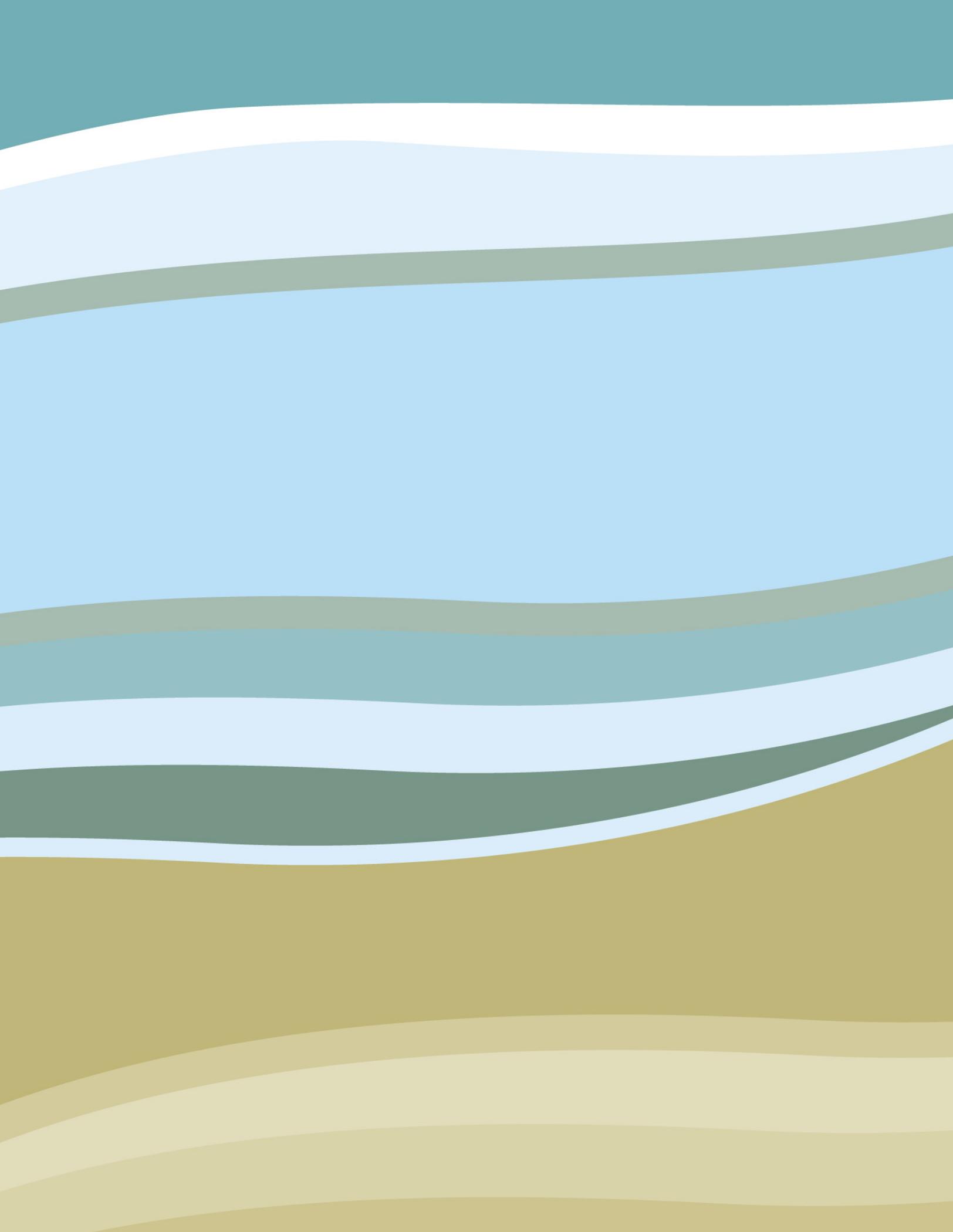




VISION BEAUFORT

2009 Comprehensive Plan

*Adopted by City Council
12.08.2009*





This Comprehensive Plan was prepared for
THE CITY OF BEAUFORT, SOUTH CAROLINA

PLAN ADVISORY COMMITTEE

Donnie Beer, City Council
Carol Crutchfield, School District
Joe DeVito, Joint Municipal Planning Commission
John W. Gadson, Sr., Historic District Review Board
Jim Hicks, Beaufort County Planning Commission
Alice G. Howard, Marine Corps Air Station
Harley Laing, Joint Municipal Planning Commission
David Lott, Joint Municipal Planning Commission
Maxine Lutz, Historic Beaufort Foundation
Wayne Reynolds, Joint Municipal Planning Commission
Eugene Rugala, Redevelopment Commission
Don Starkey, Design Review Board
Kim Statler, Lowcountry Economic Network
Mike Sutton, City Council
John Trask III, Chamber of Commerce
Laura Von Harten, Beaufort County Council District 11

CITY STAFF & OFFICIALS

Libby Anderson, Director of Planning
Scott Dadson, City Manager
Billy Keyserling, Mayor

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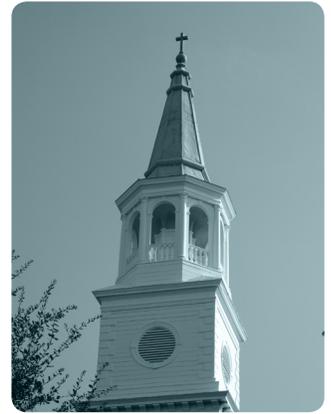
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CHAPTER ONE: EXECUTIVE SUMMARY



1 EXECUTIVE SUMMARY

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

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

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

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

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

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

Chapter Highlights

1.1 Priorities for Implementation

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

~Leonardo da Vinci

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

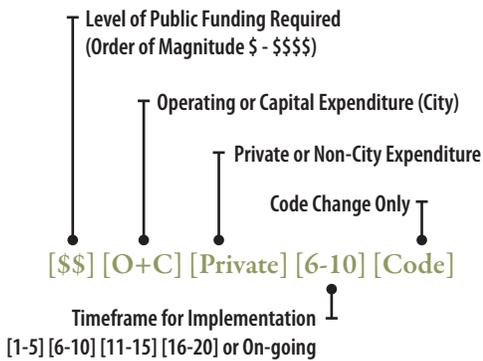
~Lifelong Beaufortonian

1.1 PRIORITIES FOR IMPLEMENTATION

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

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

Key to Action Items



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

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

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

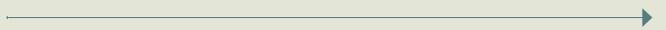
Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
NINE: ACCESS & MOBILITY												
AM 1.1	Establish an On-Going Multi-Jurisdictional Transportation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

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

LOOKING BACK: TIMELINE

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

LOOKING FORWARD: 2020



VISION BEAUFORT

2009 Comprehensive Plan



CHAPTER TWO: THE PATH FORWARD

2 THE PATH FORWARD



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

Chapter Highlights

2.1 Major Goals & Priorities

2.2 The Triple Bottom Line for Beaufort

2.3 Smart Growth Principles

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

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

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

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



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

2.1 OUR VISION, ESSENTIAL PRINCIPLES AND GOALS

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

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

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

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

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

1 Sustainability

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

2 Regionalism

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

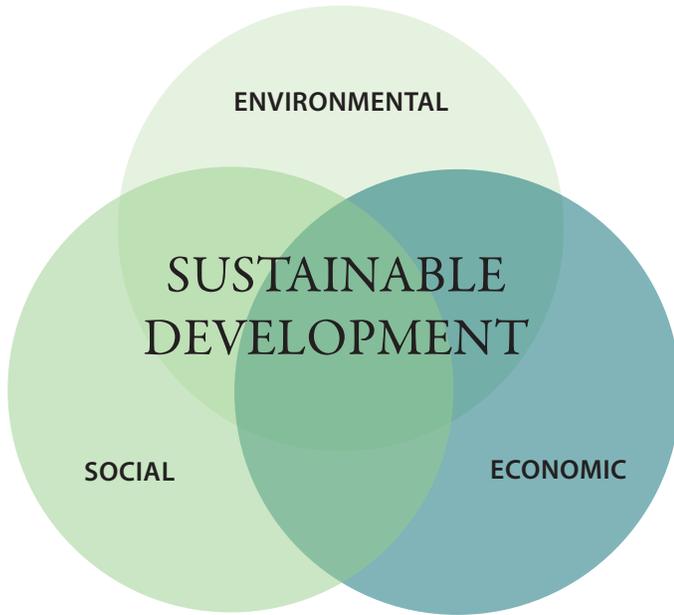
3 Natural Infrastructure

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

4 Growth

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

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



2.2 THE TRIPLE BOTTOM LINE IN BEAUFORT

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

EN Environmental Sustainability

SO Social Sustainability

EC Economic Sustainability

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

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

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

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

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

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

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

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

HOW DOES THE TRIPLE BOTTOM LINE APPLY TO COMPREHENSIVE PLANNING?

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

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

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

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

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



Image Source: City of Boulder

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

RESOURCES

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

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

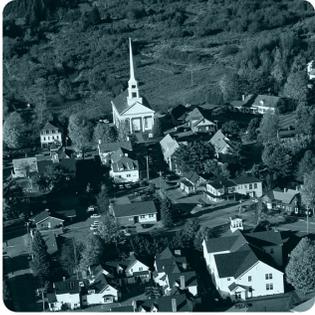
Elkington, John. *Cannibals With Forks: The Triple Bottom Line of 21st Century Business*. Stony Creek: New Society Publishers, 1998.

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

Savitz, Andrew W. with Karl Weber. *The Triple Bottom Line: How Today's Best-Run Companies are Achieving Economic, Social, and Environmental Success - And How You Can Too*. Jossey-Bass/Wiley, 2006.

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

—Earl Nightingale



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

2.3 PRINCIPLES OF SMART GROWTH

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

BLADEN STREET

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

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

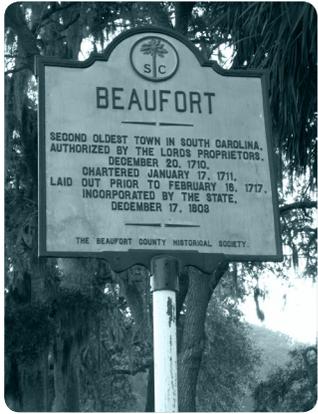
Bladen Street Area Revitalization Plan
Beaufort, South Carolina





CHAPTER THREE: YESTERDAY & TODAY

3 YESTERDAY & TODAY



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

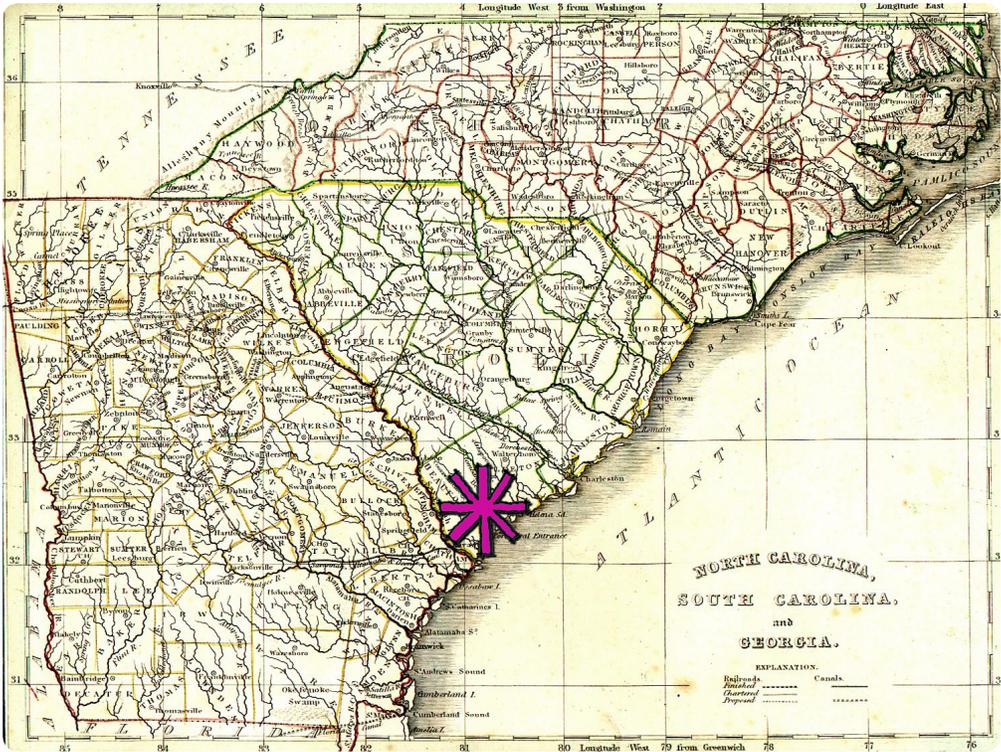
Chapter Highlights

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

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

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

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



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



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

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

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

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

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

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

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

3.2 WHO WE ARE: POPULATION & DEMOGRAPHICS

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

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

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

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

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

Population Estimates, 2000-2013

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

Population Growth

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



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

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

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

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

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

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

City of Beaufort Population Trends, 1970-2000

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

Future Population Projections

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

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

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

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

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

Age Distribution

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

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

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

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

City of Beaufort Age Distribution and Change, 1990 and 2000

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

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

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

Racial Composition

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



Household Size

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

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

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

City of Beaufort Household Size, 1970-2000

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

Household Income

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

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

CONCLUSION: SUMMARY OF FINDINGS

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

Steady City Population Growth in the Midst of Rapid County Growth

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

Population Changes Among Age Groups

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

Decreasing Household Sizes Consistent With Demographic Shifts

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

Household Income Levels Growing Slowly

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

Unexpected Outside Factors and Influences

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

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

3.3 OUR ENVIRONMENT TODAY

Geology and Topography

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

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

Climate

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

Soils

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

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

Water Resources

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



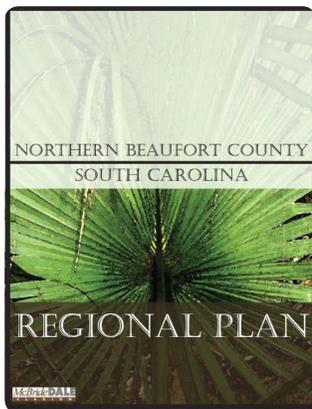
The Beaufort River, Battery Creek, Albergoti Creek and Brickyard Creek feed into the Port Royal Sound and the Atlantic Ocean. The Beaufort River is a major navigable waterway and part of the Intercoastal Waterway system. Battery Creek extends into Port Royal Island and is bordered by saltwater wetland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

NON-HYDRIC SOILS

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

3.4 BRIEF REVIEW OF PREVIOUS PLANS

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



NORTHERN BEAUFORT COUNTY REGIONAL PLAN (2007)

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

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

The plan includes detailed recommendations for:

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

BOUNDARY STREET MASTER PLAN (2006)

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

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

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

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

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

COMPREHENSIVE PLAN UPDATE (2004)

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

Natural Resources Goals, Policies, Strategies

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

Cultural and Historical Resources

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

Economic Development

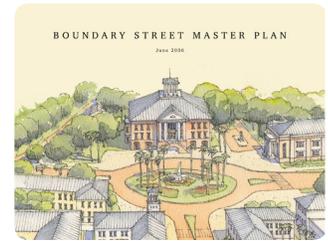
- Foster an economic environment compatible with the unique historic and natural character of the City of Beaufort.
- Foster innovation and creativity within the City's economy.

Housing

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

Community Facilities

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



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



Examples of well-designed work force housing

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

Land Use Element

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

WORKFORCE HOUSING NEEDS ASSESSMENT (2004)

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

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

LOWCOUNTRY JOINT LAND USE STUDY PLAN (2004)

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

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

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

CITY OF BEAUFORT OPEN SPACE MASTER PLAN (2003)

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

BLADEN STREET REVITALIZATION PLAN (2002)

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

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

ENTRANCE CORRIDORS CHARRETTE REPORT (2002)

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

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

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

Transportation

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

Gateway Corridors

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

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



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

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

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

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

ROBERT SMALLS PARKWAY JOINT CORRIDOR PLAN (2001)

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

BROADENING OUR BOUNDARIES CHARRETTE REPORT (2000)

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

NORTHWEST QUADRANT DESIGN PRINCIPLES (1999)

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

Northwest Quadrant Design Principles

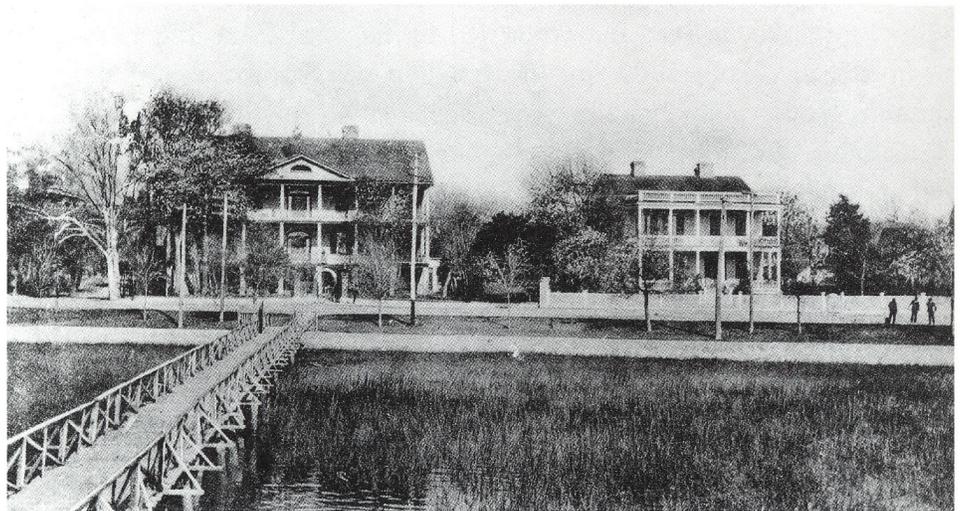





The City of Beaufort
Beaufort, South Carolina
May 1999

1870-1920 BEAUFORT

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



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





CHAPTER FOUR: THE PLANNING PROCESS

4 THE PLANNING PROCESS



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

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

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

Chapter Highlights

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

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

— Ralph Nichols



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

*—Lester Robert Bittel
(b. 1918), writer*

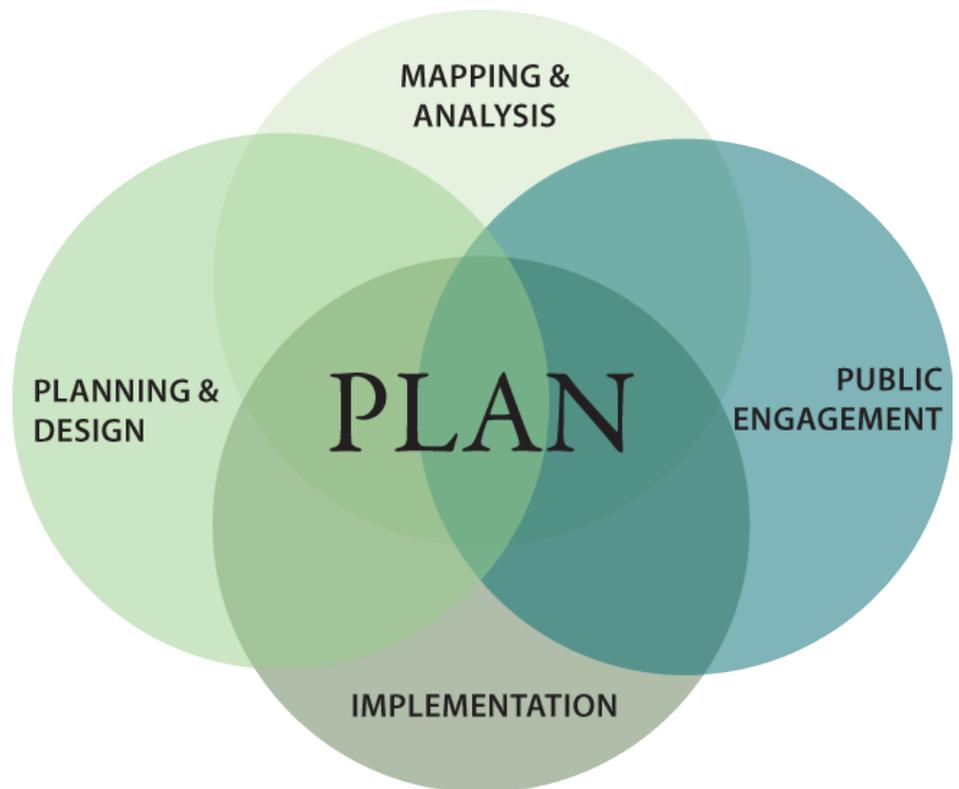
4.1 PLAN DEVELOPMENT PROCESS

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

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

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

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



4.2 PUBLIC PARTICIPATION

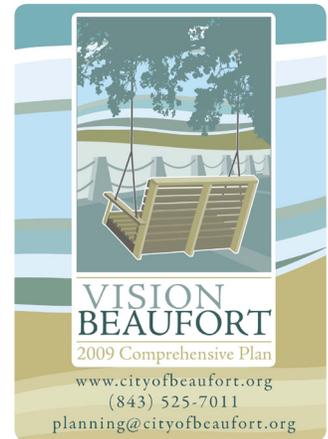
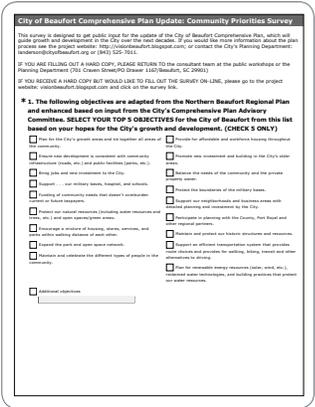
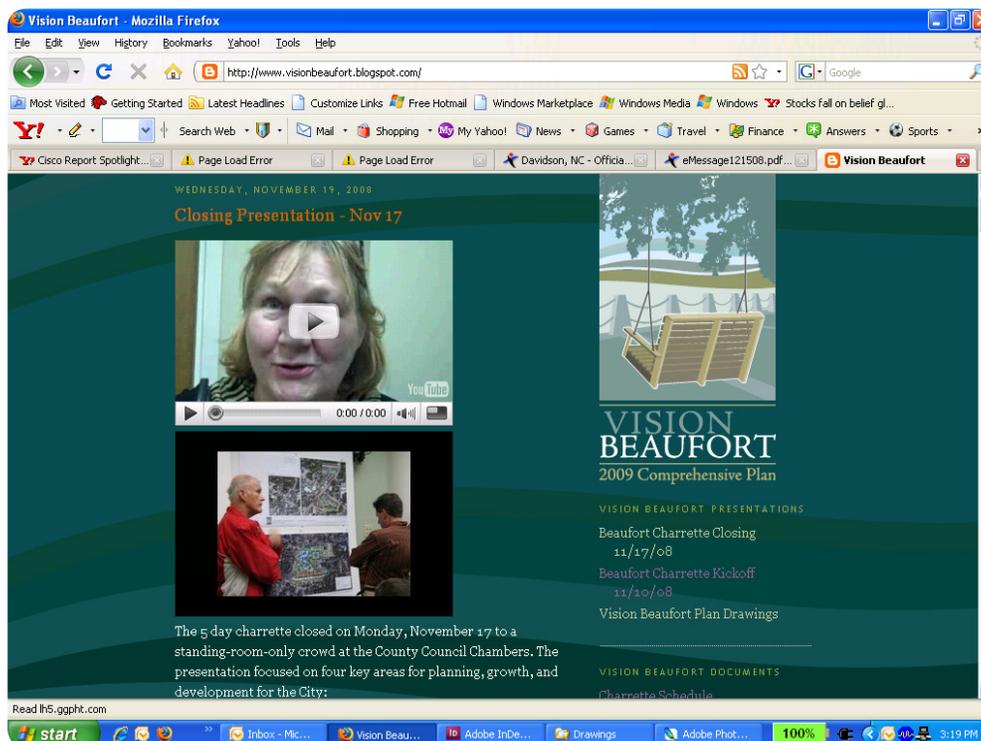
Beaufort's recent planning history has placed a heavy emphasis on public participation and input. City leaders in Beaufort intended that the development of this plan follow in that tradition. In fact, public participation and input were the cornerstones of this planning effort and are the basis for the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

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

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

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

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



MEDIA APPLICATIONS & INPUT FORUMS

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



VISION BEAUFORT

2009 Comprehensive Plan



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

—Peter Drucker

4.3 PLAN RECONNAISSANCE/CHARRETTE PREPARATION

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

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

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

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

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

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

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



◀ BEAUFORT SMART GROWTH AUDIT

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

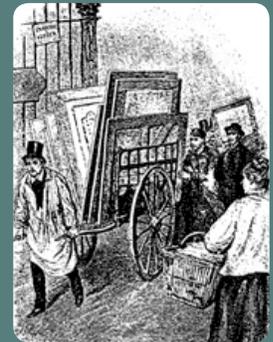
4.4 THE CHARRETTE

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

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

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

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



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



Vision Beaufort

The 2009 Comprehensive Plan for the City of Beaufort, SC

PLANNING & DESIGN CHARRETTE SCHEDULE

Kickoff Presentation and Public Workshop

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

November 10th at 6:00 pm

Location: Beaufort Middle School Cafeteria, 2501 Mossy Oaks Road

Public Planning and Design Charrette

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

November 12th – 17th

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

Wednesday, November 12th

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

Friday, November 14th

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

Thursday, November 13th

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

Saturday, November 15th

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

Monday, November 17th

9:00 am until noon Open Design Studio

Closing Presentation

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

November 17th at 6:00 pm

Location: County Council Chambers, 100 Ribaut Road

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



CHARRETTE SCHEDULE

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



FROM THE CHARRETTE BLOG . . .

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

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

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

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

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

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

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

CHARRETTE DRAWINGS

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

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

4.5 SUMMARY OF PUBLIC INPUT: COMMUNITY PRIORITIES

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

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

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

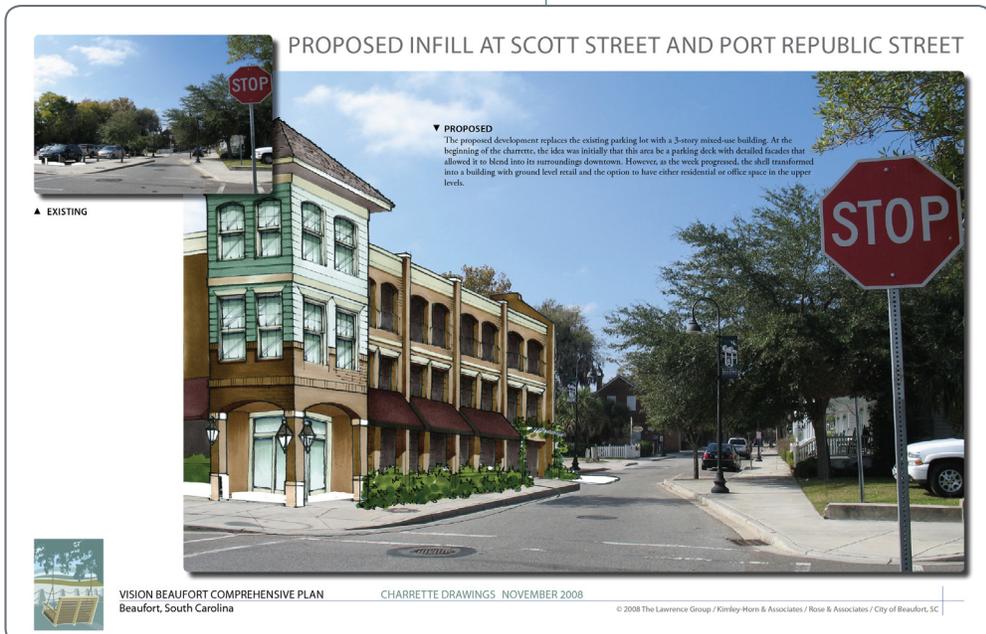


QUESTIONS POSED TO PUBLIC DURING PLANNING PROCESS

What do you value about the City of Beaufort?

How and where should the City grow?

What other changes would you most like to see?



▲ PAGE FROM THE CHARRETTE DRAWINGS BOOKLET

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



Public participation throughout comprehensive planning process

2004
COMPREHENSIVE
PLAN

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

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

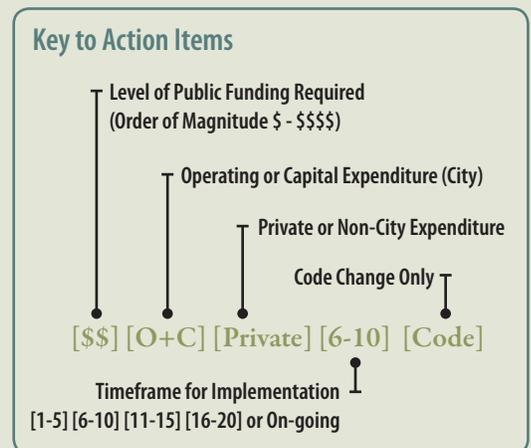
CITY OF BEAUFORT



COMPREHENSIVE PLAN UPDATE 2004



CHAPTER FIVE: A FRAMEWORK FOR GROWTH





5 A FRAMEWORK FOR GROWTH

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

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

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

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

Chapter Highlights

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

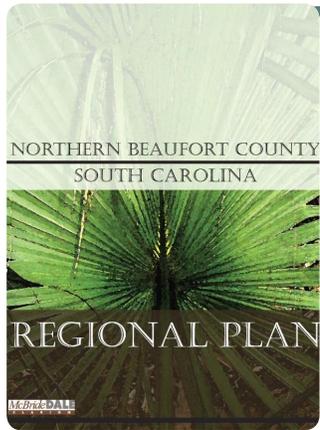
Key Principles

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

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

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

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



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

—Getting to Smart Growth

5.1 NORTHERN BEAUFORT COUNTY REGIONAL PLAN

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

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

The plan includes detailed recommendations for:

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

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

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

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

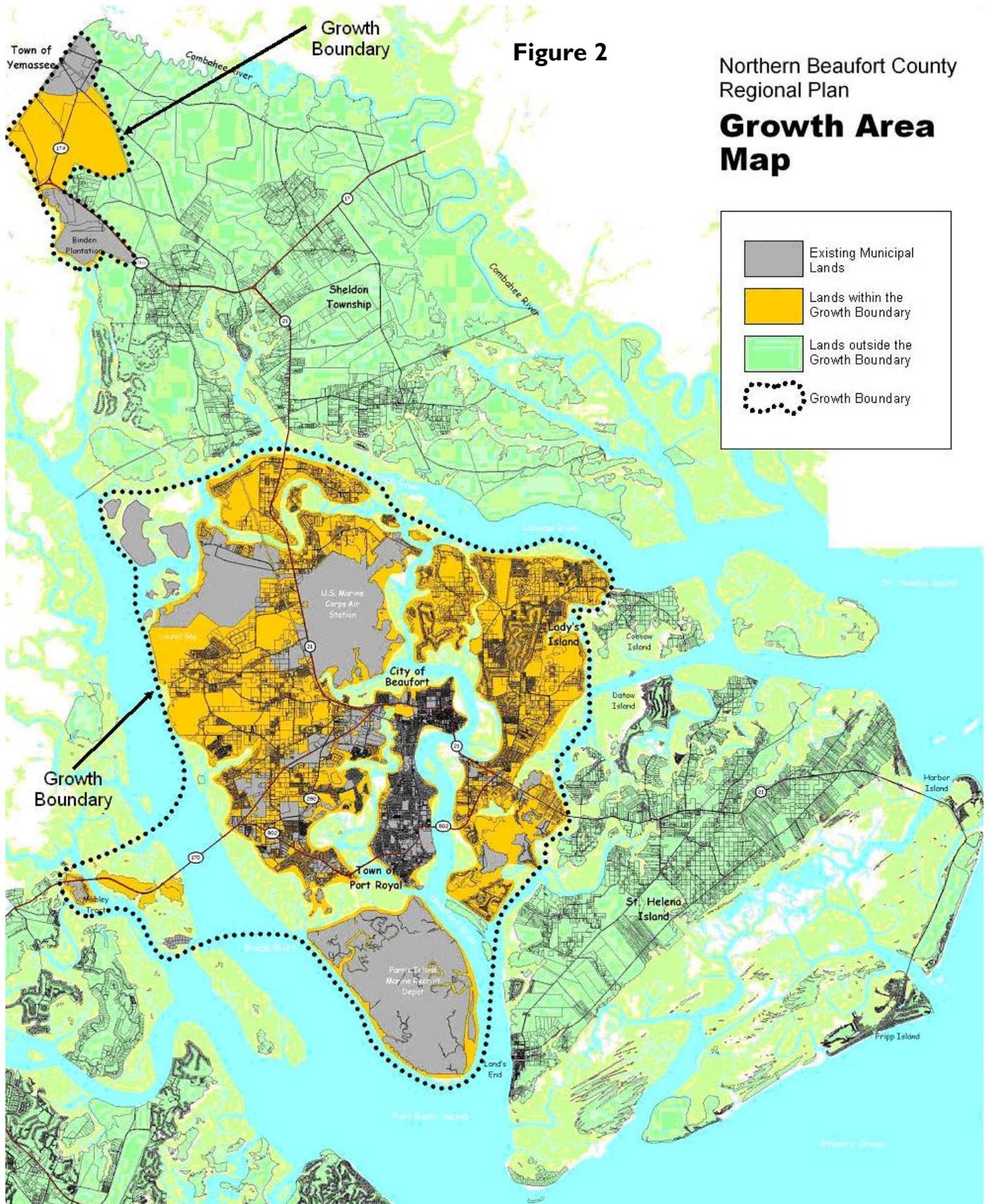
Nodes of commercial development that could be walkable as opposed to an assumption of continuous strip commercial frontages

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

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

GROWTH AREA MAP

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



DRAWING BY JAMES WASSELL



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

5.2 A TRANSECT-BASED APPROACH TO COMMUNITY PLANNING

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

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

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

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

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

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

5.2.1 TRANSECT MAPPING METHODOLOGY

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

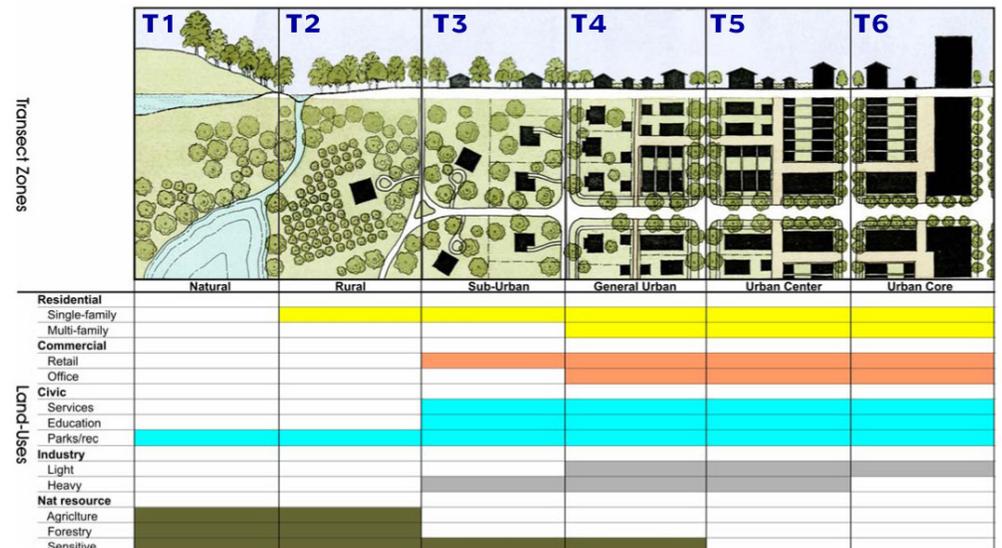
STEP 1: DEFINE REGIONAL SECTOR BOUNDARIES

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

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

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

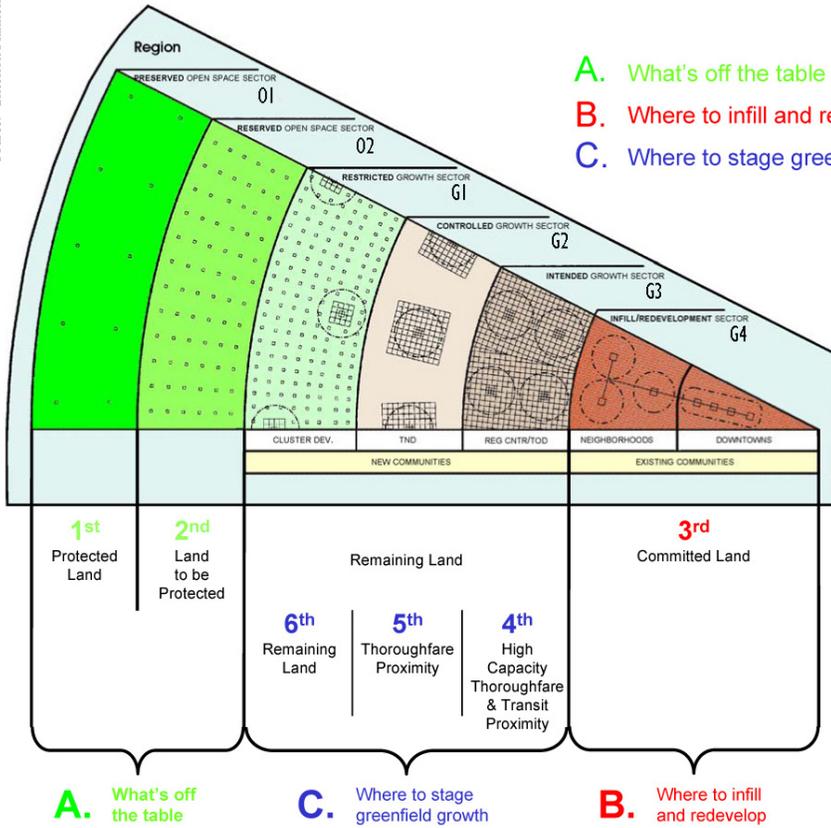
Step 2 of the process is most appropriately completed in the implementation phase of the planning process, which should include a detailed update of Beaufort’s development standards.



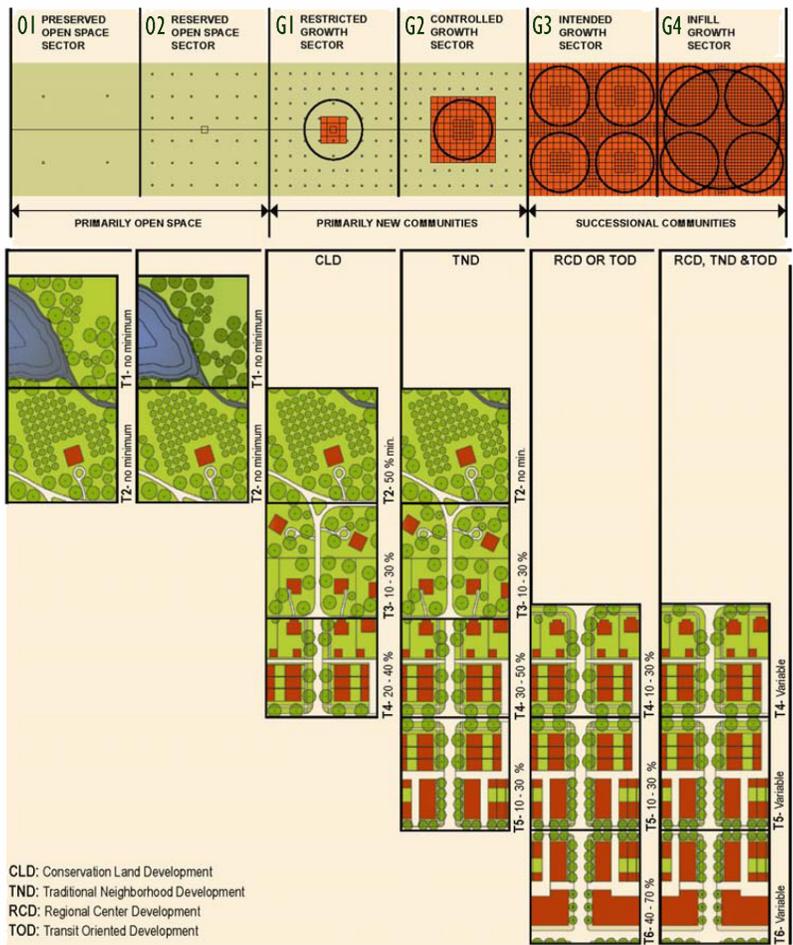
Generalized land use types for Transect zones.

Source: Criterion Planners

Source: Criterion Planners



The TransectMap method of land classification



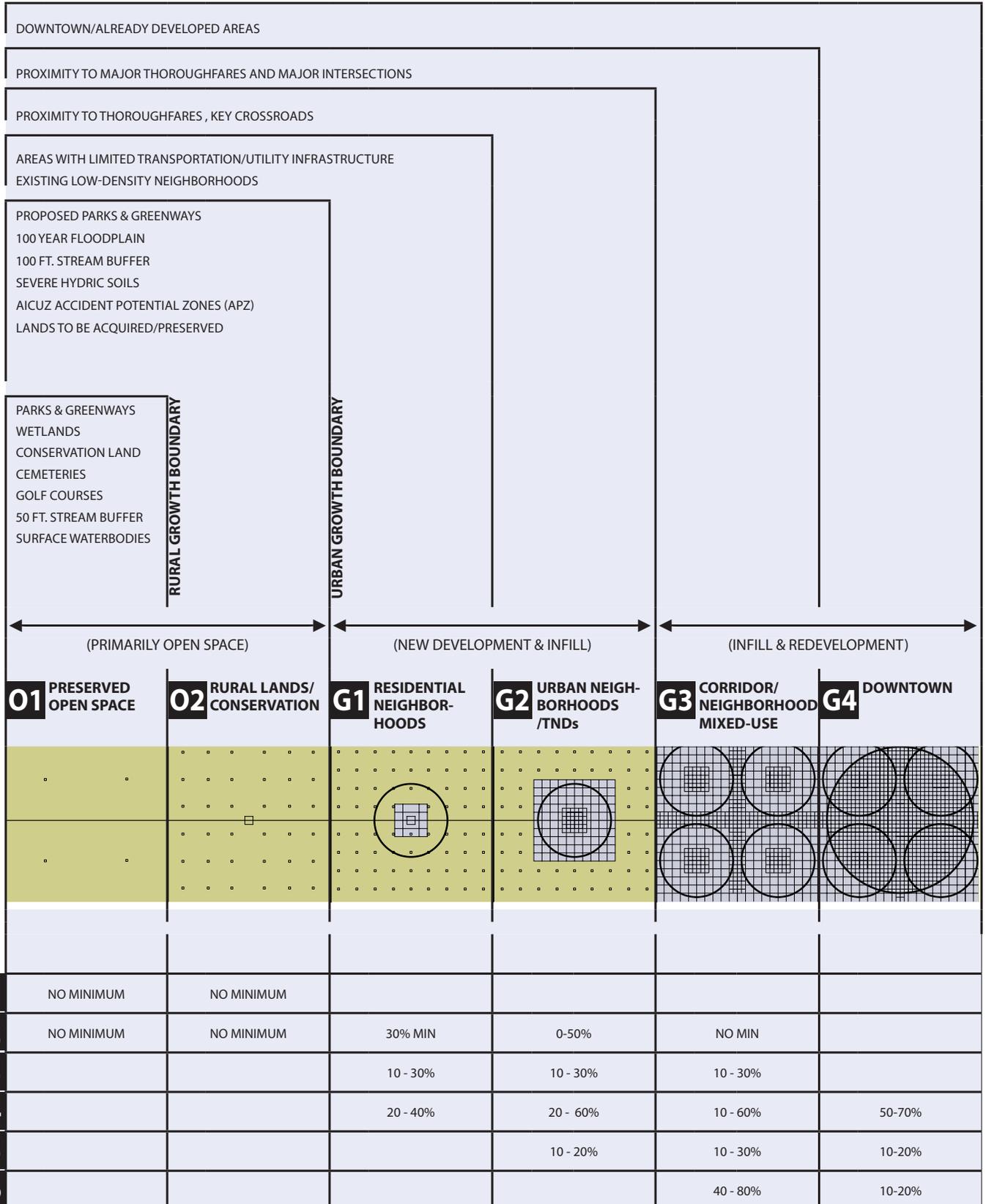
Source: DJZ

**FRAMEWORK MAP
CONVERSION TO THE
ZONING MAP**

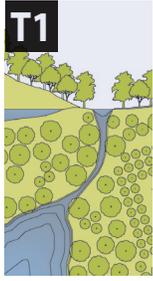
Regional Sector zones are be further subdivided into Transect Zones to create the Zoning Map

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

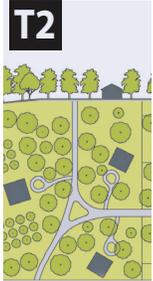
Source: DPZ, adapted for Beaufort



Source: DPZ; adapted for Beaufort



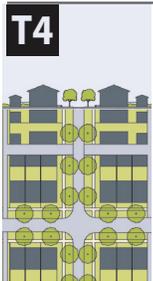
T1 NATURAL
General Character: Natural landscape with some agricultural use
Building Placement: Not applicable
Frontage Types: Not applicable
Typical Building Height: Not applicable
Type of Civic Space: Parks, Greenways



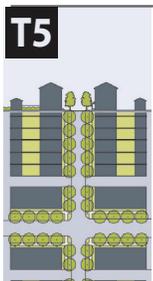
T2 RURAL
General Character: Primarily agricultural with woodland & wetland and scattered buildings
Building Placement: Variable Setbacks
Frontage Types: Not applicable
Typical Building Height: 1- to 2-Story
Type of Civic Space: Parks, Greenways



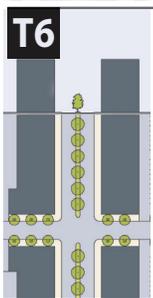
T3 SUB-URBAN
General Character: Lawns, and landscaped yards surrounding detached single-family houses;
Building Placement: Large and variable front and side yard Setbacks
Frontage Types: Porches, fences, naturalistic tree planting
Typical Building Height: 1- to 2-story with some 3-Story
Type of Civic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



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



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



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

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

THE ISSUE

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

THE SOLUTION

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

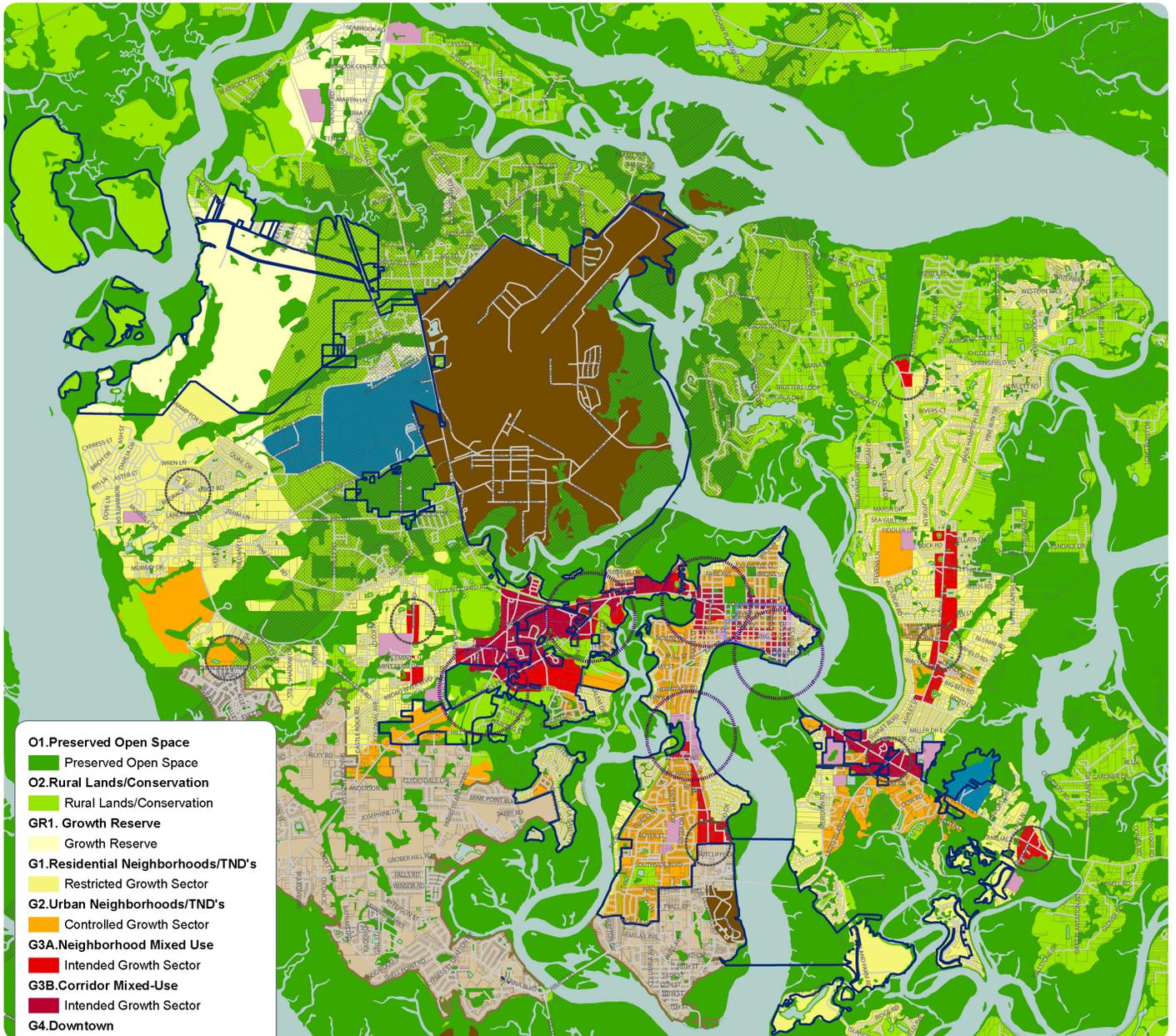
FG 1.0 | THE FRAMEWORK PLAN

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

Framework Plan Conversion Matrix

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

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



- O1.Preserved Open Space**
 Preserved Open Space
- O2.Rural Lands/Conservation**
 Rural Lands/Conservation
- GR1. Growth Reserve**
 Growth Reserve
- G1.Residential Neighborhoods/TND's**
 Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
 Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
 Intended Growth Sector
- G3B.Corridor Mixed-Use**
 Intended Growth Sector
- G4.Downtown**
 Infill Growth Sector
- SD.Industrial/Employment Center**
 Civic/Hospital
- Civic/Hospital**
- USCGB 1/4-Mile Buffer**
- Neighborhood Centers**
- Regional Centers**
- AICUZ**
- Military**

▲ COMPLETE FRAMEWORK INCORPORATING THE ENTIRE URBAN GROWTH BOUNDARY



Streams and wetlands are typical O-1 sector features.



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

Source: Kimley-Horn & Associates

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

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

For Beaufort, this sector specifically consists of:

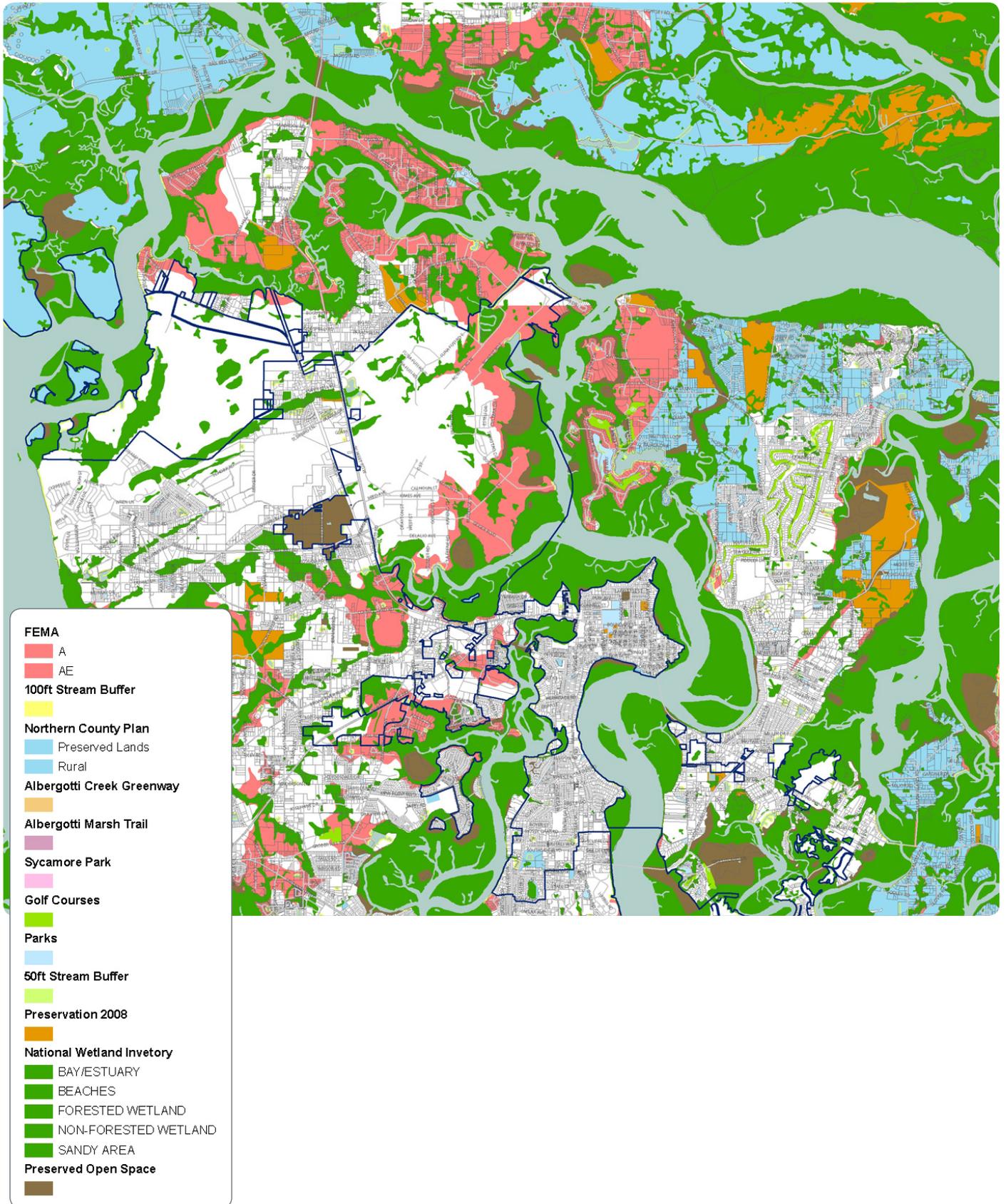
- Existing parks & greenways
- Wetlands
- Existing conservation easements
- Cemeteries
- 50 ft. Stream Buffer
- Surface waterbodies

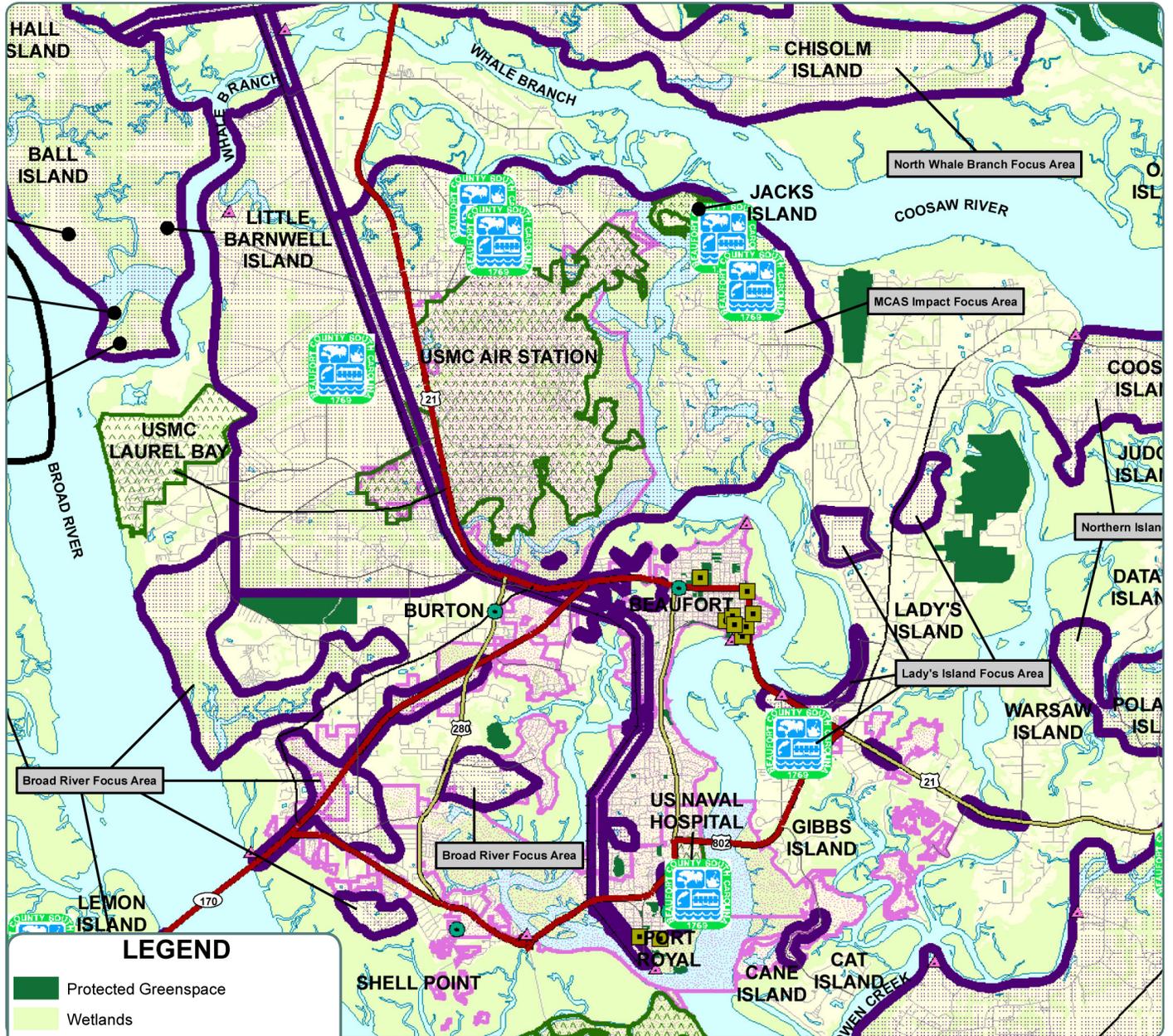
APPROPRIATE LAND USES/DEVELOPMENT TYPES:

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

CIVIC & INSTITUTIONAL USES:

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





LEGEND

- Protected Greenspace
- Wetlands
- Waterways
- Military Bases / Hospital / Housing
- County Boundary
- Municipality
- Cities
- Railways

Roadways

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Points of Interest
- Boat Landings
- Existing / Proposed Blueways
- Existing / Proposed Bike / Ped System
- Focus Areas

N

NOT TO SCALE

▲ BEAUFORT COUNTY GREENPRINT MAP

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



▲ **NON-HYDRIC SOILS**

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



Source: Thomas Hylton

Rural area outside of a historic Pennsylvania town center

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

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

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

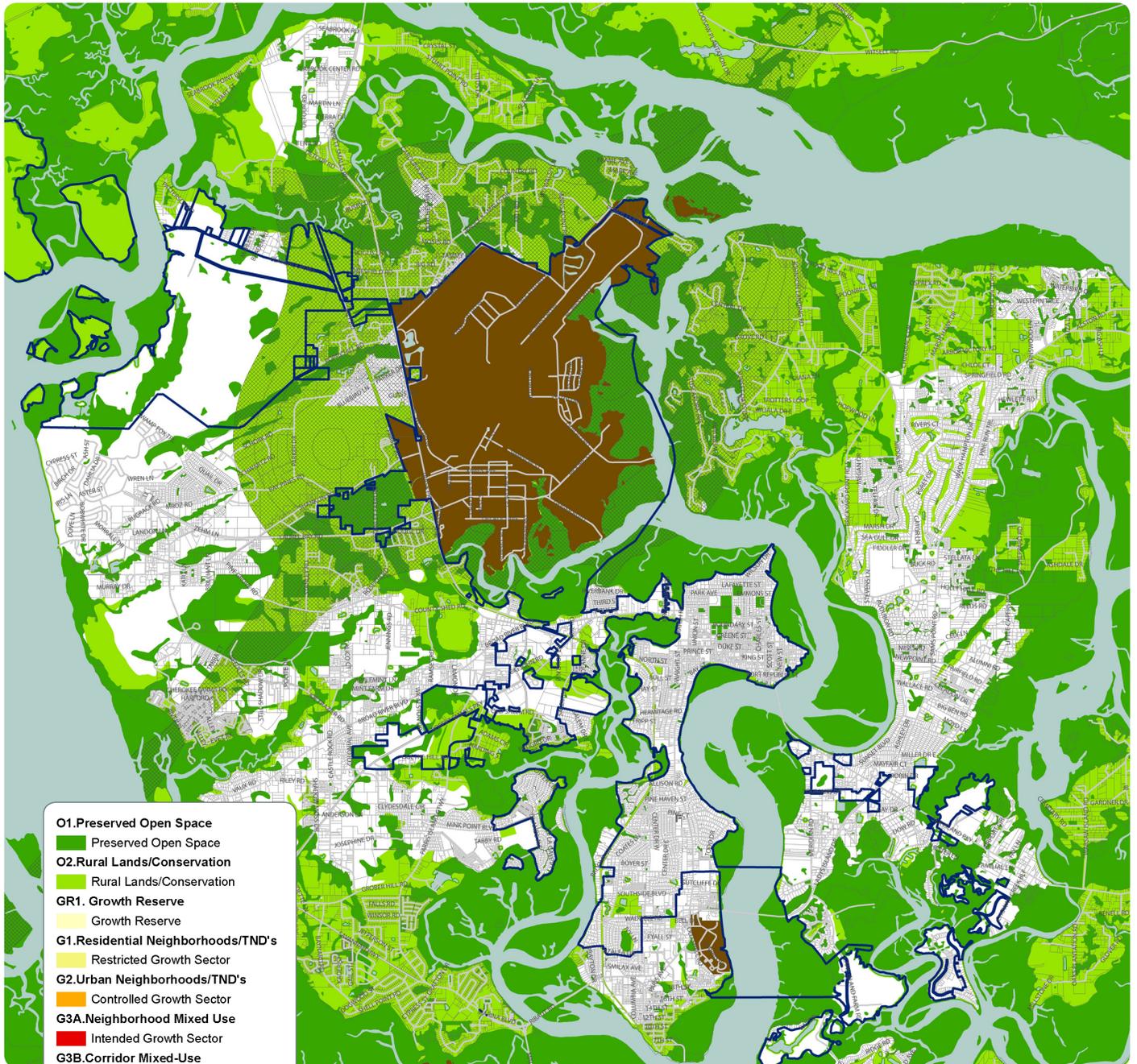
For Beaufort, this sector also consists of:

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

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

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

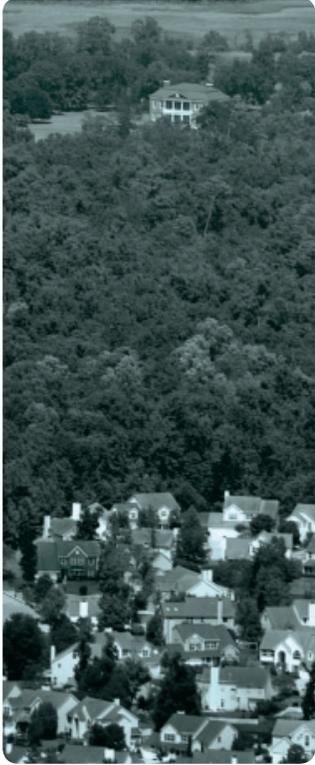
- conservation areas
- parks & greenways
- agricultural and forestry uses
- limited civic uses such as schools
- very low-density residential development and clustered development (maximum density: 1 dwelling unit per 10 gross acres)



- O1.Preserved Open Space**
- Preserved Open Space
- O2.Rural Lands/Conservation**
- Rural Lands/Conservation
- GR1. Growth Reserve**
- Growth Reserve
- G1.Residential Neighborhoods/TND's**
- Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
- Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
- Intended Growth Mixed Sector
- G3B.Corridor Mixed-Use**
- Intended Growth Sector
- G4.Downtown**
- Infill Growth Sector
- SD.Industrial/Employment Center**
- Civic/Hospital
- USCB 1/4-Mile Buffer**
- USCB 1/4-Mile Buffer
- Neighborhood Centers**
- Neighborhood Centers
- Regional Centers**
- Regional Centers
- AICUZ**
- AICUZ
- Military**
- Military

▲ O-2 FRAMEWORK MAP

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



Source: Josh Martin

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

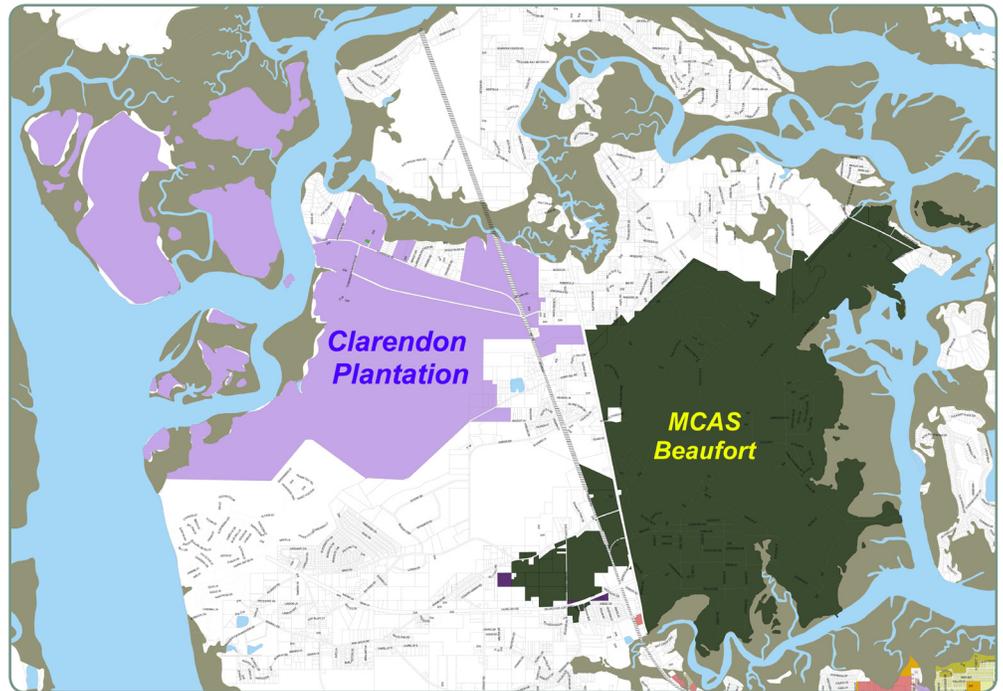
FG 1.3 GROWTH RESERVE SECTOR (GR-1)

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

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

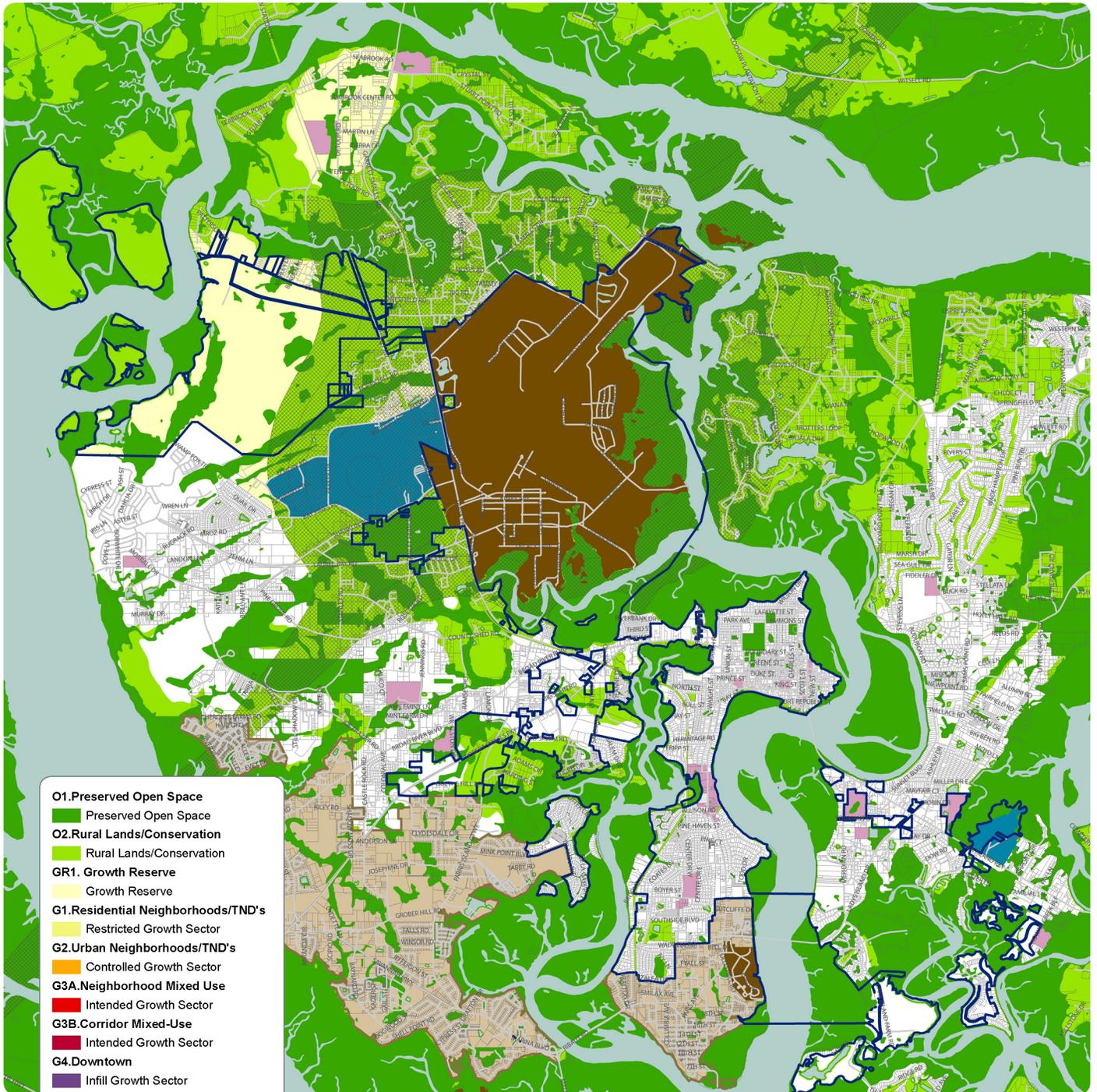
Care should be taken to ensure that this area not be developed as a low-density suburban subdivision. There is sufficient land area to create an urban center supported by walkable neighborhoods. In the event that the previously entitled development begins prior to the ability of the City to efficiently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

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



▲ CLARENDON PUD

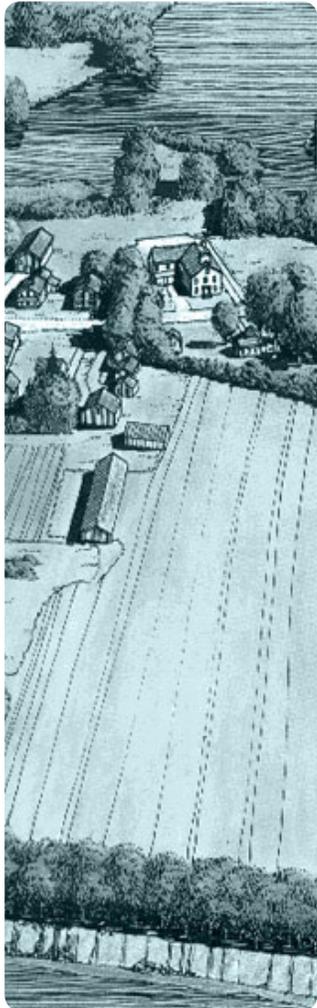
This map shows the boundary for the Clarendon Planned Unit Development (PUD) annexed by the City in 2007.



