

A work session of the Beaufort City Council was held on February 1, 2011 at 5:00 p.m. in the City Hall Planning Conference Room, 1911 Boundary Street. In attendance were Council members Donnie Ann Beer, Mike Sutton, Mike McFee, Gary Fordham, Mayor Keyserling and City Manager Scott Dadson.

In accordance with the South Carolina Code of Laws, 1976, Section 30-4-80(d) as amended, all local media were duly notified of the time, date, place, and agenda of this meeting.

Mayor Keyserling called the meeting to order at 5:00 p.m.

DISCUSSION OF REYNOLDS STREET RESURFACING AND OWNERSHIP

Greg Bache, Ward Edwards Engineering, showed a drawing of the plans. At this time, the pavement surface is deteriorating and has been overlaid and not well-cared for. Technical College of the Lowcountry (TCL) wanted to use stimulus money to make safety and connectivity improvements. Mr. Bache showed the planned improvements to remedy these issues. He said the issue of road ownership had emerged. Because it was a SCDOT road, they were limited in what they could do for improvements and how to go about them. A brick paver wouldn't be allowed, for example. The plan now shows a reduced road width to give more planting and sidewalk abilities. They have added some different types of landscaping and they have incorporated the possibility of stormwater drainage. The stormwater demonstration area would offer an opportunity to show an above ground stormwater retro fit item along with TCL's windmill and solar panels.

Mr. Bache presented the cost estimate. Final TCL costs are \$75,082.50 and city costs are \$48,727.50.

Isaiah Smalls, City of Beaufort Public Works, said the road would have to be acquired from DOT. For alternative paving funding, they would go to the CTC. Early indications are that this is do-able. They forwarded a letter to the county engineer from Mr. Dadson to Bob Klink. Mr. Dadson said they would request paving funds from CTC by letter. The stormwater piece would come from the city's General Fund coffers.

Councilman Fordham asked if they'd have enough money "to pave the dirt road." Councilman Sutton said they don't know who owns it. Mr. Bache indicated a letter from SCE&G that said it would cost \$180,000 to put the power lines underground in the "straight, true Reynolds section." Mr. Bache thought that was a high SCE&G ballpark figure. The water and sewer in the area has no underground proposed except for the bio-retention area. There are some strong sewer force mains and a small water line on the side of the road.

Councilman Fordham expressed surprise that they "had to add anything." Mayor Keyserling asked Mr. Dadson how it fits with the comp plan and if anything could be done to make it more compatible with the comp plan. Mr. Dadson said staff worked with Ward-Edwards, and it keeps interconnectivity; is a road diet, "which is always good"; leads to safety improvements; and the bio-retention area is also good if it happens. Mayor Keyserling asked if the parking lot would go in front of the church. Mr. Bache said they have not yet discussed it.

Mr. Dadson said council must decide if it would accept road ownership for this type of plan. The CTC funds have been requested by letter to the county, and they can wait to see if that will happen. This has a multiple benefit to the driving public in general and keeps interconnectivity. Mayor Keyserling asked about bike or foot paths to the hospital. Councilman Sutton said the campus is now connected to Ribaut Road by the sidewalks. He asked what the long-term costs are for future maintenance when the city takes roads into the city inventory. Some is on city property and some is on TCL's property; he'd like assurances about who will take care of the surfaces and landscaping.

Councilman Sutton said SCDOT is doing more than he has seen in a long time. He wants to be cautious not to create something that they have to spend too much time on five years from now. In subdivisions, stormwater systems can fail, asphalt systems can fail, ditches aren't cleaned out by property owners, etc. Mr. Smalls said the road surface should last 15-17 years. He would expect no repairs for that period of time. The subdivisions had no standards, he added, and that's why they failed. The existing stormwater system works now and should not be an issue in this project.

Councilman Sutton asked about the bus system and possible money for shelters and studies. He said he doesn't want to miss an opportunity to create a shelter zone there, at least for now. He indicated a turn-around where he thought there might be a good opportunity for a bus shelter. There was some discussion among those at the table about the possibility and feasibility of public transportation in this area. Councilman Sutton said he'd look at again in the planning phases for a turn-around. Mr. Bache said there's a straight-through behind the Lutheran church which is an easy connection to make. Mayor Keyserling said it could conceivably take traffic off of Elliott Street.

Councilman Sutton said if they're going to own the street and be a partner with TCL, they should look at moving portions of the street; the same restrictions don't necessarily exist as they did before. He feels no turn-around would be short-sighted. Discussion continued about alternatives and possibilities which might work in this regard. Mr. Dadson said the buses are picking up in the morning at the 2 stops on Ribaut. Mr. Dadson said if they couldn't do that yet, in the cross-agreement, that would secure future concerns for everybody as to who would maintain what. **Hayes Weisser**, TCL, said the school is very open to that.

