

**BEAUFORT–PORT ROYAL  
METROPOLITAN PLANNING COMMISSION**

**AGENDA**

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

**Monday, December 15, 2014 5:30 P.M.**

**City Hall Council Chambers, 1911 Boundary Street, Beaufort, SC**

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**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 the November 17, 2014 Meeting**

**IV. Review of Projects for the Town of Port Royal:**

**A. Town of Port Royal – Annexation.** Annex 5.29 acres at 128 Castle Rock Road. The property is further identified as District 100, Map 28, Parcel 110 and District 100, Map31, Parcel 1. The applicant is Gregory Cook, owner; Steve Mitchell, owner's representative.

**B. Town of Port Royal – Zoning Request.** Zone 5.29 acres at 128 Castle Rock Road. The property is further identified as District 100, Map 28, Parcel 110 and District 100, Map31, Parcel 1. The applicant is Gregory Cook, owner; Steve Mitchell, owner's representative. The requested zoning designation is T4 Neighborhood Center Open.

**C. Town of Port Royal – Text Amendment.** Amend the Rose Island Planned Unit Development (PUD) to allow the subdivision of Lot 20 into 5 parcels. The property is also described as R110 012 000 0020 0000.

**D. Council Update**

**V. Review of Projects for the City of Beaufort:**

**A. City of Beaufort – UDO Amendment.** Revising Section 5.3.D.11 "Specific Use Standards; Commercial Uses; Short Term Rental," to revise the conditions that apply to operation of short term rental units. Applicant: City of Beaufort.

**B. Council Update**

**VI. Review of Projects for the County of Beaufort:**

A. No Projects.

**VII. Discussion:**

A. **Update on Boundary Street Project.**

**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 **November 17, 2014 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, Alice Howard, Robert Semmler, and Bill Harris, 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 Howard, to approve the minutes of the September 15, 2014 meeting.** Chairman DeVito abstained because he was not present at the meeting. Commissioner Crower noted that on page 2 of the minutes, the vote was for T-3 Neighborhood zoning. Chairman DeVito suggested that the word "Suburban" be removed from that section. **The motion to approve the minutes as amended passed 4-0.**

**Commissioner Semmler made a motion, second by Commissioner Harris, to approve the minutes of the October 1, 2014 workshop.** Commissioner Semmler said that he did not recall saying that the Olive Garden-Red Lobster building had no windows, as the minutes stated on page 5, and he requested that the sentence be removed. Chairman DeVito suggested that the sentence be amended to say that the statement was made – and then corrected by **Dick Stewart** – but not by whom it was made, since there was confusion on that point. **The motion to approve the minutes as amended passed unanimously.**

**Commissioner Crower made a motion, second by Commissioner Howard, to approve the minutes of the October 20, 2014 meeting as submitted. The motion passed unanimously.**

### **REVIEW OF PROJECTS FOR THE TOWN OF PORT ROYAL**

**TOWN OF PORT ROYAL – TEXT AMENDMENT:** Amend Article 3, T-3 Suburban, T-3 Neighborhood, T-4 Neighborhood Center, T-4 Urban Center, and T-5 Main Street

Language is proposed to be added for all transect zones with maximum front and side setback requirements to allow exemptions to the maximum setback requirements to avoid trees with caliper size greater than 8", Ms. Bridges said. The exemption could only be granted with a certified arborist's viability report on the tree(s). If the arborist says the tree is viable, instead of going to a board, the administrator can say it makes sense and approve it.

Ms. Bridges said any tree greater than 8" requires a permit for removal. There's a setback zone

of 5'-20', so you can't go closer than 5' or further back than 20'. If there is a substantial or grand tree worth saving, and it falls in the zone, staff would like to make it an administrative decision, so that the owner would be able to set the house back as far as they need to in order to accommodate the tree.

Ms. Bridges said there is precedent for this and described it.

Commissioner Harris asked if this would apply to *all* trees or if it was for hardwoods, grand trees, etc. Ms. Bridges said in the past, she has considered it as applying to "all trees," though not to shrubs, crepe myrtles, and maybe not to palmettos. Ms. Bridges said she wouldn't say a palmetto was a tree, as an administrator, but they don't have a list of trees, even in their tree ordinance, so they would evaluate "anything that's a tree."

Commissioner Harris asked if a Port Royal certified arborist was required, or if others could make the report. Ms. Bridges said they would "look for a credentialed third party." Chairman DeVito said he thinks it's good because it doesn't stall building and is something that staff should handle.

**Commissioner Crower made a motion to amend Article 3 for the T-3, Suburban, T-3 Neighborhood, T-4 Neighborhood Center, T-4 Urban Center, and T-5 Main Street to allow the administrator to adjust the setback if it is obstructed by a tree with a caliper measurement of greater than 8". Commissioner Howard seconded the motion. The motion passed unanimously.**

**TOWN OF PORT ROYAL – TEXT AMENDMENT:** Amend Article 5, Section 5.2.40, Gas Station – Delete the section "Number of pumps – a maximum of six pumps are permitted per gas station."

Ms. Bridges said when regulating gas stations, there are criteria, including limiting to six the number of pumps in a gas station. T-4 NC Open and T-4 UC are the zones they are allowed in; she detailed other stipulations as they apply in terms of where the station can be and design regulations. They want to delete the stipulation limiting the gas stations to six pumps because discussions have raised concerns that they might be increasing the number of gas stations by limiting the number of pumps. She said she thinks they have enough design criteria and other rules that they could perhaps remove this one.

Commissioner Semmler asked if someone had come to the Town of Port Royal and said they wanted more pumps; Ms. Bridges said, "Many players in the industry have voiced an opinion" about this matter.

Chairman DeVito said the question is whether there should be a limit over six. Ms. Bridges said

they could take baby steps and “increase it to eight and see how it goes.” Chairman DeVito said he’s okay with nine; the pumps are built 3-deep already, so they will be increasing the depth more than the width. Commissioner Harris said a limit of nine pumps means actually having more than nine pumps. Ms. Bridges explained that this is because “you can service from both sides.” Chairman DeVito said, “The pump’s the pump,” so “getting in the ninth one just adds a little more depth.”

**Commissioner Semmler made a motion to delete the limit in the amendment. The motion died for lack of a second. Commissioner Harris made a motion to approve Article 5 with the limit of nine pumps. Commissioner Howard seconded. Commissioner Semmler said soon, hybrid-charging stations would also need a “pump.” Commissioner Howard said they might not put that with the pumps for safety reasons. The motion passed unanimously.**

**TOWN OF PORT ROYAL – TEXT AMENDMENT:** Amend the Port Royal Code for all transect zones that require façades within the façade zone. In T-3 and T-4 zones, the front façade in the facade zone will be 40%; the side street façade in the façade zone will be 20%. In T-5, the front façade in the facade zone will be 50%; the side street façade in the façade zone will be 30%.

Ms. Bridges said this is an amendment for a minimum façade in the façade zone. She said **Libby Anderson** has discussed this: in the Boundary Street Master Plan, it’s called a “frontage requirement,” which is the same thing as a façade or a façade zone. Ms. Bridges said they think this has been calibrated incorrectly and is “far too high.” They are a minimum of 75% on the front, and basically, if the lot is 100’ wide, 75’ has to be filled with house. She has looked at the traditional town overlay under which they have operated for 10+ years; for residential development, the numbers were 30% minimum to 80% maximum. Most of the homes she is evaluating right now are in Pinckney Retreat. These are the minimums, and in these suburban-like settings, “the market has a desire to have a little more yard on all four sides.” They’re currently 75% and 50%, and she wants to amend them to 40% and 20%. T-4 Neighborhood Center is the zoning of Pinckney Retreat.

Commissioner Harris said, “It’s not ... the property width; it’s the buildable envelope,” so the percentages for the lot are “really lower.” Ms. Bridges agreed. Commissioner Harris asked about T-4 Neighborhood Center and T-5 Main Street. Ms. Bridges said they have minimums; the facades and facade zone is in T-3. A carriage house is the only permitted type in T-5 Main Street. It has 90% on the front and 50% on the side, and she suggested they might exempt that from this change; they would only use it in the areas where they are getting residential development. Chairman DeVito said right now, it’s “all,” and Ms. Bridges said it does apply to all construction; the amendment would be for limited zones: “It could not reach as far as T-5.”

Chairman DeVito clarified that the discussion is about amending the façade frontage in all *residential* zones except for T-5 Main Street, where the 75-50 would remain in place.

**Commissioner Harris made a motion to approve the amendment with the following changes: Would allow T-3 Neighborhood and T-4 Neighborhood Center to go to 20% and 40%; in T-4 Urban Center, only residential would be changed to 20%-40%, and T-5 Main Street would stay as it is now. Commissioner Semmler seconded. The motion passed unanimously.**

#### **REVIEW OF PROJECTS FOR THE CITY OF BEAUFORT**

City of Beaufort – Zoning Text Amendment – Revising the Marsh Gardens Planned Unit Development report and regulating plan to update the document, remove the meeting center, and add additional residential units.

