

**BEAUFORT–PORT ROYAL
METROPOLITAN PLANNING COMMISSION**

AGENDA

1911 Boundary Street, Beaufort, SC 29902
Phone: 843-525-7011 ~ Fax: 843-986-5606

Monday, September 21, 2015, 5:30 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 July 29, 2015 Special Meeting**
 - B. Minutes of August 17, 2015 Meeting**
- IV. Review of Projects for the Town of Port Royal:**
 - A. Town of Port Royal – Annexation. Annex 0.675 acres at Fullwood Lane and Savannah Highway. The property is further identified as District 100, Map 31, Parcel 162. The applicant is Marand Properties.**
 - B. Town of Port Royal – Zoning Request. Zone 0.675 acres at Fullwood Lane and Savannah Highway. The property is further identified as District 100, Map 31, Parcel 162. The applicant is Marand Properties. The requested zoning designation is T4 Neighborhood Center - Open.**
 - C. Council Update**
- V. Review Projects for the City of Beaufort:**
 - A. Council Update**
- VI. Review of Projects for Beaufort County:**
 - A. None**
- VII. New Business:**
- 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 **July 29, 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 James Crower, Robert Semmler, Bill Harris, Tim Rentz, and City of Beaufort planner Libby Anderson. George Johnson was absent.

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.

Commissioner Semmler made a motion, second by Commissioner Crower, to accept the minutes of the April 20, May 18, and June 15 meetings as submitted. The motion was approved unanimously.

City of Beaufort – New Street Name

Naming an existing unnamed lane in the Northwest Quadrant, "Wilmington Lane"

Ms. Anderson said this is a lane in the Northwest Quadrant – the platted width is 20'. She showed where it is. A tax parcel faces the lane, so the assessor has asked that a name be approved, which is a task of the planning commission. **Maxine Lutz**, Historic Beaufort Foundation, had asked for it to be named Crofut Lane, which has a historical basis, rather than Wilmington Lane, and 911 doesn't object to that, Ms. Anderson said.

Ms. Lutz asked if the commission members knew the Crofuts; **Molly Gray's** great-great-grandmother was Ellen Crofut. She bought this block of the Northwest Quadrant, and she subdivided it and created a lane, which was new before the Yankees came. One of her interests was in selling lots to former slaves, and she was quite successful: she bought the block for \$100 and sold each lot for \$100.

Commissioner Semmler made a motion to recommend acceptance of the name, and Commissioner Harris seconded. The motion was approved unanimously.

City of Beaufort – UDO Amendment

Revising Section 5.1.A, "Use Tables," and Section 5.3.D, "Specific Use Standards; Commercial Uses," to add retail sales and restaurants without drive-thrus as conditional uses in the Limited Industrial District

Ms. Anderson said this pertains to the Limited Industrial District and is related to the ongoing construction of the Spanish Moss Trail. When it's completed, there will be 6 miles of complete trail from Port Royal to Burton. One trailhead is in the Depot Road

area, and it is zoned Limited Industrial District. There's been more interest in the area, Ms. Anderson said, and staff feels that certain activities – “say, retail and restaurants” – could benefit the trail's users while not detracting from the other businesses there or from the neighborhood. It's a unique area: an industrial zone in the midst of several neighborhoods, including the West End and the Hermitage Road neighborhood.

Ms. Anderson described the uses permitted in limited industrial and said, while mixing asphalt and jelly ball processing plants are permitted, bike rentals and serving lattes are not. Staff feels that permitting conditional uses (which staff does) would be appropriate. The ordinance can't be changed arbitrarily, Ms. Anderson stressed; it's all done as part of the ordinance. They are suggesting the following conditions:

- Use would have to be within 200' of the Spanish Moss Trail.
- Floor area no larger than 3000'
- Hours of operation limited to 7 a.m. to 7 p.m.
- No outside amplified music permitted
- No sales or consumption of alcohol
- Need a trash can with outdoor seating
- Lighting restrictions
- Design is subject to design review.
- Some uses are prohibited: outside ATMs (though inside is OK), no stores with electronic cigarettes, no flea market, consignment, used clothing or furniture stores, no pet stores, kennels, vets, or other animal-related businesses with outdoor runs, no sales and repair of firearms, and no medical marijuana, if it is approved in South Carolina at some point.

There is no design review in a Limited Industrial District, Ms. Anderson said, but these new uses *would* go through design review. However, new Limited Industrial businesses would not be subject to design review.

Ms. Anderson sent this initial proposal to the neighborhoods' residents, and then there was a meeting to discuss this, after a retailer had expressed interest in opening a bike rental place in this area. The public hearing was last night during the city council meeting, and they are continuing to hear from the public.

Sue Partridge lives in the neighborhood and said, “The limited industrial zoning is right on the corner.” A building burned down, she said, and when a new one was built, “it was not a good fit in the neighborhood.” She also feels the area is “a speed trap” and “dangerous to children.” Since the Spanish Moss Trail was built, they have had “multiple, multiple break-ins” in the neighborhood, Ms. Partridge said. “The very large electrical poles block the streetlight.”

Because the businesses in the Depot area close at 5 pm, there is little noise, Ms. Partridge said. She feels that other areas of the city need businesses, so she doesn't think that a café and bike shop should be put into her neighborhood. Ms. Partridge contends that when any matter "goes through the process, and changes are made," the residents' "comments don't seem to be heard. . . . To allow anything will make everything worse." She concluded by saying that police have told people in the neighborhood "the break-ins are 10 times worse" than they once were, and this is "because of the trail." Ms. Partridge feels, "We don't need anything else that will downgrade our neighborhood."

Ms. Partridge went on to say that the building of the new space to which she had referred earlier had cracked her neighbor's wall. Considering more changes "back there" is a bad idea, Ms. Partridge feels, because "they [the city] don't stick to the plan." Commissioner Semmler asked if the city had compensated anyone of the damages related to the new building, and Ms. Partridge said "No."

Beth Caron said she lives on Frazier Drive, next to Ms. Partridge. They keep the area behind their houses clean. Her biggest concern is safety. There have been "numerous break-ins since the trail has been back there." A neighbor had a gun in his unlocked truck, and someone stole it, then came back to rob the house, breaking in through the doggie door, but he was caught. There's no lighting except what the neighbors have put up, Ms. Caron stated. She told the commission that she is "upset" that at the council meeting, when she spoke, the mayor had responded that, "There is no direct link of the trail to crime." Ms. Caron asked how the trail would be patrolled if the city is already low on funds. There are 6' ditches that people could fall into. Bringing in more businesses will bring in "that activity."

Ms. Caron thinks said if the city allows a café to open, they would have a hard time keeping it open, "when people are passing Starbucks." If a jelly ball or concrete business comes into their neighborhood, new businesses, like a café or bike shop, "will have to deal with the noise." Ms. Caron doesn't believe that there will be "more eyes" on the trail; she thinks it will open up "more opportunities for people to hold up (those businesses) with guns." Not everyone in their neighborhood is on the email list for public notice, Ms. Caron said, and they should be, especially those living right on the trail.

Bob Sanders lives at 1010 Milton, across from a warehouse that he "brought back from the dead" after 8–10 years of neglect. A landscaping company is in the building now. He stated that he is in favor of this and thinks "it looks good." Those who go to this kind of café will not be the ones causing problems. He is in favor of limited use, but just doesn't want to see them take away industrial uses.

