Willbrook Island Development

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WILLBROOK ISLAND DEVELOPMENT

JOSEPH LOCKWOOD BROWN, III

A sixth year terminal project submitted to the faculty of Clemson University College of Architecture as partial fulfillment of the requirements for the degree of MASTER OF ARCHITECTURE.

May 1986.

FACULTY COMMITTEE

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To my family for their unyielding love and support.
I would like to acknowledge the following persons for their hardworking attitude and fresh spirit they brought to this project.

Charlie Johnson  Gess Way
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My appreciation to Steve Goggans and the Litchfield Company for their consultation and cooperation.

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PROBLEM STATEMENT

The South Carolina coastline has been shaped over the years by social, economic and environmental forces. The coastal area of Litchfield, located in the Georgetown-Horry region, has experienced considerable change in recent times due primarily to the growth in tourism.

Litchfield is part of the "Grand Strand Coastline" which stretches north from Georgetown to the mouth of the Little River at the North Carolina border. The growing popularity of the region has brought about the building of hotels, condominiums and single homes, as well as supporting commercial facilities. The Georgetown-Horry region alone has had an increase of over 40,000 residents between 1970 and 1980. This rate is well above the state and national averages. An economic model anticipates that the area will grow in a similar manner through the turn of the century.

Historically, the southern "Grand Strand Coastline" contained the richest rice fields in the United States during the Antebellum Period. These plantations stretched east from the Waccamaw River to the Atlantic Ocean. Over the years much of this land has remained in large tracts. Currently, many of these tracts are being developed into planned resort type communities.
Litchfield is a major part of this area of South Carolina. It is comprised of four plantations: Turkey Hill, Oatland, Litchfield and Willbrook. The Litchfield Company is owner, operator and developer of this body of land. Amenities within the area include The Litchfield Country Club, The River Club, Litchfield By The Sea, Litchfield Retreat, The Litchfield Inn and The Waccamaw House.

Willbrook Plantation is the Litchfield company's newest venture. It encompasses twenty-four hundred acres of highlands and wetlands along the Waccamaw River. Willbrook Plantation is a large planned community which will bring approximately ten thousand new people to the Litchfield area by the year 2005.

The Litchfield Company has been able to trace its land deed back to the original Kings Grant issued in the early 1700's. This Kings Grant defines property lines as the mean low water mark, which includes adjacent wetlands. The Litchfield Company has returned control of these wetlands to the U.S. Government in exchange for the right to dredge a canal along the high water mark of the property.
This dredging has established a waterway along the highlands, a marina basin and an island. The canal enables the land at the high water edge to be accessible from the Intracoastal Waterway which in this area is the Waccamaw River. The marina basin will provide a holding area for local boats and a destination point for boaters on the Intracoastal Waterway. The island may contain hotel facilities both for boaters and mainland tourists, specialty retail shops and a permanent residential community.

Historically, coastal plantations extended from the ocean to the Waccamaw River. The Litchfield Company has the unique ability because of continuity of land to link a modern day plantation, stretching from a beachfront park along the Atlantic Ocean to a community center on Willbrook Island along the river.

This project will consist of a comprehensive planning study of Willbrook Island and the design of a hotel/marina complex on its waterfront.
INTRODUCTION
INTRODUCTION

South Carolina is the smallest state in the south, yet its place in history is large. From the initial Spanish exploration in 1521 its coastal areas in particular have been the setting of growth and development.

South Carolina maintained political and social leadership within the south during the colonial, revolutionary and antebellum periods. The Post Civil War era and the early twentieth century witnessed a severe economic decline, but the past few decades has seen a renewal in the states vitality. The years between 1970 and 1980 marked a 20% increase in the population of South Carolina. The national rate during this period was only 11.4%.

A significant example of this vitality in South Carolina is the growth of the "Grand Strand Coastline". This region of the coastal area extending from Winyah Bay to the North Carolina border and including the Litchfield area is expected to double its population in the next ten years.
THE GRAND STRAND

The South Carolina coastline measures 187 miles as a straight line. However, the land washed by water on the coast constitutes a perimeter of almost 3000 miles. South Carolina has three major seaports along the coast, with Charleston being the largest. Smaller in size are Port Royal to its south and Georgetown to its north.

Georgetown lies off Winyah Bay where the Waccamaw River and the Atlantic Ocean meet. Extending from Winyah Bay to the North Carolina border is the fifty mile stretch of almost unbroken beach called the "Grand Strand" which relies on tourism as its major source of revenue.

The Grand Strand is known as the place "where the seasons change but the sun always shines." Prevailing ocean breezes bring cooler summer temperatures and warmer winter weather. The Grand Strand ranks among the top beaches for the amount of annual sunshine hours. The beaches are some of the cleanest in the south due to the lack of shipping and industrial pollution.
The area of the Grand Strand has historically been a part of All Saints Parrish. Lower All Saints Parrish begins around Murrells Inlet and continues south to Georgetown. Upper All Saints Parrish includes the Myrtle Beach area. It has been characterized by smaller parcels of property, whereas Lower All Saints Parrish has been in larger land tracts. Highway 17 is the major thoroughfare along the coast and has divided all major land holdings into a coastal side and a river side.

