BEAUFORT–PORT ROYAL
METROPOLITAN PLANNING COMMISSION

REVISED AGENDA

1911 Boundary Street, Beaufort, SC 29902
Phone: 843-525-7011 ~ Fax: 843-986-5606
Monday, May 18, 2015, 5:00 P.M.
City Hall Council Chambers, 1911 Boundary Street, Beaufort, SC

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

The commission may alter the order of items on the agenda to address those of most interest to the public in attendance first. Also, in an effort to ensure that all interested persons are given the opportunity to speak on every case, a two (2) minute time limit on public comment will be in effect. Individuals wishing to speak during the hearing will be asked to sign up in advance, and will be recognized by the Chairman during the public comment section of the hearing.

I. Call to Order:

II. Pledge of Allegiance:

III. Review Commission Meeting Minutes:

A. Minutes of February 16, 2015 Meeting

IV. Review of Projects for the City of Beaufort:

A. Review of Implementation Priorities from 2009 Comprehensive Plan

V. New Business:

VI. Review of Projects for the Town of Port Royal:

A. Town of Port Royal – Annexation. Annex 30 acres at and near 551 Robert Smalls Parkway and at 153 Castle Rock Road. The property is 4 parcels and is further identified as District 100, Map 28, Parcels 118 and 120 and District 100, Map 31, Parcels 13 and 3. The applicants are Kenneth Middleton, Gloria Lynch, Heirs of Susie Middleton, Heirs of Victoria and Joseph Middleton, Abraham Middleton and Heirs of Sadie Middleton. The applicant's agent is Kevin Dukes; Harvey and Battey.

B. Town of Port Royal – Zoning Request. Zone 30 acres at and near 551 Robert Smalls Parkway and at 153 Castle Rock Road. The property is 4 parcels and is further identified as District 100, Map 28, Parcels 118 and 120 and District 100, Map 31, Parcels 13 and 3. The applicants are Kenneth Middleton, Gloria Lynch, Heirs of Susie Middleton, Heirs of

Victoria and Joseph Middleton, Abraham Middleton and Heirs of Sadie Middleton. The applicant's agent is Kevin Dukes; Harvey and Battey. The requested zoning designation is T4 Neighborhood Center.

C. **Council Update**

VII. Review of Projects for the County of Beaufort:

A. No Projects.

VIII. Adjournment

Note: If you have special needs due to a physical challenge, please call Julie Bachety at (843) 525-7011 for additional information.

A meeting of the Beaufort-Port Royal Metropolitan Planning Commission was held on **February 16, 2015 at 5:30 p.m.** in council chambers of the Beaufort Municipal Complex, 1911 Boundary Street. In attendance were Chairman Joe DeVito and Commissioners Bill Harris, James Crower, George Johnston, Tim Rentz, and Robert Semmler, City of Beaufort planner Libby Anderson, and Town of Port Royal planner Linda Bridges.

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

CALL TO ORDER

Chairman DeVito called the meeting to order at 5:30 p.m. and led the Pledge of Allegiance.

MINUTES

Commissioner Crower made a motion, second by Commissioner Harris, to approve the minutes of the November 17, 2014 meeting. The motion to approve the minutes as submitted passed unanimously.

Commissioner Semmler made a motion, second by Commissioner Crower, to approve the minutes of the December 15, 2014 meeting. The motion to approve the minutes as submitted passed unanimously.

Commissioner Crower made a motion, second by Commissioner Semmler, to approve the minutes of the January 12, 2015 meeting. The motion to approve the minutes as submitted passed unanimously.

REVIEW OF PROJECTS FOR THE TOWN OF PORT ROYAL

Town of Port Royal – Annexation

Annex 11.92 acres at Shell Point Road and Savannah Highway. The property is 19 parcels and is further identified as District 100, Map 33A, Parcels 22, 26, 27, 53, 54, 55, 56, 61, 122, 163, 164, 165, 166, 167, 168, 169, 170, 171, and 172.
The applicant is Shell Point Investments, LLC and Edwin Pike.

Also annex 4003 Hickory Street, a .04 acre parcel owned by the Town of Port Royal, described as District 100, Map 33A, Parcel 23.

Ms. Bridges requested that the commission note "several pieces of communication" that she had received in the days before the meeting and a council update.

The annexation property has a 50' x 50' parcel of land adjacent to it that is owned by the Town of Port Royal, and Ms. Bridges said she's including it in this annexation. The main site is 11.92 acres and owned by Shell Point Investments. Some of the parcels have addresses. She showed a map of the parcels included "in this effort."

The parcels are currently in Beaufort County and carry zoning designations from there as T4, Hamlet Center and T3, Hamlet Neighborhood. She showed an image of the transects. She read descriptions of the zones. T3 was placed next to single-family residential that has been developed for years.

Ms. Bridges said the Future Land Use map is an important part of the town's comprehensive plan. They are within the town's growth area. In regard to the delivery of services, the BJWSA and the Burton Fire Department, with the Port Royal Fire Department as a backup, serve the parcels. This will continue to be the case if the parcels are annexed. The town is filling in a donut hole of parcels that services are delivered to and beyond. The police department routinely patrols this area, and recycling and garbage collection "happens beyond these parcels."

In regard to zoning, Ms. Bridges said the Future Land Use map offers guidance if parcels can be annexed. Those in question fall within a more intense sector and a less intense sector. They are within "controlled growth" and "restricted growth" (the back of the property) sectors. Ms. Bridges read from the comprehensive plan about a restricted growth sector: single-family residential development that is already in existence. She also read the controlled growth sector's description.

Ms. Bridges went on to describe the current county zoning and to compare it to the zoning if the town were to annex these parcels. As form-based code takes hold, she said, the neighborhood commercial facilities, which aren't there now, will be available within walking distance. T3 zoning integrates single-family residences and multi-family dwellings, with transit, park, and other functions within walking distance. The town's development code regulates tree removal and pruning, and requires a traffic impact analysis and street design standards.

In regard to stormwater management, Ms. Bridges said the Town of Port Royal and Beaufort County have had a stormwater management and utility agreement since 2012; it adopts Beaufort County's best management practices for stormwater management. It's a regional issue, Ms. Bridges said, and doesn't stop at jurisdictional boundaries, so the Town of Port Royal feels well served by this.

There are no environmental issues at this time on the property. Property owners within 400' of the property were notified, as were members of the Shell Point Neighborhood Association.

Ms. Bridges showed the proposed T4 / T3 split in zoning: they will mimic the zoning designations that Beaufort County has placed on the property. She said the commission had received a communication from **Carolyn Davis**, who was also in attendance to speak. Ms. Bridges said that she had received letters that day from **Anne Eversole** and **Dean Bradley** and an email from **Alice Howard.** Ms. Bridges concluded her presentation.

Chairman DeVito explained to new Metropolitan Planning Commission members how the process works when a presentation is made.

Chairman DeVito asked Ms. Bridges to clarify that there were no subdivision or parcel line changes, and Ms. Bridges said that's correct: nothing is proposed for the property at this time. Commissioner Harris asked about what appeared to be a right-of-way or a lane that goes through the area. Ms. Bridges said it's an extension/entrance from when the subdivision was originally built: Palmetto Ridge. It's doesn't exist now and is not cleared out; it's just "lines on a survey. Commissioner Semmler said Ms. Bridges had indicated a T4 section in which apartments and townhouses could be put; he said there are no other apartments or townhouses within a quarter of a mile. Ms. Bridges said that's right. Commissioner Semmler said it "doesn't really flow with the rest of the community." Ms. Bridges said the "form-based code "goes beyond simple uses." T4 and T3 allow multi-family, but the code controls *form*, and in the T3 zone, "mansion apartments" are allowed, which are limited to 6 units, so there is a scale and mass that is regulated by the zoning code. This is designed to ameliorate the differences and limits the scale of the development that can be done.

Commissioner Semmler said Ms. Bridges had indicated that a traffic impact analysis could be done, but in the City of Beaufort, an analysis is conducted when there are a certain number of units. Ms. Bridges said the same threshold applies in the Town of Port Royal. The use as its proposed must generate a minimum of 50 trips per day. Commissioner Semmler asked when the lots were divided, and Ms. Bridges said that she didn't know. Commissioner Semmler observed that it was "way before the code we have today." He said the single-family homes there now "were what everybody wanted then." Commissioner Semmler said the stormwater run-off management is tremendous, but "a great portion of this area is low – very low . . . it's a marsh all the time," so he is puzzled about justifying building homes and a road "where it's a marsh." Chairman DeVito said this is not about a development; it's an annexation. That's all that's being discussed, not a subdivision development.

Ms. Bridges clarified that the applicant is not looking to move any lot lines. The existing subdivision as it's laid out wouldn't need a traffic impact analysis because they have the development that is envisioned by the lot lines by right. "The new zoning designation, either in the town or the county, does not preclude what is seen on the maps today," Ms. Bridges said.

Commissioner Johnston said that Ms. Bridges had said that the town zoning mimics the county zoning, and he asked her to summarize the difference between the two zonings. Ms. Bridges described T3 in the county and said the town adds the mansion apartment; that's a key difference: density. T3 Suburban steps down from T3 Neighborhood. She went on to discuss the county T4 Hamlet Center, which expands on the T3. It is the same for the town, which also adds the "landmark building," which would be something a

developer would see as an opportunity for offices, general services, etc. If a developer were to use such a building somewhere, it would be used for high visibility to traffic.

Commissioner Johnston said that the statement says there are no environmental issues, but "that seems to be in stark disagreement with the correspondence we have received." Ms. Bridges said this isn't the first time the property has been brought to the Planning Commission. There have been no maritime forests found or particularly endangered species on the property. The point has been made, she said, that there is a jurisdictional wetland; a ditch comes through the property that ends in the marshes of Battery Creek and "depending on where the Corps delineates that, it probably will be a jurisdictional wetland at the top of Parris Island Gateway." Also, there are one or two freshwater wetlands on the property, but these occur in many developable properties in Beaufort County, the Town of Port Royal and the City of Beaufort, Ms. Bridges said. Stormwater management goes hand-in-hand with wetlands issues and how well they can handle stormwater management and its impact on the wetlands. The stormwater regulations as they are adopted will be sensitive "to the fresh and jurisdictional wetlands that may be present on the property."

Commissioner Crower said he thought Ms. Bridges had added apartments in the T4 that weren't in the T3. Ms. Bridges said another building type is available in T4: the apartment building, not just the mansion apartment (which is limited to six units per building). It could look like a large single-family house. The apartment building expands the density to 12 units per building, which will not emulate a single-family dwelling.

The applicant not being present, Chairman DeVito opened it up to the public. **Carolyn Davis** said she was present to represent her neighbors in Shell Point who are opposed to development, annexation and rezoning. She said she had studied the codes, and in the past the recommendations for the property were that it should be R-17, with large lots and single-family dwellings. The T3 and T4 would allow much denser development than the land could support and the neighborhood absorb. Ms. Davis said the 11.92 acres serves as a "natural stormwater management basin." Much of the Shell Point area and the Shell Point Plaza drain into this area, and then into Battery Creek, so "tampering with this property could cause serious water quality issues for Battery Creek" and flooding in the neighborhood. She mentioned the wetland on the property. Access from Highway 802 will present safety and quality of life issues for residents of Shell Point. Ms. Davis suggested that the property might "derive a T1 designation, 'Natural Preserve.'" Single-family dwellings could be allowed on the perimeter of the property, which would largely be preserved as open space. She urged the commission to consider this zoning. She said they are in a Community Preservation area, so the "residents have a lot more input into what goes on" there.

Chairman DeVito asked if the designation was unchanged by the fact that it's in the Shell Point Overlay District. Ms. Bridges said there's no longer an overlay district in the town code. She said she didn't know it was still a Community Preservation area.

Paul Hesse, Sr., Dogwood Street in Shell Point, said when the Town of Port Royal had hearings about this same property, he had appeared then, too. The geologic changes have occurred more quickly than the mapping on the flood insurance rate map, he said. Mr. Hesse was an emergency management director in coastal New Jersey. Communities can exist for a number of years with a known hazard, he said, until a disastrous natural event. "The Town of Port Royal seems to (want) to create a vulnerability with this project," Mr. Hesse feels. "A significant step is for annexation and rezoning *only* without developing," he said. It's been previously denied twice by the Planning Commission and in the Town of Port Royal hearings. Rezoning is a significant step toward development. In regard to stormwater drainage, Mr. Hesse said, there's a "gut" area to the north of the proposed site. Overdevelopment in 2010 in the Highway 170 corridor has left standing water where there were once trees, he said. Transportation and residential projects have maxed out the transitive surface and subterranean or substrate flow.

There are wetlands concerns, as is locked-in water with excessive flow above and below ground. There are 3 streamlets in the area, Mr. Hesse noted. Shell Point, in its original configuration, used that area as drain-off. And now, compacting it creates flood situations. Mr. Hesse said the water basin "would leave stranded waters" because there's nowhere for it to go. Overland flooding would be estimated to occur with a Category 2.8 hurricane going into the Okatie. That area of Shell Point has had 18 overland inundations in fewer than 100 years. He continued to list potentially damaging effects of storms and water on the property in the area. The Corps has to review the area; FEMA and the FIA (Flood Insurance Administration) as of June 2009 also have permitting processes that must be adhered to. He said the Town of Port Royal could be suspended from the National Flood Insurance Program if there were damages, "since the lack of oversight was so obvious." Mr. Hesse enumerated other concerns relating to flood insurance, increased premiums among them. He concluded that annexation of this area has been denied twice, and the reasons for that are "enhanced" for this third attempt.

Barbara Stanley, 3011 Shell Point Road, has lived in the area since 1970. She showed photos she had taken in the area, particularly the "drops" into the properties. In 2009, this project was before the Planning Commission, and in 2010 it went before the Town of Port Royal, which is "the last time it was turned down." Ms. Stanley said they are hoping for the lowest density possible. In 2009, the soil was assessed to be "fine sandy loam," and therefore to have "low potential for development." BJWSA has said that more impervious surfaces and higher densities would affect water quality. There is still concern about traffic impact, as well, which she detailed, especially if there were

additional traffic. Shifting it to mixed-use would quadruple the volume of traffic on surrounding roads, according to a study that Ms. Stanley cited.

Paul Keyserling, a Shell Point property owner, said lot lines can be redrawn, and it "could be developed piecemeal or as a whole," so it could be sold off and still not meet the threshold for a traffic impact analysis, which is a real issue already for the neighborhood. It will add a significant amount of traffic, and he detailed the concerns that increase would raise.

Mr. Keyserling said he was on the Shell Point Neighborhood Association when this was discussed, and there was a desire to keep mixed uses along the highway. He asked the commission to consider keeping densities down when rezoning and to consider "issues of view (and) exposure."

Chairman DeVito asked Ms. Bridges about "a different" T4, which Ms. Bridges said is in the adjacent zone, T4 NC Open, which is "the lowest T4 zone." T3 Neighborhood is the highest T3 they have. T4 NC Open does allow the gas station build type; T4 NC does not. Ms. Bridges said T3 Suburban is the next lowest T3 zoning designation. Commissioner Semmler asked, if the property is annexed, if it will lose the Community Preservation Area designation, and Ms. Bridges said "yes." Commissioner Harris asked if that's why it has failed twice, and Ms. Bridges said, No, Community Preservation "equated to the Town of Port Royal because we have so many parcels that were interspersed in the same geographic area known as the Shell Point Community Preservation." Until this code was adopted, the Shell Point Neighborhood Overlay mimicked the county's Community Preservation. But with form-based code, the overlay went away for the town. Chairman DeVito said it had failed twice before because there was more intense zoning than what was originally on the property: there were "road cuts and things going on that we were not thrilled with." This is different, Chairman DeVito said, because the zoning is not *much* more intense.

Commissioner Crower observed that since there was no vehicular access to Parris Island Gateway or Savannah Highway, he sees no reason for denser zoning. He sees the property as all one unit, "all lowland woods," and he thinks it makes no sense to give it more than one zoning designation. He favors T3 or T3 Suburban zoning. Ms. Bridges said T3 Suburban takes out the mansion apartments and townhouses, carriage houses (accessory dwelling units), detached houses, duplexes and the landmark building. For uses, multi-family is taken away, as are all general office and service businesses, but it keeps small day cares, lodging, short-term rentals, and B&Bs. All retail, restaurants, education, recreation, and places of public assembly – accept small churches – are taken out.

Chairman DeVito pointed out that because this was a recommendation to council, the commission can annex or zone first, and they normally annex first. Commissioner

Crower asked if a gateway corridor affected any of the property. Ms. Bridges said there's no corridor overlay in the area; Chairman DeVito said there's no access to Parris Island Gateway or the Savannah Highway.

Commissioner Crower made a motion to recommend the annexation under discussion into the Town of Port Royal. Mr. Harris seconded. The motion passed 4-2, Mr. Semmler and Mr. Johnston opposed.

Town of Port Royal – Zoning Request
Zone 11.92 acres at Shell Point Road and Savannah Highway. The property is 19 parcels and is further identified as District 100, Map 33A, Parcels 22, 26, 27, 53, 54, 55, 56, 61, 122, 163, 164, 165, 166, 167, 168, 169, 170, 171, and 172 and 4003 Hickory Street, a 0.04 acre parcel owned by the Town of Port Royal, described as District 100, Map 33A, Parcel 23. The requested zoning designation is T4 Neighborhood Center and T3 Neighborhood.

Commissioner Crower made a motion to zone all of the annexed property as T3 Suburban. Mr. Harris seconded. The motion passed 4-2, Mr. Semmler and Mr. Johnston opposed.

TOWN OF PORT ROYAL – COMPREHENSIVE PLAN UPDATE
Ms. Bridges said they had gotten through public hearing and first reading, then at second reading, Councilman **Joe Lee** had shared comments on the Executive Summary and asked to have changes incorporated. They took it to council in a work session setting, and council suggested it be brought back to the Planning Commission with changes. Ms. Bridges said the changes were "housekeeping . . . things that . . . reflect what council feels about things going forward, such as supporting groups (such as) the Santa Elena Foundation" financially.

Chairman DeVito asked if it could be on the next month's agenda for the 2 new commission members; both said they had already had time to read it. Commissioner Johnston said that **Bob Bender** has been a staunch defender of the environment in Beaufort County, and he asked that Mr. Bender's contribution be recognized. **Commissioner Harris made a motion to adopt this document as presented to the Planning Commission. Commissioner Semmler seconded. The motion passed unanimously.**

TOWN COUNCIL UPDATE
Ms. Bridges said council adopted some text changes to the Port Royal code, which she enumerated, but didn't amend the number of gas pumps at a gas station, so that remains at 6. Town of Port Royal council zoned and annexed the 5.2 acres at Castle Rock Road. The zoning designation was T4 Neighborhood Center Open. Council denied the requested text amendment for Rose Island PUD on first reading.

REVIEW OF PROJECTS FOR THE CITY OF BEAUFORT

City of Beaufort – Subdivision Review

Review of preliminary plat for City Walk, a new 47-lot subdivision located off Huguenin Drive in the West End Neighborhood

Applicant: East-West Communities

Ms. Anderson said in January, the Metropolitan Planning Commission had reviewed City Walk's conceptual plans. Two additional lots have been added and now there are 49. The Planning Commission may waive or vary certain requirements for subdivisions, and this applicant has requested a number of waivers, which the Planning Commission approved conceptually. Water Street is the primary street going through the development. A new U-shaped street is proposed, to be named City Walk Way and "a dead end little street" is to be named Creek's End Lane. There are areas of open space in the development. In regard to a future access easement, she showed a connection to a city greenway system.

Ms. Anderson said there are "2 types of streets": Water Street and City Walk Way. There are alleys and on-street parking. Residential streets have a 40' right-of-way, and on-street parking on one side of the street. The subdivision plat has dimensions on it now.

In regard to the waivers requested, the updates are in the commission's packet. There has been a staff position taken on each of them, and staff has made recommendations. Staff recommends approval of the preliminary subdivision plat with the following conditions:

1. The internal and perimeter setbacks will be shown.
2. The plat is to be resubmitted to staff with the tree survey on it; the two should be overlaid.
3. One waiver requested is elimination of the sidewalk on Huguenin Street; Ms. Anderson said the applicant had mentioned a topography change and tree preservation. Staff would like to be given the final decision-making authority on that issue, she said. There are clusters of trees, but an on-site inspection is necessary. The applicant can mark the trees they think would need to come out for sidewalk construction, and the certified arborist will evaluate those. Certain types of trees may be acceptable to remove, so that would factor into the decision about the sidewalk.
4. In regard to 4' sidewalks and not 5', which is the ordinance, staff would not recommend a blanket waiver of the requirement, but would consider it appropriate to save trees. This goes back to "turning on the tree survey layer . . . with the plat," Ms. Anderson said, so staff could more easily make those decisions.
5. In regard to street trees, the applicant would like to not plant trees on the north side of Water Street along the water; staff supports that request, but if there are

large trees to be removed, mitigation is required, up to 1/3 of the caliper inches removed. Ms. Anderson said staff would like to reserve the right to do that.

6. In regard to the access easement, to the adjoining property from the Battery Creek open space, staff would like to execute an agreement between the developer and the city before the final plat's approved. A draft needs to be shown to the city attorney and the city manager, but it's in the works.

City Walk representative, Dan Keefer, said that all of the conditions they have asked for are in order to save trees. Commissioner Rentz asked Mr. Keefer if any of the staff recommendations "give you a hard time, as far as trees or anything else?" Mr. Keefer said no, they have worked closely with staff, and they "are in agreement."

There was no public comment. Commissioner Semmler said they had talked about the sidewalk on Huguenin. There's no sidewalk there now, and they had agreed to connect the alley to Tidal Street, and there's a sidewalk on Water Street. He asked if it was worth discussing a sidewalk on one side of the street on the alley. Chairman DeVito said it sounded to him like staff was going to try to find a way to get the sidewalk on Huguenin Street, but the back alley might be an option. Commissioner Semmler said it would bookend it. Chairman DeVito said that an alley was "a pretty good walking path to begin with." Mr. Keefer said the alleys are gravel.

Commissioner Semmler said they had discussed at the previous meeting that those who live on Oaklawn will have a road in front of them and a road in the back when this development goes in. Chairman DeVito said it looked like City Walk addressed this by moving the road over and adding a greenspace buffer. Commissioner Semmler said he'd looked at it, and "there are a lot of nice trees back there." Ms. Anderson said the applicant could explain what they had done. Commissioner Semmler said what they did doesn't solve the problem.

Chairman DeVito asked if Ms. Anderson had sent out letters of notification again. Ms. Anderson said she had sent them to the same contacts as she usually does. At the January neighborhood association meeting, there were representatives from the development in attendance, and they gave a brief presentation. She had invited her West End contact list, including the main contact person, and sent her the staff report as well.

Ms. Anderson said most of the property is not in the flood zone, so most of the properties will not need to be elevated. Commissioner Semmler said 1, 2, and 3 are at least 10' lower than Water Street, and that "is part of the drainage." Ms. Anderson said they would have to do a drainage plan as a new development, but they aren't yet that far in the process. Chairman DeVito said the preliminary master plan has the topographic lines on it, and "13 runs right through Water Street." Ms. Anderson said the development "is in good shape" in terms of flooding. She indicated the flood zone and

said the majority of the properties are outside of it. She explained that base flood elevation is 13'; anything in the flood zone would have to be elevated above that, including all utilities (HVAC, etc.)

Commissioner Crower asked Ms. Anderson about staff having final approval on the sidewalk on Huguenin Street; does that mean staff will decide *if* City Walk will have a sidewalk there, or will they decide where it goes? Ms. Anderson said staff would make a recommendation on the sidewalk on Huguenin based on an on-site investigation. This sidewalk won't extend to another one, but someday they might connect it to North Street. Chairman DeVito said they might not do one because of the specimen trees. Ms. Anderson said a retaining wall may be required, and staff needs to know where the pavement edges for the sidewalk would be on Huguenin, because DOT "would have to put in curb and gutter if the sidewalk's too close" which they don't want to get involved in. The ordinance says, "*Shall* install a sidewalk," so there needs to be a good reason *not* to do it, but more work needs to be done. If the Planning Commission says there is no sidewalk needed, the matter is concluded, but staff would like to work on it some more.

Ms. Anderson and Chairman DeVito replied to Commissioner Semmler's question about whether the Planning Commission would see this project again by telling him that it would not, unless there was a major change. **Commissioner Rentz made a motion to recommend approval of the subdivision as redrawn with the staff recommendations. Commissioner Johnson seconded. The motion passed 4-1, Commissioner Semmler opposed and Commissioner Harris recused.**

<u>City of Beaufort</u> – Street Name
Naming two new streets in the proposed City Walk subdivision, "City Walk Way" and "Creek's End Lane"
Applicant: East-West Communities
Commissioner Rentz made a recommendation to approve the street names, second by Commissioner Crower. The motion passed 5-0, Commissioner Harris recused.

<u>City of Beaufort</u> – Annexation and Rezoning
Annexation and rezoning of property located at 810 Roseida Road, identified as R100 025 000 012C 0000. The existing zoning is S1 Industrial. The proposed zoning is Highway Commercial District.
Applicant: Gregory Parker

Ms. Anderson showed this property and the surrounding area, which is in the vicinity of the MCAS. It's contiguous to the existing city limits, and the larger piece is already in the city. Services would be provided by the city. Ms. Anderson reviewed the permitted uses in S1 county zoning. The proposal is to combine the parcels and develop a Parker's gas station. Current zoning permits gas stations. Highway Commercial District is the proposed zoning, she said; it is intense and permits a variety of auto uses. Most of the

parcels around this one are zoned the same way. It is regulated under the AICUZ as Noise Zone 2A, but there are no use restrictions in that zone, Ms. Anderson said.

