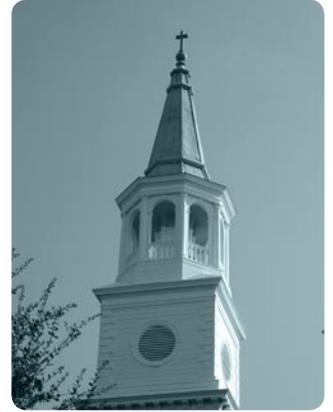




CHAPTER ONE: EXECUTIVE SUMMARY



1 EXECUTIVE SUMMARY

The Comprehensive Plan, in its purest form, represents the synthesis of a community's vision for its growth and development. Far too often vision statements are never accurately translated into a detailed working plan with achievable action items, schedules, and budgets. Far too often Comprehensive Plans have been relegated to black and white policy documents that collect more dust than success.

The modern plan balances the very best in planning and design. By articulating a vision and illustrating that vision in a real-world setting, the community has a better understanding of the plan's aspirations. Beaufort has begun this process with the undertaking of the 2009 Comprehensive Plan. The broad consensus generated by tapping into a wide cross-section of the community will help to ensure its usefulness for years to come.

As Beaufort enters our 4th century we recognize that a successful 21st century community is anchored by the triple-bottom line of environmental, social, and economic sustainability. As a result, the organization of this Plan breaks from the norm of the "element-based" comprehensive plan derived from the South Carolina Code of Law. Rather, it organizes itself around fully immersive ideas that integrate the triple bottom line in a fashion that is perhaps more consistent with a company's business plan than a regulatory document.

Unlike many of our peers across South Carolina we have chosen to focus not on a exhaustive analysis of what currently is and simply project trends of what was, but rather this plan is a true vision what we wish to become and what tools and resources are needed to achieve that vision. Most importantly, it focuses on implementation.

City leaders will be quick to stress that this plan is a convergence of visionary leadership, capital investments, and efficient delivery of government services. It is also through this mindset that the City continues to actively participate in discussions related to the growth and development in Northern Beaufort County. It is through these discussion that not only must the participating jurisdiction agree on land use considerations, but they have a singular opportunity to create a plan for the efficient and responsive delivery of government services the taxpayers deserve.

Beaufort has long been a community that valued the importance of plans and the planning process. This comprehensive plan seeks to bridge the importance of PLANNING with the important of DOING. It is this importance of DOING, as da Vinci suggests, that is prime amongst all things in Beaufort. And, as our plan suggests, it is DOING that will prepare us for our next 100 years.

Chapter Highlights

1.1 Priorities for Implementation

*"I have been impressed
with the urgency of
DOING. Knowing is
not enough; we must
apply. Being willing is
not enough; we must
DO."*

~Leonardo da Vinci

"I think it's great when you get the community involved in the development process of the city because the people of the community will work with the developers in a much more favorable light. Meetings like this are important. Keeping not just the old buildings but the people and the neighborhoods intact—helping the entire city belong...I think that is what's important."

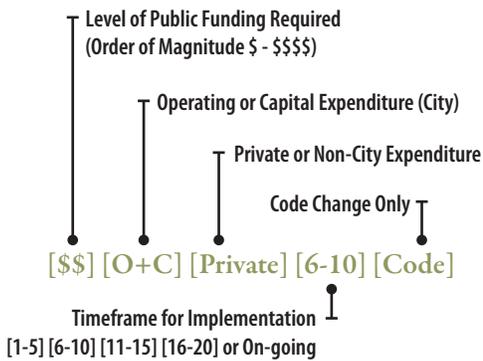
~Lifelong Beaufortonian

1.1 PRIORITIES FOR IMPLEMENTATION

In order for the vision and recommendations expressed by this Plan to be realized, specific action items will need to be implemented by the City of Beaufort. Many of the action items seek to provide the conditions under which the vision can be achieved, by way of providing sensible land use regulation, necessary public investments, the development of appropriate programs and policies, encouraging catalyst projects and other actions. The list of high priority items, organized by major topic area, are shown on the next few pages. The complete list of recommendations for this plan can be found in Chapter 13.

The action items in the table below are prioritized based on the legend noted at the beginning of each Chapter and to the left. The Funding is listed as an order of magnitude as way to evaluate the relative costs of one action over another. As a means of attempting to quantify these relative costs over the twenty year period, the table below summarizes an estimated range of cost values that may be used. With the exception of those specific costs for Capital Projects that were identified in this Chapter, no other specific cost estimates have been provided.

Key to Action Items



Order of Magnitude	Estimated Cost Range
\$	\$1 - \$50,000
\$\$	\$50,000 - \$250,000
\$\$\$	\$250,000 - \$1 million
\$\$\$\$	\$1 million+

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
FIVE: A FRAMEWORK FOR GROWTH												
FG 2.3	Explore a service delivery model that employs a metro-like structure.	73	\$	0		X						
FG 2.1	Annexation areas should be contiguous to the primary service area or within a maximum of 2 miles.	73										X
FG 2.2	The provision of municipal services to previously annexed tracts or tracts beyond the 2 mile boundary shall be subject to adequacy and availability of municipal services.	73										X
FG 3.1	Require Incremental Growth to be Medium to High Density and Utilize the Traditional Neighborhood Unit.	76										X
FG 4.1	Update the UDO as a complete form-based code.	77										X
SIX: NATURAL INFRASTRUCTURE												
NI 3.3	Continue to Partner with Regional Agencies/ Organizations and Land Owners to Aggressively Protect Open Lands	93	\$\$\$	O+C		X						
NI 3.4	Expand Use of Density Bonuses and TDR in Exchange for Preservation of Sensitive Environmental Features	93	\$\$	0		X						
NI 1.2	Revise Current Development Regulation to Require/ Incentivize Low Impact Development Using the Light Imprint Handbook	84	\$	0			X					
NI 1.3	Develop Regional/Small Area Storm Water Plans	85	\$	0			X					

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
NI 1.5	Adopt Baseline Standards for Critical Line Setbacks and Natural Vegetative Buffers	85	\$	0			X					
NI 1.9	Adopt Baseline Standards for the Protection of Freshwater Wetlands	87	\$	0			X					
NI 4.1	Complete an Urban Tree Canopy Survey	94	\$\$	0			X					
NI 4.2	Establish a Baseline Tree Canopy Coverage and Set Key Goals for Preservation and Expansion of the Canopy	94	\$	0			X					
SEVEN: CLIMATE CHANGE & ENERGY												
CE 1.3	Prioritize Transit, Bike and Pedestrian Improvements with the Goal of Reducing VMT	100	\$\$-\$\$\$\$	0+C		X						
CE 1.4	The City will Seek Out Best Practices for the Reduction of GHG Emissions	101	\$	0		X						
CE 5.2	Endeavor to Make Sustainable Construction Practices Part of the Culture of Development in Beaufort	111	\$\$	0		X						
CE 1.1	Conduct an Emissions Inventory of City Operations	99	\$	0			X					
CE 1.2	Enact Land Use Policies and UDO Changes with the Goal of Reducing VMT	100	\$	0			X					
CE 2.2	Work with Beaufort County to Develop a Plan that Addresses the Potential Impacts of Sea Level Change	103	\$	0			X					
CE 3.1	Consider Conducting an Energy Audit	107	\$\$	0			X					
CE 3.3	Remove Regulatory Barriers to Renewable Energy and Provide Incentives for Their Use	107	\$	0			X					
CE 3.4	Protect Solar Access	107	\$	0			X					
CE 5.1	Establish a City Policy for Sustainable Building and Infrastructure Practices	110	\$	0			X					
CE 5.3	Establish Incentives to Implement Context-Sensitive Environmentally Sustainable Building and Development Practices	111	\$	0			X					
EIGHT: SOCIAL INFRASTRUCTURE												
SI 2.1	Prepare Small Area Plans for Neighborhoods and Districts	119	\$\$	0		X						
SI 2.2	Create a Dedicated Revenue Stream for Neighborhood Reinvestment	120	\$\$	0+C		X						
SI 1.1	Complete an Inventory of Needs for the Improvement of the Existing Neighborhood Parks	115	\$	0			X					
SI 1.2	Identify a Regular Funding Mechanism for the Maintenance and Improvement of the Park System	117	\$	0			X					
SI 1.3	Plan and Improve the Southside Park	117	\$\$\$\$	C	Private		X	X	X	X		
SI 4.1	Conduct Sector (Small Area) Planning & Implementation	133	\$-\$	0			X	X				
SI 4.10	Provide Technical Support to Historic Neighborhoods and Property Owners	136	\$-\$\$\$	0+C			X	X				
SI 4.12	Prioritize and Implement Recommendations for Infrastructure in Historic Districts	137	\$\$-\$\$\$	0+C			X	X				X

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
NINE: ACCESS & MOBILITY												
AM 1.1	Establish an On-Going Multi-Jurisdictional Transportation Planning Process	145	\$	0		X						
AM 1.8	Prepare a Collector Street Plan for the Urban Growth Boundary	153	\$\$	0+C		X						
AM 2.4	Complete and Implement the Pedestrian Improvement Master Plan	163	\$\$	C		X						
AM 1.2/ PI 3.1	Implement the Current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan	145	\$\$\$\$	C			X	X				
AM 1.4	Evaluate the Re-designation of US 21 Around the City	149	\$\$	0+C			X					
AM 1.9	Develop Specific Plan/Recommendations for Strategic Community Corridors	153	\$\$	0			X	X	X			
AM 2.1	Implement the Pedestrian and Bicycle Connections Shown in the Northern Beaufort County Regional Plan (Project #1)	161	\$\$	C			X					
AM 2.2	Create a Master Plan for Bikeways, Greenways, Sidewalks and Trails	161	\$\$	0+C			X					
TEN: ECONOMIC PROSPERITY												
EP 1.2	Take Leadership Role in Institutional Development	177	\$	0		X						
EP 1.4	Create Business License Program that is Tied to Economic Development Goals	177	\$	0			X					
EP 2.1	Refocus on the Downtown	179	\$\$	0			X					
EP 2.2	Continue Implementation of the Boundary Street Master Plan	179	\$\$\$\$	C			X					
EP 2.3	Complete Neighborhood and District Redevelopment Plans	179	\$\$	0			X	X				
EP 2.5	Target Sites for Redevelopment	180	\$\$	0			X	X				
EP 2.6	Replace the Current Redevelopment Incentive Program with a New Program	180										X
EP 1.1	Support the Expansion of the Current Economic Base - Higher Education, Medical Services, and the Military	176			Private							
EP 1.3	Focus on Small Business Recruitment and Retention	177			Private							
EP 1.5	Support Expansion of Higher Education	177			Private							
EP 1.6	Continue to Seek Ways to Expand Tourism	178			Private							
EP 2.4	Consider the Use of Municipal Improvements Districts (MID)	179			Revenue							
ELEVEN: SERVING OUR CITIZENS												
SC 1.1	Continue to Maintain a Strong Cash Position with a Well-Funded Fund Balance	199	\$	0		X						
SC 1.2	Balance Revenue from Tax Base and Other Operating Revenues	199	\$	0		X						
SC 1.3	Advocate for a Change in State Legislation to Ensure Fiscal Flexibility for Local Governments	200	\$	0		X						

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
SC 1.4	Seek Revenue Sharing/Partnership Arrangements to Better Manage the Maintenance of SC DOT-Owned Rights-of-Way	200	\$	0		X						
SC 1.5	Consider Levying Impact Fees to Mitigate the Costs of Growth in Remote Annexation	201	\$	0		X						
SC 1.6	Further Develop Cash Flow Reporting	201	\$	0		X						
SC 2.1	Divest of Loss-Generating Enterprises	204										
SC 2.2	Audit Recurring Expenditures	204										
SC 2.3	Evaluate Government Service Delivery Options within the Northern Area Growth Boundary	204	\$	0		X						
SC 3.1	Expand the List of Business and Development Incentives	205	\$	0		X						
SC 3.2	Balance the Regulatory Environment to Protect the City's Core Assets as well as Allowing for a Competitive Business Environment	205	\$	0		X						
SC 3.3	Create Balance of Assets such as a Mix of Land Uses, Businesses, and Living Options for all Residents	205	\$	0		X						
SC 3.4	Consider Service Delivery in the Design of our Community	205	\$	0		X						
SC 3.5	Seek out Partnerships Wherever Possible	205	\$	0		X						
SC 3.6	Evaluate Alternative Funding Sources for Capital, Operations and Maintenance Beyond the Current Taxing Structure	205	\$	0		X						
SC 3.7	Expand the Capital Improvements Program (CIP) to Create a Comprehensive Capital Asset and Project Planning Program	205	\$	0		X						
THIRTEEN: SETTING PRIORITIES FOR IMPLEMENTATION												
PI 1.1	Monitor and Report on Plan Implementation	235	\$	0		X						
PI 1.4	Explore New Institutional Arrangements	235	\$	0		X						
PI 2.2	Identify Existing Deficiencies and Future Capital Improvements Needs	235	\$	0		X						
PI 2.3	Work Cooperatively with the School District	236	\$	0		X						
PI 2.4	Develop an Overall Funding Strategy	236	\$	0		X						
PI 2.5	Focus First on Available Funding Tools	236	\$	0		X						
PI 2.6	Update the Fiscal Impact Analysis on a Regular Basis	236	\$	0		X						
PI 2.7	Consider Funding Tools that Require Changes in State Legislation	236	\$	0		X						
PI 1.2	Update the Plan	235	\$\$	0			X	X	X	X	X	
PI 3.2	Implement the Other Identified Capital Projects in the Northern Beaufort County Regional Plan	237	\$\$\$\$	C			X	X				
PI 4.1	Annually Update the Ten Year Capital Imp. Plan	238	\$	0			X	X	X	X	X	
PI 4.2	Complete the Boundary Street Master Plan	238	\$\$\$\$	C			X	X	X	X		
PI 2.1	Adopt Regional Level of Service Standards	235										X

LOOKING BACK: TIMELINE

- 1562
French Huguenot Jean Ribaut named Port Royal and established Charlesfort on Parris Island. When Ribaut did not return with needed supplies, the Frenchmen abandoned the fort.
- 1554-87
Spaniards explored and settled From 1566-1587, Santa Elena on Parris Island was the capital of the Spanish province of La Florida.
- 1684
Yemassee from Florida relocated to the Port Royal area.
- 1684-86
Rise and fall of Stuart Town, a settlement of Scottish dissenters. The settlers there encouraged Yemassee depredations against Spanish missions. The Spanish at St. Augustine retaliated and wiped out the settlement.
- 1709
A delegation of early settlers asked the Lords Proprietors for a new town and port.
- 1711
The proprietors issued the charter of the town of Beaufort.
- 1712
South Carolina General Assembly created the parish of St. Helena.
- 1715
Yemassee War. The Yemassee, the Creek and other Native American groups mounted a major threat to the survival of the colony of South Carolina. The Yemassee destroyed the fledgling town.
- 1769
Circuit Court Act created administrative districts in South Carolina. Court for Beaufort District sat at Beaufort.
- 1772
Colonial legislature convened in Beaufort. This attempt by the Royal governor, Charles Montagu, to intimidate the rebellious Commons House was one of the royal abuses mentioned in the Declaration of Independence.
- 1779
Battle of Beaufort. Under William Moultrie, the Patriots repulse the invading British. Among the American militia were two signers of the Declaration of Independence, Thomas Heyward Jr. and Edward Rutledge.
- 1779-82
British forces under Major General Augustine Prevost occupied Beaufort.
- 1795
Beaufort College incorporated.
- 1803
The South Carolina General Assembly formally incorporated the town of Beaufort.
- 1850s
Time of economic vitality and construction. Residents built Beaufort College; homes such as the Castle, the Oaks and Tidalholm; and rebuilt the Arsenal.
- 1862
Battle of Port Royal; following the Union victory, white citizens abandoned the town and their plantations.
- 1862-65
Federal occupation. Port Royal Experiment brought education to the former slaves. Direct tax confiscations and sales provoked frustration and conflict for former owners and new purchasers.
- 1863
January 1, Emancipation Proclamation read at Old Fort Plantation near Beaufort.
- 1867-76
Reconstruction—a period of African American political involvement—and the beginnings of the phosphate industry in Beaufort County. African Americans maintained a political presence in Beaufort county into the early twentieth century.
- 1893
The storm of the century. A Category 3 hurricane and tidal wave struck the Sea Islands and left thousands dead and tens of thousands homeless.
- 1907
Major fire destroyed much of downtown Beaufort.
- 1924
Ku Klux Klan marched in Beaufort.
- 1956
Bridge to Hilton Head Island opened, inaugurating new era for the Beaufort area. Resort and retirement construction boomed on the Sea Islands.
- 1959
Hurricane Gracie (Category 4) struck Beaufort. The eye of the storm passed over St. Helena Sound.
- 1960s
Cold War fears fueled military construction and build-up in Beaufort County. Parris Island expanded; Naval Hospital added beds; Marine Corps air station upgraded; and Laurel Bay Housing Development for Military personnel opened.
- 1967
Beaufort elected its first African American city councilman since Reconstruction, Joseph M. Wright.
- 1970-71
Beaufort schools were totally integrated.
- 1971-2005
Beaufort's library system expanded country wide
- 1974
The United States Department of the Interior designated Beaufort's historic district as a National Historic Landmark.
- 1975
City held ground-breaking for the Henry Chambers Waterfront Park
- 2006
The Boundary Street Master Plan was completed and adopted.
- 2007
The Northern Beaufort County Regional Plan is completed and adopted by Beaufort County, the Town of Yemassee, Town of Port Royal and the City of Beaufort.
- 2008
Major renovations were completed to the Henry Chambers Waterfront Park
- 2009
The Municipal Complex on Boundary Street is completed, serving as an anchor for the redevelopment of Boundary Street.
- 2009
The City adopts the Vision Beaufort Comprehensive Plan.

LOOKING FORWARD: 2020



VISION
BEAUFORT
2009 Comprehensive Plan



CHAPTER TWO: THE PATH FORWARD

2 THE PATH FORWARD



Beaufort is a community with many high expectations. Rife with natural resources and history, its residents and its neighbors draw their unique identity from the smell of the salt marshes, the flow of the rivers, the live oaks that provide shade to the streets, the much beloved neighborhoods that have served many generations, and the experience of walking and shopping along Bay Street.

Chapter Highlights

2.1 Major Goals & Priorities

2.2 The Triple Bottom Line for Beaufort

2.3 Smart Growth Principles

On one level, it is hard to understand why modern Beaufort cannot be simply an extension of the historic framework that has served this community well for nearly three centuries. Yet Beaufort is a much more complex urban form with both the very best of walkable urbanism and some of the most auto-oriented suburban sprawl all within its compact borders. Add to this the fractured corporate limits due to ad hoc annexations, an interwoven boundary shared with Port Royal, and a level of County urbanism (or more specifically suburbanism) that is virtually indistinguishable from the city, and you have a recipe for many overlapping if not competing interests.

This plan is intended to be both visionary in its expectations but grounded in the realities of implementation. It consolidates the many and varied plans that have been adopted through the years and attempts to prioritize. In particular, it incorporates a level of decision-making that emphasizes the triple bottom line—one that considers the relative impact of local initiatives on environmental, social, and economic considerations. And when it comes to economic impacts, each priority is also assessed as to capital and operating costs on the city.

This plan is charged therefore with synthesizing and prioritizing the many laudable and important goals and objectives from the City's previous planning efforts. In this regard, the broad reaching nature of this document serves as an organizing framework for previously adopted plans as well as all future plans. South Carolina law requires cities to adopt a new plan every ten years with an update required every five years. Beaufort's previous plan (adopted in 1999; updated in 2004) is the direct predecessor of this plan.

We are capable of deciding our own destiny. The question is which path we will choose?



Success is bred not from what we say but in what we accomplish.

2.1 OUR VISION, ESSENTIAL PRINCIPLES AND GOALS

The City of Beaufort and its citizens envision a City with:

- Beautiful, stable neighborhoods
- A common community vision
- A sustainable economic base
- Transportation options and convenient access to services & destinations
- Attractive and vital community gateways and corridors
- Natural resources that balance protection with public access and enjoyment
- A balance between preservation and sensitive infill and redevelopment of our historic core
- A predictable development process for citizens and developers alike
- A welcoming atmosphere to all people

To help achieve this vision, we will build upon and protect our assets and strengths:

- Natural beauty and open spaces
- Unique community design and historic atmosphere
- Access to local goods, services, and cultural amenities
- The military presence, hospital, and higher education institutions
- Community interaction and small community feel

To achieve this vision, the following directives have been established to guide the decision making process both for this plan and future implementing elements.

1 Sustainability

The activities of the City of Beaufort will consider the balance of social, environmental, and economic sustainability principles for both the community and the private property owner with all of our decisions.

2 Regionalism

We are committed to the implementation of the *Northern Beaufort County Regional Plan* as a guideline for our regional decisions and future urban form and we will continue to engage and coordinate in regional planning activities. Our planning will extend to the established urban growth boundary and will tie together all areas of the community in a cohesive manner.

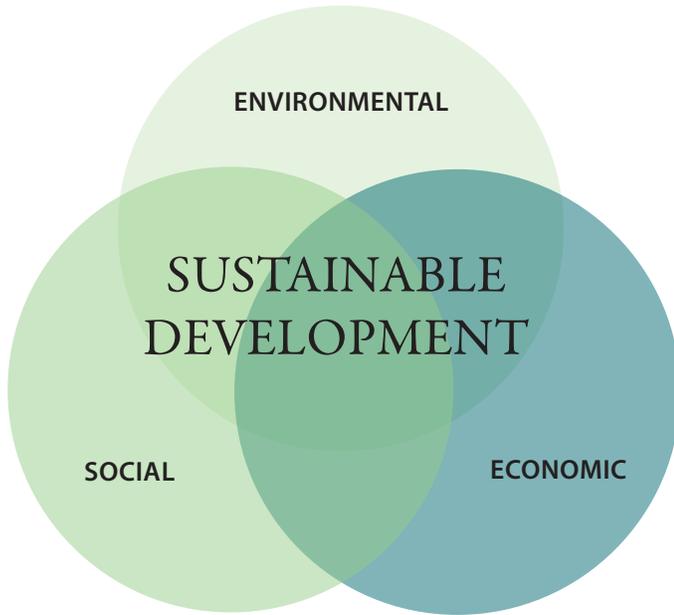
3 Natural Infrastructure

We must protect our environmental resources as fundamental to the natural ecosystem and our quality of life. We will utilize innovative and context-sensitive solutions to conserve and protect our natural resources including our salt marshes, marsh islands, coastal waters, and marine resources; trees, forests, and wildlife habitats; beaches and dunes; and open space preservation.

4 Growth

We must encourage growth within our urban service area by primarily focusing on the regeneration of our current assets through infill and redevelopment. Development in our urban growth boundary shall be sensitively focused on a conservation ethic with a compact and efficient built form that could be serviced with municipal services in the future.

- 5 Economic Development**
A strong, vibrant, and healthy economy will be achieved through a successful economic development program in order to ensure the long term success and viability of the City of Beaufort. We must support the continuation and expansion of our primary economic engines - tourism, the military, healthcare, and education - while also seeking to expand opportunities for the arts and the recruitment of creative/knowledge-based industries.
- 6 Access and Mobility**
Our citizens and visitors need a transportation system that integrates regional solutions with a fine-grained local network of choices that accommodate the automobile, pedestrians, bicyclists, and water-based travel.
- 7 Urban Form**
The City will maintain its distinct urban form by encouraging growth and development using the model of walkable, urban, mixed-use neighborhoods established by the historic core of the City.
- 8 Neighborhoods**
We believe that all our neighborhoods, including the downtown, must be vibrant and diverse and thus require consistent and continual public and private attention, maintenance and re-investment. Our neighborhoods should be reinforced in all planning and infrastructure projects.
- 9 Parks & Public Open Spaces**
The City will permanently preserve and expand a community-wide parks, recreation and open space network that serves the entire city from the neighborhood playground to the regional reserve.
- 10 Historic and Cultural Resources**
Beaufort is a living, dynamic community and must balance the protection of its abundant natural, cultural, institutional and historic resources with managed growth that adds to the community's character for future generations without degrading those resources which we value.
- 11 Social Diversity**
We will maintain and celebrate the integrated ethnic and socioeconomic diversity of the community. To this end, we are committed to the provision of affordable and workforce housing throughout the city.
- 12 Hazard Mitigation**
As a coastal community, we will feel the direct impacts of tropical storm activity and flooding. We must be prudent in our preparation for these expected hazards and mitigate against the loss of property to the greatest extent practical.
- 13 Climate Change**
We must participate in solutions that reduce or avoid potential impacts to our regional and global climate and in turn we must adapt to those conditions which are likely to be inevitable, most specifically sea level rise.
- 14 Resource Efficiency**
We will manage our consumption of renewable and non-renewable resources including energy and water and will continue to reduce our total waste stream. In addition we will be supportive of community activities that promote resource efficiency and the production of alternative energy and innovative water use and protection practices.
- 15 Fiscal Sustainability**
The city, as a provider of urban services, must focus on long-term solvency with each incremental decision. Capital investments should leverage future benefits and must consider the impact on long term operational costs prior to their implementation. Perhaps most importantly, we will constantly seek efficient and innovative ways in which to deliver services and maintain our assets.
- 16 Adequacy of Infrastructure and Facilities**
The contiguous extension of our corporate boundaries will be considered to the extent that the provision of city services can be economically and efficiently provided and will be subject to the adequate availability and timely construction of community infrastructure and public facilities.
- 17 Planning & Implementation**
We will continue our history of thoughtful, detailed planning and will include practical implementing elements to leverage our ideas with actions. Success is bred not from what we say but what we accomplish.



2.2 THE TRIPLE BOTTOM LINE IN BEAUFORT

Coined by author John Elkington in 1994 and later expanded in his 1998 book *Cannibals with Forks: the Triple Bottom Line of 21st Century Business*, the term “Triple Bottom Line” (TBL) has come to be known as a balance of environmental, social, and economic sustainability for organizations.

EN Environmental Sustainability

SO Social Sustainability

EC Economic Sustainability

The practice has largely been popularized in the corporate world as an accounting method to quantify a company’s responsibility to not just its “shareholders” but its “stakeholders” as well. Today, many firms are adopting “3B” principles as part of a campaign to mitigate their environmental and community footprint while ensuring a positive bottom line.

This concept was adapted for Shell by SustainAbility (a consulting firm) and described more succinctly for the corporate world as “People, Planet and Profit”.

While many definitions for sustainable development have been put forward, the simplest test for sustainability may be “if we continue doing things this way, will future generations have food to eat, clean water to drink, a functioning natural environment and a functioning economy?”

– On Common Ground, Summer 2008, a publication of the National Association of Realtors

“People” (Human Capital) pertains to fair and beneficial business practices toward labor, the community and region in which a corporation conducts its business. A TBL company conceives a reciprocal social structure in which the well being of corporate, labor and other stakeholder interests are interdependent. A triple bottom line enterprise seeks to benefit many constituencies, not exploit or endanger any group of them.

“Planet” (Natural Capital) refers to sustainable environmental practices. A TBL company endeavors to benefit the natural order as much as possible or at the least do no harm and curtail environmental impact. A TBL endeavor reduces its ecological footprint by, among other things, carefully managing its consumption of energy and non-renewables and reducing manufacturing waste as well as rendering waste less toxic before disposing of it in a safe and legal manner.

“Profit” is the bottom line shared by all commerce, conscientious or not. In the original concept, within a sustainability framework, the “profit” aspect needs to be seen as the economic benefit enjoyed by the host society. It is the lasting economic impact the organization has on its economic environment. This is often confused to be limited to the internal profit made by a company or organization. Therefore, a TBL approach cannot be interpreted as traditional corporate accounting plus social and environmental impact.

What distinguishes this plan from previous planning efforts is that for the first time, we have married the environment, social needs, and our economy into one document that unifies our community. No longer can we assume that the trends of the past will predict our future. Instead with careful management and strategic investment, we stand poised to leave to future generations a community that we hope will be truly sustainable.

HOW DOES THE TRIPLE BOTTOM LINE APPLY TO COMPREHENSIVE PLANNING?

Many local governments have considered each of the Triple-Bottom-Line (TBL) elements in planning efforts, but they rarely are considered as a comprehensive approach to overall community sustainability.

For example, the image of the Dushanbe Tea House in Boulder, CO (upper right) is by most standards an economically and socially successful space with its adjacency to the rushing waters of Boulder Creek in downtown. But, by today's one-sized-fits-all environmental regulations, the lack of a sizeable buffer to the creek would make this scene illegal to replicate. In many regards this toolbox suggests that communities need to find an appropriate balance among all three elements. What is appropriate in one context may not be appropriate in others.

This doesn't mean to suggest that environmental regulations should be disregarded in the name of economics. On the contrary, all planning should strive for the highest level of achievement for each element and then calibrate to adjust for various scenarios. What isn't shown in the image of Boulder is that the City has aggressively protected the headwaters and the entirety of the channel to the point that it enters and as it leaves the downtown (see image on lower right). This permits the creek to receive some level of pollution in the short stretch it travels through the urban environment because it is otherwise pristine.

A sustainable community is therefore defined as one that maintains the integrity its natural resources over the long term, promotes a prosperous economy, and hosts a vibrant, equitable society.

Planning should be comprehensive in nature and even the most technically specific strategy should be evaluated within the TBL framework to ensure its overall efficacy.



Image Source: City of Boulder

Images from top: The Boulder Dushanbe Tea House in downtown Boulder, CO with its hardscaped patio seating area; Boulder Creek as it passes by the Tea House patio area; Boulder Creek after it leaves the downtown area as it passes through a permanently conserved area purchased by the community

RESOURCES

International Council for Local Environmental Initiatives—Local Governments for Sustainability: www.iclei.org

The Triple Bottom Line-The Blog: getsustainable.net/blogfiles/blog.html

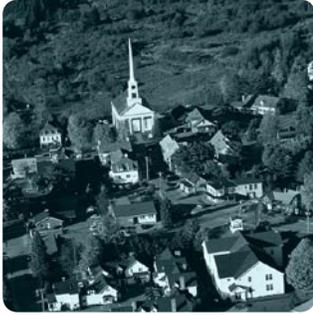
Elkington, John. *Cannibals With Forks: The Triple Bottom Line of 21st Century Business*. Stony Creek: New Society Publishers, 1998.

Esty, Daniel C. and Andrew S. Winston. *Green to Gold: How Smart Companies Use Environmental Strategy to Innovate, Create Value, and Build Competitive Advantage*. Yale University, 2006.

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“The more intensely we feel about an idea or a goal, the more assuredly the idea, buried deep in our subconscious, will direct us along the path to its fulfillment.”

—Earl Nightingale



Photos from top: A compact village; Walkable community; New housing in Bluffton, SC; Children and parents walking and biking to school.

