

CHAPTER SIX: COMMUNITY FACILITIES ELEMENT

TRANSPORTATION

This section will describe the transportation component of the community facilities element. An overview of the transportation plan for the City of Beaufort is presented to establish a basis for discussing other components of the transportation infrastructure.

Historical Context

The Beaufort Area Transportation Study (BEAUTS) published in 1971 is the most recent detailed transportation study for the City of Beaufort. This plan has served as the basis for most of the transportation improvements undertaken by the City. The thoroughfare plan of the BEAUTS document known as the Recommended Street and Highway Plan called for the upgrade of 50 miles of city streets and highways and the construction of 26 miles of new infrastructure which would form a beltway around Beaufort. Since 1971, several of the recommendations have been initiated. Segments of the plan that have been built include the J.E. McTeer Bridge, completed in 1981, and improvements to SC 802, 2.4 miles from Port Royal to SC 208.

The City of Beaufort’s document Master Plan for Growth, published in 1986, is considered to be “..the umbrella document and statement by the local government regarding the course of action and commitment for future community growth.” This document addresses quality of life issues for the City and has served as the blueprint for future growth - “what Beaufort should be.” There are several transportation-related recommendations offered as part of the plan. These recommendations are presented in Table 36 with the status of each noted.

Table 36: City of Beaufort’s Master Plan for Growth: Vehicular Circulation Recommendations, 1986

Recommendation	Status
Update BEAUTS Plan	
Investigate feasibility of Railway Corridor for Parkway	In 1997, the City adopted the Beaufort Greenways Project Conceptual Plan which includes the use of railway rights of way.
Extend North Street	
Identify traffic problems downtown	
Plan and implement bike routes	In 1998, the city adopted the Beaufort Greenways Plan which includes an eleven mile loop of pedestrian and bike pathways connecting Beaufort, Lady’s Island, and Port Royal.
Implement Corridor Improvement Program: Highway 21 Ribaut Road Boundary Street	In February 1997, the City commenced with a Corridor Overlay Study to examine the primary corridor design elements – site design, architecture, signage, landscaping and lighting.

Implement Highway 21/Boundary Street landscape improvement plan	
Adopt solution to Woods Memorial Bridge	Traffic light synchronization to allow the bridge operator to over-ride traffic signals is scheduled for operation in mid-1998.

Priority Transportation Issues

The unique geographic and environmental setting of the City of Beaufort limits improvement or development of the transportation network. The City is virtually surrounded by water and environmentally sensitive marshlands. New roadways and improvements must compete for the limited available land. The city is challenged with improving the existing transportation network which is inadequate for the volume of traffic, particularly downtown, while maintaining the charm and environmental quality of the City of Beaufort.

The following transportation topics have been identified as priority issues during recent interviews held with city administrators and public workshop participants. Among the issues identified below, a study of corridor improvements, the Corridor Overlay Study, is being completed by the City and the Lowcountry Council of Governments (LCOG).

- Downtown Traffic Congestion, Carteret Street Corridor
- Proposed Beltway/Truck route
- Woods Memorial Bridge
- Corridor Improvement – Boundary, Ribaut Road, SC Highway 170, and US Highway 21
- Downtown Parking

The issues identified here are examined in the further detail in the subsequent sections of this element.

Transportation Network

Access to the City of Beaufort is from the northwest by US Highway 21, and from the southwest by SC 170. There are four major South Carolina routes – SC 116, SC 170, SC 280, and SC 802, that primarily serve the local traffic needs. The South Carolina Department of Transportation (SCDOT) maintains the majority of the roadways in the City. The City’s Street Division is responsible for maintaining sidewalks, rights-of-way, and easements.

The City of Beaufort is not located in a Standard Metropolitan Statistical Area (SMSA) consequently, the City/County do not qualify for a Metropolitan Planning Organization (MPO) designation which would provide a direct funding allocation for transportation related projects from the Federal government. The majority of the SCDOT’s transportation planning efforts are completed by MPOs as required under the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA); however, ISTEA programs have expanded the funding opportunities to encourage county and local government participation in transportation planning.

The City of Beaufort receives limited transportation planning services from the State as part of the Rural System Upgrade Program in the State Transportation Improvement Plan (STIP). There is no formal Transportation Improvement Plan for the City of Beaufort. The County, as part of its comprehensive plan, recently recommended the development of a transportation improvement plan.

The City relies primarily on the State and the Lowcountry Council of Governments for transportation planning services. The Lowcountry Council of Governments (COG) is responsible for the regional road ranking which includes the City. At the present time, there are two priority roadway projects listed for the City of Beaufort. The projects include widening and the addition of bikeways for Highways SC 280 and SC 170. Table 37 below presents the Lowcountry COG project priority list for Beaufort County, 1998.

Table 37: Beaufort County Rural System Upgrade

Project	Beginning Point	Ending Point	Length miles	YRS 1-5 Activity
US 278/ SC 170	SC 170 (Beg. Overlap)	SC 170 (End Overlap)	4.42	C
SC 280 (City)	SC 802	US 21	4.53	R(UW), C
SC 170 (City)	S-20	SC 280	2.97	R(UW), C
SC 170 & Bridge	US 278	S-20	10.55	P(UW), R, C
P = Preliminary Engineering, R = Right of Way Acquisition, C = Construction, UW = Underway				

Source: South Carolina Department of Transportation

There are several projects listed in the SCDOT State Transportation Plan that directly influence the City of Beaufort’s transportation system, including:

Proposed funding by the year 2001 to install a 20 interconnected signal system in the City.

Proposed widening of Highway U.S. 21 from two lanes to a four-lane flush/median roadway.

This project consists of two sub-projects; 1) road widening between Woods Memorial Bridge to Chowan Creek Bridge on St. Helena Island which directly impacts the City of Beaufort and 2) road widening east of Chowan Creek Bridge. Both projects received critical review from the public and have since been refined as a result of special area studies conducted by SCDOT. The final recommendations for the segment of Highway U.S. 21 directly adjoining the City of Beaufort include widening to three lanes between Woods Memorial Bridge and Youman’s Drive; the widening to four lanes divided from Youman’s to Chowan Creek Bridge.

Circulation and Functional Classification System of Roads

The circulation system that exists in the City of Beaufort can best be described as one with a series of local or neighborhood streets connected to three arterial highways - U.S. Hwy 21, SC

170, and SC 208 - that dissect the Beaufort/Port Royal Island Peninsula. In addition to these corridors, Boundary Street, Carteret Street and Ribaut Road are community connectors that carry the bulk of the City from Ribaut Road and U.S. Hwy 21, which serve as the major entrances to the City.

The City of Beaufort’s downtown, which includes the historic “Olde Town” Beaufort, is based on a traditional grid system. This system is further characterized by narrow streets, street jogs, dead end streets and the ad hoc extension of streets into newly developed residential areas. In addition, the City’s signal system is not centrally controlled. An inventory of the City’s traffic signalization system is presented in Appendix A. This inefficient street and highway circulation has been identified in several earlier studies conducted by the City, specifically in the 1989 Master Plan for Growth. It is clearly apparent that the circulatory system in the City is dependent upon too few streets to move traffic.

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and perception by motorists and/or passengers. These conditions are described in terms of speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six LOS categories are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F - with LOS AA representing the best operation conditions and LOS AF – the worst. This designation for roadways represents the basic operating characteristic of the roadway network as a ratio between roadway capacity and actual volume of the roadway segment. The LOS criteria are used to define the degree of congestion on critical roadway segments. According to Beaufort County, there are eight road links that exceed the Level of Service C criteria which is the standard for rural areas. Three of the eight road segments provide direct access to the City of Beaufort, two of which currently exceed LOS C. Table 38 presents the road segments that directly influence traffic flow in and around the City.