**LITCHFIELD**

Litchfield is in the Grand Strand and a part of Lower All Saints Parrish. It is located between Murrells Inlet to the north and Pawleys Island to the south. In recent years it has been well known as a resort and retirement community. Ocean fronting land to the east of Highway 17 is primarily occupied by resort type multi-family dwellings while the area to the west, bounded by Highway 17 and the Waccamaw River consists largely of single family dwellings.
WILLBROOK ISLAND

Willbrook Island has been formed by the dredging of the wetlands along the high water edge of Willbrook Plantation. Large live oaks and shoreline cypress enhance the beauty of the island. The island is the site of the historic Turkey Hill Plantation and the Allston family cemetery. A canal extending from a marina basin will provide access to the Waccamaw River and the Intracoastal Waterway. The island will have automobile and pedestrian access on a causeway across the wetlands.
FOUR PLANTATIONS
FOUR PLANTATIONS:
Rice and Slavery

The river, rice growing and slavery were synonomous in the political, economic and social development of the South Carolina coastal areas.

According to the 1860 census, of the eighty-eight slave holders in the United States who owned more than 300 slaves, twenty-nine were rice planters and seven of these planted on the Waccamaw River. Three of the seven had over 500 slaves and one, Joshua John Ward owned in excess of 1000. Land holdings on the All Saints Parrish plantations ranged from two thousand acres at Crowefield to fifteen thousand acres at Clifton.

The rice cultivated along the Waccamaw was known as Carolina Gold Rice and was of high quality. Every year agricultural medals were won by Joshua John Ward of Brookgreen and John Hyrne Tucker of Litchfield and Willbrook at the Winyah and All Saints Parrish Agriculture Society. This Society was set up in 1842 to better the quality of agriculture in Lower All Saints Parrish. The London Exhibition at The Crystal Palace in 1851 and the Paris Exhibition of 1855 featured Carolina Gold Rice.
Slaves of the Waccamaw made their masters extremely wealthy. The early technology of rice cultivation was supplied by these African slaves. Evidence of this lies in the fact that the planters had a preference for slaves from certain regions of Africa which were familiar with rice cultivation.

Europeans contributed engineering and management skills to expand and organize the system of rice cultivation developed by the Africans. This developed into an Afro-Carolinian method of planting, hoeing, winnowing and pounding. Because of this ability, slaves of Lower All Saints Parrish doubled in value between 1850 and 1860 during the height of the rice dynasties. Without the use of enslaved Africans, a successful rice culture in South Carolina could hardly have been achieved.

The rice plantations of All Saints Parrish were largely self sufficient. In addition to growing rice, slaves managed livestock and cultivated staple crops for themselves and their owners. Incentive programs were provided within the slave community. For instance, daily tasks finished early produced more free time and a double task day would warrant a day off. Half days were worked on Saturday and Sunday was always a day
of rest. This was a special day. A day to worship, to visit friends of neighboring plantations, and to gather in the slave street or in the area around the Big House.

Holidays were for dances, picnics, storytelling and games and Christmas was the biggest holiday. Slaves were generally given extra provisions on these days depending on the economic condition of the plantation. Large celebrations characterized slave weddings and equally so slave funerals. These times served to free their thoughts and memories from the everyday slave environment.

Slaves in this country were forced to develop both a new religion and language, yet they saw from the need to carry on African traditions despite the impact of this new society. The slaves of the Waccamaw began a culture out of the bondage of slavery that was so strong, that it will be carried on for generations and generations.
LAND OWNERSHIP

Turkey Hill, Oatland, Litchfield and Willbrook are the four former rice plantations which comprise the present day Litchfield community. These plantations stretched from the Waccamaw River to the Atlantic Ocean in an area known as the Waccamaw Neck.

Elongated and narrow land holdings extending from the Waccamaw River to the Ocean were typical of the Waccamaw Neck, and followed a precedent established by a Kings Grant to Percival Pawley in 1711. Initially this land was thought to be of little value as it seldom drained well enough to cultivate most crops. However, the river flood plains of the tidal zones enabled the experienced African slaves to form an almost perfect environment for the cultivation of rice.

For much of their history, the Litchfield and Willbrook Plantations were owned by one family while Oatland and Turkey Hill were administered by another. The Litchfield Plantation is now the site of Litchfield Country Club, the River Club and numerous private residences. The proposed Willbrook Plantation will contain sections of the historic Turkey Hill, Oatland and Willbrook lands.
Antebellum Period:
Litchfield and Willbrook

The earliest known document concerning the Litchfield and Willbrook Plantations is the will of Peter Simons written in 1777 which specifies that his son John should inherit the Litchfield portion and that Willbrook be bequeathed to the child of his pregnant wife. In the event that the child was not a son, the property would revert to John.