2.3 PRINCIPLES OF SMART GROWTH

- 1 Create Range of Housing Opportunities and Choices**
Providing quality housing for people of all income levels is an integral component in any smart growth strategy.
- 2 Create Walkable Neighborhoods**
Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.
- 3 Encourage Community and Stakeholder Collaboration**
Growth can create great places to live, work and play—if it responds to a community’s own sense of how and where it wants to grow.
- 4 Foster Distinctive, Attractive Communities with a Strong Sense of Place**
Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.
- 5 Make Development Decisions Predictable, Fair and Cost Effective**
For a community to be successful in implementing smart growth, it must be embraced by investors and developers.
- 6 Mix Land Uses**
Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live.
- 7 Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas**
Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities quality of life, and guiding new growth into existing communities.
- 8 Provide a Variety of Transportation Choices**
Choice that provides people with more alternatives for access to housing, shopping, and jobs.
- 9 Strengthen and Direct Development Towards Existing Communities**
Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and thereby conserving open space and irreplaceable natural resources outside of developed areas.
- 10 Take Advantage of Compact Building Design**
Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development.

BLADEN STREET

Given the level of development activity currently occurring in the City, and particularly in the Historic District, Bladen Street is likely to change in the coming years. Thus, the purpose of this plan is to set a vision for that change, and outline the steps necessary to achieve this vision so that the impact on the area will be a positive one. In addition, this plan will also function as a guide for why and how City resources should be used to enhance and revitalize Bladen Street.

Information on the historical development of Bladen Street is scarce however the Sanborn Insurance Maps of 1899, 1905, 1912, and 1924 provide some information. These maps indicate a mix of residential and commercial uses occurred along Bladen Street throughout this 25-year period. The 1899 map shows a variety of uses from King to Bay Street including a grocery and hardware store, a machine shop, the Beaufort County courthouse, and residential dwellings, with the later maps showing much of the same.

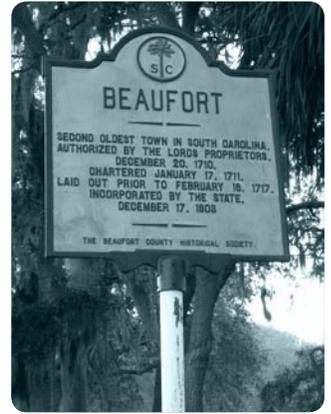
Bladen Street Area Revitalization Plan
Beaufort, South Carolina





CHAPTER THREE: YESTERDAY & TODAY

3 YESTERDAY & TODAY



The City of Beaufort is situated on the Beaufort River in Beaufort County, South Carolina. Beaufort County, created in 1785, is the fastest growing county in South Carolina, stretching 30 miles along the Atlantic Ocean on its eastern side. Its area is 587 square miles including 64 major islands and thousands of small islands in the state’s southeastern corner. It is bordered to the west by Jasper County and to the north by Hampton and Colleton Counties. The entire county is referred to as South Carolina’s Treasured Coast for its rich history, heritage, arts and culture which create a myriad of treasures for residents and visitors alike to enjoy.

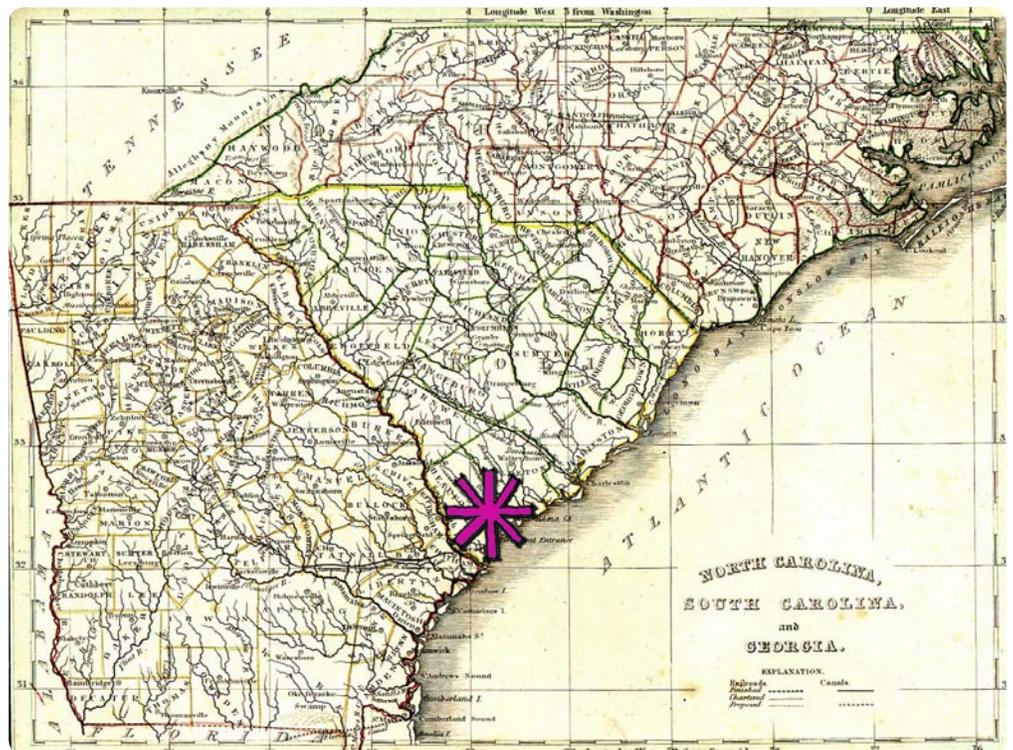
Chapter Highlights

- 3.1 The Past as Prologue: Beaufort’s 300+ Year History
- 3.2 Who We Are: Population & Demographics
- 3.3 Our Environment
- 3.4 Brief Review of Previous Plans

Note: Some of the text in this section has been adapted from www.beaufortsc.org.

Chartered in 1711, Beaufort is the second-oldest city in South Carolina, behind Charleston. It is located on Port Royal Island, in the heart of the Sea Islands and Lowcountry. The city is renowned for its impressive harbor along the Port Royal Sound, and for maintaining a historic character through its impressive antebellum architecture and streetscapes, which have helped it attract tourists and new residents alike. It is one of the few towns with its entire downtown designated as a National Historic Landmark District. Beaufort was filled with mansions built by the wealthy plantation owners before the Civil War. It was one of the only Southern towns occupied by Union troops, rather than destroyed during the war.

Beaufort has enjoyed a strong tourism industry that is supported by military visitors, local arts and culture. There is a strong artist community here, making it a top artist destination. Tourism also includes the natural beauty of its intracoastal waterways and the centerpiece of a string of barrier islands.



Chartered in 1711, Beaufort is the second-oldest city in South Carolina, behind Charleston.



3.1 THE PAST AS PROLOGUE: BEAUFORT'S 300+ YEAR HISTORY

Following its discovery in 1520 by Spanish explorers, the region changed hands frequently as the Spanish, French and British battled to colonize in New World. By the early 1700s, English planters and traders had established a foothold in the area and the Lords Proprietors established a seaport town, Beaufort Town, in honor of Lord Proprietor Henry Somerset, Duke of Beaufort. The original town plan, similar in concept to the Grand Modell of Charles Town (Charleston) established some 40 years earlier, was comprised of 397 lots and a public square.

By the eve of the Revolution, the population of Beaufort had increased to approximately 4,000. The wealthy planters and merchants of the region frequently traveled to London and sent their sons to England for an education. These close commercial and social ties meant many Beaufortonians were loyal to the Crown. In the end, however, King George's huge increase in taxes crippled the local economy and, thereby, brought most locals over to the Revolutionary side. These colonial Beaufortonians who had remained loyal to the Crown were compelled to leave the area, never to return. The remaining "Beaufort Revolutionaries," part of a powerful political band known as Lowcountry Federalists, went on to play a crucial role in the adoption of the present United States Constitution.

By the early 19th Century, the slave trade had transformed farming into large plantations cultivating huge quantities of cotton, rice and indigo. The wealth that ensued created an elite class of planters and merchants. The heat of summer and the pestilence of mosquitoes eventually led these planters to build grand summer homes in town where they could move their families to enjoy the cool breezes along the coast. As slavery and commerce in general became contentious issues, two prominent Beaufortonians served on a seven-member committee charged with drafting the Ordinance of Secession in December 1860. The beginning of the resulting Civil War found the Federal Government searching for a naval post of the south Atlantic for blockading Confederate ports. They decided that Beaufort would be an ideal location.

Completely unprepared for the invasion in November of 1861, the white inhabitants of Beaufort abandoned plantations and town houses, leaving behind their slaves and half-eaten meals. The loss of this rich center of trade in the heart of the Confederacy was both a financial and psychological blow to the South. Slaves were freed immediately. Homes in the area were quickly commandeered as offices, hospitals, and residences of Union officers sparing them the fate of destruction seen elsewhere in the South. Other properties were placed on the auction block (and frequently bought by former slaves) for failure to pay Federal taxes.

During the period of reconstruction, Beaufort again turned to farming. In addition, phosphate mining became a huge industry. Rich industrialists from the North wintered in the region. The early 20th Century found the seafood industry, truck farming, and tourism (with many antebellum mansions turned into guesthouses) providing income for local families. Long recognized for its strategic location, Beaufort experienced significant military growth during World War II, providing much needed economic infusion to the area. The latter part of the 20th Century also witnessed a major growth in tourism luring vacationers to enjoy the beaches, Northerners to establish second homes to escape cold winters, and retirees to carve out new lives in the pleasant, affordable region.

Note: Text in this section has been adapted from www.downtownbeaufort.com.

3.2 WHO WE ARE: POPULATION & DEMOGRAPHICS

This section is excerpted from the “Comprehensive Plan Market Assessment Beaufort, SC” prepared for the City of Beaufort by Rose and Associates, and submitted separately from this report.

While there has been dramatic population growth in Beaufort County since the 2000 census, much of this growth has occurred outside of the City of Beaufort. From 2000-2006, there was a decline in population of over 7% within the City limits. The county’s population growth is dominated by seniors, with the median age being 40.2 years. The city’s population is younger, with a median age of 31.4 years. This and other differences between City/County demographics are likely due to Beaufort’s segment of transient population that includes seasonal residents, resident military personnel and college students.

To understand how Beaufort compares in relation to its neighbors, data was examined at the county and regional level. Of the three counties in the coastal low country that surround Beaufort, (including Beaufort, Jasper, Hampton), Beaufort County ranks the highest in the following areas: County Growth Rate; Median Age; Median Household Income; Average Household Income; White Collar Occupations; Educational Attainment; and Home Values.

In looking at Annual Growth Rates for 2000 - 2008, Beaufort has not grown at the same rate as other towns in Beaufort County, such as Port Royal and Bluffton, which have experienced rapid growth over this period. Though Beaufort has a relatively low percentage of vacancy compared to the other towns, its population is estimated to have declined 7.13% over the same period.

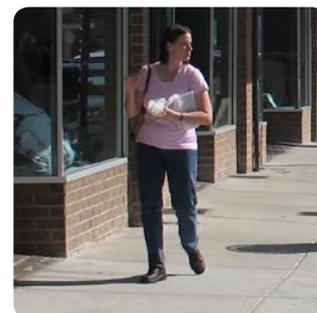
Population estimates below highlight the disparity between Census information and regional estimates for population growth. As mentioned, projections become difficult in rapid expansion or boom/bust cycles of the economy. Assuming the 2008 population in the city of Beaufort continues to grow at an estimated annual rate of approximately 1.55%, then conservatively, the population would grow by 206 people, or based upon average household size, demand for 89 new households would be created annually.

Population Estimates, 2000-2013

Demographic Area	2000	2008	2010	2013
City of Beaufort				
Regional Plan Estimates	n/a	n/a	15,331	n/a
Census Bureau	12,658	11,755	n/a	n/a
ESRI Market Snapshot	12,950	13,281	n/a	14,340
Beaufort County				
Regional Plan Estimates	n/a	n/a	138,369	n/a
Census Bureau	120,948	150,415	n/a	n/a
ESRI Market Snapshot	n/a	n/a	n/a	185,114

Population Growth

Census data indicates that the population of the City of Beaufort was 12,950 persons in 2000, compared to the 1990 population of 9,576 persons, the 1980 population of 8,634 and a 1970 of 9,434. The City of Beaufort saw its population decline 8% in the 1970’s, and rebound in the form of an 11% increase in population from 1980 to 1990. That



Beaufort is a demographically diverse city but tends to be younger than other communities in South Carolina which is likely due to the presence of the area’s military installations.

ESRI 2008 Comparison Report	Places: Yemassee town, SC	Places: Port Royal town, SC	Places: Hilton Head Island town, SC	Places: Bluffton town, SC	Places: Beaufort city, SC
Population					
2000 Total Population	807	3,950	33,862	1,275	12,950
2008 Total Population	788	4,565	39,553	2,201	13,281
2013 Total Population	797	5,164	45,189	2,831	14,340
2000 - 2008 Annual Growth Rate	-0.29%	1.77%	1.90%	6.84%	0.31%
2008 - 2013 Annual Growth Rate	0.23%	2.50%	2.70%	5.16%	1.55%
Households					
2008 Households	332	1,998	16,753	836	4,927
2013 Households	340	2,295	19,120	1,081	5,422
2008 - 2013 Annual Growth Rate	0.48%	2.81%	2.68%	5.27%	1.93%
2008 Average Household Size	2.36	2.19	2.34	2.63	2.32
2013 Average Household Size	2.33	2.17	2.34	2.62	2.31
2008 Housing Units					
	400	2,255	29,195	972	5,722
Owner Occupied Housing Units	66.80%	41.00%	43.50%	54.30%	44.70%
Renter Occupied Housing Units	16.30%	47.60%	13.90%	31.70%	41.40%
Vacant Housing Units	17.00%	11.40%	42.60%	14.00%	13.90%
Median Household Income					
2008	\$35,149	\$44,854	\$78,822	\$50,220	\$46,397
2013	\$40,989	\$54,340	\$84,513	\$61,405	\$60,657
2008 - 2013 Annual Growth Rate	3.12%	3.91%	1.40%	4.10%	5.51%
Median Home Value					
2008	\$71,739	\$124,452	\$445,145	\$201,527	\$148,137
2013	\$76,842	\$132,915	\$468,529	\$213,079	\$158,729
Per Capita Income					
2008	\$19,058	\$24,479	\$48,979	\$22,783	\$25,402
2013	\$21,590	\$27,869	\$60,285	\$25,850	\$29,489
2008 - 2013 Annual Growth Rate	2.53%	2.63%	4.24%	2.56%	3.03%
Median Age					
2008	36.80	32.50	51.00	30.60	31.40
2013	38.00	33.20	52.60	30.00	32.50
Households by Income					
2008 Average Household Income	\$48,146	\$56,732	\$115,074	\$62,378	\$63,710
2013 Average Household Income	\$54,140	\$63,740	\$141,910	\$70,672	\$73,006
2008 - 2013 Annual Growth Rate	2.37%	2.36%	4.28%	2.53%	2.76%
2008 Population by Race/Ethnicity					
Total	788	4,565	39,554	2,202	13,281
White Alone	29.40%	61.60%	81.50%	62.20%	63.90%
Black Alone	68.90%	29.30%	8.60%	26.80%	27.80%
American Indian Alone	0.30%	0.60%	0.20%	0.50%	0.40%
Asian or Pacific Islander Alone	0.40%	2.50%	0.90%	0.60%	1.90%
Some Other Race Alone	0.30%	3.00%	7.10%	8.80%	3.20%
Two or More Races	0.80%	2.90%	1.70%	1.10%	2.70%
Hispanic Origin	1.40%	5.90%	16.70%	16.40%	6.90%
Diversity Index	45.40	58.60	51.50	66.70	57.60
2008 Population 25+ by Educational Attainment					
Total	506	2,915	30,814	1,308	8,086
Less than 9th Grade	9.70%	5.40%	2.10%	3.20%	4.20%
9-12th Grade/No Diploma	15.20%	4.90%	3.70%	8.70%	7.80%
High School Graduate	38.50%	27.20%	18.50%	33.20%	25.10%
Some College/No Degree	17.40%	27.90%	19.80%	26.20%	24.20%
Associate Degree	7.90%	10.60%	7.30%	6.30%	7.50%
Bachelor's Degree	7.50%	15.90%	32.80%	15.70%	18.80%
Grad/Professional Degree	3.80%	8.10%	15.70%	6.70%	12.50%
2008 Employed Population 16+ by Occupation					
Total	291	1,619	15,440	1,070	4,050
White Collar	39.90%	61.00%	60.40%	55.80%	64.60%
Services	24.40%	22.40%	19.50%	19.80%	16.50%
Blue Collar	35.70%	16.60%	20.10%	24.40%	18.80%

Note: Between the impact on employment, tourism and rapid growth in the region, many census estimates for current and projected population may vary between local, state and national figures. Rose & Associates utilizes demographic data from ESRI/STDB a known and respected source of data in the US. Building on US and NC State Census data collected from 2000, projections are necessarily derived from current events and past trends that are captured in annual updates. ESRI revises its projections annually to draw upon the most recent estimates and projections of local trends. A stable rate of growth is easier to anticipate than rapid growth or decline. Therefore it is important to incorporate as much qualitative state and local information as possible, especially areas experiencing "boom-bust" cycles or those influenced by other factors. These would include educational institutions and military facilities. (For additional demographic data, see Appendix B)

growth continued with a 35% increase in population from 1990 to 2000. The pattern of population change in the City of Beaufort from 1970 to 2000 contrasts with the patterns of change in Beaufort County and South Carolina. Whereas the populations of Beaufort County and South Carolina grew steadily over this thirty-year period, the City of Beaufort fluctuated by losing population, regaining what had been lost, and then experiencing significant growth between 1990 and 2000. Although the population of Beaufort increased from 1980 to 2000, there was effectively no net growth in the City between 1970 and 1990. Between 1970 and 2000 the City of Beaufort experienced an overall growth rate of 37%. During 1970 to 1980 Beaufort County’s population grew 28%; from 1980 to 1990 it grew 32%, and then 40% from 1990 to 2000. This translates into a total growth rate of 136% over the thirty-year period. The state of South Carolina’s population increased over 20% from 1970 to 1980; 12% from 1980 to 1990, and another 13% from 1990 to 2000, or nearly 55% over 30 years.

The City of Beaufort’s growth rate has been relatively slow in comparison to other parts of Beaufort County. The unprecedented growth of Hilton Head is well documented; other municipalities, when examined over a 30 or 40 year time span, have also shown high growth, particularly during 1990 to 2000. Since 1960, the following changes in population have occurred in the Beaufort County Planning Areas according to the LCOG and the Beaufort County Comprehensive Plan (Update 2002): through the years 1960 through 2000, Bluffton Township has grown 507% percent, Hilton Head Island 109% (from 1980 to 1990), Lady’s Island 201% (from 1980 to 2000), Sheldon Township 25%, St. Helena 57%, and Beaufort/Port Royal Island 40% (The latter figure includes both the City of Beaufort and in the Town of Port Royal as well as the substantial unincorporated areas on the island).

All of these areas have experienced significant growth in the last 30 to 40 years and many areas, including Hilton Head Island and the City of Beaufort, are both limited in their potential for further growth due their unique physical geography and by the relative unavailability of developable land. Other areas, such as Port Royal and Sheldon Township, are experiencing growth at a more modest pace. The population increase of Bluffton is worth noting; over the last 40 years it has grown over 500%. This regional growth has obvious implications for the City of Beaufort in that extreme growth has far reaching effects on the entire planning area; issues such as service delivery, traffic mitigation and environmental preservation, are all influenced by growth that is happening around the City and County.

City of Beaufort Population Trends, 1970-2000

Year	City of Beaufort	% Change	Beaufort County	% Change
1970	9,434	+46.6%	51,136	+24.6%
1980	8,634	-8.5%	65,364	+28.6%
1990	9,576	+10.9%	86,425	+32.2%
2000	12,950	+35.2%	120,937	+39.9%
Total	+6,516	+37.3%	79,885	136.5%

Future Population Projections

In the 1998 City of Beaufort Comprehensive Land Use Plan, Robert and Company prepared population projections for the City of Beaufort based on 1990 US Census data. Parts of the original estimates have been omitted as they pertained to the year 2000 for which US Census data is now available. As reliable projections of future City of Beaufort populations are not readily available from the Census bureau or other sources, Robert

Regional growth has obvious implications for the City of Beaufort in that extreme growth has far reaching effects on the entire planning area. Issues such as service delivery, traffic mitigation and environmental preservation, are all influenced by growth that is happening around the City and County.

and Company had prepared such projections based on past estimates and available data. Generally, it is preferable to make population projections for large populations such as a state or county. As reliable Census projections exist for Beaufort County, it is valuable to look to these when projecting population for a smaller geography. In a simple sense, the population of a city such as Beaufort can be projected as a share of the projected population of the county. Robert and Company's estimates for the 2000 population for the City were fairly accurate, so the projections for 2010 and 2020 were included for reference. The projections into the years 2010 and 2020 continue a pattern of slow growth (about 2.5%) for the City of Beaufort and fast growth for the County. The apparent explanation for a much slower projected rate of growth in the City of Beaufort is the fact that the City is the most developed area of the County where further expansion is more difficult than in Beaufort County's less developed areas.

Given the limited availability of new housing development opportunities within the city, the contraction in the national housing market and recent job losses in South Carolina, the City's growth is expected to continue, albeit at a slower rate of approximately 1.55% to 1.99% per year.

The 2004 Comprehensive Plan Update looked at the future population projections that were the average of the share of South Carolina and the share of Beaufort County. The 2004 projections indicated the population of Beaufort would be 15,331 in the year 2010, and 18,652 in the year 2020. The 2004 plan projected a 2008 population of the City of Beaufort of 12,098 people. The city has added some 760 housing units from 2000 to 2007. Assuming the estimate of 2.3 persons per household, this would increase the population in 2008 to approximately 14,698 people from the 2000 census count of 12,950 persons, exceeding both state and ESRI estimates. Given the limited availability of new housing development opportunities within the city, the contraction in the national housing market and recent job losses in South Carolina, the City's growth is expected to continue, albeit at a slower rate of approximately 1.55% to 1.99% per year. Therefore, the 2004 Comprehensive Plan Update's projected growth over the next two years to a population of 15,331 in 2010, seems unlikely.

Age Distribution

The City of Beaufort has a fairly typical distribution of ages among its population. The high percentage of 20 to 24 year-olds is attributed to the 1999 annexation of the Marine Corps Air Station, as the majority of enlisted personnel are between the ages of 18 to 28. In the City, 54% of the population falls into the categories of 0 to 19 and 25 to 44, which are roughly the ages for a typical family household. In 1990, the median age in the City was 31.8. Interestingly, the median age in the City of Beaufort in 2000 was lowered to 30.1, which is also attributed to the increase of 20-24 year-olds. Current estimates increase the median age to 31.4 within the City, likely due to the expanding 55+ populations and limited affordable housing to attract younger populations. By comparison, it is among the lowest median age within the county.

The age of Beaufort's population changed considerably between the years 1970 and 1990. In general, Beaufort grew in the share of residents 25 to 44 years old and those 60 years and over, while decreasing the share of children, teenagers, young adults, and 45 to 60 year-olds. These numbers reveal several trends that have affected the population. Beaufort has become increasingly attractive to retirees. The absolute population of 60 to 64 year-olds has increased 31% and the 65 and older group 113% since 1970. In general, Beaufort's families have decreased in size over the last 30 years. The fact that the 25 to 44 age group has grown 45% while the 5 to 24 age group declined 17% can most reasonably be explained by smaller numbers of children in family households, and an increase of households without children. Finally, the significantly higher rates of 25 to 44 year-olds and lower rates of 45 to 59 year-olds can be seen to trace the population bulge of the "baby boomers" through time.

Many of these trends were reversed between 1990 and 2000. For example, there were

increases across all age brackets, rather than a combination of increases and decreases as seen previously. The most significant increase of 63% was in the 20 to 34 age-group, while the smallest increase of 6% was in the 0 to 4 age group. The second largest increase of 47% was in the 35 to 54 age group while the 85+ age group increased by 34%. This data suggests that the flow of 20 to 34 year-olds out of the city has been mitigated by the annexation of MCAS. The number of retirement aged people in the city grew a modest 13% percent, which is a sharp decrease from previous years. The large increase of the 85+ age bracket is notable as this is a cohort which requires special services.

City of Beaufort Age Distribution and Change, 1990 and 2000

Age	1990	2000	% Change
0-4	869	911	+5.6%
5-19	1,936	2,351	+21.4%
20-34	2,516	4,092	+62.6%
35-54	2,099	3,084	+47.0%
55-64	791	927	+17.2%
65-84	1,216	1,378	+13.3%
85+	155	207	33.5%
Total	9,576	12,950	

In the future, Beaufort can reasonably expect to have a fairly balanced population distribution. The influx of retirement aged people has been slowed and possibly offset by the annexation of MCAS. In addition, The University of South Carolina, Beaufort is expected to continue to be a primary attraction for college-aged residents to the City, though this is likely to decrease over time with the opening of the new campus in Bluffton.

Between the years 1990 and 2000, there have been some notable shifts in the demographic make-up of both Beaufort City and County. Demographic data for 2000 to 2008 suggests there have been contractions in the following age ranges: 15-24, 35-44, and 65-84, while there has been growth in age ranges: 0-14, 25-34, 35-54 and 85+. This will continue to influence a variety of factors and services that will need to be taken into consideration while planning for present and future growth.

Racial Composition

Analysis of the change in Beaufort’s racial composition between 1970 and 2000 reveals several different issues. The decline of the majority white population from 1970 to 1980 is consistent with the overall population decline during that period. An increase in white population of 3% between 1980 and 1990 failed to return that population to its 1970 level. The Black population similarly experienced a loss from 1970 to 1980, but has rebounded at a much higher rate of 29% and thus was greater in 1990 than in 1970. The most drastic population changes in terms of percentage have occurred within the Hispanic ethnic group and the conglomeration of “other” races, including the Asian population. This trend continues through 2000 with the Hispanic minority group increasing 185%, to more than 565 persons. Shifts from the 2000 census include two notable changes. First, the Black population continued to grow from 25.1% of the total population to 27.8%, while the White population decreased from 69.4% to 63.9%. The most notable change, however, is in the Hispanic population which jumped from 4.4% in 2000 to an estimated 6.9% in 2008. The high rates of growth in these groups are likely due to the effects of the economic growth of Beaufort County and a sharp increase in jobs which traditionally attract immigrant and migrant workers. As families become more racially diverse, these figures will become more difficult to accurately assess.



Household Size

A household is defined as all persons who occupy a given housing unit such as a house, apartment, group of rooms, or single room, occupied as separate living quarters. Since the 1980's, there has been a national trend of growing numbers of small family households, non-family households and single-parent households, resulting in greater numbers of smaller sized households. Statistics for the City of Beaufort reflect this national trend.

An average household in the City of Beaufort in 2000 contained 2.37 persons. This number represents a decrease from 2.5 persons in 1990, 2.63 in 1980 and 3.05 in 1970. This trend continues with 2008 estimates of 2.32 persons per household. Overall, the number of households increased from 1970 to 1980 by 171 households, from 1980 to 1990 by 599 households and from 1990 to 2000 by 754. The trend, therefore, over this 30-year period, has been modest population growth with increasing numbers of households and decreasing size of each household.

The trends seen in Beaufort since 1970 will likely continue into the Twenty-First Century. As the statistics for age in Beaufort show the City to be growing in numbers of elderly residents, there will likely be an increase in small households accommodating elderly couples or singles.

City of Beaufort Household Size, 1970-2000

Year	Total # of Households	Average Household Size
1970	3,074	3.05
1980	3,245	2.63
1990	3,844	2.5
2000	4,598	2.37
Total Change	1,524	-0.68
% Change	49.6%	-22.3%

Household Income

The estimated average household income in the City of Beaufort grew to \$63,710 in 2008, while the median income grew from \$36,532 to \$46,397 indicating some disparity in income distribution. Comparatively, the median income is higher than neighboring Yemassee (\$35,149) and Port Royal (\$44,854), but lower than the retirement communities of Bluffton (\$50,220) and Hilton Head, which estimates the county's highest median household income of \$78,822. Compared to 2000 Census figures, the distribution of household income levels grew in all categories above \$50,000, while all income levels below \$50,000 contracted.

The dynamics of the demographic element continue from 2004 conclusions with slow and steady population growth, aging population, shrinking household size and growing incomes. The impacts of the MCAS-Beaufort military installations and the higher learning centers such as the University of South Carolina, as well as economic and housing fluctuations at the national and regional level, will continue to influence population shifts in Beaufort.

CONCLUSION: SUMMARY OF FINDINGS

Based on the inventory and analysis of population and demographic data for Beaufort, the following key issues are likely to impact the City in the future:

Steady City Population Growth in the Midst of Rapid County Growth

Within the City of Beaufort, there is evidence that the population is continuing to increase at a relatively slow and steady rate. At the same time, the rapid rate of growth in Beaufort County and areas adjacent to Beaufort such as Lady's Island, is projected to continue into the future. Within the current City boundaries, the population is expected to remain relatively steady due to the current level of development of the City. The increasing urbanization of adjacent areas in Beaufort County, however, may be seen as increasing justification for annexation of land into the City which could dramatically increase the potential for population growth. Thus, Beaufort must plan for its own future growth as well as consider that of adjacent areas and the County as a whole.

Population Changes Among Age Groups

Certain segments of the population are changing. The 65 and older age category within the population has increased in share of the total population to an extent that suggests retirees are relocating, and staying, in Beaufort. This trend will impact the economic climate and service demands of Beaufort in the future. Additionally, the City has seen a large increase in the number of 20-34 year-olds over the last ten years.

Decreasing Household Sizes Consistent With Demographic Shifts

The average household size in 2000 of 2.37 persons per household is expected to continue to decrease as the population ages and contains a larger share of retirees. The fact that households are smaller will have future impacts on the types of housing needed in the City (more smaller units and multi-family housing) and the facilities demands of the population (retirees demand different services and facilities than young families).

Household Income Levels Growing Slowly

Household income rates in Beaufort have remained consistent with those for South Carolina up to 2000, but have fallen short of rates for Beaufort County. Attracting and maintaining professional jobs should continue to be a priority.

Unexpected Outside Factors and Influences

Federal Military Base Realignment and Closure Study (BRAC) could have an impact on MCAS-Beaufort operations. Much of Beaufort's economy is dependent upon its area military installations: the US Naval Reserve & Marine Corps Air Station, Parris Island, and the Laurel Bay Area. These bases not only drive local employment but also tourism with frequent military graduations. Data from the Marine Corps Air Station (MCAS) suggests that the MCAS facilities have a direct economic impact of \$509.2 million dollars. Results from the Base Realignment And Closure Act indicate no significant increase in base population in the coming years, but rather reallocation of personnel to accommodate new equipment and technologies. However, this is an area that could have considerable impact on the City's population and development in the long-term future.

The fact that households are smaller will have future impacts on the types of housing needed in the City (more smaller units and multi-family housing) and the facilities demands of the population (retirees demand different services and facilities than young families).

3.3 OUR ENVIRONMENT TODAY

Geology and Topography

The natural geography of South Carolina's Lowcountry is characterized by the transition from the mainland to the Atlantic Ocean. Along this transition a rich array of saltwater and freshwater marshes, rivers, bays, estuaries and barrier islands are found. The activity of the tides and ocean currents serves to make the area geologically dynamic as the size and location of barrier islands and the courses of rivers are in a constant state of change.

