CITY OF HARDEEVILLE, SC
Past, Present, and Future
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   2. Civil War Period
   3. Railroad and Argent Lumber
   4. The Lowcountry
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   3. Budget, Building, and Development Activity
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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

843-783-2231 (office)
843-368-6659 (mobile)
mczymbor@cityofhardeeville.com
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 http://www.jaspercountychamber.com/discover_jasper_county/hardeeville.htm
2 http://www.carolana.com/SC/Towns/Purrysburg_SC.html
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.

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

http://www.abandonedrails.com/Edmund_to_Hardeeville

Hand-powered Swingbridge over Savannah River
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.
Hardeeville and The Lowcountry

Hardeeville became a tourist stop for people passing though 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.
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 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.
Porter directing logging traffic inside Argent Yard, 1950
Hardeeville South 17 Drive-in Theatre, Sept. 1950
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 Billls 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:
  o Council-Manager form
  o 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
City of Hardeeville
was the fastest growing city in South Carolina in 2013 and 2014.
It was the second-fastest in 2015!
## Year End Totals

<table>
<thead>
<tr>
<th>Year End Permits Issued</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016 (ytd)</th>
<th>2016 (est)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential - Single Family</td>
<td>131</td>
<td>187</td>
<td>203</td>
<td>204</td>
<td>160</td>
<td>208</td>
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<tr>
<td>Other Residential</td>
<td>88</td>
<td>107</td>
<td>132</td>
<td>124</td>
<td>107</td>
<td>150</td>
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<tr>
<td>New Commercial</td>
<td>3</td>
<td>5</td>
<td>7</td>
<td>3</td>
<td>2</td>
<td>7</td>
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<tr>
<td>Other Commercial</td>
<td>31</td>
<td>42</td>
<td>22</td>
<td>40</td>
<td>27</td>
<td>35</td>
</tr>
<tr>
<td>total</td>
<td>253</td>
<td>341</td>
<td>364</td>
<td>371</td>
<td>296</td>
<td>400</td>
</tr>
</tbody>
</table>
Budget Totals from FY13 to FY17

FY 2012-2013
FY 2013-2014
FY 2014-2015
FY 2015-2016
FY 2016-2017
FY 2016 - 2017
$29,561,950

General Funds: $7,551,290
Special Revenue: $5,551,821
Hilton Head Lakes MID: $10,970,864
Development Review: $4,198,135
Five Year CIP: $1,289,840
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
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
Okatie Crossing Development Agreement and Planned Development District

- Approved in 2008
- Total Acreage = 282
- Residential Units = 1000 (potential)
- Commercial Acreage = 189
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
Morgan Tract Development Agreement and Planned Development District

- Approved in 2006
- Total Acreage = 2,624
- Residential Units = 6,700
- Commercial/Industrial Acreage = 969
Sherwood Tract Development Agreement and Planned Development District

- Approved in 2007
- Total Acreage = 1,500
- Residential Units = 3,688
- Commercial/Industrial Acreage = 1,020
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
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)
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
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 ...
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 & CSX
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
• 2,630,000 square feet of mixed use commercial.
• 906 residential units.
• Projected $806,192,075 market value of development.
• 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)

<table>
<thead>
<tr>
<th>Year 3</th>
<th>Direct</th>
<th>Indirect</th>
<th>Induced</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output ($Million)</td>
<td>$643.0</td>
<td>$117.7</td>
<td>$119.9</td>
<td>$979.7</td>
</tr>
<tr>
<td>Labor Income ($Million)</td>
<td>$20.1</td>
<td>$3.7</td>
<td>$3.7</td>
<td>$27.5</td>
</tr>
<tr>
<td>Employment</td>
<td>431</td>
<td>109</td>
<td>90</td>
<td>629</td>
</tr>
<tr>
<td>Year 10</td>
<td>Spending ($Million)</td>
<td>$170.6</td>
<td>$27.4</td>
<td>$31.6</td>
</tr>
<tr>
<td>Labor Income ($Million)</td>
<td>$56.3</td>
<td>$8.7</td>
<td>$10.0</td>
<td>$73.0</td>
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<tr>
<td>Employment</td>
<td>1,043</td>
<td>222</td>
<td>214</td>
<td>1,481</td>
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<tr>
<td>Year 30</td>
<td>Spending ($Million)</td>
<td>$61.9</td>
<td>$11.6</td>
<td>$11.5</td>
</tr>
<tr>
<td>Labor Income ($Million)</td>
<td>$19.2</td>
<td>$3.6</td>
<td>$3.6</td>
<td>$26.4</td>
</tr>
<tr>
<td>Employment</td>
<td>598</td>
<td>128</td>
<td>94</td>
<td>820</td>
</tr>
<tr>
<td>31-Year Total</td>
<td>Spending ($Million)</td>
<td>$3,231.1</td>
<td>$566.7</td>
<td>$599.1</td>
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<tr>
<td>Labor Income ($Million)</td>
<td>$1,016.0</td>
<td>$178.2</td>
<td>$188.4</td>
<td>$1,382.6</td>
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<tr>
<td>Employment</td>
<td>17,618</td>
<td>4,239</td>
<td>3,704</td>
<td>25,711</td>
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<tr>
<td>Annual Average</td>
<td>Spending ($Million)</td>
<td>$104.2</td>
<td>$18.3</td>
<td>$19.3</td>
</tr>
<tr>
<td>Labor Income ($Million)</td>
<td>$32.8</td>
<td>$5.7</td>
<td>$6.1</td>
<td>$44.6</td>
</tr>
<tr>
<td>Employment</td>
<td>575</td>
<td>137</td>
<td>111</td>
<td>823</td>
</tr>
</tbody>
</table>

