

A meeting of the Beaufort-Port Royal Metropolitan Planning Commission was held on **August 17, 2015 at 5:30 p.m.** in council chambers of the Beaufort Municipal Complex, 1911 Boundary Street. In attendance were Chairman Joe DeVito and commissioners James Crower, Robert Semmler, Bill Harris, George Johnson and Tim Rentz, Town of Port Royal planner Linda Bridges, Beaufort County planner Rob Merchant, and City of Beaufort planner Libby Anderson.

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

CALL TO ORDER

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

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

REVIEW OF PROJECTS FOR THE TOWN OF PORT ROYAL

Town of Port Royal – Rezoning Request

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

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

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

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

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

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

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

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

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

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

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

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

TOWN OF PORT ROYAL COUNCIL UPDATES

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

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

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

REVIEW OF PROJECTS FOR BEAUFORT COUNTY

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

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

Applicant: Beaufort County Planning Staff

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

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

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

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

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

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

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

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

Applicant: Beaufort County Planning Staff

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

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

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

REVIEW PROJECTS FOR THE CITY OF BEAUFORT

City of Beaufort – UDO Amendment

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

Applicant: City of Beaufort Planning Department

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

City of Beaufort – Rezoning

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

Applicant: Palmary, LLC

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

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

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

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

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

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

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

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

COUNCIL UPDATE

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

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

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

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