The City of Beaufort is situated on Port Royal Island and along a low ridge that defines the western bank of the Beaufort River. This ridge is only significant in comparison with the minimal topography change in the larger area. High elevations in Beaufort are little over twenty feet above sea level. Despite its low elevation and proximity to the Atlantic Ocean, Beaufort is protected from much of the severe effects of the coast by substantial barrier islands.

Climate

The climate of Beaufort is subtropical, typical of much of the southeastern United States. This climate is characterized by long, hot summers and relatively short and mild winters. Summer temperatures average between 75 and 80 degrees Fahrenheit with a high level of humidity. The majority of Beaufort's rainfall, approximately 70 percent of the yearly 49 inches of precipitation, occurs in the summer months when it is often accompanied by thunderstorms. Winter temperatures average near 50 degrees Fahrenheit and are generally 3 to 5 degrees warmer on the coastal islands than the mainland.

Soils

The 1980 Soil Survey of Beaufort and Jasper County indicates that there are two major types of soils within Beaufort's City limits. The locations of these soils correspond generally to the locations of wetland areas and areas of stable ground. Underlying Beaufort's wetland areas are Bohicket-Capers-Handsboro soils. These are "very poorly drained mineral and organic soils that are flooded daily or occasionally by saltwater, and adjacent to areas that are flooded occasionally by freshwater." These soils are rarely suitable for any type of development and, as they are characteristic of wetlands, are often in areas protected from development by federal regulation.

Non-wetland and developed areas of Beaufort are characterized by soils known as Wandoseabrook-Seewee. These soils are "excessively drained, moderately drained and somewhat poorly drained soils that are sandy throughout." Areas with these soils can be developed in a reasonable manner and are generally able to accommodate septic tank systems, barring other circumstances.

Water Resources

The City of Beaufort benefits from the intricate network of rivers, creeks, estuarine wetlands, and the Atlantic Ocean which have defined the character and resources of Beaufort County. For as long as there have been people to inhabit the islands of the Lowcountry area, fishing and harvesting of shellfish have been important economic and cultural activities. As a means of transportation and trade, the navigable rivers and interconnectedness with the East Coast through the Intercoastal Waterway have given Beaufort's waters additional significance. Beyond these economic activities, the coastal waters have always offered a source of recreation. Active recreation is a way of life here with much boating and sailing in surrounding rivers and sounds. Another form of recreation, passive enjoyment of the coastal environment and its unique habitats, is an attraction to residents and tourists alike.



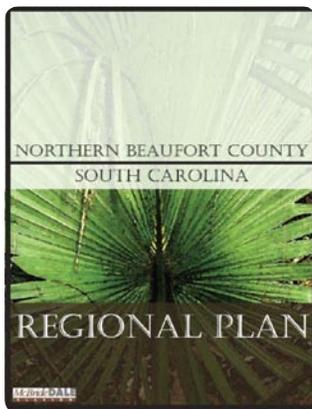
The Beaufort River, Battery Creek, Albergotti Creek and Brickyard Creek feed into the Port Royal Sound and the Atlantic Ocean. The Beaufort River is a major navigable waterway and part of the Intercoastal Waterway system. Battery Creek extends into Port Royal Island and is bordered by saltwater wetland areas. The City of Beaufort is almost entirely bordered by these rivers. As they are part of a tidal wetlands area, the channels and banks of creeks and rivers surrounding Beaufort are actively changing. Depths from 1997 soundings show the Beaufort River near the city boat docks to vary between 14 and 18 feet. The channel of the majority of the Beaufort River varies between 14 and 28 feet with depths of 17 feet near the Woods Memorial Bridge. Battery Creek on the West side of the city maintains a depth of up to 14 feet well into the wetland area with deep points of 34

NON-HYDRIC SOILS

The map above shows the non-hydric soils in Northern Beaufort County in shades of green. These areas—including most of historic Beaufort and Port Royal Island—are the most buildable/developable areas. Areas in white are poorly drained wetland soils that are rarely suitable for development. Soil types are grouped into four categories from A to D with A representing the well drained soils (e.g. sandy soils) and D representing soils with high runoff potential (e.g. highwater table or clay). (Map Source: Beaufort County Stormwater Utility)

3.4 BRIEF REVIEW OF PREVIOUS PLANS

This plan is part of a larger on-going comprehensive planning effort that the City has been engaged in over the last decade. These plans and the City’s regulatory documents were thoroughly reviewed by the Lawrence Group as part of a Smart Growth Audit, which was completed as part of this plan effort. Detailed recommendations for making the city’s planning policies and regulations consistent with Smart Growth principles are included in that report and referenced in this plan. This plan builds upon the recommendations and policies in these previous planning initiatives.



NORTHERN BEAUFORT COUNTY REGIONAL PLAN (2007)

The Northern Beaufort County Regional Plan is a progressive regional planning effort which includes the following shared values/principles for the Northern Beaufort County area jurisdictions:

- Working together to coordinate growth in a collaborative way,
- Coordinated regional infrastructure planning,
- A strong and diverse regional economy,
- Sustainable and fair way of funding regional infrastructure,
- Consistent natural resource protection from one jurisdiction to another,
- Focus growth in certain areas, thereby preserving rural character and avoiding inefficient sprawl,
- Preserving open spaces,
- Preserve socioeconomic diversity of the region,
- Affordable and workforce housing for residents,
- High quality compatible infill role in regional development,
- Need to balance planning policies with the rights of land owners,
- Importance of military facilities in the regional economy and the importance of coordination with military planners,
- Need for continued coordination of the various governments, and
- Need to institutionalize this plan through local community plans/regulations.

The plan includes detailed recommendations for:

- Growth Coordination (growth boundaries)
- Regional land use vision at a big picture scale
- Regional transportation projects, including travel demand management approaches
- Fiscal strategies for the region
- Environmental standards and regional open space opportunities
- Regional strategies and initiatives for economic development, affordable housing, infill development
- Ongoing implementation and oversight

BOUNDARY STREET MASTER PLAN (2006)

The Boundary Street Master Plan is a comprehensive strategy for growth and redevelopment of the Boundary Street corridor, which seeks to enhance the entrance

to the city. Its current state, as a typical commercial strip corridor, does not enhance Beaufort's overall character and charm; rather it serves as a relatively poor gateway into the historic city. The plan's main objective is to improve the safety and operational efficiency for all modes of travel, while creating a more economically productive address.

Some of the plan's goals and objectives include: interconnectivity; creating traffic capacity & safety & character; planning for feasible, phase-able pieces; making Boundary Street a walkable 'great street'; growing a mix of uses & mix of housing types; assembling a green network; linking marsh views; and grow a memorable entrance to town.

Some of the ideas used to implement these goals and objectives include: creating special gateways to the city; locating civic buildings at prominent positions along the corridor; assembling a series of redevelopment sites; converting strip shopping centers to town blocks; transforming busy intersections to be pedestrian friendly; preserving natural views; and reorganizing streets to form a parallel street network.

The plan recommends several implementation actions, including: a form-based code; a development coordinator; a city-wide housing strategy; coordinated planning to prevent sprawling development that will compete with Boundary Street; inventories of land uses; parcel assembly; an infill development strategy; marketing strategies for the corridor; and key capital improvement projects, including streetscaping, a new park, a trail along the marsh, and a new street.

COMPREHENSIVE PLAN UPDATE (2004)

An update to the City of Beaufort's Comprehensive Plan was completed in 2004. Some of the major the goals outlined in this initiative are as follows:

Natural Resources Goals, Policies, Strategies

- Clean, aesthetically pleasing and accessible water resources
- Natural landscape consistent with the quality of environment and culture in Beaufort

Cultural and Historical Resources

- A nationally recognized historic district that is maintained as the heart of Beaufort and is a source of pride to residents.
- Continue to enhance the status of Beaufort as a high quality destination for tourism with genuine history, community beauty, and character

Economic Development

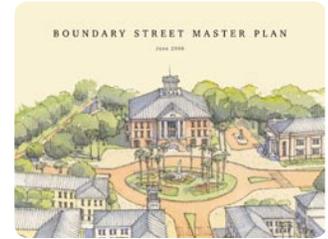
- Foster an economic environment compatible with the unique historic and natural character of the City of Beaufort.
- Foster innovation and creativity within the City's economy.

Housing

- Safe and pleasant neighborhoods with a strong sense of community.
- Foster a Historic District that remains vibrant with housing.
- Quality rental housing or homeownership that is accessible to Beaufort residents of all income levels.

Community Facilities

- Public services which are community-oriented and enhancing.
- High quality educational system
- Outstanding level of public utilities service.



The Boundary Street Master Plan is a comprehensive strategy for growth and redevelopment of the Boundary Street corridor, which seeks to enhance the entrance to the city. Its current state, as a typical commercial strip corridor, does not enhance Beaufort's overall character and charm; rather it serves as a relatively poor gateway into the historic city.



Examples of well-designed work force housing

- Efficient and environmentally sensitive transportation system.
- High quality network of parks, open spaces and public recreation facilities.

Land Use Element

- Utilize appropriate planning procedures and innovative planning tools to guide growth, development and redevelopment.
- Promote orderly and appropriate growth, development and redevelopment.
- Preserve and improve residential neighborhoods. Maximize the opportunity for a wide range of residential living arrangements.
- Provide for the development of adequate commercial facilities.
- Retain existing office and professional business areas while providing for suitable areas for business and professional office growth and expansion.
- Provide for the adequate provision of public and semi-public facilities and services.

WORKFORCE HOUSING NEEDS ASSESSMENT (2004)

The Workforce Housing Needs Assessment, commissioned by Beaufort County, includes recommendations for specific areas of the county as well as general recommendations for the County as whole and the municipalities. These recommendations include:

- Capitalize on infill and redevelopment in Beaufort/Port Royal area.
- Incorporate affordable housing in the Burton area as part of new development
- Focus on rehab and replacement of existing, substandard units (nearly 2,500 in Beaufort/Port Royal area)
- Tax abatement for affordable housing
- Reduce/eliminate impact fees for affordable housing
- Use TIF for affordable housing development
- Upzone appropriate areas for higher density
- Use inclusionary housing policies
- Allow mixed-use in more areas
- Establish work-force housing development fund

LOWCOUNTRY JOINT LAND USE STUDY PLAN (2004)

The Lowcountry JLUS is a partnership consisting of Beaufort County, the City of Beaufort, the Town of Port Royal, Marine Corps Air Station Beaufort (MCAS) and the Lowcountry Council of Governments (LCOG). The goal of the program is to determine how best to cooperatively ensure the continued economic development of the area while maintaining the present and future integrity of operations and training at MCAS Beaufort.

The three local governments have agreed to work together to develop a coordinated “AICUZ Overlay” district for all affected land and incorporate it through amendments within their comprehensive plans, ordinances and related maps.

The plan recommends land uses that are compatible with the various AICUZ zones and other mitigation measures to prevent noise and safety impacts to existing and future development in these zones.

CITY OF BEAUFORT OPEN SPACE MASTER PLAN (2003)

The Open Space Master Plan identifies eight priority acquisition areas based on environmental, recreational, and scenic qualities. It includes a list of implementation recommendations that include regulatory, funding, and acquisition strategies. It also includes a map of existing and proposed open space (including cemeteries) and on- and off-street greenway linkages.

BLADEN STREET REVITALIZATION PLAN (2002)

The Bladen Street Revitalization Plan proposes actions to enhance and stabilize this historic corridor in the Northwest Quadrant of the City:

- Streetscape improvements in the public ROW (design concepts were prepared for these improvements in 2004)
- Zoning changes and overlay zoning design standards that will encourage appropriate urban infill and mixed-use development at appropriate locations along the corridor
- Traffic calming measures
- Removing blighted properties
- Rehabbing buildings
- Creating a neighborhood association
- Increasing police presence

ENTRANCE CORRIDORS CHARRETTE REPORT (2002)

The Entrance Corridors Charrette Report was prepared by the SC Downtown Development Association after a four-day charrette. The report focuses on recommendations for three primary entrance corridors to the City: SC 170, US 21, and Boundary Street.

The report's first and primary recommendation is that the City develop a community covenant or statement of community values/principles/priorities that could be used to direct community investment and decision making.

The document also includes several big-picture recommendations that have current relevance as planning principles and implementation strategies for Beaufort:

Transportation

- Establish regional transportation plan
- Integrate land use and transportation plans
- Treat Route 280 as the primary corridor to the islands for US 21 traffic
- Apply and enforce the access management standards from the Robert Smalls Joint Corridor Plan for all highway commercial
- Require traffic impact analysis for all development that impacts transportation infrastructure
- The report also includes a memo detailing specific and general transportation recommendations for the City and the corridors

Gateway Corridors

- Establish a vision for each corridor with local stakeholders
- Develop phased physical improvement schedule
- Conduct a "visual pollution" survey
- Develop consistent directional signage program

The [Entrance Corridors Charrette Report]'s first and primary recommendation is that the City develop a community covenant or statement of community values/principles/priorities that could be used to direct community investment and decision making.



Robert Smalls was a slave born in Beaufort, South Carolina, and at the young age of 23 became a national hero when he freed himself and his family from slavery by commandeering a Confederate transport ship in Charleston Harbor. Soon after, he successfully convinced President Lincoln to accept 5,000 African American soldiers into the Union army. Smalls was an articulate leader and eventually became a SC politician - serving in both the State legislature and the United States House of Representatives- where he would help draft the very state's constitution where he was born into slavery. Smalls is responsible for the development of the first common public school system in America by a resolution made at the state constitutional convention, and he also founded the Republican Party of South Carolina. Smalls died at age 75 and is buried at Tabernacle Baptist Church in Beaufort. To honor Robert Smalls, the City of Beaufort, named a school and a highway for him.

Note: The text in this section has been adapted from www.robertsmalls.org.

- Develop education/PR campaign
- Lower speed limits
- Establish incentives for billboard removal/signage improvements

The report also includes many corridor-specific recommendations, some of which have already been implemented or are in the process of implementation

ROBERT SMALLS PARKWAY JOINT CORRIDOR PLAN (2001)

The Robert Smalls Parkway Joint Corridor Plan includes goals for preserving access, roadway capacity, and the scenic quality of the Highway 170 corridor through the participating jurisdictions. It includes access management standards and recommendations, including recommendations for future signals, access points, medians, and future street connections, uniform development standards for buffers, architecture, landscaping, signage, and lighting and recommendations for a parallel multi-use trail in the roadway buffer.

BROADENING OUR BOUNDARIES CHARRETTE REPORT (2000)

Broadening Our Boundaries Charrette Report is a brief charrette-based plan focuses on broad planning recommendations for revitalizing the Boundary Street corridor, including regulatory/design changes, streetscape and transportation enhancements to promote walkability/bikeability and corridor redevelopment consistent with the character and quality of the rest of the downtown Beaufort area.

NORTHWEST QUADRANT DESIGN PRINCIPLES (1999)

This document provides design guidelines for new construction and rehabilitation of buildings in the NW Quadrant of the City, which is part of the Beaufort National Historic Landmark District and is the historically African-American quarter of Beaufort.

Northwest Quadrant Design Principles

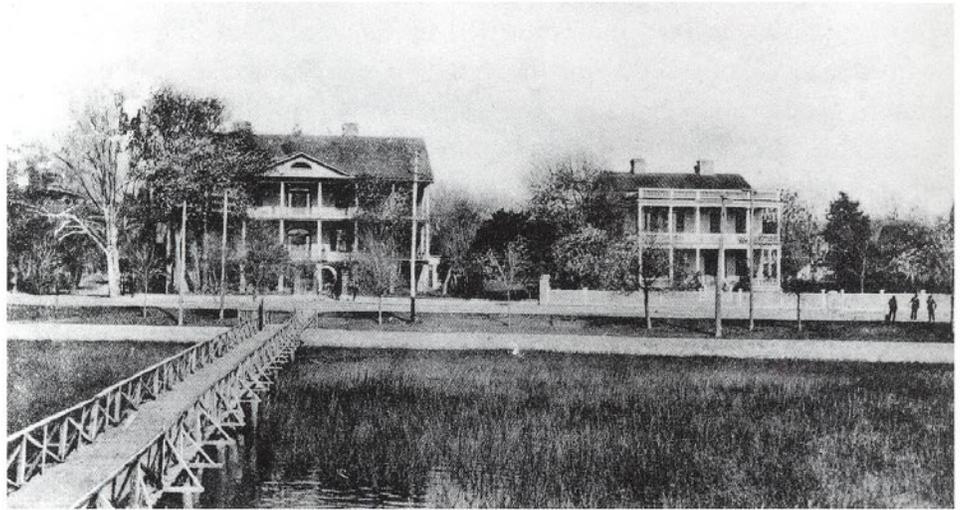





The City of Beaufort
Beaufort, South Carolina
May 1999

1870-1920 BEAUFORT

The best known hotel in town during the latter part of the 19th century and early 20th century was the Sea Island Hotel. The hotel hosted many visitors and social events. Originally a family residence, the house was sold during the Civil War and changed hands several times before eventually being demolished. Today, the Best Western Sea Island Inn sits in its location.



The Sea Island Hotel and Trescott House on Bay Street in the early twentieth century. The Sea Island Hotel was demolished for the current Sea Island Motel, while the Trescott House was moved to 500 Washington Street.





CHAPTER FOUR: THE PLANNING PROCESS

4 THE PLANNING PROCESS



Beaufort has an extensive planning history that dates back nearly two hundred years. Just within the past ten years, the City has undertaken or participated in over a dozen planning efforts. A list of the most recent projects includes:

- Historic Preservation Plan Update (2008)
- Northern Beaufort County Regional Plan (2007)
- Boundary Street Master Plan (2006)
- Comprehensive Plan Update (2004, 1998)
- Workforce Housing Needs Assessment (2004)
- Lowcountry Joint Land Use Study Plan (2004)
- City of Beaufort Open Space Master Plan (2003)
- Robert Smalls Parkway Access Management Standards (2003)
- Bladen Street Revitalization Plan (2002)
- Entrance Corridors Charrette Report (2002)
- Tree Inventory Report (2002)
- Robert Smalls Parkway Joint Corridor Plan (2001)
- Broadening Our Boundaries Charrette Report (2000)
- Northwest Quadrant Design Principles (1999)
- City of Beaufort Unified Development Ordinance (2003)
- Beaufort Redevelopment Incentive Program (1989)

Chapter Highlights

- 4.1 Plan Development Process
- 4.2 Public Participation
- 4.3 Plan Reconnaissance/Charrette Preparation
- 4.4 The Charrette

The key to any planning effort is implementation, and the citizens of Beaufort made it clear during this process that they are ready to see plans translated into action. This plan sets forth specific action items and an implementation schedule for the City to follow. Action strategies can be found in upcoming chapters, but first, the planning team had to understand the vision of citizens and stakeholders as well as the issues, and opportunities that face the City as it positions itself to succeed over the next decades. This chapter highlights the public nature of this planning process and begins to reveal some of the overriding concepts that would guide the planning team.

“The most basic of all human needs is the need to understand and be understood. The best way to understand people is to listen to them.”

— *Ralph Nichols*



Good plans shape good decisions. That's why good planning helps to make elusive dreams come true.

—Lester Robert Bittel (b. 1918), writer

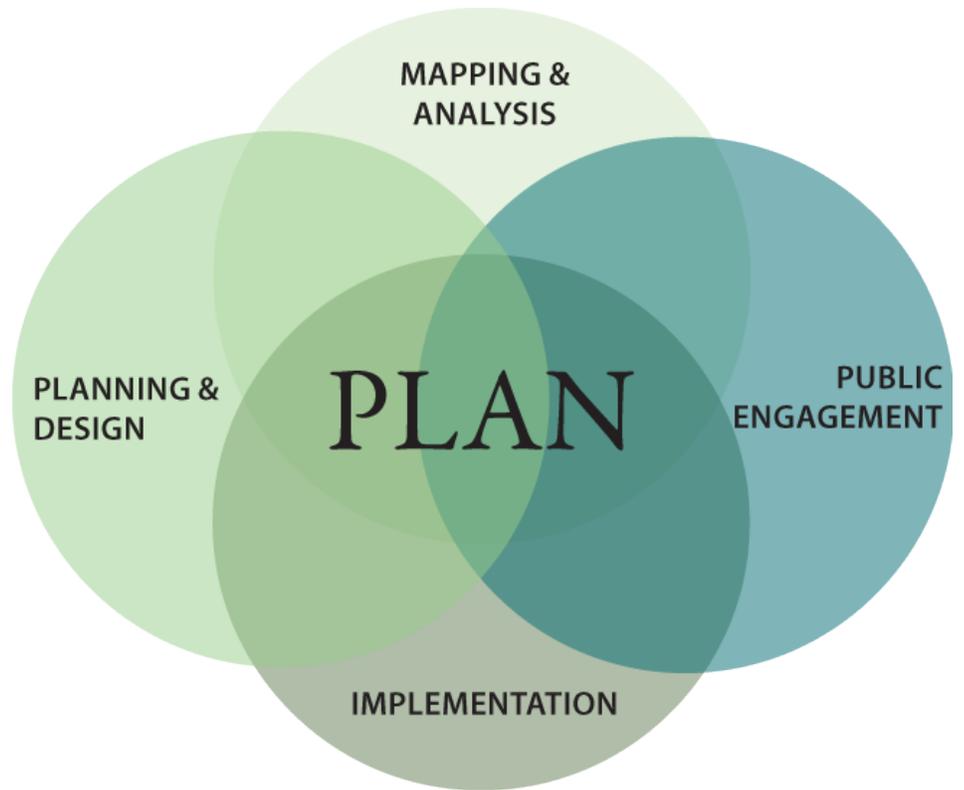
4.1 PLAN DEVELOPMENT PROCESS

At the direction of City Council, City staff hired a multi-disciplinary consultant team to assist in developing the plan. City Council also appointed a Steering Committee of 17 citizens and stakeholders to advise the consultants and council and create broader opportunity for public input into the plan. (See the Acknowledgements page for a listing of the Steering Committee members.) Beaufort City Council is responsible for adoption of the plan.

The consultant team used a public design workshop (or “charrette”) as the central element of the comprehensive plan effort. The guiding principles of a charrette-based process are:

- Involve everyone from the start to foster a shared vision.
- Manage the process effectively to build trust between the team and the public.
- Work across disciplines to maximize group learning and productivity.
- Work in short feedback loops to test ideas and stimulate public participation.
- Work in detail to test the feasibility of alternative concepts.

Before and after the charrette were major elements of data collection, mapping, analysis, planning, and design that are described in the sections that follow and contributed to this final product. Additional elements of public input and engagement occurred before and after the charrette as the draft plan was developed.



4.2 PUBLIC PARTICIPATION

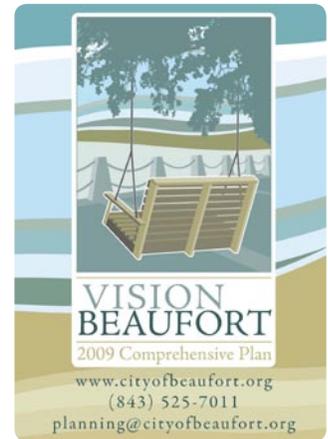
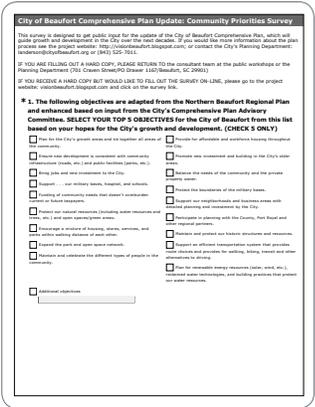
Beaufort's recent planning history has placed a heavy emphasis on public participation and input. City leaders in Beaufort intended that the development of this plan follow in that tradition. In fact, public participation and input were the cornerstones of this planning effort and are the basis for the plan's recommendations.

The City sought to insure that public input on the plan was garnered from as wide a spectrum of community members and stakeholders as possible. To that end, the public participation included several key elements:

1. An advisory committee including a wide range of community perspectives from business owners to neighborhood residents.
2. A community-wide survey that was distributed during the plan process.
3. A plan website that included up to date information on the plan process and supplementary information for education and public comment.
4. A 5-day public planning and design workshop (charrette), which was the central element of the public input process.

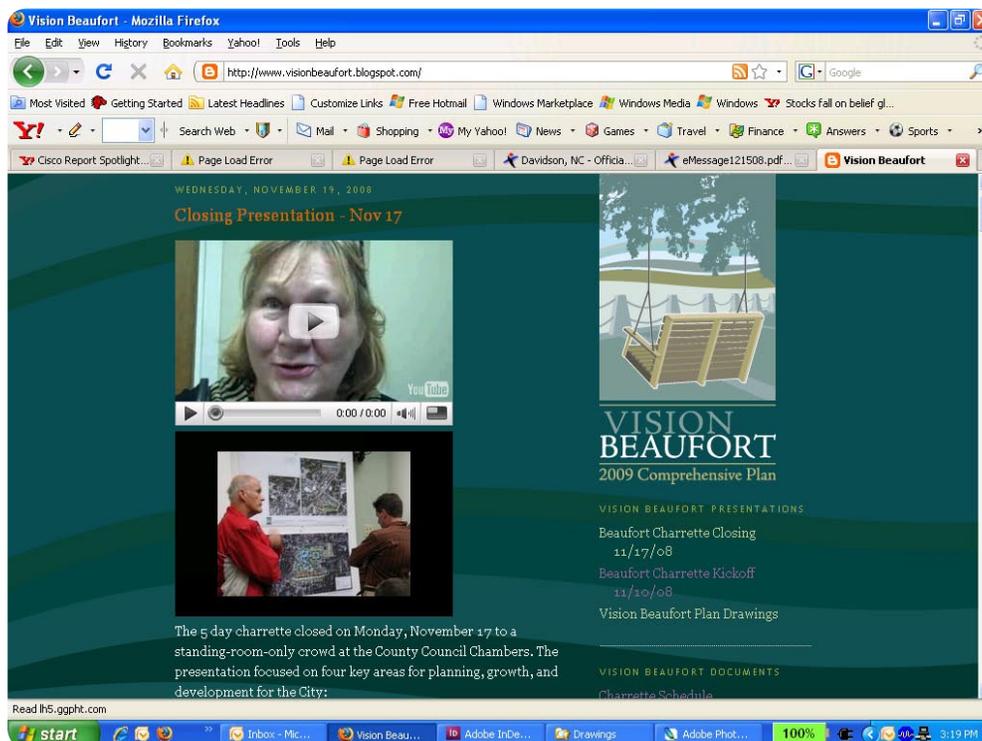
City of Beaufort staff, area non-profit organizations, local media groups, and the consultant team went to great lengths to publicize the charrette process and schedule. City staff and Advisory Committee members distributed posters and plan information throughout the community. These bulletins served notice to the public of the approaching charrette, inviting all interested persons to attend and participate in the workshop activities. This outreach was well-received and helped citizens become active participants in the exciting design work and visioning for Beaufort's future. Citizens were also alerted through internet applications, as well, by postings listed on the project website.

The public's participation in each of the public input venues and events shaped the plan's final recommendations. The public comments, along with information gained from stakeholders, public officials and other representatives, guided the consultant team in their work and were key determinants of the plan's outcomes.



MEDIA APPLICATIONS & INPUT FORUMS

The images above and at left portray the various media used during the charrette. These included project posters, on-line and hard copy community surveys, a project website, powerpoint presentations, and video interviews. These various formats were used to raise awareness about the plan, keep the public posted on the latest ideas generated, and will serve as a multi-media record of the proceedings.





VISION BEAUFORT

2009 Comprehensive Plan



Plans are only good intentions unless they immediately degenerate into hard work.

—Peter Drucker

4.3 PLAN RECONNAISSANCE/CHARRETTE PREPARATION

Preparation for the week-long charrette began several months ahead of the official kick-off. In the weeks leading up to the charrette, the design team traveled to Beaufort several times to conduct stakeholder interviews, coordinate workshop efforts and perform preliminary site analysis.

The stakeholder interviews consisted of consultant-led sessions in which local officials, agency representatives and interest groups described the pressing issues facing Beaufort. These meetings provided the consultant with insight into the local successes achieved and the challenges remaining as the City prepares to re-assess its development future.

In addition, the design team took to the streets and gathered first-hand evidence of the community’s existing conditions. Team members documented examples of both good and bad planning and design elements in Beaufort, noting how each contributed to the overall environment.

Smart Growth Audit. The plan reconnaissance effort included a review of Beaufort’s previous planning efforts, as documented in the 2008 *Smart Growth Audit*. This Report includes discussion on the existing regulatory practices and recommendations for specific changes to development ordinances. It includes an identification of regulatory barriers to Smart Growth as well opportunities to encourage best design and construction practices. A variety of techniques using best practices from across the United States are included and referenced. Additionally, techniques that might be applied to improve the development approval process and to encourage/incentivize best development practices are included. The report includes a preliminary implementation agenda for policy and regulatory actions.

Unique project logo. A graphic theme was created for this effort as part of the PR and marketing package. The logo was used throughout the process in locations such as design boards, postcards, and the project website.

PR materials including a project website and online survey. Reaching out to the public in a variety of ways is essential for any publically driven planning process.

Together, each of these exercises supplied critical background information, preparing the consultant team for the public design charrette.



◀ BEAUFORT SMART GROWTH AUDIT

As an initial step in this planning process, the consultant team conducted a thorough review of all relevant documents and prepared a draft Audit Report. Each document was assessed in terms of its impact on established Smart Growth goals for the City. The report references key issues identified by stakeholders and the Steering Committee.

4.4 THE CHARRETTE

To guide the planning process, the City of Beaufort and the consultant team hosted a five-day public design charrette. This endeavor began with the opening presentation and workshop on Monday, November 10, 2008.

The consultant team set up a temporary design studio in the Best Western's Conference Room downtown. The space served as the design team's "home base" for the charrette's duration, November 12-17. The studio, with design tables, maps, pin-up boards and graphic work stations, provided an open space where both formal and informal meetings occurred, as well as room for designers to craft the plan's details with the public's help.

Throughout the week hundreds of citizens, property and business owners, public officials and agency representatives met to discuss the City's future. The program featured both formal meetings led by the consultant and open to the public, as well as informal sessions that emerged out of these meetings and other design-related activities. Topics discussed ranged from transportation to big box design, neighborhoods, utilities, environmental protection, affordable housing, and downtown. At the end of each day, the design team facilitated an informal review and public critique of the day's progress.

On Monday, November 17, 2008, the charrette closed with a final presentation highlighting the week's achievements and the plan's preliminary recommendations. Over 100 people were in attendance for the presentation. This plan represents the consensus opinion gained through collaboration between the City's residents, staff and the design team. It embodies the vision to be carried forth by Beaufort's citizens and officials in the years to come.



Charrette is "little cart" in French. In 19th century Paris, design professors circulated carts to collect final drawings from students. Students jumped on the carts to finish their work as they were pulled through the streets in public view. The term charrette has evolved to mean an open public design process.



