



Lady's Island Business & Professional Association



July 2006 Newsletter

Food For Thought:

With all of the noise coming from our state government regarding how property taxes will be reduced, sales taxes increased and funding for the operation of our schools controlled from Columbia instead of Beaufort; make no mistake we, the taxpayers of Beaufort County, will still have to look into our own wallets and purses to pay for the construction of new schools. In the recent election, Beaufort County voters acknowledged the plea for help in the matter of overcrowded Bluffton schools and extra money for the Seabrook High School by approving a \$43.6 million bond referendum. No one familiar with the situation has any illusion that this was the last request for additional funds to build more schools. Superintendent of Beaufort County Schools, Ms Edna Crews, did not mince words in her article in the May issue of the LIBPA newsletter when she said "I anticipate us going to the voters with an additional bond in the next year." Knowing this, it would appear proper to pause and take a look at how other areas are coping with rapid growth and construction of new schools. Following is a brief look at how 3 other "high growth" areas (Gwinnet County, Georgia, Wake County, North Carolina and Orange County, Florida) have dealt with the challenge of providing adequate school facilities for a rapidly growing school population.

Gwinnet County, Georgia, which sees approximately 7000 new students added to their rolls each year, went to the voters in the 90's with a bond referendum similar to the May 20 referendum in Beaufort County. The voters rejected it. As an alternative the voters did approve a special 1% sales tax for 5 years and authorized a dramatic increase in the physical size of schools. Today, in Gwinnett County a typical new high school is build for 3000 students. Middle schools have a capacity for 2000 and elementary schools are designed for 1200 students. By comparison, in Beaufort County, we presently have high schools with the capacity for 1500 students, middle school 750-850 students and elementary schools at 550.

The Wake County, North Carolina school board recently approved putting most of their elementary schools on a multi-track year round calendar in 2007. This action followed a significant backlash by parents against a plan to conduct a massive reassignment and bussing of students to better balance the student population at each school. It was also an attempt to reduce the total cost of a \$1 billion school bond referendum scheduled for November. In the multi-track calendar, students attend classes for nine weeks and then take three week breaks. Students are also split into 4 groups with 3 groups in class and one group on break at all times. The use of a multi-track calendar can increase a school's capacity by as much as 33 %. By increasing the basic capacity of each school the result is a decrease in the number of new elementary schools needed in the future.

Orange County, Florida, where the student population is growing at a rate of between 3000 and 7000 students a year, has established a policy that requires infrastructure to be physically in place before developers can build. This policy complements a new statewide growth initiative called "pay as you grow" which basically requires the same thing. In 2002 the Orange County voters approved a half – cent schools sales tax to raise money to renovate or replace 136 schools by 2016. Also, to provide additional school funds the county officials raised the school impact fee on a new single family home from \$2,828 to \$7000. This solution (school impact fees), by state law, is not an option in South Carolina. Amazingly, the policy of no development approval until the necessary schools are in place has resulted in cases of developers actually building the necessary schools and leasing them to the district for \$1 per year until the school district can afford to buy them.

As can be seen we, in Beaufort County, are not alone in our struggle to cope with growth and the challenge of funding the necessary infrastructure, specifically schools. In spite of approval of the recent referendum we, in Beaufort County, will have to face the same tough decisions as the counties referred to in this article. So before you are asked to vote yes to another school bond referendum which of the following actions do you believe should occur to reduce the cost of new schools:

- Reassignment of children to a school further away from their home than their present school to allow filling existing, less utilized school facilities?
- The School Board mandate year round multi-track school years to increase the capacity of existing schools by 33%?
- Authorize construction of larger schools or expand existing schools to reduce construction cost and allow more access

to "neighborhood" schools in high density areas such as Coosa Elementary School?

- In the November general election dedicate a portion of a new 1% sales tax to funding and maintenance of new schools?

- As a matter of policy delay approval of large new developments until the necessary infrastructure (roads and schools) is in place?

