

City of Beaufort Department of Planning and Development Services

MEMORANDUM

TO: Beaufort--Port Royal Metropolitan Planning Commission
FROM: Libby Anderson, Planning Director
DATE: February 11, 2015
SUBJECT: Review of Preliminary Plat for City Walk Subdivision

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Background

At the January 12 Planning Commission meeting, the Commission reviewed the conceptual plan for City Walk subdivision, a 47-lot single-family neighborhood proposed for property identified as R120 003 000 0359 0000, located off Huguenin Drive in the West End neighborhood of the city. According to the Unified Development Ordinance (UDO), the Planning Commission has the authority to waive or vary certain subdivision requirements such as sidewalk installation and tree planting. The applicant requested a number of waivers for the City Walk plan. The staff position and the Planning Commission's January position on each of these issues is outlined below. The Commission is being asked to make a final decision on each of these items at their February meeting.

Waivers Requested by Applicant

The applicant has provided an updated description of the requested waivers in a letter dated February 5.

- *Approval of the amount, location, and type (active/passive mix) of open space.* The Planning Commission appeared to endorse the proposed open space plan with the caveat that a memorandum of understanding regarding the dedication of an access easement to connect the Battery Creek open space to the adjoining property to the east, currently Park View Apartments, be executed.
- *Approval of sidewalks on only one side of Water Street and the unnamed loop street. . . ."* Staff supports this request. The Planning Commission appeared to support this request.
- *Approval for no sidewalks on the unnamed potential future street connection at the east side of the site.* Staff supports this request. The Planning Commission appeared to support this request.
- *Approval for not installing a sidewalk on Huguenin Drive.* The Planning Commission appeared to have concerns with this request. In their February 5 letter, the applicant

provided additional support for this request. The applicant has also provided a list of the trees that might be impacted by sidewalk construction (attached). Staff has several questions: is a survey available that shows the location, size and species of the trees that might be impacted by sidewalk installation? Has the health of the trees may be impacted trees been evaluated?

- *Approval for sidewalks 4' wide.* Staff does not support a blanket exemption for 4' sidewalks, but could support 4' sidewalks in areas where it will assist in tree preservation. A sidewalk plan overlaid on the tree survey will help aid in determining where 4' sidewalks are appropriate.
- *Approval for sidewalks adjacent to the curb where on-street parking is developed.* Section 8.2.A of the UDO requires a 4' planting strip between the sidewalk and the curb. The proposed Residential Street street section shows the sidewalk adjacent to the curb. In areas where there is no on-street parking, will there be a 4' planting strip? If this is the case, staff supports the street section waiver.
- *Approval for creation of a block less than 300'.* Staff supports this request. The Planning Commission appeared to support this waiver.
- *Approval for not extending the alley into Tidal Street.* The plan has been revised to extend the Tidal Street alley to the existing Tidal Street.
- *Approval for alleys with a 10' travel lane.* Staff supports this request. The Planning Commission appeared to support this waiver.
- *Waiver of street tree planting requirement.* On the section of Water Street adjacent to the Battery Creek open space, the applicant is proposing to plant street trees only on the south side of the street. Staff supports this request on the condition that the open space area may be used as a replanting area for mitigation of any Grand healthy trees that may be removed due to infrastructure construction.

Staff Recommendation

Staff recommends that the Planning Commission approve the preliminary plat with the following conditions:

- that the internal and perimeter building setbacks be shown on the plat;
- that the plat be resubmitted to staff with the tree survey shown and that staff make any minor adjustments to the plat in an effort to save Grand healthy trees;
- that staff make the final decision on the Huguenin Drive sidewalk after an on-site evaluation of the trees that might be impacted by sidewalk construction;

- that 5' sidewalks be required except where the applicant can demonstrate that trees can be saved by using 4' sidewalks;
- that street trees not be required to be planted on the north side of Water Street unless needed for mitigation of tree removal; and
- That a memorandum of understanding regarding an access easement to connect the Battery Creek open space to the adjoining property to the east be developed and executed before approval of the final plat.

Tree Removal Summary-Huguenin Drive

Live Oak = 3 trees; +/- 59" total Caliper inches

Pine = 2 trees; +/- 28" total Caliper inches

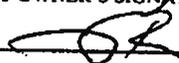
Laurel Oak = 16 trees; +/- 189" total Caliper inches

**CITY OF BEAUFORT, SOUTH CAROLINA
MAJOR SUBDIVISION APPLICATION**
(Subdivisions of 6 or more lots)
1911 Boundary Street
Beaufort, South Carolina 29902
Phone: (843) 525-7811 / Fax: (843) 986-5606

Application Fee \$500 + \$5/lot Revised 05/28/09
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DATE APPLICATION COMPLETED 2-3-15	RECEIVED BY	FILING FEE	RECEIPT #	<input type="checkbox"/> STAFF REVIEW <input type="checkbox"/> PLANNING COMMISSION
NAME OF SUBDIVISION CITY WALK			ZONING DISTRICT R-2	
APPLICANT (DEVELOPER) NAME, ADDRESS, PHONE, FAX, E-MAIL UNDER CONTRACT BY: JIM BECKNER- EAST WEST PARTNERS OF VIRGINIA		PROPERTY OWNER NAME, ADDRESS, PHONE, FAX, E-MAIL UNDER CONTRACT BY: JIM BECKNER- EAST WEST PARTNERS OF VIRGINIA 14700 VILLAGE SQUARE PKWY MIDLOTHIAN, VA 23112		
PROJECT ADDRESS 613 HUGUENIN DR.	PROPERTY IDENTIFICATION # R120 003 000 035 90000	TOTAL ACREAGE 12.18	# OF LOTS 49	
	AVERAGE LOT SIZE 6,704 S.F.	SMALLEST LOT SIZE 5,255 S.F.		

-PRELIMINARY APPLICATION INFORMATION REQUIRED-

<p>Submittal Requirements:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> SIX (6) COPIES OF SUBDIVISION PLAT ARE REQUIRED. <input checked="" type="checkbox"/> EXISTING AND PROPOSED LOTS, BLDGS., STRUCTURES, FACILITIES. (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> EXISTING AND PROPOSED ROADS, PARKING AREAS, OPEN SPACE AND RECREATION AREAS AND AMENITIES (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> EXISTING AND PROPOSED LAKES, PONDS, LAGOONS, DITCHES (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> PROPERTY LINES, BEARINGS AND DISTANCES (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> NORTH ARROW, GRAPHIC SCALE (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> SEAL OF REGISTERED SURVEYOR (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> VICINITY MAP (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> ADJACENT ROADS, HIGHWAYS (NAME, NUMBER, RIGHT OF WAY WIDTH, PUBLIC OR PRIVATE) (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> EXISTING AND PROPOSED EASEMENTS (TYPE, SIZE, HOLDER) (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> EXISTING RIVERS, CREEKS, MARSHES, AND OTHER WETLANDS (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> EXISTING COVENANTS OR RESTRICTIONS N/A <input checked="" type="checkbox"/> PROPOSED STREET NAMES (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> OPEN SPACE AREAS/CALCULATIONS (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> FLOOD HAZARD DISTRICT LINE (SEE PRELIMINARY PLAT) 	<p>Plat Requirements (5 copies are required):</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> AICUZ DISCLOSURE STATEMENT (IF APPLICABLE) N/A <input checked="" type="checkbox"/> EXISTING WATER, SEWER LINES ON OR ADJACENT TO PROPERTY. (SEE PRELIMINARY PLAT) <input checked="" type="checkbox"/> EXISTING ELECTRIC/TELEPHONE/GAS UTILITY LINES ON OR ADJACENT TO PROPERTY (SEE NARRATIVE) <input checked="" type="checkbox"/> PROPOSED ACCESS TO EXISTING ROADS, AND APPROVAL FROM DOT, CITY PUBLIC WORKS OR COUNTY ENGINEER'S OFFICE AS APPROPRIATE (SEE NARRATIVE) <input checked="" type="checkbox"/> WATER SUPPLY, SEWAGE DISPOSAL SYSTEM LAYOUTS AND BIWSA APPROVAL (SEE NARRATIVE) <input checked="" type="checkbox"/> STORM WATER DRAINAGE PLAN AND APROVAL FROM COUNTY ENGINEER'S OFFICE AND OCRM (SEE NARRATIVE) <input checked="" type="checkbox"/> PROPOSED OWNERSHIP/MAINTENANCE OF IMPROVEMENTS, OPEN SPACE, AMENITIES (SEE NARRATIVE) <input checked="" type="checkbox"/> PROPOSED PHASING SCHEDULE (SEE NARRATIVE) <input checked="" type="checkbox"/> LETTERS OF CAPABILITY AND INTENT TO SERVE ELECTRIC, TELEPHONE, GAS UTILITLY SERVICE (SEE NARRATIVE) <input checked="" type="checkbox"/> CONSTRUCTION APPROVAL WATER/SEWER SYSTEMS BY DEPARTMENT OF HEALTH/ ENVIRONMENTAL CONTROL (SEE NARRATIVE) <input checked="" type="checkbox"/> PROPOSED OFFERS OF PUBLIC DEDICATION (SEE NARRATIVE) 	
APPLICANT'S SIGNATURE 	DATE 2/6/14	DATE OF FINAL APPROVAL
PROPERTY OWNER'S SIGNATURE 	DATE 2/6/14	



February 5, 2015

Ms. Libby Anderson
Planning Director
City of Beaufort

RE: City Walk – Subdivision Preliminary Plat Submittal

Dear Ms. Anderson,

On behalf of the Applicant, East-West Communities, we are submitting for the February 16, 2015 planning commission review for the subdivision of a +/- 12.18-acre property bordering Battery Creek (north); Huguenin Drive (west) and Oaklawn Avenue (south). This property was previously named the Harvey Tract; the current name for this application is **City Walk**.

The applicants' plan is to subdivide the property into less than 50 single-family residential home sites. As discussed with planning staff we are proceeding with the Cluster Development (**CD**) subdivision designation. The underlying R-2 zoning district allows for 57 home sites; we are proposing less than 50 home sites along with maintaining additional open space.

The applicant has proposed an open space park bordering Battery Creek. All homes will be designed in the Low Country Vernacular with front porches addressing primary streets. Alleys will be used to provide rear access to the homes.

Along with review of the Preliminary Plat; following are items for endorsement by the Planning Commission at the February 16, 2015 meeting:

1. Vehicular Circulation:

The applicant has proposed a vehicular connection at the northern end of Water Street and at the intersection of Huguenin Street and Beckley Drive. Tidal Street will be extended into the property via a gravel alley.

Attached is a letter regarding the existing access points and right-of ways.

The portion of the proposed U-Shaped drive (City Walk Way) that parallels Oaklawn Drive is for emergency and garage access servicing lots 20 and 32. The land plan has been adjusted to shift the lane north and provide additional green space buffering between the adjacent properties.

14 Palmetto Way, Suite A
Bluffton, SC 29910
Tel: 843-757-7411

2. Pedestrian Circulation:

The applicant has proposed a 4' wide sidewalk connecting off-site from the intersection of North and Water Streets to the future extension of Water Street within the property. The proposed sidewalk(s) would be located on one side of the street as indicated on the conceptual master plan.

The applicant is requesting a waiver to allow sidewalks only on one side of the proposed streets. Locating sidewalks on one side within the property will allow for greater flexibility to save trees within the street right-of-ways or at the front of the home sites.

In addition to the sidewalk on one side of the street; a pervious path is proposed for the open space parallel to Battery Creek. Future pedestrian connections would be accessible from the open space along Battery Creek, the Alley along the eastern property line, and the alley north of Tidal Street.

As illustrated on the open space plan the sidewalk along Huguenin Drive would not be constructed at this time. The applicant proposes to extend the gravel Alley on Tidal Street to provide an alternate, lower traffic, pedestrian –friendly access to the neighborhood. Following are the applicant's reasons for not constructing the sidewalk on Huguenin Drive:

- a. The attached exhibit illustrates the existing tree locations and grade changes along Huguenin Drive. Installing a sidewalk would result in the removal of the existing trees along the right-of-way and significantly impact the existing tree canopy along Huguenin Drive. Additionally, significant and cost-prohibitive streetscape work may be required to add the sidewalk including installing a vertical curb and modifying the stormwater drainage.
- b. The sidewalk does not have a connecting point to other City of Beaufort sidewalks.
- c. The applicant has proposed an alternate access point on Tidal Street
- d. The applicant would like to install an offsite sidewalk along Water Street connecting to North Street.

3. Tree Preservation, Tree Removal, and Proposed Street Trees

The applicant has obtained a tree survey for all trees greater than 8" Diameter at Breast Height (DBH) on the property. Road layout and lot lines have been adjusted to accommodate specimen Live Oak trees.

The applicant is working with City staff and a certified arborist to conduct a field assessment of existing specimen trees qualified to remain. The applicant will also submit a tree protection and preservation plan during development plan review. Trees proposed for removal will be indicated on the tree protection and preservation plan.

The tree protection and preservation plan will include locations for all trees to be preserved within the Right-of-ways or open spaces adjacent to the street. If trees are preserved within

the right-of-way or adjacent open spaces, the applicant is requesting a waiver to work with City Staff to reduce the number of required street trees. Otherwise the applicant has proposed planting live oak street trees at 40' on center.

4. Open Space

Based on the **CD** zoning, the current plan includes open space per the attached plan. The open space consists of the Battery Creek Frontage, Tree Preservation Areas (to be determined) and Stormwater Management areas. (*Open space plan attached*)

5. Lot Sizes

The proposed minimum lot width is 45' and depth ranges between 100' and 120'. Lot sizes will vary to accommodate specimen trees.

6. Building Setbacks

Based on the **CD** zoning, all internal home site setbacks will follow the code of maintaining 10' building separation for the main houses. The lots fronting Huguenin Street will be considered 'Village House lots' and the front setback will be reduced to 12'. The front porches (not steps) can encroach 8' within the front setback on Village Homes. Pending on-site review of existing trees, the applicant may request a staff waiver to reduce the side yard setback from 12' to 7' (a 5 foot reduction) on lots 1, 9, and 31 to allow for tree preservation.

7. Block Layout

Based on the block layout, circulation, and existing specimen trees and lot sizes, the proposed land plan has a block length less than 300'. The applicant requests the Planning Commission approve a waiver to allow the length as illustrated on the Conceptual Master Plan.

8. Road Sections

See attached road section illustrating road widths and parallel parking concept. The Street regulating plan illustrates all parallel parking locations and road widths.

9. Utilities

- Water and sewer will be provided by BJWSA
- Electric and gas will be provided by SCE&G
- Cable and telephone will be provided by Hargray

10. Stormwater

Storm water runoff will be routed to underground and above ground detention/retention or a combination of these methods as the final engineering design evolves for treatment before out falling into the adjacent tidal creek . The drainage design will be submitted to the City of Beaufort for review and approval as well as to the South Carolina Department of Health and Environmental Control's Office of Ocean and Coastal Resource Management.

11. Phasing

City Walk roadways and infrastructure will be built in one phase. Any proposed phasing will be included in the final development plans.

12. Road Names

Three new road names are proposed on the Preliminary Plat as follows:

- a. Extension of Water Street
- b. City Walk Way
- c. Creek's End Lane

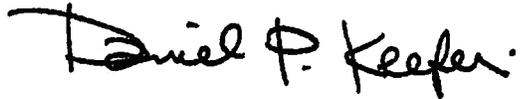
Attached are the following:

- a. Major subdivision application
- b. Preliminary Plat
- c. Context plan
- d. Preliminary Plat Master Plan
- e. Open Space Plan / Street Tree Plan
- f. Street Regulating plan
- g. Street sections
- h. Huguenin Drive sidewalk exhibit
- i. Letter regarding site access

Please contact myself to discuss any questions or comments.

Sincerely,

Witmer♦Jones♦Keefer, Ltd.



Daniel Keefer, ASLA
Principal

Cc: Jim Beckner / Dean Vincent/ Mac Rogerson (East West Communities)
Jeff Ackerman (Carolina Engineering)
Lauren Kelly (City of Beaufort)



HARVEY & BATTEY, PA
— ATTORNEYS AT LAW —
SINCE 1922

P.O. DRAWER 1107 • 1001 CRAVEN STREET • BEAUFORT, SC 29901-1107
(843) 524-3109 • (843) 524-6973 FAX • www.harveyandbattey.com

W. BRANTLEY HARVEY, SR.
(1893-1981)

W. BRANTLEY HARVEY, JR.
(Retired)

COLDEN R. BATTEY, JR.
(Of Counsel)

WILLIAM B. HARVEY, III
(SC Circuit Court Mediator)

JOHN M. TATUM, III

THOMAS C. DAVIS

THOMAS A. HOLLOWAY
(also admitted in PA and NJ)

EUGENE PARRS
(also admitted in NY, NC, FL and GA)

J. SAMUEL SCOVILLE

KEVIN E. DUKES

December 30, 2014

James Beckner
East West Partners of Virginia, Inc.
14700 Village Square Place
Midlothian, VA 23112

**Re: Opinion Letter regarding the ownership of Tidal Street and Water Street,
Woodlawn Subdivision, Beaufort, SC**

Dear Mr. Beckner:

Mac Rogerson has asked me to review title to the streets leading into the property which East West is purchasing (the "Contract Property"), and this letter shall serve as my opinion of ownership of those streets.

At present, the property described as Tidal Street, Oaklawn Avenue, and Water Street on the attached plat (the "Streets") is owned by W. Brantley Harvey, Jr., as Trustee for the Trust created under the Last Will and Testament of W. Brantley Harvey, Sr.

In 1943, W. Brantley Harvey, Sr. and J. Young purchased 28 acres from Therese Talbird Sams, which includes all of the acreage of Woodlawn Subdivision and the Contract Property. Mr. Harvey and Mr. Young then proceeded to subdivide the property and sell individual lots. After a majority of the lots in Woodlawn had been sold, Mr. Young conveyed all of his ½ interest in the remaining property to Mr. Harvey. At the time of his death, W. Brantley Harvey, Sr. owned the Streets, several lots in Woodlawn Subdivision and the Contract Property. Under his Last Will and Testament, he devised those properties to his son W. Brantley Harvey, Jr. to hold in trust for the benefit of his son, daughter-in-law, and grandchildren.

During probate of the Estate of W. Brantley Harvey, Sr., a deed of distribution was executed, conveying the Contract Property and the remaining lots in Woodlawn Subdivision to W. Brantley Harvey (75%), Helen C. Harvey (5%), Eileen H. Bakke (5%), Helen H. Laffitte (5%), Margaret H. Thompson (5%), and Warren C. Harvey (5%). However, the Streets were not conveyed and thus remain in trust.



HARVEY & BATTEY, PA
— ATTORNEYS AT LAW —
SINCE 1922

In conclusion, ownership of the Streets is presently in W. Brantley Harvey, Jr., as Trustee for the Trust created under the Last Will and Testament of W. Brantley Harvey, Sr. However, prior to closing, the Streets will be conveyed to the Harvey Partnership, LP to unify ownership of all the properties.

This legal opinion is delivered to you and is solely for your use in connection with the purchase of the Contract Property from the Harvey Partnership, LP. Without our prior written consent, this opinion may not be used or relied upon by any other person, firm or entity or quoted for any other purpose. This opinion is given as of the date hereof based upon existing facts and law and is subject to changes therein.

Yours truly,

HARVEY & BATTEY, PA



Kevin E. Dukes



DOWNTOWN BEAUFORT CONTEXT MAP

Winters Jones Keefer
The Land

City Walk
Beaufort SC

3 February 2015
PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

EAST WEST COMMUNITIES

Project Site

City Walk
Beaufort SC

EAST WEST COMMUNITIES

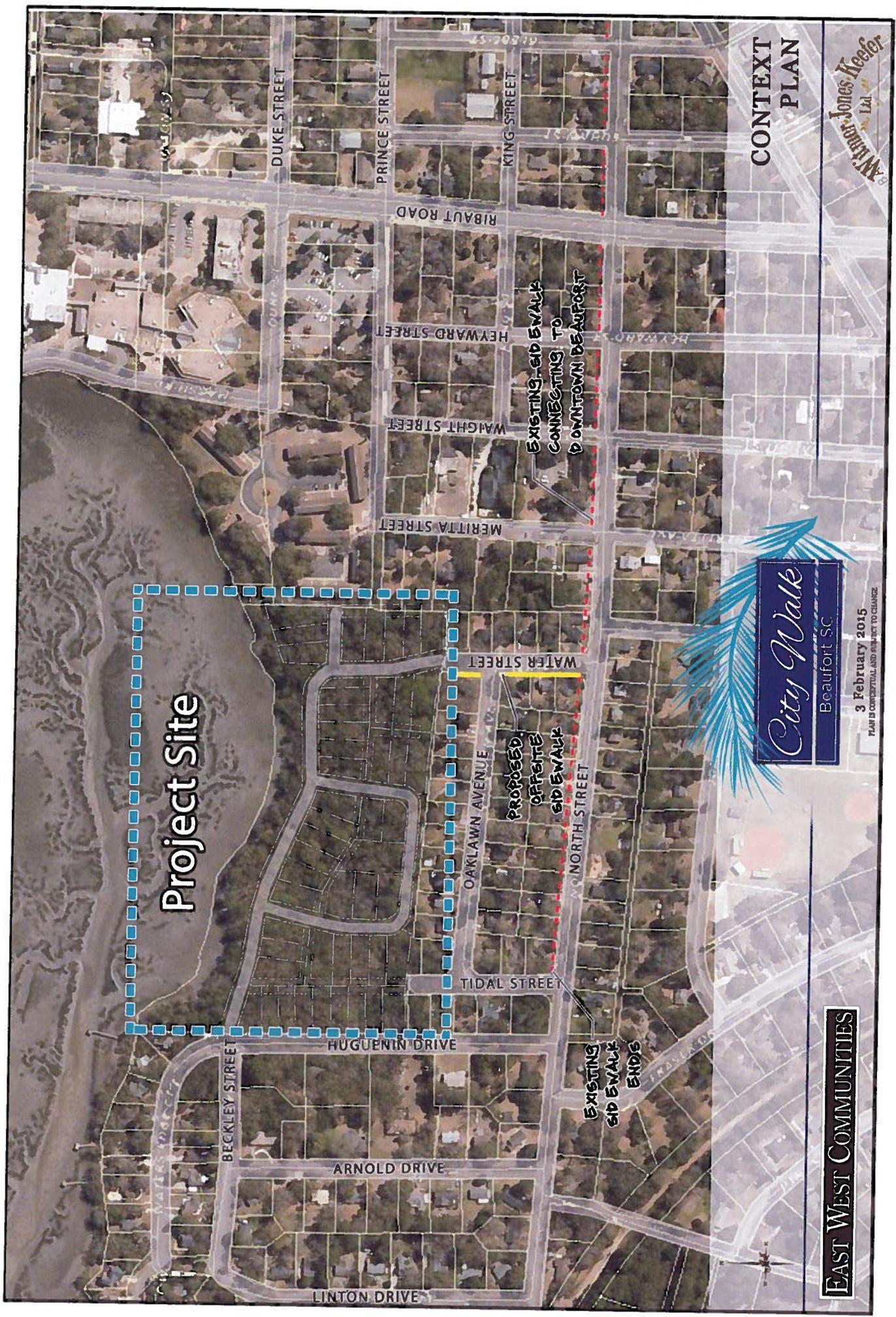
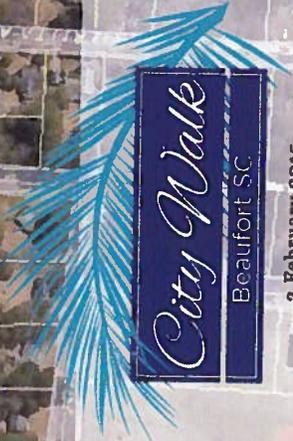
3 February 2015
PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

CONTEXT PLAN
Jones Keeler
PLANNING, INC.