Vision Beaufort

The 2009 Comprehensive Plan for the City of Beaufort, SC

PLANNING & DESIGN CHARRETTE SCHEDULE

Kickoff Presentation and Public Workshop

Join us for a hands-on design session where community residents, stakeholders, and City officials work together to create a vision for Beaufort.

November 10th at 6:00 pm

Location: Beaufort Middle School Cafeteria, 2501 Mossy Oaks Road

Public Planning and Design Charrette

Members of the community and all those interested in the future of Beaufort are invited to stop-by the design studio throughout the week and participate in any of the focus group meetings. The design team will work on-site creating the plan and invites the community to offer continual input and monitor the work-in-progress and will be available to meet with residents, answer questions, and further refine ideas. **Come by for one of the specific focus group meetings or drop in anytime from 9 am until 8 pm each day.**

November 12th – 17th

Location: Dolphin Room @ the Best Western Sea Island Inn, 1015 Bay Street

Wednesday, November 12th

9:00 am Housing
10:30 am Arts & Cultural Facilities
1:00 pm Transportation & Circulation
2:30 pm Pedestrian, Bicycle & Transit Planning
4:00 pm Open Space, Parks, Greenways & Blueways
5:30 pm Daily Project Update/Design Pin-Up
6:30 pm Meeting of the Neighborhoods (All neighborhood leaders and interested residents are invited)
6:30 pm until 8:00 pm Open Design Studio

Friday, November 14th

9:00 am Big Boxes and Corridor Design Standards
11:30 am Town of Port Royal Coordination Meeting
1:00 pm Advisory Committee Meeting
2:30 pm Real Estate and Development Stakeholders
4:00 pm Small Businesses
5:30 pm Daily Project Update/Design Pin-Up
6:30 pm until 8:00 pm Open Design Studio

Thursday, November 13th

8:30 am Downtown Development
10:30 am Downtown Parking
1:00 pm Environmental Protection & Sustainability
2:30 pm Historic Preservation
4:00 pm Utilities
5:30 pm Daily Project Update/Design Pin-Up
6:30 pm until 8:00 pm Open Design Studio

Saturday, November 15th

9:00 am until noon Open Design Studio – All interested citizens are invited to stop by to meet individually with the planners and designers and offer any suggestions & recommendations
3:00 pm Daily Project Update/Design Pin-Up

Monday, November 17th

9:00 am until noon Open Design Studio

Closing Presentation

The design team will present its set of preliminary recommendations for guiding growth, development and redevelopment over the next twenty years.

November 17th at 6:00 pm

Location: County Council Chambers, 100 Ribaut Road

For more information or project updates, please contact the City of Beaufort Planning Department at (843) 525-7011 or planning@cityofbeaufort.org. Also, please visit the Comprehensive Plan website at <http://visionbeaufort.blogspot.com>



CHARRETTE SCHEDULE

The schedule to the left describes the overall agenda and various stakeholder meeting held during the weeklong design charrette. The meetings targeted specific interest groups and topics. However, every meeting was open to the general public and the public was invited to drop-in on the charrette studio at any point during the process to get updates or provide feedback. Each day's session ended with a project update to encourage feedback from participants.



FROM THE CHARRETTE BLOG . . .

Kick-Off: Approximately 60 people attended the Public Kick-off meeting for the Comprehensive Plan Public Design Workshop at the Beaufort Middle School. The group included numerous elected and appointed officials, including Mayor-elect Keyserling, City Council members, Planning Board Commission members, and members of the Comprehensive Plan Stakeholder committee. After a brief presentation on the Comprehensive Plan process, the group broke into small groups to discuss questions regarding community growth.

Day 1: Wednesday's meetings included meetings on Housing; Arts & Cultural Facilities; Transportation, including a meeting on bicycle, pedestrian, and transit issues; Open Space, Parks, Greenways & Blueways, and a meeting with representatives of the City's neighborhoods. Attendance on the first day of the charrette was outstanding, with more than 200 people attending the various meetings and observing and commenting on the work in the design studio. Meanwhile, designers and engineers worked on draft conceptual plans for the community's growth and redevelopment areas; future transportation network; downtown site surveys; and design concepts for new downtown buildings and homes. These ideas were displayed and described for public comment at the daily 5:30 pm "pin-up" session.

Day 2: The second day of the charrette continued with strong attendance at meetings on Downtown development and parking and Historic Preservation. Over 100 citizens and stakeholders attended meetings on these topics. Based on the comparatively lightly attended Environmental Protection & Sustainability meeting, Historic Preservation appears to be the clear priority for Beaufort. Citizens and consultants also met with representatives of the County's Stormwater Services, Beaufort Jasper Water & Sewer Authority, and SCE&G to discuss utility issues regarding growth and development in the area. Members of Beaufort's elected and appointed boards as well as the Comprehensive Plan's Stakeholder Committee participated in all of the meetings. At the daily pin-up session, designers and engineers showed refinements of their conceptual roadway network; future land use recommendations based on a series of walkable community nodes in buildable areas in the City's western growth area; and strategic infill concepts for the Northwest Quadrant and downtown. Public comments at the pin up session included the desire to increase planning and funding for public transit and the need to advocate for higher quality schools.

Day 3: Friday began with regional issues related to big box, regional retail, and common issues between Port Royal and Beaufort and ended with focus groups about development and small business development. Participation remained strong as the design team continued to pin up development ideas using the principles and practices espoused in the Vision and Goals document as well as from previous planning efforts. In addition, the team continued to refine and consolidate a number of previous planning visions into a larger coherent framework. Specifically the design team introduced a "low build" alternative to the Northwest Bypass and a realignment of US 21 to improve conditions along Ribault Road. Conceptual plans were developed for various infill and new development sites including the Northwest neighborhood, the historic core, the Lafayette Street area, the intersection of Sea Island Parkway and Lady's Island Parkway, and the Burton community.

Day 4: The design studio was open throughout the day and many Beaufort citizens took the opportunity to stop by and express their visions and thoughts with the design team. Public interest remained high and a number of key planning elements came into focus including: the rerouting of US 21 to open up opportunities to humanize the Ribault Road corridor; infill opportunities throughout the community; reasonable annexation/expansion areas; a diversity of housing initiatives throughout the community; sustainable site design techniques; redevelopment strategies for various parcels throughout the community including in the Burton community; and preservation strategies that keep certain areas as "living areas" rather than as museums for tourists.

Closing: The 5 day charrette closed on Monday, November 17 to a standing-room-only crowd at the County Council Chambers. The presentation focused on four key areas for planning, growth, and development for the City:

- We must protect and preserve that which brought us here including the natural beauty, the historic (and prehistoric) resources, and the strong military presence.
- We must maintain Beaufort as a living community with vibrant, diverse neighborhoods, workforce housing, and a living downtown with a strong emphasis on its history.
- We must improve mobility throughout the community with more efficient routes for the auto and prioritized transit, bicycle and pedestrian improvements to maintain our quality of life.
- We must stabilize and improve our economic conditions with a more diversified tax base, expansion of existing major employers and institutions (e.g. military, USC-B, Beaufort Memorial Hospital, Technical College of the Lowcountry), new jobs, new sources of municipal revenue, and the efficient delivery of municipal services.

CHARRETTE DRAWINGS

By week's end, the charrette's comprehensive scope had enabled the design team to provide detailed recommendations for the City. The on-site design studio allowed the team to produce detailed, two & three-dimensional illustrations depicting the area's potential build-out and redevelopment of buildings, streets and open spaces.

The progress made through the intensive charrette process culminated in a final presentation featuring a digital portrayal of the vision. In this session, the design team set forth the specific recommendations generated by the week's publicly-driven efforts. The proposals highlighted the necessary changes required to improve Beaufort's landscape. Upon departure from the charrette, the design team presented the City of Beaufort with a published package of materials, including a high-quality PowerPoint presentation and Drawings Booklet containing the design team's completed renderings.

4.5 SUMMARY OF PUBLIC INPUT: COMMUNITY PRIORITIES

The list below summarizes the major public/stakeholder priorities articulated during the plan process in the various venues for feedback: the kick-off meeting, the community survey, and the charrette meetings. A more detailed list of strategies recommended by the public under each major heading is included in Appendix A.

These publicly-developed priority areas provide the basis for the plan recommendations in the chapters that follow.

1. Promote Environmental Protection & Sustainability
2. Provide for Parks & Open Space
3. Practice Growth Management and Regional Cooperation
4. Support Economic Development & Real Estate Investment
5. Develop an Efficient and Multi-modal Transportation Network
6. Support Efficient, Safe, and High-Tech Utility Services
7. Enhance and Support Existing Neighborhoods
8. Emphasize Historic Preservation
9. Promote Downtown Development
10. Support Arts & Cultural Facilities
11. Create Predictable Criteria for Big Box and Regional Retail

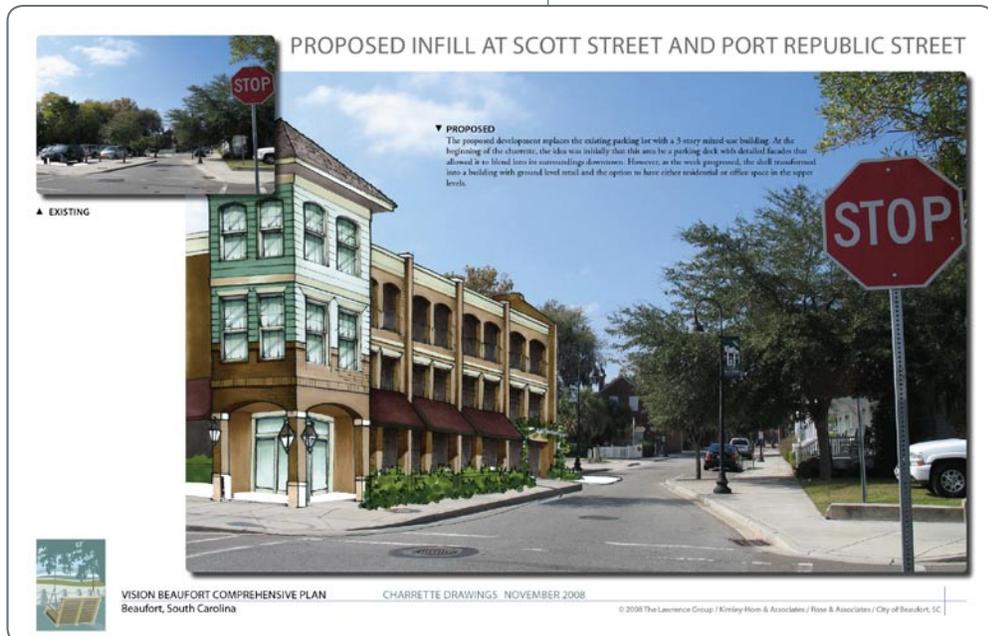


QUESTIONS POSED TO PUBLIC DURING PLANNING PROCESS

What do you value about the City of Beaufort?

How and where should the City grow?

What other changes would you most like to see?



▲ PAGE FROM THE CHARRETTE DRAWINGS BOOKLET

By involving everyone who can enable or block decisions and by committing to produce actionable plans within a set timeframe, charrettes can save months – even years – of tedious back-and-forth negotiations and redesign. They also provide an experience that’s increasingly rare for most people: they get to be involved in something organized especially to listen to their ideas and to act on them immediately.



Public participation throughout comprehensive planning process

2004
COMPREHENSIVE
PLAN

Comprehensive planning has been an integral part of the city planning process for hundreds of years. The original master plans in early American cities provided designs for streets, open space, available building lots and institutional facilities.

The Comprehensive Land Use Plan (the Plan) is intended to provide a long term vision and plan for the community; it is the “essential first step in the planning process”[3] of a city and as such is composed of several elements intended to address the various facets of growth and development within in the City. Comprehensive plans are required by law to include seven planning elements, along with any other element determined to be needed in the local community. These seven elements comprise the comprehensive plan and include: population, economic, natural resources, cultural resources, community facilities, housing, and land use.

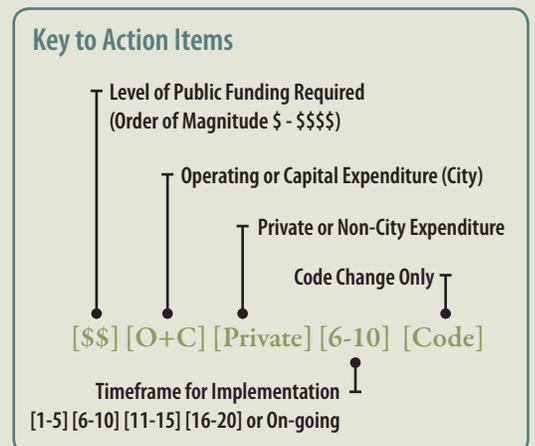
CITY OF BEAUFORT



COMPREHENSIVE PLAN UPDATE 2004



CHAPTER FIVE: A FRAMEWORK FOR GROWTH





5 A FRAMEWORK FOR GROWTH

The regulation and management of urbanization across northern Beaufort County around Beaufort is within the purview of Beaufort County, the City of Beaufort and the Town of Port Royal. The boundaries between Port Royal and Beaufort have long since blurred, particularly as contiguous borders follow few logical trajectories. This matter was recognized very specifically in the Northern Beaufort County Regional Plan as it wove together a series of common interests amongst all three political jurisdictions. The principal recommendation of that plan was the establishment of an urban growth boundary that extends northward from the city limits of Beaufort to the Whale Branch. Within this boundary it is expected that this area will urbanize, with the area outside of the boundary to remain as largely rural, sparsely developed lands.

The largest challenge that lies ahead for the city are the remote tracts that were annexed by the city. Well beyond the current service boundaries, the Clarendon tract was annexed and entitled for thousands of potential homes and supporting commercial development. How best to connect this area back to the current service districts is one the basic questions that this plan seeks to answer.

This Chapter sets forth a land-use vision that assumes that growth should be sustainable. In doing so, the framework plan is structured to suggest patterns of growth that are constructed in a manner consistent with our existing, historic fabric with a well-connected street network, diverse housing, access to nature, mixed-use activity centers, and a highly walkable urban block structure.

And, this plan also assumes that while the basic structure of the older parts of the city are fundamentally sound, it recognizes that in order to prepare for a more compact and sustainable future, new development must be higher in density than at present. In essence, the next century for Beaufort will be a period during which it must mature into a moderately dense, urban city to effectively and efficiently provide services and attract needed investment.

Chapter Highlights

- 5.1 Northern Beaufort County Regional Plan
- 5.2 A Transect Approach to Community Planning
- FG 1.0 The Framework Map
- FG 2.0 Urban Services Area Expansion and Annexation
- FG 3.0 Incremental Growth Using the Neighborhood Unit
- FG 4.0 Update the UDO
- FG 5.0 Make the Development Process Predictable

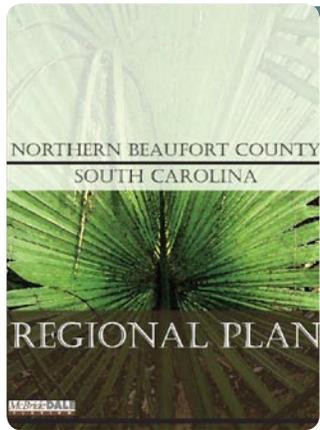
Key Principles

2 Regionalism | We are committed to the implementation of the Northern Beaufort County Regional Plan as a guideline for our regional decisions and future urban form and we will continue to engage and coordinate in regional planning activities. Our planning will extend to the established urban growth boundary and will tie together all areas of the community in a cohesive manner.

4 Growth | We must encourage growth within our urban service area by primarily focusing on the regeneration of our current assets through infill and redevelopment. Development in our urban growth boundary shall be sensitively focused on a conservation ethic with a compact and efficient built form that could be serviced with municipal services in the future.

7 Urban Form | The City will maintain its distinct urban form by encouraging growth and development using the model of walkable, urban, mixed-use neighborhoods established by the historic core of the City.

16 Adequacy of Infrastructure and Facilities | The contiguous extension of our corporate boundaries will be considered to the extent that the provision of city services can be economically and efficiently provided and will be subject to the adequate availability and timely construction of community infrastructure and public facilities.



“Mixing land uses—commercial, residential, recreational, educational, and others—in neighborhoods or places that are accessible by bike and foot can create vibrant and diverse communities.”

—Getting to Smart Growth

5.1 NORTHERN BEAUFORT COUNTY REGIONAL PLAN

One of the principle goals of this Comprehensive Plan is to provide the detail and refinement necessary to implement the *Northern Beaufort County Regional Plan*. The regional planning effort, which concluded in 2007, is a very progressive macro-view that includes the following shared values/principles for the northern Beaufort County area jurisdictions:

- working together to coordinate growth in a collaborative way,
- coordinated regional infrastructure planning,
- a strong and diverse regional economy,
- sustainable and fair way of funding regional infrastructure,
- consistent natural resource protection from one jurisdiction to another,
- focus growth in certain areas, thereby preserving rural character and avoiding inefficient sprawl,
- preserving open spaces,
- preserve socioeconomic diversity of the region,
- affordable and workforce housing for residents,
- high quality compatible infill role in regional development,
- need to balance planning policies with the rights of land owners,
- importance of military facilities in the regional economy and the importance of coordination with military planners,
- need for continued coordination of the various governments, and
- need to institutionalize this plan through local community plans/regulations.

The plan includes detailed recommendations for:

- Growth Coordination (growth boundaries)
- Regional land use vision at a big picture scale
- Regional transportation projects, including travel demand management approaches
- Fiscal strategies for the region
- Environmental standards and regional open space opportunities
- Regional strategies and initiatives for economic development, affordable housing, infill development
- Ongoing implementation and oversight

The following elements are necessary for consideration in implementing the *Northern Beaufort County Regional Plan*:

A detailed growth model for city services that is more specific than the urbanization of land that may never be annexed under the current statutory limitations

An appropriate pattern of development that contemplates more compact forms rather than simply sprawling throughout the countryside

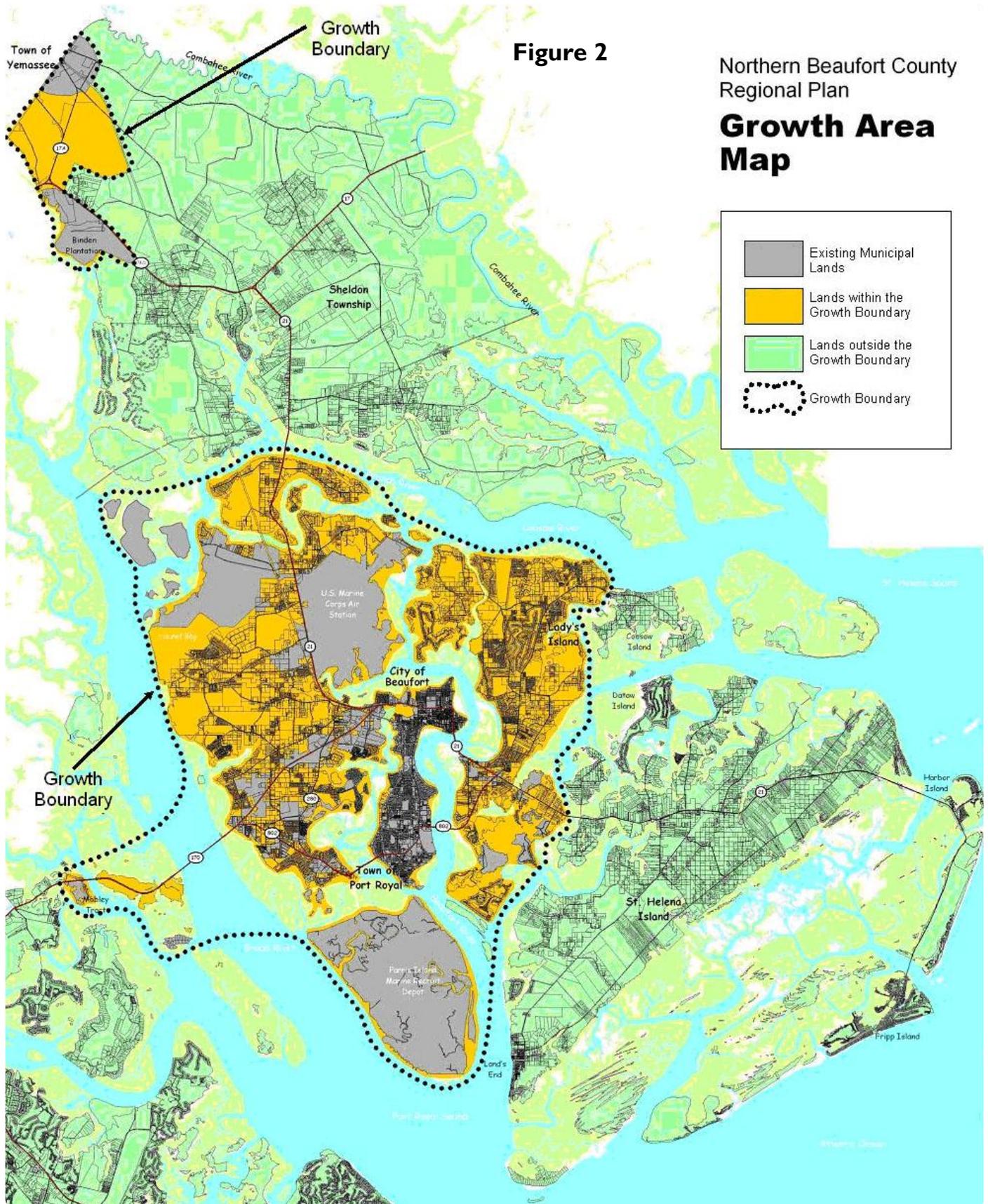
Nodes of commercial development that could be walkable as opposed to an assumption of continuous strip commercial frontages

Transportation networks that accommodate regional traffic that will likely grow over time and local networks that lower vehicle miles travelled through increased choices - both motorized and non-motorized

Context-sensitive environmental standards that appropriately balance the natural habitat with the human habitat

GROWTH AREA MAP

Indicating the proposed municipal growth boundaries for Yemassee, Beaufort, and Port Royal.





Depiction of the Rural-Urban
Transect for the American context.

5.2 A TRANSECT-BASED APPROACH TO COMMUNITY PLANNING

The Framework Plan is a land use policy map intended to provide guidance to Beaufort’s leaders as they make decisions on where and how the community should grow. It provides the overall structure for orchestrating appropriate patterns of growth and environmental conservation throughout the community. As such, it provides the framework for and is the cornerstone of the Comprehensive Plan. It builds upon the guidance of the Northern Regional Plan’s land use recommendations with a more fine-grained, context-based, and natural resource-based approach to land use recommendations.

As land use and transportation are inextricably linked, the Framework Plan incorporates planned and existing roadway facilities. It also is informed by existing development trends and adopted land use policy, including the City’s existing zoning districts, the adopted AICUZ (Air Installations Compatible Use Zones) zones around the Marine Corps Air Station-Beaufort, as well as local service delivery areas (including water/sewer). In addition to the methodology described below, the Framework Plan is also based on land use and transportation concepts that the community articulated and prioritized during the plan process including:

- Promoting Environmental Protection & Sustainability
- Providing for Parks & Open Space
- Practicing Growth Management and Regional Cooperation
- Developing an Efficient and Multi-modal Transportation Network
- Enhancing and Support Existing Neighborhoods
- Promoting Downtown Development
- Creating Predictable Criteria for Big Box and Regional Retail

With these factors in mind, the Framework Plan methodology divides land within the study area into six separate regional classifications or “sectors” (labeled as O-1 through G-4 and further described on the pages that follow). These range from the most natural (Preserved Lands) to the most urbanized areas (Downtown/Mixed-Use), with each sector reflecting the appropriate balance between environmental conservation and development intensity for the area.

Within the broad regional sector classifications, detailed development specifications/ regulations should be created within the City’s Unified Development Ordinance through the use of “transect zones” (conceptually illustrated on the right and further detailed in the graphic on the left as T-1 through T-6), which subdivide each sector and set out the specific intensity and development details for each condition along the rural-urban spectrum. On this scale, the Natural Zone (T-1) comprises the most natural, undeveloped land. The Urban Zone (T-6) equates to the most urban, high density type of environment in a community, such as is found in downtown Beaufort.

This form of mapping and classification is known as “transect mapping,” and is based on the history of human settlement patterns. The Rural-Urban Transect is a conceptual “slice” through the landscape from rural conditions to urban core, and relates development potential to the ecological conditions and settlement patterns of the land. The transect creates a hierarchy of and provides the primary classification for the environmental and/or built character of the various parts of the City.

5.2.1 TRANSECT MAPPING METHODOLOGY

The Framework Plan presented here was created using a methodology based on the TransectMap model developed by Criterion Planners. TransectMap is a method designed to apply the transect concept to the specific conditions of a particular place. It is especially “suitable for traditional jurisdiction-wide comprehensive planning.” The criteria for determining what land use types are appropriate for each sector should be defined based on the particular geographic, economic, and political realities of a community, but generally correlate to the Transect zones, which are more specifically defined on the pages that follow. It is recognized that the Town of Port Royal also is developing a sector plan and the City’s and the Town’s plans should be evaluated in terms of compatibility, especially along shared borders.

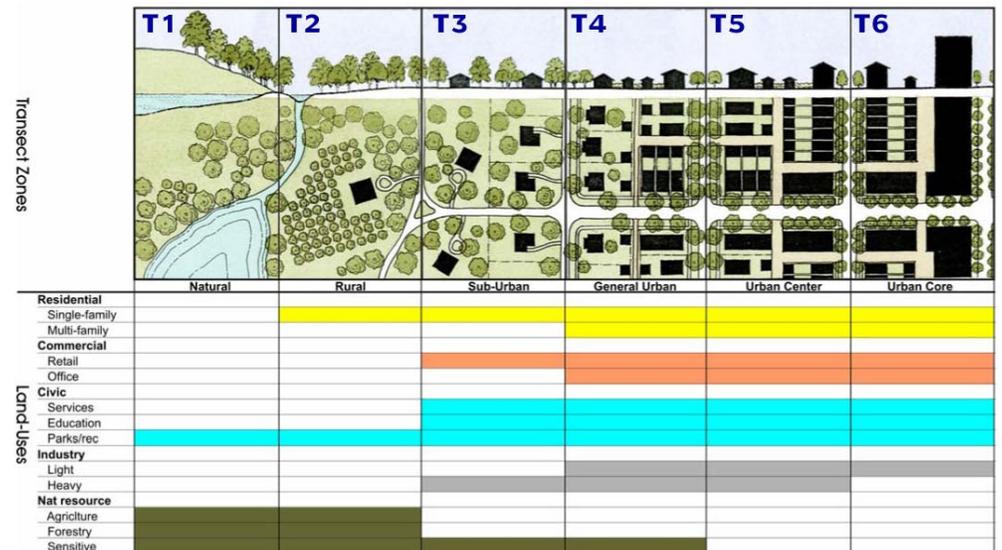
STEP 1: DEFINE REGIONAL SECTOR BOUNDARIES

The methodology, as illustrated in the graphic below, begins by identifying the lands that should not be developed based on environmental, agricultural, recreational, or historical significance. These lands comprise the Preserved and Reserved Open Space sectors. Then areas that are already urbanized and are appropriate for infill and redevelopment are identified. The land that remains is land that is appropriate for new development and is subdivided into Restricted, Controlled, and Intended Growth sectors based on appropriate development densities and land use types based on proximity to transportation networks and availability of urban services.

STEP 2: SUBDIVIDE REGIONAL SECTORS INTO TRANSECT ZONES AND APPLY NEW DEVELOPMENT STANDARDS

The next step in the process is subdividing the regional sector zones more precisely into Transect zones that provide the basis for detailing appropriate land uses and development standards at the parcel and building level specifically. This step becomes the basis for applying regulatory (zoning and subdivision) standards in accordance with the community’s vision for growth and development as defined in Step 1. The chart below (which is further detailed on the following page) depicts an idealized version of the appropriate development types and Transect zones for each regional sector.

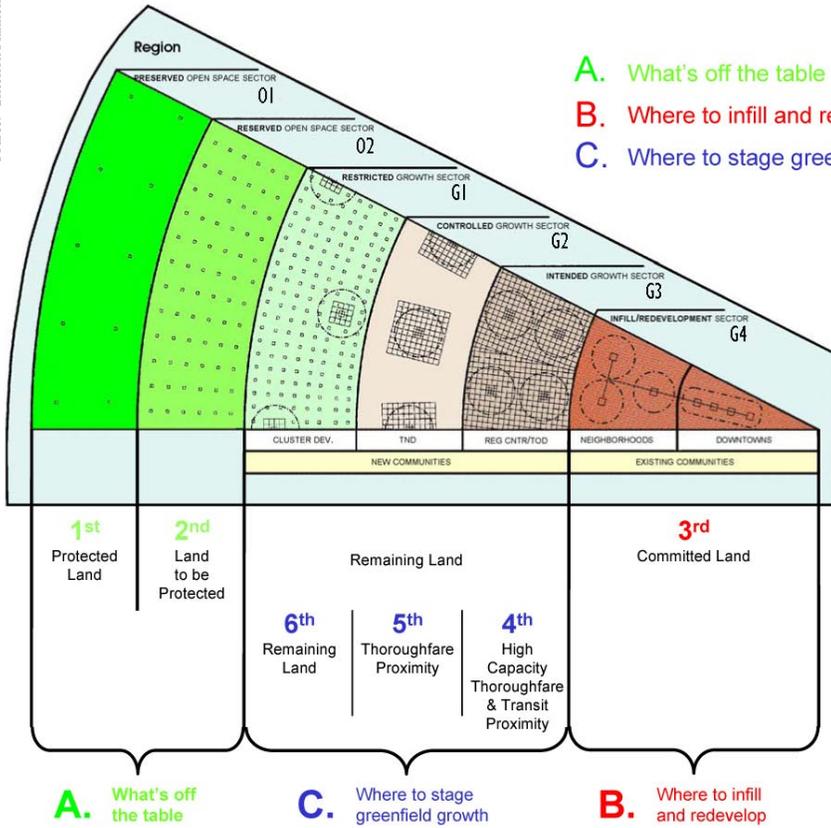
Step 2 of the process is most appropriately completed in the implementation phase of the planning process, which should include a detailed update of Beaufort’s development standards.



