
City of Beaufort Comprehensive Plan Update 2004

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CHAPTER ONE: DEMOGRAPHIC ELEMENT

INTRODUCTION

One of the basic elements of this comprehensive plan is an analysis of the City of Beaufort's (the City) current and projected demographic makeup. The purpose of an analysis of demographic information is to understand the past trends that have affected the City, and to identify likely scenarios for the City's future demographic composition in order to better plan for and accommodate those changes.

Areas of Analysis

In this analysis, the City of Beaufort is generally placed in comparison with other towns and municipalities in Beaufort County, with the entirety of Beaufort County, with the state of South Carolina and with the United States as a whole. By comparing the City to these other areas, it is possible to put Beaufort's statistics in perspective. To say that Beaufort has a slow rate of growth, for example, is only valid if that rate is compared with other significant areas. The data used to determine the current demographic composition for the City of Beaufort in this report was the 2000 US Census.

In addition to the City of Beaufort, Beaufort County and the State of South Carolina, there are areas within Beaufort County which are valuable to consider in this population analysis. The Beaufort County Planning Areas are divisions of Beaufort County used by the Lowcountry Council of Governments (LCOG) and the Beaufort County Planning Department to analyze Beaufort County. These six areas include: Sheldon Township, Lady's Island, Beaufort/Port Royal Island, St. Helena's Township, Bluffton Township, and Daufuskie Island. The Town of Hilton Head Island is considered separately from the planning areas. Demographic statistics and projections for these planning areas have been compiled by the LCOG as well as by the Beaufort County Planning Department and are used in this report.

POPULATION

Total Population

The Bureau of the Census indicates that the population of the City of Beaufort was 12,950 persons in 2000, compared to the 1990 population count of 9,576 persons, the 1980 population count of 8,634 and a 1970 count 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 growth continued with a 35% increase in population from 1990 to 2000.

As shown in Table I-1, 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

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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%.¹

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 (Table I-2). 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-they are both islands-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.

Table I-1
City of Beaufort Population Trends, 1960-2000

Year	CB	% Change	BC	% Change	SC	% Change
1960	~ 6,434*	***	41,052	***	2,382,594	***
1970	9,434	+46.6%	51,136	+24.6%	2,590,516	+8.7%
1980	8,634	-8.5%	65,364	+28.6%	3,121,820	+20.5%
1990	9,576	+10.9%	86,425	+32.2%	3,486,703	+11.7%
2000	12,950	+35.2%	120,937	+39.9%	4,012,012	+13.1%
Total	+6,516	+37.3%	+79,885	+136.5%	+1,629,418	+54.9%

Source: 1990/2000 US Census CB=City of Beaufort BC= Beaufort County SC=South Carolina

* This is not an exact figure due to the unavailability of reliable data for 1960 population count.

¹ The percent of growth was calculated using the difference in population between two years and then dividing the result by the first year.

**Table I-2
Beaufort County Planning Area Population Trends, 1960-2000**

Year	1960	1970	1980	1990	2000	Total Change	% Change
Port Royal Is.*	31,711	37,636	39,017	40,710	44,563	+12,852	+40.5%
Sheldon	3,293	2,530	2,995	3,194	4,116	+823	+25.0%
St. Helena	6,047	5,718	5,091	6,579	9,486	+3,439	+56.8%
Bluffton	3,135	2,757	3,652	7,084	19,044	+15,909	+507.5%
Lady's Island	***	***	3,094	5,046	9,321	+6,227	+201.3%

Source: LCOG/ Beaufort County Comprehensive Plan (Update 2002)

* Port Royal Island includes the City of Beaufort

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 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 (Table I-3).

Robert and Company's estimates for the 2000 population for the City were fairly accurate (Table I-3), 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 percent) 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.

For the planning purposes of this Comprehensive Plan, the future population projections that are the average of the share of South Carolina and the share of Beaufort County will be used. These projections indicate the population of the City to be 15,331 in the year 2010, and 18,652 in the year 2020.

Table I-3

City of Beaufort Population Projection as Share of Beaufort County, 1990-2020

Year	City of Beaufort	% Change	Beaufort County	% Change
2000	12,091	14.5%	109,123	14.5%
2010	15,331	26.8%	138,369	26.8%
2020	18,652	21.7%	168,336	21.7%

Source: Robert and Company Population Projections, 1998

AGE DISTRIBUTION

The City of Beaufort has a fairly typical distribution of ages among its population (Table I-4). The high percentage of 20 to 24 year-olds is attributed to the 1999 annexation of the Marine Corp Air Station into the City, 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.

The age of Beaufort's population changed considerably between the years 1970 and 1990 (Table I-5). 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.

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, in 2002, The University of South Carolina, Beaufort became a four year university is expected to attract college age residents to the City.

Between the years 1990 and 2000, there have been some notable shifts in the demographic

make-up of both Beaufort City and County which will influence a variety of factors and services that will need to be taken into consideration while planning for present and future growth.

Table I-4

City of Beaufort Age Distribution and Change, 1990 and 2000

Age	CB 1990	Share of Total	CB 2000	Share of Total	% Change
0-4	863	8.6%	911	7.0%	+5.6%
5-19	1,936	20.2%	2,351	18.2%	+21.4%
20-34	2,516	26.3%	4,092	31.6%	+62.6%
35-54	2,099	21.9%	3,084	23.8%	+47.0%
55-64	791	8.2%	927	7.1%	+17.2%
65- 84	1,216	12.7%	1,378	10.6%	+13.3%
85 +	155	1.6%	207	1.6%	+33.5%
Total	9,576	100%	12,950	100%	

Source: 1990 and 2000 US Census

CB=City of Beaufort

Figure I-1

**Age Distribution
City of Beaufort, SC
1990-2000**

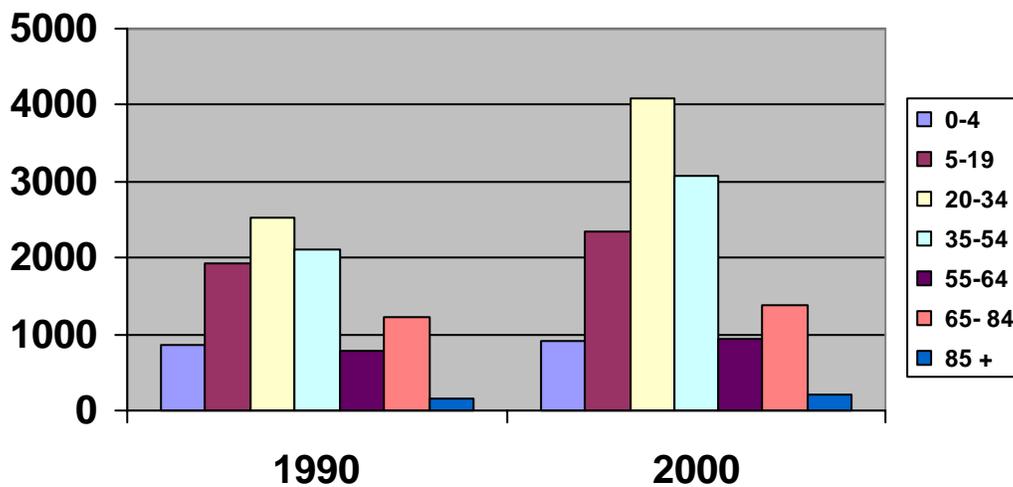


Table I-5
Trends in the Age Distribution of Beaufort’s Population, 1970-1990

Age	1970	1980	1990	% Change
0-4	9.2%	7.6%	9%	-0.2%
5-17	**	**	17.7%	**
18-20	**	**	4%	**
21-24	43.1%	33.2%	6.7%	-36.4%
25-44	21.9%	26.6%	31.3%	+9.4%
45-54	10.8%	10%	8.6%	-2.2%
55-59	4.7%	6%	3.9%	-0.8%
60-64	3.4%	5%	4.3%	+0.9%
65 +	6.8%	11.6%	14.3%	+7.5%

Source: US Census: 1970, 1980, and 1990 tabulations.

*No data available for these age groups in these years

RACIAL COMPOSITION AND TRENDS

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 (Table I-6). 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 is 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. 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.

Issues in Data Analysis

Consistency in data collection and questions asked is crucial to obtaining accurate statistical data; however, as the US Census has been conducted since 1790, it is expected that the exact questions asked, and the kinds of data which are considered relevant, will have changed over the years. The addition of the category “Two or more Races” to the 2000 US Census, while necessary to accurately reflect the changing demographic composition of the United States, presents a unique challenge for long term data analysis in that it is a new category for which data was not collected prior to 2000. Consequently, the reliability of any long term analysis is compromised due to the fact that a hypothetical self-reporting respondent who is bi-racial, may have reported “White” in 1990 and “Two or More Races” in 2000; however, there is no way to determine how those numbers influenced the 2000 results for the other demographic groups. Hence, any long term demographic analysis must be conducted with this caveat in mind; long term trends in racial composition will be significantly affected due to the inclusion of the additional category. Due to this, a second table (Table I-10) was created to accurately depict the demographic changes between 1990 and 2000.

Table I-6

City of Beaufort Racial Composition Change Over Time, 1970-1990

Race			% Change	
	1970	1980	1970-1980	1990
White	7,239	6,448	-10.9%	6,669
Black	2,158	2,073	-3.9%	2,669
Other	37	113	+205%	238
Hispanic	**	115	**	199
Total	9,434	8,749	-7.3%	9,775

Source: US Census: 1970, 1980, and 1990 tabulations.

Table I-7

City of Beaufort Racial Composition, 1990 and 2000

Race	CB 1990	% of Total	CB 2000	% of Total
White	6,669	69.6%	8,988	69.4%
Black	2,669	27.9%	3,256	25.1%
Other	238	2.5%	452	3.5%
2+ Races*	**	**	254	2.0%
Total	9,576	100.0%	12,950	100.0%
Hispanic**	199	2%	568	4.4%

Source: 1990 US Census CB= City of Beaufort

* This category was added to the 2000 Census in order to more accurately reflect the racial composition of the US and to include those who may be of more than one race.

** Of any race

Table I-8

City of Beaufort Racial Composition Change Over Time, 1990-2000

Race	1990	2000	Total Change	% Change
White	6,669	8,988	+2,319	+35.0%
Black	2,669	3,256	+587	+22.0%
Other	238	452	+214	+90.0%
2+ Races	**	254	**	**
Total	9,576	12,590	+3,014	+31.5%
Hispanic	199	568	+369	+185.4%

Source: 1990 and 2000 US Census

HOUSEHOLDS

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 (Table I-9).

An average household in the City of Beaufort in 2000 contained 2.3 persons. This number represents a decrease from 2.5 persons in 1990, 2.63 in 1980 and 3.05 in 1970. 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.

Table I-9
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%

Source: US Bureau of the Census 1970, 1980, 1990 and 2000.

*1970-2000

EDUCATION

Educational Attainment

Education-related statistics available for the City of Beaufort, Beaufort County and South Carolina, as well as the United States as a whole, are a useful tool to gauge the quality of education in Beaufort in comparison to other areas. Indicators of educational attainment show considerable improvements in the education of Beaufort's residents from 1980 to 1990 (Table I-10); and even greater improvement between 1990 and 2000. Generally speaking, rates of students not completing high school are down, while rates of those earning college degrees are up. Less than 15% of the City of Beaufort's population did not graduate from high school; this number is higher than the 12% of Beaufort County's, but well below that of the state, at 24%, as well as the national average of 20%². Both Beaufort County and the City of Beaufort enjoy a

² These figures were obtained by adding the percentages of those completing grades 0-8 and 9-11.

significantly higher proportion of residents who hold a Bachelors Degree or above, 33% and 29% respectively, than do the State or the U.S., with only 20% and 24% respectively.³

In 1980, a total of 29% of the 25 and older population had not completed high school. That rate in 1990 improved to 19% and to less than 15% in 2000. As of 2000, the City of Beaufort enjoyed a higher than average percentage of citizens with significant educational attainment, and at least 85.3% of the population held high school diplomas.

In a comparison of educational attainment over time (Table I-10) the City of Beaufort has seen marked improvement across all categories. The percentage of those not completing high school dropped almost 50%, from 658 in 1980, to 434 in 2000. Additionally, the City has seen a marked rise in the category of “some college” or 13-15 years of education. This category rose from 1,029 in 1980, to 1,940 in 2000, an 88% increase in college attendance. The number of residents holding Bachelor’s degrees has remained fairly steady, up only 16%; however, those holding graduate degrees have increased significantly, from 554 residents in 1990, to 942 residents in 2000, a 70% increase over ten years.

Overall, the City of Beaufort has seen significant improvement in educational attainment over the last 20 years, a trend that should continue into the future, especially with the recent conversion of the USCB from a two-year to a four-year institution in 2002. The University of South Carolina at Beaufort now offers Bachelor’s degrees in a variety of subjects, which should make higher education more accessible to local residents.

**Table I-10
Educational Attainment for All Residents 25 Years or Older in the City of Beaufort,
Beaufort County, South Carolina and the United States, 2000**

	0-8	9-11	12*	13-15**	Associate	Bachelor	Graduate	Total
City								
Number	434	703	1,937	1,940	485	1,268	942	7,709
Percent	5.6%	9.1%	25.1%	25.2%	6.3%	16.4%	12.2%	100.0%
County								
Number	3,228	6,317	18,974	18,466	5,434	16,952	9,131	78,502
Percent	4.1%	8.0%	24.2%	23.5%	6.9%	21.6%	11.6%	100.0%
S.C.								
Number	215,776	398,503	778,054	500,194	173,428	351,526	178,529	2,596,010
Percent	8.3%	15.4%	30.0%	19.3%	6.7%	13.5%	6.9%	100.0%
U.S.								
Percent	7.5%	12.1%	28.6%	21.0%	6.3%	15.5%	8.9%	100.0%

Source: 2000 US Census

*High School Graduate ** “some college” not resulting in a college degree

³ These numbers were obtained by adding the percentages of those holding Bachelor's degrees and Master's degrees.

Table I-11

Educational Attainment for City of Beaufort, All Residents 25 years or Older, 1980-2000

	0-8	9-11	12*	13-15**	Associate	Bachelor	Graduate	Total
1980								
Number	658	829	1,509	1,029	***	1,095	***	5,119
Percent	12.8%	16.2%	29.5%	20.1%	***	21.4%	***	100%
1990								
Number	384	756	1,875	1,110	387	925	554	5,991
Percent	6.4%	12.6%	31.3%	18.5%	6.5%	15.4%	9.3%	100%
2000								
Number	434	703	1,937	1,940	485	1,268	942	7,709
Percent	5.6%	9.1%	25.1%	25.2%	6.3%	16.4%	12.2%	100%
Total Change	-224	-126	+908	+911	+98	+173	+388	
% Change	-34.0%	-15.2%	+60.2%	+88.5%	+25.3%	+15.8%	+70%	

Source: 1998 City of Beaufort Comprehensive Land use Plan and 2000 US Census

*High School Graduate

** "Some College" not resulting in a degree

~ 1980 figures for Associate's and Graduate Degrees not available, percent change reflects only 1990-2000

INCOME

Median Household Income

Median Household Income refers to the average of all household incomes within an area. The median household income level for the City of Beaufort was \$36,532 in 2000. Within its context, as shown in Table I-12, the City has a slightly lower median income level than South Carolina as a whole with \$36,532 in the City and \$37,082 in the State, and a considerably lower level than Beaufort County where the average is \$46,992. This lower level is probably a factor of the slower population growth in the City as poorer residents have maintained their position in the City while the County has received an influx of higher income households. Regardless, Beaufort's median household income level increased by over 140% from 1980 to 2000; while this number does not take into account rates of inflation, the steady rise in income likely reflects the greater percentage of people with professional degrees within the City.

Per Capita Income

Per Capita Income is a measure of the average income per person in a population. The 2000 per capita income level for Beaufort was \$20,501; this compares to \$25,377 in Beaufort County and \$18,795 in South Carolina (Table I-13).

Income Distribution

Within the City of Beaufort, over 52% of households earned more than \$35,000; of these households, 23% earned between \$50,000 and \$99,999 and 10% earned over \$100,000. These higher income level rates are lower than comparable rates for Beaufort County, but higher than those for South Carolina (Table I-14). On the other end of the spectrum, some 18%

of households in Beaufort earned incomes of less than \$15,000 in 2000. Comparable percentages of household incomes below \$15,000 for Beaufort County and the State are 12% and 19% respectively, as compared to the national average of 16%. An additional 16% of the population of the City of Beaufort earns less than \$25,000, which puts the total percentage of the population earning less than \$25,000 at 37%. According to the 2000 US Census, 12% of families in the City of Beaufort met the guidelines for poverty status in 1999.

Table I-12

City, County and State Median Household Income, 1970-2000

Place	1970	1980	1990	2000*
City of Beaufort	***	\$15,130	\$26,468	\$36,532
Beaufort County	***	\$15,490	\$30,450	\$46,992
South Carolina	\$6,835	\$14,711	\$26,256	\$37,082

Source: US Census: 1970, 1980, 1990 and 2000 tabulations.

*2000 values are for the preceding year (1999)

Table I-13

City, County and State per Capita Income, 1970-2000

Place	1970	1980	1990	2000
City of Beaufort	\$2,672	\$7,054	\$13,731	\$20,501
Beaufort County	\$2,243	\$6,863	\$15,213	\$25,377
South Carolina	\$2,313	\$5,886	\$11,897	\$18,795

Source: US Census: 1970, 1980, 1990 and 2000 tabulations

Table I-14

City of Beaufort Income Distribution, Percent of Households, 2000

Income Range	CB	BC	SC	US
less than \$10,000	10.4%	6.9%	11.8%	9.5%
\$10,000 to \$14,999	7.7%	4.8%	7.0%	6.3%
\$15,000 to \$24,999	15.9%	11.0%	14.3%	12.8%
\$25,000 to \$34,999	13.6%	12.8%	13.9%	12.8%
\$35,000 to \$49,999	19.4%	17.4%	17.6%	16.5%
\$50,000 to \$74,999	17.0%	20.6%	18.8%	19.5%
\$75,000 to \$99,999	5.7%	10.8%	8.4%	10.2%
\$100,000-\$149,000	5.7%	8.7%	5.3%	7.7%
\$150,000 or more	4.6%	6.9%	2.8%	4.6%
Total Households	4,597	30,654	1,258,783	105,539,122

Source: 2000 US Census

CB=City of Beaufort, BC=Beaufort County, SC=South Carolina, US=United States

CONCLUSION: SUMMARY OF FINDINGS

Based on the inventory and analysis of population and demographic data for Beaufort, the following are key issues 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

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 be a priority.

Unexpected Outside Factors and Influences

The proposed Federal Military Base Realignment and Closure Study could have an impact on MCAS-Beaufort operations. This is only one example of the types of unexpected changes that could have considerable impact on the City's population and future development.

CHAPTER TWO: NATURAL RESOURCES ELEMENT

INTRODUCTION

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 rapid growth and development, the City of Beaufort should continue to protect its heritage, environment, and thus the quality of life enjoyed by its residents.

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.

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-HANDESBORO 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 WANDO-SEABROOK-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. The areas of these soil types in the City of Beaufort are indicated in Map 1.

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.

One important element of the climate of Beaufort and of all coastal areas is the potential for devastating tropical storms and hurricanes. A 1994 Hurricane Risk report prepared for Hilton Head Island by the South Carolina Department of Natural Resources (DNR) lists 60 tropical cyclones which passed within 75 nautical miles of the Beaufort County barrier islands from 1886 to 1993. The most recent of these storms, Hurricane Floyd, necessitated the evacuation of Port Royal Island. Statistical analysis within the DNR study indicates that a storm with hurricane force winds could be expected to impact the region approximately every 11 years. Hurricanes and other tropical storms can impact coastal areas with high winds, heavy rainfall, tornadoes and storm surges. The impact that a hurricane has on a coastal community can depend on the way in which the community has planned for severe weather. Land use plans and emergency evacuation plans can work to mitigate the devastating effects of a hurricane through controlled development and organized emergency plans.

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 Intracoastal 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.

Though great in size and volume, these waters are also fragile and susceptible to many of the development actions that occur on 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. A Beaufort County "Clean Water Task Force" which organized around this issue has completed an extensive report on the effects of development and human activity on the quality of certain waters in Beaufort County. 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.

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 a canal and piping system developed in 1965. A backup water system has existed which drew from wells to the Floridan aquifer, but this system will not be relied upon in the future. This distant water source is currently the best option for

Beaufort as the increased tapping of the Floridan 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.

WATER SUPPLY WATERSHEDS

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. The issues concerning stormwater drainage will be discussed in detail under the heading of nonpoint source pollution.

RIVER CORRIDORS AND FLOODPLAINS

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 Intracoastal 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 feet.

NONPOINT SOURCE POLLUTION

Nonpoint source pollution refers to the process of stormwater runoff carrying pollutant particles into streams, rivers and lakes. Factors that affect stormwater runoff and nonpoint 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 stormwater. Impervious surfaces cause stormwater to drain more directly into streams and rivers. Unfiltered stormwater drainage allows more pollutant particles, which would have been filtered out through the natural landscape, to be transported into water resources thus increasing overall levels of pollution.

Studies of Beaufort County's rivers, streams and estuarine waters have revealed traces of fecal coliform, a pollutant normally attributed to septic tank leakage but which can also result from nonpoint source pollution in developed areas. Chemical contaminants such as polycyclic aromatic hydrocarbons (PAH's), trace metals and pesticides are evident as well. The levels of these contaminants are high enough in some places to restrict shell fishing. The fecal coliform level for approved shell fishing waters cannot exceed a geometric mean of 14 per 100 ml. The standard for safe swimming water, by contrast, is 200 per 100ml. According to the Clean Water

Task Force study, the closing of an area to shell fishing can serve as a warning signal for serious problems with water pollution.

In addition to carrying pollutants into water resources, excessive stormwater 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 stormwater 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 stormwater runoff can be used to reduce levels of nonpoint source pollution.

Marshes also perform a valuable waste treatment function since the dense vegetation acts as a filter, trapping sediments and pollutants which enter as run-off from the upland areas. The trapping of sediments helps maintain water clarity, a factor important to clam, oyster, and phytoplankton productivity. The marshes also assimilate pollutants and recycle nutrients through various biochemical processes.⁴

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. Research shows that wetlands contribute to numerous ecological processes and are invaluable resources to an area. 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.

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. The 1977 South Carolina Coastal Management Act, passed as a measure to protect the state’s coastal resources, makes specific statements about the value of wetland areas in the coastal environment:

The saline marshes are highly productive components of the marine food web of coastal waters and estuaries...Many commercially and recreationally important fish and shellfish species depend on the marshlands and estuaries for all or part of their life cycle. In addition, many birds and other forms of wildlife utilize wetlands as habitat as well as a source of food. Tidelands and coastal waters also have become increasingly important in recent years for the purposes of aquaculture.

Among the more important functions of the salt and brackish marshes is their role in protecting adjacent highlands from erosion and storm damage. Marsh vegetation absorbs and dissipates wave energy and establishes a root system, which stabilizes the soils. Its effectiveness as a buffer depends on the surface area available which, combined with the composition of the underlying substrate, allows tidelands to act as “sponges,” absorbing and releasing waters during storms or times of heavy river rain discharge.

⁴ 1977 South Carolina Coastal Management Act...

Coastal waters and the adjacent marshes are also significant as aesthetic, recreational and educational resources. Much of the expenditure for recreation and tourism in the South Carolina coastal zone is for purposes of enjoying outdoor activities and the aesthetic pleasures of undisturbed tideland areas.

These unique natural resource areas face increasing land development pressure and negative impacts from man's activities in and around them. The marshes constitute a fragile ecosystem; consequently, indiscriminate dredging and filling, degradation of water quality or unsound building and development practices can have long-term detrimental effects. All development need not be prohibited; rather, the range of favorable and unfavorable results needs to be realized, and analysis made to determine priorities, evaluate alternatives, anticipate impacts, and suggest the best methods and designs to carry out wise development of resources.

GROUND WATER RECHARGE AREAS

Mapping of the cones of depression pertinent to recharge of the Floridan aquifer does not show the City of Beaufort to be significantly within a major groundwater recharge area. The Marine Corps Air Station (MCAS) to the north of the City, however, covers a groundwater recharge area for the Floridan aquifer. Other major recharge areas are to the south near Savannah. Though not directly in a major recharge area, it is important that pollution be controlled in Beaufort where it may seep into the groundwater supply and that MCAS be closely monitored for pollution.

SCENIC VIEWS AND SITES

The natural environment of the coastal Lowcountry enhances Beaufort's historic character to create numerous scenic features and views. With its location along the Beaufort River, Waterfront Park offers some of the most memorable views, including: the river and marina, the extended shoreline of the city to the south, the opposing shore of Lady's Island, and a distant view of Woods Memorial Bridge. The notable design of this park has contributed to its value as a scenic area.

Of the numerous other scenic areas, those of particular interest include the various views over the marshlands from dead-end streets on "the Point," Pigeon Point Park at Albergotti Creek, and Bay Street vistas of historic houses and the Beaufort River. Many of these scenic views and sites maintain a pristine quality along with the natural landscape, but some are threatened by various types of development. As is very commonly the case, communications towers such as radio towers and cellular phone towers are beginning to have an impact on the scenic quality of Beaufort. Located along the shoreline of the Beaufort River to the south of Waterfront Park, a few of these towers are very noticeable. The installation of new such towers should be carefully considered to minimize impacts on scenic quality.

NATURAL RESOURCES GOALS, POLICIES, STRATEGIES

This section presents a listing of statements of goals, policies and strategies which have been developed in relation to the Natural Resources 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.