Table 38: Volume to Capacity Ratio for Critical Corridors to the City of Beaufort

Route	Count Location	1994 AADT	Type of Roadway	Daily Capacity @ LOS C	Volume to Capacity Ratio	Comments
S.C. 170	At Broad River	10,900	2 lanes	9,500	1.15	Exceeds LOS C
U.S. 21	West of 802 @ Lady’s Island	10,700	2 lanes	9,500	1.60	Exceeds LOS C, but subject to diversion to Business Rte.
U.S. 21	South of U.S. 17	8,800	4 lanes-divided	25,000	0.35	

Source: Beaufort County Comprehensive Plan - 1998, Land Ethics, Inc.

It is important to note that these roadway segments S.C. 170 and U.S. 21 provide most direct routes to the City of Beaufort. The County has identified traffic and circulation issues that relate to these corridors. According to the state's most recent data from 1994, U.S. 21 in the City of Beaufort has experienced daily traffic volumes as high as 33,000. In the County's comprehensive Plan, the five lane segment of U.S. 21 without median is characterized as an area that 'promotes strip commercial development and constrains long term roadway capacity for traffic moving between the City and County'. The County has committed within its Comprehensive Plan to support the City with any plans to enhance the long term capacity of the corridor. This corridor has been identified in the city's corridor study as a priority area.

The segment of U.S. 21 west of 802 on Lady's Island is another critical corridor to the City. According to Beaufort County data, U.S. 21 west of Lady's Island operates at a roadway deficiency. The County has recommended that traffic diversion methods need to be employed that encourage the use of the new loop road and the U.S. 21 Business Route through the City during peak hours; however, this recommendation should be examined closer by the City to determine the potential impact on local and tourist traffic. The traffic flow on the U.S. 21 route is interrupted by the two lane Woods Memorial Bridge which along with the numerous signalized intersections within the city limits, creates traffic back-up into the City of Beaufort's Historic District. The proposed improvements to the Woods Memorial Bridge and the proposed bypass on Lady's Island are included as future plans identified by the County and State that are intended to address the limited capacity of U.S. 21. Short term plans identified by the City, include signal synchronization, possible traffic diversions, and altering the operation of the Woods Memorial Bridge which is discussed in the following section.

Bridges

The Woods Memorial Bridge, built in 1960, is a two lane, steel swing bridge, which provides the only direct access to Lady's Island from the City of Beaufort proper. The traffic flow delays and congestion associated with the swing bridge openings have been a long-standing issue with the City particularly the impact on the traffic flow in the core downtown. In recent years, the traffic congestion has increased as a direct result of the development on Lady's Island and growing tourist industry. As noted in Table 1, Vehicular Circulation Recommendations, the City is working with SCDOT to synchronize traffic signals at the base of the bridge. The City is also considering restricting vehicles with more than 3 axles from crossing the bridge and limiting bridge openings to one per hour on the half hour. Currently, the bridge can be opened as many as three times within one hour.

Beaufort County has identified several planning issues related to the proposed realignment and upgrade of bridge. The potential realignment of the bridge was presented in the U.S. Army Corps of Engineers 1994 study. This study recommended that traffic congestion could be relieved by replacing the existing swing bridge with a fixed-span bridge; however, the proposed realignment would adversely affect the Beaufort Historic District and require a change in the canal. The County comprehensive plan states that the realignment is not necessary as there are alternative

routes – utilizing S.C. 802 as a less direct alternative route across the McTeer Memorial Bridge. The County recommends re-examining the issue after peak-period traffic situation and bridge crossing issues are re-assessed in the Comprehensive Plan Update. The need to address the bridge traffic issue is considered more immediate by the City of Beaufort. The City is well on its way to providing an immediate relief to current traffic flow issues on the bridge by developing an overall program to redirect heavy vehicles, limit bridge openings and synchronize traffic signals. The city intends to synchronize the traffic signals at the intersection of Carteret and Bay Street and Carteret and Craven Street. These combined measures should produce noticeable improvements for the short term.

Parking

The most recent parking study for the City of Beaufort was conducted in 1993 by Main Street Beaufort, U.S.A. The study presented an inventory of existing parking, examined the parking needs related to potential residential development in the core downtown, examined levels of accessibility for the disabled, and offered recommendations for additional parking and for enhancement for disabled parking. An earlier study was conducted by a private consulting firm in 1984 and addressed an 11 block area of the downtown. The study was prompted as a result of community and business concerns that a parking space deficiency existed. The study concluded that there was no major shortage; however, the study did identify a slight shortage of parking in the central waterfront area and potential shortage in the core district based on proposed development an inn and the expansion of the library. Both of these activities have occurred and considerable development and redevelopment activity has taken place in the downtown since 1984. It is apparent that adequate parking for downtown remains an issue for the City and warrants further formal investigation. More recently, as part of the comprehensive plan update, public input reflected the need to re-examine the parking supply for downtown. Previous recommendations have included the development of a public parking facilities, relocation of meters, city leasing property for parking, the development of resident permit system, and improved signage and lighting. One other alternative that has not been explored is the use of remote parking lots and shuttle service to the downtown. This approach has been successful for the City of Key West, Florida.

The City of Key West, Florida is a city with approximately 26,000 population with a popular and highly congested historic district. Locating a parking place in the historic district has been a real problem for many tourists and residents alike. In 1997, the city instituted a downtown program to relieve traffic congestion, increase the parking supply, and improve tourist access to the downtown historic district. The program consists of a 300 space parking deck built on the periphery of downtown and a propane gas-powered 16 passenger shuttle bus. The bus route originates at the parking deck and circulates through the popular tourist destinations in downtown. Buses run every 30 minutes all day long, seven days a week, from 7AM to midnight. Patrons park for 50 cents per hour (\$3 per day) and ride the shuttle bus free.

The Key West Park and Ride program was funded with Section 3 funds from the Federal Transit Administration, and operating costs are underwritten by the Florida Department of Transportation through a state-funded Community Development program. The City purchased the site and used its cost as local matching funds for the federal grant.

The potential for similar opportunities may exist between the City and the Lowcountry Regional Transportation Authority (LRTA) to develop a cooperative approach to address the parking supply downtown through implementation of a shuttle service through possible funding through the federal government.

Transit Service

Currently the Lowcountry Regional Transportation Authority (LRTA) has one route that provides limited local service in the City of Beaufort. This service primarily provides transportation to workers commuting to resort areas outside of the City.

In 1997, the LRTA adopted its Comprehensive Transit Plan in which five priority elements were identified for implementation over the next 10 years. The elements of the action plan are as follows:

- High capacity express corridors
- Express corridor feeder services and facilities
- Rideshare and vanpool program
- Local fixed route service
- Rural dial-a-ride service

Several of the action items could have significant impact on the City of Beaufort and its future transportation network. Of the two high capacity express corridors identified that terminate on Hilton Head Island, one will utilize SC 170 and SC 46 to link the City of Beaufort with US 278 and proposed transfer sites at the Broad River Bridge or the Beaufort County Administrative Complex. The Comprehensive Transit Plan proposes to increase service within the more densely developed areas including the City of Beaufort via small buses. The vehicles will provide service throughout the day and operate along routes which are generally fixed, but will allow deviation to pick-up and drop-off passengers as necessary. The local fixed route service to the Sun City/Bluffton and Beaufort/Port Royal areas are identified as the most promising for implementation within two years along with rideshare and the rural dial-a-ride programs. The development of park and ride lots would follow within five years with the implementation of the express corridor and feeder service as the last element of the 10 year action plan.