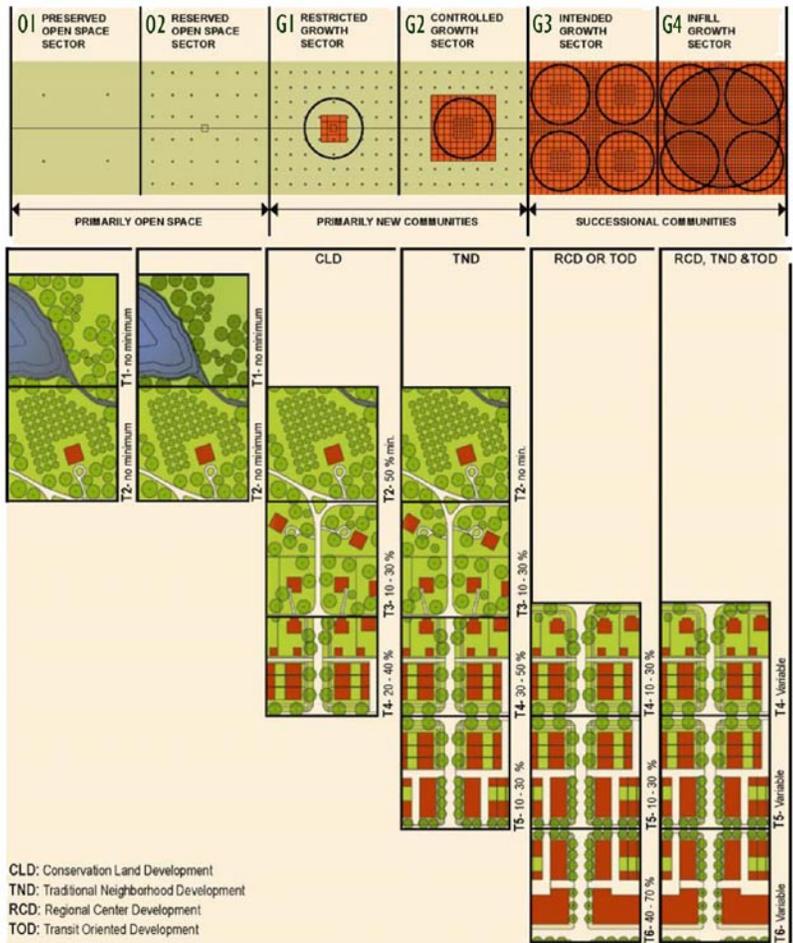
Generalized land use types for Transect zones.

Source: Criterion Planners

Source: Criterion Planners



The TransectMap method of land classification



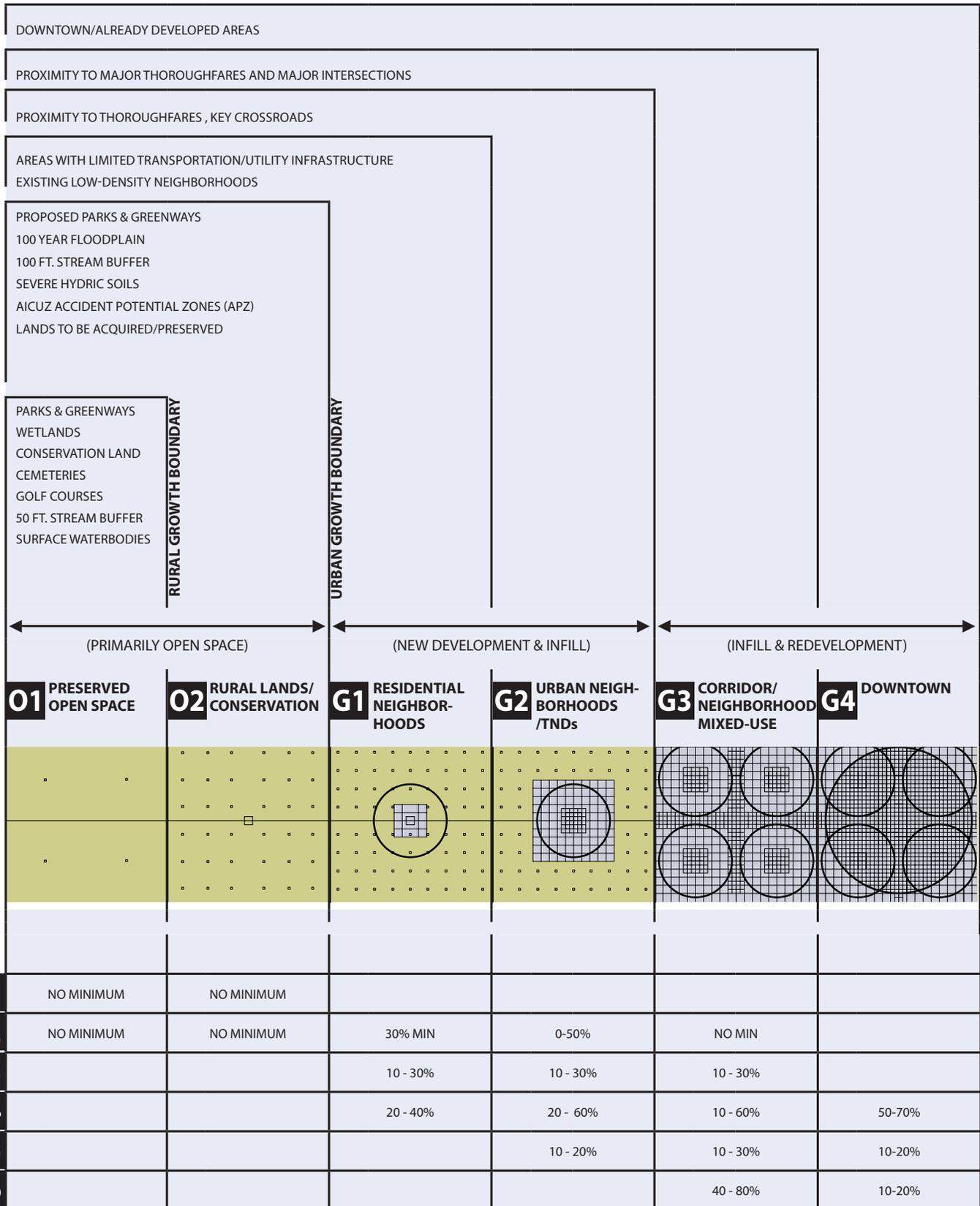
Source: DJZ

**FRAMEWORK MAP
 CONVERSION TO THE
 ZONING MAP**

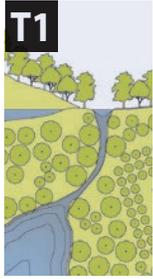
Regional Sector zones are be further subdivided into Transsect Zones to create the Zoning Map

SECTOR/TRANSECT ZONE ALLOCATION FOR BEAUFORT: *The table below defines the natural and infrastructural elements that determine the areas suitable for the regional sectors specified in the Framework Plan. This table also suggests the appropriate proportions of Transect Zones within each regional sector. The Transect Zone application should be further refined as the City creates new development regulations.*

Source: DPZ, adapted for Beaufort



Source: DPZ; adapted for Beaufort



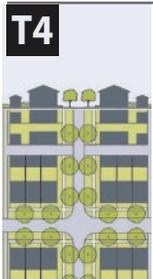
T1 NATURAL
General Character: Natural landscape with some agricultural use
Building Placement: Not applicable
Frontage Types: Not applicable
Typical Building Height: Not applicable
Type of Civic Space: Parks, Greenways



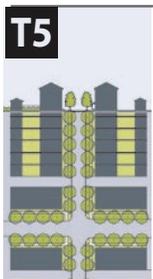
T2 RURAL
General Character: Primarily agricultural with woodland & wetland and scattered buildings
Building Placement: Variable Setbacks
Frontage Types: Not applicable
Typical Building Height: 1- to 2-Story
Type of Civic Space: Parks, Greenways



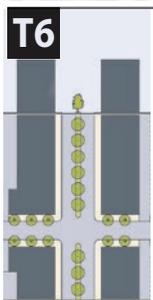
T3 SUB-URBAN
General Character: Lawns, and landscaped yards surrounding detached single-family houses;
Building Placement: Large and variable front and side yard Setbacks
Frontage Types: Porches, fences, naturalistic tree planting
Typical Building Height: 1- to 2-story with some 3-Story
Type of Civic Space: Parks, Greenways



T4 GENERAL URBAN
General Character: Mix of houses, townhouses & small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of pedestrians
Building Placement: Shallow to medium front and side yard Setbacks
Frontage Types: Porches, fences,
Typical Building Height: 2- to 4-story with a few taller mixed use buildings
Type of Civic Space: Squares, Greens



T5 URBAN CENTER
General Character: Shops mixed with townhouses, larger apartment houses, offices, workplace, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity
Building Placement: Shallow setbacks or none; buildings oriented to street defining a street wall
Frontage Types: Stoops, shopfronts, arcades
Typical Building Height: 2- to 5-story with some variation
Type of Civic Space: Parks, Plazas and Squares, median landscaping



T6 URBAN CORE
General Character: Medium to high-density mixed use buildings, entertainment, civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity
Building Placement: Shallow setbacks or none; buildings oriented to street, defining a street wall
Frontage Types: Stoops, shopfronts, and arcades
Typical Building Height: 2- to 4-story with a few taller buildings
Type of Civic Space: Parks, Plazas and Squares; median landscaping

“Mixing land uses—commercial, residential, recreational, educational, and others—in neighborhoods or places that are accessible by bike and foot can create vibrant and diverse communities.”
-Getting to Smart Growth

THE ISSUE

The *Northern Beaufort County Regional Plan* doesn't consider a compact growth alternative. The proposed residential densities are too low (2-4 units/gross acre) to mitigate sprawling development patterns and have a meaningful impact on encouraging walkable, mixed-use development that is transit-efficient or that will reduce the conversion of open space. The Plan's Future Land Use Map recommends commercial development for the length of the Highway 170 corridor.

THE SOLUTION

The Framework Plans provides a more fine-grained approach to land use policy recommendations. It is based on focusing growth in walkable nodes in areas that are served by infrastructure and away from areas that are environmentally sensitive.

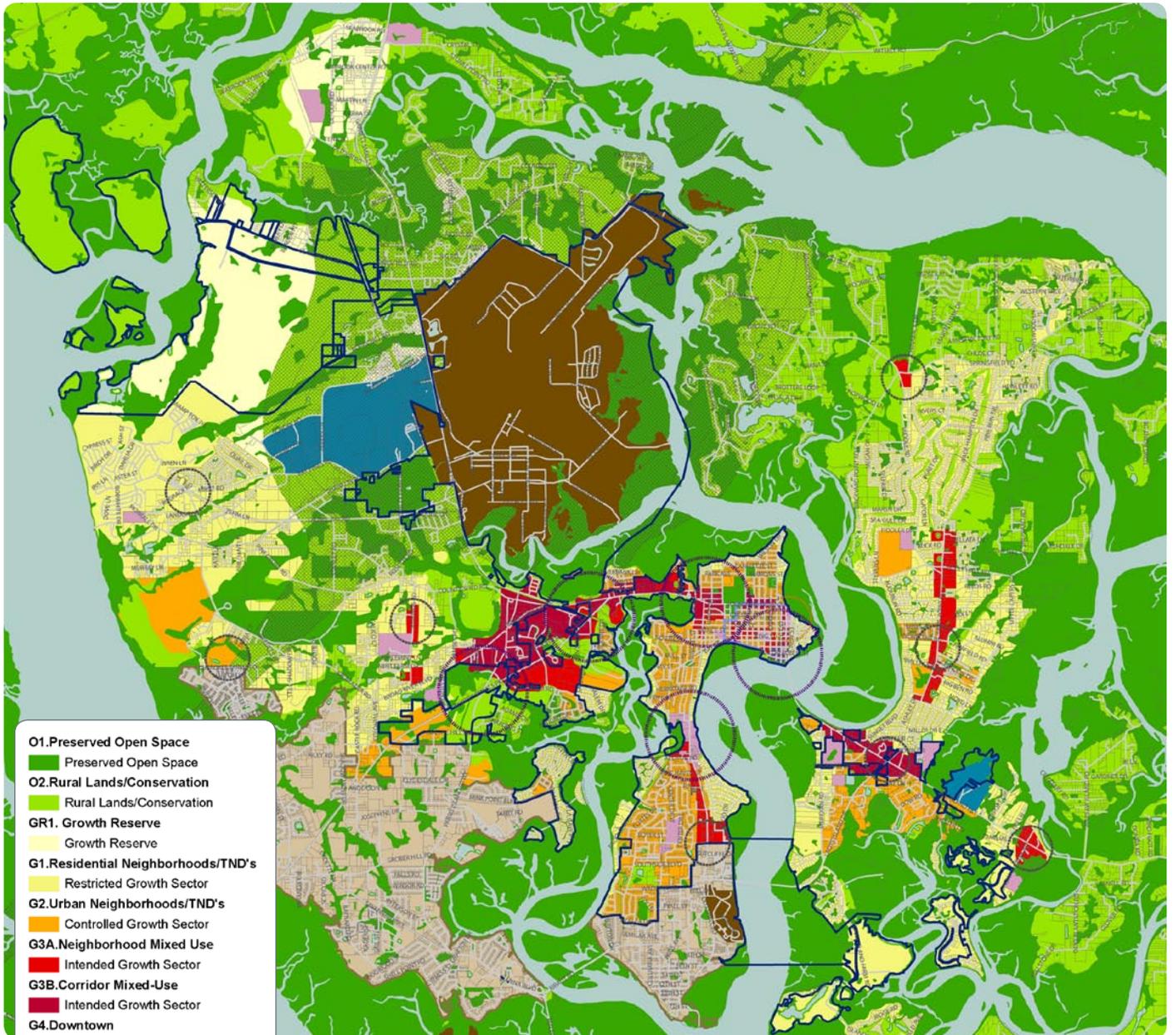
FG 1.0 | THE FRAMEWORK PLAN

The Framework Plan is a macro-level planning tool to properly organize the Beaufort community. While it is coded to the parcel level, it is not intended to replace the zoning map. Rather, as noted in the previous pages, it is an aggregation of a series of zoning categories that combine to form neighborhoods and sectors. Once adopted, the Framework Plan can more easily be adapted to the existing zoning categories in the city's zoning or serve as a basis for a full conversion to a form-based code in the future. The matrix below is a cross referencing tool to help guide individual zoning decisions.

Framework Plan Conversion Matrix

Framework Zone	Transect Zone	Zoning Categories	Notes
O-1	T1, Civic	CP	
O-2	T1, T2	TR, RE	
GR-1	All	All	In 50-100 years this zone could be another town
G-1	T2, T3, T4	R1, R2, TBR, NC, MHP?	This would also include a number of County zoning districts
G-2	T2, T3, T4, T5	R1, R2, R3, R4, GR, TBR, NC, OC, LI, PUD	
G-3A	T2, T3, T4, T5, T6	R4, GR, GC, OC	May also include other higher density residential districts - R2, R3
G-3B	T2, T3, T4, T5, T6	R4, GC, OC, HC	May also include other higher density residential districts - R2, R3
G-4	T4, T5, T6	R4, CC	May also include other higher density residential districts - R2, R3
SD	SD	LI, MHP?	
Civic/Hospital	Civic	MED and all districts that permit civic uses	
Military	SD	MR, MP	

The Framework Plan is a land use policy map intended to provide guidance to Beaufort's leaders as they make decisions on where and how the community should grow. It provides the overall structure for orchestrating appropriate patterns of growth and environmental conservation throughout the community.



- 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
- Civic/Hospital
 USCB 1/4-Mile Buffer
- USCB 1/4-Mile Buffer
 Neighborhood Centers
- Neighborhood Centers
 Regional Centers
- Regional Centers
 AICUZ
- AICUZ
 Military
- Military

▲ COMPLETE FRAMEWORK INCORPORATING THE ENTIRE URBAN GROWTH BOUNDARY



Streams and wetlands are typical O-1 sector features.



Creekside greenway trail, a typical O-1 sector land use

Source: Kimley-Horn & Associates

FG 1.1 OPEN SPACE SECTOR I (O-1): PRESERVED OPEN SPACE

The O-1 sector represents the basic “green infrastructure” of the community providing critical habitat for wildlife; protection of water quality and protection from flooding and erosion; and needed recreation and greenspace for the human habitat. This category, indicated in dark green on the Framework Map, comprises lands that are already non-developable, such as wetlands, conservation easements, required stream buffers, and parks.

For Beaufort, this sector specifically consists of:

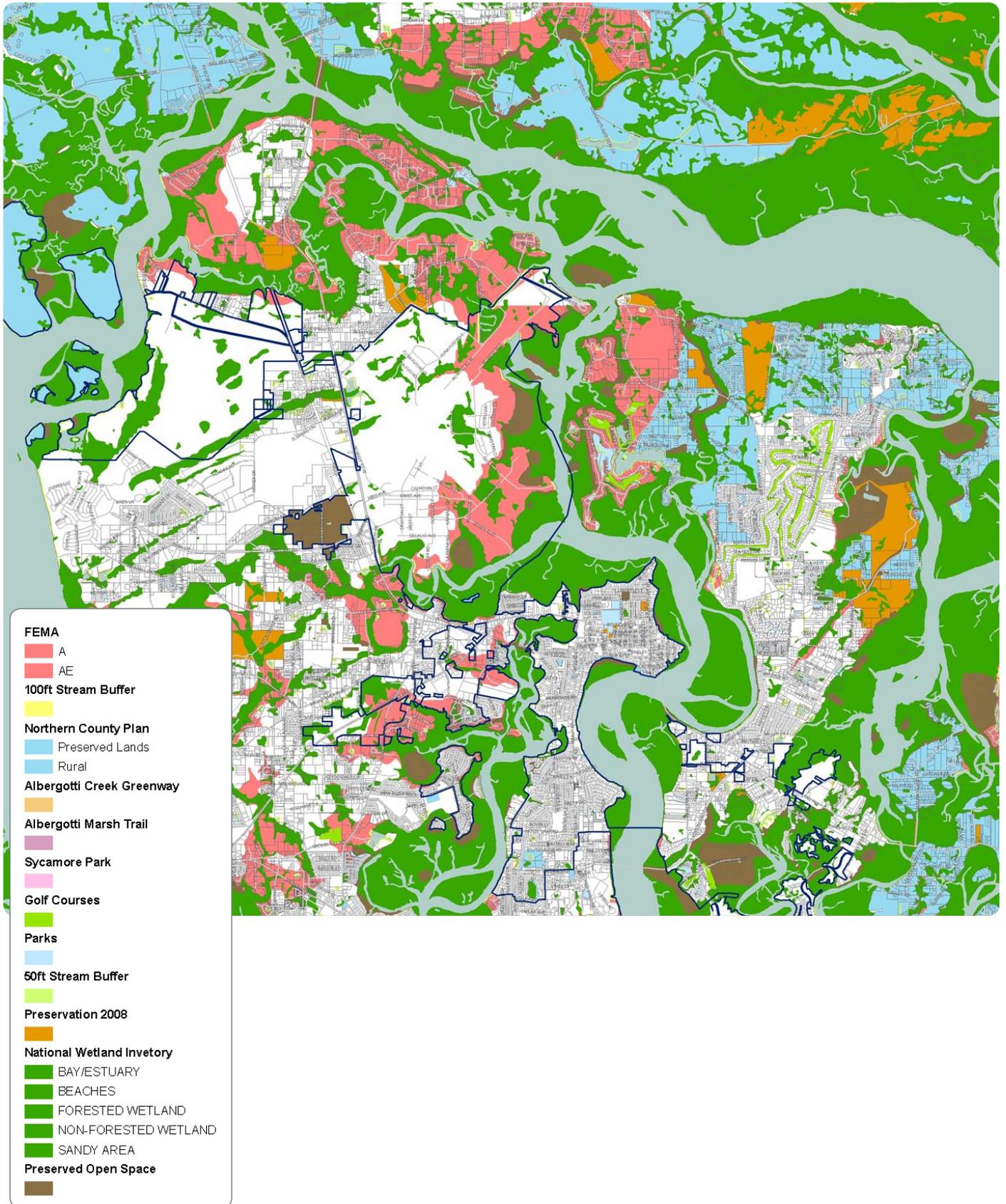
- Existing parks & greenways
- Wetlands
- Existing conservation easements
- Cemeteries
- 50 ft. Stream Buffer
- Surface waterbodies

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

- conservation areas
- parks & greenways
- limited agricultural/forestry uses
- water access areas

CIVIC & INSTITUTIONAL USES:

In addition to the geographic sectors, the Framework Plan indicates two related special land uses: the existing schools and other civic sites such as the hospital, the university and technical college, and the library. These civic and institutional uses properties are related to the community’s permanent civic and green infrastructure since large pieces of land on many these properties will continue be undeveloped open space.





▲ BEAUFORT COUNTY GREENPRINT MAP

Completed by the Trust for Public Land and Beaufort County, the map indicates a number of focus areas worth evaluating for conservation under various programs including the Beaufort County Rural and Critical Lands Preservation Program. Portions of this data were used to inform the Framework Map.



▲ **NON-HYDRIC SOILS**

The map above shows the non-hydric soils in Northern Beaufort County in shades of green. These areas—including most of historic Beaufort and Port Royal Island—are the most buildable/developable areas. Areas in white are poorly drained wetland soils that are rarely suitable for development. Portions of this data were used to inform the Framework Map. (Map Source: Beaufort County Stormwater Utility)



Source: Thomas Hylton

Rural area outside of a historic Pennsylvania town center

FIG 1.2 OPEN SPACE SECTOR 2 (O-2): RURAL/CONSERVATION LANDS

This sector includes areas that are prime candidates for moving into the O-1 sector through conservation easements or other open space acquisition/protection measures. This sector, shown in medium green on the Framework Map, consists of lands that should be off-limits to development except occasional conservation neighborhoods at very low densities. These areas may be legally developable based on current federal, state, and local regulations. However, they are areas that based on environmental conditions, urban service factors (distance from existing City services and difficulty in providing efficient services and infrastructure such as roadways, for example), and proximity to the MCAS operations (as identified by the AICUZ zones) should be lightly developed or undeveloped, remaining in a rural or natural state.

These areas include lands identified as rural and preserved lands for future preservation in the *Northern Beaufort County Regional Plan*. Future parks and open space identified in the *City of Beaufort Comprehensive Plan Update 2004* were also incorporated into the O2 category.

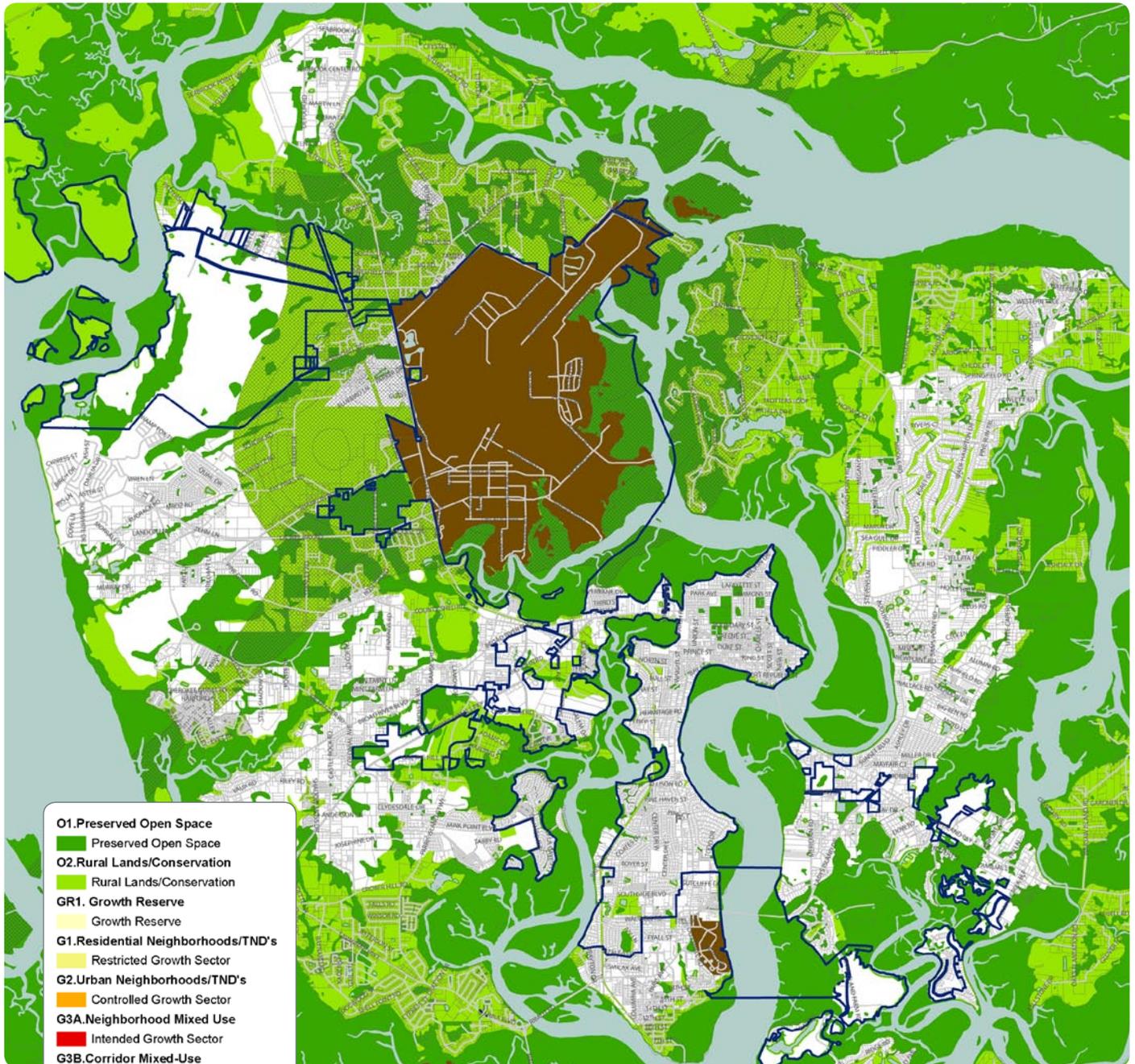
For Beaufort, this sector also consists of:

- proposed greenspace and greenways
- future rural and preserved lands
- 100-year floodplain
- 100-ft. riparian stream buffer
- Air Installations Compatible Use Zones (AICUZ) accident potential zones (APZ's)

The AICUZ noise zones are designed as a tool for local planning agencies. The US Department of Defense measures noise in and around the base to determine what land use activities are compatible in the area. This area, shown in hatching, outlines uses that are conditionally compatible as well as incompatible; therefore, caution should be exercised when developing within a noise zone.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

- conservation areas
- parks & greenways
- agricultural and forestry uses
- limited civic uses such as schools
- very low-density residential development and clustered development (maximum density: 1 dwelling unit per 10 gross acres)



- 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**
- USCB 1/4-Mile Buffer
- Neighborhood Centers**
- Neighborhood Centers
- Regional Centers**
- Regional Centers
- AICUZ**
- AICUZ
- Military**
- Military

▲ **O-2 FRAMEWORK MAP**

This sector includes areas that are prime candidates for moving into the O-1 sector through conservation easements or other open space acquisition/protection measures. This sector, shown in medium green on the Framework Map, consists of lands that should be off-limits to development except occasional conservation neighborhoods at very low densities.



Source: Josh Martin

The Growth Reserve sector holds the line for new development until adequate urban services can be efficiently and economically provided by the City.

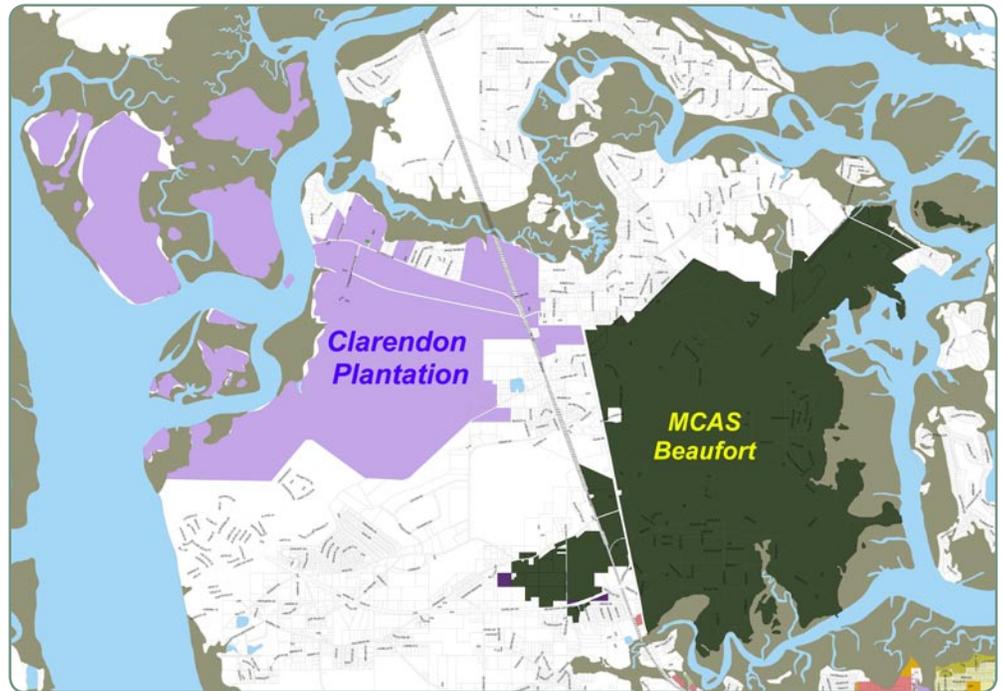
FG 1.3 GROWTH RESERVE SECTOR (GR-1)

The GR-1 sector is intended as a holding zone or reserve area for future urbanization in the northern Beaufort County region. Though a number of the large tracts have previously been annexed in the Grays Hill area north of Albergotti Creek, the extreme distance from the existing corporate boundaries makes these area impractical to efficiently serve with City services for at least twenty years.

This sector includes the area north and west of Burton, which is currently outside the city limits. Because the area is largely undeveloped, it is already under pressure for urbanization and development. The area includes one large potential development in the Clarendon tract that has approved development agreements for Planned Unit Developments (PUDs).