GOAL 1: Clean, Aesthetically Pleasing and Accessible Water Resources. The rivers, streams and wetland marshes which surround Beaufort are very valuable natural resources. Polluting of these resources should be minimized and they should be preserved for the responsible recreation and enjoyment of Beaufort citizens and visitors.

Policy 1.A: Improve watershed quality through reducing nonpoint source pollution.

Strategy 1.A.1: Mount a public education campaign concerning the proper disposal methods of oil, grass clippings, pet waste and other household wastes to help keep pollutants from draining into water resources.

Strategy 1.A.2: Strengthen and enforce existing laws and regulations intended to reduce the amount of pollutant materials transferred to water resources via storm water drainage.

Strategy 1.A.3: Extend sewer service to every Beaufort household in order to eliminate septic tanks from the city's limits.

Strategy 1.A.4: Establish additional land use policies which control runoff from development. These policies would include limitations on impervious surfaces and placement of buffers of vegetation along waterways.

Status Report: Ordinance Section 6.5.C.4(a) mandates that no site shall have more than 65% impervious coverage. In redevelopment corridors, no site shall have more than 75% impervious coverage. Ordinance Section 6.5.C.5(a) states that all parking, over the minimum parking required, shall be of pervious material and that a maximum number of surface lot parking spaces shall be no more than 140% of the required minimum.

Strategy 1.A.5: Consider increasing the current 30-foot critical area buffer to 50 feet as in Beaufort County.

Status Report: Ordinance Section 7.3.E.4 requires that all commercial lots larger than one acre have a 50 foot average buffer and that commercial lots of less than one acre have a 40 foot average buffer from the critical line.

Strategy 1.A.6: Consider establishing restrictions against the removal of small trees and groundcover vegetation similar to those in Beaufort County.

Strategy 1.A.7: Cooperate with the Beaufort County watershed protection and stormwater management plans. Associated with this, the City also should study the development of a stormwater utility as has been recommended for the

County.

Status Report: The City is collaborating with Beaufort County in the development of a county wide stormwater management plan, as well as collecting a Stormwater Utility Fee for the County.

Strategy 1.A.8: Develop a specific water quality management plan for the Battery Creek watershed.

Strategy 1.A.9: Reconsider and update the City's current stormwater regulations (Chapter 5 of the Code of Ordinances) to include best management practices.

Strategy 1.A.10: Explore the feasibility of instituting a household hazardous waste pick up day to assist in the safe disposal of household hazardous waste and reduce non-point source pollution.

Strategy 1.A.11: Protect and preserve all freshwater and tidal wetlands within the City limits. Consider adoption of a wetland protection ordinance similar to the Hilton Head Island ordinance. Any ordinance considered should, at a minimum, include protections for any wetland ½ acre or greater.

Policy 1.B: Establish and maintain standards for recreational and occupational uses of rivers and marina which protect natural resources.

Strategy 1.B.1: Develop management objectives for Beaufort's waterways that include recreation, water quality and supply, aesthetics of the river and marshes, and year round use.

Strategy 1.B.2: Develop a coastal zone management plan with specific policies concerning boat mooring and allowable dumping into the Beaufort River. Boats remaining in Beaufort for extended stay should be encouraged to register with enforcement officers. Zoning of river and creek areas should be used to indicate appropriate areas for mooring and other recreational activity.

Status Report: The City of Beaufort Waterways Commission was established in late 2003 to develop policy recommendations for the City. The City is in the process of implementing those recommendations which set forth regulations regarding boat mooring and length of stay.

Strategy 1.B.3: Strictly enforce regulations which restrict dumping from boats into Beaufort's waterways.

Status Report: Please see Strategy 1.B.2 Status Report.

Strategy 1.B.4: Determine coastal wetland preservation policies should be determined to address house-boats and other potential residential uses on the Beaufort River and Battery Creek.

Status Report: Please see Strategy 1.B.2 Status Report.

Strategy 1.B.5: Encourage occupational uses of the Beaufort River and other

waterways to the extent that they are a healthy component of the aquatic ecosystem.

Strategy 1.B.6: Recreational boating should be more closely monitored by an enlarged water law enforcement force. The City should consider moving to a Harbor Master form of management for the River and Marina.

Strategy 1.B.7: Consideration should be given, in cooperation with Beaufort County, to establish “no wake zones” for smaller creeks and streams where appropriate.

Strategy 1.B.8: Restrict and/or regulate recreational boating activities in certain locations, such as use of “personal watercraft” near the Beaufort marina.

Strategy 1.B.9: A study should be conducted to investigate the efficacy of a Waterway Corridor overlay district, similar to those applied to highway corridors, for the purpose of preserving a pristine coastline.

Policy 1.C: Preserve the natural flow of rivers and creeks.

Strategy 1.C.1: Seek to enact and enforce measures against unapproved dredging of waterways.

Strategy 1.C.2: Consider the reestablishment of a natural connection between Battery Creek and Albergotti Creek.

GOAL 2: A natural landscape consistent with the quality of environment and culture in Beaufort. The natural features of Beaufort are a necessary complement to the historic and cultural character of the City and should not be compromised in any way.

Policy 2.A: Minimize negative effects of development on Beaufort’s remaining forested and wetland areas.

Strategy 2.A.1: Land use and development policies should encourage preservation of forested areas and/or development that seeks to protect trees.

Strategy 2.A.2: Require 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.

Strategy 2.A.3: The City should develop and adopt a wetland protection ordinance which would prohibit filling or development of sensitive wetland areas greater than 1/3 of an acre.

Policy 2.B: Preserve developable land in its natural state where appropriate.

Strategy 2.B.1: Encourage and support the work of the Beaufort County Open Land Trust to acquire land for preservation. An open space plan should be developed for the entire city to approach conservation of land in a comprehensive manner.

Strategy 2.B.2: Whenever possible, the City should seek to secure undeveloped areas for park and open space.

Status Report: The City of Beaufort purchased 2 parcels of land in the Battery Saxton area to become dedicated open space and is actively pursuing the acquisition of other parcels in that area. The City has also developed an Open Space Master Plan which is located in Appendix G.

Policy 2.C: Protect scenic areas and views.

Strategy 2.C.1: Design guidelines, corridor zoning overlays and other means of permitting should consider the effect of new structures on scenic areas in Beaufort.

Status Report: Design guidelines have been established for the Northwest Quadrant and Boundary Street areas.

Strategy 2.C.2: All new development and redevelopment activity in the City should be encouraged to enhance views to waterways and marshes from public roads.

Strategy 2.C.3: Support the efforts of the Beaufort Chapter of the Keep America Beautiful program in its efforts to reduce litter along highway corridors through public education and volunteerism.

Strategy 2.C.4: Seek easements in strategic locations to protect scenic views both to and from the City.

Strategy 2.C.5: Improve scenic street ends in the Point area by adding amenities such as benches and trash receptacles.

Strategy 2.C.6: Consider establishing scenic view sites in the Pigeon Point area that are similar to those on the Point.

Strategy 2.C.7: Encourage community docks or shared dock facilities over private individual docks in order to minimize the amount of dock construction into the marshes.

Strategy 2.C.8: Establish design guidelines and an ordinance regulating the length and number of docks in order to protect the scenic quality of the shoreline.

Policy 2.D: Protect and preserve trees and understory vegetation whenever possible.

Strategy 2.D.1: Conduct a tree survey of currently undeveloped land to ensure an official record of existing trees and vegetation.

Strategy 2.D.2: Require permits to begin clearing of any site.

Strategy 2.D.3: Consider raising the fee for tree removal permits to discourage unnecessary tree removal.

Strategy 2.D.4: Develop an inventory of significant trees within the City.

CHAPTER THREE: CULTURAL AND HISTORIC RESOURCES ELEMENT

INTRODUCTION

The City of Beaufort is recognized as a place of cultural and historic value in South Carolina as well as the United States as a whole. The cultural reality of present day Beaufort is that of a place entwined with the history of the development of the United States as well as richly endowed with local cultural traditions. The historic nature of Beaufort provides a context for residents and visitors alike, to understand the place, its development and its origins. The City of Beaufort, numerous organizations, families and individuals have worked and continue to work for the preservation, maintenance and promotion of Beaufort's historic assets. Documentation of these efforts can be found in numerous studies, reports, plans and guidelines pertaining to the City's historic and cultural resources. As the extensiveness of these efforts cannot be duplicated in this Comprehensive Plan, what follows is a general indication of what has been completed in the past and some implications for Beaufort's cultural and historic resources in the future.

HISTORIC RESOURCES

The Above-Ground Historic Resources Survey of Beaufort County, South Carolina, completed in April 1998, is the most current and comprehensive study of historic and architectural resources not only of the City of Beaufort but also the Town of Port Royal and unincorporated Beaufort County. The impetus behind this study was a desire to provide an understanding of the locations, types and significance of the cultural resources that may be affected in the course of the rapid development of the Beaufort County area. In addition to a researched historic overview of Beaufort County and its municipalities, the survey includes data on some 1,468 sites, with 820 of these sites being within the City of Beaufort. Each surveyed site was given a site number, located on tax maps, photographed, and studied to record data such as the estimated date of construction, general condition of structures, and historic integrity. Through cooperation with the Beaufort County Geographic Information System (GIS) these data have been recorded digitally within the County GIS system and are accessible through this system.

Based on the survey and analysis of data, the survey has included a series of recommendations pertinent to historic and cultural resources. These recommendations include specific recommendations for properties that should be considered for the National Register of Historic Places (NRHP) and other recommendations related to planning, research and documentation needs in the study area.

NATIONAL REGISTER OF HISTORIC BUILDINGS

In addition to the City of Beaufort's National Historic Landmark district, there are several individual buildings listed on the National Register of Historic Places. Individual listings on the

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National Register in the City of Beaufort include the following:

The William Wigg Barnwell House, 501 King Street, Beaufort, circa 1816

The Thomas Fuller House "Tabby Manse", 1211 Bay Street, Beaufort, circa 1786

The John Mark Verdier House "Lafayette House", 801 Bay Street, Beaufort, circa 1801

The Elliott House "Anchorage", 1103 Bay Street, Beaufort, circa 1800

The John A. Cuthbert House, 1203 Bay Street, Beaufort, circa 1810

The Elizabeth Barnwell-Gough "The Old Barnwell House", 705 Washington Street, circa 1780

The James Ross Verdier House "Marshlands", 501 Pinckney Street, circa 1814

The Henry McKee/ Robert Smalls House, 511 Prince Street, Beaufort, circa 1834

POTENTIAL NATIONAL REGISTER HISTORIC PROPERTIES

The Beaufort County Above Ground Historic Resources Survey has indicated a number of properties and areas in the City of Beaufort which have potential for listing on the National Register of Historic Places. A survey of these properties has been reviewed by the State Historic Preservation Office (SHPO) of the South Carolina Department of Archives and History. The SHPO found that approximately 30 properties in Beaufort County which are not listed meet the eligibility criteria for inclusion in the National Register of Historic Places and 11 additional properties warrant further investigation. Within the City of Beaufort, the Wood-Lawn Subdivision and the Beaufort National Cemetery may be eligible for the National Register.

PRESERVATION OF HISTORIC RESOURCES

The City of Beaufort has a successful history of historic preservation as evidenced by the National Historic Landmark status of the historic downtown. This is a result of a combination of the fortune of Beaufort to avoid the detrimental effects of such historical events as the Civil War as well as the establishment of current regulatory and advocacy protection measures. Leaders in the efforts to promote historic preservation in Beaufort include the City of Beaufort, the Historic Beaufort Foundation and the Open Land Trust, among others.

The City of Beaufort has used several measures of design review and control as tools for ensuring the preservation of historic Beaufort. From the National Historic Landmark District, established in 1972, the City has designated the Historic Beaufort District covering the same area as a defined area of overlay zoning within which the City has the authority to review all project plans. The Historic District Review Board (HRB), formerly the Board of Architectural Review (BOAR), is the appointed board that was established in the Beaufort Zoning Ordinance to take responsibility for reviewing all applications for building permits related to construction, alteration or demolition within the Historic Beaufort District. The HRB uses the Beaufort Preservation Manual of 1979 and the ensuing Beaufort Preservation Manual Supplement of 1990 as guides for its review of projects.

As it had been the practice of the HRB to review projects in a portion of the Historic Beaufort District while not reviewing those in the Northwest Quadrant of the district, a separate overlay district, the Beaufort Conservation Overlay District, has been created to respond to the conditions of the Northwest Quadrant by enforcing a less exhaustive review. Design guidelines for the Northwest Quadrant have been prepared which will serve as the guide for HRB review of projects in that area.

CULTURAL AND TOURIST ATTRACTIONS IN BEAUFORT

The City of Beaufort offers many amenities which attract tourists during all seasons of the year. There are two chief attractions of Beaufort which complement each other, the character and charm of Beaufort's National Landmark Historic District and the natural environment of Beaufort's lowcountry coastal location. Prominent among Beaufort's historic resources are the remarkable residential district known as the Point and the historic corridor of Bay Street which includes museums, restaurants, shops, and many historic houses which are privately occupied or used commercially. Tours of Historic Beaufort are commonly offered, including horse-drawn carriage tours, and numerous Bed and Breakfast Inns and hotels are available for overnight stays.

Beaufort also has several museums displaying a wide array of historic artifacts significant to the development of the City, Beaufort County and the Lowcountry.

The Beaufort Museum: 713 Craven Street

Featuring exhibits on the history of Beaufort and the Lowcountry, the Beaufort Museum is located in the historic Arsenal building which dates from 1798.

The Verdier House: 801 Bay Street

In one of the most prominent of Beaufort's residences built by merchant John Mark Verdier around 1805, tours are offered to view the preserved Federal style architecture and furnishings.

Fort Lyttleton: a pre-Revolutionary fort in Beaufort

Festivals and Events

Regularly scheduled events and festivals in the City of Beaufort and surrounding areas include: The Water Festival in July, The Gullah Festival in May and the Shrimp Festival in October. The City of Beaufort's festivals provide important cultural resources as well as valuable tourist revenue.

CULTURAL AND HISTORIC RESOURCES GOALS, POLICIES AND STRATEGIES

This section presents a listing of statements of goals, policies and strategies which have been developed in relation to the Cultural and Historic Resources 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.

GOAL 1: A nationally recognized Historic District that is maintained as the heart of Beaufort and is a source of pride to residents.

Policy 1.A: Preserve the general character and quality of the Historic District.

Strategy 1.A.1: Preserve and protect the Historic District from disruptive change through appropriate land use planning and zoning.

Status Report: The City is in the process of reviewing and updating current zoning throughout the City including the Historic District. In September of 2003, 72 parcels along Boundary Street were rezoned to General Commercial. The neighborhood known as the "Old Commons" in the Historic District is in the process of being rezoned.

Strategy 1.A.2: As the manager of a National Historic Landmark District, Beaufort should work to ensure that its Historic District meets or exceeds the high standards for preservation in this area.

Strategy 1.A.3: Issues pertaining to historic preservation should be given equal weight in the City's budget as issues pertaining to tree preservation and parks.

Policy 1.B: Protect significant structures within the Historic District from the damaging effects of through traffic, air pollution, fire and natural disaster wherever possible.

Strategy 1.B.1: Conduct a study, in cooperation with Beaufort County and the South Carolina DOT, to determine what volume and type of traffic should be on downtown streets and to make recommendations for speed limit reductions and traffic calming improvements to major downtown streets.

Status Report: Large truck traffic has been eliminated in the Historic District and the downtown area.

Strategy 1.B.2: Target traffic calming in downtown Beaufort in future transportation plans.

Strategy 1.B.3: Document significant historical structures within the downtown and Historic District in order to have a record of the building in the event of a natural disaster or fire.

Status Report: The Department of Planning and Development Services

completed a Disaster Manual in 2000 which documents significant structures in the Historic District.

Strategy 1.B.4: Speed limit reductions and traffic calming improvements are recommended for Ribaut Road as it is more heavily used as an alternate route to Carteret Street. Long range transportation plans should not include Ribaut Road as a major route for heavy truck traffic.

Policy 1.C: Enhance the Historic District with improvements to Historic District entrance points.

Strategy 1.C.1: Consider special signage and landscape improvements to areas that may serve as formal entrances to downtown Beaufort.

Status Report: Landscaping and signage has been improved at the intersection of Highway 280 and Ribaut Road.

Strategy 1.C.2: Consider special street signs within the Historic District that will distinguish areas within the district from those without.

Status Report: A signage design proposal has been developed for the Historic District.

Policy 1.D: Encourage the renovation of buildings in the Historic District.

Strategy 1.D.1: Study ways to assist individuals and businesses who would like to restore houses or commercial buildings in the Historic District. Support the use of financial incentives for private restoration work as well as special assistance from the HRB for sensitive rehabilitation projects.

Strategy 1.D.2: Consider adopting a vacant and abandoned buildings ordinance which would allow longstanding vacant properties to be condemned by the City and sold to private or non-profit developers for rehabilitation.

Strategy 1.D.3: Identify funding for the rehabilitation of low and moderate income housing within the Historic District.

Status Report: In 2000, the City developed the program Project Repair in order to preserve the local housing stock and the quality of life in the City by assisting low and moderate-income homeowners residing within the city limits in making necessary housing repairs. As of October 2003, the City has administered and completed 12 projects.

Strategy 1.D.4: Seek to promote the interests of property owners who renovate and maintain historic buildings and houses.

Status Report: The Beaufort Redevelopment Incentive Program was established in 1998 by the City of Beaufort as an incentive for downtown development, redevelopment of older commercial corridors, and to encourage

new forms of residential development. The program provides a variety of tax rebates for a period of up to 5 years.

Status Report: The South Carolina Historic Rehabilitation Incentives Act, Section 12-6-3535, SC Code of Laws, was established to provide state income tax credits for rehabilitation expenses on historic buildings. The law took effect in January of 2003.

Strategy 1.D.5: Include in public policy that local and county government should seek to use rehabilitated buildings and to promote the use of rehabilitated buildings among businesses and organizations in the City.

Strategy 1.D.6: The City should consider rehabilitating the old city jail for office use.

Policy 1.E: Preserve the vistas which add to the character and quality of the Historic District.

Strategy 1.E.1: The City should continue to cooperate with the Beaufort County Open Land Trust to acquire properties and/or easements for the purpose of preserving vistas.

Strategy 1.E.2: Within a Coordinated Public Utilities Plan, the City should place emphasis on future measures of improving the Historic Districts visual quality such as underground utilities and appropriate tree removal and replacement.

Strategy 1.E.3: The historic character and quality of the Woods Memorial Bridge is important to the City of Beaufort and the historic district. The City should insist that any upgrade of this bridge be sensitive to the historic environment and seek to improve the function of the bridge without compromising its aesthetics.

Policy 1.G: The Northwest Quadrant should receive special consideration as an area of the Historic District that is endangered.

Strategy 1.G.1: In addition to the Design Guidelines currently being prepared for the Northwest Quadrant, a plan should be developed for the comprehensive revitalization of the district. Such a plan should deal with the issues of affordable housing and historic preservation, sense of community and awareness of historic value, gentrification and declining ownership among black residents, the neighborhood's status concerning the National Historic Landmark District, and the problem of heir's rights as a hindrance to redevelopment.

Status Report: The City has applied for a Community Development Block Grant to conduct a neighborhood study in the Northwest Quadrant.

GOAL 2: Continue to enhance the status of Beaufort as a high quality destination for tourism with genuine history, community beauty, and character.

Policy 2.A: Protect the integrity of historic areas from excessive encroachment of tourists.

Strategy 2.A.1: Work with the Beaufort welcome center and other tourism-related agencies to prepare a shared strategic plan for tourism in Beaufort.

Strategy 2.A.2: Continue efforts to monitor and regulate the activity of tour buses in the historic district and adjacent areas. Explore similar regulations for the historic commercial district as have been enacted for the point concerning the size of buses that are allowed to tour the area.

Status Report: The Tourism Management Advisory Commission is proposing a fee for large motor buses coming to Beaufort. Large, non-touring motor buses would pay a \$10 parking fee to park at a designated lot and touring motor buses over 25 ½ feet, would pay \$10, plus .50 cents per passenger.

Strategy 2.A.3: Complete a parking study and transportation shuttle study for downtown. Encourage tourists and tour organizers to utilize designated parking areas and shuttle services.

Policy 2.B: Develop new cultural facilities that will expand cultural opportunities for residents and tourists.

Strategy 2.B.1: Examine any proposal for a new tourist attraction for compatibility with the character of the community and existing tourist attractions. The primary focus of tourism in the City of Beaufort is natural and historic resources.

Strategy 2.B.2: The potential to develop a Coastal Environment Center/Botanical Gardens or other cultural or environmental center should be studied. Such a facility could add an attraction to tourists and take pressure away from the downtown Historic District.

Strategy 2.B.3: The City should promote the development of an amphitheater or other outdoor performance facility capable of holding special concerts and festival events in a prominent location, possibly in the new municipal court facility which will be cited at the corner of Ribaut Road and Boundary.

Strategy 2.B.4: Support the development of a fine arts and/or a maritime museum in the downtown area.

Policy 2.C: Increase the number of cultural events that celebrate Beaufort's heritage

and culture.

Strategy 2.C.1: Work with the Arts Council of Beaufort County and regional cultural organizations to promote high-quality cultural events.

CHAPTER FOUR: ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

The character and composition of a city is strongly based on the economy of the area. The opportunity for employment and the type of occupations determine the standard of living and quality of life of citizens. The Economic Development Element assesses the economic climate of the City of Beaufort by examining past labor and economic trends in the community and then projecting these trends into the future. It is important to note however, that several other factors, apart from those which are purely economic, come into play when assessing the economic climate of the City. Some of these include: local population characteristics, local community assets, and local physical conditions and resources. These conditions are addressed in detail in other elements of the plan, but are brought together here to present an overall view of the City of Beaufort's economic environment.

INVENTORY AND ANALYSIS

For the sake of simplicity, the analysis of economic trends considers the City of Beaufort economy in terms of demand and supply. Demand, in this case, comprises all those factors which influence the growth of existing enterprises, the development of new enterprises, the creation of jobs and the demand for labor within the City of Beaufort. Supply comprises the supply of labor required to fill the jobs that have been created, and all the factors which hinder or help that supply.

INCOME

The City of Beaufort is located in the county with the highest per capita income in the State of South Carolina – Beaufort County. In relationship to the other incorporated areas of the State in 1989, the City of Beaufort ranked 15th with a per capita income of \$13,731; in 1999, this ranking dropped to 17th in the state, with a per capita income of \$20,501. The neighboring Town of Hilton Head Island ranked number 1 in the State with a per capita income of \$36,621 in 1999. Overall, the City of Beaufort has a higher per capita income rate (\$20,501) than the State (\$18,795), but lower than that of Beaufort County (\$25,377).

Income and Race

Table IV-1 presents Per Capita Income by Race for the City of Beaufort, Beaufort County and South Carolina. A comparison of per capita income by race is useful in gauging income distribution and equity in various geographical settings; the added element of time illustrates how incomes have changed from 1989 to 1999 and provides the opportunity to ascertain whether or not incomes have changed equitably. Table IV-1 illustrates that while incomes for non-whites have increased by a greater percentage than for whites between 1989 and 1999, their per capita income is still substantially lower. For example, in 1999, Whites in the City

earned \$23,135, while Blacks earned \$12,350, almost an \$11,000 difference. These numbers were similar on both the county and state levels. The percent of change in per capita income for all races between 1989 and 1999 in the City -49.3%- was less than comparable numbers for the State of 66.8% and the County, 58%. Hispanics per capita income within the City of Beaufort rose 53% between 1989 and 1999, as compared to 20% in Beaufort County and 13% in South Carolina. Whites and Blacks, respectively, saw a smaller percentage of change in per capita income between 1989 and 1999 than did the County and the State. Generally, the City's incomes have not kept up with the County or State levels.

**Table IV-1
Comparison of Per Capita Income by Race
City of Beaufort, Beaufort County, South Carolina, 1989-1999**

	All Races	Whites	Blacks	Hispanics
CB				
1989	\$13,731	\$16,148	\$7,223	\$9,849
1999	\$20,501	\$23,135	\$12,350	\$15,035
% Change	49.3%	43.3%	71%	53%
BC				
1989	\$15,213	\$18,878	\$6,741	\$9,881
1999	\$25,377	\$30,784	\$11,895	\$11,872
% Change	66.8%	63%	76.5%	20%
SC				
1989	\$11,897	\$14,115	\$6,800	\$10,723
1999	\$18,795	\$22,095	\$11,776	\$12,143
% Change	58%	56.5%	73.2%	13.2%

Source: US Census 1990 and 2000

CB= City of Beaufort BC=Beaufort County SC=South Carolina

**Table IV-2
Labor Force Participation Rates 1990 and 2000 for
South Carolina, Beaufort County and the City of Beaufort**

	Armed Forces	Civilian Employed	Civilian Unemployed	Not in Labor Force	Total in Labor Force
1990					
SC	2.4%	60%	3.5%	34%	66%
BC	15%	51%	2.6%	31.7%	68.2%
CB	7.3%	55.2%	2%	35.4%	64.5%
2000					
SC	1.2%	44.6%	3%	36.6%	63.4%
BC	9.5%	50%	2.2%	38.2%	61.8%
CB	20.1%	44.6%	3%	32.3%	67.7%

Source: U.S. Census Bureau, 1990 & 2000

*Population 16 Years and over

SC=South Carolina BC=Beaufort County CB=City of Beaufort

LABOR FORCE

This portion of the report focuses on the City of Beaufort's labor force trends and characteristics. Labor force characteristics described include participation rates, occupations, and unemployment rates. Labor force patterns in the community help identify the strengths and weaknesses of the labor force, employment requirements of the labor force, speculation of future trends, and any special groups requiring employment attention. The U.S. Census Bureau defines the City of Beaufort's total labor force as all persons age 16 and over who are residents of the City.