As mentioned earlier in this section, opportunities may exist where the city can work cooperatively with LRTA to address transportation issues. These opportunities include not only issues related to downtown traffic and parking, but also linking the City's efforts to address its developing corridors whereby land use, pedestrian safety, and traffic circulation are taken into

account when determining transit routes and siting facilities such as bus stops, transfer stations, and park and ride lots.

Pedestrian, Bicycle Plans

As noted in Table 1, Previous Transportation Recommendations, the City is currently implementing the Beaufort Greenway Conceptual Plan, prepared in 1997. The plan presents an 11 mile network of trails and bike paths linking the City of Beaufort, Lady's Island, and the Town of Port Royal. The plan or greenway is divided up into eight routes that serve as greenway connectors in which there are nine project areas. According to the plan, the connectors will link city districts and neighborhoods together. The connector routes include:

Pigeon Point Loop – 2.2 miles

From Waterfront Park through Pigeon Point Park to Pigeon Point Landing down Wilson Laudonniere and Rogers Streets, through the National Cemetery and across Boundary Street to the Green Street Gym. Connect the Greene Street Gym to Beaufort Elementary School and to Waterfront Park.

Government Center Connector – 0.7 miles

Connect the National Cemetery to Lovejoy Park and across Highway 21 to the Beaufort County Multi-Government Center and down North Street to Bay Street to Waterfront Park.

Hermitage Loop – 1.4 miles

North Street to North Hermitage and Hermitage Roads to Fuller Parkway to Battery Creek Elementary School and loop back to North Street.

Lowcountry Connector – 0.7 miles

South Hermitage Road to the Technical College of the Lowcountry, through the campus and loop back to Hermitage Road by way of Rhett Street.

Medical Loop – 0.6 miles

Connect the Beaufort Memorial Hospital to Kate Gleason Park and across Ribaut Road to link with medical offices.

Battery Creek – Port Royal Connection – 1.4 miles

Battery Creek Road through Southside Park to Waddell Road.

Lady's Island Connector – 2 miles

Across McTeer Bridge to Lady's Island, along Meridian Road to the Highway 21 Boat Landing Park and across the Woods Memorial Bridge to Waterfront Park.

Blueway Connectors

Blueway Connectors provide public access to the waterways of the Beaufort River.

Blueway Connectors will connect Horse Hole Park, Pigeon Point Landing, Waterfront Park, Highway 21 Boat Landing to the Sands in the Town of Port Royal.

The connector is ranked in terms of priority based on consistency with City goals and the ability to develop pilot projects in conjunction with current City projects. The Pigeon Point Loop, Lady's Island Connector, and the Blueway Connector were ranked highest priority because they

could be coordinated with current projects, completed in a short time-frame, and provided greater exposure to the Beaufort community in terms of area and accessibility. The remaining connectors are ranked second priority in the following order: Battery Creek-Port Royal Connection, Medical Loop, Government Center Connection, Lowcountry Connector, and Hermitage Loop. The plan includes estimated costs for each of the connectors, identifies potential funding opportunities and establishes design guidelines for the greenway.

Other pedestrian issues were identified during the public participation process of the plan preparation. As noted by residents, several areas exist where vehicle and pedestrian traffic conflict with one another – these include Boundary and Carteret Streets, and Ribaut Road. The City’s corridor overlay study addresses the need to provide pedestrian access along these areas as does the City’s greenway plan.

Railroads

There is no passenger rail service in the City of Beaufort. The closest AMTRAK service station is located in Yemassee, SC north of the City. Freight rail service is currently conducted on the former CSX railroad which is now owned by the State Ports Authority. The CSX freight line extends from Yemassee to Port Royal. It has been noted that future expansion of the freight service could potentially impact the traffic and development along Highway 21 as the rail line runs parallel to the portion of this highly traveled corridor just south of the Marine Corps Air Station.

Due to the low density of existing and future planned development along the CSX rail line, the County has determined the feasibility of shared passenger and freight line service is unlikely in the near future; however, the County encourages further examination of the freight line as an economic development tool to promote the development of local industrial parks. The City of Beaufort has considered for several years the development of an industrial park in conjunction with its annexation plans.

Both the Beaufort Greenway Plan and the County identify the CSX rail corridor as resource to promote alternative modes of transportation should the rail line be abandoned in the future. Future potential uses of the rail line include the development of a limited access parkway as an arterial route, bikeways, or a busway.

Water Transportation

The City of Beaufort has a marina located in the downtown in the waterfront park. It offers long term and short term docking. Amenities include 12 deep-water slips, sewer pumps, fuel dock, showers, and laundry. The marina is in walking distance to the historic district and the downtown shopping and restaurant district. As mentioned in the previous section, the conceptual greenway plan for the City includes recommendations for the development of “Blueways” – the development of boating destinations along waterways where boaters can dock

at waterside establishments such as restaurants and shops. The blueways activity and the expansion of the marina will add to the revenue spent downtown. Key to the development of waterway transportation for the City of Beaufort will be issues related to the Woods Memorial Bridge operation. Limited openings and/or the redirection of boat traffic could impact the City's efforts tied to marina development. Increased boat traffic would also impact vehicular traffic crossing the bridge. As the City begins to implement waterway plans – blueways – it will have to closely examine the land transportation network particularly the Woods Memorial Bridge and the related traffic impacts.

The greenway plan also establishes the goal to strengthen the link between land and water by providing maximum views to the water and marshes. Boat ramps and access to the water are recommended to serve as nodes with the greenway system where blueway trails for kayak and canoes could be incorporated. Expanding the use of boat ramps to include non-boating activities and the development of additional water access sites for the non-boating public is also recommended.

The LTRA Comprehensive Plan and the Beaufort County Comprehensive Plan recommend exploring the option of implementing a regional ferry service or 'water taxi' service that would link the City of Beaufort, Port Royal, Hilton Head Island and Savannah. As noted in the Beaufort County Comprehensive Plan, efforts to provide waterborne transportation generally require the support of the private sector if they are to be feasible.

Future issues related to water transportation may involve the potential re-routing of boat traffic around the Woods Memorial Bridge as discussed during recent County public meetings which could impact the City's efforts to link blueways and marina development as economic development tools.

Current Efforts

The City of Beaufort has made significant strides in addressing its transportation issues. In addition to the progress made toward the recommendations outlined in earlier plans the City has secured an additional parking lot on Craven Street as part of a ten year lease. The Greenway Plan and project prioritization list were adopted by the City Council in early 1998 along with the Corridor Overlay Study. Additionally, the City's streetscape programs for Bay, Charles, Boundary, and Carteret Streets will be completed in the summer of this year.

The City Council has also developed a potential list of transportation issues to be addressed in fiscal year 1999. These street issues include, but are not limited to:

- Sidewalk construction program for Beaufort Elementary
- Street Resurfacing Program
- Street Paving – (road construction)
- Streetscape Improvements – Port Republic Street

Needs and Goals

As noted in the Historical Context section, the City has produced several planning policy documents in the past which were intended to shape and guide the transportation system for the City of Beaufort. These policies are important reference points for the development of the current comprehensive plan. In addition, the current population trends and land use changes in the City of Beaufort and surrounding areas all have significant impact on the sufficiency of the local transportation network and the quality of transportation services.

Statements of goals, policies and strategies for transportation are included under Goal 4 at the end of this section.