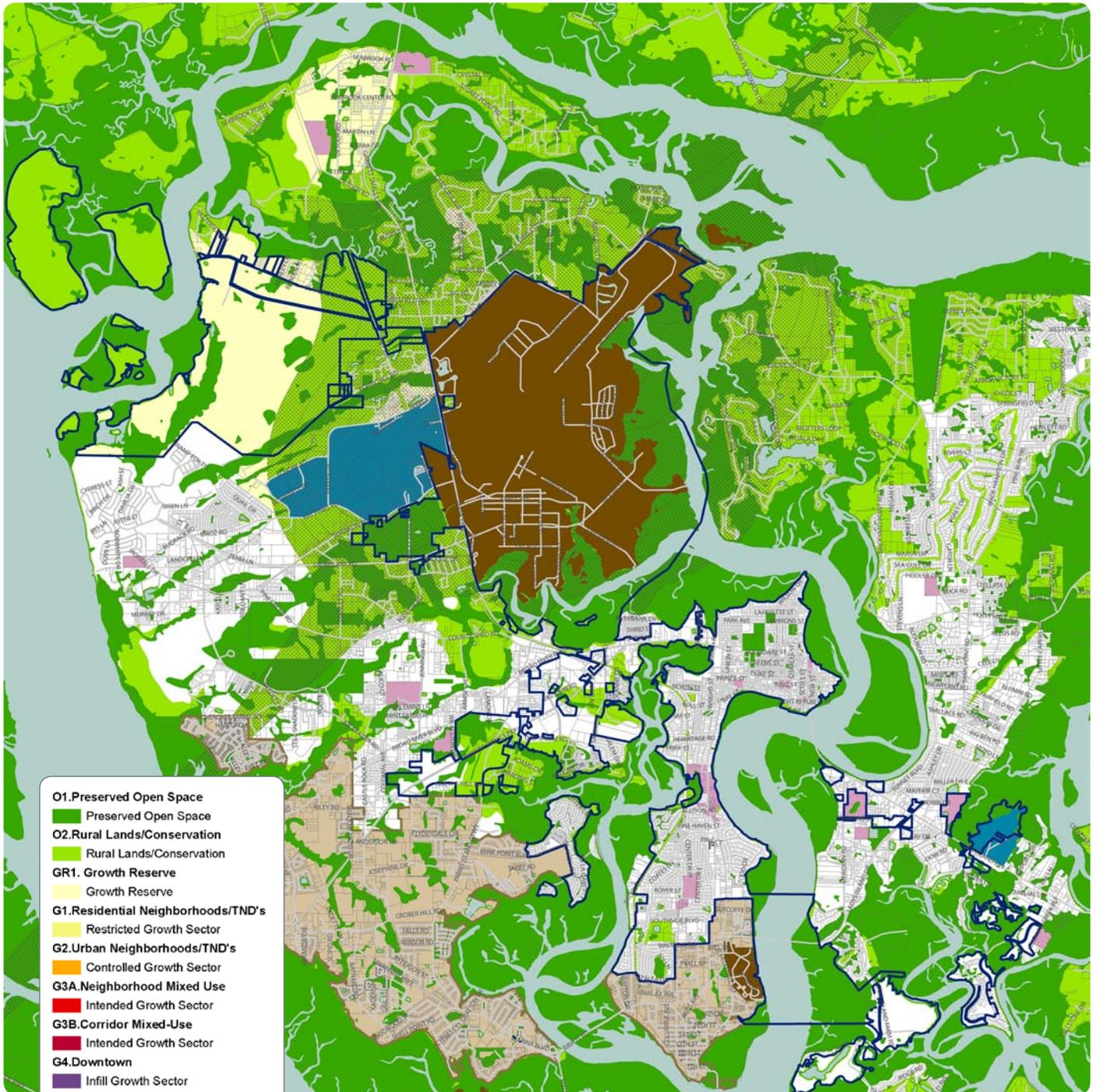
Care should be taken to ensure that this area not be developed as a low-density suburban subdivision. There is sufficient land area to create an urban center supported by walkable neighborhoods. In the event that the previously entitled development begins prior to the ability of the City to efficiently serve this area, consideration should be given to the creation of a new incorporated community.

FG 1.3 **Develop a Detailed Small Area Plan for the GR-1 Sector.** In partnership with the County, MCAS-Beaufort, and the local property owners, develop a detailed plan for this area that establishes appropriate and feasible future road networks, development patterns, and timing/sequencing of adequate governmental services.



▲ CLARENDON PUD

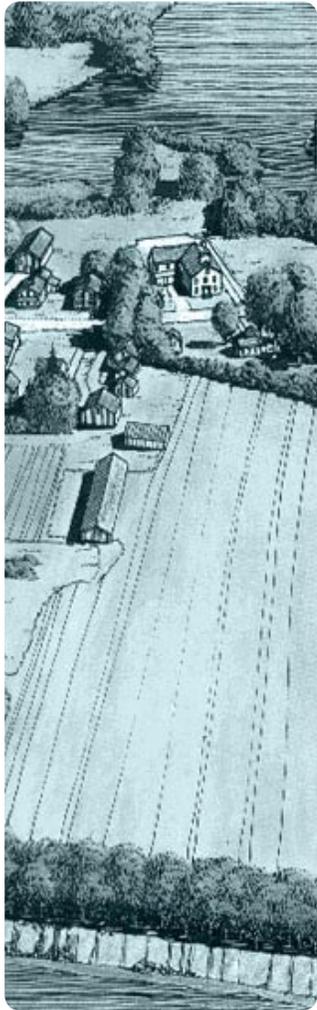
This map shows the boundary for the Clarendon Planned Unit Development (PUD) annexed by the City in 2007.



- 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

▲ **GR-1 FRAMEWORK MAP**

The GR-1 sector is intended as a holding zone or reserve area for future urbanization in the northern Beaufort County region. Though a number of the large tracts have previously been annexed in the Grays Hill area north of Albergetti Creek, the extreme distance from the existing corporate boundaries makes these area impractical to efficiently serve with City services for at least twenty years.



Source: Randall Arendt

Conceptual view of hamlet-type development: buildings clustered around a cross-roads

FG 1.4 GROWTH SECTOR 1 (G-1): MODERATE DENSITY RESIDENTIAL NEIGHBORHOODS

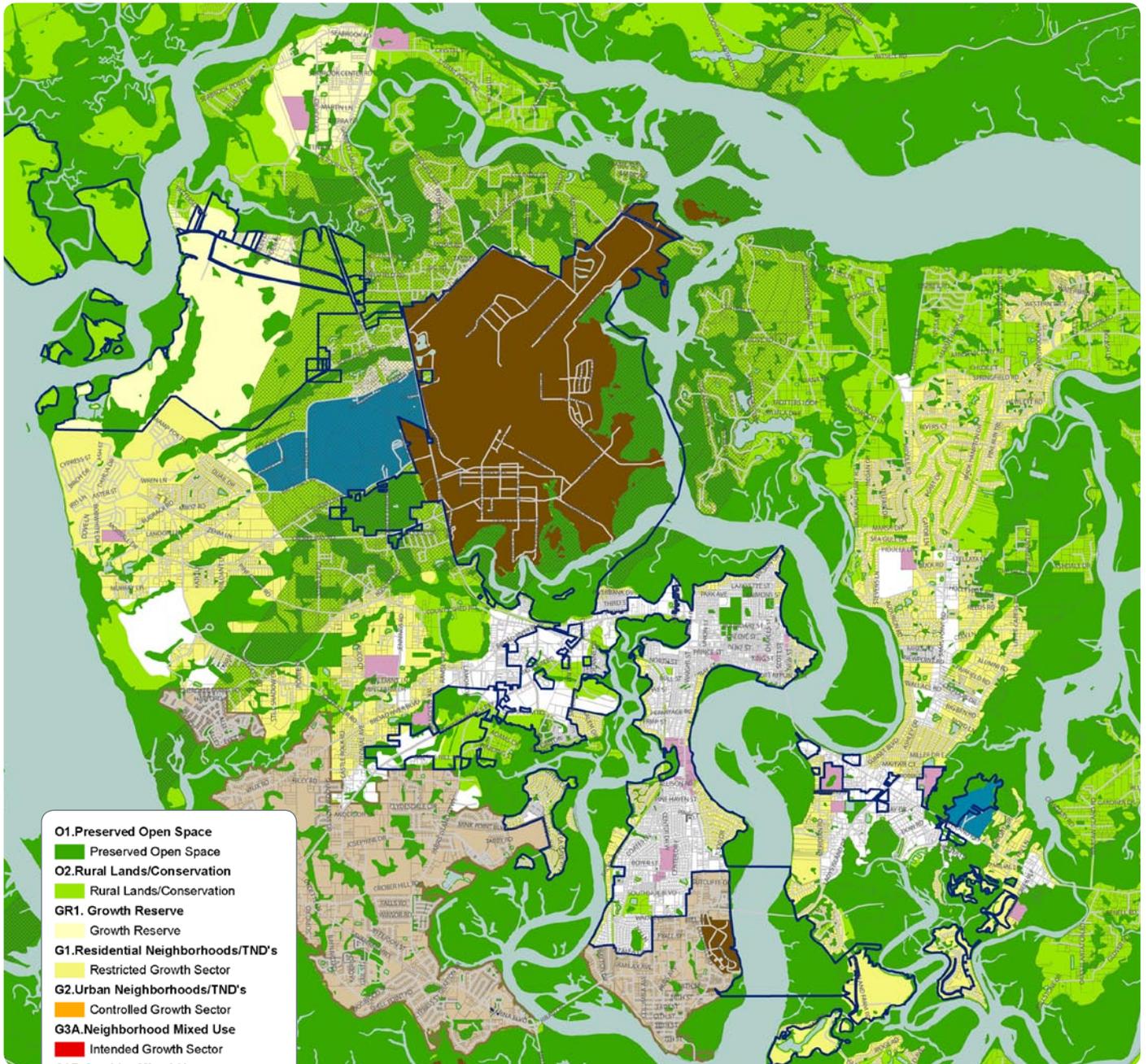
The G-1 sector, indicated by the light yellow on the Framework Map, is intended for relatively moderate density residential development. This sector includes existing moderate-density residential neighborhoods (generally less than 4 units/acre) that are not likely locations for redevelopment. It also includes lands that are not proximate to thoroughfares and are not projected to be high growth areas due to limited access to transportation networks, existing services, and utilities. In addition, poor/wet soils that not typically appropriate for development are included in this sector, which is intended for relatively low-density development. Soils information should be overlaid and investigated a detailed level when developing in these areas so as to avoid the most sensitive soil types.

Appropriate development in this sector typically consists of cluster developments such as conservation subdivisions, or low-density residential development on relatively large lots. For Beaufort, this sector is generally located away from planned neighborhood or regional centers and close to heavily encumbered O-1 or O-2 land.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

The community types and land uses appropriate for this sector are:

- existing low-moderate density suburban residential neighborhoods
- moderate-density residential development (up 4 units/ gross acre) if developed as a traditional neighborhood and if significant open space is conserved in the neighborhood or as part of a transfer of development rights from O-1 or O-2
- limited neighborhood retail and service uses
- civic uses (parks, schools, religious and government uses)



- 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

▲ **G-1 FRAMEWORK MAP**

This sector includes existing moderate-density residential neighborhoods (generally less than 4 units acre) that are not likely locations for redevelopment. It also includes lands that are not proximate to thoroughfares and are not projected to be high growth areas due to limited access to transportation networks, existing services, and utilities.



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.

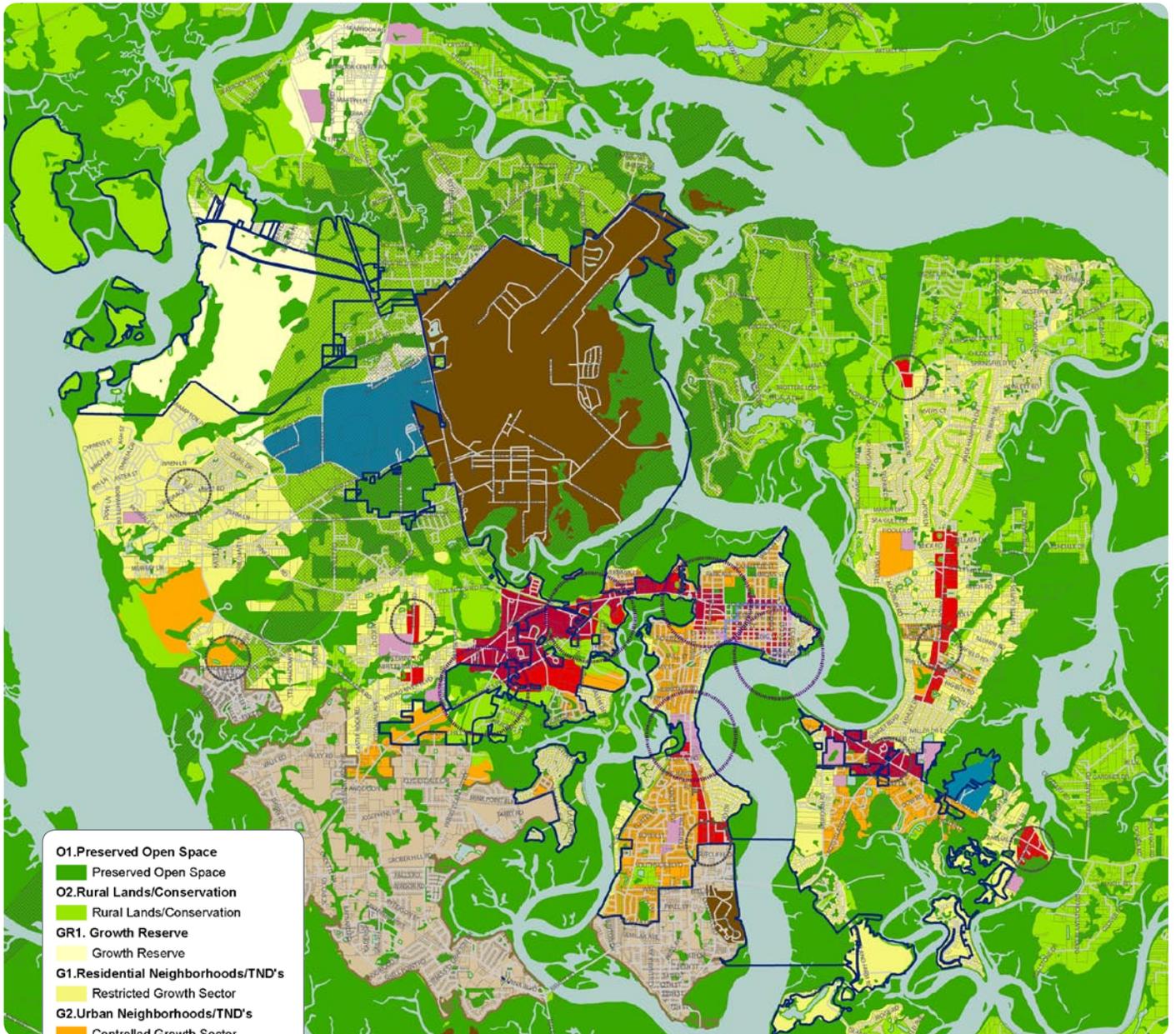
APPROPRIATE LAND USES/DEVELOPMENT TYPES:

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.



- 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

▲ G-2 FRAMEWORK MAP

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.



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:

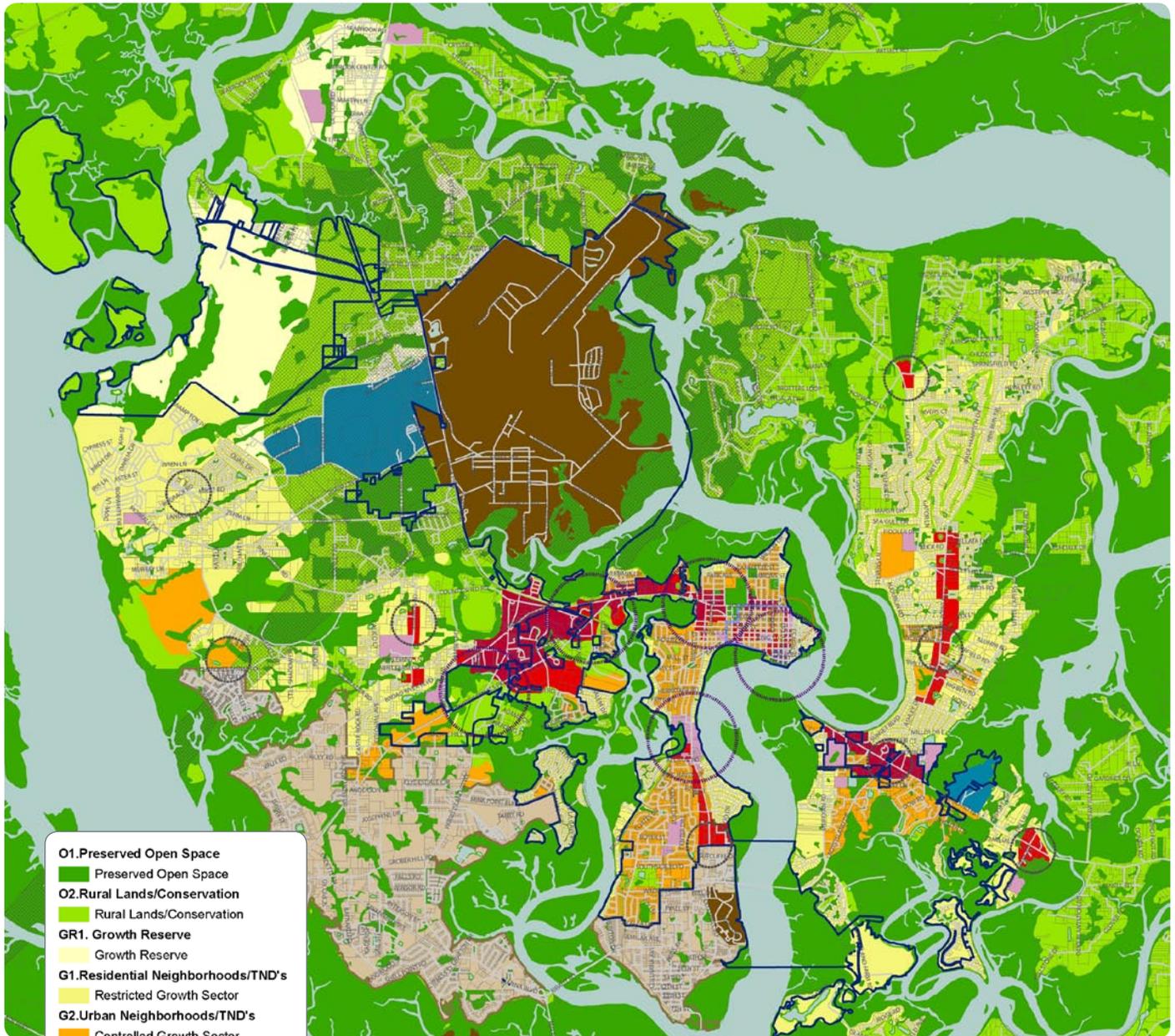
- single-family and multifamily residential
- neighborhood-serving commercial uses (retail and office)
- civic uses
- traditional neighborhood developments
- neighborhood centers
- regional centers
- industrial districts

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

▲ G-3 FRAMEWORK MAP

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.



New town center buildings in Fort Mill, SC

FG 1.10 GROWTH SECTOR 4 (G-4): DOWNTOWN BEAUFORT

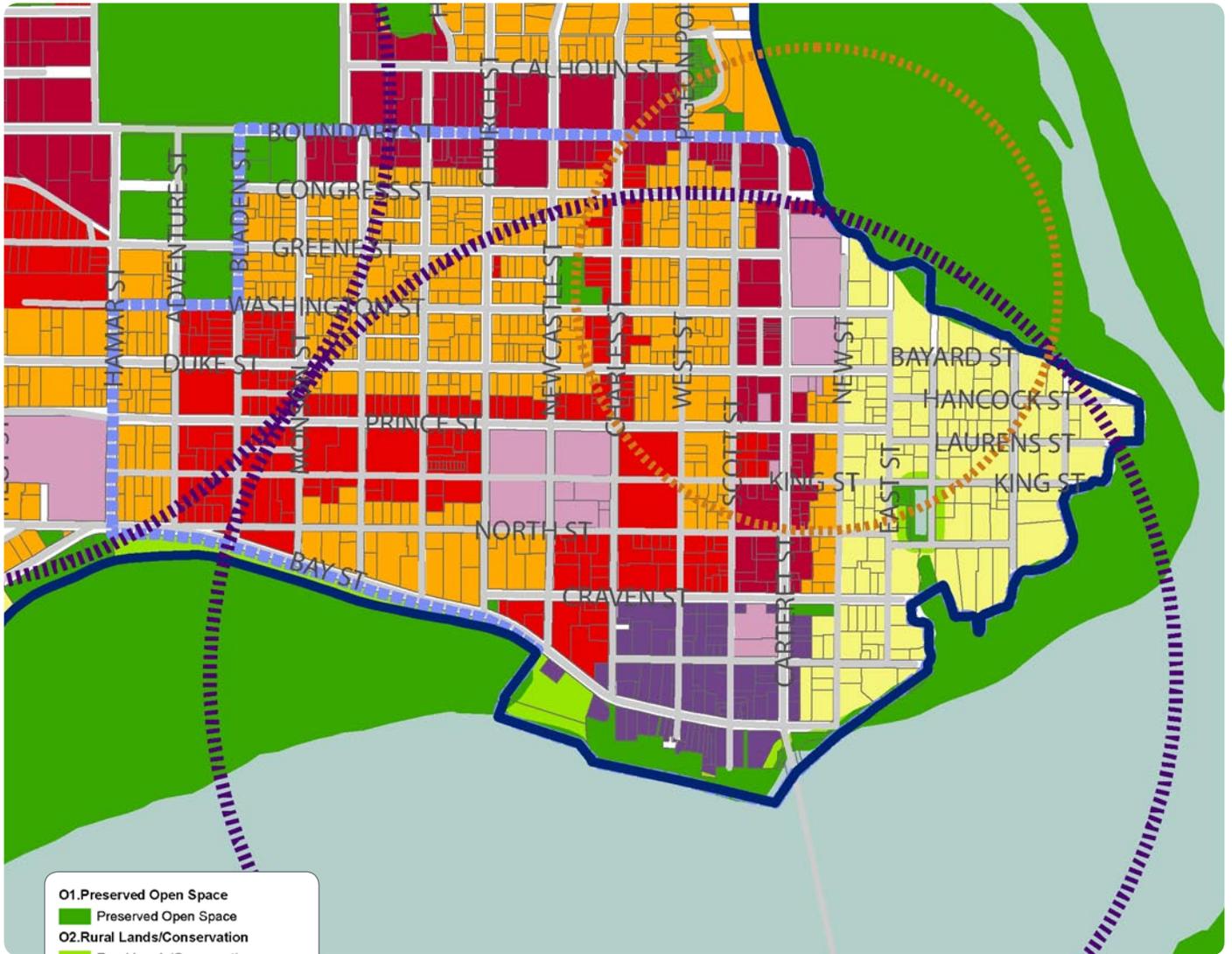
This sector is comprised of areas with existing development, with a relatively dense street grid, and which are appropriate for redevelopment or additional development. These areas are shown in the purple color on the Framework Map, which includes the historic downtown.

This area is, in large respect, appropriate for redevelopment and new infill development and well served with infrastructure (roads, utilities, etc.), and access to services and amenities. Because this area is already well provided for in terms of urban services, it is one of the most efficient and most attractive areas for redevelopment of underutilized land or development of vacant parcels. It is also one of the best areas for development in terms of minimizing new environmental impacts to natural areas since the area has been built upon since Beaufort's founding.

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

In-depth discussion of concepts for downtown development, redevelopment and infill neighborhood development is included in later in this section. In general, however, the following development types and uses are appropriate in the G-4 sector, continuing in the historic pattern of mixed-use downtown development in Beaufort.

- higher density single-family and multifamily residential
- commercial uses (retail and office)
- vertically mixed-use development
- civic uses
- light industrial uses



▲ G-4 FRAMEWORK MAP

This sector is comprised of areas with existing development, with a relatively dense street grid, and which are appropriate for redevelopment or additional development. These areas are shown in the purple color on the Framework Map, which includes the historic downtown.

FG 2.0 | URBAN SERVICE AREA EXPANSION AND ANNEXATION

The challenge in Beaufort County with the development of land in areas remote from existing cities is the lack of adequate and efficient urban service delivery options. At present, these urbanized, or rather “suburbanized” areas are often served by a number of overlapping layers of government and public service providers. The resulting patchwork quilt of fragmented service delivery has often led to confusion, frustration, and in some cases a waste of collective resources.

So the question is then posed as to how best to serve the Urban Growth Boundary as defined by the Northern Beaufort County Regional Plan. With the presence of the Air Station and Laurel Bay base housing, substantial water and sewer infrastructure (both on-base and off), and new schools near the Whale Branch, in many respects a portion of this area is already urbanized areas with adequate infrastructure. But between the current primary service area (the area within the City limits that receive the typical urban services such as police, fire, garbage collection, etc.) and Laurel Bay and the undeveloped Clarendon and McLeod tracts there is a large expanse of generally undevelopable land (the AICUZ boundary).

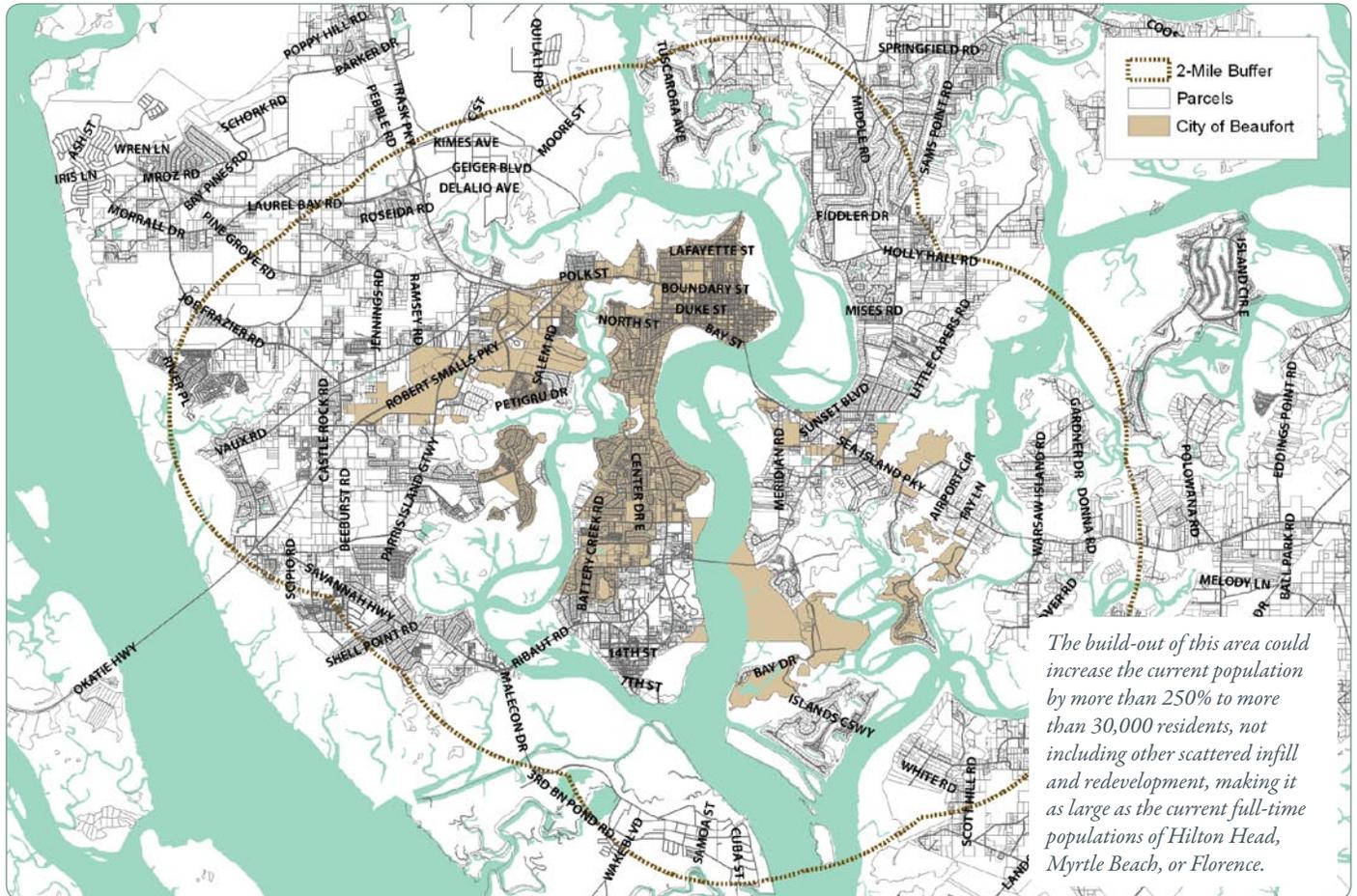
A fundamental premise of this plan is that there exists sufficient land within close proximity to the service area as well as redevelopment opportunities to allow for more than twenty years of growth for the city. As noted, the area defined loosely as that area north of the Albergotti Creek is potentially a 50 year growth area for Beaufort. In fact, it is both large enough relative to the current municipal limits of Beaufort and sufficiently developable enough to be incorporated as its own community if there is a desire to develop it to its fullest extent in the next generation.

FG 2.1 Annexation areas should be contiguous to the primary service area or within a maximum of 2 miles. Note that the criteria is the “service area” and not other incorporated parcels that are also remote to the primary service area. [Code]

FG 2.2 The provision of municipal services to previously annexed tracts or tracts beyond the 2 mile boundary shall be subject to adequacy and availability of municipal services. In the event that it has been determined that such services cannot be extended efficiently, the tracts may need to either offset the incremental capital and operating costs of service delivery or delay development until such time as adequate services are available. [Code]

FG 2.3 Explore a service delivery model that employs a metro-like structure. As noted, the patchwork quilt of service delivery in the Urban Growth Boundary is extremely inefficient. In addition to requiring more efficient development patterns, the city and its regional partners should explore a framework of urban service delivery that ensures an adequate, consistent, and equitable level of service for urbanized areas. The most successful metro service agencies are those that are able to break down the jurisdiction barriers and focus on the efficiency of service delivery to the end user. [\$] [O] [On-going]

EXTENSION OF MUNICIPAL SERVICE AREA BY 2 MILES ▼ (MAXIMUM RECOMMENDED DISTANCE)



▲ DEVELOPABLE NEIGHBORHOOD AREAS APPROPRIATE FOR GROWTH

Each circle represents approximately 125 acres of developable land (or land ripe for redevelopment). At a minimum average of 4 units/acre across the 2000+ acres shown, this would yield an opportunity for at least 8,000 new housing units with a potential population of at least 18,560 (at 2.32 persons per household). Note that this does not include the infill and redevelopment opportunities within the existing city limits.



Cul-de-sac Neighborhood



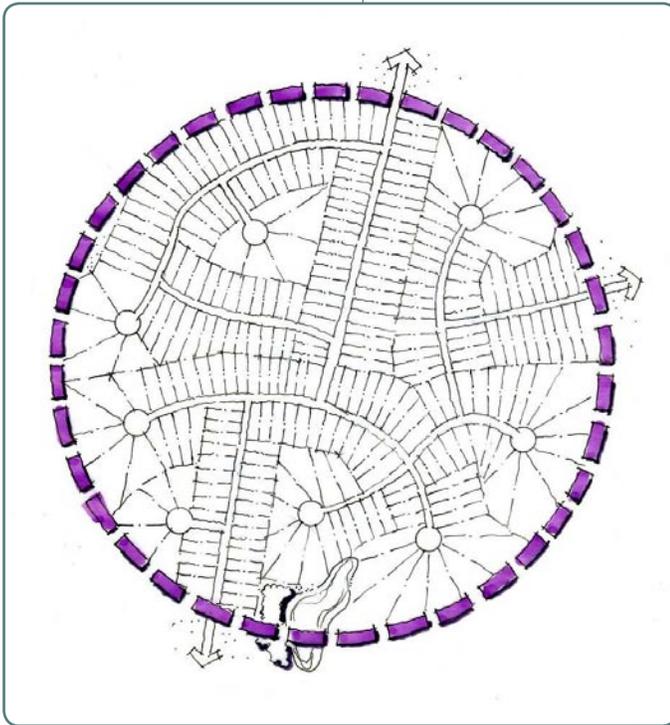
Traditional Neighborhood

FG 3.0 | INCREMENTAL GROWTH USING THE NEIGHBORHOOD UNIT

Research over the past decade has shown that the average comfortable walking distance for Americans is approximately a quarter-mile or a 5-minute walk. Public health studies (e.g. Dannenberg, Jackson, Frumkin, and Schieber, “The Impact of Community Design and Land-Use Choices on Public Health: A Scientific Research Agenda”) also show that walking regularly can provide substantial health benefits, especially if walking is incorporated into the routines and trips of daily life. Many suburban residential layouts, even if sidewalks are provided, often do not provide either a safe or attractive walking environment.