Labor Force Participation Rates

A key measure used to describe a population's labor force status is the percent of population in the labor force (labor force participation rate). Tables IV-3 and IV-4 shows the labor force participation rates by race and gender for the City of Beaufort, Beaufort County, and South Carolina for the decennial census years of 1990 and 2000. In 1990, the City of Beaufort had a slightly lower percentage of persons in the total labor force than the County and State; however in 2000, the City had a higher rate than either the County or the State. One trend from 1990 to 2000 is the rise in the civilian unemployment rate from 2% to 3% in the City of Beaufort while that same rate for the state and the county has decreased by 0.5% and 0.4% respectively. It would be worthwhile in a future study to explore what factors are influencing this rise in unemployment within the City while rates have decreased, albeit slightly, in the County and State. The percentage of residents in the armed forces has increased in the City of Beaufort from 1990 to 2000 by almost 13%; this is contributed to the annexation of the Marine Corp Air Station in 1998.

**Table IV-3
Labor Force Participation Rates by Gender 1990 and 2000**

	Armed Forces	Civilian Employed	Civilian Unemployed	Not in Labor Force	Total in Labor Force
<u>1990</u>					
SC					
Male	4.4%	67%	3.3%	25.4%	74.6%
Female	.4%	54%	3.8%	42%	58.3%
BC					
Male	26%	49.6%	2.2%	22.6%	77.4%
Female	3.8%	52%	3.1%	41.3%	58.7%
CB					
Male	13%	59.1%	2.1%	26%	74.2%
Female	2.7%	52.1%	2%	43.2%	57%
<u>2000</u>					
SC					
Male	2%	64.2%	3.6%	30.2%	69.8%
Female	.4%	53.4%	3.7%	42.5%	57.5%
BC					
Male	16.1%	52.5%	2%	29.3%	70.7%
Female	2.8%	47.5%	2.4%	47.3%	52.7%
CB					
Male	34.4%	40.9%	2.7%	22%	78%
Female	3%	49.1%	3.3%	44.7%	55.3%

Source: 1990 and 2000 US Census
 SC= South Carolina, BC=Beaufort County, CB=City of Beaufort

**Table V-4
Labor Participation Rates by Race in 2000 for All Residents 16 and Over**

	Armed Forces	Civilian Employed	Civilian Unemployed	Not in Labor Force	Total in Labor Force
SC					
White	1.1%	61.1%	2.5%	35.2%	64.8%
Black		52%	6.3%	41%	30.6%
Other*	3.7%	63%	3.9%	29.5%	70.5%
Hispanic	4.7%	62%	4.5%	28.8%	71.2%
BC					
White	9%	51%	1.5%	38.6%	61.4%
Black	8.6%	47%	4.5%	39.9%	60%
Other*	19.6%	51.5%	3.6%	14.3%	74.7%
Hispanic	17.1%	56%	3.7%	9.6%	76.7%
CB					
White	19%	48%	2.5%	29.8%	70.2%
Black	17%	37.1%	4.6%	41.2%	59%
Other*	41%	26%	2.8%	19.3%	62.1%
Hispanic	46.6%	29.1%	2.3%	22%	78.1%

Source: 2000 US Census

*Other is a combination of the US census categories: American Indian and Alaskan Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone and Some other Race Alone.

Labor Force Participation Rates by Race and Gender

Examining the composition of the labor force participation rate provides information about the characteristics of a labor force. The labor participation rates by race and gender, (Tables IV-3 and IV-4) provide insight into the demographic composition of the labor force at the city, county and state levels. Black civilian unemployment rates were higher for the state of South Carolina with 6.3% unemployment, compared to 4.5% for the County and 4.6% for the City of Beaufort. Trends show that unemployment rates are higher among women and among Blacks and Others at all levels (Tables IV-3 and IV-4). Additionally, 46.6% of Hispanics in the City, 17.1% in the County and 4.7% in the State are employed by the armed forces. The City of Beaufort has a higher proportion of residents in the Armed Forces than either the County or the State across all racial categories. This is attributed to the nearby military installations of Parris Island and the Marine Corp Air Station.

The comparison of labor force participation rates by gender provides the opportunity to assess

gender participation rates across labor force sectors. Trends within the City of Beaufort between 1990 and 2000 show an increase in unemployment rates for women, from 2% in 1990 to 3.3% in 2000 (Table IV-4). The total number of women in the labor force within the City dropped from 57% in 1990 to 55.3% in 2000 while the total number of men rose from 74.2% in 1990 to 78% in 2000. The number of women in the City's workforce increased between 1980 and 1990, however, across city, county and state levels the number of women in the workforce declined from 1990 to 2000. This is a reversal of a trend over the last few decades of greater numbers of women in the workforce.

Labor Force Characteristics

The occupation of the labor force is helpful in describing the employment requirements and future trends of the labor force. Employment patterns in the community show which human resources are available or required for economic development and what portion of the existing labor force requires assistance. The U.S. Census Bureau defines occupation as the job worked during the census reference week, or the most recent job worked in the last five years. Persons with more than one job were asked to report on the job where they spent the most hours during the reference week.

In the 2000 Census, several major changes were made to the occupational and industrial classifications which pose difficulties for accurate interpretation of that data. For example, farm managers and owners were previously classified in the Farming, Forestry and Fishing category; however, in the 2000 Census, they were classified under Management, Professional and Related. Consequently, those two categories are no longer comparable between 2000 and previous years. Several similar changes were implemented in the 2000 Census, consequently, data from the 1990 and the 2000 US Census are not comparable; therefore, it is only possible to examine the current composition of the labor force without comparing it to 1990.

Employment and labor force information indicate that both the City of Beaufort and Beaufort County have economies comprised of non-manufacturing employment. Table IV-5 reflects the change within occupations in the City from 1980 to 2000. In 1980 and 1990, nearly half of City of Beaufort's labor force were in either Managerial & Professional or Technical, Sales, and Administrative Support occupations (typically, these two occupations require an education level beyond high school). In 2000, almost 65% of the City's employment was in Management, Professional and related, or in Sales and Office, a greater proportion than either the State or the County (Table IV-7). Generally the City and the County have a similar labor force composition; the County has a higher percentage of Service, possibly due to the resort orientation of the economy in certain areas such as Hilton Head Island and Beaufort.

Blue collar employment remained low in Beaufort from 1980 to 1990, constituting less than one-third of total employment for both years. Certain blue collar employment occupation categories showed a slightly smaller proportion of participation than the County and the State. The percentage of the City's labor force employed in Service occupations increased from 1980 to 1990 by approximately 12 percent. Specifically, the Precision, Production, Craft, and Repair occupation category, and the Operators, Fabricators and Laborers occupation category were underrepresented when compared to the County and State.

**Table IV-5
City of Beaufort Labor Force - Occupation of Worker, 1980-1990**

Occupation	1980	1990	% Change
Managerial and Professional Specialty	1,081	1,150	+6.4%
Technical, Sales, and Administrative Support	1,050	1,349	+28.5%
Service	553	618	+11.7%
Farming, Forestry and Fishing	80	77	-3.7%
Precision Production, Craft Repair	392	456	+16.3%
Operators, Fabricators and Laborers	383	342	-10.7%

Source: US Census, 1980, 1990

**Table IV-6
City, County and State Labor Force-
Occupation of Employed Civilian Population 16 years and over in 2000**

Occupation	CB	BC	SC
Management, Professional and Related	37.7%	32.3%	29.1%
Service	15%	19%	14.7%
Sales and Office	27.2%	26.6%	25.2%
Farming, Fishing and Forestry	.2%	.7%	.6%
Construction, Extraction, and Maintenance	12.8%	13.4%	11.5%
Production, Transportation and Material Moving	7.1%	8.1%	19%
Total	100%	100%	100%

Source: US Census 2000 CB=City of Beaufort, BC=Beaufort County, SC=South Carolina

Average Annual Salary

Table IV-7 shows the average annual salaries for those industry sectors in Beaufort County with a disproportionately greater representation, in terms of employment, than South Carolina as a whole. Location quotients, based on a ratio comparison of employment of Beaufort County verses South Carolina for each Standard Industrial Code (SIC) industry sector, were used to determine these industry sectors. The inference made is that industry sectors with location quotients greater than 1.15 experienced either a higher local consumption of their products or services than the state average or, that they are 'exporting' goods and services outside Beaufort County. A location quotient of 1.15 was chosen because it is considered sufficiently higher than 1, representing a significant variance.

In 1995, the average annual salary among exporting industries (i.e., industries with location

quotients greater than 1.15) in Beaufort County was \$24,024 per person. The Security and Commodity Brokers industry sector had the highest paying average annual salary per person at nearly \$72,000. This industry also had the eighth largest location quotient in the County. Other high paying industries in Beaufort County include: Engineering and Management Services, Communications, and Legal Services. Eating and drinking industries have the lowest paying average annual salary per person at approximately \$10,660. As noted earlier, the City of Beaufort's resident labor force is primarily composed of managerial and technical occupations which, as reflected in Tables IV-5 and IV-6, tend to have higher salaries.

**Table IV-7
Beaufort County Standard Industrial Classifications (SIC),
Location Quotients and Average Annual Salary per Person, 1995**

Industry Title	SIC Code	Location Quotient Beaufort County	Average Annual Salary/Person
Real Estate	6500	5.73	\$24,908
Holding & Investment	6700	5.31	No Data Available
Amusement & Recreation Services	7900	4.29	\$15,912
Hotels & Lodging	7000	3.95	\$16,328
Agricultural Services, Forestry, & Fishing, Hunting, & Trapping	0700	3.46	\$17,264
Agricultural Services	07	2.99	\$17,264
Apparel & Accessories	5600	2.73	\$14,508
Security and Commodity Brokers	6200	2.52	\$71,916
Finance, Insurance and Real Estate	60	2.02	\$27,716
Motion Pictures	7800	1.79	\$13,520
Personal Service	7200	1.66	\$16,016
Legal Services	8100	1.66	\$38,116
Furniture & Home Furnishings	5700	1.66	\$22,412
Eating & Drinking	5800	1.62	\$10,660
Air Transportation	4500	1.57	\$22,880
Special Trade	1700	1.48	\$21,372
Retail Trade	52	1.44	\$14,248
Engineering and Management Services	8700	1.40	\$52,676
Miscellaneous Retail	5900	1.36	\$15,652
Printing-Publishing	2700	1.35	\$28,132
Construction	15	1.30	\$25,064
Services	70	1.30	\$22,100
Food Stores	5400	1.28	\$13,104
Communication	4800	1.27	\$43,160
Social Services	8300	1.26	\$14,716
Water Transportation	4400	1.23	\$17,576
Building Maintenance & Gardens	5200	1.22	\$25,064
Auto Dealers & Services	5500	1.18	\$26,364

Source: South Carolina Employment Security Commission, Labor Market Information, 1995 County Business Patterns, 1995

EMPLOYMENT

Beaufort County Top 25 Employers

The top 25 employers in Beaufort County are ranked below beginning with the largest employer in the County, the Beaufort County School District.

1. Beaufort County School District
2. Civilian Department of Defense
3. Wal-Mart Associates Inc.
4. County of Beaufort
5. Beaufort County Memorial Hospital
6. Tenet HealthSystem Hilton Head Inc.
7. Southwind Sales and Marketing Inc.
8. Publix Supermarkets Inc.
9. Morale Welfare and Recreation 0160
10. Westin Hilton Head Limited
11. Tempo Personnel Services Inc.
12. Marriott Resorts Hospitality
13. Longhorn Steaks Inc.
14. Cypress Club Inc.
15. Sea Pines Plantation Co. Inc.
16. Malphrus Construction Co. Inc.
17. Greenwood Development Corporation
18. Marriott Hotel Services Inc.
19. Fripp Island LLC.
20. The Dafuskie Club Inc.
21. Town of Hilton Head Island
22. Bi-Lo LLC.
23. American Golf Corporation #217
24. Mariners Inn Owners Association
25. Resort Services Inc.

Employment in the City of Beaufort

The following analysis focuses on the characteristics of employment in the City of Beaufort and should not be confused with the attributes of the local labor force. Many employees commute from outside of the town to their jobs in the City of Beaufort, while some working residents - or members of the local labor force - commute out of the City to jobs in the surrounding region.

The employment data in this section is derived from the 1992 and 1997 Economic Census for South Carolina. The census is completed every five years and attempts to identify employees at their place of work. It is therefore establishment-based, focusing on businesses, the number of people they employ, the revenues they earn and the wage costs they incur. In addition to employers, the Census attempts to count non-employers; those economically active individuals who neither work for others nor employ a workforce.

Between 1992 and 1997, the Standard Industrial Classification (SIC) was changed to the North American Industry Classification System (NAICS). The NAICS was developed jointly by the United States, Canada and Mexico to provide compatibility in statistics concerning business activity in North America. This was largely prompted by the North American Free Trade Agreement and the resultant need to harmonize data between the three nations. Consequently, Economic Census data available on the State, County and City level from 1997 is generally not comparable to data collected in and prior to 1992. Tables IV-11 and IV-12 represent the NAICS data collected in the 1997 US Economic Census. While time series analysis is not possible due to the classification changes, the 1997 data provides valuable information about the current state of Beaufort's economy. Beaufort has a relatively small employment base and, as a result, is covered to only a limited level of detail by the Census. It is possible however to compare the broad employment patterns of the City of Beaufort with those of the State and identify qualitative differences between the two. Table IV-8 breaks Beaufort employment down to its most detailed level, as revealed in the 1992 Economic Census, while Tables IV-11 and IV-12 show the 1997 data. A new addition to the update is the inclusion of data on Minority and Women Business Ownership in the City of Beaufort (Table IV-12).

**Table IV-8
City of Beaufort Employment, 1992**

Description	Number of Establishments	Number of Employees
All Manufacturing Industries	15	1,200
Retail Trade	286	2,464
Building and Garden Supplies	14	109
General Merchandise Stores	9	468
Food Stores	24	513
Automotive Dealers	18	215
Gas Service Stations	6	36
Apparel and Accessories	35	234
Furniture and Furnishings	25	81
Eating and Drinking Places	47	602
Drug and Proprietary Stores	2	na
Miscellaneous Retail Stores	106	na
Wholesale Trade	24	111
Taxable Service Industries	676	1,754
Hotels, Houses and Camps	16	164
Personal Services	105	253
Business Services	133	221
Auto Repair Services	36	103
Misc. Repair Services	19	na
Amusement/Rec. Services	44	139
Health Services	97	455
Legal Services	46	166
Select Educational Services	16	16
Social Services	42	na
Professional Services	97	100
Miscellaneous Services	25	25
Total	1,001	5,529

Source: 1992 Economic Census

**Table IV-9
Employment Comparisons – City of Beaufort and South Carolina, 1992**

Broad Industry Category	% of Total Establishments		% of Total Employment	
	CB	SC	CB	SC
All Manufacturing industries	1.5	3.5	21.7	36.5
Retail trade	28.6	28.9	44.6	28.0
Wholesale trade	2.4	3.9	2.0	5.6
Taxable Service industries	67.5	63.7	31.7	29.9
Total	100	100	100	100

Source: 1992 Economic Census

Comparing the contents of Table IV-8 with the equivalent State statistics, it is possible to identify differences in the respective employment profiles. Table IV-9 converts the figures shown above into percentages, for purposes of direct comparison. Manufacturing industries, as would be expected, comprise a smaller proportion of establishments and jobs in the City than in South Carolina as a whole. In contrast, retail trade appears to account for a relatively high proportion of employment in the City, when compared to the State. The employment profile of taxable service industries in Beaufort is higher than that of the State.

**Table IV-10
Series Comparison – City of Beaufort and South Carolina, 1992**

Industry Category	Revenue per Establishment	Revenue per Employee	Employees per Establishment
All Manufacturing Ind.			
City of Beaufort	\$7,993,333	\$99,916	80
South Carolina	\$10,780,615	\$142,184	76
Retail Trade			
City of Beaufort	\$967,045	\$112,246	8.6
South Carolina	\$626,860	\$90,852	6.9
Wholesale Trade			
City of Beaufort	\$742,375	\$160,513	4.6
South Carolina	\$3,830,058	\$375,938	10.2
Taxable Service Ind.			
City of Beaufort	\$115,514	\$44,519	2.6
South Carolina	\$135,203	\$40,365	3.3

Source: 1992 Economic Census

Table IV-10 compares a series of ratios taken from the Census. The ratios compare the dollar revenues per employee and establishment, generated within each broad industrial grouping, as well as the ratio of employees to establishments. The small, but nonetheless important, manufacturing base in the City of Beaufort is difficult to compare with the much more diverse State manufacturing sector. The apparently lower productivity of manufacturing in Beaufort is likely more a function of the relatively small universe of establishments. On the other hand, retailing represents a fundamental element of Beaufort's economy, particularly as its retailers generate higher-than-State-average revenue per establishment. Though Beaufort retailers have more employees per establishment, employee productivity, in terms of revenue generated, is

still higher than the State average. This reflects the Beaufort's higher percentage of high-value-low-volume outlets, than in the State as a whole.

Like manufacturing, the wholesale sector in City of Beaufort is not as diverse as in the State and contributes relatively less to the local economy. The taxable services sector appears more productive per employee in Beaufort, though less productive per establishment, than the State. This is because single person business entities make more of a relative revenue impact in Beaufort than they do at the State level. Almost 13% of total service sector revenues in Beaufort are generated by so-called nonemployers, compared to a little over 10% in the State as a whole.

The tourism sector is not defined separately in the Economic Census. Its importance is manifest in the number of jobs represented in SICs that include general merchandise stores, food stores (serving self-catering visitor's needs), apparel and accessory stores, eating and drinking places, some miscellaneous stores, hotels, and amusement and recreation services. These individual SIC's add up to at least 40 percent of the jobs highlighted in the Economic Census. Of course, further jobs in other SICs may be attributed - both directly and indirectly - to tourism. For instance, many of the professional jobs identified by the Census, such as real estate management and certain health services, would dwindle in the absence of a local tourist industry. The tourism sector is similarly represented by the 2000 Census NAICS descriptions of Retail Trade and Accommodations and Foodservice and comprises over 240, or over 50% of establishments within the City.

**Table IV-11
City of Beaufort Employment by NAICS Code, 1997**

Industry Description	Number of Establishments	Number of Employees
Wholesale Trade	16	100-249
Retail Trade	174	2,183
Real Estate and Rental and Leasing	44	131
Professional, Scientific, and Technical Services	79	413
Administrative, Support, Waste Management, and Remediation Services	22	140
Educational Services	3	20-99
Health Care, Social Assistance	3	645
Arts, Entertainment, recreation	11	125
Accommodations and Foodservice	72	1,491
Other Services (except Public Administration)	36	186
Total	460	

Source: 1997 Economic Census

**Table IV-12
Minority and Women Owned Businesses within the City of Beaufort, 1997**

Group	Number of Firms	Number of firms with Employees	Number of Employees
Black	267	14	100-249
Women	500	136	699
Total Minorities*	317	35	289
All Firms**	2,153	716	7,545

Source: 1997 US Economic Census

*The group "Total Minorities" refers to businesses owned by Blacks, Hispanics, Asians, Pacific Islanders, American Indians and Alaska Natives.

** All Firms refers to all businesses regardless of race, ethnicity or gender of the business owner.

As evidenced by Table IV-12, there are 817, or almost 38% of firms or businesses in the City of Beaufort which are owned by either a member of a minority group or a woman. Women own 500 firms and employ almost 700 people, while minorities own 317 firms and employ almost 300 people. Blacks comprise the majority of minority owned businesses with 267 firms and between 100 and 249 employees. This data was included in order to acknowledge and identify minority or women owned businesses within the City and provide a means of tracking these businesses through time.

Employment Projections

The Bureau of Economic Affairs has provided employment projections for South Carolina for 2000, 2010, 2015 and 2025. Using the same rate as that used for the State as a whole, Table IV-13 projects employment growth for the City of Beaufort.

**Table IV-13
City of Beaufort Employment Projections, 1992-2020**

Year	1992	2000	2010	2020
Jobs in the City of Beaufort	5,529	6,474	7,720	8,385
Annual percentage change		2%	1.77%	0.83%
Annual average increase in jobs		118	124	66

Source: Bureau of Economic Affairs

Manufacturing in South Carolina is projected to decline by a modest amount, in line with national projections. Retailing employment is expected to continue to grow in the medium and long term, but at a slower rate than has been experienced in recent years. Services are also expected to provide increased employment opportunities in years to come.

Demographic changes in the United States, however, are likely to have the most profound effect on the City's economy. The 'baby bulge' of the post Second World War era is resulting in the 'aging' of America, with the older age-groups, those over 50 years, increasing in size and relative economic power. Coastal communities, already attractive to retirees, will be increasingly targeted as vacation and residential destinations for this growing group of wealthier and more active seniors.

This trend will have several impacts on communities like Beaufort. Year-round residents will increase in number and visitors will, on average, be more affluent. Retailers will be encouraged to cater more to the year-round residential community and personal and health services will be in greater demand than in the past. The proportion of economically active residents will decline as wealthier, older retirees displace younger families from those communities closest to the prime coastal locations. Jobs in these communities will be increasingly filled by those willing and able to commute from less attractive (but perhaps more demographically balanced) communities away from the coast.

The employment growth highlighted in the table above, therefore, is likely to comprise an increasing proportion of service related jobs, meeting the needs of a growing population of retirees and filled by younger people able and willing to commute to their workplace.

STATEMENT OF ECONOMIC DEVELOPMENT NEEDS

The City of Beaufort's 1989 Master Plan identified several qualities that contribute to the City's uniqueness. The qualities presented ranged from the City's waterfront, a well-defined and historic central business district, low-density suburbs, and the City's preserved natural setting of tree canopies and marshes. As previously noted, the City of Beaufort development patterns reflect that of a permanent, settled community with a well defined central business district surrounded by established neighborhoods. This pattern is somewhat different from the neighboring coastal cities and islands which have stronger resort orientation (1989 Master Plan). The regional profile, however, is shifting and the change in demographics, the economy, and the dramatic growth experienced on the islands east of the City - Lady's Island, St. Helena Island, and Fripp Island – as well as the rapid growth in the southern portion of Beaufort County, will likely influence the future development and economy within the City of Beaufort.

These changing social and economic patterns in Beaufort County will, in turn, effect how the City of Beaufort crafts its own economic identity within the County. An economic development strategy would build upon the City's considerable physical and social attributes as a means to create a balance between the needs of permanent residents, visitors, and future development.

ECONOMIC DEVELOPMENT GOALS, POLICIES AND STRATEGIES

This section presents a listing of statements of goals, policies and strategies which have been developed in relation to the Economic Development 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.

GOAL 1: Foster an economic environment compatible with the unique historic and natural character of the City of Beaufort.

Policy 1.A: Develop economic strategies to attract and retain diverse businesses that will provide employment opportunities for the community, adequate revenue to meet the service needs of the City, and recognize the balance between preservation and growth.

Strategy 1.A.1: Develop a commercial business recruitment program as part of the City's economic development strategy and provide a prospectus of the community to promote future economic development.

Strategy 1.A.2: Promote technology specific infrastructure in order to attract and meet the requirements of "clean industries."

Strategy 1.A.3: Promote the high quality of life in the City and County to "clean industries" such as high technology, health services and medical services that would not adversely impact the City's existing infrastructure and natural environment.

Policy 1.B: Strengthen linkages with the economic development community.

Strategy 1.B.1: Pursue an active role in coordinating an overall strategy for economic development with a standing committee of economic representatives from organizations such as Main Street and the Chamber of Commerce.

Strategy 1.B.2: Actively participate in Beaufort County's economic initiatives, such as the Greater Beaufort-Hilton Head Economic Partnership.

Strategy 1.B.3: Support the development of a county-wide economic development corporation and business recruitment committee as proposed in the Beaufort County Comprehensive Plan.

Strategy 1.B.4: In conjunction with Beaufort County, promote growth in the local economy to selectively encourage industry sectors with higher annual salaries. Some of these industry sectors include Medical Services, Engineering and

Management Services, Communications, and Legal Services.

Strategy 1.B.5: Identify business development opportunities and strategies through the Division of Rural and Community Development and the Division of Research and Grants in the South Carolina Department of Commerce.

Strategy 1.B.6: Establish partnerships with the Chamber of Commerce and other local organizations and educational institutions to address the development of an economic database for the City of Beaufort.

Strategy 1.B.7: Encourage a unified local and regional economic development effort by developing more direct lines of communication with local governmental entities such as the Greater Beaufort-Hilton Head Economic Partnership, Inc. and the Lowcountry Regional Transportation Authority.

Policy 1.C: Promote and expand the educational opportunities and workforce programs that will attract technology based firms to the City.

Strategy 1.C.1: Work in conjunction with the County's Business Recruitment Committee, private sector groups and educational institutions such as the Beaufort County School System and the Technical College of the Lowcountry to ensure a prepared workforce in order to promote high-technology jobs and address the issue of underemployment.

Strategy 1.C.2: In cooperation with local educational institutions, i.e., high schools, Technical College of the Lowcountry, USC- Beaufort, and others, encourage the development of job readiness programs and corporate training programs.

Policy 1.D: Maintain a strong level of labor force availability within the City of Beaufort through the development and coordination of specific affordable housing and transportation strategies.

Status Report: The City is in the process of exploring the creation of a community development corporation which will address issues of affordable housing within the City.

Policy 1.E: Create sustainable development strategies that combine protection of the natural environment and quality long term economic development.

