

**BEAUFORT–PORT ROYAL
METROPOLITAN PLANNING COMMISSION**

AGENDA

1911 Boundary Street, Beaufort, SC 29902

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

Monday, August 20, 2012 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 of Projects for the Town of Port Royal:

- A. Town of Port Royal – Annex and Rezone 873 and 875 Parris Island Gateway.**
District 100, Map 34, Parcel 9, approximately 0.55 acres. The proposed zoning is Highway Commercial with the Shell Point Neighborhood Overlay District.
- B. Town of Port Royal – Annex and Rezone 1001 Cypress Street.**
District 100, Map 33A, Parcel 24, approximately 0.41 acres located at 1001 Cypress Street. The proposed zoning is Mixed Use-2 with the Shell Point Neighborhood Overlay District.
- C. Town of Port Royal – Update on Council Actions.**

IV. Review of Projects for the City of Beaufort:

- A. City of Beaufort – Rezoning.** Rezoning four parcels on Harborview Drive identified as District 123, Tax Map 14, Parcels 21, 22, 24, and 26 from R-4 High Density Single-Family Residential District (R-4) to Neighborhood Commercial District (NC), and rezoning the rear portion of District 123, Tax Map 14, Parcels 28 and 30 from R-4 to NC. Applicant: Aslan, Whitehall, LLC.
- B. City of Beaufort – Revision.** Revising Section 7.2.G.2.b of *The Unified Development Ordinance*, "Attached Signs," to add a new paragraph clarifying how sign size is measured. Applicant: City of Beaufort.

- C. **City of Beaufort – Annexation.** Annexing a 9.7-acre parcel of property located on the southwest corner of US 21 and Parris Island Gateway, identified as District 100, Tax Map 26, Parcel 160.
- D. **City of Beaufort – Rezoning.** Rezoning a 9.7-acre parcel of property located on the southwest corner of US 21 and Parris Island Gateway, from Commercial Regional District (County zoning), to Highway Commercial District (City zoning). The property is identified as District 100, Tax Map 26, Parcel 160.
- E. **City of Beaufort** – Update on Council Actions.

V. Review of Projects for the County of Beaufort:

No projects.

VI. Discussion:

VII. Review Commission Meeting Minutes:

- A. **Minutes of the July 16, 2011 Meeting.**

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 - Town of Port Royal – Beaufort County
Joint Metropolitan Planning Commission
Rezoning Analysis PR-AX 04-12
Meeting Date: August 20, 2012

Applicant

Steven Huffine and Tara Gabriel

Site

Approximately 0.55 acres

The plat map reference for this property is: District 100, Map 034, Parcel 9. The parcel is located at 873 and 875 Parris Island Gateway and sites a residence and a mobile home.

Present Zoning

The parcel is currently zoned Shell Point Neighborhood Community Preservation – Neighborhood Commercial under Beaufort County’s Zoning and Development Standards Ordinance (ZDSO).

The Annexation

Comprehensive Plan

The parcel is included on **The Future Land Use Map** in the Land Use Element of the Town’s Comprehensive Plan (Page 72). The parcel is within the Future Growth Boundary for the town.

Public Service Issues

The parcel is located in an area served by the Beaufort Jasper Water and Sewer Authority. The Burton Volunteer Fire Department will be the first deliverer of services for this area, with Port Royal as first backup. The Town holds an agreement with Burton Fire District. This agreement allocates funds annually from the town to the Burton Volunteer Fire Dept. The Port Royal Police Department has adequate staff levels to deliver services to this area. The town has adequate capacity to deliver garbage pick-up and recycling services to residences on this property. The current corporate boundaries lie beyond this property.

Zoning

Comprehensive Plan

The property is in an Intended Growth Sector, Activity Center (G_3) (Page 70). Please see **Exhibit A**. According to the Comp Plan these activity center locations can support substantial mixed use by virtue of their proximity to major roadways and existing or proposed development. Activity centers may be suitable for larger-scale regional commercial, such as major grocery stores or retailers . . .

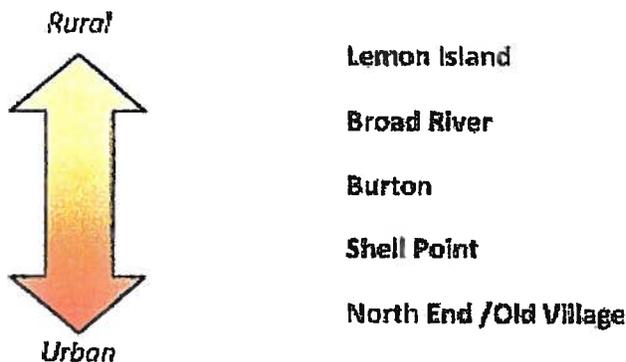
The parcel is in Shell Point. The Comp Plan addresses Shell Point as follows:

The Shell Point area is comprised of older, well-maintained neighborhoods, but is not very pedestrian oriented. With two major highways in this area, there is the potential for more commercial and mixed use development. Pedestrian orientation and connectivity should be improved. While older neighborhoods and areas along the water may maintain larger lots, there are also opportunities for more mixed use, infill, and smaller lot development.

- *Promote village commercial along Savannah Highway.*
- *Increase pedestrian accessibility and connectivity.*

- *Parris Island Gateway should support mixed use and regional commercial in nodes.*
- *The area should maintain a strong residential, neighborhood feel with opportunities for walking and biking.*
- *Investigate traffic calming opportunities along Shell Point Road.*

The Comprehensive Plan Transect places Shell Point to the Urban end of the spectrum.



Proposed Zoning and Land Use Compatibility

Please see **Exhibit B**.

The proposed zoning is Highway Commercial *Chapter 22, Article IV, Section 22-71* with the Shell Point Neighborhood Overlay District *Chapter 15.5, Article IV*. The intent of Highway Commercial states:

It is the intent of this section that the HC zoning district be developed and reserved for general business purposes and with particular consideration for the automobile-oriented commercial development existing or proposed along the town's roadways. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service and professional uses which benefit from being located in close proximity to each other, and to discourage any encroachment by industrial, residential or other uses considered capable of adversely affecting the basic commercial character of the district.

Highway Commercial allows a wide range of retail and service activities. Highway Commercial does not allow residential development. Highway Commercial is the most intense commercial zoning district in the Town's zoning code. The zoning designation will allow the regional commercial goals envisioned by the Comprehensive Plan.

The Shell Point Neighborhood Overlay District adds design standards to the properties within the district. Because this is a cross-jurisdictional code, with the county and the town participating, the standards of this district are currently the same as those in force on this property today.

Environmental Issues

There are no environmental issues to consider.

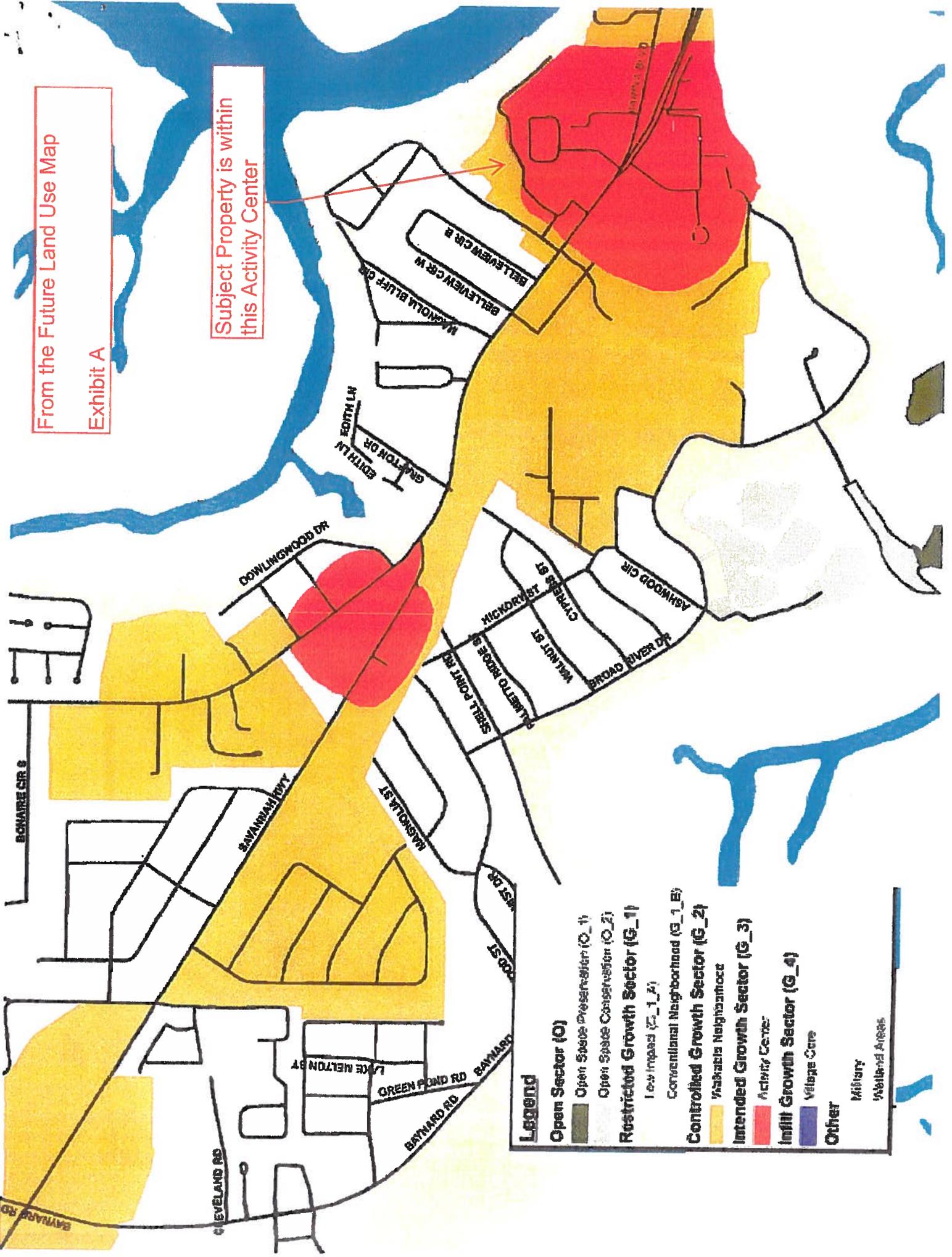
Public Notification

Letters were sent to property owners within 400 feet of the property being annexed and rezoned as well as leadership of the Shell Point Neighborhood Association.

From the Future Land Use Map

Exhibit A

Subject Property is within this Activity Center



- Legend**
- Open Sector (O)
 - Open Space Preservation (O_1)
 - Open Space Conservation (O_2)
 - Restricted Growth Sector (G_1)
 - Low Impact (G_1_A)
 - Conventional Neighborhood (G_1_B)
 - Controlled Growth Sector (G_2)
 - Intended Growth Sector (G_3)
 - Infill Growth Sector (G_4)
 - Activity Center
 - Village Core
 - Other
 - Military
 - Wetland Areas



BEAUFORT COUNTY GIS WEB SITE/DATA USE POLICY

The information contained on this web site is made available to the public as a service of the Beaufort County GIS Department. This data is intended for general reference purposes only. Although the Beaufort County GIS Department strives to maintain/obtain the most accurate data possible, some errors and inconsistencies may still exist within the maps and data contained on this site.

Therefore, Beaufort County makes this service, as well as all the data and information pertaining to this service, available to the public AS IS WITHOUT WARRANTY OF ANY KIND. It is the responsibility of the users of this data to contact the necessary public entity for verification of the information obtained from this site.

Legend	
	County Outline
	Address Points
	Streets
	Canal
	Parcels
	Soils Layer
	State Hwy
	US Hwy
	Water
	Water



City of Beaufort - Town of Port Royal – Beaufort County
Joint Metropolitan Planning Commission
Rezoning Analysis PR-AX 05-12
Meeting Date: August 20, 2012

Applicant
YunHi Flores

Site

Approximately 0.41 acres

The plat map reference for this property is: District 100, Map 033A, Parcel 24. The parcel is located at 1001 Cypress Street and sites a single family residence.

Present Zoning

The parcel is currently zoned Shell Point Neighborhood Community Preservation – Residential under Beaufort County’s Zoning and Development Standards Ordinance (ZDSO).

The Annexation

Comprehensive Plan

The parcel is included on **The Future Land Use Map** in the Land Use Element of the Town’s Comprehensive Plan (Page 72). The parcel is within the Future Growth Boundary for the town.

Public Service Issues

The parcel is located in an area served by the Beaufort Jasper Water and Sewer Authority. The Burton Volunteer Fire Department will be the first deliverer of services for this area, with Port Royal as backup. The Town holds an agreement with Burton Fire District. This agreement allocates funds annually from the town to the Burton Volunteer Fire Dept. The Port Royal Police Department has adequate staff levels to deliver services to this area. The town has adequate capacity to deliver garbage pick-up and recycling services to residences on this property. The current corporate boundaries lie beyond this property.

Zoning

Comprehensive Plan

The property is in a Controlled Growth Sector (G-2) Traditional Neighborhood. Please see **Exhibit A**. According to the Comp Plan the Controlled Growth Sectors will include a mix of existing development and undeveloped areas. Frequently located near activity centers, these envisioned walkable neighborhoods will include sidewalks, smaller lots, and housing diversity. Streets should be interconnected, typically in a traditional grid pattern with moderate to compact blocks. These neighborhoods reflect development patterns which were predominant before the mid-20th century and the widespread ownership of cars. Because the primary modes of transportation were walking, cycling, horses, or sometimes transit, living in close proximity to daily needs was important and necessitated compact lots and corner stores. As distance has become less of an issue and uses become more dispersed, the ability to choose another form of transportation becomes more limited.

The parcel is in Shell Point. The Comp Plan addresses Shell Point as follows:

The Shell Point area is comprised of older, well-maintained neighborhoods, but is not very pedestrian oriented. With two major highways in this area, there is the potential for more

commercial and mixed use development. Pedestrian orientation and connectivity should be improved. While older neighborhoods and areas along the water may maintain larger lots, there are also opportunities for more mixed use, infill, and smaller lot development.

- *Promote village commercial along Savannah Highway.*
- *Increase pedestrian accessibility and connectivity.*
- *Parris Island Gateway should support mixed use and regional commercial in nodes.*
- *The area should maintain a strong residential, neighborhood feel with opportunities for walking and biking.*
- *Investigate traffic calming opportunities along Shell Point Road.*

The Comprehensive Plan Transect places Shell Point to the Urban end of the spectrum.



