

A meeting of the **Beaufort-Port Royal Metropolitan Planning Commission** was held on October 21, 2013 at 5:30 p.m. in council chambers of the Beaufort Municipal Complex, 1911 Boundary Street. In attendance were Chairman Joe DeVito and Commissioners Alice Howard, Robert Semmler, Bill Harris, and James Crower, and City Planner, Libby Anderson.

Jennifer Bihl 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.

### **MINUTES**

**Commissioner Harris made a motion, second by Commissioner Howard, to accept the minutes of September 16, 2013 as submitted. The motion passed unanimously.** Chairman DeVito abstained from voting because he was not present at the meeting.

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

#### **Town of Port Royal – Rezone**

District 112, Map 30, Parcel 230, approximately 3.49 acres located at 738 Robert Smalls Parkway

*The existing zoning is Mixed Use-1 (MU-1) with the Robert Smalls Parkway Overlay. The proposed zoning is Highway Commercial (HC) with the Robert Smalls Parkway Overlay District.*

Ms. Bridges said that **Edna, Robert, and Carla Anderson** are the applicants, and **David Tedder** represents them.

Ms. Bridges said the parcel is undeveloped. It's been in the Town of Port Royal since the early 2000s. It's currently zoned MU-1, and Ms. Bridges explained what that allows and said what the provisions of the Robert Smalls Parkway Overlay District are. The Robert Smalls Parkway Overlay District will remain, but the Andersons are applying for Highway Commercial (HC) zoning, which is an "intense" commercial designation, Ms. Bridges said; most types of applications are allowed in HC. Most allowed uses have conditions associated with them, e.g., service stations and convenience stores. When development is proposed, it will go to the Town of Port Royal Design Review Board and they would review it according to the design standards of the Overlay District. The City of Beaufort, the county, and the Town of Port Royal adopted the standards for this stretch.

Ms. Bridges showed a continuum from the Comprehensive Plan; it is on the “intense end of that spectrum,” Ms. Bridges said. Activity centers are positioned to support substantial mixed use.

There are no environmental issues to consider, Ms. Bridges said; it’s a piece of land along the 4-5 lanes of Robert Smalls Parkway. Staff does not anticipate any public service issues caused by zoning this property HC. The property has been in the Town of Port Royal for at least 10 years, so it has already being served by police cruisers, etc.

Property owners within 400’ of the property were notified, Ms. Bridges said, and she received one request for clarification. The rezoning application was also included in the packet for the commission, Ms. Bridges said.

Mr. Tedder said that while the property has been sitting there, across the street, developments have come up. This property isn’t suited for mixed use (MU) residential because it is too small and too close to the highway. The Andersons “are trying to figure out how to move the parcel, not how to develop it themselves,” Mr. Tedder said. The large parcel next to it is part of a development agreement. There was no public comment.

**Commissioner Crower made a motion that the parcel be zoned Highway Commercial (HC) with the Robert Smalls Parkway Overlay District. Commissioner Semmler seconded the motion. The motion passed unanimously.**

#### **TOWN OF PORT ROYAL – UPDATE ON COUNCIL ACTIONS**

Ms. Bridges said there has been no action to bring to the Metropolitan Planning Commission at this time. She said that she did want to update the commission on the Port Royal Form-Based Code. They have worked with the town’s committee to review the code and get it ready for its next step. They think they have had the last meeting of that review committee and are preparing for the next step. They want, by the end of this week, to bring the Metropolitan Planning Commission their copy of the Form-Based Code. They want to put it on the agenda for the November 18 meeting. Chairman DeVito asked Commissioner Crower if the commission needs a workshop on the document. There was general agreement that this would be the best way to introduce the document to the commission.

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

**City of Beaufort – UDO Amendment** Revising Section 5.4.B.1 of the Unified Development Ordinance to clarify the standards for garages, carports, and sheds

Ms. Anderson said staff is proposing to revise the UDO as it pertains to accessory structures associated with residential dwellings. In regard to garages in relation to the primary dwelling,

the intent is clear, Ms. Anderson said: both attached and detached garages are to be on the side of or behind the dwelling. The ordinance is clear on detached garages, but it's not as clear to some on attached garages, so in the past, there have been variances granted.

Ms. Anderson said a change related to this issue is in regard to Battery Shores, which they proposed should be exempt from this ordinance. There was a variance given recently because the projecting garage is the vast majority of garage types in Battery Shores. Most projecting garages are side-loaded. They are trying to be compatible with what fits in, and in Battery Shores, that's a side-loaded, projecting garage.