Table 39: City of Beaufort Traffic Signal Inventory

Intersection Location		Type of Device
1	Hwy 280 and Hwy 170 – Cross Creek	F
2	US Hwy 21 and Hwy 170	F
3	US Hwy 21 and Hogarth Street	F
4	US Hwy 21 at K Mart	F
5	US Hwy 21 at Ribaut Road	G
6	US Hwy 21 and Bladen Street	F
7	US Hwy 21 and Charles Street	F
8	US Hwy 21 and Craven Street	F
9	US Hwy 21 and Bay Street	F
10	US Hwy 21 and Marsh Road	G
11	Bay Street and Charles Street	F
12	Charles Street and Craven Street	F
13	Ribaut Road and Duke Street	F
14	Ribaut Road and North Street	F
15	Ribaut Road and Bay Street	F
16	Ribaut Road and Hermitage Road	F
17	Ribaut Road and Reynolds Street	F
18	Ribaut Road at Beaufort Memorial Hospital	F
19	Ribaut Road and Allison Road	F
20	Ribaut Road and First Boulevard	F
21	North Street and Charles Street	A
22	Bladen Street and Prince Street	A

Legend

- A – Intersection or Sing Beacons
- B – School flashers
- C – Pre-Timed Isolated Traffic Signal
- D – Pre-Timed Hardwire Interconnect System
- E – Pre-Timed Central Computer Controlled System
- F - Ac Isolated Traffic Signal
- G – Ac Hardwire Interconnect System
- H – Ac Central Computer Controlled System

Source: City of Beaufort, Public Works Department

WATER SUPPLY AND WASTEWATER TREATMENT

Beaufort's water supply is drawn from the Savannah River and delivered to the City via a canal and piping system developed in 1965. The City of Beaufort Utilities Department purchases water resources from the Beaufort Jasper Water and Sewer Authority (BJWSA) and manages its distribution to the City of Beaufort, Town of Port Royal, and some unincorporated areas beyond the City's limits.

The current demand for water by the City of Beaufort and other areas served by the City of Beaufort system is approximately 2.2 million gallons per day (MGD). The City system is not technically limited in intake as it can purchase water from BJWSA according to its needs. BJWSA is currently capable of drawing approximately 16 MGD from the Savannah River.

BJWSA currently maintains two raw water storage tanks on Port Royal Island. The largest existing tank is elevated along Highway 170 in Beaufort and has a capacity level of 1.6 MG. A second tank located at Trask Parkway and Parker Drive with capacity of 175,000 gallons is scheduled to be replaced with a larger tank in the near future.

Currently, five of the seven wells which drew groundwater from the Floridan aquifer are maintained on a standby status for emergency use. As these five wells are not capable of supplying sufficient water to meet the City's needs, the South Carolina DHEC has recommended disconnection of the wells and use of an alternate backup source. The current infrastructure for that backup is in the form of two additional line routes which run parallel to the primary lines and are capable of fully replacing the existing lines in case of an emergency.

The City of Beaufort Utilities Department is actively making improvements to its system. Sewer service is currently available to between 70 and 80 percent of the residents within the incorporated area. Capital improvement plans indicated in the City's previous land use plan to expand sewer service to Pigeon Point and Spanish Point have been implemented. The remaining City areas, absent small isolated areas, which still lack sewer service are the Boundary area and the SC 170 corridor. The former is scheduled to be added to the system at a cost of approximately \$1.5 million. The latter will cost in excess of \$500,000. The City of Beaufort contributed matching funds for the recent ISTEA funded streetscape project in downtown Beaufort as an opportunity to upgrade the capacities of water mains in the Historic District. Additional upgrade and improvement projects are proposed for such areas as Ribaut Road and are for the purpose of improving the overall fire flow rate of the water system in accordance with recommendations of the Davis and Floyd fire flow study. The 1930's era pipes under portions of Ribaut Road, Charles Street, Craven Street, Church Street and Bladen Street have experienced problems with tuberculation and need to be replaced within the next 5 years. Additionally, the 2 inch water lines that extend into unincorporated county areas will need to be upgraded if they are to serve greater than low density residential development.

Future issues of concern pertinent to water and sewer in Beaufort will likely involve the level of

cooperation between the BJWSA and the City's Utilities Department. Recent court cases have worked to clarify the rights of these two authorities, but a higher level of cooperation is recommended in order to maintain a more efficient system.

Water Conservation

The City of Beaufort has adopted a water conservation ordinance which is primarily intended to react to an emergency drought situation. The ordinance grants the City the power to regulate water usage in such a situation and to levy fines against offenders. Though under normal circumstances Beaufort has an ample water supply and very few problems with water shortage, it is important to educate the public about basic water conservation methods for the long term sustainability of a quality water supply.

WASTEWATER TREATMENT

Two Water Pollution Treatment Facilities serve the area served by the Beaufort Utilities Department. The City of Beaufort community water treatment plant is owned and operated by the City and serves a majority of system users. This plant is located on Southside Boulevard and has a capacity of 2 MGD. An additional plant, the Shell Point Treatment Facility, was constructed by BJWSA in 1989. This facility is located near Mink Point Boulevard and has a capacity of 0.4 MGD. The City is able to purchase sewage treatment at wholesale from BJWSA and retail the service to system users. Both water pollution treatment centers have a surface water discharge of treated water into the Beaufort River.

Currently, the City treats an average of 1.35 MGD or 67.5 percent of capacity. Under current guidelines, the South Carolina Department of Health and Environmental Control (SC DHEC) can continue to issue construction permits for new development until such time as the daily flow reaches 90 percent of actual plan capacity. At a design capacity of 2 MGD, this means the SC DHEC will stop issuing permits to construct when the plant flow in Beaufort reaches 1.8 MGD. The City would then have to expand its waste water treatment plant capacity in order to grow and receive additional flows.

To date, sewage service provision in Beaufort has been expanded to include all but a very small percentage of the City's incorporated area which is served by water. A 1970 Neighborhood Analysis for Beaufort shows that only the Point, the Downtown area (Bay Street to Boundary Street; Carteret Street to Bladen Street) and a small area north of North Street (Oaklawn Street) were served by public sewerage. The remaining City areas, absent small isolated areas, which still lack sewer service are the Boundary area and the SC 170 corridor. Recent provision of sewer service to the Pigeon Point and Spanish Point areas have brought sewer service to near completion for areas served by the Beaufort Utilities Department. On a regional scale, the City, BJWSA, Beaufort County, the Town of Port Royal and the Federal Government are currently involved in an effort identified as the Southern Port Royal Island Wastewater Plan and Study. This study will plot the path for future sewerage collection, treatment and disposal in the southern Port Royal Island area.

SOLID WASTE MANAGEMENT

The City of Beaufort Public Works Department coordinates all solid waste collection and management for City residents and businesses, with the inclusion of contractual service for recycling pickup. Residential pickup service is offered twice weekly at two different service levels. A standard service rate of \$7.00 per month includes curbside pickup of bagged waste. A premium service rate of \$11.00 per month consists of containerized backyard pickup service. Containerized landscape debris is collected at no extra charge. Standard service is offered to multi-family units for \$7.00 per month or by contract for special needs. Businesses receive standard pickup service for \$15.00 per month for dry goods type refuse or \$65.00 per month for restaurants and businesses with a heavy volume of refuse.

The City Public Works Sanitation Department currently maintains a workforce of twelve employees assigned to garbage pickup service and a fleet of four trucks. After collection, all refuse is taken to the Hickory Hill Landfill site in Jasper County. This is the landfill used by all Beaufort County political subdivisions and the County's unincorporated areas.

Recycling service is currently available to City residents, but not to commercial properties in the City. Through an ongoing contract, a private company provides recycling pickup service to residents interested in recycling. The City provides recycling bins which are used by residents to separate recyclables from garbage. Currently, the contractor accepts thirteen different types of recyclables including glass, plastic and paper goods. The City Public Works department is interested in improving and expanding recycling service to the City and is currently exploring the idea of its own recyclables pickup service to offer better service to residents. The City is also considering development of a method to offer recycling services to commercial entities in the City of Beaufort.

