

# BEACH AND PARKING

Fripp Island - Shoreline Committee

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# THE SOUTH END

Tarpon Boulevard



South end of Tarpon - Heavily visited, but a percentage of the traffic doesn't stay, only looks around and then leaves. Beach footprint is reduced at high tide, therefore, parking is proportional to accessibility. Site is popular at sunset.



South Tarpon heading north - Beach crowds can be minimal due in part to the narrowing of the beach during high tide.



South Tarpon heading north - beach congestion remains close to the access points.



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South Tarpon heading north - beach congestion grows more dense as you near midtown.



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South end of Tarpon - The congestion becomes noticeable around access #23 and grows more dense as you near midtown. Also, beach is wider, more accommodating.



Nearing midtown - The beach congestion becomes very noticeable. Wide beach allows layering of groups.



Midtown - The Heaviest beach concentration due in part to the high density housing and nearby amenity draws.

# MIDTOWN

Beach Club, Captain John Fripp Villas,  
Beach Club, and Tennis Villas



High density housing, Beach Club, tennis, pools, shops, restaurant and events area - Easily the heaviest congested area both in terms of car/cart traffic and pedestrian.



Captain John Fripp Villas and Sunsuites.





Captain John Fripp Villas



Rock Beauty Road



Beach access #15



Heading north - The congestion on the beach begins to thin around access #6 (in the distance) probably due to the length of the walk to get there.



Access #9 parking, heading north



Access #5 parking, off Marlin Drive

# THE NORTH END

Marlin Drive



Approaching access #3 - There's no parking near access #3 making its usage minimal





Access #2 - available cart parking makes it attractive, but being a part of the “long walk” accesses, may make it undesirable as a first choice for some.



Access # 1A - at Ocean Point is inaccessible for a portion of the tide cycle. This makes it an access to enter the beach for a walk, but not for setting up beach gear for extended periods.



Access # 1B - Easily the busiest spot on the north end, in part, because of the short access to the beach, the parking, and because it's where the dry sand begins making it available (for the most part) regardless of tide cycle.

# OTHER HIGH DENSITY AREAS:

The golf courses, marina, Cabana Club, Springtide, and restaurants are located (for the most part) on opposite sides of the island. Their draw helps spread people out over all areas of the island minimizing any single gathering spot. The exception is the midtown area with its high density housing, Beach Club, tennis, pools, shops, and beach access. If midtown was the only draw for owners and guests on the island, the traffic at the center of the island would be of nightmarish proportion and very difficult to manage leading to dissatisfaction and a tarnished reputation for the island, much like Hilton Head and its traffic issues.



Cabana Club

# OBSERVATIONS:

Pedestrian traffic and parking patterns were fairly predictable. The beach congestion is heaviest where the housing density is higher and amenities are centered. Midtown is the epicenter of the beach crowd and parking. The further away from the epicenter, the more sparse the congestion becomes with the exception of little pockets.

## NORTH:

On the north end of the island, access #1A is inaccessible at high tide. Access #1B is the most convenient and available (for the most part) during all tide cycles. The attached shoal area (accesses #2 to #6) is where the beach is furthest away from roads and parking. As such, it creates a very long walk for people toting beach gear and/or small children.

## MIDTOWN:

In midtown, Fripp Island, parking is probably the difficult part for people driving in from other areas of the island, but once parked, beach access and amenities is readily convenient and can be reached by walking. For owners and guests of the high density housing in this area, much of the amenities and beach area can be reached by walking.

## SOUTH:

On the south end, the tide cycle is a partial reason for the reduced gatherings. At high tide there is less of a beach footprint to accommodate large concentrations of people so there is less multi layering and more of a single row arrangement to the grouping of people. The “beach” at the south end has an abundance of parking but its beach footprint fluctuates with the tide.