Ms. Anderson said the Civic Master Plan has made no specific redevelopment plan for this area. There is a gas station on the north side of Roseida; this property is undeveloped, and there is a large amount of concrete on the site. There are a mix of uses on Trask Parkway and a lot of undeveloped land. No public comment was made following public notice being made, Ms. Anderson said. **Commissioner Crower made a motion to recommend annexation. Commissioner Semmler seconded. The motion passed unanimously.**

Commissioner Crower made a motion to zone the annexed property Highway Commercial. Commissioner Johnston seconded. The motion passed unanimously.

<u>City of Beaufort</u> – Rezoning
Rezoning property located at 2402 Allison Road, identified as R120 005 000 0265 0000. The existing zoning is R-2 Medium Density Single-Family Residential District. The proposed zoning is Office Commercial District.
Applicant: Albert Smith

Ms. Anderson said the property owner, **Albert Smith**, submitted this rezoning request. A single-family dwelling is currently on the lot. It's zoned R-2 Residential District. Proposed zoning is Office Commercial – all types of residential and all types of offices are permitted. She showed the surrounding uses, including a lot of Medical zoning and some Office Commercial one lot away.

Ms. Anderson said when 2410 Allison Road submitted an application to rezone in 2010, staff felt Office Commercial should be considered for Allison Road, but they felt that mid-block zoning was not appropriate. So they asked that two parcels be rezoned. It got complicated, she said, among the neighbors, so the city dropped it, though 2410 Allison Road went forward on its own.

If there's a change in occupancy, and it changes to an office, design standards will get involved. If it's a tear down and new construction over 3000', it will go to the Design Review Board, but if it's just a few changes, it will be approved on the staff level. If it abuts residential uses, as this one does, a privacy fence will need to be installed at a minimum of 7'. If it's a complete teardown, the Design Review Board could require a 20' setback from any residential property as an adjacent use buffer.

In regard to the Comprehensive Plan, Ms. Anderson said it's Urban Neighborhood G-2, which is denser mixed use development. Additionally, there's a development node where more intense uses can/should be located. In regard to existing land uses in the area, she said, there is a parking lot for Beaufort Memorial, a mix of residential and

Highway Commercial, a mobile home park adjoining, and a day care center, as well as the medical buildings. Ms. Anderson said the lot is suitable for residential and is relatively high in traffic and may get too high for ideal single-family living.

In regard to infrastructure, water and sewer is available, and a streetscape project, including pedestrian and bike connections, is underway to the Spanish Moss Trail. City plans for a sidewalk place it on the north side of the street. Ms. Anderson said no public comment was received on this application.

In regard to the staff recommendation, the Comprehensive Plan encourages this intensity of uses in this area, Ms. Anderson said, and there are already non-residential uses there. Office Commercial zoning is already established on the south side, so staff recommends approval.

Gerald Brown, 2408 Allison Rd, said he was not aware that the 2010 rezoning did not take place. He said he was concerned about why this individual was doing this when Mr. Brown thought it had already been done. Mr. Brown explained the issues his property experiences with water, etc., and he said, in regard to the streetscape, he has had no response from the city about when the things that the residents had been told would be done actually would be done.

Commissioner Semmler said he thinks the sidewalk and bike path on the north side of Allison Road is a great idea, but because the whole area has become a medical area, there are a lot of pedestrians, and he thinks there should be sidewalks on both the north and south sides of Allison Road as far as the Spanish Moss Trail. Ms. Anderson said when they applied for the grant, that was the original plan, but DOT wanted it all on the north, so there was less encroachment. They are reworking the plan now. The south side will be set up for sidewalks in the future, and the ditch will be piped. There will be street lights, etc. as well. When the opportunity arises, such as a property converting, they need to start assembling sidewalks there. **Commissioner Semmler made a motion to rezone the property from R-2 Medium Density Single-Family Residential to Office Commercial District. Commissioner Johnston seconded. The motion passed unanimously.**

<u>City of Beaufort</u> – Subdivision Review

Conceptual review of a new 76-lot subdivision located on Lady's Island at the corner of Sea Island Parkway and Meridian Road to be named Whitehall Park.

Ms. Anderson said Whitehall Park LLC is proposing the development of a subdivision on Lady's Island on the property formerly known as Whitehall Plantation. She showed the site location and the 19-acre property. There is frontage on the Beaufort River and on 3 streets (Harborview Circle, Meridian, and Sea Island Parkway). The plan is to develop a park on the river with about 2500' of waterfront access. The applicant has requested a

conceptual review with several variations of subdivision standards, similar to what City Walk did. Then, ultimately, the Planning Commission would make a decision on the plans. There will be several more street names, Ms. Anderson said.

She showed the conceptual master plan. The waivers requested:

1. **Vehicular circulation**: Currently, there is only one vehicle access point, and that's at the existing curb cut on Sea Island Parkway. There's a future connection proposed onto Harborview Circle, but Ms. Anderson said it's not clear how that would be executed. Per the Comprehensive Plan and Civic Master Plan, connectivity "is very important for many, many reasons," Ms. Anderson said, and specific requirements for it are in the UDO. The fire chief said a minimum of 2 separate, approved fire exits is required for a single-family development over 30 lots, so there must be *at least one more*. Staff recommends exploration of access to both Harborview Circle and Meridian Road. They're concerned that the only other access is on Harborview Circle. Traffic to the island could strain the Harborview neighborhood; two connections would be ideal. A traffic impact analysis will be required for the project.

   When the Whitehall property was rezoned in 2012 to Neighborhood Commercial District, at least 2 city council members stated that they wouldn't support a street connection to Harborview Circle. While council is not usually involved in subdivision review, the applicant may be asking for some city support or assistance with infrastructure, so council may be involved in this subdivision; therefore, council's input on access is important. Staff recommends connections to Harborview Circle and Meridian Road, but everyone involved will need to know, if council were to say "No" for some reason. Ms. Anderson said the planning commission should defer any sort of decision on this issue until they get a traffic impact analysis and input from council.

2. **Pedestrian circulation**: There are 2 street sections, one wide and one narrow; the applicant would like sidewalks on both sides of the 54' street, and only on one side of the 40' wide street, Ms. Anderson said.
3. **Tree planting and spacing**: The applicant is requesting a waiver to reduce the number of street tree plantings in favor of preserving as many of the existing trees as possible, Ms. Anderson said. Staff supports this request if the trees to be saved are healthy and are located in the street right-of-way, in a protected open space, or on private property in a tree easement. Additional street trees can be planted between the preserved trees.
4. **Lot sizes and setbacks**: No action is needed; the applicant has said they are going to request a form-based code.
5. **Lot layout**: A dead-end street is proposed. It creates a block less than 300'. The ordinance opposes this unless the planning commission specifically approves it. It also creates a double-frontage lot situation, so some homes will have frontage

on Sea Island Parkway and a new proposed street. The applicant may be able to address that through their design standards, so judgment will be reserved.

Staff recommends that the planning commission defer a final decision on all of these items until they have a traffic impact study, council provides input on street network and design, a conceptual plat is prepared and overlaid with a tree survey to determine impact, and the draft form-based code is developed.

Commissioner Semmler said he doesn't understand why the planning commission has to defer its decision as Ms. Anderson had recommended. They know there will be a lot of cars because there are a lot of homes, so the traffic study "will tell us, 'Yes, the roads are going to get crowded.'" Commissioner Semmler continued that he also doesn't "understand why we have to defer because of that." In regard to the city council's input on street design, Commissioner Semmler said, "The city council aren't architects," so he doesn't understand why they should be involved in that aspect of this development. In regard to the conceptual plat overlaid by the tree survey, he said the commission had just finished a project where they voted on a conceptual plat before the tree survey was done, so again, he doesn't understand the need to defer a decision on that in this case. And the draft form-based code for the development could take a year; there is a form-based code draft, but "the city chose not to vote on that to accept it. The county has one, and the town (of Port Royal) has one." So, Commissioner Semmler said, he thinks the commission could move forward on a conceptual plan, rather than deferring.

Commissioner Semmler recalled when there were once some homes in this area that have since all been torn down, but there was access through there from Harborview Circle, and he believes the city bought that land for an easement. Ms. Anderson said that still exists. The county is maintaining it, but no one is claiming ownership. Before any change is made to the street, such as closing it or improving it, the county would need to approve it.

Commissioner Rentz asked if a traffic impact statement would address whether an access point would be too close to Highway 21 to be safe. Ms. Anderson said yes. A previous development plan for Whitehall had 3 access points: on Highway 21, Meridian, and Harborview Circle. Local DOT said they were ready to approve the access point on Meridian. So she feels Meridian access could be approved, if that's the consensus with the developer and the planning commission after the traffic impact analysis is completed. That development was more intense than this one and would have had much greater traffic volume; this development could be done under a residential zoning classification, so Ms. Anderson feels DOT would approve this "sort of scaled down version."

Commissioner Johnston said that there's a reason why these properties were left until the "tail end of development," given the amount of water that surrounds them. He

asked if it is within Ms. Anderson's purview to make an advisory statement about this property in terms of a 1 – 2' sea level rise and/or storm surge. Ms. Anderson said they could look at that or could ask the applicants to. The open space proposed at the water's edge is an advantage because the housing won't go right up to it, and the lots are deep. Ms. Anderson said she hadn't looked at the flood implications of this development, but the applicant is present, and their designer may have.

Josh Tiller a landscape architect, introduced **Steve Tully. Jeff Ackerman** is the civil engineer, and he was also present. Mr. Tiller showed a map of the pedestrian shed to illustrate the distances to the city's Waterfront Park and a green boundary that represented a potential loop trail that he said Whitehall could be a part of. Mr. Tiller said the concept is to create an asset to the existing community that would also enhance the businesses in close proximity to it. He showed the existing plat. Mr. Tully said in regard to the ownership of the existing roadbed, the county maintains it and collects the stormwater drainage that goes under it.

Mr. Tiller said roads that run perpendicular to the waterways in Beaufort terminate at the waterway to preserve the view shed, and they have done that in their plans for the Whitehall development as well. The applicants will "donate a 3.5 acre waterfront park" that overlooks the City of Beaufort, which will be accessible to the public. They will also enhance and improve an existing dock to give greater direct water access. At the end of the old roadbed, they will build a boardwalk that connects to the bridge and provides access to and from downtown Beaufort.

There are 76 units on the property, which is less than the allowable by-right density, Mr. Tiller said. They have 5.24 acres of open space, which adds up to 24.15% open space. There are 2,500 linear feet of Waterfront Park, which doesn't include the boardwalk.

In regard to the lots fronting Highway 21, Mr. Tiller said they had spoken with **Lauren Kelly**, and "it had been mentioned that they "could codify these lots." The Sea Island Parkway side of the properties could be "a detached unit that could be commercial, a business . . . with direct . . . pedestrian access," and then "the interior of the site would be a . . . livable building unit." Mr. Tiller went on to say that "there's plenty of off-street access." He discussed the rights-of-way sizes and the 40' cross streets with parking on one side "and a swale on the other side for stormwater." There will be 20' alley easements on the backs of the interior lots. The waterfront lots will be deep, and the garage doors will not be visible from the street.

Mr. Tiller described the 5' tree park areas that will be for existing or newly planted trees, 8' parking spaces created with pervious materials, and the dimensions of streets and rights-of-way, which will adjust to save existing trees, he said. They have already superimposed the existing tree survey, and they have made efforts to accommodate the larger (18 caliper inches) and medium (10-18") trees, including the largest tree on the

property, which Mr. Tiller pointed out. There will be trails and sidewalks throughout the development.

Mr. Tully said the Harborview Road is paved, and he assumed the use of "the single entrance off 21 and the existing Harborview Road" when they contracted the property. When he'd spoken with them, the neighborhood homeowners association at Harborview had serious concerns about connectivity, and two city council members had "agreed in part to close that road previously when the property was rezoned commercial." Mr. Tully has since spoken to the neighbors about the property being rezoned residential, and they "have no interest in a road, even if it was a park." So "out of courtesy to the neighbors and a test," the developers "closed that road." Though he noted that a traffic impact study is "expensive," Mr. Tully said, "We're willing to pay for it."

Other subdivisions have single access points, Mr. Tully said, and "this one will suffice a single access; it will pass a traffic study." The Lady's Island fire department may require a second entrance, so Mr. Tully said they might put a fire berm on Harborview Road. "We do not want an access point onto" Meridian Road "under any circumstances. . . . It is not designed connectivity," Mr. Tully said. "It doesn't do anything. It serves no function."

"The third encroachment," which Mr. Tully said Ms. Anderson had called "a dead end," is "unacceptable . . . I would not be excited about doing that." However, he suggested he could "game the system" and change the look of it into that of an alley so that it wouldn't look like a dead end.

Mr. Tully discussed a homeowner he's visited repeatedly whom he has informed of the neighbors' desire to close the circle, which he said did not concern her, but he told her that "the city wants me to put a road behind her house," which would mean that she'd have roads on three sides of her house – "It's going to be a pavement island" – "so there's like double checkmarks why I shouldn't do that, but I understand the city's argument" and the neighbors', Mr. Tully said. He is hopeful the planning commission will tell the city that "the road is there, and it's not the city's. . . ." He said Harborview Road could be very small and "not as attractive for people to come in and out of, but it would be used."

Mr. Tully said in regard to the matter of the lots that have frontage on Sea Island Parkway and the development, in his experience in this area, the market would determine what's done. He's had "a number of calls" about condos or flats above a workspace. He said he's tried to work with the city because its master plan for Whitehall "is more of a commercial, mixed-use project." Mr. Tully said he and his partner want to work within the city's mixed-use goals, but their goals are "to actually sell it." The

mixed-use lots he developed on Bladen Street "are still sitting there . . . and they'll be available for awhile."

Mr. Tully showed the city's mixed-use, commercial plan for Whitehall from "a number of years ago" in which he said the property's owners had no input, but he was present when "(city staff) were doing" the plan, and "they were just drawing away," with "no public input or owner input," the latter because, Mr. Tully said, the owners "have never been to Beaufort." He showed the MPC his plan, which is similar but with a focus on residential instead of commercial, and then he speculated that the city's desired emphasis on commercial development over residential is because it "wants 6% tax instead of 4% tax."

"We believe the properties that address Sea Island Parkway," Mr. Tully continued, should do so "for the future." They believe they can "codify" a house that faces the Whitehall development, and behind it has a garage that is "backed up to (Highway) 21," and that garage "may have an adaptable façade for commercial." The City of Beaufort plans to put sidewalks on Highway 21 at some point in the more distant future to calm the traffic, but other than that, Mr. Tully said, the Whitehall property can only accommodate as much commercial use as a coffee shop, for example, or maybe an office above a garage.

Mr. Tully said he'd used a form-based code to develop Midtown Square and considers it "a wonderful document," but he's also on the city's form-based code committee, and "it hasn't met in 18 months." The waterfront they are planning is public, and "we are looking for civic investment from the city because that's a 3.5 acre waterfront park." He discussed the need to develop the waterfront and to have civic investment, also comparing Whitehall's greenspace to that of City Walk. He'd like to see the Harborview access and would like it to be "a very public waterfront park." Pedestrian and bike access to keep them off of Highway 21 is "a very important aspect of this development," Mr. Tully said.

Commissioner Rentz said he thinks they "have done a fantastic job on a beautiful piece of property" and discussed efforts to develop Cherokee Farms, so he understands the need "almost to give the property away" in order to be able to develop multi-family or mixed-use. Commissioner Semmler said he thinks the progress made is "fantastic." Commissioner Harris commended the plan for being "modest," not an effort to fill Whitehall with commercial; he also appreciated that the lot sizes "aren't super-small." Commissioner Harris agreed that the challenges are the frontages on the Sea Island Parkway and connectivity. Mr. Tully said, as developers, he and his partner have had issues before, and they will work them out.

Commissioner Johnston asked about whether they were prepared for people parking in Whitehall during special events' in Waterfront Park, and Chairman DeVito said, "That's

what they're looking for." Mr. Tully agreed and said if everything about the development works out the way he wants it to, it will be "form-based code development, publically owned streets, (and a) publically owned park." Sixty people are on the list of those who want to own homes in Whitehall, Mr. Tully said, and they are almost all from around Beaufort.

Chairman DeVito said this is a conceptual review. The Harborview Circle issue "will need a lot of work," he feels. Mr. Tully said he's "been trying to sell it" to the neighbors. Chairman DeVito said they have a sour taste in their mouths because of previous development plans, and the city or even the Metropolitan Planning Commission may have to step in and help. Chairman DeVito likes the double frontage idea, but he feels the developers should have plans in case it doesn't work out to do that. The important issues that the planning commission will be asking questions about when this project comes back before it seem to be agreed upon, Chairman DeVito feels; on scale, roads, and open space, conceptually, he said, everyone seems to be on board with what they are seeing. He personally has always wanted to see less commercial development on this property.

There was a general discussion of the Harborview and Meridian connections. Commissioner Semmler asked if turning Meridian Road into a traffic circle had been considered, and a general conversation ensued about that. Mr. Tully said a traffic circle "would be way over our budget." Chairman DeVito agreed that the speed limit needs to be lowered.

Commissioner Semmler made a motion to accept this as a conceptual plan. Chairman DeVito added that the commission would like to keep pursuing the recommendation to keep the Harborview entrance open or to develop an alternate plan. ___ seconded the motion. The motion passed unanimously.

CITY COUNCIL UPDATE

Ms. Anderson said a revised ordinance requiring new construction to be elevated 18" above grade was approved on second reading at the January 13 council meeting. The amendment pertaining to short-term rentals received a public hearing December 23 and a workshop with the Zoning Board of Appeals on February 13; it will probably go to council for further action.

Upon questioning from the chairman, Ms. Anderson went into detail as to the "scaling back" of the elevation requirement, saying that it would only apply in situations where the adjoining property line was higher. If any side of your property is lower than any property that is adjoining yours, then you have to elevate. Commissioner Rentz asked if council had specified what qualified as a difference in elevation. Ms. Anderson said, "No, (they didn't): if it's 12', its 12', so if you're at 11.5', you have to elevate." Commissioner Rentz, who said he has 30 years of experience with this, was incredulous. The Town of

Port Royal's minimum is 18", Ms. Bridges clarified; Ms. Anderson said the county's is 18", and staff had proposed 18" for the City of Beaufort. She explained to Chairman DeVito that they would look at the grading plan and the finished floor elevation. If your finished floor is 13', and your neighbor's is 14', you will have to elevate 18". Ms. Anderson added that slab on grade is allowable if both of your neighbors' properties are lower than yours.

SPANISH MOSS TRAIL

Chairman DeVito offered an update, saying it has started to move through the county, having gone through the first committee that day; a contract has been awarded, and it needs to go to council next Monday night. This is from Depot "to where we ended on Burton Hill Road." If it all goes through, Chairman DeVito said, it should start in the next 2-3 months.

There being no further business to come before the commission, **Commissioner Semmler made a motion to adjourn**, and the meeting was adjourned at 8:32 p.m.

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: **May 13, 2015**

SUBJECT: **Review of City of Beaufort Comprehensive Plan**

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Staff has provided a status report (attached) on the Priorities for Implementation table contained in the Executive Summary of the 2009 comprehensive plan. Attached to the table are the excerpts from the comprehensive plan that describe the activity in more detail. Based on review of the many priority implementation activities set out in the plan, staff recommends the following priorities for 2015 and 2016 for the Planning Department and Planning Commission:

- *Update the UDO as a complete form-based code* (Item FG 4.1). Planning staff will have responsibility for the activity.
- *Continue implementation of the Boundary Street Master Plan* (Items EP .2.2 and PI 4.2). Also included in this item is NI 3.3 "Continue to partner . . . to aggressively protect Open Lands." This activity involves a number of agencies including the Planning Department.
- *Replace the current Redevelopment Incentive Program with a new program* (Item EP 2.6). Also included in this item is SC 3.1, "Expand the list of business and development incentives." The newly reconstituted Redevelopment Commission will take responsibility for this item with the assistance of Planning Staff.
- *Target sites for redevelopment* (Item EP 2.5). The newly reconstituted Redevelopment Commission will take responsibility for this item with the assistance of Planning Staff.
- *Plan and improve Southside Park* (Item SI 1.3.). Planning Staff in conjunction with the Public Works Department and the Park & Tree Advisory Commission have primary responsibility for this item.

If the Planning Commission agrees with these priorities for the next 18 months, staff will report on this decision to the City Council and report back to the Commission with update in January of 2016 and January of 2017 as recommended in PI 1.1.

Reference Number	Project/Task	Page Number	Status
FIVE: A FRAMEWORK FOR GROWTH			
FG 2.3	Explore service delivery model that employs a metro-like structure.	73	Some progress. Have discussed regional parks issues and solid waste collection.
FG 2.1	Annexation areas should be contiguous to the primary service area or within a maximum of 2 miles.	73	Have been adhering to this recommendation.
FG 2.2	The provision of municipal services to previously annexed tracts or tracts beyond the 2 mile boundary shall be subject to adequacy and availability of municipal services.	73	Ongoing.
FG 3.1	Require Incremental Growth to be medium to high density and utilize the Traditional Neighborhood Unit.	76	All annexations since 2009 have been for commercial property.
FG 4.1	Update the UDO as a complete form-based code.	77	Underway.
SIX: NATURAL INFRASTRUCTURE			
NI 3.3	Continue to partner with Regional Agencies/ Organizations and land owners to aggressively protect Open Lands.	93	Currently working with Open Land Trust and Beaufort County (Rural and Critical Lands fund), to create green space on Boundary Street.
NI 3.4	Expand use of Density Bonuses and TRD in exchange for preservation of sensitive environmental features.	93	Participated in County TDR effort, but except for annexations, did not see how TDR would work without downzoning.
NI 1.2	Revise Current Development Regulation to Require/ Incentivize Low Impact Development using the Light Imprint Handbook.	84	Adopted new transect-based stormwater standards in September 2012.
NI 1.3	Develop Regional/Small Area Storm Water Plans	85	Currently implementing 319 grant to improve water quality in Battery Creek watershed. Worked to develop a regional stormwater pond in conjunction with development of new fire station. More work needs to be done on this action item.
NI 1.5	Adopt Baseline Standards for Critical Line Setbacks and Natural Vegetative Buffers	85	Revised critical area buffer requirement to eliminate averaging option; for commercial uses, 50' minimum critical area buffer is required.
NI 1.9	Adopt Baseline Standards for Protection of Freshwater Wetlands	87	No action to date. Will consider in new development code.
NI 4.1	Complete an Urban Tree Canopy Survey	94	No action to date. Will remind PTAC.

NI 4.2	Establish a Baseline Tree Canopy Coverage and Set Key Goals for Preservation and Expansion of Canopy	94	Currently working on revising tree ordinance to designate smaller trees as grand trees and to require mitigation for removal of grand trees.
SEVEN: CLIMATE CHANGE & ENEGERY			
CE 1.3	Prioritize Transit, Bike and Pedestrian Improvements with the Goal of Reducing VMT	100	All streetscape projects include new pedestrian-friendly sidewalks and street lighting. Bike racks are required in new development.
CE 1.4	The City will seek out best practices for the reduction of GHG Emissions	101	More work needs to be done on this action item.
CE 5.2	Endeavor to make sustainable construction practices part of the Culture of Development in Beaufort	111	More work needs to be done on this action item. The new development code should specifically address alternative energy equipment.
CE 1.1	Conduct an Emissions Inventory of City Operations	99	No action to date. The City is considering conducting an energy audit on all city-owned buildings; an emissions inventory might be done in conjunction with this effort.
CE 1.2	Enact Land Use Policies and UDO changes with the goal of reducing VMT	100	This will be included in the new development code.
CE 2.2	Work with Beaufort County to develop a plan that addresses the potential impacts of sea level change.	103	The Mayor has established an effort to understand the impact of sea level rise. Staff participates in seminars and workshops that address this issue. Could be considered in next update of the County Hazard Mitigation Plan.
CE 3.1	Consider conducting an Energy Audit	107	The City is considering conducting an energy audit on all city-owned buildings.
CE 3.3	Remove regulator barriers to renewable Energy and provide incentives for their use	107	The new development code will address installation of the renewable energy infrastructure.
CE 3.4	Protect solar access	107	No action to date. Could you consider in development of new code.
CE 5.1	Establish a City Policy for Sustainable Building and Infrastructure Practices	110	No specific action to date. New streetscape projects include pervious on-street parking.
CE 5.3	Establish incentives to implement context-sensitive Environmentally Sustainable Building and Development Practices.	111	No action to date.
EIGHT: SOCIAL INFRASTRUCTURE			
SI 2.1	Prepare small area plans for neighborhoods and districts	119	This has been substantially done with the Civic Master Plan.