*Applicant: 303 Associates*

Ms. Anderson said 303 Associates has submitted an application to amend the Marsh Gardens PUD. She described the history of the PUD and the amendments that were made to date. She showed the original PUD and described what was permitted in it. The amendments would be deleting the meeting center; changing the total residential units from 24 to 60; revising the master plan to reflect these changes to more residential and more mixed use; clarifying the term “mixed use” to include upstairs residential units.

Ms. Anderson said this PUD is in the Boundary Street Redevelopment District. Multi-family units are strongly encouraged. In regard to mixed use, it means ground floor commercial and upper story residential. To permit the residential units in the master plan seems appropriate, Ms. Anderson said. There is already residential development in the Burnside Building.

**Courtney Worrell** said, “This dates back to 2001.” Feasibility studies for the conference center have determined that it’s not needed, but more multi-family residential is. Commissioner Harris asked about the area termed “open space” on the water. Ms. Worrell said they are restricted; it’s been conveyed to the Open Land Trust. She pointed out two areas in yellow that are mixed use.

**Commissioner Harris made a motion to approve the PUD changes as submitted.**

**Commissioner Howard seconded.** Ms. Anderson said seven units exist; 24 units was the limit in the original PUD, and they will raise the limit to 60. The city wants to plan for enough residential development. Ms. Worrell said they believed 60 covered “the standalone residential,” not the mixed-use residential. Ms. Anderson said she wants to ensure that they don’t restrict themselves. Chairman DeVito said it doesn’t read it that way in the PUD; it doesn't mention residential in the section on mixed use.

Commissioner Harris asked where the multi-family residential would be, and Ms. Anderson pointed it out. It’s not single-family dwellings, she emphasized. The parking will not impact public streets, Ms. Anderson said, or additional private property in the surrounding area. The

developer owns these properties, and “the parking will be handled internally.” She doesn’t think parking is an issue in this situation.

Ms. Anderson said the 60 units cap does not include upper-story residential. Sixty is if the lot is “designated exclusively as residential.” Commissioner Semmler asked if a traffic impact analysis has been done, and Ms. Anderson said it’s not required in the Boundary Street Redevelopment District because they already know all of that as part of the project. Chairman DeVito asked if the commission was comfortable with the wording in regard to the units. There was no concern expressed. **The motion passed unanimously.**

The Boundary Street Master Plan includes traffic analysis from Neil Road to Ribaut Road; all the zoning is based on that traffic analysis, so the individual projects do not require it. Ms. Anderson said in other areas in the city, traffic analysis is not necessary: other redevelopment area like Carteret, Ribaut Road, and Bay Street. Chairman DeVito asked if it were an official statement that the development is not going past Greenlawn. Ms. Worrell said yes, it was determined in the four workshops that were held about Boundary Street.

Chairman DeVito said the Metropolitan Planning Commission had “voted on a specific project” for the penny tax and the limits on it, so this adjustment could mean the vote might have to be adjusted. He thinks the minutes should be looked for and reviewed. He feels that they need an official presentation on the start and finish of the project and the extent of its divergence – from the original conception to where it is now.

#### **CITY OF BEAUFORT – UPDATE ON COUNCIL ACTIONS**

Ms. Anderson said City Council’s second reading of the Boundary Street Redevelopment District ordinance would be the following night.

In regard to the rezoning of property on Robert Smalls Parkway, council’s second reading is November 25. The original proposal was for rezoning entire parcels; that has been amended. On the Robert Smalls Parkway frontages, the property to be annexed is to be zoned General Commercial. Council feels that Highway 170 is appropriate for Highway Commercial zoning.

Ms. Anderson said she would go back to council in a work session on elevation of new construction in the flood zone because there was concern among council about it.

The second reading on silt fencing, Ms. Anderson said, would take place the following night.

There being no further business to come before the commission, **Commissioner Crower made a motion to adjourn. The motion passed unanimously,** and the meeting was adjourned at 6:28 p.m.

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**City of Beaufort - Town of Port Royal – Beaufort County**  
**Joint Metropolitan Planning Commission**  
**Annexation and Rezoning Analysis PR-AX 04-14**  
**Meeting Date: December 15, 2014**

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**Applicant**

Gregory Cook  
Steve Mitchell - Agent

**Site**

Approximately 5.29 acres. There is a single family home at 547 Broad River Blvd.  
The plat map reference for this property is: District 100, Map 28, Parcel 110 and District 100, Map 31, Parcel 1. The acreage is located at 128 Castle Rock Road.

**Present Zoning**

The parcels are currently zoned Suburban under Beaufort County's Zoning and Development Standards Ordinance (ZDSO).

## **The Annexation**

**Comprehensive Plan**

These parcels are included on **The Future Land Use Map** in the Land Use Element of the Town's Comprehensive Plan. The parcels are within the Future Growth Boundary for the town.

**Delivery of Services**

The parcels are 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 and beyond 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.

## **Zoning**

**Proposed Zoning and Land Use Compatibility**

Please see **Exhibit A, the Future Land Use Map** and **Exhibit B, the Town's Zoning Map**.

The parcels are found on the town's Future Land Use Map and are located in an Intended Growth Sector, Activity Center.



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.

In addition to use and development standards, the town's development codes regulate tree removal and pruning, traffic impact, and street design standards.

*The Stormwater Management and Utility Agreement* between Beaufort County and the Town of Port Royal, (June 12, 2012) adopted the design standards of the Beaufort County Best Management Practices (BMP) Manual for Stormwater Management.