- O1.Preserved Open Space**
- Preserved Open Space
- O2.Rural Lands/Conservation**
- Rural Lands/Conservation
- GR1. Growth Reserve**
- Growth Reserve
- G1.Residential Neighborhoods/TND's**
- Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
- Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
- Intended Growth Sector
- G3B.Corridor Mixed-Use**
- Intended Growth Sector
- G4.Downtown**
- Infill Growth Sector
- SD.Industrial/Employment Center**
- Civic/Hospital
- USCB 1/4-Mile Buffer**
- Neighborhood Centers
- Regional Centers
- AICUZ
- Military

▲ GR-1 FRAMEWORK MAP

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



Source: Randall Arendt

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

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

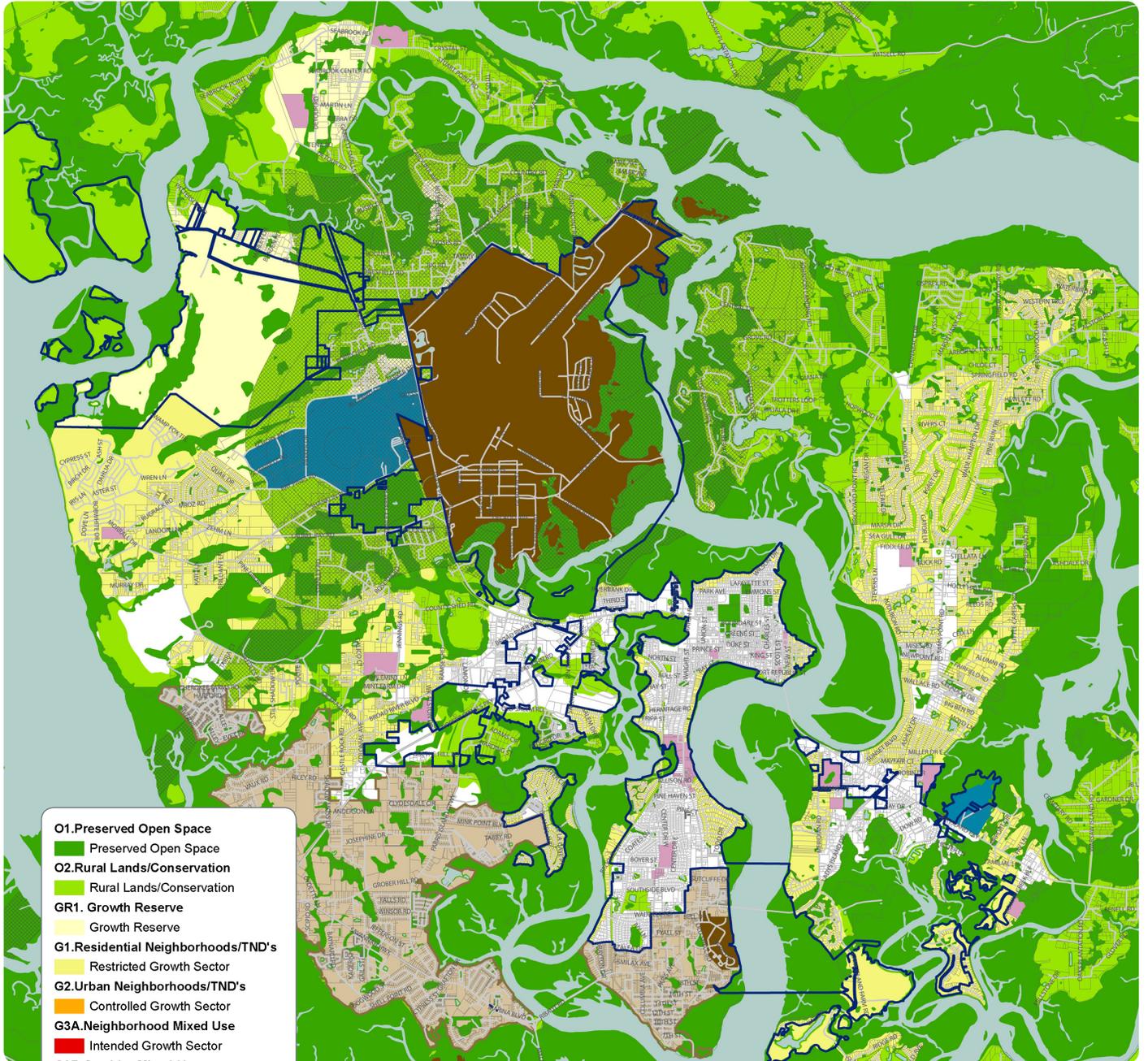
The G-1 sector, indicated by the light yellow on the Framework Map, is intended for relatively moderate density residential development. This sector includes existing moderate-density residential neighborhoods (generally less than 4 units/acre) that are not likely locations for redevelopment. It also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

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

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

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

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



- O1.Preserved Open Space**
- Preserved Open Space
- O2.Rural Lands/Conservation**
- Rural Lands/Conservation
- GR1. Growth Reserve**
- Growth Reserve
- G1.Residential Neighborhoods/TND's**
- Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
- Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
- Intended Growth Sector
- G3B.Corridor Mixed-Use**
- Intended Growth Sector
- G4.Downtown**
- Infill Growth Sector
- SD.Industrial/Employment Center**
- Civic/Hospital
- USCB 1/4-Mile Buffer**
- Neighborhood Centers
- Regional Centers
- AICUZ
- Military

▲ **G-1 FRAMEWORK MAP**

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



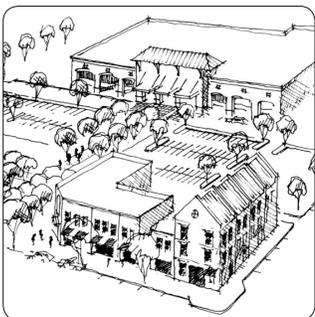
Mix of housing types in a new neighborhood



Neighborhood-scaled mixed-use building



Housing and civic uses in a neighborhood



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

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

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

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

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

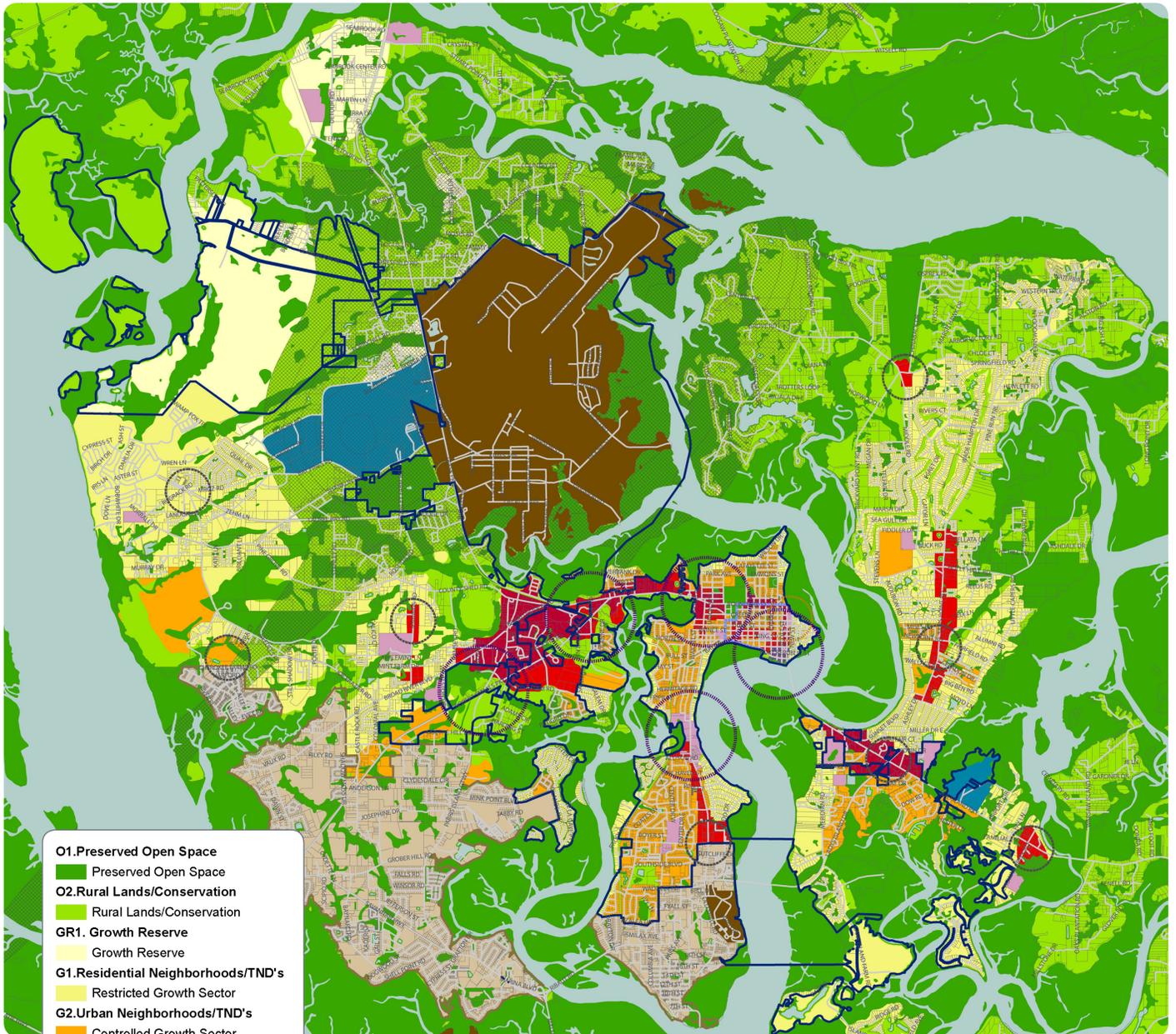
APPROPRIATE LAND USES/DEVELOPMENT TYPES:

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

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

FG 1.6 NEIGHBORHOOD CENTERS

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



- O1.Preserved Open Space**
- Preserved Open Space
- O2.Rural Lands/Conservation**
- Rural Lands/Conservation
- GR1. Growth Reserve**
- Growth Reserve
- G1.Residential Neighborhoods/TND's**
- Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
- Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
- Intended Growth Sector
- G3B.Corridor Mixed-Use**
- Intended Growth Sector
- G4.Downtown**
- Infill Growth Sector
- SD.Industrial/Employment Center**
- Civic/Hospital
- USCB 1/4-Mile Buffer**
- Neighborhood Centers
- Regional Centers
- AICUZ
- Military

▲ G-2 FRAMEWORK MAP

The G-2 sector contains denser, mixed-use development at the scale of neighborhood centers, indicated by the small (1/4 mile) circles, and suburban, residential development at the scale of walkable "traditional neighborhoods" shown in orange.



Mixed-use town center development



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



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



Industrial, warehouse, or distribution-type building

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

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

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

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

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

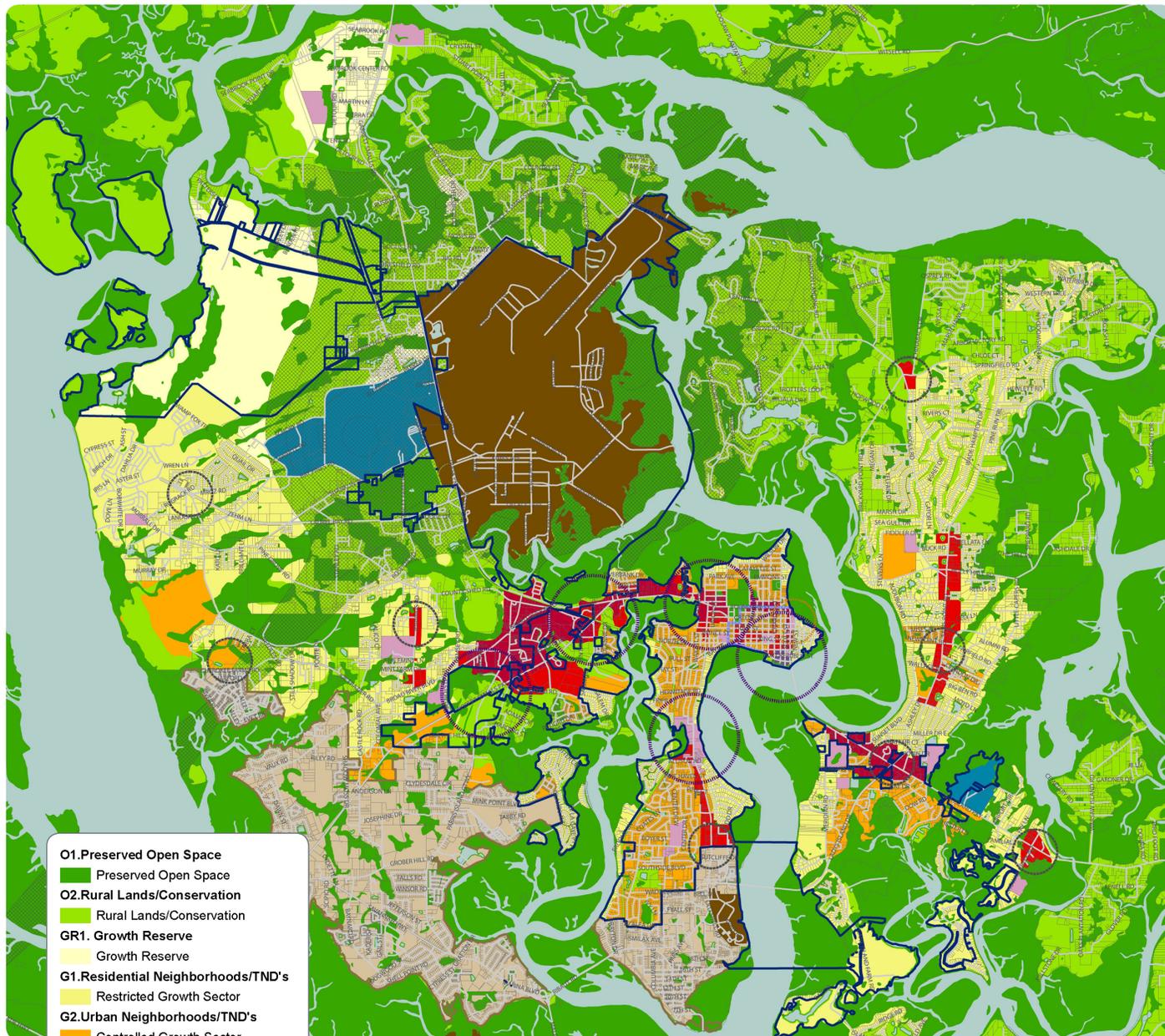
- single-family and multifamily residential
- neighborhood-serving commercial uses (retail and office)
- civic uses
- traditional neighborhood developments
- neighborhood centers
- regional centers
- industrial districts

FG 1.8 REGIONAL CENTERS

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

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

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



- O1.Preserved Open Space**
- Preserved Open Space
- O2.Rural Lands/Conservation**
- Rural Lands/Conservation
- GR1. Growth Reserve**
- Growth Reserve
- G1.Residential Neighborhoods/TND's**
- Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
- Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
- Intended Growth Sector
- G3B.Corridor Mixed-Use**
- Intended Growth Sector
- G4.Downtown**
- Infill Growth Sector
- SD.Industrial/Employment Center**
- Civic/Hospital
- USCB 1/4-Mile Buffer**
- Neighborhood Centers
- Regional Centers
- AICUZ
- Military

▲ G-3 FRAMEWORK MAP

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



New town center buildings in Fort Mill, SC

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

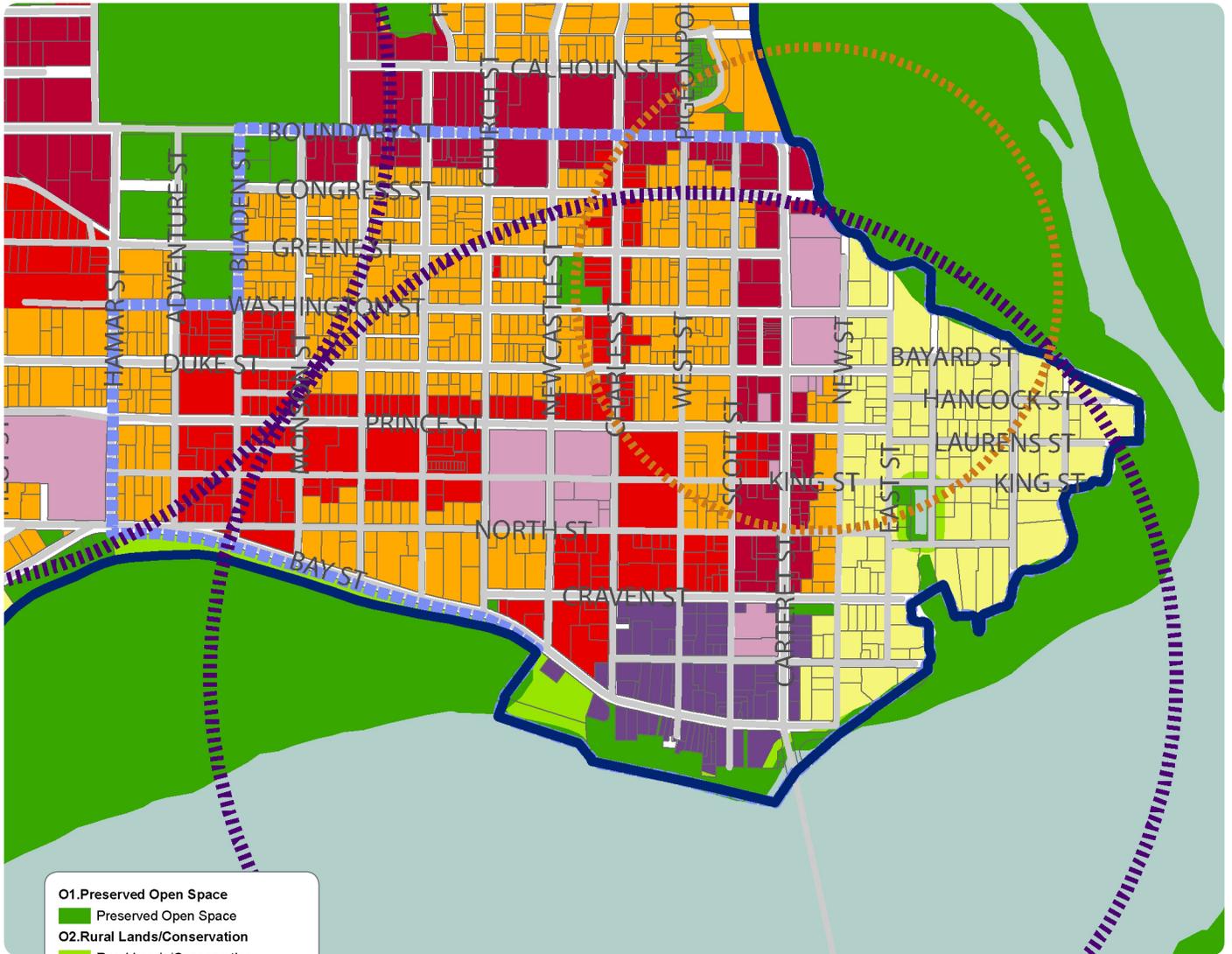
This sector is comprised of areas with existing development, with a relatively dense street grid, and which are appropriate for redevelopment or additional development. These areas are shown in the purple color on the Framework Map, which includes the historic downtown.

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

APPROPRIATE LAND USES/DEVELOPMENT TYPES:

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

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



- O1.Preserved Open Space**
 Preserved Open Space
- O2.Rural Lands/Conservation**
 Rural Lands/Conservation
- GR1. Growth Reserve**
 Growth Reserve
- G1.Residential Neighborhoods/TND's**
 Restricted Growth Sector
- G2.Urban Neighborhoods/TND's**
 Controlled Growth Sector
- G3A.Neighborhood Mixed Use**
 Intended Growth Sector
- G3B.Corridor Mixed-Use**
 Intended Growth Sector
- G4.Downtown**
 Infill Growth Sector
- SD.Industrial/Employment Center**
- Civic/Hospital**
- USCB 1/4-Mile Buffer**
- Neighborhood Centers**
- Regional Centers**
- AICUZ**
- Military**

▲ G-4 FRAMEWORK MAP

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

FG 2.0 | URBAN SERVICE AREA EXPANSION AND ANNEXATION

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

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

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

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

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

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



Cul-de-sac Neighborhood



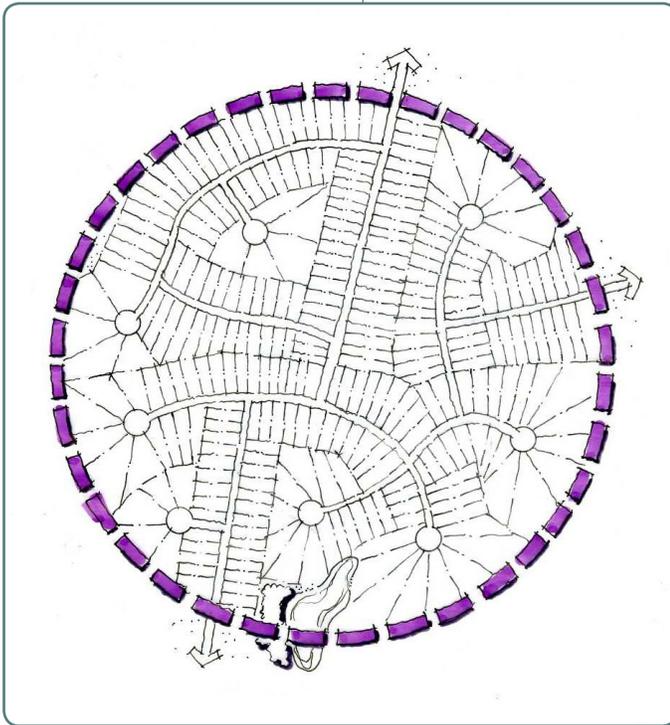
Traditional Neighborhood

FG 3.0 | INCREMENTAL GROWTH USING THE NEIGHBORHOOD UNIT

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

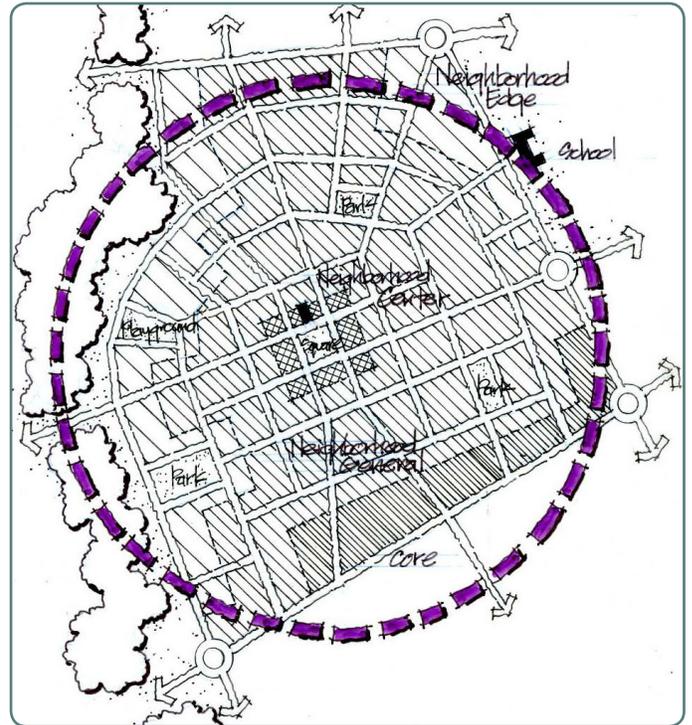
By contrast, the most interesting walks (and therefore those that are undertaken regularly) either have a clear destination—as opposed to just walking around—and/or provide a lot of visual interest and the opportunity for casual social interaction with neighbors. The second diagram (bottom right) shows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

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



CUL-DE-SAC NEIGHBORHOOD MODEL ▲

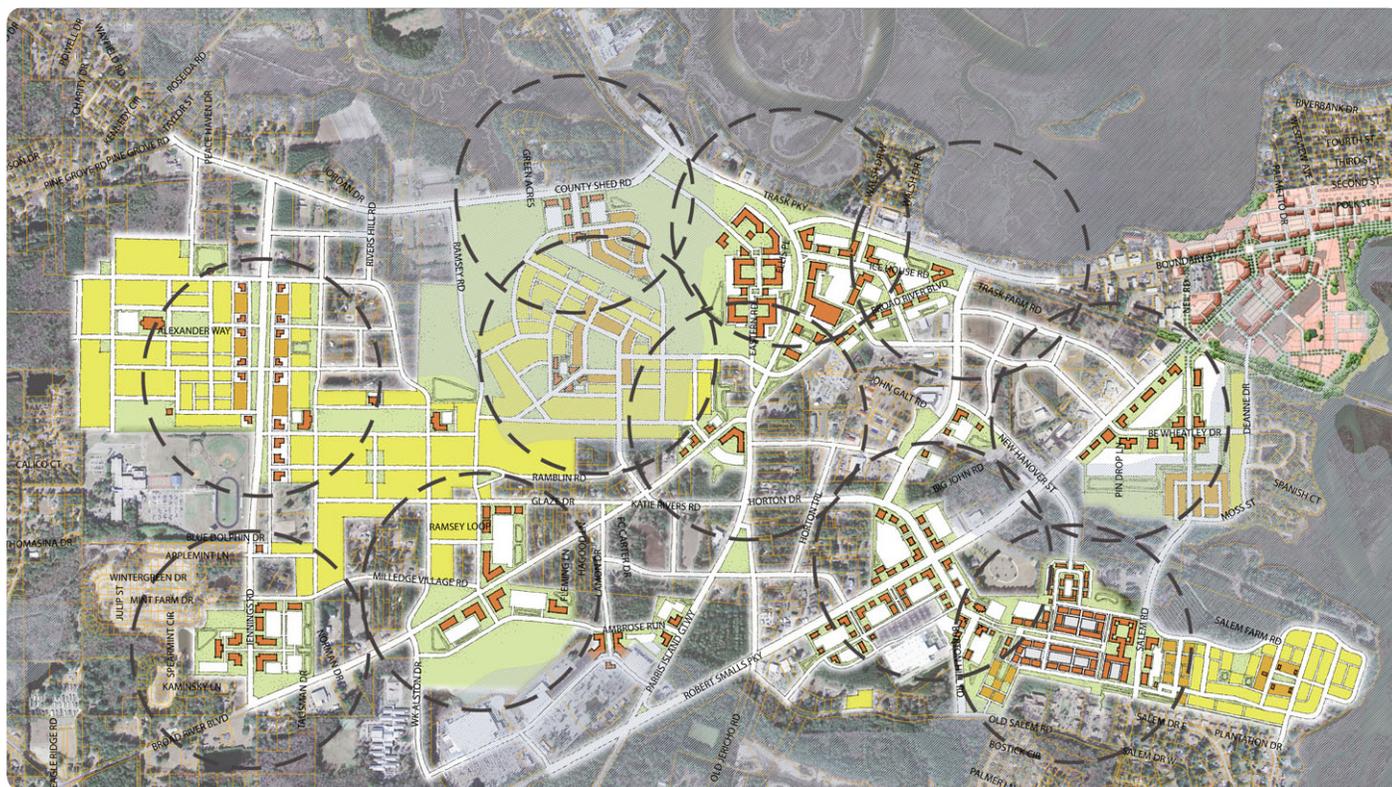
Limited Connectivity (and limited mix of uses): The diagram of the quarter-mile radius (5-minute walk; 125 acres) circle superimposed on the typical suburban subdivision plan shows how walking is difficult without a pattern of connected streets or any variation in the environment to provide destinations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



TRADITIONAL NEIGHBORHOOD MODEL ▲

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

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



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

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

FG 4.0 | UPDATE THE UDO

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

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

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

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

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

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

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

FG 5.0 | MAKE THE DEVELOPMENT PROCESS PREDICTABLE

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

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

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

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

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

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

- New construction and additions

- Demolition; and
- Renovation, rehabilitation, restoration.

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

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

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

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

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

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

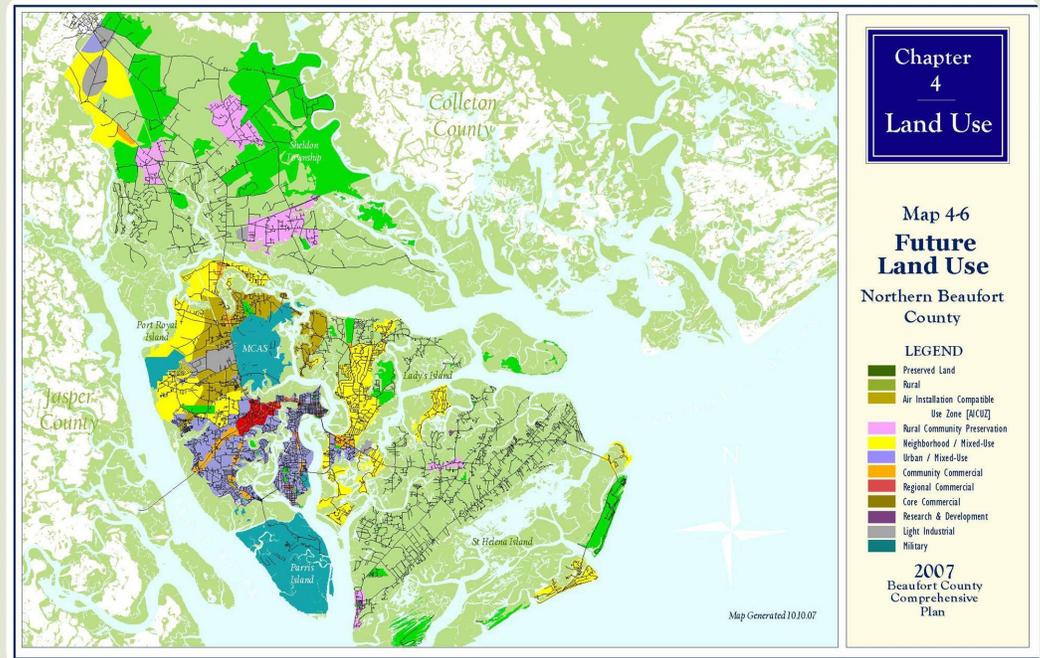
COUNTY COMPREHENSIVE PLAN

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

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

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

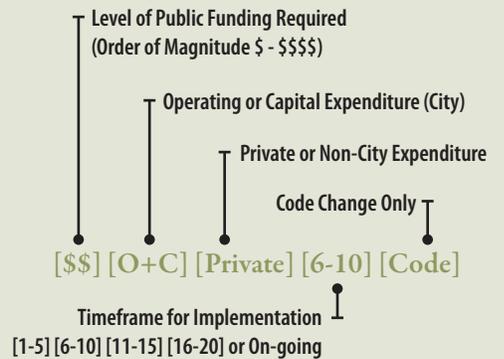
Source: Beaufort County Comprehensive Plan 2007





CHAPTER SIX: NATURAL INFRASTRUCTURE

Key to Action Items





6 NATURAL INFRASTRUCTURE

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

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

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

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

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

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

Key Recommendations

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

KEY PRINCIPLES

3 | Natural Infrastructure

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

15 | Resource Efficiency

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

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

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

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

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

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

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

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

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

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

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

THE AHWAHNEE PRINCIPLES FOR SUSTAINABLE WATER PRACTICES

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

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

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

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

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

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

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

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



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



Constructed wetlands used as a stormwater management control measure



A demonstration of how water is being absorbed with pervious pavers

Image Source: NCSU

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

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

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

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

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

STORMWATER REGULATIONS TO ENCOURAGE INFILL

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

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

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

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

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

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

Resource Efficiency

NI 2.0 | CONSERVE WATER

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

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



Image Source: www.blueridgescoshop.com

A rain barrel for harvesting stormwater from a standard gutter system

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

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

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

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

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

Natural Infrastructure

NI 3.0 | CONSERVE OPEN LANDS

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

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

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

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

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

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

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

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

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

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

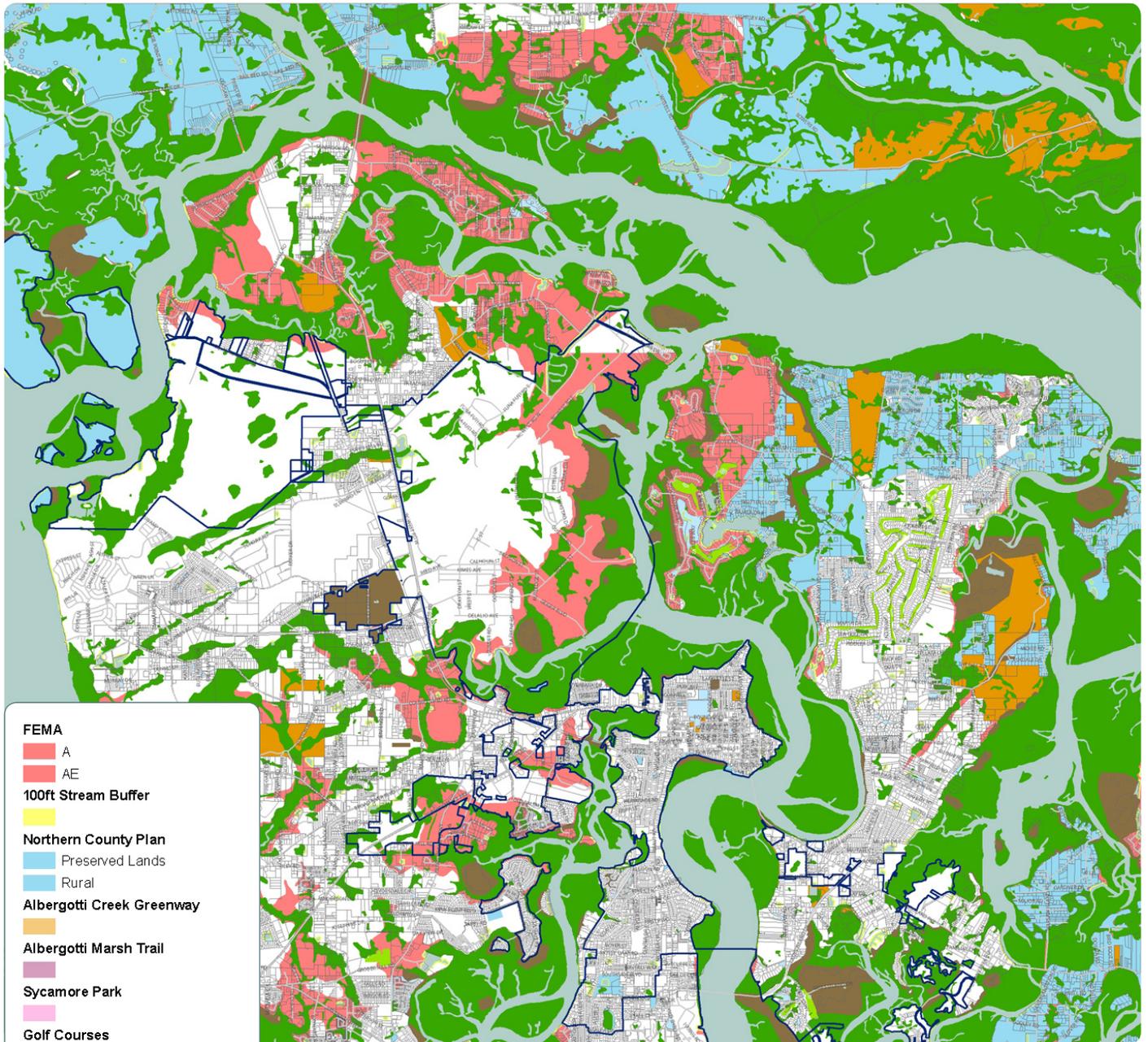
In addition, the Plan recommended the acquisition of the following areas in order of importance:

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

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

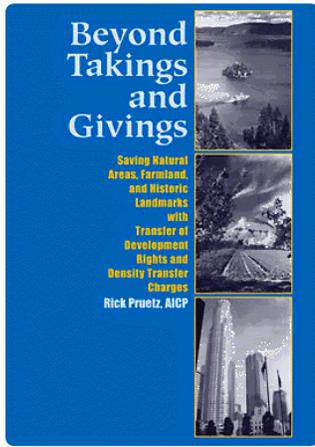
The *Northern Beaufort County Regional Plan* also includes the following recommendations for open space preservation that should be considered for implementation by the City in cooperation with its regional partners:

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



GREEN INFRASTRUCTURE

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



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

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

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

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

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

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

Natural Infrastructure

NI 4.0 | PROTECT AND EXPAND THE URBAN TREE CANOPY

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

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

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

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

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

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

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

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

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

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

[Code]

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

STORMWATER PLAN

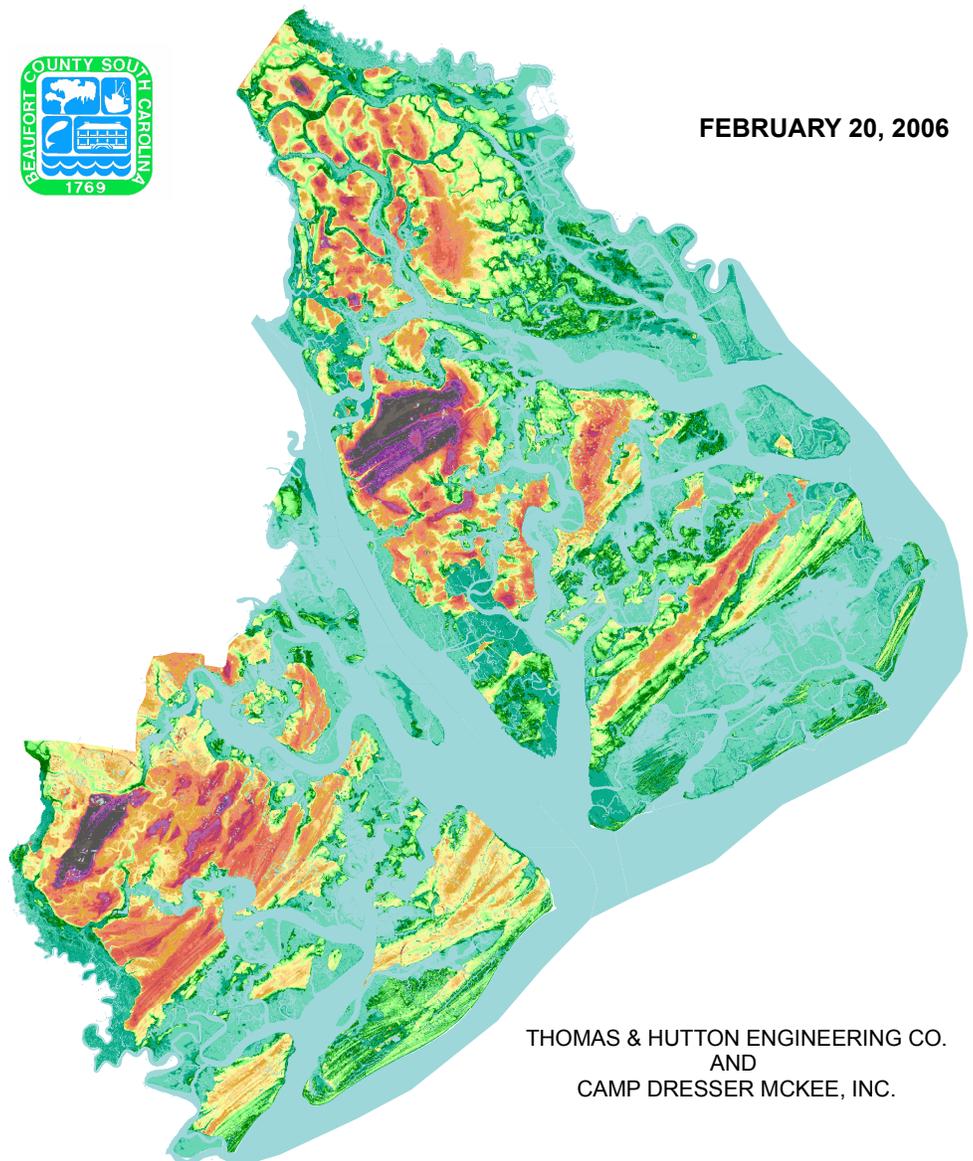
This report presents and recommends a stormwater master plan (SWMP) for Beaufort County, South Carolina, based on a study conducted by Thomas & Hutton Engineering Co. (T&H) and Camp Dresser & McKee Inc. (CDM) for the Beaufort County Stormwater Management Utility. The report summarizes the work performed,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

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

BEAUFORT COUNTY STORMWATER MANAGEMENT PLAN



FEBRUARY 20, 2006

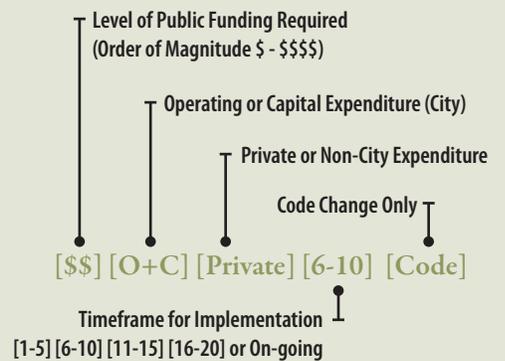


THOMAS & HUTTON ENGINEERING CO.
AND
CAMP DRESSER MCKEE, INC.



CHAPTER SEVEN: CLIMATE CHANGE & ENERGY

Key to Action Items



7 CLIMATE CHANGE & ENERGY



The impact of our changing climate, both the natural warming cycle and any anthropogenic (man-made) influences is predicted to have the most dramatic impact along our coastlines where sea level rise and more frequent tropical storm activity will change the way our community faces the next 300 years.

Automobiles (and motorized transportation, generally) and power plants that feed electricity to our homes and businesses are the significant majority contributors to South Carolina's greenhouse gas emissions.

Alternative modes of transportation, energy efficiency in our buildings, and a continued focus on a compact urban form are the most efficient ways in which we can assist in the overall reduction in greenhouse gas emissions. In addition, other sustainability initiatives that reduce reliance on non-renewable energy sources as well as those technologies that encourage the harvesting of existing renewable resources such as solar and wind appear well-suited to Beaufort's climate, geography, and culture.

Based on public feedback from discussions with stakeholders prior to and during the charrette and from the public survey, there are two primary areas of concern regarding climate change and energy:

- Promote and Enforce Local Environmental Sustainability Practices
- Reduce Energy Use/Promote Alternative Energy Sources

Key Recommendations

- CE 1.0 Reduce Greenhouse Gas Emissions
- CE 2.0 Enhance Resiliency to Natural Hazards
- CE 3.0 Promote Energy Efficiency and Renewable Energy
- CE 4.0 Reduce the Solid Waste Stream
- CE 5.0 Implement Sustainable Development Practices

KEY PRINCIPLES

13 | Hazard Mitigation

As a coastal community, we will feel the direct impacts of tropical storm activity and flooding. We must be prudent in our preparation for these expected hazards and mitigate against the loss of property to the greatest extent practical.

14 | Climate Change

We must participate in solutions that reduce or avoid potential impacts to our regional and global climate and in turn we must adapt to those conditions which are likely to be inevitable, most specifically sea level rise.

15 | Resource Efficiency

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

*Climate Change***CE 1.0 | REDUCE GREENHOUSE GAS (GHG) EMISSIONS**

The South Carolina Climate, Energy and Commerce Committee issued a Climate Change Action Plan final report in July, 2008. This report indicated that in 2005, on a net emissions basis (i.e., including carbon sinks), South Carolinians accounted for only approximately 1.0% of total U.S. net GHG emissions. South Carolina's GHG emissions are rising faster than those of the nation as a whole. From 1990 to 2005, South Carolina's gross GHG emissions increased by 39%, while national gross emissions rose by 16%.

The principal sources of South Carolina's GHG emissions in 2005 were electricity consumption and transportation, accounting for 35% and 34% of South Carolina's gross GHG emissions respectively. The direct use of fuels—natural gas, oil products, coal, and wood—in the residential, commercial, and industrial (RCI) sectors accounts for another 19% of the state's emissions in 2005. The Energy Information Administration ([www.eia.doe.gov/oiaf/1605/excel/Fuel Emission Factors.xls](http://www.eia.doe.gov/oiaf/1605/excel/Fuel%20Emission%20Factors.xls)) estimates that each gallon of gas used emits 19.564 pounds of carbon dioxide. And by contrast, the total US transportation sector represents only 27% of the total GHG emissions indicating that both population increase and vehicles miles travelled (VMT) in South Carolina has a significantly disproportional impact on air quality and GHG emissions. As noted in that report, South Carolina has established a statewide goal of stabilizing VMT by 2010. (Source: www.sclimatechange.us)

As a means to encourage new building construction to better implement GHG targets, architect Edward Mazri set forth the 2030 Challenge in 2002 as “a global initiative stating that all new buildings and major renovations reduce their fossil-fuel GHG-emitting consumption by 50% by 2010, incrementally increasing the reduction for new buildings to carbon neutral by 2030.” The 2030 Challenge's mission is “to rapidly transform the U.S. and global building sector” through shifts in building planning, design, and construction practices and techniques.

CE 1.1 Conduct an Emissions Inventory of City Operations. Prior to the initiation of any actions, it is necessary to establish a baseline of greenhouse gas emissions for the City. There are a number of software tools available to assisting in the data collection and analysis. One such program, the Clean Air and Climate Protection (CACCP) developed by the National Association of Clean Air Agencies (NACAA), ICLEI – Local Governments for Sustainability (ICLEI) and the U.S. Environmental Protection Agency (EPA) enables local governments to create greenhouse gas inventories, quantify the benefits of reduction measures and formulate local climate action plans. This free software available for download at www.icleiusa.org/action-center/tools/cacp-software enables local governments to develop harmonized strategies to reduce both greenhouse gas and air pollution emissions. This one-stop emissions management tool calculates and tracks emissions and reductions of greenhouse gases (carbon dioxide, methane, nitrous oxide) and criteria air pollutants (NO_x, SO_x, carbon monoxide, volatile organic compounds, PM₁₀) associated with electricity, fuel use and waste disposal and can provide the following tools:

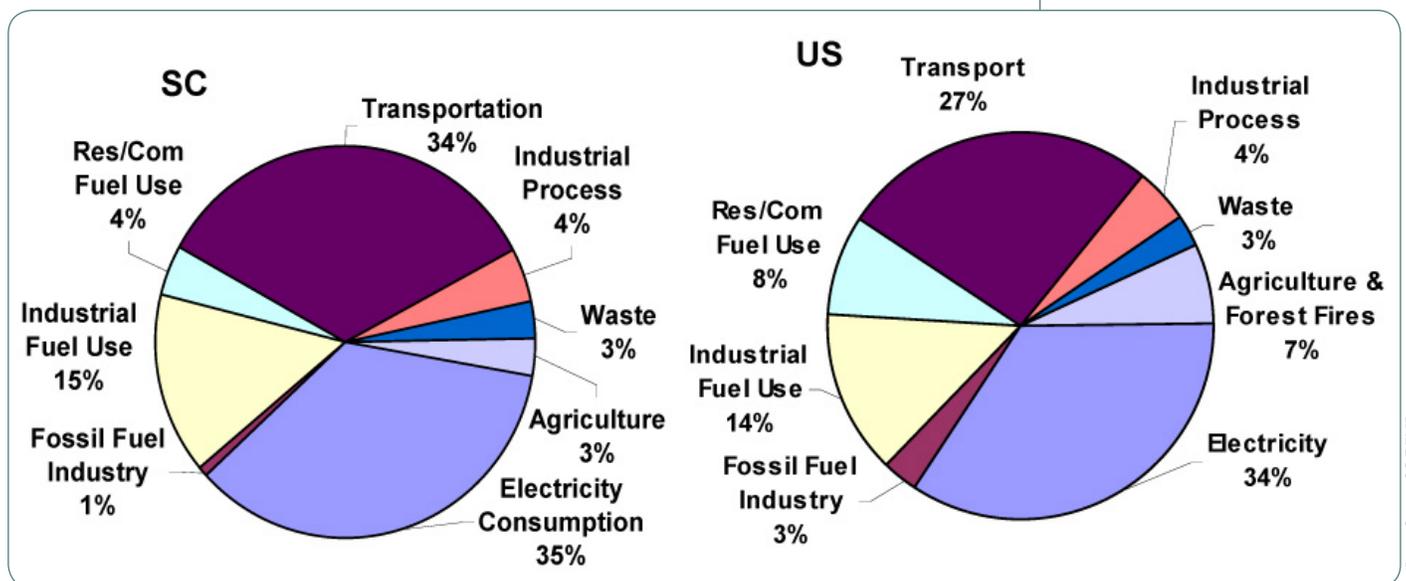
- Create emissions inventories for the community as a whole or for the government's internal operations.
- Quantify the effect of existing and proposed emissions reduction measures.
- Predict future emissions levels.
- Set reduction targets and track progress towards meeting those goals.

[§] [O] [1-5]

CE 1.2 Enact Land Use Policies and UDO Changes with the Goal of Reducing VMT. The number one priority in implementing this goal is to work with local governments to encourage more efficient development patterns by encouraging and promoting highly connected street networks, higher residential and employment densities, and mixed-land uses in new and existing development. In Beaufort, this will be achieved through the continued refinement of the City’s Unified Development Ordinance. [\$] [O] [1-5]

CE 1.3 Prioritize Transit, Bike and Pedestrian Improvements with the Goal of Reducing VMT. In concert with the statewide plan, the goal of this policy recommendation is to enable personal trip making to move from single occupant gasoline-powered vehicles (SOVs) to lower-GHG-emitting transportation options, such as walking, bicycling, ridesharing, and mass transit. Its implementation would ensure that the state’s transportation system is fully integrated with and appropriately serves the development patterns called for under the previous recommendation. This goal will be accomplished by undertaking the following suite of activities:

- Expanding and improving bicycle and pedestrian networks and related facilities both as feeders and as stand-alone modes of travel in all areas of the community. [\$\$] [O+C] [On-going]
- Promoting and creating rideshare programs and improved transit programs within the public and private sectors. [\$\$] [O+C] [On-going]
- Implementing “complete streets” policies to ensure that all new roadways and streets accommodate multiple modes of personal transportation where practical and feasible. [\$\$\$\$] [O+C] [On-going]



COMPARISON OF GHG EMISSION BETWEEN SC AND THE US (2005)

The diagram above compares gross GHG emissions estimated for South Carolina to emissions of the US for year 2005. Principal sources of South Carolina’s GHG emissions are electricity consumption and transportation, accounting for 35% and 34% of South Carolina’s gross GHG emissions in 2005, respectively. The next largest contributor is the residential, commercial, and industrial (RCI) fuel use sector, accounting for 19% of gross GHG emissions in 2005. The waste management and agriculture sectors each contribute 3% of gross GHG emissions in 2005. (Final Draft South Carolina Greenhouse Gas Inventory and Reference Case Projections, 1990-2020 Center for Climate Strategies, June 2008, Principal Authors: Randy Strait, Steve Roe, Bill Dougherty, Andy Bollman, Holly Lindquist)

CE 1.4 The City Will Seek Out Best Practices for the Reduction of GHG Emissions. The City of Beaufort will engage the public; seek initiatives that have lower initial costs, positive return on investment, and can quickly reduce GHG emissions; propose longer-term projects with higher costs and longer payback periods; identify programs that will assist in reducing the impact of emissions that cannot be immediately removed; and create policies that help residents adapt to climate changes already underway (e.g., sea level rise). [\$] [O] [On-going]

PLANNING FOR ENERGY AND CLIMATE UNCERTAINTY

Joint energy and climate strategies would do well to focus on two main goals: reducing overall consumption and meeting basic needs more locally. In this way communities can reduce their reliance on transoceanic supply lines, reduce their vulnerability to rising and volatile energy prices, and reduce their contributions to global warming. There are five key principles that local governments should integrate into ongoing decision making and long-range planning for addressing both peak oil and global warming:

1. **Deal with transportation and land use (or you may as well stop now).** Fundamentally rethink your land-use and transportation planning practices, from building and zoning codes to long-range planning. Make infrastructure decisions with 100-year timeframes, and work regionally to address the land-use and transportation challenges of energy and climate uncertainty.
2. **Tackle private energy consumption.** Use existing tools to encourage serious energy conservation and efficiency in the private sector. Engage the business community aggressively, challenging local leaders to reinvent the economy for the post carbon world.
3. **Attack the problems piece by piece and from many angles.** Use proven solutions, pursuing many different kinds of solutions at different scales. Enlist the entire community, setting clear community goals and spurring action from all sides to meet them.
4. **Plan for fundamental changes — and make them happen.** Educate local elected officials, staff, and community stakeholders about the challenges of energy and climate uncertainty and engage them in the discussion. Challenge them to find serious solutions and integrate peak oil and climate change considerations into decisions.
5. **Build a sense of community.** Get people talking with each other, forming relationships, and investing themselves in the larger community. The social resilience that comes from a strong sense of community and mutual investment is essential for meeting the complex and unknown local challenges of peak oil and global warming.

Excerpted from "Post Carbon Cities" by Daniel Learch. Planning magazine. December 2008. postcarboncities.net/node/4071

Hazard Mitigation/Climate Change

CE 2.0 | ENHANCE RESILIENCY TO NATURAL HAZARDS

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.

Storm surge can be modeled by various techniques; one such technique is the use of the National Weather Service's (NWS) Sea, Lake and Overland Surges from Hurricanes (SLOSH) model. The SLOSH maps indicate that for a Category 1 Hurricane, a significant portion of the County, including portions of the City of Beaufort would be inundated. As the Category of the hurricane increases, more land area becomes inundated until, in the case of a Category 5 storm, there are only pockets of land that are not inundated including some land located partially within the City of Beaufort and partially to its northwest (Gray's Hill).

The County's Flood Insurance Rate Maps (FIRMs) show that an estimated two-thirds (approximately 400 square miles) of the County's land mass lies within the 100-year floodplain, or Special Flood Hazard Area (SFHA). In the City of Beaufort, properties along the Beaufort River in the downtown portion of the city are subject to flood depths of about 3-6 feet during the base flood according to FEMA FIRM base flood and reference mark elevations. The base flood elevation along the river here is 13 ft NGVD while ground elevations range from approximately 7 feet (at the end of Hancock Street by the Beaufort River) to approximately 11 feet on the northwest side of the intersection of Carteret and Port Republic Streets. In 2004, there were an estimated 1,254 structures in the floodplain in the City of Beaufort, with less than 100 structures that were not covered under the National Flood Insurance Program.

CE 2.1 Implement the Beaufort County Hazard Mitigation Plan. *The Beaufort County Hazard Mitigation Plan, July 2004* 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 Hazard Mitigation plan includes 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 historic community resources; promote seismic safety; continue to identify drainage problems and work towards their resolution; and preserve and protect natural resources.

This plan may be revised from time to time by the participating jurisdictions and all subsequent revisions are made a part of this plan by reference. [\$\$] [O+C] [On-going]

CE 2.2 Work with Beaufort County to Develop a Plan that Addresses the Potential Impacts of Sea Level Change. According to the US Environmental Protection Agency (EPA) “sea level is rising, and there is evidence that the rate is accelerating. Climate change is likely to further accelerate the rate of sea-level rise during the next century. Rising seas can inundate low-lying areas, increase storm-surge flooding, erode shorelines, convert wetlands to open water, and increase the salinity of estuaries and aquifers.” And though the United Nations’ Inter-Governmental Panel on Climate Change (IPCC) has not yet established a reliable timeline for when such a rise will occur, some significant rise is expected to occur in the next 50 years. This plan should consider how to address structures that are currently in these zones, under what conditions new structures could be constructed in these zones, and the identification of ways to mitigate against future losses with consideration for transition zones and expanded floodplain delineation. [\$\$] [O] [1-5]

CE 2.3 Ensure that All Critical Facilities Located within the 100-year Floodplain are Adequately Protected. The following critical facilities are located in the 100-year floodplain in the City of Beaufort. The City should work with the appropriate governmental entity to ensure the adequate protection of these resources from flooding events.

- Lady’s Island Fire District 1 Station - 237 Sea Island Parkway
- Lady’s Island Airport - 237 Sea Island Parkway
- Lady’s Island Middle School - 30 Cougar Drive
- Beaufort Post Office - 501 Charles Street
- Beaufort City Hall - 302 Carteret Street
- Mossy Oaks Elementary School - 2510 Mossy Oaks Road
- Beaufort High School - 2501 Mossy Oaks Road
- Beaufort Fire Dept Station #2 - 2517 Mossy Oaks Road
- Beaufort County Library - 311 Scott Street

[\$\$\$\$] [C] [On-going]

**IMPACTS OF
POTENTIAL SEA
LEVEL CHANGE WITH
1 METER RISE**

With a 1 meter (3 foot) rise, low lying areas that are already wetlands would be permanently inundated..

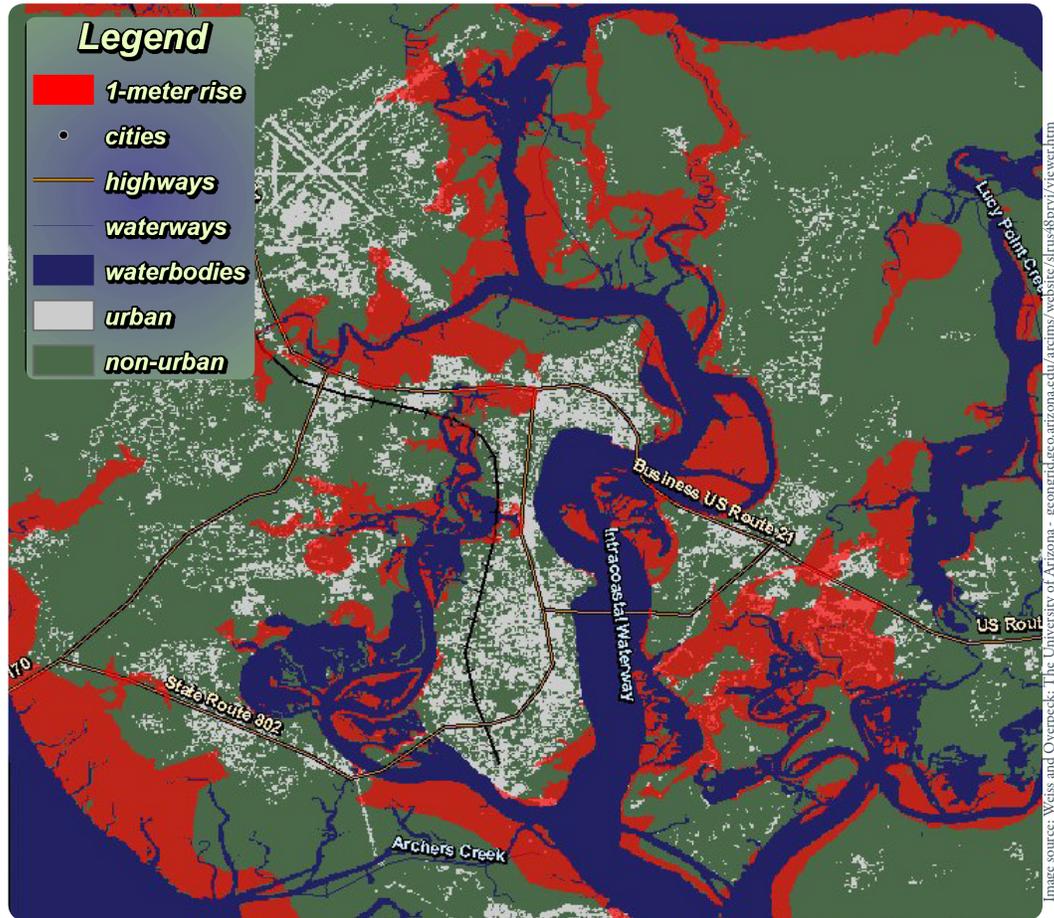


Image source: Weiss and Overpeck: The University of Arizona - geongrid.geo.arizona.edu/arcims/website/srusk/prvi/viewer.htm

**IMPACTS OF
POTENTIAL SEA
LEVEL CHANGE WITH
3 METER RISE**

With a 3 meter (9 foot) rise, a number of inhabited areas will be permanently flooded including Bay Street and The Point and many of the surrounding streets.



Image source: Weiss and Overpeck: The University of Arizona - geongrid.geo.arizona.edu/arcims/website/srusk/prvi/viewer.htm

ADDRESSING CLIMATE CHANGE IN SOUTH CAROLINA

The people of South Carolina have embraced the scientific consensus. As a recent poll revealed, the majority of South Carolina voters from both parties believe action should be taken now to address climate change. The state's leaders are acknowledging the issue as well. South Carolina Governor Mark Sanford wrote a piece in the *Washington Post* discussing his commitment to addressing the climate issue. Over two-thirds of the South Carolina House of Representatives and twenty-one State Senators signed open letters from their respective branches to the presidential candidates, calling on them to make "climate change a priority." More than 100 South Carolina Mayors, representing more than 1 million South Carolina residents, signed a similar letter. Additionally, five of these mayors have pledged to meet certain targets for greenhouse gas reduction in their own municipalities. . .

Taking into account the clear scientific consensus regarding climate change, South Carolina now stands at a crossroads. The state must make a decision to accept the challenge and grasp the opportunity climate change offers. Inaction is no longer an option. Globally, inaction is expected to result in economic costs equivalent to losing between 5% and 20% of the annual global GDP, "now and forever," and South Carolina is a particularly vulnerable state. The potential social, environmental, and economic costs associated with inaction are tremendous and threaten to negatively affect critical resources, including: tourism, real estate, insurance, infrastructure, human health, water resources, wetlands, fisheries, agriculture and forestry. While the cost of doing nothing is great, the economic opportunity is tremendous. Climate action will protect South Carolina's people, places, and economy while the state takes advantage of new markets and creates significant economic development opportunities.

Sea level rise, which is occurring right now, is caused by increasing ocean temperatures expanding the ocean's volume, and by meltwater being released where it was previously locked up in ice stores such as glaciers and ice shelves. . . Within this century, the IPCC predicts sea level to rise between 0.18 and 0.59 meters [0.56 to 1.9 feet]. This prediction is extraordinarily conservative because it does not include "the full effects of changes in ice sheet flow," which are considered, with greater than 90% certainty to contribute to sea level rise. Dr. James Hansen, Director of the NASA Goddard Institute for Space Studies and arguably the nation's top climate scientist, presents a more dismal prediction finding "it almost inconceivable that 'business as usual' climate change will not result in a rise in sea level measured in meters within a century." South Carolina's barrier islands will also be impacted by rising sea levels, which may go up as much as two feet by 2100. . .

The use of adaptation measures anticipating sea level rise. . . can dramatically reduce the potential losses from shoreline movement. But associated costs to address a 2-foot rise for just 1 developed island roughly the size of Hilton Head could be significant: \$462 million with no protection; \$285 million to raise the island to meet the rising sea; \$109 million for engineering an entire island retreat towards the mainland; or \$434 million to engineer a levee system. With a potential sea level rise of 8 feet, the projected costs increase dramatically to: a total economic loss with no protection; \$1.835 billion to raise the island; \$492 million for an island retreat; and \$1.010 billion for a levee system. Science thus supports the theory that a rigid policy of no protection may eventually lead to the abandonment, destruction, and disappearance of most of South Carolina's barrier islands, representing a total economic loss with consequential impacts on the mainland due to the loss of storm protection provided by the islands. . .

Excerpted from "Climate Change and South Carolina's Economy" by Art von Lebe originally published in the Southeastern Environmental Law Journal, volume 16.2, in 2008.

*Resource Efficiency/Climate Change***CE 3.0 | PROMOTE ENERGY EFFICIENCY AND RENEWABLE ENERGY**

The issue of energy independence and alternative energy production came to the forefront in 2008 with the combined advent of \$4.00 per gallon gasoline in the summer of 2008 and the acknowledgement that a large percentage of our country's greenhouse gas emissions are caused by traditional power generation facilities such as coal-fired electric and natural gas plants - facilities that consume non-renewable resources to generate the electricity. As a result, the country has accelerated the investment in technologies to maximize usage clean energy facilities that incorporate renewable resources.

[Note: portions of the following narrative have been adapted from the Beaufort County Comprehensive Plan]

ENERGY EFFICIENCY

When addressing energy issues, achieving energy efficiency should be the first consideration, especially at the City level. Energy efficiency is accomplished when less energy is used to provide the same service. For example, a well-insulated building allows the occupants to enjoy the same room temperature while using less energy for heating and cooling. This is achieved by a combination of changing technologies and behavior.

Measures include the use of efficient and appropriately sized HVAC systems, proper insulation, efficient appliances, high performance windows, and low wattage lighting. When compared to the cost and effort to increase energy production, efficiency is the "low hanging fruit" of the energy equation.

RENEWABLE ENERGY

Renewable energy is energy generated from natural resources, such as sunlight, wind, and tides, which are naturally replenished. As energy costs rise, there is a growing market nationally for many forms of renewable energy. Beaufort County with its many days of sunshine, offshore winds and large tidal range has unique opportunities to facilitate and promote the generation of renewable energy.

Solar Energy utilizes the light from the sun to produce power. Unlike fossil fuels, solar energy is available anywhere on earth. Solar energy is free, immune to rising energy prices, and can be used to provide heat, lighting, mechanical power and electricity. With an average of more than 230 days of sunshine, solar power has great potential in Beaufort.

A 30 percent federal tax credit for solar power was extended for eight years in October 2008. The law removes a \$2,000 monetary cap for residential solar electric installations, thereby providing a greater incentive to homeowners to invest in solar energy. In addition, South Carolina allows taxpayers to receive a 25% tax credit for the amount expended for the purchase and installation of solar generating devices.

Biomass energy is a renewable, homegrown energy source that includes trees, farm crops, manure, plants, and landfill gas. Currently biomass and wood waste in Beaufort County are incinerated with no energy recovery or placed in a construction and demolition (C&D) landfill. In fiscal year 2008, the County collected 9,500 tons of yard waste and 2,000 tons of C&D debris. Two options for beneficial reuse of these materials are incinerating with energy recovery and composting to produce a mulch product.



Image Source: Clemson University



Image Source: www.dynamicpatents.com

“The things that really work brilliantly are the simplest design decisions—integrating workers with housing, integrating mixed-use, reducing the need for travel, . . . and providing access to locally produced food, local goods and services. Then reduce the demand for heat and power using a high level of insulation, passive solar orientation, good daylighting, good shading strategies, natural ventilation, a passive heat-recovery ventilation system . . . [T]hen create basic renewable energy systems.”

-Bill Dunster, founder of ZEDfactory, Urban Land Magazine, June 2008

Wind turbines have been used for hundreds of years to pump water from wells, but they have only been used to produce electricity for about three decades. Wind turbines require a sustained wind speed of 12.5 MPH to generate electricity cost efficiently. South Carolina wind resources are a viable economic energy resource, however, a scarcity of reliable documentation on local wind power has prevented its use. Marked advancements in recent years in wind turbine technology and wind mapping technology have greatly increased our ability to better locate and utilize this valuable renewable resource.

The South Carolina Energy Office, Clemson and Coastal Carolina Universities, and the Savannah River National Lab are cooperating to research the potential for generating wind energy off the coast. Issues to be addressed include identification of the needs and barriers of integrating offshore wind energy into the power grid; identification of technology that can transfer the power to the shore; and establishment of a state task force to determine the economic and environmental effects of wind energy and create a permitting process for wind farms in state waters.