The current level of service from the Public Works department is appreciated as being very high, but is beginning to stretch the capacity of the Department's resources. The twice weekly pickup service, backyard pickup service and "collateral duties" performed by the Department such as landscape maintenance of cemeteries and Open Land Trust properties may not be sustainable in the future at the Department's level of staffing and funding. Several suggestions have been made for lessening the service burden. One possibility, to lessen the frequency of pickup service from twice per week, is likely to be unpopular. Also, the backyard pickup service is time consuming and the additional cost for this service likely does not cover the time expended. Study should be done to determine the proper rate to charge for backyard pickup service and the amount of "collateral duties" which the Department should agree to perform.

GENERAL GOVERNMENT FACILITIES

Currently, the City of Beaufort government services operate out of several different facilities. The City Hall building on Carteret Street in downtown Beaufort contains office space for the City Manager and support staff, the City Planning Department, and Finance Department. This facility is currently insufficient to meet the City's needs for office space, and additional space is being sought. The City Planning Department is being moved to the City-owned Carnegie Building in the summer of 1998 to meet that department's office space needs. In addition to office facilities, the City owns and operates the Beaufort Arsenal museum.

Maintenance of City-owned buildings is performed by the Beaufort Public Works Department. This includes maintenance for the historic City Hall building which underwent an interior renovation in 1994. City crews also maintain several service buildings for City parks and for the Public Works Complex. A staff of two building maintenance workers and three parks maintenance workers is retained by the Public Works Department to maintain these facilities and all passive-use City parks, which are City owned and operated. Other City government functions make use of the County Government Center and are maintained by the staff of the Government Center. These include jail facilities, offices for the City of Beaufort Police Department, Development Services, the joint City and County Human Resources department, the Judicial Courts, and the County Emergency Management center which serves all jurisdictions in Beaufort County.

In addition to the need for additional office space for City functions, an issue facing the City in terms of government facilities is the existing dispersal of City offices, particularly those involved in the development process, and the difficulty that may impose on developers and builders working in the City. In the course of seeking to meet the needs for office space, the City should consider ways to consolidate the various departments involved with development into one location after a "one stop shopping" model of organization.

POLICE FACILITIES

The City of Beaufort Police Department provides service for and has jurisdiction over the City of Beaufort. The Police Department is headquartered in the Beaufort County Government Center at 2001 Duke Street and maintains sub-stations at two additional locations: 1405 Duke Street and in the Beaufort Medical Hospital on Ribaut Road. In total, the Department maintains 43 sworn officers, 10 reserve officers, 11 administrative personnel, and a fleet of 51 vehicles. Each sworn officer is assigned to a personal vehicle which serves to enhance officers visibility in the community and to deter crime.

Also housed in the Beaufort County Government Center is the Beaufort County Sheriff's Department. The Sheriff's Department has approximately 150 full-time deputies serving Beaufort County. Associated with the Sheriff's Department are the County Detention Facility and the County Judicial Courts Facilities, both of which are used by the Beaufort City Police Department. The Beaufort Police Department has mutual aid agreements signed with both the Beaufort County Sheriff Department and the Port Royal Police Department. These agreements afford law enforcement assistance and cooperation between each of the agencies. Additionally, the Beaufort Police Department and the Beaufort County Sheriffs Department assign officers under a Beaufort City/County Metro Narcotics Team and Special Response Team.

The Beaufort Police Department is recognized as one of the top departments in South Carolina and also ranks as one of the highest paying departments in the state. All officers must complete the South Carolina Criminal Justice Academy and Department Training Programs, among other requirements, ensuring a competent and high quality force. The Police Department places a very high priority on internal and external professional development and employee participation. The Department's organizational structure is designed to enhance and reinforce the philosophy of Community Policing and Total Quality Management. This concept is designed to decentralize authority, encourage employee participation and enhance department operational strategies.

The Beaufort Police Department was recognized in 1997 with two awards of excellence based on the Department's overall achievements: the 1997 Public Safety Municipal Achievement Award given by the Municipal Association of South Carolina and the 1997 BellSouth Award of Excellence for Outstanding Law Enforcement Services given through the South Carolina Law Enforcement Association.

In 1993, the Beaufort Police Department presented a prospectus to the City for the development of a community policing-based department organization. This concept was implemented in January 1996 as the philosophy of community policing was implemented throughout the department under a Community Team Policing concept. Under this concept, the City has been divided into three districts which have become the basis for the department's organization. District A is essentially all of the area east of Greenlawn Park and north of Hermitage Road (the downtown area of the city). District B is the area south of Hermitage Road to the Port Royal city limits. District C covers the area west of Greenlawn Park, which includes the Cross Creek

Shopping Center and Battery Shores subdivision. A district supervisor has been assigned to each district and has the role of coordinating with residents and organizations in the district to establish district goals, objectives and strategies for improving community involvement, establishing community based committees, and facilitating police services. The Department is also very active with a variety of community based programs. For example, the Police Explorer Program, Student Mentor Program, Drug Awareness and Resistance Education, School Resource Officer Program, Operation Good Neighbor, Citizens and Student Police Academy, Truancy Program, Community Mobilization Committees, Police Movie Club, Department Volunteer Program, and the Domestic Violence and Victims Services Program. Preliminary evaluation of the community policing emphasis of the Department indicate that the Police Department and community are working together more closely to solve problems of crime in neighborhoods.

The growth and development of Beaufort and Beaufort County has impacted the Beaufort Police Department in recent years. Since 1993, the Police Department increased by seven sworn officers. These officers were added under community policing grants with a shared cost to the City for three years. The City agreed to fund the officers once the grants expired. The imposition of this increased expenditure has created a funding impact on the City and has eradicated any consideration of additional personnel until the funding impacts have been fully realized. Additional results of departmental growth include an increasing need for space, particularly filing and storage space. The department is currently looking to site a location for a district “C” substation which would be capable of alleviating some of the space needs.

The Beaufort Municipal Court, working in conjunction with the Police Department, is likewise suffering from increased activity due to the area’s growth. Currently, there is a case backlog of 110 to 120 cases. The fact that the Court only holds four sessions per year aggravates the ability to meet the demands of the increased caseload. At this time, the City should consider increasing the time that the Court is in session in order to handle the current caseload and backlog as well as the predicted caseload increase to result from pending South Carolina legislation which would lower the blood alcohol level for a DUI offender.

FIRE FACILITIES

The Beaufort Fire Department maintains two fire stations in the City of Beaufort and provides fire service to the Town of Port Royal through a contract agreement. Port Royal is near completion of a third fire station which will continue to be operated by the City of Beaufort Fire Department. All firefighters and vehicles in the department are available to respond to a major incident in the City of Beaufort or Port Royal. The headquarters station is located at 135 Ribaut Road and is assigned the minor response district to the north of Allison Road. A second Beaufort station at 2519 Mossy Oaks Road is assigned the minor response district to the south of Allison Road and has served minor responses in the Town of Port Royal prior to the manning of that station in January 1998. In total, the Beaufort Fire Department is staffed with 27 full-time paid firefighters who operate on three shifts with five support staff. A volunteer force is maintained at between 30 and 35 firefighters, and benefits from participation of enlisted men at the local military bases as well as citizens of the City. In order to improve its volunteer force, the Fire Department is cooperating with the Community Education Center to initiate a new program with curriculum to train potential volunteers. The Department currently maintains 3 frontline pumpers with a 1,500 gallon per minute (GPM) pumping capacity, one reserve pumper at 1,000 GPM, one 100 foot aerial ladder truck, one panel truck, 3 equipment squads, 3 administrative sedans, and a rescue boat. On average, the Beaufort Fire Department responds to a total of 1,400 calls, with 85% (or 1,200) of those calls originating from the City of Beaufort.