Sometime between 1777 and 1796 the Litchfield property was purchased from John Simons by Daniel Tucker. No reference was made during this time to Willbrook, but apparently it was acquired by the Tucker family at a later date. The Tucker family was prominent in the Georgetown area. John Tucker came to Charleston from Bermuda in 1722. Thomas, his oldest son, was a respected figure during the American Revolution. Daniel, the purchaser of Litchfield Plantation, was the second son and a merchant in Georgetown. Daniel Tucker, who obtained prominence through commerce, was typical of the more flexible society of 18th century Carolina. The last years of Daniels life were marked by a change toward the planter aristocracy of the 19th century.
Daniels' son, John Hyrne Tucker (1780-1859), was devoted to rice cultivation. He became one of the most successful and wealthiest of all Waccamaw Neck planters and was owner and master of 335 slaves on Litchfield and Willbrook Plantations. He is buried at St. Paul's Church in Charleston along with his fourth wife. John Hyrne Tucker willed Litchfield and Willbrook to his sons, William and John II. They held the properties during the Civil War, after which the plantations passed from the Tucker name.
Oatland and Turkey Hill

Turkey Hill is said to be one of the original settlements of the Allston family. Josias Allston (1731-1776) is associated with the property which presumably was passed on to his son, Benjamin Allston, Sr., who is buried in the 18th century cemetery located in the northwest corner of the property. Turkey Hill was subsequently inherited by Benjamin's daughter Martha (1789-1869), who married John Francis Pyatt (1790-1820) in 1812. The Pyatts, along with the prominent Allston family, had settled the Georgetown area in the early 18th century.

At some point Oatland was joined to Turkey Hill, but the date and circumstances have not been determined. Martha Allston Pyatt is recorded as owning and managing Turkey Hill and Oatland in the 1850 census. William Heyward Trapier obtained Turkey Hill between 1850 and 1860. The 1860 census records Martha Allston Pyatt of Oatland as owning 215 slaves and William Heyward Trapier of Turkey Hill as owning 90 slaves. Trapier is remembered as always wanting his slaves to eat and drink well.
Turkey Hill Plantation was small and not nearly as productive as its neighbor, Brookgreen to the north nor Oatland to the south. Of the 14 Lower All Saints Parrish plantations, it ranked 13th in cultivated acreage. Trapier owned Turkey Hill through the Civil War. The property was seized by the Freedman's Bureau in 1865, but was returned to Trapier in 1866. He sold the land to the Pyatt family at some point after that.
Recent Ownership

Willbrook and Litchfield plantations traded hands several times during the late 19th/ early 20th century before being acquired by the Oatland Beach Company of Columbia in 1925. Turkey Hill and Oatland Plantations were subsequently obtained from the Pyatt family in 1929, thus uniting the principal parts of the present property. From 1929 to 1951 the property was held by several private owners. In 1951, J.T. Hunter of Marion sold the property to the present owner, The Litchfield Company.
ARCHEOLOGICAL SURVEY

A archeological survey of the Litchfield property was undertaken in November 1984 by Larr Lepionka, consulting Archeologist to The Litchfield Company. An initial reconnaissacne revealed several finds requiring further investigation. These investigations will be carried out as the development of Willbrook Plantation proceeds.

Archeological Finds

(1) Remnants of a canoe, possibly of prehistoric origins.

(2) The site of Willbrook Plantation, consisting of the house (1895), the tobacco barn (circa 1900), several outbuildings and certain brick piles and chimneys related to the original house.

(3) Slave cemetery marked by deteriorating cypress crosses and sunken elongated pits. Its exact boundaries are unknown at the present.

(4) Examples of late 19th century artifacts.
(5) The possible site of the original Turkey Hill Plantation.

(6) The late 17th century cemetery where the Allstons and Pyatts are buried.

(7) A possible prehistoric site of artifacts from different periods along the causeway and clearing on Willbrook Island.
"Too often many of us sail our waters like motorists on a superhighway; conscious only of our destination, we pass by the many joys of nature that lie just off the road." - Cornelius Shields.

The Intracoastal Waterway is a 2000 mile sinuous journey beginning 26 miles northeast of Boston and terminating in Key West, Florida. The waterway is rich in stories of pioneering individuals. Centuries ago, Indians used the coastal and inland waterways for communication, as did the Europeans once they gained a foothold on the continent. The cutting of canals to join waters and the constant dredging of the channels have made the waterway a major artery of commerce as well as for pleasure boating. By 1940 many private ventures came under the auspices of the U.S. Army Corp of Engineers and the U.S. Coast Guard. The waterway subsequently became a protected area through which thousands of boats pass each year. In 1972 the Norfolk District Corp of Engineers counted nearly 10,000 pleasure boats moving through the waterway.
The geographical area of the "Grand Strand", extending from the Little River to Winyah Bay, along the Waccamaw River is considered to be the most attractive part of the southern intracoastal waterway. The Waccamaw River carries on a legacy of rice culture from its rich plantation past. Today, the river is mainly used for pleasure boating with peak traffic from March to May and from October to December.

Willbrook Island is located approximately midway between the 24 mile stretch from Georgetown to Bucksport. The closest marina is Wachesaw Landing which is 2 miles north of the island. Wachesaw Landing is a full service marina with no guest accommodations. The marina harbors the famous "Island Queen" passenger boat which tours the Waccamaw River on a daily basis.

The expectation of the population of the "Grand Strand" doubling in the next ten years, along with the increasing transient boater traffic, creates a need for a modern full service marina with accommodations along this stretch of the Waccamaw River.
The Little River Bridge, which is 30 miles north of Willbrook Island, logged over 7000 boats in 1984 while the Socastee Swing Bridge, which is 6 miles north of the island, logged almost 5000 boats. These two bridges only log boats of the size which require them to be opened for passage. Consequently a large number of smaller boats with a clearance of less than 20 feet may be added to these numbers.
LITCHFIELD BY THE SEA

Highway 17 bisects Litchfield into an ocean side and a river side. The ocean side is lined with low and high rise condominiums, hotels, apartments and private residences. The Litchfield Company manages all of these units with the small exception of some single family homes in South and North Litchfield Beach.