Regretfully, there are no easy or simple answers to coping with growth as is being experienced in Beaufort County. There seems to be few pleasant choices. We can make some tough decisions now as part of a long range plan or procrastinate until the overcrowding of our schools reaches a crisis stage. It is our choice.

PLEASE TAKE OUR SURVEY ON OUR MAIN PAGE!

Editor's note: The basic information contained in this article regarding other counties' efforts to cope with growth and schools was taken from articles by a variety of reporters in the Raleigh, North Carolina, News and Observer.

Island Notes:

A special thank you to the **Lady's Island Garden Club** for taking the initiative to improve the appearance of the area around the "Welcome to Lady's Island" sign at the McTeer Bridge by providing additional landscaping.

Congratulations to each of the following LIBPA members for being selected as the "Best in Beaufort" in their respective areas by the readers of the Beaufort Gazette annual reader's choice awards: Publix (best bakery, grocery store and pharmacy), Upper Crust (best pizza), Grayco (best hardware store), Butler Marine (best boat dealership), Zippy Lube (best oil change), Hometown Realty (best real estate company), John McGowan (best real estate agent -3rd year in a row), Mazanna's Lawn Service, Inc. (best landscaping service), Jones Consulting and Pest Services (best pest control company), Sea Island Animal Hospital (best veterinarian office), BB&T (best bank/credit union), Bay Street Mortgage (best mortgage company), Accent on Travel (best travel agent) and Bill's Liquor Store (best liquor store).

Lady's Island Facts:

Benefits OF Landfill: To provide a snapshot of (a) the service provided by the Barnwell Resource's Landfill on Lady's Island and (b) the quantity of material produced by construction and yard work on our island the following is provided. In the month of March the Barnwell Landfill received from Lady's Island 585 tons of construction wastes, 161 tons of waste from land clearing and 125 tons from resident's yard waste. Thus in one month we on this island, not counting household waste, generated 871 tons of waste. (A special thanks to Ms. Crystal Mason, assistant manager at Barnwell, for the data in this article. Also our appreciation to the Mitchell family for having the foresight back in the 1980's to establish a facility so needed by both the Lady's Island community and the county.)

School Busses & Sams Point Road: Section 56-5-2770 of the South Carolina Code of Laws was amended in August 2, 2003 to no longer require drivers on a multi-lane highway (two lanes on each side running in opposite directions) to stop for a school bus that is stopped or stopping on the opposite side of the road. Simply stated if you are on the four lane portion of Sams Point Road and meet a stopped school bus, you do not have to stop. However, drivers should slow down and proceed with caution. If you are following a school bus and it stops, naturally you always stop.

Real Estate: A review of the past 12 month (May-June) period of real estate sales in the area north of the Broad River shows that homes listed in the \$300,000 and under price range accounted for 73% of all sales. On Lady's Island, for the same period, homes selling for \$300,000 and under accounted for 67% of the total sales.

Crystal Lake Park Planning:

The second meeting for the purpose of designing Crystal Lake Park was held on June 19 at the Lady's Island Airport. Attendees included representatives of County Council, the County Parks and Leisure Department Director, the School District, the County Planning Department, members of the Lady's Island Community Preservation Planning Committee and Mr. Truitt Rabin, the individual hired to design the park.

Results of the meeting included the following:

- With the recent purchase of the small parcel of undeveloped property along Lady's Island Drive, acquisition of property for the park is complete. The Trust for Public Land deserves a great deal of credit for the professional manner in which the park property was acquired.

- Phase 1 will consist of fencing the area, construction of a board walk/ walking path around the lake and a parking area plus construction of an access point for the park.

- Areas requiring additional planning include detailed coordination with surrounding property owners (School District and

St. Peter's Catholic Church) to insure the park compliments their long range plans for their property.

- Worthy of consideration is the concept of incorporating the lake into an area storm water management system.

- Phase II will include additional parking, landscaping, a dock, construction of a new building at the site of the present Butler Marine business and a children's playground. Although in some respects there are more questions than answers at this point, it is great to see actual planning for the park taking place. Once a more definitive plan has been developed LIBPA will arrange a public briefing.