Terry Murray, 100 Grayson Street, which she said is a block from the trail, said she thinks the trail is a wonderful amenity, and she is sorry those who had spoken are

having trouble with the trail. The neighborhood was very active in negotiating the early conditions of the proposed master plan, she said, and has “been perfectly happy” with the limited industrial businesses there. They believe it would be good for the trail and for the community to have “limited trail-related businesses.” She and several neighbors are concerned that overlaying retail uses in Limited Industrial zoning means that any business could go within 200’ of the trail if they meet certain conditions. Those Ms. Murray represents believe it is “more appropriate to name” the “sorts of ‘trail-supportive businesses’” they would consider appropriate, and allow *only* those. They need to “tighten up the definition of allowable businesses.” She added that she was speaking for 2–3 other people, not for the whole neighborhood.

Tim Wood is a member of the Zoning Board of Appeals, has a warehouse/woodworking studio in the Depot area, said he and his wife are excited about the Spanish Moss Trail, and supports efforts “to discover new ways to use this.” Mr. Wood thinks traffic will increase, especially because of the trestle at Battery Creek. He thinks this is a good reason to have organized parking and good lighting; they need to clean up the area a bit. Warehouses aren’t being used, properties are overgrown, and Mr. Wood believes this is “a good staging ground for the criminal element” to make an easy escape, as it is now. In time, the Depot trailhead will get more visitors from downtown who want to see the vistas on the trail. He recommended isolating the residential streets to calm traffic cut-through. Mr. Wood feels “a bike rental place is an obvious business,” and since he has a warehouse in the area, he’d love to be able to get a good cup of coffee there.

Mr. Wood said he doesn’t know the history of zoning in the area, but Kinghorn Lumber was a huge industrial operation with trucks cutting through and going directly to Hermitage. He doesn’t understand, therefore, the “fight against retail.” The lumberyard was a *big* retail business, and something like that couldn’t exist under these guidelines. This will help minimize the incidences of crime, which Mr. Wood said he doesn’t hear a lot of stories about, though “there are hundreds of houses on the trail now.” There are cars within 30’ of the trail at a high-end condo development, for example. He said he has friends who live on the trail, and they enjoy it and have not had issues.

Commissioner Semmler told Ms. Anderson he objects to this because “This is only for the City of Beaufort, with no coordination with the Town of Port Royal or the county” about the types of rental uses. He said that the Metropolitan Planning Commission “works together on the trail,” yet city staff is suggesting a type of zoning just for the trail at this one point. Commissioner Semmler is “disappointed this hasn’t happened.” The Depot building “could be a star on the Spanish Moss Trail,” and he gets “the feeling that it’s being done haphazardly.” He feels not enough people who are or will be involved have been notified.

Commissioner Semmler clarified that they are keeping the Limited Industrial District zoning and adding this to it. The conditional uses, he thinks are “a really good start.” He

will vote against it, though, because he said he doesn't "think it was done very well." There are many places the applicant could open up a business on the trail that are not in a Limited Industrial District. Commissioner Semmler said the hours they are considering are also a problem because they do not indicate adaptation with the seasons. Chairman DeVito said this is specific to *this* Limited Industrial District. Commissioner Semmler said he thinks staff has presented an idea that "was short-sighted," and there "could be unintended consequences."

Commissioner Harris said he sees a conflict in the use chart. Sexually oriented businesses are allowed as a conditional use in Limited Industrial District zoning. Ms. Anderson said the conditions for that are such that they couldn't do it in the Depot area; that kind of business has to be 500' from any residentially zoned property. Chairman DeVito said they had to have a place that allows these kinds of businesses, but they made a lot of restrictions to keep the Depot safe from it, and those restrictions have worked.

Commissioner Harris said as a resident of the area, he would love to have these businesses move in there and have "another destination that's not a car destination." He feels, though, that "10 bullet points might not be enough." Everyone he has spoken to "is pretty much positive about it." He feels it needs more structure so it doesn't "grow into something it's not meant to be."

Referring to the plan, Commissioner Crower said he agrees with Commissioner Semmler: "It's not well thought out and well-coordinated." In regard to kennels with outdoor runs, it's not obvious that it's the outdoor runs that aren't permitted: "It's not clear that what's objectionable is the outdoor run." He agrees that sunrise to sunset hours would be better than 7 a.m. to 7 p.m. Commissioner Crower thinks it might be better to have a list of uses that are desirable, rather than prohibitions. He feels "at this point, it needs more work."

Ms. Anderson said, "It would be good to have more direction." Saying that the only permitted uses are "trail-related uses" eliminates galleries, etc. and permits only a restaurant and equipment rental. If it needs to be expanded, though, she needs ideas about how to expand it. She said the big issue is to allow "all retail except" or only "trail-related uses."

Chairman DeVito said he doesn't struggle at all with the 7 a.m. – 7 p.m. limit. At night, locals can walk there. Ms. Anderson said that could be worked on.

Commissioner Rentz said he's not opposed to "artsy-type stuff back there," and he sees it being developed into that. Those old buildings could be developed. Chairman DeVito said along similar trails in other places, what has been built up in 5–10 years has led to the cities "thriving" thanks to "the trail-related businesses." He thinks people will park on one end of the trail "and ride or walk in to use one of these facilities." In regard to

coordinating with the county or with the Town of Port Royal, "this is a *city* zoning issue." This will happen, he said, because "not everything comes before this commission that is metropolitan in nature." He likes "the idea of switching the uses out a little bit." He feels the artisan businesses "should be allowed almost everywhere." He suggested that what "trail-related" means could be clarified. The neighborhood fought very hard for no lighting on the trail, he said, and now they want more lighting to see what's going on behind their houses. It was a big fight, and it's in the master plan that there will be no lighting along the trail; the Planning Commission agreed not to have it.

Ms. Anderson said, if the commission's direction for her is to craft it to uses that are trail-related and artisan that will help. She said she could do more research and come back next month. They need to define those uses, she feels; retail is defined, and they "can do more."

Commissioner Semmler asked if there was a trail map that shows where it's in the City of Beaufort, in the county, and in the Town of Port Royal. Chairman DeVito said he has a map that he'll send to Commissioner Semmler. Commissioner Semmler said there's no place to rent a bike now, and he thinks that's a good idea. He also thinks, "This would be a lot better if everyone worked together." He said he'd talk to **Tony Criscitiello** and ask if the county is participating in this. Ms. Anderson said she would be sure that **Linda Bridges** and Mr. Criscitiello get copies of what the Metropolitan Planning Commission looks at next month.

Chairman DeVito said there would be no motion made; it would be resubmitted next month.

COUNCIL UPDATE

Ms. Anderson said the city council's second reading on the rezoning of the property at 4 Airport Circle was the previous night, and it was approved.

There being no further business to come before the commission, **Commissioner Crower made a motion to adjourn**, and the meeting was adjourned at 6:30 p.m.

A meeting of the Beaufort-Port Royal Metropolitan Planning Commission was held on **August 17, 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 James Crower, Robert Semmler, Bill Harris, George Johnson and Tim Rentz, Town of Port Royal planner Linda Bridges, Beaufort County planner Rob Merchant, and City of Beaufort planner Libby Anderson.

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.

Commissioner Crower made a motion, second by Commissioner Rentz, to table consideration of the minutes because the commission had not received them. The motion was approved unanimously.

REVIEW OF PROJECTS FOR THE TOWN OF PORT ROYAL

Town of Port Royal – Rezoning Request

Rezone District 112, Map 31, Parcel 1 and District 112, Map 28, Parcels 110, and 885 through 894. These are undeveloped and unaddressed parcels on Castle Rock Road. The current zoning is T4 Neighborhood Center – Open. The requested zoning is T3 Neighborhood.

Ms. Bridges said this property is on Castle Rock Road, and this is a rezoning request. She indicated the property's location on a zoning map. The zoning is T4 Neighborhood Center Open. The parcels are currently undeveloped.

