

**BEAUFORT–PORT ROYAL
METROPOLITAN PLANNING COMMISSION**

AGENDA

1911 Boundary Street, Beaufort, SC 29902

Phone: 843-525-7011 ~ Fax: 843-986-5606

Monday, May 20, 2013 5:30 P.M.

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

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

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

I. Call to Order:

II. Pledge of Allegiance:

III. Review Commission Meeting Minutes:

A. Minutes of the March 18, 2013 Meeting.

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

No projects.

V. Review of Projects for the City of Beaufort:

A. UDO Amendment. Revising Section 7.5, "Off-Street Parking and Loading Standards" to exempt certain uses from on-site parking requirements. Applicant: Staff.

B. UDO Amendment. Revising Section 8.2.A.11, "Subdivision Design Standards; Streets; Sidewalks," by clarifying the requirements for construction of sidewalks as part of subdivision. Applicant: Staff

C. City of Beaufort – Update on Council Actions.

Metropolitan Planning Commission

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VI. Review of Projects for the County of Beaufort:

- A. Northern Beaufort County Zoning Map Amendment / Rezoning Request for Marsh View Subdivision (R100-15-64A, 289-326 and 347-349; 38 residential lots and associated common areas totaling 27.46 acres; off Dorchester Drive and Tomotley, Whitehall and McCalley Courts, in the Grays Hill area), to be rezoned from Rural (R) to Rural-Residential (RR); Owner: Factory Creek Landing Group LLP, Applicant/Agent: Steven Tully**

VII. Update on Form-Based Code Process

VIII. Adjournment

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

City of Beaufort Department of Planning and Development Services

MEMORANDUM

TO: Beaufort--Port Royal Metropolitan Planning Commission

FROM: Libby Anderson, Planning Director

DATE: May 13, 2013

SUBJECT: Amendment Reducing Requirements for On-Site Parking for Certain Uses

=====

Staff is proposing to revise the parking requirements in Section 7.5 of the Unified Development Ordinance to permit small commercial occupancies and single-family and duplex dwellings to utilize on-street parking spaces.

There are several reasons to consider these changes. First, one of the goals of the City's streetscape projects is to stimulate private investment in areas where improvements have been made. On-site parking requirements can limit development and redevelopment on small lots and prevent reuse of historic structures. Second, areas used for on-site parking can be better utilized for vertical improvements or for green space. Third, on-site parking areas can be unsightly and generate increased stormwater runoff. Fourth, every driveway that crosses a sidewalk presents a potential pedestrian/vehicle conflict. Finally, introducing a driveway on a street with on-street parking will result in the loss of one and sometimes two on-street parking spaces, compromising the City's investment in the streetscape improvement.

The impact of this change will be small in the short run, as there are relatively few streets in the City outside the Core Commercial District where on-street parking is present. (Note that uses in the Core Commercial District—except for hotels—are already exempt from on-site parking requirements.) The streets outside the CC zone that have on-street parking are:

- Carteret, Charles, and Bladen Streets
- Duke Street, between Bladen and Harrington Streets
- Calhoun Street, between Charles and Newcastle Streets
- Charles and Newcastle Streets between Calhoun and Boundary Streets
- Bay Street east of Carteret Street (metered)
- Craven Street west of Charles Street (metered)
- Newcastle Street between Craven and Bay Streets (metered)

While the immediate impact of the ordinance change might be small, the City intends to continue its streetscape program in the future as funding permits. In the meantime, these proposed changes may permit one or more downtown area lots to be developed or an existing use expanded, and so should be considered.

The proposed revisions to Section 7.5 are shown on the attachment, with ~~strikeout text~~ indicating words to be deleted, and **highlighted text** indicating words to be added.

1.1 Off-Street Parking and Loading Standards

A. Off-Street Parking

Areas suitable for parking or storing automobiles in off-street locations shall hereafter be required in all districts at the time of the initial construction of any principal building; or when a structural alteration or other changes in a principal building produces an increase in dwelling units, guest rooms, floor area, seating or bed capacity, ~~or when a conversion in use occurs~~. Off-street parking spaces shall have access to a street or alley, and shall be provided and maintained in accordance with the following minimum requirements, except as provided in Section B.