SI 2.2	Investigate dedicated Revenue Stream for neighborhood reinvestment	120	No action to date.
SI 1.1	Complete an inventory of needs for the improvement of the existing neighborhood parks	115	The Park & Tree Advisory Committee is revaluing each park in the City.
SI 1.2	Identify a regular funding mechanism for the maintenance and improvement of the Park System	117	Through the Northern Regional Plan Implementation Committee, a mechanism to share the cost of all regional parks in Northern Beaufort County has been discussed. More work needs to be done on this item.
SI 1.3	Plan and improve Southside Park	117	A master plan has been prepared for the Park. Implementation is currently underway in the form of development of a dog park and development of an internal trail.
SI 4.1	Conduct Sector (Small Area) Planning & Implementation	133	This is being done as part of implementation of the Civic Master Plan.
SI 4.10	Provide technical support to Historic neighborhoods and property owners: • Establish a CDC to focus on infill • Create a non-profit to work on heirs property • Conduct a market analysis to determine appropriate business mix in neighborhood commercial areas • Incorporate responsibility for management of neighborhood commercial areas under Main Street	136	• No action on a CDC, but the Redevelopment Commission is focusing on infill • Have hosted 2 seminars on heir's property. Would like to hold a seminar on will preparation • The Sector 1 Civic Master Plan included a "Market Assessment and Positioning Strategy" (July 2011). Main Street prepared a Downtown Beaufort "Retail Market Analysis" dated August 2014. • Main Street Beaufort's target area extends from Carteret St to Ribaut Rd and from Boundary to Bay Streets.
SI 4.12	Prioritize and implement recommendations for infrastructure in Historic Districts. • Signage • Drainage • Viewsheds	137	• Main Street had developed a wayfinding signage sign and is in the process of proofing the various signs. • The City has two drainage projects funded in the Historic District. • Preserving viewsheds in the Historic District is ongoing.
NINE: ACCESS & MOBILITY			
AM 1.1	Establish an on-going Multi-Jurisdictional Transportation Planning Process	145	A metropolitan planning organization (MPO) has been established and is staffed by LCOG.
AM 1.8	Prepare a Collector Street Plan for the Urban Growth Boundary	151	That has been substantially done as part of the Civic Master Plan.
AM 2.4	Complete and implement the Pedestrian Improvement Master Plan	163	The plan has been completed as part of the Civic Master Plan. Implementation is ongoing.

AM 1.2/ PI 3.1	Implement the current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan	145	These have been substantially completed. The Boundary Street project is expected to start in the fall of 2015.
AM 1.4	Evaluate the re-designation of US 21 around the City	149	Paris Island Gateway was redesignated as US 21 in 2010 or later.
AM 1.9	Develop specific plan/recommendations for Strategic Community Corridors	153	Some of these corridors were examined as part of the Civic Master Plan (ex., Boundary Street, Ribaut Road). More work needs to be done on Sea Island Parkway, Robert Smalls Parkway, and Trask Parkway.
AM 2.1	Implement the Pedestrian and Bicycle Connections shown in the Northern Beaufort County Regional Plan (Project #1)	161	Development of the Spanish Moss Trail is underway.
AM 2.2	Create a Master Plan for bikeways, greenways, sidewalks, and trails.	161	This is contained in the Civic Master Plan.
TEN: EEP 1.2CONOMIC PROSPERITY			
EP 1.2	Take leadership role in Institutional Development	177	Ongoing.
EP 1.4	Create Business License Program that is tired to Economic Development Goals	177	The state General Assembly is currently considering a bill that would cap business license revenue.
EP 2.1	Refocus on the downtown	179	The Civic Master Plan contains numerous recommendations specific to the downtown area.
EP 2.2	Continue implementation of the Boundary Street Master Plan	179	The Boundary Street Redevelopment Code has been updated. Construction on the Boundary Street project is expected to begin in the fall of 2015.
EP 2.3	Complete Neighborhood and District Redevelopment Plans	179	This was done as part of the Civic Master Plan.
EP 2.5	Target sites for redevelopment	180	This was done as part of the Civic Master Plan.
EP 2.6	Replace the current Redevelopment Incentive Program with a new program	180	The Redevelopment Commission began this effort, but to date, no changes have been made.
EP 1.1	Support the expansion of the current economic base- higher education, medical services, and the military	176	Ongoing. The City has been participating in the Joint Land Use Study (JLUS) for MCAS and Paris Island.
EP 1.3	Focus on small business recruitment and retention	177	Ongoing. More work needs to be done on this item.
EP 1.5	Support expansion of higher education	177	Ongoing. The Civic Master Plan contains several recommendations that support this activity. More work needs to be done on this item.
EP 1.6	Continue to seek ways to expand tourism	178	Ongoing. Main Street's Downtown Retail Market Analysis works toward this goal. More work needs to be done on this item.

EP 2.4	Consider the use of Municipal Improvement Districts (MID)	179	This has been studied for application in the downtown area.
ELEVEN: SERVING OUR CITIZENS			
SC 1.1	Continue to maintain a strong cash position with a well-funded fund balance	199	Ongoing.
SC 1.2	Balance revenue from tax base and other operating revenues	199	Ongoing. The Civic Master Plan helps work toward this goal.
SC 1.3	Advocate for a change in State Legislation to ensure Fiscal Flexibility for local governments	200	Ongoing.
SC 1.4	Seek revenue sharing/partnership arrangements to better manage the maintenance of SC DOT-Owned Right-of-Ways	200	The City has been considering a memorandum of agreement with DOT regarding street ownership. This issue is also being discussed at the state level.
SC 1.5	Consider levying Impact Fees to mitigate the costs of growth in remote annexation	201	No action to date on this item.
SC 1.6	Further develop cash flow reporting	201	The City now participates in OpenGov.com to enhance transparency in financial accounting.
SC 2.1	Divest of loss-generating enterprises	204	The City has contracted out IT, sanitation, building codes, and some landscaping maintenance services (i.e., for Waterfront Park).
SC 2.2	Audit recurring expenditures	204	Ongoing. The City is currently rebidding its major contracts.
SC 2.3	Evaluate government service delivery options with the Northern Area Growth Boundary	204	There were discussions at the Northern Regional Plan Implementation meetings, but to date, no agreements have been made.
SC 3.1	Expand the list of business and development incentives	205	The Redevelopment Commission has, and will continue to review redevelopment incentives.
SC 3.2	Balance the Regulatory Environment to project the City's core assets as well as allowing competitive business environment	205	The new development code will work toward this goal.
SC 3.3	Create balance of assets such as mix of land uses, business and living options for all residents	205	The new development code and associated regulating plan will work toward this goal
SC 3.4	Consider service delivery in the design of our community	205	Ongoing.
SC 3.5	Seek out partnerships wherever possible	205	The City has been applying for grant funding for various streetscape projects. The City has accepted maintenance responsibility for infrastructure installed in in the ROW by others for certain development projects.

SC 3.6	Evaluate alternative funding sources for capital, operations and maintenance beyond the current taxing structure	205	The City has evaluated a MID for the downtown area to help fund maintenance of downtown infrastructure. The City is considering a public services fee for nonprofits to help balance the proposed FY 16 budget.
SC 3.7	Expand the Capital Improvements Program (CIP) to create a Comprehensive Capital Asset and Project Planning Program	205	The City Council adopted a 5-year CIP in 2013. Every year as part of the annual budget process, the CIP is reviewed and projects are moved into the annual capital budget is revenues are made available.
THIRTEEN: SETTING PRIORITIES FOR IMPLEMENTATION			
PI 1.1	Monitor and report on plan implementation	235	This has not been done in formalized fashion, but could be done beginning this year and continuing starting in January of each year.
PI 1.4	Explore new institutional arrangements	235	Ongoing. An example of this is the Northern Regional Plan Implementation Committee's discussion of a new funding structure for regional parks.
PI 2.2	Identify existing deficiencies and future capital improvements needs	235	This might be done as part of the update of the County's comprehensive plan.
PI 2.3	Work cooperatively with the school district	236	More needs to be done on this item. Staff has worked closely with the School District staff on specific school issues such as traffic, not with regard to the School's CIP.
PI 2.4	Develop an overall funding strategy	236	Ongoing. Every year the City Manager and Finance Director evaluate ideas for funding sources for additional revenue.
PI 2.5	Focus first on Available Funding Tools	236	This is being done on an on-going basis. For example, the City has been very supportive of the concept of local option sales tax.
PIE 2.6	Update Fiscal Impact Analysis on a regular basis	236	No action on this item to date.
PI 2.7	Consider funding tools that require changes in State Legislation	236	Ongoing.
PI 1.2	Update the Plan	235	The Civic Master Plan was prepared as a tool to implement the comprehensive plan. The Civic Master Plan was adopted in February 2014.
PI 3.2	Implement the other identified capital projects in the Northern Beaufort County Regional Plan	237	Ongoing.
PI 4.1	Annually update the Ten Year Capital Improvement Plan	238	This is done on an annual basis as part of preparation of the annual budget.

PI 4.2	Complete the Boundary Street Master Plan	238	Ongoing. The Boundary Street project is expected to begin construction in the fall of 2015. Acquisition of open space as recommended in the plan is also underway.
PI 2.1	Adopt Regional Level of Service Standards	235	This has been done for transportation, but not other public services.

FG 2.0 | URBAN SERVICE AREA EXPANSION AND ANNEXATION

The challenge in Beaufort County with the development of land in areas remote from existing cities is the lack of adequate and efficient urban service delivery options. At present, these urbanized, or rather "suburbanized" areas are often served by a number of overlapping layers of government and public service providers. The resulting patchwork quilt of fragmented service delivery has often led to confusion, frustration, and in some cases a waste of collective resources.

So the question is then posed as to how best to serve the Urban Growth Boundary as defined by the Northern Beaufort County Regional Plan. With the presence of the Air Station and Laurel Bay base housing, substantial water and sewer infrastructure (both on-base and off), and new schools near the Whale Branch, in many respects a portion of this area is already urbanized areas with adequate infrastructure. But between the current primary service area (the area within the City limits that receive the typical urban services such as police, fire, garbage collection, etc.) and Laurel Bay and the undeveloped Clarendon and McLeod tracts there is a large expanse of generally undevelopable land (the AICUZ boundary).

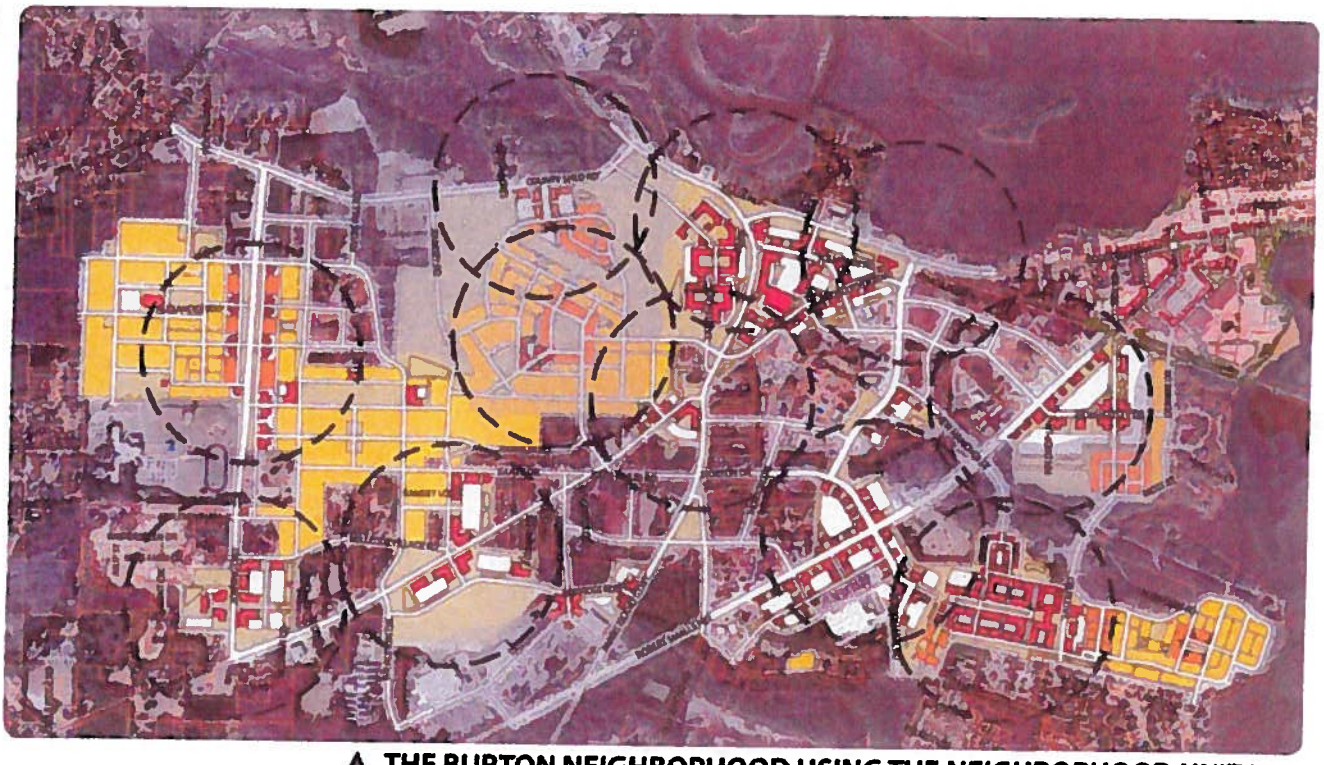
A fundamental premise of this plan is that there exists sufficient land within close proximity to the service area as well as redevelopment opportunities to allow for more than twenty years of growth for the city. As noted, the area defined loosely as that area north of the Albergotti Creek is potentially a 50 year growth area for Beaufort. In fact, it is both large enough relative to the current municipal limits of Beaufort and sufficiently developable enough to be incorporated as its own community if there is a desire to develop it to its fullest extent in the next generation.

FG 2.1 **Annexation areas should be contiguous to the primary service area or within a maximum of 2 miles.** Note that the criteria is the "service area" and not other incorporated parcels that are also remote to the primary service area. [Code]

FG 2.2 **The provision of municipal services to previously annexed tracts or tracts beyond the 2 mile boundary shall be subject to adequacy and availability of municipal services.** In the event that it has been determined that such services cannot be extended efficiently, the tracts may need to either offset the incremental capital and operating costs of service delivery or delay development until such time as adequate services are available. [Code]

FG 2.3 **Explore a service delivery model that employs a metro-like structure.** As noted, the patchwork quilt of service delivery in the Urban Growth Boundary is extremely inefficient. In addition to requiring more efficient development patterns, the city and its regional partners should explore a framework of urban service delivery that ensures an adequate, consistent, and equitable level of service for urbanized areas. The most successful metro service agencies are those that are able to break down the jurisdiction barriers and focus on the efficiency of service delivery to the end user. [$] [O] [On-going]

FG 3.1 Require Incremental Growth to be Medium to High Density and Utilize the Traditional Neighborhood Unit. As truly low density growth is not a viable option for the economical provision of urban services, it is expected that new development annexed into the City is at least 6-10 units per net acre with a strong preference for even higher densities (12-20 units per net acre) where environmental conditions allow. At these density thresholds, the most efficient and preferred pattern is that of the neighborhood unit. The Neighborhood Unit is the most adaptable development type that can accommodate a wide variety of housing types with mixed-use development with a coherent network of streets and usable public spaces. [Code]



▲ **THE BURTON NEIGHBORHOOD USING THE NEIGHBORHOOD UNIT FOR GROWTH AND REDEVELOPMENT**

Like the Developable Neighborhood Areas diagram on previous page, this graphic illustrates the expansion of the City in neighborhood increments. Using a loose network of streets that are reflexive to the geographic conditions and strategically-placed compact development, there is clear opportunity for thousands of new homes and related commercial development adjacent to the current urban service boundary.

FG 4.0 | UPDATE THE UDO

A form-based code seeks to prescribe the physical design of buildings and infrastructure while permitting a greater flexibility in the use and activity. These codes recognize that many of our most cherished neighborhoods and downtowns were constructed during a period before zoning. As such, these areas have been much more adaptable to changes in demographics, retail trends, and technology (i.e. telecommuting) than new suburban subdivisions with rigid setbacks, narrow use requirements, and overbearing restrictive covenants that typically promote monotony and predictability.

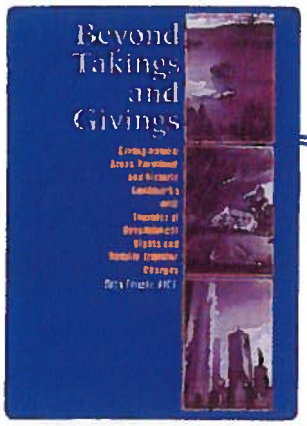
The current Unified Development Ordinance (UDO) is a well-organized, readable, concise ordinance that includes a number of form-based elements including the Boundary Street guidelines as well as certain design standards for various "Design Districts" and the Alternative Residential Development Option.

Dozens of recommendations regarding the implementation of specific design/form-based standards or other regulatory initiatives are found throughout this Plan. These range from the revision of certain historic district review guidelines consistent with the adopted Historic Preservation Plan to the complete reconstruction of the current ordinance as a form-based code. Additionally, there are specific recommendations made that incorporate context-sensitive/location-specific standards that move away from generalization of standards to a carefully calibrated ordinance.

FG 4.1 Update the UDO as a Complete Form-Based Code. Through the years, the City has added important form-based standards to the ordinance including the 50+ page Boundary Street. Noting the numerous recommendations in this Plan and other recently adopted plans for key regulatory changes as well, the time is right to give the ordinance a complete update. Unlike many ordinances today, most of the current standards for the City of Beaufort are perfectly acceptable but simply need clarification, new graphics, or more appropriate placement in proximity to similar standards. Ideally, this update would be complete in concert with Beaufort County and the Town of Port Royal to ensure predictability and consistency across the jurisdictions charged with implementing the North Beaufort County Regional Plan. [Code]

FG 4.2 Clarify Design Intent and Reduce Subjectivity. There are numerous design standards found throughout the UDO that range from clear and descriptive to vague and confusing. As a result, the review boards have been vested with the interpretation of these standards often with little additional guidance in the UDO as to the specific intent of what the design standard is seeking to achieve. From the extensive use of the word "should" rather than "shall" (See Section 6.6-Design Districts) to the incorporation of complex prescriptions like the sky exposure plane in 6.5K.11 that is undefined and in need of a graphic to better describe it. Most importantly, the goal should be so establish a consistent level of detail in all requirements. There have been numerous additions written by a number of different consultants with different structural approaches. A complete update would unify this language. [Code]

> For a community to be successful in implementing smart growth, its vision, objectives, and actions must be embraced by the private sector. The private sector is crucial to supplying the large amounts of money and construction expertise needed to meet the growing demand for smart growth developments. If investors, bankers, developers, builders, and others do not earn a profit, few smart growth projects will be built. Fortunately, government can help reduce barriers to profitable smart growth development practices. Since the development industry is highly regulated, the value of property and the desirability of a place are determined in large part by government investment in infrastructure and by government regulation.
>
> — *from* Getting to Smart Growth, *www.smartgrowth.org*



The title above, by Rick Pruett one of the country's foremost authorities on TDR, provides case studies and analysis of such programs from around the country.

Port Royal] should establish a common definition and baseline standards for regional open space.
[$$] [O] [6-10]

NI 3.3 Continue to Partner with Regional Agencies/Organizations and Land Owners to Aggressively Protect Open Lands. The Rural and Critical Land Preservation Program, managed by Beaufort County, is the means by which Beaufort County Council acquires property for conservation, parks, buffers, scenic vistas and for preservation of valuable economic and natural resources. Land acquisitions may be made by an ordinary fee simple purchase or by a purchase or donation of development rights, which often allows the property owner and his family to remain on the land and use it for farming, hunting, fishing or other historic purposes agreed upon at the time of sale. A conservation easement, which forever protects the land from development, may also be negotiated. In addition, there are numerous private, not-for-profit programs that are active in the area including the Trust for Public Land, the Beaufort County Open Land Trust, MCAS-Beaufort, and the Lowcountry Open Land Trust in addition to the S.C. Department of Natural Resources (Heritage Trust Program) and the S.C. Department of Natural Resources (Land, Water and Conservation Division).
[$$$] [O+C] [On-going]

NI 3.4 Expand Use of Density Bonuses and TDR In Exchange For Preservation Of Sensitive Environmental Features. The City of Beaufort will continue to work with Beaufort County, the Town of Port Royal, the Office of Economic Adjustment, the United States Department of Defense and Lowcountry Council of Governments to develop a Transfer of Development Rights (TDR) program in Beaufort County. TDR allows property owners in a sending area to sell their right to develop their property to developers in a receiving area, who are then able to build at higher densities than otherwise allowed. The program being developed, following a feasibility study in 2008, is targeted toward the limited purpose of preventing encroachment and incompatible development around the Marine Corps Air Station (sending area) while permitting higher density in a specific region which has been defined for future growth (receiving area). Currently, education programs are being conducted with the local governments toward getting them to understand the program and adopt ordinances which would require TDRs for any upzonings within the defined receiving area.

Once operational, the program should be considered for expansion for the protection of other areas as well primarily in those area north of the Albergotti Creek. All projects in the GR-1 area should not be considered for upzoning without some form of commensurate Transfer of Development Rights from O-2 lands or those with similar environmental constraints. [$$] [O] [On-going]

water quality and threaten shellfish beds. The application of a universal standard may be counter-productive to the other priorities of this plan. For example, in areas that the City wants to direct and encourage growth and development, such as downtown and in identified mixed-use centers, different standards for impervious surface ratios and similar factors may be appropriate. Therefore BMP requirements, like all requirements, should be modified to fit the various development contexts in the City's jurisdiction, based on the Rural-Urban Transect. [$] [O] [1-5]

NI 1.2 **Revise Current Development Regulations to Require/Incentivize Low Impact Development Using the Light Imprint Handbook.** The current UDO requirements should be evaluated against local environmental and Smart Growth goals. For example, natural detention and retention systems for storm water flows in parking lots should be prioritized over curb and gutter. Beaufort should also consider requiring landscaped areas to be used for storm water retention or giving credit for such. Light Imprint is a planning and development strategy that emphasizes sustainability, pedestrian-oriented design and increased environmental and infrastructure efficiency while reducing a communities' construction expenses. The initiative coordinates over sixty tools and resources that are keyed to local climates. [$] [O] [1-5]

THE AHWAHNEE PRINCIPLES FOR SUSTAINABLE WATER PRACTICES

1. Community design should be compact, mixed-use, walkable and transit-oriented so that automobile-generated urban runoff pollutants are minimized, and the open lands that absorb water are preserved to the maximum extent possible.

2. Natural resources, such as wetlands, floodplains, recharge zones, riparian areas, open space and native habitats, should be identified, preserved and restored as valued assets for flood protection , water quality improvement, groundwater recharge, habitat and overall long-term water resource sustainability.

3. Water holding areas, such as creek beds, recessed athletic fields, ponds, cisterns and other features that serve to recharge groundwater, reduce runoff, improve water quality and decrease flooding should be incorporated into the urban landscape.

4. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding and recharge groundwater.

5. Permeable surfaces should be used for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb storm water, reduce polluted urban runoff, recharge groundwater and reduce flooding.

6. Dual plumbing that allows graywater from showers, sinks and washers to be reused for landscape irrigation should be included in the infrastructure of new development.

7. Community design should maximize the use of recycled water for appropriate applications including outdoor irrigation, toilet flushing, and commercial and industrial processes. Purple pipe should be installed in all new construction and remodeled buildings in anticipation of the future availability of recycled water.

8. Urban water conservation technologies such as low-flow toilets, efficient clothes washers, and more efficient water-using industrial equipment should be incorporated in all new construction and retrofitted in remodeled buildings.

9. Ground water treatment and brackish water desalination should be pursued when necessary to maximize locally available, drought-proof water supplies.

For more info see: water.lgc.org/ahwahnee-water-principles

NI 1.3 Develop Regional/Small Area Storm Water Plans. Stormwater management on a site-by-site basis for certain areas, particularly in areas that are already developed, may be counter to goals for compact development. Incentives for on-site storm water management and/or public participation in such may be appropriate in these areas. (See table on next page) [$] [O] [1-5]

NI 1.4 Implement the recommendations of the Beaufort County Special Area Management Plan (SAMP). Much of the local efforts and initiatives that address water quality and environmental protection in the last seven years are a direct result of the Beaufort County Special Area Management Plan (SAMP) and its recommendations. The SAMP, initiated in 1999, encompassed a wide range of topics and activities ranging from more advanced stormwater controls, wastewater management, and water quality monitoring, to public education and outreach. [$] [O] [On-going]

NI 1.5 Adopt Baseline Standards for Critical Line Setbacks and Natural Vegetative Buffers. Currently Beaufort County requires a 50-foot wide natural vegetative buffer for single family houses and a 100-foot wide buffer for all other uses. The City of Beaufort has a 30-foot requirement for single family residential development and an average buffer width of 50 feet with a minimum of 35 feet is required for multi-family and commercial development. As noted in the *Northern Beaufort County Regional Plan* (p. 59): "One criticism of vegetative river buffer standards is that they would preclude the development of regional attractions such as the Waterfront Park in Beaufort." Using a combination of a context-sensitive and Transect-based approach the City should adopt revised critical line setbacks and natural vegetative buffers as follows:

- **Framework Plan Sectors O-1, O-2, GR-1, G-1, G-2 and SD:** Use the current County baseline standard.
- **Specific Critical Areas (headwaters of local waterways, low-lying areas and the ACE Basin):** Adopt a common River Quality Overlay District Ordinance to address such concerns such as setbacks, vegetative buffers and appropriate impervious surface cover limits to minimize impacts of development to salt water marshes.
- **Framework Plan Sectors G2 and G3:** Incorporate the increased County standards to the extent practical but priority should still be given to the built environment if doing so enhances the community's enjoyment of the waterfront subject to the establishment of guidelines that must be met to relieve such requirements. No such exceptions should be granted on waterways classified as ORW (Outstanding Resource Waters) and SFH (Shellfish Harvesting Waters) by the South Carolina Department of Health and Environmental Control (DHEC). Stormwater management must be designed to compensate for the reduction or elimination of the natural vegetative buffer and increase in the amount of impervious surfaces.
- **Framework Plan Sector G4:** The Downtown core should permit uses in close proximity or adjacent to the OCRM critical line.