The river side is mostly single homes with some multi family developments. The Litchfield Country Club and The River Club provide two 18 hole golf courses as well as tennis and swimming on this side of the highway.

The new Willbrook Plantation is intended to be a high quality mixed use resort development of permanent and vacation homes. Close to 4000 dwelling units are planned. Major amenities will consist of three golf courses which will meander through the residential areas.

1) Litchfield By The Sea: beach pavillions and tennis
2) Litchfield Country Club: 18 hole golf course, tennis and swimming
3) The River Club: 18 hole golf course, tennis and swimming
4) Willbrook Plantation: Three 18 hole golf courses, tennis, swimming and boating.
AN ISLAND COMMUNITY

Island, the word carries connotations of isolation and specialty. A place where land and water meet in an abrupt union. In the minds eye, each island is different, unique to itself and its amenities.

Within 105 acres, nature and history has compacted numerous amenities onto Willbrook Island. A walking tour unfolds a vast array of vegetation from the dense lowlands to the canopied highlands. The important historical time and place of the island is understood by reading the inscriptions on the gravestones in Allston cemetery.

Islands have always exerted a large influence on man. Willbrook Island holds the basis for developing an island community capable of experiencing an alternate living environment. An environment which enjoys the historical ambience, the natural beauty and the characteristics of an island.
CASE STUDIES
CASE STUDIES:
Seaside, Florida

Seaside is located between Panama City and Pensacola on the gulf coast of Florida. The community was conceived by entrepreneur Robert Davis. He hired Miami architects Andres Duany and Elizabeth Plater-Zyberk to design a speculative resort community emulating small towns of the region. The architects have developed a master plan and urban code which divides Seaside into eight zoning categories: four of these residential, three are mixed use and one is a workshop/warehouse area. Architects are limited to the number of houses which they may design in Seaside and the town architects are rotated on a yearly basis so that none leaves too strong a stamp on the town. The rigorous constraints of the community are disguised in the simple language and expression of the buildings. On the beachfront the Seaside plan goes against the convention of building to the waters edge. Rather the plan calls for inland streets perpendicular to the beach providing equal access to homeowners through a pavilion on the dunes. The Seaside plan is based on two seemingly contradictory goals: overall consistency and cohesion balanced against what the architects term "authentic variety."
French Towns
Port Grimaud, France

This project began with the dredging of the swamps at the base of the Golfe de Saint de Tropez in 1966. The new village houses 1700 homes along with amenities to support a village of this size. The best land was given over to the public buildings; the community center and church. Francois Spoerry, the architect, works with developers to keep total control of color and materials. This maintains the old world ambience of Port Grimaud.
French Towns
Marines de Cogolin, France.

This yachting community was built around a series of basins which open to a protected harbor and in turn to the sea. The housing units which occur at different levels of land are set back from a broad quay which in the summer season will be active with both residents and visitors. The overall character of the community as developed by the architect Jean Dimitrijovic is one of festivity and the good life associated with yachting.
French Towns
Cap-d'Agde, France

This is a new community on the Mediterranean coast near Montpelier. Jean Le Couteur, the architect and planner has paid close attention to detail in the choice of colors, the paving patterns of the floorscape and the outdoor lighting create a pleasant environment among the narrow pedestrian streets. These streets open to a quay by which shops, stores and restaurants may be accessed. This community mixes people of varying backgrounds by a lifestyle enjoyed by all.
Harbor Square
Camden, Maine

Harbor Square is a mixed use development designed by the architects Richard L. Beinhard and Stephen G. Smith. A small site, 165' x 140', with a height limitation of 32', incorporates three retail shops, offices, apartments, condominiums and parking for 43 cars. The slightly staggered rows of living units are parallel to the harbors edge and residential in their scale. An open archway through this grouping lines up with a 15' break in the residential row, creating a view to the harbor. The complex is tied together by a continuous streetscape and simple building materials from the local area.
Franklin Court
Philadelphia, Pennsylvania

The park is the only U.S. Park Service building to ever win an AIA honor award. Designed by Venturi, Rauch & Scott Brown, the park recalls the historic nature of the Benjamin Franklin Home without intruding upon the buildings adjacent to the site. Rather than attempt to reproduce the home, the architects outlined the form for volume with a white steel framework. The ghost structure does not attempt to recall architectural detail but rather establishes a sense of place in American History.
WILLBROOK ISLAND:
Turkey Hill Plantation
Archaeological Finds

As mentioned earlier, historic artifacts have been found on Willbrook Island, the most significant of which consist of remnants of the original Turkey Hill plantation. The canal to the Waccamaw River from the island is thought to have led to the plantation. It is supposed that the main house of the plantation was built on axis of the canal. However no physical evidence of the house has been uncovered.

East of the canal is a late 18th and early 19th century cemetery surrounded by a brick wall. This is the Allston family cemetery with the oldest recorded grave that of William Allston, Jr., who died July 31, 1780; the latest is that of Benjamin Allston, Sr., who died November 26, 1847 at the age of 83.