Lady's Island Roads In The Year 2025:

As part of his job as Beaufort County Transportation Engineer, Colin Kinton has access to a very sophisticated computer program designed to assist in solving the transportation infrastructure problems of fast growing areas such as Beaufort. With this program or model the impact of future residential and commercial development can be obtained and the capability of new roads to ease the strain of traffic evaluated. To provide a standard way of indicating the ability of a road to support the projected traffic, alphabetical grades are assigned to show the varying levels of service a road is capable of supporting. Just as in school, an "A" is very good, "D" is almost failing and "E" or "F" is unacceptable.

At the present time all of the roads on Lady's Island are graded as providing a level of service B or C with the exception of Lady's Island Drive, the portion of Sea Island Parkway from the Meridian Road Intersection to the Wood's Bridge and Highway 21 when it returns to a 2 lane road at the intersection with the Airport Road enroute to St. Helena. These are presently able to provide only a level of service E.

To get a look at how the roads on Lady's Island will be able to handle traffic in the year 2025 all of the presently approved housing developments on Lady's Island were fed into the computer and completion of the following transportation projects, which are presently part of the Northern Beaufort County Transportation Plan, were assumed completed:

- a. The present project to widen the St. Helena portion of US 21 - \$12.3 million
- b. US/SC 802 Connector Road -\$6.6 million
- c. Widening of US 21/SC 802 (Lady's Island Drive) and a parallel bridge - \$29.4 million.
- d. Improvements to the portions of Sea Island Parkway/Highway 21 leading to the Woods Bridge.
- e. Additional intersection improvement at Sams Point/Brickyard/Holly Hall - \$250,000

The computer program predicted that in the year 2025, if all of the above road improvements were completed and the predicted growth actually occurred (projected Lady's Island 2025 population is 16,953) the status of our roads would be as follows:

- All of the roads north of Highway 21 (Sams Point Road, Brickyard, Holly Hall, Little Capers, Sunset Bluff) would be able to provide a very comfortable level of service C with the following 2 exceptions (1) Sams Point Road from the Highway 21 intersection to the intersection with Wallace Road would deteriorate to a level of service D and (2) Middle Road from the entrance to Coosa Elementary to the Sams Point Road intersection would fall to a level of service E.
- The Village Center portion of Highway 21/Sea Island Parkway would deteriorate to a level of service E with the exception of a short stretch from the intersection with Highway 802 to the intersection with the new connector road which would retain a level of service C capability.
- South of Highway 21/Sea Island Parkway would see Lady's Island Drive/Highway 802 at a level of service D while Meridian Road, the connector road and Island Causeway Drive is projected to retain a level of service C capability.

So it would appear that if we can show some "reasonable restraint" in regard to authorizing new development on Lady's Island and St. Helena, can find the funds to complete the Lady's Island projects included on the Northern Regional Transportation Plan we might, just might be able to enjoy one of the places in Northern Beaufort County with roads that don't resemble a parking lot twice a day as we go to and from work and school. At least we have a chance. Now that a real transportation plan, based on a professional study exists, the challenge is to find the money for the projects on Lady's Island and the rest of the transportation needs in northern Beaufort County plus those already identified south of the Broad River.

James Island Incorporation Update:

On June 20, 2006 the citizens of James Island, for the third time, voted 3 to 1 (3,068 in favor, 1,078 opposed) in favor of once again attempting incorporation and becoming a town. Their first attempt was in 1992 when the residents voted to become a town. The City of Charleston sued the new town on the basis that their incorporation was illegal, the case went to the South Carolina Supreme Court which concurred that it was illegal and in 1996 ordered the town dissolved. In 2000, the General Assembly passed a law which appeared to allow places such as James Island to become a municipality. In 2002 the residents voted in favor of establishing the island as a town. Once again the City of Charleston sued the town on the basis that their incorporation was illegal. In 2004 the South Carolina Supreme Court ruled the 2002 incorporation was illegal and directed the town be dissolved. In May 2005 the General Assembly passed another law which would allow the community to once again try to become a town. The City of Charleston Mayor has announced the legality of this incorporation will once again be challenged in court.