(Note: Environmental studies have determined that water quality benefits are maximized with 50-foot buffers, but that other benefits including improvements to wildlife habitat, air quality, bank stabilization, etc. accrue to wider buffers. As noted above, buffer standards should be appropriate to the proposed land use context—wider in some areas and narrower in some areas, with guidelines for mitigation.) [$] [O] [1-5]

An example of a bio-retention area in a mall parking lot in Charlotte, NC. The curb cuts allow stormwater to enter the retention area.

Constructed wetlands used as a stormwater management control measure

Image Source: NCSU

A demonstration of how water is being absorbed with pervious pavers

NI 1.6 Develop a Specific Water Quality Management Plan for the Battery Creek Watershed. The City of Beaufort is primarily a watershed for the Port Royal Sound and area marshes. Though these waters are not sources of drinking water for any municipality, Port Royal Sound's surface water quality, and that of the Beaufort River and other rivers draining into the sound are affected by watershed activity. Levels of pollution in these bodies of water can rise as development allows more unfiltered runoff to enter streams and rivers. Thus, the watershed does not affect the potable water source, but does have an impact on the quality of the environment. [$] [O] [6-10]

NI 1.7 Enforce Measures Against Unapproved Dredging of Waterways. Work with the Army Corps of Engineers to improve enforcement of unapproved dredging of waterways in the Beaufort area. [Army Corps of Engineers]

NI 1.8 Consider the Reestablishment of a Natural Connection Between Battery Creek and Albergotti Creek. The severing of the connection between Battery Creek and Albergotti has reduced the amount of oxygenated water to the marsh lands that form the headwaters of Battery Creek. The reconnection of these two bodies of water will restore the natural circulation patterns thereby increasing biological life and potentially reducing flooding incidents. The most logical location for the reconnection is near the Beaufort Town Center to the marsh to the west of the County Government Center. [$$$$] [O + C] [20+]

NI 1.9 Adopt Baseline Standards for the Protection of Freshwater Wetlands. Research shows that wetlands contribute to numerous ecological processes and are invaluable resources to an area. Wetlands in the City of Beaufort are a part of the ecosystem of coastal waters and tidelands which is recognized by the State of South Carolina as an extremely valuable natural resource for the people of the state. With the current condition of Federal and State wetlands protection, the role

STORMWATER REGULATIONS TO ENCOURAGE INFILL

Developers in urban areas are finding that requirements stipulating that stormwater be managed on the project site are a barrier to redevelopment and construction of infill and more compact projects. Land for onsite stormwater management is often not available or is prohibitively expensive. In addition, codes that limit the amount of impervious surface that can be built on a site discourage both development in urban areas and compact development.

Fortunately, there are innovative options that foster redevelopment and control stormwater. In 2002, the city of San Diego adopted a policy of allowing infill redevelopers to share in the cost of stormwater abatement in lieu of onsite mitigation. Instead of requiring treatment of each individual project, the Standard Urban Stormwater Mitigation Plan allows developers to contribute to stormwater mitigation that serves the entire drainage basin. Engineers estimate that individual development projects can achieve savings of up to $40,000 by participating in a shared stormwater control program. The Low Impact Development Center, a nonprofit organization dedicated to protecting water resources through site-design techniques, is sponsoring research on low-impact development techniques that require less space. One technique is the use of soil amendments that allow compact landscaping to absorb and hold stormwater without causing flooding or damage to adjacent buildings.

The possibility of offsite mitigation makes smaller infill projects more feasible and provides an opportunity to locate mitigation facilities in a way that can serve multiple projects. In return for offsite mitigation, jurisdictions could increase allowable densities in downtown and designated areas. In such a case, the municipality would become accountable for maintaining water quality in that particular basin.

Excerpted from Getting to Smarth Growth II *(SGN, 2003)*

Natural Infrastructure

NI 4.0 | PROTECT AND EXPAND THE URBAN TREE CANOPY

According to American Forests (www.americanforests.com), "Tree cover is directly related to environmental quality. Maintaining a robust enough tree cover to function as green infrastructure reduces the need and expense of building infrastructure to manage air and water resources. Trees are indicators of a community's ecological health. While urban ecology is more complex than just tree cover, trees are good indicators of the health of an urban ecosystem. When trees are large and healthy, the ecological systems-soil, air and water-that support them are also healthy. In turn, healthy trees provide valuable environmental benefits. The greater the tree cover and the less the impervious surface, the more ecosystem services are produced in terms of reducing stormwater runoff, increasing air and water quality, storing and sequestering atmospheric carbon and reducing energy consumption due to direct shading of residential buildings."

American Forests recommends the following baseline tree cover for metropolitan areas east of the Mississippi and in the Pacific Northwest:

Average tree cover counting all zones	40%
Suburban residential zones	50%
Urban residential zones	25%
Central business districts	15%

The Live Oak (Quercus virginiana) is as quintessential to the Lowcountry as is the salt marsh. As a tree, it is extremely hardy and long-lived being both drought-tolerant and strong enough to withstand hurricanes and other severe weather. Many of the Live Oaks in the downtown area long preceded any formal urban settlements.

The City was designated as a Tree City USA in 1990 by the Arbor Day Foundation. As part of this designation the city is required to maintain a Tree Board or Department; maintain a tree care ordinance; implement a community forestry program with an annual budget of at least $2 per capita; and conduct an annual Arbor Day observation and proclamation.

NI 4.1 **Complete an Urban Tree Canopy Survey.** Using GIS software with historical and current aerial photography, a baseline tree canopy inventory as well as trend information can be calculated. In addition, the City may also want to complete a specific urban tree survey using GPS equipment to geo-code each tree within or proximate to public rights-of-way or on public property. Like so many other recommendations in this plan, this one is also well-suited as a regional project. This is a macro level view of the community that would supplement the Park and Open Space Tree Survey in 2004. [$$] [O] [1-5]

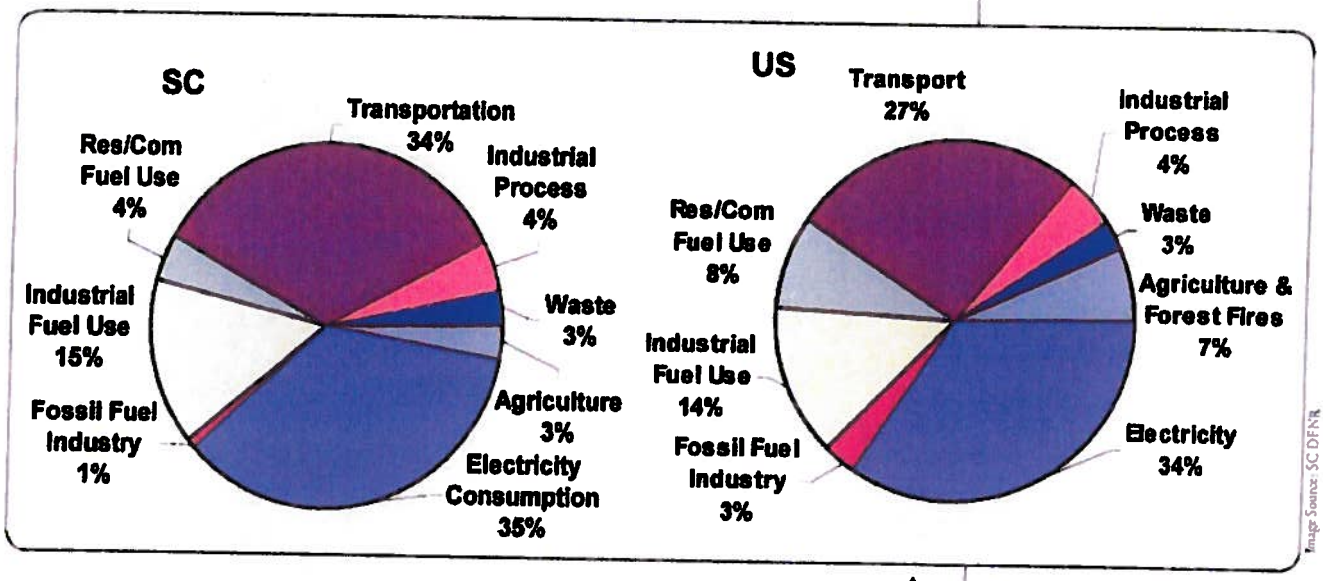
NI 4.2 **Establish a Baseline Tree Canopy Coverage and Set Key Goals for Preservation and Expansion of the Canopy.** American Forests recommends an average 40% tree canopy. Once a survey is a completed, specific goals should be established to help achieve either this goal or another that is locally calibrated as well goals for increasing this goal over time. [$] [O] [1-5]

NI 4.3 **Revise Tree and Landscape Protection Standards to be Context-Sensitive.** Generally, Beaufort has good standards for tree protection, although, like many other local standards they tend towards a one-size-fits-all approach that may not be appropriate in all development contexts throughout the City. In certain areas where the City wishes to encourage more intense development, less intense

CE 1.2 Enact Land Use Policies and UDO Changes with the Goal of Reducing VMT. The number one priority in implementing this goal is to work with local governments to encourage more efficient development patterns by encouraging and promoting highly connected street networks, higher residential and employment densities, and mixed-land uses in new and existing development. In Beaufort, this will be achieved through the continued refinement of the City's Unified Development Ordinance. [$] [O] [1-5]

CE 1.3 Prioritize Transit, Bike and Pedestrian Improvements with the Goal of Reducing VMT. In concert with the statewide plan, the goal of this policy recommendation is to enable personal trip making to move from single occupant gasoline-powered vehicles (SOVs) to lower-GHG-emitting transportation options, such as walking, bicycling, ridesharing, and mass transit. Its implementation would ensure that the state's transportation system is fully integrated with and appropriately serves the development patterns called for under the previous recommendation. This goal will be accomplished by undertaking the following suite of activities:

- Expanding and improving bicycle and pedestrian networks and related facilities both as feeders and as stand-alone modes of travel in all areas of the community. [$$] [O+C] [On-going]
- Promoting and creating rideshare programs and improved transit programs within the public and private sectors. [$$] [O+C] [On-going]
- Implementing "complete streets" policies to ensure that all new roadways and streets accommodate multiple modes of personal transportation where practical and feasible. [$$$$] [O+C] [On-going]



COMPARISON OF GHG EMISSION BETWEEN SC AND THE US (2005)

The diagram above compares gross GHG emissions estimated for South Carolina to emissions or the US for year 2005. Principal sources of South Carolina's GHG emissions are electricity consumption and transportation, accounting for 35% and 34% of South Carolina's gross GHG emissions in 2005, respectively. The next largest contributor is the residential, commercial, and industrial (RCI) fuel use sector, accounting for 19% of gross GHG emissions in 2005. The waste management and agriculture sectors each contribute 3% of gross GHG emissions in 2005. (Final Draft South Carolina Greenhouse Gas Inventory and Reference Case Projections, 1990-2020 Center for Climate Strategies, June 2008, Principal Authors: Randy Strait, Steve Roe, Bill Dougherty, Andy Bollman, Holly Lindquist)

CE 1.4 The City Will Seek Out Best Practices for the Reduction of GHG Emissions. The City of Beaufort will engage the public; seek initiatives that have lower initial costs, positive return on investment, and can quickly reduce GHG emissions; propose longer-term projects with higher costs and longer payback periods; identify programs that will assist in reducing the impact of emissions that cannot be immediately removed; and create policies that help residents adapt to climate changes already underway (e.g., sea level rise). [$] [O] [On-going]

PLANNING FOR ENERGY AND CLIMATE UNCERTAINTY

Joint energy and climate strategies would do well to focus on two main goals: reducing overall consumption and meeting basic needs more locally. In this way communities can reduce their reliance on transoceanic supply lines, reduce their vulnerability to rising and volatile energy prices, and reduce their contributions to global warming. There are five key principles that local governments should integrate into ongoing decision making and long-range planning for addressing both peak oil and global warming:

1. **Deal with transportation and land use (or you may as well stop now).** Fundamentally rethink your land-use and transportation planning practices, from building and zoning codes to long-range planning. Make infrastructure decisions with 100-year timeframes, and work regionally to address the land-use and transportation challenges of energy and climate uncertainty.

2. **Tackle private energy consumption.** Use existing tools to encourage serious energy conservation and efficiency in the private sector. Engage the business community aggressively, challenging local leaders to reinvent the economy for the post carbon world.

3. **Attack the problems piece by piece and from many angles.** Use proven solutions, pursuing many different kinds of solutions at different scales. Enlist the entire community, setting clear community goals and spurring action from all sides to meet them.

4. **Plan for fundamental changes — and make them happen.** Educate local elected officials, staff, and community stakeholders about the challenges of energy and climate uncertainty and engage them in the discussion. Challenge them to find serious solutions and integrate peak oil and climate change considerations into decisions.

5. **Build a sense of community.** Get people talking with each other, forming relationships, and investing themselves in the larger community. The social resilience that comes from a strong sense of community and mutual investment is essential for meeting the complex and unknown local challenges of peak oil and global warming.

Excerpted from "Post Carbon Cities" by Daniel Leach. Planning magazine. December 2008. postcarboncities.net/node/4071

CE 5.2 Endeavor to Make Sustainable Construction Practices Part of the Culture of Development in Beaufort. The Technical College of the Low Country is developing a LEED "Green" Building Construction Training and Employment Project, which will provide participants with education and training for certification as an Alternative Energy Construction Technician (AECT). In addition, the City and County can continue to partner to host speakers, workshops and other training opportunities. [$$] [O] [On-going]

CE 5.3 Establish Incentives to Implement Context-Sensitive Environmentally Sustainable Building and Development Practices. The City will consider green building incentives at the local level for developers who consider the use of the LEED rating system for sustainable building practices. Arlington County, Virginia has a LEED Certification Incentive Program entitled "Building Green, Building Smart." If projects achieve the minimum LEED certification of Silver then they can receive up to 3 additional stories and/or .35 additional Floor Area Ratio (FAR). The City of Seattle provides direct grant funding and technical assistance for soft costs related to LEED documentation, building commissioning and certification. The City of Germantown, TN provides reduced or waived permitting fees and a streamlined entitlement process as well as permitting certain projects to qualify for additional levels of public partnership. [$] [O] [1-5]

CE 5.4 Incorporate LEED ND (Neighborhood Development) Standards into the UDO. The rating system addresses a myriad of issues including housing affordability, access to services and public spaces, local food production, water conservation, solar orientation, energy efficiency, and light pollution. [Code]

Climate Change

CE 1.0 | REDUCE GREENHOUSE GAS (GHG) EMISSIONS

The South Carolina Climate, Energy and Commerce Committee issued a Climate Change Action Plan final report in July, 2008. This report indicated that in 2005, on a net emissions basis (i.e., including carbon sinks), South Carolinians accounted for only approximately 1.0% of total U.S. net GHG emissions. South Carolina's GHG emissions are rising faster than those of the nation as a whole. From 1990 to 2005, South Carolina's gross GHG emissions increased by 39%, while national gross emissions rose by 16%.

The principal sources of South Carolina's GHG emissions in 2005 were electricity consumption and transportation, accounting for 35% and 34% of South Carolina's gross GHG emissions respectively. The direct use of fuels—natural gas, oil products, coal, and wood—in the residential, commercial, and industrial (RCI) sectors accounts for another 19% of the state's emissions in 2005. The Energy Information Administration (www.eia.doe.gov/oiaf/1605/excel/Fuel Emission Factors.xls) estimates that each gallon of gas used emits 19.564 pounds of carbon dioxide. And by contrast, the total US transportation sector represents only 27% of the total GHG emissions indicating that both population increase and vehicles miles travelled (VMT) in South Carolina has a significantly disproportional impact on air quality and GHG emissions. As noted in that report, South Carolina has established a statewide goal of stabilizing VMT by 2010. (Source: www.scclimatechange.us)

As a means to encourage new building construction to better implement GHG targets, architect Edward Mazri set forth the 2030 Challenge in 2002 as "a global initiative stating that all new buildings and major renovations reduce their fossil-fuel GHG-emitting consumption by 50% by 2010, incrementally increasing the reduction for new buildings to carbon neutral by 2030." The 2030 Challenge's mission is "to rapidly transform the U.S. and global building sector" through shifts in building planning, design, and construction practices and techniques.

CE 1.1 **Conduct an Emissions Inventory of City Operations.** Prior to the initiation of any actions, it is necessary to establish a baseline of greenhouse gas emissions for the City. There are a number of software tools available to assisting in the data collection and analysis. One such program, the Clean Air and Climate Protection (CACP) developed by the National Association of Clean Air Agencies (NACAA), ICLEI – Local Governments for Sustainability (ICLEI) and the U.S. Environmental Protection Agency (EPA) enables local governments to create greenhouse gas inventories, quantify the benefits of reduction measures and formulate local climate action plans. This free software available for download at www.icleiusa.org/action-center/tools/cacp-software enables local governments to develop harmonized strategies to reduce both greenhouse gas and air pollution emissions. This one-stop emissions management tool calculates and tracks emissions and reductions of greenhouse gases (carbon dioxide, methane, nitrous oxide) and criteria air pollutants (NOx, SOx, carbon monoxide, volatile organic compounds, PM10) associated with electricity, fuel use and waste disposal and can provide the following tools:

- Create emissions inventories for the community as a whole or for the government's internal operations.
- Quantify the effect of existing and proposed emissions reduction measures.
- Predict future emissions levels.
- Set reduction targets and track progress towards meeting those goals.

[$] [O] [1-5]

This plan may be revised from time to time by the participating jurisdictions and all subsequent revisions are made a part of this plan by reference. [$$] [O+C] [On-going]

CE 2.2 Work with Beaufort County to Develop a Plan that Addresses the Potential Impacts of Sea Level Change. According to the US Environmental Protection Agency (EPA) "sea level is rising, and there is evidence that the rate is accelerating. Climate change is likely to further accelerate the rate of sea-level rise during the next century. Rising seas can inundate low-lying areas, increase storm-surge flooding, erode shorelines, convert wetlands to open water, and increase the salinity of estuaries and aquifers." And though the United Nations' Inter-Governmental Panel on Climate Change (IPCC) has not yet established a reliable timeline for when such a rise will occur, some significant rise is expected to occur in the next 50 years. This plan should consider how to address structures that are currently in these zones, under what conditions new structures could be constructed in these zones, and the identification of ways to mitigate against future losses with consideration for transition zones and expanded floodplain delineation. [$$] [O] [1-5]

CE 2.3 Ensure that All Critical Facilities Located within the 100-year Floodplain are Adequately Protected. The following critical facilities are located in the 100-year floodplain in the City of Beaufort. The City should work with the appropriate governmental entity to ensure the adequate protection of these resources from flooding events.

- Lady's Island Fire District 1 Station - 237 Sea Island Parkway
- Lady's Island Airport - 237 Sea Island Parkway
- Lady's Island Middle School - 30 Cougar Drive
- Beaufort Post Office - 501 Charles Street
- Beaufort City Hall - 302 Carteret Street
- Mossy Oaks Elementary School - 2510 Mossy Oaks Road
- Beaufort High School - 2501 Mossy Oaks Road
- Beaufort Fire Dept Station #2 - 2517 Mossy Oaks Road
- Beaufort County Library - 311 Scott Street

[$$$$] [C] [On-going]

Wind turbines have been used for hundreds of years to pump water from wells, but they have only been used to produce electricity for about three decades. Wind turbines require a sustained wind speed of 12.5 MPH to generate electricity cost efficiently. South Carolina wind resources are a viable economic energy resource, however, a scarcity of reliable documentation on local wind power has prevented it use. Marked advancements in recent years in wind turbine technology and wind mapping technology have greatly increased our ability to better locate and utilize this valuable renewable resource.

The South Carolina Energy Office, Clemson and Coastal Carolina Universities, and the Savannah River National Lab are cooperating to research the potential for generating wind energy off the coast. Issues to be addressed include identification of the needs and barriers of integrating offshore wind energy into the power grid; identification of technology that can transfer the power to the shore; and establishment of a state task force to determine the economic and environmental effects of wind energy and create a permitting process for wind farms in state waters.

"The things that really work brilliantly are the simplest design decisions—integrating workers with housing, integrating mixed-use, reducing the need for travel, . . . and providing access to locally produced food, local goods and services. Then reduce the demand for heat and power using a high level of insulation, passive solar orientation, good daylighting, good shading strategies, natural ventilation, a passive heat-recovery ventilation system . . .[T]hen create basic renewable energy systems."

-Bill Dunster, founder of ZEDfactory, Urban Land Magazine, June 2008

CE 3.1 **Consider Conducting an Energy Audit.** An energy audit is an inspection, survey and analysis of energy performance and usage in a building or group of buildings designed to identify opportunities to reduce energy consumption while maintaining the same level of service. Typically, an energy audit looks at insulation, windows, the HVAC system, lighting and appliances to determine opportunities for energy savings. The Audit should also include an evaluation of the feasibility of using renewable energy, such as wind and solar, to reduce energy costs in city facilities. Energy audits are often achieved through a performance contract with an energy service company. Under a performance contract, a building owner, such as the City of Beaufort, would enter into an agreement with an energy service company to perform an energy audit and to make the energy saving improvements at no up front cost to the owner. Over the contract period (typically 5 to 20 years), the savings from reduced utility bills are used to pay for the facility improvements. The City of Charleston entered into an energy performance contract in 2001, which is projected to eventually result in a 16% reduction in energy and gas usage and $18.4 million in energy and operational savings. [$$] [O] [1-5]

CE 3.2 **Support Energy Efficiency Retrofit Programs.** As the City contemplates programs to upgrade existing public and private substandard buildings, the City can support low-income weatherization programs such as the Weatherization Assistance Program offered through the US Department of Energy, and assist agencies who are implementing these programs to seek available state and federal funds. [$] [O] [On-going]

CE 3.3 **Evaluate Regulatory Barriers to Renewable Energy and Provide Incentives for their Use.** The City should analyze its development regulations to ensure that regulatory barriers (e.g., height limitations, etc.) provide appropriate standards for solar collectors and wind generators as accessory uses. The City should also look for opportunities, through streamlined permitting or other means, to promote the use of renewable energy technologies locally. The City can also assist private communities in working to change barriers placed by restrictive neighborhood covenants. [$] [O] [1-5]

CE 3.4 **Protect Solar Access.** Solar access is the availability of (or access to) unobstructed, direct sunlight. In general such rules note that no building may be constructed or plant may be placed or allowed to grow such that it shades a collector more

Climate Change/Resource Efficiency

CE 5.0 | IMPLEMENT SUSTAINABLE DEVELOPMENT PRACTICES

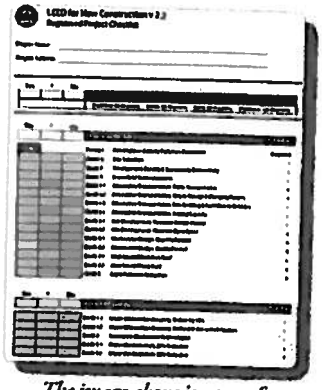
The introduction of energy efficiency in the development of sites and design of buildings is an important facet to the overall environmental sustainability of any community. Energy efficiency and environmental friendliness must marry the building, the site and its location, and the greater community. With the substantial advances in building construction technologies over the last ten years and the rapid integration of new "green" products into the marketplace, the incremental cost of construction has all but been eliminated for new construction.

The US Green Building Council (USGBC) estimates that the slight increase in building costs that incorporate green standards are absorbed into lower utility bills and decreased maintenance over a relatively short period of time (often 2-5 years). Also, commerical building occupants report a range of other secondary benefits including lower absenteeism, lower illnesses, and a more productive workforce.

The USGBC manages the Leadership in Energy and Environmental Design (LEED) Green Building Rating System as a national, consensus based, market-driven building rating system designed to accelerate the development and implementation of green building practices. It is a leading-edge system for designing, constructing and certifying environmentally and economically sustainable site, buildings, and neighborhoods. The first LEED certified building in Beaufort County was completed in 2008 by the Beaufort Jasper Water & Sewer Authority (BJWSA).

Whether it be for global concerns of climate change, national concerns of energy independence, community concerns for environmental sustainability, or household concerns about the cost of energy, the use of green building practices can have significant impacts with some often very subtle and inexpensive changes to conventional approaches.

CE 5.1 **Establish a City Policy for Sustainable Building and Infrastructure Practices.** Like municipalities across the country, the City should use the LEED guidelines for certifying all new public buildings as energy efficient and environmentally sustainable. All new or expanded public buildings in Beaufort should be designed and constructed at a minimum level of LEED-Silver. Additionally, all infrastructure projects such as parking lots, streets, and parks should include low impact design and/or light imprint techniques in both design and construction. These techniques reduce the environmental footprint of a building and promote sustainable development practices. The City can provide a valuable marketing and testing ground for local green building practices. The City of Chicago is implementing a similar requirement across all of its public buildings and is retrofitting many of them to achieve the goals. The most widely publicized of their retrofits is the installation of various roof systems. They are using "green" roofs such as a planted garden or "white" roofs (white painted surfaces to reflect sunlight rather than absorb it) for all new construction, particularly for public uses such as fire stations and schools. Such roofing systems not only reduce energy costs on the buildings, but garden roofs can also be designed to capture and filter stormwater during a rainstorm. [$] [O] [1-5]



The image above is a page from the checklist for LEED for New Construction v. 2.2

Downtown Neighborhood

Broad Street Neighborhood

Northwest Quadrant Neighborhood

Neighborhoods

SI 2.0 | CONTINUE REINVESTMENT IN OUR NEIGHBORHOODS

As with any community, the neighborhoods are the fundamental building block. A community with stable and thriving neighborhoods is prosperous and sustainable. Not surprisingly, Beaufort is comprised of many neighborhoods; some large and some small; some historic and some recent; some vibrant and stable and others fragile or threatened. Neighborhoods are Beaufort's civic and social infrastructure. It is where neighbors meet each other while walking on the street. It is where their children play together. And it is where many form the bonds of friendship to help support others in times of needs and celebrate times of joy.