In addition to firefighting responsibilities, the Beaufort Fire Department cooperates with the Beaufort County EMS to provide emergency medical response to the City and the Department has jurisdiction over the building codes enforcement and inspection functions of the local government. The Fire Department has an ongoing first responder medical agreement with Beaufort County EMS, which supplies the Department with emergency medical supplies. The Building Codes Department was realigned in the fall of 1997 to fall under the supervision of the fire chief. This department is responsible for inspecting new development to ensure compliance with building and fire code regulations as well as inspecting and enforcing codes for existing development. The department employs the building code official, two code inspectors, one plan reviewer and an administrative assistant.

The Beaufort Fire Department is proud of its current insurance office rating (ISO) of class 2 for fire. The building codes enforcement and inspection activities have earned an ISO rating of class 3 for codes enforcement. The Fire Department is actively seeking to improve its services through training and proper maintenance of equipment and personnel. The completion and manning of the fire station in the Town of Port Royal is expected to significantly add to the Beaufort Fire Department's ability to maintain a high level of service in that area. Potential future improvements to the fire department include an additional 100-foot ladder truck, and the renovation of the Ribaut Road station to add space for the building codes department. Other improvements and expansions will be made in the future in accordance with the changing needs of the City of Beaufort and the other areas served by the Department. Specific possibilities for expanded service include a joint substation with Port Royal in the Highway 280 area and

consideration of better ways to cover the Cross Creek Shopping Center area and the “Islands of Beaufort” neighborhood.

The Fire Department and Building Codes Department should work with other City departments involved in the development review process to facilitate and consolidate that process. This would potentially involve the consolidation of services into a single facility and certainly a greater level of coordination among departments. Additionally, the City and Fire Department should begin to study the potential for developing a City of Beaufort EMS service. This study should take into account the current level of service from the Beaufort County EMS and weigh the cost of developing an independent service against the costs and benefits of maintaining current agreements with Beaufort County EMS.

HEALTH FACILITIES

Emergency Medical Services

The Beaufort County Emergency Medical Services (EMS) serves all of Beaufort County with emergency transport services. System-wide, the EMS includes 48 full-time staff, 15 part-time staff, and approximately 14 volunteers. Nearly 7,000 calls were responded to in 1995 with the average cost per call being \$429, which averages \$29.40 per person in Beaufort County. In addition to emergency paramedical response services, EMS offers inter-hospital transport to hospitals in Savannah and Charleston from Beaufort, Hilton Head and the Naval Hospital. Beaufort County EMS has been recognized as an outstanding system and is licensed by the South Carolina Department of Health and Environmental Control.

Of the eight stations maintained by Beaufort County EMS within Beaufort county, one is located within the City of Beaufort at 2727 Depot Road. This station, known as "EMS 1" received 1,680 calls for emergency response in 1996, nearly 28% of the total calls for Beaufort County. The service area for EMS 1 covers the City of Beaufort, the Town of Port Royal, and Lady's Island. In addition to serving this area, the EMS 1 office is the location of administrative support for the entire EMS system.

The Beaufort Fire Department cooperates with the Beaufort County EMS to provide emergency medical response to the City of Beaufort and Town of Port Royal. There is a first responder medical agreement in place between the two agencies and the County EMS supplies the Fire Department with emergency medical supplies as needed.

Hospital Facilities

Beaufort Memorial Hospital

Beaufort Memorial Hospital, located in the City, is a fully accredited not-for-profit hospital serving the Beaufort area. Over 60 board certified or eligible physicians are associated with the hospital and the hospital offers over 70 medical specialties and services. Beaufort Memorial is a tertiary medical facility with Emergency Room facilities and is licensed for 170 beds including 106 acute care, 44 nursing rehab and 20 psychiatric beds.

Naval Hospital, Beaufort

Naval Hospital, Beaufort, located in the Town of Port Royal, was opened in 1949 on land which includes the Fort Frederick national historic site. The hospital consists of the hospital itself and two Branch Medical Clinics - one at the Marine Corps Recruit Depot, Parris Island, and one at MCAS Beaufort. Naval Hospital, Beaufort provides general medical, surgical, and emergency services to active duty Navy and Marine Corps personnel as well as retired military personnel and military dependents residing in the Beaufort area. There are a total of approximately 31,000 beneficiaries.

Naval Hospital, Beaufort is one of two tertiary medical facilities in the Beaufort area with an

Emergency Room. There is a Special Care Unit with seven beds, and one continuously operating ward with 20 beds. Ambulance support is provided by Naval Hospital owned and operated street and field ambulances. Air transport services and civilian Emergency Medical Services are used to transport critically ill/trauma patients to other medical treatment facilities such as Savannah Memorial Medical Center in Savannah.

Public Health Facilities

The LowCountry Health District of the South Carolina Department of Health and Environmental Control provides public health services through local health departments in Beaufort County and three other counties. Health services offered through the Beaufort County Health Department include Child Health, Children's Rehabilitative Services, Maternal Health, WIC, STD Control, Tuberculosis Control, General Clinical Services, Health Promotion, Home Health Services, Long Term Care Services, Vital Records and Environmental Health including food protection, general sanitation and vector control (insects).

In addition to the Beaufort County Health Department, health services are available to Beaufort residents from Beaufort-Jasper Comprehensive Health Services, Inc (B-JCHS). Since 1970, B-JCHS has existed as a community development corporation to deliver comprehensive health services to residents of the socially and economically deprived areas of Beaufort and Jasper Counties. One of six B-JCHS offices is located in the City of Beaufort at 160 Ribaut Square. Services offered include general family practice, pediatrics, internal medicine, OB/GYN, dental care, ophthalmology, home health nursing, medical social work, nutritional counseling, pharmacy services, radiology, ultra sonography, WIC, supplemental food program, mental health linkage, migrant health services, and others. In addition to Medicaid, Medicare and insurance acceptance, B-JCHS accepts payment from patients on a sliding scale for medical and dental charges based on family size and income.

PARKS AND RECREATION FACILITIES

The ownership and maintenance of parks within the City of Beaufort is divided between the City, which has jurisdiction over all passive park areas, and the Beaufort County Recreation Department, which maintains all active recreation parks and facilities in the City and County. There are currently 27 areas designated as parks in the City totaling approximately 50 acres of land. This area does not include federally owned and operated land such as the National Cemetery. Many of the City's parks are small "pockets" of land scattered throughout the City which have been preserved through the work of the Beaufort County Open Land Trust or other preservation means. These small parks are a benefit to the community, but they do not necessarily meet the parks and recreation needs of Beaufort's residents.

Waterfront Park is the largest and most prominent of Beaufort's parks. The seven acre park area lies between the Beaufort River and the downtown Beaufort businesses fronting on Bay Street. The current design of the park was completed in 1979 according to plans by Landscape Architect Robert Marvin. The park ties together such important elements as the Beaufort marina, the downtown commercial district and the Point, and serves as host to a variety of events including a seasonal outdoor produce market.

Pigeon Point Park at the northern extreme of Beaufort is a passive recreation park in the midst of a residential neighborhood. The approximately six acre park contains some children's play areas as well as the Pigeon Point boat landing and fishing pier. Other parks in the City of Beaufort are listed below.