James Island and Lady's Island have the following things in common.

- They are an island adjacent to a municipality.
- The adjoining municipality has, through annexation, acquired portions of their island, especially the commercial parts.
- Prior to the passage of a new state law, the island was prohibited from incorporating due to being close to an established municipality.
- The island presently has an established source for its law enforcement and fire protection which could be utilized in the event of incorporation.

With the recent elections the question of Lady's Island incorporating has, once again, become a subject of discussion. In 2005 LIBPA, through guest speakers, surveys and newsletter articles, attempted to present the case for and against incorporation or becoming part of the City of Beaufort or doing nothing. At that time, the impression presented was that a strong desire for incorporation did not exist. There appeared to exist a very real skepticism from many Lady's Island residents regarding the value of forming another government with the potential for additional taxes.

So should Lady's Island form a group with the mission of leading the island to a referendum vote on incorporation? Should such a group delay any action until Charleston's challenge as to the legality of the James Island incorporation is resolved in court. The answers to these questions are neither simple nor easily determined. Based on the James Island experience from the time the decision is made to apply for incorporation to the actual election requires about a year.

The Most Powerful Individuals In District 7:

In the past, a popular public perception of how government operated was of a small number of politicians making decisions in a smoke filled room behind closed doors. Although, hopefully, that image has faded there is another statistical perception taking shape in District 7 – that of a very small number of residents making key decisions regarding how our tax dollars are spent and who will represent us. This small group of residents who are making these key decisions are those individuals that register to vote and actually take the time to cast their ballot. When only 1 in 10 of registered voters determines the district's position regarding a \$43 million school bond referendum and less than 2 in 10 decide who will represent the community on County Council, it becomes obvious that the most influential individual in District 7 is that person who takes the time to cast a ballot. Following is a brief look at the recent primary election and voter response in District 7.

District 7, June 13th Primary Election				
District 7 Precincts	Registered Voters	Council Race		Voter Turnout
		Generales	Sommerville	
Lady's Island				
1A	1109	42	106	13%
2A	1074	54	154	19%
3A	1305	72	187	20%
1B	1027	32	158	19%
2B	901	39	119	18%
3B	835	58	169	27%
St. Helena				
2A	76	5	20	33%
1C	1346	218	191	30%

Beaufort				
2	87	2	40	48%
Absentee/ Failsafe		47	104	N/A
TOTAL	9,409	569	1248	19%

The following information shows the general location of each District 7's voting precincts.

Lady's Island 1A – East side of Sams Point Road and Lucy Creek
 Lady's Island 2A – West side of Sams Point Road
 Lady's Island 3A – Pleasant Point and Goat Island
 Lady's Island 1B – Cat Island, Burkmyer, Eustis and Lady's Island Airport
 Lady's Island 2B – Sams Point, Coosa Island
 Lady's Island 3B – Factory Creek
 St. Helena 2A – North Highway 21, Coffin Point and Eddings Point
 St. Helena 1C – Dataw Island and Frogmore
 Beaufort 2 – Pigeon Point

To The Residents of District 7 - Thank You!
by Paul Sommerville, Republican candidate For District 7, Beaufort County Council

My heartfelt thanks goes to LIBPA and its members for allowing me to use the monthly newsletter to convey my message. I am also grateful to each of you for allowing me, along with Mark, to speak to you directly and attempt to answer questions that are important to you. The Sheriffs Camp stump meeting and the Election Day monthly meeting were especially helpful. The reception was warm and the questions were very relevant. These meetings were also a great learning experience for me. Hearing your questions and comments gave me greater insights into the true needs of Lady's Island.

Many thanks to Mark for his 8 years of service. During the course of our campaign I came to appreciate just how demanding (and expensive) it is to serve on County Council. I once commented in a debate that if I were to win the election it would end up costing me a fortune (in lost income). Mark responded that it had already cost him a fortune and I certainly believe him. Mark has graciously offered (and I have accepted) to help me through the transition and thereafter.