The proposal is to rezone T4 to T3 Neighborhood. Ms. Bridges read the description of the uses in T3 Neighborhood. She then indicated the uses that surround these parcels, including 30 parcels that were recently rezoned the same way.

The Comprehensive Plan, Ms. Bridges said, helps to understand the bigger picture; she showed the Future Land Use map and said this is an intended growth sector (G-3) and an activity center. Its allowed uses and density are less intense than what is allowed by the Future Land Use map. But in regard to land use compatibility, she pointed out the development patterns of Shadow Moss, which is adjacent to these acres. The conditions would reflect the T3 intensity and neighborhood density.

Ms. Bridges said zoning is just one element of development, and other codes that are in place – in regard to tree pruning and removal, stormwater standards, etc. – will come into play if this is developed, and they are covered in the Port Royal Code and ordinances. There are no environmental or public service issues. The Shadow Moss

development has sewers and water, and that would be extended to this property also.

Letters were sent to property owners within 400' of the proposed rezoning. She said she had provided the application and a copy of the T3 zoning standards.

The applicant was not present, and there was no public comment. **Commissioner Rentz made a motion to rezone the property as submitted (from T4 Neighborhood Center – Open to T3 Neighborhood). Commissioner Johnson seconded.**

Commissioner Harris asked if Shadow Moss has a connectivity plan to this potential development. Ms. Bridges said there is probably not a possibility of that to this piece of property. The Shadow Moss property was T4 Neighborhood Center when they adopted the new code and maps, but it's under a development agreement. It was MU2 initially, Ms. Bridges said, and then the development agreement was renewed before the code was implemented, which fixed the zoning to those standards of MU2. It will stay with those design standards until at least 2017. Therefore, there's no architectural review of the built environment by the Town of Port Royal, there are 4000 square foot lots, and there are no material use restrictions.

Commissioner Semmler asked what Ms. Bridges recommends for zoning for this application. She said T3 Neighborhood would allow the property to fit in at the standards that are currently there. The single-family subdivision has been developed in the last 5–7 years and has a very affordable price point.

Commissioner Crower told Ms. Bridges he “would go with the red circle, rather than the land use.” This property has access from Castle Rock Road, and Shadow Moss does not. It looks like there's no connection between this property and the Shadow Moss development. He would have a problem downzoning it to match Shadow Moss. He thinks because of the Castle Rock connection it makes more sense to include it in the activity area and encourage more development. Ms. Bridges said she “would agree with all those statements.”

Commissioner Harris asked if something could be rezoned with an addition, like rezoning with a lesser zoning because they are counting on connectivity. Ms. Bridges said the task of the commission is to offer a recommendation to council, and if they want to give them conditions or suggestions, “this would be an appropriate place to do that.” **The motion passed 5-1, Commissioner Crower opposed.**

TOWN OF PORT ROYAL COUNCIL UPDATES

The 30.32 acres between Robert Smalls Parkway and Anderson Lane and near Castle Rock Road was annexed into the Town of Port Royal and zoned by town council most recently, Ms. Bridges said. Council zoned the bulk of it on Robert Smalls Parkway to T3 Neighborhood but preserved the T4 Neighborhood Center on a strip

of land on Castle Rock Road, per the recommendation of the Metropolitan Planning Commission.

Commissioner Harris thanked Ms. Bridges for “updating the map every time we see it.” Ms. Bridges jokingly replied, “I color well.”

REVIEW OF PROJECTS FOR BEAUFORT COUNTY

Beaufort County – Lady’s Island Map Amendment for Fourteen (14) Parcels, near Sea Island Parkway, between Lady’s Island Commons and Youmans Road, from T4-HC (Hamlet Center) to T4-HCO (Hamlet Center Open)

(Affected parcels: R200 015 000 0165 0000, R200 015 000 0169 0000, R200 015 000 0721 0000, R200 015 000 0820 0000, R200 015 000 0866 0000, R200 015 000 0867 0000, R200 015 000 0868 0000, R200 015 000 0869 0000, R200 015 000 0870 0000, R200 015 000 0871 0000, R200 015 000 0872 0000, R200 015 000 0873 0000, R200 015 000 0874 0000, and R200 015 000 0875 0000)

Applicant: Beaufort County Planning Staff

Rob Merchant said both of these projects he would present are part of the county’s recently developed community development code. It is at its 6-month review, which was a condition of its adoption. They brought the Natural Resources Committee a list of things needing review including these two map changes.

Opticos developed the code and provided services at charettes in Beaufort County in places that had potential to develop into walkable neighborhoods, Mr. Merchant said. The village center was established 10 years earlier. Based on input from stakeholders and analyzing the underground survey, the consultant developed a draft map. The Lady’s Island Community Preservation Committee saw it next, and since then, they have developed a few more changes.

Mr. Merchant indicated the zoning of the surrounding parcels. The intention of the consultants was “to taper off the zoning as you approach Lucy Creek,” he said. It was brought to the county’s attention, and then went to the Community Preservation Committee, who said they should upzone those properties: They were to rezone some properties T4 Hamlet Center. T4 Hamlet Center Open is for the smaller parcels. The more intense zoning is for that which surrounds Sea Island Parkway and Sam’s Point Road, Mr. Merchant said.

Property owners and the Community Preservation Committee are behind this. County planners have received numerous phone calls following the public notification, and all have been in support of this rezoning, Mr. Merchant said.

Selmer Robert Holmquist said he had heard Mr. Merchant say he’d talked to people, but he is here in reference to his own property and to his church. He indicated the section that the church owns and said, “Nobody’s talked to us.” He asked Mr. Merchant if someone has applied to put a business there. He showed some

heirs' property and marshland that is within this area. Mr. Merchant said it's the county's opinion that they are making it consistent with the zoning that's been there for the last 15 years. They are bringing it back in line with what the zoning was historically. They are not doing it in response to any particular application. They have received no petitions for projects. This will only bring it more in line with the zoning policy, not "change the land use policy in that area that would result in anything that couldn't have located there already. **Commissioner Johnson made a motion to recommend the change in the zoning map from T4-HC to T4-HCO. Commissioner Harris seconded. The motion passed unanimously.**

Beaufort County – Lady's Island Map Amendment for Sixteen (16) Parcels, north and south of Sea Island Parkway between Gay Drive and Dow Road; from T3-N (Neighborhood) and T3-HN (Hamlet Neighborhood) to T4-NC (Neighborhood Center) for north of Sea Island Parkway; and T4-HCO (Hamlet Center Open) for south of Sea Island Parkway

(Affected Parcels North of Sea Island Parkway: R200 015 000 0114 0000, R200 015 000 114B 0000, R200 015 000 114C 0000, R200 015 000 114D 0000, R200 015 000 114G 0000, and R200 015 000 0638 0000; and South of Sea Island Parkway: R200 018 00A 0147 0000, R200 018 00A 0148 0000, R200 018 00A 0149 0000, R200 018 00A 0150 0000, R200 018 00A 0161 0000, R200 018 00A 0162 0000, R200 018 00A 0163 0000, R200 018 00A 0191 0000, R200 018 00A 0193 0000, and R200 018 00A 0248 0000).

Applicant: Beaufort County Planning Staff

Mr. Merchant said this rezoning is through the Lady's Island Commons on the south side of the Sea Island Parkway. When the maps were formulated, the intention was to taper off the intensity of zoning along the highway. It came to planners' attention that the shopping center goes against the parcels' boundaries, which split-zoned the property. They were in touch with **Paul Trask** and **Merritt Patterson**, who agreed to make the zoning consistent with what is along the highway. The developers intend to rezone the site, as it is a Master Plan District, and having one zoning will help with that.