A man-made ridge runs north through much of the center of the island. Such a ridge was often used as a field or boundary marker. Prehistoric deposits have been found at the east entrance to the island. The significance of the find is unknown at present.
Topography and Vegetation

The island contains a broad range of vegetation within its 105 acres. The southern end of the island, thick with underbrush, leads to the lowlands of Oatland Creek. The northern end is canopied by hardwoods on high bluffs. The former rice fields are now overgrown with brush and cypress trees. One can only speculate as to the beautiful vistas of the Waccamaw in the past when these fields were clear of growth.
Access and Movement Systems

Entrance to the island both by water and by land have been established by history. It is proposed that the original canal leading from the Waccamaw will be widened to 150 feet and marked by a buoy. The island will be surrounded by smaller channels eighty feet in width while the wide major channel from the river will be able to accommodate large boats entering the marina basin.

The vehicular land entrance will be across an existing causeway which was once a flood control dike for the rice fields. A flushing canal for the main channel and basin will penetrate this dike.

Only a portion of the island will be accessible by boat or car. The remainder will be restricted to the pedestrian, who will have the opportunity to explore the island's historic and natural amenities.
Sensory Characteristics

The following observations are based on an exploration trip by the author and a friend on October 5, 1985.

The northwest bluff with high canopied hardwoods permits a cool breeze to traverse the lowlands unimpeded. The visual character of this bluff is enhanced by light and dark shadowing between the background of the lowland brush and foreground of the canopied trees. As we walk around the island in a counter-clockwise direction different vistas to the flatter rice fields are recorded. The southern end of the island was hot and sticky, especially towards the lowlands of Oatland Creek. The east entrance is an airy clearing with views to the ridge and to the cypress swamp which will become the marina basin. The vertical lines of the trees in the lowlands form an attractive visual image.
LAND USE PROPOSAL
LAND USE PROPOSAL:
Plantation Concept

As previously mentioned, the Litchfield Company controls the majority of land in the Litchfield community with the exception of a few single homes along the beach. Consequently, it is possible for the company to control development in a body of land stretching from the ocean to the river in a manner reminiscent of historic lowland plantations.

Litchfield currently lacks a sense of place. Allston Boulevard leads from Litchfield By the Sea to Willbrook Island. At the point where it crosses Highway 17 an identifying landmark is proposed which will signal a point of arrival for those traveling either towards the ocean or the river. Supplementary graphic and landscape elements would complement these routes.

The following sketch study describes a tour from the Atlantic Ocean to the entrance bridge of Willbrook Island and highlights key points along Allston Boulevard.
The Atlantic Ocean to a Beach Event venue as a part of Litchfield By The Sea.
Out of main pavillion to activity, green and ocean.
Alston Blvd. to beach park.
View from security gate into Litchfield
By the Sea to the entrance landmark
of Willmore Plantation.
Plan at Highway 17 and Allston Blvd. A break in the landscape with landmarks to acknowledge a point of arrival.
Tunnelvision of Sloan Pines, break the perspective line.
Landmark at node.
pedestrian and vehicular traffic.
Bridge crossing at Willmorth Island, perception of visual reference point.
THE COMPONENTS

The proposed development of Willbrook Island will consist of the following components.

A marina with 150 berths, dry dock storage and marine related shops.

A waterfront piazza for seasonal activities of boating and leisure.

A commercial district with 100 rooms, 15,000 sq.ft. of retail space, shower and lounge facilities for transient boaters, a visitor/check-in center, a yacht club and parking.

A buffered landscaped boulevard linking the various amenities.

A residential community of 46 homes.

A natural and historical park which encompasses the remainder of the island and incorporates a pedestrian walking tour.
ALTERNATE SCHEMES
Phase One

Scheme One
The point of reference and arrival are the same.
The community center anchors one end and the hotel
the other end of the waterfront development.

Scheme Two
The point of reference and arrival are different.
Loop road extends from a traffic circle.
Visual access to marina and water is examined.
Community green for large outdoor gathering is
explored.

Scheme Three
The point of reference and arrival are different.
Visual access to community center is studied.
The Hotel is the focal point of the waterfront.
The residential development is all west of the
circulation spine.
Phase One:
Conclusion

A visual reference point from land and water is best resolved as a point in space rather than a physical point of arrival.

A visual termination at each end of the waterfront is necessary and similarly a functional termination to circulation is needed.

The circulation spine should connect the residential area to the west and the commercial area to the east.

The waterfront should be a vital active space with a mixture of shops, hotels and boats.

The pedestrian should be dominate in the major undeveloped portion of the island. Walkways may extend along the islands shore.
Phase Two

The Master Plan is refined and simplified into six districts: marina, waterfront, commercial, circulation, residential and natural/historic preservation.

There is a man-made state and a natural state to the island. The man-made, from the vehicular bridge to the foot bridge, should be hard and seem as though it was struck with a compass. The natural should be soft and unencumbered by man-made trappings.

Marina related services will terminate the southern end of the waterfront. A series of inns will begin here and extend to the transient boaters berths at the north end of the marina. The linking of the marina berths by shops and inns forms a linear piazza along the water.
February 8, 1986

FLEET out 9:00 AM.