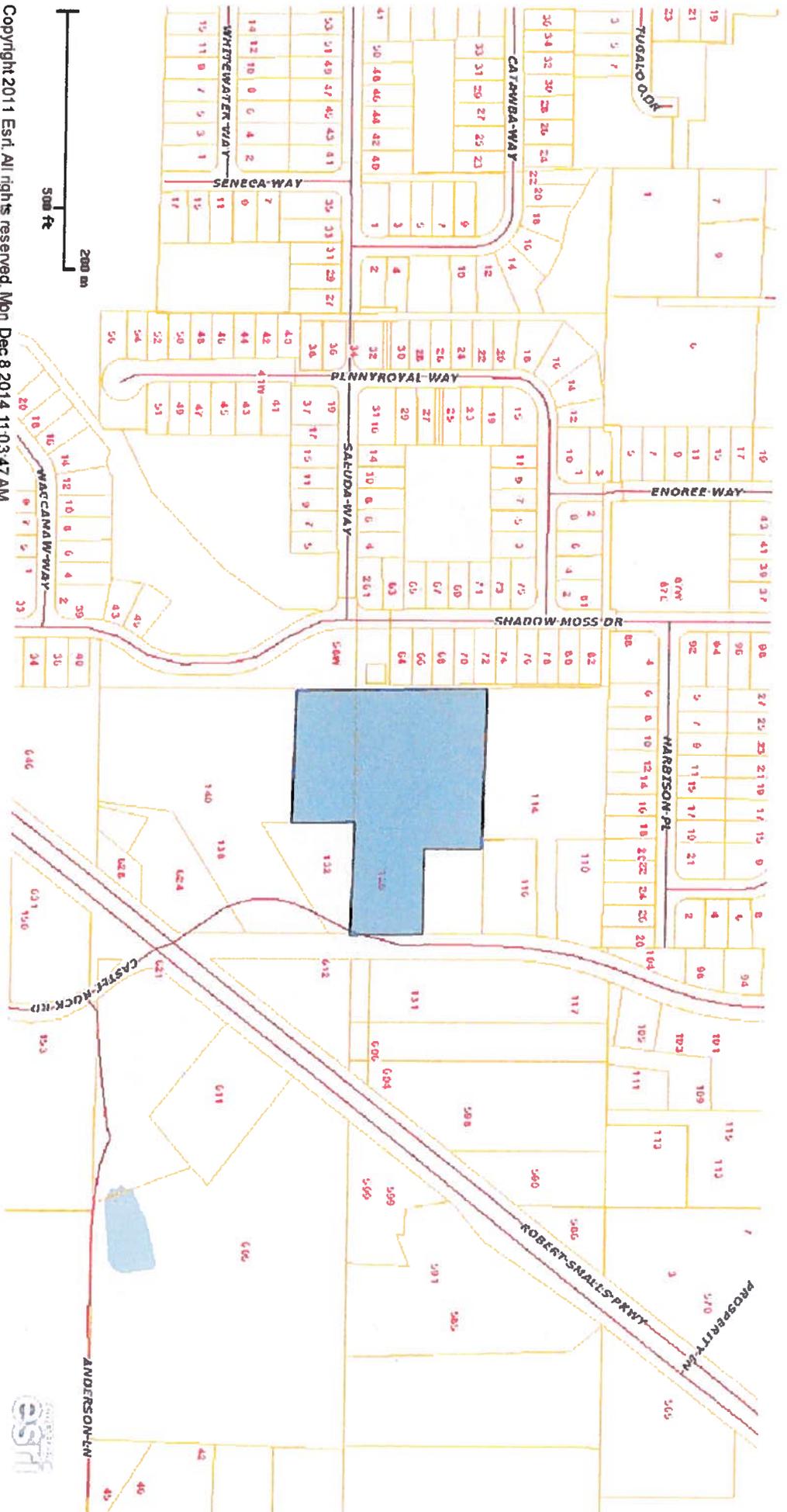
#### **Environmental Issues**

There are no environmental issues

#### **Public Notification**

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

# 128 Castle Rock Road



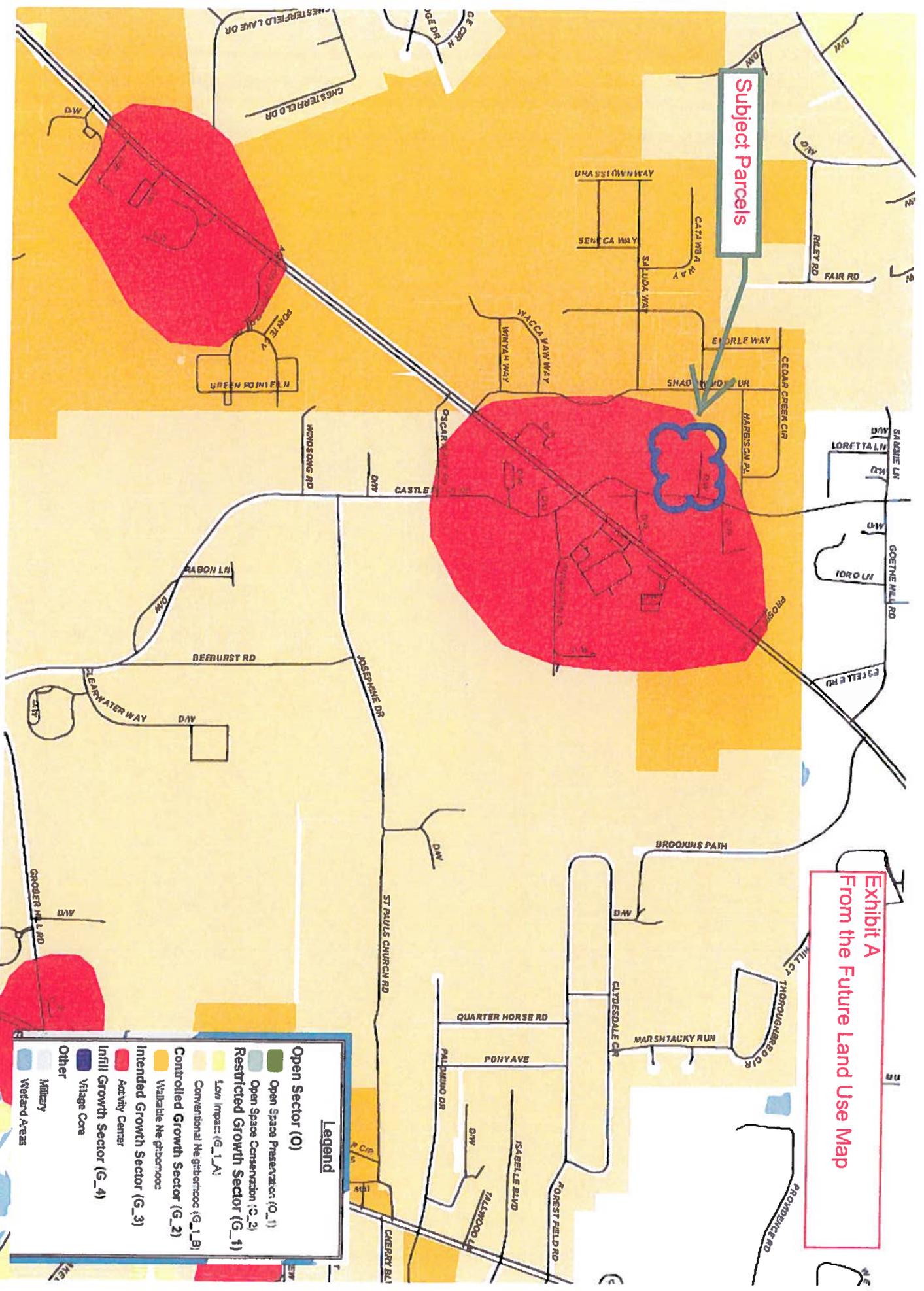
Copyright 2011 Estl. All rights reserved. Mon Dec 8 2014 11:03:47 AM

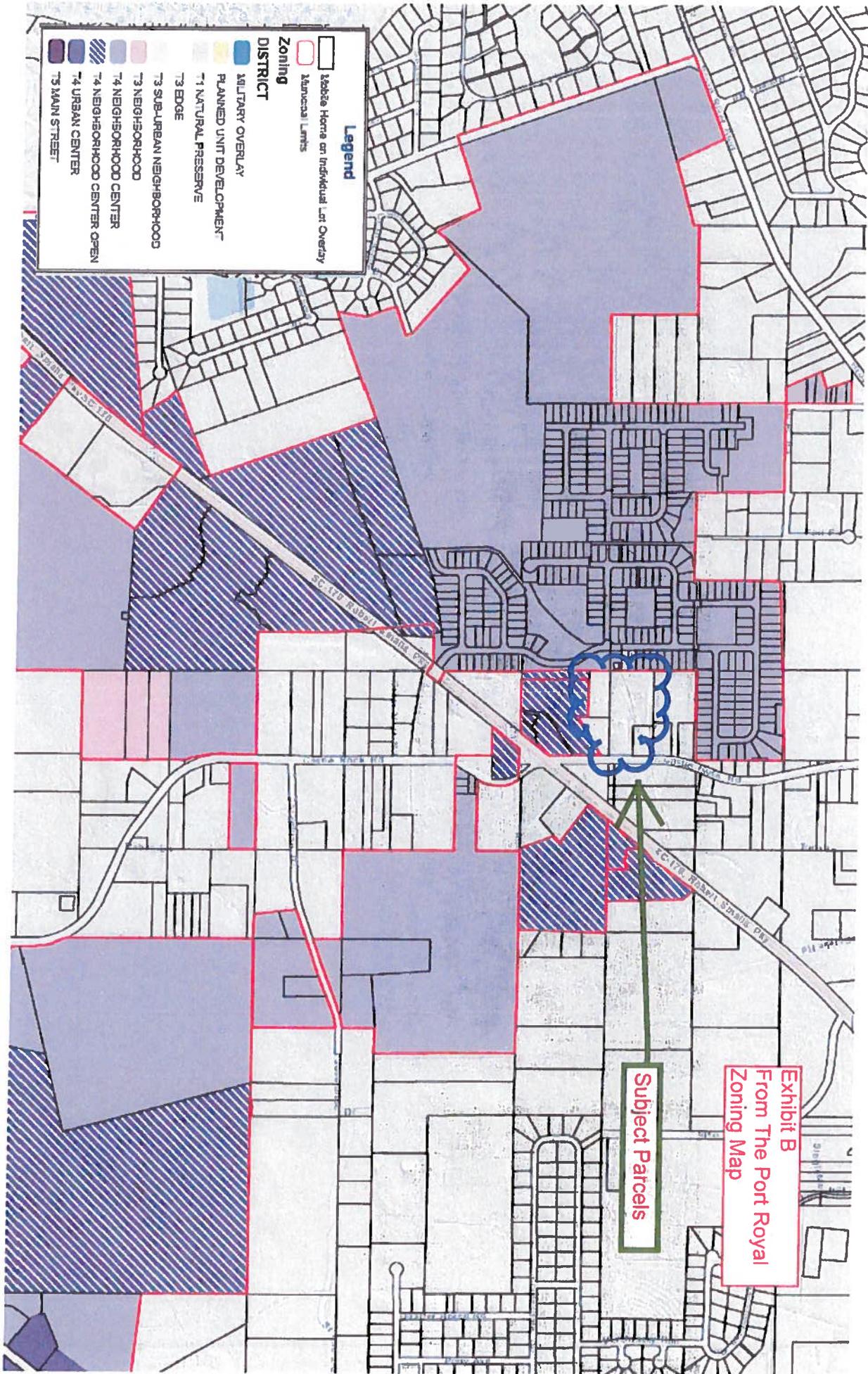


Subject Parcels

Exhibit A  
From the Future Land Use Map

Legend	
[Green Box]	Open Sector (O)
[Light Green Box]	Open Space Preservation (O_1)
[Light Green Box]	Open Space Conservation (O_2)
[Yellow Box]	Restricted Growth Sector (G_1)
[Light Yellow Box]	Low Impact (G_1_A)
[Light Yellow Box]	Conventional Neighborhood (G_1_B)
[Orange Box]	Controlled Growth Sector (G_2)
[Orange Box]	Viable Neighborhood
[Red Box]	Intended Growth Sector (G_3)
[Red Box]	Activity Center
[Dark Red Box]	Infill Growth Sector (G_4)
[Dark Red Box]	Village Core
[Blue Box]	Other
[Blue Box]	Military
[Blue Box]	Wetland Areas





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 [tpaync@portroyal.org](mailto:tpaync@portroyal.org)

Date of request: 11/4/2014

Name and address of all owners as listed on deed:

Name: Gregory Cook Name: \_\_\_\_\_

Address: 7620 Rivers Ave Address: \_\_\_\_\_  
370 153

City: Charleston City: \_\_\_\_\_

State: SC Zip: 29406 State: \_\_\_\_\_ Zip: \_\_\_\_\_

District, Map and Parcel(s) number:

R 100 - 031 - 000 - 0001 - 0000 - 1.4 ac.