Loretta Grant asked about Youman's Road and if that part would include the community center off of Red Oak. Mr. Merchant said no, those properties are not included. Commissioner Harris asked if there was anything more intense "up toward the bridge." Mr. Merchant said the most intense zoning is at the intersection of Sam's Point Road and Sea Island Parkway, and "as you go towards the bridge, it tapers." He added that there are some city properties there, too.

Commissioner Semmler moved to correct the official zoning map from T3-Neighborhood and T3-Hamlet Neighborhood to T4-Neighborhood Center and T4-Hamlet Center Open. Commissioner Johnson seconded the motion. The motion passed unanimously.

REVIEW PROJECTS FOR THE CITY OF BEAUFORT

City of Beaufort – UDO Amendment

Revising Sections 5.1.A, 5.3.D, and 11.2 of the UDO to add “trail-related uses and restaurants without drive-throughs” as conditional uses in the Limited Industrial District

Applicant: City of Beaufort Planning Department

Ms. Anderson said the next phase of the Spanish Moss Trail is underway from Depot Road to Broad River Blvd. When it is completed, it will run from West Vine Street in Port Royal to Roseida Road in Burton, which is a distance of more than 6 miles. There is also a challenge grant by a property owner to make it extend even farther north.

As a result, there is renewed interest in allowing activities that support the trail in the Depot Road area, Ms. Anderson said. Staff believes that “supporting small, low-impact activities, such as bike rentals and cafes will benefit trail usage without detracting from existing uses in that industrial area or having a negative impact on surrounding residential property.” This concept for the Depot area is consistent with the vision set out in the Civic Master Plan.

Ms. Anderson indicated where the trail runs on a map. There has been parking developed there: 14 spaces in the south end and 10 more to be developed in the north. It is a Limited Industrial District, and Ms. Anderson reviewed the permitted uses. No retail or restaurant activity is currently permitted.

Ms. Anderson showed the commission the uses in the area, as well as significant trees. Most uses are in the southern area, while the northern area has yet to be developed, she said. Staff originally proposed to amend the ordinance to allow retail and restaurants without drive-thrus to permit activity in that area. She said there were detailed limitations on activity and prohibitions of types of shops. This was discussed at last month’s Planning Commission meeting. The commission agreed that adding in artisan uses would be good and suggested permitting specific retail activities and prohibiting others. Staff suggested permitting those uses that are “trail-related” and artisan uses, while not allowing others.

So two new definitions would need to be added to the ordinance, Ms. Anderson said. Trail-related uses would, for example, be a restaurant that primarily caters to users of the trail. Trail-related retail would include sales, rental, and/or repair of outdoor recreational equipment, goods, or clothing. The artisan studio or workshop would be an establishment for the preparation, display, or sale of individually crafted artwork, jewelry, furniture, etc. Ms. Anderson said staff had also included the use of these industrial type buildings for teaching and performance of visual and performing arts.

Ms. Anderson presented the revised proposed conditions for permitting trail-related uses:

- The use must be located within 200' of the trailhead (which is an area that has designated Spanish Moss Trail parking).
- The floor area is limited to 2500 square feet.
- No drive up or drive-through windows are permitted.
- Hours of operation are limited to 7 am – 6 PM EST and 7 PM EDT.
- No outside amplified music is permitted.
- Trash containers must be available where there is outdoor seating.
- No alcohol sales or consumption is allowed.
- Any outdoor lighting requires full cut-off fixtures; maximum light pole height is 12' for poles in the setback area adjoining a residence and 25' elsewhere.
- For new development in the Limited Industrial zones, there is no design review required if the building is already there, but if a new building is built for trail-related use, it will be subject to the Design Review Board's review.

Ms. Anderson said that the neighborhoods were notified of the changes via email, and emails received in response were included in packets and mailed to the commissioners.

Commissioner Semmler thanked Ms. Anderson for including the Town of Port Royal and Beaufort County. Ms. Anderson said the town and county representatives had no objections to this. Commissioner Semmler asked about the gymnasium operating in the Depot area. Ms. Anderson said the gym is classified as "indoor recreation," and this would have no impact on their activity.

Staff supports this change, Ms. Anderson said. It was precipitated by someone who would like to have a bike rental business, which is currently not allowed there. Commissioner Johnson asked if this would qualify as "a gentrification." Ms. Anderson said, no: she feels it's adding to the list of uses that are allowed there but not adding uses that are incompatible. They want uses to be compatible with the residential area and with those uses that already exist there.

Commissioner Crower clarified with Ms. Anderson that the artisan studio/workshops are a new definition and are "not restricted to anything to do with the trail: that's citywide." Ms. Anderson said any Limited Industrial area in the city could have artisan studio/workshops, not just the Depot area. There are some industrial buildings on Baggett Street near the Charles Lind Brown Center. Any warehouse type of building would lend itself to these types of artisan uses. Commissioner Crower said he didn't notice language that said that the artisan studio/workshops were limited to the Limited Industrial District. Chairman DeVito said they are only amending the Limited Industrial section of the UDO.

Tommy Logan asked Ms. Anderson about new construction related to the trail use and if it would have the same setback requirements as everyone else. Chairman

DeVito said that's correct. Mr. Logan said the definition of the trailhead is where the parking is. Chairman DeVito said it would be wherever the parking has been developed for the trail, not the trail itself. Mr. Logan asked the limits within the 200' blind. Ms. Anderson said the intention is that there are several other areas in the city zoned Limited Industrial, but just being *near* the area and being Limited Industrial is not sufficient, so she will look at the wording. For this to apply, the area must be Limited Industrial, within 200' of the Spanish Moss Trail, and at a trailhead. Ms. Anderson said she would look again at the 200' wording, which was from the previous discussion. They might just say "at the Depot Road trailhead."

Mr. Logan asked about permissible size, such as the letters on the sign inside the gym. Ms. Anderson said the standard city sign ordinance would apply. If the signs at the gym need review, staff can look at that.

Dean Moss, executive director of Friends of the Spanish Moss Trail, said the board has reviewed this, and they support it because

- this is the most intensely developed area along the trail and is the most logical place to develop these kinds of small businesses.
- redevelopment to an MU zone is good for the neighborhood and for the city.
- the trailhead at Depot Road will benefit from having this area as a center for activity.
- it will improve the looks of the trail and increase trail usage.

Norman Hegstrom said in the area, the businesses take up most of the space inside the neighborhood, and as Ms. Anderson had said, it is unique in that the Limited Industrial is an island surrounded by residential uses. He cited the announcement of the two new uses that were proposed. Mr. Hegstrom said he doesn't see the artisan studio/ workshop defined as being part of the UDO. Retail and restaurants are listed. He's confused as to what is being amended, and he's "opposed to changes to the UDO without amendments." Mr. Hegstrom feels any new uses or changes to the area need to be conditional. Artisan studio/workshop uses would be permitted by right with no conditions, which opens the door to alcohol sales and consumption. Musical instruments potentially could be played until all hours of the night, Mr. Hegstrom fears.

Mr. Hegstrom said when they discussed adding the Spanish Moss Trail to the neighborhood, they were sure that this would not be the case, including alcohol sales. Residents there don't want their neighborhood "to be a replacement for the bars on Bay Street." He thinks these restrictions should apply to *all* of the potential new uses, including performing arts and artisans, not just the trail-related uses.