EXISTING SIDEWALK
CONNECTING TO
DOWNTOWN BEAUFORT

PROPOSED
OPPOSITE
SIDEWALK

EXISTING
SIDEWALK
ENDS



DEVELOPMENT SUMMARY

+/- 45-60' WIDTH
 +/- 110-120' DEPTH
 +/- 49 TOTAL HOMESITES
 OPEN SPACE +/- 2.64 ACRES

**PRELIMINARY PLAT
 MASTER PLAN**

Winter Jones Keefer
 P.C. Ltd., S.C.



3 February 2015
 PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

EAST WEST COMMUNITIES

OPEN SPACE SUMMARY

Common open space must be provided in an amount at least equal to the difference between:
 a) The actual, average lot area per dwelling unit within the cluster development; and
 b) The required lot area per dwelling unit for conventional development within the underlying base zoning district.

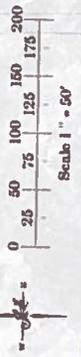
ACTUAL AVERAGE LOT AREA:	+/- 6,672.52 S.F.
REQUIRED LOT AREA:	+/- 9,000 S.F.
OPEN SPACE REQUIRED PER LOT: (PER LOT INCLUDED IN CLUSTER DEVELOPMENT 9,000 S.F. - 6,672.52 S.F.)	+/- 2,327.48 S.F.
TOTAL OPEN SPACE REQUIRED: (2,327.48 SF X 49 LOTS = 114,046.32 S.F.)	+/- 2.62 ACRES
TOTAL OPEN SPACE PROVIDED:	+/- 2.64 ACRES

PERVIOUS TRAIL
(4'-6' WIDTH)
 BATTERY CREEK
 PARK
(+/- 2.13 ACRES)
 GATHERING LAWN
 FIRE PIT
 SWINGS
 PERVIOUS TRAIL, TYP.

PEDESTRIAN / VEHICULAR
 ACCESS POINT
 ALIGN WATER STREET WITH
 BECKLEY STREET
 INTERSECTION
 POTENTIAL SIDEWALK
 (4' WIDE)



City Walk
 Beaufort SC

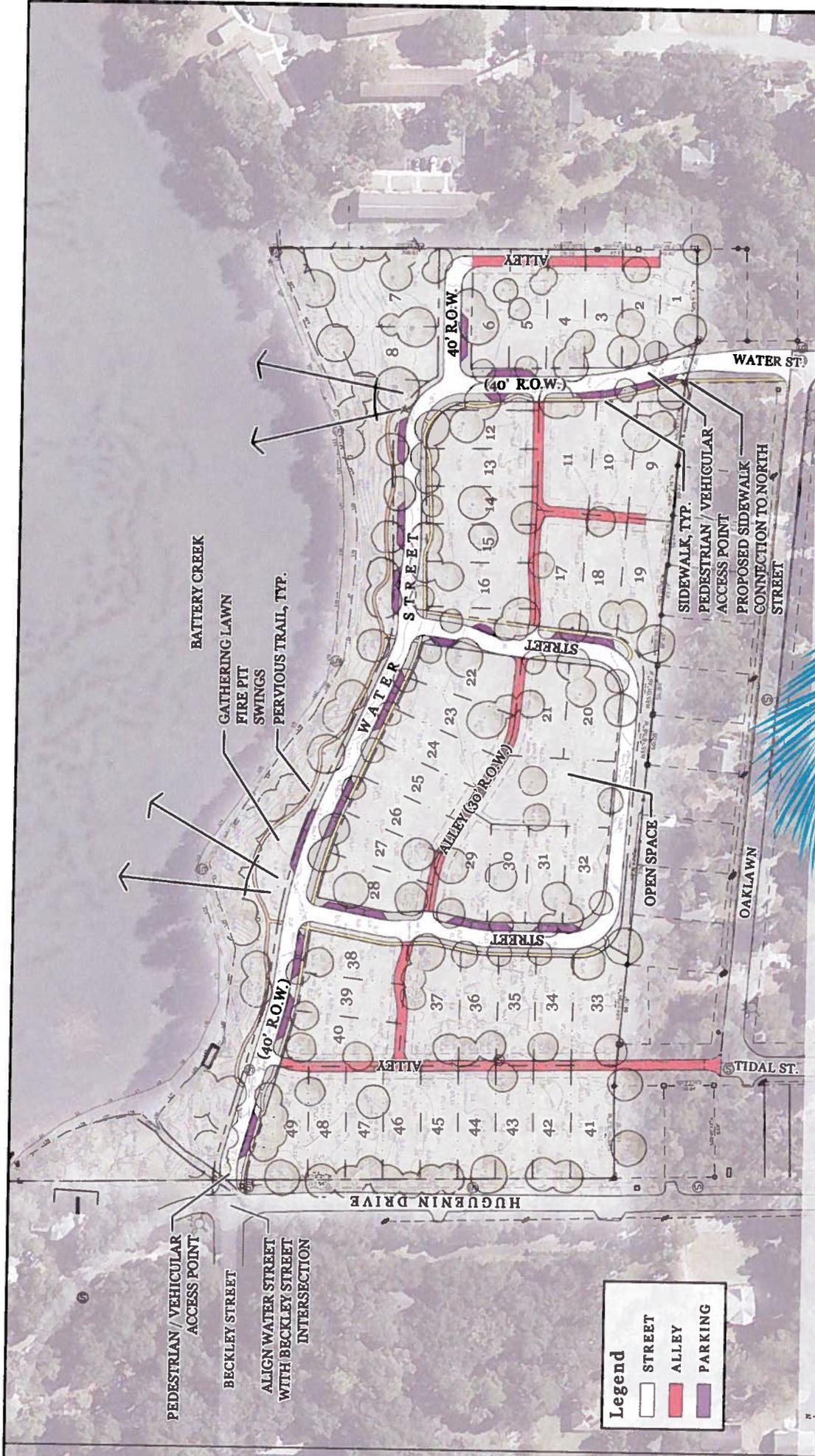


EAST WEST COMMUNITIES

5 February 2015
 PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

OPEN SPACE / STREET TREE PLAN

Winters Jones Keefer
 Architects Ltd. PC



CONCEPTUAL STREET REGULATING PLAN

Winter Jones Keener
INC. PA. INC.

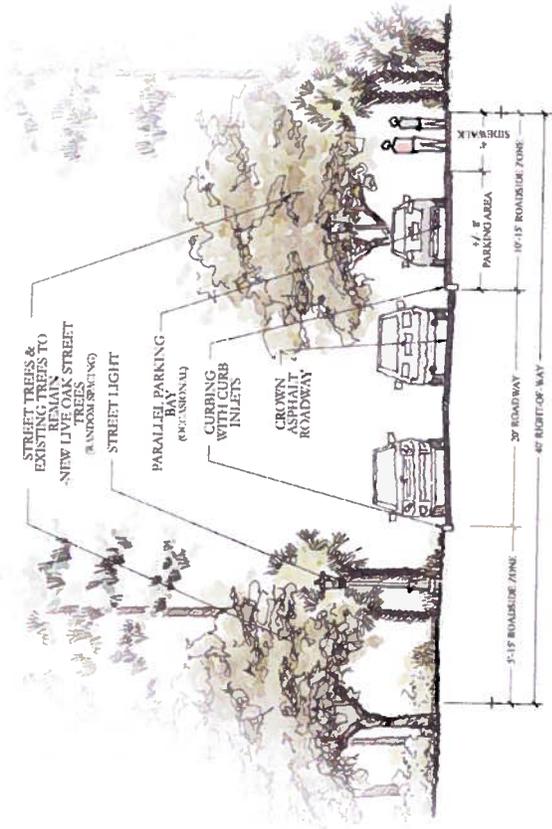


3 February 2015
PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

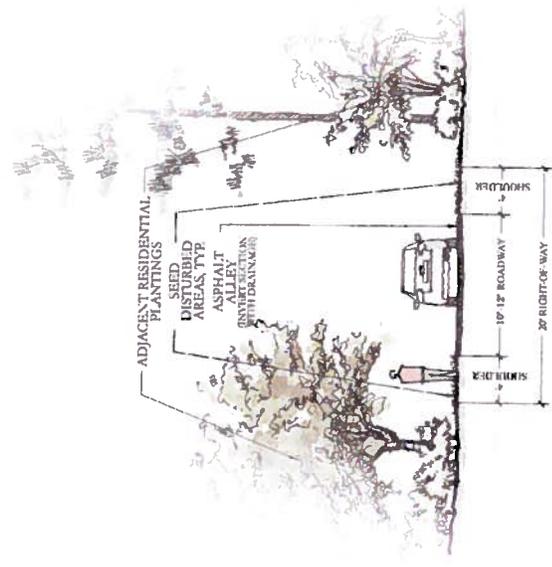
EAST WEST COMMUNITIES

- Legend**
- STREET
 - ALLEY
 - PARKING





RESIDENTIAL ROAD - 40' ROW



ALLEY - 20' ROW



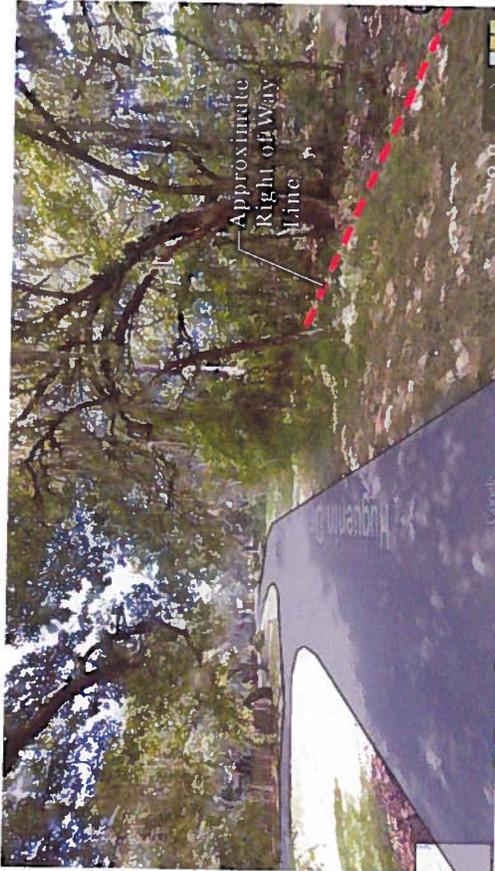
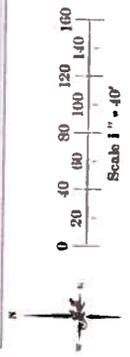
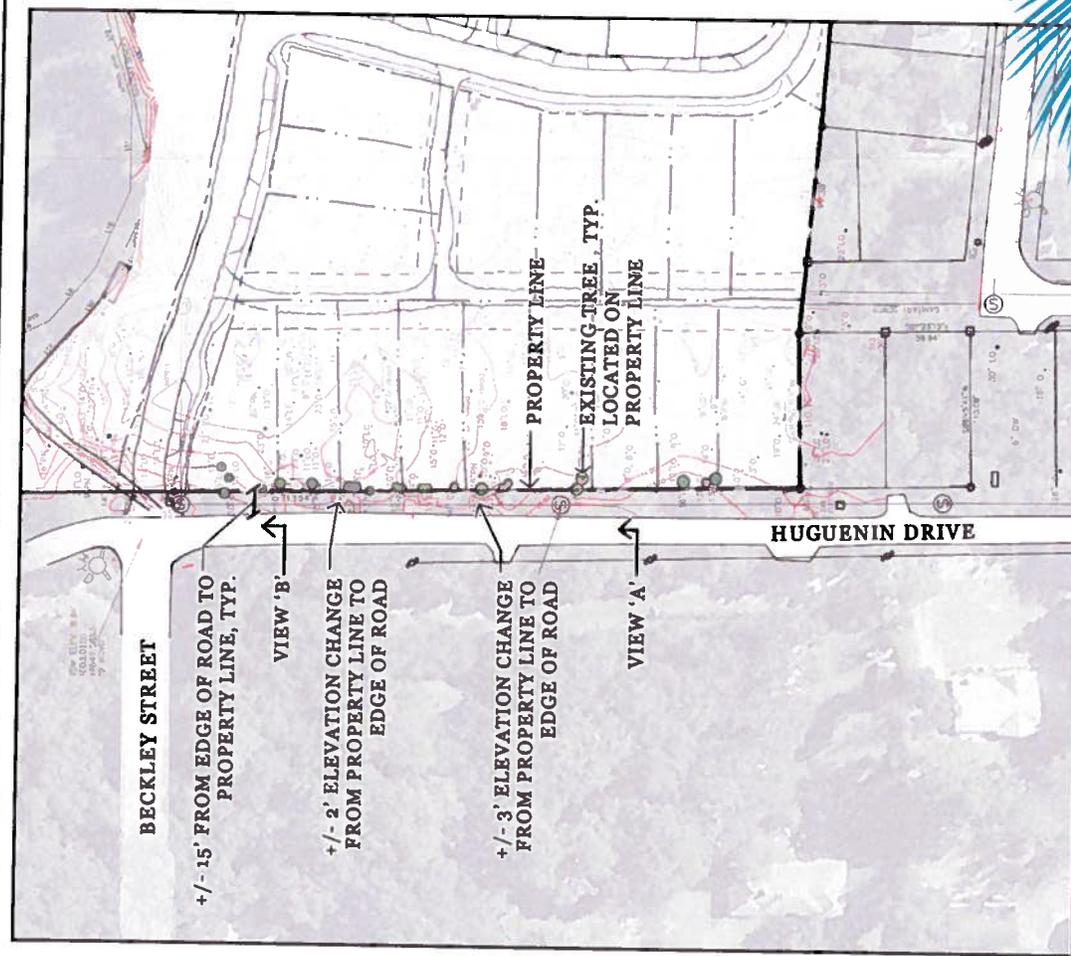
EAST WEST COMMUNITIES



3 February 2015
 PART B CONCEPTUAL AND SUBJECT TO CHANGE

STREET SECTIONS

Wittmer Jones-Keefer
 The Land, Inc.



VIEW 'B' LOOKING NORTH ON HUGUENIN DRIVE



VIEW 'A' LOOKING NORTH ON HUGUENIN DRIVE

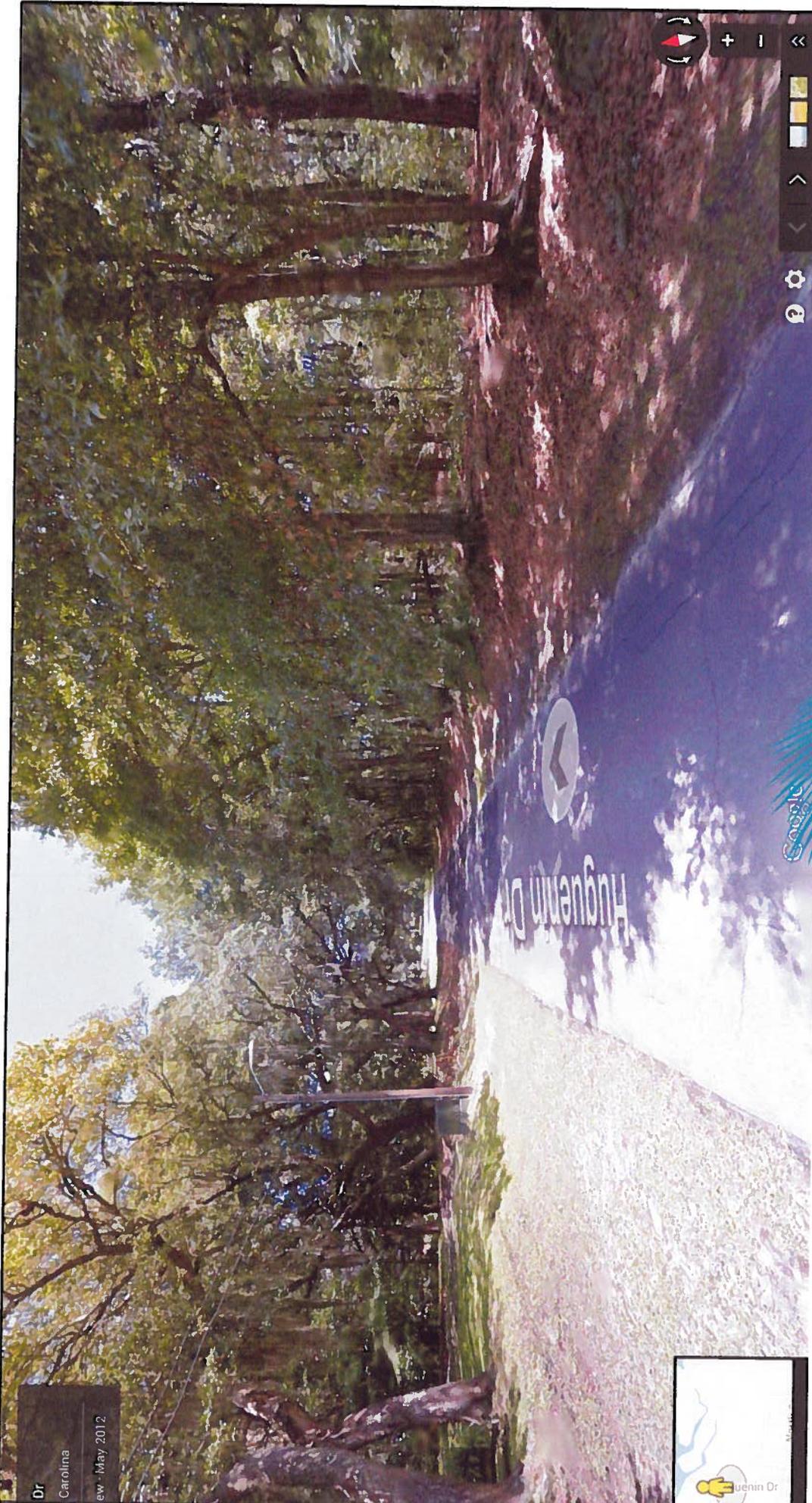
City Walk
Beaufort SC

HUGUENIN DRIVE EXHIBIT

EAST WEST COMMUNITIES

3 February 2015
PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

William Jones Keefe
LLC
Ltd. of SC



Dr
Carolina
ew - May 2012



HUGUENIN DRIVE EXHIBIT

EAST WEST COMMUNITIES

3 February 2015
PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE

Winter Jones Keener
The Land Ark
Ltd.

City of Beaufort Department of Planning and Development Services

MEMORANDUM

TO: Beaufort–Port Royal Metropolitan Planning Commission
FROM: Libby Anderson, City of Beaufort Planning Director
DATE: February 11, 2015
SUBJECT: Request for New Street Names

=====

According to the Unified Development Ordinance (UDO), the Planning Commission approves the name of new streets. The City Walk subdivision proposes two new streets. The “U”-shaped street that will connect into the extension of Water Street is to be named “City Walk Way.” The short street that will serve lots 7 and 8 is to be named “Creek’s End Lane.” The proposed street names have been approved by the County E911 Office.

TO THE MEMBERS OF
CITY COUNCIL
CITY OF BEAUFORT, SOUTH CAROLINA)

PETITION OF ANNEXATION

We, the undersigned freeholders, pursuant to Section 5-3-150, South Carolina Code of Laws, 1976, as amended, do pray that your Honorable Body accept the petition and annex the enclosed described area, and enact an Ordinance declaring the area annexed to the City of Beaufort with full City privileges accorded to, and responsibilities required of, the said residents thereof and the lands and properties and businesses erected therein, subject only to the conditions, provisions, and limitations hereinafter set forth. The said annexation shall be upon terms, limitations, provisions, and conditions as follows:

The City of Beaufort shall furnish and render as promptly as practical to said area, its residents and properties, all of privileges, benefits, rights and services now and hereinafter to be accorded the citizens within the corporate limits of the City of Beaufort in every particular under its charter and general special laws of South Carolina applicable to the City of Beaufort, and subject to the existing ordinances of the City.

The petitioning area to be annexed is described as follows:

Parcel is located at the southwest corner of the intersection of US. Highway 21 and Roseida Road in
Beaufort, South Carolina, and tax map number is R120-025-000-012C-0000.

Plat of area to be annexed and list of freeholders are attached hereto.

Name (print)	Address	Signature	Date of Signature
<u>See permission to submit letter attached.</u>			

**PARKER'S CONVENIENCE
CITY OF BEAUFORT, SOUTH CAROLINA**

**Annex and Rezone - Project Narrative
J - 24234.0010
January 14, 2015**

Gregory M. Parker, Inc. (Applicant) proposes the development of a Parker's Convenience Store in the southwest quadrant of the intersection of U.S. Highway 21 and Roseida Road newly annexed into the City of Beaufort, South Carolina. The proposed convenience store will include a food service component and is approximately 4,480 square feet in size. Site components include 8 fuel dispensers with a covered canopy, underground fuel tanks, a dumpster enclosure, stormwater BMPs, a sewer pump station, associated parking, and an outdoor patio seating area with a walkway connection to serve the Rails-to-Trails path. A total of two full access points are proposed along U.S. Highway 21 and Roseida Road.

The subject site consists of two parcels. Parcel 1 is approximately 0.20 acres, located within the municipal limits of Beaufort County, with a tax map number of R100-025-000-012C-0000. Parcel 1 is presently zoned Light Industrial and will need to be annexed into the City of Beaufort and rezoned to the Highway Commercial zoning designation. Parcel 2 is approximately 3.54 acres, is zoned Highway Commercial, with a tax map number of R120-025-000-0012-0000 and is located within the City of Beaufort. Both properties are under contract for purchase by the applicant.