R 100 - 028 - 000 - 0110 - 0000 - 3.89 ac.

911 address of property to be annexed:

128 CASTLE ROCK Rd. (100-028-000-0110-0000) (4.76 ac.)

Approximate number of acres to be annexed: 4.76 ac + 0.53 = 5.29 ac.

Requested zoning for property to be annexed: T4 NEIGHBORHOOD CENTER OPEN

Number of dwellings on this property: 0 Other structures: \_\_\_\_\_

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: Steve Mitchell, P.E.

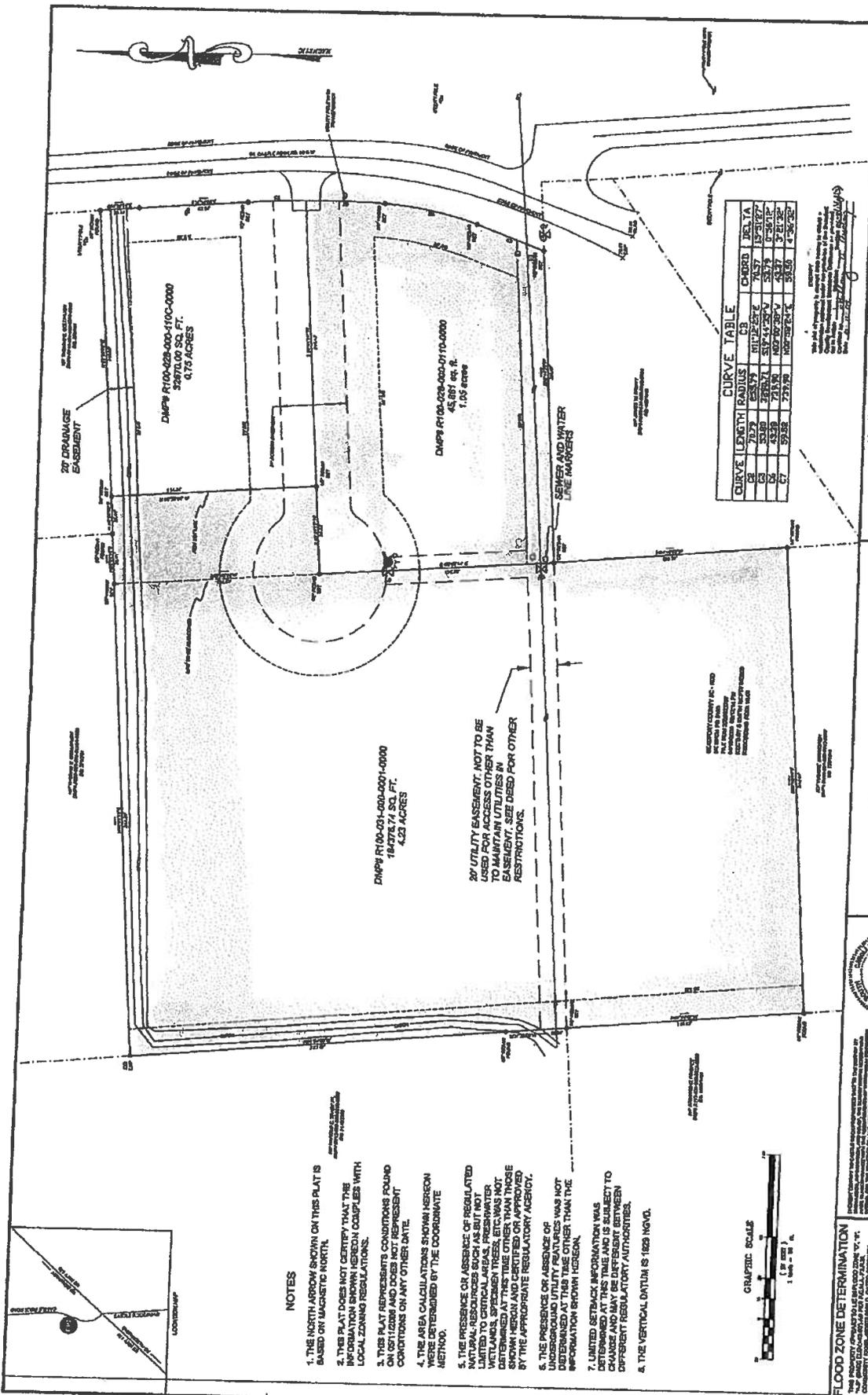
Contact information: Phone #: 706.421.5029 FAX #: \_\_\_\_\_

email address: bscusa@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.

OK 



**CURVE TABLE**

CURVE	LENGTH	RADIUS	CS	CHORD	DELTA
1	78.79	651.99	1102°25'24"	74.37	15°28'27"
2	33.88	282.81	517°44'25.4"	33.73	0°26'12"
3	59.58	491.88	102°39'29.4"	49.37	3°21'32"
4	59.58	491.88	102°39'29.4"	49.37	4°26'29"

Notes regarding the curve table and other technical details.

- NOTES**
1. THE NORTH ARROW SHOWN ON THIS PLAT IS BASED ON MAGNETIC NORTH.
  2. THIS PLAT DOES NOT CERTIFY THAT THE INFORMATION SHOWN HEREON COMPLIES WITH LOCAL ZONING REGULATIONS.
  3. THIS PLAT REPRESENTS CONDITIONS FOUND ON 05/12/2008 AND DOES NOT REPRESENT CONDITIONS ON ANY OTHER DATE.
  4. THE AREA CALCULATIONS SHOWN HEREON WERE DETERMINED BY THE COORDINATE METHOD.
  5. THE PRESENCE OR ABSENCE OF REGULATED NATURAL AREAS SUCH AS BUT NOT LIMITED TO CRITICAL AREAS, WETLANDS, PRESERVE TREES, ETC. WAS NOT DETERMINED AT THIS TIME OTHER THAN THOSE SHOWN HEREON AND CERTIFIED OR APPROVED BY THE APPROPRIATE REGULATORY AGENCY.
  6. THE PRESENCE OR ABSENCE OF UNDERGROUND UTILITY FEATURES WAS NOT DETERMINED AT THIS TIME OTHER THAN THE INFORMATION SHOWN HEREON.
  7. LIMITED SETBACK INFORMATION WAS DETERMINED AT THIS TIME AND IS SUBJECT TO CHANGE AND MAY BE DIFFERENT BETWEEN DIFFERENT REGULATORY AUTHORITIES.
  8. THE VERTICAL DATUM IS 1928 NAVD.

**FLOOD ZONE DETERMINATION**  
 THE FLOOD ZONE DETERMINATION IS BASED ON THE FLOOD ZONE MAP FOR THE COUNTY OF BEAUFORT, SOUTH CAROLINA, DATED 2007. THE FLOOD ZONE DETERMINATION IS BASED ON THE FLOOD ZONE MAP FOR THE COUNTY OF BEAUFORT, SOUTH CAROLINA, DATED 2007. THE FLOOD ZONE DETERMINATION IS BASED ON THE FLOOD ZONE MAP FOR THE COUNTY OF BEAUFORT, SOUTH CAROLINA, DATED 2007.



LOT LINE REVISION SURVEY OF  
 TAX PARCELS R100-028-000-0110, 110C, AND 0001  
 LOT 82, SECTION 18, 18SW, & PORTION OF LOT 3, SECTION 18, 18SW  
 BEAUFORT COUNTY, SOUTH CAROLINA  
 PREPARED FOR: CASTLE ROCK PROPERTIES

LAND RESOURCE CONSULTANTS  
 POST OFFICE DRAWER 1368  
 BEAUFORT, SOUTH CAROLINA 29901-1368  
 (843) 322-0011

JOB # 2651R1  
 FIELD BOOK NO. 1  
 FIELD CHECK NO. 1  
 SURVEYOR'S NAME  
 SURVEYOR'S NO.  
 SURVEYOR'S EXPIRES  
 NOT RECORDED: 10/11/2008

## **MEMORANDUM**

**To:** BEAUFORT–PORT ROYAL METROPOLITAN PLANNING COMMISSION  
**From:** Linda Bridges, Planning Administrator  
**Subject:** Amend the Rose Island Planned Unit Development  
**Date:** December 15, 2014

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Please find attached a request to amend the Rose Island Planned Unit Development.

The applicant is the owner, John Murdaugh.  
The applicant's agent is Jeff Pinckney.

The amendment, as proposed will have the affect of subdividing Lot 20, which is currently one residential lot, into 5 residential lots.

### **The Comprehensive Plan**

The Comprehensive Plan's Land Use Element contains a Future Land Use Map that delineates this property as an Open Space Conservation area. The Plan describes this sector as:

Areas of high environmental sensitivity, such as hummocks, which should be, but are not, protected from development. Any development in these areas should be extremely limited and conducted with the utmost considerations of the natural environment and stormwater management.