CE 3.1 Consider Conducting an Energy Audit. An energy audit is an inspection, survey and analysis of energy performance and usage in a building or group of buildings designed to identify opportunities to reduce energy consumption while maintaining the same level of service. Typically, an energy audit looks at insulation, windows, the HVAC system, lighting and appliances to determine opportunities for energy savings. The Audit should also include an evaluation of the feasibility of using renewable energy, such as wind and solar, to reduce energy costs in city facilities. Energy audits are often achieved through a performance contract with an energy service company. Under a performance contract, a building owner, such as the City of Beaufort, would enter into an agreement with an energy service company to perform an energy audit and to make the energy saving improvements at no up front cost to the owner. Over the contract period (typically 5 to 20 years), the savings from reduced utility bills are used to pay for the facility improvements. The City of Charleston entered into an energy performance contract in 2001, which is projected to eventually result in a 16% reduction in energy and gas usage and \$18.4 million in energy and operational savings. [\$\$] [O] [1-5]

CE 3.2 Support Energy Efficiency Retrofit Programs. As the City contemplates programs to upgrade existing public and private substandard buildings, the City can support low-income weatherization programs such as the Weatherization Assistance Program offered through the US Department of Energy, and assist agencies who are implementing these programs to seek available state and federal funds. [\$] [O] [On-going]

CE 3.3 Evaluate Regulatory Barriers to Renewable Energy and Provide Incentives for their Use. The City should analyze its development regulations to ensure that regulatory barriers (e.g., height limitations, etc.) provide appropriate standards for solar collectors and wind generators as accessory uses. The City should also look for opportunities, through streamlined permitting or other means, to promote the use of renewable energy technologies locally. The City can also assist private communities in working to change barriers placed by restrictive neighborhood covenants. [\$] [O] [1-5]

CE 3.4 Protect Solar Access. Solar access is the availability of (or access to) unobstructed, direct sunlight. In general such rules note that no building may be constructed or plant may be placed or allowed to grow such that it shades a collector more

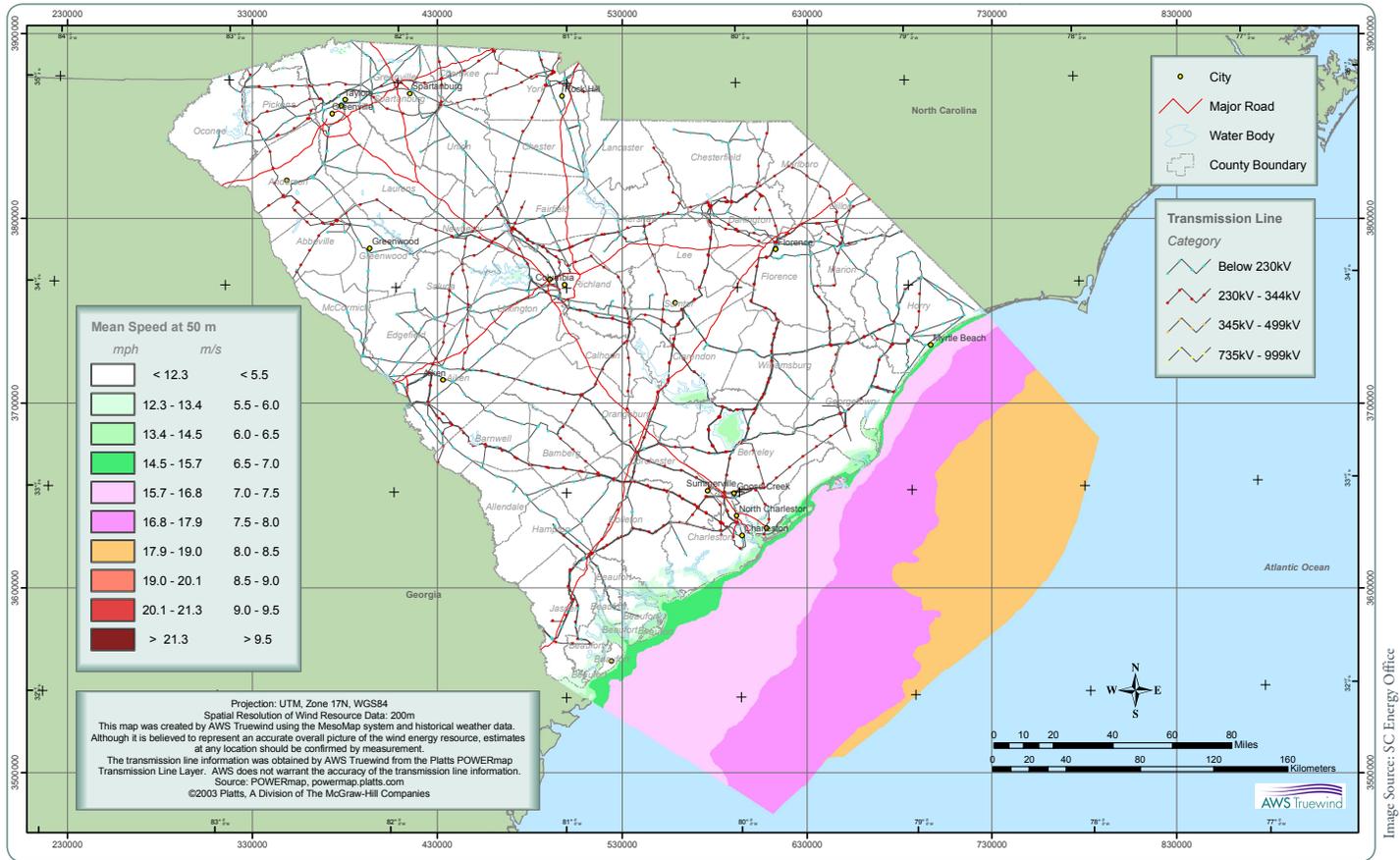


Image Source: SC Energy Office

WIND ENERGY POTENTIAL MAP

South Carolina's coast has some of the highest wind energy potential in the United States. The map above shows the median wind speed at 50 meters above sea level.

than 10% from 10 am to 2 pm. In addition, all new subdivisions and planned unit developments are encouraged to be designed to accommodate the present or future use of passive and active solar energy systems with special attention given to street, lot, and building orientation. In this regard, the most important solar access regulation for subdivision development is the ability to align streets in a predominantly east-west street orientation. This promotes optimal building orientation for solar access. It is important to note this type of regulation is not appropriate for more urban conditions (G2, G3, and G4 Sectors in the Framework Plan) where buildings are closer together and often taller. [§] [O] [1-5]

CE 3.5 Support the Implementation of Renewable Energy Technologies. The City will work cooperatively with neighboring local jurisdictions, MCAS-Beaufort and the state to encourage the construction of renewable energy facilities. [§] [O] [On-going]

*Resource Efficiency***CE 4.0 | REDUCE THE SOLID WASTE STREAM**

The City of Beaufort coordinates all solid waste collection, recycling pickup and management for City residents and businesses. 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. The City provides recycling bins which are used by residents to separate recyclables from garbage. Currently, thirteen different types of recyclables are accepted including glass, plastic and paper goods.

- CE 4.1 Expand Recycling Programs to Commercial Properties.** Corrugated cardboard is one of the easiest, most valuable and sought after materials to recycle. Often, a business may generate new revenue by simply choosing to recycle cardboard or what the recycling industry calls Old Corrugated Cardboard (OCC). In addition, a business frequently sees a significant drop in disposal costs when it begins recycling OCC as cardboard is bulky and takes up a lot of space in dumpsters. [\$] [O] [1-5]
- CE 4.2 Institute a Regular Household Hazardous Waste Pick Up Day.** Household hazardous waste is leftover residential hazardous household products such as cleaners, pool chemicals, lawn and garden care products, paint products, automotive fluids, medicine and some beauty products. These products are either flammable, corrosive or caustic, explosive or reactive, or toxic or poisonous. Improper disposal can contaminate septic tanks, landfills, wastewater treatment plants, rivers, lakes and streams. A semi-annual collection day at key locations around the City will help facilitate the proper collection and disposal of this waste. [\$] [O] [On-going]
- CE 4.3 Expand the "No Dumping-Drains to River" Program.** 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. In addition to written material, continued stenciling of all storm drains with the "No Dumping - Drains to River" phrase will help people better understand where the stormwater drains lead to. [\$] [O] [On-going]
- CE 4.4 Encourage Backyard Composting.** Composting is the controlled natural decomposition of organic material such as leaves, yard trimmings and fruit and vegetable scraps. The composting of yard waste such as grass trimmings and leaves will help to divert this waste and other organic material from the landfills. [\$] [O] [On-going]

Climate Change/Resource Efficiency

CE 5.0 | IMPLEMENT SUSTAINABLE DEVELOPMENT PRACTICES

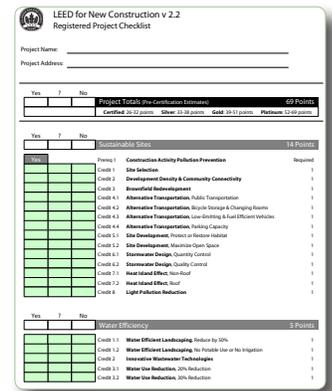
The introduction of energy efficiency in the development of sites and design of buildings is an important facet to the overall environmental sustainability of any community. Energy efficiency and environmental friendliness must marry the building, the site and its location, and the greater community. With the substantial advances in building construction technologies over the last ten years and the rapid integration of new “green” products into the marketplace, the incremental cost of construction has all but been eliminated for new construction.

The US Green Building Council (USGBC) estimates that the slight increase in building costs that incorporate green standards are absorbed into lower utility bills and decreased maintenance over a relatively short period of time (often 2-5 years). Also, commercial building occupants report a range of other secondary benefits including lower absenteeism, lower illnesses, and a more productive workforce.

The USGBC manages the Leadership in Energy and Environmental Design (LEED) Green Building Rating System as a national, consensus based, market-driven building rating system designed to accelerate the development and implementation of green building practices. It is a leading-edge system for designing, constructing and certifying environmentally and economically sustainable site, buildings, and neighborhoods. The first LEED certified building in Beaufort County was completed in 2008 by the Beaufort Jasper Water & Sewer Authority (BJWSA).

Whether it be for global concerns of climate change, national concerns of energy independence, community concerns for environmental sustainability, or household concerns about the cost of energy, the use of green building practices can have significant impacts with some often very subtle and inexpensive changes to conventional approaches.

CE 5.1 Establish a City Policy for Sustainable Building and Infrastructure Practices. Like municipalities across the country, the City should use the LEED guidelines for certifying all new public buildings as energy efficient and environmentally sustainable. All new or expanded public buildings in Beaufort should be designed and constructed at a minimum level of LEED-Silver. Additionally, all infrastructure projects such as parking lots, streets, and parks should include low impact design and/or light imprint techniques in both design and construction. These techniques reduce the environmental footprint of a building and promote sustainable development practices. The City can provide a valuable marketing and testing ground for local green building practices. The City of Chicago is implementing a similar requirement across all of its public buildings and is retrofitting many of them to achieve the goals. The most widely publicized of their retrofits is the installation of various roof systems. They are using “green” roofs such as a planted garden or “white” roofs (white painted surfaces to reflect sunlight rather than absorb it) for all new construction, particularly for public uses such as fire stations and schools. Such roofing systems not only reduce energy costs on the buildings, but garden roofs can also be designed to capture and filter stormwater during a rainstorm. **[\$] [O] [1-5]**

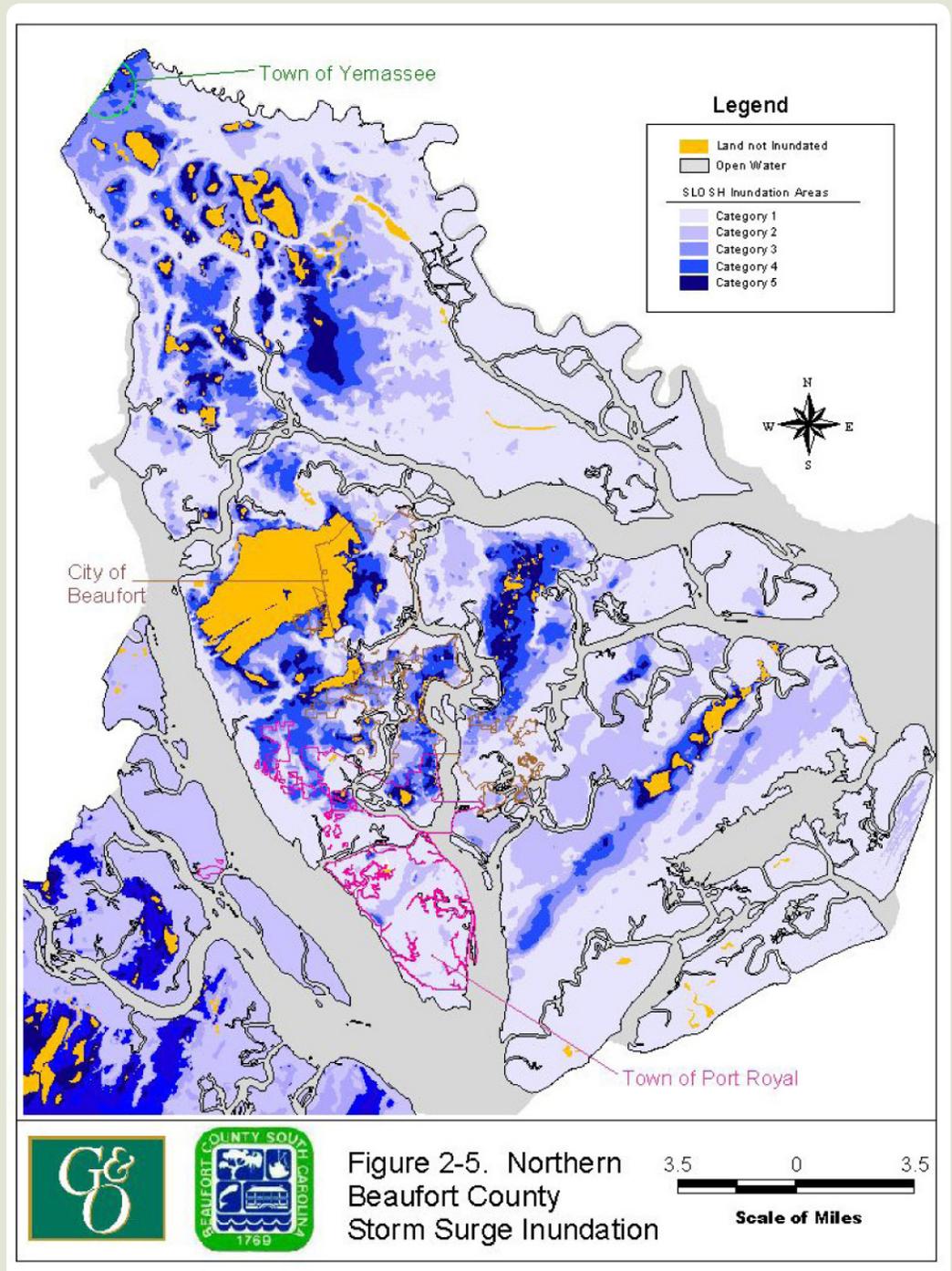


The image above is a page from the checklist for LEED for New Construction v. 2.2

- CE 5.2 Endeavor to Make Sustainable Construction Practices Part of the Culture of Development in Beaufort.** The Technical College of the Low Country is developing a LEED “Green” Building Construction Training and Employment Project, which will provide participants with education and training for certification as an Alternative Energy Construction Technician (AECT). In addition, the City and County can continue to partner to host speakers, workshops and other training opportunities. [\$\$] [O] [On-going]
- CE 5.3 Establish Incentives to Implement Context-Sensitive Environmentally Sustainable Building and Development Practices.** The City will consider green building incentives at the local level for developers who consider the use of the LEED rating system for sustainable building practices. Arlington County, Virginia has a LEED Certification Incentive Program entitled “Building Green, Building Smart.” If projects achieve the minimum LEED certification of Silver then they can receive up to 3 additional stories and/or .35 additional Floor Area Ratio (FAR). The City of Seattle provides direct grant funding and technical assistance for soft costs related to LEED documentation, building commissioning and certification. The City of Germantown, TN provides reduced or waived permitting fees and a streamlined entitlement process as well as permitting certain projects to qualify for additional levels of public partnership. [\$] [O] [1-5]
- CE 5.4 Incorporate LEED ND (Neighborhood Development) Standards into the UDO.** The rating system addresses a myriad of issues including housing affordability, access to services and public spaces, local food production, water conservation, solar orientation, energy efficiency, and light pollution. [Code]

BEAUFORT COUNTY HAZARD MITIGATION PLAN

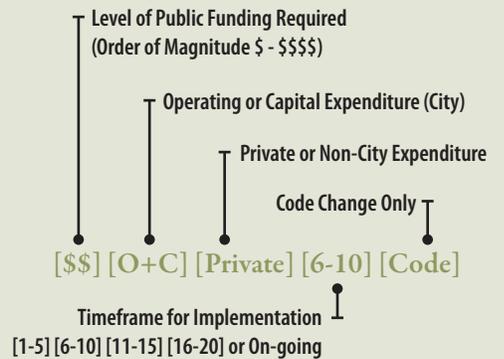
Beaufort County, South Carolina and its incorporated communities prepared this Hazard Mitigation Plan in July, 2004 to assess the communities' vulnerabilities to natural hazards and prepare a long term strategy to address these hazards and prevent future damage and loss of life. This plan was created through participation from county and municipality officials, residents, and business owners and represents the community's consensus.





CHAPTER EIGHT: SOCIAL INFRASTRUCTURE

Key to Action Items



8 SOCIAL INFRASTRUCTURE



The social fabric of Beaufort is of prime importance to our citizens. Our community is comprised of families whose lineage dates back to the City’s incorporation as well as those who have moved here last week. Back and white, young and old, rich and poor, we are a diverse community that values the rich heritage of our built environment and the public spaces that we all share - our neighborhoods, our streets, our parks, and our waterways.

We recognize that Beaufort is a living community with residents from many backgrounds, each with their own unique needs and expectations. But more important, new residents and visitors alike are welcomed as if they had always lived here. This spirit of welcomeness to “newcomers” and “outsiders” likely traces its roots, as one long-time resident put it, “to the fact that we are largely a military community. With Marines coming and going through Parris Island and MCAS-Beaufort on a regular basis, most long-time residents simply were accustomed to making friends on a two-year cycle.”

There are many aspects to sustaining the social and civic vibrancy of a community. Based on feedback from City residents and stakeholders, elements of neighborhood sustainability, housing, historic preservation, arts and culture, and parks are top agenda items on the community’s social and civic agenda.

Key Recommendations

- SI 1.0 Enhance and Expand our Park System
- SI 2.0 Continue Reinvestment in our Neighborhoods
- SI 3.0 Provide Housing for a Diverse Population
- SI 4.0 Protect and Preserve Our Historic Resources
- SI 5.0 Expand the Arts and other Cultural Resources
- SI 6.0 Encourage Local Food Systems

Key Principles

8 Neighborhoods | We believe that all our neighborhoods, including the downtown, must be vibrant and diverse and thus require consistent and continual public and private attention, maintenance and re-investment. Our neighborhoods should be reinforced in all planning and infrastructure projects.

9 Parks & Public Open Spaces | The City will permanently preserve and expand a community-wide parks, recreation and open space network that serves the entire city from the neighborhood playground to the regional reserve.

10 Historic and Cultural Resources | Beaufort is a living, dynamic community and must balance the protection of its abundant natural, cultural, institutional and historic resources with managed growth that adds to the community’s character for future generations without degrading those resources which we value.

11 Social Diversity | We will maintain and celebrate the integrated ethnic and socioeconomic diversity of the community. To this end, we are committed to the provision of affordable and workforce housing throughout the city.

*Parks & Public Open Spaces***SI 1.0 | ENHANCE AND EXPAND OUR PARK SYSTEM**

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 Parks and Leisure Services 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. Since its construction, Waterfront Park has remained the heart of Beaufort but with the passage of time it experienced deterioration in structural integrity. This park was completely renovated in 2007 and serves once again as the crown jewel of the community.

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. This recently renovated park is considered by many to be the standard for neighborhood parks in the City. A complete list of the City's parks, open space and cemeteries can be found in the 2003 City of Beaufort Open Space Master Plan.

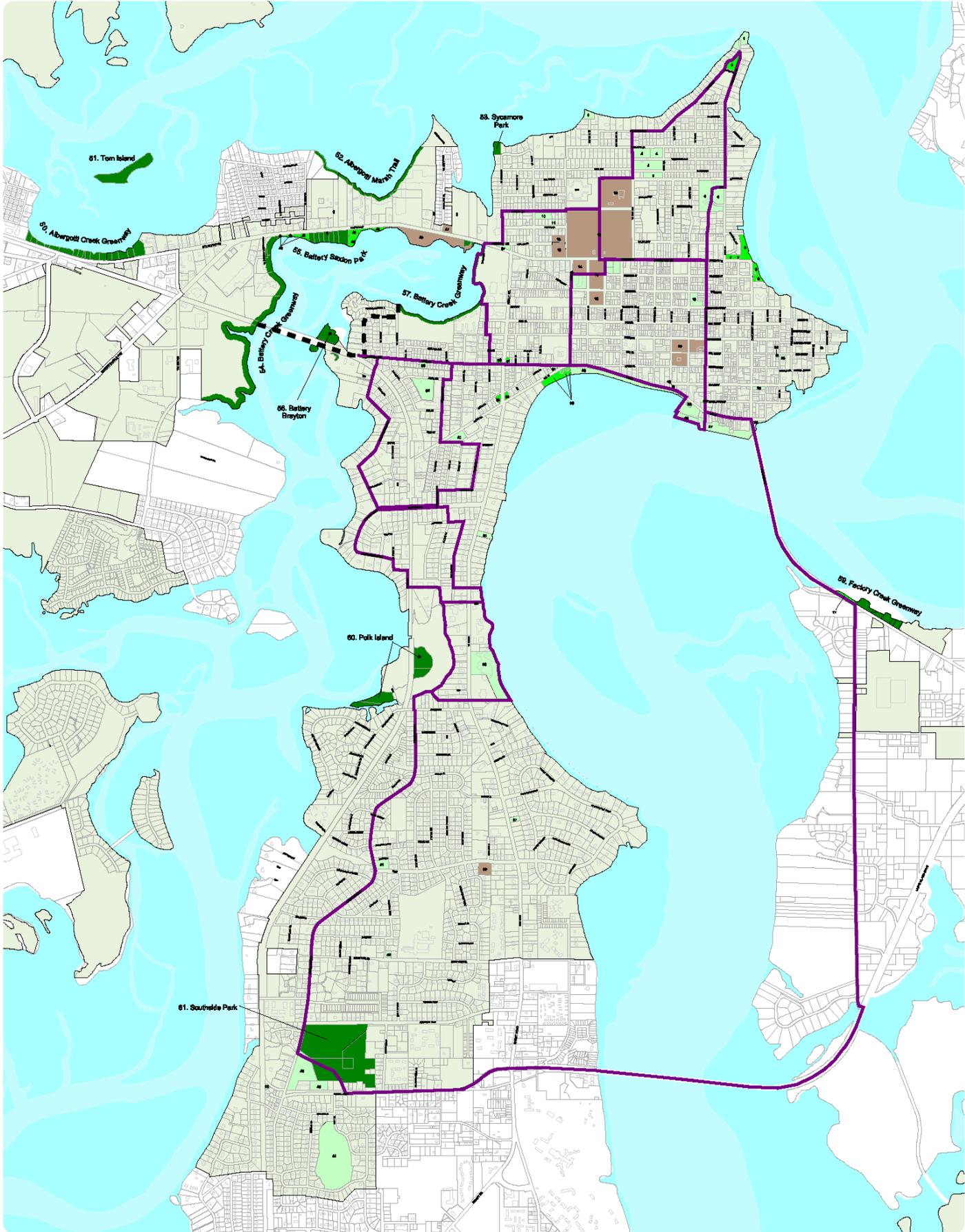
The map on the next page shows the variety of park spaces in the City of Beaufort. Largely unimproved small lots scattered throughout each neighborhood, often in public hands because of utility needs or tax foreclosures, they each represent opportunities to improve the neighborhoods. From small pocket parks to large community parks, the City is in need of a variety open spaces.

The following is a list of the public's priorities expressed during this planning process:

- Provide and Encourage Parks/Greenspace within Neighborhoods/Districts
- Expand/Promote Utilization of Waterfront Park
- Expand Open Space/Greenspace Preservation
- Plan, Expand Trail Network
- Build Dog parks
- Explore Creative Ways to Fund/Maintain Parks
- Enhance Public Water Access

It is also important to note that parks and greenways were among the top 5 items that survey respondents would be willing to pay additional taxes for.

SI 1.1 Develop an Inventory of Needs for the Improvement of the Existing Neighborhood Parks. It is important to ensure that the existing parks in the City's system have adequate capitalization and maintenance. It will be necessary to determine which City parks are under-utilized and plan for improvements to make



▲ 2003 OPEN SPACE MASTER PLAN MAP

The map indicates both future park and open space facilities as well as all current parks, open spaces and cemeteries.

those parks more usable to adjacent residents. Expenditures for these parks should be directed towards improving a sense of community in developing and redeveloping neighborhoods. [\\$] [O] [1-5]

SI 1.2 Identify a Regular Funding Mechanism for the Maintenance and Improvement of the Park System. Like so many other facilities in Beaufort, the funding of parks are subject to the annual appropriations of the City Council. There is not currently a revenue stream that has been identified specifically for parks, recreation, or open space. Many communities throughout the country have established programs like a dedicated sales tax or bond-funded program that is geared for such a program. Residents surveyed as a part of this comprehensive plan process indicated that they would be very willing to pay additional taxes for the renovation and construction and construction of parks. [\\$] [O] [1-5]

SI 1.3 Plan and Improve the Southside Park. The Southside Park, at the site of the former wastewater treatment plant, is the largest park area held by the City of Beaufort and represents a wonderful opportunity to combine elements of truly sustainable design and environmental management with passive and active recreational elements. As suggested in Section 10.8, this plan should consider some private investment as a means to provide the necessary capital to implement the public improvements. [\$\$\$\$] [C+Private] [1-5, 6-10, 11-15, 16-20]

SI 1.4 Improve Other Parks Throughout the City Following the Development of Neighborhood Plans. Neighborhood parks along with street infrastructure represent the largest public investment that a community can make in improving a neighborhood. But it is important to note that simply building a park in a fragile neighborhood will not ensure its revitalization. This plan therefore recommends that prior to the planning for the improvement of any neighborhood park, that an overall neighborhood master plan be completed as a means to best leverage public investment with anticipated private investment. [\$\$\$\$] [C+Private] [1-5, 6-10, 11-15, 16-20]



◀ **A CONCEPTUAL PLAN FOR THE DEVELOPMENT OF THE SOUTHSIDE PARK**

The plan illustrates how a portion of the planned Southside Park can be privately developed as a means to provide a sense of security in the park as well as to provide the necessary capital to be able to implement the desired features of the park. This plan is but one way in which this desired goal can be achieved. Further study is necessary to appropriately discern the right mix and location of the various components.

SI 1.5 Enhance Recreation Space Requirements. Currently, the UDO only requires open space provision for PUD developments. This plan suggests that the City require recreation space dedication for all new residential development of a certain acreage or number of units, and that the amount and type of open space (active, passive, natural, urban, etc.) be detailed and assigned based on the land use context, including proximity to existing or planned public parks, and the type of development. (The transect method can be useful in classifying types and size of open space based on the urban, suburban, or rural context.) The amount of recreation space required should be based on the number of users versus size of lot (per bedroom is a useful factor). Open space dedication should also be linked to existing park and greenway plans. Development incentives such as density bonuses should be considered for certain open space improvements, such as greenways. Incentives or requirements for making recreation space publicly accessible should also be considered. Furthermore, additional standards for the design and minimum requirements for recreation space need to be developed. And where the provision of open space is infeasible, the code should offer a payment-in-lieu option to provide necessary capital improvements at other city-owned parks. **[\$] [O] [1-5]**

There are three basic approaches to open space dedication:

Open Space Strategy	Advantages	Disadvantages
Sliding scale % of land (i.e., 5-10%)	Easily measured	Not reflective of number or types of users
Area per housing unit	Easily measured – closer measure of need	Not as reflective of types or number of users in the neighborhood (typical apartment occupancy is less than single family, but greater density)
Area per bedroom	Greatest coordination between population and need for open space	Can be difficult to measure – can use averages based on building type (i.e., 2 bedrooms in town homes, 3 in single family)

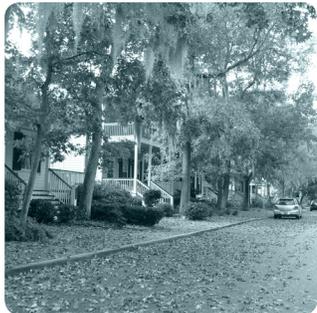
The type and character of open space should be influenced by the surrounding uses (i.e., retail, office, residential) as well as by the prospective user groups (i.e., residents, workers, shoppers, youth, seniors).

Beaufort should also consider a payment-in-lieu-of-dedication option for developers where it isn't practical to dedicate a reasonably sized tract or where the development is in walking distance to another public park or open space that can be improved.

SI 1.6 Evaluate How Best to Develop and Maintain Small Neighborhood Parks (Less than an Acre). The best neighborhoods are those that have good access to public park space. In some cases in Beaufort, residents will be able to walk to a community park whereas in others, small playgrounds or squares such as those in Savannah will be more appropriate. While many small parks scattered throughout the City is desirable, the City will need to set appropriate policies for the construction and maintenance of small parks to balance accessibility and operational efficiency. **[Code]**



Downtown Neighborhood



Broad Street Neighborhood



Northwest Quadrant Neighborhood

Neighborhoods

SI 2.0 | CONTINUE REINVESTMENT IN OUR NEIGHBORHOODS

As with any community, the neighborhoods are the fundamental building block. A community with stable and thriving neighborhoods is prosperous and sustainable. Not surprisingly, Beaufort is comprised of many neighborhoods; some large and some small; some historic and some recent; some vibrant and stable and others fragile or threatened. Neighborhoods are Beaufort's civic and social infrastructure. It is where neighbors meet each other while walking on the street. It is where their children play together. And it is where many form the bonds of friendship to help support others in times of needs and celebrate times of joy.

To date, there has not been a comprehensive plan for neighborhood reinvestment. Improvements such as new sidewalks, repaired drainageways, and even street lighting has been completed on an ad-hoc basis within the context of each department or service entity. As a result, while many neighborhoods have seen a modicum of public investment, few have been able to leverage these investments in any real and meaningful way to encourage housing improvements.

The public echoed the need to continue investment and focus on neighborhoods. Some of their key comments are below:

- Build Community Partnerships, Enhance Neighborhood Character, & Promote Community Interaction/Understanding
- Invest in Neighborhood Amenities & Infrastructure: Parks, drainage, utilities, etc.
- Mix Housing types and densities, but with sensitivity to neighborhoods
- Develop Neighborhood Standards/Guidelines
- Provide Property Owner Assistance to Residents who want to Stay in Beaufort
- Plan for and Provide for an Aging Population
- Encourage a Broad Range of Housing Options
- Serve a Broad Range of Constituents, Especially Workforce, Young Families, and Low Income
- Focus on Housing Repairs/Renovations
- Promote Residential Density/Infill/Appropriate locations; Mix Uses
- Develop Creative Funding Sources for Affordable Housing
- Increase Residential Design Standards
- Streamline Regulatory/Approval Process
- Promote and Support Education/Financial Literacy re: Housing & Regulations

SI 2.1 Prepare Small Area Plans for Neighborhoods and Districts. A City-wide plan rarely gets to a level of detail that can satisfy all of the needs and desires of specific small areas within the jurisdiction. Much feedback from citizens and stakeholders in this planning process related to issues and recommendations that can only be fully explored in the context of a focused small area or neighborhood plan. As a way to build on and further detail the recommendations from the Comprehensive Plan effort, additional small area or corridor plans should be considered over the next decade, including:

- The Northwest Quadrant/Bladen Street Neighborhood
- Southside Park area
- The Lafayette Street/Park Street area
- Downtown

The City should consider developing at least one or two small area/neighborhood plans every year subject to budgetary limitations. These plans should include, at a minimum, and as appropriate for each area: a natural resource inventory and recommendations for natural preservation; transportation strategies for all modes; public open space strategies; housing strategies; historic and cultural preservation recommendations; market analyses for economic development and new investment; branding strategies; design guidelines; and recommendations for regulatory changes and capital investment. [\$\$] [O] [On-going]

SI 2.2 Investigate Dedicated Revenue Streams for Neighborhood Reinvestment. Richland County, SC, as a part of the Neighborhood Planning program has dedicated a certain millage of their tax rate to go towards neighborhood improvements. This enables the County to be able to implement a number of the recommendations that come from comprehensive neighborhood planning and greatly facilitates their long-term success. While it is understood that a variety of funding mechanisms (local, state, and federal) may be identified during a comprehensive neighborhood plan, it would be ideal to have some seed money available to each neighborhood following the completion of a plan. [\$\$] [O+C] [On-going]

SI 2.3 Encourage greater development density. One of the most important opportunities for Beaufort given the high cost of land and the sensitive environmental conditions is to use the most buildable land more efficiently by building more compactly and more vertically. Higher-density development is a key element to creating walkable communities can also contribute to a wider range of housing choices and more affordable housing options. (Smart Growth Network, 2005)

Increased density also benefits environmental goals and water resources. The U.S. Environmental Protection Agency (EPA) examined stormwater impacts from various different development scenarios. Their analysis concluded that the higher-density scenarios generate less stormwater runoff per house at all scales—one acre, lot, and watershed. For the same amount of development, higher density development produces less runoff and less impervious cover than low density development; and For a given amount of growth, lower-density development impacts more of the watershed. (EPA, 2006) [\$] [O] [1-5]

SI 2.4 Focus on Making Neighborhoods Pedestrian-Friendly. More than just constructing sidewalks (through this is a wonderful start for those neighborhoods where they are absent), neighborhoods have an obligation to their residents to be places where people can comfortably enjoy the mild climate that Beaufort offers. Research over the past decade has shown that the average comfortable walking distance for Americans is approximately a quarter-mile or a 5-minute walk. Public health studies (e.g. Dannenberg, Jackson, Frumkin, and Schieber, “The Impact of Community Design and Land-Use Choices on Public Health: A Scientific Research Agenda”)

Communities need a continuity and affirmation of public policy as it relates to high-density development, even through elected leadership changes and market cycles. In other words, communities shouldn't treat high-density development as a passing fad, but rather as a time-tested successful trend that's here to stay.

*~Broderick Perkins
(Executive Editor of
Deadline News Group)*

WHAT MAKES A NEIGHBORHOOD WALKABLE?

- **A Center:** Walkable neighborhoods have a discernable center, whether it's a shopping district, a main street, or a public space.
- **Density:** The neighborhood is compact enough for local businesses to flourish and for public transportation to run frequently.
- **Mixed income, mixed use:** Housing is provided for everyone who works in the neighborhood: young and old, singles and families, rich and poor. Businesses and residences are located near each other.
- **Parks and public space:** There are plenty of public places to gather and play.
- **Pedestrian-centric design:** Buildings are placed close to the street to cater to foot traffic, with parking lots relegated to the back.
- **Nearby schools and workplaces:** Schools and workplaces are close enough that most residents can walk from their homes.

Source: www.walkscore.com



JUST HOW WALKABLE IS BEAUFORT?

Many historic communities like Beaufort have piles of tourists and visitors walking around the downtown and the waterfront park. But how easy is it to do other things on foot? Can you buy groceries or pick up dinner as a pedestrian? Using www.walkscore.com, we evaluated the “potential” walkability for each neighborhood and major residential area in Beaufort.

According to their web site “Walk Score helps people find walkable places to live. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.”

The Walk Score is a number between 0 and 100. Here are general guidelines for interpreting the score:

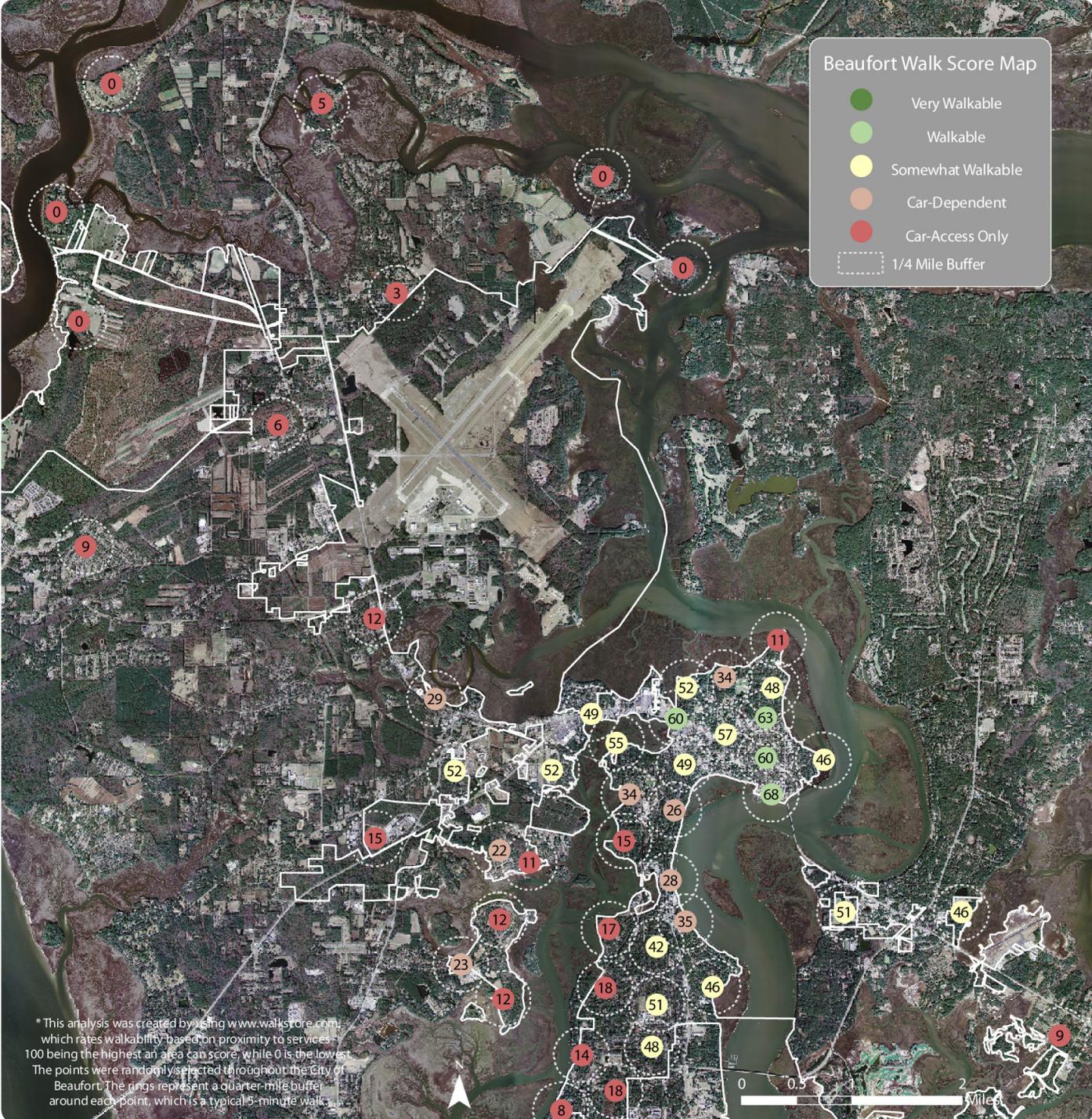
- 90–100 Walkers’ Paradise:** Most errands can be accomplished on foot and many people get by without owning a car.
- 70–89 Very Walkable:** It’s possible to get by without owning a car.
- 50–69 Somewhat Walkable:** Some stores and amenities are within walking distance, but many everyday trips still require a bike, public transportation, or car.
- 25–49 Car-Dependent:** Only a few destinations are within easy walking range. For most errands, driving or public transportation is a must.
- 0–24 Car-Dependent (Driving Only):** Virtually no neighborhood destinations within walking range. You can walk from your house to your car!

The results may surprise you. In fact, a number of in-town neighborhoods scored remarkably well, but there is a big footnote to add. As noted above, Walkscore uses an algorithm that gathers information from Google Earth’s extensive inventory of places such as churches, schools, restaurants, and shopping areas. We call these destinations. But, what this score does not incorporate is the journey. It only looks at how far you live from goods and services (destinations) as the crow flies and does not evaluate the site conditions - the presence of a sidewalk or the area’s topography (is there a creek between you and the destination) - from point A to point B.

So is this map still useful? Absolutely! We contend that this map can serve as the basis for future pedestrian improvements by prioritizing where the City will get the biggest bang for their buck. As part of the next phase of the City’s Pedestrian Plan we will complete a sidewalk inventory that will hopefully be overlaid with this information to show us where the gaps are. Then, Beaufort can begin to make investments in areas with the highest potential pedestrian activity.

Beaufort Walk Score Map

- Very Walkable
- Walkable
- Somewhat Walkable
- Car-Dependent
- Car-Access Only
- 1/4 Mile Buffer



also show that walking regularly can provide substantial health benefits, especially if walking is incorporated into the routines and trips of daily life.

Pedestrian orientation is measured in two ways - the journey and the destination. The journey is evaluated by the safety and convenience of the walk. Is there a sidewalk? Is it of sufficient width to walk side-by-side with another person? Is it well connected to other pedestrian pathways and sidewalks? Does the sidewalk go by areas there are safe and interesting or does it traverse past empty overgrown lots, vacant homes, or blank walls? For many, the quality of the journey will be the highest priority for recreation.

By contrast, destinations reachable on foot from neighborhoods provide opportunities to reduce automobile trips and provide true choice in the transportation network. Ideally, each neighborhood should be able to access some level of goods or services within a five minute walk. This would provide an alternative to complete dependence on the automobile for people who would like that choice or for people for whom the ownership of an automobile is impossible - namely the young (children under 16), the elderly, and the poor. [\$\$] [O+C] [On-going]

SI 2.5 Reduce setback/dimensional standards. The UDO's District Development Standards are a major obstacle to infill development in Beaufort and specifically compact development. This plan suggests reducing setback/dimensional standards. [Code]

SI 2.6 Reduce minimum lot widths and minimum lot sizes generally. Practically speaking, detached, single-family homes can be built on lots as narrow as 24 feet (with the use of alleys) and at densities of up to 12-18 units per acre. Reducing required minimum lot size, lot width, and setback dimensions also encourages the development of townhouse, multi-family, and small lot single family dwellings on infill lots in or near downtown and identified mixed-use nodes. This will place higher density areas within walking distance to needed amenities and services. [Code]

STRATEGIES FOR NEIGHBORHOOD STABILIZATION (FROM 2004 COMPREHENSIVE PLAN UPDATE)

- Encourage the development of, and support the activities of, strong neighborhood and neighborhood watch associations.
- 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.
- Hold landlords of rental properties accountable for the proper maintenance of those properties.
- Establish a rental unit inspection program in order to ensure that all rental units meet code requirements and are properly maintained and equipped.
- 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.
- Redevelop underutilized commercial areas, such as the Boundary Street Corridor and Bladen Street, into mixed-use districts which include affordable housing.
- Implement the 2001 Bladen Street Revitalization Plan which identifies potential areas for redevelopment.

*Social Diversity***SI 3.0 | PROVIDE HOUSING FOR A DIVERSE POPULATION**

Demographic and economic elements have an integral impact on housing. In order to attract customers to support retail, and employment to business and higher order goods/services, residential housing growth is needed. This will assist in providing the minimum threshold population and incomes to support such commercial uses, as well as a mix of housing styles to meet lifestyle demands and support workforce populations.

There is an opportunity in Beaufort to provide new housing stock that is an alternative to traditional single family, or substandard and/or subsidized multi-family housing with new offerings such as patio homes, bungalows, row-houses/brownstones, lofts, town-homes and condominiums both for lease and for sale. The challenge for the community will be to position itself to address a mix of incomes, styles and types of housing choices to provide variety and meet the needs of all its citizens.

With a transition to a broader variety of housing product offerings in mixed-use and neo-traditional (traditional neighborhood development) communities, Beaufort could provide more new housing choices for in-fill locations to meet changing lifestyles. Affordable new and restored homes in existing neighborhoods and new developments will provide three key ingredients for social and economic sustainability:

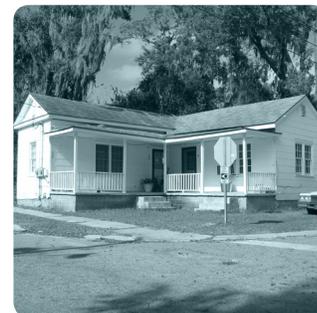
1. An economic development advantage for business recruitment by providing workforce housing.
2. Assistance in balancing and growing the residential tax base; and
3. The ability for residents grow and age in place without having to leave their community and thereby further improving quality of life in Beaufort.

Housing Demand

The elements for housing demand are attributed to both demographic elements, including population growth and age distribution, and economic elements including job growth. Provided that population and job growth continues, annual demand for housing is estimated at approximately 117 units per year. Since tourism provides the first introduction to the community, housing demand based upon lifestyle choices and quality of life characteristics plays a large part of the housing dynamic in Beaufort. This is reflected in the number of second or seasonal homes occupied by residents aged 55 or older.

The housing and economic meltdown has impacted the second home market, retiring seniors and young professionals seeking housing choices. The aging population and challenges with workforce/affordable housing, together with media attention on retirement, suggest incentives should be broadened to provide a wider variety of housing choice in Beaufort. The creation of alternative housing choices for younger working populations and seniors could connect the downtown with the adjacent medical facilities and provide incentives for historic preservation of old neighborhoods. This could supply urban, affordable housing, which would create vital energy needed to sustain the shops and restaurants in the historic downtown.

The economic growth of a region results in growth in population and households. The recent national news of the sub-prime meltdown and housing market crisis has left home sales weakened in most markets in the United States. The Bureau of the Census estimates that the United States will add 11.6 million new households from 2007-2015. It is estimated that 75% of these consumers will rent versus buy their homes. Further, 40% of

*Multi-family housing**Infill housing**Downtown Housing**Affordable housing**Manufactured housing*

apartment residents chose to rent for lifestyle choice, and nearly one-quarter of renters earn \$50,000 per year or more.

For homebuyers, a recent national survey by Smart Growth America and the National Association of Realtors cited that 6 out of 10 prospective homebuyers chose a higher density, mixed use community over traditional low density subdivisions. Families moving to the region driven by the job market, retirement or lifestyle changes provide opportunities for new housing in areas where amenities and quality of life characteristics meet changing needs. These are both tangible and non-tangible components of what defines and drives a market. This includes a variety of socio-economic factors including lifestyle, income, affordability and age. Census data from 2000 reveals the following characteristics about existing housing types in the city of Beaufort:

City of Beaufort - Summary Housing Characteristics

Beaufort Housing Characteristics	Percentage (Census 2000)
Detached Single Family Stock	69.4%
Owner Occupied	58.5%
Renter Occupied	41.5%
Seasonal/Recreational Use	13.7%

Assuming the 2008 population in the city of Beaufort continues to grow at an estimated annual rate of approximately 1.55%, then, conservatively, the population would grow by 206 people. Based upon an average household size of 2.32 persons (ESRI estimate), demand for 89 new households in the City would be created annually. Beaufort created 61 new housing units in 2007 based on reported permit activity, leaving a gap of 28 units, therefore, 117 housing units could be considered as the current potential housing demand for Beaufort.

Housing Supply

The supply of housing is impacted by military personnel, 60% of whom live off base, and student housing associated with the University. While the supply of new single and multi-family units peaked in 2006, an average of 95 new dwelling units per year were permitted from 2000 to 2007. A total of 470 new single family and 290 new multi-family dwelling units have been permitted/built since the 2000 census. Owner-occupied housing dropped from 58.5% in 2000 to 44.7% in 2008, while the supply of rental housing remained relatively the same. Workforce housing and affordability were the subjects of a 2004 report and the Comprehensive Plan Update, both of which support additional higher density housing, multi-family and in-fill residential units.

City of Beaufort - Permitted New Residential Dwelling Units

Year	Single-Family	Multi-Family	Total
2000	45	9	54
2001	36	36	72
2002	50	4	54
2003	65	0	65
2004	81	2	83
2005	71	67	138
2006	77	156	233
2007	45	16	61
Total	470	290	760
Average	59	36	95

The new construction in Beaufort in recent years has included an increase in multifamily housing as shown in the table above. The city has grown its multifamily housing by 290 units since 2000, raising the percentage of this housing sector. These units are attributable to both student housing associated with the University and housing for military personnel who live off base.

Affordability & Workforce Housing

The *Workforce Housing Needs Assessment* (April 2004) report was completed by GVA Marquette Advisors for Beaufort County. The report included analysis of for-sale housing, apartments, affordability, development barriers and recommendations, which highlight the economic impact of affordable housing on the community. The findings for the City suggest that “redevelopment and infill development opportunities must be capitalized upon and the supply of workforce housing should be increased. . .wherever possible.” The report identified 2,500 substandard housing units in the Beaufort/Port Royal area that should be the target of rehabilitation and replacement.

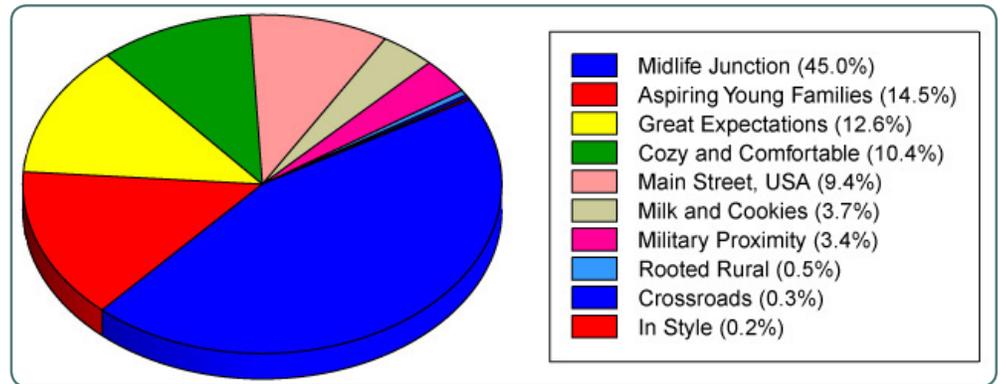
The dynamics of the current market have not warranted substantial change in these recommendations, which is supported by the current income and housing data in Beaufort. However, the report does not take into consideration mixed-use/mixed-income development trends and buyer preferences which could mitigate development barriers and concerns regarding property values. Efforts by regional workforce development groups within the Chamber of Commerce and the Lowcountry Economic Network & Alliance to diversity employment have intersected with housing challenges to meet this demand for appropriate housing options. Given the limited opportunities in Beaufort, the “Beaufort Redevelopment Incentive Program” and current regulations should be evaluated with an eye towards encouraging higher density and mixed-use development.

Targeted Buyer Segments

Determining the depth and breadth of the market based on household growth projections is limiting. Therefore, geo-demographic segmentation, or lifestyle/tapestry clustering, helps us understand that demographic variables exist not only region to region but by neighborhoods and in sub-communities within each neighborhood as well. This type of modeling is based on the premise that people tend to gravitate towards communities and neighborhoods of relative homogeneity. Factors that go into clustering include age, income, education, ethnicity, occupation, housing type and family status. While basic differences in behavior patterns between rural and urban dwellers still exist today, the market has become increasingly complex.

Tapestry Segmentation™ identifies those households with a preference for living in rural areas versus urban neighborhoods. Of 65 total potential segments in Urban or Life Mode groups, the top four segments with the greatest number of households within Beaufort County were considered. The top tapestry segments include Midlife Junction, Aspiring Young Families, Great Expectations, Cozy and Comfortable, and Main Street, USA.

While many of the segments prefer single-family dwellings, a substantial number of these households include populations which favor more suburban and urban dwellings, such as town homes, condominiums, apartments or other alternative housing. Together these segments include a diversity of young professionals, families and retirees who have a preference for a variety of housing types and lifestyles. These assist in framing not only consumer preferences for residential housing, but also land use and categories for shopping, recreation and entertainment.



The chart above illustrates the Community Tapestry™ of the City of Beaufort. Descriptions of each tapestry segment are on the next page.

HOUSING PLANS IN BEAUFORT

Workforce Housing Needs Assessment (Beaufort County, 2004)

This study commissioned by Beaufort County in 2004 includes recommendations for specific areas as well as general recommendations for the County as whole. These recommendations include:

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

The Northern Beaufort County Regional Plan (2007)

The Northern Beaufort County Regional Plan built on and referenced the recommendations of the 2004 study. The Regional Plan included the following recommendations for affordable housing:

- Pass a multi-jurisdiction mandatory inclusionary zoning ordinance.
- Participating local governments should work jointly to identify federal and state funding streams to address the housing needs throughout the county.
- Establish and implement affordable housing strategies appropriate for urban/suburban areas and for rural areas to preserve rural culture, combat sprawl, and to ensure that a majority of workforce and affordable housing is located in proximity to jobs and services. Urban/Suburban areas (Port Royal Island and Lady's Island): Focus affordable housing strategies on constructing new workforce housing and low/moderate income housing and on the rehabilitation of existing housing structures.
- Make home repair and replacement of substandard housing a housing priority.

WHAT IS A COMMUNITY TAPESTRY?

Community Tapestry™ represents the fourth generation of market segmentation systems that began 30 years ago. The 65-segment Community Tapestry system classifies U.S. neighborhoods based on their socioeconomic and demographic composition. Community Tapestry's 65 distinct market segments profile the diversity of the American population and also provide two ways to summarize and simplify these differences—LifeMode summary groups and Urbanization summary groups. Segments within a LifeMode summary group share an experience such as being born in the same time period or a trait such as affluence. The Top 5 Tapestry Segment groups (representing ~92% of the city's population) for the City of Beaufort, as listed on the previous page, are summarized below:

MIDLIFE JUNCTION

Midlife Junction communities are found in suburbs across the country. Residents are phasing out of their child-rearing years. Approximately half of the households are composed of married-couple families; 31 percent are singles who live alone. The median age is 41.2 years; the median household income is \$49,031. One-third of the households receive Social Security benefits. Nearly two-thirds of the households are single-family structures; most of the remaining dwellings are apartments in multi-unit buildings. These residents live quiet, settled lives. They spend their money prudently and do not succumb to fads. They prefer to shop by mail or phone from catalogs such as J.C. Penney, L.L. Bean, and Lands' End. They enjoy yoga, attending country music concerts and auto races, refinishing furniture, and reading romance novels.

ASPIRING YOUNG FAMILIES

Most Aspiring Young Families residents are young, startup families, a mix of married-couple families with and without children and single parents with children. The average family size is 3.12, near the U.S. average. Approximately two-thirds of the households are families, 27 percent are single-person households, and 9 percent are shared. The median age is 30.5 years; the median household income is \$50,392, and income is derived mainly from wages. Approximately 60 percent of employed residents have professional, management, sales, or office/administrative support positions. Overall, 85 percent of residents aged 25 years and older have graduated from high school, 35 percent have attended college, and 22 percent hold a bachelor's or graduate degree. Half of the households are occupied by renters, half by homeowners. Residents live in moderately priced apartments, single-family houses, and startup townhomes. Aspiring Young Families residents spend much of their discretionary income on their children and their homes.

GREAT EXPECTATIONS

Young singles who live alone and married-couple families dominate the Great Expectations market, although all household types are represented. The median age is 33.2 years. Some residents are just beginning their careers or family lives. This segment has a higher proportion of residents in their

20s and a higher proportion of householders younger than 35 years old, compared to the U.S. proportions. The median household income is \$37,684. Approximately 29 percent of residents aged 25 years and older have attended college (slightly above the U.S. average), but only 16 percent hold a bachelor's or graduate degree (somewhat below the U.S. average). The manufacturing, retail, and service industry sectors are the primary employers in this market. Half of the householders own their homes; the other half rent. More than half of the households are single-family dwellings; approximately 40 percent are apartments in lower mid-rise buildings. Great Expectations homeowners are not afraid to tackle smaller maintenance and remodeling projects, but they also enjoy a young and active lifestyle. They go out to dinner, to the movies, to bars, and to nightclubs. Residents watch courtroom dramas, reality shows, sitcoms, news programs, and dramas on TV. Residents shop at major discount and department stores, and also order frequently from the internet.

COZY AND COMFORTABLE

Cozy and Comfortable residents are middle-aged, married couples, comfortably settled in single-family homes in older neighborhoods. The median age is 41.9 years, slightly older than that of the U.S. median. Most residents are married, without children, or married couples with school-age and adult children. Although the labor force is older, they are in no hurry to retire. Employed residents represent a range of occupations, from professional or managerial to service, in a variety of industries. The median household income is \$65,768. Many residents are still living in the homes in which they raised their children. Single-family structures make up 88 percent of the household inventory. Home improvement and remodeling work, including lawn care, are important to Cozy and Comfortable residents. Although they will contract for some work, these homeowners will take an active part in many projects, especially painting, hanging wallpaper, and lawn care. Residents eat at family restaurants such as Bob Evans, Perkins, Big Boy, and Friendly's.

MAIN STREET, USA

Main Street, USA neighborhoods are a mix of household types, similar to the U.S. distribution. Approximately half of the households are composed of married-couple families, nearly one-third are single-person or shared households, and the rest are single-parent or other family households. The median age of 36.7 years matches the U.S. median. The median household income for this market is \$55,144. Approximately one-fifth of residents aged 25 years and older have earned a bachelor's or graduate degree; 30 percent have attended college. Main Street, USA neighborhoods are a mix of single-family homes and multi-unit dwellings found in the suburbs of smaller metropolitan cities. Sixty-one percent of households are single-family homes, matching the U.S. percentage. Homeownership is at 66 percent. Residents of Main Street, USA are active members of their communities, participating in local civic issues and working as volunteers.

Excerpted from Community Tapestry Handbook, <http://www.esri.com/library/brochures/pdfs/community-tapestry-handbook.pdf>

A recent national survey by Smart Growth America and the National Association of Realtors cited that 6 out of 10 prospective homebuyers chose a higher density, mixed use community over traditional low density subdivisions.

SI 3.1 Establish Location and Design Criteria for Affordable/Workforce Housing. There are two major issues that affordable housing must address if it is to be sustainable economically and politically acceptable: location and design.

Affordable housing is a controversial reality of contemporary life, for gains in affordability often result from expanding the supply of land available for housing or increasing the density of housing units in a given area. The process of weighing the impacts of locating affordable housing is quite contentious and can be laden with implications of race and class. This makes the twin policies of dispersal throughout communities and similarity to market units in appearance extremely important. Minimum design standards of site layout and housing design can help in achieving these twin objectives.

According to the report “Making Affordable Housing Truly Affordable: Advancing Tax Credit Incentives for Green Building and Healthier Communities” (www.frontierassoc.net), there are locational factors regarding affordable housing that must be addressed in addition to the cost of the housing itself. Since the cost of transportation is a major factor in most low income household budgets, priority locations for affordable housing include locations with good access to services and jobs and transportation options, including transit. When affordable housing is built in compact, mixed use areas, the community and affordable housing residents both benefit:

- Residents of compact communities drive 20-40% less per day, resulting in safer and less polluted communities.
- Local stores and businesses do best when more people live within walking distance or a short drive away.
- When more people work and live in the same town, civic organizations are stronger and residents can participate better.
- Residents of compact communities spend less on cars and have more time and resources for families and communities (adapted from the Affordable Housing Design Advisor, www.designadvisor.org).

In terms of design, affordable housing units should be similar to market-rate units in exterior appearance, proportion of attached and detached units, bedroom mix, and proportion of rental and owner-occupied units. The units also must be dispersed throughout communities and developments and must come on the market on a schedule similar to that of the market units. [§] [O] [1-5]

SI 3.2 Review Regulatory Barriers to Affordable Housing Options and Consider Market-Based Incentives. In accordance with the SC Local Government Comprehensive Planning Enabling Act, local governments need to evaluate “nonessential regulatory requirements” that may preclude affordable housing including “standards or requirements for minimum lot size, building size, building setbacks, spacing between buildings, impervious surfaces, open space, landscaping, buffering, reforestation, road width, pavements, parking, sidewalks, paved paths, culverts and storm water drainage, and sizing of water and sewer lines that are excessive; and application and review procedures that require or result in extensive submittals and lengthy review periods.” In addition, Beaufort should consider some market-based incentives to encourage affordable housing including, but not limited to density bonuses, relaxed zoning regulations, and reduced or waived fees. [Code]

SI 3.3 Allow duplexes, triplexes and townhomes more widely. Duplexes are common in single family neighborhoods around the country and are compatible with single family uses. Like accessory apartments, duplexes provide an affordable and flexible housing option for homeowners and families. The City should consider allowing them by-right in all districts that allow residential uses. Two-family dwellings are not allowed currently allowed in the single family zoning districts.

Townhomes and triplexes (three-family dwellings) are compatible with two-family homes or duplexes (townhomes or row homes are essentially an extension of the side-by-side duplex building type). However, townhomes are not currently allowed in the primary residential districts (except GR) or in the largest commercial districts. Townhomes are an appropriate building type near existing concentrations of retail and employment destinations. **[Code]**

SI 3.4 Allow Cottage Housing Development (CHD) Cottage housing is a residential form of development that has gained acceptance in the Pacific Northwest in recent years as response to rising land costs and the desire for different housing options and more compact designs for detached homes. This housing type has also received national attention with the Katrina Cottage prototype developed in response to the need for small but efficient, affordable and attractive homes that could be built on small spaces in a short amount of time for victims of the gulf hurricanes. These cottages were conceptualized as an attractive and permanent alternative to trailers or traditional manufactured homes. These cottages are now available as kits from major distributors such as Lowe’s and provide elegant small, expandable spaces sized from a few hundred square feet to just over a thousand.

According to the Smart Growth Network, “Cottage houses are single-family detached units, usually less than 1,000 square feet in size, that incorporate many of the amenities associated with conventional single-family detached housing. Because of the style and size of cottage houses, developers can cluster cottage housing onto smaller parcels of land without sacrificing feel and character of detached housing.” (Getting to Smart Growth II, p. 13)

Beaufort could promote this type of housing by amending zoning requirements to allow cottage housing developments with design requirements in certain districts; or by encouraging individual infill cottage houses by-right in certain districts by permitting small enough parcels to make them affordable. **[Code]**

SI 3.5 Consider an Inclusionary Zoning Ordinance. With affordable housing being one of the critical issues facing Beaufort, the City has discussed the option of inclusionary housing requirements in previous plans and studies (recently, the Northern Beaufort Regional Plan). Inclusionary housing regulations are designed to mandate or incent the provision of housing for people at all levels of the income spectrum. Such regulations are meant to be inclusive rather than exclusive, which is the tendency of most zoning standards (either by default or by design) if there is no intentional effort to provide affordable housing.

Inclusionary housing provisions can range from a requirement that a percentage of new housing units be affordable, to incentives for providing affordable housing including density bonuses, tax rebates, expedited development review, and special consideration for government provided services or land. More than 200 local governments across the country are using inclusionary housing strategies. **[Code]**

“[A.C.] Nelson projects that the [national] demand [over the next few decades] for attached and small-lot housing will exceed the current supply by 35 million units (71 percent), while the demand for large-lot housing will actually be less than the current supply.”

Ewing, et al, p. 19

Historic and Cultural Resources

SI 4.0 | PRESERVE AND PROTECT OUR HISTORIC RESOURCES

The following is excerpted from the City’s Historic Preservation Plan Update, which was adopted in July, 2008. That plan was prepared with the intent that the Comprehensive Plan would incorporate the recommendations of the Preservation Plan.

Beaufort is the second oldest town in South Carolina, originally established in 1711 on Port Royal Island, one of 65 islands comprising Beaufort County. The physical development of Beaufort from its founding to 1860 was recognized for its historic character and architectural integrity when the 304-acre area comprising the original town was listed in the National Register of Historic Places (NRHP) in 1969. Beaufort’s important historic and architectural character from 1710 to 1861 was further recognized when the district was designated a National Historic Landmark (NHL) in 1973. The National Register District nomination has been updated twice since the original listing. The first update, in 1986, extended the district’s period of significance to 1935, and the second update, in 2001, extended the period of significance to 1950.¹

The Beaufort Historic District is significant for both its history and architecture. It is significant as a center of antebellum plantation culture in South Carolina and for its role during the Civil War and in African-American history both during and after the war. The district is significant both for the high style pre-Civil War architecture and history and the folk architecture and history of its post-Civil War African-American community.²

The buildings in the historic district represent the city’s history and evolution of development patterns over time. The extant historic resources represent development ranging from the late eighteenth to the mid-twentieth century, as well as a diversity of high architectural styles and vernacular architectural building types. Architectural styles of buildings in the district include English Colonial, Federal, Classical Revival, Greek Revival, Italianate, Queen Anne, Gothic Revival, Colonial Revival, Neoclassical, Craftsmen, Art Deco, and Art Moderne. In addition, vernacular building types found in the district include colonial cottages, hall and parlor houses, gable fronts, massed plan, shotgun, I-houses, gable front & wing and pyramidal buildings.

Given this presence of historic buildings and the evolution of preservation efforts in Beaufort, the City’s identity and image are today defined by its historic resources and character. Beaufort’s leaders and citizens recognize the value of and are committed to the historic character of the community.

¹ David B. Schneider. “Beaufort Historic District.” *National Register of Historic Places Nomination Update. April 2001: Section 8, Page 73.*

² David B. Schneider. “Beaufort Historic District.” *National Register of Historic Places Nomination Update. April 2001: Section 8, Page 1.*

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

The City’s identity and image are today defined by its historic resources and character. Beaufort’s leaders and citizens recognize the value of and are committed to the historic character of the community.

~ Historic Preservation Plan Update, 2008

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 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
- Beaufort National Cemetery, 1601 Boundary Street, circa 1863

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 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



William Wigg Barnwell House



Thomas Fuller House



James Robert Verdier House



Henry McKee/Robert Smalls House

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 serve as the guide for HRB review of projects in that area.

ACTIONS FOR HISTORIC RESOURCES

The Historic Preservation Plan Update (2008) suggests incorporating its recommendations into this Comprehensive Plan document. The full scope and breadth of those recommendations are included here by reference. Most of the recommendations in the Preservation Plan Update are completely consistent with other City goals outlined in this Comprehensive Plan, although there are some recommendations that will merit further discussion - particularly those that relate to various regulatory changes. In general, the City should evaluate, prioritize, and implement the thorough and detailed recommendations of the Preservation Plan Update in light of Beaufort's other environmental, social, and economic goals.

The complete list of recommendations can be found in the Preservation Plan Update document. Representative recommendations from the Preservation Plan Update are listed below.