Now the hard part begins. It is said that there are two great tragedies in life: not getting what you ask for and getting what you ask for. I have gotten what I asked for and now I must prepare for the business and responsibilities that lie ahead. As I said during the campaign, I do have an agenda. I want to see an active park for Lady's Island. I want development costs to reflect more accurately the infrastructure costs that they will incur. I want a strategic plan. I want a comprehensive financial plan. I want to see a credible traffic study. I want the county and the municipalities to negotiate an end to the zoning shopping wars. But most of all, I want to hear from each of you. What are your needs? What are your fears and concerns? What specifically do you see as the correct path for Beaufort County to follow?

For all that lies ahead I will need input, input, input and more input. Many Lady's Island voters have already spent considerable time researching issues and making recommendations. Some of these recommendations I have seen and some I have not. If you have made recommendations in the past that have not yet been acted upon, I want to hear them. If you are passionately interested in any of the agenda items I listed above or any that I have not listed and you are willing to help in a research and advisory capacity, I want to hear from you. I am only one person. I need help - lots of it. I need you.

In a televised debate, one caller asked if I return phone calls. My answer then was an emphatic yes. I also return e-mails. If you live in district 7, I will represent you to the best of my ability. The very least I can do for each of you is return your phone calls. I will. My home phone # is 521-0827 and my cell is 521-0837. My e-mail is psommerville@alumni.duke.edu.

For all of you who voted in the election, I thank you, whether you voted for me or for Mark. For those of you who did not vote, I hope that we can entice you back into the political process.

It is possible that between now and July 17th, a petition candidate can emerge. If that is the case, I will be asking for your support yet again in November. As all of you know, the District 7 County Council seat carries with it an automatic LIBPA board seat. If I am fortunate enough to be your County Council representative in November, I would be honored to serve LIBPA in that capacity. Thank you again for allowing me to share my campaign message with all of you. I am honored and humbled by being selected as the Republican candidate in the November election.

A New St. Peter's Catholic Church:

by May Inglis, Communications Coordinator, St. Peter's Catholic Church

Lying at the heart of the "Village Center" of Lady's Island is the new St. Peter's Catholic Church. The parish celebrated the consecration of the new church on Saturday, April 29, 2006. This structure, traditional in design with a Spanish influence, is the product of a capital campaign begun in 2001. The church is 24,000 square feet with a seating capacity of 1200 including a chapel which seats 70. The cruciform shape focuses all attention on the altar which is the focus of the Mass in all celebrations. Behind the altar is the beautiful crucifix which was in the 1987 church. Also moved from the 1987 church are the Stations of the Cross and select statues.

The new church has an entablature fabricated by a liturgical design firm from Madrid, Spain. Dominating the worship space is the Italian marble altar made by Walt Grabowski of Sea Island Tile. Mr. Grabowski also fabricated the tabernacle stand, Baptismal font and ambo. Behind the altar is the stained glass window of a dove, the Holy Spirit, who guides and directs our actions in all our work. This window is modeled after one in St. Peter's Basilica in Rome.

On the outside of the church, three 10 foot cypress doors lead into the narthex. Above these entry doors are 3 cypress relief panels which will depict Christ calling Peter, Christ giving Peter the Keys to the Kingdom and Peter being crucified.

Also placed in the outside walls will be 3 decorative iron grilles which have the Palmetto tree as a part of the grill.

The cornerstone plaque in bronze faces the front of the church and has AMDG and AD MMV written on it. AMDG stands for the Latin phrase Ad Majorem Dei Gloria, "To the Greater Glory of God" and AD MMV represents the year 2005. There is also a cast stone piece on the side of the church which has sandblasted on it "The stone which the builder rejected has become the cornerstone" (Psalm 118:22).