Proposed Zoning and Land Use Compatibility

Please see **Exhibit B**.

The proposed zoning is Mixed Use -2 *Chapter 22, Article IV, Section 22-79* with the Shell Point Neighborhood Overlay District *Chapter 15.5, Article IV*. The intent of Mixed Use - 2 states:

It is of special and substantial public interest to encourage residential and economic development of the sections of the town suited to a "village model." It is, therefore, the intent of the MU-2 mixed use district to encourage the formation of a compatible and economically healthy environment for business, financial, service and professional uses which benefit from being located in close proximity to each other. Such general business purposes are encouraged in these sections to combine compatibility with residential uses. Residential occupancy in this district is to be promoted and encouraged, either in separate buildings or in combination with office, retail and service uses, in combination or not, shall be scaled and designed to serve both the livability and economic restructuring of the area. The MU-2 mixed use district, thus, anticipates the desirability of mixing land uses and imposes standards to resolve problems associated with mixing, and eliminates the negative aspects of juxtaposing unlike land uses.

The Mixed Use – 2 designation will allow the walkable neighborhoods envisioned by the Comprehensive Plan.

The Shell Point Neighborhood Overlay District adds design standards to the properties within the district. Because this is a cross-jurisdictional code, with the county and the town participating, the standards of this district are currently the same as those in force on this property today.

Environmental Issues

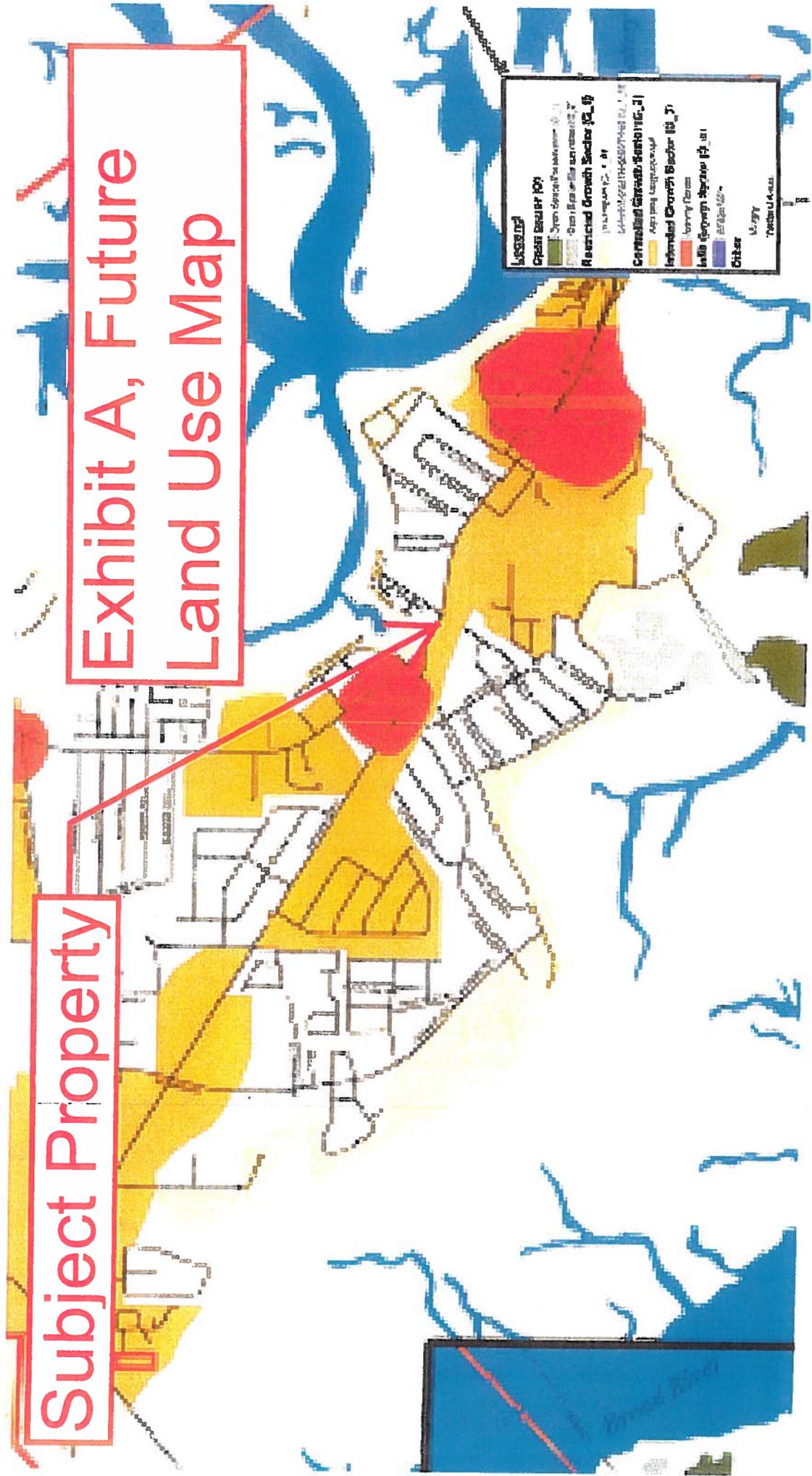
There are no environmental issues to consider.

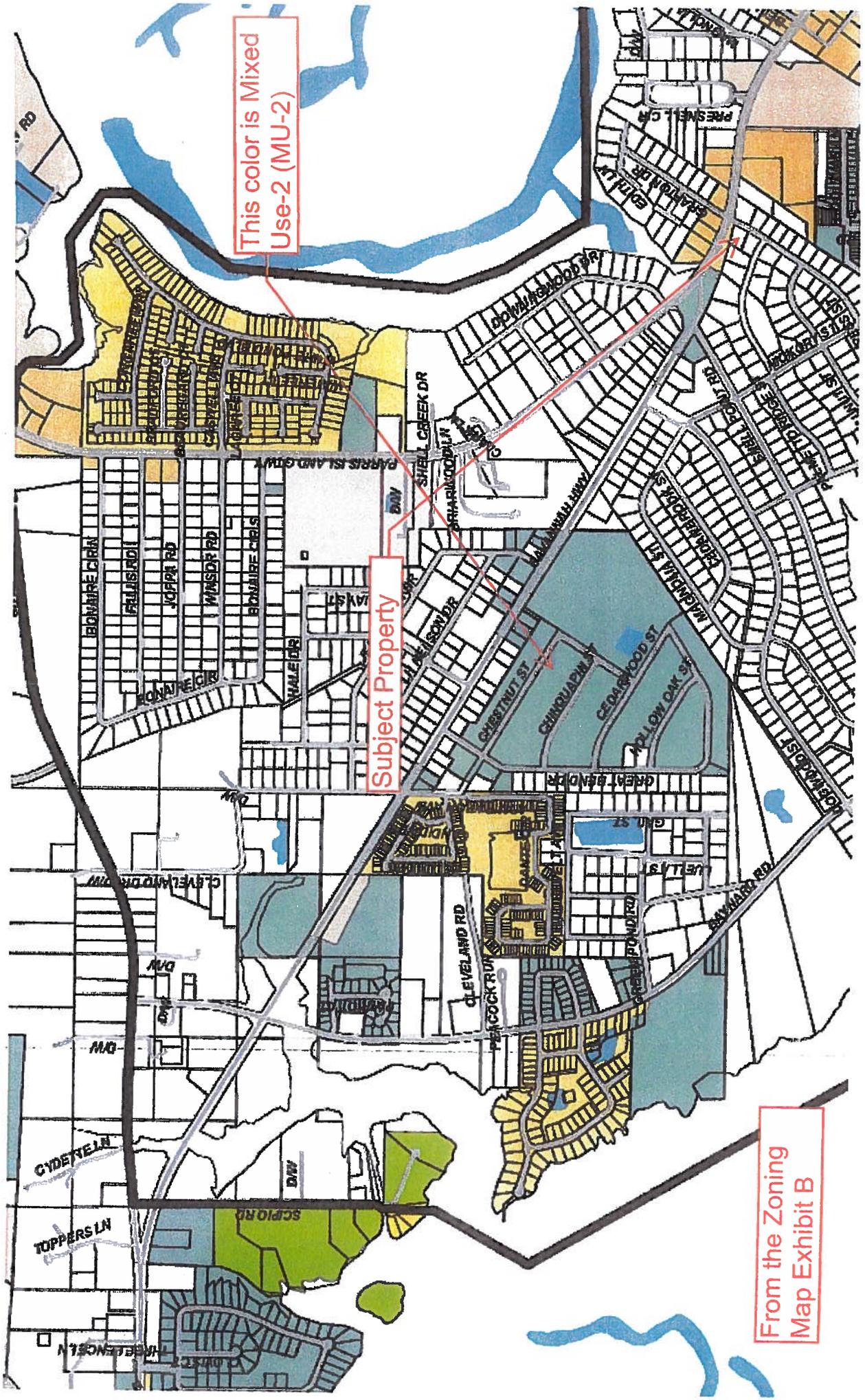
Public Notification

Letters were sent to property owners within 400 feet of the property being annexed and rezoned as well as leadership of the Shell Point Neighborhood Association.

Subject Property

Exhibit A, Future
Land Use Map





This color is Mixed Use-2 (MU-2)

Subject Property

From the Zoning Map Exhibit B

Memorandum

To: Joint Metropolitan Planning Commission

From: Linda Bridges, Planning Administrator

Date: August 13, 2012

Subject: Update on Town Council Action

- Council annexed 881 Parris Island Gateway (Al's Barber Shop). The property is zoned General Commercial with the Shell Point Neighborhood Overlay
- Council annexed First Christian Church. The property is zoned General Residential with the Shell Point Neighborhood Overlay
- Council has appointed a 6 member review board to review and edit the Town's draft Form Based Code. Review Board Members are:
 - Jim Crower
 - Lee Helena
 - Mary Klein
 - John Ellerbe
 - Judy Ailing
 - Reed Armstrong

**CITY OF BEAUFORT
REZONING ANALYSIS RZ12-01
WHITEHALL**

Applicant

The applicant is Aslan Whitehall, LLC, the property owner. This application was originally heard at the February 20 Planning Commission meeting. The Commission recommended denial of the original application on a vote of 3 to 1. A public hearing on the application was held at the February 28 City Council meeting. At the public hearing, Council asked that the application be discussed in a workshop session. The application was discussed at the Council workshop on March 20. The minutes of that meeting are attached. The applicant came back for a discussion with City Council at their workshop on July 24. Based on discussions with City Council, the applicant is now resubmitting a revised application.

Site

The property is located on Harborview Drive on Lady's Island (see Site Location Map attached). A total of six parcels are proposed to be rezoned, and are identified as District 122, Tax Map 14, Parcels 21, 22, 24, 26, 28, and 30. These lots are currently part of property known as "Whitehall." At one time, the lots were part of the Harborview subdivision and were developed for single-family dwellings. The dwellings on those lots have been demolished and the lots are currently undeveloped.

Present Zoning

The lots are currently zoned "R-4 High Density Single-Family Residential District" (R-4). The R-4 District is a single-family residential zone that permits single-family dwellings on lots of 4,000 square feet. Churches and schools are conditional uses. Community Service uses such as museums and senior centers are permitted by special exception by the Zoning Board of Appeals. The table of permitted uses in the various zoning districts and the development standards for the districts are attached.

The attached maps shows the current zoning pattern in the area. The other lots associated with the Whitehall property, located adjacent to the subject property to the north, are zoned Neighborhood Commercial District. The lots to the south are located in the Harborview subdivision in the unincorporated county, and are zoned Lady's Island Community Preservation District.

Proposed Zoning

Four of the six parcels--21, 22, 24, and 26--are proposed to be rezoned Neighborhood Commercial District (NC) consistent with the other Whitehall property. The rear portion of Parcels 28 and 30 are also proposed to be rezoned NC. A map shows the new proposed zoning pattern for the lots is attached.

The NC zone is a mixed-use district permitting all types of residential development as well as office and commercial uses. The footprint of new free-standing office and retail uses is limited to 2,500 square feet in an effort to prevent "big box" type commercial development, although larger facilities are allowed as part of a mixed-use development. Drive-through facilities, except for banks, are not permitted. The standards for single-family development in the NC District are the same as for single-family development in the R-4 District (4,000 square foot lots).

Consistency with Comprehensive Plan

The Framework Plan in the City's Comprehensive Land Use Plan designates the area as "Urban Neighborhoods/TND (G-2)" (see attached map). The G-2 Sector contains denser, mixed-use development at the scale of neighborhood centers, and suburban, residential development at the scale of walkable "traditional neighborhoods." Appropriate land uses in the G-2 sector include: single-family and multifamily residential, neighborhood mixed-use centers, neighborhood-scale commercial uses (retail and office), civic uses, and light industrial uses. An excerpt from the Comprehensive Plan describing the G-2 district is attached.

Consistency with Civic Master Plan

The Sector 1 Civic Master Plan, which includes the Whitehall property, was adopted in November 2011. Excerpts from the Sector 1 Master Plan that pertain to Whitehall are attached. The Regulating Plan in the Sector 1 plan designates Whitehall as T4-Neighborhood Center (T4-NC). According to the Civic Master Plan, the T4-NC Zone represents a medium intensity, mixed-use area. A wide range of building types are proposed for the T4-NC zone including, but not limited to mansion apartments, apartment buildings, mixed-use buildings, and rowhouses.

Land Use Compatibility

The lots are part of the Whitehall property, which is currently undeveloped, but for which a mixed use development is anticipated by the City's planning reports. The parcels are located adjacent to the Harborview subdivision, a single-family development located in the unincorporated county.

Suitability of Property for Uses Permitted in Current Zoning District

The current R-4 zoning permits only single-family uses and limited related civic and institutional uses. The property was originally platted for single-family development.

Suitability of Property for Uses Permitted in Proposed Zoning District

The properties were acquired to be part of the redevelopment of the Whitehall property. The lots adjoin the original Whitehall property which is currently zoned Neighborhood Commercial. If the property were rezoned, the lots should be combined with the remainder of the Whitehall property.

Compatibility of Uses Permitted in Proposed Zoning District with Natural Features

Although the lots had previously been developed, a number of large trees remain on the property. Three of the lots have frontage on the Beaufort River.

