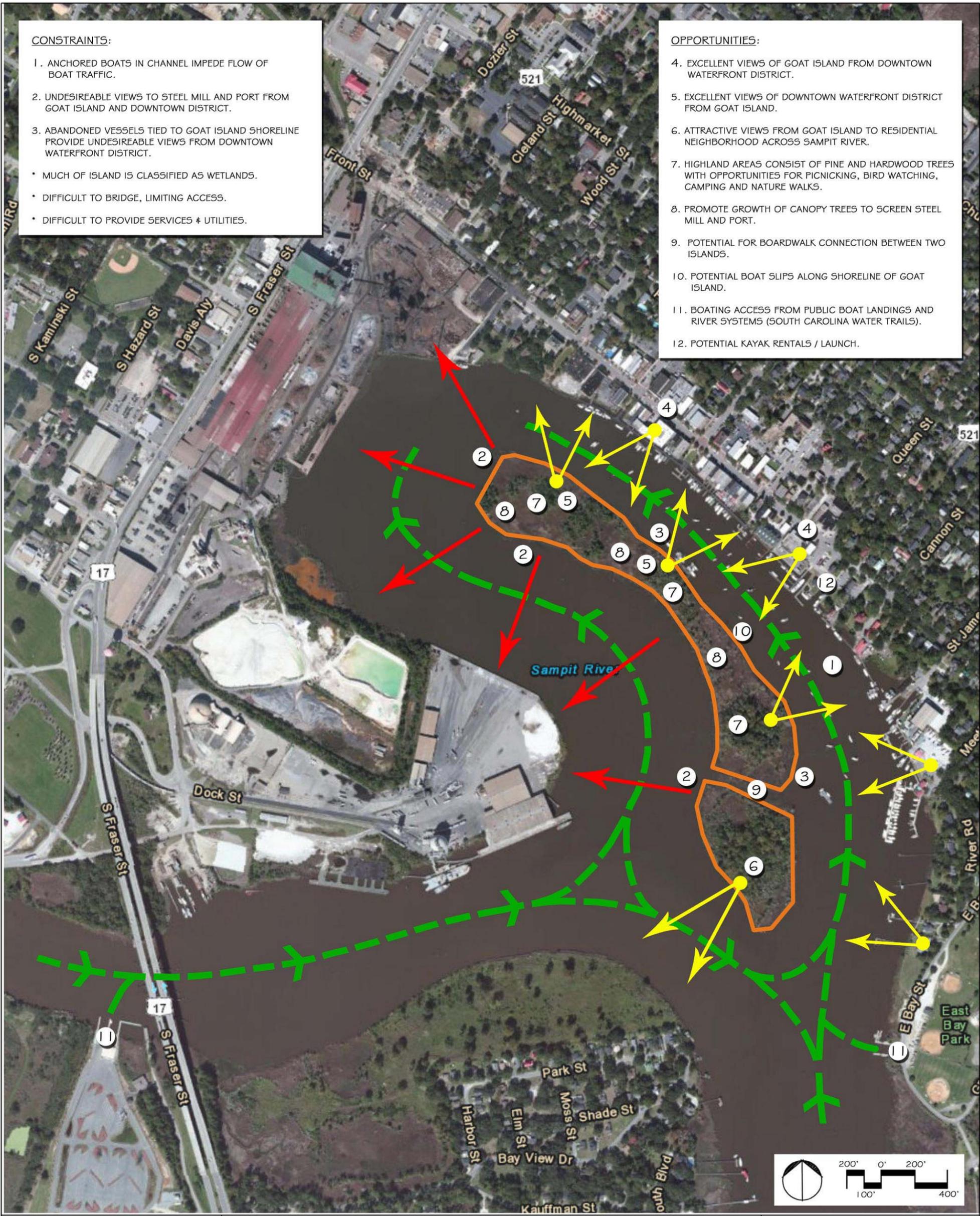
Armed with the combined input of the current landowner and community, SGA proceeded to develop a final conceptual masterplan for the island. The masterplan was presented to the City Council on October 28, 2013. Based upon the City's approval of the Conceptual Masterplan, a cost estimate was produced, which endeavored to define costs for the three phases in which construction and implementation are contemplated. The cost estimates were submitted to the City for its Council Workshop on December 5, 2013. This document represents the culmination and finalization of all elements of the "Conceptual Masterplan for The City of Georgetown".