SI 4.1 Conduct Sector (Small Area) Planning & Implementation

- Boundary Street Sector Planning : Identifying and wayfinding signage should be placed at key entry points into the historic district to provide a sense of entry into the district as well as directions to downtown and key historic sites. Preserve and interpret the historic sites in the Boundary Street Plan project area, including the 16 Gate cemetery and Battery Saxton Civil War battery. [\$] [O] [6-10]
- Bladen Street Sector Planning : The view of the River from Bladen Street is important to preserve. Building setbacks and landscaping should maintain the view shed. Neighborhood commercial and small-scale professional office uses should be the focus on Bladen Street to maintain the historic character and scale of the area. Appropriate commercial development should include restaurants, convenience stores, and other neighborhood service-oriented businesses. [\$] [O] [1-5]
- Downtown Sector Planning: Conduct a public visioning process that will develop a plan to maximize downtown's commercial potential while protecting the historic character that attracts residents and visitors. The plan should include specific market research to define existing and potential markets; tenant mix to support identified markets; and use of buildings that retain historic character. (See Chapter 11 for additional recommendations regarding Downtown planning.) [\$\$] [O] [1-5]

Beaufort Historic Preservation Plan Update - Contributing Bldgs. Beaufort, South Carolina

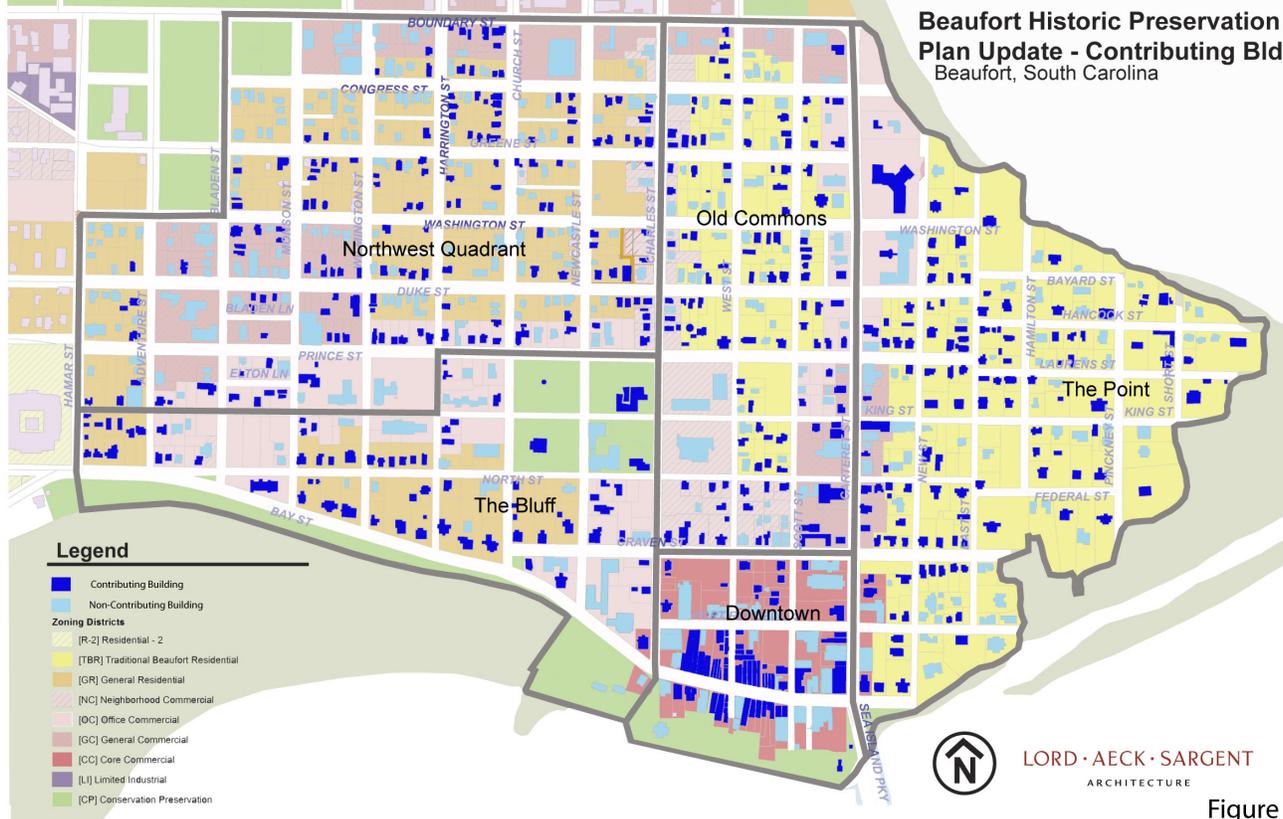


Figure 9

Beaufort Historic Preservation Plan Update - Contributing Building Clusters Beaufort, South Carolina

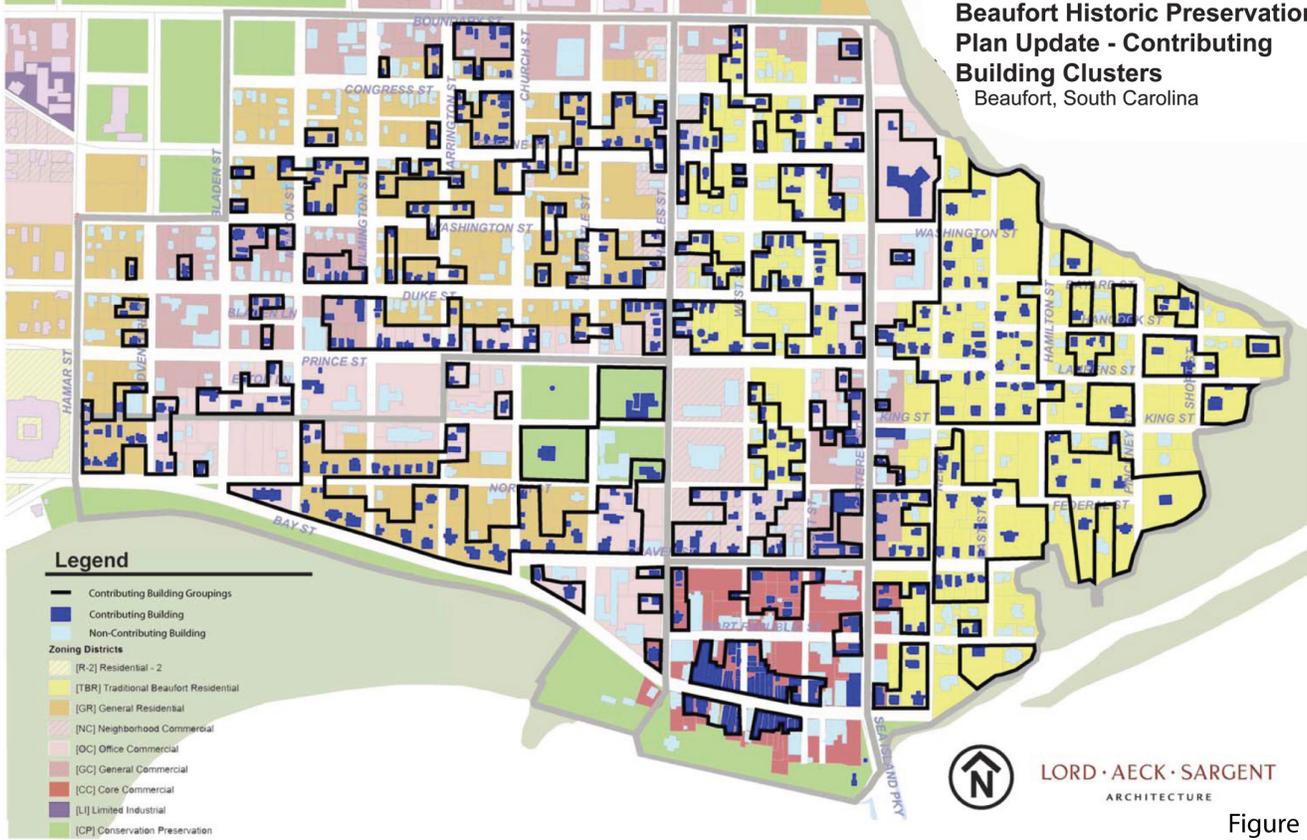
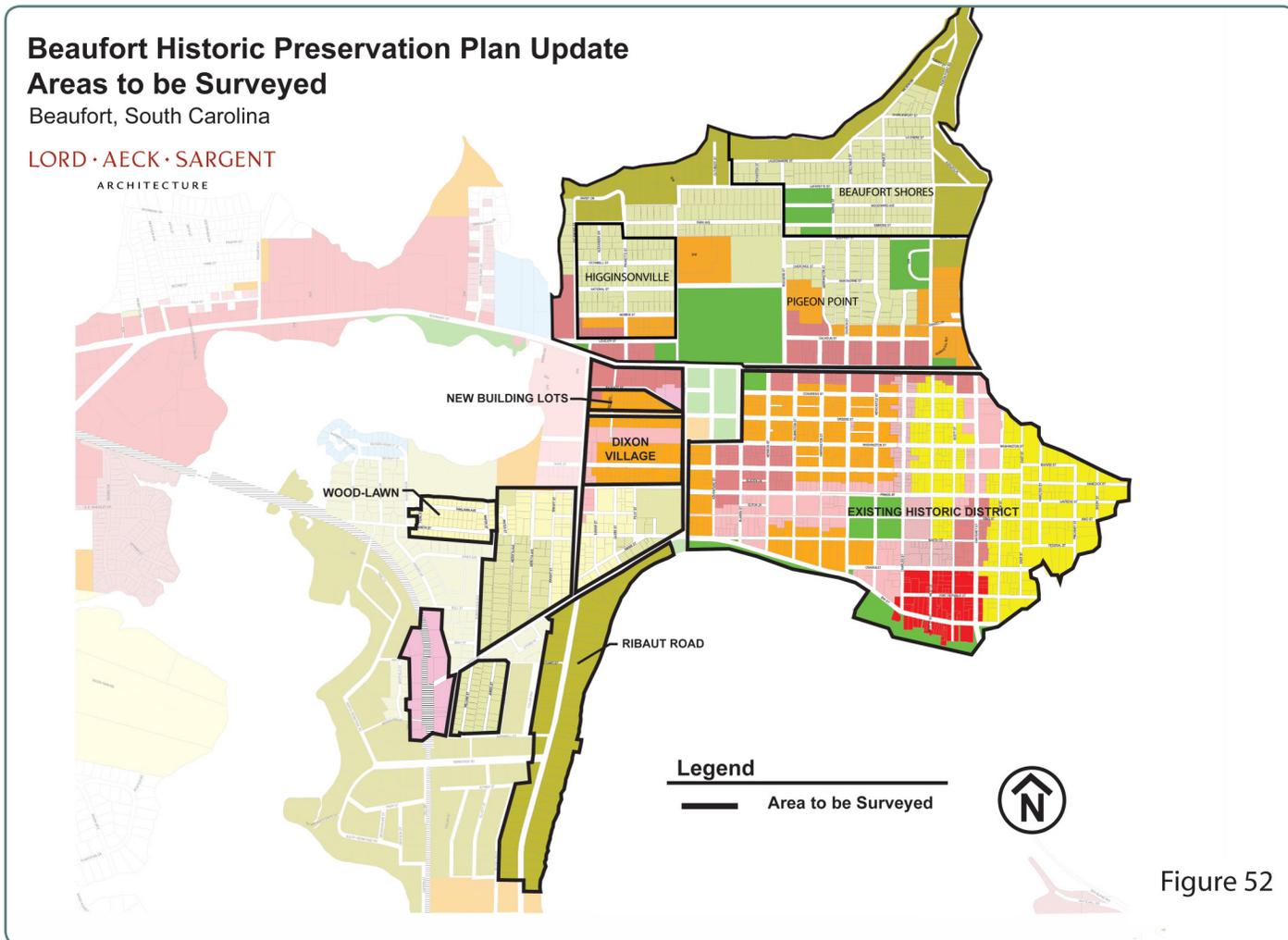


Figure 10

- Northwest Quadrant: Complete a preservation and revitalization plan for the Northwest Quadrant as outlined in the historic resource element of the [2004 Comprehensive Plan Update]. (See Chapter 11 for additional recommendations for the Northwest Quadrant.) [\$\$] [O] [1-5]

- SI 4.2 Establish and Reinforce Historic Character Areas.** Character areas descriptions should be evaluated and refined by the Beaufort planning staff and the HRB as further analysis could merit revisions to the boundaries and/or identification of additional areas. Within the context of character areas, design guidelines should be applied more specifically to maintain the design quality and material components unique to each identified character area. The historic character of Old Commons, Northwest Quadrant and Bluff should be recognized and included with the Point and Downtown Commercial District as “prominent areas among Beaufort’s historic resources.” [Code]
- SI 4.3 Update the Citywide Survey of Historic Resources.** Update the citywide survey of historic resources to include, but not be limited to, the existing historic district, Pigeon Point, Dixon Village, North Street, Depot Road, and Ribaut Road. In addition to buildings, the survey update should identify other key character-defining elements of the historic district such as vegetation, historic landscapes and gardens, viewsheds, tabby sea walls, and archeological sites. (See map on the next page) Given the potential for redevelopment along the railroad right of way in the industrial area, it is important that the historic character of the existing industrial buildings as well as the neighborhood character of the adjacent historic residential areas and archeological resources along Battery Creek be respected and retained. [\$\$] [O] [6-10]
- SI 4.4 Improve Clarity in Regulatory Language and Administration.** Evaluate, prioritize, and implement the Preservation Plan Update’s proposed changes to regulatory language and administration. [Code]
- SI 4.5 Implement Proposed Historic District Rezonings**
- Rezone areas of the Historic District as recommended in the Historic District Plan Update. [Code]
 - Re-evaluate zoning designations and boundaries after updated resource survey is complete. [Code]
 - Eliminate the Neighborhood Conservation Overlay District designation for the Northwest Quadrant and include the NWQ in the Historic Preservation Overlay District. [Code]
- SI 4.6 Implement Building Height, Allowable Uses, and Subdivision Standards Changes for Historic District.** Evaluate, prioritize and implement the Historic Preservation Plan Update’s recommendations regarding building heights, allowable uses, and subdivision of parcels, especially in relation to the City’s other economic, social, and environmental goals for growth, development, and redevelopment in Beaufort. [Code]
- SI 4.7 Develop and Refine Infill and Design Guidelines.** Refine design review standards for the Northwest Quadrant to achieve and sustain investment in historic properties. This step should be part of a public process to provide consistent administrative oversight and technical support to address preservation guidelines and economic hardship situations. [Code]



SI 4.8 Implement Recommendations for Modern Materials in Historic Districts. Prioritize and Implement the recommendations of the Historic Preservation Plan Update regarding the use of “modern materials” in the historic district and for buildings or designated historic buildings or building details. [Code]

SI 4.9 Establish and Enhance Educational Initiatives

- Establish and support an education & technical support program for new residents in historic districts and property owners. [\$] [O] [1-5]
- Foster a leadership support network in historic district neighborhoods to develop cooperation and communication of common interests. Strengthen neighborhood associations where they already exist and develop new associations. [\$] [O] [On-going]
- Renew efforts to create a “design center” where public-private interaction and communication can take place regarding preservation, planning, and economic development issues. [\$\$] [O] [1-5]

SI 4.10 Provide Technical Support to Historic Neighborhoods and Property Owners

- Renew efforts to establish a non-profit community development corporation to focus on rehabilitation & infill in economically distressed historic neighborhoods. [\$\$\$] [O+C] [1-5]
- Create a non-profit legal service to work with property heirs to clear title to family lands. [\$\$] [O] [6-10]
- Conduct marketing analysis to guide the creation and maintenance of an

appropriate business mix for all areas of commercial use in and adjacent to the historic district. [\$] [O] [6-10]

- Incorporate responsibility for appropriate management of neighborhood commercial areas under Main Street Beaufort. [\$] [O] [6-10]

SI 4.11 Develop Financial Incentives

- Continue & expand the City’s “Project Repair” program for funding and technical assistance to homeowners for maintenance and rehabilitation of historic homes. [\$\$] [O+C] [On-going]
- Consider creating a local property tax abatement program for property owners who rehabilitate and properly maintain contributing historic buildings. [\$\$] [O] [1-5]
- Implement a façade program to provide grants and/or low interest loans to commercial property owners for restoration and rehabilitation of historic buildings. [\$\$] [O] [1-5]

SI 4.12 Prioritize and Implement Recommendations for Infrastructure in Historic Districts.

The Historic Preservation Plan Update addressed a number of infrastructure-related issues with specific recommendations related to traffic calming and connectivity; pedestrian planning/infrastructure; stormwater drainage and infrastructure; and trees. These recommendations should be considered in relation to the other transportation and infrastructure actions established by this Comprehensive Plan. These include:

- Signage: Prepare and implement a public signage plan for the historic district to include identifying signage at entryways into the district and for streets, neighborhoods, and bikeways, and wayfinding signage to provide direction to the historic district and community and historic resources. [\$\$] [O] [1-5]
- Drainage: Identify and maintain the existing tabby sea walls in the historic district. It is recommended that these tabby walls be included in the update of the historic resources survey, and that a preservation plan for the sea walls be developed. [\$\$\$] [C] [6-10]
- Viewsheds: Protect viewsheds to & from district, including from across Lady’s Island Bridge toward downtown; from Bluff toward river; at street ends towards the river throughout district; and existing park and special event space on the riverside of Boundary Street. [Code]

Historic and Cultural Resources

SI 5.0 | EXPAND THE ARTS AND OTHER CULTURAL RESOURCES

Arts and cultural activities have long been an essential part of life in Beaufort. Beyond the historic charm of the area, the salty air seems to inspire creativity. As a result, there is a bounty of arts and cultural activities for visitors and residents alike. These include historical attractions like the downtown and the surrounding neighborhoods (the Point, the Bluff, Old Commons, the Northwest Quadrant) as well as important historic landmarks - the Beaufort Museum, The Verdier House, and Fort Lyttleton. Key arts facilities in the community include numerous art galleries in downtown, USC-Beaufort Performing Arts Center, and ArtWorks at Beaufort Town Center. In addition to these wonderful facilities, the community hosts a number of events and festivals, particularly in the waterfront park area, including the Water Festival in July, the Gullah Festival in May and the Shrimp Festival in October. Horse-drawn carriages tours travel through the historic downtown and the surrounding neighborhoods.

Without a doubt the City of Beaufort's arts facilities and festivals provide important cultural resources as well as valuable tourist revenue. The importance of the arts and cultural facilities were echoed by the public in the preparation of this plan. They include:

- Link Arts, Tourism & Economic Development
- Foster Partnerships between USC-B & Arts
- Develop Arts Organization/Leadership
- Expand Strategies to Build Art/Culture: Assessments, Architecture, Museum, Facilities, Festivals

SI 5.1 Continue to Support Development of New Cultural Facilities. Building on the success of the existing facilities, the community has an opportunity to create new facilities including, but not limited to:

- Coastal Environmental Center (Location undetermined but Southside Park should be considered as a partnership opportunity to further its use and construction)
- Botanical Gardens (Location undetermined)
- An amphitheater or other outdoor performance facility capable of holding special concerts and festival events (Location undetermined)
- Fine Arts/Maritime Museum (downtown area)
- Children's Museum (downtown area)

[\$\$\$\$] [O+C] [6-10, 11-15, 16-20]

SI 5.2 Increase the number of cultural events that celebrate Beaufort's heritage and culture. Continue to work with local groups like the Arts Council of Beaufort County, the Beaufort Chamber of Commerce, and regional cultural organizations to promote high-quality cultural events throughout the community. [\$] [O] [On-going]



“Those people who come here as tourists come here because of who we are. One of the ways we strengthen our community and make it attractive to others is by building within. The strong cultural, artistic, and education-oriented community we have is in many ways the heart and soul of Beaufort, even beyond the water and the beautiful vistas.”

- Mayor Billy Keyserling

HISTORIC SITES OF INTEREST

The Beaufort Museum: 713 Craven Street Construction of the Beaufort Arsenal was begun in 1795 and was completed by 1799. The building had deteriorated substantially by 1852, when the Beaufort Volunteer Artillery Company rebuilt the complex “on the foundation of the old Arsenal a building capable of accommodating a garrison of 250 men and a battery of six guns.” The Arsenal has taken part in every war fought by this nation, including the Revolutionary War. 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 The Verdier House, built 1800-1805 by John Mark Verdier, a prosperous merchant and planter, is one of the finest examples of a Federal-style home. The interior shows examples of many fine architectural details, including an elaborate arch in the entrance hallway. During its history, the Verdier House served as the post headquarters for Union soldiers during the Civil War and was the site of the first telephone exchange in Beaufort. It is maintained and operated by the Historic Beaufort Foundation who offer daily tours of the home.

Fort Lyttleton: Located two miles south of downtown on Spanish Point, it was originally built to protect against the Spanish. Completed in 1762, it was a triangular tabby-built work, 400 by 375 feet, with a bastion and two half-bastions, tabby barracks, and a magazine. Patriots seized the fort in 1775. Attacked by the British in 1779, the defenders blew up the fort. Renamed Beaufort Battery by the Americans after the American Revolution. It was rebuilt in 1809 as a semi-circular tapia work and renamed Fort Marion, but was still unfinished by 1812. The site was excavated in 1978.

IMPACT OF THE ARTS ON THE BEAUFORT COUNTY ECONOMY

To demonstrate the value of the creative economy, the Arts Council of Beaufort County and the Beaufort Regional Chamber of Commerce partnered to commission a study in August, 2008 of the Economic Impact of the Arts, which was prepared by the Bureau of Business Research and Economic Development at Georgia Southern University.

Arts Businesses:

- 67% of the arts businesses identified were galleries and other businesses involved in the sale of works of art and craft.
- These accounted for 71% of the jobs.
- Estimated gross sales are \$73 million annually.

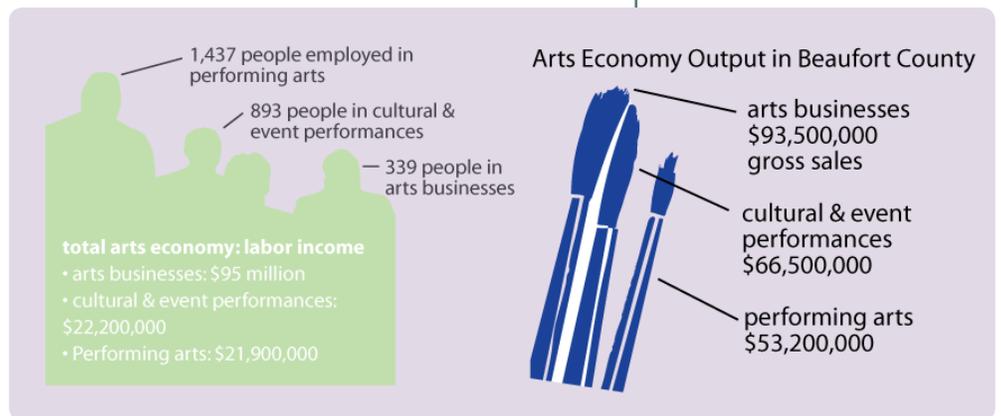
Arts Job Market Statistics

- Between 1998 and 2004, the number of jobs in occupations filled by artists was 2,000 jobs per year.
- Since 2004, the number of jobs in occupations filled by artists has averaged between 2,200 and 2,500 per year.

Earning Statistics

- In 2000, the average monthly earnings in arts-related occupations was \$1,578, about \$250 higher than the state average.
- In 2007, the average monthly earnings in arts-related occupations was \$2,005 per month, about \$400 higher than the state average.

Source: ArtNews: A Publication of the Arts Council of Beaufort County, November, December, January, February 2008-2009, www.beaufortcountyarts.com



Historic and Cultural Resources

SI 6.0 | ENCOURAGE LOCAL FOOD SYSTEMS

The resurgence of interest in local food is gradually reshaping the business of growing and supplying food to Americans. The local food movement has already accomplished something that seemed unlikely a few years ago: a revival of small farms. An article in *Business Week* in May 2008, reported another set of figures from the U.S. Department of Agriculture, namely that the number of small farms, after declining for more than a century, has increased 20% in the past six years to 1.2 million.

Food production, preparation, and consumption play a crucial role in virtually all aspects of our lives: health, economy, culture, and environment. Healthy local food systems are central to a strong local community. Increased sale of locally grown food makes sense to farmers, consumers and local governments as a way to keep more dollars at home and improve the quality of life for everyone in the community. Local food can also help the environment by reducing a meal's food miles or the distance it travels to reach one's plate and the energy consumed in getting there.

SI 6.1 Investigate the Viability of Bringing a Farmer's Market Back to Downtown. The farmer's market was previously located in the Waterfront Park but was relocated to Port Royal during the park's renovation. Research published in the May 2008 issue of the *American Journal of Agricultural Economics* suggests that the average supermarket shopper is willing to pay a premium price for locally produced foods and that shoppers at farmer's markets are willing to pay almost twice as much extra as retail grocery shoppers for the same locally produced foods. Given the cluster of potential activities in downtown Beaufort today, a new seasonal outdoor market should be investigated that could accommodate not only farmer's produce but also locally fabricated artwork such as sweetgrass baskets and paintings. Because of the expected continuing presence of the market in Port Royal, further study will be necessary to determine if a second market is viable, particularly if it is located in downtown. [\$] [O] [On-going]

SI 6.2 Encourage Community Gardens. Many neighborhoods have common areas that go underutilized. According to the American Community Garden Association (www.communitygarden.org) the construction of a community garden: improves the quality of life for people in the garden; provides a catalyst for neighborhood and community development; stimulates social interaction; beautifies neighborhoods; and produces nutritious food. Through education and small neighborhood grant funding, the City can encourage these wonderful neighborhood amenities. Consideration should be given to using a portion of Southside Park for community garden space. [\$] [O] [On-going]

SI 6.3 Encourage Agricultural Urbanism. According to agriculturalurbanism.com, "agricultural urbanism (AU) is a planning, policy, and design framework that combines sustainable community ideas, urban design strategies and the growing practices of urban agriculture and sustainable food systems. The cornerstone of implementing AU is to create an urban environment that activates and sustains agriculture through the integration - not separation - of people and food. It's about reconnecting people to where food comes from; designing desirable and viable site specific forms of agriculture and food activities in a range of spaces; from wild foraging areas to downtown cores." Weaving together various food-related activities, such as small farms, shared gardens, farmers' markets, and agricultural processing, AU fits perfectly into the walkable mixed-use traditional small town design of Beaufort. [\$] [O] [On-going]



Image Source: Ben Brown/PlaceMakers

Farmers market vendor



Lowcountry Local First is committed to building a network of small businesses that allows all business owners to participate on the same level. Retail, manufacturing and agricultural businesses will unite with the same mission - to promote and preserve their local economy through the promotion of their goods and services. We are an alliance that educates the public on the importance of supporting the local economy, and encourages businesses and consumers to be environmentally sustainable and socially responsible. We are one of over 60 chapters of the Business Alliance for Local Living Economies (BALLE) www.livingeconomies.org.

We envision a sustainable global economy as a network of Local Living Economies, building long-term economic empowerment and prosperity in communities through local business ownership, economic justice, cultural diversity and a healthy natural environment. Independent businesses create wealth by engaging local people in the production, marketing, and consumption of goods, they pay taxes, and reinvest in our communities.

We educate the public to:

- Create a sustainable business
- Vote with your dollars
- Buy and sell locally
- Support local agriculture

Buy Local, Be Local Campaign is a grassroots campaign designed to educate Lowcountry residents to Think Local when they are considering where to make purchases, to Buy Local whenever possible and to Be Local by supporting businesses that keep our community unique. We want to increase market share to independent, locally owned businesses by increasing awareness about the personal and community benefits of choosing local. This will be a multi-year campaign, with an initial focus on restaurants, retail and service businesses. The objectives of the campaign are to:

- Re-circulate more dollars in our community to promote a strong local economy.
- Support and strengthen locally owned, independent businesses and local jobs
- Preserve and enhance our unique neighborhoods
- Establish economic justice in all communities

Farm Fresh Food - Our Sustainable Agriculture Initiative focuses on strengthening local farms and producers by creating partnerships with local restaurants, institutions, and the community. LLF along with the Coastal Conservation League envisions a strong regional food system incorporating a diversity of rural farms and a robust urban farming component that preserves ecosystems, reduces pollution, promotes social justice, provides education about the environment, and invigorates rural and urban economies. By bringing producers and consumers to the same table we are promoting a close connection between you and those in our community who grow and raise our food.

Visit their website! *Adapted from www.lowcountryfirst.org.*

**THE BEAUFORT
PRESERVATION
MANUAL**

Following the completion of the first Preservation Plan in 1972, the City of Beaufort commissioned in 1979 the architectural and planning firm of John Milner Associates to prepare the Beaufort Preservation Manual. The Manual outlines a wide range of rehabilitation, repair and maintenance methods for historic buildings. Detailed overviews of Beaufort's historical development and architectural styles are provided, as well as information regarding parameters for new construction and signage in the historic district.

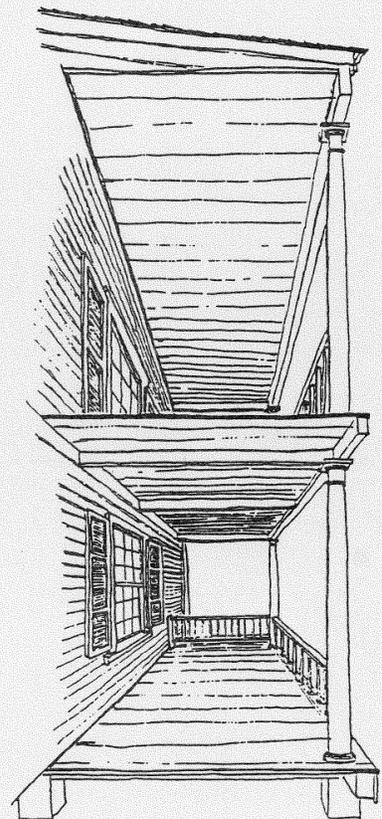
The Manual was the primary source of design guidelines for review of certificates of appropriateness by the Board of Architectural Review. During subsequent preservation planning efforts, it was determined that though the Manual was a good source of repair and maintenance practices, it did not adequately serve as a comprehensive set of design guidelines for the review of rehabilitation, restoration, addition, and new construction projects in the historic district.

The Beaufort
Preservation Manual

prepared for
The City of Beaufort
Beaufort, South Carolina

by
John Milner Associates
West Chester, Pennsylvania

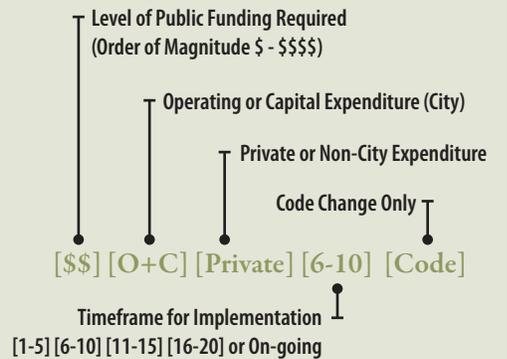
August, 1979





CHAPTER NINE: ACCESS & MOBILITY

Key to Action Items





9 ACCESS & MOBILITY

Congestion in the City of Beaufort is largely a function of the environmental conditions and the regional development patterns. The numerous streams, creeks, rivers, and wetlands when combined with the geography of the various islands that comprise northern Beaufort County, serve to constrain opportunities for increased regional connectivity. Today, the network is best described as a historic core based on a traditional grid and a series of local or neighborhood streets connected to three arterial highways—US 21, SC 170, and SC 208—that bisect the Beaufort/Port Royal Island Peninsula. While the McTeer Memorial Bridge and the Russell Bell Bridge are modern, elevated, multi-lane structures, the 1960's-era Woods Memorial Bridge is a steel swing bridge that impacts traffic flow in the downtown core with its constrained two-lane capacity and its frequent stoppages of traffic to accommodate tall ships passing through.

While few non-automobile-based transportation options exist in and around Beaufort, this situation is slowly changing. Attention to pedestrian and bicycle travel with enhanced sidewalks, trails, and expanded greenways is slowly creating a secondary network for local travel and recreation. In addition, the careful attention to urban design being paid to the Boundary Street improvements will further enhance and reinforce biking and walking as essential components to the city's transportation strategy.

The recent *Northern Beaufort County Regional Plan* is a joint planning effort between Beaufort County, the City of Beaufort, the Town of Port Royal and the Town of Yemassee. That plan includes a transportation needs assessment which evaluates existing and future road conditions and recommends improvements to address existing and future road deficiencies identified as a result of new growth in the next 20 years. The plan recognizes that building more roads is one way of addressing deficiencies, and, that in some areas, this approach is the best option. However, the plan also focuses on alternative transportation strategies in areas of the city where road widenings are either not feasible or desirable. These strategies include transit, travel demand management, pedestrian and bicycle connections, access management, and intersection operational improvements. The plan suggests that these strategies, when and where feasible, should be incorporated before the construction of new roads. It should be emphasized that it is neither the City's obligation nor its plan to accommodate unlimited future traffic growth passing through our streets where that will result in the degradation of the quality of life in our neighborhoods.

Key Recommendations

- AM 1.0 Improve the Road Network
- AM 2.0 Prioritize Pedestrian and Bicycle Improvements
- AM 3.0 Expand Transit Opportunities
- AM 4.0 Maximize Blueways for Recreation and Transportation
- AM 5.0 Update Regulations to Improve Access, Mobility and Safety

Our citizens and visitors need a transportation system that integrates regional solutions with a fine-grained local network of choices that accommodate pedestrians, bicyclists, transit, automobiles, and water-based travel. - Principle 6

AM 1.0 | IMPROVE THE ROAD NETWORK

The transportation strategies identified in the *Northern Beaufort County Regional Plan* are based upon analysis performed to determine transportation needs in the northern region of Beaufort County. The land use assumptions developed in that plan were incorporated into the transportation analysis. In addition to the capacity of the existing road network, the analysis factored in committed and planned transportation improvements. Even with these committed and planned projects, the analysis identified future road deficiencies that will likely result from new growth in the next 20 years. Rather than simply addressing these deficiencies by building more roads, this analysis first looked at how future road capacity could be preserved and enhanced by pursuing the following alternative transportation strategies which are discussed later in this chapter:

- Transit
- Travel Demand Management
- Pedestrian and Bicycle Connections and Crossings
- Access Management
- Intersection Operational Improvements

AM 1.1 Establish an on-going multi-jurisdictional transportation planning process. An organization similar to a Metropolitan Planning Organization, which would include representatives of the county and municipal governments, Lowcountry Council of Governments, and DOT, should be developed to coordinate and manage a cooperative transportation planning process for Northern Beaufort County. [\$] [O] [Ongoing]

AM 1.2 Implement the Current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan. The *Northern Beaufort County Regional Plan* established a regional consensus for moving forward with common solutions. The City will continue to work with the participating local governments in order to implement planned and committed road widenings, new road alignments, and planned intersection improvement projects as noted on the map to the right. The analysis of future transportation conditions was based on year 2025 and reflected projects with committed funding (committed project) or for which significant studies have been performed and are included in the Beaufort County planning process for future funding (planned projects). The analysis results for the “committed and planned projects” assumed to be in place in the future year 2025 are shown on the map to the right. Note that the costs indicated below are in 2006 dollars. [\$\$\$\$] [C] [1-5, 6-10]

Committed Widening Projects

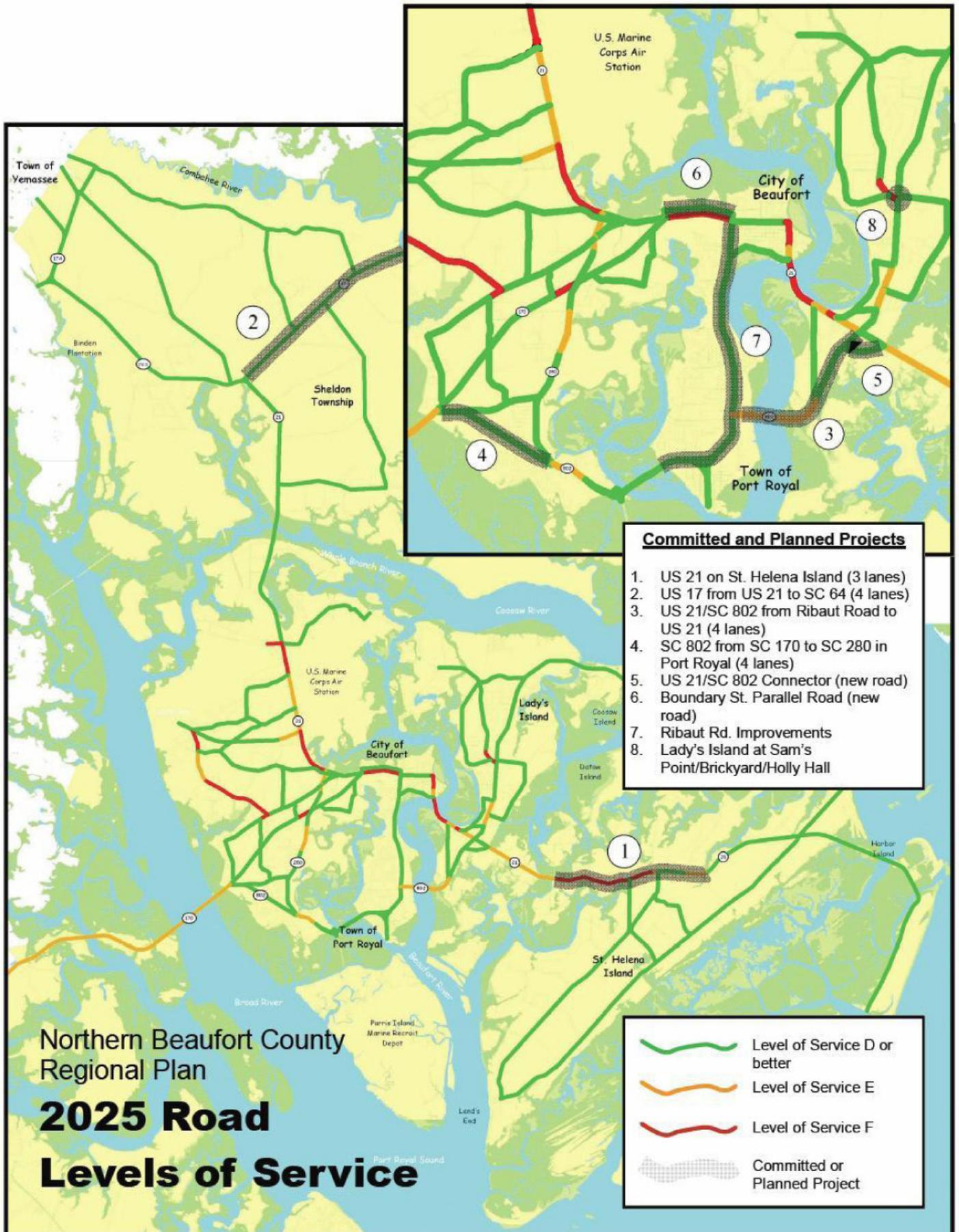
1. US 21 on St. Helena Island (3 lanes) - \$12.3 million
2. US 17 from US 21 to SC 64 (4 lanes) - \$92 million for Beaufort County only

Planned Widening Projects

3. US 21/SC 802 from Ribaut Road to US 21 (widen to 4-lane divided road) - \$35.7 million
4. SC 802 from SC 170 to SC 280 in Port Royal (widen to 4-lane divided road) - \$70.0 million

Planned New Roadway Alignment

5. US 21/SC 802 Connector (new 4-lane divided road) - \$6.0 million



6. Boundary Street Parallel Road (new 2-lane road) - \$22.0 million

Planned Intersection Improvements

7. SC 802 (Ribaut Road) Improvements - \$2.3 million
8. Lady’s Island at Sam’s Point/Brickyard/Holly Hall - \$250,000

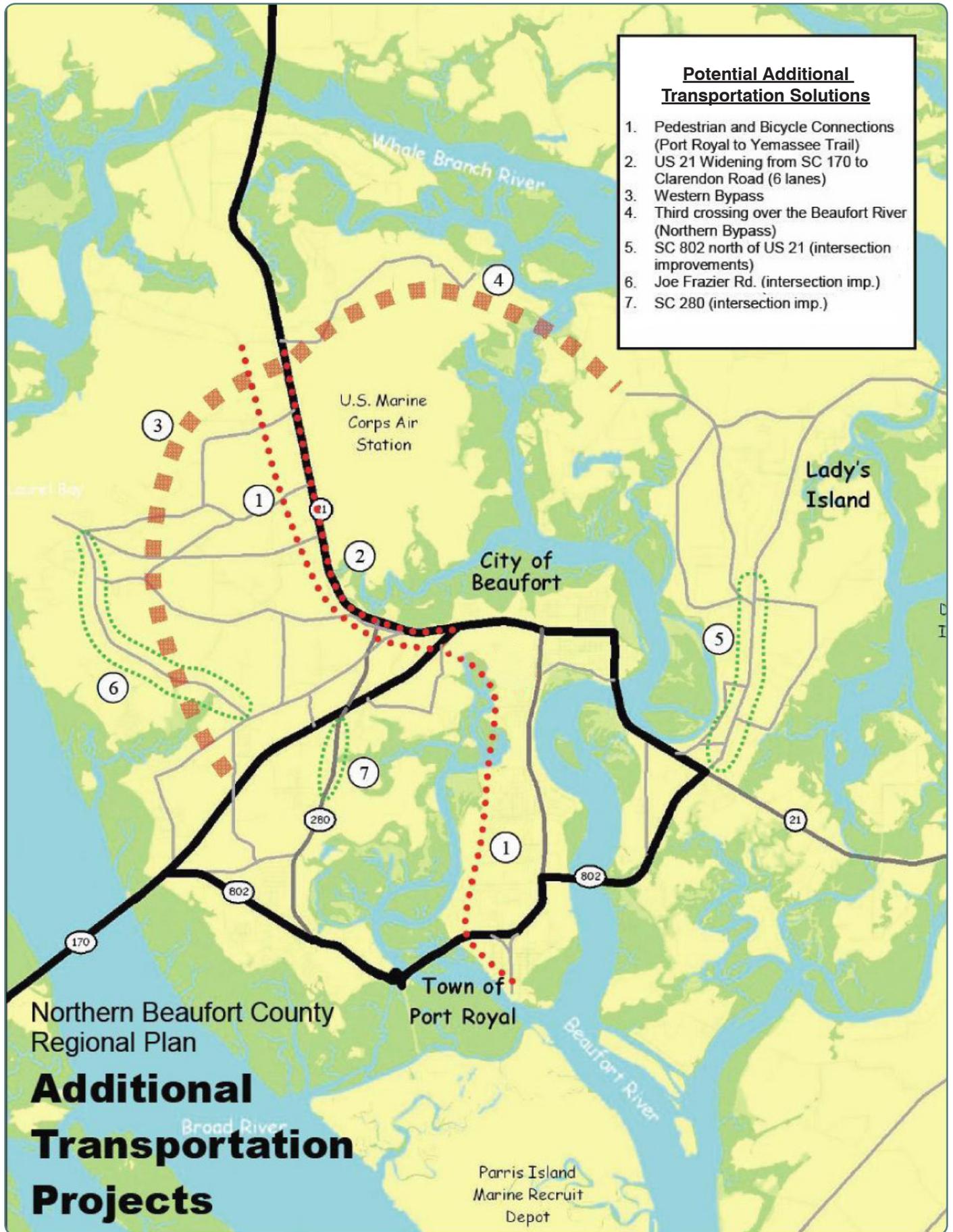
AM 1.3 Explore and Evaluate the Additional Roadway Projects Noted in the Plan. The City will continue to work with the participating local governments in order to explore and evaluate a range of transportation improvements, including road capacity improvements, transit, pedestrian and bicycle connections, enhanced access management, and operational improvements. The transportation analysis in the Northern Beaufort County Regional Plan shows that even with the planned and committed projects, additional transportation solutions are needed for longer term growth. It is important to recognize that flexibility is needed to determine the best specific solutions based upon analysis of changing conditions. The projects are shown on the next page.

Specifically, assuming the planned and committed projects are built, the following areas are forecasted to be deficient in the long run (by year 2025) based on growth forecasts:

- US 21 (Broad River Boulevard to Clarendon Road)
- US 21 (SC 170 to Ribaut Road)
- US 21 (Boundary Street to St. Helena Island)
- SC 802 (east of Ribaut Road)
- SC 802 (north of US 21)
- Joe Frazier Road (north of Broad River Boulevard)
- SC 170 (west of SC 802)
- SC 280 (US 21 to Mink Point Boulevard)

US 21 Widening from SC 170 to Clarendon Rd (6 lanes) (Project #2)– Portions of the US 21 corridor experience significant capacity limitations that are beyond those effectively addressed with the alternatives to capacity expansion examined. Further, significant growth management would be needed to reduce trip making to mitigate deficiencies along the corridor. Because a 6 lane arterial is such a major piece of infrastructure, this recommendation should not be taken lightly and should be studied as part of a strategic corridor. A more refined collector street plan in the GR-1 area along with key access management and intersection improvements could mitigate the need for this widening. Any improvements to this corridor should use a “complete streets” approach (see AM 1.4 below). For more discussion about this refer to the Trask Parkway Strategic Corridor recommendations on page 153. [\$\$\$\$] [C] [11-20]

Western Bypass – US 21 to SC 170 (Planning, feasibility analysis, and right-of-way for a 2 lane road with turn lanes and bicycle lanes) (Project #3) – This connection will provide a link from the US 21 corridor to the SC 170 and SC 802 corridors. This connection has the potential to relieve US 21 for traffic traveling to/from SC 170, as well as serving some traffic along US 21 north of Beaufort that is destined for Port Royal, Lady’s Island, or St. Helena Island. This project will provide the planning and analysis needed for consideration of this alternative for application beyond year 2025. For more discussion about this refer to the Northwest Parkway Strategic Corridor recommendations on page 151. [\$\$] [O] [11-20]



Third Crossing of Beaufort River (Planning, feasibility analysis, and right-of-way for additional Lady’s Island Crossing) (Project #4) – The capital project sales tax currently provides funding for a possible alignment (the northern bypass) for a third crossing from Lady’s Island to the mainland. Pursuant to Federal concept definition/NEPA requirements, this feasibility study would include analysis of the mobility, economic, and community/environmental impacts and benefits of various alignment options. *Comment: While this connection plays an important role in the long term mobility of the community, the cost and degree of mobility provided in the short term has rendered this project a lower priority. Additional studies are required to assess the likely impacts to the natural environment and to confirm likely construction costs.* [\$\$] [O] [1-5]

Intersection and Roadway Operational Improvements –Implementation of turning lanes at appropriate locations and intersection improvements to enhance flow at bottleneck intersections could free underutilized capacity along key corridors. Operational improvements are recommended in the following areas:

- SC 802 north of US 21 (Project #6)
 - Joe Frazier Road from SC 170 to Laurel Bay Road (Project #7)
 - SC 280 from SC 170 to Mink Point Boulevard (Project #8)
- [\$\$\$] [C] [11-20]

AM 1.4 Evaluate the Re-designation of US 21 around the City. An additional recommendation to those described in the Northern Beaufort County Regional Plan is the realignment of the Trask Parkway/Parris Island Gateway intersection making the predominant movement from Trask Parkway to Parris Island Gateway rather than Boundary Street. This minor realignment would allow for the re-designation of US 21 to Parris Island Gateway, a facility with ample roadway capacity. The assignment of US 21 would likewise be applied to the southern portion of Ribaut Road to the Lady’s Island Drive Bridge with ultimate connection back to existing US 21 at Sea Island Pkwy. This improvement would allow Boundary Street to remain a local arterial with an urban character as it traverses through the historic downtown. It may also result traffic queuing when the drawbridge is open. The resulting US 21 designation to Parris Island Gateway should also help to support emergency evacuation routes through the area. As part of this study it will be important to assess any negative impacts as well such as reduced tourist traffic through the Boundary Street corridor and the downtown area. [\$\$] [O+C] [1-5]

AM 1.5 Incorporate “Complete Street” Methodology into all Retrofits and New Construction. “Complete streets” is a term used nationally to describe the transformation of vehicle-dominated thoroughfares in urban and suburban areas into community-oriented streets that safely and conveniently accommodate all modes of travel, not just motorists. The detailed guidance comes from a joint effort of the Institute of Transportation Engineers and Congress for the New Urbanism. With funding from the U.S. Department of Transportation and the U.S. Environmental Protection Agency, best practices have been published as *Context-Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Beyond the support provided in this plan, the other important policy documents that should reflect complete street policies or enabling language include:

- City or County Comprehensive Transportation Plans
- Area Plans (for the applicable area served by the complete street)

FOUR REALMS OF COMPLETE STREETS

Complete streets can be viewed in terms of four basic zones or realms: the context realm, pedestrian realm, travelway realm, and intersection realm. When used in combination with a form-based code, a complete street will take on very different design depending on the context zone in which it travels through, often changing cross-sections through the corridor to accommodate the needs of all users.

Context Realm

The context realm of a complete street is defined by the buildings that frame the major roadway. Identifying distinct qualities of the context realm requires focusing on four areas: building form and massing, architectural elements, transit integration, and site design.

- Building Form and Massing
- Architectural Elements
- Transit Integration
- Site Design

Pedestrian Realm

The pedestrian realm of a complete street extends between the outside edge of sidewalk and the face-of-curb located along the street. The pedestrian realm may consist of up to four distinct functional zones: frontage zone, throughway zone, furnishing zone, and edge zone. Incorporation of one or more of these function zones in the pedestrian realm of a street generally is based upon the context of the surrounding built environment.

- Pedestrian Mobility
- Quality Buffers
- Vertical Elements
- Public Open Space

Travelway Realm

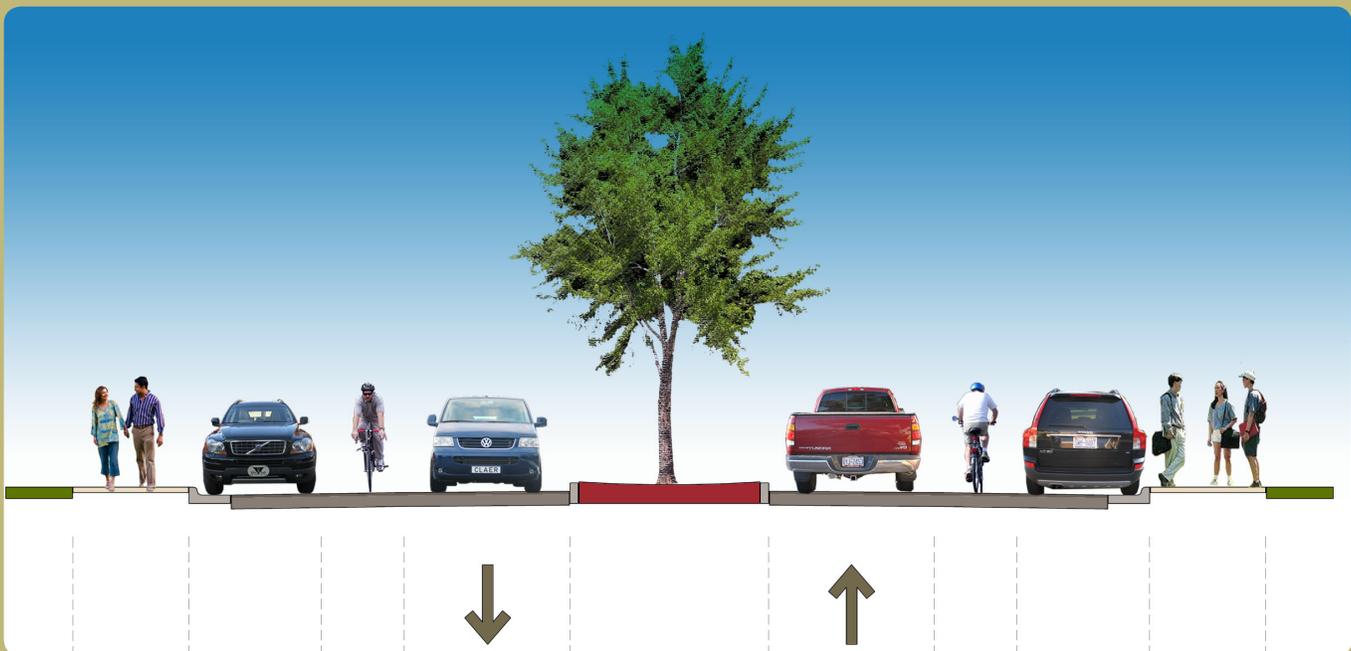
The travelway realm of a street is defined by the edge of pavement or curb line (in more urban areas) that traditionally accommodates the travel or parking lanes needed to provide mobility for bicycles, transit, and automobiles sharing the transportation corridor. This area also separates the pedestrian and context realms and may provide carefully-designed crossing opportunities between intersections. Recommended design elements incorporated into the travelway realm serve to achieve greater balance between travel modes sharing the corridor and favor design solutions that promote human scale for the street and minimize pedestrian crossing distance.

- Multi-modal Corridors
- Median Treatments

Intersection Realm

Evaluating potential changes for the intersection realm of a street requires careful consideration for the concerns of multiple travel modes that could meet at major intersections within the transportation system.

- Geometric Design
- Operations



An image of a "Complete Street" showing accommodations for automobiles, pedestrians, bicyclists, and landscaping.

- Park Master Plans (if adjacent to the corridor)
- Economic Revitalization/ Development Strategies

The City of Beaufort is working toward the creation of streets that seek to complement local land use initiatives with transportation goals. An example of this effort is the current plan to improve Boundary Street. In June 2006, the City completed the *Boundary Street Master Plan*. The plan was a comprehensive strategy for growth and development of the corridor which serves as the entranceway to the city. Principles of the plan focused on connectivity, walkability, improving safety, and expanding the uses and housing types along the corridor. The following principles embody the most important aspects of a successful complete streets program:

- Achieve community objectives.
- Blend street design with the character of the area served.
- Capitalize on a public investment by working diligently with property owners, developers, economic development experts, and others to spur private investment in the area. A minimum return-on-investment of \$3 private for every \$1 of public investment should be expected. Often in more densely populated areas, the ratio is 10:1 or more.
- Design in balance so that traffic demands do not overshadow the need to walk, bicycle, and ride transit safely, efficiently, and comfortably. The design should encourage people to walk.

[\$\$] [O+C] [On-going]

AM 1.6 Use the Street Design Priority Matrix for all Access and Mobility Planning. As a means to connect street design elements with the land use character, a preliminary street design matrix was established during the charrette. Additional considerations include the need for connectivity and access management. The resulting priority matrix (on the next page) communicates the priorities for each street element as it relates to the character areas of the community (downtown, suburban, main streets, lowcountry mixed-use, rural, and residential neighborhoods) and should indicate those high priority items that should NOT be compromised during the design process. In essence, the matrix reinforces the relationship between transportation and land use by adding design and context to the decision making process. [\$\$] [O+C] [On-going]

AM 1.7 Continue Implementation of Access Management along all Major Corridors. Access management (the regulation of automobile access to a specific site through driveway limitations and medians) is recommended along the following corridors:

- US 21 north of SC 170
- US 21 south of the Beaufort River to St. Helena Island
- SC 170 from US 21 to the Broad River
- Joe Frazier Road from SC 170 to Laurel Bay Road
- SC 280 from SC 170 to Mink Point Boulevard

[\$\$] [O+C] [On-going]

AM 1.8 Prepare a Collector Street Plan for the Urban Growth Boundary. Connected local streets are critical to the transportation network and to active modes of transportation, but just as important is an evenly spaced network of collector streets that provide access from the local streets to the major arterials. Collector streets carry less traffic, have lower speeds, travel shorter distances than arterials,

	Downtown	Suburban	Main Streets	Lowcountry Mixed Use	Rural	Residential Neighborhoods
TRAVEL REALM						
Number and width of travel lanes						
Intersection vehicular capacity						
Design for large vehicles						
Medians						
Bicycle lanes						
Multimodal intersection design						
PEDESTRIAN REALM						
Wide sidewalks with amenities						
Standards sidewalks with verge						
Pathways						
Multi-use paths						
On-Street parking						
Urban design features						
OTHER ELEMENTS						
Interconnected street system						
Access Management						

High Priority	
Medium Priority	
Low Priority	
N/A	

STREET DESIGN PRIORITY MATRIX ▲



Low Intensity



Medium Intensity



High Intensity

Source: Kimley Horn Associates

Land Use/Type of Collector Street	Intensity	Access Function	Approximate Street Spacing
Low Intensity Residential	Less than 2 dwelling units per acre	High	3,000 to 6,000 ft apart
Medium Intensity Residential	2 to 4 dwelling units per acre	High	1,500 to 3,000 ft apart
High Intensity Residential	More than 4 dwelling units per acre	High	750 to 1,500 ft apart
Activity Center	Mixed-use residential/commercial	Medium	750 to 1,500 ft apart

Graphics and table above provide guidance on spacing of collector streets based on density

and help take traffic pressure off of major and local streets. They also provide attractive route alternatives from neighborhoods to major activity centers for motorists, transit, cyclists, and pedestrians.

Although the opportunities for new collector streets in Beaufort’s growth area will be limited by the area’s unique environmental conditions, such a plan would provide a mechanism for the City to protect and provide for key alignments as new development or redevelopment occurs. A collector street plan should be used to preserve and suggest the general location of future connections. As new developments are proposed, planning officials can use the plan to reserve right-of-way for and/or require the construction of new collector streets. In many cases, collector streets can be wholly or partially built by private developers. [\$\$] [O+C] [On-going]

AM 1.9 Develop Specific Plans/Recommendations for Strategic Community Corridors.

During the week-long charrette, citizens listed streets that need to be protected or improved using access management strategies. Citizens often listed corridors throughout Beaufort that they rely on to reach local destinations or to travel across the region. These corridors were refined after discussions between the project team, Steering Committee, general public, and staff. The project team reviewed existing conditions in detail, determining the issues that currently limit their functionality as multi-modal corridors and considering what the streets may look like once they “grow up”. Eighteen corridors were selected as community strategic corridors and are shown on the map on the next page. These include: Three of these corridors, Trask Parkway, Ribaut Road, and the future Northwest Parkway, were selected for consideration during the charrette. For these locations, strategic corridor diagrams were created that drill a little deeper than the system-level recommendations described previously and recommend potential solutions that ease congestion, increase safety, and reflect the vision and goals for a balanced transportation system identified by the community. Diagram details include typical cross section and design, a vision for the future, and any outstanding issues facing the corridor. It is recommended that the City complete a more thorough study for each of the strategic corridors.

- Trask Parkway/US 21
- Parris Island Gateway
- Robert Smalls Parkway
- Castle Rock Road
- Ribaut Road
- SC 280/802
- Lady’s Island Drive
- Sea Island Parkway
- Bay Street
- Boundary Street
- Joe Frazier Road
- Sams Point Road
- Brickyard Point Road
- Laurel Bay Road
- Broad River Boulevard
- Savannah Highway
- Future Northwest Parkway
- Bruce K. Smalls Drive

These corridors were selected for detailed study because the conditions and issues of these corridors are representative of other roads throughout Beaufort. As such, the recommendations and access management solutions can be applied to other corridors. By taking the proper steps now, strategic corridors can promote new growth, accommodate increases in traffic, and contribute to the success of the overall transportation system. [\$\$] [O] [1-5, 6-10, 11-20]



STRATEGIC COMMUNITY CORRIDORS ▲

NORTHWEST PARKWAY STRATEGIC CORRIDOR

Background: Proposed in the *Northern Beaufort Regional Plan* as the “Western Bypass”, the roadway is a connection from Trask Parkway (US 21) south to Robert Smalls Parkway.

Context: Proposed roadway passes through the northwest area where development is fragmented as a result of poor soil conditions and utility provisions.

Purpose: The purpose of the roadway should be to provide enhanced north-south connectivity and reduce reliance on existing arterials and to provide a future framework for organizing future development. The roadway should not be considered a bypass of US 21. However the roadway should provide logical connections from the northwest Trask Parkway to points south and southeast including Robert Smalls Parkway, Parris Island Gateway and Savannah Highway. The roadway should also play a role in the implementation of a comprehensive bicycle and pedestrian network.

Generalized Alignment: During the Beaufort Comprehensive Plan design charrette, the design team evaluated several roadway alignment options. Consideration of soils, existing development and connectivity were reviewed prior to the identification of a preferred alignment (as shown on this page). A corridor specific feasibility study should be performed prior to the finalization of this alignment (see AM 1.2). The feasibility study should evaluate alternatives and include the development of a conceptual design and planning level cost estimate. The general alignment developed during the design charrette begins at Trask Parkway in the general vicinity Bruce K. Smalls Drive west to Laurel Bay Road, south to Joe Frazier Road with the first phase terminating at Broad River Road. A second phase of the road continues from Broad River Road directly south to Robert Smalls Parkway and Savannah Highway.

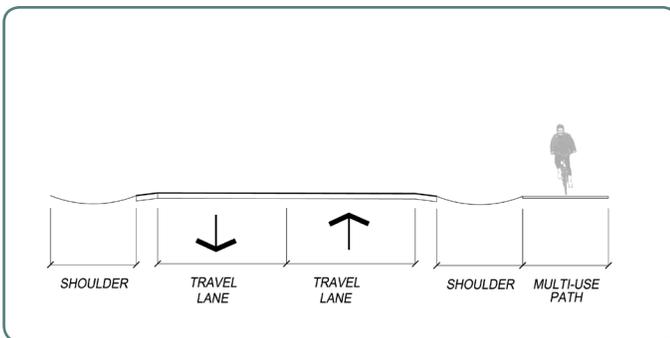
Cross-Section and Design: Given the existing and projected low development intensity for this area, a phased cross-section is recommended. The initial section would include two travel lanes, ditch section and multi-use side path (initially on one side). As development occurs and travel demand increases, a future improvement to the road may include the addition of two additional travel lanes (separated by a vegetated median) and additional multi-use side path. For this reason, an initial 60 foot right-way will be required to construct the first phase of the roadway. As development incrementally occurs, construction of the roadway is recommended with reservation of an additional 60 feet (total of 120 feet) to allow for the potential widening of the roadway. A ditch and swale cross section is recommended in order to provide more natural filtration of resulting storm water runoff. A design that accommodates a posted 45 mph speed limit is recommended.

Implementation: The roadway should be constructed incrementally as development occurs, with ultimate improvements and full connection being funded with local sales tax and state funding.

NOTES: A portion of the Northwest Parkway is represented on existing Joe Frazier Drive. Any improvements made to Joe Frazier (along the Northwest Parkway alignment) should be done in a manner that is consistent with the described vision for the Northwest Parkway and include the construction of the multi-use side path with appropriate accommodations for bicycle and pedestrian crossings and intersection treatments.

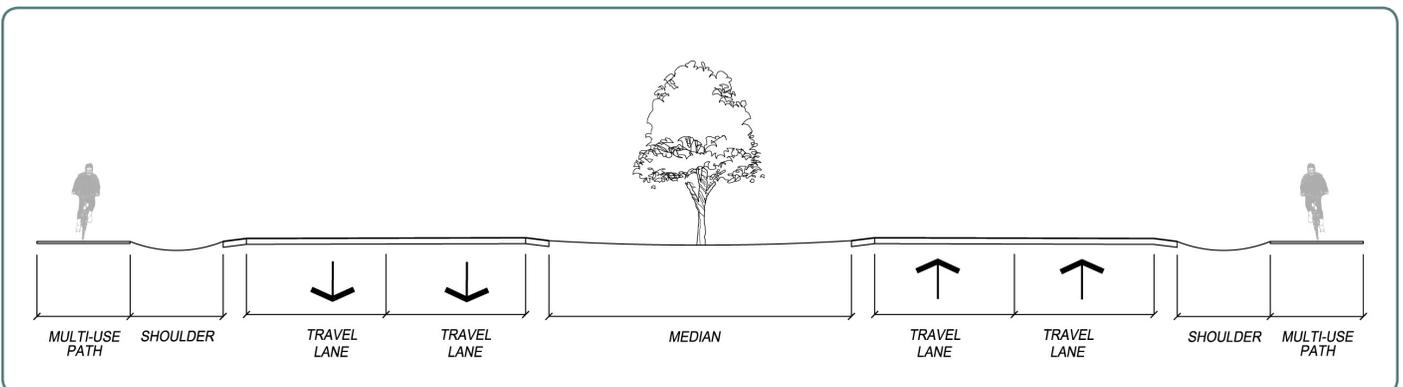


▲ NORTHWEST PARKWAY CORRIDOR (CONCEPT)



◀ PHASE 1 CROSS-SECTION (CONCEPT)

▼ PHASE 2 CROSS-SECTION (CONCEPT)



TRASK PARKWAY STRATEGIC CORRIDOR

Context: The proposed roadway generally runs north to south and passes through the northwest area, ultimately to the center of the study area at the confluence with Boundary Street and Robert Smalls Parkway. The route is currently designated as US 21 and includes 4 through travel lanes and a bi-directional center turn lane (total five-lanes). The Greyhound bus station is also located along the corridor providing regional connections for those, specifically military personnel, traveling to and from the area.

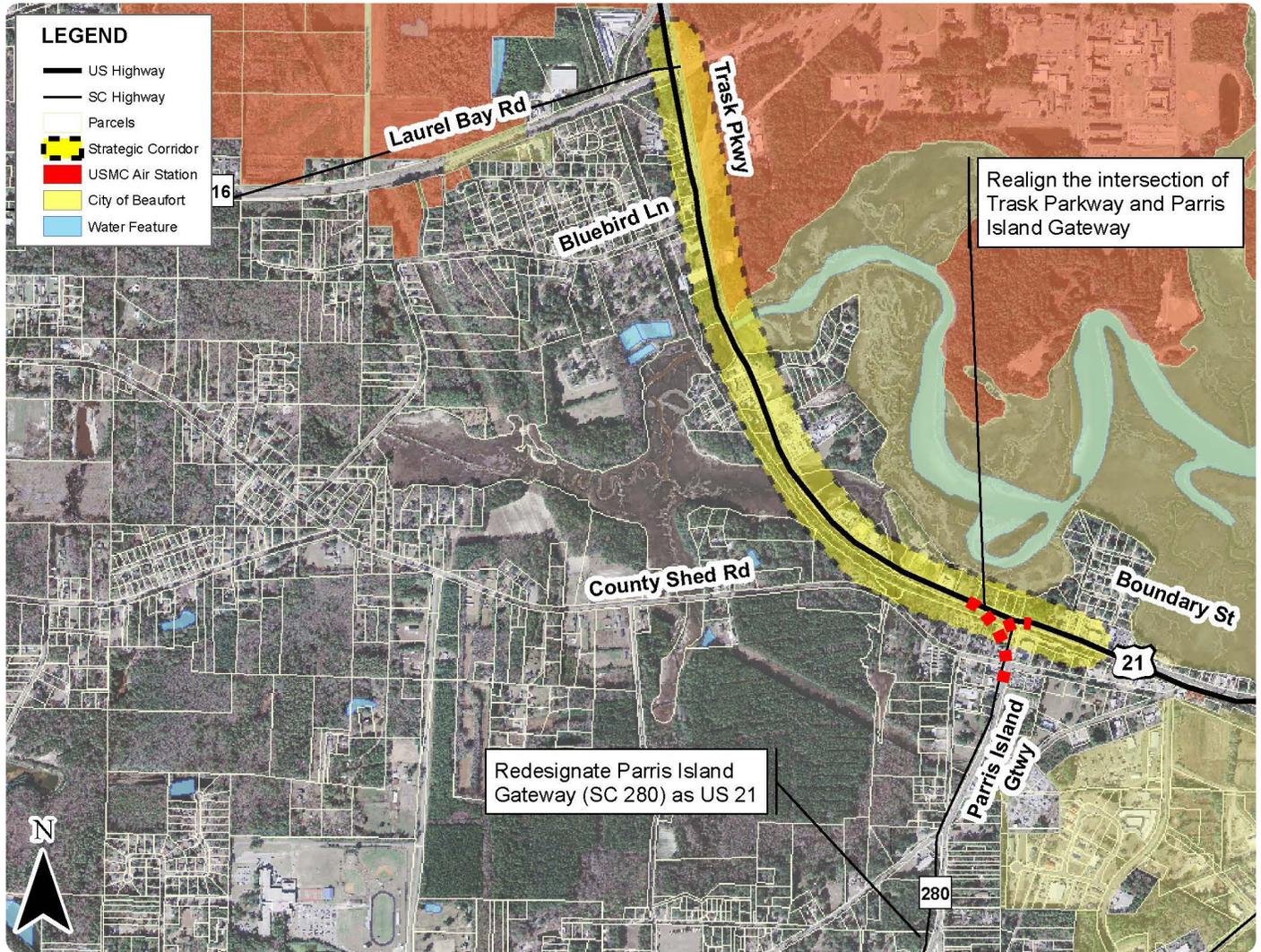
Purpose: The purpose of the roadway is to provide a regional connection from north of Whale Branch to the City of Beaufort and ultimately to Lady's Island. The roadway also plays another important role as the northern gateway to the City of Beaufort. The road generally runs parallel to the old SC State Ports Authority and Railways-Port Royal corridor (being considered for conversion to a multi-use path, rail trail). The roadway is also a part of a designated truck route playing a vital role in the movement of freight throughout the region.

Existing Conditions: The five lane road has a 2007 traffic count of approximately 28,800 vehicles per day (vpd) between Laurel Bay Road and Parris Island Gateway, 22,300 vpd between Parris Island Gateway and Robert Smalls Parkway, and 35,400 vpd between Robert Smalls Parkway and Ribaut Road with a posted speed limit of 50 mph. The Roadway has inconsistent sidewalk on the east side located at the back of curb, but few other pedestrian accommodations.

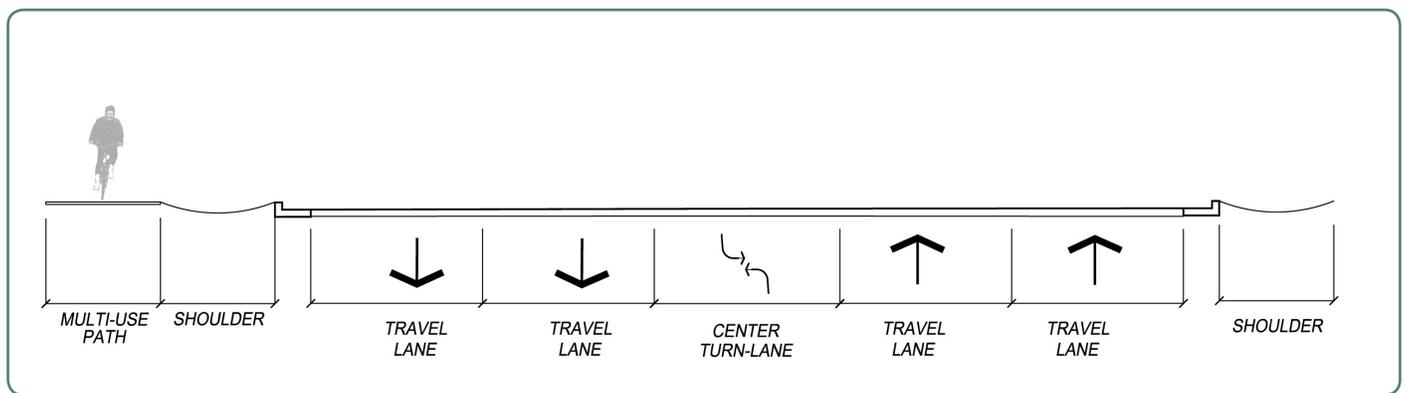
Future Vision: The Northern Beaufort County Regional Plan identified this corridor for near-term improvements and for a future widening to include a total of six travel lanes north of SC 280. This plan suggests that any widening be a long term improvement beyond the horizon of the planning period. In the interim, the roadway should be considered a gateway to Beaufort beginning at the intersection of Laurel Bay Road with a new treatment that includes enhanced sidewalks, lighting, plantings and a vegetated median to assist with access management. In addition, realignment at Boundary Street should be considered. The realignment would allow for the predominant movement to be a through movement from Trask Parkway to Parris Island Gateway (rather than to Boundary Street). Boundary Street would be realigned to create a "T" intersection (or perhaps a roundabout). The proposed realignment would allow for a designation of Parris Island Gateway as US 21. It is important to note that the US 21 route can be accomplished with a change in signage as this is already the designated truck route. As a part of the realignment, a new intersection design that includes accommodations for pedestrians and safe movements for bicyclists should be included (especially given the high percentage of trucks). In addition, as a gateway to Beaufort this intersection should include community design elements consistent with the city.

Cross-Section and Design: No changes north of Bluebird Lane are anticipated except for the addition of a multi-use side path. This path may be required in order to accommodate a potential gap in the rail to train line resulting from exclusion in the Clarendon Development Agreement. In the vicinity of the realignment with Parris Island Gateway, a four-lane median divided cross-section is suggested.

Outstanding Issues: As a result of the Clarendon Development Agreement, the rail-trail conversion may not occur through the Clarendon property. In order to provide continuous connectivity, a multi-use side path may need to be accommodated along Trask Parkway between Poppy Hill Road and Whale Branch Creek on the west side of the road.



▲ TRASK PARKWAY CORRIDOR (CONCEPT)



▲ CROSS-SECTION WITH MULTI-USE PATH (CONCEPT)

RIBAUT ROAD STRATEGIC CORRIDOR

Context: The proposed roadway generally runs north to south connecting downtown Beaufort with Port Royal to the south. Included in this segment is the connection to Lady's Island Drive with a bridge that connects east to Lady's Island. The bridge is currently slated for improvements which include the construction of a parallel bridge that provides for a total of four travel lanes with accommodations for bicycles and pedestrians. The roadway is currently designated as US 21 providing access to downtown, Port Royal, and other regional facilities including, the Beaufort Memorial Hospital, US Naval Hospital, and Technical College of the Low Country.

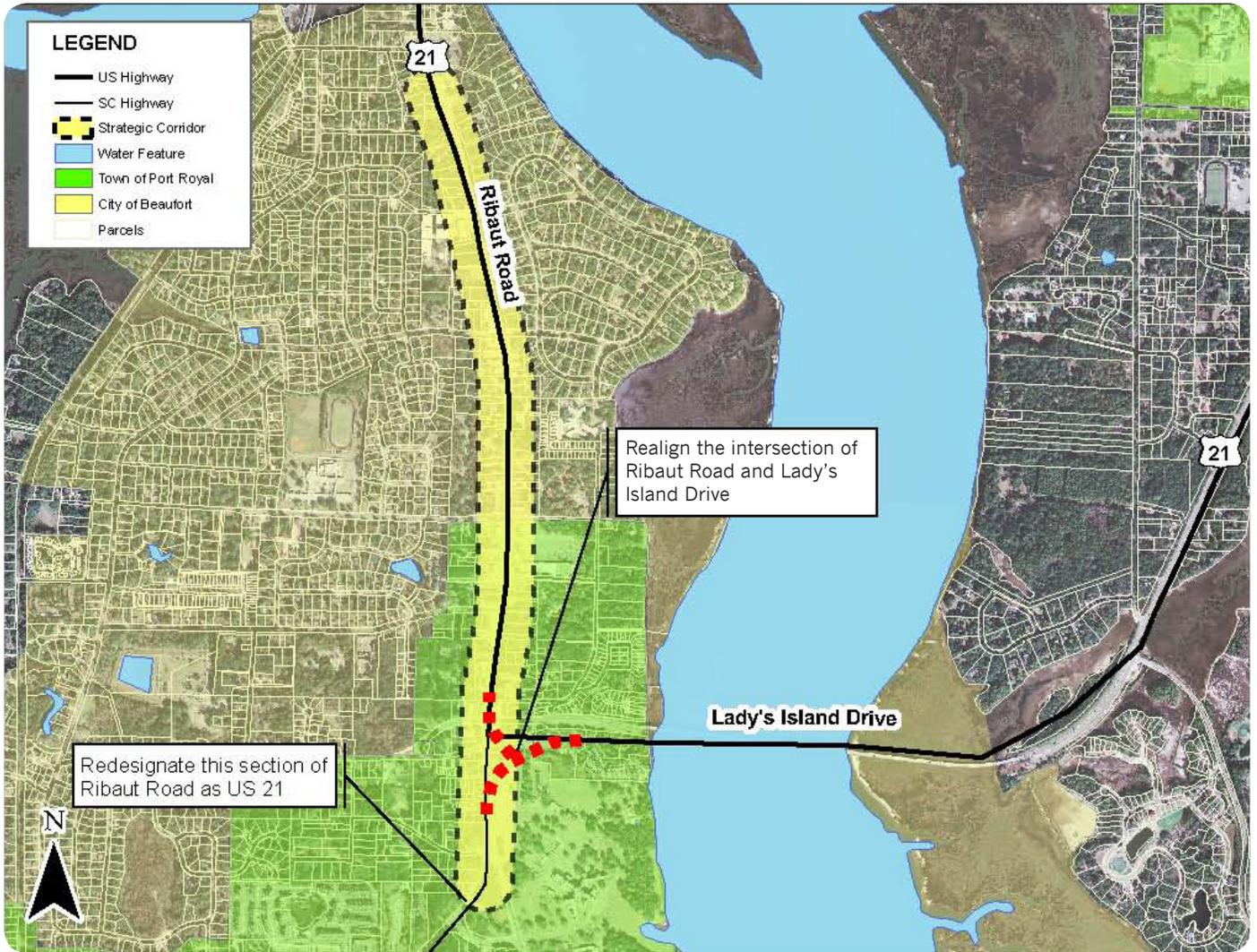
Purpose: The purpose of the roadway is primarily to provide local land access to the peninsula and provide connectivity between downtown Beaufort and Port Royal. However, the designation as US 21 coupled with access to the McTeer Bridge also attracts a significant amount of through traffic (trips without origin and destination) on the peninsula.