The property is bounded to the north by Roseida Road, to the east by U.S. Highway 21, to the south by Six L's Packing Company and to the west by the Rails-to-Trails right-of-way. Existing conditions on this site consist of a partially wooded lot with a mixture of hardwoods and underbrush. A portion of the site contains existing pavement, previous building foundation remains with existing concrete to be removed prior to construction. The existing elevations on the subject site range from elevation 25 to 30 (NAVD 88).

This application is to request Parcel 1, R100-025-000-012C-0000, to be annexed into the City of Beaufort and rezoned to the Highway Commercial zoning designation. Upon completion of this process, the entire project will be located within the City of Beaufort and zoned appropriately for the intended use.

Both properties are currently under agreement for purchase. Mr. James H. Trask is the Owner of Parcel 1. We have provided Mr. Trask with a letter granting permission to submit these documents and an executed copy shall be provided to the City upon receipt. A copy of the draft letter has been included with this submittal for your reference.

On Company Letterhead

LETTER – ONE PAGE Semi-Block Indented

January 12, 2015

Ms. Libby Anderson
City of Beaufort
1911 Boundary Street
Beaufort, SC 29902

RE: Parker's Convenience Store
SW Corner of US Hwy. 21 and Roseida Rd.
Authority to submit

Dear Ms. Anderson,

Please allow this letter to provide Thomas and Hutton and/or Gregory M. Parker, Inc. to submit for permitting approval in relation to the above referenced project. This letter pertains to the proposed Parker's Convenience Store located at the southwest corner of the intersection of US. Highway 21 and Roseida Road in Beaufort, South Carolina. The project shall be located on two parcels having tax map numbers R120-025-000-0012-000; R120-025-000-012C-0000.

The development plans are anticipated to include site work associated with the convenience store, associated utilities, paving and erosion control measures. This letter is for tax map parcel numbers R120-025-000012-0000; R120-025-00-012C-0000. James H. Trask grants permission to Gregory M. Parker, Inc. and it's contractors to perform the work as shown on the site development plans, upon approval by the City of Beaufort.

Please do not hesitate to contact me directly if you have any questions.

Sincerely,

James H. Trask

cc: Greg Parker – Gregory M. Parker, Inc.
Bill Bishop – Gregory M. Parker, Inc.
Nathan Long – Thomas and Hutton

CITY OF BEAUFORT
REZONING ANALYSIS RZ15-01
PUBLIC HEARING DATE: FEBRUARY 24, 2015

Applicant

The applicant is Gregory Parker. This is a rezoning request as a result of a petition for annexation.

Site

The property to be annexed is located at 810 Roseida Road, identified as R100 025 000 012C 0000. The property is located near the intersection of Trask Parkway (US 21) and Roseida Road (see attached Site Location Map). The lot, which is approximately 0.2 acres in area, is undeveloped.

Annexation Issues

The property is contiguous to the existing city limits. All municipal services will be available to the property upon annexation. Fire service in this area of the City is provided by a contract with the Burton Fire District.

Present Zoning

The property is zoned "S1 Industrial" under the County's Community Development Code. The S1 zone permits office, manufacturing, industrial, warehousing, and uses that support them. The zone is also designed to permit small businesses and incubator businesses. Moderate to high intensities are permitted to achieve maximum land utilization. Gas stations are a permitted use in the S1 Zone.

Proposed Zoning

The proposed zoning for the lot is "HC Highway Commercial District" (HC). As described in the UDO:

The HC Highway Commercial zoning district is intended to be developed and reserved for general business purposes and with particular consideration for the automobile-oriented commercial development existing or proposed along the City's roadways. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service and professional uses which benefit from being located in close proximity to each other; and to discourage any encroachment by industrial, residential or other uses considered capable of adversely affecting the basic commercial character of the district.

The HC District permits all types of office and commercial uses. A variety of auto-oriented uses are permitted including drive-thru and drive-in restaurants, vehicle sales and service, gas stations, and car washes. Warehousing, wholesale sales, and light industrial services are also permitted. Most of the lots in the city limits west of Neil Road are zoned HC. The Howard Johnson Express Inn is zoned General Commercial. The undeveloped lot just east of the Howard Johnson's lot is zoned R-4 High Density Single-Family Residential District. The lot to the west of the residential lot, the former Suzuki dealership, is zoned HC.

Consistency with Comprehensive Plan

The Framework Plan in the City's Comprehensive Land Use Plan designates the area as "Open Space Sector 2 (O-2)." The property has been designated as O-2 due to its proximity to the Air Station. The property is located in Noise Zone 2a, 65 to 70 decibels. There are no use limitations in Noise Zone 2a.

Consistency with Civic Master Plan

The Civic Master Plan does not set out a specific redevelopment plan for this area.

Land Use Compatibility

Trask Parkway has a mix of undeveloped land and commercial and warehousing uses. A gas station is located at the northwest corner of Roseida Road and Trask Parkway. A vegetable packing house is located on Trask Parkway to the south.

Suitability of Property for Uses Permitted in Current Zoning District

The property is proposed for annexation, so a City zoning designation is required. The property is proposed to be incorporated into the proposed Parker's development.

Suitability of Property for Uses Permitted in Proposed Zoning District

The property is proposed to be incorporated into the larger Highway Commercial parcel which is located at the intersection of Roseida Road and Trask Parkway.

Availability of Infrastructure

Water and sewer will be brought to the property upon development.

Public Notification

Letters to adjoining property owners were mailed on January 21. To date, staff has received no public comments on the proposed rezoning.

Staff Recommendation

Staff recommends approval.

PAID
1/14/15

#10995

City of Beaufort
Department of Planning & Development Services
1911 Boundary Street
Beaufort, South Carolina 29902
Phone (843) 525-7011 / Fax (843) 525-7034
***Revised August 2010**

Application Fee
\$250 + \$10 for each additional lot.

REZONING APPLICATION
(Except for PUDs)

OFFICE USE ONLY: Application #: R215-01 Date Received: 1-14-15

Property Address: 2402 Allison Road, Beaufort, SC 29902

District, Tax Map, Parcel #: R120-005-000-0265-0000

Applicant: Albert Russel Smith

Applicant Phone #: 803-414-4159 Fax #: _____ E-Mail Address: arsmith1000@gmail.com

Applicant Address: 3920 Bachman Road, West Columbia, SC 29172

Property Owner: Elsie V Smith Estate (Albert Russel Smith -Personal Representative) Phone #: 803-414-4159

Property Owner Address: 3920 Bachman Road, West Columbia, SC 29172

Have any previous applications been made for a map amendment affecting these same premises? () YES () NO

If yes, give action(s) taken: _____

Present zone classification: Residential

Requested zone classification: Office Commercial

Total area of property: 16,253 sq. ft (0.373 Acres)

Existing land use: Residential

Desired land use: Business (Office Commercial)

Reasons for requesting rezoning: The location is adjacent to the Beaufort Memorial Hospital and it is currently zoned commercial to the east and 2410 Allison Road, Beaufort, SC has already been zoned Office commercial as of 2010.

Pursuant to Section 6-29-1145 of the South Carolina Code of Laws, is this tract or parcel restricted by any recorded covenant that is contrary to, conflicts with, or prohibits the activity described in this application? ___ Yes x No

You must attach a boundary map prepared by a registered land surveyor of the tract, plot, or properties, in question, and all other adjoining lots or properties under the same ownership. 12 copies of all application materials are required.

Applicant signature: _____ Date: January 10, 2015

NOTE: If the applicant is not the property owner, the property owner must sign below.

Property owner signature: _____ Date: January 10, 2015

STATE OF SOUTH CAROLINA
COUNTY OF BEAUFORT

IN THE MATTER OF THE ESTATE OF:
ELSIE VANDER WAL SMITH
(Decedent)

)
)
)
)
)
)

IN THE PROBATE COURT
CERTIFICATE OF APPOINTMENT

CASE NUMBER: 2014ES0701043

This is to certify that
ALBERT RUSSELL SMITH

is/are the duly qualified

- PERSONAL REPRESENTATIVE
- SUCCESSOR PERSONAL REPRESENTATIVE
- SPECIAL ADMINISTRATOR

In the above matter and that this appointment, having been executed on the 6th day of November, 2014 is now in full force and effect.

RESTRICTIONS: NONE

Executed this 6th day of November, 2014



Kenneth E. Fulp, Jr., Probate Judge

Do not accept a copy of this certificate without
the raised seal of the Probate Court.

GRAPHIC SCALE



(IN FEET)
1 inch = 40 ft

LEGEND

- CM(O) = CONCRETE MONUMENT OLD
- CM(N) = CONCRETE MONUMENT NEW
- RB(O) = 1/2" REBAR FOUND
- RB(N) = 1/2" REBAR SET
- OHP = OVERHEAD POWER LINES

GENERAL NOTES:

- 1.) PRESENT OWNER OF PROPERTY SHOWN HEREON: ELSE SMITH
- 2.) TOWN # 120-05-265
- 3.) THE BEARINGS SHOWN HEREON ARE MAGNETIC AND AS SUCH SUBJECT TO LOCAL ATTRACTION.
- 4.) PROPERTY SHOWN HEREON IS LOCATED IN FLOOD ZONE "C" ELEVATION (N/A) PER FEMA PANEL #450026-0005-D DATED: SEPT. 29, 1986

REFERENCE PLATS & DEEDS

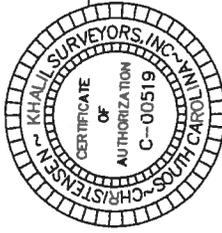
- 1.) deed 587 / 2594

CERTIFICATION:

I, **AD A. KHAUL** HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF SURVEYING IN THE STATE OF SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" AS SPECIFIED THEREIN:

[Signature]
AD A. KHAUL P.L.S.
 S.C. REG. NO. 15176

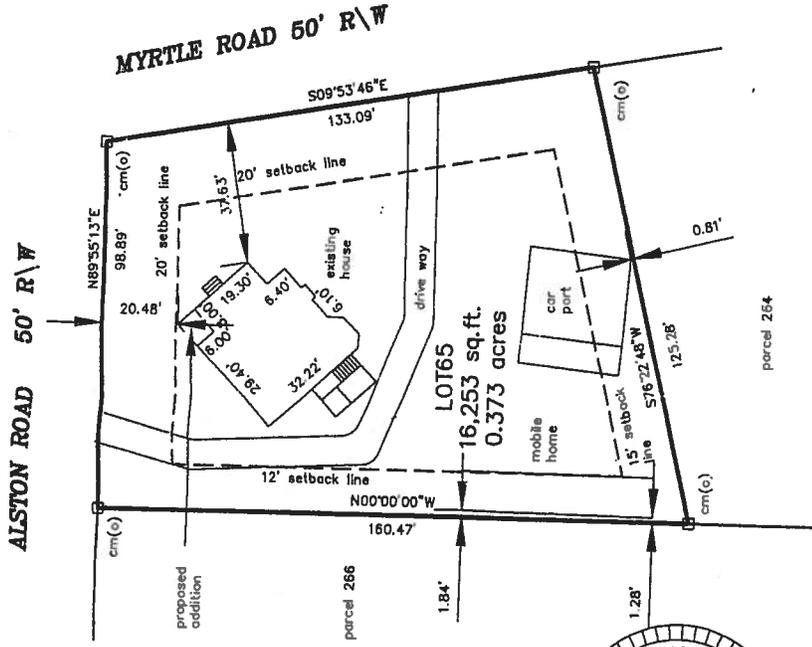
[THIS SURVEY IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE AND EMBOSSED SEAL]



CHRISTENSEN ~ KHALIL SURVEYORS, INC.

1816 BOUNDARY STREET, BEAUFORT, S.C. 29902
 (843) 524-4148, FAX (843) 524-4149

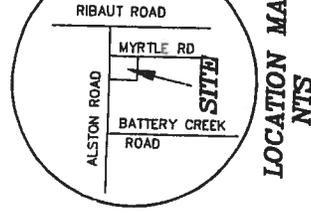
S-5313



ALSTON ROAD 50' R/W

MYRTLE ROAD 50' R/W

LOT 65
 16,253 sq. ft.
 0.373 acres



LOCATION MAP
 NTS

PLAT SHOWING
 LOT 65
 RIBAULT PARK
 R120-005-000-0265-0000
 PREPARED FOR:
 ELSIE V. SMITH
 CITY OF BEAUFORT,
 BEAUFORT COUNTY, SOUTH CAROLINA
 DATED: MARCH 3, 2004
 SCALE: 1" = 40'

CITY OF BEAUFORT
REZONING ANALYSIS RZ15-01
PUBLIC HEARING DATE: FEBRUARY 24, 2015

Applicant

The applicant is Albert Smith.

Site

The property is located at 2402 Allison Road, identified as R120 005 000 0265 0000. The property is located at the intersection of Allison Road and Myrtle Street (see attached Site Location Map). The property is approximately 16,250 square feet in area. A single-family dwelling is located on the lot (see attached photos).

Present Zoning

The property is currently zoned "R-2 Medium Density Single-Family Residential District" (R-2). The R-2 District is a single-family residential zone. Churches and schools are conditional uses. The minimum lot area for single-family lots is 9,000 square feet; minimum lot width is 80'.

The attached map shows the current zoning pattern along Allison Road. As noted, nonresidential zoning is found at the eastern/Ribaut Road end of the street. On the north side of the road, Medical zoning extends two lots west of Hobbs Lane. On the south side of the street, Medical zoning ends at Myrtle Street. The lot located at 2410 Allison Road was rezoned to Office Commercial District in 2010. Initially the City proposed to rezone the subject lot at 2402 Allison and the adjoining property at 2408 Allison as part of the rezoning of 2410 Allison Road; however, this rezoning was dropped due to public opposition.

The table of permitted uses in the various zoning districts and the development standards for the districts are attached.

Proposed Zoning

The proposed zoning of the property is "OC Office Commercial district" (OC). As set out in the Unified Development Ordinance (UDO), the intent of this district is to

Develop and reserve land for business office, institutional, specified public, semi-public, and residential purposes. The district is also intended to provide a transition between residential and more intense uses, including commercial uses. The regulations which apply . . . are designed to encourage the formation and continuance of a quiet, compatible and uncongested environment for office type business or professional firms intermingled with dwellings and certain public or semipublic uses; and to discourage any encroachment by unrestricted retail and/or wholesale business establishments, industrial concerns, or other uses capable of adversely affecting the specialized commercial, institutional and housing character of the district.

Permitted uses in the OC District include single-family and multifamily dwellings, townhouses, upstairs residential development, churches, all types of offices, colleges and universities,

community service uses, day care facilities, and government and health care facilities. Inns, short term residential units, and commercial parking facilities are also permitted. Public and private schools and trade/vocational schools are permitted as conditional uses. Restaurants without drive-thrus are permitted if they are developed in conjunction with an office building. Institutions are permitted by special exception.

Any nonresidential or multifamily development on the property will be subject to the City's Design District Ordinance. The Design Review Board (DRB) will review new development for compliance with Design District site planning and architectural guidelines. Staff will review alterations and additions to existing structures according to these same standards. Where nonresidential or multifamily development abuts single-family residential dwellings, screening in the form of a 7' opaque fence or vegetation that will serve as an opaque fence, is required. The DRB also has the authority to require up to a 20' Adjacent Use Buffer.

Consistency with Comprehensive Plan

The Framework Plan in the City's Comprehensive Land Use Plan designates the area as "Urban Neighborhoods/TND (G-2)" (see attached map). The G-2 Sector contains denser, mixed-use development at the scale of neighborhood centers, and suburban, residential development at the scale of walkable "traditional neighborhoods." Appropriate land uses in the G-2 sector include: single-family and multifamily residential, neighborhood mixed-use centers, neighborhood-scale commercial uses (retail and office), civic uses, and light industrial uses. In addition, the site is within the one-half mile "development node" centered on Beaufort Memorial Hospital. The Regional Centers set out in the Comprehensive Plan "are appropriate for commercial and employment development as well as the area's highest density housing." Excerpts from the Comprehensive Plan describing the G-2 district and the Regional Centers are attached. The proposed rezoning appears to be consistent with the goals of the G-2 sector.

Consistency with Civic Master Plan

The Civic Master Plan sets out a redevelopment scenario for the Beaufort Memorial Hospital area (see attachment). The Allison Road area is not specifically described in the narrative; however, a conceptual plan for the area shows a series of small buildings, possibly single-family dwellings, located west of Myrtle Street.

Land Use Compatibility

A parking lot for Beaufort Memorial Hospital is located at the south corner of the Allison/Ribaut intersection. An office and an alterations shop are located on the southern side of Allison Road, between the Hospital parking lot and Myrtle Street. A mobile home park is located behind the subject lot off Myrtle Street. The new Beaufort Memorial Hospital Administration Building is located at the northwest corner of Allison and Ribaut Roads. Two medical offices are located west of the Allison/Hobbs Lane intersection. Single-family residential uses comprise the remainder of the street to the west. A day care center is located at the east end of Oak Haven Street.

Suitability of Property for Uses Permitted in Current Zoning District

The lot is suitable for its current use as a single-family residence. At the same time, Allison Road serves as a collector street for the Mossy Oaks area and associated neighborhoods, resulting in a

relatively high traffic count which may decrease its attractiveness for single-family living. In addition, there are a number of nonresidential uses at the eastern end of Allison Road, near Beaufort Memorial Hospital. A mobile home park is located to the rear of the property off Myrtle Street.

Suitability of Property for Uses Permitted in Proposed Zoning District

The lot is of sufficient size to accommodate a small office.

Compatibility of Uses Permitted in Proposed Zoning District with Natural Features

There are several trees on the lot which may be impacted by a redevelopment of the property.

Marketability of Property for Uses Permitted by Current Zoning District

The property is likely more marketable under the proposed OC zoning than under the current R-2 zoning due to the wider array of uses permitted in the OC District.

Availability of Infrastructure

Water and sewer is available to the lot. A streetscape project is currently being designed for Allison Road. A multipurpose path is planned for the north side of Allison Road. If the property were converted to nonresidential use, the developer would need to install a sidewalk along the Allison Road street frontage.

Public Notification

Letters were sent to owners of all property within 400' of the lots being rezoned on January 21. To date, staff has received no public comments on the proposed rezoning.

Staff Recommendation

The Comprehensive Plan supports an increase in density and intensity of uses in this area. There are already nonresidential uses to the east along Allison Road. 2410 Allison Road has already been zoned Office Commercial District. Staff recommends approval.



Article 5. Use Regulations

5.1 Use Tables

A. Types of Use

All of the Use Categories listed in the Use Table are defined and described in the sections immediately following the Table.

1. Uses Permitted By Right

A "P" indicates that a use is allowed by right in the respective district. Such uses are subject to all other applicable regulations of this UDO.

2. Conditional Use

A "C" indicates a use that is allowed conditionally, provided that it meets the additional listed standards contained in Section 5.3, Specific Use Standards. Conditional uses are subject to all other applicable regulations of this UDO.

3. Special Exception

An "S" indicates that a use is allowed only if reviewed and approved as a Special Exception, provided that it meets the listed standards contained in Section 5.3, Specific Use Standards. Special exceptions are subject to all other applicable regulations of this UDO.

4. Existing Building

An "E" indicates a use category that is allowed only in existing buildings, provided that it meets the additional listed standards contained in Section 5.3.

B. Uses Not Allowed

A blank cell in the Use Table indicates that a Use Category is not allowed in the respective district.

C. Uses Not Listed

The Administrator shall determine whether or not an unlisted use is part of an existing Use Category or is substantially similar to an already defined use, using the criteria in Section 5.2, Use Categories.

Article 4. Zoning Districts

4.1 Establishment of Districts

For the purpose of this UDO, portions of the City as specified on the Official Zoning Map of the City are hereby divided into the following zoning districts:

BASE ZONING DISTRICTS	
Residential Zoning Districts	
TR	Transitional Residential
RE	Residential Estate
R-1	Low Density Single-Family Residential
R-2	Medium Density Single-Family Residential
R-3	Medium-High Density Single-Family Residential
R-4	High Density Single-Family Residential
GR	General Residential
TBR	Traditional Beaufort Residential
MHP	Manufactured Home Park
Commercial Zoning Districts	
NC	Neighborhood Commercial
OC	Office Commercial
CC	Core Commercial
GC	General Commercial
HC	Highway Commercial
Industrial Zoning Districts	
LI	Limited Industrial
IP	Industrial Park
Special Purpose Zoning Districts	
CP	Conservation Preservation
MED	Medical
PUD	Planned Unit Development
MR	Military Reservation
OVERLAY ZONING DISTRICTS	
AICUZ	Air Installation Compatibility Use Zone
-D	Development Design
-H	Historic

4.2 Official Zoning Map

- A. The boundaries of the above zoning districts are a map or series of maps entitled "Official Zoning Map, City of Beaufort" which, together with all explanatory matter thereon, is hereby adopted by reference and declared to be part of this UDO. Special purpose zoning districts intended to serve as floating districts are not established on the zoning map until a specific district is proposed and approved by the City.
- B. Each map bearing the designation "Official Zoning Map, City of Beaufort" shall be identified by the signature of the Administrator, and bearing the seal of the City under the words: "Official Zoning Map, City of Beaufort, South Carolina," together with the date of the adoption of the map.