Strategy 1.E.1: Actively pursue the promotion of the waterfront with the development of Beaufort Greenways and "blue belt" areas as a means of encouraging a balanced approach to promoting tourism and the City's natural environment.

Strategy 1.E.2: Coordinate with the Chamber of Commerce to develop marketing strategies directed toward attracting nature-based tourism.

Strategy 1.E.3: Seek to take advantage of the waterfront as a destination and promote the area to boaters.

Policy 1.F: Seek to make Beaufort attractive to young people in order to foster innovation and creativity within the City's economy through support of the arts, music, outdoor activities and the continued presence of a four-year university.

Policy 1.G: Continue to promote the City as a center for heritage tourism and expand existing facilities and sites, especially within the Historic District of the City.

Strategy 1.G.1: Continue to support and participate in the Reconstruction Study which is currently being proposed before congress.

Strategy 1.G.2: Work with the Chamber of Commerce and City Council to develop a tourism management plan for the City.

Strategy 1.G.3: Inventory the City's cemeteries in order to develop a tourism program based on historic cemeteries.

Goal 2: Foster innovation and creativity within the City's economy.

Policy 2.A: Actively support and encourage start-up businesses of all types, from artist studios to high tech business development; within the City of Beaufort.

Strategy 2.A.1: Endorse the development of a small business "incubator" to foster the development of locally owned businesses.

Strategy 2.A.2: Explore the development of small business assistance programs which would help finance and/or guide the small business development process.

Policy 2.B: Support the growth of existing, locally owned businesses through the concept of a "value added" component.

Policy 2.C: Actively pursue retention and expansion of the current university facilities and take a proactive role in recruiting and maintaining a four-year university presence in the City.

Strategy 2.C.1: Explore alternative uses and programs for the USCB Campus such as the development of a marine program that would be in a position to utilize the "living laboratory" of the coastal estuaries throughout the area; or the development of a specialized program based on Beaufort's unique urban site, that would attract a diverse student population.

GOAL 3: Support and encourage local redevelopment efforts in targeted areas in order to assist revitalization of neighborhoods and centers of commerce.

Policy 3.A: Explore ways to direct and execute redevelopment projects in areas needing revitalization.

Strategy 3.A.1: Encourage City Council to reactivate the existing redevelopment authority as outlined in the City's Code of Ordinances, through the establishment of a citizen directed commission.

Strategy 3.A.2: Develop a civic design center which would serve as a means of guiding the implementation of the City's comprehensive and master plans.

Strategy 3.A.3: Partner with the Lowcountry Community Development Corporation and other affordable housing development agencies in order to better utilize resources and improve coordinate between the various entities.

Strategy 3.A.4: Consider the development of a Land Bank to facilitate land redevelopment and aid in the clearance of titles and the resolution of heir's property rights issues.

Strategy 3.A.5: Establish the possibility of utilizing a combination of programs including, but not limited to, Transfer of Development Rights, Purchase of Development Rights and Conservation Easements in order to discourage sprawling patterns of development and encourage development within the targeted areas of revitalization and centers of commerce.

Strategy 3.A.6: Identify and develop Business Improvement Districts such as the Highway 170-Boundary Street corridor and the Bladen Street corridor.

Strategy 3.A.7: Identify specific sites to be targeted for redevelopment within the City such as the Von Harten Building, the Pickle Factory and the Old Jail.

Strategy 3.A.8: Develop and promote a database of properties available for redevelopment.

Policy 3.B: Create a new urban business district along the Boundary Street Corridor encouraging a mix of uses, including business and residential, with an improved and enlarged public/ pedestrian realm.

Strategy 3.B.1: Create a master plan with detailed design guidelines for the Boundary Street Corridor to provide an overall vision of what the area should become.

Strategy 3.B.2: Widen the sidewalks and improve streetscape conditions through upgrades of existing facilities and the addition of benches and trees.

Strategy 3.B.3: Study the feasibility of reinstating on-street parking on Boundary

Street.

Policy 3.C: Actively pursue economic and residential redevelopment opportunities along Bladen Street, encouraging a mix of uses and pedestrian friendly design.

Strategy 3.C.1: Begin implementation of the Bladen Street Redevelopment Plan.

Strategy 3.C.2: Create a master plan for the “public realm” addressing issues such as streetscape condition and transportation options.

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CHAPTER FIVE: HOUSING ELEMENT

INTRODUCTION

The City of Beaufort has a rich heritage of residential quality that includes ante-bellum mansions, suburban style neighborhoods, and multifamily housing structures. Over time, housing in some neighborhoods has changed while other areas have remained very much the same. There are many instances of preserved and revitalized housing, as well as locations where deterioration of the housing stock is demanding the attention of outside assistance. An understanding of the recent history of housing in Beaufort along with a careful analysis of current housing trends will be useful for the task of planning for the future housing needs of the City.

Housing Units

The 2000 US Census of Population and Housing reported 5,134 housing units in the City of Beaufort, a 24% increase from 1990, which was an increase of 18% from 1980 and a nearly 24% increase from 1970. This difference from one decade to the next is consistent with the levels of population change in each decade and also with the general economic climate and prosperity of the times.

Housing Types

The predominant type of housing in Beaufort, as in most similar American cities, is the single family detached house. These houses in Beaufort range from the large, ante-bellum residences in The Historic District, to the more modest bungalows and ranch houses in the City's newer neighborhoods. In 2000, approximately 70% of the total housing stock in Beaufort was single family detached houses (see Table V-1). Second in prominence among housing types in 2000 were multifamily housing units, comprising 965 housing units, or 23% percent of Beaufort's housing stock. Multifamily housing in the City includes mostly one and two story garden style apartment buildings. There are smaller percentages of single family attached and manufactured home housing in the City compared to other housing types.

When compared to Beaufort County and the state of South Carolina, the City of Beaufort has a greater percentage of single family housing and a significantly smaller percentage of manufactured homes. Beaufort County's housing type percentages are skewed somewhat as a result of the resort development that has occurred on Hilton Head Island and similar communities, thus showing a higher percentage of multifamily housing and a lower percentage of single family detached. Both Beaufort County and South Carolina have a much higher percentage of manufactured homes, a housing type more commonly found in rural areas.

From 1970 to 1990, Beaufort has increased its stock of multifamily housing considerably while the numbers of single family detached dwellings have remained relatively stable (see Table V-2). However, from 1990 to 2000, the number of multifamily dwellings declined slightly, while attached single family units increased from 3% of the housing stock to slightly over 7%. This

fact is likely a result of the development of garden style apartment complexes together with a loss of some older houses in the Historic District to non-residential uses.

Table V-1

City of Beaufort Percent of Total Housing Types, 2000

Type of Unit	CB	BC	SC
Single Family Detached	70.3%	57.7%	61.5%
Single Family Attached	7.1%	5.4%	2.3%
Multifamily	22.7%	21.9%	15.8%
Manufactured Home	3.8%	14.9%	20.3%
Total Housing Units	5,134	60,509	1,753,670

Source: 2000 US Census

CB=City of Beaufort, BC=Beaufort County, SC=South Carolina

Table V-2

City of Beaufort Housing Units by Type 1970, 1980, 1990 and 2000

Housing Type	1970	1980	1990	2000
Single Family Detached	84%	88%	69%	70.3%
Single Family Attached	**	**	3%	7.1%
Multi-family	14%	10%	24%	22.7%
Manufactured Home	2%	2%	4%	3.8%
Total Housing Units	3,349	3,525	4,149	5,134

Source: 1970, 1980, 1990 and 2000 US Census. **No data available

Current and Future Housing Trends

The City of Beaufort, along with much of the rest of Beaufort County, is experiencing a significant upsurge in housing development. In the 1990's, several new subdivisions were constructed on much of the remaining developable land in the City. Many of these developments took advantage of waterfront and marshland views in the City as amenities to attract new homeowners. Another housing trend is an increase in demand for housing in the Historic District. This has taken two forms that of restoring historic houses for continued residential use and the conversion of structures most recently used for commercial purposes to renovated dwellings. Currently, the demand for housing in the downtown area is leading to more residential renovation, even in areas that have become accepted as commercial or mixed-use.

The high quality of life in Beaufort and its growing popularity promise to increase the demand for housing in the future. With a limitation of land available for new single family housing development, there should be a focus on the redevelopment of existing neighborhoods which are not up to current housing standards and on infill in the downtown area. Rehabilitation in these areas should be undertaken so as to maintain the affordability of the housing while improving its quality. In addition to single family housing redevelopment, there will likely be an increase in demand for multifamily housing. Retirees, young families stationed at the military bases, and families in need of affordable housing will all benefit from high quality multifamily housing. The anticipated increase in the college-aged population due to the expansion of the University of South Carolina, Beaufort (USCB) will increase the need for affordable housing

options such as accessory dwelling units.

Finally, there will likely be a continued demand for the high-end real estate of historic houses on "The Point" and in downtown Beaufort. As the supply of housing on The Point is diminished, homeowners seeking a similar type of housing may move into other parts of the Historic District for luxury renovations. Beaufort has the potential and the opportunity to attract such homeowners to the Historic District and to benefit from their capacity to improve the housing stock.

Age and Condition of the Housing Stock

It is well recognized that, as a historic city, Beaufort has an older than average stock of housing. According to 2000 Census data on housing, 35% of the City's housing was comprised of structures 40 years old or older. This percentage compares to 8% in Beaufort County and 14% in South Carolina as a whole (Table V-3). In terms of the number of houses in Beaufort that were built before 1939, there was a decrease of 50% from 878 houses in 1970, to 437 houses in 1990 and then to 421 houses in 2000. Given these statistics, it is a safe assumption that the older housing in Beaufort has been selectively preserved in areas such as the Preservation area of the Historic District while older housing in other neighborhoods has been replaced when those areas have been upgraded. The majority of housing in the City which is older than 50 years is located in three areas: The Point, the Northwest Quadrant neighborhood, and the neighborhood area West of Hamar Street and North of Depot Road.

The housing that was constructed during the 1990's has served to improve the quality of housing in some areas. While there have been some new neighborhoods added to the City, one goal concerning housing in Beaufort remains the improvement of housing conditions in the older neighborhoods of the City's center due to the fact that these are low to moderate income neighborhoods.. Achieving such improvements will require the cooperation of City and private/non-profit organizations to make basic home repairs and renovation possible, as well as to ensure that adequate public and community services are available to residents.

In 1999, the City of Beaufort's Utilities Department merged with the Beaufort-Jasper Water & Sewer Authority (BJWSA) and all water and sewer services provided in the City were transferred to this entity. As of 2003, approximately 85% of the City is provided with public sewer with the remainder served by septic tanks. A few areas along the Highway 21 and 170 corridors are currently un-served, but as more development occurs sewer will be expanded in these areas. As part of its Capital Improvement Planning process, BJWSA coordinates with the City Manager annually to identify priority water and sewer needs of the City and incorporates those into the construction program. The long term goal of BJWSA is to provide sewer to all properties in the City.

Table V-3
Age of Housing in the
City of Beaufort, Beaufort County and South Carolina

Year Built	# of Structures	CB	BC	SC
1999-March 2000	124	2.4%	5.8%	3.6%
1990-1998	691	13.4%	32%	22.2%
1980-1989	753	14.7%	30.1%	20.6%
1970-1979	829	16.1%	16.8%	19.9%
1960-1969	908	17.7%	7.3%	13%
1940-1959	1,408	27.4%	6.5%	14.5%
1939 or earlier	421	8.2%	1.6%	6.1%

Source: 2000 US Census.

CB=City of Beaufort, BC=Beaufort County, SC=South Carolina

Housing Occupancy Rates

The total number of housing units in Beaufort in 2000 was 5,080. With a total vacancy rate of 9%, there were 4,598 occupied housing units. Of these, there were 2,692 owner-occupied housing units and 1,906 rental housing units in Beaufort (Table V-4). Between 1980 and 1990 the City experienced a 3% decrease in the total number of owner-occupied unit; however, between 1990 and 2000, that number increased by 32%. The increase in home ownership bodes well for the maintenance of many of Beaufort’s high quality neighborhoods. Generally, higher percentages of home ownership indicate greater investment in the housing stock and quality within the City.

Table V-4
City of Beaufort Housing Occupancy in 2000

Occupancy Status	Number	Percent
Occupied Housing Units	4,598	90.5%
Vacant Units	482	9.5%
Owner Occupied Units	2,692	58.5%
<i>Owner Vacancy Rate</i>		3.2%
Renter Occupied Units	1,906	41.5%
<i>Renter Vacancy Rate</i>		5.4%
Total Housing Units	5,080	100%

Source: 2000 US Census

Table V-5
City of Beaufort Housing Occupancy Characteristics
1970, 1980 and 1990

Occupancy Status	1970	1980	1990
Vacant Units	291	280	342
Owner Occupied Units	1,778	2,102	2,032
<i>Owner Vacancy Rate</i>	**	**	3.1%
Renter Occupied Units	1,296	1,143	1,775
<i>Renter Vacancy Rate</i>	**	**	6.4%

Source: 1970, 1980, 1990 and 2000 US Census.

Rental units, on the other hand, increased in number by 55% between 1980 and 1990 but increased a modest 7% between 1990 and 2000 (Table V-5). Included as a part of this increase are the multi-family developments built in the 1980's as well as a number of houses previously occupied by owners and now used as rental property. The relatively slow rate of multifamily housing over the last ten years may be serving as a constraint to affordable housing development within the City as multifamily housing units are typically a source of affordable housing. With the recent conversion of UCSB and the large military population there is a growing need for affordable housing options.

Table V-6
Housing Occupancy Characteristics
City of Beaufort, Beaufort County and South Carolina, 2000

Occupancy Status	CB	BC	SC
Vacant Units	9.5%	24.8%	12.5%
Owner Occupied Units	58.5%	73.2%	72.2%
<i>Owner Vacancy Rate</i>	3.2%	1.6%	1.9%
Renter Occupied Units	41.5%	26.8%	27.8%
<i>Renter Vacancy Rate</i>	5.4%	19.2%	12%

Source: 2000 US Census.

CB=City of Beaufort, BC=Beaufort County, SC=South Carolina

Table V-7
City of Beaufort Householder Longevity by Year Moved into Unit

Years in Housing Unit	1990		2000	
	# of Units	% of Total	# of Units	% of Total
Less than 2 years	1,162	30%	1,134	24.2%
2 to 5 years	1,055	28%	1,471	31.4%
6 to 10 years	300	8%	641	13.7%
11 to 20 years	558	15%	562	12%
21 to 30 years	338	9%	380	8.1%
More than 31 years	394	10%	492	10.5%

Source: 2000 US Census.

Housing Values and Rental Rates

Median house values have risen at a slightly higher rate than those of the State according to Census figures from 1970 to 2000. In comparison with Beaufort County, however, housing values in the City have remained relatively low. The fact that housing values in the County have grown at more than twice the rate of those in the City is largely due to the increase of vacation or resort housing in certain areas of the County, such as Hilton Head Island, where there was previously little housing of any type.

It is evident from available data that a significant portion of Beaufort's housing can be considered "affordable housing" for households earning middle-class wages. Approximately 64% of the City's housing is valued at less than \$150,000. Owner-occupied housing that is affordable to families earning lower incomes is less available in Beaufort than in the state of South Carolina as a whole. Only 42% of owner-occupied houses in Beaufort were valued at under \$100,000 in 2000 when compared to 54% in the State. Consideration should be given to facilitating home ownership among families not able to meet requirements for available housing. The activities of groups such as Habitat for Humanity and other non-profit organizations should be encouraged within the City in order to help meet these needs.

Similar to housing values, rental rates in the City are higher than those in South Carolina as a whole but lower than Beaufort County rates. The largest percentage of units, 37%, falls into the \$500 to \$749 rental rate category that was a generally affordable rate in 2000. That a full 40% of rental units rent for less than \$500 per month suggests a reasonable amount of affordable rental housing (Table V-8).

TableV-7

City of Beaufort Owner-Occupied Housing Value, 2000

Value in 2000	# of Units	% of Total
Less than \$50,000	49	2.1%
\$50,000 to \$99,999	996	41.7%
\$100,000 to \$149,999	501	21%
\$150,000 to \$199,999	232	9.7%
\$200,000 to \$299,999	275	11.5%
\$500,000 to \$999,999	92	3.9%
\$1,000,000 or more	37	1.5%

Source: 2000 US Census.

**Table V-8
City of Beaufort Monthly Gross Rent, 2000**

Monthly Rent	Renter-Occupied Housing Units	% of Total
No cash rent	182	9.7%
Less than \$200	107	5.7%
\$200 - \$299	110	5.8%
\$300 - \$499	354	18.8%
\$500 - \$749	692	36.7%
\$750 - \$999	354	18.8%
\$1000-\$1,499	77	4.1%
\$1,500+	10	0.5%

Source: 2000 US Census.

**Table V-9
Owner Occupied Median House Value for
Beaufort, Beaufort County and South Carolina: 1970- 2000**

	1970	1980	1990	2000
City of Beaufort	\$16,600	\$40,500	\$68,100	\$111,600
Beaufort County	\$14,400	\$50,400	\$112,100	\$213,000
South Carolina	\$13,000	\$38,700	\$61,100	\$94,900

Source: 1970, 1980, 1990 and 2000 US Census.

**Table V-10
Renter Occupied Median Rent for
Beaufort, Beaufort County and South Carolina
1970, 1980, 1990, 2000**

	1970	1980	1990	2000
City of Beaufort	\$74	\$157	\$328	\$596
Beaufort County	\$94	\$206	\$423	\$690
South Carolina	\$50	\$159	\$276	\$510

Source: 1970, 1980, 1990 and 2000 US Census.

CONCLUSION: SUMMARY OF FINDINGS

Established Neighborhoods Are of Key Importance

Beaufort's residential neighborhoods, comprising the majority of the City's land use, are of primary importance to the City's future. There should be a continuing focus on improvement and upgrading of these neighborhoods, including rehabilitation of the downtown redevelopment area and the Northwest Quadrant, while preserving the historic integrity of these areas. In order to facilitate efficient land use within the City of Beaufort every opportunity should be taken to increase density in certain neighborhoods and to allow for compatible commercial uses in appropriate areas.

Affordable Housing is Needed

Affordable housing is needed by both lower and middle income families in Beaufort. Most of the newly built housing is out of range for these families and there is likely to be an increased demand that will exhaust the current supply of affordable housing. The need for affordable housing in Beaufort should be met by a combination of efforts from private, public and non-profit entities. The City's support of a housing-oriented community development corporation or redevelopment authority could have a major impact on areas targeted for rehabilitation by facilitating affordable housing infill and rehab, as well as some new affordable housing development in existing neighborhoods.

Encourage Multifamily Housing that is an Asset to the City and its Neighborhoods

Additional multifamily housing development should be encouraged in order to improve housing options for lower and moderate income families. Multifamily developments should also be considered in terms of meeting current and future housing demands from the area's military bases, specifically, Marine Corps Air Station Beaufort and the student population of USCB.

GOALS, POLICIES AND STRATEGIES FOR HOUSING

This section presents a listing of statements of goals, policies and strategies which have been developed in relation to the Housing 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.

GOAL 1: Safe and pleasant neighborhoods with a strong sense of community

Policy 1.A: Encourage a sense of community.

Strategy 1.A.1: Encourage the development of, and support the activities of, strong neighborhood and neighborhood watch associations.

Status Report: Since 1998 the City has seen the creation of several new Neighborhood and Neighborhood Watch Associations, these include:

- The Old Point Neighborhood Association
- Old Commons Neighborhood Association
- Pigeon Point Neighborhood Association
- United Block Association
- Greater Ribaut Neighborhood Association

Strategy 1.A.2: Encourage the development and redevelopment of neighborhoods as population centers where a point of common focus can be shared and a sense of community established and maintained.

Strategy 1.A.3: Prevent land use changes which damage community character such as the encroachment of inappropriate commercial land uses into residential neighborhoods.

Policy 1.B: The City should define and map the various neighborhoods in Beaufort in order to foster a sense of community and to help provide more active involvement and cooperation with local government.

Status Report: The City is in the process of updating and implementing zoning map amendments and changes in order to better support appropriate commercial and residential land use.

Policy 1.C: Create walkable neighborhoods by providing the necessary infrastructure to create an environment that is pedestrian friendly and that encourages walking rather than driving to neighborhood destinations.

Strategy 1.C.1: The City should develop a sidewalk plan and increase current levels of sidewalk construction.

Status Report: The updated City of Beaufort Unified Development Ordinance Section 8.2.A.11 requires certain subdivisions to include sidewalks in their development.

Strategy 1.C.2: Ensure that streets in new subdivisions connect to existing development. Multiple connections are preferred to allow efficient movement of pedestrians and vehicles. In areas where no or few street connections exist, strive to develop additional street or pedestrian connections.

Policy 1.D: Use city parks as a means to improve neighborhoods.

Strategy 1.D.1: Expenditures for parks and recreation facilities should be directed towards improving a sense of community in developing and redeveloping neighborhoods.

Strategy 1.D.2: The Southside Community Park is proposed to replace the current wastewater treatment facility which is slated for closure in 2005.

Strategy 1.D.3: Implement the Waterfront Park Master Plan which was prepared by Sasaki Associates in 2001.

Strategy 1.D.3: Hire a consulting firm to prepare a conceptual master plan for Pigeon Point Park in order increase recreational opportunities in this area of the City.

Strategy 1.D.4: The City should examine and address issues of infrastructure, signage, lighting, access, equipment etc. in two proposed focus areas:

- The Washington Street Park
- The North Street Park

GOAL 2: Foster a Historic District that remains vibrant with housing.

Policy 2.A: Encourage Housing as the Primary Land Use in a Mixed-Use Historic District.

Strategy 2.A.1: Conduct a housing study of the Historic District to determine the potential for housing growth in the Historic District and to propose modifications and revisions to zoning for the purpose of facilitating housing redevelopment.

Status Report: In 2002, the City conducted a survey of vacant lots within the Historic District and also identified opportunities for lot subdivision in order to encourage infill residential development.

Strategy 2.A.2: Use land use planning and zoning to preserve existing single family housing in the Historic District and to limit the amount of residential structures and properties that may be converted to commercial uses.

Strategy 2.A.3: Modify zoning to allow for and encourage housing in a mixed-use fashion in the historic downtown, allowing specifically for second and third story

living units above first floor commercial uses.

Status Report: As part of the zoning update, the City created a new residential zoning classification, R-4, which is a single family zone that allows for lot sizes as small as 4,000 square feet.

Status Report: In order to encourage residential uses in the Historic District an ordinance was adopted in May of 2000 allowing accessory dwelling units.

Strategy 2.A.4: Modify zoning and building codes to allow restricted residential redevelopment on non-conforming land parcels in the Historic District.

Status Report: The new Unified Development Ordinance allows residential development on non-conforming lots of record without any requirements for variances.

Status Report: In order to encourage home-based businesses in the Historic District the Home Occupation Ordinance was expanded to allow up to 2 employees not residing in the household to work in a home occupation.

Policy 2.B: Provide incentives and facilitation for housing rehabilitation and affordable housing in the Historic District.

Strategy 2.B.1: Offer financial incentives to individuals wishing to renovate properties in the Historic District for residential use.

Status Report: In 1998, the Beaufort Redevelopment Incentive Program (formerly the Beaufort 2003 Program) was established to encourage and support development and redevelopment in the downtown area and annexation into the City. This program provides development incentives in the form of a rebate of City taxes for:

- New Construction in the Downtown Tax Increment Financing District (TIF)
- Substantial renovations to existing structures in the Historic District
- Development of residential units above first floor commercial uses in the Downtown TIF district
- Owners who purchase and occupy a commercial building which has been vacant for over one year
- Development of either new or renovated housing for students of USCB and TCL
- Development of accessory dwelling units

This program was extended in 2002 to property owners in the Redevelopment Corridor of U.S. Highway 120/Boundary Street who perform renovations, additions or improvements to existing buildings which increase the appraised value of the building by at least 50%. New construction on vacant lots, the demolition of dilapidated structures and rebuilding on the cleared lot also qualify.

Strategy 2.B.2: Enact policies to prevent the Historic District from becoming overly gentrified. Present the Historic District of Beaufort as a community of businesses, institutions, and residents of all income levels.

Strategy 2.B.3: Work specifically with the Historic District Review Board (HRB) to facilitate renovation of properties in the Historic District belonging to lower income

residents. Ensure that new design guidelines being developed for the Northwest Quadrant are sensitive to the economic constraints of renovation that exist for residents in this and similar neighborhood areas.

Status Report: In 2000 the City developed the program Project Repair in order to preserve the local housing stock and the quality of life in the City by assisting low and moderate-income homeowners within the city limits in making necessary housing repairs.

- The program involves direct, interest free loans of up to \$7,500 per dwelling unit. These loans are forgivable after three years if the homeowner remains in the home for that period.
- Eligibility is limited to residents who meet income guidelines set by the federal Community Development Block Grant Program with preference given to applicants aged 65 years or older, applicants with physical or mental disabilities; and to single parents with children under 17 years of age.
- As of June 2004, the City had administered and completed 12 projects.

Status Report: The City has developed design standards for the Northwest Quadrant which are sensitive to both the historic significance of the area as well as the economic constraints of its residents.

Strategy 2.B.4: The City should explore the possibility of partnering with or starting a community development corporation to assist in the development of affordable housing in the Historic District as well as in other areas.

Status Report: City Council has approved a feasibility study of the creation of a community development corporation and a committee has convened in order to conduct this study.

Strategy 2.B.5: Expand Project Repair to include commercial façade improvements.

GOAL 3: Quality rental housing or home ownership that is accessible to Beaufort residents of all income levels

Policy 3.A: Ensure that all housing in Beaufort is of a quality that provides a healthy living environment.