Marketability of Property for Uses Permitted by Current Zoning District

The property will be more marketable under the proposed NC zoning, as it allows considerably more flexibility in development of the lots. In addition, with the land all in one zoning designation, the property could be more efficiently and effectively planned and developed.

Availability of Infrastructure

The lots are served with public water, but are not currently served with sewer. The adjacent Whitehall property is located on Sea Island Parkway, an arterial road, and on Meridian Road, which would be considered a collector street.

Public Notification

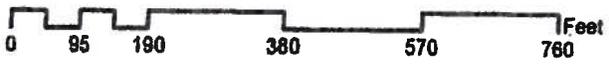
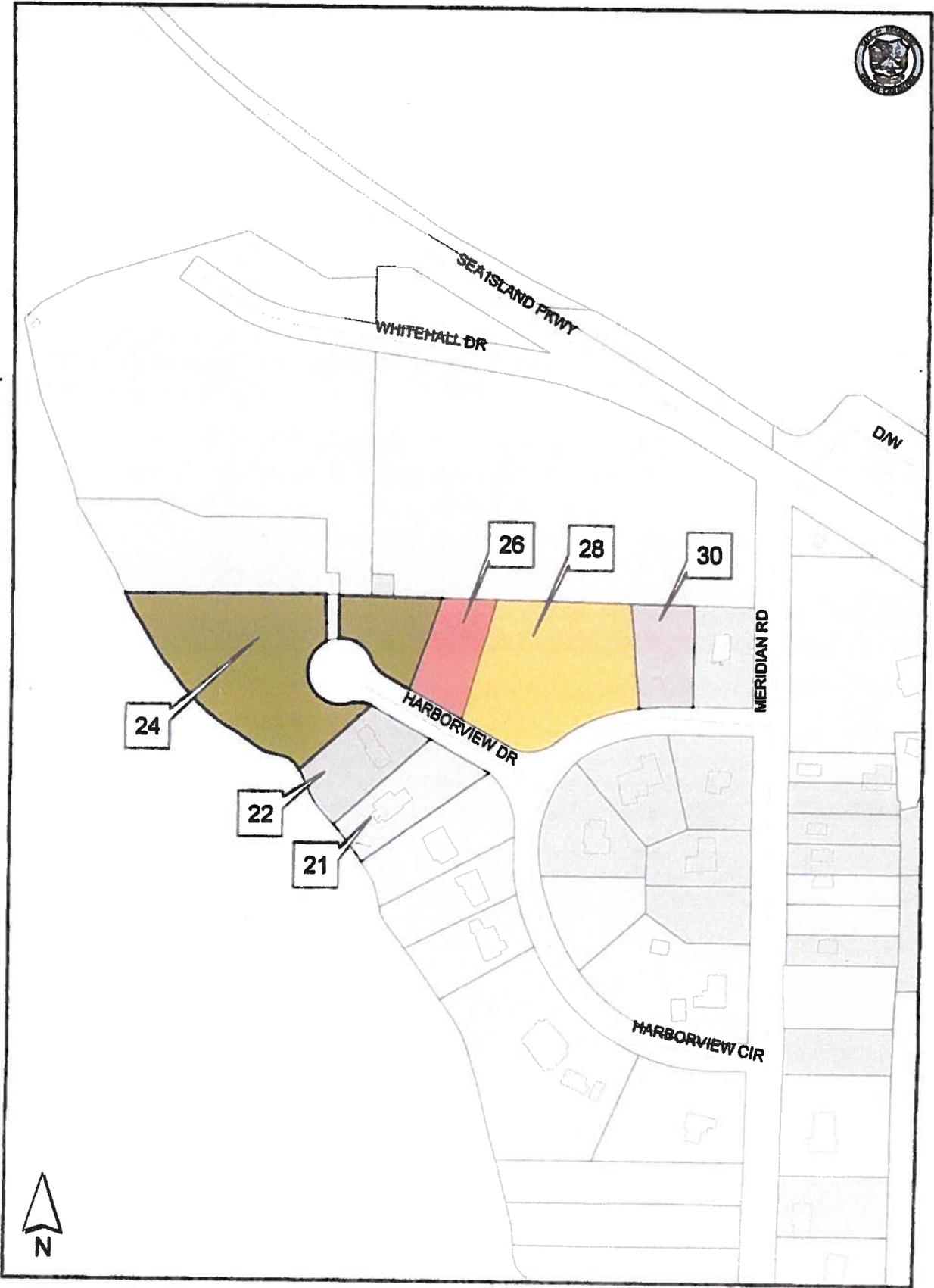
Letters to adjoining property owners regarding this meeting were mailed on August 9.

Staff Recommendation

This property will play a key role in the continued development and redevelopment of downtown Beaufort and the Lady's Island Village Center. Only a form-based code or a planned unit development (not recommended at this point in time), will give the level of predictability that is critical for development of this property. As a result, staff from the Office of Civic Investment recommend denial of the application pending adoption of the form-based code. The new code is expected to be adopted within the next six months, with rezoning of Sector 1 properties, including the Whitehall parcels, to immediately follow. Alternatively, the applicants could craft their own form-based code that could be applied to the property, similar to what has been done for Boundary Street and for Bladen Street.

Site Location Map R123 014

Created February 2, 2012



Mr. Buchanan said County Councilman Steven Baer had told him that a plan he had looked into would jeopardize the MCAS. Mayor Keyserling said even if it can't be done somewhere else, what they're proposing seems like a huge investment for little return.

Graham Kerr said that the FAA trust fund is funded by the sale of gas to airliners and through passenger taxes; it's not tax money per se. Mayor Keyserling disagreed that it's not tax money. Mr. Kerr said the additional runway, he suspects, will offer minimal impact on the marsh, and the sound issue has been addressed. Thirdly, the insurance requirements preclude bigger planes that could bring affluence to the community: people who would spend more money downtown, etc. It's the people's money but not the city's money, he said.

Mayor Keyserling asked how much it would cost to build a 4400' runway in Burton. Mr. Buchanan speculated that it would be "a very expensive proposition," upwards of \$100 million, because they would have to acquire land and displacement. Mayor Keyserling said there are easements on some of the land already. Mayor Keyserling asked about it as a long-term solution. Mr. Buchanan said they would go to Hardeeville for that. He agrees that using MCAS would be ideal, but he doubts it will happen. Mr. Buchanan and Mayor Keyserling discussed how Charleston and Savannah managed to do that.

Mr. Dadson said he has no record of asset ownership of the land the airport is on. It's in the city limits, but the city doesn't own the land. Mr. Buchanan said it's shown as in the city's jurisdiction.



REZONING WHITEHALL-HARBORVIEW DRIVE

Libby Anderson brought **David Tedder** and **Jeff Ackerman** to the table. Ms. Anderson said six outparcels on this property are currently zoned R4 residential. The applicant, Aslan Whitehall, LLC, is the property owner and wants it all to be one zoning designation, Neighborhood Commercial. The Planning Commission recommended denial with a vote of 4-1.

Mayor Keyserling asked if there is a development plan and time frame being put together. Mr. Tedder said no development plan can be done without a financial plan, which is being hindered because they can't show what it would be worth as a single parcel. Mayor Keyserling said the Planning Commission and he feel that if there's no plan in place, waiting for a form-based code to be in place would be a more consistent way to handle the property. The comprehensive plan shows where the city is headed, and they believe the plan is similar to this plan. The form-based code would help to answer the questions of the doubters. He agrees that it's the best use for the property, but because it will affect existing land-owners, the form-based code will help assuage concerns about the unknown.

Mr. Tedder said a problem has been maintaining ownership of the land. With a significant delay, this could become a distressed property, in which case it will be chopped up and sold

out. Neighborhood Commercial is being made to look like “the big bad bugaboo,” Mr. Tedder said; he compared it to the Midtown development which he feels is similar and received no objection from Pigeon Point residents.

Councilman Sutton asked why there was no lot subdivision plan brought forward. Mr. Tedder said he’s been told “No” and to wait on form-based code. Councilman O’Kelley said the last time this came up, the neighborhood was opposed to it because they wanted to put duplexes and multiplexes near their homes. The master plan calls for residential and mixed use. He said he agrees with Councilman Sutton that they want to see that plan, and they would likely agree to it. Mr. Tedder said the order is a comprehensive plan, then zoning, then site planning. The comprehensive plan says to do a site plan, but zoning prevents him from doing so. He also can’t do a PUD.

Councilman Sutton said the land was bought, and he likes the plan. If they have R4 zoning, and the parcel is bigger than R4 requires, he feels Mr. Tedder should show a plan with where the R4 would be and where a buffer for the adjacent neighborhood would be. Councilman Sutton said he lives in Neighborhood Commercial, and it can be “unpleasant” to have commercial vertical growth on each side. A buffer is not a bad way to go; he doesn’t know if that would be in the form-based code. He doesn’t like PUDs, and if it’s not going to be successful, it won’t be successful. The amount of Neighborhood Commercial vertical building right now is unknown. No matter how many plans are brought to council, “none of it will go vertical.” Councilman Sutton said they have a parcel that they can do Neighborhood Commercial on.

Councilman O’Kelley said a PUD is not necessarily totally bad using as an example a residential one like Battery Point. Mayor Keyserling said a perfect example of why a PUD doesn’t work is Factory Creek Landing, where there are two warring factions in a PUD. He said this piece of property under discussion has a history of being bought and flipped repeatedly. To allow them to hold it, he assumes, is being done to satisfy the investors. Mayor Keyserling asked rhetorically if that is council’s business, or if they should stick to the position they’ve established.

Mr. Dadson said council is not obligated to act on a request for a rezoning. Mr. Dadson said the issue is “how long they should hold off calibrating something.” Council’s job is to create value for the community as a whole, not to react to every request in a positive manner. They have no obligation to do that. The amount of time it takes to get it calibrated is unknown. In any comprehensive planning process, people will try to get in under the wire and try to change things.

Mr. Tedder said the planners have mapped out the property, and his clients have tried to do it the way the city wants them to do it. It’s “come down to a man from Lady’s Island on the Planning Commission who was concerned about the neighbors,” he said. He thinks this is a concern for council members as well. The property will be developed in compliance with the

comprehensive plan. Mayor Keyserling said the way it matches with what's around it is what calibration is about, which is his concern. He said the density it will have and how it will about the properties there now is what he is concerned about. Mr. Tedder said it's based on what the consultants of the Office of Civic Investment had said their plans will be.

Councilman O'Kelley asked if the current zoning in the package was accurate. Mr. Tedder said it is. Councilman O'Kelley said there appears to be more Neighborhood Commercial than R4; Ms. Anderson said those are only lots shown that are in the city. Councilman O'Kelley said the parts surrounding Harborview are all R4. Councilman Sutton said there are no complaints about it being R4 size lots on one side; he asked if the other would be a green buffer between that and a Neighborhood Commercial area, or if they would not have a buffer and build Neighborhood Commercial. Mr. Tedder said allowing the best use for the city and the amount of open space the city is envisioning along the riverfront, council needs to help the owner to assist the city. Every owner he knows of has tried to save the best views for the public, Mr. Tedder said.

Councilman Sutton said he has a problem with going Neighborhood Commercial along the full depth of the lot. He said 40 x 100 would create a lot of wasted land. Mr. Tedder said the Planning Commission's problem was with having neighborhood up against commercial. Councilman Sutton said he hasn't seen it work 100% yet. Mayor Keyserling said he feels that Mr. Tedder has answered the Planning Commission's questions, but he would be more comfortable with planners working with them to bring the council something to look at. Mr. Tedder said he thought they had already met with planners such as Ms. Anderson and done just that. Councilman McFee asked if they'd sat with **Josh Martin** and **Demetri Baches**. **Mr. Ackerman** said they had met with them and talked about different strategies for the property, but they didn't come up with a plan.

Mayor Keyserling said there's less stability than he's comfortable with; the property could be being developed to be flipped. He believes there should be a middle ground through meeting with the Office of Civic Investment.

Councilman McFee said he understands the added value of doing it and of being adjacent to the residential development, but there's no question that it's more valuable to do the R4 zoning with greater density. He feels the council's issue is with ensuring the proper buffer.

Councilman Sutton said it's fine to talk to the Office of Civic Investment, but if they come back with something like a drawing with anything without a buffer, he won't support it. Mayor Keyserling described possible buffers that might be palatable to council and the neighborhood's concerns. In regard to the timeline, staff will have to determine that.

STRATEGY FOR ECONOMIC DIVERSIFICATION AS ANOTHER ELEMENT OF CITY BUILDING

Mayor Keyserling said in the past 3 years, the council has been uniquely consensus-building and has accomplished more than most councils. The fire and police chiefs didn't want to do things

Article 4. Zoning Districts

4.1 Establishment of Districts

For the purpose of this UDO, portions of the City as specified on the Official Zoning Map of the City are hereby divided into the following zoning districts:

Residential Zoning Districts	
TR	Transitional Residential
RE	Residential Estate
R-1	Low Density Single-Family Residential
R-2	Medium Density Single-Family Residential
R-3	Medium-High Density Single-Family Residential
R-4	High Density Single-Family Residential
GR	General Residential
TBR	Traditional Beaufort Residential
MHP	Manufactured Home Park
Commercial Zoning Districts	
NC	Neighborhood Commercial
OC	Office Commercial
CC	Core Commercial
GC	General Commercial
HC	Highway Commercial
Industrial Zoning Districts	
LI	Limited Industrial
Special Purpose Zoning Districts	
CP	Conservation Preservation
MED	Medical
PUD	Planned Unit Development
MR	Military Reservation
AICUZ	Air Installation Compatibility Use Zone
-D	Development Design
-H	Historic

4.2 Official Zoning Map

- A. The boundaries of the above zoning districts are a map or series of maps entitled "Official Zoning Map, City of Beaufort" which, together with all explanatory matter thereon, is hereby adopted by reference and declared to be part of this UDO. Special purpose zoning districts intended to serve as floating districts are not established on the zoning map until a specific district is proposed and approved by the City.
- B. Each map bearing the designation "Official Zoning Map, City of Beaufort" shall be identified by the signature of the Administrator, and bearing the seal of the City under the words: "Official Zoning Map, City of Beaufort, South Carolina," together with the date of the adoption of the map.
- C. If, in accordance with the provisions of this UDO and Section 6-29-710 of the Code of Laws of South Carolina, 1976, as amended, changes are made in district boundaries or

Article 5. Use Regulations

5.1 Use Tables

A. Types of Use

All of the Use Categories listed in the Use Table are defined and described in the sections immediately following the Table.