Gail Talbert, who lives in the neighborhood, said she's excited about the changes but is concerned about parking. Some of the businesses use the parking that has been put in for the trail, and she knows people want to use it to park so they can get on the trail. As they put in more businesses, they need to keep parking available for

those using the trail, Ms. Talbert said. Having the studios there also concerns her: are they storefronts or places for artists to work? she wondered. The way the roads are configured, a lot of cars would come and go, and how many spaces would each artist need if the artisans are selling their work? Ms. Talbert asked. Finally, she questioned how they can keep kids on bikes safe with increased traffic.

Nigel Stroud is a building owner in the Depot area. He said he's always been interested in more public-friendly functions and spaces there, so he thinks "this is a really positive thing."

Jody Caron lives on Frazier Drive. He said in these discussions, he's only heard about businesses, not about the residents in the neighborhood. With the trail coming through their backyards, they no longer have privacy. However, right now with only the industrial uses, he hears "no racket now." Mr. Caron said he's "opposed to this." On the other side of the street from his house is where "everything seems to come through." He remarked about a red and white metal building "that is an eyesore" and adds to the traffic, and new businesses will add still more, so he fears not being able to get to his driveway. Wildlife will have nowhere to go if there's more trail development, Mr. Caron said; deer are already walking up and down the trail. When he purchased his home 20 years ago, the neighborhood "was peaceful and quiet," Mr. Caron said, but "now that's changing." He said no one asks people in the neighborhood what they want, and they were never asked how they felt about the trail, which has taken privacy from them. Mr. Caron went on to say that the coffee shop and bike shop "may not make it," since other local businesses of those types have failed, and there are already "artisan studios in downtown Beaufort, "So why do we have to have that in a residential neighborhood?"

Kathy Lindsay lives on Hermitage Road and was involved with the master plan process and the development of the Depot. She loves and uses the trail but feels the residential area needs to be accommodated. In regard to parking, adding retail will mean more road traffic, and how will people get there? she wondered. Where will they park? Businesses currently use the 14 spaces that Ms. Anderson had mentioned were meant to be the trailhead; how will they make parking work with additional businesses if this amount is already inadequate? she asked. The Civic Master Plan backs this notion up, she said. The issues to be resolved are the "current haphazard parking situation," according to the Civic Master Plan. The neighborhood doesn't want the "parking to spill out."

Ms. Lindsay said it would be great to have a place to go to get a sandwich or drink to take on the trail, but there will be an increase in traffic. Furthermore, she said, "What happens when you open the door to retail," and the trail-related businesses' owners come to the city to complain about how the restrictions are affecting their businesses?

Ms. Lindsay said she disagrees that “it’s the most intense zoning there.” The residents want it to stay quiet. It will link areas in Port Royal and behind the shopping center where there are bars, restaurants, and parking. She thinks this is a good start. Her personal preference would also be to cap the amount of retail usage. These areas are warehouses “for adaptive reuse,” and there’s nothing to “stop someone from coming in and developing lots of these.” Ms. Lindsay would like to see a comprehensive parking plan first, per the Civic Master Plan, before development.

Nicholas Gregoire said he is the person who wants to open a bike shop. He lives on Burrows, which is in the neighborhood. He has two toddlers, and he understands Mr. Caron’s concerns. He will be diligent about this if it moves forward. He thinks the conditions staff has devised are good, and could even be stricter. Trash will not be tolerated, Mr. Gregoire said, nor would loitering or “riff raff,” and having his business and other businesses there would “keep trouble away.” On new construction for non-trail-related uses, he agrees “the orange building . . . is ugly as sin.” If a new business comes along that’s not trail-related, Mr. Gregoire asked if there was any limitation to what they can do.

Ms. Anderson showed a photo of the metal building. It’s in the Limited Industrial District, so no design review is required, as long as the materials meet the building code. In Limited Industrial, there is a landscaping requirement. The only design review would be for new, trail-related businesses or new artisan studio/workshops.

Tim Wood said he’d spoken at the last Planning Commission meeting, and he supports this. He stressed that in this area, there are already five artisans – and he’s one of them – who are established and working there. He knows parking is an issue and will continue to be until things settle. Mr. Wood said a lot of what’s being used is what the businesses that are there are used to doing. They parked on the grass before the trail was built. Their property in the back “is completely underutilized.” Behind the plumbing supply is literally a junkyard. They could park behind their properties and only don’t because they don’t *have* to. Mr. Wood feels the flow of traffic and parking will be developed as time goes on. The trailhead is a reality, he said, and people will come from downtown on their bikes and will use that trailhead. There will be more use, e.g., of the trestle for fishing, and he finds these limitations to be very restrictive and feels they give “the landowners more options to utilize their property.” Mr. Wood thinks, in time, “it will be a busy place.”

Mr. Gregoire asked if there could be speed bumps “for the trucks that go flying through there.” Chairman DeVito said Ms. Anderson would take notice of that, but it’s beyond the purview of the Planning Commission.

Ms. Anderson said these conditions now only apply to the trail-related uses – retail and restaurants. She didn’t feel it was necessary to apply them to the artisan uses, though they could. Ms. Anderson said one of the major differences in what’s proposed and what is currently allowed is that artisans can have a space in the

Limited Industrial District, as Mr. Wood had noted, and they could sell wholesale, "but they can't do retail": they can't sell or display their wares. Studios for performing or visual arts are also not currently permitted in a Limited Industrial District, Ms. Anderson said. The arts and artisan uses are currently not proposed to be conditional uses. A dance class could run past 6:00 p.m. in the winter, for example. Chairman DeVito said he agrees, but he asked if "what we're doing here can allow the creep of outdoor amplified music in an artisan's studio and allow the creep of alcohol sales, the way it's worded right now?" Chairman DeVito said he reads in "the zoning and what's allowed . . . that the answer is 'No.'" That activity would be stopped: "The way it's worded now, it's not going to allow that to creep in." Ms. Anderson said there was once a car repair place in this area where loud music was played outside when mechanics were working on the cars outdoors, and the artisans could do that, too.

Commissioner Harris asked about an artisan microbrewery. Ms. Anderson said the beer couldn't be sold or consumed there on the premises because that would put it in the retail category. Someone could have a microbrewery, but not a tasting room, and they couldn't sell beer from out of the warehouse. They could package and ship it out of there, though.

Commissioner Johnson made a motion to recommend revising the UDO to permit artisan workshops and trail-related retail and restaurant uses in the Limited Industrial District; Commissioner Rentz seconded.

Chairman DeVito asked, if someone were to open a trail-related retail business, would they have to address parking? Ms. Anderson said the parking ordinance requirements are not triggered by change of occupancy in an existing building. Building an addition to an existing structure or building a new structure would trigger it. Commissioner Harris asked, in regard to formalized parking: is it better to have a need and then build for that need? He asked Ms. Anderson what would be the best way for a parking plan to happen. She said she "would prefer to have a need to prepare the plan" for parking first. The current conditions are that some buildings are occupied while others aren't, there are vacant and overgrown lots, and "that is possibly acceptable" to the area's residents, she feels, "because it's quiet." If parking becomes an issue, it might provide the impetus "for people to come to the table to figure this out." The current parking that is there and is formalized, Ms. Anderson said, is part of the trail development. She said several sites, like the 2-story building at 1105 Middleton Street, "have quite a bit of parking," and some is formalized while some isn't, because there's been so little activity there that parking anywhere has become acceptable. "It would be nice to have a reason to get it right," Ms. Anderson said, and that opportunity is there, "but there's never been a reason."

Commissioner Semmler said he believes the trail presents "a fantastic opportunity," and he expects that the hard work of those in the municipalities and the county will lead to the trail blossoming. Commissioner Semmler said Ms. Anderson has taken on

“probably one of the hardest things to do on that trail right now, when it comes to zoning,” which is to use the trailhead to attract people to the area and to the trail. He thinks some of the public’s concerns are valid, such as parking, which he has seen “needs to be corrected,” as do the roads and the signs.