USE TYPE	PARKING REQUIREMENT
RESIDENTIAL USES	
Single-Family	2 per dwelling unit
Two-Family	2 per dwelling unit
Townhouse	2 per dwelling unit
Manufactured Home	1 per home
Multi-Family	1 per efficiency 1 per one bedroom unit 1.75 per two bedroom unit 2 per 3+ bedroom units
Upper Story	None
Group dwellings	1 per three bedroom
NONRESIDENTIAL USES	
Assembly	1 per 5 seats (fixed seats) 1 per 300 square feet (without fixed seats)
Child Care Centers	1 per 10 children
College/ University	1 per 4 students
Elementary School	1 per 10 children
Professional/General Offices	1 per 300 square feet
General Commercial/ Retail	1 per 300 square feet
General Industrial	1 per 750 square feet
Government Buildings	1 per 300 square feet
High School	1 per classroom and administrative office, plus 1 per 10 seats
Hospital/ Clinics/ Nursing Homes	1 per 2 beds, plus 1 per staff, plus 1 per 4 employees
Overnight Guest Accommodations	1 per room
Medical Offices	1 per 300 square feet

USE TYPE	PARKING REQUIREMENT
Night Clubs/ Lounges/ Bars	1 per 4 seats, plus 1 per 2 employees
Restaurants/ Cafes	1 per 4 seats, plus 1 per 2 employees
Theaters	1 per 4 seats, plus 1 per 2 employees
Warehousing/ Storage	1 per 2,000 square feet
Wholesale Business	1 per 2,000 square feet

B. District Specific Parking Modifications- Exemptions from Off-Street Parking Requirements

1. In the Core Commercial (CC) District, all nonresidential uses except for Motels/Hotels/Extended Stay Guest Accommodations shall be exempt from these off-street parking requirements. Where such uses elect to provide off-street parking, it shall meet the design requirements of this Section.
2. In areas where formalized on-street parking is available, single-family and two-family dwellings, nonresidential uses with less than 4,000 square feet of space, and any structure listed as “Contributing” on the 1997 Beaufort County Above Ground Historic Resources Survey, shall be exempt from these off-street parking requirements. Formalized on-street parking is parking constructed parallel or diagonal to the street right-of-way, defined by a ribbon or vertical curb, utilizing a durable surface material such as asphalt, concrete, pavers, or gravel, with appropriate stormwater controls.
3. For multifamily dwellings over three units, and for commercial buildings over 4,000 square feet, adjacent existing on-street parking within 400’ for the property line may be used to count towards the on-site parking requirement. Where on-street parking does not exist, additional on-street parking spaces may be constructed to fulfill all or part of the on-site parking requirement.
4. Any structure listed on the City’s Vacant and Abandoned Structures list being re-occupied for residential uses, shall be exempt from these off-street parking requirements if on-site parking cannot be reasonably accommodated.

C. Parking Design Standards

1. Tandem (stacked) parking is permitted for single-family and two-family dwellings.
2. Off-street parking spaces shall be at least a maximum of nine feet wide, and at least 18 feet long, exclusive of access or maneuvering space.
3. Except for single-family and duplex dwellings, parking lots shall be marked as appropriate to provide for safe and efficient parking and

for traffic and pedestrian circulation. Parking spaces up to the minimum number of spaces required by this section may be paved with asphalt or concrete. Parking spaces over the minimum of that required by this section shall be of pervious material.

4. The maximum number of surface lot parking spaces shall be no more than 140 percent of the required minimum number of spaces. For buildings with a footprint greater than 60,000 square feet, the maximum number of surface lot spaces shall be no more than 125 percent of the minimum number of spaces. This section shall not apply to lots zoned Industrial Park District.

D. Location on Other Property

If the required automobile parking space cannot reasonably be provided on the same lot on which the principal use is conducted, such spaces may be provided on other off-street property provided such property lies within 400 feet of the main entrance to such principal use. Such parking space shall be measured along the street right-of-way line. Such automobile parking space shall be permanently associated with the principal use and shall not thereafter be reduced or encroached upon in any manner. The applicant shall demonstrate through the use of a property deed, contract, covenant, easement or some other means acceptable to the Administrator that the offsite parking spaces will be provided in perpetuity.

E. Adjustments to Required Parking

1. The Administrator, with a recommendation from the Historic District Review Board or the Design Review Board as appropriate, may grant a reduction in the parking requirements set forth in this section in the following cases:
 - a. Where uses in the same or adjoining development, having different peak hour demand, seek to share parking. The applicant must submit to the Administrator an analysis and substantiated projections of peak parking demand for the entire development to justify the shared use of parking spaces for separate uses.
 - b. Where the special nature of a certain development (e.g., industrial uses, special types of housing projects inhabited by persons with low or no automobile ownership) does not require the amount of parking listed in Section 7.5.A.
 - c. Where fewer parking spaces are needed due to special designs and traffic mitigation measures incorporated in the parking lot design and circulation plan.

2. The Administrator and the review board as appropriate, shall consider the following in determining whether a reduction is warranted:
 - a. The likelihood that the reduced number of parking spaces can satisfy demand. For buildings with a footprint greater than 60,000 square feet, the maximum number of surface lot spaces shall be no more than 125% of the minimum number of spaces.
 - b. The amount of time during the year when the number of spaces provided may be insufficient and the amount of resulting parking overflow.
 - c. The impact of periodic overflows upon the public streets and other parking facilities.
 - d. The nature of surrounding land uses, character of surrounding road system, and nearby circulation pattern.
3. In all cases, the burden to demonstrate that a reduction in parking requirements is warranted shall rest with the applicant.