Mayor Keyserling said in the discussion of CTC taking the road out of the DOT system, he estimated it would cost \$30-\$40,000. Mr. Dadson added "with CTC taking \$25,000 or so." Mr. Dadson said he's not worried from a budget perspective. The cross-agreement, getting the road from DOT, and the CTC monies are the "action elements," he feels. Mayor Keyserling said they'll need to know about CTC in order to set a budget. Mr. Dadson said the budget is contingent upon receiving CTC funds. Mr. Weisser reminded them that they have to do the road now in order to spend the stimulus money as soon as possible. Councilman Sutton asked if the money can be spent on state-owned roads. Mr. Dadson said he'd think so. It's still a public access road if the city owns it.

Councilman McFee asked how far Reynolds is paved; Mayor Keyserling said not to Elliott. Mr. Bache said Elliott is in pretty good condition. Councilman Sutton asked why they weren't discussing power lines with this streetscape project. If they don't do it now, they won't in 10-20 years. Mayor Keyserling asked if they can bury it only in a limited way. Mr. Bache said they requested "to get the section of 4 poles off

there.” He said TCL would love to have them all underground, but their budget is limited. Councilman Sutton said there “needs to be willingness, too,” and he “hasn’t sensed that from the service provider.” The discussion continued about various power lines in the area and their size.

Councilman McFee said the \$180,000 estimate to bury lines sounded “outrageously high.” Councilman Sutton proposed a “common sense approach” to future line burying. Mr. Dadson said he agrees, but the differences are great between TCL’s and SCE&G’s timelines. He fears their involvement would create a lag. Councilwoman Beer said they won’t get it done in a short period of time. Mr. Dadson said it would be nice if others were bringing pressure to bear on SCE&G. Mr. Weisser said they were told by SCE&G that burying lines is too expensive and they don’t like to do it.

Mayor Keyserling said perhaps they should consider taking the road contingent upon getting the CTC money and asked if that can happen fast enough. Mr. Smalls said he expected to hear within the month of February. Mr. Bache said they can phase the overlay easily once they get the bid contract. The stimulus money needs to be spent by June 30, Mr. Weisser said. Mr. Bache said it’s designed and permitted.

Mr. Dadson said overall the project to him seems worthwhile. Mayor Keyserling said that while they’re reluctant to take a terrible road into the system, it will get done at some point. Mr. Dadson said the ultimate amount the city would be out is \$18,067; they’d have to find the money somewhere. Mr. Dadson said the plan they have is what staff considers the best possible plan.

Ward-Edwards has budgeted \$100,000 for the projects, Mr. Bache said. The road ownership is the critical piece so they can proceed with the plan as-is; the already compressed timeline will be thrown off otherwise. Mayor Keyserling said Mr. Smalls should push as hard as he can, and **Josh Martin** or Planning should draft an agreement. Mr. Dadson said Mr. Smalls and Mr. Bache should draft something for council to look at by next Tuesday’s meeting. Mr. Dadson said it would be incumbent on council to also pressure the CTC.

Mr. Bache asked if there was anything TCL needed to do on the stormwater front. Mayor Keyserling said there might be grant money available since it’s a unique project. Mr. Dadson said they have stormwater fees they could go to, too. Councilman McFee asked if the bio-feature had a landscaping element, and Mr. Bache said there are standard plants and explained how the native water plants would be placed.

DISCUSSION REGARDING BAY STREET LIGHTING

Mr. Smalls said as part of the traffic flow/pedestrian safety improvements, a mast arm has been installed at Bay and Carteret. They have discussed the stability of existing lights. SCE&G wouldn’t allow push buttons on the gooseneck lights; they needed to be more substantial. Then, Mr. Smalls said, they began to discuss the lights that would be used as improvements were made on these streets. Putting the mast arm “would clean the area up,” as would removing the goosenecks, and then move north up on Carteret.

Donna Alley said these lights have undergone public review. The fixture is “handsome,” and, Mr. Dadson added, “replaceable.” Mr. Smalls said the gooseneck was hard to get parts for. He explained

numerous other difficulties with the gooseneck lights. Mayor Keyserling said he remembers Bay Street lighted with wooden poles and “cobra lights.” Ms. Alley said they have a historic photo from the federal courthouse of lights with a little hood or cap on them, and they tried to find a replica, but this is the unanimous choice. Councilman McFee asked if it would just replace the existing pole locations. He wondered if the existing posts could be stretched out. Mr. Smalls said the problem was with connection.