Article 5: Use Regulations
Section 5.1: Use Tables

Use Category	Specific Use	Residential											Nonresidential							Special Purpose	
		TR	RE	R-1	R-2	R-3	R-4	CR	TBR	MHP	NC	OC	CC	GC	HC	LI	MED	CP	IP		
Overnight Guest Accommodation	Bed and Breakfast							S													
	Inn (up to 24 units)																				
	Motel/Hotel/Extended Stay																				
	Housing, Short Term Rental																				
Parking, Commercial	Recreational Vehicle Park	S	S	S	S	S	S	S												C	
Retail Sales and Service	Animal Hospital/Kennel																				P
	Bakery																				
	Barquet Facility																				
	Body Piercing Facility																				
	Drug Store/Pharmacy																				
	Tattoo Facility																				P
	Other Retail Sales and Services																				
Self-Service Storage	Single-Story																				
	Multi-Story																				P
Vehicle Sales and Service	Vehicle Service and Repair																				C P
	Car Wash																				C P
	Fuel Sales																				C C P
	Vehicle Service, Limited																				S C C
	Boat Sales and Service																				C P P
	Other Vehicle Sales and Service																				C P
INDUSTRIAL (See Section 5.2G)																					C P
	Aviation Services																				
Light Industrial Services																					P
Manufacturing and Production																					S P
																					C

Revised September 14, 2012

Article 5: Use Regulations
Section 5.1: Use Tables

Use Category	Specific Use	Residential											Nonresidential							Special Purpose
		TR	FE	R-1	R-2	R-3, R-4	GR	TBR	MHP	NC	OC	CC	GC	HC	LI	MED	CP	IP		
Truck Terminal																				
Warehousing															C			P		
Waste-Related Service													S	C				P		
Wholesale Sales														S				S		
OTHER (See Section 5.2H)														C	C			P		
Agriculture	Agriculture/Horticulture																		P	
	Silviculture, Tree Farm															C	C			
Water Oriented Facilities																C	C		P	
Telecommunication Towers																P	P		P	
																			C	

Article 6. District Development Standards

6.1 Residential District Standards

A. Residential Development Standards

The following table illustrates the dimensional standards that apply in the City's base Residential districts:

Standard	Zoning District								
	TR	RE	R-1	R-2	R-3	R-4	GR and TBR-Old Commons	TBR-The Point	MHP
Lot Dimensions Lot Area, Min. Lot Width, Min. Lot Frontage, Min.	3 AC 100 feet 20 feet	21,780 SF 100 feet 20 feet	12,500 SF 100 feet 20 feet	9,000 SF 80 feet 20 feet	6,000 SF 60 feet 20 feet	4,000 SF 40 feet 20 feet	See note 5	See note 1	5 acres 150 feet 150 feet
Minimum Yards Front Yard Rear yard* Side Yard*	35 feet 15 feet 15 feet	35 feet 60 feet 15 feet	30 feet 15 feet 15 feet	20 feet 15 feet 12 feet	15 feet 15 feet 10 feet	12 feet 15 feet 6 feet	See note 2 See note 6 See note 6	See note 2 15 feet 10 feet	25 feet 15 feet 15 feet
Impervious Coverage	N/A	N/A	40%	45%	50%	55%	50%	55%	N/A
Maximum Height	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet	See note 3	See note 4	35 feet

1. Minimum 6,000 SF lot area and 60 feet in width for single-family; 8,000 SF lot area and 80 feet in width for two-family and 10,000 SF in lot area and 100 feet in width for three-family.
2. In the Historic District, use average prevailing setback for front yard; accessory structure side and rear yard setbacks may be reduced to 5'.
3. Maximum height 35 feet for single-family structures, 50 feet for multifamily.
4. Maximum height 35 feet above base flood elevation.
5. For single-family development see R-4 standards; for two-family, three-family and multifamily development (GR only), minimum 6,000 SF lot area, 60 feet lot width, and 60 feet lot frontage, maximum density 25 units per gross acre.
6. For multifamily development, minimum front yard 25 feet, minimum rear yard 15 feet, and minimum side yard 10 feet; single-family development, see R-4 standards;

*See Section 5.4.G. for setbacks for accessory structures.

B. Average Prevailing Setback (Front Yard)

The average prevailing front yard setback shall be measured by averaging the front yard setbacks on the three lots adjoining either side of the proposed lot. When the three lots extend more than 100 feet from the side lot line of the proposed lot, only those lots lying at least partially within 100 feet of the proposed lot line shall be used in calculating the average prevailing setback. The Administrator may exercise reasonable discretion and flexibility in determining the average prevailing front yard depth so that it is harmonious with the existing streetscape; however, the minimum front yard shall be no less than five feet.

C. MHP Manufactured Home Park District

1. MH Park plan

In order to qualify for a MH Manufactured Home zoning classification, a proposed park must first meet the following specific requirements:

6.3 Nonresidential District Standards

A. Nonresidential Development Standards

1. Commercial and Industrial Districts

The following table illustrates the dimensional standards that apply in the City's base Commercial and Industrial districts:

Standard	Zoning District					
	NC	OC	CC	GC	HC	LI
Lot Dimensions Lot Area, Min. Lot Width, Min.	2,500 SF 25 feet	4,000 SF 40 feet	2,500 SF 25 feet	4,000 SF 40 feet	6,000 SF 60 feet	10,000 SF 100 feet
Minimum Yards*** Front Yard Rear Yard Side Yard	(Build-to) 3-10 feet 10 feet none	10 feet 10 feet 10 feet	none none none	(Build-to) 7-12 feet 10 feet 10 feet	25 feet 15 feet 10 feet	25 feet 35/ 50 feet** 10/ 25 feet**
Impervious Surface Coverage, Max.	75%	60%	N/A	65%*	60%	65%
Maximum Height	42 feet	50 feet	See Section 6.5.K.11	50 feet	50 feet	50 feet

*Maximum impervious coverage may be increased to 75 percent for redevelopment sites.

**35' except when property abuts another zoning district 50' is required and 10' except when property abuts another zoning district, 25' is required.

- *** a. Single-family standards should be the same as R-4.
- b. Multifamily standards should be the same as GR; maximum density 30 dwelling units per gross acre.
- c. Maximum density for Residential, Upper Story, 35 dwelling units per gross acre.

The following table illustrates the dimensional standards that apply in the City's Special Purpose districts:

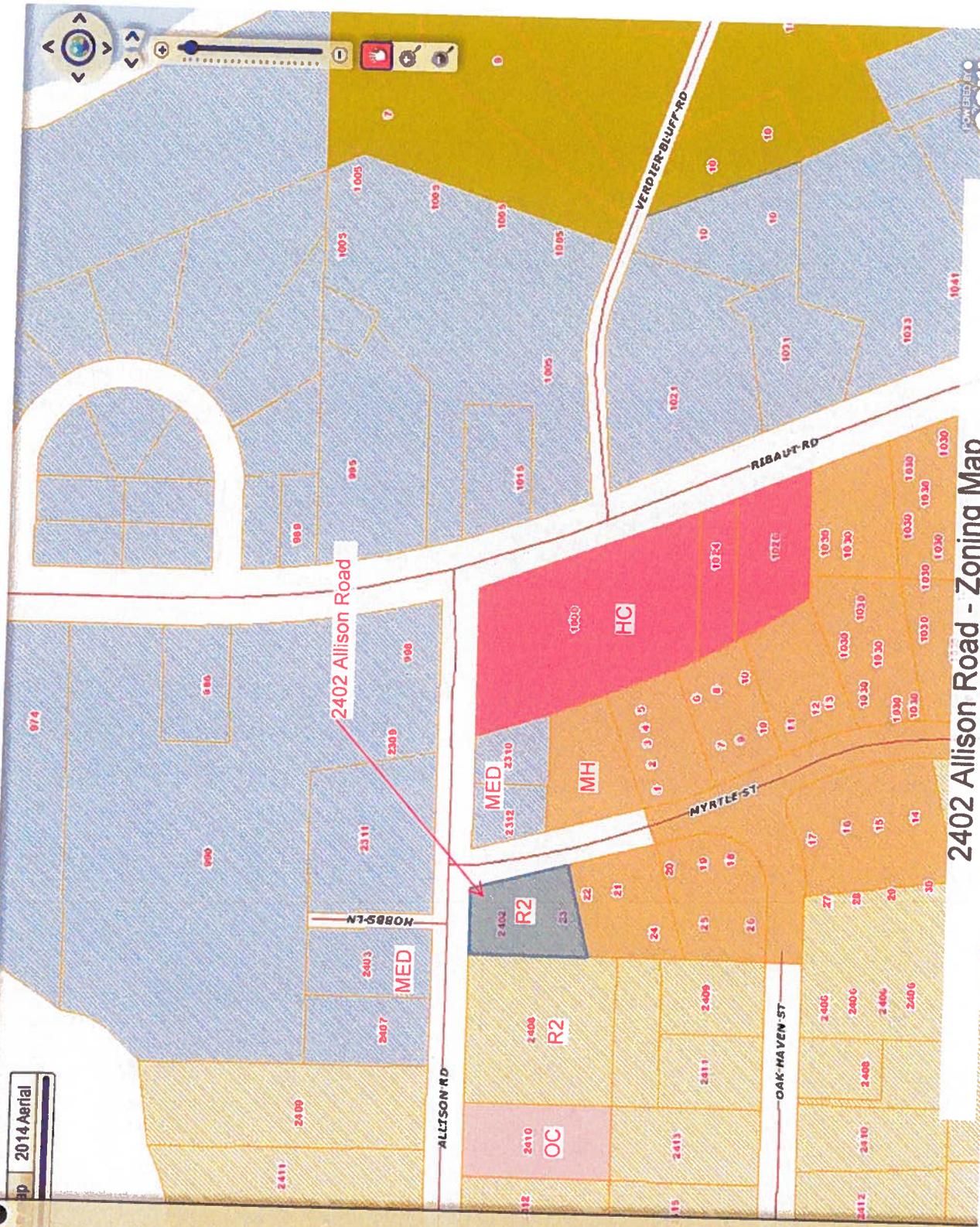
Standard	Zoning District	
	MED	IP
Lot Dimensions Lot Area, Min. Lot Width, Min. Floor Area, Min.	5,000 SF 50 feet ---	10,000 SF 50 feet ---
Minimum Yards Front Yard Rear Yard Side Yard	35 feet 25 feet 25 feet	20 feet 15/50 feet* 10/35 feet**
Impervious Surface Coverage, Max.	65%	No Limit
Maximum Height	50 feet	120' except where limited by Section 6.7.B, AICUZ obstruction Height Zones

*15' except where property abuts a non-industrial district when 50' is required.

**10' except where property abuts a non-industrial zoning district when 35' is required.

Legend

- Zoning Districts**
- [BLSRD] Bladen Street Redevelopment
 - [BNSRD] Boundary Street Redevelopment
 - [R-1] Residential - 1
 - [R-2] Residential - 2
 - [R-3] Residential - 3
 - [R4] Residential - 4
 - [TR] Traditional Beaufort Residential
 - [GR] General Residential
 - [MH] Mobile Home
 - [NC] Neighborhood Commercial
 - [OC] Office Commercial
 - [GC] General Commercial
 - [HC] Highway Commercial
 - [CC] Core Commercial
 - [IP] Industrial Park
 - [L] Limited Industrial
 - [MED] Medical
 - [PUD] Planned Unit Development
 - [MR] Military Reservation
 - [CP] Conservation Preservation
 - Rail Road



2402 Allison Road - Zoning Map



2402
Allison Rd.

2009 Comprehensive Plan Framework Map



 <p>PRESERVED OPEN SPACE (O-1) The O-1 sector represents the basic "green infrastructure" of the community providing critical habitat for wildlife; protection of water quality and protection from flooding and erosion; and needed recreation and greenspace for the human habitat. This category, indicated in dark green on the Framework Map, comprises lands that are already non-developable, such as wetlands, conservation easements, required stream buffers, and parks.</p>	 <p>URBAN NEIGHBORHOODS/TNDS (G-2) The G-2 sector contains dense, mixed-use development at the scale of neighborhood centers, indicated by the small (1/4 mile) circles, and suburban, residential development at the scale of walkable "traditional neighborhoods" shown in orange. This type of residential development creates an identifiable center organized around a small public square or green, often with some civic facilities or a building such as a church or a small store.</p>	 <p>CIVIC & INSTITUTIONAL USES In addition to the geographic sectors, the Framework Plan indicates two related special land uses: the existing school and other civic sites such as the hospital, the university and technical college, and the library. These civic and institutional uses/properties are related to the community's permanent civic and green infrastructure since large pieces of land on many these properties will continue to be undeveloped open space.</p>
 <p>RURAL/CONSERVATION LANDS (O-2) This sector includes areas that are prime candidates for moving into the O-1 sector through conservation easements or other open space acquisition/protection measures. This sector consists of lands that should be off-limits to development except occasional conservation neighborhoods at very low densities due to environmental conditions, urban service factors, and proximity to the MGCAS operations.</p>	 <p>NEIGHBORHOOD MIXED USE & CORRIDOR MIXED USE (G-3) The G-3 sector is intended to apply along high capacity regional thoroughfares at major transportation nodes, or along portions of highly-traveled corridors. G-3 land generally falls within areas for higher-intensity regional serving development, marked by the dark purple 1/2 mile radius circles. Neighborhood Mixed-Use designations (G-3A) are intended for a mixture of uses intended to serve the surrounding neighborhoods. Corridor Mixed-Use areas (G-3B) are intended for a mixture of regional-serving commercial, residential, and institutional destinations.</p>	 <p>INDUSTRIAL/EMPLOYMENT CENTERS; SPECIAL DISTRICT (SD) As regional employment centers, industrial districts also fall into the G-3 sector. Industrial development is shown around the existing Beaufort Commerce Park and in areas where industrial and distribution facilities are currently located or approved for development by current zoning.</p>
 <p>GROWTH RESERVE SECTOR (GR-1) The GR-1 sector is intended as a holding zone or reserve area for future urbanization in the northern Beaufort County region. Care should be taken to ensure that this area not be developed as a low-density suburban subdivision as there is sufficient land area to create an urban center supported by walkable neighborhoods.</p>	 <p>NEIGHBORHOOD MIXED USE & CORRIDOR MIXED USE (G-3) The G-3 sector is intended to apply along high capacity regional thoroughfares at major transportation nodes, or along portions of highly-traveled corridors. G-3 land generally falls within areas for higher-intensity regional serving development, marked by the dark purple 1/2 mile radius circles. Neighborhood Mixed-Use designations (G-3A) are intended for a mixture of uses intended to serve the surrounding neighborhoods. Corridor Mixed-Use areas (G-3B) are intended for a mixture of regional-serving commercial, residential, and institutional destinations.</p>	 <p>NEIGHBORHOOD CENTERS Neighborhood Centers, shown as the small black circles on the Framework Map, are based on a 1/4 mile radius (a typical 5-minute walk) from a key intersection. They are intended to be mixed-use activity centers serving surrounding neighborhoods with retail, services, civic uses, and higher density housing.</p>
 <p>MODERATE DENSITY RESIDENTIAL NEIGHBORHOODS (G-1) The G-1 sector is intended for relatively moderate density residential development. It includes areas that are not likely locations for redevelopment, as well as lands that are not proximate to thoroughfares and are not projected to be high growth areas due to limited access to transportation networks, existing services, and utilities. In addition, poor/wet soils that are not typically appropriate for development are included in this sector, which is intended for relatively low-density development.</p>	 <p>DOWNTOWN BEAUFORT (G-4) This sector is comprised of areas with existing development, with a relatively dense street grid, and which are appropriate for redevelopment or additional development. This area is, in large respect, appropriate for redevelopment and new infill development, and well served with infrastructure (roads, utilities, etc.), and access to services and amenities.</p>	 <p>REGIONAL CENTERS Regional Centers are mixed-use activity centers with employment and commercial uses that attract people from beyond the immediate neighborhoods and from surrounding communities. These centers are appropriate for commercial and employment development as well as the area's highest density housing. The area of these centers is based on a 1/2 mile radius (a typical 10-minute walk)—the larger circles on the map.</p>



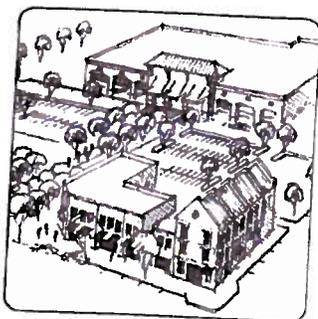
Mix of housing types in a new neighborhood



Neighborhood-scaled mixed-use building



Housing and civic uses in a neighborhood



A grocery-anchored mixed-use development is a typical neighborhood center, which may include retail, office, civic/institutional and residential uses.

FG 1.5 GROWTH SECTOR 2 (G-2): URBAN NEIGHBORHOODS/TNDs

The G-2 sector contains denser, mixed-use development at the scale of neighborhood centers, indicated by the small (1/4 mile) circles, and suburban, residential development at the scale of walkable “traditional neighborhoods” shown in orange. This type of residential development creates an identifiable center organized around a small public square or green, often with some civic facilities or a building such as a church or a small store. Local, slow-speed streets form a connected network, with larger collector streets. Paths form pedestrian connections linking sidewalks to internal parks and preserved open space along the boundaries of the neighborhood. This pattern of development can be more environmentally sensitive to its context and can provide improved public health benefits for citizens through its capacity for safe walking and cycling.

G-2 lands are typically close to thoroughfares and at key cross-road locations. For Beaufort, the G-2 sector specifically includes areas that are already developed with neighborhood-serving retail and service uses or at key cross-roads where future development of this type is likely to occur.

The G-2 designation is also used in areas where a mixture of higher density residential types (e.g., small lot single family houses, townhomes, apartment or condominium buildings, or mixed-use buildings) are already occurring or would be appropriate to transition between higher intensity commercial uses and existing lower density neighborhoods, and take advantage of proximity to existing centers of commerce, education, or employment such as the university, downtown, and the hospital.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

The following community types and uses are appropriate in the G-2 sector:

- traditional neighborhood developments
- single-family and multifamily residential
- neighborhood mixed-use centers
- neighborhood-scale commercial uses (retail and office)
- civic uses
- light industrial uses

FG 1.6 NEIGHBORHOOD CENTERS

Neighborhood Centers, shown as the small black circles on the Framework Map, are based on a 1/4 mile radius (a typical 5-minute walk) from a key intersection. They are intended to be mixed-use activity centers serving surrounding neighborhoods with retail, services, civic uses, and higher density housing. A neighborhood center might typically contain 80,000 to 120,000 square feet of commercial uses. A grocery-anchored mixed-use development is a typical use for a neighborhood center. A conceptual mixed-use neighborhood center for Sea Island Parkway and Lady’s Island Drive was designed at the charrette and is detailed later in this section.



Image Source: bing.com

▲ EXISTING CONDITIONS - BMH



▲ CONCEPTUAL PLAN OF BMH - PHASE 1

7.3 Beaufort Memorial Hospital

Sector: 3

Project Type: Public

Civic Investment Required: Ribaut Road Improvements, Allison Road Improvements

See Also: 2.10; 5.2; 7.2; 8.2; 10.2

The conceptual plan for Beaufort Memorial Hospital (BMH) proposes a long-term vision for accommodating significant campus growth within the very constrained land area around the hospital campus.

In phase one, two new medical office buildings at the intersection of Allison Road and Ribaut Road would create a southern entrance into the hospital campus. Large surface lot behind these building, provides additional parking for the hospital.

Phase two proposes a new hospital tower, additional medical office buildings and a parking structure.

Trails along the Beaufort River would offer pedestrian connections throughout the BMH campus and the nearby TCL campus.

New medical offices and mixed-use buildings would be arranged with parking on the interior of blocks to create a consistent streetscape environment along Ribaut Road and offer attractive frontages along the Beaufort River. The building types proposed are intended to create a seamless transition from the hospital campus to the academic environment of TCL to the north,

Currently, pedestrians, bicyclists and cars are in clear competition for space within the constrained land around BMH. This plan proposes a circulation strategy that focuses on complete streets that effectively accommodates all of these users as a key step toward future redevelopment. (For details about streetscape improvements to Ribaut Road, see Section 8.2).

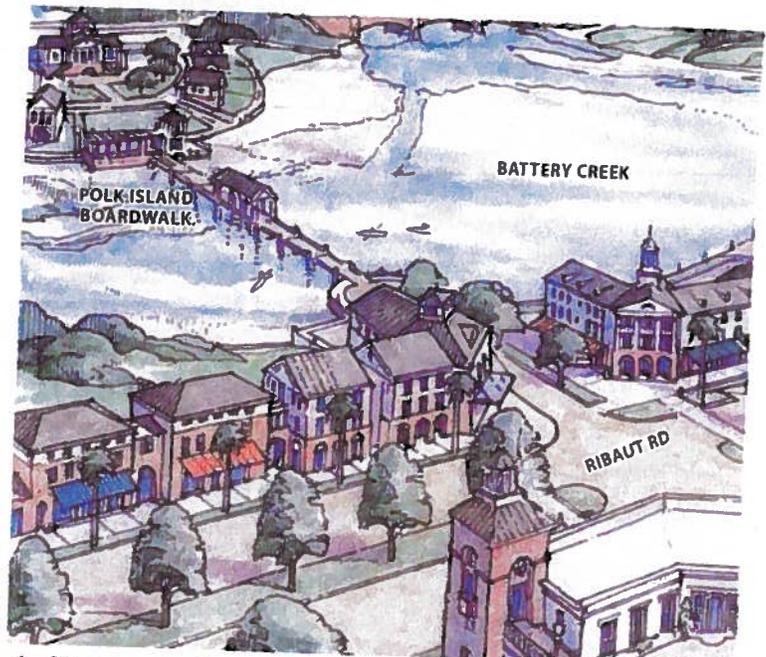
The connection to the Spanish Moss Trail via Allison Road is also a critical component for redevelopment in this area. This plan recommends streetscape improvements to Allison Road that

would emphasize the pedestrian connection from the major employment center at BMH to the major pedestrian/bicycle corridor along the Spanish Moss Trail. This would encourage more non-motorized commutes and establish an important local open space network connecting the Spanish Moss Trail, TCL, BMH, Kate Gleason Park, Battery Creek and the Beaufort River.

Directly across Battery Creek from BMH, Polk Island is a small, undeveloped property with limited accessibility. Approximately 5 acres in size, Polk Island would be an ideal location to accommodate a private conference/retreat center with 10 to 12 overnight cabins and a main dining and meeting facility. As shown at right, this longer-term plan proposes the construction of a boardwalk in conjunction with this development to tie this conference and event space to the two institutions. While automobile access to Polk Island is somewhat restricted, this boardwalk and the Spanish Moss Trail would tie the conference center into a robust system of local trails and open spaces.



▲ CONCEPTUAL PLAN OF BMH - PHASE 2



▲ CONCEPTUAL ILLUSTRATION OF TCL & BMH REDEVELOPMENT ALONG RIBAUT ROAD

City of Beaufort Department of Planning and Development Services

M E M O R A N D U M

TO: Beaufort--Port Royal Metropolitan Planning Commission

FROM: Libby Anderson, Planning Director

DATE: February 11, 2015

SUBJECT: Conceptual Review of Whitehall Park Subdivision Master Plan

=====

Background

The Planning Commission is required to approve the preliminary plat for new major subdivisions. The Planning Commission has the authority to waive or vary certain subdivision requirements such as sidewalk installation, tree planting, block size and double-frontage lot requirements.

Proposal

Whitehall Park LLC is proposing to develop a 76-lot subdivision on Lady's Island on property formerly known as Whitehall Plantation. The property is currently comprised of six tax parcels identified as District 123, Tax Map 14, Parcels 2, 24, 26, 28, 30, and 140. As shown on the attached site location map, the 19+-acre property is located directly across the Wood's Memorial Bridge from downtown Beaufort, and has frontage on Sea Island Parkway, Meridian Road, Harborview Circle and the Beaufort River. The project consists of primarily single family residential lots with a 3.5-acre public waterfront park along the Beaufort River which would have 2,500 linear feet of waterfront access.