Ms. Anderson said in regard to the siding material, staff is proposing that metal siding not be allowed as a building material for garages and sheds because it's not compatible with the residential character of the city's single family dwellings.

Thirdly, they are proposing permitting car ports as accessory structures. They would like to prohibit, though, nylon or fabric – non-durable materials – being used as car ports.

Finally, they propose that canvas or nylon materials cannot be used as a storage shed.

Commissioner Howard asked Ms. Anderson if the garage total square footage includes an upstairs garage room. Ms. Anderson said it's permitted upstairs as an accessory dwelling unit. Commissioner Howard asked how many cars a 1200' garage could hold. Ms. Anderson said four cars.

Commissioner Howard asked, in regard to the canvas and nylon canopies, if people who have them now for boats, etc. would be in violation of the code, and Ms. Anderson said yes, because they are not permanent structures. Commissioner Harris asked if that goes for metal siding, too, and Ms. Anderson said no because that's a permanent structure. Commissioner Howard said she's seen some nylon attachments attached to a metal garage as extensions and suggested that Ms. Anderson add that in to the ordinance.

Commissioner Harris said he agrees with all of these things, but he asked what makes the city enforce them: aesthetics, safety, health. Ms. Anderson said the reason to prohibit projecting garages is that the issues are set out well in terms of safety and aesthetics: to be able to look out and to interact with people walking down the street – you can't greet your neighbors if the house is set way back behind the garage. The architectural design of the house should be the focus, Ms. Anderson said, not the garage.

Commissioner Harris asked what would happen if an applicant proposed corrugated metal to be approved. Ms. Anderson said they could apply for a variance. She said if metal is set back 50' from the street, it might be different, but if it's right on the street, "it's like an industrial zone, not a single family neighborhood."

Commissioner Harris asked what happens with "lots where the property is waterfront and narrow and platted." Ms. Anderson said they would be exempted if they're on *estuarine* water, but not a stormwater pond.

Commissioner Semmler asked Ms. Anderson to clarify what would happen to those who are non-compliant now, and asked if those structures would possibly be grandfathered. Ms. Anderson said they could be grandfathered if it's the will of the Metropolitan Planning Commission and Council for all permanent structures. Commissioner Semmler said he feels "it's dictatorial" and wrong to prohibit such structures, if, for example, someone has a garage with an RV and a boat in it and has had it for 30 years.

Commissioner Semmler went on to ask what was special about Battery Shores and River Point at Live Oaks; he asked if they would need to list every neighborhood in the city. Ms. Anderson said "the intent is to offer opportunities for compatibility." Currently, the projecting garage isn't permitted in Battery Shores, but it's the standard building type; Ms. Anderson said currently you're not allowed to do it *anywhere* in the city, but this would allow it in Battery Shores. She feels they "have a handle on most of the neighborhoods in the city." Attached garages aren't typical with single family dwellings in Beaufort. The projecting attached garage is not what they are trying for in an urban, walkable neighborhood.

Chairman DeVito asked if there was any other discussion about a different way to handle the metal garage; he said he's struggling with regulating a recyclable resource. He's seen "a great-looking metal fence in Port Royal." He thinks the "garages may be offensive because of scale," and they might be able to change the wording to say it's allowed if it meets an architectural standard. He likes everything else in this ordinance, he said.

Ms. Anderson said they could delete the metal garages altogether. Commissioner Howard said canvas and nylon awnings not being car ports should remain in, she feels. Chairman DeVito said there could be a time limit if, for example, someone is working on a car or boat for a short period of time and needs it to be under such an awning during that time, so as not to limit what people can do with their properties. He feels a time limit is legitimate. Ms. Anderson said 30 days seems fair.

**Don Starkey**, Battery Shores, said in regard to the front-loading garages that “Battery Shores was built a lot by one builder,” and it has garages that project 5’ in front of the house though they’re side-loading. He said if his house burned, he doesn’t want to have to figure out how to build his house the way it was. He said he thinks in the ordinance it should say that if it’s a pre-existing house, it should be allowed to continue in that state.

Mr. Starkey said he’s on the Zoning Board of Appeals: in the last 4 months, they have had three issues with the front loading garages, and “people are interpreting the law for themselves,” basing it on examples “they see down the street.” The Zoning Board of Appeals has denied all of these applications; he said, because leaving the garage door open is unsightly and can be dangerous at night, e.g., robberies.