This was selected to be the first trailhead for the Spanish Moss Trail, “and we need to do it right,” Commissioner Semmler feels. “Maybe, for this one area, we need to consider having design review for new construction . . . not in all Limited Industrial areas.” As the trail expands, he said, there will be opportunities in the town “and in Beaufort County growth areas, where something can happen,” and this will be the model they follow. He agrees that “the parking absolutely needs to be fixed,” and if the businesses’ employees can park in the rear, then they should do that. Most of the people who spoke today talked about parking and traffic, he noted. Maybe EMS should relocate to a better location, closer to the main road, for example, “and that opens it up.” Commissioner Semmler said, “Libby, you’re putting down the boilerplate for the rest of the trail,” and how it’s developed. He concluded that this effort should not “stop with what we do tonight – don’t limit it to that – because you can always add to it.”

Commissioner Crowder asked, “How much traffic comes off the trail as opposed to vehicle traffic coming there to park?” He asked if they know how much use for these businesses “comes from the trail” – people on bicycles, for example – as opposed to someone driving in from town to go to a new coffee shop. Chairman DeVito said he has read about and seen other cities’ trails. He knows that Traveller’s Rest, for example, which was a small, struggling town 10 miles outside of Greenville, is “now flourishing, and it’s bicycle and pedestrian traffic that’s caused that.”

Mr. Moss said he thinks it would “depend on the nature of the businesses that end up being created.” In regard to a bike shop with a focus on the trail, people will also utilize it on other occasions. The coffee shop, though, because there are others in town, will probably be limited generally to use by those on the trail. If it is a unique business, though, it might pull people in from other places.

In regard to parking, Mr. Moss said on the stretch of the trail where Middleton and Hay cross the railroad right-of-way, it is 100’ wide, and they are putting in only 10 parking spots for the development of this second section. 200’ or more is available along the right-of-way, perpendicular to the trail, which could be used for parking, Mr. Moss said, but it isn’t being developed. They could put parking all the way down the unnamed street that runs parallel to the trail between Middleton and Hay Streets. It is already public, already available, and there are plenty of opportunities to create parking there.

Commissioner Crowder asked if the Depot building itself is available for use. Ms. Anderson said the city has a long-term lease on it, but it’s currently not available for

rental because it has no restrooms. Someday they hope to have plans for that, she said, but there are none now. **The motion passed unanimously.**

City of Beaufort – Rezoning

Rezoning four parcels of property located on Simms Street, identified as District 120, Tax Map 3, Parcels 834, 835, 836, and 837 from “R-3 Medium-High Density Single-Family Residential District” to “R-4 High Density Single-Family Residential District”

Applicant: Palmary, LLC

Ms. Anderson said the applicant is Palmary LLC, and this property is also in the West End neighborhood. The four lots to be developed have no addresses. R3 Medium-High Density Single-Family Residential District is the current zoning. The minimum lot area for single-family lots is 6000 square feet, and minimum lot width is 60'. Setbacks are 15' on the front and rear and 10' on the sides. Ms. Anderson showed the surrounding zoning and uses.

The proposed zoning is R4, High-Density Single-Family Residential District. The uses are the same as in R3, Ms. Anderson said, but the development standards are different. The minimum lot area for single-family lots is 4000 square feet, and minimum lot width is 40'. Setbacks are 12' on the front, 15' on the rear, and 6' on the sides. Because lot sizes are smaller in R4, the owners could create two additional undeveloped lots.

Ms. Anderson said the Comprehensive Plan designates this as an Urban Neighborhood/TND (G-2), which contains denser, mixed-use development at the scale of “walkable traditional neighborhoods.” She described the appropriate land uses in G-2. This proposed rezoning is consistent with the Comprehensive Plan, as is the smaller lot size.

The Civic Master Plan recommends a streetscape improvement for Depot Road, Ms. Anderson said, including on-street parking and sidewalks on both sides of the street. Though the project is not in the city’s five-year CIP, the Civic Master Plan says the city should work toward that. Ms. Anderson showed the surrounding uses. This zoning change would not change permitted uses in the area.

In regard to infrastructure, water and sewer is available, there is a sidewalk on one side of the street, and if people want access to a traffic signal, there’s one at Ribaut Road and Depot.

Public notice was made, but no public comments were received. This area is well-positioned for additional development, Ms. Anderson said. It is one block from a major arterial (Ribaut Road) and one block from a major collector street (Depot Road), and it’s within walking distance of downtown and the Spanish Moss Trail. Staff recommends approval.

Cooter Ramsey, the project's architect, showed the scale of the project; they do intend to subdivide it and make 6 lots, he said. The lots are "oddly shaped" and "not very deep," and doing this is "not much of a challenge." This is a great area to infill, he said. He showed stock plan house types that they might build, but said nothing has been decided yet. There's an option for a narrow house style with a garage in the back or for a bigger house type. There's a 20' sewer and utility easement along the front, which somewhat limits them from going right up to the street.

Commissioner Rentz made a motion, second by Commissioner Crower, to recommend rezoning the four parcels of property on Simms Street, from R3 to R4. Commissioner Harris recused himself because of involvement in the project. **The motion passed 5-0.**

COUNCIL UPDATE

Ms. Anderson said the only matter to carry over was the Limited Industrial text amendment that's already been discussed.

Chairman DeVito said he had met with Beaufort City Council at its workshop the previous week, and they had a conversation about what council could do to help out the Metropolitan Planning Commission. They had discussed the possibility of the city, town, and county planning groups getting together to come up with a consistent form in which to deliver their information to the Planning Commission, he said.

The Friends of the Spanish Moss Trail should have an announcement soon, Chairman DeVito said. A board meeting is planned for later that week, at which he said they'll discuss how to "pick up the torch I guess the Cox Foundation dropped last Monday." The foundation has proposed an offer of \$2 million, if a local match can be made for \$700,000-\$800,000, which would be used to further develop the trail so it runs from 15th Street in Port Royal all the way to Clarendon: "finishing 2 and 7," Chairman DeVito said. The cost of the portion running across Clarendon is being paid for 100%.

There being no further business to come before the commission, **Commissioner Semmler made a motion to adjourn**, and the meeting was adjourned at 7:24 p.m.

City of Beaufort - Town of Port Royal – Beaufort County
Joint Metropolitan Planning Commission
Annexation and Rezoning Analysis PR-AX 05-15
Meeting Date: September 21, 2015

Applicant

Marand Properties

Site

Approximately 0.675 acres

The plat map reference for this property is: District 100, Map 031, Parcel 162. The acreage is located at 11 Fulwood Lane. The property is undeveloped. See **Exhibit A** for location.

The Annexation

Comprehensive Plan

The parcel is included on **The Future Land Use Map** in the Land Use Element of the Town's Comprehensive Plan (Page 72). 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 for properties within their boundaries that are annexed into the town.

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 is adequately staffed to 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 current corporate boundaries lie beyond this property.

Zoning

Land Use Compatibility and the Comprehensive Plan

Please see **Exhibits, The Current Zoning Standards (Exhibit B), The Future Land Use Map (Exhibit C) and The Town's Zoning Map (Exhibit D).**

The parcel is found on the town's Future Land Use Map and is located in an Intended Growth Sector. The following graphic illustrates these sectors.



These locations can support substantial mixed use by virtue of their proximity to major roadways and existing or proposed development.