F. Use of Public Rights-Of-Way for Maneuvering

When determining parking area requirements for individual uses, unpaved portions of the public rights-of-way on minor streets may be considered as permissible for maneuvering incidental to parking. On major streets, parking facilities shall provide space outside the public rights-of-way for maneuvering incidental to parking.

G. Off-street Loading and Unloading Spaces

Except in the CC commercial core area, every lot on which a business, trade, industry ~~residential use or mobile home park containing 10 or more units~~ is hereafter established shall provide space ~~as indicated herein~~ for the loading and unloading of vehicles off public rights-of-way. ~~Such space shall be designated on the site plan and shall have access to an alley or if there is no alley, to a street. For the purpose of this section, an off-street loading space shall have minimum dimensions of twelve feet by 40 feet and be clear and free of obstructions at all times. Required space shall be provided as follows:~~

Square Feet of Gross Floor Area in Structures	Number of Spaces
0—25,000	1
25,001—40,000	2
40,001—100,000	3
100,001—160,000	4
160,001—240,000	5
Each additional 100,000	1 additional

1. ~~Any residential use or mobile home park consisting of 10 or more dwelling units: One space.~~
2. ~~All uses, whether specified in this chapter or not, shall provide off-street loading areas sufficient for their requirements. Such space shall be adequate so that no vehicle being loaded or unloaded in connection with normal operations shall stand in or project into a public street, walk, alley or way.~~
3. ~~Required off-street loading and unloading areas shall in all cases be located on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be considered as part of the area provided to satisfy off-street parking requirements as listed herein.~~
4. ~~The provisions of this Section can be waived by the Administrator for lots proposed for office or commercial uses (except grocery or beverage stores), where the size of each existing or proposed building on the lot is less than 25,000 square feet. The Administrator shall consider the following when evaluating a waiver of the off-street loading requirement: the total square footage of all existing and proposed uses on the lot; the type of uses existing and proposed on the lot; and the proposed method of deliveries for existing and proposed uses on the lot.~~

City of Beaufort Department of Planning and Development Services

MEMORANDUM

TO: Beaufort--Port Royal Metropolitan Planning Commission

FROM: Libby Anderson, Planning Director

DATE: May 13, 2013

SUBJECT: Amendment to UDO Pertaining to Subdivision and Sidewalk Construction

=====

Staff is proposing to revise Section 8.2.A.11 of the Unified Development Ordinance (UDO), "Subdivision Design/Improvements; Streets; Sidewalks," to clarify where sidewalk construction is required as part of the subdivision process. In addition, staff is proposing to increase the width of required sidewalks, from 4' to 5', as recommended in the publication, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach," published by the Institute of Transportation Engineers.

Section 8.2.A.11 is proposed to be revised as shown below, with ~~strikeout text~~ indicating wording to be deleted, and **highlighted text** indicating words to be added.

11. Sidewalks

- a. Sidewalks shall be required on both sides of all **new** streets, except for streets that serve five (5) or fewer single-family residential lots. **Sidewalks shall be constructed as part of subdivision of lots zoned for commercial or mixed use and for major subdivision of residential lots.** Sidewalks shall be placed within the right-of-way. Sidewalks shall be installed within the right-of-way of all existing public streets on which the property has frontage which do not have a sidewalk. If an encroachment permit cannot be secured for construction within the right-of-way of an existing street, the sidewalk shall be constructed within the street setback area as close to the front property line as feasible.**
- b. Sidewalks shall have a minimum of ~~four~~ **five** feet and shall be placed such that a minimum four foot planting strip is maintained between the back of curb and the inside edge of the sidewalk.**
- c. In order to provide safe and adequate access on City sidewalks, all sidewalks shall meet minimum clear width requirements around all obstructions, natural or manmade, as described herein. Clear width shall mean the distance as measured from the outside edge of the obstruction to**

the outside edge of the sidewalk or from the inside edge of the obstruction to the inside edge of the sidewalk. If the clear width is to be obtained between the inside edge of the sidewalk and the obstruction, given that the sidewalk is placed against the back of curb, the clear width shall be a minimum of five feet. The minimum clear width shall be four feet.

- d.** All sidewalks must be constructed concurrently with the thoroughfare or, if the thoroughfare is already constructed, prior to acceptance of any improvements.
- e.** Exceptions to or partial waiver of the requirements of this Section may be granted by Planning Commission when alternative pedestrian ways or pedestrian/bikeways have been or will be provided outside the normal right-of-way; or that unique circumstances or unusual topographic, vegetative, or other natural conditions prevail to the extent that strict adherence to said requirements would be unreasonable and not consistent with the purposes and goals of this UDO or the Comprehensive Plan.