Mr. Starkey said there is also a carport in his neighborhood that has a canvas cover on it, and it is “unsightly and dangerous.” He said Battery Shores Homeowners Association is voluntary, so the covenants are difficult to enforce. The nylon shed in front of the house he referred to has been up for a year and a half, but the owner has said that the covenants don’t cover it and there’s no city ordinance, so he won’t take it down. He said he would request a time limit on the canvas covers.

Mr. Tedder said in some circumstances this would be acceptable but in other areas, they are over-regulating, i.e., Mossy Oaks where 1/3 of the houses have these front loading garages. He feels that there are “other, more appropriate regulations to look at,” such as garage/driveway sightlines. He said if there was no garage at a house, the cars could be parked in the front yard. For some households, the major investment is in the vehicle, and it should be protected. Mr. Tedder urged the commission not to move forward on this at this time, until the Form-Based Code Committee starts up again. Then, they “can have a diverse group of citizens make some determinations.” He said they needed to table the matter, do a workshop on it, see what the Form-Based Code Committee has done so far, and see what’s appropriate for some of the infill areas.

**Edie Rodgers**, Spanish Point, asked if there was an actual definition in the code for an attached garage. In Dataw, Ms. Rodgers said, the garages are in front of the houses, and some are attached directly to the house; all the garages face the driveway. She wants to ensure that it’s clearly defined. Ms. Anderson showed an example of a side-loaded and a front-facing door.

**Commissioner Howard made a motion, second by Commissioner Semmler, to table the discussion. The motion passed unanimously.**

## **RESOLUTION ADOPTING THE CITY OF BEAUFORT CIVIC MASTER PLAN**

**Jon Verity**, Chair of the Redevelopment Commission, said he and **Craig Lewis** had come to ask the Metropolitan Planning Commission to approve the Civic Master Plan. He enumerated reasons they feel it's a good plan. He said the plan has been amended and updated as appropriate and has had "a lot of public feedback."

After the September Redevelopment Commission and Metropolitan Planning Commission meetings, Mr. Verity said they met with Historic Beaufort Foundation and discussed the group's concerns with the Civic Master Plan. They have made many changes based on those concerns. Mr. Verity said "the plan is to develop energy around infill and redevelopment." They "hope developers will find opportunities in Beaufort." The developers will provide plans and context around each project and the Civic Master Plan provides a vision, not a specific plan. It does not recommend short cuts for approving projects, Mr. Verity said. They will bring the Metropolitan Planning Commission up to date on changes made with the Historic Beaufort Foundation.

Chairman DeVito said the commissioners had all received "an email from the Historic Beaufort Foundation that laid out a whole bunch of concerns" that afternoon, and he asked if these were concerns that Mr. Lewis and Mr. Verity were aware of it. Mr. Verity said he expects that the Historic Beaufort Foundation had "put their major concerns on the table."

Mr. Lewis said the items that Historic Beaufort Foundation had identified in the email "were previously identified," and they had "agreed to disagree"; he described the email as "a minority report on items we fundamentally disagree about."

Mr. Lewis reviewed the changes to the Civic Master Plan draft. The Redevelopment Commission approved a draft and said they should meet with the Historic Beaufort Foundation and be done by the 15<sup>th</sup>. There have been no other public comments apart from those made by the Historic Beaufort Foundation.

Mr. Lewis said the commissioners should have copies of the amendments made since their September meeting. Chairman DeVito said they were missing a copy of amendments from Friday night. Mr. Lewis apologized, and Ms. Anderson passed out copies to the commissioners.

Mr. Lewis said in Chapter 1, the How to Use This Plan section "has been substantially revised." The Civic Master Plan will help guide decisions for the Metropolitan Planning Commission, he said, and council has already been using it for this purpose. It's a plan to help make key investments throughout the community and to leverage those investments.

Commissioner Harris said Historic Beaufort Foundation had said that what is being proposed will have an impact on future regulations and decisions. He asked if that is plainly stated somewhere. Mr. Lewis said "this makes no implications that the Comprehensive Plan doesn't

make today”; it “doesn’t compel anything to happen, just provide guidance.” The code process is a “subsequent action” and a completely different document.

Mr. Lewis said Chapter 2 has been changed; in regard to section 2.1, they had a number of comments asking for them to look at the connectivity at Battery Creek. There were few opportunities for waterfront access visually because all the land has been already platted.