**CONSTRAINTS:**

1. ANCHORED BOATS IN CHANNEL IMPEDE FLOW OF BOAT TRAFFIC.
2. UNDESIREABLE VIEWS TO STEEL MILL AND PORT FROM GOAT ISLAND AND DOWNTOWN DISTRICT.
3. ABANDONED VESSELS TIED TO GOAT ISLAND SHORELINE PROVIDE UNDESIREABLE VIEWS FROM DOWNTOWN WATERFRONT DISTRICT.
- \* MUCH OF ISLAND IS CLASSIFIED AS WETLANDS.
- \* DIFFICULT TO BRIDGE, LIMITING ACCESS.
- \* DIFFICULT TO PROVIDE SERVICES & UTILITIES.

**OPPORTUNITIES:**

4. EXCELLENT VIEWS OF GOAT ISLAND FROM DOWNTOWN WATERFRONT DISTRICT.
5. EXCELLENT VIEWS OF DOWNTOWN WATERFRONT DISTRICT FROM GOAT ISLAND.
6. ATTRACTIVE VIEWS FROM GOAT ISLAND TO RESIDENTIAL NEIGHBORHOOD ACROSS SAMPIT RIVER.
7. HIGHLAND AREAS CONSIST OF PINE AND HARDWOOD TREES WITH OPPORTUNITIES FOR PICNICKING, BIRD WATCHING, CAMPING AND NATURE WALKS.
8. PROMOTE GROWTH OF CANOPY TREES TO SCREEN STEEL MILL AND PORT.
9. POTENTIAL FOR BOARDWALK CONNECTION BETWEEN TWO ISLANDS.
10. POTENTIAL BOAT SLIPS ALONG SHORELINE OF GOAT ISLAND.
11. BOATING ACCESS FROM PUBLIC BOAT LANDINGS AND RIVER SYSTEMS (SOUTH CAROLINA WATER TRAILS).
12. POTENTIAL KAYAK RENTALS / LAUNCH.



**SGA ARCHITECTURE**  
 Pawleys Island / Charleston  
 245 Business Center Lane  
 PO Box 1859  
 Pawleys Island, SC 29585  
 Phone: (843) 237-3421  
 Fax: (843) 237-1992  
 www.SGAarchitecture.com

**OPPORTUNITIES & CONSTRAINTS**  
**GOAT ISLAND MASTERPLAN**  
 CITY OF GEORGETOWN, SC  
 OCTOBER 8, 2013

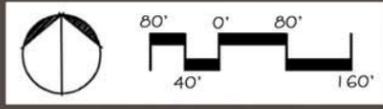





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**CONCEPTUAL DIAGRAM**  
**GOAT ISLAND MASTERPLAN**  
 CITY OF GEORGETOWN, SC  
 OCTOBER 8, 2013