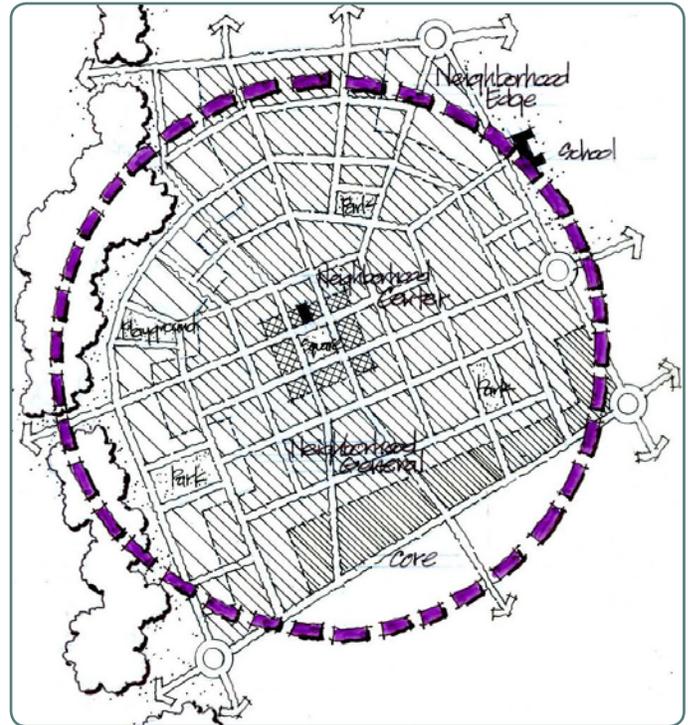
By contrast, the most interesting walks (and therefore those that are undertaken regularly) either have a clear destination—as opposed to just walking around—and/or provide a lot of visual interest and the opportunity for casual social interaction with neighbors. The second diagram (bottom right) shows how a traditional development pattern can provide both destinations and visual interest within the neighborhood and thus maximize the opportunities for walking regularly, with all its health benefits.

Each traditional neighborhood within the quarter-mile radius circle would, in its “pure” form of mixed housing types at higher densities for smaller households as well as families, normally house 1,700 or more homes (3,740 residents) at an average density of at least six dwellings per acre. (This is a mix of single-family detached, town homes and apartments).



CUL-DE-SAC NEIGHBORHOOD MODEL ▲

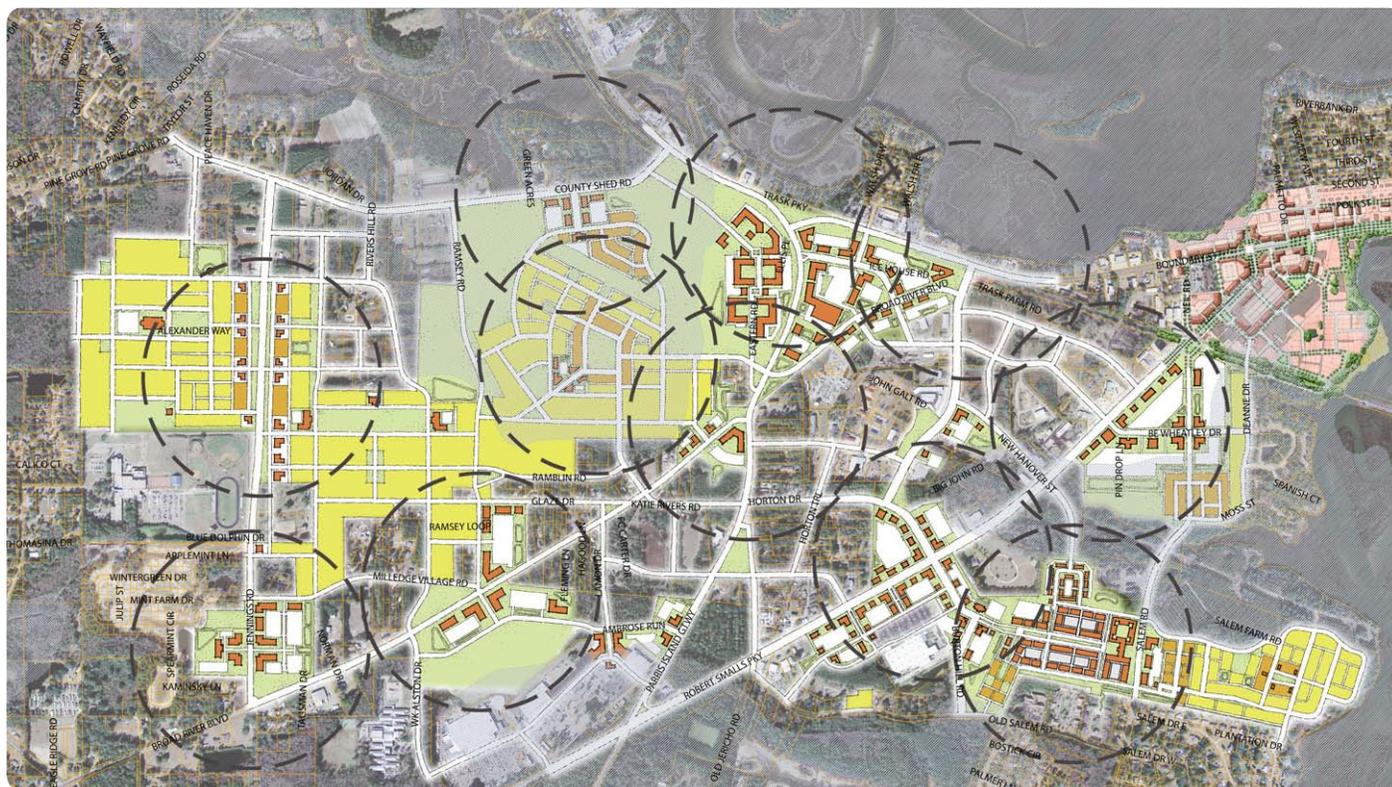
Limited Connectivity (and limited mix of uses): The diagram of the quarter-mile radius (5-minute walk; 125 acres) circle superimposed on the typical suburban subdivision plan shows how walking is difficult without a pattern of connected streets or any variation in the environment to provide destinations or a variety of experience. Because of numerous cul-de-sacs, much walking has to be done on the busier collector streets that connect, and thus pedestrians have to deal with higher speed traffic and higher traffic volumes.



TRADITIONAL NEIGHBORHOOD MODEL ▲

Connectivity and a mix of neighborhood-serving uses: The concept includes playground, parks, school, neighborhood retail; and 1700 housing units at approximately 6 units/acre. This preferred neighborhood design has an identifiable center organized around a small public square or green, a connected network of local, slow-speed streets, and a pattern of collector streets and preserved open space along its boundaries. Certain collector streets might become the location for denser, mixed-use development as neighborhood centers within the overall G2, G3 and G4 sector designation.

FG 3.1 Require Incremental Growth to be Medium to High Density and Utilize the Traditional Neighborhood Unit. As truly low density growth is not a viable option for the economical provision of urban services, it is expected that new development annexed into the City is at least 6-10 units per net acre with a strong preference for even higher densities (12-20 units per net acre) where environmental conditions allow. At these density thresholds, the most efficient and preferred pattern is that of the neighborhood unit. The Neighborhood Unit is the most adaptable development type that can accommodate a wide variety of housing types with mixed-use development with a coherent network of streets and usable public spaces. [Code]



▲ THE BURTON NEIGHBORHOOD USING THE NEIGHBORHOOD UNIT FOR GROWTH AND REDEVELOPMENT

Like the Developable Neighborhood Areas diagram on previous page, this graphic illustrates the expansion of the City in neighborhood increments. Using a loose network of streets that are reflexive to the geographic conditions and strategically-placed compact development, there is clear opportunity for thousands of new homes and related commercial development adjacent to the current urban service boundary.

FG 4.0 | UPDATE THE UDO

A form-based code seeks to prescribe the physical design of buildings and infrastructure while permitting a greater flexibility in the use and activity. These codes recognize that many of our most cherished neighborhoods and downtowns were constructed during a period before zoning. As such, these areas have been much more adaptable to changes in demographics, retail trends, and technology (i.e. telecommuting) than new suburban subdivisions with rigid setbacks, narrow use requirements, and overbearing restrictive covenants that typically promote monotony and predictability.

The current Unified Development Ordinance (UDO) is a well-organized, readable, concise ordinance that includes a number of form-based elements including the Boundary Street guidelines as well as certain design standards for various “Design Districts” and the Alternative Residential Development Option.

Dozens of recommendations regarding the implementation of specific design/form-based standards or other regulatory initiatives are found throughout this Plan. These range from the revision of certain historic district review guidelines consistent with the adopted Historic Preservation Plan to the complete reconstruction of the current ordinance as a form-based code. Additionally, there are specific recommendations made that incorporate context-sensitive/location-specific standards that move away from generalization of standards to a carefully calibrated ordinance.

FG 4.1 Update the UDO as a Complete Form-Based Code. Through the years, the City has added important form-based standards to the ordinance including the 50+ page Boundary Street. Noting the numerous recommendations in this Plan and other recently adopted plans for key regulatory changes as well, the time is right to give the ordinance a complete update. Unlike many ordinances today, most of the current standards for the City of Beaufort are perfectly acceptable but simply need clarification, new graphics, or more appropriate placement in proximity to similar standards. Ideally, this update would be complete in concert with Beaufort County and the Town of Port Royal to ensure predictability and consistency across the jurisdictions charged with implementing the North Beaufort County Regional Plan. [Code]

For a community to be successful in implementing smart growth, its vision, objectives, and actions must be embraced by the private sector. The private sector is crucial to supplying the large amounts of money and construction expertise needed to meet the growing demand for smart growth developments. If investors, bankers, developers, builders, and others do not earn a profit, few smart growth projects will be built. Fortunately, government can help reduce barriers to profitable smart growth development practices. Since the development industry is highly regulated, the value of property and the desirability of a place are determined in large part by government investment in infrastructure and by government regulation.

— *from Getting to Smart Growth, www.smartgrowth.org*

FG 4.2 Clarify Design Intent and Reduce Subjectivity. There are numerous design standards found throughout the UDO that range from clear and descriptive to vague and confusing. As a result, the review boards have been vested with the interpretation of these standards often with little additional guidance in the UDO as to the specific intent of what the design standard is seeking to achieve. From the extensive use of the word “should” rather than “shall” (See Section 6.6-Design Districts) to the incorporation of complex prescriptions like the sky exposure plane in 6.5K.11 that is undefined and in need of a graphic to better describe it. Most importantly, the goal should be so establish a consistent level of detail in all requirements. There have been numerous additions written by a number of different consultants with different structural approaches. A complete update would unify this language. [Code]

FG 5.0 | MAKE THE DEVELOPMENT PROCESS PREDICTABLE

There are many opportunities to streamline the development review and approval process in Beaufort and in so doing increase one of the City's greatest opportunities for leverage. Once development regulations are crafted that meet the City's Comprehensive Plan objectives, the ability to provide expedited and administrative review and approval processes will provide a great incentive for projects to meet Beaufort's goals. At present, not including building permitting, Beaufort-Jasper Water and Sewer Authority Review, as well as any required reviews by state or national permitting authorities there are six review agencies, boards, or commissions that might express comments or pass judgement on a development application. This has led to a confusing and perceived cumbersome development review process that many have cited as reasons why infill and redevelopment has been so difficult in the City. Below is a summary description of each entity and their specific mission or authority:

Technical Review Committee: Appointed by the City Manager, this committee includes the Administrator (Planning Director), the Building Official, and any other City staff professional that Manager deems necessary for professional review. The Administrator serves as the chair and is responsible for all final decisions of the Committee. The Committee reviews and approves all Minor Subdivision Plats and Final Plats.

Joint Municipal Planning Commission: The City of Beaufort/Town of Port Royal Joint Municipal Planning Commission (JMPC) is a five-member board. Three of the members are appointed by the City Council; two members are appointed by the Town of Port Royal Town Council. After two years, the membership changes to three members from Port Royal and two members from the City of Beaufort. The JMPC has the following powers and duties:

- Prepare and periodically revise the comprehensive plan;
- Review and take action on street names;
- Review and take action on cluster development;
- Review and make recommendations on Planned Unit Development master plans;
- Review and make recommendations on public projects;
- Review and make recommendations to the City Council in regard to amendments to the text of the Unified Development Ordinance;
- Review and make recommendations to the City Council in regard to amendments to the Official Zoning Map; and
- Review and approve preliminary subdivisions plats for Major Subdivisions.

Design Review Board: The City of Beaufort Design Review Board (DRB) is a five-member board composed of an architect, a landscape architect, a civil engineer and two at-large representatives. The Design Review Board reviews applications for development within the Development Design Districts for compliance with the standards and guidelines of the Unified Development Ordinance except for those applications where that authority has been delegated to Staff. It is the purpose of such review to determine, in a cooperative fashion with the applicant, whether the proposed plan meets the guidelines and other standards of this district. The DRB also reviews and approves Master Sign Plans for new development. Planning Staff serves as support for the DRB.

Historic District Review Board: The City of Beaufort's Historic District Review Board (HRB) is charged with the mission of aiding in the preservation, protection and enhancement of the Beaufort National Historic Landmark District. The Board reviews the following types of activities within the District:

- New construction and additions

- Demolition; and
- Renovation, rehabilitation, restoration.

Redevelopment Commission: The Beaufort Redevelopment Commission is a separate and distinct body politic of the State of South Carolina. The Commission is charged with researching and recommending redevelopment projects within the City of Beaufort, coordinating, reviewing, and recommending redevelopment plans for projects to City Council, facilitating negotiations necessary for the execution of redevelopment plans, and overseeing project implementation.

Tree Board: The City of Beaufort Tree Board is a five-member board created to study, investigate, counsel and develop and/or update annually, and administer an urban forestry management plan. The Tree Board also serves as the appeal body for tree removal applications. The members of the Tree Board serve a three year term. A City Council member is appointed as a liaison with the Tree Board. The City’s Public Works Staff supports the Tree Board.

Zoning Board of Appeals: The Zoning Board of Appeals (ZBOA) is a five-member board and has the following powers and duties:

- To hear and decide Appeals where it is alleged there is error in a decision or requirement made by an Administrative Official in the enforcement of the Unified Development Ordinance (UDO);
- To permit uses by Special Exception subject to the terms set forth in the UDO;
- To hear and decide requests for Variance from the requirements of Chapter 4 of the City of Beaufort Code of Ordinances, Floodplain Regulations; and
- To hear and decide requests for Variance from the requirements of the City’s UDO when strict application of the provisions of the Ordinance would result in unnecessary hardship.

FG 5.1 Consider Streamlining the Permitting Process for Development Applications that are Compliant with the UDO and this Comprehensive Plan. Section 6.6 - Design Districts of the UDO notes that “the intent of these regulations is not to stifle innovative or creative development; rather, the intent is to protect and enhance the City’s unique aesthetic character and encourage development which is harmonious with the natural and man-made assets of the Lowcountry.” The best intent can often be mired in interpretation when a citizen board reviews a development application for compliance or conducts a public hearing at which the neighborhood is asked to express their opinion on the proposed change. This is not intended to exclude public comment but rather to avoid excessive costs and time delays for projects that are otherwise compliant with adopted plans and codes. In addition, it should be noted that continued interaction with MCAS-Beaufort will be essential particularly for those projects in or near the AICUZ boundary. **[Code]**

FG 5.1 Consider Consolidation of some Boards/Commissions. The high number of boards and commissions that are involved in development review is administratively challenging to support with a small number of professional city staff. In addition, there are clear overlaps and redundancies in the types of applications that various boards review as well as the expertise that is required of the volunteers. An obvious consolidation to consider is the Design Review Board and the Historic District Review Board but there are also some function that the Tree Board oversees that could be better managed by the Zoning Board of Appeals or the Technical Review Committee. **[Code]**

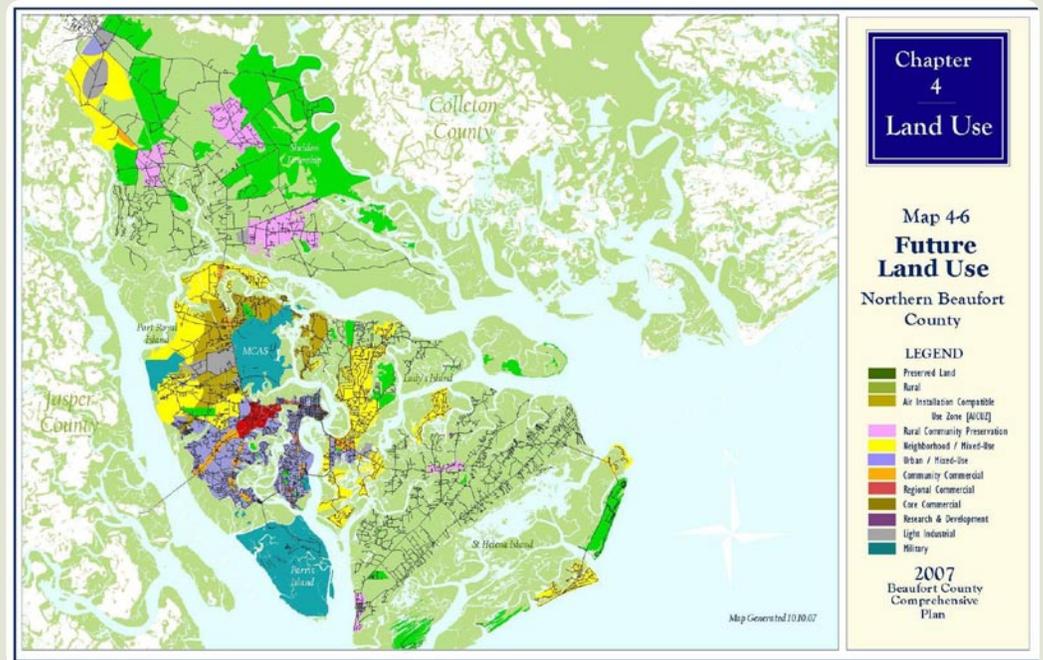
COUNTY COMPREHENSIVE PLAN

In 1994, the State of South Carolina adopted the Local Government Comprehensive Planning Enabling Act, which required for the first time that all counties and municipalities regulating land use adopt a Comprehensive Plan.

In 1997, Beaufort County was the first county in South Carolina to adopt a Comprehensive Plan pursuant to this legislation. Since the adoption of this plan, Beaufort County has not only taken steps to implement that plan through its Zoning and Development Standards Ordinance (ZDSO), but has engaged in both neighborhood and inter-jurisdictional planning efforts and in innovative programs to put into action the policies of its 1997 plan.

The policies and recommendations of the 2007 County Comprehensive Plan produced this map for Northern Beaufort County.

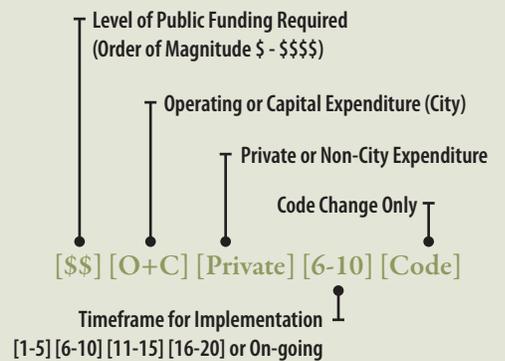
Source: Beaufort County Comprehensive Plan 2007





CHAPTER SIX: NATURAL INFRASTRUCTURE

Key to Action Items





6 NATURAL INFRASTRUCTURE

Networks of preserved open space and waterways can shape and direct urban form and at the same time prevent haphazard conservation (conservation that is reactive and small scale). These networks, known as “green infrastructure,” help frame new growth by locating new development in the most cost-efficient places. . . Green infrastructure also ensures that the preserved areas are connected so as to create wildlife corridors, preserve water quality, and maintain economically viable working lands.

— from *Getting to Smart Growth*, www.smartgrowth.org

The natural features and resources of the City of Beaufort are key factors to the nationally recognized quality of the character and environment of Beaufort. Residents of Beaufort have an immense pride in their City and recognize the importance of the natural environment that surrounds them. They also recognize that these assets are increasingly in danger of deterioration due to the expanding growth of Beaufort County. As the oldest developed portion of Beaufort County, Beaufort has watched nearby areas become heavily developed in a matter of decades. The economic benefit and potential of this growth is appreciated, but must also be weighed against negative impacts to environment and culture. In the midst of future growth and development, the City of Beaufort should continue to protect its heritage, environment, and thus the quality of life enjoyed by its residents.

Based on public feedback from discussions with stakeholders prior to and during the charrette and from the public survey, there are two primary areas of concern for Beaufort’s natural infrastructure:

1. Focus on Water Quality & Water Availability
2. Protect Trees

These two elements form the backbone of environmental issues in the lowcountry and must be protected in a manner which continues our visual heritage.

Key Recommendations

- NI 1.0 Protect and Improve Water Quality
- NI 2.0 Conserve Water
- NI 3.0 Conserve Open Lands
- NI 4.0 Protect and Expand the Urban Tree Canopy

KEY PRINCIPLES

3 | Natural Infrastructure

We must protect our environmental resources as fundamental to the natural ecosystem and our quality of life. We will utilize innovative and context-sensitive solutions to conserve and protect our natural resources including our salt marshes, marsh islands, coastal waters, and marine resources; trees, forests, and wildlife habitats; beaches and dunes; and open space preservation.

15 | Resource Efficiency

We will manage our consumption of renewable and non-renewable resources including energy and water and will continue to reduce our total waste stream. In addition we will be supportive of community activities that promote resource efficiency and the production of alternative energy and innovative water use and protection practices.

*Natural Infrastructure***NI 1.0 | PROTECT AND IMPROVE WATER QUALITY**

Though great in size and volume, many waters in and around Beaufort are also fragile and susceptible to many of the development actions that occur on the islands and the mainland. The South Carolina State Department of Health and Environmental Control (DHEC) has closed approximately 31,500 acres of Beaufort County shellfish waters to shell fishing. The effect of development and human activity on the quality of certain waters in Beaufort County is well documented. Pollution and the potential for pollution is a serious threat to all water resources in the County and is an issue of specific importance to areas of high development such as the City of Beaufort.

One of the largest contributors to water pollution is non-point source pollution. Non-point source pollution is the process of storm water runoff carrying pollutant particles from a variety of locations including construction sites, parking lots and rooftops into streams, rivers and lakes. Factors that affect storm water runoff and non-point source pollution are generally development related. With an increase in development, there is an increase in the amount of impervious surface area, those areas such as pavement or roofing which do not allow for filtration of storm water. These impervious surfaces cause storm water to drain more directly into streams and rivers allowing unfiltered storm water which would have been filtered out through the natural landscape, to be transported into water resources thus increasing overall levels of pollution.

In addition to carrying pollutants into water resources, excessive storm water runoff that is not polluted can be damaging to the fragile plant and animal life of wetland areas. Freshwater runoff into saltwater estuarine areas can reduce water salinity to levels that reduce biodiversity and encourage fecal coliform growth. This excessive storm water runoff is generally attributed to poor patterns of development. Measures to reduce the amount of impervious surface in development and to encourage the natural filtration of storm water runoff can be used to reduce levels of non-point source pollution.

The same impacts on rivers and streams also cause degradation of wetlands. The general definition of “wetland” includes any land area that is annually covered in water for a period of time and which is able to foster the growth of plant or animal life specific to a wetland environment. Wetland areas in the United States were routinely drained to allow for development until the Federal Government began to promote these areas as valuable assets to the natural environment. The Federal Government’s section 404 legislation is currently in place to protect wetland areas from the damaging effects of development to their sensitive environment.

The proposed action items seek to consolidate efforts to protect what is, perhaps, Beaufort’s most important resource. It is the source of food, drinking water (in a general sense) and recreation for the region and its stunning visual character and general accessibility is one of the highest ranking elements for the community’s growth and related tourism.

NI 1.1 Cooperate with the Northern Beaufort County Local Governments to Adopt a Transect-Based Stormwater Best Management Practices (BMP’s) Manual.

Traditionally, stormwater management has dealt with controlling the quantity of runoff from a site in order to avoid flooding downstream properties. In 1998, Beaufort County adopted the Stormwater Best Management Practices (BMP) manual which has specific attenuation standards for two types of pollutants – nutrients (phosphorus) and fecal coliform bacteria. This measure of stormwater protection, however, does not protect against specific pollutants that impair

water quality and threaten shellfish beds. The application of a universal standard may be counter-productive to the other priorities of this plan. For example, in areas that the City wants to direct and encourage growth and development, such as downtown and in identified mixed-use centers, different standards for impervious surface ratios and similar factors may be appropriate. Therefore BMP requirements, like all requirements, should be modified to fit the various development contexts in the City’s jurisdiction, based on the Rural-Urban Transect. [§] [O] [1-5]

NI 1.2 Revise Current Development Regulations to Require/Incentivize Low Impact Development Using the Light Imprint Handbook. The current UDO requirements should be evaluated against local environmental and Smart Growth goals. For example, natural detention and retention systems for storm water flows in parking lots should be prioritized over curb and gutter. Beaufort should also consider requiring landscaped areas to be used for storm water retention or giving credit for such. Light Imprint is a planning and development strategy that emphasizes sustainability, pedestrian-oriented design and increased environmental and infrastructure efficiency while reducing a communities’ construction expenses. The initiative coordinates over sixty tools and resources that are keyed to local climates. [§] [O] [1-5]

THE AHWAHNEE PRINCIPLES FOR SUSTAINABLE WATER PRACTICES

1. Community design should be compact, mixed-use, walkable and transit-oriented so that automobile-generated urban runoff pollutants are minimized, and the open lands that absorb water are preserved to the maximum extent possible.
 2. Natural resources, such as wetlands, floodplains, recharge zones, riparian areas, open space and native habitats, should be identified, preserved and restored as valued assets for flood protection , water quality improvement, groundwater recharge, habitat and overall long-term water resource sustainability.
 3. Water holding areas, such as creek beds, recessed athletic fields, ponds, cisterns and other features that serve to recharge groundwater, reduce runoff, improve water quality and decrease flooding should be incorporated into the urban landscape.
 4. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding and recharge groundwater.
 5. Permeable surfaces should be used for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb storm water, reduce polluted urban runoff, recharge groundwater and reduce flooding.
 6. Dual plumbing that allows graywater from showers, sinks and washers to be reused for landscape irrigation should be included in the infrastructure of new development.
 7. Community design should maximize the use of recycled water for appropriate applications including outdoor irrigation, toilet flushing, and commercial and industrial processes. Purple pipe should be installed in all new construction and remodeled buildings in anticipation of the future availability of recycled water.
 8. Urban water conservation technologies such as low-flow toilets, efficient clothes washers, and more efficient water-using industrial equipment should be incorporated in all new construction and retrofitted in remodeled buildings.
 9. Ground water treatment and brackish water desalination should be pursued when necessary to maximize locally available, drought-proof water supplies.
- For more info see: water.lgc.org/ahwahnee-water-principles*

NI 1.3 Develop Regional/Small Area Storm Water Plans. Stormwater management on a site-by-site basis for certain areas, particularly in areas that are already developed, may be counter to goals for compact development. Incentives for on-site storm water management and/or public participation in such may be appropriate in these areas. (See table on next page) [§] [O] [1-5]

NI 1.4 Implement the recommendations of the Beaufort County Special Area Management Plan (SAMP). Much of the local efforts and initiatives that address water quality and environmental protection in the last seven years are a direct result of the Beaufort County Special Area Management Plan (SAMP) and its recommendations. The SAMP, initiated in 1999, encompassed a wide range of topics and activities ranging from more advanced stormwater controls, wastewater management, and water quality monitoring, to public education and outreach. [§] [O] [On-going]

NI 1.5 Adopt Baseline Standards for Critical Line Setbacks and Natural Vegetative Buffers. Currently Beaufort County requires a 50-foot wide natural vegetative buffer for single family houses and a 100-foot wide buffer for all other uses. The City of Beaufort has a 30-foot requirement for single family residential development and an average buffer width of 50 feet with a minimum of 35 feet is required for multi-family and commercial development. As noted in the *Northern Beaufort County Regional Plan* (p. 59): “One criticism of vegetative river buffer standards is that they would preclude the development of regional attractions such as the Waterfront Park in Beaufort.” Using a combination of a context-sensitive and Transect-based approach the City should adopt revised critical line setbacks and natural vegetative buffers as follows:

- **Framework Plan Sectors O-1, O-2, GR-1, G-1, G-2 and SD:** Use the current County baseline standard.
- **Specific Critical Areas (headwaters of local waterways, low-lying areas and the ACE Basin):** Adopt a common River Quality Overlay District Ordinance to address such concerns such as setbacks, vegetative buffers and appropriate impervious surface cover limits to minimize impacts of development to salt water marshes.
- **Framework Plan Sectors G2 and G3:** Incorporate the increased County standards to the extent practical but priority should still be given to the built environment if doing so enhances the community’s enjoyment of the waterfront subject to the establishment of guidelines that must be met to relieve such requirements. No such exceptions should be granted on waterways classified as ORW (Outstanding Resource Waters) and SFH (Shellfish Harvesting Waters) by the South Carolina Department of Health and Environmental Control (DHEC). Stormwater management must be designed to compensate for the reduction or elimination of the natural vegetative buffer and increase in the amount of impervious surfaces.
- **Framework Plan Sector G4:** The Downtown core should permit uses in close proximity or adjacent to the OCRM critical line.