Councilman Sutton said power availability is an issue, and this will become the downtown light. Mr. Smalls said there are 128 gooseneck lamps now. Councilman Sutton said the non-fused, non-metered system is what lights festivals, etc. Mr. Smalls said they still pay for the light they use at Christmas. Mr. Smalls said they can have an outlet at the base or top for Christmas lights. Councilman Sutton said they need to be appropriate for lighting for various festivals. Mayor Keyserling said a consistent street light program from Building Beaufort would be ideal. Mr. Dadson said they’re looking at the street light plan now. Once the pattern is begun, they can determine if they want it elsewhere as well.

Lanelle Fabian asked if the brackets for banners on these lights can be removed and put on the new poles. Mr. Smalls said he thinks they can be removed from the current ones and placed on new ones. Councilman Sutton asked if the plan addresses anywhere where there’s not enough light currently. Mr. Smalls said only if those areas are on Carteret Street. Mr. Dadson said the plan calls for more light. They tried to plan a CIP that helped them to address that. Councilwoman Beer mentioned an area she thinks is particularly dark and dangerous. Mayor Keyserling said they could ask the mayor if the property owner wanted to buy a lamp that matched the city’s. Councilman Sutton said they have darkened vacant lots in his neighborhood, and no one to buy the lights for them. Mayor Keyserling said this is a privately-owned public thoroughfare. Mr. Dadson said the city’s responsibilities are in the public right-of-way. They will be doing lights in certain places, and the city will work with individuals who might want to have an area lighted.

Mr. Dadson asked council if any issues need to be raised. Councilman McFee said the CIP included lighting only downtown. He asked if they had more built in to go to Craven St. Mr. Dadson said they would deal with Scott and West back to Craven, but they need to price it and “figure out the pieces to that puzzle.” The mast arm is forcing them to put in a series of fixtures now.

Ms. Alley said lighting will be a part of Building Beaufort’s individual neighborhood study. Councilman Sutton asked how they would prioritize lights, and he said they should do it where they have to now, then work into areas where they need more lighting and then, maybe simultaneously, do a replacement on the other streets. Various people discussed their preferences as to the order in which lights would be replaced. Councilman Sutton said he thinks they need to concentrate on one block at a time. Mr. Dadson said they can schedule it that way. Mayor Keyserling asked if Historic Beaufort Foundation had been in on the discussion. Ms. Alley said Historic Beaufort Foundation and Historic District Review Board (HDRB) had been spoken with. Councilman McFee said he spoke with Maxine Lutz, and she told him Historic Beaufort Foundation was part of the process a couple of years ago. Ms. Alley said they “also have a picture from Milner.”

Reed Armstrong asked what kind of bulbs would be put in the lights. Mr. Dadson said the city would have the ability to test the lights and see what works. Adjacency of buildings may make a difference in what they choose as well as energy efficiency.

UPDATE OF BOUNDARY STREET REDEVELOPMENT

Mr. Dadson said the Redevelopment Commission would be updated as well. Mr. Dadson told about various changes that had been requested, such as repaving a portion of Ribaut Road. Mr. Martin showed a phasing approach for the project and the draft schedule time line before the first phase of the project. He demonstrated phases 1A, 1B, and 1C. The design is a T-intersection, but there will be a traffic circle on the other end. Mr. Dadson said they're not down to that area yet, and it will be designed to be a T or a circle. Councilman Sutton said it was a question of money. Mayor Keyserling said they thought they were going to design a T and maintain the land for some possibility in the future.

Speed reduction is important, Mr. Martin said, because "it determines the angles and tangents of the curve." Bends in a road, like Bellamy Curve, would not be permitted by the DOT today. The city requested a 35 mph limit. The more it goes up, the radius increases, and the more "suburban" the curve becomes. SCDOT approved for 40 mph, not 35. They may have to go higher up in the DOT to get it to 35 mph. They've been working with the property owners; the "tighter" that section can be gotten, the better. The parallel road can be set up for what's expected from then on, i.e., a pedestrian standard.

The Boundary Street traffic study has finally been approved, Mr. Martin said. He showed an area in which the traffic signals proposed have been approved. As they're working on the public realm, they have been talking to various property owners and "doing concepts" on three different areas. He pointed out the different in the existing (red) and proposed (green) lights on the chart in response to a question from Mayor Keyserling.

The re-designation also affects how the road section can be constructed moving along Boundary Street, Mr. Martin said. That was very important and is finalized. Utilities are finalized in regard to the duct bank design to cover the existing utilities. "Everyone is signed up," he said, and they're working on SCE&G finalizing the area around City Hall. Mr. Dadson said they got pricing from SCE&G to design putting utilities underground. \$25,000 would be charged against TIF2. He said Mr. Martin will tell them how it will work when the engineering is complete.