There are a number of changes in the marina parking lot development area, which Mr. Lewis pointed out. It recognized Freedom Park, which is preserved with an Open Land Trust agreement with the City of Beaufort. The building footprints have been broken down, and they have removed a building shown right on the water. They have also recognized the scale of the area where the slips are; there’s a grass lawn and walkway, and they wanted to make the intention to keep that clear.

Mr. Lewis showed some changes in 2.2 “where illustrations were removed because of significant outcry against them”; in some cases, they re-drew those illustrations to provide some future guidance. In Section 2.5, in regard to the boardwalk, there was originally a little pavilion on the federal courthouse square. The bend was taken out of the street, and the small pavilion has been removed to keep the view out clear from Bladen Street. There are 3 parcels on Hamar Street that the Open Land Trust owns and has restrictive covenants for any kind of improvement at all. The boardwalk trail is to be terminated there, Mr. Lewis said, and they are not adding any sort of improvements.

Mr. Lewis said in Section 2, in regard to Bellamy Curve, they were allowing the long view to remain but they wanted to allow people to walk down close to the water, which isn’t always easy in Beaufort. There was an issue of restrictive covenants with the Open Land Trust, so the improvements have all been removed to reflect that those covenants exist. They might be able to make pedestrian improvements to sidewalks in the immediate area, however.

Mr. Lewis said there were a lot of questions about Whitehall. They are trying to craft something that makes sense for the property owners *and* suits the vision of the community as a whole, he said. The vision is a contemporary reflection of traditional patterns. Mr. Lewis said the illustrations can be misleading because of the perspective in which they are drawn; they don’t give a sense of the live oaks’ canopy, so they “have intentionally fudged on the trees to show how the buildings could look, though the planting and preservation of trees will remain.”

Mr. Lewis said that they are looking at areas throughout the community to purchase small areas to create and preserve view sheds with the Open Land Trust as a partner.

Mr. Lewis said in Chapter 3, there’s a new section about the National Historic Landmark District (NHLD) to address how this plan interacts with other plans used throughout the city. The NHLD

is very important to the city, he said, and its preservation and the buildings it preserves are critical to the city. Historic Beaufort Foundation rewrote the text in 3.1 for the most part, Mr. Lewis said.

In 3.4, Mr. Lewis said, the original idea was for a possible location for a parking deck. The idea is to provide a liner building in front of the deck that's consistent with the detached structures around it. The structures would have side courtyards that they would share for open space, "which lends itself to a form like the Charleston single." There were a lot of questions as to whether that's appropriate for the community, and Mr. Lewis said they suggested that as one idea. They also drew something with more porch structures out to the edge, which was suggested to them as an alternative. The deck is imagined to be 4 stories, so these dwellings would need to be 3 stories to hide it.

Mr. Lewis said on Carteret Street, there were a lot of questions with labeling. They've shown the infill buildings at the request of the property owners there. They kept the commercial uses within the zoning boundary. On Charles Street, in regard to the post office, when this process began, there was preparation for the post office closing. Since it's an inappropriate building in that area, they made suggestions about what might it become in 20-30 years. They want to encourage development in that neighborhood that is sensitive to what's there now.

They felt that the frontages on Charles, North, and West Streets were valuable in different ways, Mr. Lewis said. On West Street, "there is not a lot of frontage." On North Street, there are some larger homes as one heads east. On the other side of the street, there is "more of a mish-mash." The lots are narrower and more representative of that, Mr. Lewis said. On Bladen Street, they made a number of changes to the drawing to respond to comments from Historic Beaufort Foundation about Bladen Street. The buildings are drawn in a way that is consistent with the code as it is today.

Mr. Lewis said in Section 4.10 there have been changes to reflect the most current Southside Park plan. The buildings have been moved to show the restrictive covenants easements.

Chapter 5 emphasized the need for street lighting. In Chapter 6, there was a lot of discussion with Historic Beaufort Foundation and a number of changes were made. It's about neighborhood infill. The original discussion was about building types. What Mr. Lewis said they were trying to do was to settle on building patterns that were appropriate to consider for infill development, both in the Historic District and outside of it. They wanted "to ensure that they were singing from the same sheet of music," i.e., that the definition of things like townhomes have a consistent definition. They made many changes based on Historic Beaufort Foundation recommendations, though they did not make all of them, he said.

In Section 6.2, in regard to neighborhood strategies, they made changes from suggestions by the neighbors and Historic Beaufort Foundation, Mr. Lewis said. Commissioner Howard asked, in regard to the Northwest Quadrant alleys being restored to their original use, if they had information on how many alleys there originally were and where they were. Mr. Lewis said there were historically alleys, and some of the platting is still there, though there are fewer than a dozen overall in the Historic District. They believe the use of the alley may be a newer form, but it “helps to perfect the idea of a more walkable area” while increasing density without the negative impact.