# Applicant's Request Package

# Contents

1. Proposed Zoning Amendment
2. Ordinance
3. PUD
4. Plat for PUD
5. Lot 20 Conceptual
6. Conceptual Master Plan

**PROPOSED ZONING AMENDMENT Fee: \$250.00**

To The Honorable Mayor and Town Council:

The undersigned hereby respectfully request that the Town of Port Royal Ordinance be amended as described below:

- (1) This is a request for a change in the: (Check one)  
( ) Zoning Map (fill in items #2, 3, 4, 5, 6, and 8 only)  
( ) Zoning Text (fill in items #7 and 8 only)  
(2) Give exact address and plat map reference for property you propose a zoning change;

District No. **5** Map \_\_\_\_\_ Parcel (s) **R110 012 000 0020 000**

Address: **Rose Island S/D Lot 20**

(3) Area of subject property **8.07** acres.

(4) Current Zoning (remember to list any overlays)

**PUD**

(5) Proposed Zoning (remember to list any overlays)

\* Under item #8 explain why this area should be zoned as you proposed.

(6) Does the applicant own all of the property proposed for this zoning change?

(X) YES ( ) NO If NO, give the address of the property involved which he does not own and the owner's name and contact information:

(7) Proposed language for TEXT change: **Third WHEREAS change 20 to 24 and change 5 acres to 4 acres. Item #6 change 5 acres to 4 acres and 15 % to 20%.**

(8) Explanation: **Add item #8. Lot 20 will be divided into 5 lots.**

(If more space is needed, continue on back)

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

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for the proposed amendment rests with the applicant.

Date: **12-4-14**

Owners Name: **John M Murdaugh**

Signed: \_\_\_\_\_

Phone #: **843-321-5508** Address: **PO Box 70 Bluffton SC.**

Email: **Jmmurdaugh@Hargray.com**

**29910**

**#4-8**

Samuel E. Murray  
Mayor

**Council**

Yvonne C. Butler  
Mayor Pro Tempore

Mary Beth Heyward  
Shirley R. Heyward  
Henry Robinson



BIRTHPLACE OF AMERICAN CIVILIZATION

# Town of Port Royal South Carolina

**Town Officials**

John P. Perry  
Town Manager

Stanton R. Fitzgerald  
Operations Administrator

James L. Cadlen  
Chief of Police

Chesley H. Carter  
Director of Public Works

Wendell O. Wilburn  
Fire Chief

**ORDINANCE 2000-34**

AN ORDINANCE TO ZONE APPROXIMATELY 106.59 ACRES OF REAL ESTATE LOCATED IN BEAUFORT COUNTY DESCRIBED AS TAX MAP 12, PARCEL 1, DISTRICT 110.

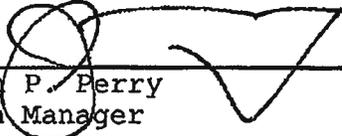
WHEREAS, the Joint Municipal Planning Commission has made a recommendation to the Town Council; and

WHEREAS, the petitioner has requested that Town Council consider his request as to the zoning of the above referenced property; and

WHEREAS, the Town Council finds it in the best interest of the petitioner and the Town of Port Royal to establish same on the official zoning map.

NOW, THEREFORE, BE IT ORDAINED, by Council of the Town of Port Royal, South Carolina, duly assembled and with authority of same, that the property shown and described as Map 12, Parcel 1, District 110 on the attached Beaufort County Tax Map be established as Planned Unit Development (PUD).

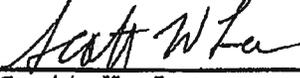
**REQUESTED BY:**

  
\_\_\_\_\_  
John P. Perry  
Town Manager

**APPROVED BY:**

  
\_\_\_\_\_  
Samuel E. Murray  
Mayor

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Scott W. Lee  
Town Attorney

**ATTEST:**

  
\_\_\_\_\_  
Tanya L. Payne  
Municipal Clerk

Introduced: September 13, 2000

Final Reading: October 11, 2000

STATE OF SOUTH CAROLINA  
COUNTY OF BEAUFORT

**COVENANT AND RESTRICTION TO  
RUN WITH LAND**

WHEREAS, Rose Island Properties, LLC, (hereinafter "Developer"), is the fee-simple owner of a tract of land measuring approximately 106.59 acres, commonly known as Rose Island, and referenced on the Beaufort County Tax Map as District 600, Map 012, Parcel 001. See the plat recorded in Plat Book 68 at Page 16 in the Office of the Beaufort County RMC attached hereto as Exhibit A for a more complete description of said property; and

WHEREAS, Rose Island is located in and near the tidal waters of the Broad River, near the municipal limits of the Town of Port Royal, and is accessible only by boat; and

WHEREAS, Developer desires to subdivide Rose Island into 20 single-family home sites, representing a density of not more than 1 residence for every 5 acres, on which it is proposed that owners will construct single-family dwelling units; and

WHEREAS, Developer wishes to have Rose Island annexed into the municipal boundaries of the Town of Port Royal; and

#1 ~~20~~  
WHEREAS, due to the inaccessibility of Rose Island from land and the unavailability of equipment and personnel to access Rose Island by water, the Town of Port Royal is currently and will in the future be unable to provide police, fire, emergency medical services, garbage pick up, or other emergency or community services otherwise offered and provided to residents of the Town of Port Royal; and

WHEREAS, Developer understands and agrees that such emergency and other community services will not be afforded or provided to property and residents of Rose Island, and that certain modifications of building standards on Rose Island will therefore be required to ensure the safety of residents, visitors and others on Rose Island; and

WHEREAS, Developer covenants and agrees that this Agreement, and the Covenants and Restrictions herein, shall be recorded, and will be binding upon and run with the land of Rose Island, as described in Exhibit A hereto.

NOW, THEREFORE, for and in consideration of the mutual exchange of rights and obligations set forth herein between the parties to this Agreement, the sufficiency of which is hereby acknowledged, it is stipulated, agreed, and covenanted as follows:

- #2 MS
1. Upon submission by Rose Island Properties, LLC, of a properly executed Petition for Annexation, the Town of Port Royal shall annex Rose Island into the corporate limits, and shall zone said property as a Planned Unit Development (PUD) under a PUD Agreement satisfactory to both Developer and the Town. A copy of this Agreement shall be attached, and become a part of, the Petition for Annexation, the Annexation Ordinance, and the Planned Unit Development Agreement.
  2. The Town of Port Royal is unable to, and therefore cannot, and will not in the future be required to, provide fire or police protection, or emergency medical services, of any nature to any property, parcel, resident or other person of or on Rose Island. Any and all owners of property on Rose Island hereby agree to hold the Town of Port Royal forever harmless of and from any and all claims and/or liability arising out of the Town's inability and/or failure to provide fire and/or police protection to persons or property on Rose Island. This Agreement shall run with the land and be a part of any subdivision and sale thereof.
  3. Typical or standard emergency medical services normally provided by the Beaufort County Emergency Medical Service Department (EMS) is not, nor will it in the future be available to persons on Rose Island. If such services can be provided at all, the owners and visitors of Rose Island understand and acknowledge that there will be a major delay in response time due to inaccessibility of the property.
  4. On-site sanitation collection will not be provided by the Town of Port Royal Public Works Department. Collection and proper disposal of garbage and other refuse on Rose Island shall be born exclusively by the Developer and/or owners of property on Rose Island.
  5. It is understood and acknowledged that the Developer and residents of Rose Island must provide for off-island parking for cars or boat trailers belonging to island residents, and to visitors of Rose Island. A launch site for island residents from the mainland, sufficient in size to accomodate emergency vessels if necessary, will be established, maintained and named, at the sole expense of the Developer.
  6. The Developer agrees, and the PUD Agreement and Ordinance pertaining to Rose Island shall provide, that residential density on Rose Island shall be no greater than 1 unit to every 5 acres. Further, the cleared area of each lot shall not exceed 15% of the total area of the lot. Developer agrees to protect sensitive natural areas.
  7. This Agreement shall be attached to and/or incorporated into any proposed Planned Unit Development ordinance for Rose Island, and shall be included as part of the Covenants and Restrictions of Rose Island. This Agreement shall also be recorded

in the RMC office of Beaufort County, and shall attach to and run with the land of Rose Island.

IN WITNESS WHEREOF, we have hereunto set our hands and seal this 13<sup>th</sup> day of November, 2000.

WITNESSES:

x R.B.T.H.P.  
Witness 1

Rose Island Properties, LLC

By x [Signature]  
George Stephanis

1 [Signature]  
Witness 2

Its \_\_\_\_\_

STATE OF SOUTH CAROLINA

AFFIDAVIT OF PROBATE

COUNTY OF BEAUFORT

PERSONALLY appeared before me the undersigned witness and made oath that s/he saw the within named parties sign, seal, and as their act and deed, deliver the within written Agreement, and that s/he with the other witness, witnessed the execution thereof.