Strategy 2.A.1: Hold landlords of rental properties accountable for the proper maintenance of those properties.

Strategy 2.A.2: The City should consider adopting an ordinance which establishes a rental unit inspection program in order to ensure that all rental units meet code requirements and are properly maintained and equipped.

Strategy 2.A.3: Institute an appropriate design review process for new multifamily development in the City.

Status Report: Per the new Unified Development Ordinance, the Design Review Board now reviews multifamily housing.

Strategy 2.A.4: Maintain a sufficient codes enforcement force that is able to monitor neighborhoods for code violations and enforce mandates to correct violations when cited. Establish a codes enforcement task force of concerned citizens to assist codes enforcement officers in identifying code violations at the neighborhood level.

Status Report: A full time codes enforcement inspector was hired in September of 2000 to perform inspections and ensure codes compliance. The inspector works with neighborhood groups to address codes issues.

Status Report: The Codes Enforcement Department is now part of the Planning and Development Services Department, which allows for greater coordination between the departments.

Strategy 2.A.5: Demolish structures that are not viable for renovation and facilitate means to redevelop land that has been cleared of such structures. Extensive research and evaluation should be conducted before demolition of any structures in the Historic District takes place.

Status Report: A demolition by neglect ordinance was adopted in order to facilitate redevelopment of vacant land.

Status Report: The City adopted a Preservation of Architecturally Significant Structures Ordinance and is in the process of researching issues in implementation.

Status Report: Since the hiring of the Codes Enforcement Inspector in September of 2000, the City has demolished five vacant, dilapidated houses.

Policy 3.B: Encourage mechanisms for development of affordable housing in Beaufort.

Strategy 3.B.1: The City should support the development of, or partner with, a community development corporation (CDC) focused on the development of affordable housing and redevelopment of depressed neighborhoods. Such a CDC should be a non-profit entity that cooperates with local government, other non-profits, and the private sector to raise support for and manage the development and renovation of affordable housing.

Status Report: In May 2003, the City Council established a task force to study the possible creation of a CDC to address issues of affordable housing within the City.

Strategy 3.B.2: The City should pursue a solution to the problem of heirs' rights and title clearance which would allow for redevelopment in circumstances where there is no clear title holder. This may be accomplished through a lobbying effort at the state level, an ombudsman program for property owner's information, and a non-profit legal service for title clearance.

Strategy 3.B.3: Inform the public of the tax advantages offered in the Beaufort Redevelopment Incentive Program for developing accessory dwelling units.

Policy 3.C: Redevelop underutilized commercial areas, such as the Boundary Street Corridor and Bladen Street, into mixed-use districts which include affordable housing.

Strategy 3.C.1: Encourage redevelopers of commercial properties in the City to consider a residential component to their redevelopment plans.

Status Report: The City has slated several City owned properties, including the Public Works site on Duke Street and the Prince Street Shop on Prince Street, to be sold for single family residential development.

Strategy 3.C.2: Seek to endorse a model redevelopment project in the City which includes affordable housing and/or mixed use.

Strategy 3.C.3: Make developers aware of potential benefits available through the Beaufort 2003 program (now the Beaufort Redevelopment Incentive Program) for affordable housing renovation projects in certain parts of the City.

Status Report: The Beaufort Redevelopment Incentive Program provides tax incentives to encourage development and redevelopment in selected areas of the City. (See Goal 2 for details)

Strategy 3.C.4: Implement the 2001 Bladen Street Revitalization Plan which assesses the current status of Bladen Street and identifies potential areas for redevelopment.

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 principle transportation planning document used by Beaufort County is the Beaufort County Transportation Model which was completed in April 2001. The report was designed to evaluate existing travel demands and forecast future travel demands. The model is based on three principle factors: socioeconomic conditions affecting trip production and attraction; land use patterns, including location and intensity of uses; and, the type, extent and quality of transportation facilities. Using these factors as input to the model, forecasts of future travel patterns are made and used to test the adequacy of any proposed transportation system or improvements to serve projected traffic demands. The output of this model is then used to assess the suitability of the transportation system and develop a responsive transportation plan.

The Beaufort Area Transportation Study (BEAUTS) published in 1971, 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.

Table VI-1

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.

In March of 2003, the Beaufort City Council adopted a resolution which established the need for traffic impact fees and identified three priority projects for funding relating to transportation. The three projects are:

1. The Northern Bypass. This road would originate from US 21 north of the Marine Corp Air Station Beaufort, traverse Air Station property, cross the Beaufort River and access Lady’s Island via Brickyard Point Road. This alignment on federal property will preclude encroachment on Air Station property by preventing development along the new roadway.
2. Improvements to Boundary Street from Ribaut Road to SC 170, including improvements at the SC 170/US 21 intersection, as well as developing a through street parallel to Boundary Street.

3. Conduct an interconnectivity study to identify possibilities for connector roads throughout the area.

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, which primarily serve 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 (LCOG) 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.

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 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. 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

City of Beaufort Comprehensive Plan-Update 2004

for Growth. It is clearly apparent that the circulatory system in the City is dependent upon too few streets to move traffic.

In 2004, the City of Beaufort's signal system was upgraded and synchronized as called for in the 1998 Comprehensive Plan. All of the signal lights were improved to LED signal heads which greatly reduce maintenance and significantly improve reliability and safety.

Robert Smalls Parkway Joint Corridor Plan

The Robert Smalls Parkway Joint Corridor Plan was developed cooperatively by the Town of Port Royal, The City of Beaufort and Beaufort County. The plan's goals are to "Preserve and enhance the aesthetic qualities of the corridor; recognize Hwy 170 as the only travel link between Northern and Southern Beaufort County by providing for the efficient and safe flow of traffic along Robert Smalls Parkway; and establish a cohesive and well linked community for existing and future neighborhoods along Robert Smalls Parkway." Additionally, the Plan proposes a uniform set of design standards that would allow for consistent visual quality along the corridor. These include a uniform, landscaped highway buffer and signage, landscaping, lighting and architectural standards for properties adjoining the Parkway.

The Plan also calls for the establishment of a non-motorized trail along both sides of the corridor. Phase II of the Plan includes the development of access management standards to improve connectivity and increase access routes for local traffic. These standards are currently undergoing the public review process and are expected to be adopted by summer of 2004. The complete plan can be found in Appendix VI-B.

Burton Hill Area Street Plan

Background

State law permits local governments to adopt one or more "official maps" that set out the location of proposed new public facilities such as roads, public buildings, and public open space. An official map is adopted by the city council after a recommendation by the planning commission and a public hearing. Once the official map is adopted, a permit for development on a property that is shown on the official map cannot be issued until one of the following occurs:

1. the city council exempts the property from the restrictions of the official map;
2. the city council authorizes the issuance of a permit subject to conditions; or
3. the city council initiates action to acquire the property.

The planning commission makes a recommendation to the city council on each case that involves the official map.

Burton Hill Area Street Plan

In 2001, the City contracted with Wilbur Smith Associates, a transportation consulting firm, to prepare a draft street plan for the Burton Hill Road area. A number of meetings were held with landowners in the area to seek public input on the proposal. The draft plan set out the approximate location of proposed new street connections. The streets shown on the plan were intended to be "collector" or "connector" streets that would serve multiple properties and

connect major roads. The street plan was intended to be adopted as an “Official Map” as defined by state law.

The purpose of a street plan is to set out the location of new roads in advance of development. The plan can serve as a guide for developers on where and how to develop property. Further, the plan allows the municipality to “reserve” the road right-of-way and preserve important opportunities for road connections that may otherwise be lost to unplanned development. This plan was also intended to address the greater issue of connectivity in the Hwy. 170 area. The Burton Hill Area Street Map was formally adopted May of 2003 by Ordinance 0-17-03. The Official Burton Hill Area Street Plan Map can be found in Appendix VI-C.

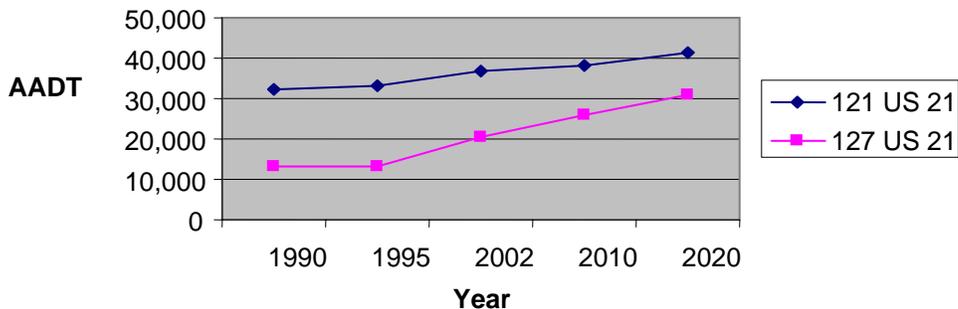
Traffic Counts and Forecasts

Traffic counts and forecasts provide a valuable source of information regarding traffic count history as well as projected increases. Please see Map VI-A at the end of this element for the locations of the traffic count stations. Table VI-2’s “Station ID” category corresponds to Map VI-A and represents selected South Carolina Department of Transportation traffic count stations. The data show that, overall, average annual traffic counts have fluctuated considerably during the time period of 1990-2002. For example, Station 119, along Route 21, recorded a decrease of 8.64% while Station 219 on the McTeer Bridge to Lady’s Island recorded an increase of 137% in average annual daily traffic volume. The data overall show increases in traffic in all major arterials within the City over the next 15 years. Steps will have to be taken to mitigate the increase in traffic and resulting congestion.

Table VI-2 City of Beaufort Annual Average Daily Traffic Counts

Station ID	Route	1990	1995	2002	Actual Change (1990-2002)	2010	2020	Projected Change (2002-2020)
119	US 21	27,148	23,200	24,800	-8.64%	22,479	21,096	-14.94%
121	US 21	32,408	33,400	36,700	+13.24%	38,198	41,189	+12.23%
127	US 21	13,294	13,294	20,500	+54.20%	25,898	30,878	+50.63%
137	US 21	13,728	15,800	17,700	+28.93%	21,136	25,034	+41.44%
177	SC 170	15,775	17,600	23,400	+48.34%	26,763	33,018	+41.10%
207	US 21	16,205	16,800	18,500	+14.16%	18,517	19,611	+6.00%
211	US 21	16,226	13,800	16,900	+4.15%	16,502	17,252	+2.08%
219	US 802	8,857	13,900	21,000	+137.1%	28,450	38,384	+82.78%

**Boundary Street
Average Annual Daily Traffic Counts**



AADT= Average Annual Daily Traffic Counts
Source: South Carolina Department of Transportation

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. The City is also considering restricting vehicles with more that 3 axles from crossing the bridge and limiting bridge openings to one per hour on the half hour. A bridge opening schedule has been implemented which stipulates that the bridge remain closed between 7-9 am and 4-6 pm.

Parking

The most recent parking study for the City of Beaufort was the Parking Master Plan, completed in 1998 by Walker Parking Consultants. The Parking Master Plan found that sufficient parking spaces are available to accommodate peak parking demand in the downtown area. The study found that there is a perceived parking problem due to insufficient short-term parking spaces and downtown employees parking in spaces which should be reserved for visitors and patrons. The Master Plan examined parking supply, parking demand, parking adequacy, parking perceptions and parking management. The plan also presented a number of parking management initiatives to promote better utilization of existing spaces and address both short and long term parking needs in downtown.

A previous parking study was completed in 1993 by Main Street Beaufort, USA. 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.

Previous recommendations for parking have included the development of a public parking facilities, relocation of meters, the 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 cities of Charlotte, NC and Charleston, SC and should be further studied. 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.

The most recent mass transportation plan is the Lowcountry Public Transit Coordination Feasibility Study: A Public Transportation Strategy, which was completed in 2003, on behalf of the Lowcountry Council of Governments by Day Wilburn Associates, Inc. The plan was intended to assess transit needs and opportunities in the region (defined as Beaufort, Colleton, Hampton and Jasper Counties); how current services are addressing identified needs and to identify opportunities to improve existing or add new services. More detailed objectives of the plan included:

- determining the relationship between economic development and the provision of coordinated public transit services in the area;
- identify coordination possibilities, including improving or expanding services;
- and formulating an action plan for implementation which responds to coordination needs and provides additional services.

The study found that there is a significant population that either needs transit or appears likely to use it if new or enhanced services were available. The potential users include low income residents, minorities and people 65 years and older, as well as tourists, students and staff at post-secondary educational institutions, the military, and residents and visitors with out of region destinations or origins.

The Lowcountry Public Transit Coordination Feasibility Study outlines an overall framework for the development and implementation of service revisions and new services. A few basic objectives were included in the development of the transit concept outlined in the study, which

include: accommodation of a broader range of travel needs; development of services which are more efficient and tailored to ridership patterns, identify funding sources and account for cost considerations, coordinate the various mass transit providers in order to avoid duplicity of services and facilitate public-private partnerships service delivery.

“The recommended future transit concept includes a wide array of service types to serve the broad range of users as well as be appropriate for the diverse region- the rural, low density areas as well as the more intensive development in Southern Beaufort County. They include:

- Regional rideshare and vanpool program;
- Main line service along the US 278 corridor in Southern Beaufort County;
- Connector service in main travel corridors linking to the US 278 main line service;
- Distributor service into key areas, such as City of Beaufort, Bluffton, and Hilton Head Island;
- Coordinated demand response service throughout the region;
- Out-of-region service to Charleston and Savannah, Georgia;
- Passenger ferry service; and
- Transportation facilities: park and ride lots, transportation center and transfer hubs.”⁵

The plan also called for a new association to provide a framework for the planning, coordination and support efforts that are presently missing in the regional public transportation system. A Regional Transportation Management Association (RTMA) was recommended to guide the implementation of the strategies and service enhancements outlined above. RTMA membership is proposed to be composed of the Lowcountry Rapid Transit Association, Lowcountry Council of Governments (who was recommended for the coordination role), county and local governments, private transportation providers, human services agencies, major employers and State agencies.

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; and 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.

⁵ Lowcountry Public Transit Coordination Feasibility Study: A Public Transportation Strategy. Prepared for Lowcountry Council of Governments by Day Wilburn Associates, Inc. in association with SR Concepts, Inc. May 2003. Executive Summary, pp.E-3.

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 VI-1, Previous Transportation Recommendations, the City is currently implementing The City of Beaufort Greenway 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. See Appendix H for the complete plan. 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 of Beaufort is currently considering reinstating the collection of Traffic Impact Fees which were suspended in 2000, when both the City of Beaufort and the Town of Port Royal voted to stop collecting the fees. Builders pay impact fees to offset the cost of future road improvements necessitated by development and are collected in other municipalities in Beaufort County including Hilton Head and Bluffton. The following is a list of proposed road improvement projects to be funded if traffic impact fees are reinstated.

1. *Develop a new street paralleling Boundary Street from Ribaut Road to SC 170*
 - extend National Street from Sycamore Street via a bridge to Marsh Gardens;
 - connect Marsh Gardens to Polk Village via land and/or bridge connections.

Benefits

- relieves traffic congestion on Boundary Street;
- links residential neighborhoods (Pigeon Point, Higginsonville, and Polk Village);
- facilitates development of lots or portion of lots fronting the Albergotti Creek marsh;
- provides pedestrian and bicycle opportunities in the Boundary Street area.

Estimated Cost

- \$3.8 million

2. *Northern Bypass*

- develop a road along the north side of MCAS connecting to Perryclear Dr. and build 3rd bridge across the Beaufort River;
- connect the new bridge to Brickyard Road on Lady's Island.

Benefits

- relieves traffic congestion on Boundary Street, Carteret Street, and the Woods Bridge;
- reduces traffic on the Woods Bridge may so may extend the life of the bridge.

Estimated Cost

- \$118 million

3. *US 21/SC 170 intersection improvements (Beaufort Plaza area)*

- extend Pickpocket Plantation Drive (Applebee's and Hampton Inn) behind and around Beaufort Plaza to connect with SC 170;
- reconfigure Pickpocket Plantation Drive to be right-in/right out only (i.e., no left turn from Pickpocket Plantation Road onto Boundary Street); left turns from Boundary Street into Pickpocket Drive would still be permitted;
- install a median in Boundary Street to prohibit left turns from Boundary Street into Beaufort Plaza at Islands Community Bank; make the current driveway right-in/right-out only;
- install a median in SC 170 at the entrance to Beaufort Plaza closest to the US 21 intersection (at Taco Bell); make the current driveway right-in/right-out only.

Benefits

- increases the safety of this intersection;
- relieves traffic congestion at this intersection;
- facilitates the development of the vacant 7-acre parcel in back of Hampton Inn (this lot cannot be subdivided until an additional access is provided).

Estimated Cost

- \$210,000

Pedestrian Infrastructure Improvement Master Plan

The Pedestrian Improvement Master Plan was developed to define areas for pedestrian infrastructure improvements. The Plan outlines proposed locations for crosswalks and signalized pedestrian crossings. The Plan initially will address the downtown area of Beaufort and eventually move to encompass the City as a whole. Phase One of the Plan addresses existing and proposed crosswalks and signals while Phase Two will address sidewalks, curb cuts and handicap accessibility and Phase Three will address bicycle lanes and access. Phase One of the Plan is depicted in the Pedestrian Infrastructure Improvement Master Plan Map which can be found in Appendix I.

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 VI-3 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-Future S
3	US Hwy 21 and Hogarth Street	F-Future S
4	US Hwy 21 at K Mart	F-Future S
5	US Hwy 21 at Ribaut Road	G-Future S
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-Future S
10	US Hwy 21 and Marsh Road	G-Future S
11	Bay Street and Charles Street	F
12	Charles Street and Craven Street	F
13	Ribaut Road and Duke Street	F-Future S
14	Ribaut Road and North Street	F-Future S
15	Ribaut Road and Bay Street	F-Future S
16	Ribaut Road and Hermitage Road	F-Future S
17	Ribaut Road and Reynolds Street	F-Future S
18	Ribaut Road at Beaufort Memorial Hospital	F-Future S
19	Ribaut Road and Allison Road	F-Future S
20	Ribaut Road and First Boulevard	F-Future S
21	North Street and Charles Street	A
22	Bladen Street and Prince Street	A
23	Ribaut Road Fire Department/ Station #1	A
24	US Highway 21 @ Beaufort High School Entrance	F
25	Highway 170 and Burton Hill Road	F

Legend

- A – Intersection or Signal 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
- S- Synchronization

Source: City of Beaufort, Public Works Department

HAZARD MITIGATION

Beaufort County Hazard Mitigation Plan

The Beaufort County Hazard Mitigation Plan was prepared by Greenhorne and O'Mara on behalf of Beaufort County Building Codes Department. The Plan addresses unincorporated Beaufort County, The City of Beaufort, The Town of Bluffton, The Town of Hilton Head Island and the Town of Port Royal. The Plan was developed to assess the area's vulnerabilities to natural hazards and prevent future potential damage and loss of life. Due to the City of Beaufort's coastal location, the study found that the City is at risk for hurricanes, tropical storms, flooding, tornadoes, earthquakes and tidal waves.

The plan included several recommendations to improve the response capabilities of the municipalities as well as Beaufort County as a whole. Some of these recommendations include: Enhance the hazards education/public information program; protect community historic preservation; promote seismic safety; continue to identify drainage problems and work towards their resolution; and preserve and protect natural resources. See Appendix D for the complete plan.

WATER SUPPLY AND WASTEWATER TREATMENT

Water Supply

Beaufort's water supply is drawn from the Savannah River and is pumped into an 18 mile canal, treated at Beaufort-Jasper Water & Sewer Authority's (BJWSA) Chelsea Treatment Plant and conveyed to the City of Beaufort via a transmission piping system that was developed in 1963 by BJWSA. In 1999, the City of Beaufort Utilities Department was purchased by BJWSA. At that time, all City of Beaufort water and sewer customers were transferred to BJWSA, as well as all water and sewer assets. BJWSA serves the Town of Port Royal in the same manner as well as the unincorporated areas beyond the city limits of both communities.

The current average water demand for the City of Beaufort and adjacent unincorporated areas is approximately 2.2 million gallons per day (MGD). The water system that serves the City has ample capacity in most areas and has the ability to be expanded should the need arise. BJWSA is currently capable of producing 28 MGD from the Chelsea Facility and associated aquifer storage and recovery well systems.

BJWSA currently maintains two elevated water storage tanks and one ground storage facility on Port Royal Island. The largest elevated tank located along Highway 170 has a capacity level of 1.5 MG. A second tank located at Trask Parkway and Parker Drive has a capacity of 150,000 gallons. A new 3 MG ground storage tank and high service pump station were completed in 1999; the facility is located on SC 170 near the Vocational Rehabilitation Office. This addition has fully enhanced the water pressures and fireflows delivered to the City and the Town of Port Royal. In addition to this, BJWSA is nearing completion of a new 10 MGD surface water plant

near the Savannah River, west of Hardeeville. This new facility will provide water to a large portion of southern Jasper and Beaufort Counties. Once this occurs during the first quarter of 2004, the Chelsea plant will be dedicated to providing water primarily to northern Beaufort County, including the City of Beaufort. Both facilities will be inter-connected and serve as back-ups to one another. Additionally, the old Floridian groundwater wells once operated by the City have been removed from service and are no longer used as part of BJWSA's surface water system.

Through the use of its Capital Improvement Plan, BJWSA is actively making improvements to the water and sewer systems that serve the City. Sewer service is currently available to approximately 85 percent of the residents within the incorporated area. As part of the Intermodal Surface Transportation Efficiency Act (ISTEA) streetscape project in 2001, the City of Beaufort contributed matching funds to upgrade the capacities of water mains in the Historic District. This improved fire flows throughout the Historic District.

Water Conservation

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 new Drought Plan and regulations in place that has received approval from the South Carolina Department of Natural Resources.

Wastewater Treatment

Currently, two wastewater treatment facilities serve the City of Beaufort. These plants are located on Southside Boulevard and Mink Point Boulevard. The combined capacity of both facilities is 2.5 MGD. Both treatment facilities have a surface water discharge permit into the Beaufort River. BJWSA has initiated construction on new 10 MGD water reclamation facility in the Shell Point area that will replace the two facilities mentioned above. This facility will ultimately serve all of Port Royal Island and will treat to very advanced standards. 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. Service to these areas will be forthcoming as new development occurs.

The two existing facilities are operating at approximately 75% of their designed 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. The new reclamation facility will be on line before this occurs.

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 \$10.00 per month includes curbside pickup of bagged waste. A premium service rate of \$20.00 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 \$10.00 per month or by contract for special needs. Businesses receive standard pickup service for \$21.75 per month for light office commercial or dry goods type refuse and a tiered system with a price range of \$21.75 – 175.00 per month for restaurants and businesses with heavy volumes of refuse. Commercial entities are required to utilize 90 gallon roll carts available for purchase through the city.

The City Public Works Sanitation Department currently maintains a workforce of thirteen employees assigned to garbage collection services and a fleet of four trucks. After collection, all putrid refuse is taken to the Hickory Hill Landfill site in Jasper County. Biodegradable organic solid waste, such as: leaves, limbs, grass clippings and yard debris are taken to Barnwell Resources Landfill on Lady's Island. These are the landfills used by all Beaufort County political subdivisions and the County's unincorporated areas.

Recycling services are currently available to all City residents, but not to commercial properties in the City. Through an ongoing contract, a private company provides recycling collection services to all city residents. 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 services to the City and is currently exploring the idea of developing its own recycling collection program to offer more reliable and dependable services 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, right-of way public spaces 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 to once per week; although unpopular this method has proven to be very efficient and effective in other communities. Also, the backyard pickup service is time consuming, inefficient, confusing, 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.

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 five parks maintenance

workers are retained by the Public Works Department to maintain these facilities and twenty seven passive and active 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, Development Services, the Judicial Courts, and the County Emergency Management center which serves all jurisdictions in Beaufort County.

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 Human Resources Department and the 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 moved in the summer of 1998 to the City-owned Carnegie Building to meet that department's office space needs. In response to concerns about the dispersal of City offices involved in the development process the Codes Enforcement Department and the Planning and Development Services Department were combined in 2001 and are currently housed in the Carnegie Building at 701 Craven St. In addition to office facilities, the City owns and the Historic Beaufort Foundation now 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.

POLICE FACILITIES

The City of Beaufort Police Department provides service for and has jurisdiction over the City of Beaufort. The Police Department is headquartered at 990 Ribaut Road Suite 107 and maintains sub-stations at 1205 Duke Street an outpost in the Sea Store at 2265 Boundary Street and another office at 1932 Duke Street. In total, the Department maintains 47 sworn officers, 10 reserve officers, 12 administrative personnel, and a fleet of 51 vehicles. Each sworn officer is assigned to a personal vehicle which serves to enhance officer's visibility in the community and to deter crime.

The Sheriff's Department has approximately 200 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 a mutual aid agreement signed with the Beaufort County

Sheriff Department. This agreement affords 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 Drug Task Force.

The Beaufort Police Department is recognized as one of the top departments in South Carolina. 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. The department is currently going through the national accreditation process. This achievement will standardize all regulations within the department and bring them in line with national standards.

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 the 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 evaluations 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 ten 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. An additional clerk has been added recently to keep up with the increasing workload.