Existing Conditions: The four lane road has a 2007 traffic count of approximately 16,400 vehicles per day with a 35 mph posted speed limit north of Lady's Island Drive and 45 mph to the south. Some portions of Ribaut Road have sidewalks on both sides, while other areas (specifically south of Lady's Island Drive), only have sidewalk on the west side of the road.

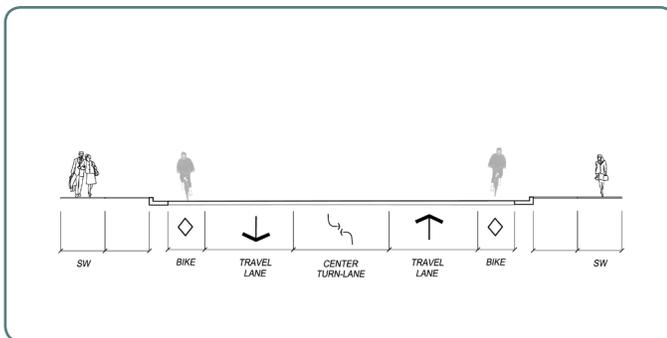
Future Vision: In the interim, the roadway should be considered a gateway to Beaufort beginning at the intersection of Lady's Island Drive. New treatments that include enhanced sidewalks, lighting, plantings should be considered. In addition, as a part of the redesignation of US 21, a realignment of Ribaut Road from the southern approach to Lady's Island Drive should be considered. The realigned road would create a through movement of Ribaut Road to Lady's Island Drive and a resulting realignment of Ribaut Road north of the intersection so that it effectively creates a "T" intersection at the realigned road. This intersection improvement should encourage the use of the Parris Island Gateway and Ribaut Road designation as US 21 and thereby lessen the need for additional vehicular capacity on the stretch of Ribaut Road north of the bridge. This may provide an opportunity for enhanced streetscapes north of the Lady's Island Drive including a reduction in the number of travel lanes and the inclusion of on-street bike lanes, enhanced pedestrian facilities and potentially on-street parking in some blocks. A feasibility study evaluating this possibility is recommended in conjunction with any redesignation of US 21.

Cross-Section and Design: North of Lady's Island Drive, no short term changes are anticipated; however a feasibility study evaluating a road diet (reducing the roadway from 5 lanes to 3) is recommended. The revised cross-section may include on-street bike lanes, enhanced sidewalks, landscaping, and some on-street parking. South of Lady's Island Drive, the addition of a multi-use side path on the east side of the roadway is recommended.

Outstanding Issues: The current intersection of Ribaut Road and Lady's Island Drive is signaled with cross-walks at all approaches with a pedestrian signal controlling the crossing at the southern approach of the intersection which leads to a location at the southeast quadrant where there is no sidewalk. A revised signal arrangement that includes pedestrian heads at all approaches is recommended.

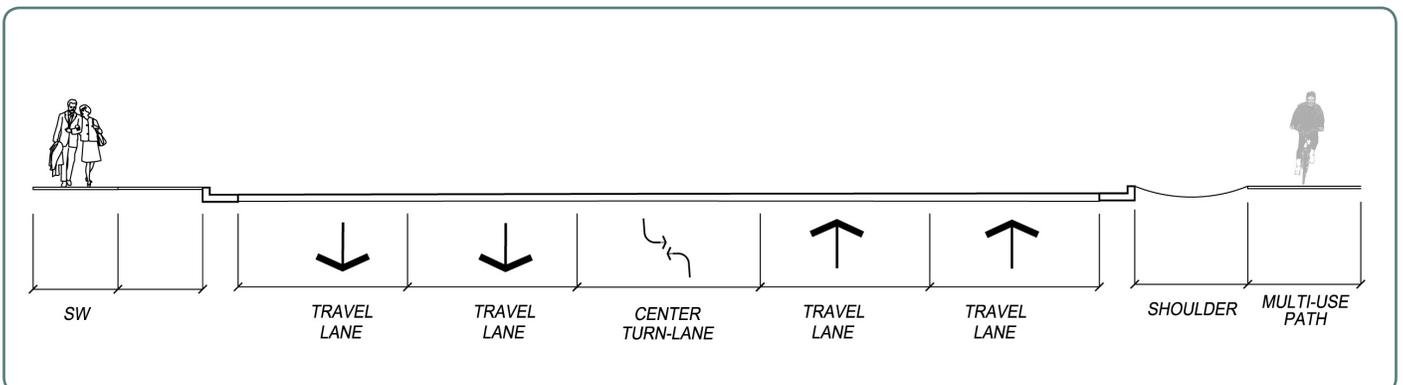


▲ RIBAUT ROAD (CONCEPT)



◀ CROSS-SECTION NORTH OF LADY'S ISLAND DRIVE (CONCEPT)

▼ CROSS-SECTION SOUTH OF LADY'S ISLAND DRIVE (CONCEPT)



AM 2.0 | PRIORITIZE PEDESTRIAN AND BICYCLE IMPROVEMENTS

Transportation plans once focused solely on roadway solutions, with planners and local officials concentrating on commuter traffic and travel patterns. Today, it is understood that community travel is not limited to morning and afternoon rush hours, and each trip does not begin and end in the driver's seat. In fact, every trip begin and ends with a pedestrian trip. For improved quality of life, citizens now strive for livable communities that balance travel options/choices. A common theme of any livable community is how well it accommodates pedestrians and cyclists, for both recreational and more utilitarian trips.

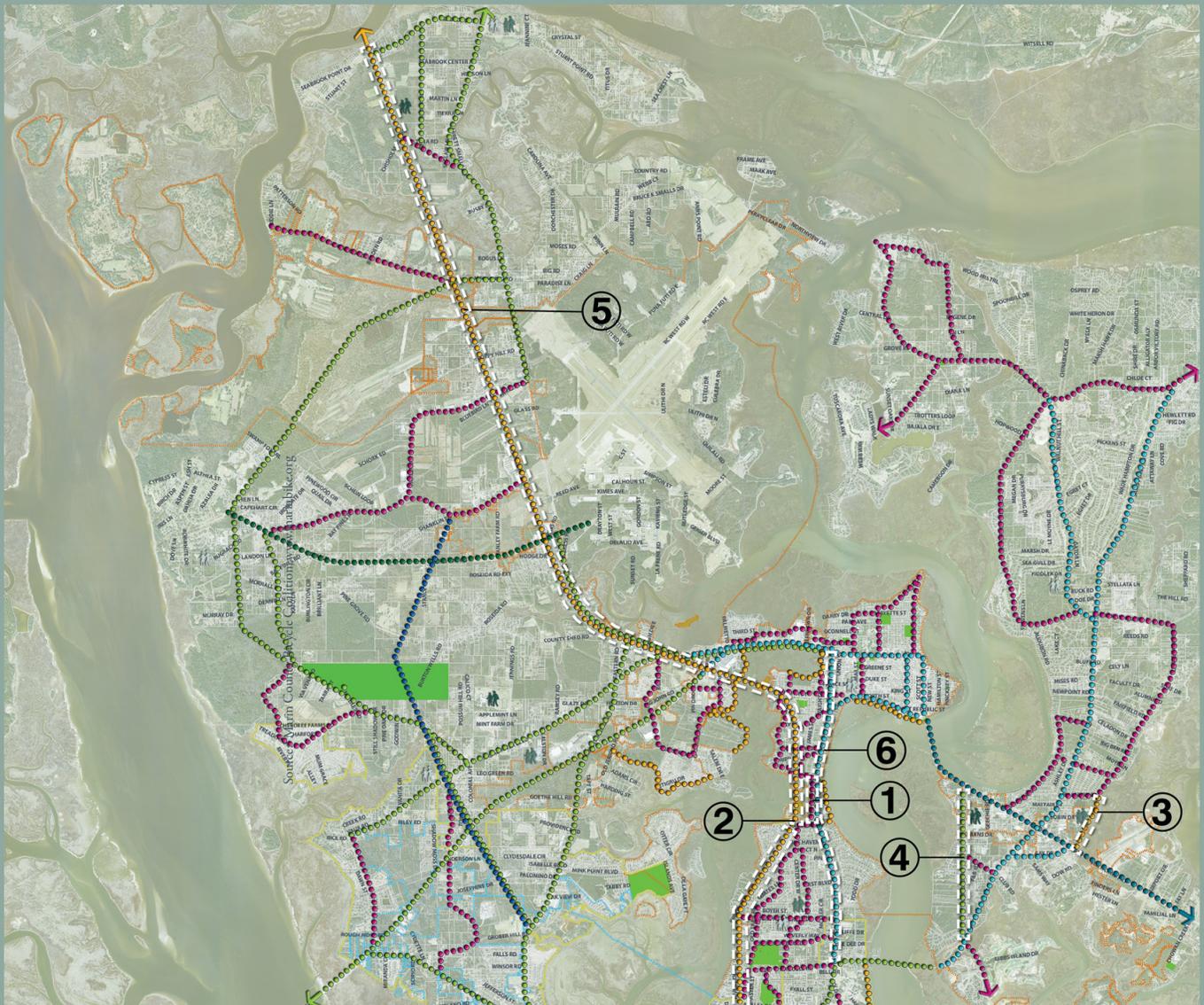
The benefits of cycling and walking include improved health, cost savings, and a cleaner environment. But the transition from potential use of non-motorized transportation to its reality is not easy. The increasing demand for bicycle and pedestrian facilities as expressed by the public has culminated in an enhanced focus on these choices during the transportation planning process.

AM 2.1 Implement the Pedestrian and Bicycle Connections shown in the Northern Beaufort County Regional Plan (Project #1) – Providing local pedestrian and bicycle connections where commercial areas are present near residential communities could reduce trip making along adjacent arterials. On a larger scale, implementation of a bike corridor along the abandoned railroad corridor west of US 21 is recommended to provide access to an alternative transportation mode for those along the US 21 corridor. This corridor would provide a trail that is separated from automobile traffic, enhancing safety for all users over on-street bike lanes or “share the road” designations. (Projects shown on p. 159) Estimated Cost - \$10.9 million [\$\$] [C] [1-5]

AM 2.2 Create a Master Plan for Bikeways, Greenways, Sidewalks, and Trails. The overwhelming response from Beaufortonians is that they want more sidewalks, more bike lanes and bike paths, and more greenway/multi-use path connections linking the places where people live with the places that they go to shop, work, or recreate. The City has completed a number of plans through the years regarding bikeways, sidewalks, and trails but has not consolidated these efforts to better coordinate implementation. The map to the right is a preliminary attempt to reconcile all of the proposed projects but further study, evaluation and prioritization will be necessary.

Bikeways - The City currently has existing on-street bike facilities along Sea Island Parkway. Several new on-street bike facilities are proposed along Sams Point Road, Ribaut Road, Boundary Street, and Bay Street (see map on the next page). The City is also working to implement a rail to trail multi-use trail along the abandoned railroad corridor west of US 21 as identified in AM 2.1 above.

Sidewalks - The City of Beaufort has sidewalks in many areas of the City. Like most growing communities, gaps exist throughout the sidewalk network. The City of Beaufort is currently undertaking two efforts to improve sidewalk network connections. First, the City includes sidewalk provisions in their Unified Development Ordinance (UDO) in an attempt to make connections between new development and existing neighborhoods, retail centers, and offices. The City requires the installation of sidewalks within the right-of-way of all existing public streets on which the property has frontage which do not have a



PROPOSED BIKEWAYS AND TRAILS

LEGEND

-  Existing Sidepath
-  Proposed Sidepath(s)
-  Existing On-street Bike Facility
-  Proposed On-street Bike Facility
-  Proposed Bike Route
-  Rail to Trail/Multi-use path
-  Proposed Easement Trail
-  High School
-  Middle School
-  Elementary School

Project Prioritization

1. Ribaut Road Connector
2. Phase I of Rail-Trail
3. Lady's Island Middle School Connector
4. Meridian Road Bicycle Facility
5. Phase II Rail-Trail
6. Ribaut Road Bike Facilities



Like motorists, cyclists need a safe and convenient place to park their vehicle at their destination.

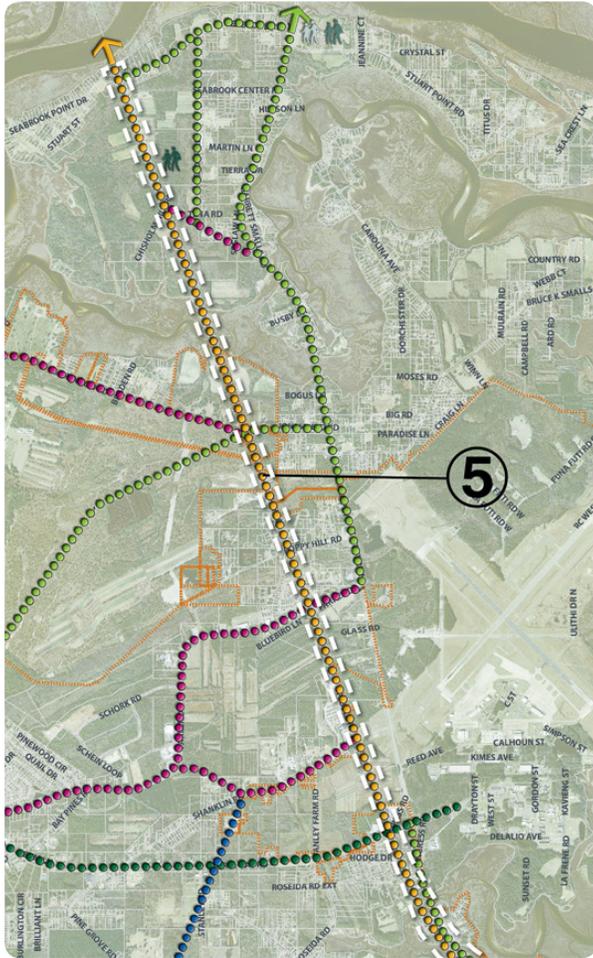
sidewalk. Additionally, the City is directly addressing the problem through their Public Works Department. The City's Streets Division has recently installed approximately 20,000 square feet of sidewalk in the City. When considering the location and priority of new sidewalk installation, the City should place the greatest emphasis on the installation of sidewalks between pedestrian generators (i.e. neighborhoods and attractions such as schools, parks, community facilities, and activity centers). [\$\$] [O+C] [1-5]

AM 2.3 Greenways - The City is currently implementing the 1997 Greenway Plan that envisioned 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 for greenways is divided up into eight routes that serve as greenway connectors in which there are nine project areas. The proposed but as yet unconstructed connector routes include:

- Pigeon Point Loop: 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 – 2.2 miles
- Government Center Connector: 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 – 0.7 miles
- Hermitage Loop: North Street to North Hermitage and Hermitage Roads to Fuller Parkway to Battery Creek Elementary School and loop back to North Street – 1.4 miles
- Lowcountry Connector: South Hermitage Road to the Technical College of the Lowcountry, through the campus and loop back to Hermitage Road by way of Rhett Street – 0.7 miles
- Medical Loop: Connect the Beaufort Memorial Hospital to Kate Gleason Park and across Ribaut Road to link with medical offices– 0.6 miles
- Battery Creek– Port Royal Connection: Battery Creek Road through Southside Park to Waddell Road – 1.4 miles
- Lady's Island Connector: 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– 2 miles
- 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, and the Highway 21 Boat Landing to the Sands in the Town of Port Royal.

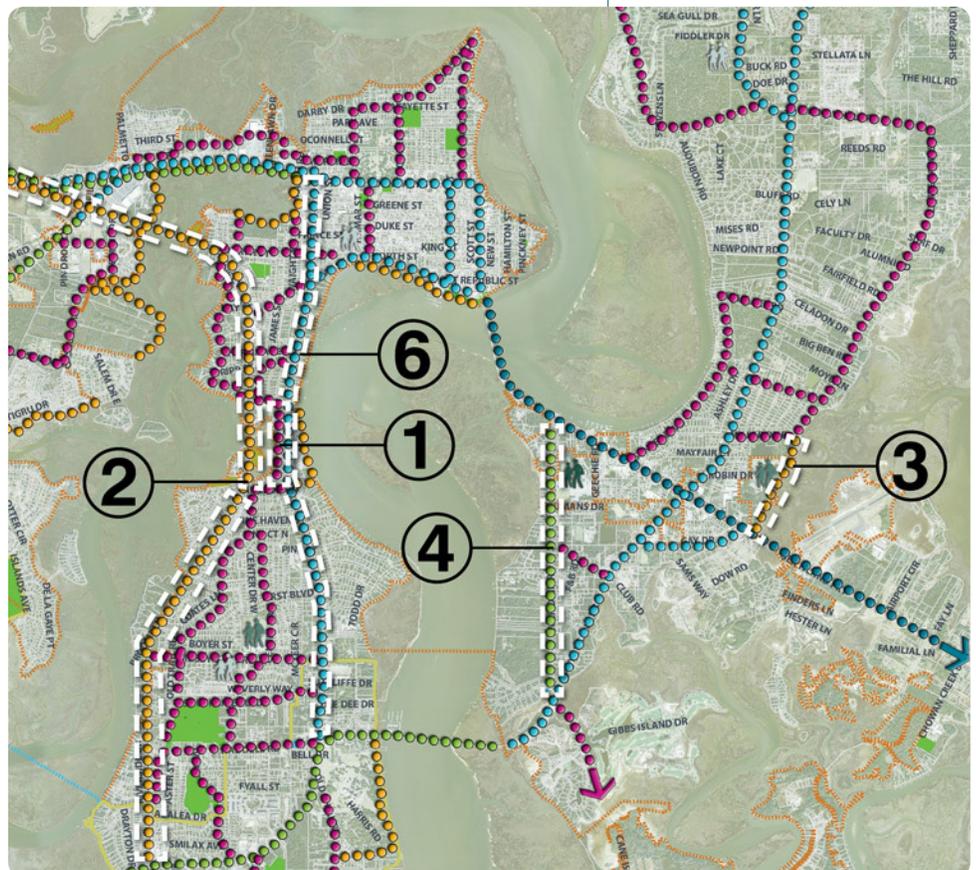
A Preliminary consolidation of these plans was completed as part of the Comprehensive Plan. The prioritization of pedestrian and bicycle projects is identified on the maps to the right. [\$] [O] [1-5]

AM 2.4 Complete and Implement the Pedestrian 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 present plan initially addresses the downtown area of Beaufort and should be expanded 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.



Bikeway, Greenway & Trail Network Project Prioritization and Rationale:

1. **Ribaut Road Corridor Connector:** short, off-street connector behind TCL and existing commercial properties that connects neighborhood street network between Old Town Beaufort and the southern end of Port Royal Island.
2. **Phase I of Rail-Trail:** Connecting destinations along the corridor from commercial services on Robert Smalls Parkway to the Old Town area, the TCL campus, hospital, schools, neighborhoods, and the Town of Port Royal.
3. **Lady's Island Middle School Connector:** Providing route around SC 802/US 21 intersection and creating parallel bike route to 802 corridor.
4. **Meridian Road Bicycle Facility:** Sidepath or bike lanes along Meridan Road to provide link between Sea Island Parkway and Lady's Island Drive and completing bike loop linking Port Royal Island and Lady's Island via the bicycle facilities on the Mcteer and Woods bridges.
5. **Phase II of Rail-Trail:** Connecting Robert Smalls Parkway to MCAS entrance, existing sidepath on Laurel Bay Road, and northern destinations along the corridor to Yemassee.
6. **Ribaut Road Bike Facilities:** If the primary route designation for US 21 is removed from Ribaut Road, exploration of a road diet and/or lane diet should be explored, which would include striping of bike lanes along the length of the corridor.





Poster for the Marin County, CA adult bicycle skills course, sponsored by a local hospital, an advocacy group, and the local law enforcement agency

[verify] [\$\$] [C] [On-going]

AM 2.5 Establish a Retrofit Connectivity Program. In order to expand and enhance the existing transportation network, especially for pedestrians and cyclists, Beaufort should consider a funded program to identify, prioritize, and construct bicycle and pedestrian connections between existing neighborhoods and other developed areas. Such projects might entail the construction of a pedestrian bridge across a creek, linking two cul-de-sacs with a path, or connecting stubbed streets. These retrofit connectivity projects are relatively inexpensive when compared to traditional transportation projects, but have far reaching active living and transportation benefits when a short connection can provide access to miles of the transportation network that were previously unlinked. These projects should connect to and take advantage of planned and existing greenways and on-road bicycle and pedestrian facilities to create an extensive non-motorized transportation network that includes but does not rely heavily on major arterials. For example, the Ribaut Road Connector described on the previous page would be an excellent project for this program. [\$\$] [C] [On-going]

AM 2.6 Provide Bicycle Parking at Existing Development. AM 5.4 recommends requiring bicycle parking for all new construction. However, existing destinations would not be affected by new bike parking requirements. For that reason, this report also recommends that the City budget funds for the installation of bicycle parking for visitors and employees at key destinations. This would include public buildings and in the public right-of-way in areas where buildings are close to the street such as in downtown. Beaufort might also want to establish a program whereby the City would provide free bike racks to requesting businesses who agree to install them and locate them correctly. A bike rack can typically be purchased for around \$150 and installed for not much more. [\$] [C] [On-going]

AM 2.7 Initiate Bicycling Education and Encouragement Efforts. Planning for walkable and bikeable communities includes five E's: Engineering, Enforcement, Education, Encouragement, and Evaluation/Planning. Most communities, if they spend any money, time, or effort on any of these E's, concentrate on Engineering for infrastructure and Enforcement by local police. Typically, very little money or energy is spent on Education or Encouragement, much less Evaluation, despite the fact that these efforts typically cost the least amount of money. The City, in cooperation with major institutions, the County, the Regional Planning Organization, SCDOT, and local advocacy groups, can promote walking and biking in Beaufort through such initiatives as:

- City-wide events to promote walking and bicycling. Consider competitive and fun events to raise awareness about these modes, such as a bike/walk/bus week.
- Multi-modal transportation maps, showing key roads, bike routes, greenways, walkways, and transit routes.
- Bicycle education courses: Work with the University, advocacy groups, hospital and health groups, and law enforcement to teach adults and children to safely and effectively operate bicycles around the City.
- Safe Routes to School Events to promote efficient, healthy, and environmentally friendly modes of transportation to local schools. (20% roadway congestion is typically attributed to school traffic.)

[\$] [O] [On-going]

AM 3.0 | EXPAND TRANSIT OPPORTUNITIES

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.

AM 3.1 Continue to Evaluate and Advocate for Regional Transit Improvements. 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.

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 (RMTA) 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. [\$] [O] [On-going]

AM 3.2 Implement Transit and Travel Demand Management – A transit route could reduce the trips made across the key Woods Memorial Bridge and SC 802 river crossings. A circulator between these areas would need to operate with frequent service/short headways to be effective in attracting riders to switch modes from automobile use. A program to provide an organized approach to teleworking, flexible work hours, carpool matching, and vanpool services is recommended for the Downtown Beaufort and Port Royal areas. A second program to focus on U.S. Marine Air Station carpooling is also recommended. The transit and travel demand management strategies will require more detailed study to determine the anticipated level of benefits and feasibility. - \$20.3 million [\$\$\$] [O+C] [On-going]

AM 3.3 Consider Expanding Transit Services with Flexible Bus System to Serve Fixed Routes and Demand Response. 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. [\$\$\$] [O+C] [6-10]

AM 3.4 Evaluate a Fixed-Route Trolley/Transit Service for the Central Area of the City. Serving both tourists from remote park and ride lots as well as local residents, a fixed route trolley/transit service could help to mitigate the impact of future parking demands in the downtown as well as provide needed transit services to the highest density area of the community. The route of the service could include the following route areas - Bay Street/Downtown area, USC-Beaufort, Boundary Street to SC 170 (Cross Creek Plaza), Ribaut Road to the Hospital and Community College. [\$\$\$] [O+C] [6-10]

AM 4.0 | MAXIMIZE BLUEWAYS FOR RECREATION AND 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.

AM 4.1 Continue to Evaluate the Woods Bridge Operation. 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. [\$\$] [O] [1-5]

AM 4.2 Increase Blueway Access. 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. [\$\$] [C] [1-5, 6-10, 11-20]

AM 4.3 Consider Implementing Regional Water Taxi/Ferry Service. 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. [\$\$] [O+C] [6-10]



The various blueways around Beaufort are an essential to the quality of life enjoyed by residents and visitors alike.

AM 5.0 | UPDATE REGULATIONS TO IMPROVE ACCESS, MOBILITY AND SAFETY

The current UDO contains a number of key transportation provisions but is lacking in others. The key action items below are recommended for inclusion in the next major code upgrade.

AM 5.1 Promote on-site traffic circulation and shared-use driveways during development application review. The total number of vehicle conflicts can be reduced by promoting on-site traffic circulation and shared-use driveways during development application review. Such improvements should be a key consideration during the approval of redeveloped sites along corridors identified for access management programs.

- **Improved On-Site Traffic Circulation** - One way to reduce traffic congestion is to promote on-site traffic circulation. Pushing back the throat of an entrance helps to avoid spillback onto the arterial. This action improves both the safety and efficiency of the roadway. A minimum separation of 100 feet should be provided to prevent internal site operations from affecting an adjacent public street, ultimately causing spillback problems. Approximate construction cost varies and usually is the responsibility of private development.
- **Number of Driveways** - Only the minimum number of connections necessary to provide reasonable access should be permitted. For those situations where outparcels are under separate ownership, easements for shared access can be used to reduce the number of necessary connections. Reducing the number of access points also decreases the number of conflict points, making the arterial safer and more efficient. Approximate construction cost varies and is usually the responsibility of private development.
- **Driveway Placement/Relocation** - Driveways located close to intersections create and contribute to operational and safety issues. These issues include intersection and driveway blockages, increased points of conflict, frequent/unexpected stops in the through travel lanes, and driver confusion as to where vehicles are turning. Driveways close to intersections should be relocated or closed, as appropriate. As a best planning practice, no driveway should be allowed within 100 feet of the nearest intersection.
- **Cross Access** - Cross access is a service drive or secondary roadway that provides vehicular access between two or more continuous properties. Such access prevents the driver from having to enter the public street system to travel between adjacent uses. Cross access can be a function of good internal traffic circulation at large developments with substantial frontage along a major roadway. Similarly, side street and backdoor access occurs when a parcel has access to an adjacent street and/or parallel street behind buildings and away from the main line. When combined with a median treatment, cross access, side street, and backdoor access ensure that all parcels have access to a median opening or traffic signal for left-turn movements.

[§] [O] [1-5]

AM 5.2 Improve Roadway Connectivity Standards. Improving connectivity and limiting cul-de-sacs results in improved mobility for motorists, pedestrians, and cyclists; decreased response time for emergency services and delivery costs for services such as garbage collection through improved routing options; and, improved water pressure and maintenance from the ability to loop lines through a development rather than have to rely on less efficient dead-end pipe runs.

Traffic studies have shown that highly connected street networks provide much greater traffic capacity and mobility for a community at less cost. A high degree of connectivity should occur not only at the level of thoroughfares, but also on collector, local and other secondary roads. Such connectivity vastly improves a street network's performance. While roadway connectivity is challenging in the Low Country environment, the City's goal should be to promote roadway connectivity to the maximum extent possible.

The UDO currently provides very vague connectivity requirements, which need to be made more objective and more definitive with measurable standards for when connections are required. Block length and intersection spacing standards for arterials should be based on the context of development and density. In low density residential areas, blocks may appropriately be 800 to 1000 feet. In highly compact, pedestrian environments, intersections should be spaced 200-400 feet apart. In Beaufort's historic area, blocks are roughly 250 feet wide by 300 feet long.

The UDO should also provide definitive standards for when cul-de-sacs and other permanent dead-end streets are allowed. Otherwise, they should be discouraged and an objective connectivity requirement explored. [\$] [O] [1-5]

AM 5.3 Revise & Enhance TIA Requirements. A Transportation Impact Analysis (TIA) is a specialized study that evaluates the effects of a development's traffic on the surrounding transportation infrastructure. It is an essential part of the development review process to assist developers and government agencies in making land use decisions involving annexations, subdivisions, rezonings, special land uses, and other development reviews. The TIA helps identify where the development may have a significant impact on safety, traffic and transportation operations, and provides a means for the developer and government agencies to mitigate these impacts. Ultimately, a TIA can be used to evaluate whether the scale of development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow.

The current UDO provisions for Transportation Impact Analyses (TIA) are detailed and appropriate with regard to access management and [motor vehicle] traffic capacity/impact and apply to a wide range of development types, the section includes no mention whatsoever of mitigating the impacts on or improving the access for non-motorized/active modes of transportation [walking and biking] or transit. The current TIA process is based on motorized access only and takes only a supply-side approach to the issue. A more multi-modal TIA review process should be considered that takes into account demand as well as supply side approaches to traffic impacts and includes detailed standards and review of bicycle and pedestrian and transit access. [\$] [O] [1-5]

AM 5.4 Require Bicycle Parking for New Development. Improved access for pedestrians and cyclists to services, employment/education, recreation, and other destinations will contribute to the Smart Growth environment in Beaufort. For bicycles specifically, however, access alone is not enough. Like motorists, cyclists need a safe and convenient place to park their vehicle at their destination. Also like motorists, cyclists are not as likely to frequent a destination where there is not enough or unsafe parking. The Chicagoland Bicycle Federation says, “Fear of having a bicycle stolen is one of the biggest deterrents to people riding to their favorite destination. Providing parking also lets cyclists know that they and their bikes are welcome.” (www.chibikefed.org)

Just as the provision of motor vehicle parking has been shown to induce driving, the provision of safe and convenient parking for bicycles can have the same effect on bicycling. Bicycle parking can be provided at a fraction of the cost of automobile parking and in a fraction of the space—10 to 12 bicycles can be parked in the area of one car parking space at a cost of tens of dollars per bicycle space versus hundreds or thousands of dollars per motor vehicle space. Beaufort should require bicycle parking for all multifamily and non-residential development. Different standards of bicycle parking are needed for short term visitors and customers and for longer term users like employees, residents and students. [\$] [O] [1-5]

AM 5.5 Apply (and Enforce) Appropriate Urban Speed Limits on Major Streets. Speeding motor vehicles are a deterrent to pedestrians and cyclists and an extreme safety hazard to all roadway users. A pedestrian being struck by a motor vehicle is never good, but a pedestrian is very likely to survive such an incident if the vehicle is travelling at 20 mph, but is not likely to survive a crash as vehicle speeds approach and exceed 40 mph.

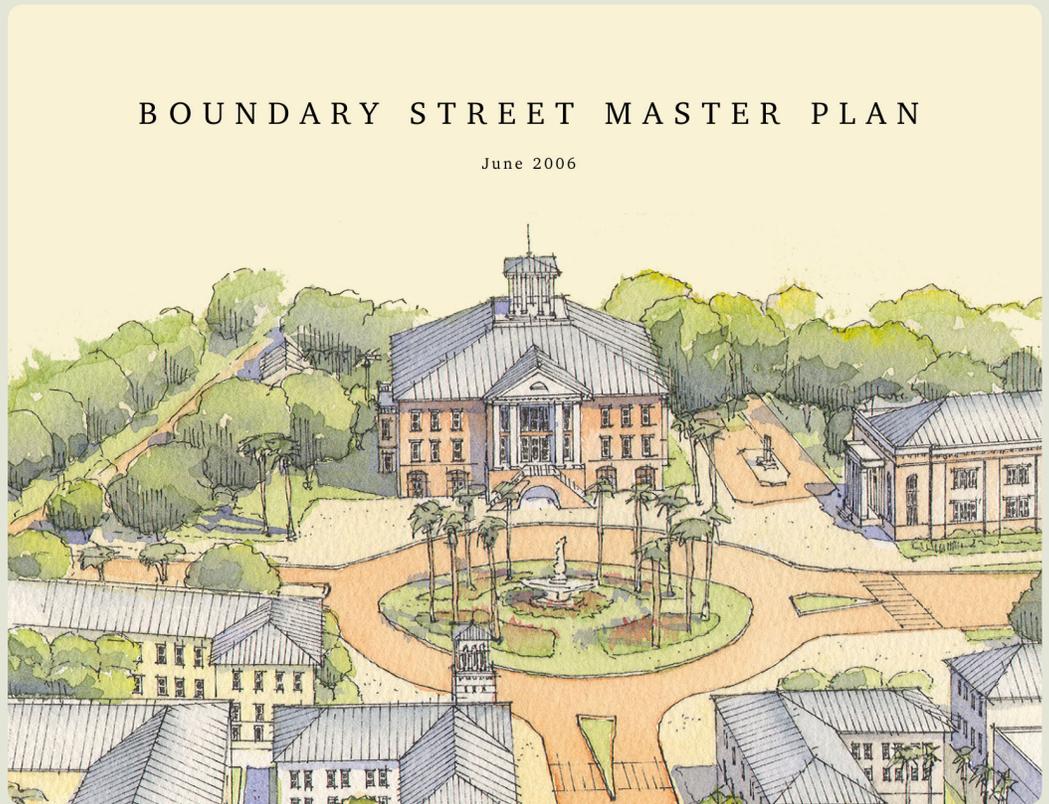
Beaufort has designed traffic calming measures on local and collector streets such as Bladen Street both to reduce speeds and reduce cut-through traffic in neighborhoods. This audit also recommends that the City work with SCDOT to keep traffic speeds at appropriate levels on all streets including arterials. There are measures—including traffic signal timing, roundabouts, lane width reductions, on-street parking and others—that can help to keep traffic speeds at appropriate levels. [\$] [O] [On-going]

LOOKING BACK: 2006

BOUNDARY STREET MASTER PLAN 2006

Redevelopment is planned for the Boundary Street corridor between and including the intersections at Robert Smalls Parkway on the west and Ribault Road on the east. The modified street will be consistent with the Master Plan that was adopted in 2006.

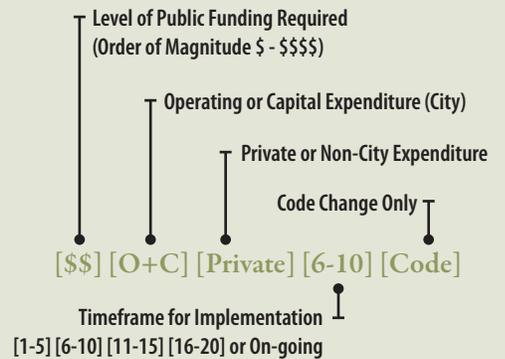
With funding from Beaufort County's 1-cent sales tax and traffic impact fees, the City and County retained the firm Kimley-Horn and Associates, Inc. to prepare engineering plans for Boundary Street and the parallel street proposed in the Master Plan. The current phase of the study includes surveying, traffic analysis, stakeholder involvement, preparation of preliminary engineering plans, and prioritization of sections of the project. Detailed engineering design is expected to begin in 2009.

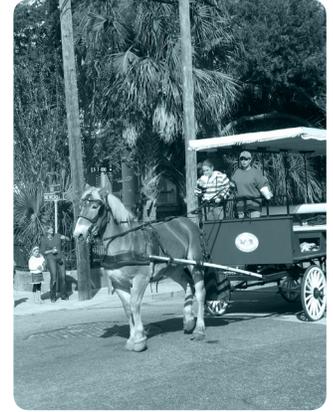




CHAPTER TEN: ECONOMIC PROSPERITY

Key to Action Items





10 ECONOMIC PROSPERITY

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 its citizens. Beaufort is currently best known for its southern charm, rich history, arts scene and picturesque quality of life — as identified by its downtown and waterfront park.

And while there has been significant development in northern Beaufort County over the last decade, the City population has grown very little. This lack of population growth generally has had little effect on the revenues for the City as the changes in state taxation policy over the past decade have dramatically shifted the tax burden away from homes to commercial development and tourism. As a result the predominately modest homes that comprise most of the City have had to pay a decreasing tax burden while consuming larger amounts of government resources.

The financial success of Beaufort is therefore reliant upon strategically refocusing revenue generation and delivering government services that are efficient and responsive to this new revenue paradigm. Together, this supports a strategy for continued economic development in commercial sectors (as outlined in the 2004 Plan) and quality of life through efficient infill and mixed-use development within the City boundaries.

The approach taken in this plan is unlike many plans that simply assess 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. This paints an incomplete picture and assumes that the failures or successes of the past will continue into the future. By contrast, the lack of growth and the changing revenue structure over the past decade must call into question the need for radical transformation. As a result, this plan makes recommendations about how to change the past trends to achieve a new level of prosperity.

Key Recommendations

- EP 1.0 Aggressively Promote Economic Development in all Sectors
- EP 2.0 Prioritize Infill and Redevelopment
- EP 3.0 Provide Efficient City Services

Key Principles

5 | Economic Development

A strong, vibrant, and healthy economy will be achieved through a successful economic development program in order to ensure the long term success and viability of the City of Beaufort. We must support the continuation and expansion of our primary economic engines - tourism, the military, health care, and education - while also seeking to expand opportunities for the arts and the recruitment of creative/knowledge-based industries.



Continue recruiting employment to the City



Promote the unique quality of life of the City



Make commercial real estate available throughout City

ECONOMIC DEVELOPMENT IN SOUTH CAROLINA: AN OVERVIEW OF RECENT TRENDS AND FUTURE PROSPECTS

“Local economic development policy responses to the new competitive environment can be divided into low road versus high road approaches. The low road strategy attempts to enhance the community’s competitive advantage in recruiting traditional manufacturing firms by focusing on local production costs. The cost of doing business in a community may be reduced through tax cuts, holidays, or abatements; subsidized labor training programs; or labor, land use, and environmental regulations favorable to prospective firms. This type of industrialization strategy has been used successfully by many South Carolina communities in the past to increase their base of manufacturing firms. However, these policies are less likely to provide significant long-term economic development in the new competitive environment.

First, the low road approach focuses on traditional manufacturing—a sector of declining importance in terms of providing jobs. Moreover, competition for manufacturing facilities now comes from cities in Mexico and Korea as well as those in Ohio and New Jersey. Matching the costs of foreign locations will be more problematic than undercutting those of Northern cities. Second, the growth sectors of the future (services, trade, small businesses, high tech manufacturing) favor locations with skilled labor, appropriate infrastructure, and high quality of life. Locations offering primarily low wages, rents, and taxes are not necessarily attractive to these sectors. Third, the low road approach may not be sustainable over the long run. Low taxes may result in a decline in the quality of public services and infrastructure over time, and lax environmental and land use regulations may reduce the local quality of life. If so, industrial development efforts in the future will be impaired.

High road development strategies, on the other hand, focus on providing a local environment conducive for nurturing business start-ups and attracting firms in the high growth 16 sectors of the future. The high road approach emphasizes policies and programs to provide a long term profit maximizing location for new, expanding, and relocating businesses instead of a short term cost minimizing location for manufacturing recruits. The profit maximizing location is characterized by the high quality of life necessary to attract professionals and entrepreneurs; the educated and skilled labor force desired by high tech and flexible production activities; the public services and infrastructure required for the rapid transfer of goods and information, and the public leadership and institutions that enable communities to evolve successfully as political and economic systems change.

In summary, sustainable community economic development in the new competitive environment requires a balanced, holistic approach. The foundations of this strategy are policies and programs that address five critical areas: education and labor skills, local quality of life, the financing and provision of public goods and services, comprehensive land use planning, and leadership development and institutional support. Communities that successfully address these critical areas will significantly enhance their prospects for growth and development in the new economy.”

David Barkley. “Economic Development in South Carolina: An Overview of Recent Trends and Future Prospects.” REDRL Research Report 08-2001-01, Clemson University, 2001. (http://cherokee.agecom.clemson.edu/redrl_rpt1.pdf)

EP 1.0 | AGGRESSIVELY PROMOTE ECONOMIC DEVELOPMENT

The economic base of a community is reflected in its per capita and household income, educational attainment, labor force and employment segmentation. The City's economic base is determined by its job growth, which creates demand for real estate, thus providing both residential and commercial tax base resulting from such growth.

The job market in South Carolina has been declining since January 2008. The greatest decline by far is in Construction, which has fallen 13.1%. Beaufort County's economic base is currently dependent upon (in order of ranking): Real Estate (rental & leasing); Tourism - Arts, Entertainment & Recreation; and Accommodation & Food Services - all of which are highly volatile in today's fragile economy. While the City is clearly dependent upon these employment sectors, its economic base is more complex and in some ways more stable than that of the greater county. The top seven primary employment sectors for the City's residents include the military, health care, retail trade, education, construction, public administration, and accommodations/food service.

The economic base is differentiated from the tax base as it does not necessarily relate directly to the revenue streams of the City. Much of the City's current revenue is in fact heavily dependent on general business activities, retailing and tourism - all of which have been impacted by the current recession. Therefore, Beaufort must continue to implement programs which will move toward diversifying both its workforce and its economic base if it is to remain viable and grow to be sustainable.

EP 1.1 Support the Expansion of the Current Economic Base - Higher Education, Medical Services, and the Military. USC-Beaufort, MCAS-Beaufort, Technical College of the Lowcountry, and Beaufort Memorial Hospital along with Parris Island and the US Naval Hospital serve as the major employers in the area - all but one of which are government-funded services. The employed population in the City of Beaufort includes 64.60% white collar jobs (highest in the County), 16.50%



Beaufort Memorial Hospital is the area's largest non-governmental employer.

THE ECONOMIC IMPACT OF THE MILITARY IN BEAUFORT

Much of Beaufort's economy is dependent upon its area military installations. The Marine Corps Air Station-Beaufort (MCAS-Beaufort), Parris Island, and the US Naval Hospital. These bases not only drive local employment through direct jobs as well as contractor work but also tourism with frequent military graduations and other family visitations. Data from the MCAS-Beaufort suggests that the MCAS facilities have a direct economic impact of \$509.2 million. Results from the Base Realignment And Closure Act (BRAC) indicate no significant increase in base population in the coming years, but rather reallocation of personnel to accommodate new equipment and technologies.



The Base population includes 4,210 Military personnel, 1,118 civilians and 5,327 Military family members — totalling 10,655 persons. It is estimated that approximately 60% of the employed personnel and their families live off base. This translates into a population of approximately 8,525, or some 3,674 households, many of which are reported to live outside the City of Beaufort. This is reportedly due to the issue of affordability of housing and housing choices in Beaufort. While the number of families living outside of Beaufort is not clear, it is likely that there is limited connection between those base employees and enlisted personnel living elsewhere and the City of Beaufort. Therefore, the primary impact to Beaufort currently includes the base daytime employment population to support retail uses, restaurants and services in and around the base along Boundary Street.



USC Beaufort Campus



Technical College of the Lowcountry

“We can build an economy that does not destroy its natural support systems, a global community where the basic needs of all the Earth’s people are satisfied, and a world that will allow us to think of ourselves as civilized. This is entirely doable.”
 ~ Lester Brown, Earth Policy Institute

service jobs and 18.80% blue collar jobs. Recruitment of business that support and cluster existing sectors including military, healthcare and education, and provide competitive labor, capital, materials and locations will ensure continued job growth in a variety of sectors. The largest economic gains in the region will come from the continued successful expansion of these individual institutions. Therefore, the City and its related economic development partners must continue to seek ways to ensure the long-term viability of each entity. [Private]

EP 1.2 Take leadership role in institutional development. The City should take a leadership role in institutional development—preserving and strengthening the major institutions in the area—hospital, military, government, education, and business. [\$] [O] [Ongoing]

EP 1.3 Focus on Small Business Recruitment and Retention. Long acknowledged by local economic development officials, the opportunity to recruit a large employers or manufacturer to the region is a strategic challenge. With the exception of the major institutions noted in the previous recommendation, it is the lowcountry lifestyle that attracts the remainder of the community’s economic base—retirees, artists and location-independent entrepreneurs who seek the quality of life offered by the region.

According to ZoomProspector (zoomprospector.com), an online business location tool, in 2008 the Beaufort area had more than 965 small businesses (business with less than 20 employees). When factoring in the same area’s estimated population of 11,778 people and 6,390 person job force, the Beaufort area is clearly a hotbed of entrepreneurial activity. In fact, by most widely accepted measures, Beaufort scores well in small business opportunities. ZoomProspector evaluates locations based on a formula weighing the following 11 factors: workers with at least a bachelor’s degree; white-collar workers; “young and educated” population; workers in “creative” professions; international talent; universities; patents; venture-capital funding; small businesses per capita; sole proprietors per capita; and startups per capita. The key issues facing small business startups in Beaufort will be focused on the availability and pricing of office, flex, and incubator space, and other supportive services. [Private]

EP 1.4 Create a Business License Program that is Tied to Economic Development Goals. Given the restrictions in levying property taxes imposed by the General Assembly, the best way for the City to encourage economic development is through their business license program. As a tax on the gross receipts of any company operating within the city limits, the business license program has perhaps the widest latitude of nearly any revenue program of the City, with few restrictions on the overall taxation policy. In Fiscal Year 2009, the Business License program represented nearly 30% of the total revenue of the City, more than any other single category. As a result, the reliance on this program for revenue growth will be increasingly important. Likewise, the ability of a City to use this program to incentivize certain goals may likely be the most flexible tool. [\$] [O] [1-5]

EP 1.5 Support Expansion of Higher Education. The working population of those 25 years and older by educational attainment provides insight into skills of the local labor force. The 2008 estimates for the City of Beaufort show improvement over 2000 census data with 39% of the population holding a college degree. Beaufort ranked second highest compared to other Beaufort County jurisdictions with 12.50% of the population holding graduate or professional degrees. Hilton Head Island

ranked the highest with 32.80% holding a bachelor's degree and 15.70% holding graduate or professional degrees. This far exceeds both state and national indices but is likely driven by in-migration to the area. Workforce readiness and technical skills will be essential. [Private]

Technical College of the Lowcountry (TCL): Technical College of the Lowcountry (TCL), one of sixteen comprehensive two-year technical colleges in South Carolina, is a locally governed, publicly supported college with its main campus in Beaufort. With over 75 programs serving more than 2000 students in some of the Lowcountry's and the nation's fastest growing career fields including nursing, web design, network engineering, paralegal, civil engineering and college transfer programs, the College offers programs for high school seniors, recent high school graduates as well as for individuals seeking to re-enter the workforce at 3 campuses and 2 on-base facilities. *With the initiatives of the federal government regarding climate change, a sustainability program should be considered as an essential degree that will both prepare students for this emerging field as well as assist employers in responding to our changing world. This program should combine energy efficiency measures of buildings with site design techniques such as stormwater management and solar/wind energy.*

USC-Beaufort (USCB): The University of South Carolina Beaufort, a small (1,000 to 3,000 students/fall headcount enrollment) senior campus of the state's largest public university, brings the University of South Carolina's statewide mission of teaching, research, scholarship, and public service to the rapidly growing Lowcountry of South Carolina. USCB offers baccalaureate degrees that respond to regional needs, draw upon regional strengths, and prepare graduates to participate successfully in communities here and around the globe. The campus also supports the USC Extended Graduate Campus, which provides local access to graduate courses and programs. USCB offers programs in mathematics and the natural sciences, humanities, and professional and social sciences. *Given the fact that Beaufort is a known destination for the arts with a very strong local arts presence, USCB should continue to investigate programs and fields of study that foster this burgeoning field. In addition, the City should consider a partnership with USCB to create an environmental laboratory at the Southside Park and/or arts programming at the Arsenal building.*

EP 1.6 Continue to Seek Ways to Expand Tourism. The City has enjoyed a strong tourism industry that is supported by military visitors, local arts, history and culture. Tourism also includes the natural beauty of its intercoastal waterways and the centerpiece of a string of barrier islands. Efforts by the Chamber of Commerce include studies to expand conferences, meetings and facilities. Nationally, trends in travel and tourism have shown a decline, including a significant drop in roadway travel in August, 2008 due to high gasoline prices, according to the Federal Highway Administration. This trend bears watching carefully, particularly in the short term, largely due to the changing global economy and shifts in gas and energy use.

The City is dependent on tourism to fill its hotel rooms, eat at the restaurants on Boundary Street, and shop at the art galleries along Bay Street. From the waterfront to the historic neighborhoods to the museums, the cultural offering play an important role in tourism and must continue to be supported and expanded. [Private]



Local high school band performs in Memorial Day Parade

EP 2.0 | PRIORITIZE INFILL AND REDEVELOPMENT

The current expense of extending city services well beyond the current municipal boundary and the restrictive nature of the current annexation laws make the need for infill and redevelopment a high priority for Beaufort. In addition to being more economically efficient to serve existing areas of the community, but it is also much more environmentally friendly to re-use previously undeveloped or under-developed land rather than consuming virgin land.

- EP 2.1 Refocus on the Downtown.** The downtown needs to remain a “Central Place” in the community as a tourist location and as a living community center. Continued investment in the location of jobs and housing will bolster the investment in Waterfront Park and other retail areas along its waterfront. Therefore, a strategic focus on promoting housing and employment in the downtown will maintain it as a special place for which it has become known and by which Beaufort gets much of its identity. As has been suggested in Section 11.2, the City needs to complete a formal downtown plan that addresses parking, infill, tourist management (orientation, parking, and walking/carriage tours) and business recruitment/retention. [\$\$] [O] [1-5]
- EP 2.2 Continue Implementation of the Boundary Street Master Plan.** The Boundary Street Master Plan was adopted in 2006. The plan is a comprehensive strategy for growth and redevelopment of the Boundary Street corridor, which seeks to enhance the entrance to the city. The form-based code has been adopted and is currently being implemented by the City. The next phase of work is the completion of construction drawings and construction of the improvements to Boundary Street. This \$22 million project is considered the highest priority for northern Beaufort County and its funding is available through a dedicated one percent (1%) sales and use tax approved in 2006. [\$\$\$\$] [C] [1-5]
- EP 2.3 Complete Neighborhood and District Redevelopment Plans.** There are a number of key areas that are ripe for redevelopment as noted in Chapter 11: Catalyst Sites and Focus Areas. Those areas include: Lafayette Street, Northwest Quadrant/Bladen Street, Lady’s Island Gateway, Burton, the Robert Smalls Village Center, and the Southside Neighborhood. As funding allows, the City should complete master plans that will guide future public investment and private development/redevelopment activity in those areas. [\$\$] [O] [1-5, 6-10]
- EP 2.4 Consider the Use of Municipal Improvement Districts (MID).** Under the Municipal Improvement Act of 1999, municipalities can set up special improvement districts and assess property owners in the districts for improvements (capital projects) and services (operational expenses) in specific areas. Residential properties are exempt from this program unless the property owner grants permission to be included. Like common area charges in condominiums or shopping centers, this revenue stream offers the opportunity to provide focused and unique services in a defined area without burdening the rest of tax base. This type of localized financing might be appropriate for the Highway 170-Boundary Street corridor, the Bladen Street corridor, and the downtown area. [Revenue]

CONCEPTUAL INFILL AND REDEVELOPMENT PLANS ▼

Clockwise from top left: Downtown, Lafayette Street, Northwest Quadrant, and Southside Park



EP 2.5 Target Sites for Redevelopment. The role of the Redevelopment Commission is to facilitate the redevelopment of site or buildings throughout the City. The Commission should identify specific sites to be targeted for redevelopment within the City such as the Von Harten Building, the Pickle Factory and the Old Jail and develop marketing plans to facilitate these efforts. [\$\$] [O] [1-5, 6-10]

EP 2.6 Replace the Current Redevelopment Incentive Program with a New Program. Since the last Comprehensive Plan update in 2004, the City has re-activated the Redevelopment Commission. The Commission is charged with researching and recommending redevelopment projects within the City of Beaufort, coordinating, reviewing, and recommending redevelopment plans for projects to City Council, facilitating negotiations necessary for the execution of redevelopment plans, and overseeing project implementation. They are presently helping to guide the implementation of the Boundary Street Master Plan as well as advising the City on the new Southside Park. As part of their role they should thoroughly investigate innovative options to incentivize redevelopment beyond

what is already available.

The current policy - the Beaufort Redevelopment Incentive Program - was established in 1998 as an incentive for downtown development, redevelopment of older commercial corridors, and to encourage new forms of residential development. Development incentives in the form of a rebate of City taxes (generally three years worth) are available for the following activities:

- Purchase and occupancy of a commercial building anywhere in the City which has been vacant for over a year. (These projects are eligible for a rebate of five years worth of City taxes.)
- New construction or substantial renovations to existing structures in the downtown area.
- Development of residential units above first floor commercial uses in the downtown area. (The reimbursement payment for these projects is doubled.)
- New construction or rehabilitation of structures for the purpose of providing housing to students enrolled full or part-time at the University of South Carolina Beaufort or the Technical College of the Lowcountry.
- Development of an accessory dwelling unit (i.e., “guest cottage” or “mother-in-law apartment”).
- New construction on vacant lots in the U.S. Highway 21/Boundary Street Corridor.
- Substantial renovations or improvement of property in the U.S. Highway 21/Boundary Street Corridor.
- Rehabilitation of vacant, abandoned structures located in the Historic District.

This current policy has been largely ineffective because it is not appropriately tied to the actual major sources of revenue for the City nor are these current incentives significant enough to offset the cost of infill and redevelopment activities which are often significantly more expensive than their greenfield counterparts. There are a number of programs worth considering as a means to incentivize preferred development patterns. These include:

- Business Licence exemptions/rebates
- Permit Streamlining
- Completion of Specific Plans that “Pre-zone” Development
- Tax Increment Financing Districts (TIFs)
- Municipal Improvement Districts (MIDs)
- Property Tax Rebate for Retail Facilities Revitalization (In accordance with the Textile Communities Revitalization Act of 2005)
- Coordination of State and Federal CDBG Funds for Redevelopment
- Property Purchase by the City
- Other Innovative Public-Private Partnerships

[Code]

REDEVELOPMENT
INCENTIVE PROGRAM

THE BEAUFORT REDEVELOPMENT INCENTIVE PROGRAM
City of Beaufort, South Carolina

The Beaufort Redevelopment Incentive Program, formerly the Beaufort 2003 Program, was established in 1998 as an incentive for downtown development, redevelopment of older commercial corridors, and to encourage new forms of residential development. Development incentives in the form of a rebate of City taxes (generally three years worth) are available for the following activities:

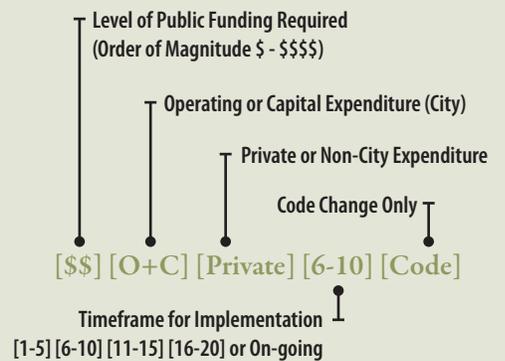
- Purchase and occupancy of a commercial building anywhere in the City which has been vacant for over a year. (These projects are eligible for a rebate of five years worth of City taxes.)
- New construction or substantial renovations to existing structures in the downtown area.
- Development of residential units above first floor commercial uses in the downtown area. (The reimbursement payment for these projects is doubled.)
- New construction or rehabilitation of structures for the purpose of providing housing to students enrolled full or part-time at the University of South Carolina Beaufort or the Technical College of the Lowcountry.
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- Rehabilitation of vacant, abandoned structures located in the Historic District.

For more information, call the City of Beaufort Department of Planning and Development Services at (843) 525-7011.



CHAPTER ELEVEN: SERVING OUR CITIZENS

Key to Action Items





11 SERVING OUR CITIZENS

The City, as a municipal corporation, provides urban services to its various constituencies. Since 1976, Beaufort has been organized as a Council-Manager form of government. As such, it has a Mayor and four City Council members who are charged with setting official municipal policy, much like a Board of Directors for a private company. The council is responsible, among other things, for passing ordinances, adopting the budget, appointing committees and hiring both the City Manager and the City Attorney. The council is elected on a non-partisan basis. The mayor and council are elected at large and serve four-year staggered terms. The City Manager acting in his/her role as the Chief Executive Officer (CEO) of the city implements the official policies through administrative control of municipal departments, offices, and agencies.

While there is much discussion in this plan regarding various capital construction projects, protection of the assets of the City and the role that capital improvement planning (CIP) plays into the City’s ten (10) year plan, the focus must necessarily shift to a discussion regarding the operation and maintenance of city services and their costs.

At present, the capital structure (the ability of the City to have a diverse revenue structure) of the City is heavily weighted towards economically sensitive tax structures and thus subject to more fluctuation than if it were tilted toward the more stable revenue sources of property taxes. Regardless of the impact that the economic/business cycle has on the City’s ability to raise sufficient funds (revenue), the cost side of the income statement should be and must be the focus of the affects of this Plan.

This Comprehensive Plan therefore attempts to marry the annual strategies under the purview of current and future Councils and their Management Team with the long-term vision of this plan by outlining the futurity of the necessary and efficient delivery of public services.

Key Recommendations

- 11.1 The Economic Context of City Government
- 11.2 Current City Facilities and Services
- 11.3 Utilities
- 11.4 Emergency Medical Services and Health Facilities
- 11.5 County Schools and Libraries
- SC 1.0 Ensure a Healthy Financial Position
- SC 2.0 Provide Efficient City Services
- SC 3.0 Maintain and Expand our Physical Assets

Key Principles

15 | Fiscal Sustainability

The city, as a provider of urban services, must focus on long-term solvency with each incremental decision. Capital investments should leverage future benefits and must consider the impact on long term operational costs prior to their implementation. Perhaps most importantly, we will constantly seek efficient and innovative ways in which to deliver services and maintain our assets.

16 | Adequacy of Infrastructure and Facilities

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

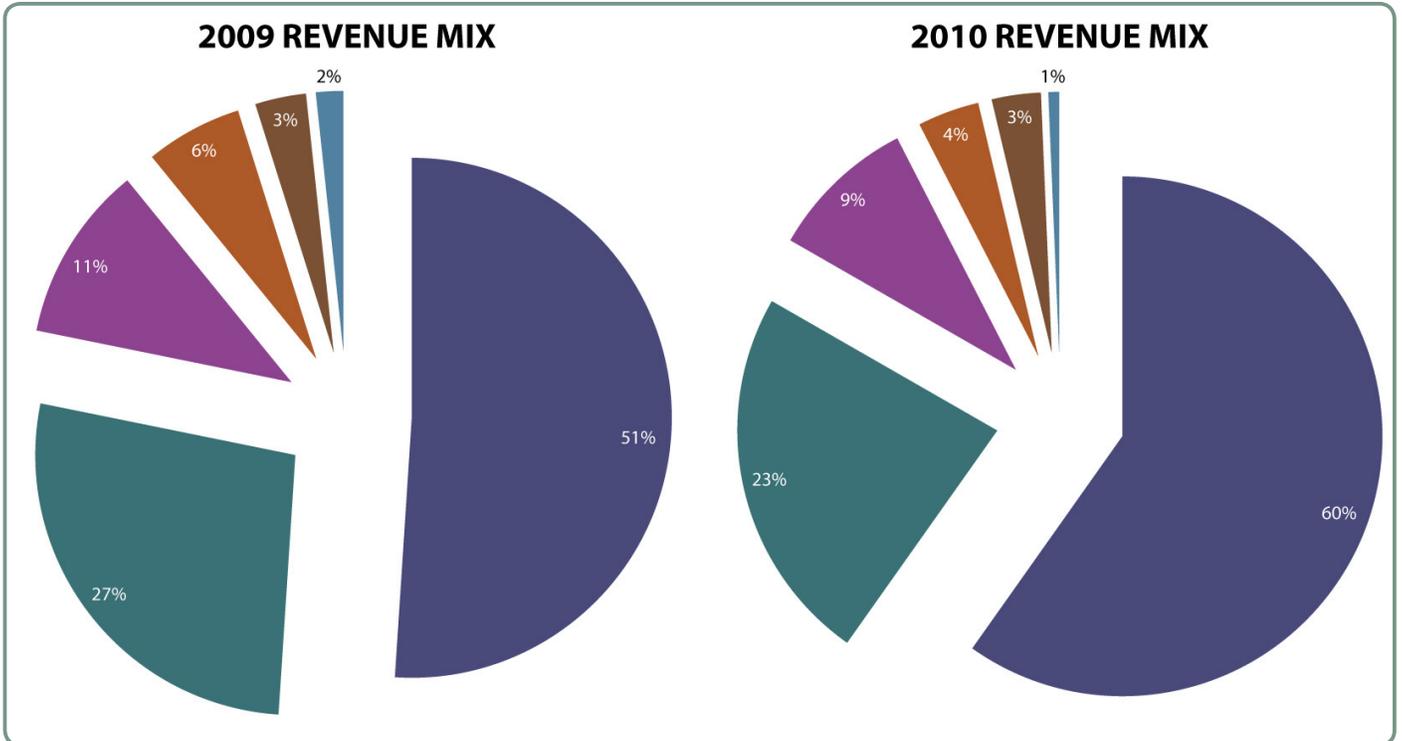
11.1 THE ECONOMIC CONTEXT OF CITY GOVERNMENT

In the fall of 2008, the local, national, and international economy saw the pinnacle of the tsunami of the credit bubble bursting and the subsequent global recession. Until this time, Beaufort saw growth in economic activity that mirrored much of the US economy, though most of it was beyond our current municipal limits. In addition to the unsustainable growth of low density, suburban scaled development, the city's ability to stabilize tax revenues through the use of the property tax was severely limited by the South Carolina General Assembly. And while Council did indeed lower millage rates, the assessed value of the City grew steadily but not as aggressively as it could have prior to the beginning of the recession.

Moody's described the economy of the City as such "Situated in the southern coastal portion of South Carolina (G.O. rated Aaa/stable), the city is the Beaufort County (G.O. rated Aa2) seat and the retail and service hub for the northern portion of the county. The U.S. Military serves as the county's largest employer – supporting more than 8,000 military and civilian personnel countywide – and the presence of Parris Island Marine Recruit Training Base, the U.S. Naval Hospital and the Marine Air Station add economic stability to the area. The city's employment base also includes several institutions that provide stability to the local economy, including the University of South Carolina-Beaufort (University of S. C. rated Aa3) and the Beaufort Memorial Hospital. The county, which includes the Town of Hilton Head Island (G.O. rated Aa1), is an established tourist destination and the city has a growing tourism sector anchored by its historic downtown, which is one of the state's three national landmark districts."

This report goes on to further note that "the city's tax base has grown at a healthy average rate of 9.2% annually over the past five years, including a 44.6% growth with reassessment in fiscal 2005. Moody's expects steady growth in the city's \$1.3 billion tax base, which is 63% residential, given the city's increasing popularity among retirees and ample land available for development. While residential growth rates have remained exceptionally strong in recent years (as evidenced by an annual average 62% increase in the number of building permits issued within the city between fiscal years 2004 and 2006), the number of these permits decreased by 70% between fiscal years 2006 and 2007. Despite the slowdown in home sales, officials report that median housing prices citywide have remained stable. The city's 1999 wealth indices approximate state levels; however, they are slightly lower than the national levels, somewhat reflecting the large military population. Full value per capita of \$109,305 is healthy, even given the city's sizable tax-exempt component." (Moody's, **Moody's Assigns Initial A1 Rating to City of Beaufort's (SC) \$15 Million G.G. Bonds of 2008.**) Rating increases, while deserved, were due in large part to healthy reserves, good management, and good policies in addition to the economic attractiveness of Beaufort County as a whole.

GENERAL FUND REVENUE SNAPSHOT



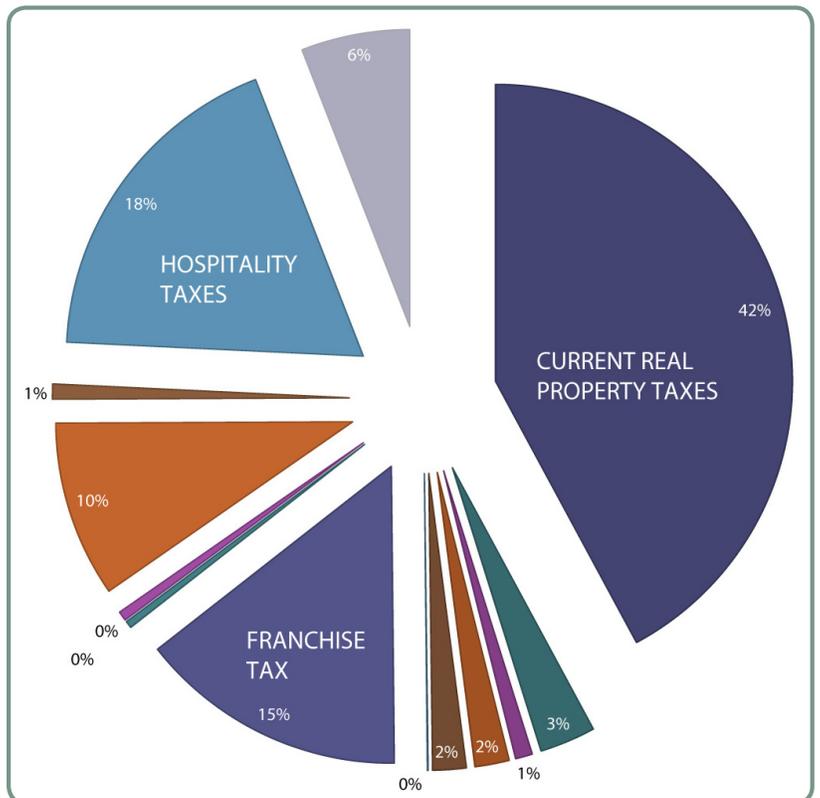
▲ REVENUE BY SOURCE, FY 2009 & FY 2010

While the City's revenues are well diversified, many major sources are in decline because of their sensitivity to the current economic climate.

► COMPONENTS OF TAX-BASED REVENUE, FY 2010

From the charts above, the breakdown below shows the various tax-based revenues in aggregated form. Note that Real Estate Property taxes, the most stable of the taxing structures, comprises less than 26% of all revenues. The specific taxes include:

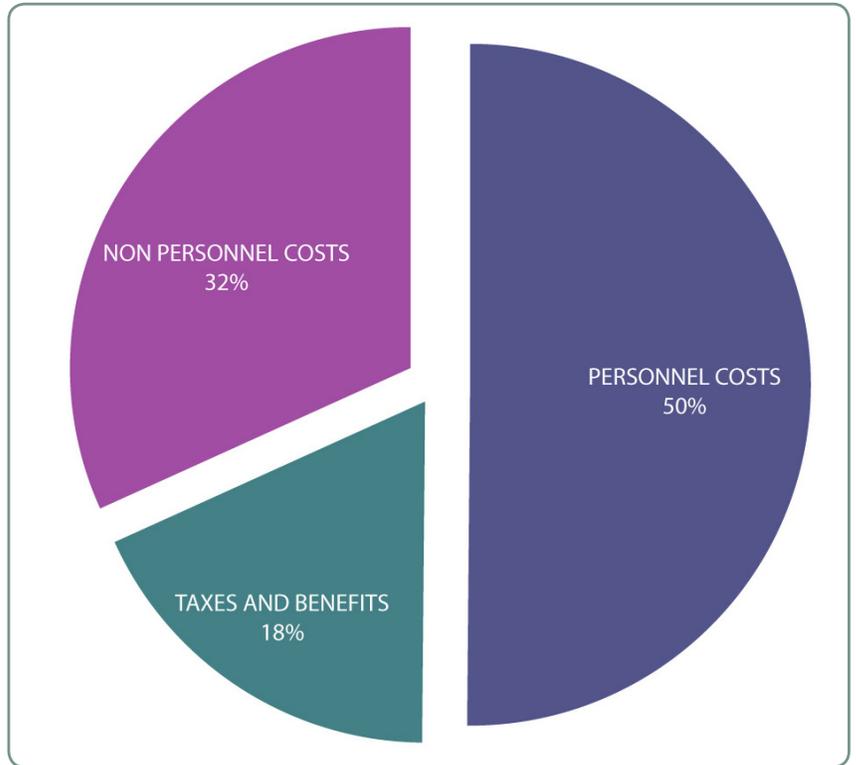
- Real/Personal Property Taxes (42%)
- Taxes-Delinquent (3%)
- Penalties (1%)
- Vehicle Property Taxes (2%)
- Homestead/Merchant Taxes (2%)
- Motor Carrier Taxes (<1%)
- Franchise Contract (15%)
- Payment in Lieu of Taxes - BHA (<1%)
- State Accommodations Taxes (<1%)
- Payment to City - BJWSA (10%)
- ABC Taxes (1%)
- Hospitality Taxes (18%)
- Local Accommodations Taxes (6%)



GENERAL FUND EXPENSES SNAPSHOT

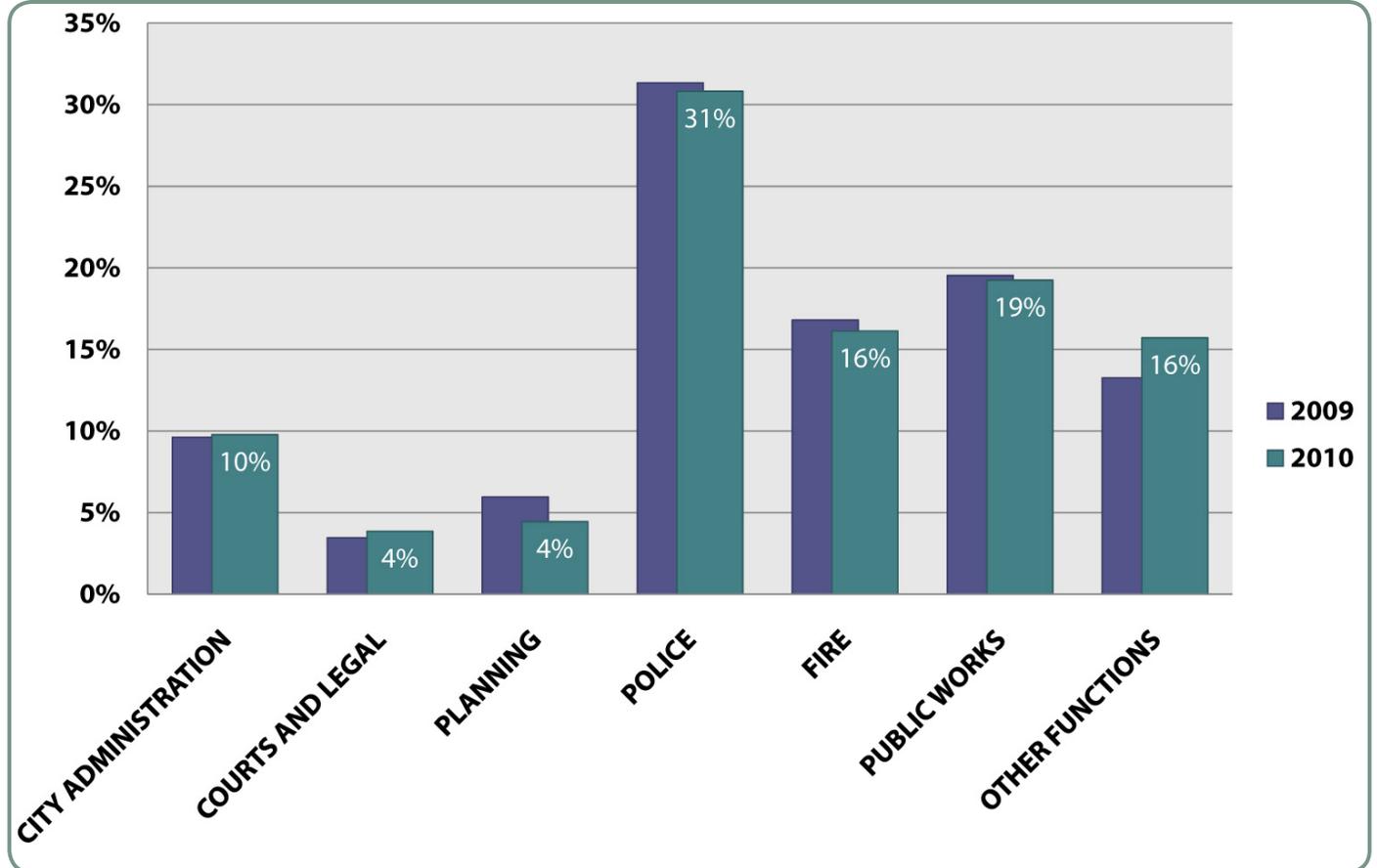
PERSONNEL COSTS AS A PORTION OF TOTAL OPERATIONAL COSTS, FY 2010

Most of the direct costs to the City are in the form of personnel costs which represent 68% of the total non-debt expenses of the City.