City of Beaufort Department of Planning and Development Services

M E M O R A N D U M

TO: Beaufort–Port Royal Metropolitan Planning Commission
FROM: Libby Anderson, City of Beaufort Planning Director 525-7012
DATE: May 13, 2013
SUBJECT: Status Report on City Council Actions

UDO Amendment Revising Outdoor Display of Merchandise Provisions. A public hearing on the proposed amendment was held at the April 9 City Council meeting. Council discussed the amendment during a workshop session on April 23.

Please contact me with any questions on this information.

Thank you.



MEMORANDUM

TO: Beaufort – Port Royal Metropolitan Planning Commission

FROM: Tony Criscitiello, Beaufort County Planning & Development Director *T.C.*

DATE: May 8, 2013

SUBJECT: Rezoning Request for 27.46 acres off of Dorchester Drive and Tomotley, Whitehall and McCalley Courts, in the Grays Hill area of Port Royal Island, from Rural (R) Zoning District to Rural Residential (RR) Zoning District

A. BACKGROUND:

Case No. ZMA-2013-03

Applicant/Owner: Steve Tully / Factory Creek Landing Group LLP

Property Location: Dorchester Drive and Tomotley, Whitehall and McCalley Courts, in the Grays Hill area of Port Royal Island

District/Map/Parcel: R100-15-64A, 289 - 326, and 347 - 349

Property Size: 27.46 acres (38 lots and associated common areas)

Current Future Land Use Designation: Air Installation Compatible Use Zone (AICUZ)

Proposed Future Land Use Designation: No Change Proposed

Current Zoning District: Rural (R)

Proposed Zoning District: Rural Residential (RR)

B. SUMMARY OF REQUEST:

The applicant is requesting that the official zoning map be amended to show these parcels within a Rural Residential (RR) zoning district instead of a Rural (R) district.

C. **ANALYSIS:** Section 106-492 of the ZDSO states that a zoning map amendment may be approved if the weight of the findings describe and prove:

1. *The change is consistent with the County's Comprehensive Plan and the purposes of the ZDSO.*

The property is comprised of a 38-lot subdivision and associated common areas (Marshview Subdivision) that was approved by the County in 1998. The gross density of this subdivision is 1.4 dwellings per acre, and the lots are typically about ½- acre in size. When the current ZDSO was adopted in 1999, this subdivision was zoned Rural (R), which has a maximum gross density of 1 dwelling per 3 acres, and which requires a minimum lot size of 1 acre.

In 2007, at the request of the property owner, the Beaufort County Planning Department staff took another look at the zoning of this subdivision and determined that the lots were incorrectly mapped Rural and, instead, should have been mapped Rural Residential (RR). This determination was made because the RR district was created to recognize areas of five or more existing, contiguous lots of five or fewer acres within the rural areas of the County (Section 106-1024 of the ZDSO – see attached). The RR zoning district requires a minimum lot size of ½ acre, which conforms to the lots in the Marshview Subdivision.

Although staff determined that this was a mapping error, the Official Zoning Map can only be amended by County Council; therefore, the applicant is formally requesting that the mapped be changed to correct this error.

The property is located within the Growth Boundary for Northern Beaufort County. It is designated Air Installation Compatible Use Zone (AICUZ) on the County's Future Land Use Map, which encompasses the noise contours and accident potential zones associated with Marine Corps Air Station – Beaufort. Residential development and places of assembly (e.g. churches, schools, etc.) should be highly limited in these areas. This rezoning will have no impact on the AICUZ because the lots are already platted, and no further subdivision can occur under the proposed RR district.

2. *The change is consistent with the character of the neighborhood.*

All surrounding properties are zoned Rural and Rural Residential.

3. *The extent to which the proposed zoning and use of the property are consistent with the zoning and use of nearby properties.*

All surrounding properties are zoned Rural and Rural Residential.

4. *The suitability of the property for the uses to which it has been proposed.*

The property is being used as a single-family subdivision.

5. *Allowable uses in the proposed district would not adversely affect nearby property.*

The property is already developed as a residential subdivision, which is consistent with the surrounding area. The proposed Rural Residential (RR) zoning district would not allow uses that are not currently permitted under Rural (R) zoning.

6. *The length of time a property has remained vacant as zoned, where the zoning is different from nearby developed properties.*

The property is a developed subdivision.

7. *The current zoning is not roughly proportional to the restrictions imposed upon the landowner in light of the relative gain to the public health, safety and welfare provided by the restrictions.*

It is reasonable that these existing lots be zoned to conform to the lot size and setback standards for the Rural Residential (RR) district because they do not conform to the existing standards for the Rural (R) district.

8. *A traffic impact analysis (TIA) indicates that the rezoning request to a higher intensity will not adversely impact the affected street network and infrastructure in the higher zoning classification.*

A TIA was not required because the requested Rural Residential (RR) zoning will not result in any additional lots.