1. Uses Permitted By Right

A "P" indicates that a use is allowed by right in the respective district. Such uses are subject to all other applicable regulations of this UDO.

2. Conditional Use

A "C" indicates a use that is allowed conditionally, provided that it meets the additional listed standards contained in Section 5.3, Specific Use Standards. Conditional uses are subject to all other applicable regulations of this UDO.

3. Special Exception

An "S" indicates that a use is allowed only if reviewed and approved as a Special Exception, provided that it meets the listed standards contained in Section 5.3, Specific Use Standards. Special exceptions are subject to all other applicable regulations of this UDO.

4. Existing Building

An "E" indicates a use category that is allowed only in existing buildings, provided that it meets the additional listed standards contained in Section 5.3.

B. Uses Not Allowed

A blank cell in the Use Table indicates that a Use Category is not allowed in the respective district.

C. Uses Not Listed

The Administrator shall determine whether or not an unlisted use is part of an existing Use Category or is substantially similar to an already defined use, using the criteria in Section 5.2, Use Categories.

Article 5: Use Regulations
Section 5.1: Use Tables

Use Category	Residential													Nonresidential					Special Purpose
	TR	RE	R-1	R-2	R-3	R-4	GR	TBR	MHP	NC	OC	CC	GC	HC	LC	MD	CP		
Specific Use	E = In Existing Building Only C = Conditional Use S = Special Exception Use													S = Special Exception Use					NOTES:
RESIDENTIAL (See Section 5.2D)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Single-Family, Detached	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Zero Lot Line																			
Village House																			
Cluster Development	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Two-Family Dwelling																			
Three-Family Dwelling																			
Townhouse Dwelling																			
Residential, Upper Story																			
Manufactured Housing Park or Subdivision																			
Multifamily Dwelling																			
Live-Aboard Boat																			
Accessory Dwelling	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Home Occupation 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Home Occupation 2	P	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Group Dwelling																			
PUBLIC, CIVIC, INSTITUTIONAL (See Section 5.2E)																			
Community Service	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Daycare																			
College/University																			
School, Public/Private	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	
School, Trade/Vocational																			
Government Facilities																			
Health Care Facilities																			
Institutions																			

Article 6. District Development Standards

6.1 Residential District Standards

A. Residential Development Standards

The following table illustrates the dimensional standards that apply in the City's base Residential districts:

Standard	Zoning District								
	TR	RE	R-1	R-2	R-3	R-4	GR and TBR-Old Commons	TBR-The Point	MHP
Lot Dimensions Lot Area, Min. Lot Width, Min. Lot Frontage, Min.	3 AC 100 feet 20 feet	21,780 SF 100 feet 20 feet	12,500 SF 100 feet 20 feet	9,000 SF 80 feet 20 feet	6,000 SF 60 feet 20 feet	4,000 SF 40 feet 20 feet	See note 5	See note 1	5 acres 150 feet 150 feet
Minimum Yards Front Yard Rear yard* Side Yard*	35 feet 15 feet 15 feet	35 feet 50 feet 15 feet	30 feet 15 feet 15 feet	20 feet 15 feet 12 feet	15 feet 15 feet 10 feet	12 feet 15 feet 6 feet	See note 2 See note 6 See note 6	See note 2 15 feet 10 feet	25 feet 15 feet 15 feet
Impervious Coverage	N/A	N/A	40%	45%	50%	55%	50%	55%	N/A
Maximum Height	35 feet	35 feet	35 feet	35 feet	35 feet	35 feet	See note 3	See note 4	35 feet

1. Minimum 6,000 SF lot area and 60 feet in width for single-family; 8,000 SF lot area and 80 feet in width for two-family and 10,000 SF in lot area and 100 feet in width for three-family.
2. in the Historic District, use average prevailing setback for front yard; accessory structure side and rear yard setbacks may be reduced to 5'.
3. Maximum height 35 feet for single-family structures, 50 feet for multifamily.
4. Maximum height 35 feet above base flood elevation.
5. For single-family development see R-4 standards; for two-family, three-family and multifamily development (GR only), minimum 6,000 SF lot area, 60 feet lot width, and 60 feet lot frontage, maximum density 25 units per gross acre.
6. For multifamily development, minimum front yard 25 feet, minimum rear yard 15 feet, and minimum side yard 10 feet; single-family development, see R-4 standards;

*See Section 5.4.G. for setbacks for accessory structures.

B. Average Prevailing Setback (Front Yard)

The average prevailing front yard setback shall be measured by averaging the front yard setbacks on the three lots adjoining either side of the proposed lot. When the three lots extend more than 100 feet from the side lot line of the proposed lot, only those lots lying at least partially within 100 feet of the proposed lot line shall be used in calculating the average prevailing setback. The Administrator may exercise reasonable discretion and flexibility in determining the average prevailing front yard depth so that it is harmonious with the existing streetscape; however, the minimum front yard shall be no less than five feet.

C. MHP Manufactured Home Park District

1. MH Park plan

In order to qualify for a MH Manufactured Home zoning classification, a proposed park must first meet the following specific requirements:

6.3 Nonresidential District Standards

A. Nonresidential Development Standards

1. Commercial and Industrial Districts

The following table illustrates the dimensional standards that apply in the City's base Commercial and Industrial districts:

	NC	OC	CC	GC	HC	LI
Lot Dimensions						
Lot Area, Min.	2,500 SF	4,000 SF	2,500 SF	4,000 SF	6,000 SF	10,000 SF
Lot Width, Min.	25 feet	40 feet	25 feet	40 feet	60 feet	100 feet
Minimum Yards***						
Front Yard	(Build-to) 3-10 feet	10 feet	none	(Build-to) 7-12 feet	25 feet	25 feet
Rear Yard	10 feet	10 feet	none	10 feet	15 feet	35/ 50 feet**
Side Yard	none	10 feet	none	10 feet	10 feet	10/ 25 feet**
Impervious Surface Coverage, Max.	75%	60%	N/A	65%*	60%	65%
Maximum Height	42 feet	50 feet	See Section 6.5.K.11	50 feet	50 feet	50 feet

*Maximum impervious coverage may be increased to 75 percent for redevelopment sites.

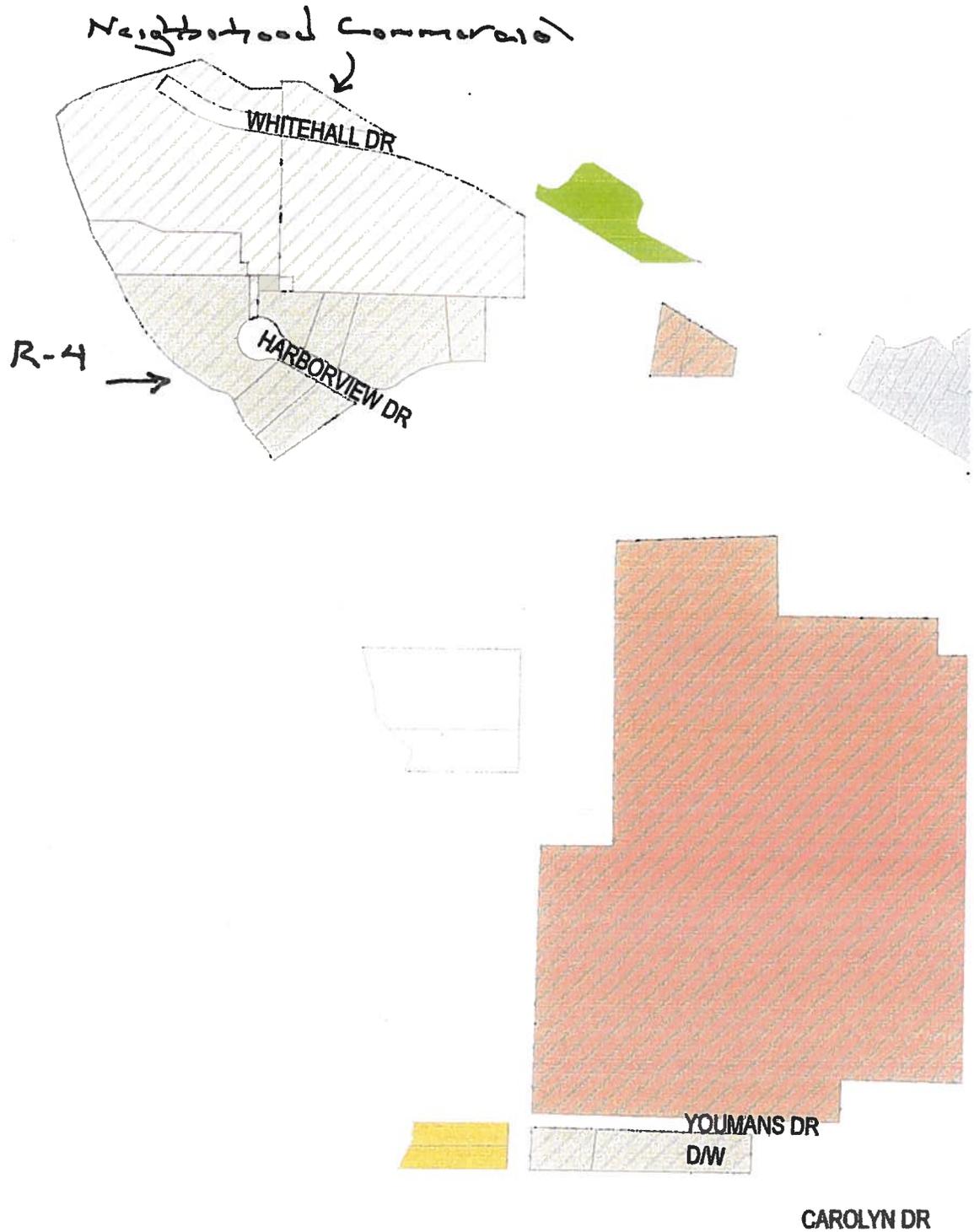
**35' except when property abuts another zoning district 50' is required and 10' except when property abuts another zoning district, 25' is required.

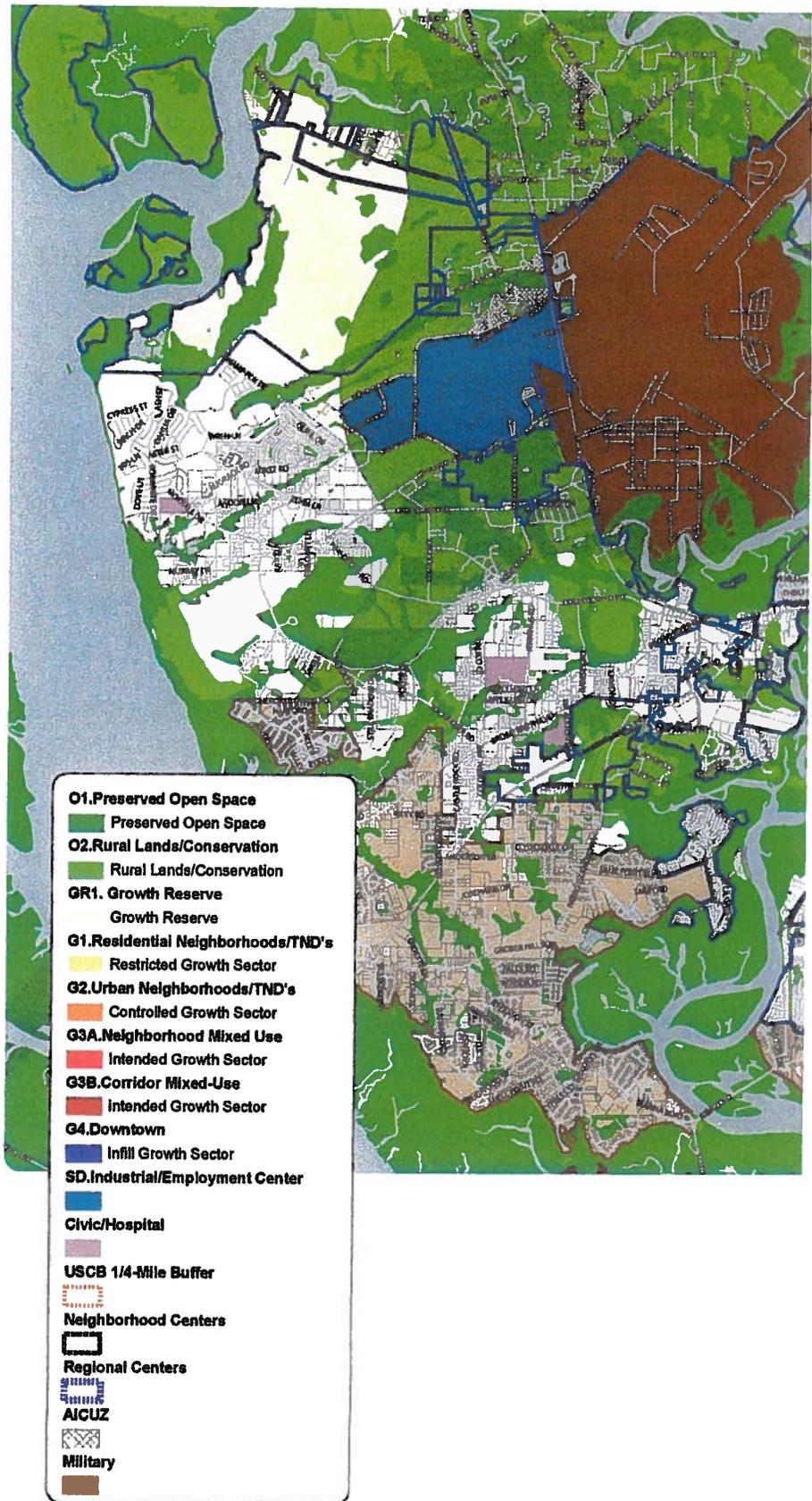
- *** a. Single-family standards should be the same as R-4.
- e. Multifamily standards should be the same as GR; maximum density 30 dwelling units per gross acre.
- c. Maximum density for Residential, Upper Story, 35 dwelling units per gross acre.