Mr. Lewis said in regard to the Historic District, “The overall area where development is recommended is a very small percentage” and “confined to areas that are blighted, vacant, commercially zoned, and highly underused.” That’s where they focused new development. Mr. Lewis said there’s no disagreement that the areas should change, just what they should change to.

In regard to infill around the old jail, there was a lot of discussion, Mr. Lewis said. The façade is set so far back that it can’t be seen from the street. “A piece sides up to the street,” but the way the rest of the area is developed might change over time to create taxable value, he said, and they have discussed a lot of it.

Commissioner Howard asked where the institutional buildings that would go away would go; Mr. Lewis said they would be back on the county government campus, where there’s plenty of room. This has been discussed extensively with county officials. King Street can have housing re-introduced, and they have drawn a variety of plans; he showed one that had gotten a positive response. He showed the underutilized parking lot on King Street today with two-story structures and trees infilled. They need to get costs back for demolition, etc., he said. These two-story structures are also further down King Street and appropriate for the neighborhood.

Commissioner Howard asked about Basil Green; she said she has had a big concern about taking children to practices there, and she commends the infill of housing, but parking isn’t addressed anywhere. Mr. Lewis said “staff has a plan for a lot of additional parking and a reorientation of parking” there. It’s possibly not reflected in the Civic Master Plan. Commissioner Howard said that is her point: that it’s not in there. She asked if they could add something about the parking. Mr. Lewis said it may have been in the original Sector One plan, so he will check to see if it fell out.

Commissioner Howard feels, on page 123, in regard to Rodgers Drive redevelopment, that there was a lot of public input about Cottage Farm people not wanting connection. Mr. Lewis said it’s a trail connection to the Spanish Moss Trail; it can be a trail or a road. Commissioner Howard said she recalled a lot of public input opposing a road connection.

Mr. Lewis said in Chapter 7, in regard to USCB, on the map, a number of buildings have been removed. When the Sector One plan was adopted, there were additional buildings that reflected the desires of USCB and the community about the campus, i.e., getting housing and additional buildings on the campus. Since then, based on a lot of different conversations, the desire has been to try to push occupation of structures along Battery Shores and spread them out, rather than having larger buildings. They have removed buildings on the north side of campus as a result.

The MCAS section, 7.7, has had some changes, Mr. Lewis said; Commissioner Howard pointed out a typo of the word “also.” Mr. Lewis said in Chapter 9, there was a note to remove open ponds and standing water in the AICUZ, but there was a technical glitch; it will be changed to take care of that.

In Chapter 10, the regulating plan, in regard to street infrastructure, overhead utilities received a lot of comments. They emphasize putting utilities underground as much as possible to preserve the urban streetscape. Changes were made based on Historic Beaufort Foundation’s comments, a full survey of the streets in the Historic District today, what changes can be made, and how that would affect the Historic District itself; this has been added to the appendix and Mr. Lewis said this document is “valuable.” They also made changes to a few other streets based on comments; Mink Point Road changes were made.

Mr. Lewis said a map was added in Section 10.3 based on conversations. The map was created as part of the 2008 Historic Preservation Plan update. He explained how to read the map in terms of the minor changes that the Civic Master Plan recommends: the marina parking lot is not discussed at all in the Historic Preservation Plan. There was some disagreement about area in the Northwest Quadrant that is “dashed out” following zoning boundaries there today, which are commercial. This zoning is appropriate for multi-family development. “They are broken down in scale and do not look like big apartment buildings,” Mr. Lewis said.

Commissioner Semmler said he appreciates the burying of overhead utilities being repeated in two sections of the plan, and he suggested it could be added in another place as well, and when the streets and utilities are re-done, they should be reminded that it should be done.

In Section 4.4, Commissioner Semmler read the section about parking at the Basil Green area. Commissioner Harris said where they have street sections, he thought it would be great to show where they go. Mr. Lewis said he will see if they can make reference to that.

Chapter 11 is a summation of all the public and private projects, Mr. Lewis said. In the appendix, they have added Sanborn maps of the Bay Street area that show where the marina area is and when it became the marina. It is to show how building forms have changed over

time. They added historic resource maps as well. They also included the streetscape survey that showed projects ongoing and the existing conditions today.