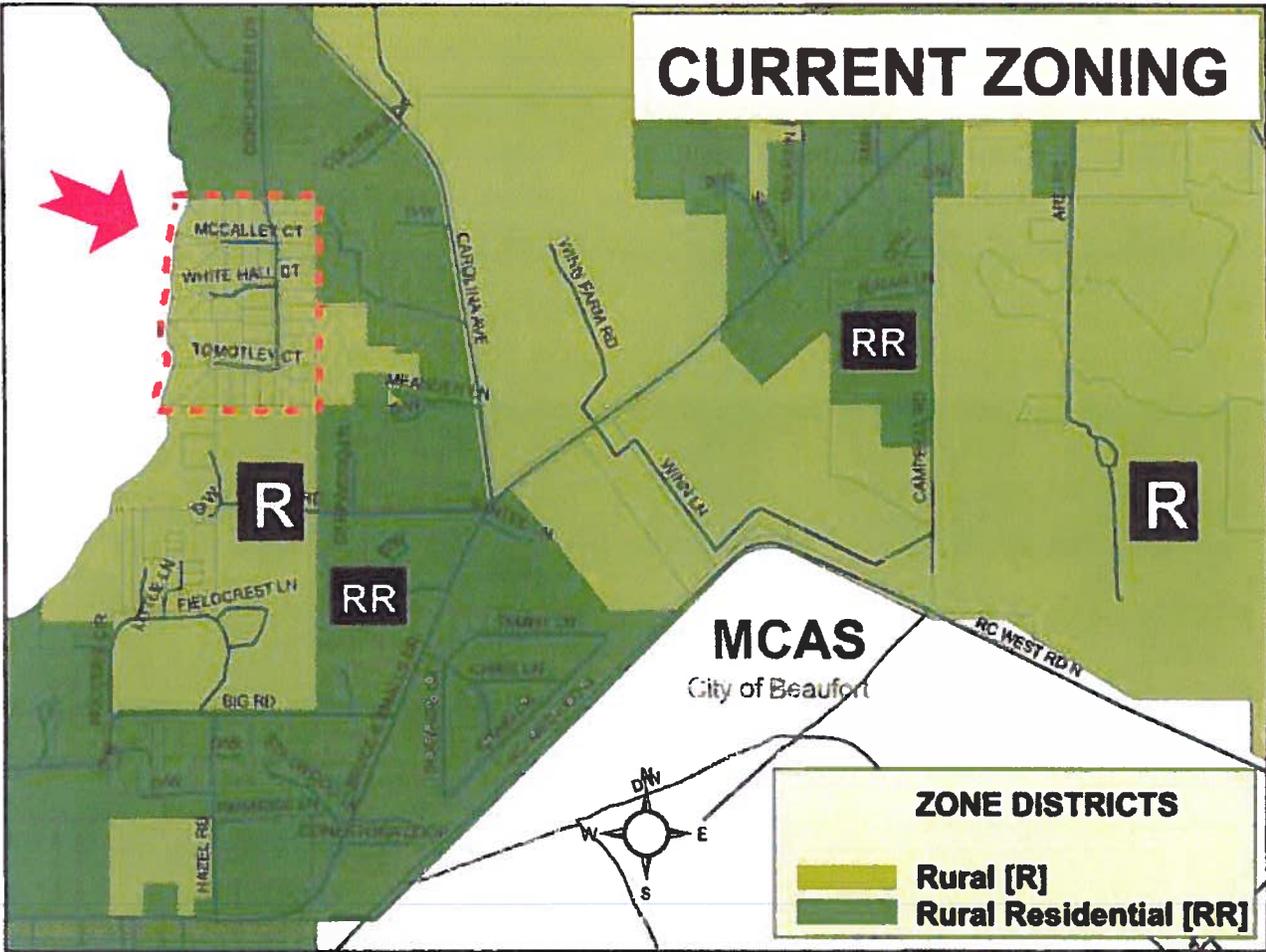
D. STAFF RECOMMENDATION:

After review of the guidelines set forth in Section 106-492 of the ZDSO, staff recommends approval of this rezoning request from Rural (R) to Rural Residential (RR) for the subject properties.