Present Zoning

The parcel is currently zoned C4 Community Center Mixed Use (Current Zoning Exhibit attached). The Beaufort County Community Development Code states that the C4 zone provides for a limited number of retail, service and office uses intended to serve the surrounding neighborhood. These are smaller uses not highway service type uses. The intensity standards are set to ensure that the uses have the same suburban character as the surrounding suburban residential areas. They are intended to blend with the surrounding areas, not threaten the character of the area. This zone shall not consist of strip developments but rather neighborhood centers with a sense of place. Please see **Exhibit B**

Proposed Zoning

Please reference 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 Open.

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.

The intent of the **T4NC-O Sub-Zone** is to provide neighborhoods with a broader amount of retail and service uses in the scale and character of the T4NC zone.

The property has frontage on Robert Smalls Parkway. The owner of this property also owns the adjacent convenience store and gas station. Gas stations are an allowed use in T-4 Neighborhood Center-Open.

C4 to T4 is an appropriate zoning transition.

Environmental Issues

There are no environmental issues.

Public Notification

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

11 Fulwood Lane

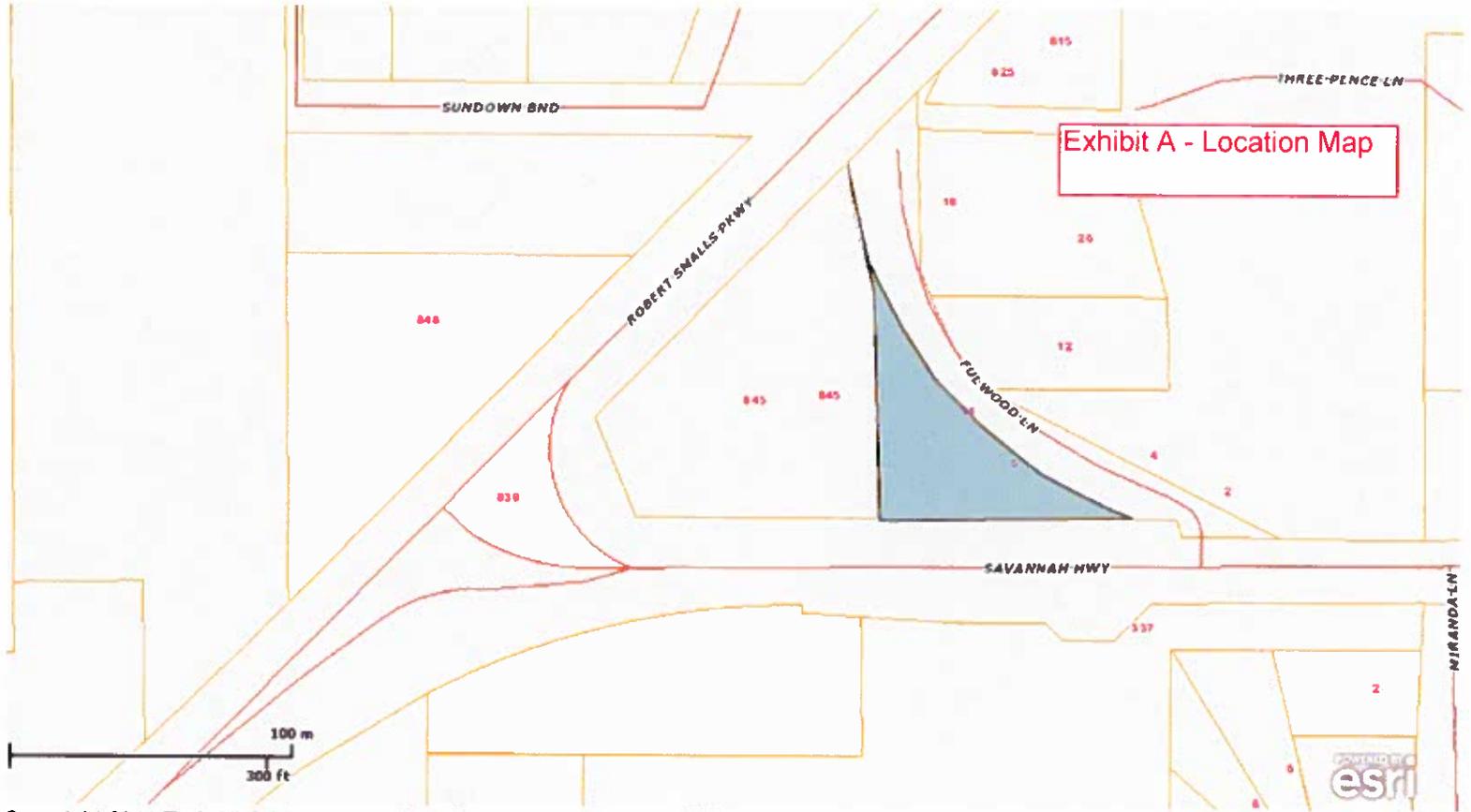


Exhibit A - Location Map

Copyright 2011 Esri. All rights reserved. Tue Sep 15 2015 11:58:55 AM.

3.3.40 Community Center Mixed Use (C4) Zone Standards

A. Purpose

The Community Center Mixed Use (C4) Zone provides for a limited number of retail, service, and office uses intended to serve the surrounding neighborhood. These are smaller uses and not highway service types of uses. The intensity standards are set to ensure that the uses have the same suburban character as the surrounding suburban residential areas. They are intended to blend with the surrounding areas, not threaten the character of the area. This Zone shall not consist of strip developments but rather neighborhood centers with a sense of place.

B. Building Placement

Setback (Distance from ROW/Property Line)

Front	20' min.
Side:	
Side, Main Building	10' min.
Side, Ancillary Building	10' min.
Rear	15' min.

Lot Size

Lot Size	5,000 SF min.
Width	50' min.

Minimum Site Area

Single Family and Duplex	5,000 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	3 stories max.
Non-Residential Buildings	2 stories max.
Ground Floor Finish Level	No minimum

D. Gross Density¹ and Floor Area Ratio

Gross Density	12 d.u./acre max.
Floor Area Ratio ²	0.23 max.

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

²Requirement applies to non-residential buildings.

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

Required Spaces: Industrial Uses

Light manufacturing, processing and packaging	1 per 500 GSF
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For parking requirements for all other allowed uses see Table 5.5.40.B (Parking Space Requirements).