Complication of maten/ hubs scheme. Explanation and schematically
scheme under well. Simplicity is lost in movement system.

Examination of activity types in Marina needed for clarity of program.

Petrol transfer reasoning for transfer of vehicle of island.

Forgotten the island exploration by foot too much given
over to vehicle.

Basic Planning Lesson: Don't take cars through my
neighborhood to get to town.

Small towns: When you drive to it you are there;
a direct shot not roundabout.

- Transition to land is important.
- Architectural vocabulary of
town shape.
- Nautical symbols or remnants?
- For numbers: letters. Do they coincide with street numbers.
- Jet Stream: 1st dock.

Docks.

Water hook up and electrical hook up, integrated into system.
2 WATERFRONT DEVELOPMENT

- FLOORSCAPE
- RELATIONSHIP OF DISTRICT 1 AND 3
- THINKING IN TERMS OF LINEAR PIAZZA
- LANDSCAPE ELEMENTS
- USE PLATEAU (6-8 FEET) TO ADVANTAGE

3 COMMERCIAL

- blend retail center with pier with oarsmen
- sub districts within
- hierarchy of uses: term, monies, -alone

- marina at mouth to transient boat berths
- cafes and specialty
- marina related to baths
- big foot-forehead and walls to form semi-parketic spaces
- look at flexibility and phasing of project
- key elements finish

4 RESIDENTIAL CIRCULATION SPINE
- buffer spine from residential and parking/queue
- some fixed parking, other by "Bowman Field" type concept for over/low -green spaces related to the landscape
- underground parking by hotel

- buffer w/ landscape
- spine within - residential should be soft
- rail movement system

5 RESIDENTIAL
- small lots permitting to view from town like structures
- a special village of individual homes with individual characteristics and individual personalities
- come how to form a home, etc.
- soft edge at chimbr

6 HISTORIC/NATURAL PRESERVATION
Phase Three

The inn design is explored while the details of the master plan are being defined. It has become evident that a single inn design repeated across the waterfront lacks variety and interest. A perspective study from the residential district establishes visual corridors. Cornice lines set a pattern for a variety of inn designs.

The means of achieving variety on the waterfront is being studied. A master plan and generic guidelines for the separate blocks within the marina gangways enables the emphasis to be placed on the design of a single 20 room inn. The other blocks would be designed by other architects within the guidelines set by the master plan.

A generic building section has been studied in order to establish guidelines for the various levels of activity within the commercial district. Slope of the land towards the marina basin enables hotel and service parking to occur below grade while tourist and shoppers may park on grade above.
march 1898
review of 26.2.88
p.l.e.e.

island planning has evolved excellently with small revisions to be made as design drawings continue.

- 10 room inn within a composite of plantation house and cemetary
- end of current
- roofed club lounge
- ramp to parking
- formal area to executive gateway. - (could it be the same as gateway piece to willmore?)
- monobloc wall from bridge to bridge, and if it had been "slushed by a compass," opposite shore would have naturally angular cuts
- do more perspectives for final presentation
- keep focus on slight curve for monument
- make people tower larger, not so much like

innovative

- a constant sequence of native foliage, village, closer
- shape to minim. trickles for stream locations
- short grid should somehow be acknowledged in underground scheme

- service
- parking in great maid hotel service (laundry, etc.)

- number of rooms

- 1 floor plan, provide screen and count for parking

- "real estate: safe first floor"
March 4 Ecu. | PEE COMMENTS.

... this scheme probably was for criticism and the real
scheme is at your desk...

... make a commitment architecturally to the scheme...

... then assume architecturally to the scheme...

... take a modern approach to the problem from a planning,
standpoint you have developed. I am saying you need to develop
a scheme of commercial form in an urban environment by
progressive studies. You talk generally and transpose your
thoughts from the urban area to the rural area.

Respond to reviews, site views, movement. Set up
generic architectural guidelines to govern the five-block.

Then develop this one block down to the polish on the done knob...

... functionally, why move the food why not move the people. A
continental breakfast could be set up in each individual
house...

... don't punish someone for making one wrong turn by using
a one men, road system underground. Two men is always better.
I am trying to understand the amount of underground parking which you
need. Make enough to warrant the necessary core or
relationship of parking and access on apartments...

... offer the ability and flexibility of alternate lifestyles,
water, sea, viewing. Town viewing. Room viewing...

... breakfast should be kept up and have the cafeteria.

... their statement may is a little too bold...

... there is good reasoning for the grid which leads from
residential to main area.

... there may be reasoning for a shift in the grid or an upper level other than
the ground level. Views would be screened to win views and
preserve residential views...

March 5 | IBA UPDATE. PROGRESSIVE ARCHITECTURE 2:30.

IBA specified the building, how the clients, and the program for the
project. All invited architects given a free reign stylistically.

The landscaping will continue to contribute to the unity of the
project. Each block would be laid out above park level and
surrounded by... P.O.T. of grassy area which allows first floor lounges
opening towards and same privacy. Imagine me in a house lounge...

... diagonal vistas to exaggerate the same of space...

... varied and circular terms for spatial anxiety...

This was strict massing, and material contacts.

Den Kochnau conceptual drawing.
GUIDELINES:

- Height guidelines not to exceed those above grade and conform to pedestrian term by acknowledging rights of residential district.
- Select a palette of materials and color.
- Establish landscaping pattern and technique.