Review Process

The applicant has requested a two-step review of the proposed subdivision by the Planning Commission. The first step is review of the conceptual plan, and review and endorsement of several variations from the City's typical subdivision standards.

The second and final step for the Planning Commission will be a review and approval of the preliminary plat, street regulating plan (typical street sections) and tree planting plan. The Commission will also be asked to approve the names for up to five new streets within the development.

In addition, this project is requesting assistance from the City to fund the new infrastructure. That will require approval from City Council.

Waivers and Feedback Requested by Applicant

The applicant has provided a description of the project in the form of a narrative dated February 6, 2015. Based on this narrative and the information presented in the conceptual master plan, the applicant is requesting the input and endorsement from Planning Commission on a number of items so they can move forward with the development of the preliminary plat.

- *Vehicular Circulation:* There is currently one vehicular connection proposed into the property, which is at the existing curb cut along Sea Island Parkway. The plan also shows a future connection into Harborview Circle. Connectivity is important to ensure efficient traffic flow and integration of the new development into the larger community. Section 5.5 of the Civic Master Plan (attached) discusses the importance of connectivity in new development. Section 8.2.A.1 of the Unified Development Ordinance (UDO), requires that “The location . . . of all proposed streets shall be in conformity with official plans and maps of the City . . . and with existing , , , plans of the Planning Commission.” The Civic Master Plan sets out a specific development scenario for the Whitehall property that shows street connections onto Sea Island Parkway, Meridian Road, and Harborview Circle (see attachments). Section 8.2.A.2 stipulates that “The proposed street layout shall be coordinated with the street system of the surrounding area. Where possible, existing streets shall be extended.” Section 8.2.A.3 states that “Where it is desirable to provide for street access to adjoining property, proposed streets shall be extended . . .” Section 8.2.A.12 states that cul-de-sacs cannot exceed 200’ in length unless specifically approved by the Planning Commission because of the unique conditions of the site. Finally, the Fire Code stipulates that in single-family development of over 30 lots, a minimum of two separate approved fire apparatus access roads are required.

For all these reasons, an additional street connection is required. Vehicular access to both Meridian Road and Harborview Circle must be explored. While the Harborview Circle connection might be the most obvious since it already exists, staff is concerned about having this be the only access for vehicles traveling south on Meridian Road. Having an additional access on Meridian Road as envisioned in the Civic Master Plan would reduce the traffic impact on the Harborview neighborhood. A traffic impact analysis will be required for this project to determine how these connections and intersections will be impacted by this level of development.

When the Whitehall property was rezoned in 2012, at least two City Council members stated they would not support a street connection from Whitehall into the Harborview neighborhood. Since the applicant is requesting City assistance in funding the infrastructure for the project, City Council will have input on the location and design of the proposed street network. Staff recommends that the applicant meet with City Council to get input on the issue of street connectivity before doing additional design work. A joint workshop with the Planning Commission on the proposed project seems appropriate.

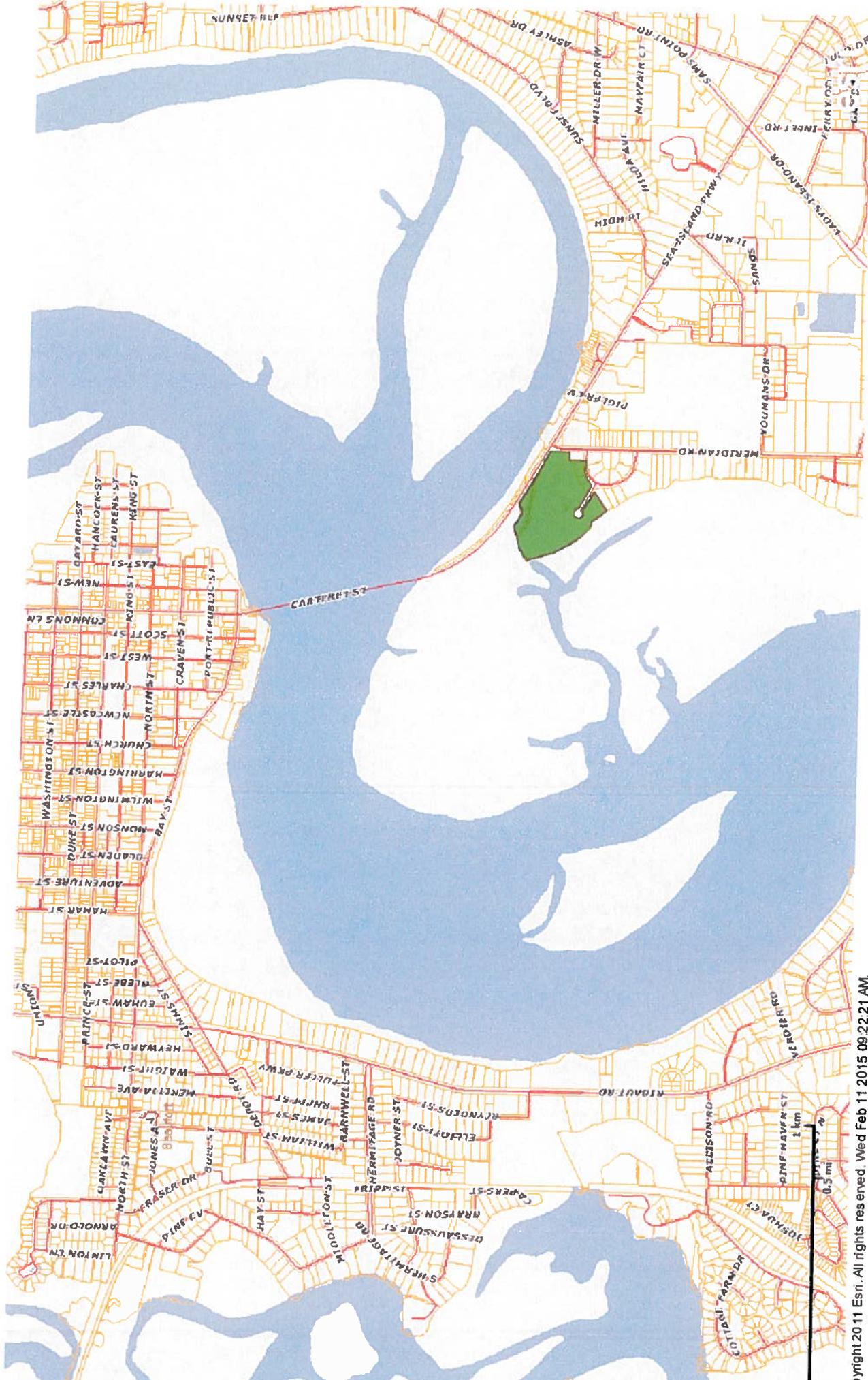
Staff recommends that the Planning Commission defer a final decision on the issue of connectivity until a draft traffic impact analysis is available for review, and that input has been obtained from the City Council.

- *Pedestrian Circulation: There are two different street sections proposed: a 40' wide and a 54' wide section. The applicant is proposing sidewalks on one side only of the road on the 40' wide section. Staff supports this request. There is a continuous pedestrian circulation path through the entire neighborhood, and sidewalks are proposed to extend to the Wood's Memorial Bridge.*
- *Tree planting/spacing: the applicant is requesting a waiver to reduce the number of street tree plantings in favor of preserving as many existing trees as possible. Staff supports this request on the condition that the trees to be saved have been determined to be healthy, and are located in the street right-of-way, in a protected open space area, or located on private property in a tree easement. Additional street trees can be planted between the preserved trees. Staff recommends that the applicant coordinate with the city's arborist to determine the appropriate number, spacing and species of new street trees.*
- *Building Lot Sizes & Setbacks: the applicant is planning to submit for a rezoning to create a form-based code overlay district, similar to the Bladen Street Redevelopment District. That will govern building setbacks and design requirements. With regard to the building setbacks, the proposed setbacks listed in the narrative would be addressed by this rezoning request. The applicant, by right, is permitted to develop residential lots that are a minimum of 40' wide and 4,000 square feet. These are required to have 12' front setbacks, 6' side setbacks and 15' rear setbacks. Alternatively, the applicant can opt to utilize the Village House development option, which allows reduced rear setbacks for garages and carports where alleys are provided. Commercial lots may be smaller, at 25' wide and 2,500 square feet, with a front build-to line of 6'-12', no side setbacks, and 15' rear setbacks.*
- *Block Layout: Section 8.2.C.1 in the UDO requires that blocks be a minimum of 300' in length. The blocks formed by the street intersecting Sea Island Parkway, as well as the apparent dead end street at the Meridian Road corner of the site, are less than 300'. This creates a double frontage condition, particularly along Sea Island Parkway, and in a couple cases along Meridian Road. Section 8.2.C.2 states that blocks may be one lot in depth only where there are unique conditions as determined by the Planning Commission. Staff has reservations about the double frontage, but believes that this can be addressed in the form-based code overlay by prescribing specific building types and uses that must be constructed along Sea Island Parkway and Meridian Road. If this is appropriately resolved, staff supports this request.*

Staff Recommendation

Staff recommends that the Planning Commission defer a final decision on these items until: the traffic impact study is prepared; City Council provides input on the street network and design; a conceptual plat is prepared overlaid on a tree survey; and the draft form-based code for the development is developed.

Site Location Map



Site Location Map



EXCERPTS FROM CIVIC MASTER PLAN

5.5 Connectivity

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3 – 3.8; Chapter 8; 10.2

In general, well-connected street networks, with small blocks and few cul-de-sacs, produce better communities than their disconnected, dead-end counterparts. Cities with strong connectivity typically have greater efficiency and capacity to convey traffic, enhanced safety for pedestrians, bicycles and automobiles, greater ability to accommodate walkable/bikeable lifestyles and a more attractive, edifying public realm.

Given Beaufort's inflexible geographic constraints, establishing a connected and coherent street hierarchy is especially critical. The Beaufort River, Battery Creek and Albergotti Creek severely limit the connections that can be made between different parts of the city. Neighborhoods with frequent cul-de-sacs exacerbate this situation and force traffic onto a small number of high volume streets, decreasing overall system capacity and safety, increasing infrastructure maintenance cost and traffic delays, and hampering the public realm. This is not to say that every cul-de-sac is inappropriate and must be connected somehow to the grid, but in certain situations strategic connections should be made that will substantially improve the connectivity of Beaufort as a whole.

The Civic Master Plan identifies strategic connections that should be made in order to improve local mobility. Eliminating cul-de-sacs is often met with concerns on behalf of the adjacent neighbors or property owners regarding dramatic increases in traffic volumes and general loss of privacy. This is of particular concern in residential neighborhoods with low traffic volumes. In reality, establishing connections typically improves the surrounding neighborhood by increasing accessibility to community amenities, shopping areas and civic uses. While it is true that connecting cul-de-sacs increases the traffic volume on the connected segments, these increases are usually so slight and localized that adjacent neighbors and

property-owners seldom notice an appreciable difference. The benefits of establishing greater connectivity through strategic connections far outweigh any issues of increased local traffic volumes.

Combined with a future development strategy that promotes a mix of land uses and complete streets that serve all users, the connectivity improvements proposed by this plan would create a coherent and connected street hierarchy that will enable Beaufort residents to live locally and accomplish their daily needs within a short walking, biking, or driving distance.

5.6 Streetscape Improvements

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3 – 3.8; Chapter 8; 10.2

This plan proposes streetscape improvements throughout Beaufort in order to retain value in thriving neighborhoods and stimulate private investment to reinvigorate struggling neighborhoods. Streetscaping projects can be completed incrementally by incorporating new designs as repaving projects are undertaken, through a targeted approach that prioritizes corridors for redevelopment, and as part of the land development process.

The streetscape improvements proposed by this plan encompass a range of strategies and design techniques, including road diets, crosswalks, bike lanes, sharrows, on-street parking, planted medians, street furniture, and installation of signs and lighting. Each proposed streetscape design is tailored to the unique traffic needs and development expectations of the surrounding area. These streetscape improvements are designed to promote safe and convenient access and travel for all users - pedestrians, bicyclists, transit riders, and people of all abilities.

The following pages show a conceptual framework for proposed streetscape improvements.

2.7 Lady's Island Waterfront Access

Sector: 5

Project Type: Public | Private

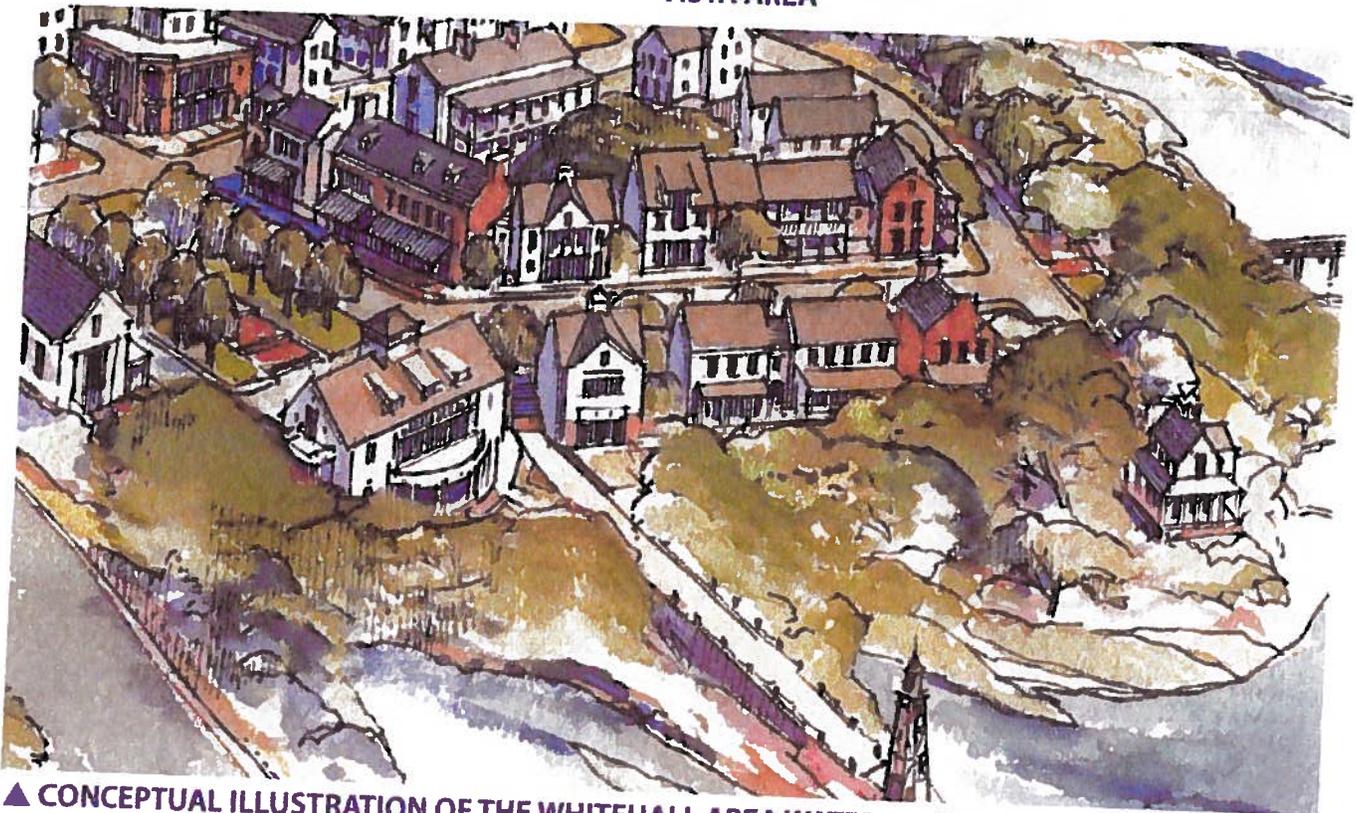
Civic Investment Required: Factory Creek/Vista Waterfront Access Expansion and Whitehall Waterfront Park

See Also: 6.6

The conceptual plan for the Whitehall tract on Sea Island Parkway, across from the historic downtown area, proposes a substantial public park along the water's edge. To provide contrast between this park and the more formal Henry C. Chambers Waterfront Park across the river, this parkland would be designed in a more naturalistic manner, emphasizing the preservation of existing trees and a gradual connection to the waterfront, rather than as a bulkhead design.



▲ CONCEPTUAL PLAN FOR WHITEHALL AND THE VISTA AREA



▲ CONCEPTUAL ILLUSTRATION OF THE WHITEHALL AREA WATERFRONT PARK

Across Sea Island Parkway from Whitehall, adjacent to the existing Vista public waterfront access and boat launch, the conceptual plan illustrates how the Open Land Trust's recent acquisition of three developed properties along Sea Island Parkway will transform this area. The existing buildings at the approach to Wood's Bridge have already been removed to re-open the view onto Factory Creek. These combined properties will become a passive public park, conserved in perpetuity by the Open Land Trust. Called Project Vista II, it will also feature a native plant demonstration plot installed by local garden clubs.

Additionally, a widened sidewalk along Sea Island Parkway, on-street parking, and pedestrian crosswalks at key intersections would offer connections to the future Whitehall Main Street and Town Center, located across the street at the redeveloped intersection of Meridian Road, Sea Island Parkway, and the existing public boat ramp. The boat ramp would be expanded by 50 feet on either side, doubling the number of trailer parking spots to thirty-six.

The Vista property acquisitions serve as the Lady's Island anchor for a system of waterfront parks and walkways proposed for Beaufort and Port Royal. The reclaimed open space along Sea Island Parkway ties into the larger proposed system through its direct connection via Wood's Bridge, to the west, and its connection to Whitehall's conceptual waterfront park, to the south.



▲ CONCEPTUAL WATERFRONT ACCESS FROM MOSSY OAKS ROAD

2.8 Mossy Oaks Waterfront Access

Sector: 3

Project Type: Public

Civic Investment Required: Mossy Oaks Waterfront Park and Garden

See Also: Section 5.2

Currently, only 1% of the shoreline on Battery Creek along the western portion of the Beaufort/Port Royal peninsula permits public access. A large, mostly undeveloped parcel of land along Battery Creek, between Brotherhood Road and Mossy Oaks Road, would be a key location for a new public waterfront park, adding 500 feet of public shoreline. The depth of water at this location, during both high and low tide, makes it an ideal spot to provide a public canoe and kayak launch, and its location adjacent to the Spanish Moss Trail provides multi-modal accessibility. In addition to the water access, ample bike parking, public showers and restrooms, and a 2-acre community garden would provide a variety of activities for neighborhood residents and visitors.

2.9 Boundary Street Waterfront Access

Sector: 4

Project Type: Public | Private

Civic Investment Required: Battery Creek Marsh Trail/Boardwalk, Battery Creek Marshfront Parks, Belt Buckle Park, 1st Street Curve, Beaufort River Viewshed and Public Access

See Also: 8.1

For decades, the Boundary Street area disregarded its proximity to the water's edge. The low density, suburban development pattern largely paved and piped the existing natural environment; the resultant buildings walled-off access to the marshes in favor of loading docks and dumpster storage. The

6.6 Sector 5 Neighborhood Strategies

Sector: 5

Project Type: Public | Private

Civic Investment Required: Various

See Also: 2.7; 8.4

Whitehall

The old Whitehall Plantation property, currently vacant, sits directly across the river from downtown Beaufort near the bridge from Carteret Street to Lady's Island (US Business Route 21). The property offers impressive views of the Beaufort River, with downtown Beaufort just beyond. (See 2.7 for details about proposed waterfront access in this area).

The conceptual plan for Whitehall envisions a traditional neighborhood, with the northwestern tip of the property preserved as public open space for the regional parks and greenway system. The plan illustrates one major entrance to the property, marked by a civic or religious structure, and a

public green defined by townhouses and mixed-use buildings. The town center green would include a diversity of uses, while land closer to the river would be primarily residential, including apartment buildings, townhouses, and single-family houses. A public dock would provide another connection to downtown Beaufort or other destinations from the river. Developed using this approach, the Whitehall property would become a logical extension of downtown that compliments, but does not compete with, the historic core.