The following table illustrates the dimensional standards that apply in the City's Special Purpose districts:

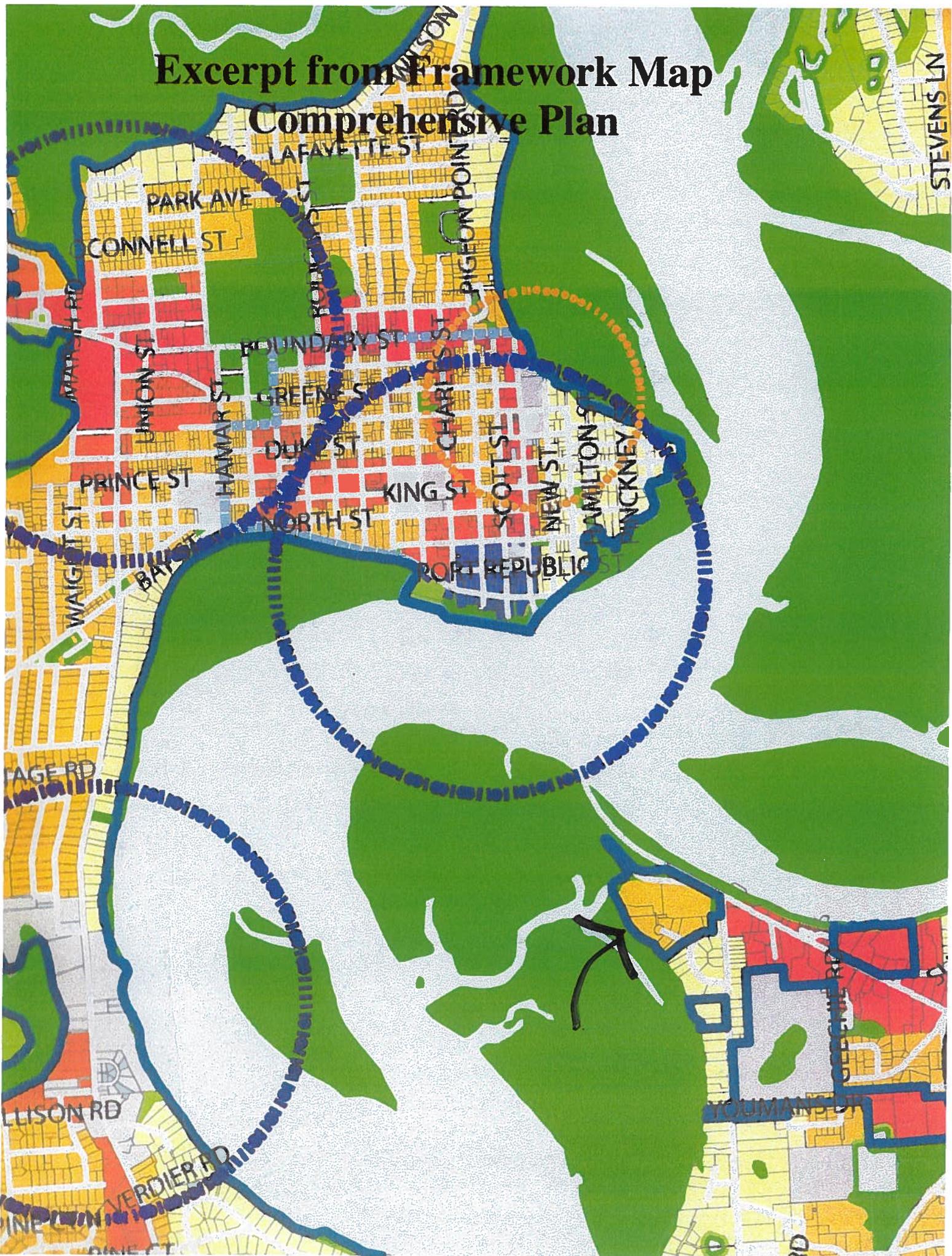
	MED
Lot Dimensions	
Lot Area, Min.	5,000 SF
Lot Width, Min.	50 feet
Floor Area, Min.	—
Minimum Yards	
Front Yard	35 feet
Rear Yard	25 feet
Side Yard	25 feet
Impervious Surface Coverage, Max.	65%
Maximum Height	50 feet

Current Zoning





Excerpt from Framework Map Comprehensive Plan





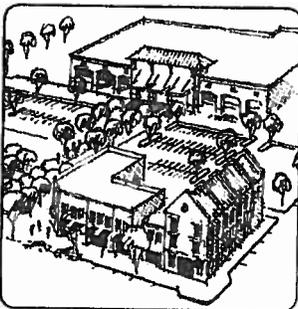
Mix of housing types in a new neighborhood



Neighborhood-scaled mixed-use building



Housing and civic uses in a neighborhood



A grocery-anchored mixed-use development is a typical neighborhood center, which may include retail, office, civic/institutional and residential uses.

FG 1.5 GROWTH SECTOR 2 (G-2): URBAN NEIGHBORHOODS/TNDs

The G-2 sector contains denser, mixed-use development at the scale of neighborhood centers, indicated by the small (1/4 mile) circles, and suburban, residential development at the scale of walkable "traditional neighborhoods" shown in orange. This type of residential development creates an identifiable center organized around a small public square or green, often with some civic facilities or a building such as a church or a small store. Local, slow-speed streets form a connected network, with larger collector streets. Paths form pedestrian connections linking sidewalks to internal parks and preserved open space along the boundaries of the neighborhood. This pattern of development can be more environmentally sensitive to its context and can provide improved public health benefits for citizens through its capacity for safe walking and cycling.

G-2 lands are typically close to thoroughfares and at key cross-road locations. For Beaufort, the G-2 sector specifically includes areas that are already developed with neighborhood-serving retail and service uses or at key cross-roads where future development of this type is likely to occur.

The G-2 designation is also used in areas where a mixture of higher density residential types (e.g., small lot single family houses, townhomes, apartment or condominium buildings, or mixed-use buildings) are already occurring or would be appropriate to transition between higher intensity commercial uses and existing lower density neighborhoods, and take advantage of proximity to existing centers of commerce, education, or employment such as the university, downtown, and the hospital.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

The following community types and uses are appropriate in the G-2 sector:

- traditional neighborhood developments
- single-family and multifamily residential
- neighborhood mixed-use centers
- neighborhood-scale commercial uses (retail and office)
- civic uses
- light industrial uses

FG 1.6 NEIGHBORHOOD CENTERS

Neighborhood Centers, shown as the small black circles on the Framework Map, are based on a 1/4 mile radius (a typical 5-minute walk) from a key intersection. They are intended to be mixed-use activity centers serving surrounding neighborhoods with retail, services, civic uses, and higher density housing. A neighborhood center might typically contain 80,000 to 120,000 square feet of commercial uses. A grocery-anchored mixed-use development is a typical use for a neighborhood center. A conceptual mixed-use neighborhood center for Sea Island Parkway and Lady's Island Drive was designed at the charrette and is detailed later in this section.

Excerpts from Sector 1 Civic Master Plan

by the campus of USC-Beaufort which serves as an important institution embedded directly into the fabric of the historic neighborhoods. The University provides an influx of students and the vitality that age group brings to the businesses and the shops that they frequent. The integration of higher education into a community is a key element for all vibrant places.

The master plan envisions the redevelopment of the current campus as a more traditional southern quadrangle with some current non-historic, under-utilizes structures giving way to more formally designed campus buildings more appropriate to the setting. Also, the provision of full-time student housing both on campus as well as around the corner on Boundary Street provides an important symbiotic relationship that can fill in certain gaps in the urban fabric with students, giving both life and character to the corridor simultaneously.

We would be remiss to discuss encouraging pedestrian activity and business vitality along Boundary Street if we did not also address the current geometrics of the four-lane thoroughfare. Very simply, the current configuration encourages speeding, is hostile to pedestrians and cyclists alike, and does not provide any convenient, shared on-street parking forcing each site to create their own parking lot. It's time to put this section of Boundary Street on a road diet – shrinking it from four lanes to three with on-street parking – and this can be done by restriping, not rebuilding, with cans of paint and thermoplastic stencils to be specific.

⇒ WHITEHALL AS A COMPLIMENT TO BAY STREET

There are those that would scream that the Whitehall property be left undeveloped – and we would join them, tied to a tree – if a shopping center or a big box store, or a series of gas stations and fast food outparcels were being proposed. That would not be a fair trade, would it? You can't remove nature and replace it with development that not only degrades the natural environment, but also negatively impacts the human environment. But if you propose a neighborhood, we

would argue that those against it were short-sighted and selfish because a neighborhood, a proper human habitat, is a fair trade. Of the few places capable of handling development at high density within the sensitive ecosystem in which Beaufort sits, this is one. The volume of water that flows along the Beaufort River at this point provides for the greatest amount of natural flushing. It's at the foot of the bridge that connects to downtown Beaufort a quarter mile away and it has been developed on in the past. Instead of sprawling on Lady's Island in the form of shopping centers and car-dependent commercial uses, a town center located at Whitehall would serve the community more efficiently and provide more opportunities for residents seeking lifestyle opportunities not dependent on car use and long commutes.

Our plan saves a tremendous amount of trees and still provides a marketable and successful building program that leaves about 25 percent of the property open. The main street of Whitehall and the buildings that front Sea Island Parkway will have riverfront and park views. Through proper design, the new village center would allow the waterfront walk to continue forming an important anchor for pedestrians and cyclists enjoying the now extensive and unique waterfront experience we have begun to envision, stretching from maybe the Hospital all the way to Whitehall. Imagine landing in a boat at the marina and being able to walk three miles, a little over a mile and a half in either direction, through plazas with cafes and shops, into parks, along boardwalks that lead to points where you can access the water by Marina or boat launch, by kayak and boat, and cross the river by foot on the bridge.

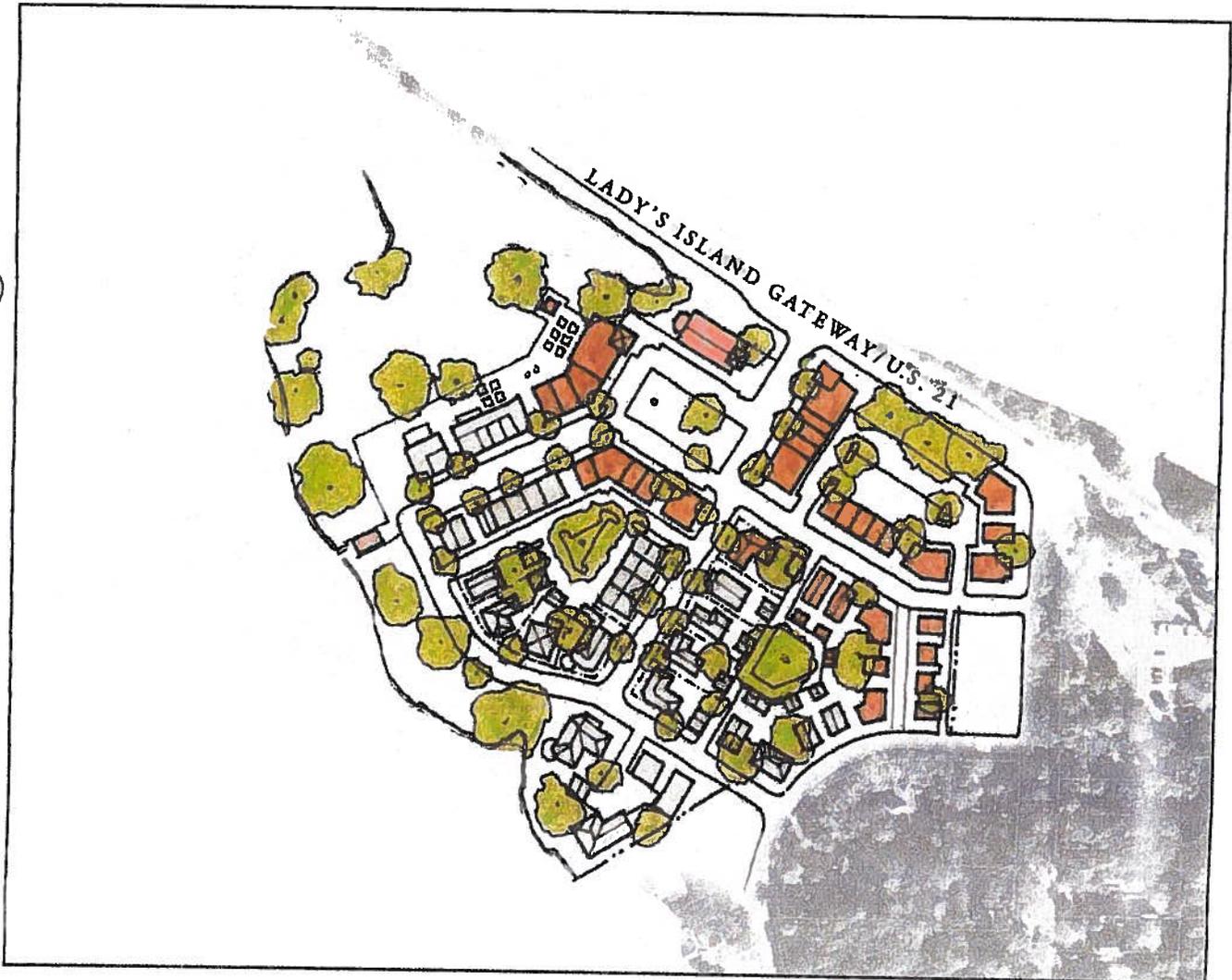
AND FINALLY, A STRONG DOWNTOWN IS SURROUNDED BY STRONG NEIGHBORHOODS

For too long, the neighborhoods surrounding the downtown have either been in a state of stasis or deterioration. With the exception of The Point and perhaps parts of the Old Commons, investment and population have been in decline. This slow decline