To date, there has not been a comprehensive plan for neighborhood reinvestment. Improvements such as new sidewalks, repaired drainageways, and even street lighting has been completed on an ad-hoc basis within the context of each department or service entity. As a result, while many neighborhoods have seen a modicum of public investment, few have been able to leverage these investments in any real and meaningful way to encourage housing improvements.

The public echoed the need to continue investment and focus on neighborhoods. Some of their key comments are below:

- Build Community Partnerships, Enhance Neighborhood Character, & Promote Community Interaction/Understanding
- Invest in Neighborhood Amenities & Infrastructure: Parks, drainage, utilities, etc.
- Mix Housing types and densities, but with sensitivity to neighborhoods
- Develop Neighborhood Standards/Guidelines
- Provide Property Owner Assistance to Residents who want to Stay in Beaufort
- Plan for and Provide for an Aging Population
- Encourage a Broad Range of Housing Options
- Serve a Broad Range of Constituents, Especially Workforce, Young Families, and Low Income
- Focus on Housing Repairs/Renovations
- Promote Residential Density/Infill/Appropriate locations; Mix Uses
- Develop Creative Funding Sources for Affordable Housing
- Increase Residential Design Standards
- Streamline Regulatory/Approval Process
- Promote and Support Education/Financial Literacy re: Housing & Regulations

SI 2.1 **Prepare Small Area Plans for Neighborhoods and Districts.** A City-wide plan rarely gets to a level of detail that can satisfy all of the needs and desires of specific small areas within the jurisdiction. Much feedback from citizens and stakeholders in this planning process related to issues and recommendations that can only be fully explored in the context of a focused small area or neighborhood plan. As a way to build on and further detail the recommendations from the Comprehensive Plan effort, additional small area or corridor plans should be considered over the next decade, including:

- The Northwest Quadrant/Bladen Street Neighborhood
- Southside Park area
- The Lafayette Street/Park Street area
- Downtown

The City should consider developing at least one or two small area/ neighborhood plans every year subject to budgetary limitations. These plans should include, at a minimum, and as appropriate for each area: a natural resource inventory and recommendations for natural preservation; transportation strategies for all modes; public open space strategies; housing strategies; historic and cultural preservation recommendations; market analyses for economic development and new investment; branding strategies; design guidelines; and recommendations for regulatory changes and capital investment. [$$] [O] [On-going]

SI 2.2 **Investigate Dedicated Revenue Streams for Neighborhood Reinvestment.** Richland County, SC, as a part of the Neighborhood Planning program has dedicated a certain millage of their tax rate to go towards neighborhood improvements. This enables the County to be able to implement a number of the recommendations that come from comprehensive neighborhood planning and greatly facilitates their long-term success. While it is understood that a variety of funding mechanisms (local, state, and federal) may be identified during a comprehensive neighborhood plan, it would be ideal to have some seed money available to each neighborhood following the completion of a plan. [$$] [O+C] [On-going]

SI 2.3 **Encourage greater development density.** One of the most important opportunities for Beaufort given the high cost of land and the sensitive environmental conditions is to use the most buildable land more efficiently by building more compactly and more vertically. Higher-density development is a key element to creating walkable communities can also contribute to a wider range of housing choices and more affordable housing options. (Smart Growth Network, 2005)

Increased density also benefits environmental goals and water resources. The U.S. Environmental Protection Agency (EPA) examined stormwater impacts from various different development scenarios. Their analysis concluded that the higher-density scenarios generate less stormwater runoff per house at all scales—one acre, lot, and watershed. For the same amount of development, higher density development produces less runoff and less impervious cover than low density development; and For a given amount of growth, lower-density development impacts more of the watershed. (EPA, 2006) [$] [O] [1-5]

SI 2.4 **Focus on Making Neighborhoods Pedestrian-Friendly.** More than just constructing sidewalks (through this is a wonderful start for those neighborhoods where they are absent), neighborhoods have an obligation to their residents to be places where people can comfortably enjoy the mild climate that Beaufort offers. Research over the past decade has shown that the average comfortable walking distance for Americans is approximately a quarter-mile or a 5-minute walk. Public health studies (e.g. Dannenberg, Jackson, Frumkin, and Schieber, "The Impact of Community Design and Land-Use Choices on Public Health: A Scientific Research Agenda")

Communities need a continuity and affirmation of public policy as it relates to high-density development, even through elected leadership changes and market cycles. In other words, communities shouldn't treat high-density development as a passing fad, but rather as a time-tested successful trend that's here to stay.

~Broderick Perkins (Executive Editor of Deadline News Group)

WHAT MAKES A NEIGHBORHOOD WALKABLE?

- **A Center:** Walkable neighborhoods have a discernable center, whether it's a shopping district, a main street, or a public space.
- **Density:** The neighborhood is compact enough for local businesses to flourish and for public transportation to run frequently.
- **Mixed income, mixed use:** Housing is provided for everyone who works in the neighborhood: young and old, singles and families, rich and poor. Businesses and residences are located near each other.
- **Parks and public space:** There are plenty of public places to gather and play.
- **Pedestrian-centric design:** Buildings are placed close to the street to cater to foot traffic, with parking lots relegated to the back.
- **Nearby schools and workplaces:** Schools and workplaces are close enough that most residents can walk from their homes.

Source: www.walkscore.com

Parks & Public Open Spaces

SI 1.0 | ENHANCE AND EXPAND OUR PARK SYSTEM

The ownership and maintenance of parks within the City of Beaufort is divided between the City, which has jurisdiction over all passive park areas, and the Beaufort County Parks and Leisure Services Department, which maintains all active recreation parks and facilities in the City and County. There are currently 27 areas designated as parks in the City totaling approximately 50 acres of land. This area does not include federally owned and operated land such as the National Cemetery. Many of the City's parks are small "pockets" of land scattered throughout the City which have been preserved through the work of the Beaufort County Open Land Trust or other preservation means. These small parks are a benefit to the community, but they do not necessarily meet the parks and recreation needs of Beaufort's residents.

Waterfront Park is the largest and most prominent of Beaufort's parks. The seven acre park area lies between the Beaufort River and the downtown Beaufort businesses fronting Bay Street. The current design of the park was completed in 1979 according to plans by Landscape Architect Robert Marvin. The park ties together such important elements as the Beaufort marina, the downtown commercial district and the Point, and serves as host to a variety of events. Since its construction, Waterfront Park has remained the heart of Beaufort but with the passage of time it experienced deterioration in structural integrity. This park was completely renovated in 2007 and serves once again as the crown jewel of the community.

Pigeon Point Park at the northern extreme of Beaufort is a passive recreation park in the midst of a residential neighborhood. The approximately six acre park contains some children's play areas as well as the Pigeon Point boat landing and fishing pier farther down Pigeon Point Road. This recently renovated park is considered by many to be the standard for neighborhood parks in the City. A complete list of the City's parks, open space and cemeteries can be found in the 2003 City of Beaufort Open Space Master Plan.

The map on the next page shows the variety of park spaces in the City of Beaufort. Largely unimproved small lots scattered throughout each neighborhood, often in public hands because of utility needs or tax foreclosures, they each represent opportunities to improve the neighborhoods. From small pocket parks to large community parks, the City is in need of a variety open spaces.

The following is a list of the public's priorities expressed during this planning process:

- Provide and Encourage Parks/Greenspace within Neighborhoods/Districts
- Expand/Promote Utilization of Waterfront Park
- Expand Open Space/Greenspace Preservation
- Plan, Expand Trail Network
- Build Dog parks
- Explore Creative Ways to Fund/Maintain Parks
- Enhance Public Water Access

It is also important to note that parks and greenways were among the top 5 items that survey respondents would be willing to pay additional taxes for.

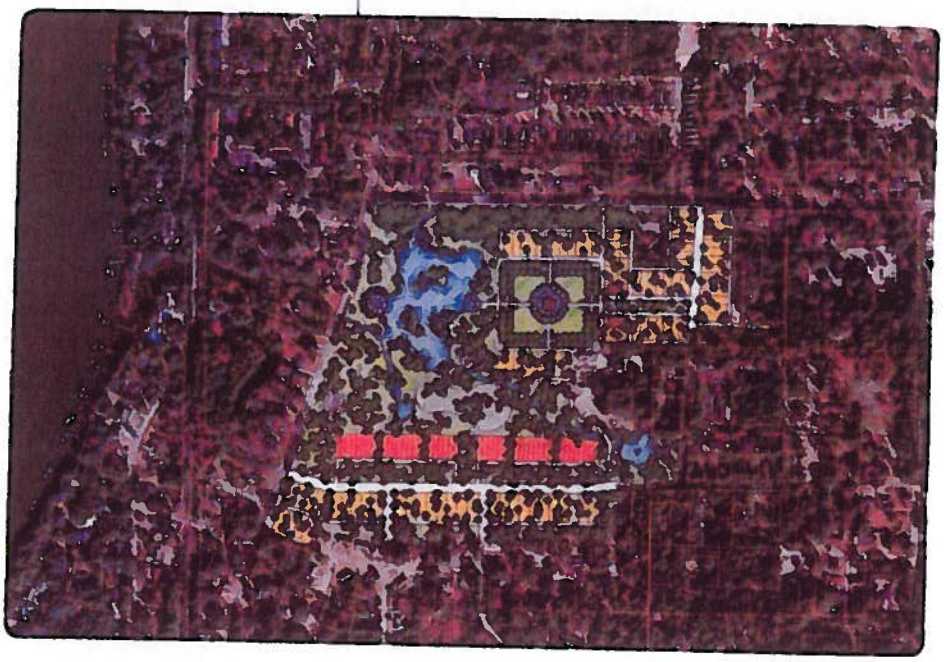
SI 1.1 Develop an Inventory of Needs for the Improvement of the Existing Neighborhood Parks. It is important to ensure that the existing parks in the City's system have adequate capitalization and maintenance. It will be necessary to determine which City parks are under-utilized and plan for improvements to make

those parks more usable to adjacent residents. Expenditures for these parks should be directed towards improving a sense of community in developing and redeveloping neighborhoods. [$] [O] [1-5]

SI 1.2 **Identify a Regular Funding Mechanism for the Maintenance and Improvement of the Park System.** Like so many other facilities in Beaufort, the funding of parks are subject to the annual appropriations of the City Council. There is not currently a revenue stream that has been identified specifically for parks, recreation, or open space. Many communities throughout the country have established programs like a dedicated sales tax or bond-funded program that is geared for such a program. Residents surveyed as a part of this comprehensive plan process indicated that they would be very willing to pay additional taxes for the renovation and construction and construction of parks. [$] [O] [1-5]

SI 1.3 **Plan and Improve the Southside Park.** The Southside Park, at the site of the former wastewater treatment plant, is the largest park area held by the City of Beaufort and represents a wonderful opportunity to combine elements of truly sustainable design and environmental management with passive and active recreational elements. As suggested in Section 10.8, this plan should consider some private investment as a means to provide the necessary capital to implement the public improvements. [$$$$] [C+Private] [1-5, 6-10, 11-15, 16-20]

SI 1.4 **Improve Other Parks Throughout the City Following the Development of Neighborhood Plans.** Neighborhood parks along with street infrastructure represent the largest public investment that a community can make in improving a neighborhood. But it is important to note that simply building a park in a fragile neighborhood will not ensure its revitalization. This plan therefore recommends that prior to the planning for the improvement of any neighborhood park, that an overall neighborhood master plan be completed as a means to best leverage public investment with anticipated private investment. [$$$$] [C+Private] [1-5, 6-10, 11-15, 16-20]



A CONCEPTUAL PLAN FOR THE DEVELOPMENT OF THE SOUTHSIDE PARK

The plan illustrates how a portion of the planned Southside Park can be privately developed as a means to provide a sense of security in the park as well as to provide the necessary capital to be able to implement the desired features of the park. This plan is but one way in which this desired goal can be achieved. Further study is necessary to appropriately discern the right mix and location of the various components.

District, established in 1972, the City has designated the Historic Beaufort District covering the same area as a defined area of overlay zoning within which the City has the authority to review all project plans. The Historic District Review Board (HRB), formerly the Board of Architectural Review (BOAR), is the appointed board that was established in the Beaufort Zoning Ordinance to take responsibility for reviewing all applications for building permits related to construction, alteration or demolition within the Historic Beaufort District. The HRB uses the Beaufort Preservation Manual of 1979 and the ensuing Beaufort Preservation Manual Supplement of 1990 as guides for its review of projects.

As it had been the practice of the HRB to review projects in a portion of the Historic Beaufort District while not reviewing those in the Northwest Quadrant of the district, a separate overlay district, the Beaufort Conservation Overlay District, has been created to respond to the conditions of the Northwest Quadrant by enforcing a less exhaustive review. Design guidelines for the Northwest Quadrant have been prepared which serve as the guide for HRB review of projects in that area.

ACTIONS FOR HISTORIC RESOURCES

The Historic Preservation Plan Update (2008) suggests incorporating its recommendations into this Comprehensive Plan document. The full scope and breadth of those recommendations are included here by reference. Most of the recommendations in the Preservation Plan Update are completely consistent with other City goals outlined in this Comprehensive Plan, although there are some recommendations that will merit further discussion - particularly those that relate to various regulatory changes. In general, the City should evaluate, prioritize, and implement the thorough and detailed recommendations of the Preservation Plan Update in light of Beaufort's other environmental, social, and economic goals.

The complete list of recommendations can be in found in the Preservation Plan Update document. Representative recommendations from the Preservation Plan Update are listed below.

SI 4.1 Conduct Sector (Small Area) Planning & Implementation

- Boundary Street Sector Planning : Identifying and wayfinding signage should be placed at key entry points into the historic district to provide a sense of entry into the district as well as directions to downtown and key historic sites. Preserve and interpret the historic sites in the Boundary Street Plan project area, including the 16 Gate cemetery and Battery Saxton Civil War battery. [$] [O] [6-10]
- Bladen Street Sector Planning : The view of the River from Bladen Street is important to preserve. Building setbacks and landscaping should maintain the view shed. Neighborhood commercial and small-scale professional office uses should be the focus on Bladen Street to maintain the historic character and scale of the area. Appropriate commercial development should include restaurants, convenience stores, and other neighborhood service-oriented businesses. [$] [O] [1-5]
- Downtown Sector Planning: Conduct a public visioning process that will develop a plan to maximize downtown's commercial potential while protecting the historic character that attracts residents and visitors. The plan should include specific market research to define existing and potential markets; tenant mix to support identified markets; and use of buildings that retain historic character. (See Chapter 11 for additional recommendations regarding Downtown planning.) [$$] [O] [1-5]

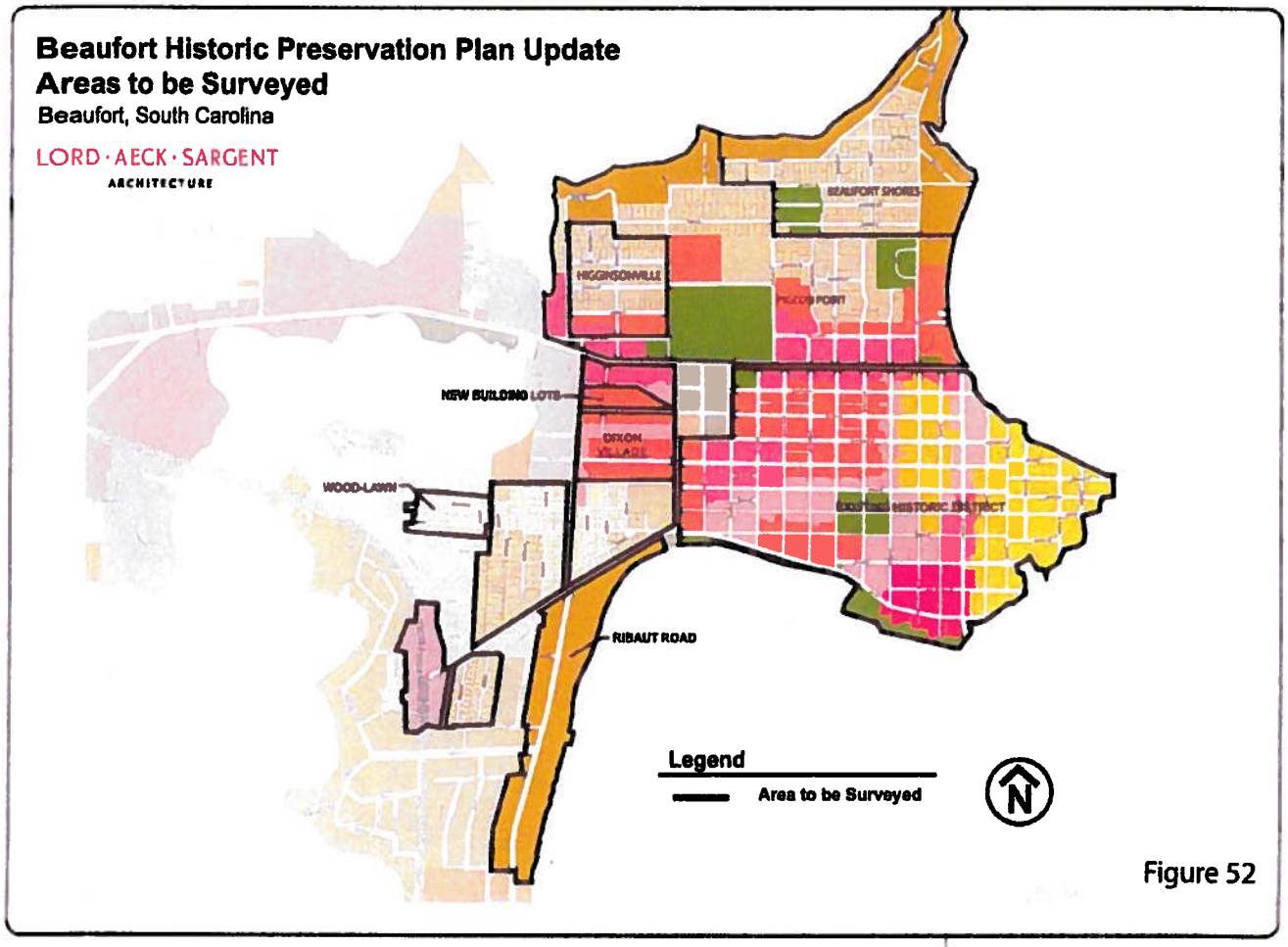


Figure 52

SI 4.8 Implement Recommendations for Modern Materials in Historic Districts. Prioritize and Implement the recommendations of the Historic Preservation Plan Update regarding the use of "modern materials" in the historic district and for buildings or designated historic buildings or building details. [Code]

SI 4.9 Establish and Enhance Educational Initiatives

- Establish and support an education & technical support program for new residents in historic districts and property owners. [$] [O] [1-5]
- Foster a leadership support network in historic district neighborhoods to develop cooperation and communication of common interests. Strengthen neighborhood associations where they already exist and develop new associations. [$] [O] [On-going]
- Renew efforts to create a "design center" where public-private interaction and communication can take place regarding preservation, planning, and economic development issues. [$$] [O] [1-5]

SI 4.10 Provide Technical Support to Historic Neighborhoods and Property Owners

- Renew efforts to establish a non-profit community development corporation to focus on rehabilitation & infill in economically distressed historic neighborhoods. [$$$] [O+C] [1-5]
- Create a non-profit legal service to work with property heirs to clear title to family lands. [$$] [O] [6-10]
- Conduct marketing analysis to guide the creation and maintenance of an

appropriate business mix for all areas of commercial use in and adjacent to the historic district. [$] [O] [6-10]

- Incorporate responsibility for appropriate management of neighborhood commercial areas under Main Street Beaufort. [$] [O] [6-10]

SI 4.11 Develop Financial Incentives

- Continue & expand the City's "Project Repair" program for funding and technical assistance to homeowners for maintenance and rehabilitation of historic homes. [$$] [O+C] [On-going]
- Consider creating a local property tax abatement program for property owners who rehabilitate and properly maintain contributing historic buildings. [$$] [O] [1-5]
- Implement a façade program to provide grants and/or low interest loans to commercial property owners for restoration and rehabilitation of historic buildings. [$$] [O] [1-5]

SI 4.12 Prioritize and Implement Recommendations for Infrastructure in Historic Districts. The Historic Preservation Plan Update addressed a number of infrastructure-related issues with specific recommendations related to traffic calming and connectivity; pedestrian planning/infrastructure; stormwater drainage and infrastructure; and trees. These recommendations should be considered in relation to the other transportation and infrastructure actions established by this Comprehensive Plan. These include:

- Signage: Prepare and implement a public signage plan for the historic district to include identifying signage at entryways into the district and for streets, neighborhoods, and bikeways, and wayfinding signage to provide direction to the historic district and community and historic resources. [$$] [O] [1-5]
- Drainage: Identify and maintain the existing tabby sea walls in the historic district. It is recommended that these tabby walls be included in the update of the historic resources survey, and that a preservation plan for the sea walls be developed. [$$$] [C] [6-10]
- Viewsheds: Protect viewsheds to & from district, including from across Lady's Island Bridge toward downtown; from Bluff toward river; at street ends towards the river throughout district; and existing park and special event space on the riverside of Boundary Street. [Code]

AM 1.0 | IMPROVE THE ROAD NETWORK

The transportation strategies identified in the *Northern Beaufort County Regional Plan* are based upon analysis performed to determine transportation needs in the northern region of Beaufort County. The land use assumptions developed in that plan were incorporated into the transportation analysis. In addition to the capacity of the existing road network, the analysis factored in committed and planned transportation improvements. Even with these committed and planned projects, the analysis identified future road deficiencies that will likely result from new growth in the next 20 years. Rather than simply addressing these deficiencies by building more roads, this analysis first looked at how future road capacity could be preserved and enhanced by pursuing the following alternative transportation strategies which are discussed later in this chapter:

- Transit
- Travel Demand Management
- Pedestrian and Bicycle Connections and Crossings
- Access Management
- Intersection Operational Improvements

AM 1.1 Establish an on-going multi-jurisdictional transportation planning process. An organization similar to a Metropolitan Planning Organization, which would include representatives of the county and municipal governments, Lowcounty Council of Governments, and DOT, should be developed to coordinate and manage a cooperative transportation planning process for Northern Beaufort County. [$] [O] [Ongoing]

AM 1.2 Implement the Current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan. The *Northern Beaufort County Regional Plan* established a regional consensus for moving forward with common solutions. The City will continue to work with the participating local governments in order to implement planned and committed road widenings, new road alignments, and planned intersection improvement projects as noted on the map to the right. The analysis of future transportation conditions was based on year 2025 and reflected projects with committed funding (committed project) or for which significant studies have been performed and are included in the Beaufort County planning process for future funding (planned projects). The analysis results for the "committed and planned projects" assumed to be in place in the future year 2025 are shown on the map to the right. Note that the costs indicated below are in 2006 dollars. [$$$$] [C] [1-5, 6-10]

Committed Widening Projects

1. US 21 on St. Helena Island (3 lanes) - $12.3 million
2. US 17 from US 21 to SC 64 (4 lanes) - $92 million for Beaufort County only

Planned Widening Projects

3. US 21/SC 802 from Ribaut Road to US 21 (widen to 4-lane divided road) - $35.7 million
4. SC 802 from SC 170 to SC 280 in Port Royal (widen to 4-lane divided road) - $70.0 million

Planned New Roadway Alignment

5. US 21/SC 802 Connector (new 4-lane divided road) - $6.0 million

- Park Master Plans (if adjacent to the corridor)
- Economic Revitalization/ Development Strategies

The City of Beaufort is working toward the creation of streets that seek to complement local land use initiatives with transportation goals. An example of this effort is the current plan to improve Boundary Street. In June 2006, the City completed the *Boundary Street Master Plan*. The plan was a comprehensive strategy for growth and development of the corridor which serves as the entranceway to the city. Principles of the plan focused on connectivity, walkability, improving safety, and expanding the uses and housing types along the corridor. The following principles embody the most important aspects of a successful complete streets program:

- Achieve community objectives.
- Blend street design with the character of the area served.
- Capitalize on a public investment by working diligently with property owners, developers, economic development experts, and others to spur private investment in the area. A minimum return-on-investment of $3 private for every $1 of public investment should be expected. Often in more densely populated areas, the ratio is 10:1 or more.
- Design in balance so that traffic demands do not overshadow the need to walk, bicycle, and ride transit safely, efficiently, and comfortably. The design should encourage people to walk.