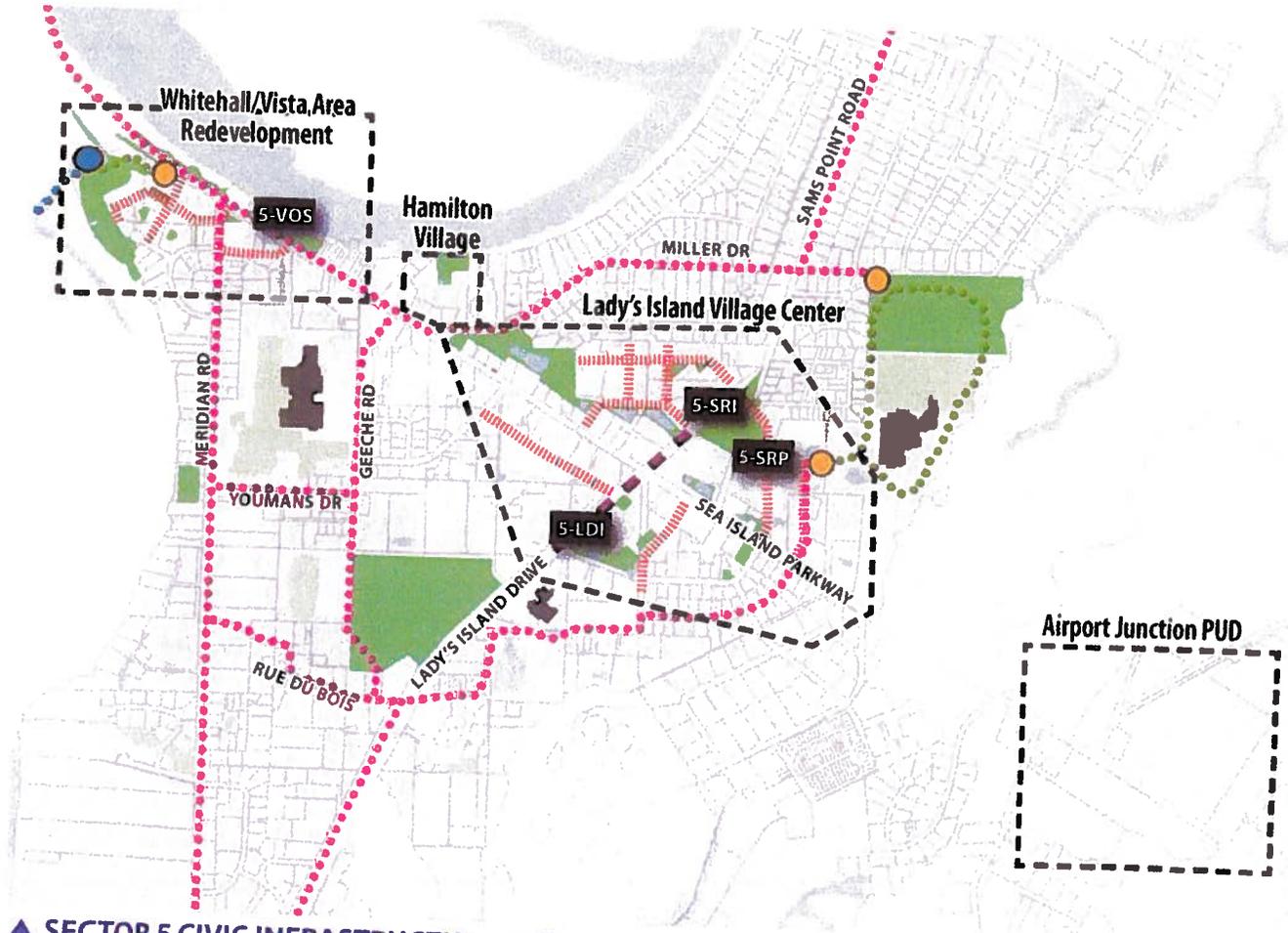
Image Source: Bing.com

▲ BIRD'S EYE AERIAL OF WHITEHALL PROPERTY

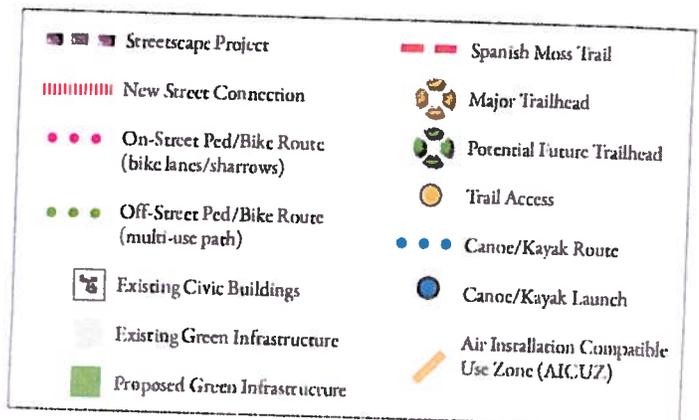


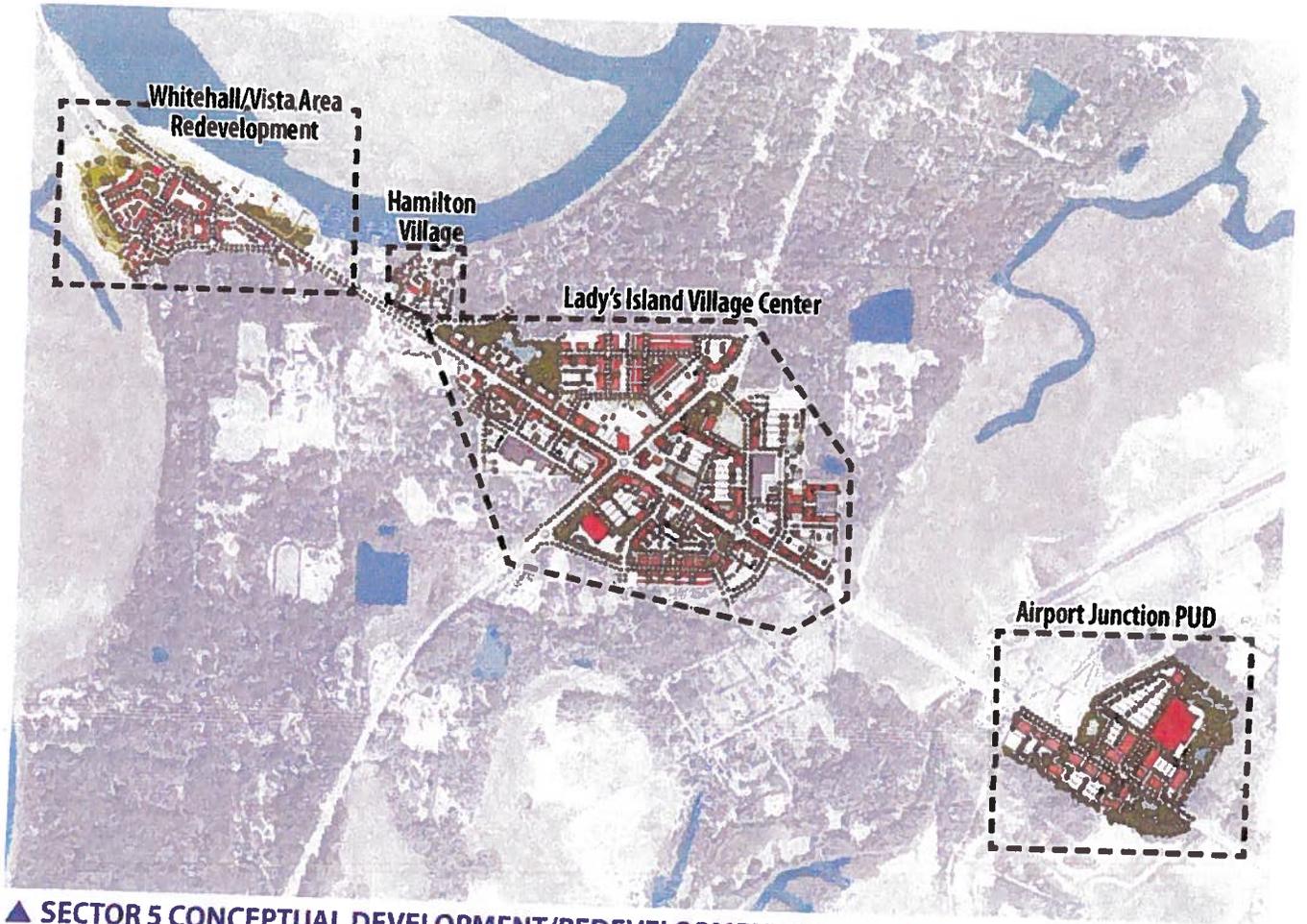
▲ CONCEPTUAL NEIGHBORHOOD PLANS - SECTOR 5

11.5 Sector 5 Projects



▲ SECTOR 5 CIVIC INFRASTRUCTURE PROJECTS





▲ SECTOR 5 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES



▲ CONCEPTUAL PLAN FOR WHITEHALL AND THE VISTA AREA (SEE 2.7 FOR VISTA AREA DETAILS)



▲ CONCEPTUAL ILLUSTRATION OF THE WHITEHALL AREA NEIGHBORHOOD

City of Beaufort Department of Planning and Development Services

M E M O R A N D U M

TO: Beaufort--Port Royal Metropolitan Planning Commission

FROM: Libby Anderson, Planning Director

DATE: February 11, 2015

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The second and final step for the Planning Commission will be a review and approval of the preliminary plat, street regulating plan (typical street sections) and tree planting plan. The Commission will also be asked to approve the names for up to five new streets within the development.

In addition, this project is requesting assistance from the City to fund the new infrastructure. That will require approval from City Council.

Waivers and Feedback Requested by Applicant

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- *Vehicular Circulation:* There is currently one vehicular connection proposed into the property, which is at the existing curb cut along Sea Island Parkway. The plan also shows a future connection into Harborview Circle. Connectivity is important to ensure efficient traffic flow and integration of the new development into the larger community. Section 5.5 of the Civic Master Plan (attached) discusses the importance of connectivity in new development. Section 8.2.A.1 of the Unified Development Ordinance (UDO), requires that “The location . . . of all proposed streets shall be in conformity with official plans and maps of the City . . . and with existing , , , plans of the Planning Commission.” The Civic Master Plan sets out a specific development scenario for the Whitehall property that shows street connections onto Sea Island Parkway, Meridian Road, and Harborview Circle (see attachments). Section 8.2.A.2 stipulates that “The proposed street layout shall be coordinated with the street system of the surrounding area. Where possible, existing streets shall be extended.” Section 8.2.A.3 states that “Where it is desirable to provide for street access to adjoining property, proposed streets shall be extended . . .” Section 8.2.A.12 states that cul-de-sacs cannot exceed 200’ in length unless specifically approved by the Planning Commission because of the unique conditions of the site. Finally, the Fire Code stipulates that in single-family development of over 30 lots, a minimum of two separate approved fire apparatus access roads are required.

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When the Whitehall property was rezoned in 2012, at least two City Council members stated they would not support a street connection from Whitehall into the Harborview neighborhood. Since the applicant is requesting City assistance in funding the infrastructure for the project, City Council will have input on the location and design of the proposed street network. Staff recommends that the applicant meet with City Council to get input on the issue of street connectivity before doing additional design work. A joint workshop with the Planning Commission on the proposed project seems appropriate.

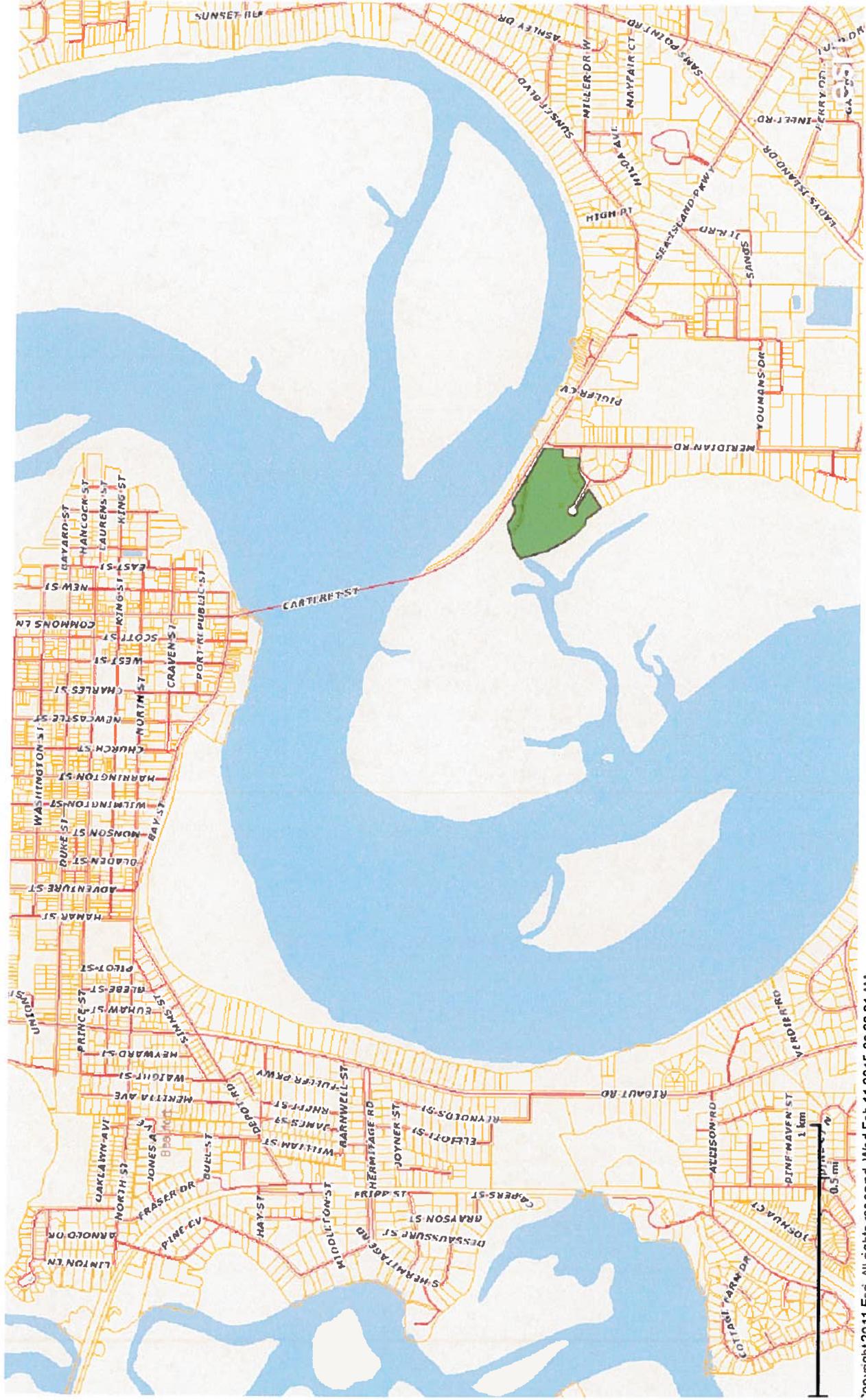
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- *Pedestrian Circulation: There are two different street sections proposed: a 40' wide and a 54' wide section. The applicant is proposing sidewalks on one side only of the road on the 40' wide section.* Staff supports this request. There is a continuous pedestrian circulation path through the entire neighborhood, and sidewalks are proposed to extend to the Wood's Memorial Bridge.
- *Tree planting/spacing: the applicant is requesting a waiver to reduce the number of street tree plantings in favor of preserving as many existing trees as possible.* Staff supports this request on the condition that the trees to be saved have been determined to be healthy, and are located in the street right-of-way, in a protected open space area, or located on private property in a tree easement. Additional street trees can be planted between the preserved trees. Staff recommends that the applicant coordinate with the city's arborist to determine the appropriate number, spacing and species of new street trees.
- *Building Lot Sizes & Setbacks: the applicant is planning to submit for a rezoning to create a form-based code overlay district, similar to the Bladen Street Redevelopment District. That will govern building setbacks and design requirements. With regard to the building setbacks, the proposed setbacks listed in the narrative would be addressed by this rezoning request.* The applicant, by right, is permitted to develop residential lots that are a minimum of 40' wide and 4,000 square feet. These are required to have 12' front setbacks, 6' side setbacks and 15' rear setbacks. Alternatively, the applicant can opt to utilize the Village House development option, which allows reduced rear setbacks for garages and carports where alleys are provided. Commercial lots may be smaller, at 25' wide and 2,500 square feet, with a front build-to line of 6'-12', no side setbacks, and 15' rear setbacks.
- *Block Layout: Section 8.2.C.1 in the UDO requires that blocks be a minimum of 300' in length. The blocks formed by the street intersecting Sea Island Parkway, as well as the apparent dead end street at the Meridian Road corner of the site, are less than 300'. This creates a double frontage condition, particularly along Sea Island Parkway, and in a couple cases along Meridian Road.* Section 8.2.C.2 states that blocks may be one lot in depth only where there are unique conditions as determined by the Planning Commission. Staff has reservations about the double frontage, but believes that this can be addressed in the form-based code overlay by prescribing specific building types and uses that must be constructed along Sea Island Parkway and Meridian Road. If this is appropriately resolved, staff supports this request.

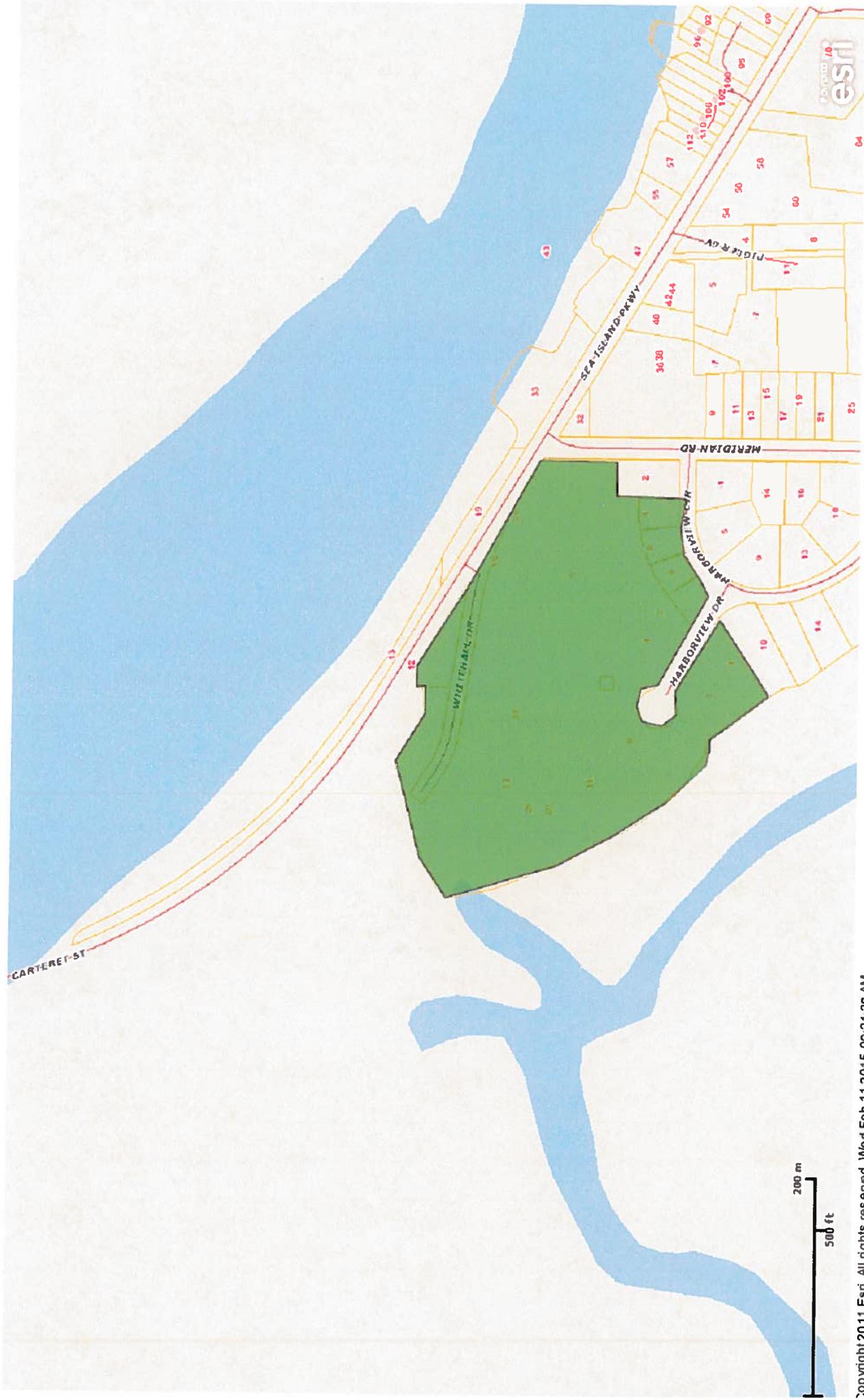
Staff Recommendation

Staff recommends that the Planning Commission defer a final decision on these items until: the traffic impact study is prepared; City Council provides input on the street network and design; a conceptual plat is prepared overlaid on a tree survey; and the draft form-based code for the development is developed.

Site Location Map



Site Location Map



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EXCERPTS FROM CIVIC MASTER PLAN

5.5 Connectivity

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3 – 3.8; Chapter 8; 10.2

In general, well-connected street networks, with small blocks and few cul-de-sacs, produce better communities than their disconnected, dead-end counterparts. Cities with strong connectivity typically have greater efficiency and capacity to convey traffic, enhanced safety for pedestrians, bicycles and automobiles, greater ability to accommodate walkable/bikeable lifestyles and a more attractive, edifying public realm.

Given Beaufort's inflexible geographic constraints, establishing a connected and coherent street hierarchy is especially critical. The Beaufort River, Battery Creek and Albergotti Creek severely limit the connections that can be made between different parts of the city. Neighborhoods with frequent cul-de-sacs exacerbate this situation and force traffic onto a small number of high volume streets, decreasing overall system capacity and safety, increasing infrastructure maintenance cost and traffic delays, and hampering the public realm. This is not to say that every cul-de-sac is inappropriate and must be connected somehow to the grid, but in certain situations strategic connections should be made that will substantially improve the connectivity of Beaufort as a whole.

The Civic Master Plan identifies strategic connections that should be made in order to improve local mobility. Eliminating cul-de-sacs is often met with concerns on behalf of the adjacent neighbors or property owners regarding dramatic increases in traffic volumes and general loss of privacy. This is of particular concern in residential neighborhoods with low traffic volumes. In reality, establishing connections typically improves the surrounding neighborhood by increasing accessibility to community amenities, shopping areas and civic uses. While it is true that connecting cul-de-sacs increases the traffic volume on the connected segments, these increases are usually so slight and localized that adjacent neighbors and

property-owners seldom notice an appreciable difference. The benefits of establishing greater connectivity through strategic connections far outweigh any issues of increased local traffic volumes.

Combined with a future development strategy that promotes a mix of land uses and complete streets that serve all users, the connectivity improvements proposed by this plan would create a coherent and connected street hierarchy that will enable Beaufort residents to live locally and accomplish their daily needs within a short walking, biking, or driving distance.

5.6 Streetscape Improvements

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3 – 3.8; Chapter 8; 10.2

This plan proposes streetscape improvements throughout Beaufort in order to retain value in thriving neighborhoods and stimulate private investment to reinvigorate struggling neighborhoods. Streetscaping projects can be completed incrementally by incorporating new designs as repaving projects are undertaken, through a targeted approach that prioritizes corridors for redevelopment, and as part of the land development process.

The streetscape improvements proposed by this plan encompass a range of strategies and design techniques, including road diets, crosswalks, bike lanes, sharrows, on-street parking, planted medians, street furniture, and installation of signs and lighting. Each proposed streetscape design is tailored to the unique traffic needs and development expectations of the surrounding area. These streetscape improvements are designed to promote safe and convenient access and travel for all users - pedestrians, bicyclists, transit riders, and people of all abilities.

The following pages show a conceptual framework for proposed streetscape improvements.