Mr. Lewis said there were many changes, some significant and some tweaks. This draft's changes were only made with the Historic Beaufort Foundation up to October 15.

Chairman DeVito offered Historic Beaufort Foundation the opportunity to highlight what has happened with the Civic Master Plan from their perspective. **Conway Ivy** showed page 4 of the Civic Master Plan. He said Mr. Lewis has said that there is no legal relationship between various documents, and "nothing compelling in this document," that they are merely guidelines, but Mr. Ivy thinks that needs to be further clarified. Also, he feels that the key language on page 4 says that the Civic Master Plan is meant to anticipate future development and establish an appropriate regulatory framework, which he feels "describes boundaries and is therefore restrictive in nature."

Mr. Ivy said, in approving the Civic Master Plan, he had asked if the Metropolitan Planning Commission is approving a new zoning plan for Beaufort, and if the acceptance of the Civic Master Plan by the city approves Form-Based Code. On page 7 of the Civic Master Plan, he read from the directive the city council gave to the Redevelopment Commission. He said it shows a linkage between this plan and the zoning code. He asked if "the reference to the Form-Based Code is being used interchangeably," or if "they are describing a hybrid code and this document reflects purely a Form-Based Code."

On page 4, Mr. Ivy said there's a note about conceptual plans and illustrations; he read it. He said the Historic District Review Board would have to approve any project in the Historic District. The regulatory section doesn't mention the 2009 Comprehensive Plan or the 2008 guideline inclusion, and Historic Beaufort Foundation thinks they should be appended to the Preservation Plan. Also, Mr. Ivy said, Historic Beaufort Foundation had heard that Mayor Keyserling had said in a public meeting while interviewing candidates for the Historic District Review Board "that the Historic District Review Board had approved the changes."

Also on page 4, Mr. Ivy said that in regard to appropriate scale, mass, and orientation, this is an area where the Historic Beaufort Foundation disagrees with what's there. The Historic Beaufort Foundation "is in favor of infill development, but it needs to be appropriate in terms of mass, scale, and density." The key difference, Mr. Ivy said, is that showing the vacant/to be developed areas with higher density creates an expectation for the developer coming in. When this developer goes through the approval process, the developer may get frustrated, so Historic Beaufort Foundation feels that "the right expectation should be given right away so as not to mislead anyone."

Mr. Ivy said they have outlined different areas where they disagree with the draft as to density, e.g., the density in the infill in the Northwest Quadrant, particularly one- vs. two-story structures. The courtyard development on King Street, Mr. Ivy said, shows a structure that's in the front yard of a neighbor's house, and he doesn't know why it's there.

Mr. Ivy said in regard to Carteret Street and USCB, Historic Beaufort Foundation had made a point that the historic Beaufort College building is dwarfed by the other buildings that might be developed in that area. They also commented that there's a large 2-story wing on the PAC.

Mr. Ivy said the commissioners "have the letter of all of the other proposed modifications and changes." They think "more needs to be done" and there are ways to meet the economic interests for infill in the Historic District.

In regard to alleyways in the Northwest Quadrant, Mr. Ivy added, there were 4 alleys there historically, and "it's a question of alleys vs. driveways." He explained how alleys would make a difference in regard to parking. Historic Beaufort Foundation's view on this has not been resolved in discussions with the authors of the Civic Master Plan, Mr. Ivy concluded.

**Cynthia Jenkins**, Historic Beaufort Foundation, said she would speak about the NHLD and how the Department of the Interior determines who's honored with this. She said "developing while preserving is a delicate balance." The National Park Service has developed a list of "7 integrities," and these are currently reflected in Beaufort. She provided examples of ways that she feels the Civic Master Plan does not understand historic preservation and violates the National Park Service criteria.

Ms. Jenkins said a building that has a different orientation than a historic building's orientation is "wrong." The designs of the houses on King Street, she said, are "copies" of those on Craven Street. She feels that they cannot be "copied" and put on King Street and "pretend that they would historically be there." They "should re-knit the historic district and not build large, out of scale buildings that have no place in the NHLD."

Commissioner Semmler asked what Ms. Jenkins would put on King Street instead. She said it should fit height, scale, mass, and density and have the same orientation as the houses that used to be there. She said she has no examples. She said "the grand vision Civic Master Plan doesn't suggest that the city wants to look forward in the way buildings are addressed" to architects, developers, etc. Historic Beaufort Foundation wants infill architecture and redevelopment "to say it's a 2014 building, not to fool tourists ... Phony copies of historic buildings," she said, "are not appropriate."