OPERATIONAL EXPENSES BY DEPARTMENT, FY 2010

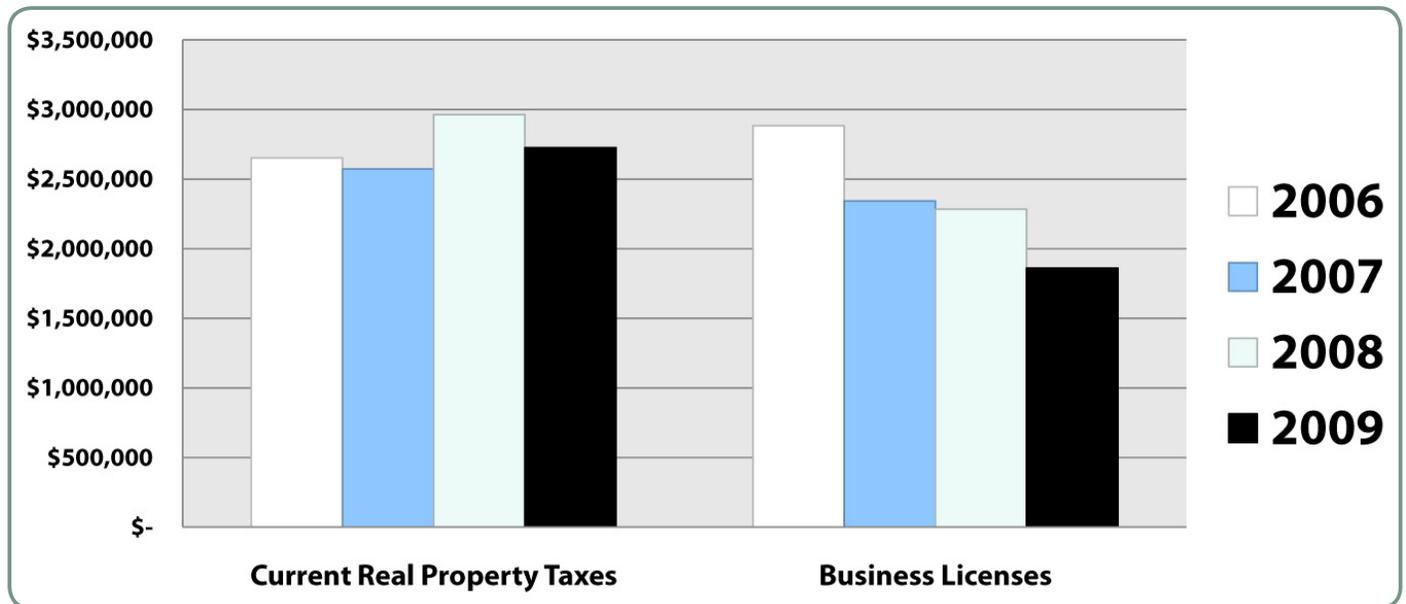
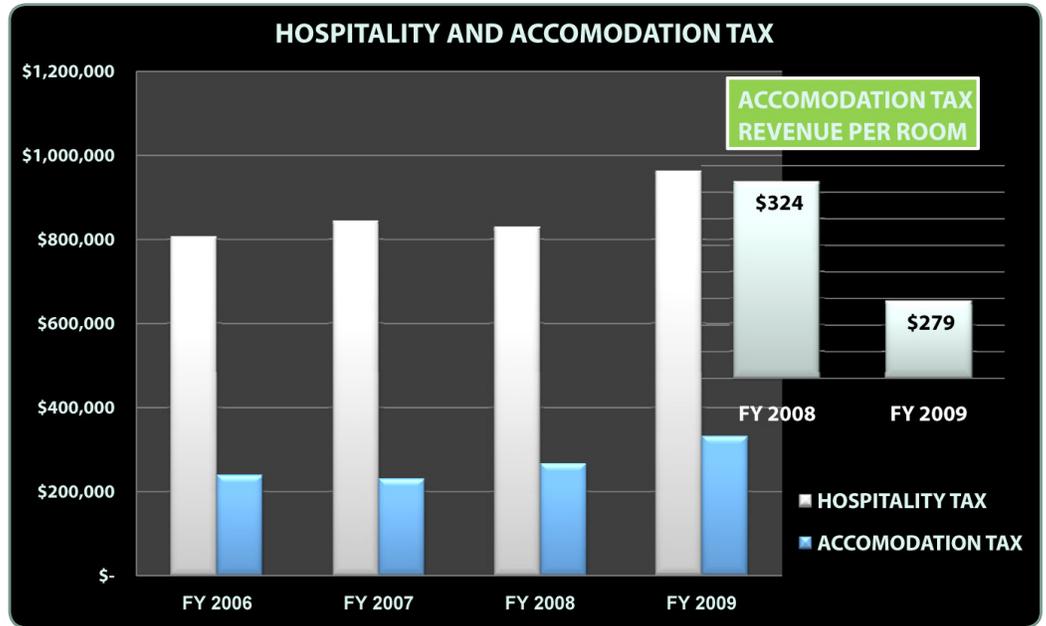
The core "front-line" services provided by the City - police, fire, and public works - comprise 66% of the total operational expenses of the city.



OTHER KEY ECONOMIC INDICES FOR THE CITY

**CHANGE IN ►
COLLECTIONS OF
HOSPITALITY AND
ACCOMMODATIONS
TAXES**

Note that while the gross revenues are showing a positive trend, the revenue per room is dropping due to the increase in the number of hotel rooms over the past couple of years.



**▲ REAL ESTATE AND
BUSINESS LICENSE
REVENUES FOR THE
10 MONTHS ENDED
APRIL 20TH, 2009**

While revenues from property taxes have been relatively stable, business license revenue has been in decline for four years.

11.2 CURRENT CITY FACILITIES AND SERVICES

GENERAL GOVERNMENT

The General Government operations of the city include the City Council, Administration and Finance, Support Services including Human Resources and Information Technology, and the City Attorney. Central to the City is its elected and appointed oversight of the public good. The City Council appoints its manager, its legal staff, and the various boards and commissions of the City. It is responsible for the overall direction of the City through the enactment of policies and laws including an annual operating budget, a 5-year financial plan, and a 10-year capital improvements plan. Management is responsible for advising on matters of policy and for its execution. Legal staff is responsible for advising council and city staff on all matters of law, ordinance and defends the city on matters of disagreement. Citizen Boards oversee the process of various land use and zoning matters as well as historic districts, tourism management, tree boards, and design review boards.

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, the Planning and Development Services Department, and the Finance Department. The City also owns and maintains the Carnegie Building at 701 Craven Street which is currently vacant, as well as the Beaufort Arsenal museum (which is operated by the Historic Beaufort Foundation). Construction on the new \$6.9 million, 28,000-SF City Hall on Boundary Street is expected to be complete in winter, 2010. At that time, all of the General Government services will move into that building.

PUBLIC SERVICES

The Core Services of Public Services provided by the city include residential sanitation, limited right of way maintenance, recycling, limited Commercial Garbage Services, Right of Way mowing, Traffic Controls, Parks, Open Space Maintenance, Stormwater, Storm events, Project Management and Central Garage Services. The City has prioritized public service operations and projects that:

- Enhance the physical presentation of the city (e.g., parks, streets, roadways and public areas);
- Protect the functionality of the stormwater system;
- Better maintain our current assets;
- Be prepared for emergencies; and
- Improve the product for our citizens and customers.

The City has outsourced some services in order to create efficiencies with limited resources and to achieve the objectives noted above. In addition to outsourcing, the City finds it prudent to retain a Core Services Team of City Employees as well. This focus on providing essential city services and the redirection of funds will occur with public works staff and outsourced service delivery. The “core services team,” emphasis is on the following services:

1. Parks
2. Stormwater
3. Open Space
4. Cemetery and ROW mowing
5. Traffic Control
6. Commercial Garbage Collection

SOLID WASTE MANAGEMENT/RECYCLING COLLECTION

In 2009, the City contracted out its solid waste, recycling, and yard debris functions for its 4,100 households to a private company - Waste Pro.

PUBLIC SAFETY

In 2009, the city commissioned the ICMA Public Safety Consulting Group to analyze the operations the police and fire departments of the city. The recommendations of that study are expected in fall, 2009.

Police

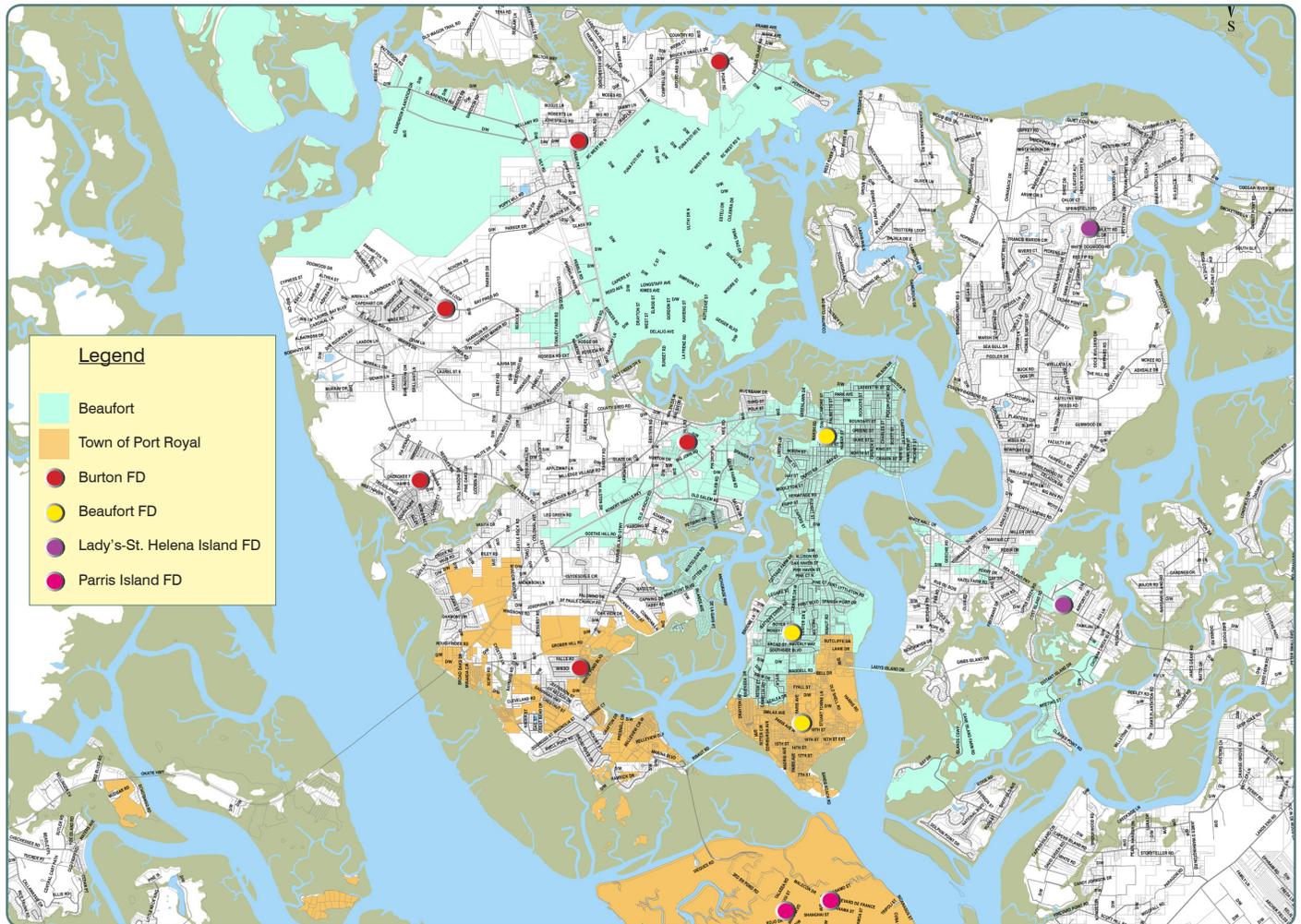
The City of Beaufort Police Department provides service for and has jurisdiction over the City of Beaufort. The Police Department is headquartered in the \$7.2 million, 35,000-SF police and courts building at 1901 Boundary Street and maintains sub-stations at 1205 Duke Street, an outpost in the Sea Store at 2265 Boundary Street and another office at 1932 Duke Street, as well as a proposed substation in Southside Park. 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. This concept is designed to decentralize authority, encourage employee participation and enhance department operational strategies.

Fire

The Beaufort Fire Department maintains two fire stations within the City of Beaufort as well as provides administrative and fire personnel 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.



The Beaufort Fire Department is staffed with full-time paid firefighters and a volunteer force who operate on three shifts with support staff. 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.

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. All firefighters are certified to the Emergency Medical Technician level and the City currently has two Paramedics on staff.

The Beaufort Fire Department presently maintains an Insurance Services Office Rating (ISO) of a class 2 for the City of Beaufort, and has recently provided assistance in improving the Town of Port Royal's ISO rating from a 6 to a 3.

PLANNING AND CODES ENFORCEMENT

The City of Beaufort Codes Enforcement Division and the Department of Planning and

Development Services provides a full range of planning and development services for the community and is both housed in the City Hall. 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 building codes enforcement and inspection activities have earned an ISO rating of class 3 for codes enforcement.

11.3 UTILITIES

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.

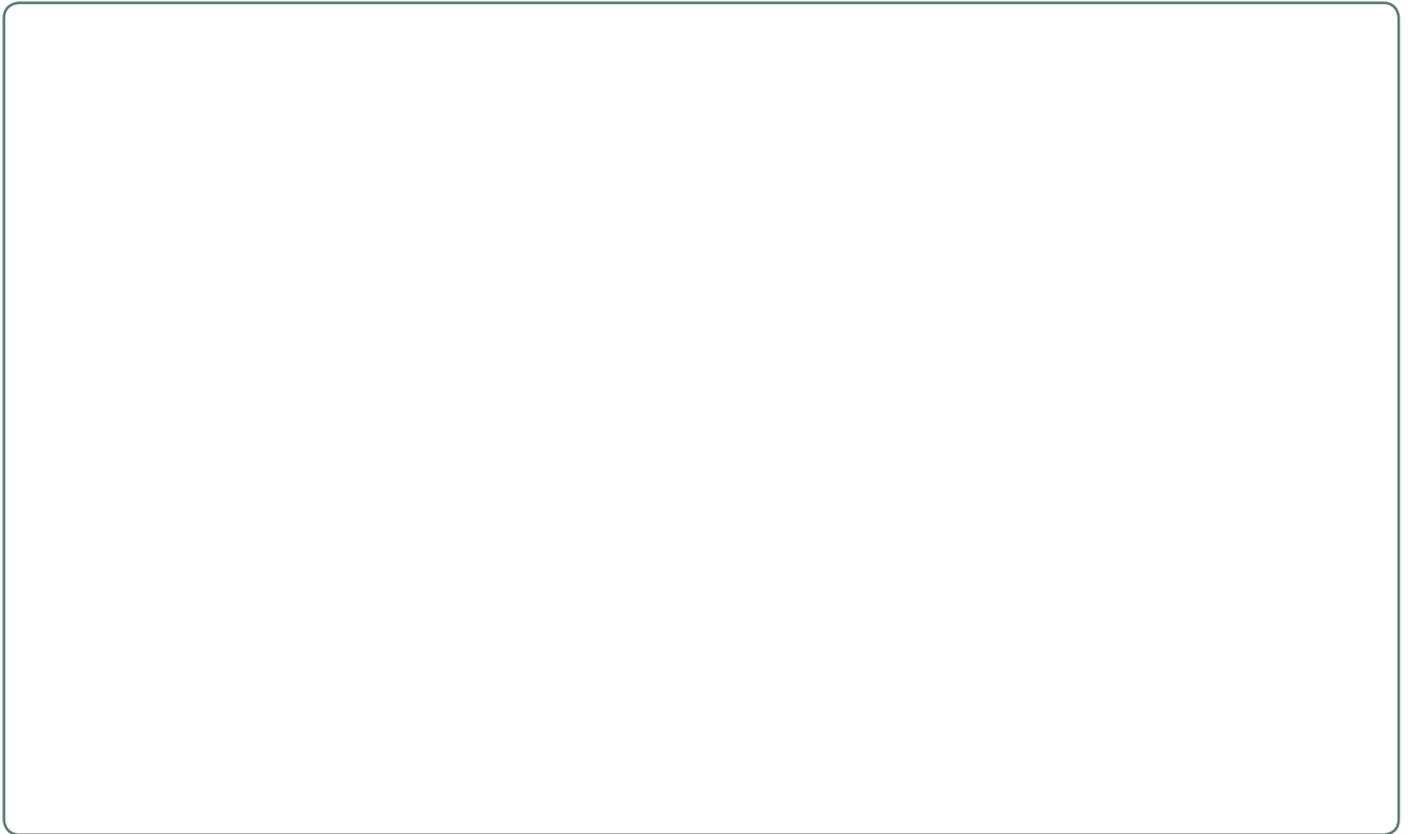
The current average water demand for the City of Beaufort and adjacent unincorporated areas is approximately 2.2 million gallons per day (MGD). The water system that serves the City has ample capacity in most areas and has the ability to be expanded should the need arise. BJWSA is currently capable of 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 fire flows delivered to the City and the Town of Port Royal. In 2004, BJWSA finished a 15 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.

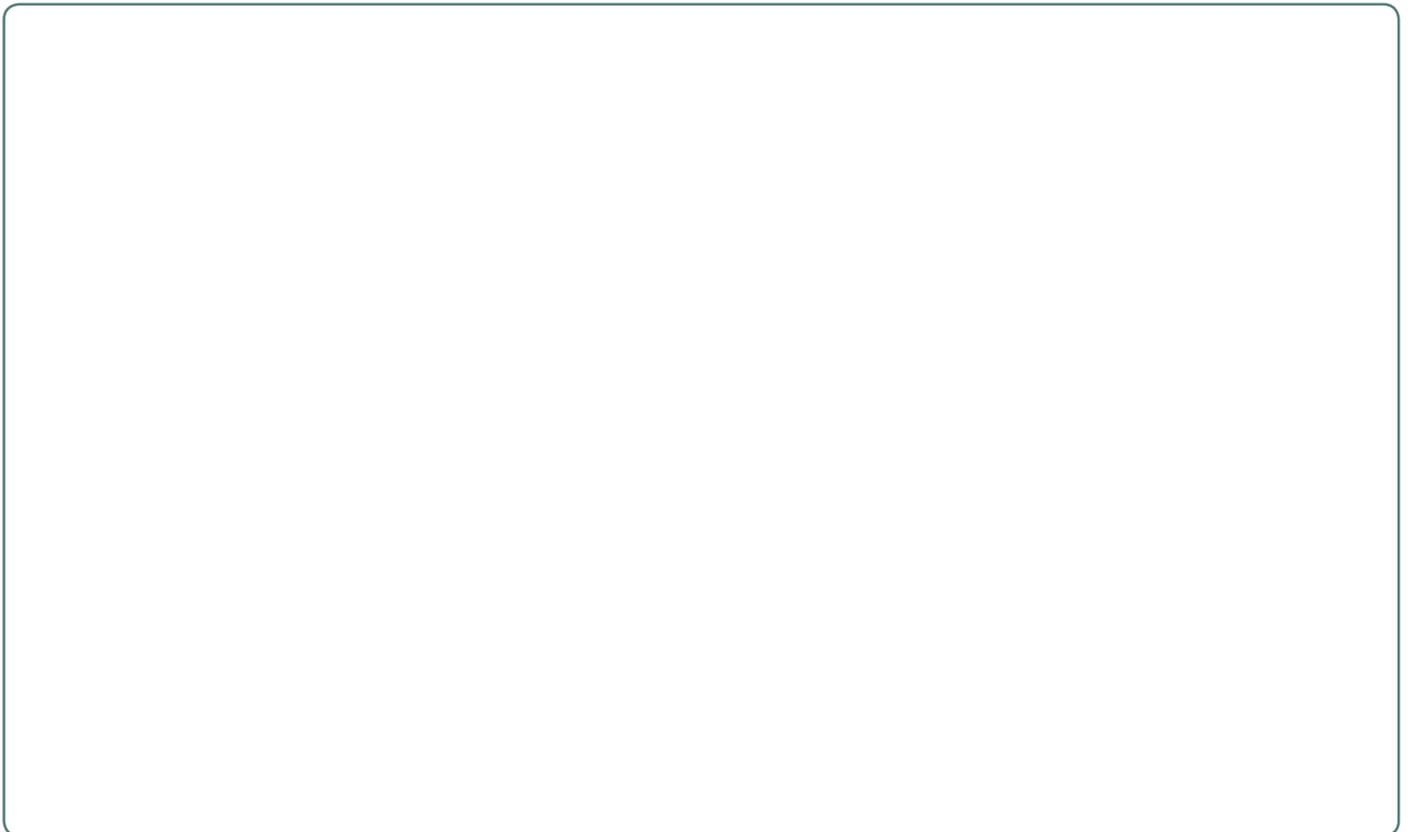
WATER CONSERVATION

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



▲ BJWSA CIP MAP
Placeholder Text

BJWSA SERVICE AREA MAP ▼
Placeholder Text



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

In 2007 BJWSA completed construction of a 10 MGD water reclamation facility in the Shell Point area that serves all of Port Royal Island. Currently BJWSA has pipelines under construction to connect the Parris Island WWTP and MCAS WWTP to the Port Royal Island Water Reclamation Facility (PRIWRF). PRIWRF treats to very advanced standards and is available for reuse applications. Currently the plant provides ~500 mgd to Secession Golf Club on Lady's Island for reuse. 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 current plant is currently treating flows at 2.5 MGD. With the addition of the military flows, flows are expected to increase to 3.5 MGD.

11.4 EMERGENCY MEDICAL SERVICES AND 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 eleven stations maintained by Beaufort County EMS within Beaufort County, two are located in or near Beaufort at 2727 Depot Road (EMS 1) and 602 Parris Island Gateway (EMS 2). The headquarters station at 2727 Depot Road houses the administrative staff along with the training room and supply storage. The service area for EMS 1 covers the City of Beaufort, the Town of Port Royal, and Lady's Island. EMS response time to any service area in the County is eight to ten minutes. The Department's goal is a five minute response time county-wide. In order to keep response time to a minimum, the EMS stations operate on a tiered response system based on ambulance relocation. Ambulances in Beaufort County are frequently relocated to strategic locations to provide better response time when other ambulances are busy. This helps to ensure that all areas of the County receive the best coverage possible.

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.

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. BMH maintains an affiliation with Duke University Health System (DUHS) in the areas of heart and cancer care.

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 Health Clinics (BHC) - 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 48,000 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.

The Beaufort Naval Hospital was originally designed as a 350-bed inpatient facility, but today operates as primarily an outpatient hospital with 16 beds. The existing facility is much larger than what is needed to serve the area, and, as a result operates very inefficiently with regards to energy usage, maintenance costs, and medical services. In 2009, the Department of the Navy began a process to construct a new replacement facility in the area. The new Naval Hospital would consolidate and replace existing outdated facilities consisting of a BHC at MCAS Beaufort and the existing Beaufort Naval Hospital. The new hospital would consist of a 206,000 square foot primary facility, which would provide all of the services and operations that are currently provided by the BHC and existing Beaufort Naval Hospital.

A 9-acre site would be developed for the new hospital and its supporting facilities. The Navy has identified four alternative 9-acre sites for locating the new hospital. Site 1 (the preferred alternative) is an undeveloped site at the eastern end of the Laurel Bay Family Housing Area property, approximately 3 miles west of MCAS Beaufort. Site 2 is an undeveloped site immediately east of the Beaufort Readiness Area on MCAS Beaufort. Site 3 is an undeveloped site northwest of the Skeet Range on MCAS Beaufort. Finally, Site 4 is on the Beaufort Naval Hospital property.

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.

11.5 COUNTY SCHOOLS AND LIBRARIES

COUNTY SCHOOL SYSTEM

The Beaufort County School District has jurisdiction over all public school facilities serving the City of Beaufort. The County School District is divided into four areas or clusters of schools: the Beaufort Cluster, the Hilton Head Cluster, Bluffton Cluster and the Battery Creek Cluster. The schools serving the City of Beaufort and its Urban Growth Area are as follows:

Beaufort Cluster

Beaufort High School (84 Sea Island Parkway)

Lady's Island Middle School (1 Cougar Drive)
Beaufort Middle School (2501 Mossy Oaks Road, Beaufort)

Beaufort Elementary School (1800 Prince Street, Beaufort)
Mossy Oaks Elementary School (2501 Mossy Oaks Road, Beaufort)
Port Royal Elementary School (1301 10th Street, Port Royal)
Lady's Island Elementary School (73 Chowan Creek Bluff, Lady's Island)
St. Helena Elementary School and Early Learning Center (1025 Sea Island Parkway, St. Helena)
Coosa Elementary School (45 Middle Road, Beaufort)

Battery Creek Cluster

Battery Creek High School (1 Blue Dolphin Drive, Beaufort)
Whale Branch High School (Detour Road, Beaufort) *under construction*

Whale Branch Middle School (2009 Trask Parkway, Seabrook)
Robert Smalls Middle School (43 W.K. Alston Road, Beaufort)

Whale Branch Elementary School (15 Stuart Point Road, Seabrook)
James J. Davis Elementary School (364 Keans Neck Road, Seabrook)
Broad River Elementary School (474 Broad River Blvd, Beaufort)
Joseph S. Shanklin Elementary School (121 Morrall Drive, Beaufort)
Shell Point Elementary School (81 Savannah Highway, Beaufort)

PUBLIC LIBRARY

Beaufort County operates and maintains all library facilities that serve the City of Beaufort. The Beaufort Library headquarters facility is an important 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. The

conference room has since been converted to administrative offices. The total current area is now 34,000 square feet.

“In the past, Beaufort County adopted the level of service for library building space as 0.6 square feet per capita for planning purposes. Several trends are driving the need for more library building space. The influx of technology in libraries has created the need for more space for computer work stations. Also, public libraries are increasingly becoming centers for community activities requiring large meeting spaces and smaller conference rooms for special programs such as after school homework centers. Therefore, current national standards recommend a per capita building level of service between 1.25 and 1.6 square feet. Beaufort County has also adopted a level of service standard of 3.5 collection items per capita.” [Source: Beaufort County Comprehensive Plan]

The Beaufort County Library Facilities Master Plan recommends the adopting a 1.25 square feet per capita level of service. As a result a number of facilities are recommended for either renovation, expansion or new construction. Within Beaufort’s Urban Growth Boundary, a new 46,200 square foot branch is recommended in Burton Wells Park. In addition to serving as a full branch, it is expected that the current administrative and technical staff housed in the Beaufort Branch will be relocated. The Beaufort Branch would then be renovated to convert this administrative space to holdings and media.

Beaufort County maintains an impact fee ordinance that pay for the impact of future development on library facilities; specifically building space, collection materials, furniture/fixtures & equipment, and land.

STANDARD AND POOR’S RATINGS DIRECT MAY 22, 2008 ANALYSIS OF THE CITY’S 2008 GENERAL OBLIGATION BONDS

Standard and Poor’s Rating: AA- Moody’s Rating: A1

“The city’s financial position is stable, with general fund operating surpluses in eight of the past nine fiscal years and very strong reserve levels. For fiscal 2007, the city recorded a general fund operating surplus of \$1.006 million, bringing the total funded equity to nearly \$7.94 million, or 66.2% of operating expenses. Of that amount, nearly \$6.19 million, or 51.6% of operating expenditures, was unreserved. Public safety, general government, and public services represent the largest expenditure items at 62%, 29%, and 9% respectively. Property taxes are the principal revenue, representing 36% of general fund revenues, followed closely by licenses, permits, and inspections at 33%. The fiscal 2008 budget of \$12.113 million is balanced without the use of fund balance; the tax rate has remained at 52.8 mills since fiscal 2005. The fiscal 2009 budget of more than \$12.8 million includes a drawdown of \$723,000, which will be used toward funding various capital projects. Management maintains a general fund balance policy equivalent to four months of operating expenditures, with excess fund to be transferred toward capital funding.

The city’s management practices are considered to be “good” under Standard & Poor’s Financial Management Assessment (FMA) criteria. An FMA of good indicates that practices exist in most areas, although not all may be formalized or regularly monitored by governance officials. City management conducts a formal five- to seven-year historical trend analysis when preparing the annual operating budget, and, once the budget is approved, management reviews revenues and expenditures on a monthly basis and provides the governing council with quarterly budgetary reports (but reports can be generated on an as-needed basis). Management also conducts five-year financial forecasting for both revenues and expenditures. The city’s investment policy follows state statute, and holdings and performance are monitored on a monthly basis. The city has formally adopted a policy that requires it to maintain four months of operating expenditures in its general fund as unreserved/undesignated funds. Management maintains a 10-year capital improvement plan, with project costs and funding sources loosely indicated on an annual basis. Presently, the city has not adopted a debt management policy outside of state limitations.

This issuance represents the city’s only GO debt. Following this issuance, and with the inclusion of nearly \$15.85 million in overlapping debt from Beaufort County and the Beaufort County School District, the city’s burden will remain moderate at \$3,233 per capita and 3.1% of market value. Principal amortization is moderate, with 41.5% retired in 10 years, and 100% by 2027. Currently, Beaufort’s capital plans total \$59.32 million through 2019.”

SC 1.0 | ENSURE A HEALTHY FINANCIAL POSITION

The annual budget serves as the foundation for the City's financial planning and control. All agencies and departments of the City are required to submit requests for appropriation to the City Manager each year. The City Manager uses these requests, along with the long range financial projections, as the starting point for developing a proposed budget. The City Manager then presents this proposed budget to the council for review and approval. The appropriated budget is prepared by fund and department. Budgetary control (that is, the level at which expenditures cannot legally exceed the appropriated amount) is maintained by the City Manager at the fund level and may be amended as necessary during the fiscal year. As noted in the Comprehensive Annual Financial Report for the Fiscal Year ended June 30, 2008, there are two key components to maintaining this good financial position.

Long-term financial planning. The City began development of a long range financial plan effective with the FY 2008 budget. In addition to the plan, the City has formalized its Capital Improvement Plan. The first year of the plan is funded through the budget appropriation process with out years estimated based on current year costs. Using a long range planning process allows the City to plan for future needs as well as up or down-turns in the economy.

Relevant financial policies. The City understands the significance of adopting financial polices to guide both short and long term planning to provide adequate resources to fund operations. The City adopted the following financial policies:

- Accounting to address the methods used and the manner in which revenues are collected/recognized and expenditures are disbursed/incurred
- Budget to address the process used to formulate, review and adopt the operating budget, capital improvements program and five year financial plan
- Fund Balance and Net Assets to guide the City in maintaining a financial operation with sound financial management principles
- Investment and Deposits to serve as a guideline for managing all public funds entrusted to the City for safekeeping
- Revenue to ensure strong fiscal management practices using proper controls and general oversight

Overall, the next five years (fiscal years 2011-2015) are projected to have downward pressure on the City's overall revenue. This is a result of a combination of the global recession, long-term trends in non-growth sector-based revenues, and increased limitations by the state in revenue growth. The key issues most likely to impact the City's revenue structure include:

- The Expiration of the TIF I Taxing District
- No Growth in Assessed Real Estate Values
- Continuing Downward Pressure of Business License Revenue
- Slight Rebound in Vehicle Property Taxes
- No Restoration of State Shared Revenues
- Slight Increase in The Per-Room Accommodation Tax Revenues
- Slight Growth in Hospitality Tax Revenues

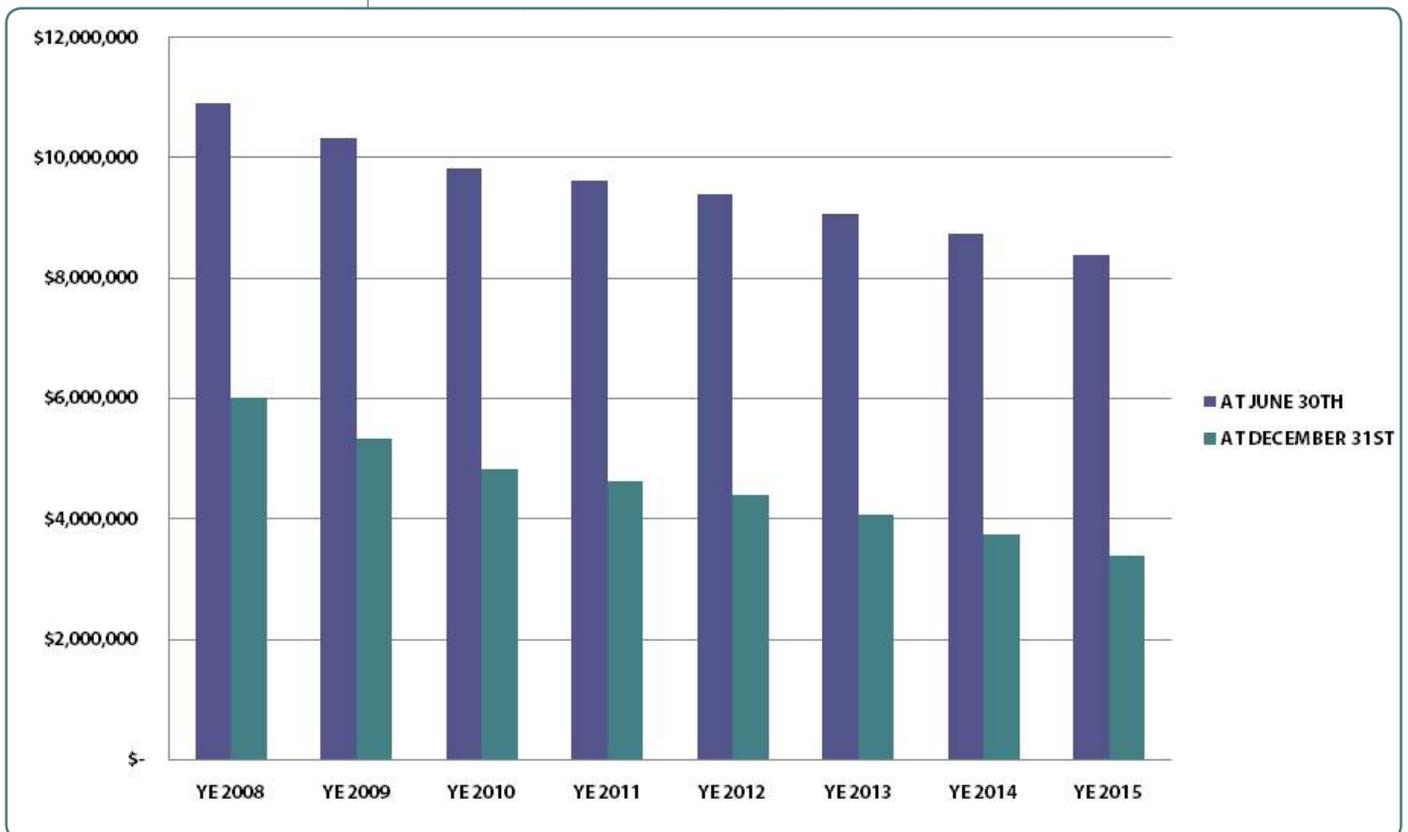
Not surprising, there are also trends that will affect the City's expenses/cost structure including:

- Upward Pressure on Wages, Taxes And Benefits
- Increasing Pressure to Replace Aging Fleet

SC 1.1 Continue to Maintain a Strong Cash Position with a Well-Funded Fund Balance. The gradual slowing of revenues that began before Fiscal Year 2009 underscores the need for an adequate emergency fund. The City maintains, as a matter of policy, an amount in cash equal to approximately 4 months of full operating expenses (including debt service). This conservatively invested cash on hand is known as retained earnings/fund balance as a part of the combined General Fund and Parks/Tourism Fund. The primary purpose of maintaining this savings rate is to manage the peaks and valley of actual collections throughout the year. In addition, this strong cash position also enables the City to leverage the issuance of debt with favorable interest rates, thereby keeping annual debt service costs minimized. [O] [On-going]

SC 1.2 Balance Revenue from Tax Base and Other Operating Revenues. The fiscal success of the community is dependent upon a sustainable balance of revenue from property taxes and other operating revenues. Review of the 2008 Comprehensive Annual Financial Report for the City of Beaufort reveals some notable differences between revenues and land use. When comparing land use to operating revenue, the allocations of revenue to residential and commercial uses is revealed. The table below highlights the financial contribution to revenue based upon land use:

ESTIMATED HIGH AND LOW CASH POSITIONS THROUGH THE YEAR FROM FY 2008 - FY 2015



City of Beaufort - Source of Revenue-Fiscal Year 2009

Land Use	Percentage
Residential	12%
Non-Residential	58%
All Other Sources	30%

Many will note that residential development does not “pay for itself”. In fact, in Beaufort, the actual revenues derived from residential property taxes are well below the level of services provided back to those properties. This has little to do with the value of residential property per se, and more to do with the restrictions placed on the taxation of owner-occupied single family residential properties by state law. The larger challenge is in the fact that nearly 79% of the City’s revenues are expected to decline or are already declining - and this has been occurring well before the onset of the 2008-2009 recession. [\$] [O] [On-going]

SC 1.3 Advocate for a Change in State Legislation to Ensure Fiscal Flexibility for Local Governments.

In South Carolina, the ability for local government to act prudently and with local control is greatly hampered by a myriad of legislative and administrative burdens restricting their ability to raise revenues. The net effect of these rules are a slowing or flattening of real growth in revenues from property taxes. At present, both the millage rate and the assessed valuation are now capped and tie the hands of the City to adequately meet future needs even if the additional taxes are generally acceptable by the voters of the City. Continued assistance will be needed so that the City is well situated to maintain a stable revenue base for its expected levels of service. Some of these key concerns are:

- **Cap on the Millage Rate Increase:** Act 388 limits increases in the operating millage levied on non-exempt property in municipalities to a factor incorporating the increase in the southeast CPI (Consumer Price Index) and growth in population. This limits the increase in tax rate each year to effectively cover the an increase in operating costs of doing business but severely restricts new programs or capital expenditures.
- **Assessment Cap:** On November 7, 2006, voters approved an amendment to the State’s Constitution that places a limit on growth in assessed valuation of property attributable to periodic revaluation to not more than 15% within a five year period, unless a transfer of interest has occurred.
- **Business License Program:** Comprising nearly 30% of the City’s total revenues, the Business License taxes are a cumbersome, complex revenue stream that while significant in value to the City are difficult to administer and collect.

[\$] [O] [On-going]

SC 1.4 Seek Revenue Sharing/Partnership Arrangements to Better Manage the Maintenance of SC DOT-Owned Rights-of-Way.

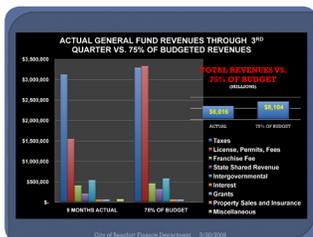
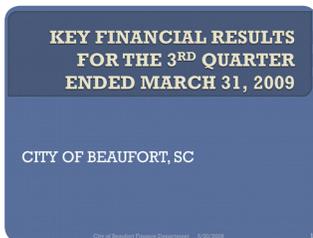
There are approximately 90 road miles and 180 lane miles in the City - 90% are owned by SC DOT. Yet, the City currently maintains most of these state-owned street rights-of-way through activities including but not limited to mowing, sidewalk maintenance, drainage repair, street lighting, and tree maintenance because the current funding for such maintenance activities by SC DOT is well below the current level of service expected in an urban area. There are a number of options worth considering to address this issue which costs the City hundreds of thousands of dollars every year.

- Partner with SC DOT to better establish local maintenance expectations that can be reasonably funded; and/or
- Identify a new revenue source (e.g. local option sales tax) to supplement the current operations and continue to maintain them as non-City-owned assets; and/or
- Take over ownership and maintenance of secondary roads and commit to funding with 100% local revenues; and/or
- Take over ownership and maintenance of secondary roads and identify a new revenue source to fund those operations.

The reality is that while there are adequate mechanisms to provide needed capital to improve SC DOT roads in the city, there are few options when it comes to operations and maintenance. Other options abound, but the City cannot continue to maintain assets that they do not own and solutions will need to be sought or a higher burden will shift to the property tax payer (though as noted previously this burden shift is very limited). [\$] [O] [On-going]

SC 1.5 Consider Levying Impact Fees to Mitigate the Costs of Growth in Remote Annexation Areas. For projects that are located beyond the current city limits but within the City’s urban growth boundary, the City should consider the use of impact fees to mitigate the impacts of new development on the current city services. An impact fee is a lump sum payment made to the City that is intended to mitigate the impact of the development increment (often measured in equivalent residential units) on the existing services of the community. This recommendation is consistent with Section 5.4 that suggests that these areas should only be developed if adequate public services and facilities are available to serve them. [\$] [O] [On-going]

SC 1.6 Further Develop Cash Flow Reporting. Beginning in FY 2009, the City leadership team began reporting financial information to the City Council on a quarterly basis. This provided the elected officials and the public with key economic indicators and cash flow analyses on a more frequent basis than the normal annual budgeting cycle. This reporting of financial condition should be continued on a quarterly basis and improved to provide more overall education and transparency of the overall conditions of the city as a business entity. [\$] [O] [On-going]



Images from the 3rd Quarter for Fiscal Year 2009 as prepared by the Beaufort Finance Department

SC 2.0 | PROVIDE EFFICIENT CITY SERVICES

In 2008 as costs began to rise above sustainable levels, the city management began a massive retooling and cost restructuring of the city services. They took the opportunity to begin to question and then act upon the minimum organizational structure and had the City Council review its priorities in order to create a five year plan for service delivery in a period of declining revenues. Specifically, the City Council was asked to assess the current service delivery levels using the following five key questions:

1. Does it make good economic sense?
2. Does it provide a necessity that no other entity can provide?
3. What are we responsible (legally, morally) for doing?
4. What should we not be expected to do?
5. What should we be doing that we are not currently doing?

The outcomes of this process of prioritization were:

1. Create a Comprehensive Capital Asset Acquisition and Project Planning Tool
2. Divest of Loss-Generating Enterprises
3. Audit Recurring Expenditures
4. Further Develop Cash Flow Reporting (See previous section for description)

The City management staff then went about to further classify all current functions of the city government into Core Services and Investment Services. After developing a refining a transparent reporting process, the city set about the task of ensuring long-term economic sustainability with the ongoing operations and maintenance of city services. At present, the City provides and maintains the following range of services and facilities:

Core Services:

General Government

- City Council (to include committees)
- Administration and Finance (City Manager, Finance, Planning, Business License)
- Support Services (HR, IT)
- Legal

Public Safety

- Police
- Fire
- Codes
- Court

Public Services

- Development Services
- Administration
- Streets/Open Space/Traffic Control
- Solid Waste
- Cemeteries
- Street Lighting
- Stormwater
- Central Garage
- Building Maintenance

Recreation and Cultural

- Parks and Trees
- Marina
- Non-Dept

Debt Service/Interest on Debt

- Rolling Stock for Core Services

Purchase of Land and Facility

- Municipal Complex
- Fire Station
- Southside Park
- Open Space Land Acquisition

All Other Unclassified Services

Investment Services:

- | | |
|-----------------------------------|-------------------------------|
| General Government | Public Safety |
| • Redevelopment Commission | |
| • Beaufort Housing Authority | Recreation and Cultural |
| • Lowcountry Economic Development | |
| • Main Street Beaufort | Debt Service/Interest on Debt |
| • Chamber of Commerce | |
| | Purchase of Land and Facility |
| Public Services | All Other |
| • Boundary Street Road Project | • TIF I (Downtown) |
| • Third Crossing | • TIF II (Boundary Street) |
| • Bladen Street Plan | |

Once classified and prioritized, the city staff under the leadership of the City Council set about to change the cost structure of its organization and by the end fiscal year 2009, this was achieved. From a Management by Objectives approach, city leaders created four (4) top priorities in the downsizing: 1) Public Safety; 2) Risk/Asset Management; 3) Sanitation/Health; and, 4) Marketing/Visibility. Effectively, city leaders wanted the limited resources of the City at the “front line.” Or to quote President Theodore Roosevelt, we wanted to “do what we could with what we had where we were.” The result is an overall lowering of the cost structure of the city beyond one fiscal year into a five year program.

With regard to personnel, the largest single fixed expense of the City, the net effect of those changes are summarized below:

	FY 2009	Reductions	FY 2010
Police	60.00	(8.00)	52.00
Fire	39.00	(3.00)	36.00
Planning and Development Services	10.00	(6.00)	4.00
Finance	7.00	(2.00)	5.00
Courts	7.00	0.00	7.00
Public Works	36.00	(19.00)	25.00
City Manager/Administration	6.00	(1.25)	4.75
City-Wide Totals	165.00	(31.25)	133.75

For each service delivered, the city will endeavor to:

- Strive to be customer focused
- Focus on results rather than activity
- Prioritize services every three years, review and engage strategy every year, focus on tactics daily
- Create efficient/innovative delivery systems
- Focus on preventative services and community-level approaches to deter crime and deter life-safety issues
- Continuously strive to lower the cost per resident, customer, and other beneficiaries
- Diversify the Capital Structure
- Educate, Involve, and Interact with Citizens

- SC 2.1 Divest of Loss-Generating Enterprises.** In service areas where it is determined that the City does not provide a cost-competitive service, such as with garbage and recycling collection, the city will look to divest that service as a means to avoid ever increasing fixed-cost structures in favor of variable, competitive means. [\$] [O] [On-going]
- SC 2.2 Audit Recurring Expenditures.** The city will continue to evaluate all cost centers for opportunities to seek out operational efficiencies and cost savings. [\$] [O] [On-going]
- SC 2.3 Evaluate Government Service Delivery Options within the Northern Area Growth Boundary.** In order to create the necessary level of accountability, authority, and equity regarding Urban Service provisions within the Northern Area Growth Boundary, a certain level of intergovernmental cooperation and functional consolidation should be studied and considered. This cooperative effort to define the service standards related to those areas within the growth boundaries and the positive outcome of those studies depends upon the assurance of the following issues: [\$] [O] [On-going]
1. Economies of scale; and,
 2. Convenience of performing the task; and,
 3. Distribution of natural resources; and,
 4. Surplus physical facilities; and,
 5. The need for duplication of services or the reduction of certain redundancies.

SC3.0 | MAINTAIN AND EXPAND OUR PHYSICAL ASSETS

Much of this plan builds on the philosophy that the city assets must grow predominately from within its existing borders in order to maximize its previous investments and ensure long-term sustainability.

The City of Beaufort, at the time of this writing, held on its books approximately \$55,000,000 in public assets including roads (the state owns most roads but the city holds about 2 miles worth), buildings, parks, land, and rolling stock. In addition, the City maintains assets that are not its own but rather owned by others, including most specifically the State of South Carolina public rights-of-way that are within the city limits. The City has a total marketable real estate value of \$1.3 billion. While part of the investment strategy of the city is to leverage public investment against the private investment, the cost of maintaining these public assets, as well as private assets (through code enforcement services and land use planning) is borne by the Public Services division of the City.

Investment services have a close correlation with the capital projects. The City of Beaufort has undertaken a series of these projects over the past 5 years including Port Republic Street, a make-over to Waterfront Park, and the building of the municipal complex which houses the municipal courts, police, codes and planning, finance and city administration as well as public use facilities such as the council chambers, an emergency center, and training facilities. While the City determines its capital in a 10 year Capital Improvement Plan, the city is not always in control of those projects that happen within its borders such as road projects managed by Beaufort County and SC DOT.

- SC 3.1 Expand the List of Business and Development Incentives.** Specifically, the city should consider incorporating those incentives that have a positive return on investment (ROI), net present value (NPV), and improvement of the core services. [\$] [O] [On-going]
- SC 3.2 Balance the Regulatory Environment to Protect the City’s Core Assets as well as Allowing for a Competitive Business Environment.** Though much has been noted about this issue already in this plan, it is important to reiterate the need for a myriad of code and policy changes that allow for greater flexibility within a reasonable set of guidelines that ensure that the character and essence of Beaufort is not compromised. [\$] [O] [On-going]
- SC 3.3 Create Balance of Assets such as a Mix of Land Uses, Businesses, and Living Options for all Residents.** Consistent with the land use planning goals elsewhere in this plan, the desire to diversify and maintain a broad mixture of uses will be financially more sustainable for the city. [\$] [O] [On-going]
- SC 3.4 Consider Service Delivery in the Design of our Community.** Strive to create a design-based infrastructure that allows for lowest service delivery cost of public services, a variety of living options, multi-modal transportation options, and a respect for the natural environment. [\$] [O] [On-going]
- SC 3.5 Seek out Partnerships Wherever Possible.** Seek out multiple partners for the development of intergovernmental infrastructure development. [\$] [O] [On-going]
- SC 3.6 Evaluate Alternative Funding Sources for Capital, Operations and Maintenance Beyond the Current Taxing Structure.** Create municipal improvement districts (MID), tax increment financing districts (TIF), and other infrastructure investment programs with a balance of funds directed towards the operations and maintenance of the capital investment and the district for which they benefit. [\$] [O] [On-going]
- SC 3.7 Expand the Capital Improvements Program (CIP) to Create a Comprehensive Capital Asset and Project Planning Program.** The City prepared its first Capital Improvements Plan in 2008. At present, it is comprised of a 10 year debt service schedule and an estimated replacement plan for smaller capital purchases. The next step in CIP preparation is to combine the projection in revenues along with their estimated impact in operating costs for implementing the capital project/expenditure. These additions will allow the City to create a cash flow plan that realistically projects available money for capital projects/expenditures. [\$] [O] [On-going]

**COMPREHENSIVE
ANNUAL FINANCIAL
REPORT**

State law requires that all general-purpose governments public a complete set of financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants. Pursuant to that requirement, the City of Beaufort issues an annual financial report.

**COMPREHENSIVE
ANNUAL FINANCIAL
REPORT**

CITY OF BEAUFORT, SOUTH CAROLINA

For the Fiscal Year Ended June 30, 2008



CHAPTER TWELVE: CATALYST SITES & FOCUS AREAS



12 CATALYST SITES & FOCUS AREAS

The plans shown in this section are intended to be conceptual build-out visions for significant and prototypical areas of Beaufort. The purpose of these conceptual plans is not to require strict conformance to each building or parcel as drawn, but to show general patterns and intensities and potential development/redevelopment opportunities that are consistent with the community's goals. These conceptual plans are also meant to illustrate the desired development principles that have been articulated by residents and stakeholders and to provide parcel-level detail to the recommendations in the Framework Plan. Care was taken in the design process to envision development alternatives based on property boundaries or known opportunities for parcel consolidation as well as the market feasibility for the scale, amount, and type of development.

While the illustrations shown in this section are preferred build-out alternatives created with public input and review during the charrette process, the conceptual plans are not intended to preclude site-specific modifications or more extensive public engagement. It is assumed that any modifications will be the result of specific programmatic and market analysis generated through more detail design process.

Future development and redevelopment proposals for these sites should be expected to reflect the following aspects of the concept plans: the general street network; street connections and rights-of-way; open space areas and usable public spaces; general intensity of development; urban pattern (relationship of buildings to the streets and adjacent properties); building massing; street and pedestrian circulation patterns. Further, developments on these sites should mix uses both horizontally (within sites) and vertically (within buildings), where appropriate.

The conceptual development plans laid out in this plan were created with the assumption that their implementation would be accomplished primarily through private and/or institutional investment, with willing buyers and willing sellers and not through eminent domain. Although there will be roles for government investment in implementation of these concept plans (e.g., infrastructure improvements, public facilities, and development and enforcement of regulatory standards and incentives), the primary mechanism for accomplishing the physical vision embodied in these concepts will be the initiative of property owners, developers, and business owners in concert with the City's adopted fiscal and regulatory processes.

Chapter Highlights

- CS 1.0 Regeneration of Lafayette Street
- CS 2.0 Downtown Infill and Parking
- CS 3.0 Regeneration of the Northwest Quadrant
- CS 4.0 Lady's Island Gateway Village Center
- CS 5.0 Battery Creek High School Area
- CS 6.0 US 21 Realignment
- CS 7.0 Robert Smalls Village Center
- CS 8.0 Southside Park Neighborhood

“Communities that have a strong sense of place represent the values of their residents and reflect the unique historical, cultural, economic, and geographical context of the area.”

— Getting to Smart Growth

THE ISSUE

The area to the north of the National Cemetery is beginning to show signs of decline with increasing investor-owned properties, a poorly maintained park, and little public access to the waterfront.

A SOLUTION

Encourage the planned redevelopment of parcels and blocks over time to accommodate a diversity of housing with an increased density that is more walkable and provides more access to amenities.



Broad Street Neighborhood, Beaufort, SC

CS 1.0 | REGENERATION OF LAFAYETTE STREET

The area around Park Avenue and Lafayette Street to the north of the National Cemetery (the eastern portion of which is referred to as Beaufort Shores) is beginning to show signs of decline. The housing stock, comprised primarily of small bungalows and brick ranches, is clearly aging with few signs of continual maintenance or re-investment. In addition, there are an increasing number of investor-owned parcels, street infrastructure in need of repair/replacement, drainage issues, and a park that, while used, has not had any significant improvements (or maintenance beyond mowing) for more than a decade. Additionally, the closest public access point is the Pigeon Point boat launch facility at the end of Pigeon Point Road, approximately 1 mile (walking distance) from the intersection of Park Avenue and Lafayette Street.

CS 1.1 Prepare a Neighborhood Action Plan to guide redevelopment activities. There is no detailed urban design plan that covers this area, yet its accessibility to Boundary Street and the water, and its proximity to downtown make it a key neighborhood for strategic investments by the City. The conceptual plans shown in this Section are but one example of how development opportunities might be coordinated over the coming decades. Further study combined with engagement of the property owners and residents will be essential to creating a sustainable re-investment strategy for this neighborhood. [S] [O] [1-5]

CS 1.2 Adopt new form-based zoning standards that permit increased density by-right while ensuring overall design quality. The current zoning for this area is predominately R-1 and R-2. Both of these districts limit the type of development to only single family detached homes. Though the code permits some alternative residential development options, the process to initiate those is a quasi-judicial conditional use process. Also, the prevailing density permitted is based on a minimum lot area of 9,000 - 12,500 square feet which equates to approximately 4-5 units/acre. Given the existing infrastructure, proximity to the water, the commercial core along Boundary Street and the historic downtown, it would be appropriate for the overall density in this neighborhood to increase by as much as 50-100%. Townhomes, zero-lot line homes, village homes, cluster development, duplexes and similar low-scale residential housing types should therefore be permitted and encouraged in higher densities that are currently permitted. [S] [O] [1-5]

CS 1.3 Accommodate both market rate and workforce housing. Permitting additional density will also help moderate the overall cost of construction and be a market-based method by which additional workforce housing can be added to the community. Because of the flexible nature of the existing and proposed street grid, a wide variety of demographic groups can be easily accommodated. Further, this proposed phased redevelopment plan can accommodate small increments of redevelopment on a block-by-block basis further adding to the planned expectation of diversity over time. [Private]

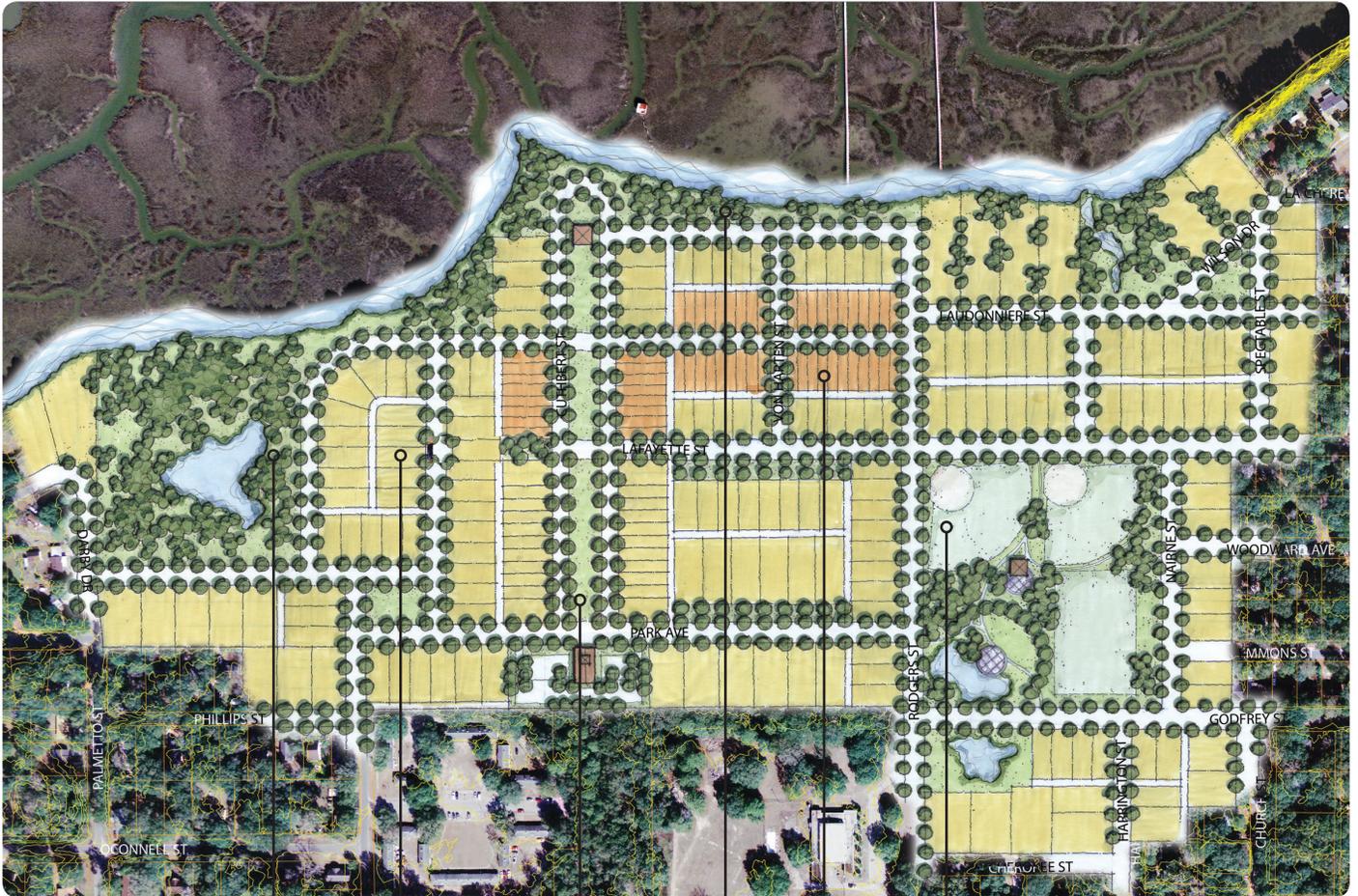
CS 1.4 Create and enhance neighborhood open space. The only current publicly-accessible open space in this area is the underutilized, County-owned, Basil Green Ball Park at the intersection of Lafayette Street and Rodgers Street. While the National Cemetery is the major land form for this neighborhood, its access points are controlled to an automobile-oriented entrance from Boundary Street and it is walled off from the surrounding streets. The conceptual plan provides a myriad of best practices to consider as this neighborhood matures and redevelops over time.



▲ **MAP OF OWNER-OCCUPIED DWELLINGS IN THE NEIGHBORHOOD**

While there exist a number of owner-occupied dwellings (the largest cluster of which is along the waterfront) the interior streets are seeing a number of properties turn over to investors, particularly along Lafayette Street, Rodgers Street, Park Avenue, and the south side (off-water side) of Laudonniere Street.

- Renovate Basil Green Ball Park (currently owned by Beaufort County) with improved ballfields and playground equipment [\$\$] [O] [6-10]
- Construct a linear park along Cuthbert Street that serves a dual purpose as a parkway for the proposed higher density housing along its frontage and as a bio-retention area for improving stormwater quality before it reaches the marsh [\$\$\$] [C] [6-10]
- Create a regional bio-retention facility and a publicly-accessible waterfront park on the low-lying parcels in the northwest quadrant of Park Avenue and Lafayette Street [\$\$\$] [C+Private] [11-15]
- Create a parkway street along the marsh to further open up views and access to the marsh and the Beaufort River beyond [Private]



DEVELOPMENT TOTALS

- Conservation Area
- Single Family Lots
- Linear Park w/ Parkway Street
- Parkway Street
- Townhome Lots
- Enhanced Park Area

▲ REGENERATION OF LAFAYETTE STREET

Existing Development

Detached Homes/Empty Lots: 127
 Parks & Open Space: 9 Acres (Ballfields)

Conceptual Redevelopment

Townhomes: 72
 Detached Homes: 184
 Total: 256 Units (Increase of 129)

Parks & Open Space

9 acre Ballfields (Improved)
 2 acre Linear Park (with bioremediation)
 .35 acre Square
 2750 linear feet of Parkway Street



▲ EXISTING CONDITIONS



▲ CONCEPTUAL REDEVELOPMENT AS A LINEAR PARK ALONG CUTHBERT STREET FROM PARK AVENUE TO THE MARSH



**MIXED USE
NEIGHBORHOOD
INFILL**

An axonometric illustration of the proposed neighborhood infill and linear park.

THE ISSUE

There is a tension between historic preservation and the desire to construct new infill in the historic core of downtown.

A SOLUTION

Create a detailed urban design plan for the downtown and Old Commons area that balances the historic character of the area with a reasonable level of contemporary infill to ensure that the downtown remains a “living downtown” for the entire community, not simply a outdoor museum for visitors.



Residential-scaled Office, Baxter Village, Fort Mill, SC

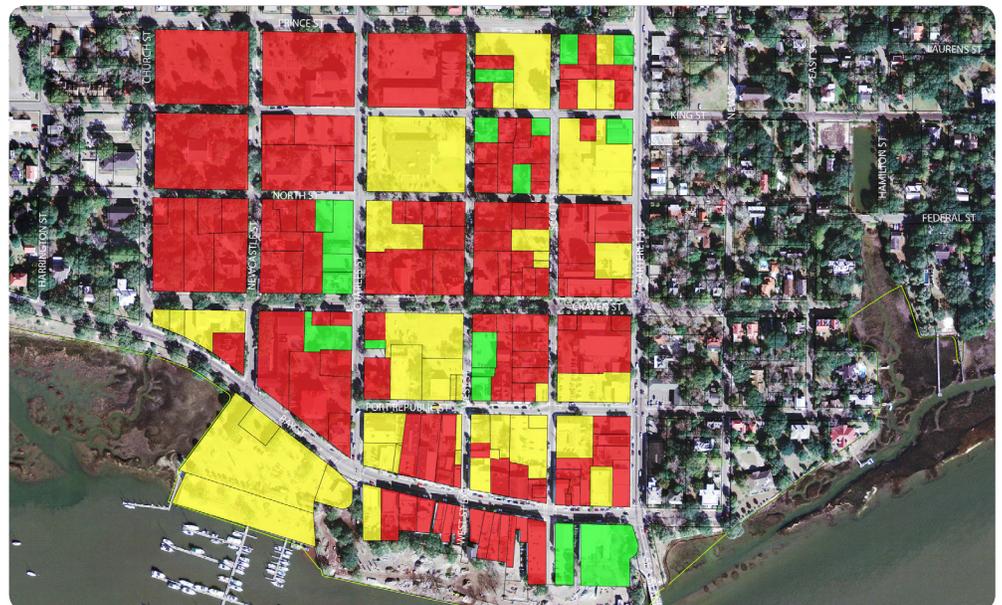
- Firm (No Intervention Needed)
- Possible Opportunity Site
- Ripe for Development/Redevelopment

CS 2.0 | DOWNTOWN INFILL & PARKING

There is a strong desire to make sure that the downtown area remains a living center that balances tourism with the needs of residents. At present there is not a sufficient density or daytime jobs or housing to ensure the long term sustainability of many of the businesses in the area. Further, the lack of a coordinated parking strategy continues to frustrate both guests and merchants alike. And while there may be opportunities for a centralized parking structure, the largest current supply of parking exists as a large surface lot along the waterfront by the marina. The downtown catalyst study began with a ripe and firm analysis by the design team. This effort revealed that most of downtown is stable; however, there are several specific blocks, sites and buildings that pose opportunities for infill development.