The bell tower rises 122' with an 8' cross atop it. The first of 4 bells has been installed and Beaufort has already heard its beautiful clear ring. The bell tower is reminiscent of a lighthouse and graces the Beaufort skyline much as the lighthouses did of old. In addition, the bell tower acts as a campanile in the European tradition. Serving as an anchor for the entire campus of St. Peter's as well as a landmark for the Lady's Island community, the tower will guide visitors to our community.

St. Peter's is a growing vibrant community of believers brought together by their shared faith. Over the past 19 years, while the congregation occupied the older church, the numbers of parishioners has almost quadrupled. In Beaufort County, the fastest growing churches are Roman Catholic. St. Peter's has over 35 active ministries. With a campus of 35 acres, the church and the school are anticipating the growth that is a part of the new Beaufort. Growth, expansion and vision have been a part of those entrusted with planning for St. Peter's. Prepared for the future, St. Peter's, with God's grace, joyfully steps forward into a new chapter in her history.

Choice Of Routes For Connector Road Announced:

At a public hearing held at the Sea Island Presbyterian Church conference room on June 20 the engineering firm of Kimley-Horn and Associates, Inc. announced their recommended route for the Highway 802/Highway 21 connector road. The proposed route will have an additional turn lane on Sea Island Drive and exit Sea Island Drive/Highway 802 at the site of the present Hazel Farm road then follow a route that eventually exits on the northeast side (nearer the Village Center) of the Tidewatch Center. As part of this concept, Cougar Drive, exiting from the Lady's Island Middle School will be realigned to be directly opposite the point the connector road joins with Highway 21/Sea Island Parkway. Rational for selection of this route for the connector road includes the fact that it:

- Is the shortest actual distance of all routes considered.
- Reduces the number of cars going through the intersection by 15,000 cars per day.
- Requires the relocation of the least number of existing residences (1) of any alternative.

- Places the intersection with Sea Island Drive opposite the future Crystal Lake Park.
- Has a projected cost (including right of way) of \$6.2 million.
- Will require a traffic signal at both entrance and exit.

In the earlier public hearing on the subject of the connector road recommendations had been received that a close look be taken at redesigning the US 21/SC 802 intersection in the hope that it would solve future traffic problems without the need for a connector road. First and foremost, although it could improve the efficiency of the intersection, the study indicated that, even with an estimated \$3.4 to \$4.6 million worth of intersection improvements, it simply could not solve present or future traffic problems. Additional disadvantages of an "intersection improvement only" solution included additional restricted access to the existing businesses in the general area plus some loss of parking space, the need to move existing utilities and the intersection becoming even less pedestrian friendly than it is at the present time.

If the County approves the Kimley-Horn recommendation, engineering work will be initiated to design the actual road and action taken to acquire the right of way. Once the design phase is reached members of the Lady's Island community will have an opportunity for public comment.

Editor's Note: A map showing the proposed route of the connector road is available for viewing at the LIBPA website (www.libpa.org).

Property Owners Request Rezoning:

The principals of Fort Frederick Investments, LLC owners of 3 contiguous parcels of property adjacent to the Howell, Gibson and Hughes law firm off of Rue De Bois recently requested the property be rezoned from Community Preservation District to Professional Office District. The Lady's Island Community Preservation Committee reviewed the request and recommended the property in question be rezoned into the Redevelopment District vice Professional Office District. The rationale for the recommendations is that the property is located in a residential area and rezoning it as Professional Office District would allow commercial intrusion into a residential area. However, it was recommended that the property be rezoned as part of the Redevelopment District to promote residential development of the area. The property was originally home for 5 trailers that had deteriorated over time, 4 of the trailers have been removed from the property with plans for removal of the 5th. Inclusion of the property into the Redevelopment District would allow higher density residential development than normally allowed in Community Preservation zoning.

The Lady's Island/St. Helena Subcommittee of the Beaufort County Planning Commission met on June 21 at the Lady's Island Airport conference room at which time they concurred with the recommendation of the Lady's Island Community Preservation Committee – the property in question should be included in the Redevelopment District but not be authorized Professional Office District zoning due to the residential nature of the area. The full Planning Commission will review the request in July followed by a final decision by County Council.