2.7 Lady's Island Waterfront Access

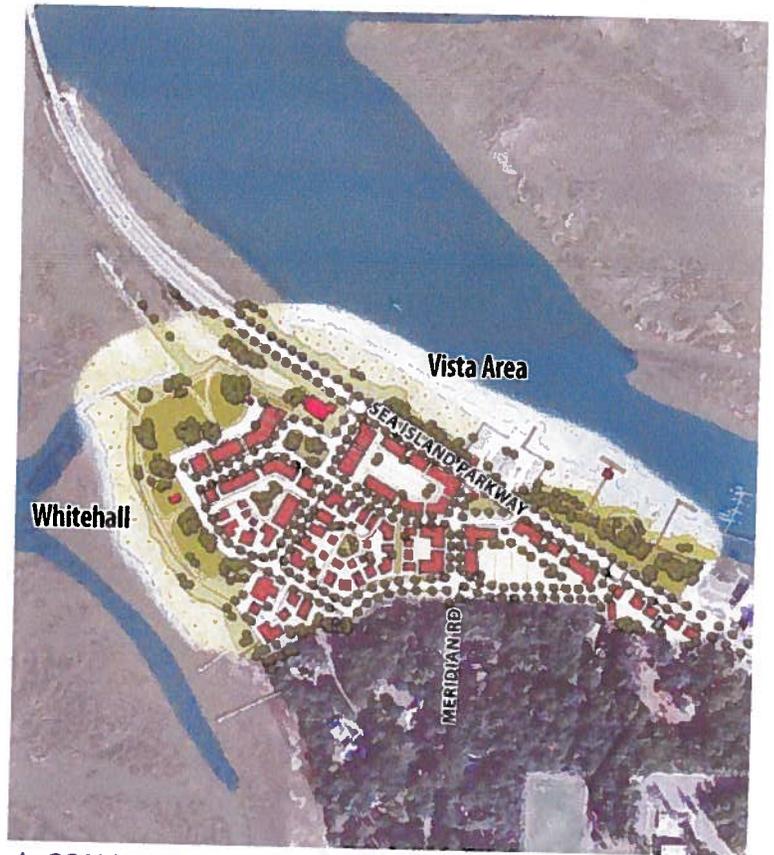
Sector: 5

Project Type: Public | Private

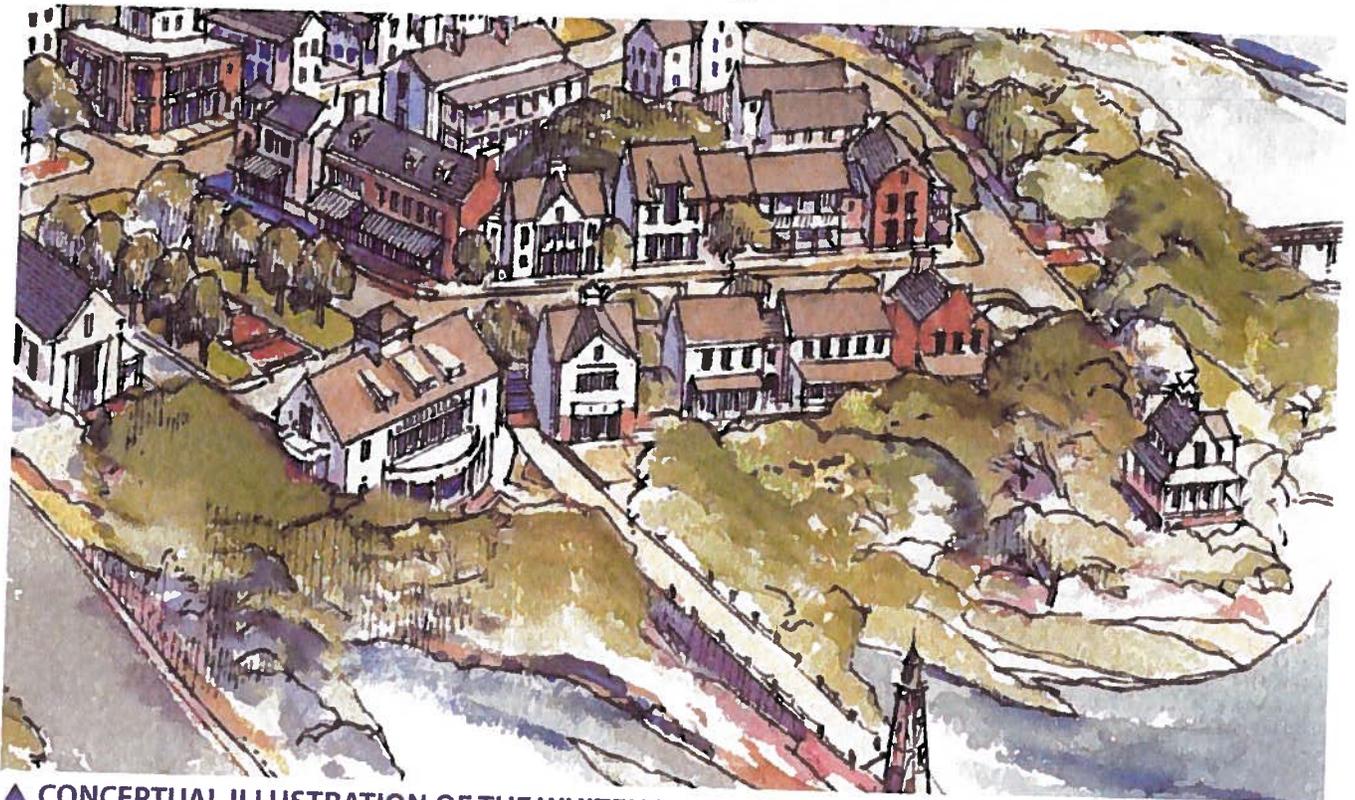
Civic Investment Required: Factory Creek/Vista Waterfront Access Expansion and Whitehall Waterfront Park

See Also: 6.6

The conceptual plan for the Whitehall tract on Sea Island Parkway, across from the historic downtown area, proposes a substantial public park along the water's edge. To provide contrast between this park and the more formal Henry C. Chambers Waterfront Park across the river, this parkland would be designed in a more naturalistic manner, emphasizing the preservation of existing trees and a gradual connection to the waterfront, rather than as a bulkhead design.



▲ CONCEPTUAL PLAN FOR WHITEHALL AND THE VISTA AREA



▲ CONCEPTUAL ILLUSTRATION OF THE WHITEHALL AREA WATERFRONT PARK

Across Sea Island Parkway from Whitehall, adjacent to the existing Vista public waterfront access and boat launch, the conceptual plan illustrates how the Open Land Trust's recent acquisition of three developed properties along Sea Island Parkway will transform this area. The existing buildings at the approach to Wood's Bridge have already been removed to re-open the view onto Factory Creek. These combined properties will become a passive public park, conserved in perpetuity by the Open Land Trust. Called Project Vista II, it will also feature a native plant demonstration plot installed by local garden clubs.

Additionally, a widened sidewalk along Sea Island Parkway, on-street parking, and pedestrian crosswalks at key intersections would offer connections to the future Whitehall Main Street and Town Center, located across the street at the redeveloped intersection of Meridian Road, Sea Island Parkway, and the existing public boat ramp. The boat ramp would be expanded by 50 feet on either side, doubling the number of trailer parking spots to thirty-six.

The Vista property acquisitions serve as the Lady's Island anchor for a system of waterfront parks and walkways proposed for Beaufort and Port Royal. The reclaimed open space along Sea Island Parkway ties into the larger proposed system through its direct connection via Wood's Bridge, to the west, and its connection to Whitehall's conceptual waterfront park, to the south.

2.8 Mossy Oaks Waterfront Access

Sector: 3

Project Type: Public

Civic Investment Required: Mossy Oaks Waterfront Park and Garden

See Also: Section 5.2

Currently, only 1% of the shoreline on Battery Creek along the western portion of the Beaufort/Port Royal peninsula permits public access. A large, mostly undeveloped parcel of land along Battery Creek, between Brotherhood Road and Mossy Oaks Road, would be a key location for a new public waterfront park, adding 500 feet of public shoreline. The depth of water at this location, during both high and low tide, makes it an ideal spot to provide a public canoe and kayak launch, and its location adjacent to the Spanish Moss Trail provides multi-modal accessibility. In addition to the water access, ample bike parking, public showers and restrooms, and a 2-acre community garden would provide a variety of activities for neighborhood residents and visitors.

2.9 Boundary Street Waterfront Access

Sector: 4

Project Type: Public | Private

Civic Investment Required: Battery Creek Marsh Trail/Boardwalk, Battery Creek Marshfront Parks, Belt Buckle Park, 1st Street Curve, Beaufort River Viewshed and Public Access

See Also: 8.1

For decades, the Boundary Street area disregarded its proximity to the water's edge. The low density, suburban development pattern largely paved and piped the existing natural environment; the resultant buildings walled-off access to the marshes in favor of loading docks and dumpster storage. The



▲ CONCEPTUAL WATERFRONT ACCESS FROM MOSSY OAKS ROAD

6.6 Sector 5 Neighborhood Strategies

Sector: 5

Project Type: Public | Private

Civic Investment Required: Various

See Also: 2.7; 8.4

Whitehall

The old Whitehall Plantation property, currently vacant, sits directly across the river from downtown Beaufort near the bridge from Carteret Street to Lady's Island (US Business Route 21). The property offers impressive views of the Beaufort River, with downtown Beaufort just beyond. (See 2.7 for details about proposed waterfront access in this area).

The conceptual plan for Whitehall envisions a traditional neighborhood, with the northwestern tip of the property preserved as public open space for the regional parks and greenway system. The plan illustrates one major entrance to the property, marked by a civic or religious structure, and a

public green defined by townhouses and mixed-use buildings. The town center green would include a diversity of uses, while land closer to the river would be primarily residential, including apartment buildings, townhouses, and single-family houses. A public dock would provide another connection to downtown Beaufort or other destinations from the river. Developed using this approach, the Whitehall property would become a logical extension of downtown that compliments, but does not compete with, the historic core.

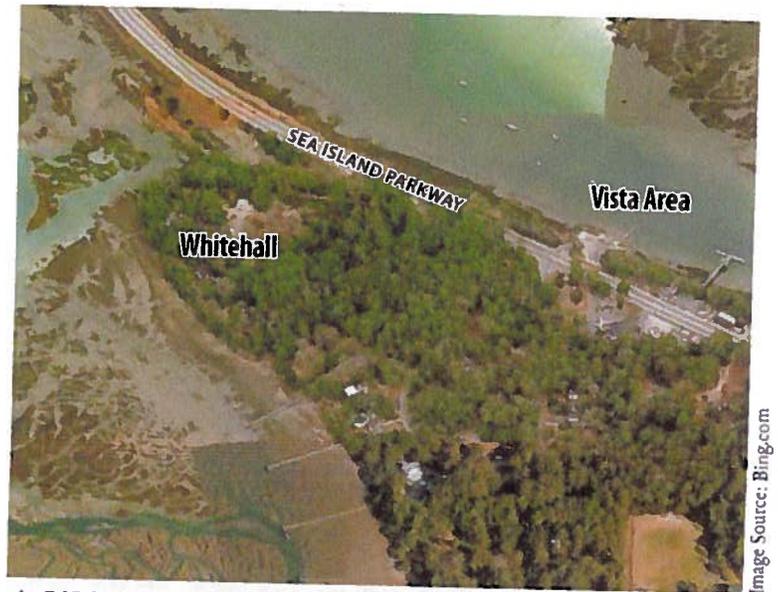
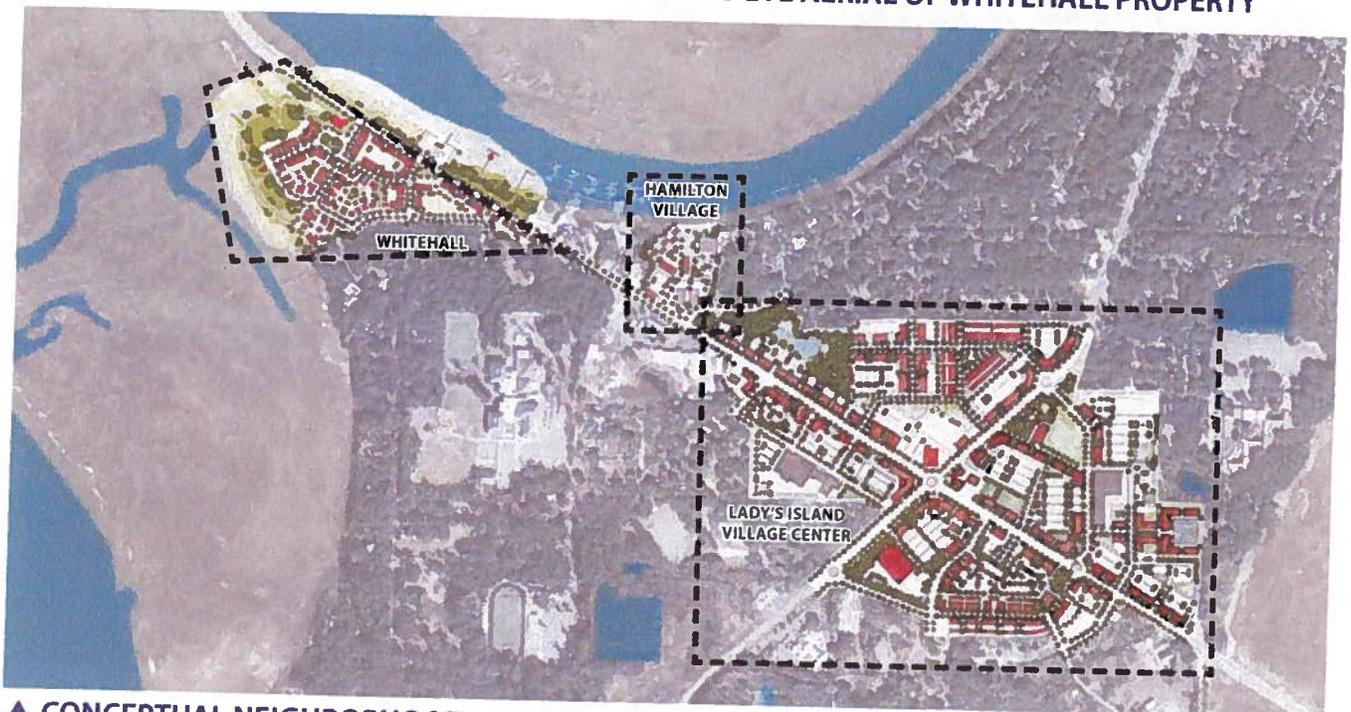


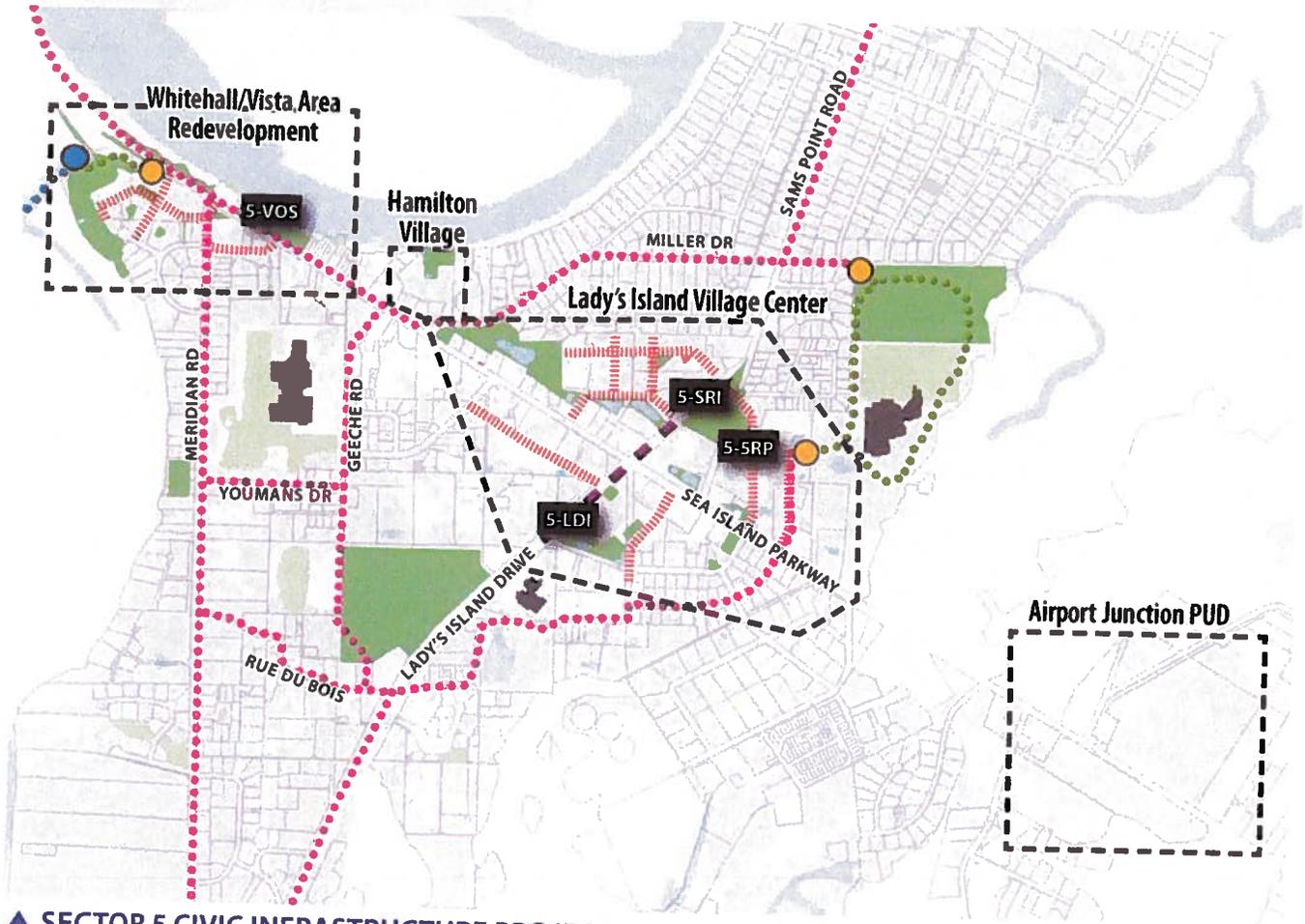
Image Source: Bing.com

▲ BIRD'S EYE AERIAL OF WHITEHALL PROPERTY



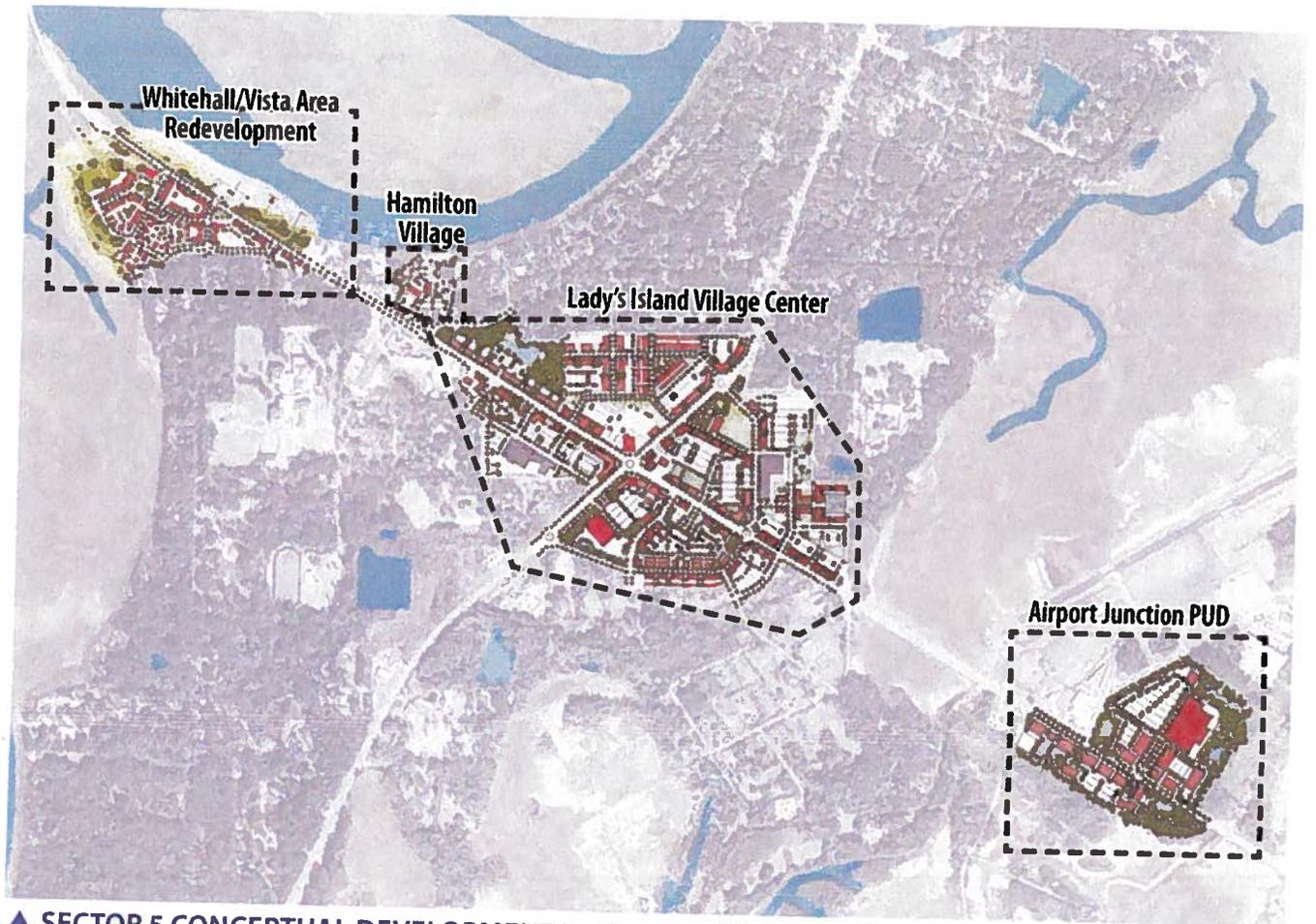
▲ CONCEPTUAL NEIGHBORHOOD PLANS - SECTOR 5

11.5 Sector 5 Projects



▲ SECTOR 5 CIVIC INFRASTRUCTURE PROJECTS

 Streetscape Project	 Spanish Moss Trail
 New Street Connection	 Major Trailhead
 On-Street Ped/Bike Route (bike lanes/sharrows)	 Potential Future Trailhead
 Off-Street Ped/Bike Route (multi-use path)	 Trail Access
 Existing Civic Buildings	 Canoe/Kayak Route
 Existing Green Infrastructure	 Canoe/Kayak Launch
 Proposed Green Infrastructure	 Air Installation Compatible Use Zone (AICUZ)



▲ SECTOR 5 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES



▲ CONCEPTUAL PLAN FOR WHITEHALL AND THE VISTA AREA (SEE 2.7 FOR VISTA AREA DETAILS)



▲ CONCEPTUAL ILLUSTRATION OF THE WHITEHALL AREA NEIGHBORHOOD



February 6, 2015

Ms. Libby Anderson
Planning Director
City of Beaufort, South Carolina

RE: Whitehall Park Pre-Application and TRC Submittal Narrative

Dear Ms. Anderson,

On behalf of the Applicant, Whitehall Park LLC, we are submitting for the February 16, 2015 Municipal Planning Commission review for the Conceptual Master Plan of a +/- 19.30 Acre property bordering the marshes of the Beaufort River (west); Sea Island Parkway (north); Harborview Circle (south) and Meridian Road (East). This property was previously known as Whitehall Plantation; the current name for this application is Whitehall Park.