Ms. Jenkins described some "fake Federal architecture houses" in Beaufort. Historic Beaufort Foundation feels that they should be able to see the evolution of Beaufort in its buildings and

“that should be done while addressing height, mass, and scale.” The Sanborn maps should be a guide. Historic Beaufort Foundation is in favor of infill and redevelopment in the Historic District, Ms. Jenkins added. However, she said, out-of-scale buildings in the Northwest Quadrant are “wrong” because they should have land between them and yards, “not be regimented with a certain setback.”

Mr. Starkey said he’d like to say that the Civic Master Plan is important to everyone, and it will create long and short-term problems for the city if it’s not done right. He said this is the basis of the Form-Based Code. As to the idea that the Civic Master Plan is only concept, he brought up the example of the marina area growing from a small marina to “secret plans” with a developer to do something much larger. He feels that the Metropolitan Planning Commission needs to take the time to read the whole document and make sure they all agree with it, because some of them don’t.

**Maxine Lutz**, 811 North Street and the Executive Director of the Historic Beaufort Foundation, said one of their main concerns is the recommended density. In the downtown marina parking lot, for example, 30 apartments are recommended, as well as 5 civic buildings and 30,000 square feet of mixed use space. In the Northwest Quadrant, on vacant and degraded blocks, 98 apartments are recommended, plus 11 new single family houses, and 16 accessory houses. Multi-family houses are recommended throughout the Historic District; the Grace White House is given as an example, as is a house at 915 Craven Street. She showed an illustration from page 232 as to the proposed zoning changes in the Historic District. She showed how many blocks will be affected if multi-family housing is allowed. At the old jail site, she reiterated what would go on the 5.5 acres and in another section of the Northwest Quadrant.

Ms. Lutz said “Historic Beaufort Foundation has real concerns about the density in this document.” She said they will not keep the designation of a NHLD for the next 100 years if the proposed density is allowed.

**Jay Weidner**, Calhoun Street, said that he’s been asked to help plan a garden tour, and he thinks if this plan goes through, “there will be no gardens” to lead tours of. He said the suggestions are great for other parts of the city or in the county but not in the NHLD, which was delineated to preserve its character. Keeping traditional housing types is important, “not building townhomes all over the place.”

JW said “Charleston single houses have nothing to do with Beaufort.” He said there’s a London plan house that is already in the Old Commons neighborhood. The old Barnwell House has been restored, and he offered that as an example of something that could screen a parking garage’s mass.

JW said he's skeptical about Beaufort ever getting underground utilities without a huge endowment. The phone poles weren't removed when SCE&G undergrounded its utilities, because the cable and phone companies weren't on board. He added that he thinks a botanical garden would be good in Beaufort, but the Civic Master Plan shows only more houses in a place that a botanical garden could go. In regard to the undeveloped streetscapes, he said safety is important, and "some can be charming, but they can't be dangerous."

**Terry Murray**, 100 Grayson Street, said she wanted to echo Historic Beaufort Foundation's concerns about densities. When she saw Ms. Lutz's diagram, she "realized how dense this was." She feels the Metropolitan Planning Commission's decision should be delayed for 30 days in order for the public to have a chance to read the latest draft of the Civic Master Plan, since it was posted last Friday. Ms. Murray said lists of proposed changes are harder to read than reading the whole new document. She sees "no reason to rush through adopting this plan tonight." She said that she had worked in economic development, so she knows that developers and investors want "certainty" from a city to show a clear-cut process by which their plans will be vetted. Ms. Murray said she believes Mr. Verity and Mr. Lewis when they say that this was part of the Civic Master Plan's purpose, but she feels the Civic Master Plan has failed to do that and has added great ambiguity to the process and will thwart development. Ms. Murray feels it's very important that the process be clear to eliminate corruption and have a light shone on public processes.

Mr. Tedder said he lives on Lady's Island, but most of his investments and properties are in Beaufort. He feels that this "dream ... may be too far out there." He quoted a portion of section 1 again and said that the market can't be legislated or it will be killed. There's "the dream statement" in Chapter 1, he feels, and then in Chapter 2 the plan says, "WE WILL DO THIS." He thinks there's a "never-never land in between these," and the city will have problems, particularly in developing the Form-Based Code.