Thanks For The Choice:

Recently, in the primary election, the voters of District 7 were offered a choice of 2 well qualified candidates, Mark Generales and Paul Sommerville, to represent them as members of County Council. It was a spirited race, based on the issues. As a community we are extremely fortunate to have 2 such individuals willing to seek public office. To Mr. Sommerville, congratulations on your victory and we look forward to working with you to solve the problems facing our community and our county. To Mr. Generales, a special thank you for your significant contribution to our community over the last 8 years.

Thanks Sheril:

Last September LIBPA member Sheri Little agreed to serve as the new membership chairperson on the board of directors. Sheri had previously served as a member of the LIBPA board of directors and brought with her a great deal of experience and knowledge in the area of membership recruitment and public relations. Under her leadership the association increased by 38 new members (over 10%). As a result of starting a new job, which added to an already busy schedule, she found it necessary to resign as our membership chairperson. Sheri has done an exceptional job as membership chairman; we appreciate her contribution to LIBPA and wish her the best of luck in her new job.

Our Vice President, Bonny Carmody, has graciously agreed to serve as the interim membership chairman. Next month we start our 2006 membership drive. Please consider inviting your neighbor or business associate to join LIBPA members in their efforts to keep Lady's Island a great place to live, work and raise a family.

A Temperature Check Of The Real Estate Market:

by Jerry Marlow, President, Success Plus School Of Real Estate & Broker with Coldwell Banker Keyserling Real Estate

It is said that three key indicators of the health of a real estate market are the number of sales, followed by how long it takes to sell your home and finally the size of the area inventory of homes on the market. By utilizing the northern Beaufort County (north of the Broad River) and Lady's Island data from the 12 month period June 1, 2004 to May 30, 2005 and comparing it to the data for June 1, 2005 to May 30, 2006 the following picture of the local real estate market is presented.

COMPARISON OF 2004/2005 AND 2005/2006 SALES AND DAYS ON THE MARKET								
Price Range (thousands)	NBC Total Sales		LI Total Sales		NBC Avg DOM		LI Avg DOM	
\$0 - 99	46	27	6	0	101	65	27	-
\$100 - 199	442	400	165	126	62	54	65	59
\$200 - 299	197	262	104	139	106	67	97	63
\$300 - 399	81	114	147	52	107	100	93	103
\$400 - 499	34	50	17	24	158	108	142	139
\$500 - 599	14	35	10	17	145	115	139	109
\$600 - 699	4	17	2	10	13	127	20	102
\$700 - 799	6	14	4	8	128	138	134	150
\$800 - 899	4	7	4	7	248	217	248	217
\$900 - 999	6	7	4	3	230	184	271	140
\$1 million+	8	13	4	7	256	119	140	164
	842	946	367	393	88	74	92	82

NBC = Northern Beaufort County, DOM = Days On the Market

Sales: The data indicates that the total number of sales, north of the Broad River, for the period increased by 12% while sales on Lady's Island increased by 15%.

Time on the market: In the general area north of the Broad River time on the market decreased overall by 16% and on Lady's Island decreased by 12%.

Current Inventory: During the first week of June 2005 there were a total of 309 homes in the active listing inventory of homes north of the Broad River compared to 445 homes on the market for the same period in 2006 resulting in a 44% increase in inventory. As to Lady's Island the inventory was 126 in 2005 compared to 200 in 2006 for a 59% increase in inventory. Although we have seen a significant increase in the number of houses in the current inventory over the last 12 months, the average number of days they are staying on the market has dropped somewhat. The current inventory North of Broad has gone from average of 136 days on the market in 2005 to 109 days in 2006 and Lady's Island has gone from 126 days (2005) on the market to 110 days (2006).

Summary: Simply stated during the 2005/6 period the area north of the Broad River sold more houses in less time than was done in the same period in 2004/5. Although the active listing of homes has significantly increased; the time they are staying on the market has dropped. Based on the information resulting from the comparison of sales in the 2 periods, the Beaufort and Lady's Island real estate market is very healthy. The increasing size of the active inventory would appear to merit a continued close watch. It should be noted that the increase in overall inventory is directly attributable to the increase in the number of homes listed for \$200,000 and above. Regretfully, the number of homes

available for under \$200,000 continues to drop.