*S. #10/1*

R.B.T.H.P.  
Signature of Witness 1

SWORN to before me this 13<sup>th</sup> day of November, 2000.

[Signature]  
Notary Public for South Carolina  
My Commission Expires: 11/11/08

WITNESSES:

[Signature]  
Witness Number 1

Linda K. Bridges  
Witness Number 2

TOWN OF PORT ROYAL

By: [Signature]  
Samuel E. Murray, Mayor

Attest: Tanya L. Payne  
Town Clerk

STATE OF SOUTH CAROLINA

COUNTY OF BEAUFORT

PROBATE

PERSONALLY appeared before me the undersigned witness and made oath that s/he saw the within named parties sign, seal, and as their act and deed, deliver the within written Agreement, and that s/he with the other witness, witnessed the execution thereof.

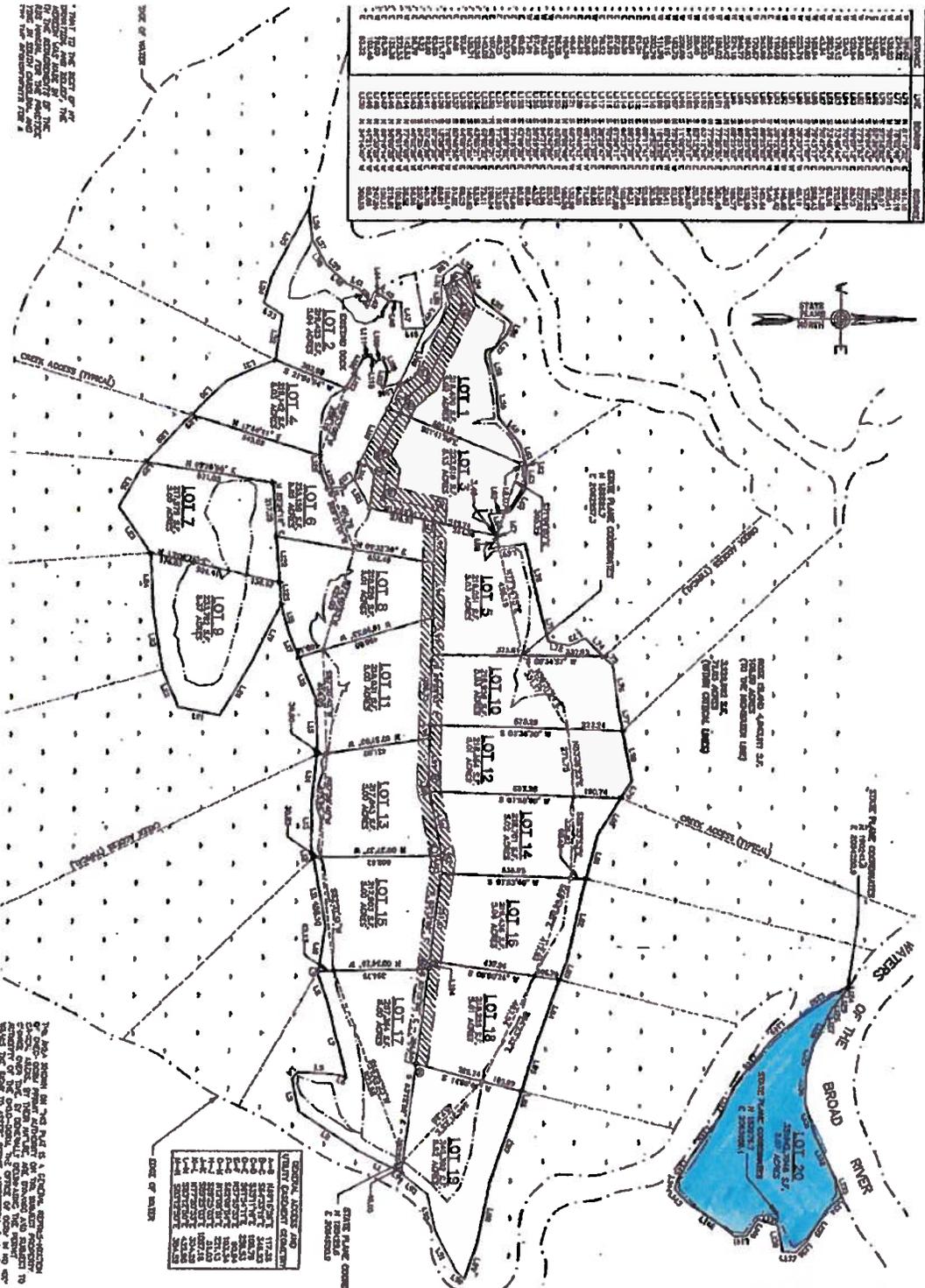
[Signature]  
Signature of Witness Number 1

#4 [Signature]

SWORN to before me this 21<sup>st</sup>  
day of November, 2000.

Linda K. Bridges  
Notary Public for South Carolina  
My Commission Expires: July 28, 2005

SECTION	TOWNSHIP	RANGE	ACRES
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100	1	1	36.00



**GENERAL NOTES:**

- 1. THIS PLAN IS SUBJECT TO ALL APPLICABLE ZONING ORDINANCES AND REGULATIONS OF THE TOWN OF WINNERS.
- 2. THIS PLAN IS SUBJECT TO ALL APPLICABLE STATE AND FEDERAL LAWS.
- 3. THE TOWN OF WINNERS HAS REVIEWED THIS PLAN AND HAS GRANTED A CONDITIONAL APPROVAL.

**REFERENCE PLATS, ETC.**

- 1. TOWN OF WINNERS SUBDIVISION PLAT
- 2. TOWN OF WINNERS SUBDIVISION PLAT

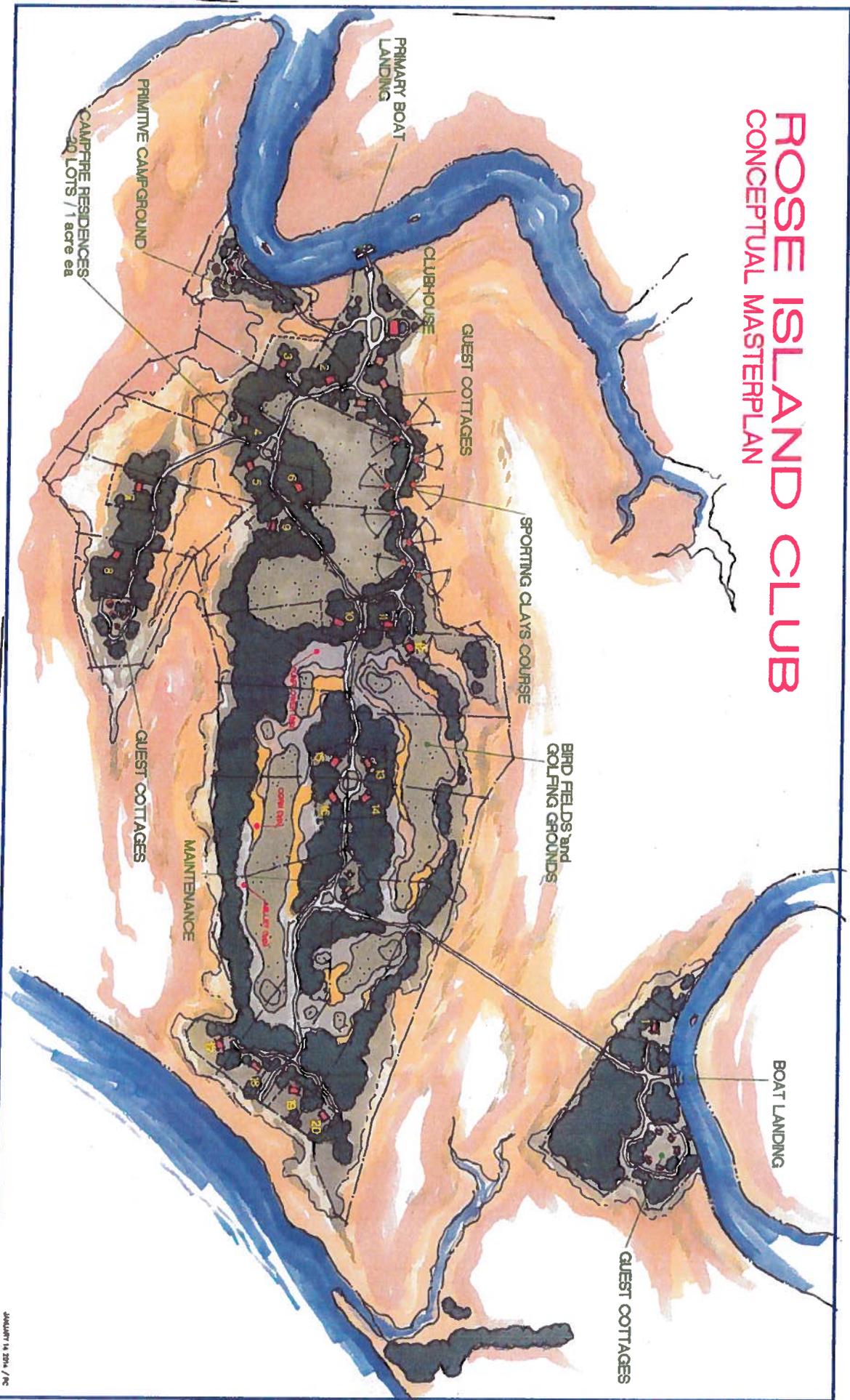
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**LEGEND**

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# ROSE ISLAND CLUB CONCEPTUAL MASTERPLAN



City of Beaufort Department of Planning and Development Services

MEMORANDUM

**TO:** Beaufort--Port Royal Metropolitan Planning Commission  
**FROM:** Libby Anderson, Planning Director  
**DATE:** December 8, 2014  
**SUBJECT:** Revisions to Short Term Rental Ordinance

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The City's short term rental (STR) ordinance was adopted in July 2011. The ordinance has been in effect for three years now, and staff and the Zoning Board of Appeals are recommending several changes.