SECOND FLOOR FUNCTIONS:
- MEETING ROOMS
- SUN / RELAXATION AREA
- GUEST ROOMS

THIRD FLOOR FUNCTIONS:
- GUEST ROOMS / SUITES

BASEMENT LEVEL FUNCTIONS:
- APARTMENTS
- SERVICE CORRIDOR
- PARKING
- RESTAURANT
- TRANSIENT BOATER FACILITIES
- CIRCULATION CORE

FIRST FLOOR FUNCTIONS:
- ARRIVAL / CHECK IN POINT FOR TRANSIENT BOATERS
- RESTAURANT / KITCHEN
- COMMERCIAL SHOPS
- ENTRANCE POINT FOR INN GUEST
- TRANSIENT BOATER FACILITIES
- CIRCULATION CORE
MARCH IS REVIEW PLEE, D. COLLINS, H. McCLURE.

Bored on a week second day, 2 days up with 2 in the sea.
Not a pretty sight at 11.30 in the morning. An evening visite.
Saw it's not even on fire, on fire and burned to the
beach, so now what. Seeing not is fixed, I know less
than a man is well, but there was the end of
not a small expedition in search of the first words in
the long time ever... him to a very low, from in
now are not... nuclear to say, man in silence, and
should have stopped it.

There is a need to study the island sequentially.

Addison the issue of a reception center.
No one here: pleasant drive down Alston Boulevard, a man
made environment of parking and plantings. Entering area:
the bar in the end was found inside. Reception of a
reception center, and at weekend traffic and centre. Entering
a centre, at study far, and the traffic, a reception

As you turn, a winding of the road, a man, truth becomes a

Three: a reception center. The
reception center at the reception center and check an
issue of the reception area.

Open check in and is full, man is in saying yes, Approach a
out set for the earth as a man to rush and enter the inner. Visual
across drive, another hills through gateways.
As a man was seen to be hurrying to the main road to
an object possibly a ship. Congregants take shelter to the
ships and boats. They realize the main road is abandoned
by the residents, now milling complex.

The man rushes near the object intending to escape.
March 25  
FULL FINAL CRIT.

- stays band looks o.k. must line drawings quantitative qualitative.

- rooms need rearranging y/2 support x/2 room
  lack of dressing area near better clarity

* examination of structure * integration w/room arrangement:
  lower level grid - parking 3d grid - blocked columns.

- 2nd level same on whole columns.

mech. heat pump system either in separate room accessed from
entrance, door with grill or in finished down ceiling area.
outside chillers to roof (hidden from view). space within the roof system open or louver.

mech. space for 8 or 9 chiller units. pipes will run out of area
from finished ceiling to living areas.
SIX  DISTRICTS
SIX DISTRICTS

One island planned for an alternate living environment with respect to the historical and natural amenities. Six districts to mold and influence this environment. The force of man on the natural.

"Why this scarring business of playing God? Is this not our only chance to play at being man? To make everything our own is to make too little of too much."

-John Hay
Marina

The rice culture of years past and the ecological forces of the area will become the man-made marina basin for Willbrook Island. The island shore of the basin will be a hard edge from the vehicular bridge to the foot bridge on the northern edge of the island. The edge will appear man-made and all curves will seem smoothed by a compass. The opposite shore will remain natural with the extra planting of aquatic grasses.

Programmatically the marina requires 150 berths, dry dock storage and marine related shops. The marina has the potential to moor any size boat which is able to keel into the channel. Each berth has fresh water and electrical hook-up. The moorings of the marina have been used as a consistent design element throughout the total plantation concept, from the beachfront pavillions to the individual marina berths. They differ in function depending on their use. For instance, they are street lights and boundary markers in the residential district.

The marina basin is accessed by the Waccamaw River via an entrance channel 150' wide and a canal of the same width. The short height of the foot bridge and the illumination of it at night should direct the sailor to
the correct canal. A boat entering the channel may moor along the hard northern edge of the island or proceed through a symbolic gateway to the berths. A transient boat from the Intracoastal Waterway will be directed to the first marina gangway. The visitor may get information from the concierge stand at the beginning of this gangway. Shower and lounge facilities are adjacent to these berths.

The gateway is marked by a large sculptural rice sheath. One is placed in the water and the other in the center of the traffic circle. The gateway carries a symbolic meaning of land and water as the island always will.

At the end of each gangway is a tower. Symbolic of the cypress in the swamp, the towers are a special point which to view back at the development or out to the channel. The towers will be marked by the nautical flags "A" through "E" from north to south, respectively. This gives the boater an orientation point and a first glance at wind direction. The towers are the termination of the visual and movement corridors from the residential district and a unifying element to the waterfront.
Commercial

The commercial district is governed by the Master Plan and generic guidelines set forth by the Master Planner. Each block will contain 20 rooms with varying accommodations for short and long range living requirements. Each block will provide 3000 sq.ft. of retail space for specialty shops, restaurants and bars. The total district will provide 100 rooms of various sizes, 15,000 sq.ft. of retail space, shower and lounge facilities for transient boaters, marina services, a yacht club, a visitor/check-in center and parking.