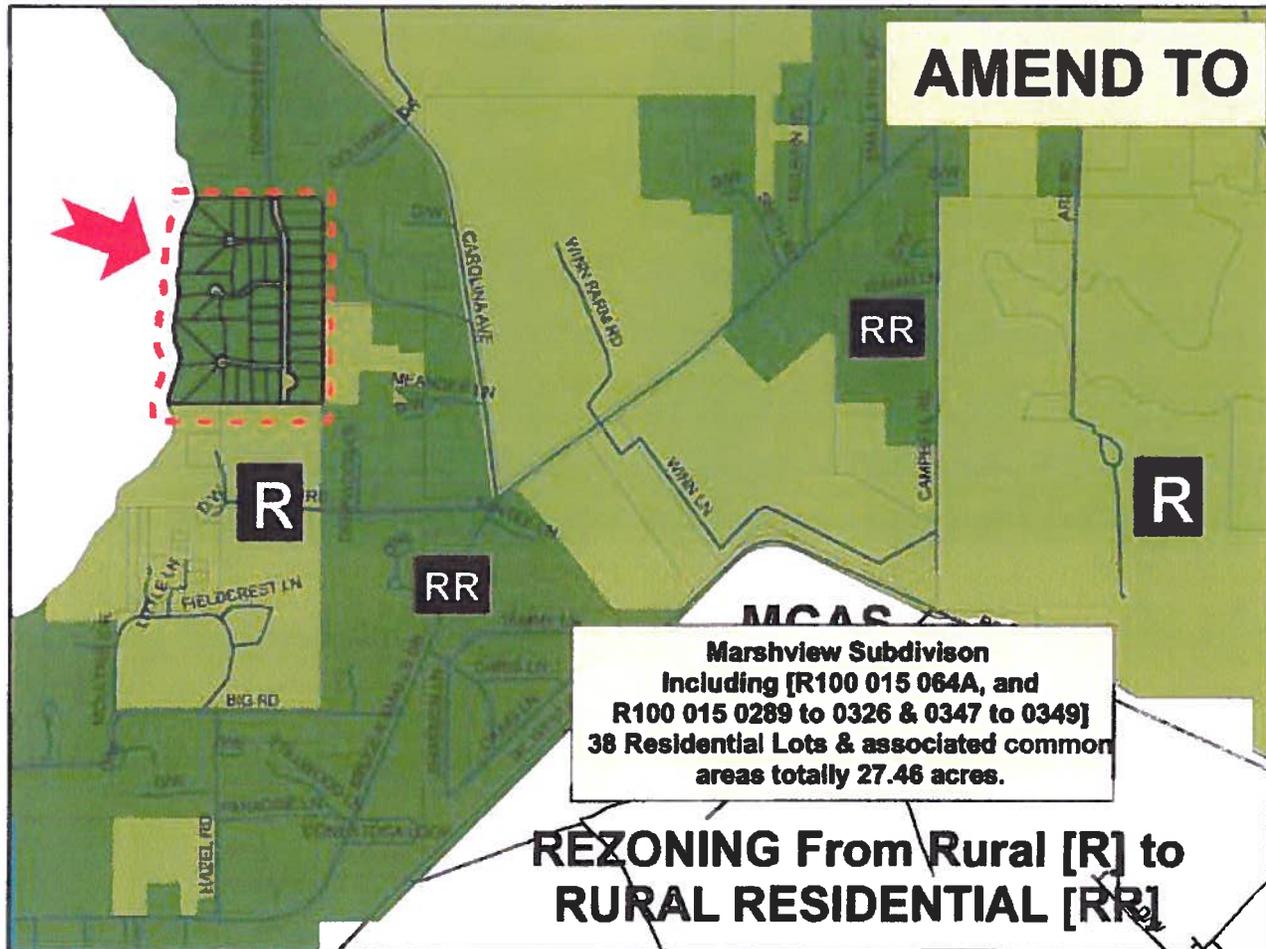
E. ATTACHMENTS:

- Zoning Map
- Future Land Use Map/Aerial Map
- Excerpt from ZDSO describing Rural (R) and Rural Residential (RR) zoning districts
- Rezoning Application

CURRENT ZONING



AMEND TO



DETAIL OF FUTURE LAND USE MAP

WHALE BRANCH

US 21

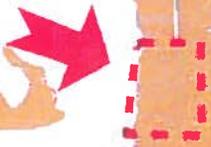
TRASK PRKWAY

MCAS

Legend

FUTURE LANDUSE DESIGNATIONS

- AICUZ
- Community Commercial
- Core Commercial
- Light Industrial
- Military
- Neighborhood/Mixed-Use
- Preserved Land
- Regional Commercial
- Rural
- Rural Community Preserva*
- Urban/Mixed-Use
- nocode



~~Sec. 106-992. Transitional overlay (TO) district.~~~~The following apply to the transitional overlay (TO) district:~~

- ~~- (1) Landowners may develop under the underlying rural or rural residential zoning; or
 - (2) A landowner may seek to provide all necessary infrastructure and facilities needed to serve one or more of the land use categories in the priority investment area and seek a zoning change. Where land is designated as having the transitional overlay (TO), the zoning change shall meet the standards in subsection 106-492(2).~~

~~(Ord. No. 99-12, § 1 (02.310), 4-26-1999; Ord. No. 2005/39, 11-14-2005)~~~~Secs. 106-993—106-1020. Reserved.~~

DIVISION 4. RURAL INVESTMENT AREA

Sec. 106-1021. Scope of division.