[$$] [O+C] [On-going]

AM 1.6 Use the Street Design Priority Matrix for all Access and Mobility Planning. As a means to connect street design elements with the land use character, a preliminary street design matrix was established during the charrette. Additional considerations include the need for connectivity and access management. The resulting priority matrix (on the next page) communicates the priorities for each street element as it relates to the character areas of the community (downtown, suburban, main streets, lowcountry mixed-use, rural, and residential neighborhoods) and should indicate those high priority items that should NOT be compromised during the design process. In essence, the matrix reinforces the relationship between transportation and land use by adding design and context to the decision making process. [$$] [O+C] [On-going]

AM 1.7 Continue Implementation of Access Management along all Major Corridors. Access management (the regulation of automobile access to a specific site through driveway limitations and medians) is recommended along the following corridors:

- US 21 north of SC 170
- US 21 south of the Beaufort River to St. Helena Island
- SC 170 from US 21 to the Broad River
- Joe Frazier Road from SC 170 to Laurel Bay Road
- SC 280 from SC 170 to Mink Point Boulevard

[$$] [O+C] [On-going]

AM 1.8 Prepare a Collector Street Plan for the Urban Growth Boundary. Connected local streets are critical to the transportation network and to active modes of transportation, but just as important is an evenly spaced network of collector streets that provide access from the local streets to the major arterials. Collector streets carry less traffic, have lower speeds, travel shorter distances than arterials,

Like motorists, cyclists need a safe and convenient place to park their vehicle at their destination.

sidewalk. Additionally, the City is directly addressing the problem through their Public Works Department. The City's Streets Division has recently installed approximately 20,000 square feet of sidewalk in the City. When considering the location and priority of new sidewalk installation, the City should place the greatest emphasis on the installation of sidewalks between pedestrian generators (i.e. neighborhoods and attractions such as schools, parks, community facilities, and activity centers). [$$] [O+C] [1-5]

AM 2.3 **Greenways** - The City is currently implementing the 1997 Greenway Plan that envisioned an 11 mile network of trails and bike paths linking the City of Beaufort, Lady's Island, and the Town of Port Royal. The plan for greenways is divided up into eight routes that serve as greenway connectors in which there are nine project areas. The proposed but as yet unconstructed connector routes include:

- Pigeon Point Loop: From Waterfront Park through Pigeon Point Park to Pigeon Point Landing down Wilson Laudonniere and Rogers Streets, through the National Cemetery and across Boundary Street to the Green Street Gym. Connect the Greene Street Gym to Beaufort Elementary School and to Waterfront Park – 2.2 miles
- Government Center Connector: Connect the National Cemetery to Lovejoy Park and across Highway 21 to the Beaufort County Multi-Government Center and down North Street to Bay Street to Waterfront Park – 0.7 miles
- Hermitage Loop: North Street to North Hermitage and Hermitage Roads to Fuller Parkway to Battery Creek Elementary School and loop back to North Street – 1.4 miles
- Lowcountry Connector: South Hermitage Road to the Technical College of the Lowcountry, through the campus and loop back to Hermitage Road by way of Rhett Street – 0.7 miles
- Medical Loop: Connect the Beaufort Memorial Hospital to Kate Gleason Park and across Ribaut Road to link with medical offices– 0.6 miles
- Battery Creek– Port Royal Connection: Battery Creek Road through Southside Park to Waddell Road – 1.4 miles
- Lady's Island Connector: Across McTeer Bridge to Lady's Island, along Meridian Road to the Highway 21 Boat Landing Park and across the Woods Memorial Bridge to Waterfront Park– 2 miles
- Blueway Connectors: Blueway Connectors provide public access to the waterways of the Beaufort River. Blueway Connectors will connect Horse Hole Park, Pigeon Point Landing, Waterfront Park, and the Highway 21 Boat Landing to the Sands in the Town of Port Royal.

A Preliminary consolidation of these plans was completed as part of the Comprehensive Plan. The prioritization of pedestrian and bicycle projects is identified on the maps to the right. [$] [O] [1-5]

AM 2.4 **Complete and Implement the Pedestrian Improvement Master Plan.** The *Pedestrian Improvement Master Plan* was developed to define areas for pedestrian infrastructure improvements. The Plan outlines proposed locations for crosswalks and signalized pedestrian crossings. The present plan initially addresses the downtown area of Beaufort and should be expanded to encompass the City as a whole. Phase One of the Plan addresses existing and proposed crosswalks and signals while Phase Two will address sidewalks, curb cuts and handicap accessibility and Phase Three will address bicycle lanes and access.

Third Crossing of Beaufort River (Planning, feasibility analysis, and right-of-way for additional Lady's Island Crossing) (Project #4) – The capital project sales tax currently provides funding for a possible alignment (the northern bypass) for a third crossing from Lady's Island to the mainland. Pursuant to Federal concept definition/NEPA requirements, this feasibility study would include analysis of the mobility, economic, and community/environmental impacts and benefits of various alignment options. *Comment: While this connection plays an important role in the long term mobility of the community, the cost and degree of mobility provided in the short term has rendered this project a lower priority. Additional studies are required to assess the likely impacts to the natural environment and to confirm likely construction costs.* [$$] [O] [1-5]

Intersection and Roadway Operational Improvements –Implementation of turning lanes at appropriate locations and intersection improvements to enhance flow at bottleneck intersections could free underutilized capacity along key corridors. Operational improvements are recommended in the following areas:

- SC 802 north of US 21 (Project #6)
- Joe Frazier Road from SC 170 to Laurel Bay Road (Project #7)
- SC 280 from SC 170 to Mink Point Boulevard (Project #8)

[$$$] [C] [11-20]

AM 1.4 Evaluate the Re-designation of US 21 around the City. An additional recommendation to those described in the Northern Beaufort County Regional Plan is the realignment of the Trask Parkway/Parris Island Gateway intersection making the predominant movement from Trask Parkway to Parris Island Gateway rather than Boundary Street. This minor realignment would allow for the re-designation of US 21 to Parris Island Gateway, a facility with ample roadway capacity. The assignment of US 21 would likewise be applied to the southern portion of Ribaut Road to the Lady's Island Drive Bridge with ultimate connection back to existing US 21 at Sea Island Pkwy. This improvement would allow Boundary Street to remain a local arterial with an urban character as it traverses through the historic downtown. It may also result traffic queuing when the drawbridge is open. The resulting US 21 designation to Parris Island Gateway should also help to support emergency evacuation routes through the area. As part of this study it will be important to assess any negative impacts as well such as reduced tourist traffic through the Boundary Street corridor and the downtown area. [$$] [O+C] [1-5]

AM 1.5 Incorporate "Complete Street" Methodology into all Retrofits and New Construction. "Complete streets" is a term used nationally to describe the transformation of vehicle-dominated thoroughfares in urban and suburban areas into community-oriented streets that safely and conveniently accommodate all modes of travel, not just motorists. The detailed guidance comes from a joint effort of the Institute of Transportation Engineers and Congress for the New Urbanism. With funding from the U.S. Department of Transportation and the U.S. Environmental Protection Agency, best practices have been published as *Context-Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.* Beyond the support provided in this plan, the other important policy documents that should reflect complete street policies or enabling language include:

- City or County Comprehensive Transportation Plans
- Area Plans (for the applicable area served by the complete street)

and help take traffic pressure off of major and local streets. They also provide attractive route alternatives from neighborhoods to major activity centers for motorists, transit, cyclists, and pedestrians.

Although the opportunities for new collector streets in Beaufort's growth area will be limited by the area's unique environmental conditions, such a plan would provide a mechanism for the City to protect and provide for key alignments as new development or redevelopment occurs. A collector street plan should be used to preserve and suggest the general location of future connections. As new developments are proposed, planning officials can use the plan to reserve right-of-way for and/or require the construction of new collector streets. In many cases, collector streets can be wholly or partially built by private developers. [$$] [O+C] [On-going]

AM 1.9 Develop Specific Plans/Recommendations for Strategic Community Corridors. During the week-long charrette, citizens listed streets that need to be protected or improved using access management strategies. Citizens often listed corridors throughout Beaufort that they rely on to reach local destinations or to travel across the region. These corridors were refined after discussions between the project team, Steering Committee, general public, and staff. The project team reviewed existing conditions in detail, determining the issues that currently limit their functionality as multi-modal corridors and considering what the streets may look like once they "grow up". Eighteen corridors were selected as community strategic corridors and are shown on the map on the next page. These include: Three of these corridors, Trask Parkway, Ribaut Road, and the future Northwest Parkway, were selected for consideration during the charrette. For these locations, strategic corridor diagrams were created that drill a little deeper than the system-level recommendations described previously and recommend potential solutions that ease congestion, increase safety, and reflect the vision and goals for a balanced transportation system identified by the community. Diagram details include typical cross section and design, a vision for the future, and any outstanding issues facing the corridor. It is recommended that the City complete a more thorough study for each of the strategic corridors.

- Trask Parkway/US 21
- Parris Island Gateway
- Robert Smalls Parkway
- Castle Rock Road
- Ribaut Road
- SC 280/802
- Lady's Island Drive
- Sea Island Parkway
- Bay Street
- Boundary Street
- Joe Frazier Road
- Sams Point Road
- Brickyard Point Road
- Laurel Bay Road
- Broad River Boulevard
- Savannah Highway
- Future Northwest Parkway
- Bruce K. Smalls Drive

These corridors were selected for detailed study because the conditions and issues of these corridors are representative of other roads throughout Beaufort. As such, the recommendations and access management solutions can be applied to other corridors. By taking the proper steps now, strategic corridors can promote new growth, accommodate increases in traffic, and contribute to the success of the overall transportation system. [$$] [O] [1-5, 6-10, 11-20]

AM 2.0 | PRIORITIZE PEDESTRIAN AND BICYCLE IMPROVEMENTS

Transportation plans once focused solely on roadway solutions, with planners and local officials concentrating on commuter traffic and travel patterns. Today, it is understood that community travel is not limited to morning and afternoon rush hours, and each trip does not begin and end in the driver's seat. In fact, every trip begin and ends with a pedestrian trip. For improved quality of life, citizens now strive for livable communities that balance travel options/choices. A common theme of any livable community is how well it accommodates pedestrians and cyclists, for both recreational and more utilitarian trips.

The benefits of cycling and walking include improved health, cost savings, and a cleaner environment. But the transition from potential use of non-motorized transportation to its reality is not easy. The increasing demand for bicycle and pedestrian facilities as expressed by the public has culminated in an enhanced focus on these choices during the transportation planning process.

AM 2.1 Implement the Pedestrian and Bicycle Connections shown in the Northern Beaufort County Regional Plan (Project #1) – Providing local pedestrian and bicycle connections where commercial areas are present near residential communities could reduce trip making along adjacent arterials. On a larger scale, implementation of a bike corridor along the abandoned railroad corridor west of US 21 is recommended to provide access to an alternative transportation mode for those along the US 21 corridor. This corridor would provide a trail that is separated from automobile traffic, enhancing safety for all users over on-street bike lanes or "share the road" designations. (Projects shown on p. 159) Estimated Cost - $10.9 million [$$] [C] [1-5]

AM 2.2 Create a Master Plan for Bikeways, Greenways, Sidewalks, and Trails. The overwhelming response from Beaufortonians is that they want more sidewalks, more bike lanes and bike paths, and more greenway/multi-use path connections linking the places where people live with the places that they go to shop, work, or recreate. The City has completed a number of plans through the years regarding bikeways, sidewalks, and trails but has not consolidated these efforts to better coordinate implementation. The map to the right is a preliminary attempt to reconcile all of the proposed projects but further study, evaluation and prioritization will be necessary.

Bikeways - The City currently has existing on-street bike facilities along Sea Island Parkway. Several new on-street bike facilities are proposed along Sams Point Road, Ribaut Road, Boundary Street, and Bay Street (see map on the next page). The City is also working to implement a rail to trail multi-use trail along the abandoned railroad corridor west of US 21 as identified in AM 2.1 above.

Sidewalks - The City of Beaufort has sidewalks in many areas of the City. Like most growing communities, gaps exist throughout the sidewalk network. The City of Beaufort is currently undertaking two efforts to improve sidewalk network connections. First, the City includes sidewalk provisions in their Unified Development Ordinance (UDO) in an attempt to make connections between new development and existing neighborhoods, retail centers, and offices. The City requires the installation of sidewalks within the right-of-way of all existing public streets on which the property has frontage which do not have a

USC Beaufort Campus

Technical College of the Lowcountry

"We can build an economy that does not destroy its natural support systems, a global community where the basic needs of all the Earth's people are satisfied, and a world that will allow us to think of ourselves as civilized. This is entirely doable."
~ Lester Brown, Earth Policy Institute

service jobs and 18.80% blue collar jobs. Recruitment of business that support and cluster existing sectors including military, healthcare and education, and provide competitive labor, capital, materials and locations will ensure continued job growth in a variety of sectors. The largest economic gains in the region will come from the continued successful expansion of these individual institutions. Therefore, the City and its related economic development partners must continue to seek ways to ensure the long-term viability of each entity. [Private]

EP 1.2 **Take leadership role in institutional development.** The City should take a leadership role in institutional development—preserving and strengthening the major institutions in the area—hospital, military, government, education, and business. [$] [O] [Ongoing]

EP 1.3 **Focus on Small Business Recruitment and Retention.** Long acknowledged by local economic development officials, the opportunity to recruit a large employers or manufacturer to the region is a strategic challenge. With the exception of the major institutions noted in the previous recommendation, it is the lowcountry lifestyle that attracts the remainder of the community's economic base—retirees, artists and location-independent entrepreneurs who seek the quality of life offered by the region.

According to ZoomProspector (zoomprospector.com), an online business location tool, in 2008 the Beaufort area had more than 965 small businesses (business with less than 20 employees). When factoring in the same area's estimated population of 11,778 people and 6,390 person job force, the Beaufort area is clearly a hotbed of entrepreneurial activity. In fact, by most widely accepted measures, Beaufort scores well in small business opportunities. ZoomProspector evaluates locations based on a formula weighing the following 11 factors: workers with at least a bachelor's degree; white-collar workers; "young and educated" population; workers in "creative" professions; international talent; universities; patents; venture-capital funding; small businesses per capita; sole proprietors per capita; and startups per capita. The key issues facing small business startups in Beaufort will be focused on the availability and pricing of office, flex, and incubator space, and other supportive services. [Private]

EP 1.4 **Create a Business License Program that is Tied to Economic Development Goals.** Given the restrictions in levying property taxes imposed by the General Assembly, the best way for the City to encourage economic development is through their business license program. As a tax on the gross receipts of any company operating within the city limits, the business license program has perhaps the widest latitude of nearly any revenue program of the City, with few restrictions on the overall taxation policy. In Fiscal Year 2009, the Business License program represented nearly 30% of the total revenue of the City, more than any other single category. As a result, the reliance on this program for revenue growth will be increasingly important. Likewise, the ability of a City to use this program to incentivize certain goals may likely be the most flexible tool. [$] [O] [1-5]

EP 1.5 **Support Expansion of Higher Education.** The working population of those 25 years and older by educational attainment provides insight into skills of the local labor force. The 2008 estimates for the City of Beaufort show improvement over 2000 census data with 39% of the population holding a college degree. Beaufort ranked second highest compared to other Beaufort County jurisdictions with 12.50% of the population holding graduate or professional degrees. Hilton Head Island

EP 2.0 | PRIORITIZE INFILL AND REDEVELOPMENT

The current expense of extending city services well beyond the current municipal boundary and the restrictive nature of the current annexation laws make the need for infill and redevelopment a high priority for Beaufort. In addition to being more economically efficient to serve existing areas of the community, but it is also much more environmentally friendly to re-use previously undeveloped or under-developed land rather than consuming virgin land.

EP 2.1 **Refocus on the Downtown.** The downtown needs to remain a "Central Place" in the community as a tourist location and as a living community center. Continued investment in the location of jobs and housing will bolster the investment in Waterfront Park and other retail areas along its waterfront. Therefore, a strategic focus on promoting housing and employment in the downtown will maintain it as a special place for which it has become known and by which Beaufort gets much of its identity. As has been suggested in Section 11.2, the City needs to complete a formal downtown plan that addresses parking, infill, tourist management (orientation, parking, and walking/carriage tours) and business recruitment/retention. [$$] [O] [1-5]

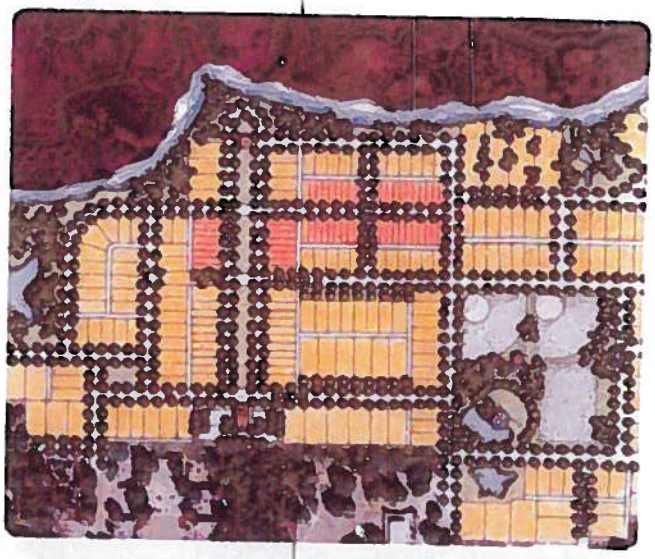
EP 2.2 **Continue Implementation of the Boundary Street Master Plan.** The Boundary Street Master Plan was adopted in 2006. The plan is a comprehensive strategy for growth and redevelopment of the Boundary Street corridor, which seeks to enhance the entrance to the city. The form-based code has been adopted and is currently being implemented by the City. The next phase of work is the completion of construction drawings and construction of the improvements to Boundary Street. This $22 million project is considered the highest priority for northern Beaufort County and its funding is available through a dedicated one percent (1%) sales and use tax approved in 2006. [$$$$] [C] [1-5]

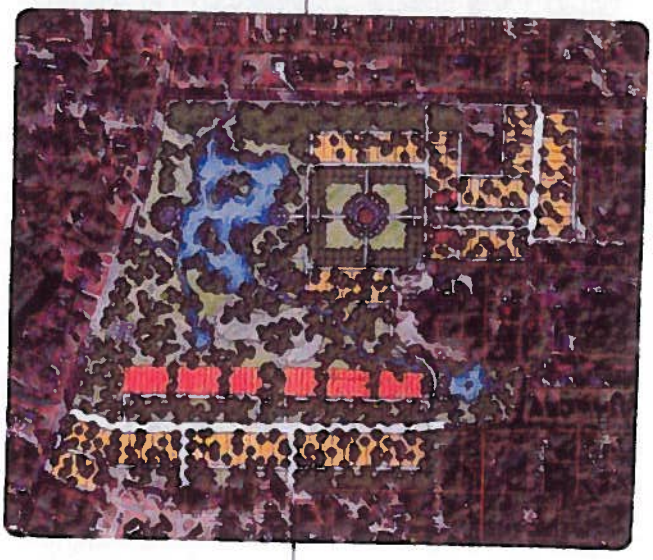
EP 2.3 **Complete Neighborhood and District Redevelopment Plans.** There are a number of key areas that are ripe for redevelopment as noted in Chapter 11: Catalyst Sites and Focus Areas. Those areas include: Lafayette Street, Northwest Quadrant/ Bladen Street, Lady's Island Gateway, Burton, the Robert Smalls Village Center, and the Southside Neighborhood. As funding allows, the City should complete master plans that will guide future public investment and private development/ redevelopment activity in those areas. [$$] [O] [1-5, 6-10]

EP 2.4 **Consider the Use of Municipal Improvement Districts (MID).** Under the Municipal Improvement Act of 1999, municipalities can set up special improvement districts and assess property owners in the districts for improvements (capital projects) and services (operational expenses) in specific areas. Residential properties are exempt from this program unless the property owner grants permission to be included. Like common area charges in condominiums or shopping centers, this revenue stream offers the opportunity to provide focused and unique services in a defined area without burdening the rest of tax base. This type of localized financing might be appropriate for the Highway 170-Boundary Street corridor, the Bladen Street corridor, and the downtown area. [Revenue]

CONCEPTUAL INFILL AND REDEVELOPMENT PLANS ▼

Clockwise from top left: Downtown, Lafayette Street, Northwest Quadrant, and Southside Park





EP 2.5 Target Sites for Redevelopment. The role of the Redevelopment Commission is to facilitate the redevelopment of site or buildings throughout the City. The Commission should identify specific sites to be targeted for redevelopment within the City such as the Von Harten Building, the Pickle Factory and the Old Jail and develop marketing plans to facilitate these efforts. [$$] [O] [1-5, 6-10]

EP 2.6 Replace the Current Redevelopment Incentive Program with a New Program. Since the last Comprehensive Plan update in 2004, the City has re-activated the Redevelopment Commission. The Commission is charged with researching and recommending redevelopment projects within the City of Beaufort, coordinating, reviewing, and recommending redevelopment plans for projects to City Council, facilitating negotiations necessary for the execution of redevelopment plans, and overseeing project implementation. They are presently helping to guide the implementation of the Boundary Street Master Plan as well as advising the City on the new Southside Park. As part of their role they should thoroughly investigate innovative options to incentivize redevelopment beyond

EP 1.0 | AGGRESSIVELY PROMOTE ECONOMIC DEVELOPMENT

The economic base of a community is reflected in its per capita and household income, educational attainment, labor force and employment segmentation. The City's economic base is determined by its job growth, which creates demand for real estate, thus providing both residential and commercial tax base resulting from such growth.

The job market in South Carolina has been declining since January 2008. The greatest decline by far is in Construction, which has fallen 13.1%. Beaufort County's economic base is currently dependent upon (in order of ranking): Real Estate (rental & leasing); Tourism - Arts, Entertainment & Recreation; and Accommodation & Food Services - all of which are highly volatile in today's fragile economy. While the City is clearly dependent upon these employment sectors, its economic base is more complex and in some ways more stable than that of the greater county. The top seven primary employment sectors for the City's residents include the military, health care, retail trade, education, construction, public administration, and accommodations/food service.

The economic base is differentiated from the tax base as it does not necessarily relate directly to the revenue streams of the City. Much of the City's current revenue is in fact heavily dependent on general business activities, retailing and tourism - all of which have been impacted by the current recession. Therefore, Beaufort must continue to implement programs which will move toward diversifying both its workforce and its economic base if it is to remain viable and grow to be sustainable.

Beaufort Memorial Hospital is the area's largest non-governmental employer.

EP 1.1 Support the Expansion of the Current Economic Base - Higher Education, Medical Services, and the Military. USC-Beaufort, MCAS-Beaufort, Technical College of the Lowcountry, and Beaufort Memorial Hospital along with Parris Island and the US Naval Hospital serve as the major employers in the area - all but one of which are government-funded services. The employed population in the City of Beaufort includes 64.60% white collar jobs (highest in the County), 16.50%

THE ECONOMIC IMPACT OF THE MILITARY IN BEAUFORT

Much of Beaufort's economy is dependent upon its area military installations. The Marine Corps Air Station-Beaufort (MCAS-Beaufort), Parris Island, and the US Naval Hospital. These bases not only drive local employment through direct jobs as well as contractor work but also tourism with frequent military graduations and other family visitations. Data from the MCAS-Beaufort suggests that the MCAS facilities have a direct economic impact of $509.2 million. Results from the Base Realignment And Closure Act (BRAC) indicate no significant increase in base population in the coming years, but rather reallocation of personnel to accommodate new equipment and technologies.

The Base population includes 4,210 Military personnel, 1,118 civilians and 5,327 Military family members — totalling 10,655 persons. It is estimated that approximately 60% of the employed personnel and their families live off base. This translates into a population of approximately 8,525, or some 3,674 households, many of which are reported to live outside the City of Beaufort. This is reportedly due to the issue of affordability of housing and housing choices in Beaufort. While the number of families living outside of Beaufort is not clear, it is likely that there is limited connection between those base employees and enlisted personnel living elsewhere and the City of Beaufort. Therefore, the primary impact to Beaufort currently includes the base daytime employment population to support retail uses, restaurants and services in and around the base along Boundary Street.

ranked the highest with 32.80% holding a bachelor's degree and 15.70% holding graduate or professional degrees. This far exceeds both state and national indices but is likely driven by in-migration to the area. Workforce readiness and technical skills will be essential. [Private]

Technical College of the Lowcountry (TCL): Technical College of the Lowcountry (TCL), one of sixteen comprehensive two-year technical colleges in South Carolina, is a locally governed, publicly supported college with its main campus in Beaufort. With over 75 programs serving more than 2000 students in some of the Lowcountry's and the nation's fastest growing career fields including nursing, web design, network engineering, paralegal, civil engineering and college transfer programs, the College offers programs for high school seniors, recent high school graduates as well as for individuals seeking to re-enter the workforce at 3 campuses and 2 on-base facilities. *With the initiatives of the federal government regarding climate change, a sustainability program should be considered as an essential degree that will both prepare students for this emerging field as well as assist employers in responding to our changing world. This program should combine energy efficiency measures of buildings with site design techniques such as stormwater management and solar/wind energy.*

USC-Beaufort (USCB): The University of South Carolina Beaufort, a small (1,000 to 3,000 students/fall headcount enrollment) senior campus of the state's largest public university, brings the University of South Carolina's statewide mission of teaching, research, scholarship, and public service to the rapidly growing Lowcountry of South Carolina. USCB offers baccalaureate degrees that respond to regional needs, draw upon regional strengths, and prepare graduates to participate successfully in communities here and around the globe. The campus also supports the USC Extended Graduate Campus, which provides local access to graduate courses and programs. USCB offers programs in mathematics and the natural sciences, humanities, and professional and social sciences. *Given the fact that Beaufort is a known destination for the arts with a very strong local arts presence, USCB should continue to investigate programs and fields of study that foster this burgeoning field. In addition, the City should consider a partnership with USCB to create a environmental laboratory at the Southside Park and/or arts programming at the Arsenal building.*

Local high school band performs in Memorial Day Parade

EP 1.6 Continue to Seek Ways to Expand Tourism. The City has enjoyed a strong tourism industry that is supported by military visitors, local arts, history and culture. Tourism also includes the natural beauty of its intercoastal waterways and the centerpiece of a string of barrier islands. Efforts by the Chamber of Commerce include studies to expand conferences, meetings and facilities. Nationally, trends in travel and tourism have shown a decline, including a significant drop in roadway travel in August, 2008 due to high gasoline prices, according to the Federal Highway Administration. This trend bears watching carefully, particularly in the short term, largely due to the changing global economy and shifts in gas and energy use.