FIRE FACILITIES

The Beaufort Fire Department maintains two fire stations within the City of Beaufort as well as provides administrative services to the Town of Port Royal through a contract agreement. Port Royal maintains a third fire station which is operated by the City of Beaufort Fire Department. All firefighters, equipment and apparatus from all three stations are available to respond to any emergency in the City of Beaufort, Town of Port Royal and all other surrounding communities by either a direct request for aid, or part of automatic aid agreements signed by the governments of those communities. Both departments also maintain a contract for emergency services with the Beaufort Naval Hospital and housing units located on the base. The headquarters station is located at 135 Ribaut Road and is assigned the minor response district to the north of Allison Road, as well as areas along highway 21 and 170, and areas within the Burton District as outlined in automatic aid agreements. A second Beaufort station at 2519 Mossy Oaks Road is assigned the minor response district to the south of Allison Road, as well as annexed areas on Lady's Island along Lady's Island Drive and Sea Island Parkway, 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 33 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. The Beaufort Department currently maintains 3 frontline pumpers with a 1,500 gallon per minute (GPM) pumping capacity, two reserve pumpers, one with 1,500 GPM and the second at 1250 GPM. The Department also maintains 1 aerial ladder truck in reserve with a 100 foot aerial ladder, and two front line aerial tower platforms, both of which have a 2000 GPM pump and aerial platforms that reach to 100 feet and 85 feet respectively. The Department also maintains one panel truck, 2 equipment squads, 4 administrative vehicles, and a rescue boat. The Department also maintains a mobile fire safety house which is available for public education events throughout Beaufort County.

On average, the Beaufort Fire Department responds to a total of 1,800 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. The Fire Department has an ongoing first responder medical agreement with Beaufort County EMS, which supplies the Department with emergency medical supplies.

The Beaufort Fire Department is proud of its current insurance office rating (ISO) of a class 2 for fire, and has recently provided assistance in improving the Town of Port Royal's ISO rating from a 6 to a 3. Also an improvement in services is the implementation of a full time Public Education and Information program which has given the Department the capability of providing prevention information training to private citizens as well as local businesses. This has also enhanced the Department's ability to provide a direct line of communication with the public and a means to address safety issues as they arise. 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 has significantly add to the Beaufort Fire Department's ability to maintain a high level of service in that area. 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 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. The Department has upgraded its medical response capabilities by having all firefighters certified to the Emergency Medical Technician level and currently has two Paramedics on staff. 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.

PLANNING AND CODES ENFORCEMENT

The City of Beaufort Codes Enforcement Division and the Department of Planning and Development Services are both housed in the Carnegie Building at 701 Craven Street in Beaufort. The Planning Department provides a full range of planning and development services for the community and currently has three full-time planners, two administrative staff and one part-time intern. In 2002 the Codes Department was moved under the direction of the Planning and Development Services Department. 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, three code inspectors, one plan reviewer and an administrative assistant. The building codes enforcement and inspection activities have earned an ISO rating of class 3 for codes enforcement.

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 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.

Since its construction in the 1960's, Waterfront Park has remained the heart of Beaufort but with the passage of time has experienced deterioration in structural integrity. In July of 2000, a Request for Proposals was released for the remediation and repair of the Park. The firm Saksaki Associates was selected and completed the Master Plan for Waterfront Park. In May of

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2002, City Council adopted the Master Plan by Saksaki and hired ColeJenest and Stone to implement Phase I of the Master Plan. Renovations are scheduled to begin sometime in 2004.

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 farther down Pigeon Point Road. The Park is currently being master planned for renovation. A complete list of the City's parks, open space and cemeteries can be found in the City of Beaufort Open Space Master Plan, Appendix G.

City of Beaufort 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 the Plan is 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 complete plan will be formally adopted as part of the Comprehensive Plan review process and can be found in Appendix G. The objectives of the Open Space Master Plan are as follows:

- "To preserve open space within the City of Beaufort from the increasing pressure of rapid development.
- To manage growth and preserve the rich natural heritage of the City.
- To protect and expand view corridors.
- To protect critical habitat and maintain or increase existing bio-diversity with special emphasis on rare, threatened and endangered species.
- To minimize degradation to water quality due to non-point source pollution through the protection of important riparian buffers.
- To increase public access to the water and to provide greater recreational opportunities for all.
- To provide options for the use of alternative, non-motorized transportation such as walking and bicycling."⁶

Implementation Recommendations

The following is the list of implementation recommendations which were set forth in the Open Space Master Plan.

- "Sell the Joyner Street Property to replenish the Land Acquisition Fund.
- Pursue funding opportunities such as grants.
- Explore local funding options such as real estate transfer fees, impact fees, special assessment districts, general obligation bonds or revenue bonds.
- Pursue public input on open space acquisition through public meetings and charrettes.
- 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.

⁶ The City of Beaufort Planning Department. "The City of Beaufort Open Space Master Plan." December 2003. pg. 5.

- 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.
- Pursue permanent conservation easements on critical lands and open space owned by the City of Beaufort and other government entities.
- Coordinate with other agencies to acquire key properties.”⁷

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:

The Former 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 Middle School: 2501 Mossy Oaks Road, Beaufort

Beaufort High School: 84 Sea Island Parkway, 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

⁷ The City of Beaufort Planning Department. “The City of Beaufort Open Space Master Plan.” December 2003. pg. 11.

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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 composed of 45% full-time students and 56% part-time students. Over 95% of all students at USCB hold part-time or full-time jobs, making a significant contribution to the local workforce. USCB offers bachelor's degrees in a variety of subjects as well as limited graduate courses.

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 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 which are community oriented and enhancing.

Policy 1.A: Continue to encourage and support progressive and innovative programs in police, fire, and other City services.

Strategy 1.A.1: 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.

Strategy 1.A.2: 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.

Strategy 1.A.3: Encourage the expansion of the Beaufort Fire Department to service a greater area with efficiency and speed.

Status Report: The Port Royal Fire Station was completed in 1999 and has greatly increased response time to The Town of Port Royal, in particular the Shell Point area. The City of Beaufort Fire Department provides administrative services for the Port Royal Fire Station.

Strategy 1.A.4: 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.

Policy 1.B: Minimize crime producing environments.

Strategy 1.B.1: Ensure adequate lighting of streets and public spaces.

Strategy 1.B.2: Utilize architectural design to create safe environments.

Policy 1.C: Insure access to quality healthcare services.

Strategy 1.C.1: Encourage collaboration among private, public and non-profit agencies involved with healthcare delivery to increase the overall level of service available to all residents.

Strategy 1.C.2: Encourage the development of a Beaufort Ambulatory Service to work alongside the Beaufort County EMS and provide non-emergency medical transport to residents.

Policy 1.D: Provide adequate physical facilities for government and public services.

Strategy 1.D.1: Seek ways to consolidate the City development services into a minimum number of different locations in order to facilitate the development review process.

Status Report: In 2001, the Codes Enforcement Office and the Planning and Development Services Departments were consolidated into one building and department. A new City administration complex is slated to be built at the intersection of Ribaut Road and Boundary Street. The new building will house the Planning and Codes Department and Business License Departments as well as the City administrative offices and a new municipal court and police facility.

Strategy 1.D.2: Develop a plan to either build or renovate a facility which will sufficiently meet the current and future space requirements of the Police Department.

Status Report: Please see the status report for Strategy 1.D.1.

Strategy 1.D.3: Seek, whenever possible, to promote the goal of historic preservation and urban revitalization with any project intended to provide additional governmental or public facilities.

Status Report: The new City administrative complex is planned to be located at the intersection of Ribaut Road and Boundary Street, in the Boundary Street Corridor Redevelopment Area.

GOAL 2: Promote a high quality educational system. Support an education system that maximizes the value of individuals to themselves and 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.

Policy 2.A: Make education a top priority at all levels.

Strategy 2.A.1: 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.

Status Report: The University of South Carolina, Beaufort, recently expanded its offerings to include 4 year degrees as well as limited graduate programs. The school has also begun construction on a new university facility in Southern Beaufort County. Every effort should be made to ensure the continued presence of the University in the City of Beaufort and efforts should be made to increase

expansion and student housing opportunities within the Downtown area.

Status Report: In 1998, the Beaufort Redevelopment Incentive Program (formerly the Beaufort 2003 Program) was established to encourage and support development and redevelopment in the downtown area and annexation into the City. This program provides development incentives in the form of a rebate of City taxes for:

- New Construction in the Downtown Tax Increment Financing District (TIF)
- Substantial renovations to existing structures in the Historic District
- Development of residential units above first floor commercial uses in the Downtown TIF district
- Owners who purchase and occupy a commercial building which has been vacant for over one year
- Development of either new or renovated housing for students of USCB and TCL
- Development of accessory dwelling units

This program was extended in 2002 to property owners in the Redevelopment Corridor of U.S. Highway 120/Boundary Street who perform renovations, additions or improvements to existing buildings which increase the appraised value of the building by at least 50%. New construction on vacant lots, the demolition of dilapidated structures and rebuilding on the cleared lot also qualify.

Strategy 2.A.2: 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.

Policy 2.B: Establish partnerships between business and educational entities to provide ongoing educational opportunities, on-the-job experience, and feedback to the educational system.

Status Report: The City has been participating in Beaufort High School's "School to Work Program."

Policy 2.C: Continue to support an outstanding library facility.

Strategy 2.C.1: Encourage educational opportunities for all ages through the Beaufort Library and its branches.

Policy 2.D: Encourage environmentally and fiscally sustainable practices in all aspects of educational facilities.

Strategy 2.D.1: Encourage any new construction or expansion be conducted in developed urban areas and close to the centers of population.

Strategy 2.D.2: Promote the National Wildlife Federation's School Yard Habitats Program to area schools in order to promote responsible environmental stewardship and to increase educational opportunities.

Strategy 2.D.3: Encourage all new educational facilities to be built to high performance standards and certified through the U.S. Green Building Council's Leadership in Energy and Environmental Design Program.

Strategy 2.D.4: Encourage the School district to retain their offices in the County seat and to construct new school and office buildings in urban areas.

GOAL 3: Support an outstanding level of public utilities service. Maintain current infrastructure at a high level, upgrade infrastructure as necessary, and provide adequate infrastructure to serve new development where in accordance with the Comprehensive Plan.

Policy 3.A: Maintain the public utilities infrastructure within the developed areas of the City.

Strategy 3.A.1: Maintain existing sidewalks and stormwater drainage facilities in the City.

Strategy 3.A.2: Ensure that all water lines attain the proper fire flow rate within the City limits.

Policy 3.B: Use infrastructure to guide and manage growth by matching growth and infrastructure availability for the remaining areas of the City that are undeveloped as well as potential areas of future annexation.

Strategy 3.B.1: 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 in advance of allowing such growth to occur.

Strategy 3.B.2: Encourage Beaufort Jasper Water and Sewer Authority to upgrade their 2 inch water lines that extend into the County only to areas which are slated for greater than low density residential development.

Strategy 3.B.3: Restrict development of 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.

Strategy 3.B.4: Coordinate with Beaufort Jasper Water and Sewer Authority, Beaufort County and the Town of Port Royal to plan and guide growth and development in outlying areas and to ensure the adequacy of public infrastructure.

Policy 3.C: Maintain high quality service delivery in response to new development.

Strategy 3.C.1: 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.

Status Report: The City of Beaufort adopted a Parks and Recreation Impact Fee for all new construction in 1999, and is considering adopting a traffic impact fee. The City of Beaufort also collects a Stormwater Utility Fee on behalf of Beaufort County.

Strategy 3.C.2: 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.

Status Report: The updated City of Beaufort Unified Development Ordinance Section 8.2.A.11 requires certain subdivisions to include sidewalks in their development.

Policy 3.D: Establish and enforce anti-pollution standards.

Strategy 3.D.1: Establish and maintain standards for allowable pollution caused by development in the City and require all development to meet those standards.

Strategy 3.D.2: Supply a sufficient number of building inspectors to enforce codes and standards for development as well as redevelopment.

Status Report: A full time Codes Compliance Officer position was created and filled in 2000.

Policy 3.E: 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.

Strategy 3.E.1: Consider adopting a formal policy and incentive package to promote the use of high performance green building standards in all new construction as well as renovations.

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 citizen's flow naturally, conveniently and safely from one point to another while protecting the natural and historic character of the City.

Policy 4.A: Work to alleviate congestion on downtown Beaufort roads and throughout

the City; base future 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 areas.

Strategy 4.A.1: Implement traffic light systems with computer coordination that are capable of preventing delays and gridlock while enforcing safe speeds.

Status Report: All of the traffic lights in the City have been wired for computer coordination and the light bulbs have been replaced and upgraded with Light Emitting Diode (LED) lights.

Strategy 4.A.2: 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.

Status Report: A Northern Beaufort County Bypass Feasibility Study was conducted by Wilbur Smith Associates on behalf of Beaufort County in August, 2003.

Strategy 4.A.3: 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.

Strategy 4.A.4: Develop a plan for curb and gutter on-street parking throughout the City of Beaufort.

Policy 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.

Strategy 4.B.1: The City should conduct a study 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.

Policy 4.C: Solve parking problems through innovative parking solutions which enhance the historic character of Downtown and improve accessibility throughout the City.

Strategy 4.C.1: 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.

Status Report: A Parking Master Plan for the City of Beaufort was developed by Walker Parking Consultants in 1998.

Policy 4.D: Facilitate non-automotive travel in the City.

Strategy 4.D.1: Beaufort should actively support and seek to implement the City of Beaufort Greenway Plan and the Beaufort Open Space Master Plan as an initiative to build an interconnected system of walking and biking paths throughout the City and among City parks.

Status Report: The Woods Bridge walkway was completed in 2003, which provides a safe route of travel for pedestrians and bicyclists across the bridge. The Pigeon Point Greenway was completed in 2001.

Strategy 4.D.2: 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.

Status Report: Streetscape improvements were completed on Port Republic Street in 2002.

Status Report: The Pedestrian Infrastructure Improvement Master Plan was developed in 2004 and should be implemented as soon as possible within the City. The Plan should also be expanded to include sidewalks and bike routes and paths throughout the City.

Strategy 4.D.3: The use of bicycles as an alternate to automotive transportation should be encouraged through provision of bike racks and lockers in the downtown area.

Strategy 4.D.4: Require that adequate pedestrian facilities such as crosswalks and signals, as well as bike lanes, be included in all new road and street construction.

Strategy 4.D.5: Pursue the retrofitting of all existing roads, beginning with key intersections, to include adequate and safe pedestrian facilities and bike lanes.

Policy 4.E: Encourage appropriate public transportation facilities and services.

Strategy 4.E.1: Work cooperatively with the Lowcountry Regional Transportation Authority and Beaufort County to implement the Day Wilburn Associates "Lowcountry Public Transit Coordination Feasibility Study: A Public Transportation Strategy," which was completed in 2003.

Strategy 4.E.2: Encourage the private or non-profit development of shuttle services in the City to serve the needs of residents and tourists alike.

Policy 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.

Strategy 4.F.1: 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.

Strategy 4.F.2: 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.

Strategy 4.F.3: 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.

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

Strategy 4.G.1: Develop a transportation work program as part of a Capital Improvement Program (CIP) to systematically link transportation and land use related projects.

Strategy 4.G.2: 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.

Strategy 4.G.3: 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.

Policy 5.A: Develop a comprehensive open space and parks plan for the City.

Strategy 5.A.1: The open space and parks plan should build on the City of Beaufort Greenway Plan and encourage the interconnectivity 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."

Status Report: The City of Beaufort's Open Space Master Plan is currently in the review process and is expected to be adopted in early 2004. (Please see Appendix G for the Complete Open Space Master Plan)

Policy 5.B: Ensure that all City maintained parks are usable for passive or active recreational use.

Strategy 5.B.1: 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.

Strategy 5.B.2: 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.

Strategy 5.B.3: Determine which City parks are under-utilized and plan for improvements to make those parks more useable to adjacent residents.

Strategy 5.B.4: Consider establishing an “adopt-a-park” program and a commercial sponsorship program to elicit more volunteer assistance for park maintenance.

Strategy 5.B.5: Work with Beaufort County to ensure that appropriate maintenance is performed on City recreation facilities such as the Boundary Street tennis courts.

Policy 5.C: Direct funding for new park development to areas that are in need of revitalization.

Strategy 5.C.1: 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.

Policy 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.

Strategy 5.D.1: Support Beaufort County’s plans for a regional park in northern Beaufort County.

Strategy 5.D.2: Work with Beaufort County and the Town of Port Royal to develop youth recreation facilities such as racquetball courts and a skateboard park.

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

Strategy 5.E.1: Develop a riverside walking path along open shorelines along the Beaufort River and Battery Creek. The riverside walking path should be connected with the City's greenway system.

Strategy 5.E.2: Consider the development of a public pier for fishing and crabbing in the City of Beaufort.

CHAPTER SEVEN: LAND USE

INTRODUCTION

This chapter contains information on existing land uses and recommendations for future land use in the City of Beaufort. Land use planning information from the previous Comprehensive Plan is still relevant and should be referred to when reviewing this update.

Recommendations about future land use are derived from the data compiled in the elements of this plan as well as from the goals and policies worked out with the help of the Comprehensive Plan Committee in 1998 following public input from Public Workshops. Planning assumptions, which form the basis to develop future land use growth concepts, are built on an analysis of existing and projected data provided from various sources. Five sections are presented within this chapter including:

INVENTORY AND ANALYSIS

Inventory and analysis provides identification of existing land use and physical conditions in the City. The Existing Land Use map for Beaufort at the end of this section is a graphic representation of these data.

OPPORTUNITIES

Opportunities identify the conditions present within the City that provide distinct advantages for future planned growth and development. Important among these opportunities is the issue of annexation. Though this plan is not intended to direct the City towards making annexation decisions, some recommendations are made as to potential areas that might be annexed and land uses for those areas.

CONSTRAINTS

Constraints identify the conditions present within the City that are distinct disadvantages for future growth.

PLANNING ASSUMPTIONS

Assumptions for land use concepts and recommendations are built upon past, current, and future trends of land use as derived from the analysis of physical and socioeconomic conditions, goals and policies.

FUTURE LAND USE POLICIES

Based on opportunities, constraints and planning assumptions, recommendations are made for the future development of the City. The future land use map included at the end of this section

illustrate a twenty-year concept diagram for Beaufort. A description of specific policies for the five-year land use plan follows the description of future land use policies. This section provides preliminary density levels for residential land uses, describes the mixed-use concept in the plan, and identifies intentions for the commercial /industry land use classification and the parks and open space classification.

EXISTING LAND USE INVENTORY

The intent of this portion of the comprehensive land use plan update is to guide the development of the City of Beaufort based on an understanding of the City's current development status and development trends. A key element in the planning process is developing an up-to-date inventory of existing land use and proposed new development. According to the 2000 U.S. Census, there are approximately 23.43 square miles of land and water within the city limits of Beaufort, and approximately 11,910 acres of total land area. The following section explains the process of inventorying the uses of the City's land area, defines the land use classification system, and describes changes to the existing land use following completion of the previous plan. The result to these analyses is the Existing Land Use map.

Land Use Classification and Methodology

In order to gain the most accurate assessment of current land use within the City of Beaufort an entirely new categorization and research method was developed. The 2004 update information is based on Beaufort County Assessor's Office tax database. This improved methodology, using the PCA-PCS codes, provides parcel specific land use information. However, the information found in Map VI-A Current Land Use, is intended to provide a general overview only of current land uses within the City of Beaufort. Additionally, in order to provide the most specific information possible, the number of land use categories was increased to reflect the diversity of land uses within the City.

Descriptions of the land use classifications are as follows:

1.) Single Family Residential-Detached

Single family residential land uses include single family detached homes both historic and non-historic, and legal residence as well as not legal residence.⁸

2.) Single Family Residential- Attached

Single Family Residential Dwelling Units-Attached, are generally defined as a townhouse style of construction in which a single family dwelling shares a common wall with another single family dwelling unit.

3.) Multi-Family Residential

⁸ Legal Residence is defined as the primary dwelling of the owner, that is, that the resident spends most of the year living in that residence. Non-legal residence would be considered either a second home or rental property.

The multi-family classification includes individual apartment buildings and condominiums, both legal and non-legal residences, as well as migrant labor lodgings.

4.) Mobile Home Residential

This land use classification includes both mobile home parks and individual mobile homes, both legal and non-legal residences.

5.) Industrial Land Use

This land use category is defined as any business related to the manufacturing of goods and includes everything from food to fabricated metal products.

6.) Transportation/Communications/Utilities

This classification includes airports, railroads, motor vehicle transportation, marine craft transportation, water and sewer facilities, power stations, substations, water storage tanks, radio and television stations, limited access highways, railroad lines, cellular towers and utility corridors.

7.) Commercial

This classification includes hotels, motels and bed and breakfasts, shopping centers, gas stations, retail stores, grocery stores, restaurants, automobile dealerships, private marinas, auto repair shops etc.

8.) Public, Civic, Institutional

The Public, Civic, Institutional classification includes, churches and cemeteries, lodges, hospitals, clubs and community service buildings, land owned by local government for the provision of services including schools, fire stations, police stations, City Hall, the County courthouse and maintenance facilities.

9.) Office/ Professional

This classification includes insurance and real estate offices and professional services.

10.) Parks/Open Space

Parks/Open Space includes all public parks, recreational facilities, government owned open space, golf courses and reservations. Properties identified as Parks/Open Space may be owned by a non-profit entity or government owned at the local, county, state or federal level.

11.) Undeveloped/ Vacant Land

This classification includes currently unimproved lots which are platted for certain types of

development, islands which are only accessible via boat and vacant commercial, residential and industrial land.

12.) Agriculture, Aquaculture, other Resource Production

This classification includes all agricultural land, agricultural forest, mining activities and other resource production.

13.) Parking

This classification is used for land which has been designated as parking for tax assessment purposes. It will not be a reflection of total parking because many vacant lots are used for parking, but would not necessarily be classified as such by the Assessor's Office.

14.) Highway and Street Right of Way (RW)

This classification includes any parcels which are classified as highway and/or street right-of-way for tax purposes.

15.) Military

This classification includes any land within the City limits used for military purposes; this classification includes the Marine Corp Air Station, Beaufort.

Table VII-1 City of Beaufort Existing Land Use, 2004

Land Use Classification	Parcel Count	Percent	Acreage	Percent
Commercial	379	7.1%	397.29	9.8%
Highways and Street R/W	10	.19%	39	.96%
Industrial	3	.06%	1.79	.04%
Mobile Home Residential	4	.07%	15.53	.38%
Single Family Residential-Attached	38	.71%	15.01	.37%
Single Family Residential-Detached	3,370	63.2%	1,248.39	30.8%
Multi-Family Residential	38	.71%	52.31	1.29%
Office/Professional	90	1.7%	37.53	.92%
Parks, Open Space	103	1.9%	133.52	3.29%
Transportation, Communications, Utilities	27	.51%	10.43	.26%
Public, Civic, Institutional	140	2.63%	273.07	6.74%
Undeveloped/Vacant Land	1,102	20.7%	1,822.25	45%
Total⁹	5,328	100%	4,051.84	100%
Military	38	.71%	5,853.96*	49%
All Other	5,328	99.29%	4,051.84	41%
Total Acreage¹⁰	5,366	100%	9,905.80	100%

Source: Beaufort County GIS Department

* This figure provided by U.S. Marine Corps Air Station

Table VIII-1 illustrates the current composition of land uses within the City of Beaufort based on the Existing Land Use Map data derived from a system developed using the Beaufort County Tax Assessors data PCA and PCS codes and GIS. This is a new methodology that was developed specifically for the 2003-2004 Comprehensive Plan update and as such is not comparable to previous land use data included in tables VII-2 and VII-3, though those tables may be directly compared to one another. However, this data may be compared to the previous data in order to ascertain a general picture of land use changes over the last 30 years. In order to provide the most complete picture of land use within the City both the parcel count and acreage have been included in this Table VII-1.

The largest single land use within the City of Beaufort is generally, residential use and specifically, detached single family dwelling units. This type of housing accounts for 63% of all parcels in the City and 31% of all acreage. The homogenous nature of the City's current

⁹ This figure refers to Total Acreage, excluding the land use classification of "Military". Due to the acreage of the Marine Corps Air Station, Beaufort, this number was removed to provide a meaningful reflection of the various land uses within the City of Beaufort.

¹⁰ This figure does include the "Military" land use classification. "All Other" includes all of the land use categories listed above Total.

housing stock could potentially cause problems in the future as developable land becomes scarcer and Housing prices continue to climb. Ensuring a diverse range of housing options plays a crucial role in maintaining the affordability of housing in a community and should be encouraged wherever possible. The second largest land use, or non-use, is Undeveloped and/or Vacant land which accounts for 21% of all parcels and 45% of all acreage. What these numbers tell us is that there are numerous large lots with considerable acreage within the City which are currently undeveloped. This undeveloped land should be planned for either preservation or development and the City should seek to promote its development in accordance with the Comprehensive Plan before new annexations are considered. Commercial land uses account for only 7% of parcels and 10% of acreage while Public, Civic and Institutional uses account for less than 3% of parcels and less than one half of one percent of acreage. Additionally, less than 2 acres are currently used for Industrial purposes. This relative lack of commercial land use could indicate a potential deficiency in the economic base of the community and could pose a threat to the long term viability of the City. Every effort should be made to diversify the economic base of the City and to encourage new commercial and residential development to occur in mixed-use business districts.