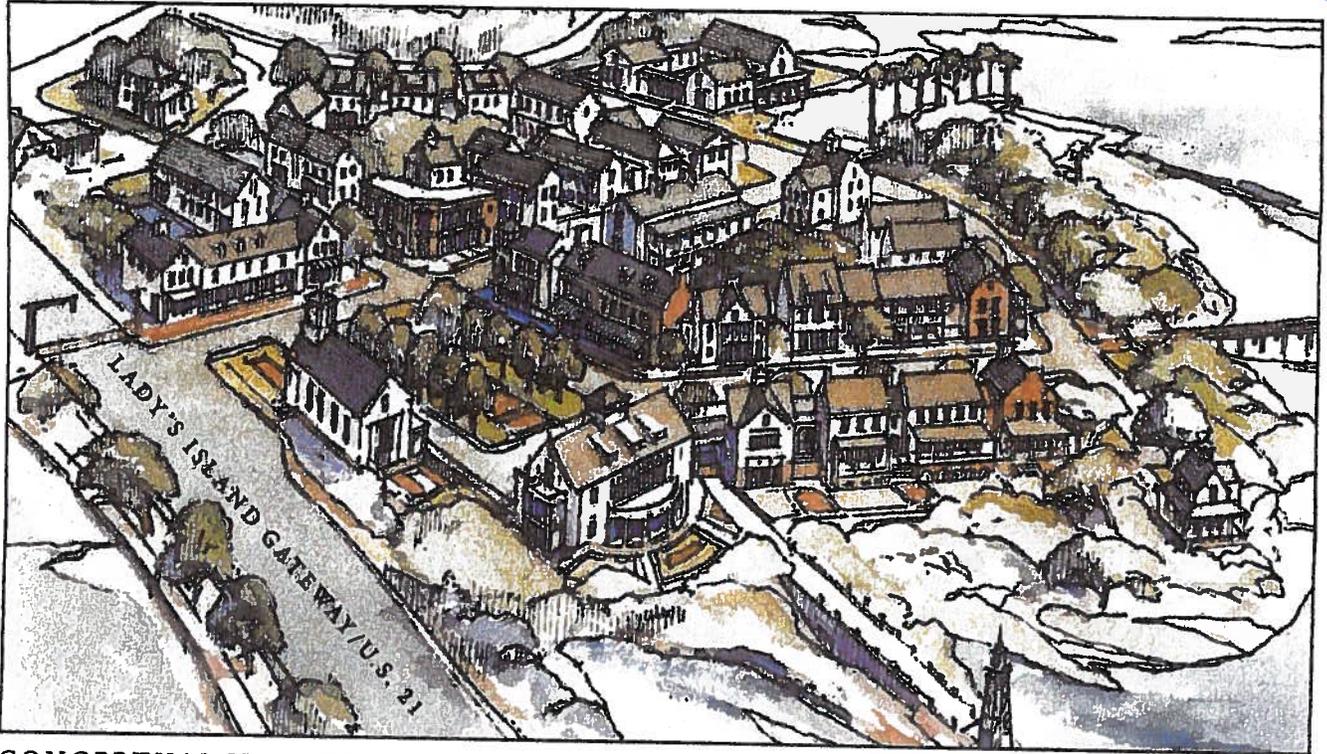
WHITEHALL

The old Whitehall Plantation property sits directly across the river from downtown Beaufort on the bridge from Carteret Street to Lady's Island (US Business Route 21). The property offers impressive views of the Beaufort River, with downtown Beaufort just beyond. The currently vacant land is envisioned as a traditional neighborhood development with the northwestern tip of the property preserved as public open space for the regional parks and greenway system. There is one major entrance to the property marked by a civic or religious

structure and a public green defined by townhouses and mixed-use buildings. The town center green includes a diversity of uses, while land closer to the river is more residential, with apartment buildings, townhouses, and single family houses. A public dock provides another connection to downtown Beaufort or other destinations from the river. With this approach, the Whitehall property becomes a logical extension of downtown that compliments, but does not compete with the historic core.

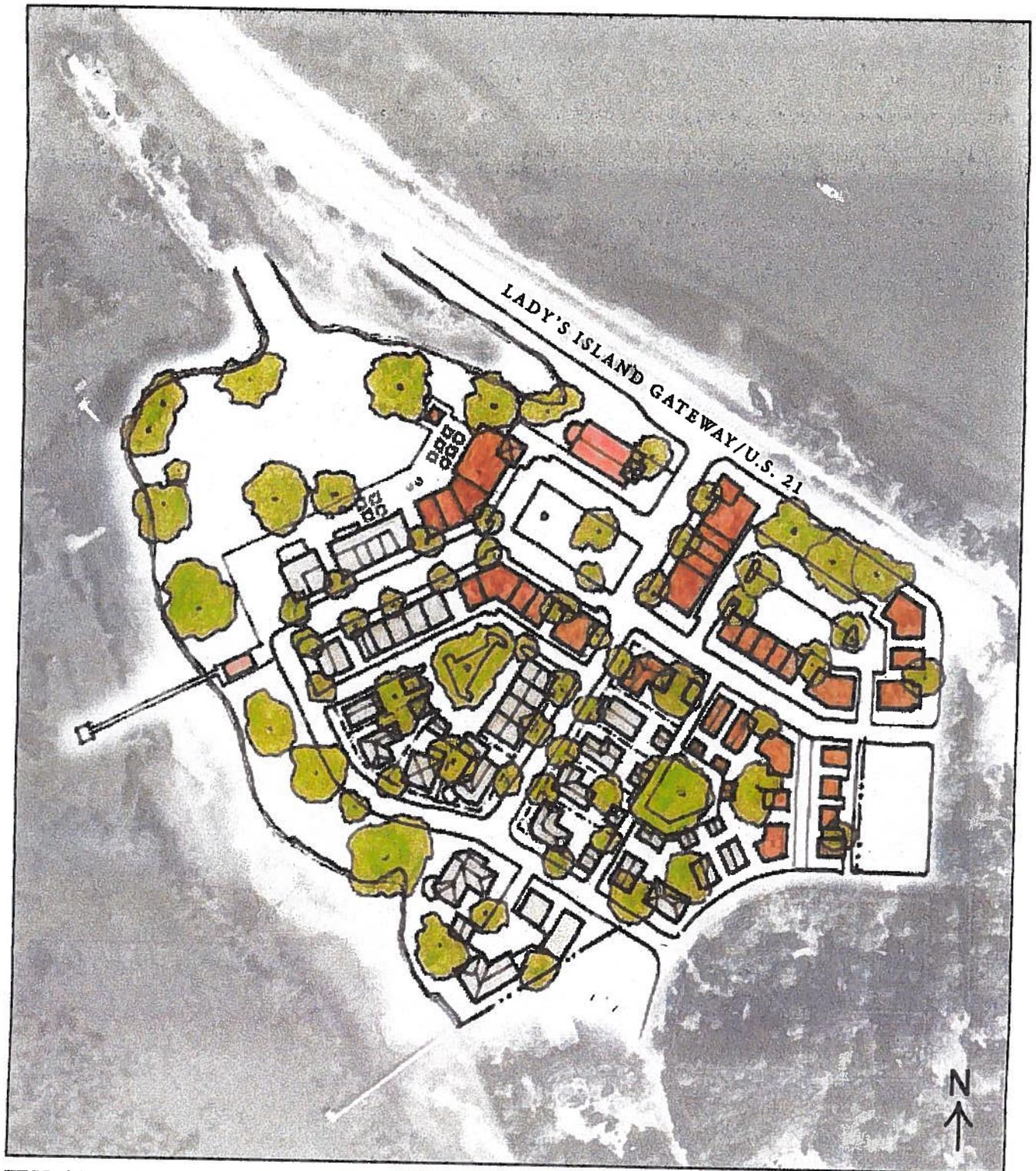


CONCEPTUAL PLAN for WHITEHALL MIXED USE DEVELOPMENT
NOT TO SCALE



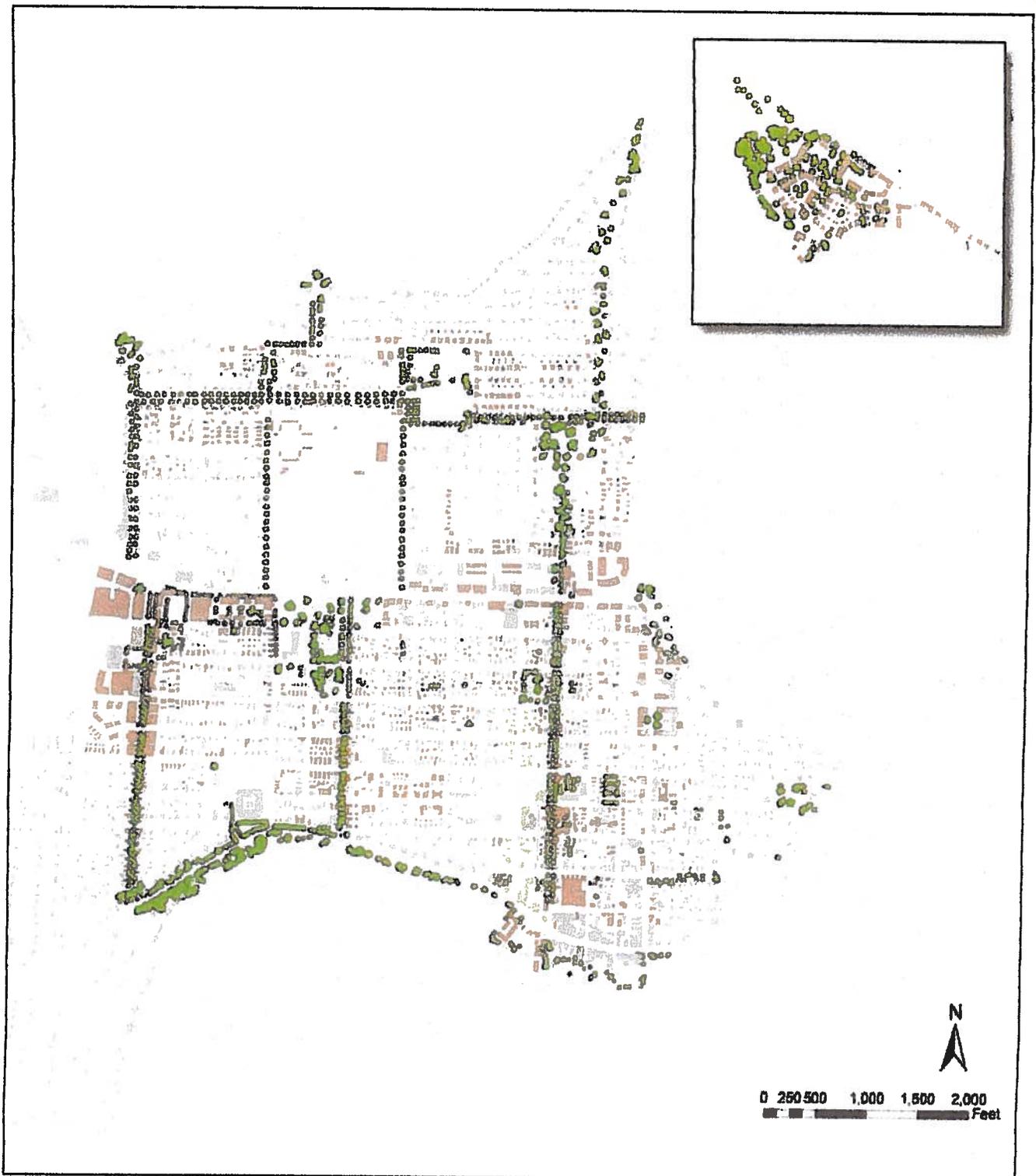
CONCEPTUAL ILLUSTRATION OF WHITEHALL





WHITEHALL MIXED USE DEVELOPMENT PLAN

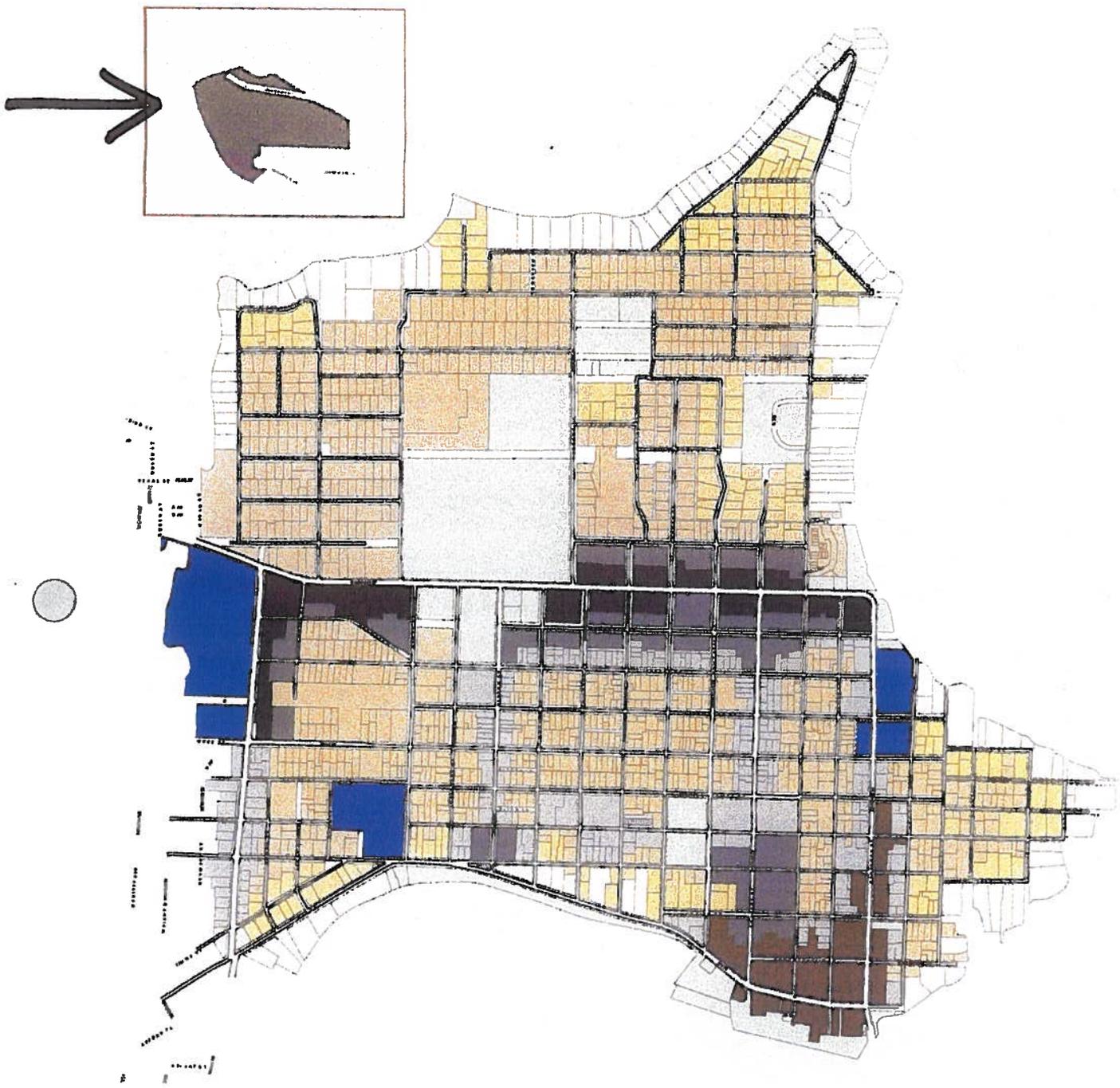




SECTOR 1 PROPOSED DEVELOPMENT PLAN
(See Appendix A for larger map)