Division 3.3: Conventional Zones
C4 Community Center Mixed-Use

E. C4 Allowed Uses

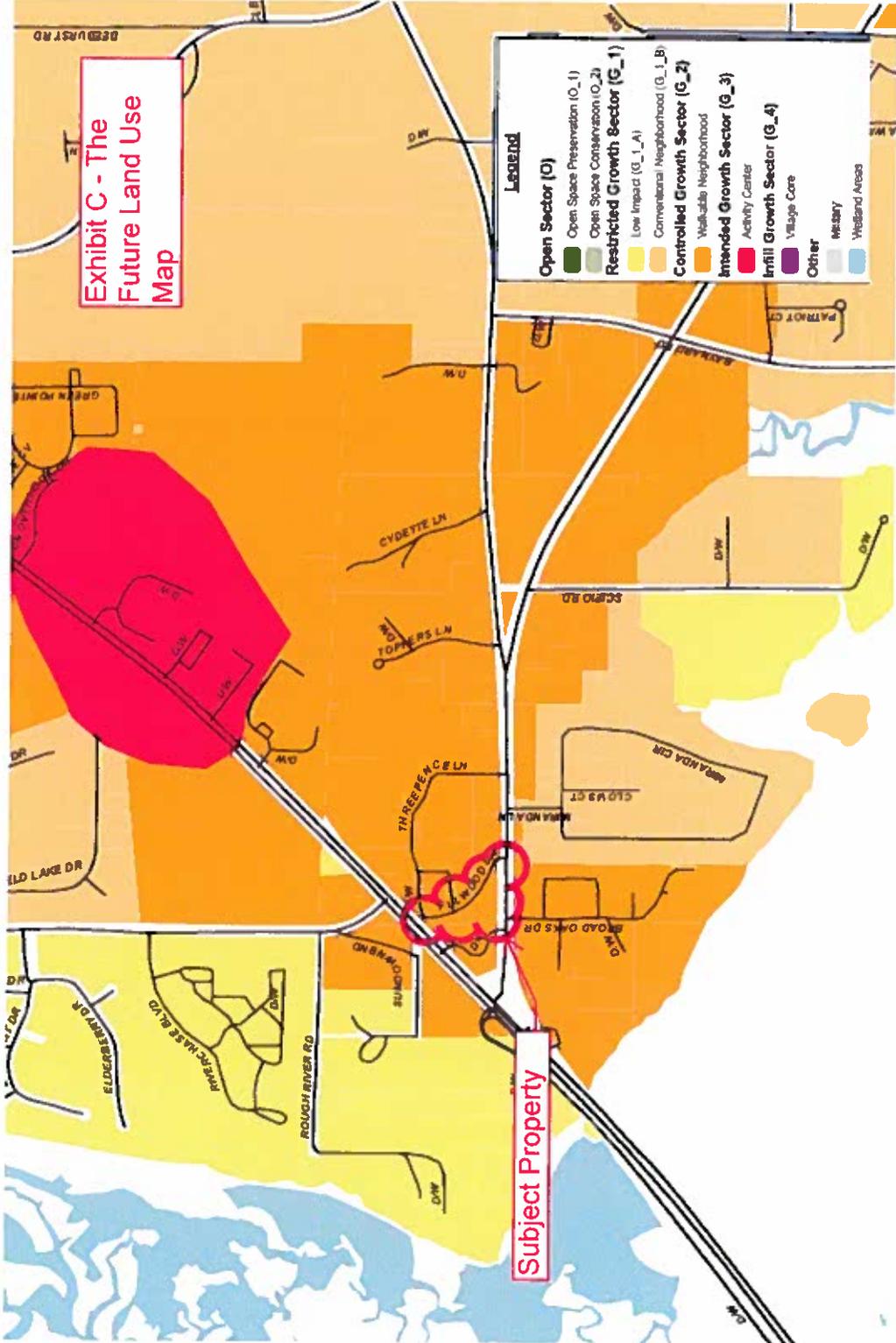
Land Use Type ¹	Specific Use Regulations	C4	Land Use Type ¹	Specific Use Regulations	C4
Agriculture			Offices & Services (Continued)		
Agricultural Support Services		P	Medical Services: Clinics/Offices		P
Forestry		P	Residential Storage Facility	4.1.220	C
Residential			Vehicle Services: Minor Maintenance and Repair	4.1.270	C
Dwelling: Single-Family Detached Unit	2.3	TCP	Vehicle Services: Major Maintenance and Repair	4.1.270	C
Dwelling: Single-Family Attached Unit	2.3	TCP	Recreation, Education, Safety, Public Assembly		
Dwelling: Two Family Unit (Duplex)	2.3	TCP	Community Oriented Cultural Facility (Less than 15,000 SF)		P
Dwelling: Multi-Family Unit		P	Community Oriented Cultural Facility (15,000 SF or greater)		P
Dwelling: Accessory Unit	2.3	TCP	Community Public Safety Facility		P
Dwelling: Family Compound	2.7.40	C	Institutional Care Facility		P
Dwelling: Group Home	2.3	TCP	Meeting Facility/Place of Worship (less than 15,000 SF)	4.1.150	C
Community Residence (dorms, convents, assisted living, temporary shelters)	2.3	TCP	Meeting Facility/Place of Worship (15,000 SF or greater)	4.1.150	C
Home Office	4.2.90	C	Park, Playground, Outdoor Recreation Areas		P
Home Business	2.3	TCP	Recreation Facility: Commercial Indoor		P
Live/Work		P	Recreation Facility: Commercial Outdoor	4.1.200	C
Retail & Restaurants			Recreation Facility: Community-Based		P
General Retail 50,000 SF or less		P	School, Public or Private		P
General Retail with Drive-Through Facilities	4.1.120	C	School: Specialized Training/Studio		P
Bar, Tavern, Nightclub	4.1.70	P	School: College or University	7.2.130	S
Gas Station/Fuel Sales	4.1.100	C	Infrastructure, Transportation, Communications		
Restaurant, Café, Coffee Shop		P	Infrastructure and Utilities: Regional (Major) Utility	4.1.210	C
Restaurant, Café, Coffee Shop with Drive-Through Facilities	4.1.70	C	Parking Facility, Public or Commercial		P
Vehicle Sales & Rental: Light	4.1.260	C	Transportation Terminal		P
Offices & Services			Waste Management: Community	4.1.290	C
General Offices & Services 25,000 SF or less		P	Waste Collection & Recycling		C
General Offices & Services with Drive-Through Facilities	4.1.110	C	Wireless Communications Facility	4.1.320	S
Animal Services: Clinic/Hospital	4.1.70	C	Industrial		
Animal Services: Kennel	4.1.40	C	Manufacturing, Processing, and Packaging - Light (Less than 15,000 SF)	4.1.140	C
Day Care: Family Home (up to 8 clients)	2.3	TCP			
Day Care: Commercial Center (9 or more clients)	4.1.60	C			
Lodging: Bed & Breakfast (5 rooms or less)	2.3	TCP			
Lodging: Inn (up to 24 rooms)		P			
Lodging: Hotel		P			

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 C - The
Future Land Use
Map**



Subject Property

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: AUG. 20, 2015

Name and address of all owners as listed on deed:

Name: MARANO
PROPERTIES Name: _____

Address: 20 E. SAND ST. Address: _____

City: SAVANNAH City: _____

State: GA Zip: 31405 State: _____ Zip: _____

District, Map and Parcel(s) number:

R 100-31-000-0163-0000

911 address of property to be annexed:

11 FULWOOD LANE

Approximate number of acres to be annexed: 0.675

Requested zoning for property to be annexed: SAME AS (T4 NC-0)
R-112-030-000-0306-000

Number of dwellings on this property: - 0 - Other structures: - 0 -

Approximate number of residents: - 0 - Racial make-up: N/A

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: RON ANDERSON

Contact information: Phone #: 912 201-8697 FAX #: 912 201-8699

email address: MARANDINC@GMAIL.COM

This form must be accompanied by an 8 1/2" by 11" copy of a current property plat.

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

City of Beaufort Department of Planning and Development Services

M E M O R A N D U M

TO: Beaufort–Port Royal Metropolitan Planning Commission
FROM: Libby Anderson, City of Beaufort Planning Director 525-7012
DATE: September 17, 2015
SUBJECT: Status Report on City Council Actions

UDO Amendment Revising Definition of Grand Trees and Establishing Reforestation Fee. A workshop with the Park & Tree Advisory Committee and Council is scheduled for the September 22 City Council meeting.

UDO Amendment Permitting Trail-Related Uses in the Depot Road Limited Industrial District. First reading of the ordinance was held at the September 8 City Council meeting. Second and final reading of the ordinance is scheduled for the September 22 City Council meeting.

Zoning Four Parcels on Simms Street. A public hearing was held at the September 8 City Council meeting. First reading of the ordinance is scheduled for the September 22 City Council meeting.

Please contact me with any questions on this information.

Thank you.