This division contains the statements of intent for all zoning districts in the rural investment area of the comprehensive plan. The mapping of rural investment area districts shall implement the comprehensive plan. These districts are outside the 20-year growth boundary for infrastructure investment expectations. They are intended to remain rural in character.

(Ord. No. 99-12, § 1 (div. 02.400), 4-26-1999; Ord. No. 2005/39, 11-14-2005)

Sec. 106-1022. Rural (R) district.

(a) The rural (R) district provides for limited residential and nonresidential development and for continuing agriculture or forestry uses.

(b) If a landowner develops the land residentially, the standards of density and very high open space ratios ensure the retention of an overall rural character after build-out. Landscaping, lot size, and open space are intended to provide a rural land use pattern with residential in the background. Open space, clustering in communities, natural vegetation, agriculture, and landscaping work together to ensure this character.

(c) Clustering with 70 percent or more open space requires the use of centralized water and wastewater systems. The maximum density of development can be obtained only when the development has made arrangements to ensure the development is serviced by publicly owned, community-scale water and sewer systems.

(d) Public sewer extensions into a rural district shall only be permitted when a documented health condition warrants such expansion, and not to merely accommodate new development.

(e) New development may access existing wastewater trunk lines if such lines are located within 300 feet of the development, and service the area as of the effective date of the ordinance from which this chapter derives.

(Ord. No. 99-12, § 1 (02.410), 4-26-1999; Ord. No. 2005/39, 11-14-2005)

BEAUFORT COUNTY, SOUTH CAROLINA
PROPOSED ZONING AND DEVELOPMENT STANDARDS ORDINANCE (ZDSO)
ZONING MAP / TEXT AMENDMENT / PUD MASTER PLAN CHANGE APPLICATION

TO: Beaufort County Council

The undersigned hereby respectfully requests that the Beaufort County Zoning/Development Standards Ordinance (ZDSO) be amended as described below:

1. This is a request for a change in the (check as appropriate): PUD Master Plan Change
 Zoning Map Designation/Rezoning Zoning & Development Standards Ordinance Text

2. Give exact information to locate the property for which you propose a change:
Tax District Number: 100, Tax Map Number: 015, Parcel Number(s): SEE ATTACHED
Size of subject property: 38 LOTS + COMMON AREAS Square Feet / Acres (circle one)
Location: Grays Hill -

3. How is this property presently zoned? (Check as appropriate)
 Urban/U Community Preservation/CP Light Industrial/LI
 Suburban/S Commercial Regional/CR Industrial Park/IP
 Rural/R Commercial Suburban/CS Transitional Overlay/TO
 Rural Residential/RR Research & Development/RD Resource Conservation/RC
 Planned Unit Development/PUD

4. What new zoning do you propose for this property? RURAL RESIDENTIAL R/R
(Under Item 10 explain the reason(s) for your rezoning request.)

5. Do you own all of the property proposed for this zoning change? Yes No
Only property owners or their authorized representative/agent can sign this application. If there are multiple owners, each property owner must sign an individual application and all applications must be submitted simultaneously. If a business entity is the owner, the authorized representative/agent of the business must attach: 1- a copy of the power of attorney that gives him the authority to sign for the business, and 2- a copy of the articles of incorporation that lists the names of all the owners of the business.

6. If this request involves a proposed change in the Zoning/Development Standards Ordinance text, the section(s) affected are: _____
(Under Item 10 explain the proposed text change and reasons for the change.)

7. Is this property subject to an Overlay District? Check those which may apply:
 AOD - Airport Overlay District MD - Military Overlay District
 COD - Corridor Overlay District RQ - River Quality Overlay District
 CPOD - Cultural Protection Overlay District

8. The following sections of the Beaufort County ZDSO (see attached sheets) should be addressed by the applicant and attached to this application form:
 - a. Section 106-492, Standards for zoning map amendments.
 - b. Section 106-493, Standards for zoning text amendments.

9. Explanation (continue on separate sheet if needed):
Error on Zoning MAP

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

[Signature] STEVEN TULLY 4/25/2013
Signature of Owner Date
Printed Name: COMMUNITY DEVELOPMENT CORPORATION OF BEAUFORT, NC Telephone Number: 843-521-0000
Address: 2009 Bay Street Beaufort SC 29902
Email: TULLY STEVEN @ GMAIL.COM
Agent (Name/Address/Phone/email): SAME

FOR MAP AMENDMENT REQUESTS, THE PLANNING OFFICE WILL POST A NOTICE ON THE AFFECTED PROPERTY AS OUTLINED IN SEC. 106-402(D) OF THE BEAUFORT COUNTY ZDSO.