The first change is to require that short term rentals in residential districts be managed by a professional management company if the property owner lives outside the city. The Zoning Board of Appeals is recommending this change which staff supports. When the property owner lives out of the area, having the lawn service, cleaning service, or next door neighbor manage the rental and be responsible if there are any issues with the tenants is not acceptable. A 24/7 contact is needed. There are several professional management companies in the area that provide management services for short term rentals, and the ZBOA and staff feel a professional service is warranted for this activity.

The second change is to eliminate the requirement for inspection of the STR before the business license is renewed. Our experience has shown that STRs are among the better maintained properties in a neighborhood, and that an inspection for basic items such as broken windows is not needed.

The final changes are to add statements that a monitored fire alarm is required in all STRs, and that all businesses serving STR units, whether in residential or commercial zones, businesses such as lawn care, cleaning, etc., must have a City of Beaufort business license. These provisions are already in effect as part of the fire code and business license ordinance respectively, but staff feels it would be helpful to have these requirements in the list of conditions that we provide to potential applicants.

The proposed changes would be implemented by revising Section 5.3.D, "Specific Use Standards; Commercial Uses," paragraph 11, as shown below, with ~~strikeout text~~ indicating items are proposed to be deleted, and **highlighted text** indicating items to be added.

## **1. Housing, Short Term Rental**

Short term rentals are permitted in all residential zoning districts with the exception of the Traditional Beaufort Residential District, The Point, or where prohibited by covenants. Short term rental of the primary dwelling, or rental of an accessory dwelling unit on property where the property owner does not live on the premises, shall be by special exception subject to the standards shown below. Short term rental of an accessory dwelling unit where the property owner lives on the premises, and short term rental of any type of residential unit in a commercial district, shall be a conditional use subject to the standards shown below.

- a. A minimum 2-night stay is required;
- b. Adequate on-site parking is provided. Parking should be located to the side or rear of the dwelling (i.e., the front yard should not be used for parking). Tenants should use the required on-site parking and not park in the street;
- c. A property management plan shall be developed and approved by the appropriate review authority. Failure to comply with the approved property management plan shall result in revocation of zoning approval;
- d. A professional property management firm shall be required to manage short term rental units in residential districts where the property owner lives outside the city limits
- e. No on-site signage shall be permitted;
- f. No pets shall be left outside unattended;
- g. ~~An annual Safety Inspection shall be conducted before the Business License for the facility can be renewed;~~
- h. Short term rental units shall be provided with a monitored fire alarm system.
- i. The facility shall comply with all business license, revenue collection, and health laws of the City of Beaufort, Beaufort County, and the state of South Carolina;
- j. All businesses providing services to the short term rental unit such as lawn care and cleaning services, shall have a City of Beaufort business license.
- k. Approval of the use runs with the ownership of the property.

**City of Beaufort Department of Planning and Development Services**

**M E M O R A N D U M**

**TO: Beaufort--Port Royal Metropolitan Planning Commission**

**FROM: Libby Anderson, City of Beaufort Planning Director**

**DATE: December 9, 2014**

**SUBJECT: Status Report on City Council Actions**

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**UDO amendment revising the Boundary Street Redevelopment District Code** to modify minimum building height, clarify transparency requirements, and add minimum frontage requirements. Second reading of the ordinance adopting the changes was held at the November 18 City Council meeting.

**Rezoning 7 parcels of property (annexing 1) in the Robert Smalls Parkway Corridor, from General Commercial District to Highway Commercial District.** The annexation and rezoning ordinances were given second reading at November 25 City Council meeting. The ordinance rezoned the Robert Smalls Parkway frontages to Highway Commercial District to a depth of 500'; the remainder of the property stays zoned General Commercial District. The property at 23 Horton Drive was annexed and zoned General Commercial District.

**UDO amendment revising Section 6.5.K to require all new residential construction to be elevated 18" above grade.** First reading of the ordinance adopting the changes was held at the October 28 City Council meeting. Council will discuss the draft ordinance at their workshop on December 16.

**UDO amendment revising Section 7 to require silt fencing during new construction.** Second reading of the ordinance adopting the changes was held at the November 18 City Council meeting.

**Revising the Marsh Gardens Planned Unit Development.** A public hearing was held at the November 18 City Council meeting. First reading of the ordinance revising the PUD was held at the November 25 City Council meeting.

Please contact me with any questions on this information.

Thank you.



## **Frequently Asked Questions**

# **Boundary Street Corridor Improvement Plan**

*City of Beaufort in partnership with Beaufort County,  
S.C. DOT and the Federal Highway Administration*

### **General Questions**

- 1. What is the Boundary Street Redevelopment Corridor project, and why is it needed?**
- 2. Where will the work take place?**
- 3. When will work start, and how long will it take?**
- 4. What kind of traffic problems and delays should we expect?**
- 5. Will Boundary Street be two lanes? How will the design of Boundary Street be changed?**
- 6. What will be the speed limits of Boundary Street and the Parallel Road?**
- 7. Isn't the landscaped median a waste of space that could be used for more lanes of traffic?**
- 8. What is the need for a parallel street and improvements to Polk Street? Will the parallel street continue past Hogarth Street?**
- 9. How will the new Boundary Street design affect truck and emergency vehicles?**
- 10. Are there any economic benefits expected from this project, especially to the businesses along Boundary Street?**
- 11. Will businesses be allowed to have special signage during construction?**
- 12. Where's the money coming from for this project?**

**13. Are there any environmental impacts to the construction or overall design?**

## **Design Questions**

**14. What are the plans for traffic signals and new intersections?**

**15. Are roundabouts, also called traffic circles, still part of the plan?**

**16. Will all the overhead utility lines be put underground as part of this project?**

**17. Will a road connect the back end of Pickpocket Plantation and Beaufort Plaza?**

**18. What about the properties on the south side of Boundary Street, such as Wendy's?**

## **The Bid Process**

**19. Will Disadvantaged Business Enterprises be included in the construction work?**

**20. Where will the bid be advertised?**

### **1. What is the Boundary Street Redevelopment Corridor project, and why is it needed?**

Building a better Beaufort is the goal of a \$30 million investment in Boundary Street to create a safer and more scenic entry to the city, provide better commercial and retail locations, and improve traffic conditions.

A financial impact analysis indicates the local economy will see \$5 in benefits for every \$1 invested in the Boundary Street Redevelopment District.

The project includes:

- Realigning the intersection of SC 170 and Boundary Street to make it safer and to help traffic flow more smoothly
- Retrofitting, re-investing and redeveloping neglected areas of the corridor
- Creating commercial/retail nodes
- Providing alternate ways for people to reach commercial/retail including bike and walking paths, improving efficiency
- And expanding the Spanish Moss Trail in partnership with Beaufort County.

The work is part of a larger effort to reconfigure Beaufort from near the Marine Corps Air Station to annexed areas of Lady's Island, creating a unified and connected neighborhood designed for people, not just cars.

### **2. What areas of Boundary Street will be affected?**

The streetscape project will go from Neil Road to Greenlawn Drive. The utility work will extend to Ribaut Road. There will be no work done east of Ribaut Road.

The streetscape for the area between Greenlawn Drive and Ribaut Road will be done in the future when the City can secure funding.

**3. When will work start, and how long will it take?**

The current schedule, subject to change, anticipates construction starting in early 2015. The entire project, approximately 1.5 miles including side road improvements, is expected to be substantially complete by December 2016.

**4. What kind of traffic problems and delays should we expect?**

Project management will work to keep traffic disruptions to a minimum throughout this project, but some delays are inevitable. For daily updates, visit [www.boundarystreetupdate.com](http://www.boundarystreetupdate.com). Local media will be asked to share regular updates and announcements about lane closures or traffic pattern changes.

During peak construction, it would be wise to anticipate slowdowns and add appropriate time to your trip through the affected section of Boundary Street.

**It is anticipated that a significant portion of the necessary work will occur at night to minimize traffic disruptions.** To minimize impact on businesses along the construction path, it will be a priority for contractors to maintain access to driveways and store entrances throughout the project.