Advantage has been taken of the natural slope to the water to accommodate two divisions of parking. The Inn user and retail employees will be able to park on a lower open-air level. The shop user will park in on-grade spaces adjacent to the shops. The shops will be accessed from the parking by gangways corresponding with the movement system. The pedestrian way runs parallel to the waterfront and corresponds to the lower roadway to guest parking. The south end is terminated by the visitor/check-in center and the north by the sculptural focal point of the traffic circle. Perpendicular to the pedestrian way are the movement corridors linking the districts.
Commercial:
The Inn

The separate Inns will be managed under one auspice. A first time guest will go to the visitor check-in center where they will be informed of which Inn they are being accommodated in. The check-in center will direct them to the lower roadway where signage will alert the guest where to park. Stairs will bring the guests to the upper plaza and their rooms.

The waterfront level rooms will be for longer term users. They have direct access from parking and each room has views to the marina from the main living area. This room is meant to be a small efficiency with kitchenette and possibly sofabeds for furniture. Light is brought into the bathrooms by the use of transluscent glass block. Six units occupy the waterfront level.

Level two has 8 rooms, a cafe and a game room, as well as the plaza accessing the retail shops. These rooms are housed in four separate buildings and the cafe/game room in another. This separation of the entrances and building s make the rooms seem more private. Four rooms face the waterfront and four face the interior of
the island. Each room has selected views to landmarks on the island. These rooms are intended for moderate to short stays. They do not have kitchen facilities. The rooms are able to open to the outside through a private covered porch and the bathing facilities have lounging areas with the same views.

Level three has the same layout as the level below except it has two more rooms, making 10 on this level. These rooms have raised ceilings for spatial variety.

Each room has oversized tubs and individual air handling units. The sub-structure is a concrete post and beam system with concrete plank infills. The lower level uses a 30' grid to accommodate parking while the upper two levels deviate off this grid by five feet creating cantilevered porches. This also allows spaces for plumbing chases to be unobstructed by the structural system.
Circulation

Allston Boulevard connects Litchfield By The Sea to Willbrook Island. Before arrival at the bridge one encounters a gatehouse and turnaround. The gatehouse may be manned only on the weekend or when needed to restrict island traffic.

The bridge across the flushing canal incorporates vehicular and pedestrian traffic. The bridge is on axis with the landmark tower uniting the vehicular entrance and the axis of the boat entrance from the canal. Once again symbolizing a land/water relationship.

Upon crossing the bridge the roadway loops to the south respecting the possible prehistoric deposits. The interior of the loop will be grass which could be used as spillover parking if the archaeological find proves insignificant. The roadway leads the motorist to the visitor/check-in center or to the main boulevard by which gives access to the residential district or the commercial district parking.

The terminating point is a traffic circle with visual reference to the sculptural land/water gateway. The yacht club is raised on piloties for visual access to the water by motorists driving around the circle.
A secondary road leads off the circle along the northern edge to another more exclusive Inn. This road terminates at the juxtaposition of the entrance canal and surrounding historical interests. The spine is buffered on both sides by 10' bermed green landscaping. This berming also occurs where parking is located. All secondary roads will have pavers of a different color, accenting the main circulation spine.
Residential

The residential district is composed of 46 lots. The lots are linear in nature with setbacks imposed by the Master Plan of the island. The juxtaposition of the homes will provide views to the other districts. Towers are encouraged to take advantage of views over the houses to the different areas of the island. The character of the island will cater to the artisan or a unique lifestyle. Creativity is encourage within the guidelines of the Master Plan.

The streets reinforce the visual corridors to the waterfront and the marina towers. The streetscape will be consistent, with the moorings marking lot lines and providing illumination at night.
Natural and Historic Preservation

This district accounts for three-quarters of the island. Selective cutting of underbrush will be allowed in certain areas to provide a pedestrian pathway around the island.

The historic axis of the entrance canal will be reinforced by a structure within the landscape of architectural elements derived from plantations of the circa of Turkey Hill. The Allston cemetery lies within this district and will be emphasized as part of walking tour. The cemetery, the plantation structure and the exclusive Inn form a composition which cradle the entrance canal from the Waccamaw River. The foot bridge continues the pedestrian walk along the lowlands of the Waccamaw to the point at the bend in the river. This point will be marked by another tower enabling visitors to view up and down the river. The pedestrian walk of the wetlands allows for bird and wildlife watching, as well as boat traffic of the Intracoastal Waterway.
Born not to fortune, reared in turbulent times, without the schools; his life was an illustration of practical wisdom. Dying, full of years, respected and beloved, he bequeathed to his children with large wealth and unspotted name under the smile of Brevity; his industry, his probity and sagacity, seemed to him the utmost means, in dispensing which he often exercised the kindly qualities of his nature; bestowing on others the kindly blessing of education, which circumstances had denied to him; aiding the honest efforts of obscure worth and affording grateful relief. Marking many incidents of a long life, and marked among the | chief | of a decided character, was his spirit of independence and his love for his country.

Benjamin Albston, Sn.
son of John (Josias) planter.
born All Saints Parish.
6 October 1765
died 20 November 1847 83 years old.
DESIGN PROPOSAL
BOOKS


PERIODICALS


"Building by the Sea: California," Architecture, June 1985, pp. 76 - 86.


UNPUBLISHED MATERIAL


INTERVIEWS