REGULATING PLAN



	T3-E		T4-NC
	T3-S		T5-HC
	T3-N		T5-UC
	T4-UN		SD-INS





T4—Neighborhood Center (T4-NC)

T4 Neighborhood Center Zone represents a medium-intensity, mixed-use zone primarily in the form of attached, mixed-use fabric. A wide range of building types exists in the T4 Neighborhood Center Zone including, but not limited to, mansion apartments, apartment buildings, mixed-use buildings, and rowhouses;



T5—Historic Core (T5-HC)

T5 Historic Core Zone consists of higher density, mixed-use buildings that accommodate retail, rowhouses, offices, and apartments. A tight network of streets defines this transect zone as a highly walkable area. Buildings are set very close to the front property line in order to define the public realm;



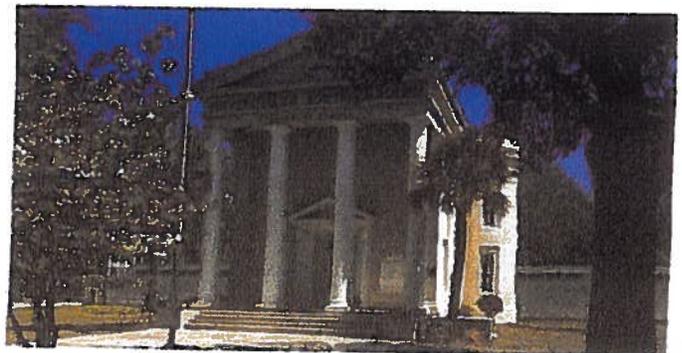
T5—Urban Corridor (T5-UC)

T5 Urban Corridor Zone consists of higher density, mixed-use buildings that accommodate main street retail, rowhouses, offices, and apartments located along primary thoroughfares. A tight network of streets defines this transect zone as a highly walkable area. Buildings are set very close to the front property line in order to define the public realm.



Special District – Institutional (SD-INS)

Special District—Institutional consists of areas within Sector One that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones. The Special District—Institutional Transect Zone accommodates such functions and uses as colleges, trade schools, and hospitals that are assimilated in a campus arrangement.



**PUBLIC COMMENTS SUBMITTED TO
THE PLANNING DEPARTMENT**

Libby Anderson

From: Jane Frederick <jane@f-farchitects.com>
Sent: Wednesday, February 15, 2012 1:42 PM
To: Libby Anderson
Subject: White Hall

Libby,

I stopped by and spoke with the Fetters about the rezoning request for White Hall. They do not have a problem with the rezoning. They just ask that they get to see the preliminary design if and/or when it actually gets developed.

Jane

Jane Frederick, FAIA, LEED AP
Frederick + Frederick Architects
843.522.8422
www.f-farchitects.com
blog www.lowcountryarchitect.net
twitter @janefredarch
www.facebook.com/F.F.Architects

Mayor Keyserling & City Council Members
1911 Boundary Street
Beaufort, South Carolina 29902

February 24, 2012

Dear Mayor Keyserling & City Council Members:

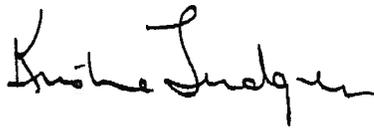
We are writing to you to express our strong opposition to the proposal set forth by Aslan Whitehall, LLC to rezone to commercial six parcels of property located on Harborview Drive. Although we are unable to attend the meeting this evening, we would like to share our concerns about the proposal through this letter.

Two years ago, we purchased what we planned to be our retirement home. This home is located at 10 Harborview Circle on Lady's Island, adjacent to the Whitehall property that is up for rezoning. When we purchased our property, we did so knowing that the Whitehall parcels, adjacent to our home, were zoned as residential. We would not have purchased a home next to commercial lots. We have both lived in commercially zoned areas within a city and chose not to do so in our retirement years.

Although there has been talk that the development planned for the Whitehall property would be appealing, we have our doubts. Over the past two years, we have become extremely disappointed in the landowner, Aslan Whitehall, LLC. The property owner demonstrates such little concern for the up-keep of this beautiful piece of land, the surrounding waterway, and the safety and well being of the neighborhood. This is evidenced by the deterioration of the landscape and docks on the property and the accumulation of trash and debris, which ends up in the river. As we all know, land protection is the single most effective technique for protecting our waterfront. We would like to see this very beautiful piece of land become more protected, not less so. Opening up these parcels of land to commercial businesses appears to be a dangerous use of a piece of land that is situated so close to the water.

Three years ago, when we became interested in the Beaufort area, we were most impressed by your efforts to preserve the look and feel of the Northwest Quadrant. In fact, when we saw Beaufort presented in the national media as "one of the prettiest little coastal towns in the South", we knew we had found our home. From the look of Beaufort today, your vision has been very successful, yet, in order to preserve the look the Town must continue to be vigilant when it comes to development. Once this "look" is gone, there's no turning back. It is our hope that Beaufort County will oppose this rezoning effort and instead continue to strongly support the preservation of the land and the waterfront in this lovely coastal town.

Thank you for your consideration. Please feel free to contact us if you have any further questions.

A handwritten signature in black ink, appearing to read "Kristine Lundgren". The signature is fluid and cursive, with a large initial 'K' and 'L'.

Kristine Lundgren, Sc.D.

617-510-1381

and

Gregory Glover, MD

865-363-9924

**PUBLIC COMMENTS
WHITEHALL REZONING**

Date of Comment: March 2012

Name of Person Commenting: Tina Lee

Address: 1 Harborview Circle

Summary: Mrs. Lee said she was opposed to the rezoning. She said she and her husband are concerned about what will be built and how it will impact the neighborhood. Traffic is a major concern. This is a quiet neighborhood. They get traffic from Meridian Road. The aesthetics of the neighborhood would completely change if commercial uses were built right across the street.

Staff Taking Comments: Libby Anderson

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, Planning Director

DATE: August 13, 2012

SUBJECT: UDO Amendment Clarifying How Attached Signs Are Measured

=====

The Sign Ordinance stipulates that the maximum area of wall sign shall be no more than one square foot per linear frontage of the building; however, the ordinance does not contain specific guidance on how the area of wall signs should be measured. Staff is proposing to clarify this issue by adding a new paragraph (1) to Section 7.2.G.2.b, "Attached Signs," (attached) to read as follows:

- (1) The areas of wall signs, including channel lettering, shall be measured as the area of the perimeter of the letters, including capital letters, excluding ascenders and descenders. The area shall include the space between words, both horizontal and vertical, that are read together. See diagrams below for guidance:

Opera

storage

Food Service
Center

monument of a 32 square feet sign should be no more than 16 square feet.

- i. For lots with frontage on two arterial streets (ex. U.S. 21, S.C. 170, or Ribaut Road) one freestanding sign shall be permitted per street frontage if these signs can be located at least 200 feet apart as measured to the leading edge of the sign. For lots with frontage on two streets but where both streets are not arterial streets, or for lots with frontage on two streets but where the freestanding signs cannot be spaced at least 200 feet apart measured to the edge, a primary entrance and a secondary entrance should be established. At the secondary entrance, a freestanding sign up to one-half (0.5) the area of that permitted at the primary entrance will be permitted provided that the two signs are at least 75 feet apart.
- j. The street address number of the property shall be displayed on the sign in letters at least three inches high; or if the address numbers are placed on the support structure, the letters shall be a minimum of three inches high and a maximum of six inches high. Street numbers placed on the support structure shall not be included toward the maximum allotted signage. Street numbers shall be made from reflective letters.
- k. Landscaping, not including grass, shall be required for all freestanding signs. Such landscaping shall equal the total surface area of the sign face.

2. Attached Signs

a. All of the following are considered attached signs:

- (1) Suspended signs;
- (2) Projecting signs;
- (3) Wall signs; and
- (4) Window signs.

b. The total square footage of all wall signs shall be no more than one square foot per linear frontage of the building, or in the case of multi-tenant buildings, linear frontage of individual tenant space. Wall signs shall only be permitted on facades of a building that face a public or private street unless the Historic District Review Board, the Design Review Board, or Administrator, as appropriate, specifically approves signage on other facades as part of approval of a master signage plan. The size of any wall sign should be based on the proposed use of the building and be in proportion to the proposed use, placement, and visibility of the sign. For lots with frontage on two streets, see paragraph (4)

c. For lots with frontage on two arterial streets (U.S. 21, S.C. 170, or Ribaut Road) attached signs meeting the requirements of this section shall be permitted on each street frontage. For lots with frontage on two streets but where both streets are not arterial streets, a primary entrance and a secondary entrance shall be established. At the secondary entrance,

CITY OF BEAUFORT
REZONING ANALYSIS AX12-02
PUBLIC HEARING DATE: AUGUST 28, 2012

Applicant

The applicant is Many M's LLC, the property owner. This is a rezoning request as a result of a petition for annexation.

Site

The property is located at the southwest corner of US 21 and Parris Island Gateway (see attached Site Location Map). The property is identified as District 100, Tax Map 26, Parcel 160. The site is the former location of the Dixie Mobile Home Park. The lot is 9.7 acres in area. The proposed Spanish Moss Rail Trail fronts the property along US 21.

Annexation Issues

The property is contiguous to the existing city limits via the Howard Johnson Express Inn. All municipal services will be available to the property upon annexation. Fire service in this area of the City is provided by a contract with the Burton Fire District.

Present Zoning

The property is zoned "Commercial Regional District" (CR) under the County's Zoning and Development Standards Ordinance. The CR district is the most intense commercial zoning district set out in the County code. The district permits a full range of retail, service, and office uses. Restaurants with drive-thrus, and vehicle sales and service are permitted in the CR zone.

Proposed Zoning

The proposed zoning for the lot is "HC Highway Commercial District" (HC). As described in the UDO:

The HC Highway Commercial zoning district is intended to be developed and reserved for general business purposes and with particular consideration for the automobile-oriented commercial development existing or proposed along the City's roadways. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service and professional uses which benefit from being located in close proximity to each other; and to discourage any encroachment by industrial, residential or other uses considered capable of adversely affecting the basic commercial character of the district.

The HC District permits all types of office and commercial uses. A variety of auto-oriented uses are permitted including drive-thru and drive-in restaurants, vehicle sales and service, gas stations, and car washes. Warehousing, wholesale sales, and light industrial services are also permitted. Most of the lots in the city limits west of Neil Road are zoned HC. The Howard Johnson Express Inn is zoned General Commercial. The undeveloped lot just east of the Howard Johnson's lot is zoned R-4 High Density Single-Family Residential District. The lot to the west of the residential lot, the former Suzuki dealership, is zoned HC.

Consistency with Comprehensive Plan

The Framework Plan in the City's Comprehensive Land Use Plan designates the area as "Corridor Mixed Use (G-3)" (see attached map). According to the comprehensive plan, "The G-3 sector . . . is intended to apply along high capacity regional thoroughfares at major transportation nodes, or along portions of highly-traveled corridors. G-3 land generally falls within areas for higher-intensity regional-serving development . . ." Appropriate land uses in the G-3 sector include: residential development, neighborhood-serving commercial uses (retail and office), civic uses, and neighborhood centers, regional centers, and industrial districts. An excerpt from the Comprehensive Plan describing the G-3 district is attached. The proposed rezoning appears to be consistent with the Framework Map in the Comprehensive Plan.

Consistency with Civic Master Plan

Highway Commercial zoning is consistent with the recommendations in the draft Sector 4/5 Civic Master Plan.

Land Use Compatibility

US Highway 21 in this area has a mix of commercial uses including auto dealerships, auto repair, and a motel. The Walsh subdivision, a single-family neighborhood, is located on the north side of US 21. The proposed zoning appears compatible with existing uses in the area.

Suitability of Property for Uses Permitted in Current Zoning District

The property is proposed for annexation, so a City zoning designation is required. The proposed Highway Commercial zoning is similar to the existing County zoning--Commercial Regional.

Suitability of Property for Uses Permitted in Proposed Zoning District

The property is located at the intersection of two arterial streets. Parris Island Gateway has been designated as the US 21 truck route. A zoning designation permitting intense commercial uses appears appropriate for this lot.

Compatibility of Uses Permitted in Proposed Zoning District with Natural Features

The property had previously been developed for the Dixie Mobile Home Park. There are a number of large trees on the site.

Marketability of Property for Uses Permitted by Current Zoning District

No change in the marketability of the property is expected as a result of the rezoning.

Availability of Infrastructure

Water and sewer is available to the property.

Public Notification

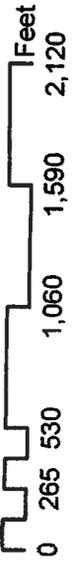
Letters to adjoining property owners were mailed on August 6. The public hearing notice will run in the August 13 edition of *The Beaufort Gazette*. The property will be posted on August 13. To date, staff has received no public comments on the proposed rezoning.

Staff Recommendation

Staff recommends approval.

Locaton Map R100 026 0160 12 County Shed Road

Created August 6, 2012





Mixed-use town center development



Mixed-use building in a regional center with residential above retail



Regional centers contain a mixture of higher density commercial and residential uses



Industrial, warehouse, or distribution-type building

FG 1.7 GROWTH SECTOR 3 (G-3): NEIGHBORHOOD MIXED USE (G-3A) & CORRIDOR MIXED USE (G-3B)

The G-3 sector indicated in lighter and darker red (respectively), is intended to apply along high capacity regional thoroughfares at major transportation nodes, or along portions of highly-traveled corridors. G-3 land generally falls within areas for higher-intensity regional-serving development, marked by the dark purple 1/2 mile radius circles. Neighborhood Mixed-Use designations (G-3A) are intended for a mixture of uses intended to serve the surrounding neighborhoods. Corridor Mixed-Use areas (G-3B) are intended for a mixture of regional-serving commercial, residential, and institutional destinations.