**5. Will Boundary Street be reduced to two lanes? How will the design of Boundary Street be changed?**

Currently, US 21/Boundary Street consists of two 12-foot travel lanes in each direction separated by a single 15-foot two-way left turn lane. The roadway serves approximately 40,000 vehicles per day.

The updated and improved US 21/Boundary Street will consist of two 11-foot travel lanes in each direction separated by a 17-foot raised landscaped median with a sidewalk on the north shoulder and 10-foot multi-use path on the south shoulder. Left-turn lanes and left-turn signals will be provided at signalized intersections to provide for safe left-turn access.

**Bottom line: There will still be a total of four traffic lanes on Boundary Street, two in each direction.** In an emergency, three or even all four of the lanes can be reconfigured to help people evacuate the area.

**6. What will be the speed limits on Boundary Street and the Parallel Road?**

Boundary Street will be 40 miles per hour and the Parallel Road will be 20 mph.

**7. Isn't the landscaped median a waste of space that could be used for more lanes of traffic?**

Numerous studies have shown roadways with divided medians to be significantly safer than roadways with center turn lanes. Publications such as the Highway Safety Manual (American Association of State and Highway Transportation Officials) and the Access Management Manual (Transportation Research Board) cover these safety benefits in depth.

The median breaks are located to utilize the existing and proposed street network and parallel streets to form a complete network of interconnected blocks and streets. This plan is designed to improve traffic flow from Boundary Street to the various street alternatives.

Improving safety is a key point for this project. Adding the landscaped medians will make Boundary Street safer for drivers and pedestrians. A side benefit is it creates a more visually pleasing entrance to the 300-plus year old City of Beaufort and its National Historic Landmark District.

Landscaping will be designed to minimize maintenance costs.

**8. What is the need for a parallel street and improvements on Polk Street? Will the parallel street continue past Hogarth Street?**

A key vision for the Boundary Street Corridor is a network of walkable routes to be built north of Boundary Street. A two-lane parallel street system with parking and sidewalks on both sides will provide access to businesses and allow local traffic to circulate without using Boundary Street. This will make it easier for people to reach their shopping destinations, make it safer to use Boundary Street without so many sudden stops to turn into driveways, and make it more business-friendly.

The parallel street design was developed based on the original Beaufort Master Plan. It is a commonly-used approach to helping businesses thrive along busy multi-lane streets. The main parallel road in this project is approximately 0.4 miles long and improves upon the existing Polk Street.

Along wider sections of Polk, there will be parallel parking on both sides of the street, narrowing to parking on only one side (the northern side) as the road moves closer to Ribaut Road. Sidewalks will be built.

As for demolition of houses, if you haven't already been contacted by the City or its representative about the need to acquire your property, it isn't planned for purchase and/or demolition. The project includes sidewalks, a grassy strip of landscaping and parallel parking.

The parallel street is envisioned to continue the entire length of Boundary Street. This will be done in the future as properties develop, and as the city continues to find more funding for this project.

**9. How will the new Boundary Street design affect truck and emergency vehicles?**

In February 2012, a video classification of traffic was conducted and found that 98 percent of vehicles traveling the Boundary Street Corridor were passenger vehicles, 1.5 percent were single unit trucks, and less than one percent were combination tractor-trailers. The improvements for Boundary Street and SC 170 are designed to accommodate single unit trucks and intermediate tractor trailers.

Concerns about emergency vehicle access and disaster evacuation have been expressed and considered throughout the entire process (2006 Boundary Street Master Plan, the 2009 Feasibility Study, and design process).

The Beaufort County Emergency Management Department was actively involved in the 2009 Feasibility Study. Periodic breaks in landscaping will allow for median crossings by emergency vehicles. Also, emergency responders will develop emergency response plans that take into account the geometry of the improved road.

Traffic signals will include an emergency vehicle pre-emption system to improve response times, reduce potential for crashes and minimize obstructions to emergency vehicles along the corridor. This system coordinates green lights for responding emergency vehicles. Opposing and conflicting traffic lanes are given red lights.

In addition to these design features, the parallel road and system of gridded streets will be useful for emergency vehicle access. Also, the raised median doesn't preclude the use of all four lanes for outbound traffic in times of evacuation.

**10. What are the economic benefits expected from this project, especially to the businesses along Boundary Street?**

The anticipated economic benefits to business owners along the improved section of Boundary Street include:

- Safer access to their businesses, making their location more appealing to drivers
- Smoother traffic flow at key intersections
- A more attractive and landscaped roadway which improves the likelihood of shoppers choosing to visit the Boundary Street shops and restaurants
- Removal of overhead utility lines will make it safer for drivers to enter and exit businesses and will make the area much more visually attractive
- Analysts expect a \$5 benefit for every \$1 invested in the Boundary Street Redevelopment District.

**11. Will businesses be allowed to have special signage during construction?**

We realize this is an important issue. We are planning to develop a temporary signage plan for businesses during construction. This will take place after the contract has been awarded.

**12. Where's the money coming from for this project?**

The Boundary Street Redevelopment Corridor project budget is funded through three sources:

- a) A Federal Highway Administration grant of \$12.635 million
- b) The Beaufort County one cent sales tax of \$7.819 million
- c) And the City of Beaufort's TIF II estimated contribution of about \$6.443 million.

In addition to the above, approximately \$3 million was spent prior to Right of Way acquisition and construction on design, infrastructure planning and other pre-construction elements of the project from the County 1 percent sales tax and impact fees.

The Boundary Street Redevelopment Corridor plans caught eyes at the federal level in 2011 as Beaufort earned the 16<sup>th</sup> largest DOT grant that year and the largest in South Carolina history. Of the 848 applications for the TIGER III grant in 2011, only 48 were awarded funding -- about 6 percent of the total applications received. The TIGER grant is DOT-talk for *Transportation*

**13. Are there any environmental impacts to the construction or overall design?**

As a part of the National Environmental Policy Act, studies were conducted to assess for the possible effects of this project on the social, cultural and natural environments. The project may require minimal amounts of bank stabilization along Boundary Street and will include construction of an elevated boardwalk along the marsh line of Battery Creek. The project won't result in permanent loss of aquatic function within the marsh or result in any adverse impacts to the natural environment. All necessary environmental certifications and permits will be obtained prior to construction of the project.

## **Specific Design Questions**

**14. What are the plans for traffic signals and new intersections?**

Click [here](#) to view of diagram of the planned traffic signals and intersections. A few high points include:

- Traffic signals include a **relocated** signal at the new intersection of SC 170, a **new** signal at Polk Street, an **existing** signal at Hogarth Street, a **new** traffic signal at Enmark and Carolina Cove, and the **existing** signal entering the K-Mart Shopping Center
- There will be a designated U-turn lane at Hogarth Street to enable westbound/outgoing traffic to turn around to easily reach businesses such as Sea Eagle Market and others
- Traffic signals will include left-turn lanes where necessary and left-turn signals to improve safe access and to minimize the potential for crashes
- Traffic signals will be upgraded to include decorative mast arms. Additional upgrades include Traffic Adaptive technologies to improve coordination and traffic flow, emergency vehicle pre-emption, traffic cameras and traffic data management system

**15. Are roundabouts, also called traffic circles, still part of the plan?**

No. The Traffic Study that was conducted as part of the 2009 Boundary Street Improvements Feasibility Study indicated that a roundabout at the SC 170 and US 21/Boundary Street intersection wouldn't function adequately due to the high traffic volumes. The intersection will remain under signal control.

A roundabout originally planned for the intersection of Ribaut Road and Boundary also has been postponed. It still shows in the original 2006 Dover-Kohl study, but isn't part of the current (2014) construction documents.

**16. Will all the overhead utility lines be put underground as part of this project?**

Yes, for the affected section of Boundary Street, overhead utility lines will be moved below ground. To improve safety and the appearance of this main entry to historic Beaufort, utility companies agreed in Summer 2014 to move their various lines and cables from overhead poles into

an underground “duct bank.” This applies to the area between Neil Road and the City Hall/Beaufort County Government Complex at Ribaut Road. The poles will be removed as well.

The end result will be a safer road for drivers, a more attractive entrance to the City of Beaufort, and a lower chance of utility lines being knocked down by storms.

**17. Will a road connect the back end of Pickpocket Plantation and Beaufort Plaza?**

The city is working on securing this connection and improvement of the new perimeter road in front of the Beaufort Plaza buildings. This is beyond the scope of this project but there have been many conversations between City representatives and the Beaufort Plaza owners.

**18. What about properties on the south side of Boundary Street, such as Wendy’s?**

The property owners know the City is interested in acquiring their property. The Open Land Trust is working on this issue.

### **Specific Questions about the Bid Process**

**19. Will Disadvantaged Business Enterprises be included in the construction work?**

A minimum of 13 percent of all sub-contracting work will be required to go to S.C. Department of Transportation-approved DBEs.

**20. Where will the bid be advertised?**

The request for bids will be advertised in SCBO (South Carolina Business Opportunities, <http://procurement.sc.gov>) and in these newspapers: Beaufort Gazette, Gullah Sentinel and Savannah Morning News.