The City is dependent on tourism to fill its hotel rooms, eat at the restaurants on Boundary Street, and shop at the art galleries along Bay Street. From the waterfront to the historic neighborhoods to the museums, the cultural offering play an important role in tourism and must continue to be supported and expanded. [Private]

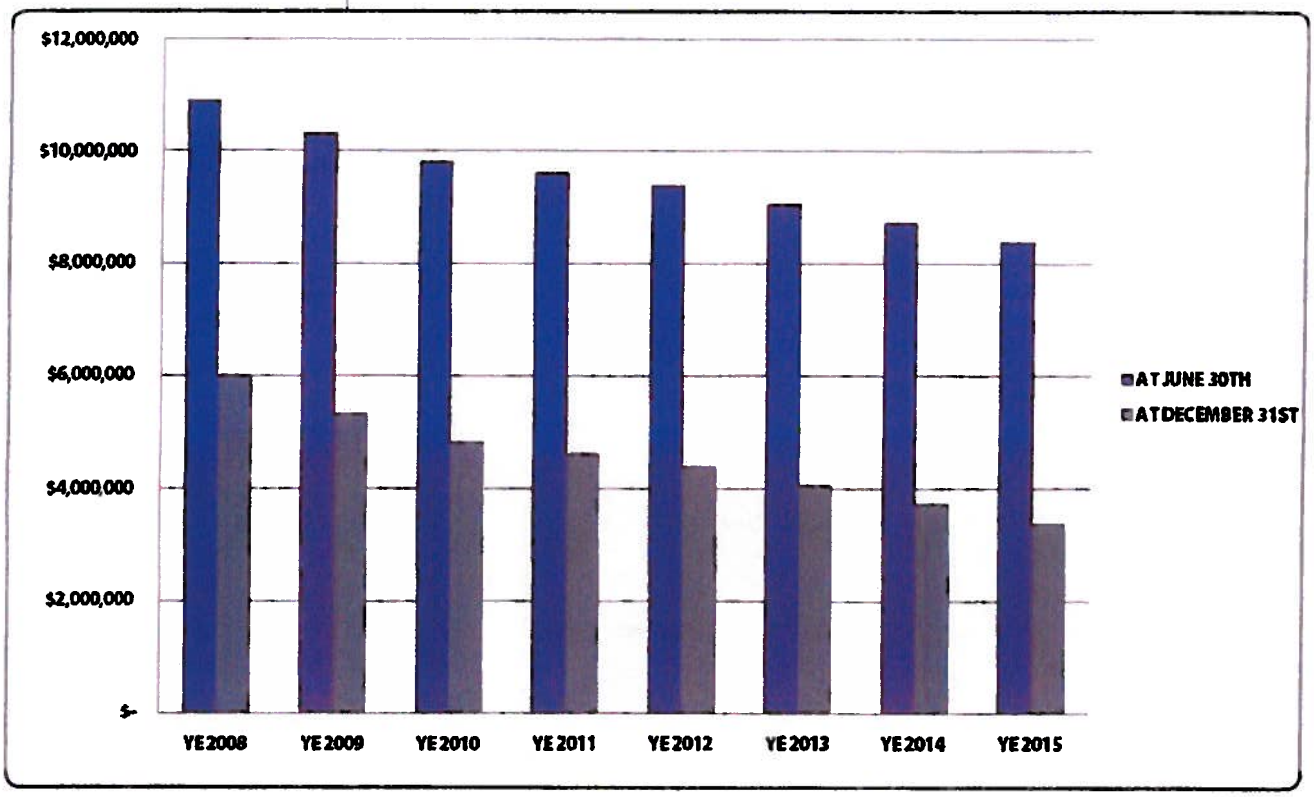
Not surprising, there are also trends that will affect the City's expenses/cost structure including:

- Upward Pressure on Wages, Taxes And Benefits
- Increasing Pressure to Replace Aging Fleet

SC 1.1 Continue to Maintain a Strong Cash Position with a Well-Funded Fund Balance. The gradual slowing of revenues that began before Fiscal Year 2009 underscores the need for an adequate emergency fund. The City maintains, as a matter of policy, an amount in cash equal to approximately 4 months of full operating expenses (including debt service). This conservatively invested cash on hand is known as retained earnings/fund balance as a part of the combined General Fund and Parks/Tourism Fund. The primary purpose of maintaining this savings rate is to manage the peaks and valley of actual collections throughout the year. In addition, this strong cash position also enables the City to leverage the issuance of debt with favorable interest rates, thereby keeping annual debt service costs minimized. [$] [O] [On-going]

SC 1.2 Balance Revenue from Tax Base and Other Operating Revenues. The fiscal success of the community is dependent upon a sustainable balance of revenue from property taxes and other operating revenues. Review of the 2008 Comprehensive Annual Financial Report for the City of Beaufort reveals some notable differences between revenues and land use. When comparing land use to operating revenue, the allocations of revenue to residential and commercial uses is revealed. The table below highlights the financial contribution to revenue based upon land use:

ESTIMATED HIGH AND LOW CASH POSITIONS THROUGH THE YEAR FROM FY 2008 - FY 2015



City of Beaufort - Source of Revenue-Fiscal Year 2009

Land Use	Percentage
Residential	12%
Non-Residential	58%
All Other Sources	30%

Many will note that residential development does not "pay for itself". In fact, in Beaufort, the actual revenues derived from residential property taxes are well below the level of services provided back to those properties. This has little to do with the value of residential property per se, and more to do with the restrictions placed on the taxation of owner-occupied single family residential properties by state law. The larger challenge is in the fact that nearly 79% of the City's revenues are expected to decline or are already declining - and this has been occurring well before the onset of the 2008-2009 recession. [$] [O] [On-going]

SC 1.3 Advocate for a Change in State Legislation to Ensure Fiscal Flexibility for Local Governments. In South Carolina, the ability for local government to act prudently and with local control is greatly hampered by a myriad of legislative and administrative burdens restricting their ability to raise revenues. The net effect of these rules are a slowing or flattening of real growth in revenues from property taxes. At present, both the millage rate and the assessed valuation are now capped and tie the hands of the City to adequately meet future needs even if the additional taxes are generally acceptable by the voters of the City. Continued assistance will be needed so that the City is well situated to maintain a stable revenue base for its expected levels of service. Some of these key concerns are:

- Cap on the Millage Rate Increase: Act 388 limits increases in the operating millage levied on non-exempt property in municipalities to a factor incorporating the increase in the southeast CPI (Consumer Price Index) and growth in population. This limits the increase in tax rate each year to effectively cover the an increase in operating costs of doing business but severely restricts new programs or capital expenditures.
- Assessment Cap: On November 7, 2006, voters approved an amendment to the State's Constitution that places a limit on growth in assessed valuation of property attributable to periodic revaluation to not more than 15% within a five year period, unless a transfer of interest has occurred.
- Business License Program: Comprising nearly 30% of the City's total revenues, the Business License taxes are a cumbersome, complex revenue stream that while significant in value to the City are difficult to administer and collect.

[$] [O] [On-going]

SC 1.4 Seek Revenue Sharing/Partnership Arrangements to Better Manage the Maintenance of SC DOT-Owned Rights-of-Way. There are approximately 90 road miles and 180 lane miles in the City - 90% are owned by SC DOT. Yet, the City currently maintains most of these state-owned street rights-of-way through activities including but not limited to mowing, sidewalk maintenance, drainage repair, street lighting, and tree maintenance because the current funding for such maintenance activities by SC DOT is well below the current level of service expected in an urban area. There are a number of options worth considering to address this issue which costs the City hundreds of thousands of dollars every year.

- Partner with SC DOT to better establish local maintenance expectations that can be reasonably funded; and/or
- Identify a new revenue source (e.g. local option sales tax) to supplement the current operations and continue to maintain them as non-City-owned assets; and/or
- Take over ownership and maintenance of secondary roads and commit to funding with 100% local revenues; and/or
- Take over ownership and maintenance of secondary roads and identify a new revenue source to fund those operations.

The reality is that while there are adequate mechanisms to provide needed capital to improve SC DOT roads in the city, there are few options when it comes to operations and maintenance. Other options abound, but the City cannot continue to maintain assets that they do not own and solutions will need to be sought or a higher burden will shift to the property tax payer (though as noted previously this burden shift is very limited). [$] [O] [On-going]

SC 1.5 **Consider Levying Impact Fees to Mitigate the Costs of Growth in Remote Annexation Areas.** For projects that are located beyond the current city limits but within the City's urban growth boundary, the City should consider the use of impact fees to mitigate the impacts of new development on the current city services. An impact fee is a lump sum payment made to the City that is intended to mitigate the impact of the development increment (often measured in equivalent residential units) on the existing services of the community. This recommendation is consistent with Section 5.4 that suggests that these areas should only be developed if adequate public services and facilities are available to serve them. [$] [O] [On-going]

SC 1.6 **Further Develop Cash Flow Reporting.** Beginning in FY 2009, the City leadership team began reporting financial information to the City Council on a quarterly basis. This provided the elected officials and the public with key economic indicators and cash flow analyses on a more frequent basis than the normal annual budgeting cycle. This reporting of financial condition should be continued on a quarterly basis and improved to provide more overall education and transparency of the overall conditions of the city as a business entity. [$] [O] [On-going]

Images from the 3rd Quarter for Fiscal Year 2009 as prepared by the Beaufort Finance Department

SC 2.1 Divest of Loss-Generating Enterprises. In service areas where it is determined that the City does not provide a cost-competitive service, such as with garbage and recycling collection, the city will look to divest that service as a means to avoid ever increasing fixed-cost structures in favor of variable, competitive means. [$] [O] [On-going]

SC 2.2 Audit Recurring Expenditures. The city will continue to evaluate all cost centers for opportunities to seek out operational efficiencies and cost savings. [$] [O] [On-going]

SC 2.3 Evaluate Government Service Delivery Options within the Northern Area Growth Boundary. In order to create the necessary level of accountability, authority, and equity regarding Urban Service provisions within the Northern Area Growth Boundary, a certain level of intergovernmental cooperation and functional consolidation should be studied and considered. This cooperative effort to define the service standards related to those areas within the growth boundaries and the positive outcome of those studies depends upon the assurance of the following issues: [$] [O] [On-going]

1. Economies of scale; and,
2. Convenience of performing the task; and,
3. Distribution of natural resources; and,
4. Surplus physical facilities; and,
5. The need for duplication of services or the reduction of certain redundancies.

SC3.0 | MAINTAIN AND EXPAND OUR PHYSICAL ASSETS

Much of this plan builds on the philosophy that the city assets must grow predominately from within its existing borders in order to maximize its previous investments and ensure long-term sustainability.

The City of Beaufort, at the time of this writing, held on its books approximately $55,000,000 in public assets including roads (the state owns most roads but the city holds about 2 miles worth), buildings, parks, land, and rolling stock. In addition, the City maintains assets that are not its own but rather owned by others, including most specifically the State of South Carolina public rights-of-way that are within the city limits. The City has a total marketable real estate value of $1.3 billion. While part of the investment strategy of the city is to leverage public investment against the private investment, the cost of maintaining these public assets, as well as private assets (through code enforcement services and land use planning) is borne by the Public Services division of the City.

Investment services have a close correlation with the capital projects. The City of Beaufort has undertaken a series of these projects over the past 5 years including Port Republic Street, a make-over to Waterfront Park, and the building of the municipal complex which houses the municipal courts, police, codes and planning, finance and city administration as well as public use facilities such as the council chambers, an emergency center, and training facilities. While the City determines its capital in a 10 year Capital Improvement Plan, the city is not always in control of those projects that happen within its borders such as road projects managed by Beaufort County and SC DOT.

SC 3.1 **Expand the List of Business and Development Incentives.** Specifically, the city should consider incorporating those incentives that have a positive return on investment (ROI), net present value (NPV), and improvement of the core services. [$] [O] [On-going]

SC 3.2 **Balance the Regulatory Environment to Protect the City's Core Assets as well as Allowing for a Competitive Business Environment.** Though much has been noted about this issue already in this plan, it is important to reiterate the need for a myriad of code and policy changes that allow for greater flexibility within a reasonable set of guidelines that ensure that the character and essence of Beaufort is not compromised. [$] [O] [On-going]

SC 3.3 **Create Balance of Assets such as a Mix of Land Uses, Businesses, and Living Options for all Residents.** Consistent with the land use planning goals elsewhere in this plan, the desire to diversify and maintain a broad mixture of uses will be financially more sustainable for the city. [$] [O] [On-going]

SC 3.4 **Consider Service Delivery in the Design of our Community.** Strive to create a design-based infrastructure that allows for lowest service delivery cost of public services, a variety of living options, multi-modal transportation options, and a respect for the natural environment. [$] [O] [On-going]

SC 3.5 **Seek out Partnerships Wherever Possible.** Seek out multiple partners for the development of intergovernmental infrastructure development. [$] [O] [On-going]

SC 3.6 **Evaluate Alternative Funding Sources for Capital, Operations and Maintenance Beyond the Current Taxing Structure.** Create municipal improvement districts (MID), tax increment financing districts (TIF), and other infrastructure investment programs with a balance of funds directed towards the operations and maintenance of the capital investment and the district for which they benefit. [$] [O] [On-going]

SC 3.7 **Expand the Capital Improvements Program (CIP) to Create a Comprehensive Capital Asset and Project Planning Program.** The City prepared its first Capital Improvements Plan in 2008. At present, it is comprised of a 10 year debt service schedule and an estimated replacement plan for smaller capital purchases. The next step in CIP preparation is to combine the projection in revenues along with their estimated impact in operating costs for implementing the capital project/expenditure. These additions will allow the City to create a cash flow plan that realistically projects available money for capital projects/expenditures. [$] [O] [On-going]

PI 1.0 | PLAN IMPLEMENTATION

The purpose of the Priority Investment Act is to encourage greater cooperation between and across various levels of government and related service providers. The City has five principal governmental partners - Beaufort County, Beaufort-Jasper Waster and Sewer Authority (BJWSA), Beaufort County School District, Town of Port Royal, and MCAS-Beaufort with whom cooperation will be essential to the success of this plan. As has been mentioned numerous times in this document, the Northern Beaufort County Regional Plan is a model for this level of inter-governmental cooperation.

PI 1.1 **Monitor and report on plan implementation.** In January of each year the planning commission will report to the city council on the progress made in implementing the annual priorities list for the prior year and will also report on any other matters relating to implementation of the plan. In February of each year the commission will work with the city council and staff and will list annual priorities for implementation of this plan. [$] [O] [On-going]

PI 1.2 **Update the plan.** This plan shall be updated every five years.

PI 1.3 **Implement the Baseline Standards Related to Environmental Protection and Corridor Overlay Standards.** The Regional Plan establishes a commitment to adopt baseline standards on the following: [Code]

- Stormwater management best practices; and,
- Critical line setback and buffers (with the provision for flexibility in cases of public access); and,
- Enhanced standards for especially sensitive areas such as waterway headwaters, low lying areas, and the ACE basin; and,
- Protection of freshwater wetlands; and,
- Consistent corridor overlay standards along shared travel corridors.

PI 1.4 **Explore New Institutional Arrangements.** Where appropriate, new institutional arrangements to facilitate multi-jurisdictional cooperation on funding issues should be explored. [$] [O] [On-going]

PI 2.0 | REGIONAL FISCAL IMPACT ANALYSIS

The ***Northern Beaufort County Regional Plan*** examined the fiscal impact of growth and recommended a regional funding strategy to address the issue. Specifically, the Northern Beaufort County communities agree to work together to explore regional approaches to funding regional infrastructure, focusing on a limited range of regional tools.

PI 2.1 **Adopt Regional Level of Service (LOS) Standards.** In order to establish a foundation for coordinating transportation and parks planning across the region, each of the Participating Local Governments will adopt the same level of service standard for these facilities, that is consistent and coordinated with the LOS adopted by the other Participating Local Governments. [Code]

PI 2.2 **Identify Existing Deficiencies and Future Capital Improvements Needs.** Using the agreed upon LOS standards, the Participating Local Governments will then work cooperatively to identify needed capital projects, determine their costs and identify revenue sources to fund the projects. [$] [O] [On-going]

PI 2.3 **Work Cooperatively with the School District.** While the School District has the responsibility to plan and provide funding for its capital needs, a framework needs to be established where the Participating Local Governments can work cooperatively with the School District and support its efforts to plan for the future deficiencies and future capital improvement needs for public schools. [$] [O] [On-going]

PI 2.4 **Develop an Overall Funding Strategy.** The following factors should guide the selection of revenue sources to address the capital and operating funding gap: [$] [O] [On-going]

- Revenue Potential: Whether the tool can generate substantial sums of monies to fund capital infrastructure;
- Geographic Application: Whether the tool can be applied across the region;
- Legislative Authorization: Whether the tool requires legislative authorization;
- Technical/Administrative Ease: The ease of administering the tool; and
- Public Acceptability: How citizens will accept the tool.

PI 2.5 **Focus First on Available Funding Tools.** In order to take immediate action on addressing capital funding needs, it is important to concentrate first on revenue sources that the State of South Carolina enables local governments to use to fund capital improvements. These include property taxes, local sales, impact fees, and taxes. For example, the current capital sales tax is expected to generate approximately $62,200,000 for capital transportation facilities in Northern Beaufort County. In addition, the impact fee for Southern Beaufort County was recently updated, demonstrating that when kept current impact fees could be expected to generate substantial additional capital revenues. [$] [O] [On-going]

PI 2.6 **Update the Fiscal Impact Analysis on a Regular Basis.** One of the key outcomes of the Regional Plan was an assessment of the availability of capital and operating dollars across the region's local governments. This analysis should be updated on a regular basis as it can be used as a means to determine the adequacy of public facilities (APF) throughout the region and standardize any proposed APF or impact fee legislation. [$] [O] [On-going]

PI 2.7 **Consider Funding Tools that Require Changes in State Legislation.** If the available funding tools are not adequate to address the funding gap, particularly the operating cost gap, it may be necessary to lobby the state to initiate legislation that would enable new funding sources. [$] [O] [On-going]

PI 3.0 | REGIONAL INFRASTRUCTURE PLAN

As part of the *Northern Beaufort County Regional Plan*, more than $350 million in regional infrastructure projects were identified, of which more than $300 million are transportation projects. The remaining $50 million was attributed to various regional projects including parks, libraries, greenways, and related government facilities.

PI 3.1 Implement the Current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan. The City will continue to work with the participating local governments in order to implement planned and committed road widenings, new road alignments, and planned intersection improvement projects as noted on the map to the right. The analysis of future transportation conditions was based on year 2025 and reflected projects with committed funding (committed project) or for which significant studies have been performed and are included in the Beaufort County planning process for future funding (planned projects). The analysis results for the "committed and planned projects" assumed to be in place in the future year 2025 are shown on the map in Section AM 1.0. Note that the costs indicated below are in 2006 dollars. [$$$$] [C] [1-5, 6-10]

Committed Widening Projects

1. US 21 on St. Helena Island (3 lanes) - $12.3 million
2. US 17 from US 21 to SC 64 (4 lanes) - $92 million for Beaufort County only

Planned Widening Projects

3. US 21/SC 802 from Ribaut Road to US 21 (widen to 4-lane divided road) - $35.7 million
4. SC 802 from SC 170 to SC 280 in Port Royal (widen to 4-lane divided road) - $70.0 million

Planned New Roadway Alignment

5. US 21/SC 802 Connector (new 4-lane divided road) - $6.0 million
6. Boundary Street Parallel Road (new 2-lane road) - $22.0 million

Planned Intersection Improvements

7. SC 802 (Ribaut Road) Improvements - $2.3 million
8. Lady's Island at Sam's Point/Brickyard/Holly Hall - $250,000

PI 3.2 Implement the Other Identified Capital Projects in the Northern Beaufort County Regional Plan. The Participating Local Governments will work together to coordinate the planning and funding of parks and recreation, libraries, schools, sheriff and public safety, general government, courts, health, and human services, and other regional public facilities. The following public facility needs and costs are estimated at almost $50 million (in 2006 dollars) as follows: [$$$$] [C] [1-5, 6-10]

Parks and Recreation ($27.9 million)

1. New capital facilities include ten neighborhood parks (100 acres total) and six community parks (150 acres total)

Library ($7.2 million)

2. Two additional library branches totaling 23,000 square feet would be constructed using the current standard of 0.6 square feet per capita

Sheriff and Public Safety ($5.4 million)

3. 4,606 square feet of additional Sheriff's space would need to be constructed
4. 25,630 square feet of Detention Center space would need to be constructed

General Government ($2.9 million)

5. 12,355 square feet of additional General Government office space would need to be constructed

Courts ($2.7 million)

6. 12,716 square feet of additional Court space would need to be constructed

Health and Human Services ($2.8 million)

7. 3,709 square feet of additional Health Department office space would need to be constructed
8. 8,390 square feet of Human Services space would need to be constructed

PI 4.0 | LOCAL CAPITAL IMPROVEMENTS PLAN

In addition to those recommendations contained within the ***Northern Beaufort County Regional Plan***, the City also maintains a Capital Improvements Plan that plans the expenditures and the corresponding needed revenues for large projects. At present, the city maintains a 10 year Capital Improvement Plan, and 10 year Operating Equipment Plan, and a 10 year Redevelopment and Investment Plan (though only 5 years worth of projects have been identified and programmed). These plans have been included by reference and are summarized on the following pages.

PI 4.1 **Annually Update the Ten-Year Capital Improvement Plan.** As part of the annual budgeting process, the City will maintain and update a ten-year Capital Improvements Plan that includes both full capital and debt service costs as well as estimates for revenues over the same period.

PI 4.2 **Complete the Boundary Street Master Plan.** The following projects have been planned as part of the Boundary Street Master Plan. The primary funding for these projects will come from the Boundary Street TIF District (TIF II). [$$$$] [C] [1-5, 6-10, 11-15, 16-20]

1. Creating a Parallel Street Network ($8.5 – $9 million)
2. Boundary Street Landscaped Median ($9.5 million)
   Includes the realignment of Robert Smalls Parkway ($1.8 million)
3. Streetscape Improvements: Boundary Street ($5.5 - $6 million)
4. Intersection Improvements
   Roundabout Intersection - $4.5 - $5 million
   Signalized Intersection - $4 - $4.5 million
5. Trail South of Boundary Street ($800,000)
6. Central Park (unknown)

City of Beaufort - Town of Port Royal
Joint Planning Commission
Rezoning Analysis PR-AX 04-15
Meeting Date: May 18, 2015

Applicant
Kenneth Middleton, Gloria Lynch, Heirs of Susie Middleton, Heirs of Victoria and Joseph Middleton, Abraham Middleton and Heirs of Sadie Middleton, owners, Kevin Dukes, agent

Site
Approximately 30.32 acres.
The plat map reference for this property is: District 100, Map 28, Parcels118 and 120 and District 100, Map 31, Parcels 3 and 13. Parcel 13 is the only parcel that carries an address 153 Castle Rock Road. There is one single family residence on this parcel. The remaining parcels are vacant and unaddressed. Please see **Exhibit A for location.**

The Annexation

Comprehensive Plan
This parcel is included on **The Future Land Use Map** in the Land Use Element of the Town's Comprehensive Plan. The parcel is within the Future Growth Boundary for the town.

Delivery of Services
The parcel is located in an area served by the Beaufort Jasper Water and Sewer Authority. The Burton Fire Department will be the first deliverer of services for this area, with Port Royal as backup. The Town holds an agreement with Burton Fire District. This agreement allocates funds annually from the town to the Burton Fire Dept.
The current corporate boundaries are contiguous to this property therefore:

- The Port Royal Police Department has adequate staff levels to deliver services to this area.
- If developed residentially the town will provide (by contractor or town employee) curb side household garbage pick-up, curbside yard debris pick-up, curbside bulk item pick-up, and mandatory recycling pick-up.

The northern boundary of parcel 118 is congruent with the town's Future Growth Boundary. The town cannot go beyond this limit.

Zoning

Land Use Compatibility and the Comprehensive Plan

Present Zoning
The parcels are currently zoned C3 Neighborhood Mixed Use (Current Zoning Exhibit attached). The Beaufort County Community Development Code states that the C3 zone provides for high-quality, moderate-density (averaging under three dwelling units per acre) residential development, with denser areas of multi-family and mixed-use development to provide walkabilty and affordable housing options. The design requirements are intended to provide a suburban character and encourage pedestrian, as well as automobile, access. Open spaces shall be provided in sufficient quantity to ensure an open quality with a predominance of green space. Non-residential uses shall be limited to parcels having access to arterial or collector streets or

within a Traditional Community Plan. This Zone provides for the lower densities of areas designated Neighborhood Mixed Use in the Beaufort County Comprehensive Plan. It is intended to support the development of communities with a diverse range of housing types and uses. Please see **Exhibit C, 3.3.30 Neighborhood Mixed Use (C3) Zone Standards.**

Please see **The Future Land Use Map (Exhibit B)** and **The Town's Zoning Map (Exhibit D).** The parcels are found on the town's Future Land Use Map and are located in 3 different Growth Sectors, G-1, G-2 and G-3. The following graphic illustrates these sectors.