(Note: Environmental studies have determined that water quality benefits are maximized with 50-foot buffers, but that other benefits including improvements to wildlife habitat, air quality, bank stabilization, etc. accrue to wider buffers. As noted above, buffer standards should be appropriate to the proposed land use context—wider in some areas and narrower in some areas, with guidelines for mitigation.)
[§] [O] [1-5]

STORMWATER BMP STRATEGIES	URBAN/HIGH DENSITY SETTINGS	SUBURBAN/URBANIZING AREAS	RURAL AND CONSERVATION AREAS
<i>WATERSHED-WIDE OR REGIONAL STRATEGIES</i>	Transfer of development rights, watercourse restoration, participation in regional stormwater management planning/infrastructure	Regional park and open space planning, linking new transit investments to regional system, participation in regional stormwater management planning/infrastructure	Regional planning, use of anti-degradation provision of Clean Water Act, sending areas for transfer of development, watershed wide impervious surface limits, water protection overlay zoning districts, water supply planning and land acquisition
<i>DESIGN STRATEGIES</i>	Transit districts, parking reduction, infill, improved use of curb side parking and rights-of-way, brownfields, urban stream clean-up and buffers, receiving areas for transfer of development	Infill, greyfields redevelopment, parking reduction, policies to foster a connected street system, open space and conservation design and rural planning, some impervious surface restrictions, stream restoration and buffers, targeted receiving areas for transfer of development, mixed-use developments	Regional planning, use of anti-degradation provision of Clean Water Act, sending areas for transfer of development, watershed wide impervious surface limits, water protection overlay zoning districts
<i>INFRASTRUCTURE</i>	Better use of gray infrastructure: repair and expansion of existing pipes, installation of stormwater treatment, fix it first policies, improve street and facilities maintenance	Priority funding areas to direct development, better street design, infrastructure planning to incentivize smart growth development, improve street and facilities maintenance	Smart growth planning for rural communities using onsite systems
<i>LOW IMPACT DEVELOPMENT (LID) OR BETTER SITE DESIGN STRATEGIES</i>	Ultra-urban LID strategies: high-performing landscape areas, retrofitting urban parks for stormwater management, micro-detention areas, urban forestry and tree canopy, green retrofits for streets	Swales, infiltration trenches, micro-detention for infill projects, some conservation design, retrofitting of parking lots for stormwater control or infill, tree canopy, green retrofits for streets. Depending on location, larger scale infiltration.	Large scale LID: forest protection, source water protection, water protection overlay zoning, conservation, aquifer protection, stormwater wetlands
<i>STRUCTURAL BEST MANAGEMENT PRACTICES (BMPs)</i>	Commercially available stormwater control devices, urban drainage basins, repair of traditional gray infrastructure	Rain barrels, bio-infiltration techniques, constructed wetlands	
<i>STRATEGIES FOR INDIVIDUAL BUILDINGS AND SITES</i>	Bio-infiltration cells, rooftop rain capture and storage, green roofs, downspout disconnection in older residential neighborhoods, programs to reduce lawn compaction, stormwater inlet improvements	Disconnecting downspouts, green roofs, programs to reduce lawn compaction, bio-infiltration cells, rooftop rain capture and storage	Green roofs, housing and site designs that minimize soil disruption

A series of Stormwater Best Management Practices (BMPs) organized according to development context. The above table is from Using Smart Growth Techniques as Stormwater Best Management Practices, by the Environmental Protection Agency. The full manual can be found at www.epa.gov/smartgrowth/pdf/sg_stormwater_BMP.pdf.



An example of a bio-retention area in a mall parking lot in Charlotte, NC. The curb cuts allow stormwater to enter the retention area.



Constructed wetlands used as a stormwater management control measure



A demonstration of how water is being absorbed with pervious pavers

Image Source: NCSU

NI 1.6 Develop a Specific Water Quality Management Plan for the Battery Creek Watershed.

The City of Beaufort is primarily a watershed for the Port Royal Sound and area marshes. Though these waters are not sources of drinking water for any municipality, Port Royal Sound’s surface water quality, and that of the Beaufort River and other rivers draining into the sound are affected by watershed activity. Levels of pollution in these bodies of water can rise as development allows more unfiltered runoff to enter streams and rivers. Thus, the watershed does not affect the potable water source, but does have an impact on the quality of the environment. [\$] [O] [6-10]

NI 1.7 Enforce Measures Against Unapproved Dredging of Waterways. Work with the Army Corps of Engineers to improve enforcement of unapproved dredging of waterways in the Beaufort area. [Army Corps of Engineers]

NI 1.8 Consider the Reestablishment of a Natural Connection Between Battery Creek and Albergotti Creek. The severing of the connection between Battery Creek and Albergotti has reduced the amount of oxygenated water to the marsh lands that form the headwaters of Battery Creek. The reconnection of these two bodies of water will restore the natural circulation patterns thereby increasing biological life and potentially reducing flooding incidents. The most logical location for the reconnection is near the Beaufort Town Center to the marsh to the west of the County Government Center. [\$\$\$\$] [O + C] [20+]

NI 1.9 Adopt Baseline Standards for the Protection of Freshwater Wetlands. Research shows that wetlands contribute to numerous ecological processes and are invaluable resources to an area. Wetlands in the City of Beaufort are a part of the ecosystem of coastal waters and tidelands which is recognized by the State of South Carolina as an extremely valuable natural resource for the people of the state. With the current condition of Federal and State wetlands protection, the role

STORMWATER REGULATIONS TO ENCOURAGE INFILL

Developers in urban areas are finding that requirements stipulating that stormwater be managed on the project site are a barrier to redevelopment and construction of infill and more compact projects. Land for onsite stormwater management is often not available or is prohibitively expensive. In addition, codes that limit the amount of impervious surface that can be built on a site discourage both development in urban areas and compact development.

Fortunately, there are innovative options that foster redevelopment and control stormwater. In 2002, the city of San Diego adopted a policy of allowing infill redevelopers to share in the cost of stormwater abatement in lieu of onsite mitigation. Instead of requiring treatment of each individual project, the Standard Urban Stormwater Mitigation Plan allows developers to contribute to stormwater mitigation that serves the entire drainage basin. Engineers estimate that individual development projects can achieve savings of up to \$40,000 by participating in a shared stormwater control program. The Low Impact Development Center, a nonprofit organization dedicated to protecting water resources through site-design techniques, is sponsoring research on low-impact development techniques that require less space. One technique is the use of soil amendments that allow compact landscaping to absorb and hold stormwater without causing flooding or damage to adjacent buildings.

The possibility of offsite mitigation makes smaller infill projects more feasible and provides an opportunity to locate mitigation facilities in a way that can serve multiple projects. In return for offsite mitigation, jurisdictions could increase allowable densities in downtown and designated areas. In such a case, the municipality would become accountable for maintaining water quality in that particular basin.

Excerpted from Getting to Smarth Growth II (SGN, 2003)

of local governments is vital to protecting small, “nonjurisdictional” wetlands. Beaufort County has wetland protection regulations which allow fill for non-tidal wetlands less than one acre in size and require mitigation. In cooperation with the County, Port Royal, and Yemassee, the City should adopt new standards to protect this valuable resource. [§] [O] [1-5]

- NI 1.10 Monitor Groundwater Recharge Areas around the Marine Corps Air Station (MCAS) to Prevent Pollution of Aquifer.** Mapping of the cones of depression pertinent to recharge of the Floridian aquifer indicates that the Marine Corps Air Station (MCAS) covers a groundwater recharge area for the Floridian aquifer. It is important that pollution be controlled in Beaufort where it may seep into the groundwater supply and that the area be closely monitored for pollution. [§] [O] [On-going]

Resource Efficiency

NI 2.0 | CONSERVE WATER

Another concern for water resources in Beaufort is the supply of water for human usage, or potable water. Though surrounded by water, Beaufort’s water supply is drawn from the Savannah River and delivered to the city via an 18 mile canal and piping system developed in 1963. A backup water system has existed which drew from wells to the Floridian aquifer, but this system will not be relied upon in the future except as storage with emergency reserves. This distant water source is currently the best option for Beaufort as the increased tapping of the Floridian aquifer by highly developed areas in Beaufort County such as Hilton Head Island is beginning to be problematic. Saltwater intrusion into this freshwater source is causing the state to regulate the amount of water that can be extruded from the aquifer and is forcing municipalities to seek alternate sources of potable water. Like the surface waters of the coastal area, groundwater resources must be protected from threats of pollution and saltwater intrusion. All water and wastewater services are provided to the City of Beaufort by the Beaufort-Jasper Water and Sewer Authority (BJWSA).

- NI 2.1 Continue Implementation of Water Use Conservation Measures.** BJWSA adopted a water conservation plan in 2001 which is primarily intended to encourage wise use of water throughout the year. The regulation adopted by the BJWSA Board grants BJWSA the power to regulate water usage in extreme drought or water shortage situations and to levy fines against offenders. Though under normal circumstances Beaufort has an ample water supply and little water shortage, it is important to educate the public about basic water conservation methods for the long term sustainability of a quality water supply. BJWSA has a Drought Plan and regulations in place should the need arise. [BJWSA]
- NI 2.2 Expand Use of Reclaimed Water.** Known as “purple pipe” because of the use of purple-colored PVC pipe to differentiate it from regular white water lines, this type of system delivers inexpensive, non-potable water (not suitable for drinking) that is appropriate (and approved) for landscaping irrigation. BJWSA’s Port Royal Island Water Reclamation Facility processes sewage into water that is suitable for additional use. Filters, chemicals, and bacteria separate solids from liquids in the facility. The resulting sewage water is treated at the higher standard and disinfected with ultraviolet radiation technology to kill bacteria and viruses. This plant currently provides approximately 1.0 MGD (million gallons per day) to Secession Golf Club on Lady’s Island for use in their primary irrigation. With



Image Source: www.blueridgecoshop.com

A rain barrel for harvesting stormwater from a standard gutter system

primary distribution lines to both Port Royal Island and Lady’s Island, BJWSA is very interested in expanding this system throughout the area. The City will continue to support this expansion through education, advocacy, and regulation as appropriate. [BJWSA]

NI 2.3 Encourage Low-Water Usage/Drought-Tolerant Landscaping (Xeriscaping).

Landscape irrigation is a large consumer of water. And while saltwater or brackish water is generally prevalent in Beaufort, freshwater is in high demand, particularly in the summertime. Xeriscapes (a technique developed by the Denver Water Department in 1981) use drought-tolerant grasses, shrubs, trees and other plants that adapt well to the Lowcountry’s hot climate in the landscape. Properly maintained, a xeriscape can easily use less than one-half the water of a traditional landscape. [\$] [O] [On-going]

NI 2.4 Encourage Rainwater Harvesting/Water Recycling On-Site. Rainwater harvesting techniques can provide a free, higher-quality source once the initial investment in collection and storage systems is recouped. The parts of a complete system include the catchment area (a roof), a rainwater conveyance system (gutters and downpipes), holding vessels (cisterns), a roof-wash system (usually the first 10 -20 gallons of rain are diverted from the cistern), a delivery system (pumps) and a treatment system (filters and/or purifiers). Systems can be custom designed and built or purchased as a package. Uncoated stainless steel or galvanized steel with a baked-enamel finish that is certified as lead-free are considered the best choices for rainwater catchment. The basic home system is a rain barrel attached to an existing gutter system and costs approximately \$120-\$150 each. [\$] [O] [On-going]

NI 2.5 Encourage Use of High Efficiency Bathroom Fixtures. Toilets are by far the main source of water use in the home, accounting for nearly 30 percent of residential indoor water consumption. Toilets also happen to be a major source of wasted water due to leaks and/or inefficiency. WaterSense, a program sponsored by the U.S. Environmental Protection Agency (EPA), is helping consumers identify high performance, water-efficient toilets that can reduce water use in the home (up to 20 percent less water than the current federal standard) and help preserve the region’s water resources. EPA estimates that a family of four that replaces its home’s older toilets with WaterSense labeled models will, on average, save more than \$90 per year in reduced water utility bills, and \$2,000 over the lifetime of the toilets. [\$] [O] [On-going]

Natural Infrastructure

NI 3.0 | CONSERVE OPEN LANDS

According to the 2003 Open Space Master Plan, “open space provides numerous benefits and is a vital, component of any healthy community. By permanently protecting open space areas, the City of Beaufort will help safeguard the quality of life and beauty of the City. Open Space serves many important functions in a community by providing recreational and educational opportunities, public access to the water, increased mobility, and natural resource protection and pollution mitigation. Preservation of open space also aids in economic development, fosters civic pride and contributes to a high quality of life.

Open space also provides invaluable protection to delicate environments and ecosystems. The Lowcountry is a major producer of shrimp, shellfish and finfish, which is a vital part of the local economy. Beaufort County provides a third of South Carolina’s fisheries harvest, almost half of the state’s Blue Crab harvest, more than a third of the state’s shrimp harvest and a quarter of the states oyster and shellfish harvest. Studies have shown a strong correlation between the quality of inter-tidal wetland areas and shrimp yields.¹ Additionally, The Lowcountry is home to some of South Carolinas only saltwater wetlands, more than 90 percent of wetlands statewide are freshwater. As a relatively rare phenomenon, saltwater wetlands provide unique habitat for estuarine life forms. These wetlands are an important link in the natural ecosystem providing nurseries for small organisms and shellfish, as well as habitat for larger coastal animals. The freshwater marshes found in the City provide natural reservoirs for stormwater drainage and habitats for birds and other wildlife.

Protecting open space, both private and public, is also a critical component to preserving biodiversity. Much of the habitat needed to conserve biodiversity is on found on private land. According to data collected in various parts of the United States, as much as 15 to 30 percent of the land in any state must be protected in order for biodiversity conservation to succeed. Additionally, 40 percent of threatened and endangered species are found only on private land.² Identifying and permanently protecting land crucial to maintaining biodiversity, both in the public and private realms, can prevent the loss of important species and wildlife.”

¹ *Estuarine Adaptations of Shrimp from Estuarine Ecology, Day et al., 1989, p.484 as cited by Beaufort County Comprehensive Plan, December 1997, Natural Resources element, p. 212.*

² <http://www.biodiversitypartners.org/Incentives.html>

NI 3.1 Implement the 2003 Open Space Master Plan. The City of Beaufort *Open Space Master Plan* was completed by the City of Beaufort Planning Department in December 2003. The purpose of that plan was to “develop an open space master plan which will guide the land acquisition and preservation efforts of the City of Beaufort.” The Plan was designed to link priority open space preservation areas with the City of Beaufort Greenways Plan. The plan recommended the following eleven specific recommendations:

- Sell the Joyner Street Property to replenish the Land Acquisition Fund.
- Explore local funding options such as real estate transfer fees, impact fees, special assessment districts, general obligation bonds or revenue bonds.
- Conduct a thorough study of all government owned property within the City of Beaufort in order to identify key property to be preserved for habitat and open space as well as to identify surplus property that could be sold and used for future open space acquisition.

...“Green infrastructure,” help[s] frame new growth by locating new development in the most cost-efficient places. . . [and] ensures that the preserved areas are connected . . . to create wildlife corridors, preserve water quality, and... economically viable working lands.

— from *Getting to Smart Growth*, www.smartgrowth.org

- Begin a campaign to enlist landowners in donating conservation easements on sites of historic value and sites with valuable wildlife habitat or open space.
- Develop incentive packages for landowners who donate conservation easements on all or part of their land.
- Develop a ranking criterion for properties, both public and private, to be inventoried and acquired.
- Begin purchasing property for preservation identified by the Open Space Acquisition Map (see list below).
- Pursue permanent conservation easements on critical lands and open space owned by the City of Beaufort and other government entities.

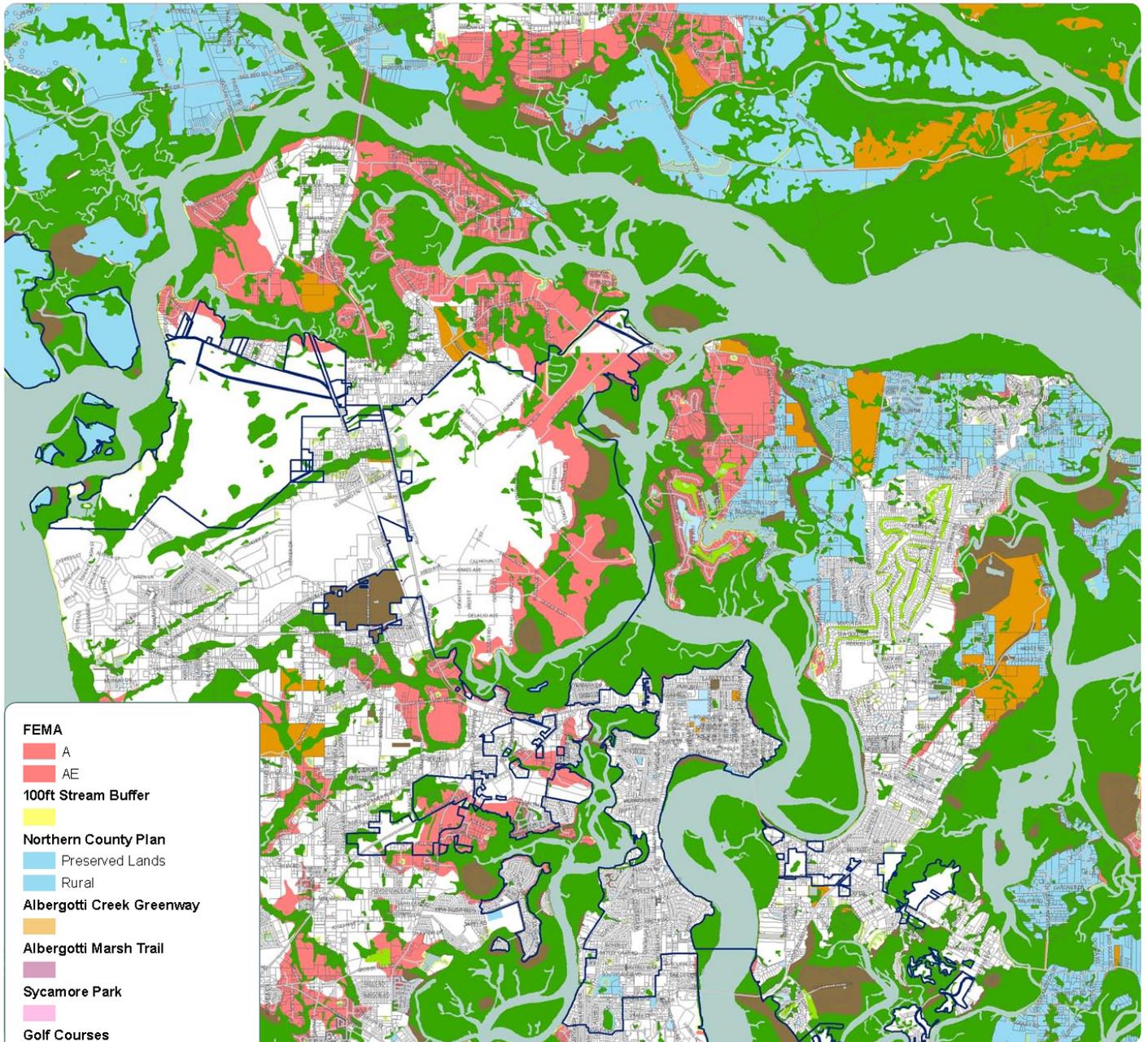
In addition, the Plan recommended the acquisition of the following areas in order of importance:

1. Battery Creek Greenway/ Battery Saxton Park
 2. Factory Creek Greenway
 3. Albergotti Creek Greenway
 4. Battery Brayton
 5. Polk Island
 6. Tom Island
 7. Albergotti Marsh Trail
 8. Sycamore Park
- [\$\$\$\$] [O + C] [20+]

NI 3.2 Develop a Comprehensive Open Space/Green Infrastructure Plan for the Northern Beaufort County Area. One of the outcomes of the Comprehensive Plan is a preliminary indication of the areas of the community that should be preserved as natural or undeveloped areas for habitat and water quality, agriculture, or recreation. These areas are shown in green as the Preserved Lands (O1) and Reserved/Conservation Lands (O2) in the Framework Plan. The O2 area represents lands that the City and/or the County would target for purchase or that the City or County would negotiate with developers to preserve as new development occurs through incentives, regulations, and programs such as Transfer of Development Rights. These areas might also represent opportunities for future greenways or linear parks that would serve both to protect natural areas along streams and floodways as well as provide important non-motorized transportation linkages throughout the area.

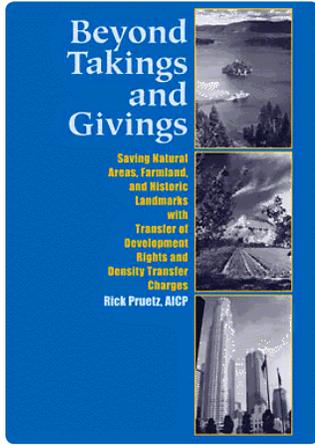
The *Northern Beaufort County Regional Plan* also includes the following recommendations for open space preservation that should be considered for implementation by the City in cooperation with its regional partners:

- In order to create a regional network of open spaces, . . . broad-based open space acquisition goals are recommended: maintain a green corridor through the ACE Basin and along the Whale Branch River; Continue to target open space acquisition within the Airport Overlay District (AOD) boundaries around the US Marine Corps Air Station
- The Participating Local Governments should continue to utilize the “Greenprint” process for targeting the acquisition of future preserved lands.
- The Participating Local Governments should consider an open space land bank where fees are collected in lieu of open space to apply to the purchase and preservation of larger or more critical lands.
- The Participating Local Governments [specifically, the City of Beaufort and



GREEN INFRASTRUCTURE

The map above shows the “green infrastructure” elements of the Framework Plan (Chapter 5). This map incorporates critical lands and preserved open space, national wetlands inventory information, public lands, and floodplains.



The title above, by Rick Pruett one of the country's foremost authorities on TDR, provides case studies and analysis of such programs from around the country.

Port Royal] should establish a common definition and baseline standards for regional open space.

[\$\$] [O] [6-10]

NI 3.3 Continue to Partner with Regional Agencies/Organizations and Land Owners to Aggressively Protect Open Lands. The Rural and Critical Land Preservation Program, managed by Beaufort County, is the means by which Beaufort County Council acquires property for conservation, parks, buffers, scenic vistas and for preservation of valuable economic and natural resources. Land acquisitions may be made by an ordinary fee simple purchase or by a purchase or donation of development rights, which often allows the property owner and his family to remain on the land and use it for farming, hunting, fishing or other historic purposes agreed upon at the time of sale. A conservation easement, which forever protects the land from development, may also be negotiated. In addition, there are numerous private, not-for-profit programs that are active in the area including the Trust for Public Land, the Beaufort County Open Land Trust, MCAS-Beaufort, and the Lowcountry Open Land Trust in addition to the S.C. Department of Natural Resources (Heritage Trust Program) and the S.C. Department of Natural Resources (Land, Water and Conservation Division).
[\$\$\$] [O+C] [On-going]

NI 3.4 Expand Use of Density Bonuses and TDR In Exchange For Preservation Of Sensitive Environmental Features. The City of Beaufort will continue to work with Beaufort County, the Town of Port Royal, the Office of Economic Adjustment, the United States Department of Defense and Lowcountry Council of Governments to develop a Transfer of Development Rights (TDR) program in Beaufort County. TDR allows property owners in a sending area to sell their right to develop their property to developers in a receiving area, who are then able to build at higher densities than otherwise allowed. The program being developed, following a feasibility study in 2008, is targeted toward the limited purpose of preventing encroachment and incompatible development around the Marine Corps Air Station (sending area) while permitting higher density in a specific region which has been defined for future growth (receiving area). Currently, education programs are being conducted with the local governments toward getting them to understand the program and adopt ordinances which would require TDRs for any upzonings within the defined receiving area.

Once operational, the program should be considered for expansion for the protection of other areas as well primarily in those area north of the Albergotti Creek. All projects in the GR-1 area should not be considered for upzoning without some form of commensurate Transfer of Development Rights from O-2 lands or those with similar environmental constraints. [\$\$] [O] [On-going]

Natural Infrastructure

NI 4.0 | PROTECT AND EXPAND THE URBAN TREE CANOPY

According to American Forests (www.americanforests.com), “Tree cover is directly related to environmental quality. Maintaining a robust enough tree cover to function as green infrastructure reduces the need and expense of building infrastructure to manage air and water resources. Trees are indicators of a community’s ecological health. While urban ecology is more complex than just tree cover, trees are good indicators of the health of an urban ecosystem. When trees are large and healthy, the ecological systems-soil, air and water-that support them are also healthy. In turn, healthy trees provide valuable environmental benefits. The greater the tree cover and the less the impervious surface, the more ecosystem services are produced in terms of reducing stormwater runoff, increasing air and water quality, storing and sequestering atmospheric carbon and reducing energy consumption due to direct shading of residential buildings.”

American Forests recommends the following baseline tree cover for metropolitan areas east of the Mississippi and in the Pacific Northwest:

Average tree cover counting all zones	40%
Suburban residential zones	50%
Urban residential zones	25%
Central business districts	15%

The Live Oak (*Quercus virginiana*) is as quintessential to the Lowcountry as is the salt marsh. As a tree, it is extremely hardy and long-lived being both drought-tolerant and strong enough to withstand hurricanes and other severe weather. Many of the Live Oaks in the downtown area long preceded any formal urban settlements.

The City was designated as a Tree City USA in 1990 by the Arbor Day Foundation. As part of this designation the city is required to maintain a Tree Board or Department; maintain a tree care ordinance; implement a community forestry program with an annual budget of at least \$2 per capita; and conduct an annual Arbor Day observation and proclamation.

NI 4.1 Complete an Urban Tree Canopy Survey. Using GIS software with historical and current aerial photography, a baseline tree canopy inventory as well as trend information can be calculated. In addition, the City may also want to complete a specific urban tree survey using GPS equipment to geo-code each tree within or proximate to public rights-of-way or on public property. Like so many other recommendations in this plan, this one is also well-suited as a regional project. This is a macro level view of the community that would supplement the Park and Open Space Tree Survey in 2004. [\$\$] [O] [1-5]

NI 4.2 Establish a Baseline Tree Canopy Coverage and Set Key Goals for Preservation and Expansion of the Canopy. American Forests recommends an average 40% tree canopy. Once a survey is completed, specific goals should be established to help achieve either this goal or another that is locally calibrated as well goals for increasing this goal over time. [\$] [O] [1-5]

NI 4.3 Revise Tree and Landscape Protection Standards to be Context-Sensitive. Generally, Beaufort has good standards for tree protection, although, like many other local standards they tend towards a one-size-fits-all approach that may not be appropriate in all development contexts throughout the City. In certain areas where the City wishes to encourage more intense development, less intense

tree protection requirements and/or a more incentive-based approach to tree preservation may be in order. Likewise, more intense preservation standards are appropriate in Sectors on the Framework Map denoted as O2 and G1. In addition, the City will consider the following regulations for protecting tree canopy:

- Consider establishing restrictions against the removal of small trees and groundcover vegetation similar to those in Beaufort County.
- Conduct a survey of significant trees on currently undeveloped land to ensure an official record of existing trees and vegetation. Develop an inventory of significant trees within the City.
- Require permits to begin clearing of any site.
- Consider raising the fee for tree removal permits to discourage unnecessary tree removal.
- Consider establishing meaningful penalties for the removal of significant trees and/or clearing of sites with significant vegetation with approved plans.
- Encourage the use of native vegetation in all site development and landscaping. Ensure that with any development of forested areas or removal of timber, a vegetated buffer remains along public roadways (especially in the O-1, O-2, and G1 sectors).

[Code]

NI 4.4 Begin a Street Tree Maintenance and Planting Program. Once a survey is complete, the City should implement annual funding for street tree maintenance and replacement as a planned effort to maintain the viability of the existing canopy. As noted in the Tree City USA designation, the minimum expectation is that City is spending at least \$2 per capita each year. [\$\$] [O+C] [On-going]

STORMWATER PLAN

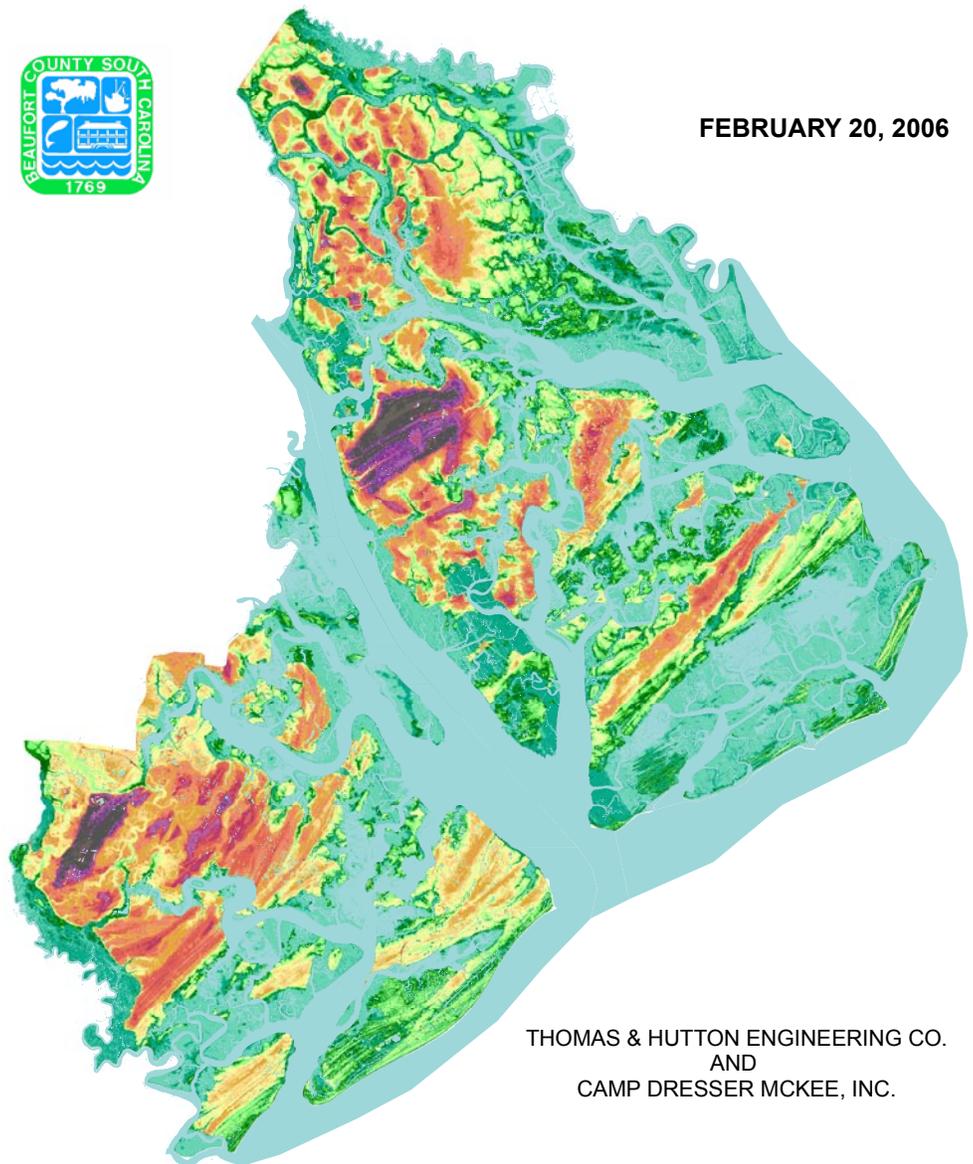
This report presents and recommends a stormwater master plan (SWMP) for Beaufort County, South Carolina, based on a study conducted by Thomas & Hutton Engineering Co. (T&H) and Camp Dresser & McKee Inc. (CDM) for the Beaufort County Stormwater Management Utility. The report summarizes the work performed, findings, and recommendations for managing the quantity and quality of stormwater in the County.

Focus on the protection of Beaufort County's water bodies was advanced in the mid- 1990s with the formation of the Clean Water Task Force. This task force, a volunteer citizens group, worked with local and state scientists and public officials to identify potential pollution sources, and to develop a set of recommendations for action.

BEAUFORT COUNTY STORMWATER MANAGEMENT PLAN



FEBRUARY 20, 2006



THOMAS & HUTTON ENGINEERING CO.
AND
CAMP DRESSER MCKEE, INC.