Mr. Tedder said his "pet peeve is economically viable, feasible, and practical." He hopes that some of the things in the Civic Master Plan will not work out, e.g., he said a roundabout that is proposed "will not work," and he said it should be taken off the table. Also, the civic street sections should not be mandated to be built until it's shown that they will work, Mr. Tedder said, referring to the development on Boundary Street. He thinks it could be aesthetically pleasing but economically devastating. He brought up another roundabout he doesn't like on Sam's Point Road, which he is concerned will cause more accidents. Mr. Tedder said he doesn't know if there was adequate coordination with the state, which owns most of the streets in Beaufort, and it's not the city's right to say how these streets that don't belong to it will work.

Mr. Tedder asked if people on a proposed slip lane on Boundary Street are aware of it, and warned that it may have unintended consequences. He also has doubts about parking, not just

downtown, unless some buildings or parking lots are made into parking garages, which are very expensive. He cited Beaufort Plaza and the movie theater there.

**Henry Chambers** said it seems to him that there should be a simple statement at the beginning of the plan that says “it’s conceptual planned infill for Beaufort.” The professionals will do what they have to do when they design on the property, and the city will do what it has to do when the land around the waterfront is developed. Mayor Chambers thinks “the concept will never happen,” but the plan shows what *might* happen. He said a concept on Boundary Street was drawn, and staff took the drawings “as absolute.” “It took 3 years to get a permit for the Wal-Mart site because of semantics,” he said. They went to the planners, and the planners “said it was conceptual.” The danger, Mayor Chambers said, is that if there’s no disclaimer, people won’t know that it doesn’t have to be done exactly as it is in the Civic Master Plan. Anything that they want to be built will have to go through 3-4 commissions before it is built.

Ms. Anderson showed a graphic of the zoning in the Historic District. The General Residential zoning, and red and pink are both commercial zonings, so the issue of density is already allowed in this area. After 2.5 years of work, Ms. Anderson said she believes the Metropolitan Planning Commission should recommend the Civic Master Plan and forward it to council, and then they can get back to the code and zoning. They can’t do that until they can get back to work on that when the Civic Master Plan is passed.

Chairman DeVito said he has a concern about the timeline. He feels that the Metropolitan Planning Commission needs answers to some questions that he feels “are out there.” Commissioner Howard said she has a concern about the timeline, too, because the October 8 and 15 versions are different. She’s not sure if another 30-day delay is warranted.

Commissioner Harris said “there’s still so much difference that” he doesn’t “see how 30 more days could hurt.” Commissioner Howard said maybe the Metropolitan Planning Commission should meet with the Redevelopment Commission and Historic Beaufort Foundation in a work session environment. Chairman DeVito said he agrees, and he’s sure that there are good reasons that some things are not in the plan, but to release the draft on Friday night and then to get the emails he got from Historic Beaufort Foundation members concerns him.

Commissioner Crower said at this late point in the discussion, there’s still no clear statement about how conceptual and how legal this is. Chairman DeVito said the page 4 reference to the regulatory plan should be changed to “conceptual.”

Commissioner Semmler praised Mr. Lewis’s efforts. He said city council has approved “the marina thing.” Chairman DeVito said Sector One has been adopted, and there are tweaks in the Civic Master Plan in regard to Sector One. Commissioner Semmler said he has experience working on plans, and “no one is going to die if this thing is not passed tonight.” He said the

caveat on page 4 should be put right on the front page so everyone understands it's a conceptual plan. He agrees with Mayor Chambers that they should move forward with this plan. Chairman DeVito said they will have to commit to a workshop if they are discussing delaying a decision on the Civic Master Plan.

There was a discussion about when this workshop could take place.

**Commissioner Howard made a motion to meet ASAP in October or early November for a workshop - tentatively Oct 30 at 2:00 p.m. - with the Redevelopment Commission and Historic Beaufort Foundation. Commissioner Harris seconded the motion.**

Commissioner Harris said it sounds positive, and everyone wants to work together. Getting what everyone wants is hard, he said. Mr. Lewis has given a lot and changed the Civic Master Plan a lot, though Historic Beaufort Foundation feels there are still a lot of issues. He thinks as they meet and work through things, it's important for the Historic Beaufort Foundation to see where they can give a little bit. **The motion passed unanimously.**

Chairman DeVito asked people to come to this work session "prepared, please."

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

Ms. Anderson said the outstanding item is the sandwich board amendment. The public hearing was held and then council did a work session and it will go to first reading tomorrow night. Ms. Anderson said the changes "made things a little looser," including allowing pedestal signs and third-party signs.

**There being no further business to come before the commission, Commissioner Howard made a motion to adjourn, and the meeting was adjourned at 8:00 p.m.**