The Commons Park	Horse Trough Park
Basil Green Sports Complex	Tic-Tock Park
Beaufort Mets Field	Bob Jones Field
Annette Bryant Memorial Park	Depot Street Park at Pump Station
Horse Hole Park	Fuller Parkway
Lovejoy Park	Wilson Park
Neighborhood Activities Center	Hermitage Park
Swimming Pool	Kate Gleason Memorial Park
County Tennis Courts	Calhoun Thamos Park
Newcastle Tot Lot	Dowling Park Pond
Bellamy Curve Park	Mossy Oaks Playground
Jewell Park at Point Pond	Southside Park
Little Park	Polk Park
Morrall Park	Freedom Park
City Hall Park	Arthur Horne Nature Park
Arsenal Courtyard	Beth Israel Cemetery
Secession Park	Evergreen Cemetery
Sixteen Gate Cemetery	Citizens Cemetery
Bay Street Bluff	National Cemetery

Logan Park

Mercy Cemetery

EDUCATION

The Beaufort County School District has jurisdiction over all public school facilities serving the City of Beaufort. The County School District is divided into three areas or clusters of schools: the Beaufort Cluster, the Hilton Head Cluster and the Battery Creek Cluster. The schools serving the City of Beaufort are those in the Beaufort Cluster as listed below:

Battery Creek Elementary School: 302 Burroughs Avenue
Lady's Island Elementary School: Distant Island Road
Mossy Oaks Elementary School: 2501 Mossy Oaks Road
Port Royal Elementary School: 1300 10th Street, Port Royal
St. Helena Elementary School: Highway 21
Beaufort Elementary School: 1800 Prince Street, Beaufort
Lady's Island Middle School: 1 Cougar Drive
Robert Smalls Middle School: Highway 170, Beaufort
Battery Creek School: 302 Burroughs Avenue, Beaufort
Beaufort High School: 2501 Mossy Oaks Road, Beaufort

College Level Education

The University of South Carolina at Beaufort (USCB) is an arm of the University of South Carolina based in Columbia. Located on 4.5 acres near downtown Beaufort, USCB currently has an enrollment of approximately 1,200 students. The campus is a significant feature to downtown Beaufort as it was the site of the historic Beaufort College which operated from 1795 to 1861, and the current administration building for the college is one of the Historic Beaufort College buildings on Carteret Street which dates from 1852. Today, the presence of USCB in Beaufort is very important to the vitality and progress of the City and adjacent areas. Many of the facilities and programs at USCB are an asset to the City, including libraries with over 50,000 volumes, a Creative Retirement Center, Performing Arts Center, At-Risk Family Program, Small Business Development Center, and the USCB Art Gallery.

The student body of 1,200 at USCB is made up of 35% full-time students and 65% part-time students. Of these, 38% are male and 62% female. Over 95% of all students at USCB hold part-time or full-time jobs, making a significant contribution to the local workforce. USCB offers Associates degrees in Arts and Science. In addition, students can earn Bachelor's degrees through the various other branches of the University.

The Technical College of the Lowcountry (TCL), located at 912 Ribaut Road in Beaufort, is one of 16 technical colleges in the South Carolina Technical Education System. TCL is a comprehensive, student centered community college dedicated to serving the diverse educational needs of Beaufort, Colleton, Hampton and Jasper counties. An open admissions college, TCL provides quality affordable transfer and career programs leading to associate degrees, diplomas

and certificates, as well as student services, technical education, specialized courses for business and industry, developmental education, continuing education, career development, and community service opportunities.

TCL's Technology Center is an asset for residents of the Lowcountry because it houses the only state-of-the-art computer center in Beaufort, Colleton, Hampton or Jasper counties. The center contains the bulk of the College's computer resources and is equipped with 100 PCS. The center features an Open Lab for students; The Learning Place Lab, The Phillip Morris Lab for teaching English, math and Windows 95; the Office Systems Technology (OST) Lab and the Computer Technology (CPT) Lab. Each lab is designed and equipped for a specific purpose, and all are programmed with the latest versions of software. The Technology Center houses three computer labs on the TCL Beaufort Campus. One is The Open Lab (Bldg.9) for student use which is open 55 hours a week. The second is The Learning Place (Bldg.9), a 25 station multimedia instructional lab for all academic programs. The Learning Solutions Center, a learning resource center for faculty and staff, (Bldg. 12) parallels The Learning Place in equipment.

LIBRARY

Beaufort County operates and maintains all library facilities that serve the City of Beaufort. The Beaufort Library Headquarters facility in downtown Beaufort is a very recently completed structure that is an asset to downtown Beaufort. In 1992, a first expansion was completed which enlarged the facility from 5,600 to 21,000 square feet. A second addition completed in 1996 included 8,000 square feet of meeting space including a large conference room seating 150 and another seating 25. Other areas surrounding the City with branch library facilities include the Dale and St. Helena Schools branches. Among all of these facilities, there were recorded 15,410 borrowers in 1996.

Also available to the citizens of Beaufort are the library facilities of the University of South Carolina-Beaufort, with over 50,000 volumes, and the library of the Technical College of the Lowcountry. These institutions and their resources make significant contributions to the City of Beaufort.

GOALS, POLICIES AND STRATEGIES FOR COMMUNITY FACILITIES

This section presents a listing of statements of goals, policies and strategies which have been developed in relation to the Community Facilities element of the Comprehensive Plan. Goals are designed to be general in scope, allowing for multiple targeted policy statements to follow each goal. Policies serve to articulate the means by which goals will be achieved. Strategies are evolved from policies and are the mechanisms through which policies can be implemented.

CITY OF BEAUFORT COMMUNITY FACILITIES

GOAL 1: Public Services that are Community Oriented and Enhancing

POLICIES AND STRATEGIES:

1.A. Continue to Encourage and Support Progressive and Innovative Programs in Police, Fire, and other City services.

Encourage the efforts of the community-policing program to cause the police and community to work together more closely to solve problems of crime in neighborhoods.

Appoint a special committee to develop funding and resource strategies specifically directed towards police services. Specific funding strategies should be developed which are directed towards those persons who use police services but are not residents or business operators within the City

Encourage the expansion of the Beaufort Fire Department to service a greater area with efficiency and speed.

Study innovative ways to implement commercial recycling services for businesses in the City that will not further tax the resources of the Public Works Department.

1.B: Minimize Crime Producing Environments.

Prevent enterprises and activities which have a history of attracting or creating criminal problems or creating law enforcement problems from locating in the community.

Enact zoning ordinances that have met the test of the courts which make establishment of undesirable development difficult or impossible.

1.C: Facilitate Cooperation with County Agencies Involved in Serving City Facilities.

Designate a special committee for active recreation in Beaufort to solicit improvements to existing recreation facilities and the development of needed additional facilities.

1.D: Insure Access to Quality Healthcare Services.

Encourage collaboration among private, public and non-profit agencies involved with healthcare delivery to increase the overall level of service available to all residents.

Encourage the development of a Beaufort Ambulatory Service to work alongside the Beaufort County EMS and provide non-emergency medical transport to residents.

1.E: Provide Adequate Physical Facilities for Government and Public Services.

Seek ways to consolidate the City development services into a minimum number of different locations in order to facilitate the development review process.

Develop a plan to either build or renovate a facility which will sufficiently meet the current and future space requirements of the Police Department.

Seek, whenever possible, to promote the goal of historic preservation and urban revitalization with any project intended to provide additional governmental or public facilities.

GOAL 2: High Quality Educational System

Support an education system that maximizes the value of individuals to themselves and in the global marketplace; including provision for the best education possible to all students, provision for on-going educational opportunities, and creation of a pool of highly skilled workers.

POLICIES AND STRATEGIES

2.A: Make Education a Top Priority at All Levels.

Make every effort to encourage the University of South Carolina Beaufort Campus to grow and expand in the City and to increase its educational offerings and facilities. The City should prepare a plan for USCB expansion across Carteret Street and along Boundary Street near the Bellamy Curve.

Commit to lead the public schools in Beaufort and Beaufort County to exceed State standards for excellence in education by providing sufficient funding for staff and facilities.

2.B: Business and Educational Partnerships.

Establish a partnership between business and education to provide ongoing educational opportunities, on-the-job experience, and feedback to the educational system.

2.C: Continue to Support and Outstanding Library Facility.

Encourage educational opportunities for all ages through the Beaufort Library and its branches.