Care should be taken to limit the length of G-3 corridor developments to avoid the creation of lengthy, undifferentiated linear strip development. Attention to local geography and environmental conditions can assist in this definition, with special attention given to areas in O-1 and O-2 sectors along water courses and near sensitive lands.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

The full-range of community types and uses are appropriate in the G-3 sector, including:

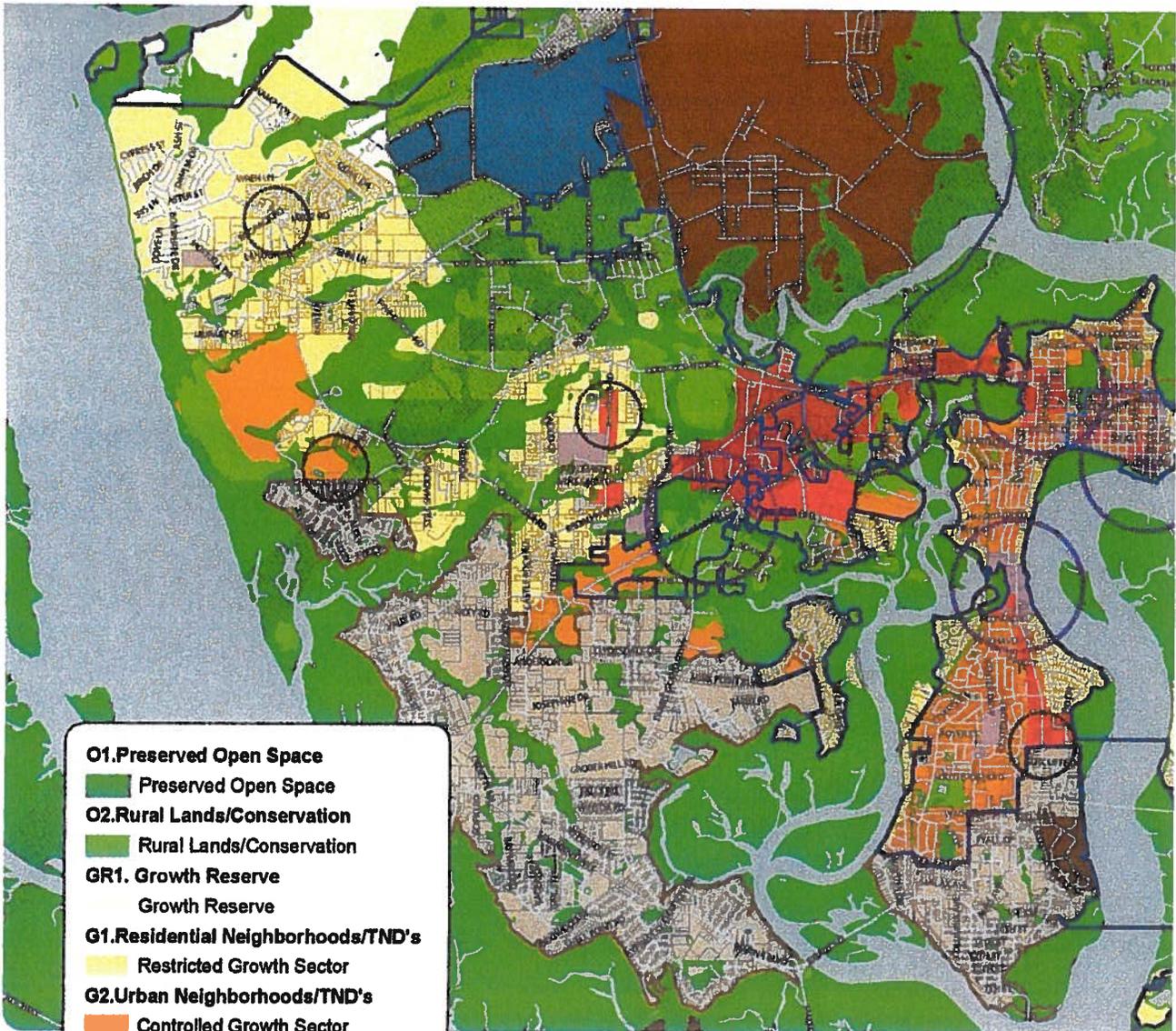
- single-family and multifamily residential
- neighborhood-serving commercial uses (retail and office)
- civic uses
- traditional neighborhood developments
- neighborhood centers
- regional centers
- industrial districts

FG 1.8 REGIONAL CENTERS

Regional Centers are mixed-use activity centers with employment and commercial uses that attract people from beyond the immediate neighborhoods and from surrounding communities. These centers are appropriate for commercial and employment development as well as the area's highest density housing. The area of these centers is based on a 1/2 mile radius (a typical 10-minute walk)—the larger circles on the map. Regional centers are envisioned for downtown Beaufort; the emerging city-county government district at Ribaut Road and Boundary Street; around the hospital and technical college campuses; at the intersection of SC 170 and SC 280; and around the intersection of US 21/Boundary Street and Robert Smalls Parkway. These centers will provide the highest concentrations of residential, employment, and commercial services in the Plan area. Regional retail and commercial centers should be located exclusively in the Regional Centers located along SC 280 and SC 170.

FG 1.9 SPECIAL DISTRICT (SD): INDUSTRIAL/EMPLOYMENT CENTERS

As regional employment centers, industrial districts also fall into the G-3 sector. Industrial development is shown around the existing Beaufort Commerce Park and in areas where industrial and distribution facilities are currently located or approved for development by current zoning.



- O1.Preserved Open Space**
 Preserved Open Space
- O2.Rural Lands/Conservation**
 Rural Lands/Conservation
- GR1. Growth Reserve**
 Growth Reserve
- G1.Residential Neighborhoods/TND's**
 Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
 Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
 Intended Growth Sector
- G3B.Corridor Mixed-Use**
 Intended Growth Sector
- G4.Downtown**
 Infill Growth Sector
- SD.Industrial/Employment Center**

- Civic/Hospital**

- USCB 1/4-Mile Buffer**

- Neighborhood Centers**

- Regional Centers**

- AICUZ**

- Military**


City of Beaufort Department of Planning and Development Services

M E M O R A N D U M

TO: Beaufort--Port Royal Metropolitan Planning Commission

FROM: Libby Anderson, City of Beaufort Planning Director

DATE: August 13, 2012

SUBJECT: Status Report on City Council Actions

UDO Amendment Establishing a Minimum Front Setback for Garages. A public on the amendment will be held at the August 14 City Council meeting.

UDO Amendment Adopting New Stormwater Standards. A public on the amendment will be held at the August 14 City Council meeting.

Please contact me with any questions on this information.

Thank you.

A meeting of the **Beaufort-Port Royal Metropolitan Planning Commission** was held on **July 16, 2012 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, James Crower, Jim Hicks, and Robert Semmler, and City of Beaufort Planning Director Libby Anderson and Town of Port Royal Planning Director Linda Bridges. Bill Harris 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.

REVIEW OF PROJECTS FOR THE CITY OF BEAUFORT

City of Beaufort – UDO Amendment

Revising Section 5.4.G, "Setback and Other Yard Requirements for Accessory Uses," to establish a minimum street setback for garages.

Ms. Anderson said this UDO Amendment was tabled from the Commission's last meeting. Ms. Anderson went over the reasons for this amendment. She said currently there is no specific street setback requirement for garages from the front building setback. In the General Residential District and the R-4 District, the building setback is 12'. On corner lots, on the street of secondary importance, building setback can be reduced to 6'. In the R-3 District, the standard front setback is 15' and on corner lots, can be reduced to 7.5' on the side street. This setback, when applied to garages, is not adequate to permit a vehicle to be parked in front of a garage overhanging the sidewalk on Charles Street. She showed a photo of a car parked in front of a garage. A large truck could not be parked in front of this garage on North Street without encroaching into the travel lane. Ms. Anderson went over supporting documents such as photographs. During site plan reviews, staff "recommends" that garages be moved back from the street, but this recommendation should be added as a development standard in the Unified Development Ordinance (UDO). Staff is recommending that Section 5.4.G of the UDO, "Setback and Other Yard Requirements," be revised by adding a new paragraph 4 to read as follows: Garages, where garage doors face the street, shall be set back from any street side property line a minimum of 20'. Staff has conferred with Office of Civic Investment (OCI) staff on this issue. OCI staff supports this change.

Commissioner Semmler said he spoke with Mr. Noble (yellow house) and he had no idea this was going on. Ms. Anderson said she was on-site. Commissioner Semmler said if sidewalks are going to be done, trees will need to come out, etc. He noticed one photo showed old construction and that does not seem applicable, and feels there is no need for this and doesn't understand why we are even looking at it. Ms. Anderson said there is a need for it especially with new construction. In terms of existing improvements, there are separate issues, but 50% of damage of a detached garage is different. Ms. Anderson said it's a problem when a car extends out onto the sidewalk; public sidewalks are for the public and not vehicles.

Commissioner Crower asked, what the term "street side" means. Ms. Anderson said she was trying to convey the issue that the property line is on the street, but she can clarify the wording. Commissioner Howard said the downtown has become more pedestrian and walking in the street is not good.

Chairman DeVito opened the floor for public comment. There was no public comment.

Chairman DeVito supports it. A person can be cited since they are blocking the sidewalk. He referred to Charles & Washington.

Commissioner Howard made a motion, second by Commissioner Crower, to support the recommendation submitted by staff. Commissioner Hicks said we are not an architectural board. The motion passed with a vote of 4 to 1 with Commissioner Semmler being opposed.

REVIEW OF PROJECTS FOR THE CITY OF BEAUFORT

City of Beaufort –UDO Amendment.

Adding a new Section 7.7, "Stormwater."

Ms. Anderson said the City's standards for stormwater controls are set out in Part 5, Chapter 5 of the City Code. These standards were adopted in 1985. Stormwater management philosophies and technologies have changed dramatically since then, so an update of the City's stormwater standards is long over due. Ms. Anderson said the Office of Civic Investment (OCI) has drafted new stormwater standards that are to replace the City's current standards. These standards are designed to be included in the Unified Development Ordinance as a new Section 7.7. Ms. Anderson said a motion is not expected tonight but discussion and questions are welcomed. She said experts can attend the next meeting and/or a workshop can be scheduled. There are 2 experts in the audience, Dan Ahern, County stormwater Engineer; Mr. Kinghorn who is the city's representative on the Beaufort County Stormwater Utility Board.

Ms. Anderson went over each section of the proposed standards that included exemptions, charts, etc. Chairman DeVito asked for more clarification regarding the section entitled, "Private Drainage Systems Not City Responsibility." Chairman DeVito is concerned about this standard because if you are "private", do you not need to follow this. Commissioner Hicks asked if there are exemptions for things built prior to this. Ms. Anderson said she would look into this and make the necessary revisions. She said volume control will be on a case-by-case basis. We are planning for the 25-year storm. Commissioner Semmler asked what the difference is between a 100-year and 25-year storm. Ms. Anderson said a 25-year storm would be more frequent storms and less water would need to be controlled. Chairman DeVito asked does the rate of precipitation count? Mr. Ahern said yes.

Commissioner Howard asked about the Form-Based Code and how it relates to this. Ms. Anderson said the concept would be the same and carry over. Commissioner Howard also asked about PUDs. Ms. Anderson said if it's platted and the infrastructure is in place, it will be grandfathered.

Chairman DeVito asked if Mr. Ahern or Mr. Kinghorn wanted to speak to the Commissioners. Mr. Ahern said he has submitted comments to the Commissioner regarding discharge. He said the City and the County have the overall responsibility. He said we will meet with the state and federal representatives. He said he has an anticipated number how many permits will be issued in the year 2014.

Mr. Kinghorn said he was very impressed with Ms. Anderson's presentation. He said the County is in the midst of a 10-year plan. He said you definitely need some flexibility. He is happy now that the City and the Town of Port Royal will be using the County's manual; it will be great for development. Commissioner Howard asked if all the permits will be going through the City. They are not sure if permits will go through the City since they don't have enough resources. Chairman DeVito asked about the impact of the roads. Commissioner Semmler asked if Port Royal is on board with this. Mr. Kinghorn said yes. Commissioner Semmler said he's under the impression Port Royal has the option to or not to use the County's standards. Commissioner Hicks said basically we will all be playing by the same "play book" but may make changes along they way. Mr. Kinghorn said that's the idea. Commissioner Hicks said this is a great step forward. Ms. Anderson thanked both Mr. Ahern and Mr. Kinghorn for their expertise.

Commissioner Hicks made a motion, seconded by Commissioner Howard, to approve the UDO Amendment adding a new Section 7.7, "Stormwater" as submitted with recommendations to be presented to Council. The motion passed unanimously.

CITY OF BEAUFORT UPDATE ON COUNCIL ACTIONS

Ms. Anderson said the ordinance revising the Battery Point Planned Unit Development Ordinance as it pertains to the buffer requirement for freshwater wetlands was given second reading at the June 26 City Council meeting.

DISCUSSION:

Ms. Anderson talked about the Urbanized Designations by the Census. She said the documentation she forwarded to the Commissioners addresses who, how, where, and when. The proposed MPO for Southern Beaufort may get 2.4 million dollars, non-competitive, a year. We would go through LCOG. It's a good thing because you know each year you will get money to do things. She said the 2.4 million dollars might not sound like a lot when it comes to roads, but it can help. The question is, how big will this planning area be and where is the MPO going to be located. She said City Council is leaning toward Hilton Head's recommendation that includes Bluffton, and US 278. Chairman DeVito asked how the boundaries were determined. Ms. Anderson isn't sure but maybe by the Census data and the population density. She said there could be a PowerPoint presentation at the Commission's next meeting. She said by October of next year the administration money will start flowing into the MPO.

MINUTES

Commissioner Semmler noted on page 5, 2nd paragraph, line 5, sentence stating he upset neighbors should be deleted because he did not speak to any neighbors.

Commissioner Crower made a motion to approve the minutes with the one correction. Commissioner Semmler seconded the motion. The motion passed unanimously.

There being no further business to come before the commission, the meeting was adjourned at 6:40 p.m.