Table VII-2 1998 Historical Land Use Data

Land Use	Number of Parcels	Total Area (Acres)	Percentage of Total Area	Average Area per Parcel
Single Family Residential	3,765	1447.07	46.55%	.38
Duplex/Mobile Home Res.	13	31.70	1.01%	2.44
Multi-Family Residential	37	86.61	2.79%	2.34
General Commercial	404	344.08	11.07%	.85
Office/Professional	131	49.68	1.60%	.38
Industrial	19	13.97	0.45%	.74
TCU	12	97.92	3.15%	8.16
Institutional	88	205.82	6.62%	2.34
Park/Recreation/Open Space	61	86.29	2.78%	1.41
Undeveloped Land	202	745.21	23.97%	3.69
Totals	4,732	3108.35	100%	.65

Table VII-2 displays the current land use dispersal according to numbers of developable land parcels and acreages. It is immediately apparent that land in Beaufort in 1998 was largely occupied with residential uses as approximately 50% of the City's total acreage and nearly 65% of developed acreage is occupied by single family or multifamily housing. There is a considerable amount of undeveloped land within the City's limits. Undeveloped land includes larger tracts of land near the limits of the City as well as what could be considered as infill lots in developed commercial and residential areas. The average commercial property size of 0.85 acres reflects the mixture of small-parcel commercial properties and those occupying large parcels within the City. The separation of office and professional commercial land uses from general commercial is intended to distinguish those commercial uses that are less intense in nature. In Beaufort, professional offices exist in the form of many small office buildings and

converted housing units which occupy lots of an average size of 0.38 acres, which is the same as the average for a single family home in the City. Public lands such as government buildings and parks, and institutional properties such as churches occupy a considerable amount of City property. Beaufort's numerous museums, cemeteries, cultural sites and government facilities are larger in size than many private land uses.

Population and Housing Density

Table VII-3 illustrates the land area and population and housing densities for the City of Beaufort. Of particular interest is the density per acre of housing as this is a good indicator of housing density within a community. According to the standards set forth in this Comprehensive Plan, the average housing density within the City is low density, or between 0 and 5 units per acre. The predominantly suburban nature of most neighborhoods in the City should be preserved in certain areas; however, there are substantial opportunities for infill development in many parts of the City. In the interest of fostering economic vitality and to prevent sprawl, every effort should be made to encourage infill development in the form of higher density housing and accessory dwelling units. A mix of housing types and densities can help ensure affordability and the opportunity for safe, high quality housing for all members of the community. Additionally, as the City reaches "build-out" it will be increasingly important to foster infill and wise and efficient land use in order to maintain the vitality and economic viability of Beaufort as well as to protect its natural resources.

**Table VII-3
City of Beaufort Land Area and Population Density for 2000**

Pop.	Area in Sq. Mi.	Persons / Sq. Mi.	Persons / Acre	Housing Units	Units/ Sq. Mi.	Units/ Acre
12,950	9.24	1401.5	2.19	5,080	549.8	1.16

Source: US Census Bureau, 2000 Census data

*In order to accurately represent the actual housing density of the City in developable areas, the acreage of the U.S. Marine Corps Air Station was excluded for this number. The total land area for the City of Beaufort as of 2000 was 18.61 square miles.

Changes in Land Use

An approximate comparison of land use over time is possible due to the land use inventories recorded in past land use plans for the City. These comparisons are approximations, however, as methods and classifications for land use inventory have differed from one plan to the next.

Table VII-3 records the trend of land use change by category for the time period 1989 to 1998. Trends that seem apparent from this comparison are a steady increase in land used for single family residential property, a dramatic increase in the amount of land used for commercial property, and a decrease in the amount of land used for industrial purposes. These trends follow common sense observations of the past ten years in Beaufort which has seen steady housing growth, increased commercial activity occupying larger land parcels, and a general

decline in light industry and manufacturing activities. Other changes apparent in the table do not necessarily agree with other analyses, such as a decline in multi-family housing land use, a decline in office/professional land use, and an increase in the acreage of undeveloped land. These apparent trends may be affected by differences in land use classification and surveying or other factors such as annexation in the past.

**Table VII-3
Historical Comparison of Land Use Division in the City of Beaufort**

Land Use	1977 Acres	1989 Acres	1998 Acres	% Change: 1989 - 1998
Single Family Residential	941	1,127	1447	28%
Multi-Family Residential	54	145	118	-17%
General Commercial	96	137	344	+152%
Office/Professional	*	54	50	-8%
Industrial	4	18	14	-22%
Undeveloped Land (not marsh or water)	457	521	745	+43%

OPPORTUNITIES

The following opportunities identify the conditions present within the City that provide distinct advantages for future growth. Included among these opportunities is the potential for annexation of County areas into the City.

1. Transportation Network

The transportation network in Beaufort presents opportunities as well as problems. The extensive traditional grid system of streets in Beaufort's downtown is an effective system for distributing transportation across portions of the City. The further development of the transportation network to be more interconnected and to involve additional modes of transportation will enhance the quality of Beaufort's transportation facilities and allow the City to function more efficiently.

2. Vacant Land/Undeveloped Land

Though the City is generally developed overall, there remain a substantial number of vacant and undeveloped parcels of land within the City's limits and in adjacent areas. The benefit of this remaining undeveloped land is twofold. First, undeveloped land offers the opportunity to preserve open spaces in the City for parks and recreation. Second, undeveloped land offers the opportunity to encourage needed types of development in the City. Every effort should be made to encourage the infill of the existing vacant and undeveloped land within the urban area before annexations or development at the fringe is allowed.

3. Community Vision

The City of Beaufort has a strong sense of identity based on a long history of Beaufortians who have been committed to the City and its future. Beaufort's residents today identify with established neighborhoods and have a general pride and appreciation for their City. As the image of Beaufort becomes more widely recognized, the residents of Beaufort have an opportunity to see their City grow as well as a responsibility to ensure that growth does not damage the quality of the culture and history they have inherited.

4. Geography

Beaufort's topography and landscape have been dominant forces shaping the development of the City in the past. Though constraining in terms of the existence of vast wetlands and marshes within the City's limits, this rich natural environment provides an environment that is one of Beaufort's chief assets. The City of Beaufort's location on Port Royal Island provides both restraints and opportunities. Due to the constraining presence of marshes and estuaries, there is a finite amount of developable land in the area. Given this constraint on development the City of Beaufort has the opportunity to create a dense, rich urban environment. The City should work towards creating a high-quality, urban environment which lends itself to mass transit and alternative modes of transportation.

5. Location

The City of Beaufort is located in the heart of Beaufort County, one of the fastest developing counties in South Carolina. The numerous assets of this location on the South Carolina coast continue to make Beaufort a desirable place to live and visit.

6. Parks, Open Space and Natural Environment

There is a rich and varied supply of parks and open spaces in Beaufort, due largely to its marshes and the Beaufort River. These create the opportunity for numerous recreation and leisure activities. Additionally, there are several well-developed parks in the City to serve the needs of residents.

7. Architectural and Historical Fabric

There is an extremely rich architectural and historical fabric in the City of Beaufort which is nationally recognized. The various organizations working to promote and protect Beaufort's historic and architectural assets are actively working with the City to ensure that these assets are preserved and enhanced into the future.

8. The Beaufort River

As a part of the Intracoastal Waterway, the Beaufort River serves both as a defining geographical feature in Beaufort and a unique connection to the rest of the Eastern Seaboard. This resource should be protected and better utilized as a tourist attraction and recreational amenity.

9. Quality of Life

The quality of life for any community is difficult to define and everyone asked would have a different opinion. Beaufort has many of the qualities people often think of when they think of "Quality of Life", such as a beautiful natural environment, a strong link with history and a well-developed yet relatively un-congested small-town urban environment. The preservation of that atmosphere should be one of the primary goals used to guide development of the City in the future.

10. Annexation

The finite limit of developable land within Beaufort's current city limits and the limited capacity of Beaufort to continue to grow are two strong arguments for the consideration of annexation. Another major factor in this consideration is the continuing urbanization of Beaufort County and, specifically, of areas adjacent to Beaufort's city limits. In addition to the annexation of existing "donut holes" within the sphere of Beaufort's city limits, reasonable possibilities for annexation

exist. A joint planning effort between The City of Beaufort, the Town of Port Royal and Beaufort County should be undertaken to prepare a growth management plan for northern Beaufort County; specifically the SC Hwy 170/ Robert Smalls Parkway and Burton areas. Until such a planning effort can be undertaken, the City of Beaufort should not accept areas for up-zoning from Beaufort County.

General land use recommendations for areas adjacent to the City of Beaufort are indicated in the map entitled "Future Land Use Concept - Adjacent Areas 1998-2018" found at the end of this section. These general and conceptual recommendations should be specified in the event of annexation to be compatible with the land use plans of both the City and the County.

The "Future Land Use Concept" map showing areas adjacent to the City of Beaufort should not be considered as presenting all of the land that the City may consider annexing or may annex in the next 20 years. The Future Land Use Concept map shows those areas with the highest probability of being annexed in the short term due to their relative proximity to the existing city limits. As annexation occurs, more outlying areas will become contiguous and may be considered for annexation. The City will consider petitions for annexation on a case by case basis, with priority consideration given to lands considered urban or urbanizing. These lands include, but are not limited to, areas of Port Royal Island as permitted through the annexation agreement with the Town of Port Royal and Lady's Island and the smaller adjoining islands.

Recent Annexations

There have been numerous annexations since 1998, the largest being the annexation of the Marine Corp Air Station, Beaufort in 1999. Table VII-4, below, shows the annexation activity of the City since 1998.

Table VII-4
City of Beaufort Annexation History

Year	Acreage Annexed
1998	0.22
1999	6,015.36
2000	741.07
2001	279.25
2002	3.09
2003	222.98
Total	7,261.97

CONSTRAINTS

Constraints identify the conditions present within the City that are distinct disadvantages for, or hindrances to, future growth and development.

1. Environmental Sensitivity

The sensitive environment of waterways, marshes and estuaries in the Beaufort area has coexisted with the urban development of Beaufort for over a hundred years. Despite this fact, urban development in Beaufort and surrounding areas has impacted these sensitive environments in the past and can have a detrimental effect in the future if proper efforts are not undertaken for environmental protection.

2. Lack of Defined Vision

There are a variety of strong organizations with an interest in the planning of the City of Beaufort. Many of those organizations were represented through the Beaufort Comprehensive Plan Committee. Since the dissolution of this committee in 1998, there has been a paucity of formal organizations which focus on long range planning and the creation of a vision for the City of Beaufort. In response to this a citizen-initiated process was begun by the City to establish a Design Center which will help develop a long range vision and master plan for growth for the City.

3. Limited Undeveloped Land

Due to the island-like geography of Beaufort, there is limited land which is developable within the City's limits. This factor poses a constraint to new development and provides extra incentive to redevelop some of the City's currently developed areas rather than seeking undeveloped land.

4. Transportation Limitations

There are a very limited number of access points to the City of Beaufort which contributes to a level of congestion on certain roads which is undesirable and even damaging to the City. The capacities of these few major corridors into and through the City have a direct impact on the levels to which the City can continue to grow and develop and maintain an efficient transportation system.

5. Economic Sector Deficiencies

Beaufort currently lacks jobs in sectors which are needed to attract and retain young families and professionals. Attraction of industries in the computer technology and telecommunications fields, for example, has the potential to add high wage jobs to the economy. Future development will require these new types of jobs to support the population.

PLANNING ASSUMPTIONS

Assumptions include the past, current, and future trends of land use that have been derived from analysis of physical and socioeconomic conditions as well as the public participation process and development of goals and policies.

1. Historic and Environmental Preservation

The cultural/historic and environmental resources of Beaufort are of primary importance and consideration. Therefore, it is recognized that the concepts, goals, policies and strategies for future land use in Beaufort should all serve to bolster historic and environmental resource preservation.

2. Steady Residential Growth

Population projections estimate that Beaufort will increase by less than 50 percent of its current estimated population in the next twenty years. Though this is not a dramatic increase, it may have a dramatic effect on the demand for housing due to the level of development that currently exists in Beaufort. Likely needs in the future include housing developments of higher density, housing options for an aging population, and affordable housing development and multi-family

housing options for young families and families of military service personnel. The trend over the last several years has been increasing single family housing and decreasing multifamily and higher density housing. In the interest of promoting affordable housing, every effort should be made to encourage high quality multifamily development within the City of Beaufort.

3. Growth of New Industries

Beaufort's economy should experience increased diversification in the future due to changes in the national economy and the recruitment efforts of City and County officials. The future attraction of industries such as the technology and communications industries, research and development activities associated with the area's military industry, and medical professionals and services should create a demand for land and facilities to support such activities.

4. Moderate Commercial Growth

The growth in the retail sector is closely tied to the City's population growth and transportation network. Population trends towards high growth will likely improve commercial development opportunities. The continued development of the tourism and leisure recreation industry associated with the area's natural and historic resources may also lead to increased commercial activity.

The projected steady levels of population growth in Beaufort and the projected improvements of transportation linkages with the rest of Beaufort County will equate to demand for additional commercial facilities in the future. A large portion of this demand, however, could be met through the redevelopment of existing commercial areas.

5. Strategic Open Space Growth

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. The City of Beaufort Open Space Plan and the City of Beaufort Greenway Plan should be implemented in conjunction with the Northern Beaufort County Greenways and Blueways Plan.

6. Moderate Institutional Growth

Beaufort has been a center for institutional land use in the County and has increased its level of institutional land use over the past decades, however, recently an exodus of institutional uses from the City has been taking place. The City of Beaufort, Beaufort County, the Sheriff's Department as well as the Beaufort County Board of Education and the University of South Carolina, Beaufort are all facing space shortages. Every effort should be made to retain these institutional uses in the traditional County seat of the City of Beaufort. This may include economic incentives, site planning and design assistance and other means to encourage

institutions to remain in the City. A preferable solution for meeting institutional space needs in the future would involve the use or adaptive reuse of existing and historic buildings in Beaufort.

FUTURE LAND USE POLICIES

This section summarizes recommendations for future land use development and transportation improvements based on the planning assumptions, goals and policies, and physical and socioeconomic condition analysis. The recommendations are intended to form a framework to be used as a guide for decision-making concerning future land use in Beaufort for the next 20 years. The policies set forth in this section are graphically depicted in the Future Land Use Map in Appendix F and were developed after three public planning charrettes where numerous groups and individuals came to contribute their ideas and expertise.

1. Mixed-Use Districts

The future land use concept for Beaufort identifies districts of concentration of development which are interconnected by the transportation system of streets and greenways. These districts are characterized by a relatively high intensity of land uses involving commercial and mixed-use commercial and residential communities. Downtown Beaufort and the surrounding Historic District comprise the original district in the City's development. Mixed-use districts were utilized as the primary land use planning tool in the 2004 update process of the Comprehensive Plan. The districts indicated on the Future Land Use Map in Appendix F are intended to be concentrations of higher intensity commercial and residential uses which lessen in intensity as they move farther from the core. There are varying types and intensities of mixed use districts to ensure compatibility with the surrounding neighborhoods; the most intense of these mixed-use zones is the Commercial Mixed-Use District followed by the Government Mixed-Use District, the Medical Mixed-Use District and finally the Residential Mixed-Use Districts. Each of these districts is described in greater detail below under letters A-D.

A. Commercial Mixed-Use District

Indications of commercial mixed-use in certain areas of the future land use map have an emphasis on mixed-use commercial/residential development. This recommendation applies to the mixed use districts, and suggests that commercial development in these areas should abandon the highway commercial model and move towards a "mainstreet" mixed-use district, including compatible commercial and residential uses in the same development. Mixed-use land use patterns are also recommended as appropriate in the Downtown Beaufort Historic District. Much of the Historic District has a general mixed-use nature, as areas of small-scaled commercial land use are directly adjacent to moderate density residential areas. In addition to such adjacencies of land uses in the district as a whole, certain areas, such as Bay Street and the Charles Street corridor, are also appropriate as mixed-use, residential and commercial districts. Other areas targeted for mixed-use commercial development in the downtown area are Boundary Street, Bladen Street and Carteret Street.

A mixed-use commercial/residential concept plan is recommended which allows for flexible residential and commercial development in several areas, including the intersection of Highways 170 and 21, Jean Ribaut Square, The Beaufort Plaza and the intersection of Ribaut Road and Mossy Oaks Road.

Flexible zoning would have to be adopted to allow for the broad mix of uses associated with "Mainstreet" types of development. Zoning should allow for upper level residential or office spaces, lofts, row houses, reduced setbacks and on-street parking. The emphasis on development in this area is to allow for a variety of commercial and service oriented businesses that are designed to be pedestrian friendly. Rear service areas and flexible parking requirements are necessary in this type of area. Reduced off-street parking requirements are also encouraged. A commercial and residential building overlay code should be developed and implemented in order to exert greater control over the physical appearance of new development. The purpose will be three-fold: to ensure that new buildings are built to a more pedestrian oriented scale, to reduce auto-oriented development, as well as to control the physical appearance of the City.

The redevelopment of targeted areas in the City is intended both to revitalize existing commercial areas and to create areas with a new dynamic of mixed-use commercial activity. Commercial redevelopment in the Boundary Street area, for example, will be focused on revitalizing a community commercial area of businesses capable of serving adjacent residential communities. Commercial redevelopment in the New Village Center area of the intersection of Highways 170 and 21 is intended to more resemble a traditional downtown with the inclusion of housing and commercial and a less highway-oriented commercial type. Other areas targeted for redevelopment include: Bladen Street, the King Street area around the Beaufort County School Board Offices, the Northwest Quadrant, and the Pigeon Point and Higginsonville residential neighborhoods.

B. Government Mixed-Use District

The Government Mixed-Use District at the intersection of Ribaut Road and Boundary Street will be anchored on the Southwest corner by the Beaufort County Government Complex and the future City of Beaufort Municipal Government Center on the Northeast corner. This district is intended to be a high intensity mixed-use district and will also serve as a gateway to the City of Beaufort's Historic District. As such it should include a variety of uses including retail, restaurants, office space and high density housing towards Pigeon Point to complement the predominantly government usage of the area.

C. Medical Mixed-Use District

The presence of Beaufort Memorial Hospital has attracted the development of numerous medical offices along the Ribaut Road corridor extending south from the hospital. This area should be further defined as a focal area for medical offices and medical service oriented businesses, particularly as these land uses are more compatible with adjacent residential neighborhoods than are more intense commercial land uses.

D. Residential Mixed-Use District

The residential mixed-use districts depicted in various areas of the City are intended to be less intense in nature than the other districts discussed, but still allow for appropriate commercial

and service uses within existing neighborhoods. These areas should also allow a greater range of housing options, including appropriately scaled and designed multifamily and should be denser than neighborhoods designated as Neighborhood Infill and Preservation (discussed below). Each of these districts should be anchored by a neighborhood center with perhaps a café, or small restaurant or grocery store which would cater predominantly to the surrounding neighborhoods.

2. Residential Density

A key issue in the development of a future land use plan is the specification of density levels for residential land use; these are depicted on the Future Land Use Map as High, Medium and Neighborhood Infill and Preservation. The three defined density levels of residential land use with associated numeric density recommendations are:

- Low Density Residential: 1 to 7 units per acre
- Medium Density Residential: 8 to 15 units per acre
- High Density Residential: 16 to 35+ units per acre

The existing land use analysis for Beaufort shows a preponderance of low density residential suburban neighborhoods. The overall housing density per acre within the City is 1.16 units per acre, but there are some areas of the City which have relatively higher residential densities such as downtown. Ideally, the City will have a diverse stock of housing densities in a variety of neighborhoods. Some neighborhoods should be slated for conservation while others may be ripe for the integration of higher density housing, particularly those neighborhoods to the north and west of downtown.

3. Neighborhood Infill and Preservation

In an effort to prevent sprawl and promote housing affordability, the City should encourage infill development in certain areas as well as compatible mixed uses and appropriate commercial uses. The City should also encourage high quality, context sensitive multifamily and higher density (two, three and four family) housing incorporated into existing suburban neighborhoods. Neighborhood parks and the greenway system should be incorporated into existing neighborhoods in order better connect them to other parts of the City.

4. Streetscape and Pedestrian Infrastructure Improvements

Streetscape and infrastructure improvements are recommended for the entire city as well as gateway improvements for the major entry and exit points along vehicular routes into and around the City. The purpose of these improvements is to enhance the City's quality of life through improvements such as sidewalks, bike lanes, lighting, landscape planting, and signage. The City is planning to conduct a comprehensive pedestrian infrastructure improvement plan, beginning downtown and eventually moving to the entire City. Gateway visual improvements are recommended at the Highway 170 City limits, the Highway 21 City limits, and entrances to the City's downtown historic district.

Additionally, the City of Beaufort Greenway Plan serves as a guideline for the development of a greenway system in the City. The ability of such a pedestrian and cyclist oriented transportation system to increase connectivity among the different parts of the City is a key concept of the plan. In 2003, the City of Beaufort Open Space Master Plan was developed and designed to integrate the City of Beaufort Greenway Plan. Both of these plans should be implemented and should serve as the basis for all open space and greenway preservation and acquisition within the City.

5. Parks and Open Space

The future land use concept includes additional community and neighborhood parks which are linked together by the greenway system. Where possible, open space is designated along the waterfront or adjacent to wetlands for preservation of environmentally sensitive areas and vistas. The City of Beaufort Open Space Master Plan identifies eight key areas for open space preservation based on environmental sensitivity, connectivity to the Beaufort Greenways Plan, historical significance and location. The complete Master Plan can be found in Appendix G. These open space acquisition/ protection areas are listed in order of priority below:

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. Sycamore Park
8. Albergotti Marsh Trail

6. Light Industrial Development

The designation of areas for commercial and light industrial development is a key issue in the future land use concept. The area along Highway 170 in the western portion of the City, should offer the type of business and industry facilities sought after by contemporary industries such as technology firms and research and development.

7. Public Use

This designation was developed in order indicate areas whose future are currently uncertain but which provide significant public benefit and should remain in the public realm.

GOALS, POLICIES AND STRATEGIES FOR FUTURE LAND USE

CITY OF BEAUFORT LAND USE

GOAL 1: Utilize appropriate planning procedures and innovative planning tools to guide growth, development and redevelopment.

Policy 1.A: Provide appropriate development regulations that protect the health, safety and welfare of the residents of the City of Beaufort.

Policy 1.B: Provide clarity, efficiency, equity, and consistency in City department policies and procedures relating to land development review.

Strategy 1.B.1: Reexamine the procedures of the City's citizen boards in order to ensure the efficient, impartial and equitable function of all.

Policy 1.C: Actively seek the participation of residents in developing land use planning tools, revising procedures, and for providing sufficient notification of important public meetings.

Strategy 1.C.1: Consider the development of a City of Beaufort Planning Commission that is separate from the Beaufort County Planning Commission, but that cooperates with Beaufort County and other municipalities.

Status Report: The City of Beaufort and the Town of Port Royal created the Joint Municipal Planning Commission in 2000, which is a recommending body to both the Town of Port Royal Town Council and the City of Beaufort City Council.

Strategy 1.C.2: Encourage the development of, and support the activities of, strong neighborhood associations that represent each neighborhood community in the City of Beaufort.

Status Report: Since 1998, the City has seen the creation of several new Neighborhood and Neighborhood Watch Associations; these include:

- The Old Point Neighborhood Association
- Old Commons Neighborhood Association
- Pigeon Point Neighborhood Association
- United Block Association
- Greater Ribaut Neighborhood Association
- 100 Pines Neighborhood Association

Policy 1.D: Establish criteria for annexation that consider land use compatibility with adjacent uses, compatibility with adjacent areas outside of City limits, community facilities demand and supply, contiguity of land parcels including the elimination of "out-parcels" and "islands," irregularities in City boundaries and consistency with the goals and policies of the city's land use plan.

Strategy 1.D.1: Specific focus should be placed on annexation of the "islands" or "donut holes" within the western area of the City's limits in order to give a uniform

and consistent City boundary for purposes of planning and service provision.

Policy 1.E: Update and strictly enforce building and zoning codes to protect and preserve the quality of life within the City.

Strategy 1.E.1: Zoning and building codes should be examined in light of the recommendations of this comprehensive land use plan.

Strategy 1.E.2: Review and coordinate the fire and building codes for greater compatibility with the Comprehensive Plan, Unified Development Ordinance and zoning.

Policy 1.F: Coordinate with Beaufort County on decisions relating to land use and land development.

Strategy 1.F.1: The Beaufort County Comprehensive Plan and Beaufort County Planning Department should be used as an information source for decisions related to major new development in the city.

Status Report: The Robert Smalls Parkway Joint Corridor Plan was the product of a joint planning effort between the City of Beaufort, The Town of Port Royal and Beaufort County and was adopted in 2002.

Policy 1.G: Ensure development within the MCAS Beaufort Airport Overlay Zoning District is compatible with the published Marine Corps Air Station Air Installation Compatible Use Zones (AICUZ) study/footprints and land use recommendations.

Strategy 1.G.1: Adopt zoning ordinances which ensure compatible development within the MCAS Beaufort AICUZ footprint.

Strategy 1.G.2: Encourage growth patterns that are compatible with MCAS operations and discourage growth and incompatible land use in, or near the Air Station approach corridors and landing pattern.

Strategy 1.H.1: Support and adopt the recommendations of the Lowcountry Joint Land Use Study (JLUS).

GOAL 2: Promote orderly and appropriate growth, development and redevelopment in the City of Beaufort, based on physical, social, and economic needs, environmental considerations and the ability of the City's tax base and public facilities and services to support all growth and development.

Policy 2.A: Ensure that all future development in the City of Beaufort is environmentally sensitive.

Strategy 2.A.1: Enforce landscape guidelines, tree ordinances, and other mechanisms to protect natural features within the urban areas.

Strategy 2.A.2: Restrict certain land uses, such as those which produce pollutant materials or contribute significant stormwater runoff in areas adjacent to

water resources or marshes.

Policy 2.B: Work to ensure the livability and compatibility of uses when making land use decisions.

Strategy 2.B.1: Ensure that historic residential areas do not absorb commercial or other uses to the extent that the character of the neighborhood is compromised.

Policy 2.C: Promote compact, mixed-use rather than sprawled and scattered development to maximize use of existing and programmed public facilities, preservation of open space and to minimize public service costs, and reduce negative environmental impacts.