A Cure For What Bugs You:

A few years ago LIBPA members Jamie and Sheila Stevens made the decision to settle in the Beaufort area. Jamie was a commercial/industrial contractor and Sheila a government contracts manager and executive speech writer. After getting settled in their home in Beaufort, they decided to return to the business world. The only question... what type of business?

Inspiration came during a social event in their back yard in the form of the famous noseeums and mosquitoes. Searching for a solution, Jamie discovered the MistAway™ Mosquito System, a state-of-art, automatic insect mist system that eliminates mosquitoes, noseeums, and other biting insects from the yard. Then in July 2005, the opportunity arose to buy the local franchise and he became the authorized dealer and installer of the MistAway™ system for the Beaufort and Hilton Head area.

According to Jamie, the system creates a "protection zone" to keep the mosquitoes and noseeums out. A reservoir containing water and a botanical insecticide sprays a fine mist which can be released at designated times or through a digital remote control system. Jamie will custom design a system to meet the specific needs of the individual homeowner.

Because we are now at that time of year when the weather encourages being outside and the bugs encourage staying inside, you may want to consider a solution that really works. If so, give Jamie or Sheila a call at 843-522-8928.

Editor's Note: Although LIBPA, as a matter of policy, does not accept paid advertisement in our monthly newsletter, articles which help us to become better acquainted with our neighbors and their businesses are always welcome (space permitting).

Origin/Destination Transportation Results:

Recently, Beaufort County hired a consultant to determine where the cars crossing the two bridges to Lady's Island were going to or coming from. The study is commonly referred to as the "Origin and Destination" study with a cost of approximately \$80,000, paid for by impact fees. The results are part of a computer transportation model available to assist in transportation planning in Beaufort County. One of the justifications for the study was the hope that the results could be used in determining the best site for another bridge to the island.

With the use of cameras to record license plate numbers during the period from 6AM-7PM it was determined that the majority (70+%) of the cars that leave Lady's Island, regardless of which bridge they use, remain in the general area of the City of Beaufort and Town of Port Royal and return to Lady's Island the same day. Exceptions to this, using the Wood's Memorial Bridge, were 1,380 vehicles or 23% of the total traffic counted which will go as far as the Air Station on Highway 21 and return that day constituting a total of 2,760 daily vehicle trips on the bridge. Using the McTeer Bridge 7% of the traffic (449 vehicles) headed toward the Air Station and returned that evening for a total of 898 trips over the bridge. Also going over the McTeer Bridge were vehicles heading for the Broad River Bridge/Hilton Head/Bluffton which accounted for 22% of the traffic or 2,116 vehicle trips. So regardless of which bridge is used, less than 3 out of every 10 cars leaving Lady's Island goes over the Broad River Bridge or as far north on Highway 21 as the Air Station.

At first glance, this study would appear to provide strong support for expanding Lady's Island Drive and the McTeer Bridge to 4 lanes as the most economical and efficient way to ease the pressure of increasing island traffic. The study does not provide significant support for construction of a very expensive (\$200 million +) bridge on the northern end of the island. Naturally, with the addition of a great number of "unplanned" new homes in the Seabrook area this could change.

There will be more studies, the population will continue to grow and our roads increasingly strained to cope with the traffic. We have identified the key portions of our Lady's Island system with the highest probability of failure (Lady's Island Drive/Highway 802 and the portion of Sea Island Parkway/Highway 21 immediately leading to the Woods Bridge). Until a final determination is made as to what development will be approved by the City of Beaufort for the Whitehall and Marina property it is impossible to plan any improvements for the portion of the Sea Island Parkway leading to the Woods Memorial Bridge. Lady's Island Drive is another story, there is little argument that it needs to be widened to 4 lanes with a center turn lane, a new parallel bridge build and the Highway 21/802 connector road completed.