- CS 2.1 Prepare a Detailed Urban Design Plan for downtown.** In spite of the extensive study relative to the preservation of the historic resources of the community, the downtown lacks a recent blueprint for how it continue to re-invest and grow over the next 20-50 years. The most recent urban design plan dates back twenty years to 1989. The preparation of a detailed urban design plan should help to reconcile the balance between preservation and sensitive infill/redevelopment on a site-by-site basis as well set priorities for capital re-investment in the area. [S] [O] [1-5]
- CS 2.2 Prepare a Form-based Code to encourage compatible mixed use infill.** The current approach for new development relies heavily on a subjective historic district certificate of appropriateness review process. Ironically there are more form-based standards for the redevelopment of Boundary Street than there are for the historic core. A similar format should be developed to help more predictably regulate development in the downtown. [S] [O] [1-5]
- CS 2.3 Prepare a Downtown Parking Strategy.** Parking in downtowns should be considered a public utility. And as such, they should be comprehensively planned and collectively managed to make the most efficient use of this resource. The current arrangement of on-street parking meters and open surface lots (both publicly and privately owned) is haphazard at best and is not well keyed to the costs of management, the efficiency of distribution, nor the ability for the user to easily locate it. A recent parking study was completed that projected parking needs over the next ten years. This study showed a growth potential in parking

▼ DOWNTOWN RIPE & FIRM DIAGRAM





▲ DOWNTOWN INFILL

DEVELOPMENT TOTALS

Extend Waterfront Park

Redevelopment of Post Office

Mixed Use Infill

Ground Level Commercial

Retail/Office: 212,250 SF

Residential

233 Units on Upper Stories

19 Detached Homes

252 Total New Housing Units

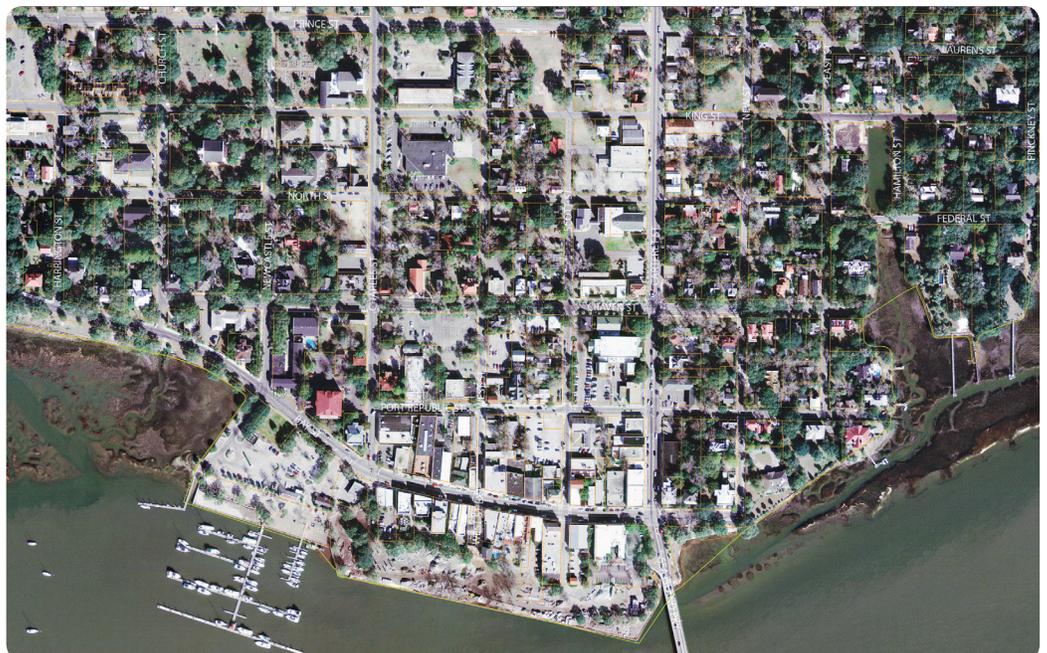
Parking

Deck A: 208 Spaces

Deck B: 368 Spaces

Existing Surface spaces lost to New Development: ~250

Net Gain: 326 Parking Spaces



▲ EXISTING CONDITIONS



Downtown Beaufort, SC

need of less than 10% (about 100 additional spaces). In truth, the historic growth rate will not generate new parking demand. Rather, it will be the replacement of existing surface lots with buildings as well as the construction of new development that will generate the need. A comprehensive approach to parking in the downtown should include the potential for remote lots with shuttle services, more efficient pricing strategies, improved signage and wayfinding, as well as the potential for a well-located structure. [S] [O] [1-5]

CS 2.4 Reconfigure the marina parking lot and maximize its return on investment. The current arrangement of parking spaces, the tour bus dropoff, and carriage ride base of operations in this lot is inefficient. A quick study revealed that an additional 10 spaces can be achieved through basic re-striping and slight alteration. In addition, a likely outcome of the Parking Strategy Plan will be a demand- and location- based pricing strategy that will help to yield more money from this lot to offset any needed improvements as well help to fund other parking initiatives. [S] [O+C] [1-5]

CS 2.5 Construct a public parking structure. As previously noted, the anticipated replacement of existing surface lots with buildings will likely drive the demand for parking structure in the next ten years. Because of the cost of such a structure, a community like Beaufort can typically only afford to construct one such facility in a 10-20 year period. As a result, it is important that due consideration be given to it location, efficiency, and design to ensure that it fits in appropriately with the scale of the area. Ideally, the structure should be designed to have liner shops/offices so as not to disrupt the flow of pedestrian throughout the downtown. [S] [O+C] [10-20]

CS 2.6 Expand the waterfront park west to reclaim the existing marina parking lot. Great care and expense have been given to the Waterfront Park through the years. This park, in combination with the three blocks of Bay Street that border it form the most vivid memories of Beaufort for visitors and residents alike. It is unfortunate, therefore, that the wide public view of the Beaufort River that is afforded nearly to Ribaut Road is interrupted with the marina surface parking lot. Does the largest parking lot in the downtown area need to be located on the waterfront? The adopted 2002 Master Plan by designed by Sasaki suggests a more limited amount of parking and an expansion of the park. Also worth considering is the suggestion made by the conceptual infill/redevelopment plan on the previous page, that indicates some limited private mixed-use development occur on the eastern edge of the lot to provide the needed capital to partially fund a parking structure elsewhere to replace the lost spaces. [S] [C] [10-20]

CS 2.7 Encourage increased density of development in the downtown. For the downtown to be more than simply an outdoor museum it must have a sufficient level of development to provide off-peak (daily and seasonal) activity. Ideally, this will translate into an increased number of daytime jobs and full-time residences. The goal of this intensification is the ability to support neighborhood-based stores such as a small grocery store, a full-sized drug store, or both. This will enable the residents to be able reach more of their daily needs on foot or by bike and lessen congestion on the surrounding thoroughfares. To achieve this goal, infill and redevelopment on key parcels will be necessary. The opportunity map on the previous page illustrates a number of key opportunities for new development. These are expected to be investments made largely by the private sector with a large amount of governmental advocacy (e.g., improved regulatory structure, streamlined permitting process) and a minimal amount of monetary assistance. [Private S] [O] [On-going]



VIEW LOOKING WEST ALONG PORT REPUBLIC STREET AT SCOTT STREET



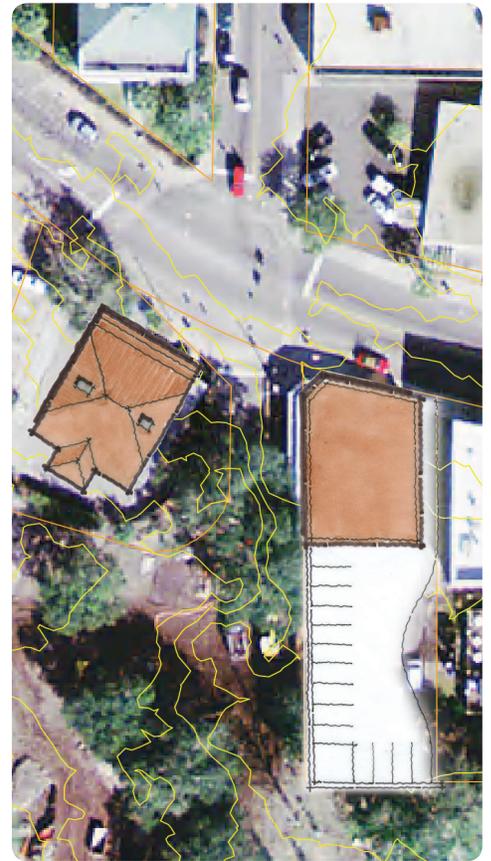
▲ INFILL BUILDING WITH LINER SHOPS AND UPPER STORY PARKING

▼ CONCEPTUAL MIXED-USE INFILL DEVELOPMENT ALONG BAY STREET

EXISTING CONDITIONS



GROUND FLOOR PLAN



STORIES 2-3



ROOF PLAN WITH TERRACE



ADOPTED PLAN FOR THE EXPANSION OF THE WATERFRONT PARK (2002) ▶



VIEW LOOKING EAST ON BAY STREET ▲

▼ CONCEPTUAL MIXED-USE INFILL DEVELOPMENT ALONG BAY STREET



THE ISSUE

The Northwest Quadrant neighborhood is in a period of long decline and disinvestment.

A SOLUTION

Encourage select intensification on a block by block basis that is complimentary to both the historical and cultural significance of the area using strategic investments and detailed form-based codes.



Small Infill Workforce Housing, Port Royal, SC



Historically Authentic House in the Newpoint Neighborhood, Beaufort, SC

CS 3.0 | REGENERATION OF THE NORTHWEST QUADRANT

The Northwest Quadrant neighborhood has a proud history as one of the earliest and more vibrant African-American neighborhoods in the City. Unfortunately much of that physical history has been slowly lost in recent decades with an increase in investor-owned properties, insensitive institutional investment (school district headquarters, county jail, etc.), numerous teardowns, and a general appearance of disinvestment and decline in much of the remaining housing stock. More than half of the 39 blocks in the neighborhood contain fewer than 4 contributing historic structures with 11 blocks containing either one or no contributing structures. Strategically, this neighborhood is within a 10-15 minute walk of the downtown area and represents perhaps the best opportunity for development intensification.

- CS 3.1 Prepare a Neighborhood Action Plan to guide redevelopment activities.** There is no detailed urban design plan that covers this area, yet its proximity to the downtown make it a key neighborhood for investment by the City to encourage re-development and strategic intensification. The conceptual plans shown on the next page are but one example of how development opportunities might be coordinated over the coming decades. Further study combined with engagement of the property owners and residents will be essential to creating a sustainable re-investment strategy for this neighborhood. This plan should include a block-by-block detailed urban design plan that shows the expectations for development and redevelopment, location of potential parks and open spaces, a street and stormwater infrastructure repair/re-investment plan, and a strategy for ensuring housing diversity with a focus on the construction of quality workforce housing. **[\$] [O] [1-5]**
- CS 3.2 Adopt new form-based zoning standards that permit increased density by-right while ensuring overall design quality.** The current zoning for this area is a mixture of General Residential (GR), General Commercial (GC), and Office Commercial (OC). It is also part of the Historic District which subjects every application to a Certificate of Appropriateness process to ensure compatibility with the nature of the area. Like the Boundary Street District, the use of form-based standard will provide an objective review process that is keyed specifically to compatibility with the historic context. **[\$] [O] [1-5]**
- CS 3.3 Continue and Expand partnerships to provide additional quality workforce housing to the neighborhood.** The recent successful partnership between Habitat for Humanity and the City of Beaufort has provided for a number of new housing opportunities for households of modest means. This successful arrangement should be replicated to provide additional scattered site homes that appeal to young professionals such as teachers and firefighters as well to those elderly residents on fixed incomes. Above all, these units should blend in seamlessly with their market-rate neighbors. **[\$\$] [O+C] [On-going]**
- CS 3.4 Construct a park/playground.** Ideally, every neighborhood should have a park or similar public space that serves as one of the organizing elements of the neighborhood. The Northwest Quadrant neighborhood, while in walking distance to a number of amenities lacks its own public space. A small park, particularly one that includes a playground will help to offset increased density as well as serve as gathering place for the neighbors. **[\$\$] [O+C] [6-10]**



DEVELOPMENT TOTALS

Multi-Family Lots | Park/Playground | Single Family Lots

▲ CONCEPTUAL REDEVELOPMENT OF KEY BLOCKS IN THE NEIGHBORHOOD

Existing Development

Mostly Vacant or Delapidated:
155 Lots

Conceptual Redevelopment

Detached Homes: 137 Units
Townhomes: 33 Units
Flats: 47 Units
Live-Work Units: 5 Units
Total: 222 Housing Units
Mixed-Use: 28,000 SF

Parks & Open Space

New Neighborhood Parks: 3

▼ EXISTING CONDITIONS



▼ NEW HABITAT HOMES IN THE NEIGHBORHOOD ▼



THE ISSUE

There is a sizeable seasonal and resident population on Lady's Island, St. Helena Island, and the other barrier islands that require access to basic services.

A SOLUTION

Continue to create a walkable village center that provides basic goods and services to lessen automobile trips over the bridges and through downtown Beaufort.

CS 4.0 | LADY'S ISLAND GATEWAY VILLAGE CENTER

The intersection of Sea Island Parkway and Lady's Island Drive/Sam's Point Road has long been designated as an activity center. This serves to acknowledge the historic market trend of the commercial activity at the crossroads of two busy thoroughfares as well as the need to capture traffic before it crosses back onto Port Royal Island. This is true of the growing full-time population on Lady's Island but also of the seasonal population on St. Helena Island, Dataw Island and the other sea islands. The number one shopping need for visitors and residents is groceries and other basic goods and services. Yet, this area needs to serve as more than just a tourist destination for a week's worth of groceries. It must also function as a year-round village center for Lady's Island and as such should be walkable and mixed-use.

CS 4.1 **Revise standards to further reinforce a neighborhood-scaled center.** The mixed-use standards that apply to Boundary Street should be considered for application (after some calibration and a larger infrastructure plan is complete) in this Village Center. [\$\$\$] [O] [1-5]

CS 4.2 **Reconstruct the street infrastructure as a truly walkable area.** The confluence of two state highways is never a easy place to promote walkability but it is absolutely essential both for safety as well as for visual aesthetics. The urban pattern advocated by the City's codes needs an appropriate streetscape to compliment the streetscape established by the well designed buildings. Sidewalks, pedestrian crosswalks, and street trees will help to humanize this otherwise automobile-oriented area and allow it to mature into a true walkable, mixed-use environment. [\$\$\$] [C] [6-10]

▼ EXISTING CONDITIONS



Existing Lady's Island Buildings





Birdseye Rendering of Village Center Concept



Mixed Use Buildings

Single Family Lots

▲ LADY'S ISLAND GATEWAY VILLAGE CENTER

DEVELOPMENT TOTALS

Northwest Quadrant

171,000 SF Mixed-Use (@ 2 Stories)
Duplex/Twin House/Patio Homes: 32 Units

Southeast Quadrant

180,000 SF Mixed-Use (@ 3 Stories)
Apartment/Flats: 120 Units (3 Stories)

Southwest Quadrant

37,000 SF Mixed-Use (1-2 Stories)
Mixed-Use: 28,000 SF

THE ISSUE

How can the County's current investment in the Battery Creek High School be better leveraged for sustainable development?

A SOLUTION

Encourage the development and redevelopment of land around the high school as a series of traditional neighborhoods where students can walk to school and teachers can live near where they work.



Precedent Single Family: Celebration, FL



Homes fronting green space

CS 5.0 | BATTERY CREEK HIGH SCHOOL AREA

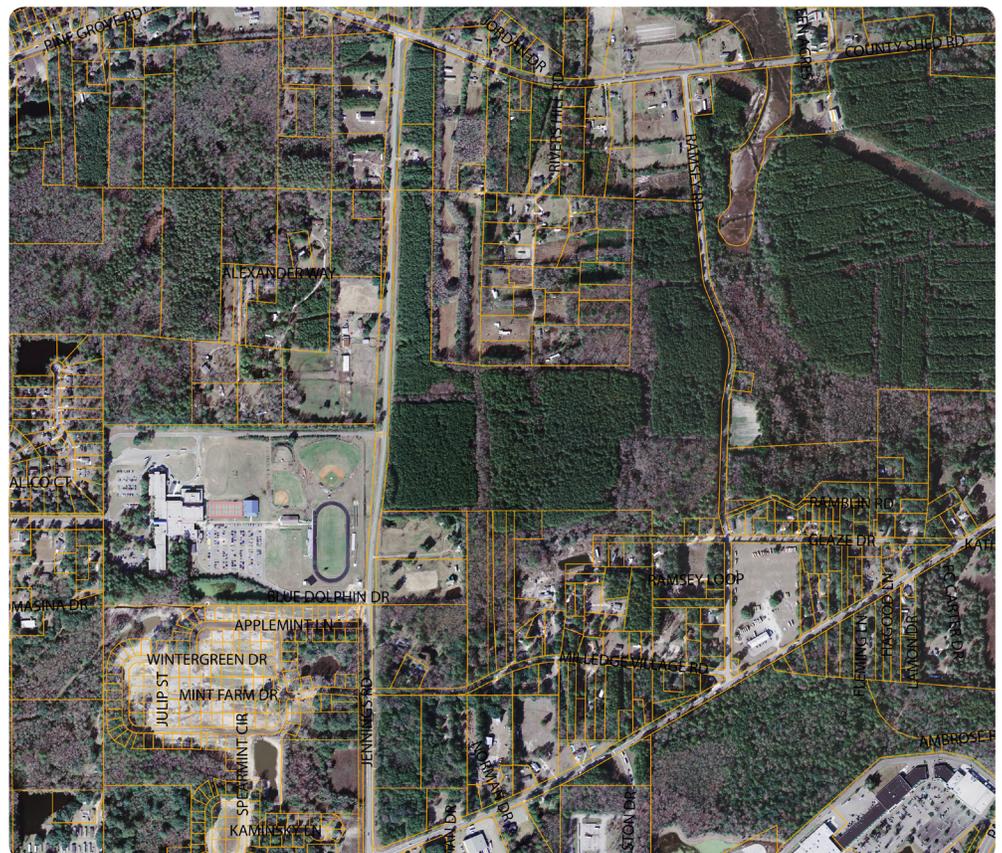
The sparsely developed area around Battery Creek High School is a prime opportunity for infill that provides housing opportunities for families and teachers alike. And, while there are a number of sensitive lands in this general area as well as close proximity to the AICUZ, there are also some developable parcels that are appropriate for neighborhood development to accommodate a general expansion of the city's urban services.

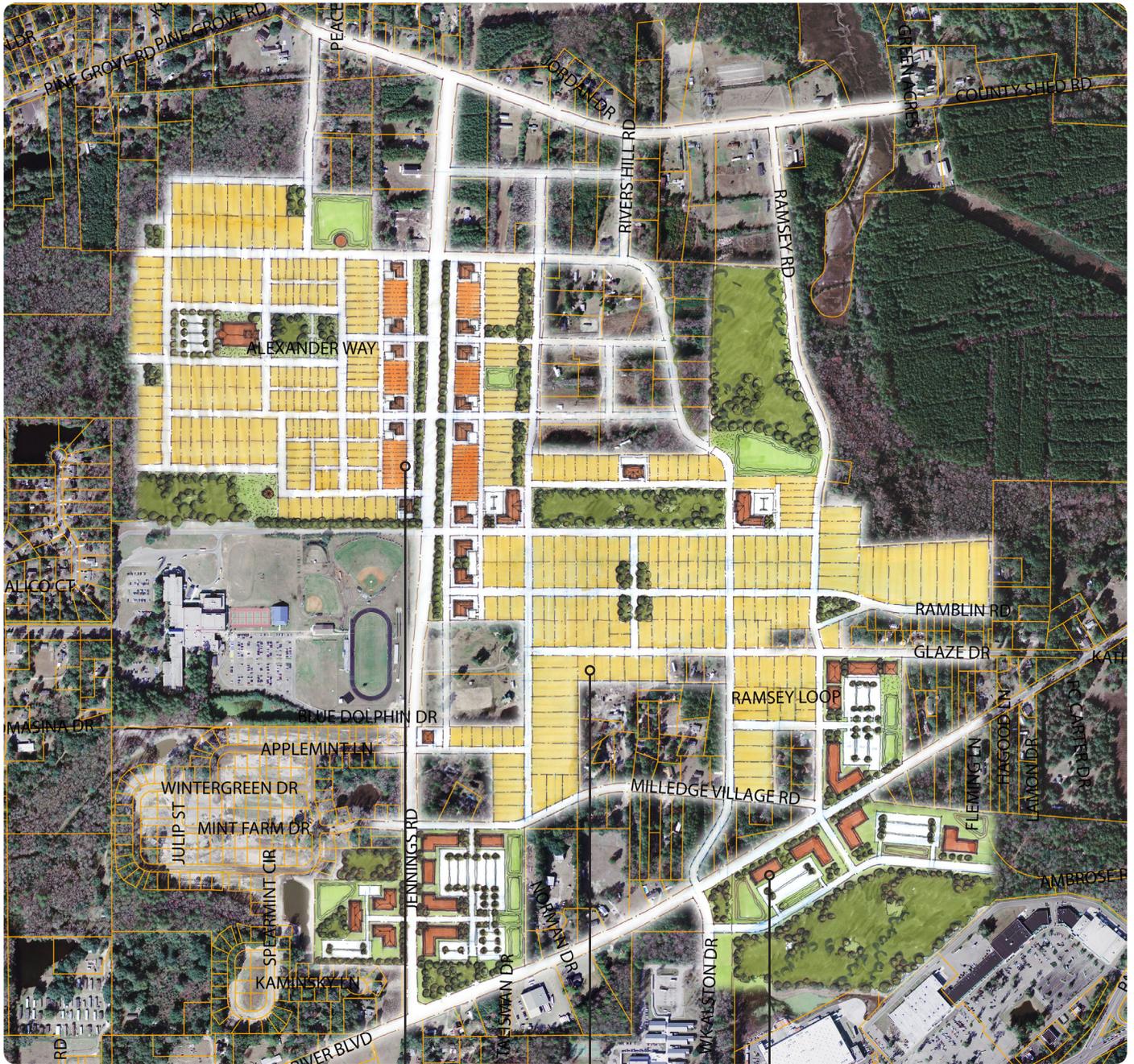
CS 5.1 Establish a collector/neighborhood street pattern that will eventually connect the area. It is expected that development of this area will occur over time by many individual development decisions. The City, County, and MCAS-Beaufort should complete a collector street plan that ensures a minimum level of connectivity for the overall area. Such connections can then be constructed with each new development. [S] [O] [1-5]

CS 5.2 Require traditional neighborhood development patterns and a minimum density. For land that has few environmental restrictions there should be a general expectation of a density level that is comparable to the current city pattern of at least 4-6 units per acre. Further, new development should take the form of walkable, well-connected, mixed-use neighborhoods. This recommendation will likely be implemented through close coordination with the County and an established City annexation policy that guide adequate thresholds for growth. [S] [O] [On-going]

CS 5.3 Incorporate low impact development standards into all development decisions. In this area of the community, the decisions regarding the environment should take precedence over the decisions of the built environment. To mitigate the impact of development the use of natural filtration and drainage techniques (low impact/light impact development techniques) should be required. [S] [O] [On-going]

▼ EXISTING CONDITIONS





▲ JENNINGS ROAD

DEVELOPMENT TOTALS

Multi Family Lots Single Family Lots Mixed Use Infill

Mixed-Use/Commercial

250,000 SF

Flats/Apartments

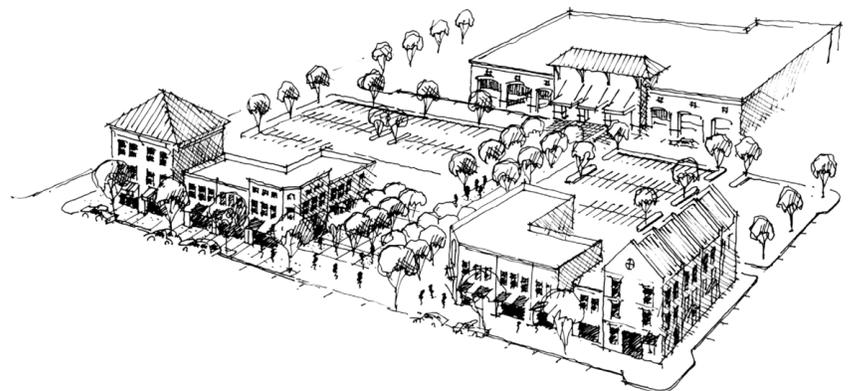
260 Units

Townhomes

60 Units

Detached Homes

383 Units



Neighborhood Center

THE ISSUE

The current alignment of US 21 along Boundary Street limits design creativity and encourages additional truck traffic along Ribaut Road.

A SOLUTION

By realigning US 21 so that it follows Parris Island Parkway to Port Royal a truck bypass is created along roads that are better suited to handle them.

CS 6.0 | US 21 REALIGNMENT

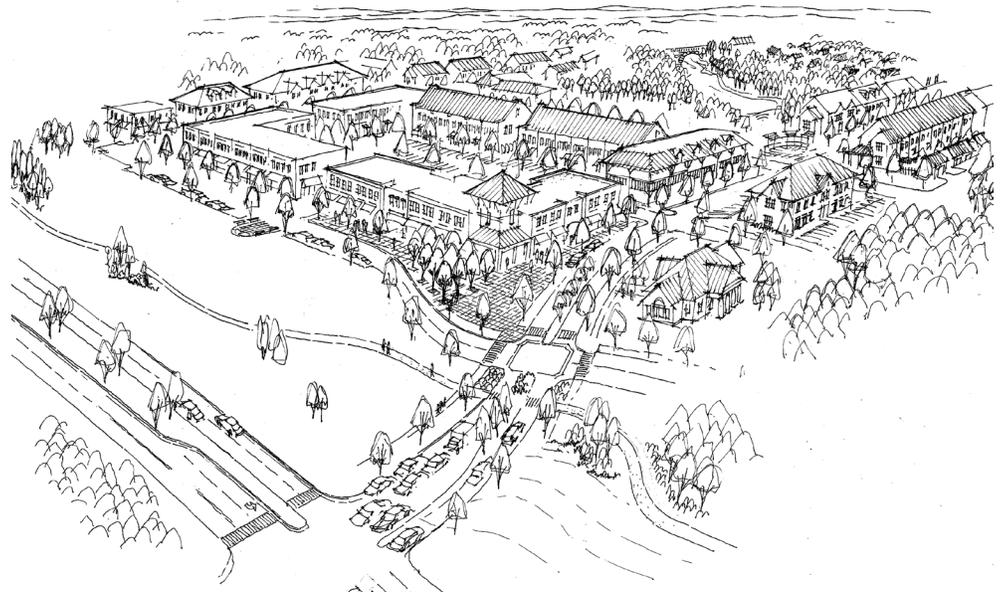
The current alignment of US 21 from Trask Parkway to Boundary Street to Ribaut Road limits the design flexibility in attempting to balance the needs of the automobile and truck with that of pedestrians and bicyclists. In addition, the free flow movement of US 21 to Boundary Street to Carteret Street and over the bridge to Lady’s Island aggravates the congestion in the downtown area.

CS 6.1 Study the Realignment of US 21. As a federal highway, the realignment and associated improvements will require a comprehensive plan for the corridor. Additional questions must also be addressed including the impact of the loss of traffic to downtown (if any), additional intersection improvements through the corridor, and any additional access management. An additional question to consider is the type of intersection that the newly reconfigured US 21/Trask Parkway might have. Will it be a standard intersection with dual left turns or perhaps a multi-lane roundabout? At this location, a grade separated ramp may also be evaluated. And what are the impacts to walkability/bikeability and overall aesthetics? [§] [O] [1-5]

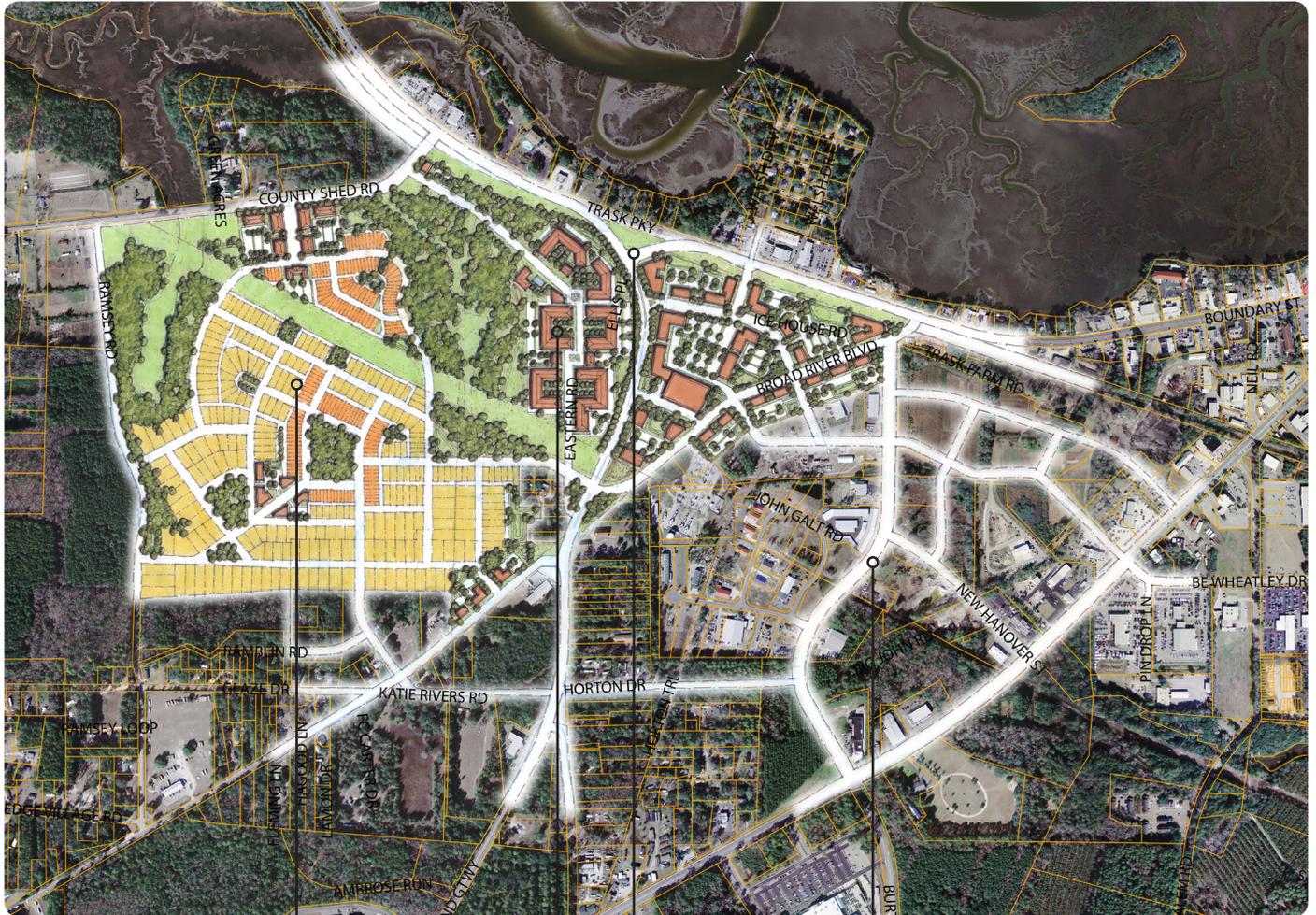
CS 6.2 Investigate the creation of a mixed-use and employment-based center. The conceptual realignment of the intersection of Parris Island Gateway and US 21/Trask Parkway impacts a mobile home park as the radius is adjusted to head south rather than continue east. This presents an opportunity for redevelopment of that entire intersection. Given its prominent location and accessibility, the potential for the development of a mixed-use employment campus should be considered as a means to further diversify the economy of the area. [§] [O] [6-10]



*Precedent Affordable Housing:
Ross Chapin, Architect*



Mixed Use Center Along Highway transitioning back to Multi-Family & Single Family



Traditional Neighborhood | Mixed-use/ Employment Center | US 21 Realignment to Parris Island Gateway (280) | Proposed Street Connectivity | ▲ BROAD RIVER BOULEVARD

DEVELOPMENT TOTALS

Mixed-Use/Commercial

514,000 SF

Flats/Apartments

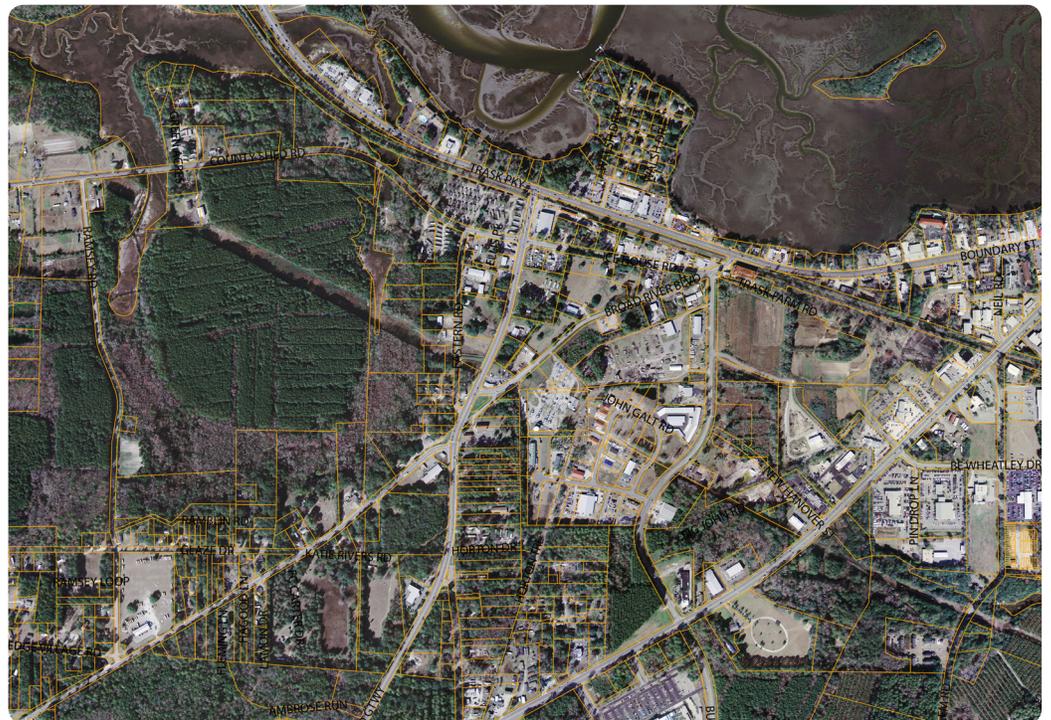
650 Units

Townhomes

160 Units

Detached Homes

255 Units



▲ EXISTING CONDITIONS

THE ISSUE

What is the most appropriate manner in which to provide a regional shopping area without further exacerbating the sprawling commercial corridors?

A SOLUTION

Organize regional retail into a walkable, mixed-use village center that is compact in form but provides a sufficient amount of opportunity for regional retail. And, connect it to a medium-density, walkable neighborhood.



Birkdale Village in Huntersville, NC



Waterfront Park in Newpoint, Beaufort, SC

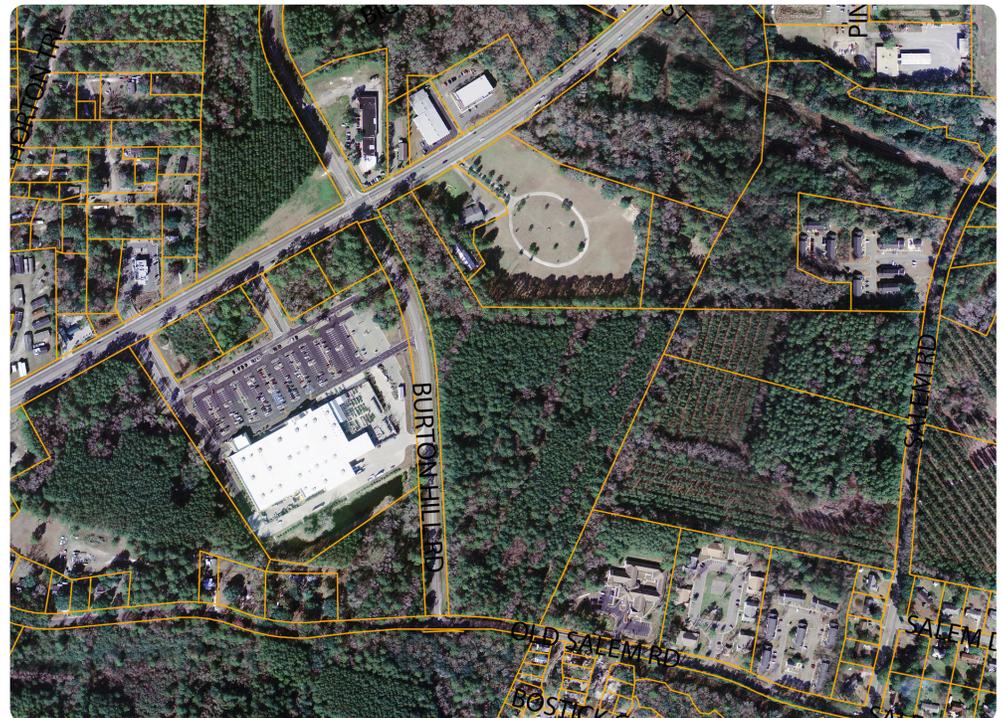
CS 7.0 | ROBERT SMALLS VILLAGE CENTER

The Robert Small Corridor has been designated as a prime location for regional retail, yet the development opportunities are limited by some unfavorable environmental conditions along much of the frontage. Burton Hill Road, the primary entrance for Lowe’s Home Improvement, leads to a number of parcels that are generally unconstrained and connect to other developable parcels along

CS 7.1 Create a walkable village center for regional retail. Rather than permit more single-story, auto-oriented retail, the regulations should discourage that model and instead require and/or incentivize a vertically mixed-use format. This type of arrangement is known throughout the industry as a “lifestyle centers” or a “town centers,” and has a compact arrangement that is both walkable and well connected. [Private] [Code]

CS 7.2 Require a traditional neighborhood development pattern to connect the village center to the waterfront. Across Salem Road is a tract of land that is well suited to a traditional neighborhood pattern. To compliment the conceptual village center to the west, this neighborhood should be medium to high density (greater than 6 units per acre). And, like other traditional neighborhoods in the community (Newpoint and Habersham), the design of the neighborhood should focus on a publicly accessible waterfront along Battery Creek. [Private] [Code]

▼ EXISTING CONDITIONS





Highway Commercial Townhomes Mixed Use Village ▲ ROBERT SMALLS VILLAGE CENTER

DEVELOPMENT TOTALS

Village Center Mixed-Use/Commercial

324,000 SF

Condominiums/Apartments

723 Units

Townhomes

28 Units

Traditional Neighborhood Flats/Apartments

44 Units

Townhomes

76 Units

Detached Homes

175 Units



Neighborhood Commercial Central Green Waterfront Park

THE ISSUE

The proposed Southside Park may be too large to reasonably build-out and maintain given anticipated financial resources of the community.

A SOLUTION

Reduce the size of the overall park by releasing a portion of the site for private development, thereby reducing the long-term maintenance needs and infusing needed capital into the project.



Formal Open Space, Charlotte, NC



Wetland Garden, New Town in St. Charles, MO

CS 8.0 | SOUTHSIDE PARK NEIGHBORHOOD

The area of the former waste water treatment plant and adjoining City and County owned parcels (approximately 40 acres total) is expected to serve the entire Ribaut Road area with a combination of active and passive park space. In addition, the site is anticipated to improve drainage and water quality in Battery Creek.

CS 8.1 Prepare a Neighborhood Action Plan to guide development/redevelopment activities and public investment.

There is no detailed urban design plan that covers this area and the proposed investment in the park warrants a plan that considers the broader issues in this neighborhood. This plan should include a block-by-block detailed urban design plan that shows the expectations for development and redevelopment, location of potential parks and open spaces, and a street and stormwater infrastructure repair/re-investment plan. The conceptual plan on the next page shows how the park might be developed by allocating a portion of the land to new residential housing. A citizen committee has developed a proposal to make the property into parkland without further residential development. Both concepts deserve fair consideration in light of financial constraints and citizen preferences. Further study combined with engagement of the property owners and residents will be essential to creating a sustainable re-investment strategy for this neighborhood. **[\$] [O] [1-5]**

CS 8.2 Prepare a Detailed Master Plan for the Park that Includes Innovative Stormwater Techniques and Consideration of a Private Investment Component.

The Southside Park has the opportunity to serve as a model for public space development. The plan should, at a minimum, consider the following elements:

- **Private Investment:** The conceptual plan on the following page suggests the inclusion of private development along the edge of the park to help offset the capital costs of construction as well as provide for resident activity that will naturally monitor the park's safety and security. Ideally, the level of private investment will include a diverse offering that includes both workforce and upper-middle-class housing. Whether to include private development in the plan must consider financial capacity and citizen preferences. **[\$\$\$] [Private] [6-10]**
- **Innovative Stormwater Management:** As a regional stormwater management facility this park should take the opportunity to serve as a public demonstration of various methods and techniques for storing and filtering stormwater. From bio-retention areas to reconstructed wetlands, the Southside Park can become a living laboratory. A model to consider emulating is the conversion of the wastewater treatment plant in Jacksonville, NC to Sturgeon City (www.sturgeoncivcity.org), an eco-laboratory that partners with universities and schools to monitor and improve the water quality. Sturgeon City has been very successful in attracting grant money from across the nation with its unique and innovative partnerships and programs. **[\$\$] [O+C] [1-5, On-going]**
- **Recreational Amenities:** The public has previously expressed a desire for small active recreation space that includes walking trails, a playground, and a dog park. In addition, a small event space/lawn, a pavilion, and picnic shelters should also be considered. More extensive recreational amenities, such as tennis courts, ball fields and other recreational facilities should be considered in light of available funding and citizen preferences. **[\$\$\$] [O+C] [1-5, 6-10]**

**EXISTING
CONDITIONS**



**SOUTHSIDE PARK
NEIGHBORHOOD**

The illustration to the right is one example of how private investment in the park can still yield a substantial public space while providing needed dollars to help with the park's construction.



**DEVELOPMENT
TOTALS**

Existing Development

21 Detached Housing Units

Proposed Development

Detached Homes: 90 Units

Townhomes: 44 Units

Flats: 4 Units

Total New Units: 138 Units

Number of Units on Treatment

Plan Site: 71 Units

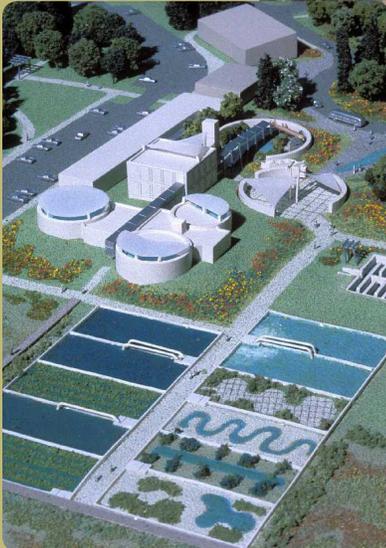
Single Family Lots | Townhomes | Wetland Garden | Dog Park | Formal Open Space

Parks & Open Space

Community Park: ~30 Acres
(Including New Regional Bio-Remediation and Detention)



Birdseye rendering of proposed concept



THE STURGEON CITY STORY

Sturgeon City is part of a commitment made to help restore habitat in Wilson Bay, provide economic redevelopment and to provide environmental education to our citizens to help avoid environmental mistakes of the past.

For forty years, the City of Jacksonville, NC had discharged its treated wastewater into the New River through Wilson Bay. Combined with the other problems of the New River, this left a thick blanket of sludge material on the bottom of the Bay, little to no life in the water column, and a wonderful natural resource that was not being used for recreation, commercial fishing or just visiting.

The City leaders decided to abandon the concept of river discharge, and build an environmentally friendly, expandable and modern land application plant. It costs more than \$50 million and since 1998, all the City's wastewater has been treated by this plant located in the northeast section of Onslow County.

With that decision, City of Jacksonville leaders declared that they had a "moral responsibility to help clean up Wilson Bay." That led to the Wilson Bay Initiative, a program to restore water quality in Wilson Bay. The success of that program led to the consideration of what to do with the old plant; sell it for development, use it for a park, or allow the City's workshops at the site to expand into much needed space.

Instead, the vision of Dr. Jay Levine, a scientist working with the Wilson Bay Initiative, was to use the large tanks to raise Sturgeon. Sturgeon were once native to the New River, but the thick blanket of sludge and pollution along the river, prevented these bottom feeders from returning to spawn.

The idea grew to include a concept; use the former plant as an environmental education center to help prevent the environmental mistakes of the past, make it the headquarters for the City's water quality initiatives and use it as an example of how environmental restoration can be compatible with economic redevelopment.

Today Sturgeon City hosts restored wetlands that help cleanse the waters of Wilson Bay, the first phase of an award-winning park design that provides sweeping vistas of the Wilson Bay and serves as the home to youth and environmental education programs designed to instill appreciation for our community and its people.

Text adapted from www.sturgeoncitiy.org

**NORTHWEST
QUADRANT DESIGN
PRINCIPLES**

The Northwest Quadrant is an important neighborhood within the Beaufort National Historic Landmark District. Its houses and commercial buildings are tangible reminders of the lives and contributions made to Beaufort’s history by the many people who lived and worked in this traditionally African-American neighborhood.

These design principles have been developed at the request of neighborhood residents to help insure that building rehabilitation projects and new construction within the Northwest Quadrant are consistent with its traditional character—defined by simple, small-scale buildings, typically built by people with limited financial resources who used readily available workmanship, design and materials.

These design principles form a basic approach to building rehabilitation and new construction that will help projects fit in with the traditional character of the neighborhood. Rehabilitation should respect the traditional character of the building and new construction should respect the character of the surrounding historic building stock.

Northwest Quadrant Design Principles

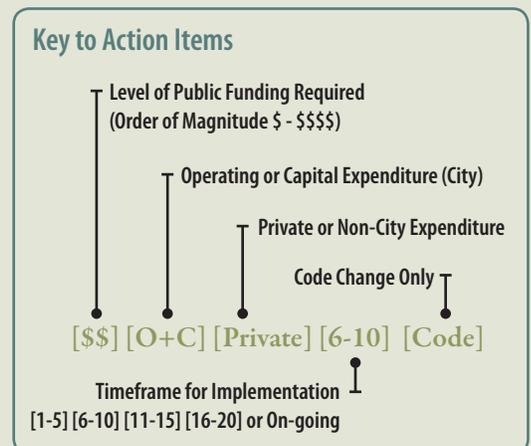


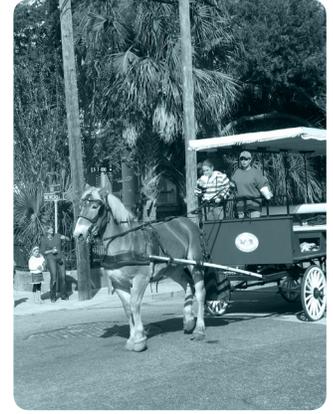
**The City of Beaufort
Beaufort, South Carolina**

May 1999



CHAPTER THIRTEEN: SETTING PRIORITIES FOR IMPLEMENTATION





13 SETTING PRIORITIES FOR IMPLEMENTATION

In accordance with Section 6-29-510 of the South Carolina Code of Laws, the City is required to include as part of its comprehensive plan, a “priority investment element a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies.”

The *Northern Beaufort County Regional Plan* is precisely the level of coordination expected by the Priority Investment Act, as adopted in 2007. This plan evaluated the collective impacts of future growth and needed capital improvements on the Participating Local Governments (Beaufort County, the City of Beaufort, the Town of Port Royal, and the Town of Yemassee) and forecast the fiscal impact of various scenarios. Across all of the participating local governments, the costs of providing infrastructure to serve anticipated new growth at current levels of service was approximately \$350 million in 2007 dollars. Of this total, transportation projects comprised nearly \$300 million with the balance going towards various regional facilities. It is important to note that the plan did not include the school district or the water and sewer authority (BJWSA) in these estimates.

This plan is intended to endorse the continued work of the *Northern Beaufort County Regional Plan* and its Implementation Oversight Committee with additional refinements including planned capital improvements by the City and related agencies and local governments. For the purpose of establishing conformity with the Priority Investment Act many of the recommendations in this Chapter have been copied directly from the *Regional Plan* or made a part of this plan by reference.

Key Recommendations

- PI 1.0 Regional Partners
- PI 2.0 Regional Fiscal Impact Analysis
- PI 3.0 Regional Infrastructure Plan
- PI 4.0 Local Capital Improvements Plan
- PI 5.0 Table of Action items

Key Principles

17 Planning & Implementation

We will continue our history of thoughtful, detailed planning and will include practical implementing elements to leverage our ideas with actions. Success is bred not from what we say but what we accomplish.

PI 1.0 | PLAN IMPLEMENTATION

The purpose of the Priority Investment Act is to encourage greater cooperation between and across various levels of government and related service providers. The City has five principal governmental partners - Beaufort County, Beaufort-Jasper Water and Sewer Authority (BJWSA), Beaufort County School District, Town of Port Royal, and MCAS-Beaufort with whom cooperation will be essential to the success of this plan. As has been mentioned numerous times in this document, the Northern Beaufort County Regional Plan is a model for this level of inter-governmental cooperation.

PI 1.1 Monitor and report on plan implementation. In January of each year the planning commission will report to the city council on the progress made in implementing the annual priorities list for the prior year and will also report on any other matters relating to implementation of the plan. In February of each year the commission will work with the city council and staff and will list annual priorities for implementation of this plan. [\$] [O] [On-going]

PI 1.2 Update the plan. This plan shall be updated every five years.

PI 1.3 Implement the Baseline Standards Related to Environmental Protection and Corridor Overlay Standards. The Regional Plan establishes a commitment to adopt baseline standards on the following: [Code]

- Stormwater management best practices; and,
- Critical line setback and buffers (with the provision for flexibility in cases of public access); and,
- Enhanced standards for especially sensitive areas such as waterway headwaters, low lying areas, and the ACE basin; and,
- Protection of freshwater wetlands; and,
- Consistent corridor overlay standards along shared travel corridors.

PI 1.4 Explore New Institutional Arrangements. Where appropriate, new institutional arrangements to facilitate multi-jurisdictional cooperation on funding issues should be explored. [\$] [O] [On-going]

PI 2.0 | REGIONAL FISCAL IMPACT ANALYSIS

The *Northern Beaufort County Regional Plan* examined the fiscal impact of growth and recommended a regional funding strategy to address the issue. Specifically, the Northern Beaufort County communities agree to work together to explore regional approaches to funding regional infrastructure, focusing on a limited range of regional tools.

PI 2.1 Adopt Regional Level of Service (LOS) Standards. In order to establish a foundation for coordinating transportation and parks planning across the region, each of the Participating Local Governments will adopt the same level of service standard for these facilities, that is consistent and coordinated with the LOS adopted by the other Participating Local Governments. [Code]

PI 2.2 Identify Existing Deficiencies and Future Capital Improvements Needs. Using the agreed upon LOS standards, the Participating Local Governments will then work cooperatively to identify needed capital projects, determine their costs and identify revenue sources to fund the projects. [\$] [O] [On-going]

- PI 2.3 Work Cooperatively with the School District.** While the School District has the responsibility to plan and provide funding for its capital needs, a framework needs to be established where the Participating Local Governments can work cooperatively with the School District and support its efforts to plan for the future deficiencies and future capital improvement needs for public schools. [\$] [O] [On-going]
- PI 2.4 Develop an Overall Funding Strategy.** The following factors should guide the selection of revenue sources to address the capital and operating funding gap: [\$] [O] [On-going]
- Revenue Potential: Whether the tool can generate substantial sums of monies to fund capital infrastructure;
 - Geographic Application: Whether the tool can be applied across the region;
 - Legislative Authorization: Whether the tool requires legislative authorization;
 - Technical/Administrative Ease: The ease of administering the tool; and
 - Public Acceptability: How citizens will accept the tool.
- PI 2.5 Focus First on Available Funding Tools.** In order to take immediate action on addressing capital funding needs, it is important to concentrate first on revenue sources that the State of South Carolina enables local governments to use to fund capital improvements. These include property taxes, local sales, impact fees, and taxes. For example, the current capital sales tax is expected to generate approximately \$62,200,000 for capital transportation facilities in Northern Beaufort County. In addition, the impact fee for Southern Beaufort County was recently updated, demonstrating that when kept current impact fees could be expected to generate substantial additional capital revenues. [\$] [O] [On-going]
- PI 2.6 Update the Fiscal Impact Analysis on a Regular Basis.** One of the key outcomes of the Regional Plan was an assessment of the availability of capital and operating dollars across the region's local governments. This analysis should be updated on a regular basis as it can be used as a means to determine the adequacy of public facilities (APF) throughout the region and standardize any proposed APF or impact fee legislation. [\$] [O] [On-going]
- PI 2.7 Consider Funding Tools that Require Changes in State Legislation.** If the available funding tools are not adequate to address the funding gap, particularly the operating cost gap, it may be necessary to lobby the state to initiate legislation that would enable new funding sources. [\$] [O] [On-going]

PI 3.0 | REGIONAL INFRASTRUCTURE PLAN

As part of the *Northern Beaufort County Regional Plan*, more than \$350 million in regional infrastructure projects were identified, of which more than \$300 million are transportation projects. The remaining \$50 million was attributed to various regional projects including parks, libraries, greenways, and related government facilities.

PI 3.1 Implement the Current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan. The City will continue to work with the participating local governments in order to implement planned and committed road widenings, new road alignments, and planned intersection improvement projects as noted on the map to the right. The analysis of future transportation conditions was based on year 2025 and reflected projects with committed funding (committed project) or for which significant studies have been performed and are included in the Beaufort County planning process for future funding (planned projects). The analysis results for the “committed and planned projects” assumed to be in place in the future year 2025 are shown on the map in Section AM 1.0. Note that the costs indicated below are in 2006 dollars. [\$\$\$\$] [C] [1-5, 6-10]

Committed Widening Projects

1. US 21 on St. Helena Island (3 lanes) - \$12.3 million
2. US 17 from US 21 to SC 64 (4 lanes) - \$92 million for Beaufort County only

Planned Widening Projects

3. US 21/SC 802 from Ribaut Road to US 21 (widen to 4-lane divided road) - \$35.7 million
4. SC 802 from SC 170 to SC 280 in Port Royal (widen to 4-lane divided road) - \$70.0 million

Planned New Roadway Alignment

5. US 21/SC 802 Connector (new 4-lane divided road) - \$6.0 million
6. Boundary Street Parallel Road (new 2-lane road) - \$22.0 million

Planned Intersection Improvements

7. SC 802 (Ribaut Road) Improvements - \$2.3 million
8. Lady’s Island at Sam’s Point/Brickyard/Holly Hall - \$250,000

PI 3.2 Implement the Other Identified Capital Projects in the Northern Beaufort County Regional Plan. The Participating Local Governments will work together to coordinate the planning and funding of parks and recreation, libraries, schools, sheriff and public safety, general government, courts, health, and human services, and other regional public facilities. The following public facility needs and costs are estimated at almost \$50 million (in 2006 dollars) as follows: [\$\$\$\$] [C] [1-5, 6-10]

Parks and Recreation (\$27.9 million)

1. New capital facilities include ten neighborhood parks (100 acres total) and six community parks (150 acres total)

Library (\$7.2 million)

2. Two additional library branches totaling 23,000 square feet would be constructed using the current standard of 0.6 square feet per capita

Sheriff and Public Safety (\$5.4 million)

3. 4,606 square feet of additional Sheriff's space would need to be constructed
4. 25,630 square feet of Detention Center space would need to be constructed

General Government (\$2.9 million)

5. 12,355 square feet of additional General Government office space would need to be constructed

Courts (\$2.7 million)

6. 12,716 square feet of additional Court space would need to be constructed

Health and Human Services (\$2.8 million)

7. 3,709 square feet of additional Health Department office space would need to be constructed
8. 8,390 square feet of Human Services space would need to be constructed

PI 4.0 | LOCAL CAPITAL IMPROVEMENTS PLAN

In addition to those recommendations contained within the *Northern Beaufort County Regional Plan*, the City also maintains a Capital Improvements Plan that plans the expenditures and the corresponding needed revenues for large projects. At present, the city maintains a 10 year Capital Improvement Plan, and 10 year Operating Equipment Plan, and a 10 year Redevelopment and Investment Plan (though only 5 years worth of projects have been identified and programmed). These plans have been included by reference and are summarized on the following pages.

PI 4.1 Annually Update the Ten-Year Capital Improvement Plan. As part of the annual budgeting process, the City will maintain and update a ten-year Capital Improvements Plan that includes both full capital and debt service costs as well as estimates for revenues over the same period.

PI 4.2 Complete the Boundary Street Master Plan. The following projects have been planned as part of the Boundary Street Master Plan. The primary funding for these projects will come from the Boundary Street TIF District (TIF II). [\$\$\$\$] [C] [1-5, 6-10, 11-15, 16-20]

1. Creating a Parallel Street Network (\$8.5 – \$9 million)
2. Boundary Street Landscaped Median (\$9.5 million)
Includes the realignment of Robert Smalls Parkway (\$1.8 million)
3. Streetscape Improvements: Boundary Street (\$5.5 - \$6 million)
4. Intersection Improvements
Roundabout Intersection - \$4.5 - \$5 million
Signalized Intersection - \$4 - \$4.5 million
5. Trail South of Boundary Street (\$800,000)
6. Central Park (unknown)

City of Beaufort FY 2010-2020 CIP - Capital Projects

Project	Grand Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fire Department												
Traffic Preemption	180,000			180,000								
Station Exhaust Extractor	53,250		53,250									
1/3 cost New Central Station	2,000,000					2,000,000						
New Mossy Oaks Station	2,200,000		2,200,000				0					
Fuel System Upgrade	120,000							120,000				
Lady's Island Fire Station	2,200,000		2,200,000							0		
Clarendon Fire Station	3,900,000		3,900,000					120,000				0
Fire Department Total	10,653,250	-	8,353,250	180,000	-	2,000,000	-	120,000	-	-	-	-
Planning Department												
Bay Street Lighting	100,000	100,000										
Bladen Street Phase 2	1,000,000	1,000,000										
Directional Signage	32,000			32,000								
Building Demolitions	404,000	94,000	70,000	50,000	40,000	30,000	20,000	20,000	20,000	20,000	20,000	20,000
Street Name Sign Replacement	-	-	-	-	-	-	-	-	-	-	-	-
Planning Department Total	1,536,000	1,194,000	70,000	82,000	40,000	30,000	20,000	20,000	20,000	20,000	20,000	20,000
Police Department												
Task Force Bldg Renovation	10,000	10,000										
Police Department Total	10,000	10,000	-	-	-	-	-	-	-	-	-	-
Public Works Department												
Pigeon Point Restrooms	50,000		50,000									
Pigeon Point Fence	45,000		45,000									
Recycling Bay Improvements	75,000			75,000								
PW/C Site Development	150,000			75,000	75,000							
Prince Street Shop Renovation	200,000			200,000								
Parks(detail below) (Parks)	1,196,000	80,000	-	416,000	175,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Streets & Sidewalks(detail below)	2,090,000	100,000	460,000	80,000	75,000	925,000	75,000	75,000	75,000	75,000	75,000	75,000
Drainage (detail below)	4,625,000	700,000	1,105,000	525,000	100,000	1,595,000	100,000	100,000	100,000	100,000	100,000	100,000
Public Works Department Total	8,431,000	880,000	1,660,000	1,371,000	425,000	2,595,000	250,000	250,000	250,000	250,000	250,000	250,000
Grand Total	20,630,250	2,084,000	10,083,250	1,633,000	465,000	4,625,000	270,000	390,000	270,000	270,000	270,000	270,000

City of Beaufort FY 2010-2020 CIP - Capital Projects Detail

Project	Grand Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Public Works Detail												
Parks	1,196,000	80,000	-	416,000	175,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Southside Park	80,000	80,000										
Waterfront Park Maintenance	675,000			75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Knott Park	35,000			35,000								
Washington Street Park Upgrade	6,000			6,000								
Pigeon Point Park Phase II	400,000			300,000	100,000							
Streets & Sidewalks	2,090,000	100,000	460,000	80,000	75,000	925,000	75,000	75,000	75,000	75,000	75,000	75,000
New Sidewalks	880,000	100,000	100,000	80,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
Joshua Circle Road Resurface	180,000		180,000									
Southside Blvd Sidewalk Removal	180,000		180,000									
Jericho Woods Resurfacing	400,000					400,000						
Waters Edge Resurfacing	200,000					200,000						
Stone Marten Resurfacing	250,000					250,000						
Drainage	4,625,000	700,000	1,105,000	525,000	100,000	1,595,000	100,000	100,000	100,000	100,000	100,000	100,000
Battery Shores Drainage	150,000		150,000									
Waters Edge Drainage	35,000		35,000									
Pigeon Point/Boundary Drainage	25,000		25,000									
Duncan Langhorn	700,000	700,000										
Craven/Charles Drainage	45,000		45,000									
Charles/West Drainage	45,000		45,000									
North Street Drainage	45,000		45,000									
North/Euhaw Drainage	50,000		50,000									
Depot Road Station Drainage	250,000		250,000									
North Hermitage Drainage	35,000		35,000									
Palm/Waddell Drainage	300,000		300,000									
Point Outfall	125,000		125,000									
Higginsonville Drainage	900,000			100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Washington/Duke Drainage	125,000			125,000								
Twin Lake Drainage	100,000			100,000								
First Blvd. Pond Improvements	200,000			200,000								
Wilson Drive Drainage	10,000					10,000						
Duke/Monson Drainage	10,000					10,000						
Battery Creek Outfall	200,000					200,000						
Southside Canal Improvement	300,000					300,000						
Burton Hill Drainage	100,000					100,000						
Jericho Woods Drainage	300,000					300,000						
Cottage Farm Drainage	150,000					150,000						
Point Pond Dredging	150,000					150,000						
First Blvd. Drainage	275,000					275,000						

City of Beaufort FY 2010-2020 CIP - Vehicles and Equipment

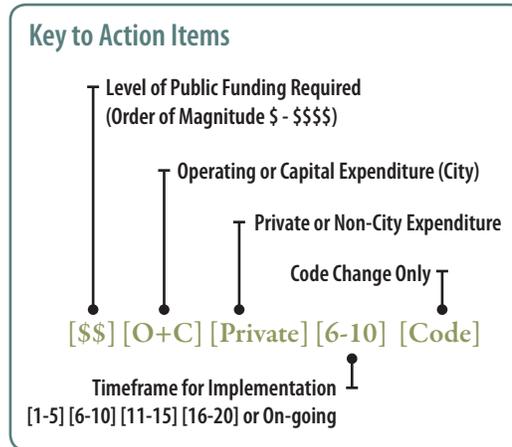
Project	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fire Department												
Thermal Imaging Camera	33,000	11,000			11,000							
Vehicle Radio/MDC/Handset (5)	84,670		84,670									
Hurst Hydraulic Tools	21,000			21,000								
Firerucks and equipment	1,155,000					575,000	580,000					
Emergency Light Tower	8,500					8,500						
Fire Safety House	58,500						58,500					
Fit Tester	10,500								10,500			
Standby Generator (2)	136,000										68,000	68,000
Station Breathing Air Compressor	72,000				72,000							
Rescue I Replacement	185,000					29,000			33,000	33,000		
Vehicles	227,000	73,000	59,000			612,500	638,500	11,000	43,500	33,000	68,000	68,000
Fire Department Total	1,991,170	84,000	328,670	21,000	83,000	612,500	638,500	11,000	43,500	33,000	68,000	68,000
Planning Department												
Vehicles	50,000	0	25,000	0	0	0	0	25,000	0	0	0	0
Disaster Preparation Trailer	75,000		75,000									
Planning Department Total	125,000	0	100,000	0	0	0	0	25,000	0	0	0	0
Police Department												
Vehicles	1,925,000	70,000	210,000	201,000	176,000	176,000	154,000	194,000	184,000	184,000	184,000	192,000
Boat	150,000				150,000							
Giant Radar Display	10,500	10,500										
Armored Vehicle (SWAT)	75,000							75,000				
Police Department Total	2,160,500	80,500	210,000	201,000	326,000	176,000	154,000	269,000	184,000	184,000	184,000	192,000
Public Works Department												
Sanitation Packer	535,000		125,000	125,000	140,000							
Heavy Trucks	330,000		190,000	140,000								
Recycling Trucks	260,000				260,000							
Mowers (Parks Fund)	120,000	30,000	20,000	20,000	30,000	20,000						
Lowboy/Trailers (Streets)	40,000	40,000										
Utility Trailers	40,000		40,000									
Backhoe	100,000		100,000									
Swacar Trailer	80,000			80,000								
Man Lift Utility Vehicle	80,000			80,000								
Tool Cut Multi-Purpose Vehicle	40,000			40,000								
Tractor/Tiller	65,000			65,000								
Streetsweepers	290,000			145,000	145,000							
Mini Backhoe	50,000				50,000							
Gator (3)	45,000				45,000							
Mini Excavator	36,000				36,000							
Vehicle Diagnostic Equipment (126)	20,000	20,000										
Self-contained light tower (124)	11,000	11,000										
Vehicles (122 & 126)	577,000	52,000	156,000	140,000	40,000	20,000	114,000	75,000	145,000	0	0	0
Public Works Department Total	2,719,000	153,000	631,000	835,000	746,000	20,000	114,000	75,000	145,000	0	0	0
Grand Total	6,995,670	317,500	1,269,670	1,057,000	1,155,000	808,500	906,500	380,000	372,500	217,000	252,000	260,000

City of Beaufort FY 2010-2020 CIP - Redevelopment Commission Projects and Investments

Project	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
City Manager's Office											
Daydock (325)		135,000									
Street Lights - Downtown (TIF 1)	100,000										
Parking Meters/Software/Handhelds (TIF 1)	175,000										
Performing Arts Center			800,000								
Parking Garage		500,000									
Waterfront Park Phase II			400,000								
Mun Complex Streets (TIF 2)	302,337										
	-										
	-										
City Manager's Office Total	2,412,337	635,000	1,200,000	-	-	-	-	-	-	-	-
Planning Department											
Open Space Acquisition		1,250,000	1,250,000	1,250,000	1,250,000	1,250,000					
Boundary Street Master Plan		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000					
Bladen Street Streetscape(Phase II)		300,000	1,000,000								
Pedestrian Improvements (122)	150,000	150,000	150,000	150,000	150,000	150,000					
Downtown Improvements		2,000,000	2,000,000								
Sea Island Parkway Improvements		1,500,000	1,500,000								
Redevelopment Incentive Fund	100,000	100,000	100,000	100,000	100,000	100,000					
Downtown On-Street Parking		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000					
	250,000	8,300,000	9,000,000	4,500,000	4,500,000	4,500,000					
Planning Department Total	30,800,000	8,300,000	9,000,000	4,500,000	4,500,000	4,500,000					
Total	33,212,337	8,935,000	10,200,000	4,500,000	4,500,000	4,500,000					
	827,337	8,935,000	10,200,000	4,500,000	4,500,000	4,500,000					
	-										
Fund through year end	-										
To be Funded	827,337										

13.1 TABLE OF ACTION ITEMS

In order for the vision and recommendations expressed by this Plan to be realized, specific action items will need to be implemented by the City of Beaufort. Many of the action items seek to provide the conditions under which the vision can be achieved, by way of providing sensible land use regulation, necessary public investments, the development of appropriate programs and policies, encouraging catalyst projects and other actions.



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

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

The execution of the implementation steps will likely be phased and is subject to a variety of factors, which determine their timing. These include:

- The availability of personnel and financial resources necessary to implement specific proposals;
- Whether an implementation step is a necessary precursor to or component of the rational evaluation of a new development project;
- The interdependence of the various implementation tasks, in particular, the degree to which implementing one item is dependent upon the successful completion of another item; and,
- The relative severity of the challenge which a particular implementation task is designed to remedy.

In view of these factors, it is not possible to put forward a precise timetable for the various implementation items. The priority for implementation will be listed by the period in which items should be completed. Year 1-5 items and certain On-going items are the highest priority while Year 16-20+ projects could be completed as resources allow.