UPON RECEIPT OF APPLICATIONS, THE STAFF HAS THREE (3) WORK DAYS TO REVIEW ALL APPLICATIONS FOR COMPLETENESS. THE COMPLETED APPLICATIONS WILL BE REVIEWED FIRST BY THE BEAUFORT COUNTY PLANNING COMMISSION SUBCOMMITTEE RESPONSIBLE FOR THE AREA WHERE YOUR PROPERTY IS LOCATED. MEETING SCHEDULES ARE LISTED ON THE APPLICATION PROCESS (ATTACHED). COMPLETE APPLICATIONS MUST BE SUBMITTED BY NOON THREE (3) WEEKS PRIOR TO THE APPLICABLE SUBCOMMITTEE MEETING DATE

PLANNED UNIT DEVELOPMENT (PUD) APPLICANTS ARE REQUIRED TO SUBMIT MULTIPLE COPIES TO THE PLANNING DEPARTMENT. CONSULT THE APPLICABLE STAFF PLANNER FOR DETAILS.

CONTACT THE PLANNING DEPARTMENT AT (843) 255-2140 FOR EXACT APPLICATION FEES.

FOR PLANNING DEPARTMENT USE ONLY:

Date Application Received:
(place received stamp below)



Date Posting Notice Issued:

Application Fee Amount Received: \$25000

Receipt No. for Application Fee: 218061

Marshview Rezoning

R100 015 000 0347 0000	common marshview	R100 015 000 0309 0000	lot 22 310 tomotley ct
R100 015 000 0348 0000	common marshview	R100 015 000 0310 0000	lot 23 304 tomotley ct
R100 015 000 0349 0000	common marshview	R100 015 000 0311 0000	lot 24 2018 dorchester rd
R100 015 000 0289 0000	lot 1 2001 dorchester rd	R100 015 000 0312 0000	lot 25 2016 dorchester rd
R100 015 000 0290 0000	lot 2 2003 dorchester rd	R100 015 000 0313 0000	lot 27 211 white hall ct
R100 015 000 0291 0000	lot 3 2005 dorchester rd	R100 015 000 0314 0000	lot 28 215 white hall ct
R100 015 000 0292 0000	lot 4 2007 dorchester rd	R100 015 000 0315 0000	lot 29 219 white hall ct
R100 015 000 0293 0000	lot 5 2009 dorchester rd	R100 015 000 0316 0000	lot 30 220 white hall ct
R100 015 000 0294 0000	lot 6 2011 dorchester rd	R100 015 000 0317 0000	lot 31 202 white hall ct
R100 015 000 0295 0000	lot 7 2013 dorchester rd	R100 015 000 0318 0000	lot 32 208 white hall ct
R100 015 000 0296 0000	lot 8 2015 dorchester rd	R100 015 000 0319 0000	lot 33 212 white hall ct
R100 015 000 0297 0000	lot 9 2017 dorchester rd	R100 015 000 0320 0000	lot 34 115 mccalley ct
R100 015 000 0298 0000	lot 10 2019 dorchester rd	R100 015 000 0321 0000	lot 35 117 mccalley ct
R100 015 000 0299 0000	lot 11 2021 dorchester rd	R100 015 000 0322 0000	lot 36 114 mccalley ct
R100 015 000 0300 0000	lot 12 2023 dorchester rd	R100 015 000 0323 0000	lot 37 112 mccalley ct
R100 015 000 0301 0000	common marshview lot 13	R100 015 000 0324 0000	lot 38 110 mccalley ct
R100 015 000 0302 0000	lot 14 2030 dorchester rd	R100 015 000 0325 0000	lot 39 106 mccalley ct
R100 015 000 0303 0000	lot 15 305 tomotley ct	R100 015 000 0326 0000	lot 40 104 mccalley ct
R100 015 000 0304 0000	lot 16 309 tomotley ct	R100 015 000 064A 0000	lot 19 317 tomotley ct
R100 015 000 0305 0000	lot 17 313 tomotley ct		
R100 015 000 0306 0000	lot 18 315 tomotley ct		
R100 015 000 0307 0000	lot 20 316 tomotley ct		
R100 015 000 0308 0000	common marshview lot 21		



MEMORANDUM

To: Hillary Austin, Zoning & Development Administrator
From: Delores Frazier, Assistant Planning Director *DF*
Subject: Error on Zoning Map / Port Royal Island – Marsh View Subdivision (38 lots)
Date: January 27, 2007

At the request of the property owner, we evaluated the zoning of the subdivision referenced above and shown on the attached map and have determined that these lots are incorrectly shown on the zoning map as Rural. Instead, these lots meet the County's requirements with respect to the Rural Residential zoning district, and should have been zoned Rural Residential. It has been determined that this was the result of a mapping error that will be corrected by our staff during a normal cycle of zoning map corrections. In the meantime, the 38 lots in Marsh View Subdivision should be treated as if they were correctly mapped as Rural Residential.