Proposed Zoning

Please reference The Port Royal Code: Article 3, Section 3.2.70 for the Specific to Zone standards and **Article 4, Section 4.1.30,** for the Specific to Use allowances

The proposed zoning is T4 Neighborhood Center.

The Neighborhood Center (T4NC) Zone is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments into a neighborhood framework that is conducive to walking and bicycling. Civic, transit, and commercial functions are located within walking distance.

T4 Neighborhood Center would be an up-zoning from the County's C3 designation. T4 NC would allow more density and the commercial uses allowed would be expanded. As the lowest T4 in The Port Royal Code, T4 Neighborhood Center may be a good compromise between the County's existing zoning designation and the varied goals of the Town's Future Land Use Map.

Environmental Issues

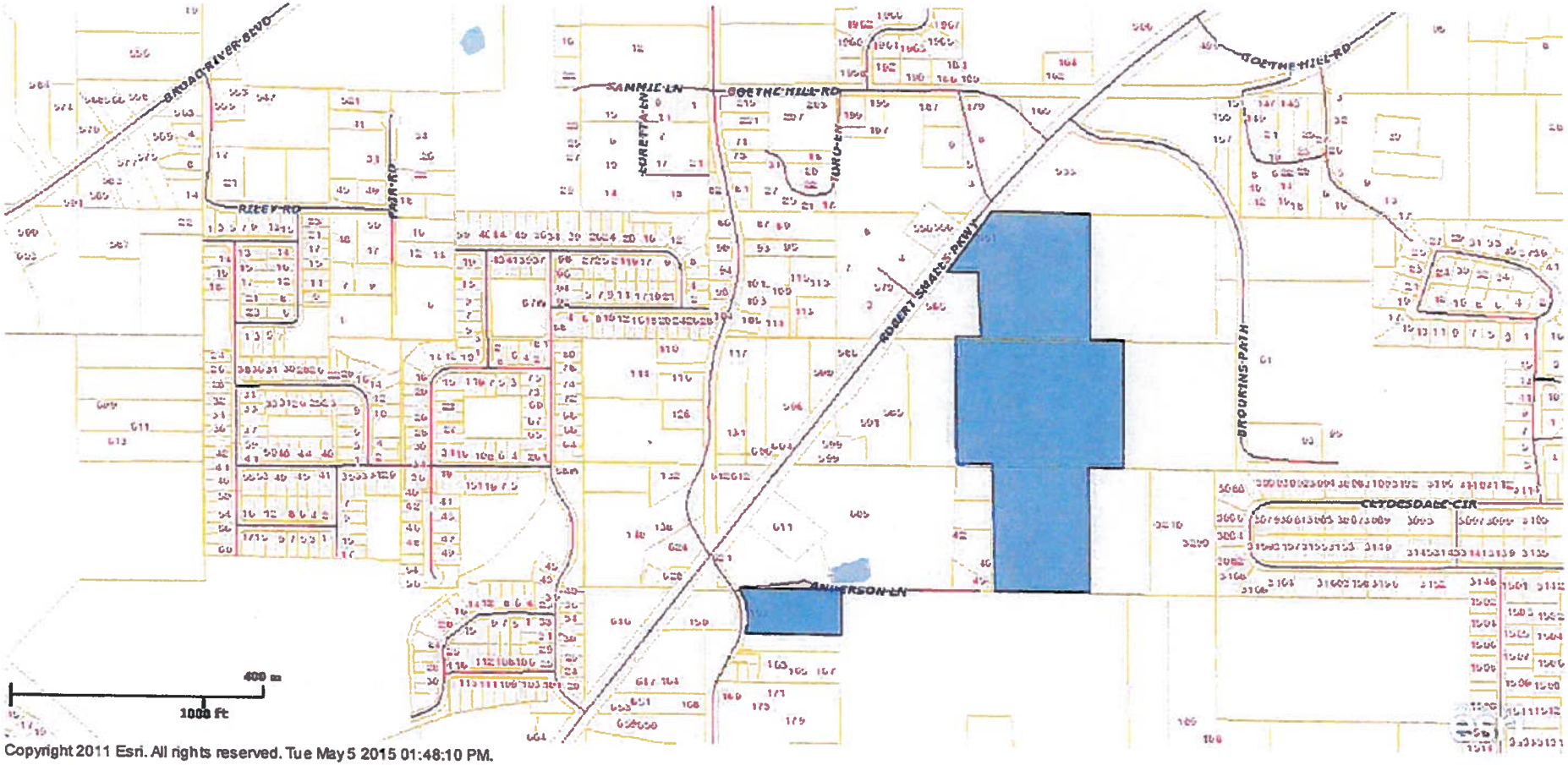
There are no identified environmental issues. All of the acreage is in Flood Zone C (the zone least susceptible to flooding).

Public Notification

Letters were sent to property owners within 400 feet of the property being rezoned.

Middleton

Exhibit A - Location Map



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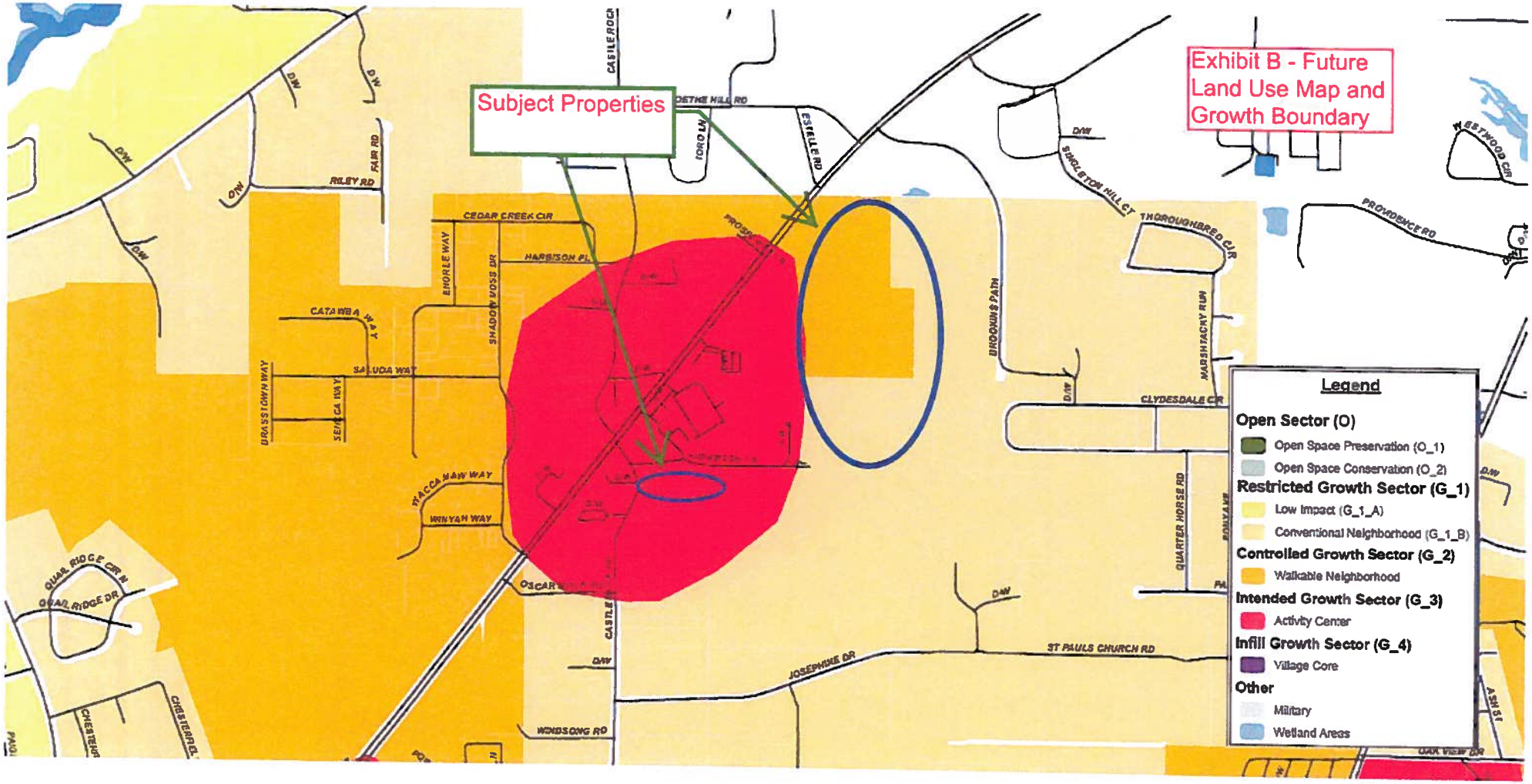
Subject Properties
Exhibit B - Future Land Use Map and Growth Boundary
Legend
Open Sector (O)
Open Space Preservation (O_1)
Open Space Conservation (O_2)
Restricted Growth Sector (G_1)
Low Impact (G_1_A)
Conventional Neighborhood (G_1_B)
Controlled Growth Sector (G_2)
Walkable Neighborhood
Intended Growth Sector (G_3)
Activity Center
Infill Growth Sector (G_4)
Village Core
Other
Military
Wetland Areas
CEDAR CREEK CIR
HARBISON PL
CATAWBA WAY
SALUDA WAY
BRASSTOWN WAY
SENECA WAY
ENORLE WAY
SHADOW MOSS DR
WACCAMAW WAY
WINYAH WAY
RILEY RD
FAIR RD
ESTELLE RD
SINGLETON HILL CT
THOROUGHBRED CIR
PROVIDENCE RD
WESTWOOD CIR
BROOKINS PATH
MARSHTACKY RUN
CLYDESDALE CIR
QUARTER HORSE RD
ST PAULS CHURCH RD
JOSEPHINE DR
WINDSONG RD
QUAIL RIDGE CIR N
QUAIL RIDGE DR
CHESTERFIELD
ASH ST
OAK VIEW DR
D/W

County Zoning - Exhibit C

3.3.30 Neighborhood Mixed Use (C3) Zone Standards

A. Purpose

The Neighborhood Mixed Use (C3) Zone provides for high-quality, moderate-density (averaging under three dwelling units per acre) residential development, with denser areas of multi-family and mixed-use development to provide walkability and affordable housing options. The design requirements are intended to provide a suburban character and encourage pedestrian, as well as automobile, access. Open spaces shall be provided in sufficient quantity to ensure an open quality with a predominance of green space. Non-residential uses shall be limited to parcels having access to arterial or collector streets or within a Traditional Community Plan. This Zone provides for the lower densities of areas designated Neighborhood Mixed-Use in the Comprehensive Plan. It is intended to support the development of communities with a diverse range of housing types and uses.

B. Building Placement

Setback (Distance from ROW/Property Line)	
Front	30' min.[1]
Side:	
Side, Main Building	10' min.
Side, Ancillary Building	10' min.
Rear	50' min.

[1]The minimum front setback for mansion apartments in a Multi-family community on internal streets is 15 feet.

Lot Size	
Lot Size	10,890 SF min.
Width	70' min.

Minimum Site Area	
Single Family and Duplex	10,890 SF
Multi-Family	21,780 SF

Note:

For development within a Traditional Community Plan meeting the requirements of Division 2.3, setback, minimum lot size and minimum site area requirements of the transect zone established and delineated on the regulating plan shall apply.

C. Building Form

Building Height	
Single Family and Duplex	2.5 stories max.
Multi-Family	2.5 stories max.
Non-Residential Buildings	2 stories max.
Ground Floor Finish Level	No minimum

Multi-Family housing shall utilize the Mansion Apartment Building Type requirements in 5.1.110.

D. Gross Density[1] and Floor Area Ratio

Gross Density	
Single Family Detached	2.6 d.u./acre
Two Family Unit	2.6 d.u./acre
Multi-Family Unit	12 d.u./acre, Maximum of 80 dwelling units
Traditional Community Plan	3.5 d.u./acre[2]

[2]Subject to the requirements in Division 2.3

Floor Area Ratio	
Non-residential buildings	0.18 max.

[1]Gross Density is the total number of dwelling units on a site divided by the Base Site Area (Division 6.1.40.F)

E. Parking

Required Spaces: Residential Uses	
Single-family detached	3 per unit
Single-family attached/duplex	2 per unit
Multi-family units	1.25 per unit
Accessory dwelling unit	1 per unit
Community residence	1 per bedroom
Live/work	2 per unit plus 1 per 300 GSF of work area

Required Spaces: Service or Retail Uses	
Retail, offices, services	1 per 300 GSF
Restaurant, Café, Coffee Shop	1 per 150 GSF
Gas station/fuel sales	1 per pump plus requirement for retail
Lodging: Bed and breakfast	2 spaces plus 1 per guest room
Lodging: Inn/hotel	1 per room

For parking requirements for all other allowed uses see Table 5.5.40.B (Parking Space Requirements).

G. C3 Allowed Uses

Land Use Type[1]	Specific Use Regulations	C3
Agricultural		
Agriculture & Crop Harvesting		P
Agricultural Support Services	2.3	TCP
Seasonal Farmworker Housing	4.1.90	C
Forestry		P
Commercial Stables	4.1.50	C
Residential		
Dwelling: Single Family Detached Unit		P
Dwelling: Single Family Attached Unit		P
Dwelling: Two Family Unit (Duplex)		P
Dwelling: Multi-Family Unit	4.1.170	C
Dwelling: Accessory Unit	4.2.30	C
Dwelling: Group Home		P
Dwelling: Family Compound	2.7.40	C
Community Residence (dorms, convents, assisted living, temporary shelters	2.3	TCP
Home Office	4.2.90	C
Home Business	4.2.80	C
Live/Work	2.3	TCP
Manufactured Home Community	4.1.130	C
Retail & Restaurants		
General Retail 3,500 SF or less	2.3	TCP
Gas Station/Fuel Sales	4.1.100	C
Restaurant, Café, Coffee Shop	2.3	TCP

Land Use Type[1]	Specific Use Regulations	C3
Offices & Services		
General Offices & Services 3,500 SF or less	4.1.110	C
Animal Services: Clinic/Hospital	2.3	TCP
Day Care: Family Home (up to 8 clients)		P
Day Care: Commercial Center (9 or More clients)	2.3	TCP
Lodging: Bed & Breakfast (5 rooms or less)	2.3	TCP
Lodging: Inn (up to 24 rooms)	2.3	TCP
Medical Service: Clinics/Offices	2.3	TCP
Recreation, Education, Safety, Public Assembly		
Community Oriented Cultural Facility (less than 15,000 SF)	2.3	TCP
Community Public Safety Facility		P
Meeting Facility/Place of Worship (less than 15,000 SF)	4.1.150	C
Meeting Facility/Place of Worship (15,000 SF or greater)	4.1.150	C
Park, Playground, Outdoor Recreation Areas		P
Recreation Facility: Golf Course		P
School: Public or Private		P
School: Specialized Training/Studio		P
School: College or University	7.2.130	S
Infrastructure, Transportation, Communications		
Infrastructure and Utilities: Regional (Major) Utility	4.1.210	C
Wireless Communications Facility	4.1.320	S

Key	
P	Permitted Use
C	Conditional Use
S	Special Use Permit Required
TCP	Permitted only as part of a Traditional Community Plan under the requirements in Division 2.3
---	Use Not Allowed

End Notes

[1] A definition of each listed use type is in Table 3.1.70 Land Use Definitions.

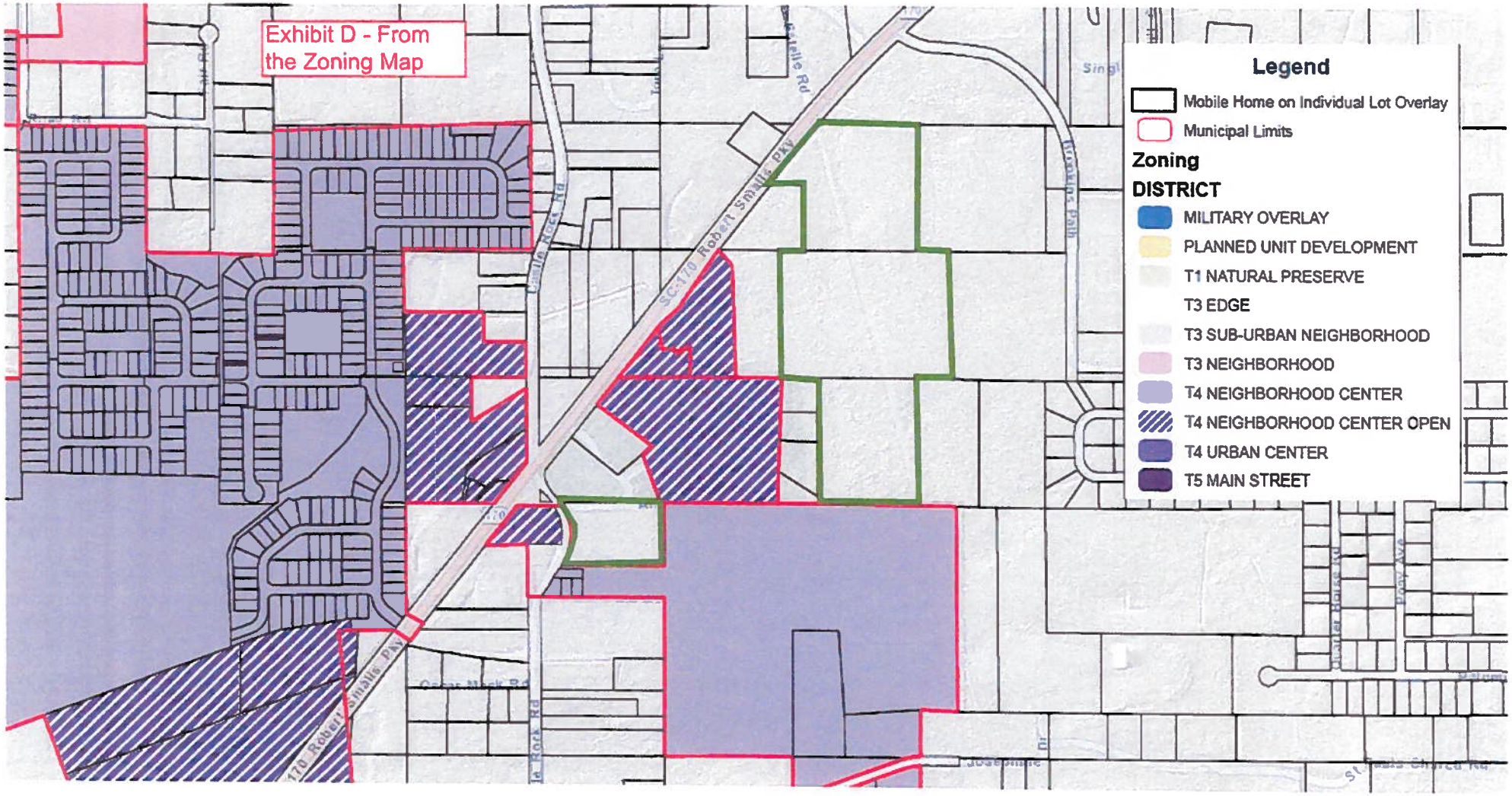
Exhibit D - From the Zoning Map
Legend
Mobile Home on Individual Lot Overlay
Municipal Limits
Zoning
DISTRICT
MILITARY OVERLAY
PLANNED UNIT DEVELOPMENT
T1 NATURAL PRESERVE
T3 EDGE
T3 SUB-URBAN NEIGHBORHOOD
T3 NEIGHBORHOOD
T4 NEIGHBORHOOD CENTER
T4 NEIGHBORHOOD CENTER OPEN
T4 URBAN CENTER
T5 MAIN STREET
SC-170 Robert Smalls Pky
Castle Rock Rd
Gatelle Rd
Brookings Path
Quarter Horse Rd
Pony Ave
Josephine Dr
St. Louis Church Rd

TOWN OF PORT ROYAL
ANNEXATION PETITION REQUEST FORM

Please fill in all information and return to 700 Paris Avenue, Port Royal, SC or mail to PO Drawer 9, Port Royal, SC 29935 or e mail to tpayne@portroyal.org

Date of request: 6/2/14

Name and address of all owners as listed on deed:

Heirs of Suzie Middleton

Name: Abraham Middleton

Address: 153 Castle Rock Rd

City: Beaufort

State: SC Zip: 29906

Name: Gloria Lynch

Address: P.O. Box 1107

City: Beaufort

State: SC Zip: 29901

District, Map and Parcel(s) number:

R100 031 000 013 0000

911 address of property to be annexed:

153 Castle Rock Road

Approximate number of acres to be annexed: 3.33

Requested zoning for property to be annexed: T4

Number of dwellings on this property: 1 Other structures: _____

Approximate number of residents: 2 Racial make-up: African American

Once your request has been received and processed, it will be scheduled for:

Review by the Joint Municipal Planning Commission for recommendation
First Reading
Public Hearing
Final Reading by Council

If no problems incur, this process takes approximately sixty days.

Contact person for this annexation: Kevin Dukes with Harvey and Battey

Contact information: Phone #: 524-3109 FAX #: 524-6973

email address: kdukes@harveyandbattey.com

This form must be accompanied by an 8 ½" by 11" copy of a current property plat.

For questions pertaining to this form please call 843-986-2211.

TOWN OF PORT ROYAL
ANNEXATION PETITION REQUEST FORM

Please fill in all information and return to 700 Paris Avenue, Port Royal, SC or mail to PO Drawer 9, Port Royal, SC 29935 or e mail to tpayne@portroyal.org

Date of request: 6/2/14

Name and address of all owners as listed on deed:

Name: Abraham Middleton Name: _____

Address: 153 Castle Rock Rd Address: _____

City: Beaufort City: _____

State: SC Zip: 29906 State: _____ Zip: _____

District, Map and Parcel(s) number:

R100 031 000 0003 0000

911 address of property to be annexed:

TBD

Approximate number of acres to be annexed: 7

Requested zoning for property to be annexed: T4

Number of dwellings on this property: Ø Other structures: Ø

Approximate number of residents: Ø Racial make-up: _____

Once your request has been received and processed, it will be scheduled for:

Review by the Joint Municipal Planning Commission for recommendation
First Reading
Public Hearing
Final Reading by Council

If no problems incur, this process takes approximately sixty days.

Contact person for this annexation: Abraham Middleton

Contact information: Phone #: 812-8429 FAX #: _____

email address: _____

This form must be accompanied by an 8 ½" by 11" copy of a current property plat.

For questions pertaining to this form please call 843-986-2211.

TOWN OF PORT ROYAL
ANNEXATION PETITION REQUEST FORM

Please fill in all information and return to 700 Paris Avenue, Port Royal, SC or mail to PO Drawer 9, Port Royal, SC 29935 or e mail to tpayne@portroyal.org

Date of request: 6/2/14

Name and address of all owners as listed on deed:

Name: Heirs of Joseph Middleton

Address: P.O. Box 1107

City: Beaufort

State: SC Zip: 29901

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

District, Map and Parcel(s) number:

R100 028 000 0120 0000

911 address of property to be annexed:

TBD

Approximate number of acres to be annexed: 12.49

Requested zoning for property to be annexed: T4

Number of dwellings on this property: Ø Other structures: Ø

Approximate number of residents: Ø Racial make-up: _____

Once your request has been received and processed, it will be scheduled for:

Review by the Joint Municipal Planning Commission for recommendation
First Reading
Public Hearing
Final Reading by Council

If no problems incur, this process takes approximately sixty days.

Contact person for this annexation: Kevin Dukes / Harvey and Battey

Contact information: Phone #: 524-3109 FAX #: 524-6973

email address: Kdukes@harveyandbattey.com

This form must be accompanied by an 8 ½" by 11" copy of a current property plat.

For questions pertaining to this form please call 843-986-2211.

TOWN OF PORT ROYAL
ANNEXATION PETITION REQUEST FORM

Please fill in all information and return to 700 Paris Avenue, Port Royal, SC or mail to PO Drawer 9, Port Royal, SC 29935 or e mail to tpayne@portroyal.org

Date of request: 6/2/14

Name and address of all owners as listed on deed:

Heirs of Victorian and Joseph Middleton

Name: Kenneth Middleton
Address: P.O. Box 1107
City: Beaufort
State: SC Zip: 29901

Name: Gloria Lynch
Address: P.O. Box 1107
City: Beaufort
State: SC Zip: 29901

District, Map and Parcel(s) number:

R100 028 000 0118 0000

911 address of property to be annexed:

TBD 551 Robert Smalls Pkwy

Approximate number of acres to be annexed: 7.5

Requested zoning for property to be annexed: T4 NC

Number of dwellings on this property: Ø Other structures: Ø

Approximate number of residents: Ø Racial make-up:

Once your request has been received and processed, it will be scheduled for:

Review by the Joint Municipal Planning Commission for recommendation
First Reading
Public Hearing
Final Reading by Council

If no problems incur, this process takes approximately sixty days.

Contact person for this annexation: Kevin Dukes / Harvey and Battey

Contact information: Phone #: 524-3109 FAX #: 524-6973

email address: KdukeS@harveyandbattey.com

This form must be accompanied by an 8 ½" by 11" copy of a current property plat.

For questions pertaining to this form please call 843-986-2211.

Total 30 acres