Strategy 2.C.1: Seek to encourage development and redevelopment in nodes of activity within the City as indicated in the future land use concept. These areas, which are already in the City limits, are the preferred location for commercial activity and mixed-use community development.

Strategy 2.C.2: Consider the addition of a cluster development option to the City's subdivision regulations that will encourage cluster development and preservation of open spaces.

Status Report: A cluster development option was included in section 6.2.c of the Unified Development Ordinance.

Strategy 2.C.3: Revise the City's Planned Unit Development (PUD) ordinance to require that a minimum of 25 percent of any PUD site be dedicated as landscaped open space for passive or active recreational use.

Status Report: Section 7.4 of the Unified Development Ordinance requires that a minimum of 20% gross land area in PUDs be preserved as open space.

Strategy 2.C.4: Protect remaining areas of open land from sprawling development by encouraging compact housing subdivisions and preservation of open space.

Strategy 2.C.5: Protect developable land that is adjacent to wetland or marsh areas through existing regulations and site plan reviews. Strongly encourage developers to plan for publicly accessible open spaces in such areas.

Strategy 2.C.6: Strongly discourage the development of gated communities in order to protect community character.

Policy 2.D: Maintain and expand the City's tax base by designating specific areas for non-residential private development.

Strategy 2.D.1: The City should designate and promote land for development into business districts for the attraction of new industries.

Policy 2.E: Establish criteria for implementing a redevelopment policy within the City.

Strategy 2.E.1: Design guidelines should be established for the various land uses within the city.

Status Report: Design guidelines have been developed for the Northwest Quadrant, Bladen Street, Boundary Street, SC Hwy 121, SC Hwy 170 and Lady's Island Village Center.

Strategy 2.E.2: Evaluate redevelopment proposals based on the impacts to adjacent land uses and service delivery.

Policy 2.F: Promote a safe, attractive and pedestrian-oriented urban environment.

Strategy 2.F.1: Maintain a sufficient staff to monitor development in the City and enforce design guidelines.

Status Report: A full time codes enforcement officer was hired in 2000.

Strategy 2.F.2: Development and redevelopment proposals should be judged for their contribution to urban environment of Beaufort and should meet stringent guidelines for quality and compatibility with the City's unique character.

Strategy 2.F.3: Develop a design standard overlay for prominent urban locations in order to promote high quality urban design and to protect and enhance the pedestrian realm.

GOAL 3: Preserve and improve residential neighborhoods. Maximize the opportunity for a wide range of residential living arrangements to serve the varying housing needs of Beaufort's existing and future population while encouraging the rehabilitation and improvement of existing neighborhoods within the City.

Policy 3.A: Protect and preserve established neighborhoods including those of historical significance to the City.

Strategy 3.A.1: Involve neighborhood associations in land use decisions concerning their neighborhood.

Policy 3.B: Support developments offering a mix of residential types and diversities.

Strategy 3.B.1: Mixed-use development should be encouraged to include housing as a component. It is desirable for higher density housing to exist in concordance with some types of commercial and office activities.

Policy 3.C: Ensure that higher density housing is located close to employment centers, shopping facilities, and other activity centers.

Strategy 3.C.1: Encourage developers of multi-family housing to design for easy pedestrian access to commercial facilities and employment areas.

Policy 3.D: Encourage medium or high density residential development to serve as a buffer between nonresidential nodes and surrounding single family detached

neighborhoods.

Strategy 3.D.1: Develop a comprehensive set of density bonuses through tax relief, flexible zoning and streamlined permitting processes.

Policy 3.E: Create strategies that will encourage the appropriate development of new housing arrangements and will respond to the issue of accessory uses.

Strategy 3.E.1: Develop a strategic plan to address the issue of accessory uses on residential properties, such as accessory dwelling units and home offices. Status Report: The update of the UDO in 2002 made Accessory Dwelling Units easier to permit and made regulation for home occupations less stringent.

Strategy 3.E.2: Allow for residential uses in downtown Beaufort in order to meet a demand for such housing and to bolster the economy of downtown beyond the focus on tourism. Consider residential uses, such as apartments, on the second story of downtown retail establishments. Status Report: Parking requirements have been eliminated for upstairs residential development.

Policy 3.F: Promote affordable housing within the City of Beaufort.

Strategy 3.F.1: Develop inclusionary zoning provisions within the Unified Development Ordinance.

Strategy 3.F.2: Encourage a mix of price points and types in all new housing developments.

GOAL 4: Provide for the development of adequate commercial facilities on both citywide and neighborhood levels.

Policy 4.A: Encourage reuse and revitalization of obsolete commercial facilities.

Strategy 4.A.1: Encourage the redevelopment of commercial areas into new commercial business districts or mixed-use commercial and residential nodes.

Strategy 4.A.2: Encourage redevelopment by promoting a high level of flexibility in ordinances that relate to the redevelopment of property. Status Report: In 1998, the Beaufort Redevelopment Incentive Program (formerly the Beaufort 2003 Program) was established to encourage and support development and redevelopment in the downtown area and annexation into the City. This program provides development incentives in the form of a rebate of City taxes for:

- New Construction in the Downtown Tax Increment Financing District (TIF);
- Substantial renovations to existing structures in the Historic District;
- Development of residential units above first floor commercial uses in the Downtown TIF district;
- Owners who purchase and occupy a commercial building which has been

- vacant for over one year;
- Development of either new or renovated housing for students of USCB and TCL;
- Development of accessory dwelling units

This program was extended in 2002 to property owners in the Redevelopment Corridor of U.S. Highway 120/Boundary Street who perform renovations, additions or improvements to existing buildings which increase the appraised value of the building by at least 50%. New construction on vacant lots, the demolition of dilapidated structures and rebuilding on the cleared lot also qualify.

Policy 4.B: Wherever possible, promote compact and planned rather than strip commercial development.

Strategy 4.B.1: Mixed-use, commercial nodes should be established in the City and recognized as the first choice location for new commercial and residential development and redevelopment.

Strategy 4.B.2: Restrict further commercial strip development on major streets beyond existing developed and zoned areas. Within existing strip commercial areas, allow for the in-filling of compatible uses.

Strategy 4.B.3: Strip commercial development along Boundary Street, Ribaut Road, and Robert Smalls Parkway should be limited to its existing extent and further commercial development directed into commercial nodes at points along these corridors. Undeveloped land along these corridors should be promoted for development consistent with the future land use plan and should include site design and landscaping features that are pedestrian and community friendly.

Strategy 4.B.4: Major commercial districts should be redeveloped according to the future land use plan and related district plans.

Policy 4.C: Promote appropriate mixed-use commercial development and redevelopment.

Strategy 4.C.1: Commercial and residential land uses should be allowed to exist on the same site within appropriately designed mixed-use development plans for nodes identified as amenable to mixed-use development in the future land use plan.

Policy 4.D: Provide safe and adequate pedestrian and bicycle access from nearby areas to commercial and other activity centers.

Strategy 4.D.1: Land use decisions should be linked with transportation decisions and investments in order to ensure that compatible land uses which are located adjacent to each other are easily accessible by multiple modes of transportation.

Status Report: The City of Beaufort developed the Robert Smalls Joint Corridor

Plan in conjunction with Beaufort County and The Town of Port Royal; however, a joint land use plan should be developed for the Northern Beaufort County area as a joint effort between the three entities.

Policy 4.E: Locate neighborhood serving commercial uses in areas convenient to existing and future residential development.

Strategy 4.E.1: neighborhood or community-oriented commercial services should be encouraged in mixed-use nodes as illustrated on the future land use map. These areas, and other commercial areas adjacent to residential neighborhoods of moderate density, should receive exceptions to parking and site design requirements as appropriate to encourage pedestrian activity.

GOAL 5: Retain existing office and professional business areas while providing for the development of suitable areas for business and professional office growth and expansion.

Policy 5.A: Encourage retail and office uses to locate in designated areas well served by public infrastructure.

Strategy 5.A.1: Prevent commercial development in areas that will create additional through traffic in residential neighborhoods.

Policy 5.B: Encourage commercial and office developments to be designed so that they are compatible with surrounding land uses.

Strategy 5.B.1: Work with developers to ensure that buildings and sites are appropriately designed and are separated from residential neighborhoods with buffering or step-downs in use and intensity.

Strategy 5.B.2: Business districts which are compatible with adjacent commercial and residential land uses, should be encouraged as future business development areas.

Policy 5.C: Parking lots should be designed to enhance the pedestrian realm and step should be taken to minimize the environmental degradation associated with large amounts of impervious surfaces.

Strategy 5.C.1: Encourage parking lot site plans that provide adequate areas for landscaping and are oriented to the rear of the building in order to protect and enhance the pedestrian realm.

Strategy 5.C.2: Encourage the use of pervious paving surfaces for parking where appropriate.

Strategy 5.C.3: All new development should be oriented to the street and parking should be minimized where possible.

Policy 5.D: Locate office development near commercial activities and higher density residential areas.

Policy 5.E: Where conversion of a property in a transitional area from residential use to a more intense use is inevitable, appropriate commercial uses should be encouraged to mitigate negative and accentuate positive impacts on adjacent residential properties.

Strategy 5.E.1: Determine the allowable amount of office use within the historic district.

Strategy 5.E.2: Encourage employees in historic district offices to use shared parking facilities.

GOAL 6: Provide for the adequate provision of public and semi-public facilities and services to meet the needs of Beaufort's population, and control the type, locations, and timing of future development.

Policy 6.A: Provide centralized locations for municipal buildings and facilities.

Strategy 6.A.1: Establish downtown Beaufort as the primary and preferred location for municipal buildings and facilities.

Strategy 6.A.2: Adapt the use of older buildings in the City such as the Carnegie building and the old jail to office use.

Status Report: The City of Beaufort Planning Department occupied the Carnegie Building as their primary office in 2000. The City of Beaufort Codes Enforcement Office was moved to the Carnegie Building in 2001.

Policy 6.B: Provide sites for schools and other government facilities in proper relationship to existing and future residential development.

Strategy 6.B.1: Encourage the location of new schools in areas where it is possible for students to walk to school via greenways and sidewalks.

Strategy 6.B.2: Develop a plan for the future expansion of the USCB campus in the areas of Carteret and Boundary Streets near the Bellamy Curve. Encourage USCB to develop as a vibrant community of faculty and students who live, study and work in the City of Beaufort.

Policy 6.C: Ensure that government and institutional facilities are designed with adequate landscaping, parking, and open space.

CHAPTER EIGHT: IMPLEMENTATION

Introduction

The success of the Comprehensive Land Use Plan depends upon how effectively it is implemented. Four basic implementation tools are described below:

1. Provision of public facilities, especially through capital improvements programming and through the preservation or advance acquisition of future public lands and rights-of-way. The capital improvements program will play a significant role in implementing the land use recommendations within this document.
2. Development regulations such as subdivision controls, the zoning ordinance, the Beaufort Preservation Manual, and other regulatory codes, which insure that private development complies with City development standards and other building standards and is located in areas that conform to the land use plan.
3. Persuasion, leadership and coordination are somewhat more informal implementation tools than capital improvement programming or development regulations. However, these tools can be very effective in making sure that ideas, data, maps, information and research pertaining to growth and development are not only put forth, but also find their way into the decision making of private developers and public agencies. The land use recommendations in this document will not be realized without the continuing political, economic and financial support of the City and its decision makers.
4. The comprehensive plan itself can become a tool in carrying out its own policies and recommendations, if the plan is kept visible and up-to-date as a continuous guide for public and private decision making. The City should, therefore, periodically review the plan and, as necessary, make appropriate revisions to the plan to keep it viable as a current document. In addition, it should be stressed that a zoning ordinance is not a land use plan and should not be considered an adequate substitute for one.

The comprehensive land use and development plan should not be considered a static document. Development patterns perceived when it was prepared may change and various resources (human, natural and financial) may become available or decline.

Because the goals and policies contained in this plan truly reflect the City's opinions and land use principles, they will provide a solid basis for evaluating changes and updates to this document. If they are not sufficiently detailed to serve this function, future amendments to this document should begin with the goals and policies. A plan that is firmly grounded on usable goals remains current and instills residents with confidence that the future development of their City is logical, predictable and understandable. This attitude is critically important.

This document should also be allowed to evolve by adding detail. At a minimum, detailed functional plans for transportation, parks and open space, heritage conservation, housing and

economic development should be prepared as an amplification of this plan and should be regularly updated.

Implementation Methods

The City of Beaufort Comprehensive Plan serves as a guide for public and private decision-making in dealing with the development of the City. Implementation of the plan depends upon the City, its powers to regulate private development through the zoning, subdivision and development ordinances, its powers of taxation, and its capital expenditures. This section provides a listing of potential implementation techniques which are most feasible for implementing a comprehensive land use plan in the City of Beaufort. Most of these techniques utilize existing ordinances and procedures, although some require review and consideration of amendment.

1. Continuing Planning Process

The comprehensive plan is designed to reflect current information as well as project future trends. As conditions change, the plan must be re-examined and updated. The following recommendations are necessary to keep the plan viable.

A. Short Range Development Plans and Programs

Establish short-range development plans and programs on an annual basis to help phase development and capital improvement proposals and to identify appropriate zoning changes. This program should be a guide for setting priorities for the annual budgets and the capital improvements program for the City.

B. Updates

Monitor and refine the land use plan on an annual basis with major updates every five years. This should keep the plan responsive to changing conditions and needs in the City.

C. Detailed Functional Plans

Develop more detailed functional plans (i.e., specific transportation, housing, community facility and historic preservation studies) which can serve to address specific and technical issues.

D. Detailed Design Plans

Develop and support more detailed design plans for major activity centers and other critical areas such as the business park area, the commercial redevelopment areas, and planned mixed-use commercial/residential developments in specified parts of the City.

2. Capital Improvements Program

The provision of capital improvements should be used as a means of controlling the timing and location of development. Future capital improvements programs and redevelopment

plans adopted by the City should be based in part on the recommendations made in this plan. In order to do public facilities planning and programming and to ensure close coordination with private development plans, a realistic level of capital expenditures needs to be maintained. Sources of funding in addition to the property tax should be explored.

3. Zoning

Zoning is an important tool for implementing the land use plan. However, the plan is only a guide for zoning decisions. Modifications to the existing zoning ordinance should include but are not limited to the following:

- A. Future commercial establishments should be encouraged to locate in Mixed Use Commercial Districts or Areas for Redevelopment
- B. Residential Zoning categories should be established to be more flexible regarding the minimum lot size and responsive to the densities established in this plan.
- C. Residential areas should be buffered from more intensive non-residential development through mixed use neighborhoods and graduating density levels.
- D. Additional Design guidelines should be developed to control the visual quality of residential, commercial, and industrial development.

4. Land Development Regulations

Better use should be made of the land development regulations which govern the conversion of vacant land into building sites. Developers are tied to the existing zoning for a particular tract, but before they can acquire a development and building permit they must be able to meet site preparation and environmental standards. Such ordinances should permit innovative site development (with high standards for controlling nonpoint-source pollution, for example) and strengthen the role of land development regulations in guiding the development of the City.

Implementation Guidelines

An important aspect of a successful implementation strategy is the coordination of the various organizations, groups and individuals involved and/or affected. In other words, it is important for all parties to know the roles everyone is playing and the definition of their Responsibility. The assignment of clear Responsibility should be a primary factor in the implementation process. The suggestions outlined in this section are not meant to be a step-by-step process, but a list of available methods that can be used at any given time depending on the results desired. Promotion and education, regulation, financial assistance, and organizational assistance are all tools that can help the comprehensive land use plan for Beaufort become a reality.

Promotion and Education

It is important to instill a vision in the eyes of residents about what Beaufort can be. It is easier to gather support as well as cooperation and financial resources when people are enthusiastic and educated about a project. By educating people about their city, people will be less likely to

oppose any steps taken toward the management of growth and development.

City Newsletter: A City newsletter is one of the quickest and easiest ways to inform residents about topics directly dealing with issues affecting their neighborhoods. Topics in the newsletter could include recent building projects, new construction proposals, historic facts on Beaufort, and household fix-up tips. The newsletter could be produced and circulated through established neighborhood organizations or could be prepared in conjunction with the Beaufort Gazette.

Recognition System: Recognition for achievements can go far in encouraging resident participation. Recognition certificates and announcements in newspapers and neighborhood newsletters on a regular basis are ways to reward home-owners and volunteers for their work. The press and the City Council should always be notified of recent accomplishments. Public recognition gives people a feeling of achievement and encourages them to continue to participate.

Awards of Excellence: The Beaufort City Council should conduct an annual event to recognize outstanding projects, programs, individuals and organizations which have significantly contributed to the preservation of or the enhancement of the City's quality of life. The City Council should be routinely notified of development successes and invited to visit new projects.

Regulation

The City of Beaufort has the power to regulate individual and group actions to protect the health, safety, and welfare of the population. This power is known as police power and is passed to local communities through the state legislature. Regulatory powers open to the City include issues of zoning, building codes, and property maintenance regulations. The following restrictions are indicative of the kinds of powers Beaufort possesses to aid in protecting and enhancing neighborhood quality of life.

Zoning: Strict control of zoning is an effective way of implementing design guidelines and controlling development and redevelopment throughout the City. To the extent appropriate, revisions to zoning ordinances should create increased compatibility between zoning ordinances and other planning tools such as the future land use plan and design guidelines.

Building Permit Approval: No redevelopment or new construction can be done in Beaufort without a building permit approval. The necessity of a building permit is another way of regulating construction in the City. Any projects proposed for areas under the design guidelines must be followed or a permit will not be issued.

Financial Incentives

Incentives are aimed at getting people to take action on certain issues when they otherwise would not. Financial incentives can help encourage people to get involved with new development opportunities. Financial incentives should be developed to give people a chance to contribute to the improvement of Beaufort when they might not otherwise be able to. Such

financial incentives have been recently introduced within the Beaufort 2001 plan.

Organizational Assistance

Fortunately, the City of Beaufort has an abundance of resources when it comes to organizations which are willing to help contribute to the enhancement of the City's quality of life. There are many for-profit and non-profit organizations that are willing to lend their assistance whether it be technical or financial. These groups can assist with promotion and financial assistance and provide sources of professional assistance that would not otherwise be available to the City. One resource for this assistance would be the volunteer members of the Beaufort Comprehensive Plan Committee. Any success that comes from the Comprehensive Land Use Plan is testimony to the dedication of the members of this committee towards the preservation of Beaufort's quality of life.

Short Term Work Program

Presented below is a preliminary five year short term work program for implementation of the future land use concepts and City programs contained in the Comprehensive Land Use Plan. The short term work program should be reviewed and revised on an annual basis to help the City plan for capital improvement proposals and to keep the plan responsive to changing conditions in Beaufort County. The short term work program identifies only recommendations that should be approached in the short-term future, and is not a complete listing of recommendations that are included in the Goals, Policies and Strategies sections of each plan element.

1. Revise Land Development Codes including the zoning ordinance.
 - a. Estimated Cost: \$40,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 1999
 - d. Responsibility: City of Beaufort
 - e. Status: Completed in 2003.

2. Prepare a parking study for downtown Beaufort.
 - a. Estimated Cost: \$15,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 1998-1999
 - d. Responsibility: City Manager's office
 - e. Status: Completed

3. Facilitate the formation of a Community Development Corporation.
 - a. Estimated Cost: None
 - b. Funding Source: N/A
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: City of Beaufort, local businesses and non-profit organizations
 - e. Status: Ongoing

4. Develop a comprehensive open space, parks and greenways plan for the City. This could take the form of an expansion of the the City of Beaufort Greenways plan into the area of parks and open space acquisition and future greenways extensions.
 - a. Estimated Cost: \$15,000
 - b. Funding Source: Public grants and private donations
 - c. Year of Implementation: 1999-2001
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: Completed in 2003

5. Develop a basic shared geographic information system (GIS) to collaborate with Beaufort County's GIS department.
 - a. Estimated Cost: \$35,000
 - b. Funding Source: City of Beaufort/Beaufort County
 - c. Year of Implementation: 1998-2001
 - d. Responsibility: Beaufort Planning Department, Fire and Police Departments
 - e. Status: Ongoing

6. Maintain a City of Beaufort Comprehensive Planning Committee.
 - a. Estimated Cost: None
 - b. Funding Source: N/A
 - c. Year of Implementation: 1998-2018
 - d. Responsibility: Beaufort Planning Department
 - e. Status: the City of Beaufort/ Town of Port Royal Joint Municipal Planning Commission was established in 2000.

7. Implement applicable recommendations from the Beaufort County Above-Ground Historic Resources Survey of Beaufort County, South Carolina.
 - a. Estimated Cost: Unknown
 - b. Funding Source: City of Beaufort, State and Federal and private
 - c. Year of Implementation: 1998-2003
 - d. Responsibility: City of Beaufort, Beaufort County, Town of Port Royal
 - e. Status: Ongoing

8. Prepare a Coastal Zone Management plan to establish specific policies concerning coastline management, waterway recreation activities, boat moorings and other issues affecting the quality of Beaufort's waterways.
 - a. Estimated Cost: Unknown
 - b. Funding Source: City of Beaufort, Beaufort County, OCRM
 - c. Year of Implementation: 1999-2001
 - d. Responsibility: Beaufort Planning Department
 - e. Status: Ongoing; The Beaufort County Special Area Management Plan was created in December of 2002 and addresses the status of the watershed.

9. Prepare and implement a stormwater drainage plan to include a feasibility study for the development of a stormwater utility.
 - a. Estimated Cost: \$15,000
 - b. Funding Source: City of Beaufort, SCDHEC
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: Beaufort Public Works Department
 - e. Status: Completed

10. Prepare development studies and a master plan for a business and industry park.
 - a. Estimated Cost: \$10,000
 - b. Funding Source: City of Beaufort, Beaufort County, Chamber of Commerce
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: City of Beaufort and Beaufort County Economic Development
 - e. Status: No action to date

11. Develop plans for a basic facility for outdoor performances.
 - a. Estimated Cost: \$20,000
 - b. Funding Source: Chamber of Commerce, Hospitality Industry, Private donors
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: Beaufort Chamber of Commerce/Visitors Bureau
 - e. Status: Ongoing

12. Prepare a housing revitalization finance study for the entire City.
 - a. Estimated Cost: \$20,000
 - b. Funding Source: City of Beaufort, State and Federal grants
 - c. Year of Implementation: 2000-2001
 - d. Responsibility: Beaufort City Manager's office
 - e. Status: a housing study of the Northwest Quadrant is scheduled for mid-2004

13. Expand the Planning Department as needed to support population growth and development and preservation activities.
 - a. Estimated Cost: \$60,000
 - b. Funding Source: City of Beaufort, State and Federal Grants
 - c. Year of Implementation: 2002
 - d. Responsibility: City Manager's Office
 - e. Status: No action to date

14. Prepare a transportation study for downtown Beaufort to deal with mitigating traffic damage to historic properties, and to identify speed limit improvements and traffic calming methods for Bay Street, Boundary Street, Carteret Street and Ribaut Road.
 - a. Estimated Cost: \$12,000
 - b. Funding Source: :Local, State and Federal
 - c. Year of Implementation: 2002-2003
 - d. Responsibility: City of Beaufort Planning and the Public Works Department
 - e. Status: Ongoing

15. Implement the Palmetto Greenway plan for greenway and blueway systems in Beaufort.
 - a. Estimated Cost: \$50,000-\$75,000 per year
 - b. Funding Source: City of Beaufort, Federal
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: City of Beaufort Public Works Department
 - e. Status: Ongoing

16. Implement a plan for general sidewalk and utilities improvements in the historic district.
 - a. Estimated Cost: \$50,000-\$75,000 per year
 - b. Funding Source: City of Beaufort, Federal
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: City of Beaufort Planning and Public Works Department
 - e. Status: ongoing

17. Prepare a strategic plan for future expansion recommendations to USCB.
 - a. Estimated Cost: \$5,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 1998-1999
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: Ongoing

18. Prepare a strategic master plan for annexation in the City of Beaufort.
 - a. Estimated Cost: \$35,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: No action to date

19. Prepare a specific study of the effects of development on small islands in the City of Beaufort in conjunction with the process of updating Beaufort's zoning and development regulations.
 - a. Estimated Cost: \$25,000
 - b. Funding Source: City of Beaufort, State of South Carolina Natural Resources
 - c. Year of Implementation: 1999-2000
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: No action to date

20. Prepare detailed master plans for areas designated for redevelopment.
 - a. Estimated Cost: \$25,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 2003-2009
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: Future Project

21. Update the City of Beaufort Zoning Map to reflect changes in the Unified Development Ordinance.

- a. Estimated Cost: \$25,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 2003-2009
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: Future Project
22. Develop comprehensive design guidelines for the mixed districts as denoted on the Future Land Use Concept Map.
- a. Estimated Cost: \$25,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 2003-2009
 - d. Responsibility: City of Beaufort Planning Department
 - e. Status: Future Project
23. Develop a joint land use plan with the Town of Port Royal, Beaufort County and the City of Beaufort for northern Beaufort County.
- a. Estimated Cost: \$25,000
 - b. Funding Source: City of Beaufort
 - c. Year of Implementation: 2003-2009
 - d. Responsibility: City of Beaufort Planning Department, Town of Port Royal, Beaufort County
 - e. Status: Future Project

Conclusion

It is important for the residents of Beaufort to understand the developmental history of their City and how to protect the quality of life that they have. Beaufort has the opportunity to find ways to protect its valuable resources and ensure that future development will be constructive to the overall quality of the City. There are organizations that are active in the community and willing to offer technical and financial assistance to the City. The residents have also expressed genuine concern for their community and a strong desire to maintain a high quality of life. With continued effort, determination and a commitment to preserving and enhancing this quality of life, the City of Beaufort will be an extraordinary community well into the twentieth century.