Mayor Keyserling said when council set priorities for Boundary Street, they based them on estimates for sales tax. Among their priorities, they voted to put all utilities underground at the same time, and Mr. Dadson said "to the extent that they could." It will be "a substantial chunk," beyond the scope of the non-standard service agreement. Mayor Keyserling said another priority was the 10' multi-modal path, again assuming money was available. The dream was to do the west end as a model, with as much undergrounding as possible, and create connectivity with the multi-modal path. Mr. Dadson agreed those were the priorities. Mayor Keyserling said when the bike paths are removed from the streets, they would have a multi-modal path; he feels they should do as much as they can so as to keep it connected. Councilman Sutton said Councilman McFee needs to ensure that the whole Redevelopment Commission understands what council's priorities are and where they came from.

Councilman Sutton said the city currently doesn't own the section behind Chik-Fil-A, and Redevelopment Commission will have to determine what to do with that. Councilman Sutton said they can deal with private property owners in Higginsonville, but now they can't get the state to approve the road speed they want. "The relationship works with Port Royal," but the plan won't work if the DOT doesn't reduce speed limits.

Mr. Martin said county form-based code is in conflict with DOT standards as well. Councilman Sutton wondered whether DOT realized the effort that had been put into this plan so far. Mr. Dadson said they need the speeds lower to justify a design position. DOT went to 40 mph, and they wanted to create a more consistent speed reduction at the approach and that gets accomplished. The city should thank them for 40 mph and ask them to go to 35 mph to help with the design.

Mr. Dadson said the penny sales tax is the supplemental additional money on top of what they have to work with. Mr. Dadson said TIF2 is there and then there were 2 referendums, and the penny tax was the one that passed. They "got it in with half being the penny and half being impact fees." Mr. Dadson said TIF 2 works incrementally.

Councilwoman Beer asked why DOT is reluctant to reduce the speed. Councilman McFee said it's too big of a reduction because of the feeder roads. He said they will reduce speeds further down the road, according to their letter. Councilman Sutton discussed the disparities of street speeds. He suggested that this is a big topic for the entire city. He assumes DOT wants the city to take roads but wouldn't give the city Highway 21. Mr. Dadson said they want to do the first section right. Mr. Dadson said Mr. Martin should ask for DOT for 35 mph again. Mr. Martin said the speed limits have to do with volumes. The studies are set up "not to model the fine grain network" but to model the bigger roads. There followed a discussion of road speeds and volume. They have suggested that for DOT manual reform, Beaufort County could be the guinea pig. They are pushing on various points.

Councilman Sutton asked what the Redevelopment Commission would be asked to do with this. Mr. Dadson said their role will be to come in and negotiate for property rights acquisitions. It's really with the county and the engineers and DOT. The political push on speeds and design now is on the city. Mayor Keyserling said there is room for the Redevelopment Commission to be working with property owners now. He feels business people can approach other business people and build relationships. Mr. Dadson said the further they go toward the municipality center, the more the Redevelopment Commission role will increase. Mr. Martin said with undergrounding, as one travels from finished to unfinished portions of Boundary Street, the corridor "will be a natural driver to proceed with the rest of it."

Mr. Armstrong said they are looking at a major bus exchange and asked if there was more information on that. Mr. Dadson said the city has released a study and indicated on which area. He said they are trying to design in the area "where the trailhead meets the bus terminal" and "this is where the urban fabric starts." They've been "trying to work this angle for awhile." The DOT has the first phase in front of it. Mayor Keyserling said land was donated for a bus shelter, and Mr. Armstrong said he believes it's where two intersections join. The property donated to them, Mayor Keyserling said, is at Town Center, and he wondered if the other property owner would donate as well. Councilman Sutton said the

shelters are limited in number and one of the biggest costs is land acquisition. Mayor Keyserling said the logical place to do it is at the trailhead. Councilman Sutton said this requires even more buy-in. Councilwoman Beer recalled when all of the Boundary Street corridor planning began.

Mr. Dadson said various partnerships have allowed this to get this far. Mayor Keyserling asked if engineering was complete. Mr. Martin said on the first phase, they're about 50% complete and are waiting on DOT on the speed. Mr. Dadson added that they're also waiting on DOT comments. Mayor Keyserling said there's no match requirement in the penny tax, so they know they have in the \$12 million range for Phase 1. Councilman Sutton reviewed the various pieces that would involved, i.e., the parallel road.

Councilman Sutton asked if efforts are being made for the Phase 2 property owners. Mr. Martin said parcel by parcel coordination is going on. There may be private redevelopment in 1A and 1B phases. Councilman Sutton said the concerns of private business owners in the middle section were alleviated, and he doesn't want them to recur. The connectivity is hugely important. Mr. Dadson said for private property owners, the traffic study has been accepted. There was some discussion of what's going on in various areas in regard to properties and their owners.

There being no further business, Councilman Sutton made a motion, second by Councilwoman Beer, to adjourn. The motion passed unanimously and the meeting was adjourned at 7:02 p.m.

ATTEST: _____
IVETTE BURGESS, CITY CLERK