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**CONCEPTUAL MASTERPLAN**

**GOAT ISLAND MASTERPLAN**  
 CITY OF GEORGETOWN, SC  
 OCTOBER 24, 2013



# Goat Island Master Plan

Estimate of Probable Costs  
Georgetown, South Carolina

Prepared By: SGA Architecture  
URS Corporation  
Date: December 4, 2013

DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL Const. Cost
<b>PHASE 1</b>				
<b>A. Demolition/Site Preparation</b>				
1. Selective demolition of existing dock	1	LS	\$15,000.00	\$15,000
2. Removal of abandoned boats at existing dock (By Others)	1	LS	\$0.00	\$0
<b>Demolition/Site Preparation Total:</b>				<b>\$15,000</b>
<b>B. Mobilization/Demobilization</b>				
1. Mobilization/Demobilization (pile driving rig)	1	LS	\$25,000.00	\$25,000
<b>Mobilization/Demobilization Total:</b>				<b>\$25,000</b>
<b>C. General Construction</b>				
1. Existing Dock Renovation (upfit to meet sailing club specifications)	1	LS	\$150,000.00	\$150,000
2. 8' Boardwalk w/ low voltage lighting (930'+/- length)*	930	LF	\$360.00	\$334,800
3. Pilings for 8' Boardwalk (2 piles per 16' LF)	116	EA	\$5,500.00	\$638,000
4. 50' Boat slip w/ low voltage lighting (4 total)*	200	LF	\$270.00	\$54,000
5. Pilings for 50' Boat Slips (1 Each)	4	EA	\$5,500.00	\$22,000
6. ADA Gangway	1	EA	\$60,000.00	\$60,000
7. Directional / Interpretive Signage	1	LS	\$5,000.00	\$5,000
8. Island Reforestation	1	LS	\$20,000.00	\$20,000
<b>General Construction Total:</b>				<b>\$1,283,800</b>
* Low voltage lighting powered via solar panels.				
<b>SUB-TOTAL</b>				<b>\$1,323,800</b>
<b>15% Construction Contingency</b>				<b>\$198,570</b>
<b>PHASE 1 SUB-TOTAL</b>				<b>\$1,522,370</b>
<b>PHASE 2</b>				
<b>A. Site Preparation</b>				
1. Selective clearing for nature trails & 4 primitive camp sites.	1	LS	\$5,000.00	\$5,000
<b>Site Preparation Total:</b>				<b>\$5,000</b>
<b>B. General Construction</b>				
1. 10'x10' Observation Towers w/ steel construction	2	EA	\$50,000.00	\$100,000
2. Firepit at primitive campsite	4	EA	\$1,500.00	\$6,000
3. 6' Nature Trail - Mulch Surface (1,170'+/- Length)	1,170	LF	\$10.00	\$11,700
4. Dry Restroom Facility (solar powered)	1	LS	\$20,000.00	\$20,000
<b>General Construction Total:</b>				<b>\$137,700</b>
<b>SUB-TOTAL</b>				<b>\$142,700</b>
<b>15% Construction Contingency</b>				<b>\$21,405</b>
<b>PHASE 2 SUB-TOTAL</b>				<b>\$164,105</b>
<b>PHASE 3</b>				
<b>A. Demolition/Site Preparation</b>				
1. Selective site demolition	1	LS	\$5,000.00	\$5,000
<b>Demolition/Site Preparation Total:</b>				<b>\$5,000</b>
<b>B. Mobilization/Demobilization</b>				
1. Mobilization/Demobilization (pile driving rig)	1	LS	\$25,000.00	\$25,000
<b>Mobilization/Demobilization Total:</b>				<b>\$25,000</b>
<b>C. General Construction</b>				
1. 8' Boardwalk w/ low voltage lighting (1,200'+/- length)*	1,200	LF	\$360.00	\$432,000
2. Pilings for 8' Boardwalk (2 piles per 16' LF)	150	EA	\$5,500.00	\$825,000
3. ADA Gangway	1	EA	\$60,000.00	\$60,000
4. 20'x20' Shade/Observation Structure (w/ metal roofing)	1	LS	\$60,000.00	\$60,000
5. Directional / Interpretive Signage	1	LS	\$5,000.00	\$5,000
<b>General Construction Total:</b>				<b>\$1,382,000</b>
* Low voltage lighting powered via solar panels.				
<b>SUB-TOTAL</b>				<b>\$1,412,000</b>
<b>15% Construction Contingency</b>				<b>\$211,800</b>
<b>PHASE 3 SUB-TOTAL</b>				<b>\$1,623,800</b>
<b>PHASE 1 SUB TOTAL</b>				<b>\$1,522,370</b>
<b>PHASE 2 SUB TOTAL</b>				<b>\$164,105</b>
<b>PHASE 3 SUB TOTAL</b>				<b>\$1,623,800</b>
<b>TOTAL ESTIMATE OF PROBABLE COSTS</b>				<b>\$3,310,275</b>

\* Probable Costs are reflective of the Goat Island Conceptual Masterplan, dated October 24, 2013. Estimates of quantity and costs are preliminary due to unknown field conditions and future planning, and are subject to change.

\* Dredging for boardwalk construction is not included in this Estimate of Probable Costs, and shall be determined if needed at a later time.

\* An Environmental Impact Study was not available at the time during which this Estimate of Probable Costs was prepared. SGA Architecture and URS Corporation shall not be held responsible for site removal/remediation costs incurred as a direct result of an Environmental Impact Study performed on the subject property.