*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 CHWMA*

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Direct</th>
<th>Indirect</th>
<th>Induced</th>
<th>Total Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>After Year 5 (2021)</td>
<td>Output ($Million)</td>
<td>$76.2</td>
<td>$12.6</td>
<td>$18.1</td>
</tr>
<tr>
<td>Labor Income ($Million)</td>
<td>$32.2</td>
<td>$5.6</td>
<td>$7.9</td>
<td>$45.7</td>
</tr>
<tr>
<td>Employment</td>
<td>169</td>
<td>26</td>
<td>19</td>
<td>214</td>
</tr>
<tr>
<td>After Year 10 (2026)</td>
<td>Output ($Million)</td>
<td>$565.0</td>
<td>$111.0</td>
<td>$111.4</td>
</tr>
<tr>
<td>Labor Income ($Million)</td>
<td>$192.7</td>
<td>$35.9</td>
<td>$42.5</td>
<td>$370.9</td>
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<tr>
<td>Employment</td>
<td>3,575</td>
<td>675</td>
<td>707</td>
<td>4,958</td>
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<tr>
<td>After Year 30 (2045)</td>
<td>Output ($Million)</td>
<td>$2,341.3</td>
<td>$411.3</td>
<td>$429.7</td>
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<tr>
<td>Labor Income ($Million)</td>
<td>$734.6</td>
<td>$131.9</td>
<td>$142.7</td>
<td>$1,009.6</td>
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<tr>
<td>Employment</td>
<td>9,194</td>
<td>1,736</td>
<td>1,847</td>
<td>12,775</td>
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<tr>
<td>Full Operation (2047)</td>
<td>Spending ($Million)</td>
<td>$2,174.4</td>
<td>$421.5</td>
<td>$432.1</td>
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<tr>
<td>Labor Income ($Million)</td>
<td>$762.2</td>
<td>$140.3</td>
<td>$167.5</td>
<td>$1,070.0</td>
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<tr>
<td>Employment</td>
<td>9,286</td>
<td>1,742</td>
<td>1,866</td>
<td>12,894</td>
</tr>
</tbody>
</table>

*Note: Numbers may not sum due to rounding.*

*Source: MR All Pro 2013 and CHWMA*
Master Development Plan
Site Certification of the +/-131 Acre
Hardeeville Commerce Park in
The City of Hardeeville, Jasper County, South Carolina

Legend:
- Existing
- Proposed
- Building Pad
- Parking
- Roadway
- Railroad
- Water & Sewer Authority 8-inch Water Main
- Water & Sewer Authority 8-inch Gravity Waste Water Line
- Hardray Communications Telecommunications Line
- 30-kV Overhead 13.8kV Electric Power Line
- Railroad
- Wetlands
- Proposed Right of Way

<table>
<thead>
<tr>
<th>PARCEL</th>
<th>TOTAL ACRES (±A)</th>
<th>DEVELOPABLE ACRES (±A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>38</td>
<td>32</td>
</tr>
<tr>
<td>2</td>
<td>28</td>
<td>22</td>
</tr>
<tr>
<td>3</td>
<td>42</td>
<td>28</td>
</tr>
<tr>
<td>4</td>
<td>23</td>
<td>20</td>
</tr>
<tr>
<td>TOTAL</td>
<td>131</td>
<td>102</td>
</tr>
</tbody>
</table>
• 800,000 square feet of various commercial/retail
• Thousands of new jobs
• Estimated yearly $1.5 million of new taxes and fees
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 Hardeeville