GOAL 3: Support an Outstanding Level of Public Utilities Service.

Maintain current infrastructure to a high level, upgrade infrastructure as necessary, and provide adequate infrastructure to serve new development where in accordance with the Comprehensive Plan.

POLICIES AND STRATEGIES:

3.A: Maintain the Public Utilities Infrastructure within the Developed Areas of the City

Maintain existing sidewalks and stormwater drainage facilities in the City.

Ensure that all water lines attain the proper fire flow rate within the City limits.

3.B: Match Growth and Infrastructure Availability

For the remaining areas of the City that are undeveloped as well as potential future areas of annexation, stress a reasonable assessment of the impact of any proposed development on infrastructure before it is permitted. Provide the infrastructure and services needed to accommodate growth concurrent with or in advance of allowing such growth to occur.

Consider upgrading the Beaufort Utilities Department's 2 inch water lines that extend into the County only to areas that are planned for greater than low density residential development.

3.C: Maintain High Quality Service Delivery in Response to New Development.

Require developers to pay for the supporting services at the time of occupancy through Impact Fees with revenues directed to infrastructure and service maintenance and enhancement.

Prepare a sidewalk development plan for the City. Include requirements for real estate developers to install sidewalks as a normal part of new commercial or residential development.

3.D: Use Infrastructure to Guide and Manage Growth.

Restrict development on septic tank systems to cause growth to occur only in areas of sewerage infrastructure extension. Coordinate planned extensions of sewerage with future land use plans to ensure development only in desired areas.

3.E: Establish and Maintain Anti-Pollution Standards.

Establish and maintain standards for allowable pollution caused by development in the City and require all development to meet those standards.

Supply a sufficient number of building inspectors to enforce codes and standards for development as well as redevelopment.

3.F: Standards for Environmentally Friendly Development.

Establish standards for activities and development that impact the environment and include the consideration for these standards as part of the development approval process. Include standards for solid waste, water quality preservation, and general ecological and environmental impact.

GOAL 4: Maintain an Efficient and Environmentally Sensitive Transportation System.

The future transportation network for the City of Beaufort and its adjacent surroundings should be structured so as to make the daily activities of its citizens flow naturally, conveniently and safely from one point to another while protecting the natural and historic character of the City.

POLICIES AND STRATEGIES:

4.A: Alleviate Congestion on Downtown Beaufort Roads and Throughout the City.

Base transportation planning and decisions on the goal of maximizing the potential of Beaufort's existing network of streets. Encourage connectivity and multiple paths of access within the Downtown and extending to newly developed City areas.

Implement traffic light systems with computer coordination that are capable of preventing delays and gridlock while enforcing safe speeds.

Consider additional bridges as solutions to the problem of congestion due to the Woods Memorial Bridge. New bridges should seek to enhance the distributed street network through locating where current bridges do not exist. A transportation study should be prepared with the focus of determining possible sites for additional bridges.

Seek to minimize the number of curb cuts on City streets by encouraging the sharing of curb cuts by multiple developments and by closing curb cuts where appropriate as part of a property redevelopment.

4.B: Protect the Historic District from the Damaging Effects of Through Traffic.

The knowledge that through traffic on Carteret Street and other streets in the Historic District damages historic structures should be considered as a top factor in any transportation planning decisions. A study should be conducted to determine what an acceptable volume and type of

traffic should be on such streets and future transportation plans should target reducing traffic to those levels. A second study should seek a path for an alternate route for trucking traffic into, out of, and through the City.

4.C: Solve Downtown Parking Problems through Innovative Parking Solutions that Enhance the Historic Character of Downtown.

A parking study should be prepared to determine the best solution to resolve parking problems in a manner that is sensitive to the historic structures and character of Downtown.

4.D: Facilitate Non-Automotive Travel in the City.

Beaufort should actively support and seek to implement the Palmetto Greenway Plan as an initiative to build an interconnected system of walking and biking paths throughout the City and among City parks.

Additional improvements should be made to the sidewalks and other aspects of the pedestrian realm in Downtown in order to facilitate walking and encourage one-time parking for multiple destinations.

The use of bicycles as an alternate to automotive transportation should be encouraged through provision of bike racks and lockers in the downtown area.

4.E: Encourage Appropriate Public Transportation Facilities and Services.

Work cooperatively with the Lowcountry Regional Transportation Authority and Beaufort County to implement the LRTA's Transportation Development Program - Action Plan.

Encourage the private or non-profit development of shuttle services in the City to serve the needs of residents and tourists alike.

4.F: Develop stronger linkages with the County transportation planning function to insure the City's transportation issues and goals are represented at the County level in the transportation improvement plan and the State level.

Investigate the South Carolina Department of Transportation's Rural Projects Participation Program for potential funding for road improvements identified in the city's Corridor Overlay Study.

Work with Beaufort County, the Lowcountry Council of Governments, and the LRTA to identify federal funds related to TEA-21, the new federal transportation program, for the City's corridor improvements, greenway and blueway development, and potential downtown shuttle.

Participate in the proposed Beaufort County transportation task force. The County is actively

moving forward with plans to establish a strong transportation planning program. The Beaufort County Comprehensive Plan recommends the establishment of an Advisory Highway Corridor Task Force to the Beaufort County Area Transportation System (BATS) that would, ‘protect corridor capacity, aesthetics, and investment.’ As presented in the county’s plan, this task force would monitor vital highway corridors and address issues extending beyond construction to include evacuation, amenities, alternate modes of transportation and their related facilities.

4.G: Coordinate the area transportation system with the emerging commercial, planned businesses and residential nodes.

Develop a transportation work program as part of a Capital Improvement Program (CIP) to systematically link transportation and land use related projects.

Establish transportation/ land use policies to promote pedestrian safety, mass transit and prevent congestion and improper site design of commercial development activities along major arteries.

Identify and implement traffic calming methods for Boundary Street, Carteret Street and Ribaut Road.

GOAL 5: A High Quality Network of Parks, Open Spaces and Public Recreation Facilities.

POLICIES AND STRATEGIES:

5.A: Develop a Comprehensive Open Space and Parks Plan for the City.

The open space and parks plan should build on the Palmetto Greenway plan and encourage the interconnectiveness of parks throughout the City as well as the implementation of plans for greenway connections. This plan should include smaller neighborhood parks and “corner parks.”

5.B: Ensure that all City Maintained Parks are Usable for Passive or Active Recreation.

Consider the transfer of any park areas that may not be sufficient in their current capacity for other areas that would better serve park purposes.

Prepare a cost-benefit analysis study to determine the amount and percentage of non-taxable land in the City. These findings should be used in future decisions concerning park acquisition.

Determine which City parks are under-utilized and plan for improvements to make those parks more useable to adjacent residents.

Consider establishing an “adopt-a-park” program and a commercial sponsorship program to elicit more volunteer assistance for park maintenance.

Work with Beaufort County to ensure that appropriate maintenance is performed on City recreation facilities such as the Boundary Street tennis courts.

5.C: Direct Funding for New Park Development to areas that are in Need of Revitalization.

Neighborhood parks and recreation facilities should be used as a means for improving conditions in the Northwest Quadrant which are in need of community revitalization.

5.D: Cooperate with Beaufort County, the Town of Port Royal, and other local entities to meet the new recreation facility needs for the City's population.

Support Beaufort County's plans for a regional park in northern Beaufort County.

Work with Beaufort County and the Town of Port Royal to develop youth recreation facilities such as racquetball courts and a skateboard park.

5.E: Improve visual and physical access to Beaufort's waterways and marshes.

Develop a riverside walking path along open shorelines along the Beaufort River and Battery Creek. The riverside walking path should be connected with the Palmetto Greenway system.

Consider the development of a public pier for fishing and crabbing in the City of Beaufort.