The property is currently zoned Neighborhood Commercial excluding the four lots on Harborview Drive that are currently zoned R4. (See attached Plat.) The proposed plan is essentially a by-right development based on the current zoning. In addition the proposed plan meets the underlying zone's minimum lot size standards. The applicant also proposes to apply a Form Based Code Overlay (Whitehall Development District) to the property.

The applicant's conceptual master plan characteristics includes a total of 76 building sites and over a half mile of water frontage of which a majority (2500 Linear Feet) will be included in a +/-3.53 Acre public waterfront park that fronts the marshes of the Beaufort River. The plan is in keeping with the City's 2001 Master Plan for the Whitehall Redevelopment District through a design charrette process involving the community and a team of design professionals.

In 2014 the City created the Civic Master Plan. In keeping with the plan, this property provides a walkable alternative to Downtown Beaufort, shops and the Henry Chambers Waterfront Park. This also includes the public linear and passive waterfront park and marsh boardwalk to the Woods Memorial Bridge, creating a logical and useful pedestrian connection to and extension of Downtown Beaufort.

All buildings and accessory structures will be designed in the Lowcountry Vernacular with front porches addressing primary streets. The site has lot depth limitations. Parking may be on street, in the rear or side of properties and where practical should be accessed by alleyways. Some lots may be front loaded.

Properties that have dual frontage on Sea Island Parkway and an interior road may plan for future commercial on Sea Island Parkway by building accessory units that may be adaptable for future mixed use. The accessory units may address Sea Island Parkway with a mixed use look and those properties may have architecturally approved walls or fences for noise abatement and privacy built to 10'. These walls must extend to the property lines and have access gates or doors to Sea Island Parkway.

10 Pinckney Colony Road
Voice: 843.815.4800

Suite 101
JKTILLER@JKTILLER.COM

Bluffton, South Carolina 29909
Fax: 843.815.4802

As part of the Metropolitan Planning Commission review of the Conceptual Master Plan, we would like to gain input on the proposed land use, layout and technical requirements. The following are items for endorsement by the Metropolitan Planning Commission at the February 16, 2015 meeting:

I. Vehicular Circulation:

The applicant has proposed vehicular connection to Sea Island Parkway at the existing access point into the property. In addition, there is a potential future access point to Harborview Circle; this access point also already exists.

II. Pedestrian Circulation:

The applicant has proposed a 5' sidewalk within the property limits of Whitehall Park that will connect to the existing walk on Sea Island Parkway and the 10' walk and pedestrian boardwalk that connects the Woods Memorial Bridge to the +/- 3.53 Acre Whitehall Park. The pedestrian boardwalk will provide a walkable alternative to visiting Downtown Beaufort.

The proposed sidewalks will be located on one side of the 40' R.O.W. streets and both sides of the road of the 54' R.O.W. streets as indicated on the Whitehall Park Conceptual Master Plan.

Within the Whitehall Waterfront Park, pervious paths will allow pedestrians easy access to the beautiful vistas of the Beaufort River. In addition, the improved public Whitehall Park Sunset Dock will provide the public easy access to the water.

III. Tree Preservation, Tree Removal and Proposed Street Trees

The applicant has obtained a tree survey for all trees greater than 8" Diameter at Breast Height (DBH) on the property. The road layouts and lot lines have been adjusted to accommodate specimen Live Oak trees. In addition, the applicant will endeavor to make adjustments in the field to further accommodate these trees.

The applicant will be working with the City Staff and a certified arborist to conduct field assessment of existing specimen trees qualified to remain. The applicant will also submit a tree protection and preservation plan during development plan review. Trees proposed for removal will be indicated on the tree protection and preservation plan.

The tree protection and preservation plan will include locations for all street trees to be preserved within the right-of-ways or open spaces adjacent to the street. If trees are preserved within the right-of-way or adjacent open spaces, the applicant will be requesting a waiver to reduce the number of required street trees. Otherwise, the applicant has proposed planting live oak street trees at 50' on center.

IV. Open Space

The Conceptual Master Plan for Whitehall Park provides 28.7% open space. Open space area calculations includes preserved open space, parks, public parks & access areas, walks & trails, stormwater BMP and street tree parks. Open space will also accommodate utilities necessary for development of the site.

V. Building Lot Sizes

The proposed lot width is a minimum 40' and depth is a minimum of 125'. Lot sizes will vary to accommodate existing roadways and specimen trees.

VI. Building Setbacks

The proposed building placement setbacks for all internal building sites are as follows:

- a. Front Build to line for all internal streets is 0'-0" to 12'-0"
- b. Accessory buildings on Sea Island Parkway and Meridian Road is 0'-0" to 12'-0"
- c. Rear setbacks for waterfront lots is the 25' OCRM setback
- d. Rear setback for all other lots is 0'-0"
- e. Alley setback is 5'-0" or greater from the edge of the 20' easement

VII. Block Layout

Based on the block layout, circulation and existing specimen trees and lot sizes, the proposed Conceptual Master Plan for Whitehall Park has a block length less than 300'. The applicant requests the Metropolitan Planning Commission approve a waiver to allow the length as illustrated on the Conceptual Master Plan for Whitehall Park.

VIII. Road Sections

The proposed Conceptual Master Plan for Whitehall Park includes both a 40' and 54' right-of-way for internal streets. See the attached road section illustrating road widths and parallel parking concepts. The proposed Conceptual Master Plan for Whitehall Park illustrates all parallel parking locations, road widths and pedestrian streetscape elements. All other site specific elements will be determined at development plan approval.

IX. Utilities

Water and sewer will be provided by Beaufort Jasper Water and Sewer Authority (BJWSA);
Electric and Gas will be provided by SCE&G or other available utility;
Letters of capability will be included with the preliminary plat submittal.

X. Stormwater

The design of the storm drainage system will implement detention, retention, infiltration and other best management practices (BMPs) to treat stormwater runoff before being discharged. The system will be designed to meet all standards set forth by the South Carolina Department of Health Environmental Control's Office of Ocean and Coastal Resource Management.

Attachments:

1. Application Form
2. Existing Site Plat
3. Pedestrian Shed Map
4. Conceptual Master Plan
5. Road Sections

Please feel free to contact me if you would like to discuss any questions or comments. I am looking forward to our meeting with the Municipal Planning Commission to discuss this exciting project.

Regards,



Josh K. Tiller, PLA, ASLA
J. K. Tiller Associates, Inc.
Vice President

Cc: Dick Stewart/Steven Tully/Courtney Worrell (Whitehall Park LLC)
Jeff Ackerman (Carolina Engineering)
Lauren Kelly (City of Beaufort)
FILE



PREPARED FOR:
WHITEHALL PARK, LLC

PREPARED BY:
J. K. TILLER ASSOCIATES, INC.
MAP DESIGNERS
LANDSCAPE ARCHITECTS
PLANNERS



THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SHOWN REPRESENTATIONS AND USE ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC. ASSUMES NO LIABILITY FOR ITS ACCURACY OR SCOPE OF COMPLETION OR FOR ANY ERRORS (INCLUDING NEGLIGENCE) WHICH THIS USER MAY INCUR BY THIS INFORMATION.

WHITEHALL PARK

Pedestrian Shed and Vicinity Map

City of Beaufort, South Carolina
 November 11, 2014

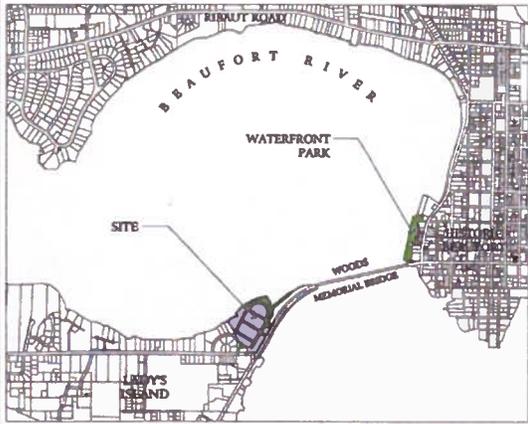


NORTH



0 700' 1400' 2100'

SEE JOB NUMBER 20141043



VICINITY MAP (NTS)



WHITEHALL PARK
SUNSET DOCK
WHITEHALL PARK
(+/- 3.53 ACRES)
PUBLIC TRAIL
(PERVIOUS THROUGHOUT PARK)

PUBLIC BOARDWALK TO WOODS MEMORIAL BRIDGE
SEA ISLAND PARKWAY TO BEAUFORT

MARSHES OF FACTORY CREEK

PERVIOUS ON-STREET PARKING (TYP)
PERVIOUS ALLEYSWAYS (TYP)
5' WIDE SIDEWALK (TYP.) TO CONNECT TO EXISTING SEA ISLAND PKWY WALK

DEVELOPMENT SUMMARY

TOTAL ACRES (w/in Property Line)	+/- 19.30 ACRES
BUILDING SITES (40' +/- 70' WIDE, 125' +/- 150' DEEP)	76 TOTAL
TOTAL OPEN SPACE	+/- 5.54 ACRES*
PERCENT OPEN SPACE PROVIDED	+/- 28.7%
WHITEHALL PARK (PUBLIC)	+/- 3.53 AC
PUBLIC WATERFRONT PROVIDED:	+/- 2500 LF

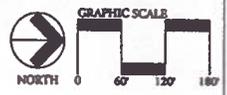
* NOTE: Open space area calculation includes preserved open space, parks, public parks & areas, walks and paths, non-motorized BMPs and street tree park.

PREPARED FOR:
WHITEHALL PARK, LLC

**WHITEHALL PARK
CONCEPTUAL MASTER PLAN**
CITY OF BEAUFORT, SOUTH CAROLINA

FEBRUARY 6, 2015

PREPARED BY:
J. K. TILLER ASSOCIATES, INC.



THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SURVEY INFORMATION AND ITS BOUNDARIES WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE USED ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION ONLY, AS AN AID TO SITE LOCATION AND POTENTIAL LAND USE, AND ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC. ASSUMES NO LIABILITY FOR ITS ACCURACY OR SLATS OF COMPLETION, OR FOR ANY DECISIONS (REGARDING ACCURACY) WHICH THIS USER MAY MAKE BASED ON THIS INFORMATION.



REVISIONS:

NO.	DATE	DESCRIPTION
1	12/31/88	AS SHOWN

NOTES:

1. THIS PROPERTY LIES IN FLOOD ZONE A-2 (CL. 13.00) AS DETERMINED BY FEMA FIRM COMM. 13001C.
2. THIS PROPERTY LIES IN FLOOD ZONE A-2 (CL. 13.00) AS DETERMINED BY FEMA FIRM COMM. 13001C.
3. THIS PROPERTY LIES IN FLOOD ZONE A-2 (CL. 13.00) AS DETERMINED BY FEMA FIRM COMM. 13001C.
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5. THIS PROPERTY LIES IN FLOOD ZONE A-2 (CL. 13.00) AS DETERMINED BY FEMA FIRM COMM. 13001C.
6. THIS PROPERTY LIES IN FLOOD ZONE A-2 (CL. 13.00) AS DETERMINED BY FEMA FIRM COMM. 13001C.
7. THIS PROPERTY LIES IN FLOOD ZONE A-2 (CL. 13.00) AS DETERMINED BY FEMA FIRM COMM. 13001C.

LOCATION MAP (N.T.S.)

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- REFERENCES:**
1. MAP 200-011-000-0028
 2. MAP 200-011-000-0028
 3. MAP 200-011-000-0028
 4. MAP 200-011-000-0028
 5. MAP 200-011-000-0028
 6. MAP 200-011-000-0028
 7. MAP 200-011-000-0028

- LEGEND:**
- GROUND LIGHT
 - BENCHMARK



GASQUE & ASSOCIATES INC.
 LAND SURVEYORS - PLANNERS
 28 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
 P.O. BOX 1343, BEAUFORT, S.C.
 (843) 322-1746

TREE LEGEND

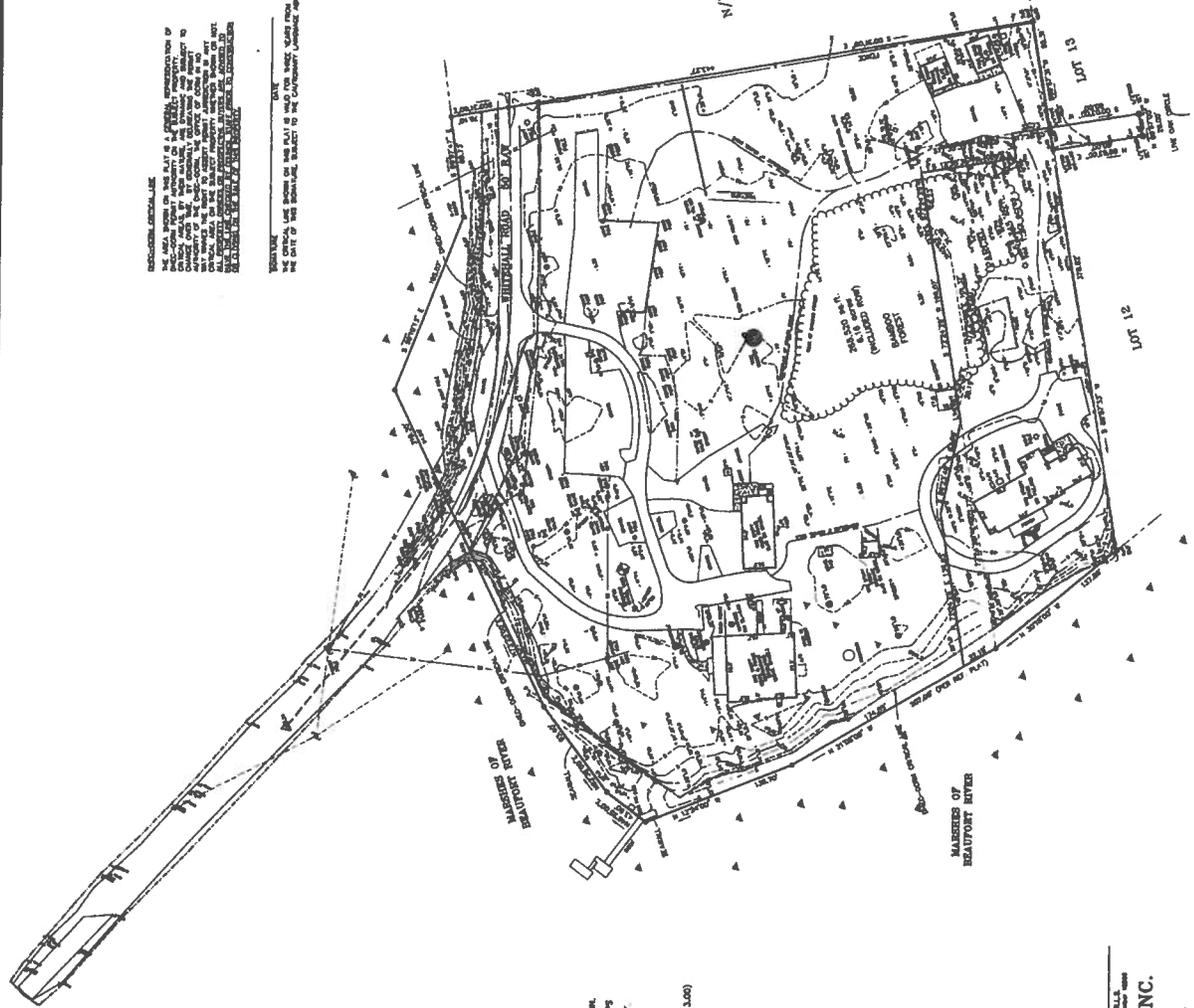
SYMBOL	COMMON NAME	SCIENTIFIC NAME
1	Live Oak	Quercus virginiana
2	White Oak	Quercus alba
3	Red Oak	Quercus rubra
4	Pin Oak	Quercus palustris
5	Water Oak	Quercus nigra
6	Swamp White Oak	Quercus bicolor
7	Live Oak	Quercus virginiana
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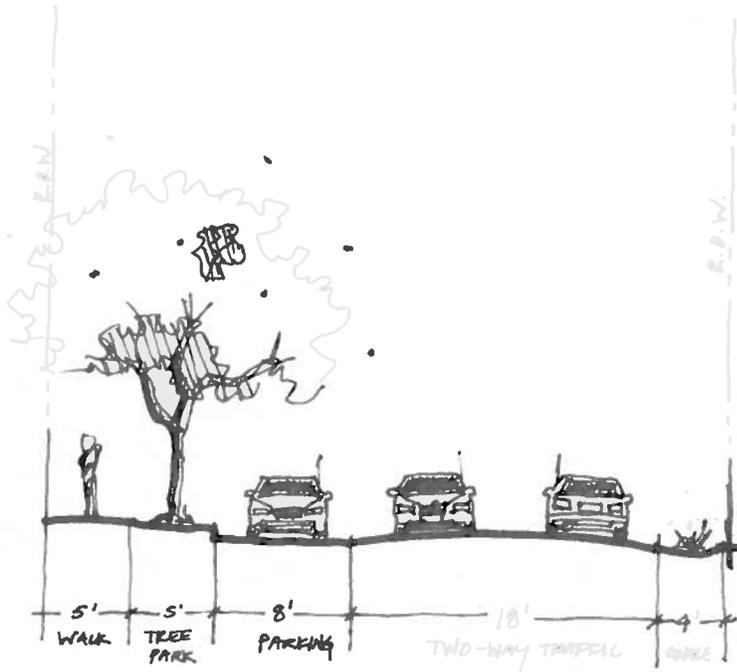


**PLAT SHOWING CHANGE TO PROPERTY LINES
 AND CREATION OF LANDSCAPE BUFFER/EASEMENT
 A PORTION OF WHITEHALL PLANTATION
 PREPARED FOR
 303 ASSOCIATES
 LADY'S ISLAND
 BEAUFORT COUNTY, SOUTH CAROLINA.**

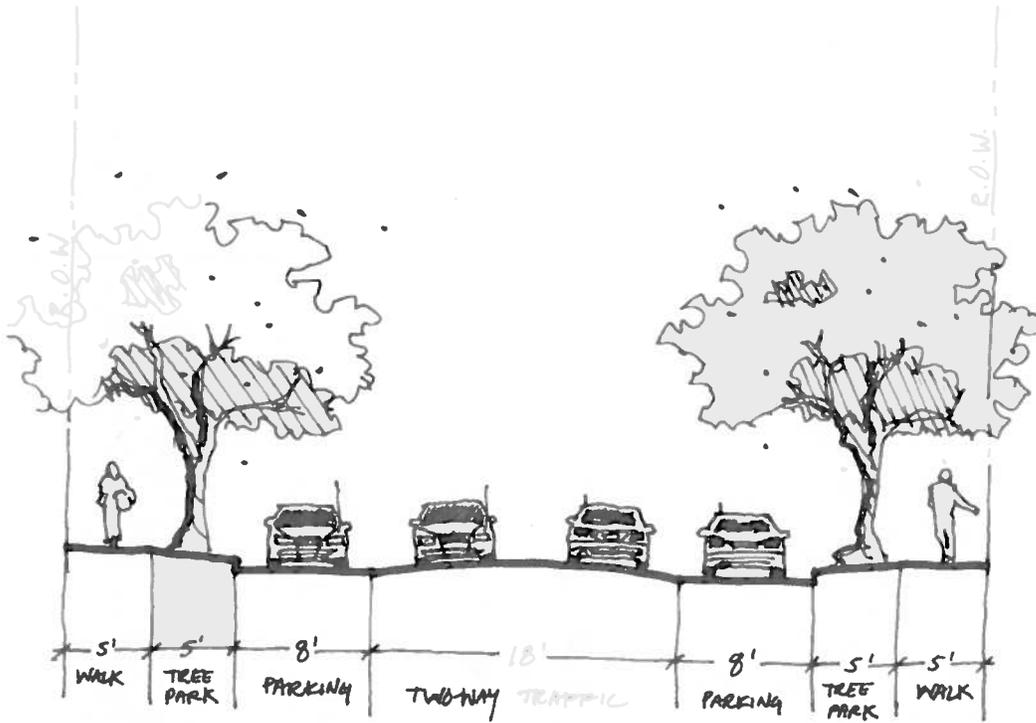
DATE: 12/31/88
 REVISION: 02/29/89 ASKED 29
 8808 47406

SCALE: 1" = 50'
 JOB #1109 F.B.237 DRAWN BY: D2042





40' RIGHT-OF-WAY



54' RIGHT-OF-WAY

PREPARED FOR:
WHITEHALL PARK, LLC

PREPARED BY:
J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
2117 TILLEY COLONY ROAD SUITE 101 STAFFORD SC 29088
803.532.2222

WHITEHALL PARK
ROAD SECTIONS
CITY OF BEAUFORT, SOUTH CAROLINA
FEBRUARY 6, 2015

THIS IS A CONCEPTUAL PLAN AND IS SUBJECT TO CHANGE. ALL SURVEY INFORMATION AND SITE BOUNDARIES WERE COMPILED FROM A VARIETY OF UNVERIFIED SOURCES AT VARIOUS TIMES AND AS SUCH ARE INTENDED TO BE USED ONLY AS A GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND NARRATIVE DESCRIPTIONS ARE FOR GRAPHIC REPRESENTATION ONLY AS AN AID TO SITE LOCATION AND POTENTIAL LAND USE, AND ARE NOT LEGAL REPRESENTATIONS AS TO FUTURE USES OR LOCATIONS. J. K. TILLER ASSOCIATES, INC. ASSUMES NO LIABILITY FOR ITS ACCURACY OR STATE OF COMPLETION, OR FOR ANY DECISIONS (REQUIRING ACCURACY) WHICH THE USER MAY MAKE BASED ON THIS INFORMATION. [JC] Job Number: 201419-01

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City of Beaufort Department of Planning and Development Services

M E M O R A N D U M

TO: Beaufort--Port Royal Metropolitan Planning Commission

FROM: Libby Anderson, City of Beaufort Planning Director

DATE: February 12, 2015

SUBJECT: Status Report on City Council Actions

UDO amendment revising Section 6.5.K to require all new residential construction to be elevated 18" above grade. Second reading of a revised ordinance was held at the January 13 City Council meeting.

UDO amendment revising Section 5.3.D.11 Pertaining to Short Term Rentals. A public hearing was held at the December 23 City Council meeting. A workshop with the Zoning Board of Appeals for further discussion on the issue was held on February 12.