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
FIVE: A FRAMEWORK FOR GROWTH												
FG 2.3	Explore a service delivery model that employs a metro-like structure.	73	\$	0		X						
FG 2.1	Annexation areas should be contiguous to the primary service area or within a maximum of 2 miles.	73										X
FG 2.2	The provision of municipal services to previously annexed tracts or tracts beyond the 2 mile boundary shall be subject to adequacy and availability of municipal services.	73										X
FG 3.1	Require Incremental Growth to be Medium to High Density and Utilize the Traditional Neighborhood Unit.	76										X
FG 4.1	Update the UDO as a complete form-based code.	77										X
FG 4.2	Clarify Design Intent and Reduce Subjectivity	77										X
SIX: NATURAL INFRASTRUCTURE												
NI 1.4	Implement the recommendations of the Beaufort County Special Area Management Plan (SAMP)	85	\$	0		X						
NI 1.10	Monitor Groundwater Recharge Areas around the Marine Corps Air Station (MCAS)	88	\$	0		X						
NI 2.3	Encourage Low-Water Usage/Drought-Tolerant Landscaping (Xeriscaping)	89	\$	0		X						
NI 2.4	Encourage Rainwater Harvesting/Water Recycling On-Site	89	\$	0		X						
NI 2.5	Encourage Use of High Efficiency Bathroom Fixtures	89	\$	0		X						
NI 3.3	Continue to Partner with Regional Agencies/Organizations and Land Owners to Aggressively Protect Open Lands	93	\$\$\$	0+C		X						
NI 3.4	Expand Use of Density Bonuses and TDR in Exchange for Preservation of Sensitive Environmental Features	93	\$\$	0		X						
NI 4.4	Begin a Street Tree Maintenance and Planting Program	95	\$\$	0+C		X						
NI 1.2	Revise Current Development Regulation to Require/Incentivize Low Impact Development Using the Light Imprint Handbook	84	\$	0			X					
NI 1.3	Develop Regional/Small Area Storm Water Plans	85	\$	0			X					
NI 1.5	Adopt Baseline Standards for Critical Line Setbacks and Natural Vegetative Buffers	85	\$	0			X					
NI 1.9	Adopt Baseline Standards for the Protection of Freshwater Wetlands	87	\$	0			X					
NI 4.1	Complete an Urban Tree Canopy Survey	94	\$\$	0			X					
NI 4.2	Establish a Baseline Tree Canopy Coverage and Set Key Goals for Preservation and Expansion of the Canopy	94	\$	0			X					
NI 4.3	Revise Tree and Landscape Protection Standards to be Context-Sensitive	94	\$	0			X					

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
NI 1.6	Develop a Specific Water Quality Management Plan for the Battery Creek Watershed	87	\$	0				X				
NI 3.2	Develop a Comprehensive Open Space/Green Infrastructure Plan for the Northern Beaufort County Area	91	\$\$	0				X				
NI 1.8	Consider the Reestablishment of a Natural Connection Between Battery Creek and Albergotti Creek	87	\$\$\$\$	0+C							X	
NI 3.1	Implement the 2003 Open Space Master Plan	90	\$\$\$\$	0+C							X	
NI 1.7	Enforce Measures Against Unapproved Dredging of Waterways	87			Army Corps of Engineers							
NI 2.1	Continue Implementation of Water Use Conservation Measures	88			BJWSA							
NI 2.2	Expand Use of Reclaimed Water	88			BJWSA							
SEVEN: CLIMATE CHANGE & ENERGY												
CE 1.3	Prioritize Transit, Bike and Pedestrian Improvements with the Goal of Reducing VMT	100	\$\$-\$\$\$\$	0+C		X						
CE 1.4	The City will Seek Out Best Practices for the Reduction of GHG Emissions	101	\$	0		X						
CE 2.1	Implement the Beaufort County Hazard Mitigation Plan	102	\$\$	0+C		X						
CE 2.3	Ensure that All Critical Facilities Located within the 100-year Floodplain are Adequately Protected	103	\$\$\$\$	C		X						
CE 3.2	Support Energy Efficiency Retrofit Programs	107	\$	0		X						
CE 3.5	Support the Implementation of Renewable Energy Technologies	108	\$	0		X						
CE 4.2	Institute a Regular Household Hazardous Waste Pickup Day	109	\$	0		X						
CE 4.3	Expand the "No Dumping-Drains to River" Program	109	\$	0		X						
CE 4.4	Encourage Backyard Composting	109	\$	0		X						
CE 5.2	Endeavor to Make Sustainable Construction Practices Part of the Culture of Development in Beaufort	111	\$\$	0		X						
CE 1.1	Conduct an Emissions Inventory of City Operations	99	\$	0			X					
CE 1.2	Enact Land Use Policies and UDO Changes with the Goal of Reducing VMT	100	\$	0			X					
CE 2.2	Work with Beaufort County to Develop a Plan that Addresses the Potential Impacts of Sea Level Change	103	\$	0			X					
CE 3.1	Consider Conducting an Energy Audit	107	\$\$	0			X					
CE 3.3	Remove Regulatory Barriers to Renewable Energy and Provide Incentives for Their Use	107	\$	0			X					
CE 3.4	Protect Solar Access	107	\$	0			X					
CE 4.1	Expand Recycling Programs to Commercial Properties	109	\$	0			X					
CE 5.1	Establish a City Policy for Sustainable Building and Infrastructure Practices	110	\$	0			X					

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
CE 5.3	Establish Incentives to Implement Context-Sensitive Environmentally Sustainable Building and Development Practices	111	\$	0			X					
CE 5.4	Incorporate LEED ND (Neighborhood Development) Standards into the UDO	111										X
EIGHT: SOCIAL INFRASTRUCTURE												
SI 2.1	Prepare Small Area Plans for Neighborhoods and Districts	119	\$\$	0		X						
SI 2.2	Create a Dedicated Revenue Stream for Neighborhood Reinvestment	120	\$\$	0+C		X						
SI 2.4	Focus on Making Neighborhoods Pedestrian-Friendly	120	\$\$	0+C		X						
SI 4.9	Establish and Enhance Educational Initiatives	136	\$\$-\$	0		X						
SI 4.11	Develop Financial Incentives	137	\$\$	0+C		X	X					
SI 5.2	Increase the Number of Cultural Events that Celebrate Beaufort's Heritage	138	\$	0		X						
SI 6.1	Investigate the Viability of Bringing a Farmer's Market Back to Downtown	140	\$	0		X						
SI 6.2	Encourage Community Gardens	140	\$	0		X						
SI 6.3	Encourage Agricultural Urbanism	140	\$	0		X						
SI 1.1	Complete an Inventory of Needs for the Improvement of the Existing Neighborhood Parks	115	\$	0			X					
SI 1.2	Identify a Regular Funding Mechanism for the Maintenance and Improvement of the Park System	117	\$	0			X					
SI 1.3	Plan and Improve the Southside Park	117	\$\$\$\$	C	Private		X	X	X	X		
SI 1.4	Improve Other Parks Throughout the City Following the Development of Neighborhood Plans	117	\$\$\$\$	C	Private		X	X	X	X		
SI 1.5	Enhance Recreation Space Requirements	118	\$	0			X					
SI 2.3	Encourage Greater Development Density	120	\$	0			X					
SI 3.1	Establish Location and Design Criteria for Affordable/ Workforce Housing	129	\$	0			X					
SI 4.1	Conduct Sector (Small Area) Planning & Implementation	133	\$\$-\$	0			X	X				
SI 4.10	Provide Technical Support to Historic Neighborhoods and Property Owners	136	\$\$-\$	0+C			X	X				
SI 4.12	Prioritize and Implement Recommendations for Infrastructure in Historic Districts	137	\$\$-\$	0+C			X	X				X
SI 4.3	Update the Citywide Survey of Historic Resources	135	\$\$	0				X				
SI 5.1	Continue to Support Development of New Cultural Facilities	138	\$\$\$\$	0+C				X	X	X		
SI 3.2	Remove Regulatory Barriers to Affordable Housing Options	129										X
SI 3.3	Allow Duplexes, Triplexes and Townhomes More Widely	130										X
SI 3.4	Allow Cottage Housing Development (CHD)	130										X

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
SI 3.5	Consider an Inclusionary Zoning Ordinance	130										X
SI 4.2	Establish and Reinforce Historic Character Areas	135										X
SI 4.4	Improve Clarity in Regulatory Language and Administration	135										X
SI 4.5	Implement Proposed Historic District Rezoning	135										X
SI 4.6	Implement Building Height, Allowable Uses and Subdivision Standards Changes for Historic District	135										X
SI 4.7	Develop and Refine and Design Guidelines	135										X
SI 4.8	Implement Recommendations for Modern Materials in Historic Districts	136										X
NINE: ACCESS & MOBILITY												
AM 1.5	Incorporate "Complete Street" Methodology Into All Retrofits and New Construction	149	\$\$	0+C		X						
AM 1.6	Use the Street Design Priority Matrix For All Access and Mobility Planning	151	\$\$	0+C		X						
AM 1.7	Continue Implementation of Access Management Along All Major Corridors	151	\$\$	0+C		X						
AM 1.8	Prepare a Collector Street Plan for the Urban Growth Boundary	151	\$\$	0+C		X						
AM 2.4	Complete and Implement the Pedestrian Improvement Master Plan	163	\$\$	C		X						
AM 2.5	Establish a Retrofit Connectivity Program	165	\$\$	C		X						
AM 2.6	Provide Bicycle Parking at Existing Development	165	\$	C		X						
AM 2.7	Initiate Bicycling Education and Encouragement Efforts	165	\$	0		X						
AM 3.1	Continue to Evaluate and Advocate for Regional Transit Improvements	166	\$	0		X						
AM 3.2	Implement Transit and Travel Demand Management	167	\$\$\$	0+C		X						
AM 5.5	Apply (and Enforce) Appropriate Urban Speed Limits on Major Streets	171	\$	0		X						
AM 1.1	Establish an On-Going Multi-Jurisdictional Transportation Planning Process	145	\$	0		X						
AM 1.2	Implement the Current Planned and Committed Transportation Projects in the Northern Beaufort County Regional Plan	145	\$\$\$\$	C			X	X				
AM 1.3	Explore and Evaluate the Additional Roadway Projects Noted in the Plan	147	\$\$-\$\$\$\$	0+C			X		X			
AM 1.4	Evaluate the Re-designation of US 21 Around the City	149	\$\$	0+C			X					
AM 1.9	Develop Specific Plan/Recommendations for Strategic Community Corridors	153	\$\$	0			X	X	X			
AM 2.1	Implement the Pedestrian and Bicycle Connections Shown in the Northern Beaufort County Regional Plan (Project #1)	161	\$\$	C			X					
AM 2.2	Create a Master Plan for Bikeways, Greenways, Sidewalks and Trails	161	\$\$	0+C			X					

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
AM 2.3	Greenways	163	\$	0			X					
AM 4.1	Continue to Evaluate the Woods Bridge Operation	168	\$\$	0			X					
AM 4.2	Increase Blueway Access	168	\$\$	C			X	X	X			
AM 5.1	Promote On-site Traffic Circulation and Shared-use Driveways During Development Application Review	169	\$	0			X					
AM 5.2	Improve Roadway Connectivity Standards	170	\$	0			X					
AM 5.3	Revise & Enhance TIA Requirements	170	\$	0			X					
AM 5.4	Require Bicycle Parking for New Development	171	\$	0			X					
AM 3.3	Consider Expanding Transit Services with Flexible Bus System to Serve Fixed Routes and Demand Response	167	\$\$\$	0+C				X				
AM 4.3	Consider Implementing Regional Water Taxi/Ferry Svc.	168	\$\$	0+C				X				
TEN: ECONOMIC PROSPERITY												
EP 1.2	Take Leadership Role in Institutional Development	177	\$	0		X						
EP 1.4	Create Business License Program that is Tied to Economic Development Goals	177	\$	0			X					
EP 2.1	Refocus on the Downtown	179	\$\$	0			X					
EP 2.2	Continue Implementation of the Boundary Street Master Plan	179	\$\$\$\$	C			X					
EP 2.3	Complete Neighborhood and District Redevelopment Plans	179	\$\$	0			X	X				
EP 2.5	Target Sites for Redevelopment	180	\$\$	0			X	X				
EP 2.6	Replace the Current Redevelopment Incentive Program with a New Program	180										X
EP 1.1	Support the Expansion of the Current Economic Base - Higher Education, Medical Services, and the Military	176			Private							
EP 1.3	Focus on Small Business Recruitment and Retention	177			Private							
EP 1.5	Support Expansion of Higher Education	177			Private							
EP 1.6	Continue to Seek Ways to Expand Tourism	178			Private							
EP 2.4	Consider the Use of Municipal Improvements Districts (MID)	179			Revenue							
ELEVEN: SERVING OUR CITIZENS												
SC 1.1	Continue to Maintain a Strong Cash Position with a Well-Funded Fund Balance	199	\$	0		X						
SC 1.2	Balance Revenue from Tax Base and Other Operating Revenues	199	\$	0		X						
SC 1.3	Advocate for a Change in State Legislation to Ensure Fiscal Flexibility for Local Governments	200	\$	0		X						
SC 1.4	Seek Revenue Sharing/Partnership Arrangements to Better Manage the Maintenance of SC DOT-Owned Rights-of-Way	200	\$	0		X						
SC 1.5	Consider Levying Impact Fees to Mitigate the Costs of Growth in Remote Annexation	201	\$	0		X						
SC 1.6	Further Develop Cash Flow Reporting	201	\$	0		X						

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
SC 2.1	Divest of Loss-Generating Enterprises	204										
SC 2.2	Audit Recurring Expenditures	204										
SC 2.3	Evaluate Government Service Delivery Options within the Northern Area Growth Boundary	204	\$	0		X						
SC 3.1	Expand the List of Business and Development Incentives	205	\$	0		X						
SC 3.2	Balance the Regulatory Environment to Protect the City's Core Assets as well as Allowing for a Competitive Business Environment	205	\$	0		X						
SC 3.3	Create Balance of Assets such as a Mix of Land Uses, Businesses, and Living Options for all Residents	205	\$	0		X						
SC 3.4	Consider Service Delivery in the Design of our Community	205	\$	0		X						
SC 3.5	Seek out Partnerships Wherever Possible	205	\$	0		X						
SC 3.6	Evaluate Alternative Funding Sources for Capital, Operations and Maintenance Beyond the Current Taxing Structure	205	\$	0		X						
SC 3.7	Expand the Capital Improvements Program (CIP) to Create a Comprehensive Capital Asset and Project Planning Program	205	\$	0		X						
TWELVE: CATALYST SITES & FOCUS AREAS												
CS 3.3	Continue and Expand Partnerships to Provide Additional Quality Workforce Housing to the Neighborhood	219	\$\$	0+C		X						
CS 5.2	Require Traditional Neighborhood Development Patterns and a Minimum Density	223	\$	0		X						
CS 5.3	Incorporate Low Impact Development Standards Into All Development Decisions	223	\$	0		X						
CS 8.2	Prepare a Detailed Master Plan for the Park that Includes Innovative Stormwater Techniques and a Private Investment Component	229	\$-\$\$\$	0+C	Private	X	X	X				
CS 1.1	Prepare a Neighborhood Action Plan to Guide Redevelopment Activities	209	\$	0			X					
CS 1.2	Adopt New Form-based Zoning Standards That Permit Increased Density By-right While Ensuring Overall Design Quality	209	\$	0			X					
CS 2.1	Prepare a detailed Urban Design Plan for Downtown	213	\$	0			X					
CS 2.2	Prepare a Form-based Code to Encourage Compatible Mixed Use Infill	213	\$	0			X					
CS 2.3	Prepare a Downtown Parking Strategy	213	\$	0			X					
CS 2.4	Reconfigure the Marina Parking Lot and Maximize Its return on Investment	215	\$\$	0+C			X					
CS 3.1	Prepare a Neighborhood Action Plan to Guide Redevelopment Activities	219	\$	0			X					
CS 3.2	Adopt New Form-based Zoning Standards that Permit Increased Density By-right While Ensuring Overall Design Quality	219	\$	0			X					

Reference Number	Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 20+	Code /Policy
CS 4.1	Revise Standards to Further Reinforce a Neighborhood-scaled center	221	\$	0			X					
CS 5.1	Establish a Collector/Neighborhood Street Pattern that will Eventually Connect the Area	223	\$	0			X					
CS 6.1	Study the Realignment of US 21	225	\$	0			X					
CS 8.1	Prepare a Neighborhood Action Plan to Guide Development/Redevelopment Activities and Public Investments	229	\$	0			X					
CS 1.4	Create and Enhance Neighborhood Open Space	209	\$\$-\$\$\$	0+C	Private			X	X			
CS 3.4	Construct a Park/Playground	219	\$\$	0+C				X				
CS 4.2	Reconstruct the Street Infrastructure as a Truly Walkable Area	221	\$\$\$	C				X				
CS 6.2	Investigate the Creation of a Mixed Use and Employment-based Center	225	\$	0				X				
CS 2.5	Construct a Public Parking Structure	215	\$\$\$\$	0+C					X	X		
CS 2.6	Expand the Waterfront Park West to Reclaim the Existing Marina Parking Lot	215	\$\$\$\$	C					X	X		
CS 1.3	Accommodate Both Market Rate and Workforce Housing	209			Private							
CS 7.1	Create a Walkable Village Center for Regional Retail	227			Private							
CS 7.2	Require a Traditional Neighborhood Development Pattern to Connect the Village	227			Private							
THIRTEEN: SETTING PRIORITIES FOR IMPLEMENTATION												
PI 1.1	Monitor and Report on Plan Implementation	235	\$	0		X						
PI 1.4	Explore New Institutional Arrangements	235	\$	0		X						
PI 2.2	Identify Existing Deficiencies and Future Capital Improvements Needs	235	\$	0		X						
PI 2.3	Work Cooperatively with the School District	236	\$	0		X						
PI 2.4	Develop an Overall Funding Strategy	236	\$	0		X						
PI 2.5	Focus First on Available Funding Tools	236	\$	0		X						
PI 2.6	Update the Fiscal Impact Analysis on a Regular Basis	236	\$	0		X						
PI 2.7	Consider Funding Tools that Require Changes in State Legislation	236	\$	0		X						
PI 1.2	Update the Plan	235	\$\$	0			X	X	X	X	X	
PI 3.2	Implement the Other Identified Capital Projects in the Northern Beaufort County Regional Plan	237	\$\$\$\$	C			X	X				
PI 4.1	Annually Update the Ten Year Capital Imp. Plan	238	\$	0			X	X	X	X	X	
PI 4.2	Complete the Boundary Street Master Plan	238	\$\$\$\$	C			X	X	X	X		
PI1.3	Implement the Baseline Standards Related to Environmental Protection and Corridor Overlay Standards	235										X
PI 2.1	Adopt Regional Level of Service Standards	235										X

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REDEVELOPMENT
INCENTIVE PROGRAM

THE BEAUFORT REDEVELOPMENT INCENTIVE PROGRAM
City of Beaufort, South Carolina

The Beaufort Redevelopment Incentive Program, formerly the Beaufort 2003 Program, was established in 1998 as an incentive for downtown development, redevelopment of older commercial corridors, and to encourage new forms of residential development. Development incentives in the form of a rebate of City taxes (generally three years worth) are available for the following activities:

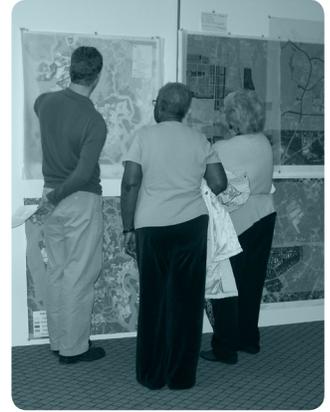
- Purchase and occupancy of a commercial building anywhere in the City which has been vacant for over a year. (These projects are eligible for a rebate of five years worth of City taxes.)
- New construction or substantial renovations to existing structures in the downtown area.
- Development of residential units above first floor commercial uses in the downtown area. (The reimbursement payment for these projects is doubled.)
- New construction or rehabilitation of structures for the purpose of providing housing to students enrolled full or part-time at the University of South Carolina Beaufort or the Technical College of the Lowcountry.
- Development of an accessory dwelling unit (i.e., “guest cottage” or “mother-in-law apartment”).
- New construction on vacant lots in the U.S. Highway 21/Boundary Street Corridor.
- Substantial renovations or improvement of property in the U.S. Highway 21/Boundary Street Corridor.
- Rehabilitation of vacant, abandoned structures located in the Historic District.

For more information, call the City of Beaufort Department of Planning and Development Services at (843) 525-7011.



APPENDIX A: PUBLIC INPUT

A PUBLIC INPUT



Beaufort has a rich history of civic dialogue and public participation. Community leaders in Beaufort intended that the development of this plan follow in that tradition. In fact, public participation and input were the cornerstones of this planning effort and are the basis for the plan’s recommendations.

Appendix Highlights

A.1 Overview of Public Input

A.2 Public Survey Summary

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

1. An advisory committee including a wide range of community perspectives including business owners, elected and appointed officials, and area residents and leaders.
2. A community-wide survey that was distributed during the plan process.
3. A plan website that included up to date information on the plan process and supplementary information for education and public comment.
4. Finally, a five-day public planning and design workshop (also known as a “charrette”) was the centerpiece public involvement event. All told, more there were more than 1,000 discrete citizen interactions through all of these modes of public input.

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

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

A.1 OVERVIEW OF PUBLIC INPUT

The following is a combined summary of the input from the Advisory Committee, the charrette public feedback, and the public survey comments.

Promote Environmental Protection & Sustainability

- Focus on Water Quality & Water Availability
- Protect Trees
- Promote and Enforce Local Environmental Sustainability Practices
- Reduce Energy Use/Promote Alternative Energy Sources

Provide for Parks & Open Space

- Provide and Encourage Parks/Greenspace within Neighborhoods/Districts
- Expand/Promote Utilization of Waterfront Park
- Expand Open Space/Greenspace Preservation
- Plan, Expand Trail Network
- Build Dog parks
- Explore Creative Ways to Fund/Maintain Parks
- Enhance Public Water Access

Practice Growth Management and Regional Cooperation

- Promote Limited and Sensitive Growth beyond Current City Boundaries
- Stop Sprawl/Promote Infill & Redevelopment
- Engage in Regional Planning and Dialogue

Support Economic Development & Real Estate Investment

- Support Small Business Growth & Retention
- Create Small Business-friendly Process/Approach to Investors
- Economic Development key to Residential & Other Development
- Create Certainty/Mitigate Risks for Investors
- Support Educational Institutions & Push for Improvements
- Reduce Taxes/Control Costs

Develop an Efficient and Multi-modal Transportation Network

- Create Efficient & Liveable Local & Regional Roadway network
- Explore a Variety of Local and Regional Transit Options, including Ferry Service
- Develop Bicycle and Pedestrian Master Plans and Increase Local Connectivity
- Fund/Implement Bicycle and Pedestrian Infrastructure
- Create and Implement Design/Streetscape standards for All Users
- Implement Traffic Calming and Roundabouts

Support Efficient, Safe, and High-Tech Utility Services

- Promote Water Conservation, Reuse, and Best Practices for Septic Systems
- Bury Utility Lines
- Promote High Level of Broadband and Wireless Communication Availability

Enhance and Support Existing Neighborhoods

- Build Community Partnerships, Enhance Neighborhood Character, & Promote Community Interaction/Understanding
- Invest in Neighborhood Amenities & Infrastructure: Parks, drainage, utilities, etc.
- Mix Housing types and densities, but with sensitivity to neighborhoods
- Develop Neighborhood Standards/Guidelines
- Provide Property Owner Assistance to Residents who want to Stay in Beaufort
- Plan for and Provide for an Aging Population

Encourage a Broad Range of Housing Options

- Serve a Broad Range of Constituents, Especially Workforce, Young Families, and Low Income
- Focus on Housing Repairs/Renovations
- Promote Residential Density/Infill/Appropriate locations; Mix Uses
- Provide Variety of Housing Options
- Develop Creative Funding Sources for Affordable Housing
- Increase Residential Design Standards
- Streamline Regulatory/Approval Process
- Promote and Support Education/Financial Literacy re: Housing & Regulations

Emphasize Historic Preservation

- Implement the Preservation Plan
- Promote, Enforce, and Fund Historic Preservation
- Apply Contextually-Appropriate Design Standards for New Buildings in Historic areas
- Develop Strategies for Protecting and Enhancing NW Quadrant
- Plan for & Improve Infrastructure Improvement Issues in Historic Areas: Sea Wall, water/sewer system, trees, utilities

Promote Downtown Development

- Improve Signage & Regulation of Such
- Plan for Infrastructure Investment in Downtown
- Encourage a Broad Range of Retail Development in Downtown
- Promote/Enhance Downtown Entertainment/Events
- Increase Business Development in Downtown Area
- Develop a Parking Master Plan for Downtown

Support Arts & Cultural Facilities

- Link Arts, Tourism & Economic Development
- Foster Partnerships between USCB & Arts
- Develop Arts Organization/Leadership
- Expand Strategies to Build Art/Culture: Assessments, Architecture, Museum, Facilities, Festivals

Create Predictable Criteria for Big Box and Regional Retail

- Develop Criteria for Big Box Location; Ensure Appropriate Infrastructure In Place
- Ensure Regulatory Predictability and Good Design for Commercial Uses

A.2 PUBLIC SURVEY SUMMARY

City staff, the Advisory Committee, and the consultants developed and distributed a survey to elicit feedback on community priorities. The survey was available on the project website and in hard copy form for three weeks prior to, during, and subsequent to the planning charrette. 140 surveys were completed. While the numbers of respondents is not large enough to create a valid sample size for statistical purposes, the responses do provide an impression of the opinions of the community’s active citizenry and stakeholders. The responses also confirm and further define community priorities articulated through this and previous planning processes.

Survey Respondent Demographic Summary

Number of survey respondents:	140
Full-time residents of City:	63%
Non-residents:	30.4%
Part-time residents:	6.7%
Home zip code:	56% listed 29902 (Beaufort/Parris Island) 19% listed 29907 (Lady’s Island)
Work zip code:	67% listed 29902
Own their residence in Beaufort:	90.1%
Own a business in Beaufort:	26.6%
Employed Full-time:	46.6%
Retired:	36.6%
Length of residence in Beaufort:	76.8% 5+ years 33.1% 20 + years
Annual household income:	42.5% below \$75,000 37.0% between \$75,000 – \$150,000 20.5% above \$150,000

The survey revealed that respondents view protecting natural and historic resources; an efficient and multi-modal transportation system; adequate infrastructure; and a mixture of uses in a walkable setting as the top priorities for the City.

Top 5 Community Objectives

The table below lists the top 5 objectives for Beaufort as ranked by survey respondents. The survey asked respondents to rank their top five out of 18 community objectives identified by the Comprehensive Plan Advisory Committee (which were adapted from objectives from the Northern Beaufort Regional Plan). While all of these objectives have been articulated as important to Beaufort residents, the survey revealed that respondents view protecting natural and historic resources; an efficient and multi-modal transportation system; adequate infrastructure; and a mixture of uses in a walkable setting as the top priorities for the City.

Community Objectives	Percent Response	Rank
Protect our natural resources (including water resources and trees, etc.) and open spaces/green areas.	64%	1
Maintain and protect our historic structures and resources.	50.4%	2
Support an efficient transportation system that provides route choices and provides for walking, biking, transit and other alternatives to driving.	45.3%	3
Ensure new development is consistent with community infrastructure (roads, etc.) and public facilities (parks, etc.).	44.6%	4
Encourage a mixture of housing, stores, services, and parks within walking distance of each other.	30.9%	5

Top 5 Economic Development Priorities

The survey asked respondents to prioritize nine strategies for economic (job) growth in Beaufort. The table below lists the top five strategies as ranked by survey respondents.

<i>Economic Development Priorities</i>	<i>Average Score (out of 3)</i>	<i>Rank</i>
Preserve historic buildings and places	2.49	1
Support existing businesses	2.40	2
Encourage and support small businesses and industries	2.40	3
Support education, medical facilities, and city services	2.38	4
Support the downtown area	2.29	5

Top 5 Transportation Priorities

The survey asked respondents to prioritize 13 strategies for transportation in Beaufort. The table below lists the top five strategies as ranked by survey respondents and is consistent with the ranking for “an efficient transportation system” in the community objectives question.

<i>Transportation Priorities</i>	<i>Average Score (out of 3)</i>	<i>Rank</i>
Maintain existing roads	2.41	1
Provide bike lanes, bike routes, and bike paths	2.14	2
Develop neighborhoods so that people can walk to stores and services	2.11	3
Increase sidewalks and walking paths	2.08	4
Provide bus service	1.71	5

Options for building new roads and bridges (including the Northern Bypass) or expanding existing roads to serve additional motor vehicles were at the bottom of the ranking of listed [transportation] strategies.

Options for building new roads and bridges (including the Northern Bypass) or expanding existing roads to serve additional motor vehicles were at the bottom of the ranking of listed strategies.

Top 5 Housing Priorities

The survey asked respondents to prioritize various types of residential development in Beaufort. The table below lists the top five strategies as ranked by survey respondents. Neighborhoods with only one housing type and age-restricted housing developments ranked at the bottom of the list of 12 options.

<i>Housing Priorities</i>	<i>Average Score (out of 3)</i>	<i>Rank</i>
Affordable housing for working residents	2.17	1
Affordable housing for low income residents (including seniors)	1.99	2
Infill housing on vacant or underutilized sites	1.90	3
Mixed-use buildings (residential over commercial)	1.88	4
Neighborhoods with a mixture of housing types	1.83	5

Capital Spending Priorities

The survey asked respondents to indicate which of 12 potential community capital projects which they would be willing to pay additional taxes. Respondents did not have to rank projects for which they would not be willing to pay additional taxes.

Priority Capital Projects	Percent Response	Rank
Natural areas/conservation areas	54.1%	1
Bicycle lanes, paths, routes	48.1	2
Greenways	40.6	3
Parks	39.1	4
Sidewalks (maintain existing & build new)	33.1	5
Improvements to City streets/sidewalks	30.1	6
Bus service	26.3	7
Stormwater facilities	26.3	7
Affordable housing/workforce housing	23.3	8
Improvements to major roads (US21, SC280, SC170, Ribaut, etc.)	21.1	9
Public parking lots/garages	16.5	10
New street connections/intersection improvements	6.8	11

Beaufort Survey Comments organized by topic

Economic Development Recommendations

- Create economic activity beyond the military, home building and tourism
- Attract young, college age workers
- Continue to make promotion of Beaufort as a destination a high priority
- More nature oriented tourism
- Already support tourism too heavily in funds
- Opportunities come with environmental stewardship
- Promote research jobs, like tidal energy
- Make it easier and cheaper to start a new business downtown
- Provide meaningful incentives to attract new businesses
- Encourage locally owned business by not allowing chain stores

Support Educational Institutions

- Promote Better Grade Performance in Public Schools
- Support the USCB and encourage its growth

Promote the Arts and Creative Economy

- The arts and the creative economy
- Encourage and fund the arts and art related projects in schools and for public
- Cultural facilities
- Construction of a multi-usage arts facility, including auditorium/theater, studio space, rehearsal hall, dance studio, and audio-visual studio

Stop Sprawl/Promote Infill & Redevelopment

- Stop sprawl
- Infill
- Infill development should be prioritized for adaptive reuse, not clearcutting
- Redevelopment
- Brownfield development

Promote Historic Preservation



- Historic preservation
- Please include the historic preservation plan as an integral part of the comp plan!
- Historic restoration

Make Beaufort Bicycle/Pedestrian-Friendly

- Create more bike paths and walking trails in the city
- Tempt people to walk or bike with proper planning
- Become bicycle friendly - driver/rider interaction education
- We need bike lanes painted on existing road
- Rails to trails
- Convert old SC Ports Authority corridor to a bike trail
- Use P.R. Railroad for bike path to Yemassee and road access from SC 170 to Allison Road or beyond to difuse traffic from Boundary St. and Ribaut Rd.
- Provide parking for bikes and encourage their use
- Pay people to walk

Explore transit options

- Light rail using existing tracks
- Ferry/shuttle service to Hilton Head
- Shuttle service from government center to shopping centers & downtown
- A water taxi service from Beaufort to Hilton Head and/or Bluffton, and a circular shuttle that goes around Hilton Head
- Back-up ferry service from Lady's Island to Beaufort
- Parking shuttle from underused lots like Uptown Plaza

Provide downtown parking options

- Build downtown parking garage and parking lots
- Re Parking - make creative use of existing space downtown
- Provide parking outside downtown with trolleys to Bay St.
- Avoid a parking garage at all cost

Other Transportation Strategies

- Plan Infrastructure
- Continue to improve infrastructure
- Complete Boundary Street Plan ASAP
- Improve streetscapes
- More lighting for our roads for safety and night driving
- Reroute intercoastal waterway 'tall boats' around Beaufort
- Updating the downtown swing bridge!
- A local or county gas tax should be used to fund transportation and roads
- Stop Buggy Tours-They are dangerous and owners don't properly clean up after horses
- Our roads are at capacity. We cannot afford more population without more roads.
- A street through Kmart, behind National Cemetery and over the river
- Interconnect blueways into transportation network!

Enhance Public Water Access

- Docks at city owned waterfront properties
- Expand day dock areas/provide for inexpensive hourly/half-day docking options
- Save Hunting Island the ONLY PUBLIC BEACH IN 50 miles
- Make better use of our Waterfront Park (Is the rental fee too high?)
- Public access to more beaches



Increase Parks & Greenspace

- Parks to support high density housing
- greenspace protection
- With the needed higher density parks, green space and open space are very important. These should be passive and low maintenance but large enough for neighborhood use. Allow structures to be taller if more of the land is devoted to green space. Water view and access for neighborhoods is also a benefit.

Provide Variety of Housing Options

- Mixed types of housing; high end, medium and low as in the point neighborhood
- Student housing near uscb
- Graduated senior living (independent thru skilled nursing facility)
- Housing for seniors downtown would be good if we had a grocery of some sort.
- High density housing will change the small town feel of Beaufort and turn us into another charleston, with attendant parking, crime, and other issues
- Work with habitat for humanity to improve housing options
- Please don't create future ghettos here by jamming a lot of habitat style houses together. . .City must make sure these houses aren't allowed to fall into ruin

Reduce Energy Use/Promote Alternative Energy Sources

- I'd be willing to spend money on things that reduce energy use
- Green energy source

Reduce Taxes/Control Costs

- No additional taxes. Cut services.
- Control Government spending on non-essential services
- Not willing to pay additional taxes; new residents, developers, new businesses should cover impact needs above our current taxes
- Cut costs and do more with present taxes; be more efficient; do cost studies
- Current taxes seem exceptionally high
- None of the above - sponsorship from businesses
- We pay enough as it is

Other Comments

- Eliminate the bad attitude in the zoning department
- It is a total anti business climate at city hall/etc.
- Allow additional zoning uses in the depot road LI district
- Ensure positive feedback to good citizens and adequate law enforcement for offenders
- Turn back the hands of time
- Promote stabilization instead of growth
- Less focus on new investment, which is not sustainable in the long term as our natural resources diminish. . .Concentrate on a smaller service economy that uses our resources sparingly
- We don't want traffic jams and overpopulation. This is why so many of us live here, to enjoy the slower pace and no traffic jams!

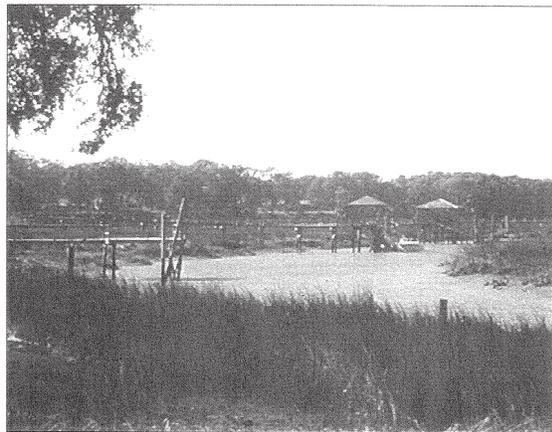


PUBLIC INPUT SESSION

In 1985 Main Street Beaufort was formed to carry out the Main Street revitalization program in downtown Beaufort. For fifteen years it has made a steady incremental progress in transforming downtown Beaufort into an active, thriving, viable downtown. Technically, Main Street Beaufort is charged with the entire Beaufort CBD, but it has focused its efforts on the waterfront commercial core. Because of its success, and understanding that it should begin to look at an expanded geographic area, it asked the South Carolina Downtown Development Association to conduct a design charrette focused on the entry into downtown formed by U.S. Highway 21 as it approaches Boundary Street and Boundary Street itself.

The charrette was conducted on January 19-22, 2000. A team of design, planning, transportation and community professionals was assembled to take public input on the design area and provide design and implementation recommendations to improve the entry corridor.

BEAUFORT
 BROADWAY
 CAMP BOUNDARY



A Public Input Process
 and
 Design Charette
 for the City of
 Beaufort, South Carolina

Prepared for:
 The City of Beaufort, South Carolina
 In Conjunction with Main Street Beaufort, USA
Prepared by:
 The South Carolina Downtown Development Association
 Columbia, South Carolina
 January 19-22, 2000



APPENDIX B: MARKET DEMOGRAPHICS

B MARKET DEMOGRAPHICS



B.1 QUALITY OF LIFE ASSESSMENT

The City of Beaufort describes itself as a city of choice, and the county seat of Beaufort County in the Lowcountry of South Carolina. It is located well off the primary Interstates and Highways in the coastal Lowcountry. It is most notably a coastal city with its waterways providing its primary identity. Beaufort is currently best known for its southern charm, rich history, arts scene and picturesque quality of life — as identified by its downtown and waterfront park.

Beaufort has enjoyed a strong tourism industry that is supported by military visitors, local arts and culture. There is a strong artist community here, conferred by the Beaufort County Arts Council, making it a top artist destination. Tourism also includes the natural beauty of its intra-coastal waterways and the centerpiece of a string of barrier islands. Efforts by the Chamber of Commerce include studies to expand conferences, meetings and facilities. Nationally, trends in travel and tourism have shown a decline, including a significant drop in roadway travel in August 2008, according to the Federal Highway Administration. This trend bears watching carefully, particularly in the short term, largely due to the changing global economy and shifts in gas and energy use.

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

According to MCAS Beaufort, the Base population includes 4,210 Military personnel, 1,118 civilians and 5,327 Military family members — totalling 10,655 persons. It is estimated that approximately 60% of the employed personnel and their families live off base. This translates into a population of approximately 8,525, or some 3,674 households, many of which are reported to live outside the City of Beaufort. This is reportedly due to the issue of affordability of housing and housing choices in Beaufort. While the number of families living outside of Beaufort is not clear, it is likely that there is limited connection between those base employees and enlisted personnel living elsewhere and the City of Beaufort. Therefore, the primary impact to Beaufort currently includes the base daytime employment population to support retail uses, restaurants and services in and around the base along Boundary Street.

Appendix Highlights

B.1 Market Assessment Data

B.2 Quality of Life Assessment

Note on the Population Figures and Estimates:

The demographic and population information that is presented in this Appendix differs from the population estimates that are found in Section 3.2. This slight difference exists because the source data for the Census Bureau and that used by ESRI (the source of the demographic information shown in this Appendix) are slightly different. The table on page 20 illustrates the various population trends depicted by the three predominate sources of information - the Regional Plan, the Census Bureau, and the ESRI Market Snapshot.

The information presented in this Appendix is geared primarily for use by real estate professionals in determining the market conditions for various development activities. This data is much more important as a regional aggregation because of the regional travel patterns and the often large disconnect between the urbanized areas and the actual corporate limits of the various municipal boundaries (e.g., most of Lady's Island).

CBSAs: Hilton Head Island-Beaufort, SC Micropolitan Statistical Area

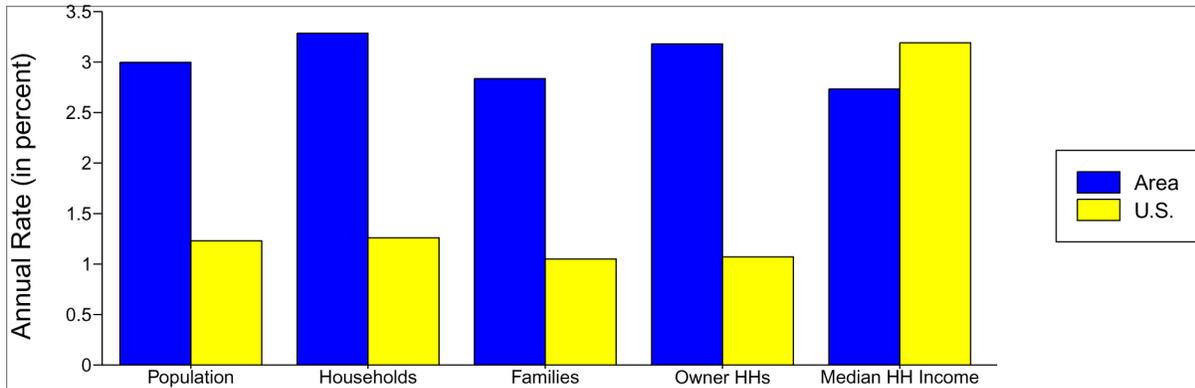
Summary	2000		2008		2013	
Population	141,615		181,258		210,087	
Households	52,574		70,362		82,706	
Families	38,152		49,273		56,669	
Average Household Size	2.54		2.47		2.45	
Owner Occupied HUs	38,807		51,780		60,555	
Renter Occupied HUs	13,767		18,582		22,151	
Median Age	35.5		39.4		41.0	
Trends: 2008-2013 Annual Rate	Area				National	
Population	3%				1.23%	
Households	3.29%				1.26%	
Families	2.84%				1.05%	
Owner HHs	3.18%				1.07%	
Median Household Income	2.73%				3.19%	
	2000		2008		2013	
Households by Income	Number	Percent	Number	Percent	Number	Percent
< \$15,000	7,086	13.5%	6,724	9.6%	6,494	7.9%
\$15,000 - \$24,999	6,221	11.8%	5,771	8.2%	4,966	6.0%
\$25,000 - \$34,999	6,729	12.8%	6,796	9.7%	5,616	6.8%
\$35,000 - \$49,999	9,110	17.3%	9,702	13.8%	11,101	13.4%
\$50,000 - \$74,999	10,620	20.2%	14,150	20.1%	19,071	23.1%
\$75,000 - \$99,999	5,308	10.1%	11,165	15.9%	12,392	15.0%
\$100,000 - \$149,999	4,198	8.0%	8,576	12.2%	11,019	13.3%
\$150,000 - \$199,000	1,439	2.7%	3,231	4.6%	4,912	5.9%
\$200,000+	1,832	3.5%	4,247	6.0%	7,135	8.6%
Median Household Income	\$44,914		\$59,520		\$68,110	
Average Household Income	\$62,327		\$83,487		\$99,763	
Per Capita Income	\$23,739		\$32,850		\$39,705	
	2000		2008		2013	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	9,609	6.8%	11,879	6.6%	13,676	6.5%
5 - 9	9,635	6.8%	10,564	5.8%	11,971	5.7%
10 - 14	9,306	6.6%	10,272	5.7%	11,438	5.4%
15 - 19	10,205	7.2%	12,004	6.6%	12,966	6.2%
20 - 24	11,529	8.1%	13,507	7.5%	15,243	7.3%
25 - 34	19,497	13.8%	23,076	12.7%	26,116	12.4%
35 - 44	19,715	13.9%	21,518	11.9%	22,982	10.9%
45 - 54	16,557	11.7%	23,132	12.8%	26,945	12.8%
55 - 64	14,539	10.3%	22,892	12.6%	28,882	13.7%
65 - 74	12,602	8.9%	18,070	10.0%	22,225	10.6%
75 - 84	6,651	4.7%	10,843	6.0%	12,842	6.1%
85+	1,770	1.2%	3,501	1.9%	4,801	2.3%
	2000		2008		2013	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	94,217	66.5%	117,651	64.9%	134,917	64.2%
Black Alone	39,900	28.2%	49,988	27.6%	56,713	27.0%
American Indian Alone	397	0.3%	613	0.3%	778	0.4%
Asian Alone	1,045	0.7%	1,827	1.0%	2,506	1.2%
Pacific Islander Alone	73	0.1%	121	0.1%	162	0.1%
Some Other Race Alone	4,138	2.9%	8,017	4.4%	11,034	5.3%
Two or More Races	1,845	1.3%	3,041	1.7%	3,977	1.9%
Hispanic Origin (Any Race)	9,398	6.6%	16,935	9.3%	23,017	11.0%

Data Note: Income is expressed in current dollars.

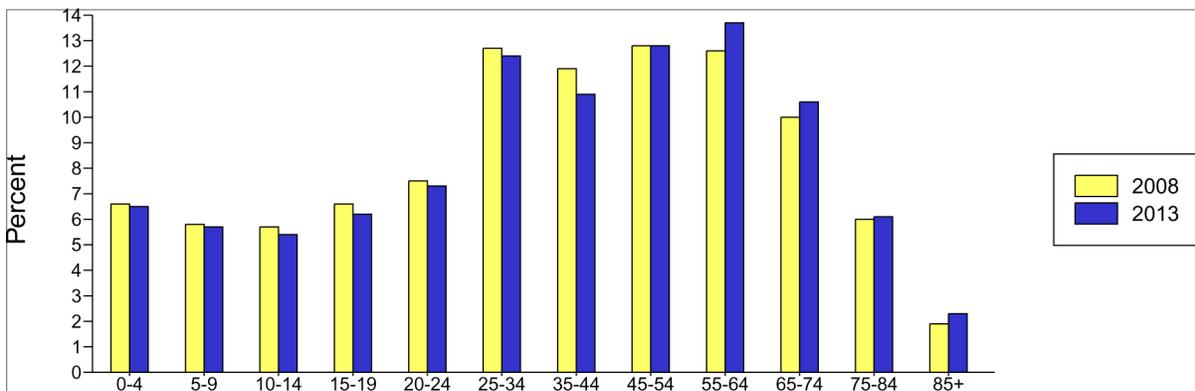
Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

CBSAs: Hilton Head Island-Beaufort, SC Micropolitan Statistical Area

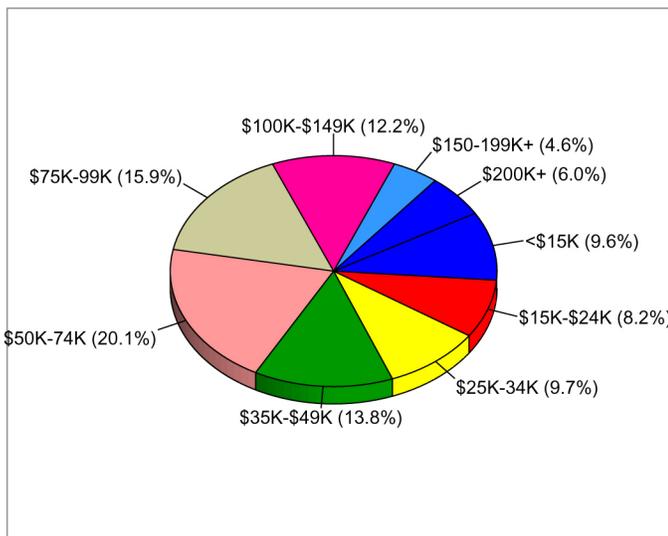
Trends 2008-2013



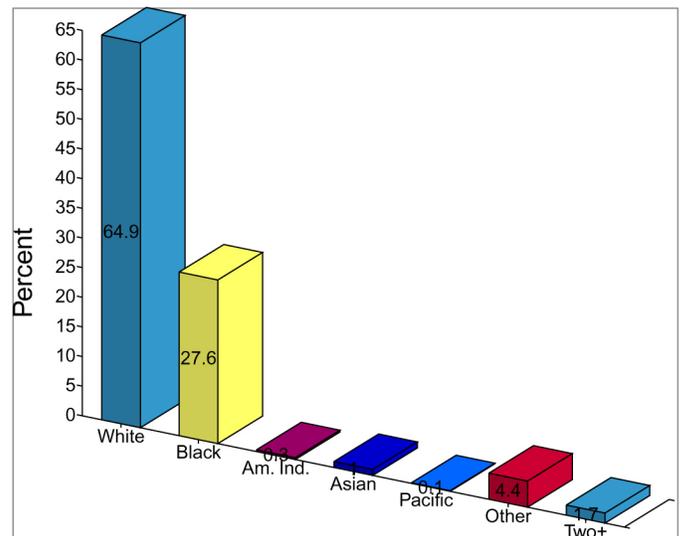
Population by Age



2008 Household Income



2008 Population by Race



2008 Percent Hispanic Origin: 9.3%

Micropolitan Area:

United States Micropolitan Statistical Areas, as defined by the Census Bureau and the Office of Management and Budget, are urban areas in the United States based around a core city or town with a population of 10,000 to 49,999. The micropolitan area designation was created in 2003. Like the better-known metropolitan area, a micropolitan area is a geographic entity used for statistical purposes based on counties and county-equivalents.

Counties: Beaufort, SC

Summary	2000	2008	2013
Population	120,937	158,053	185,114
Households	45,532	62,172	73,772
Families	33,060	43,562	50,575
Average Household Size	2.51	2.44	2.43
Owner Occupied HUs	33,338	45,430	53,698
Renter Occupied HUs	12,194	16,742	20,074
Median Age	35.8	40.2	41.8

Trends: 2008-2013 Annual Rate	Area	National
Population	3.21%	1.23%
Households	3.48%	1.26%
Families	3.03%	1.05%
Owner HHs	3.4%	1.07%
Median Household Income	2.4%	3.19%

Households by Income	2000		2008		2013	
	Number	Percent	Number	Percent	Number	Percent
< \$15,000	5,342	11.7%	5,148	8.3%	4,959	6.7%
\$15,000 - \$24,999	5,019	11.0%	4,679	7.5%	3,936	5.3%
\$25,000 - \$34,999	5,831	12.8%	5,795	9.3%	4,678	6.3%
\$35,000 - \$49,999	7,929	17.4%	8,451	13.6%	9,848	13.3%
\$50,000 - \$74,999	9,395	20.6%	12,693	20.4%	17,213	23.3%
\$75,000 - \$99,999	4,920	10.8%	10,187	16.4%	11,298	15.3%
\$100,000 - \$149,999	3,952	8.7%	8,022	12.9%	10,313	14.0%
\$150,000 - \$199,000	1,365	3.0%	3,108	5.0%	4,635	6.3%
\$200,000+	1,765	3.9%	4,089	6.6%	6,892	9.3%
Median Household Income	\$47,219		\$62,239		\$70,081	
Average Household Income	\$65,608		\$87,414		\$104,352	
Per Capita Income	\$25,377		\$34,800		\$41,987	

Population by Age	2000		2008		2013	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	8,110	6.7%	10,158	6.4%	11,843	6.4%
5 - 9	8,033	6.6%	8,955	5.7%	10,268	5.5%
10 - 14	7,747	6.4%	8,689	5.5%	9,756	5.3%
15 - 19	8,722	7.2%	10,407	6.6%	11,277	6.1%
20 - 24	10,002	8.3%	11,875	7.5%	13,497	7.3%
25 - 34	16,434	13.6%	19,615	12.4%	22,654	12.2%
35 - 44	16,433	13.6%	18,109	11.5%	19,499	10.5%
45 - 54	14,019	11.6%	19,931	12.6%	23,404	12.6%
55 - 64	12,683	10.5%	20,457	12.9%	25,951	14.0%
65 - 74	11,329	9.4%	16,603	10.5%	20,539	11.1%
75 - 84	5,913	4.9%	10,060	6.4%	11,985	6.5%
85+	1,512	1.3%	3,194	2.0%	4,441	2.4%

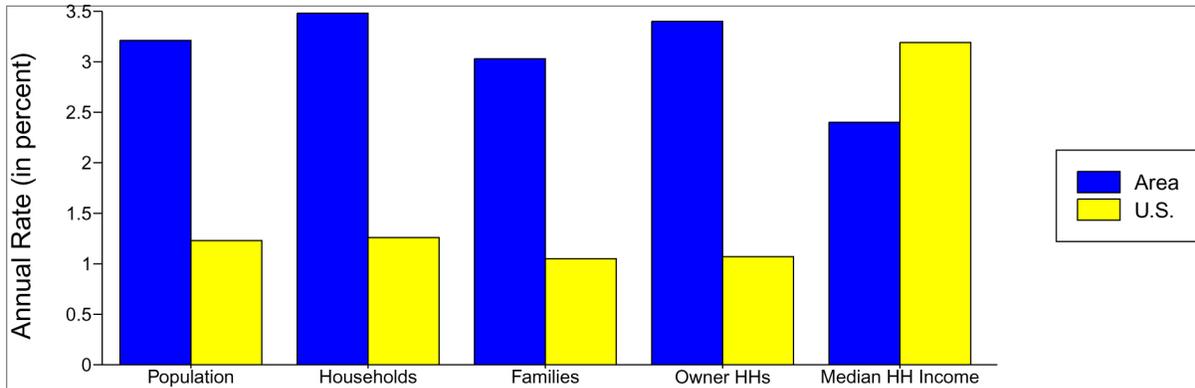
Race and Ethnicity	2000		2008		2013	
	Number	Percent	Number	Percent	Number	Percent
White Alone	85,451	70.7%	108,208	68.5%	125,031	67.5%
Black Alone	29,005	24.0%	37,872	24.0%	43,819	23.7%
American Indian Alone	321	0.3%	509	0.3%	652	0.4%
Asian Alone	953	0.8%	1,688	1.1%	2,328	1.3%
Pacific Islander Alone	63	0.1%	106	0.1%	143	0.1%
Some Other Race Alone	3,438	2.8%	6,830	4.3%	9,416	5.1%
Two or More Races	1,706	1.4%	2,840	1.8%	3,725	2.0%
Hispanic Origin (Any Race)	8,208	6.8%	15,030	9.5%	20,497	11.1%

Data Note: Income is expressed in current dollars.

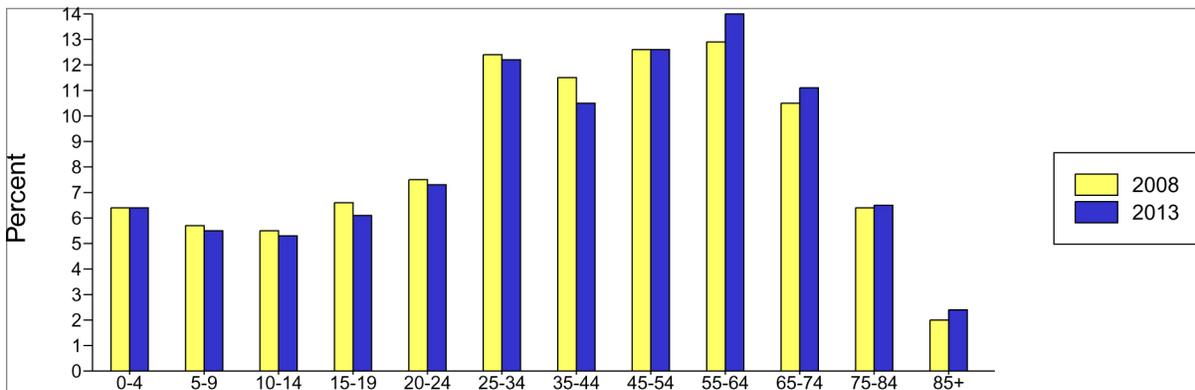
Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Counties: Beaufort, SC

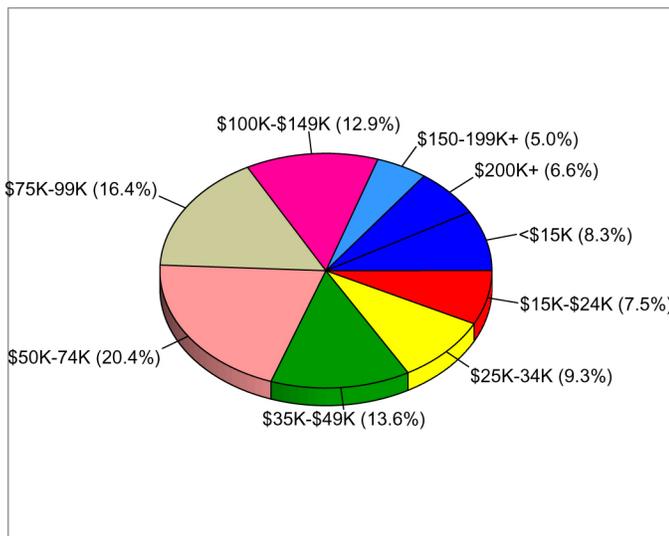
Trends 2008-2013



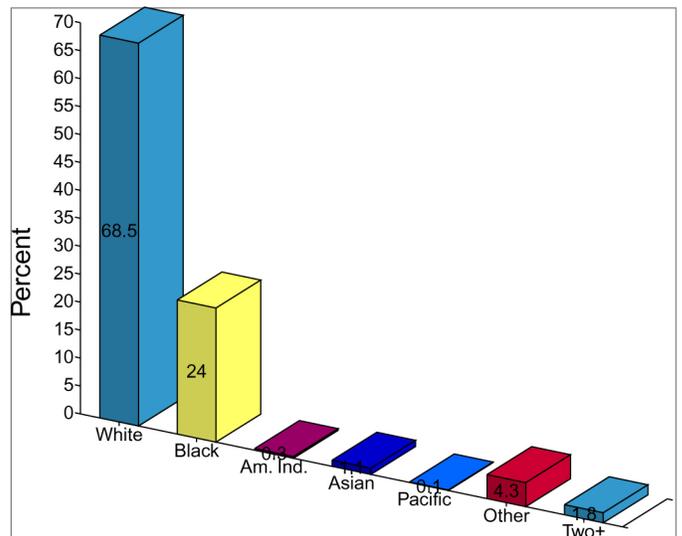
Population by Age



2008 Household Income



2008 Population by Race



2008 Percent Hispanic Origin: 9.5%

Places: Beaufort city, SC

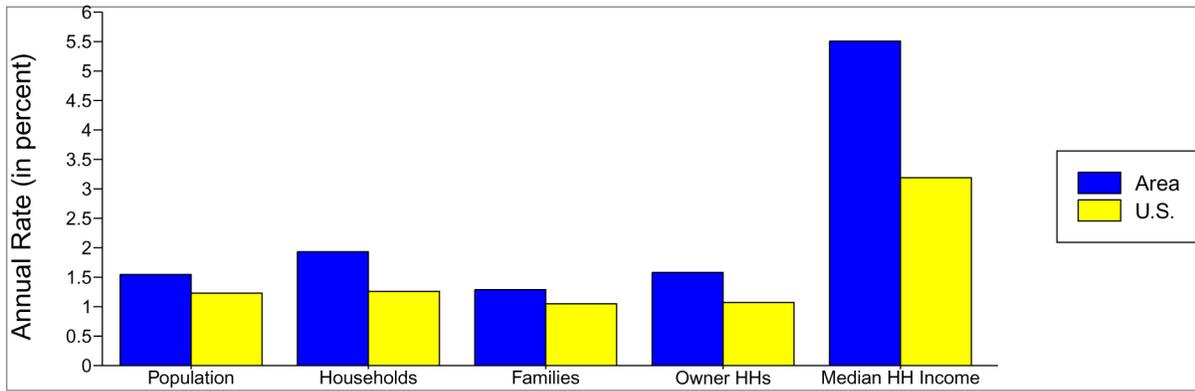
Summary	2000		2008		2013	
Population	12,950		13,281		14,340	
Households	4,598		4,927		5,422	
Families	3,036		3,010		3,209	
Average Household Size	2.37		2.32		2.31	
Owner Occupied HUs	2,692		2,557		2,765	
Renter Occupied HUs	1,906		2,371		2,658	
Median Age	30.2		31.4		32.5	
Trends: 2008-2013 Annual Rate	Area				National	
Population	1.55%				1.23%	
Households	1.93%				1.26%	
Families	1.29%				1.05%	
Owner HHs	1.58%				1.07%	
Median Household Income	5.51%				3.19%	
	2000		2008		2013	
Households by Income	Number	Percent	Number	Percent	Number	Percent
< \$15,000	831	18.1%	671	13.6%	596	11.0%
\$15,000 - \$24,999	732	15.9%	560	11.4%	449	8.3%
\$25,000 - \$34,999	624	13.6%	598	12.1%	495	9.1%
\$35,000 - \$49,999	891	19.4%	781	15.9%	819	15.1%
\$50,000 - \$74,999	780	17.0%	1,071	21.7%	1,475	27.2%
\$75,000 - \$99,999	262	5.7%	587	11.9%	794	14.6%
\$100,000 - \$149,999	264	5.7%	350	7.1%	423	7.8%
\$150,000 - \$199,000	121	2.6%	142	2.9%	144	2.7%
\$200,000+	92	2.0%	167	3.4%	226	4.2%
Median Household Income	\$36,617		\$46,397		\$60,657	
Average Household Income	\$50,677		\$63,710		\$73,006	
Per Capita Income	\$20,501		\$25,402		\$29,489	
	2000		2008		2013	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	911	7.0%	938	7.1%	1,025	7.1%
5 - 9	748	5.8%	770	5.8%	823	5.7%
10 - 14	700	5.4%	720	5.4%	780	5.4%
15 - 19	903	7.0%	890	6.7%	959	6.7%
20 - 24	2,055	15.9%	1,880	14.2%	1,978	13.8%
25 - 34	2,037	15.7%	2,148	16.2%	2,078	14.5%
35 - 44	1,706	13.2%	1,693	12.7%	1,891	13.2%
45 - 54	1,378	10.6%	1,488	11.2%	1,639	11.4%
55 - 64	927	7.2%	1,170	8.8%	1,425	9.9%
65 - 74	765	5.9%	744	5.6%	846	5.9%
75 - 84	613	4.7%	573	4.3%	589	4.1%
85+	207	1.6%	267	2.0%	307	2.1%
	2000		2008		2013	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	8,988	69.4%	8,489	63.9%	8,955	62.4%
Black Alone	3,256	25.1%	3,698	27.8%	4,000	27.9%
American Indian Alone	41	0.3%	56	0.4%	68	0.5%
Asian Alone	138	1.1%	229	1.7%	301	2.1%
Pacific Islander Alone	16	0.1%	19	0.1%	26	0.2%
Some Other Race Alone	257	2.0%	430	3.2%	548	3.8%
Two or More Races	254	2.0%	360	2.7%	443	3.1%
Hispanic Origin (Any Race)	568	4.4%	921	6.9%	1,171	8.2%

Data Note: Income is expressed in current dollars.

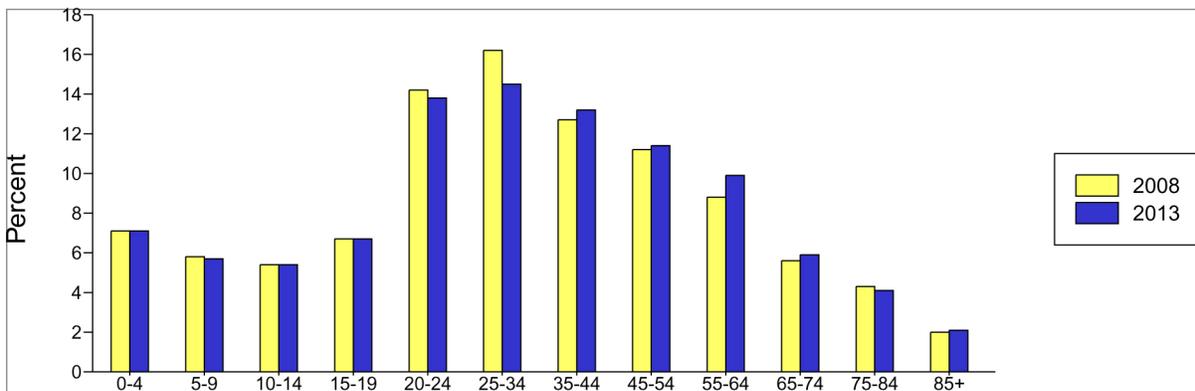
Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2008 and 2013.

Places: Beaufort city, SC

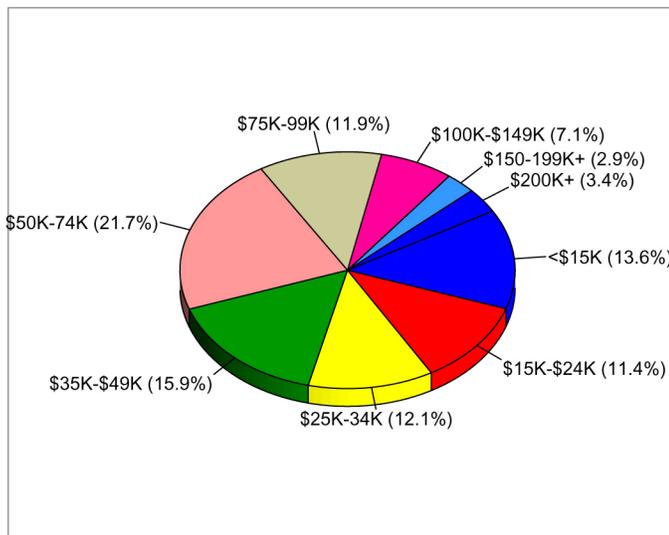
Trends 2008-2013



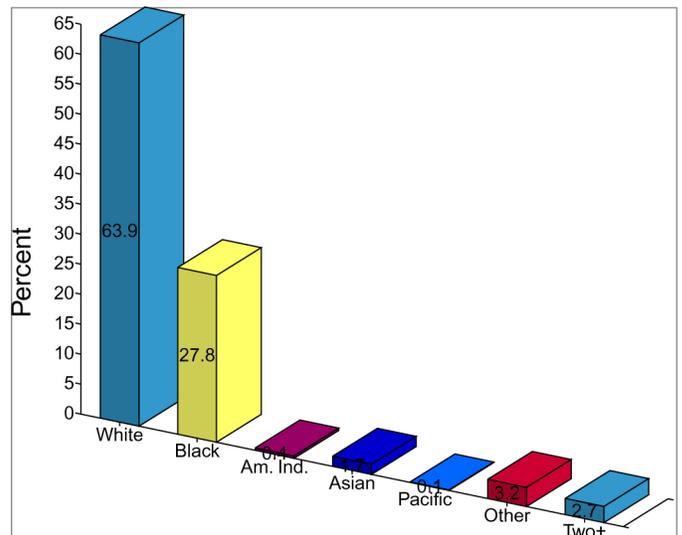
Population by Age



2008 Household Income



2008 Population by Race



2008 Percent Hispanic Origin: 6.9%

B.2 QUALITY OF LIFE ASSESSMENT

The factors that define quality of life are subjective. After discussing which are important to the community, we provide an assessment of ten key factors which determine the quality of life in the market, which is how those choosing to live or locate a business in the community will view it. How a community views itself — its image and communications both internally and externally assist in defining its culture, which impacts its competitive advantages as a place to live, work and play. In all ten factors, the indicators suggest that Beaufort places its quality of life high as its competitive advantage. Beaufort’s current message both internally and externally is one of change. Therefore it should place its focus on renewed investment and the potential for a vibrant future.

Quality of Life Factor	Study Area Status Beaufort, SC	Report Card Indicators A-Excellent; B-Good; C-Fair; D-Needs Attention/Improvement
Public Open Space & Recreation; Preservation of Eco-Systems	Multiple parks including its most notable: Waterfront Park. New Rails to Trails & Southside park pending. High value on area Ecosystem.	A Review park programming and connectivity.
Arts & Culture	Strong arts sector; active Arts Council; galleries and arts in the downtown.	A Review connectivity; target this sector - expand public participation.
Historic Preservation	Active program for Historic Preservation for housing in neighborhoods surrounding downtown.	B Review incentives for Historic Preservation; balance costs to preserve to facilitate further renovation/preservation in downtown.
Health Care	Beaufort Memorial Hospital -quality health care with strong heart and cancer program as Duke affiliate; non-profit; Naval Hospital on the waterfront.	B Communicate success stories and relationship to the community.
Education	University & Technical colleges in the region - a strong component for Higher Education & workforce (re)training; Elementary education in public districts appear stable.	B Actively collaborate between public system (K-12) and university/colleges. Expand relationships between public educational organizations to expand on workforce training efforts by Chamber/Economic Development Council.
Accessibility & Transportation	Interstates (1) ; Air (1) ; Water/Port; Active effort for Port expansion	C Review connectivity and quality of transportation options; assess parking in downtown areas.
Labor & Employment Opportunities	Commerce Park; relocation of government facilities to Boundary Street area.	C Diversify economy & job training. Focus on adding employment in downtown and around base.
Goods & Services	Emerging retail and restaurants; hospital & medical nearby; expanding churches.	B Identify, connect and cluster uses in key priority areas; such as downtown & Boundary St. town centre.
Housing	Challenged with affordability; preservation and new development costs.	C Implement recommendations of Workforce Housing study; continue workgroups discussing this issue.
Crime	Stable. Challenged in some areas but improving.	B Public safety assessment; implement neighborhood watch.

**LOWCOUNTRY JOINT
LAND USE STUDY
(JLUS) PLAN**

The JLUS planning process began officially in April, 1999, when the councils of Beaufort County, the City of Beaufort and the Town of Port Royal passed uniform resolutions recognizing “that continued operation of the Marine Corps Air Station (MCAS) Beaufort is important to the local economy and the Lowcountry regional economy and that its future operational capacity should be protected.”

The JLUS process requires a valid noise and safety study to serve as the foundation for and a reference point for making planning decisions. In the mid-1970’s, the DoD established programs in response to existing and potential threats of incompatible land developments that were compromising the defense missions at military installations. The AICUZ studies are based on sophisticated, computer-based noise models, Federal Aviation Administration guidelines, DoD Directives, and community land use planning principals and practices.



**Lowcountry
Joint Land Use Study (JLUS)
Plan**

Lowcountry Council of Governments
September 2004



APPENDIX C: SC CODE-REQUIRED ELEMENTS

C SC CODE-REQUIRED ELEMENTS



The South Carolina Comprehensive Planning Act of 1994 states that the local Comprehensive Plan must include, but not be limited to, the following planning elements:

1. A **population** element which considers historic trends and projections, household numbers and sizes, educational levels, and income characteristics;
2. An **economic development** element which considers labor force and labor force characteristics, employment by place of work and residence, and analysis of the economic base;
3. A **natural resources** element which considers coastal resources, slope characteristics, prime agricultural and forest land, plant and animal habitats, parks and recreation areas, scenic views and sites, wetlands, and soil types;
4. A **cultural resources** element which considers historic buildings and structures, commercial districts, residential districts, unique, natural, or scenic resources, archaeological, and other cultural resources;
5. A **community facilities** element which considers water supply, treatment, and distribution; sewage system and wastewater treatment; solid waste collection and disposal, fire protection, emergency medical services, and general government facilities; education facilities; and libraries and other cultural facilities;
6. A **housing** element which considers location, types, age, and condition of housing, owner and renter occupancy, and affordability of housing. This element includes an analysis to ascertain nonessential housing regulatory requirements, as defined in this chapter, that add to the cost of developing affordable housing but are not necessary to protect the public health, safety, or welfare and an analysis of market-based incentives that may be made available to encourage development of affordable housing, which incentives may include density bonuses, design flexibility, and streamlined permitting processes;
7. A **land use** element which considers existing and future land use by categories, including residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped;
8. A **transportation** element that considers transportation facilities, including major road improvements, new road construction, transit projects, pedestrian and bicycle projects, and other elements of a transportation network. This element must be developed in coordination with the land use element, to ensure transportation efficiency for existing

and planned development;

9. A **priority investment** element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools.

Because of the unique approach undertaken by the City of Beaufort in the adoption of this Comprehensive Plan, the standard elements listed above are not segregated. Rather, they are packaged in more integrative Chapters that better articulate Beaufort’s priorities for achieving economic, social, and environmental sustainability. The matrix below is intended for use by state and local office to find all required elements throughout this Plan.

Required Element	Location of Information	Page
Population	3.2 Who We Are: Population and Demographics	20
	3.3 Our Environment Today	27
	B.1 Market Assessment Data	264
Economic Development	SI 2.0 Continue Reinvestment in our Neighborhoods	119
	SI 3.0 Provide Housing for a Diverse Population	124
	SI 6.0 Encourage Local Food Systems	138
	EP 1.0 Aggressively Promote Economic Development in all Sectors	176
	EP 2.0 Prioritize Infill and Redevelopment	179
	CS 1.0 Regeneration of Lafayette Street	209
	CS 2.0 Downtown Infill and Parking	213
	CS 3.0 Regeneration of the Northwest Quadrant	219
	CS 4.0 Lady’s Island Gateway Village Center	221
	CS 5.0 Battery Creek High School Area	223
	CS 6.0 US 21 Realignment	225
	CS 7.0 Robert Smalls Village Center	227
	CS 8.0 Southside Park Neighborhood	229
B.1 Market Assessment Data	264	
Natural Resources	NI 1.0 Protect and Improve Water Quality	83
	NI 2.0 Conserve Water	88
	NI 3.0 Conserve Open Lands	90
	NI 4.0 Protect and Expand the Urban Tree Canopy	94
	CE 1.0 Reduce Greenhouse Gas Emissions	99
	CE 3.0 Promote Energy Efficiency and Renewable Energy	102
	CE 4.0 Reduce the Solid Waste Stream	109
	CE 5.0 Implement Sustainable Development Practices	110
	SI 6.0 Encourage Local Food Systems	140
Cultural Resources	SI 4.0 Protect and Preserve Our Historic Resources	131
	SI 5.0 Expand the Arts and other Cultural Resources	138

Required Element	Location of Information	Page
Community Facilities	FG 2.0 Urban Services Area Expansion and Annexation	73
	CE 2.0 Enhance Resiliency to Natural Hazards	102
	CE 3.0 Promote Energy Efficiency and Renewable Energy	106
	CE 4.0 Reduce the Solid Waste Stream	109
	SI 1.0 Enhance and Expand our Park System	115
	SI 6.0 Encourage Local Food Systems	140
	11.1 The Economic Context of City Government	185
	11.2 Current City Facilities and Services	189
	11.3 Utilities	192
	11.4 Emergency Medical Services and Health Facilities	194
	SC 1.0 Ensure a Healthy Financial Position	197
	SC 2.0 Provide Efficient City Services	202
	SC 3.0 Maintain and Expand our Physical Assets	204
Housing	CE 5.0 Implement Sustainable Development Practices	110
	SI 2.0 Continue Reinvestment in our Neighborhoods	119
	SI 3.0 Provide Housing for a Diverse Population	124
	CS 1.0 Regeneration of Lafayette Street	209
	CS 2.0 Downtown Infill and Parking	213
	CS 3.0 Regeneration of the Northwest Quadrant	219
	CS 4.0 Lady’s Island Gateway Village Center	221
	CS 5.0 Battery Creek High School Area	223
	CS 7.0 Robert Smalls Village Center	227
	CS 8.0 Southside Park Neighborhood	229
B.1 Market Assessment Data	264	
Land Use	5.1 Northern Beaufort County Regional Plan	47
	5.2 A Transect Approach to Community Planning	49
	FG 1.0 The Framework Map	55
	FG 3.0 Incremental Growth Using the Neighborhood Unit	75
	FG 4.0 Update the UDO	77
	FG 5.0 Make the Development Process Predictable	78
	CE 2.0 Enhance Resiliency to Natural Hazards	102
	CE 5.0 Implement Sustainable Development Practices	110
	CS 1.0 Regeneration of Lafayette Street	209
	CS 2.0 Downtown Infill and Parking	213
	CS 3.0 Regeneration of the Northwest Quadrant	219
	CS 4.0 Lady’s Island Gateway Village Center	221
	CS 5.0 Battery Creek High School Area	223
	CS 6.0 US 21 Realignment	225
	CS 7.0 Robert Smalls Village Center	227
CS 8.0 Southside Park Neighborhood	229	

Required Element	Location of Information	Page
Transportation	5.1 Northern Beaufort County Regional Plan CE 5.0 Implement Sustainable Development Practices AM 1.0 Improve the Road Network AM 2.0 Prioritize Pedestrian and Bicycle Improvements AM 3.0 Expand Transit Opportunities AM 4.0 Maximize Blueways for Recreation and Transportation AM 5.0 Update Regulations to Improve Access, Mobility & Safety CS 6.0 US 21 Realignment	47 110 145 161 166 168 169 225
Priority Investment	5.1 Northern Beaufort County Regional Plan Chapter 13 Setting Priorities for Implementation	47 233

ABOUT THE CONSULTANTS

Lawrence Group was founded in 1983 as an architectural, interior design and planning firm. We have accomplished a focused, steady growth by nurturing strong professional relationships, striving for innovative, appropriate design solutions, and above all else, providing excellent service to our clients. Our mission has remained consistent since our founding and remains the focus of everything we do. Actively seeking to understand our clients' dreams, values, and goals, and then working aggressively to achieve them is the foundation of our firm.

The Lawrence Group Inc. was founded in St. Louis, Missouri, and operates offices in Austin, Denver, Carolinas, New York, Philadelphia, St. Louis and Beijing.

WWW.THELAWRENCEGROUP.COM

Team Members:

THE LAWRENCE GROUP

Craig Lewis, AICP, LEED AP, Principal in Charge, Project Manager

David Walters, RIBA, CNU

Tom Harrington, RLA

John Cock, AICP

Chad Hall

Megan Doskocil

Amanda Huggins

Shawn Satterfield

ROSE & ASSOCIATES

Kathleen Rose, CCIM

KIMLEY HORN & ASSOCIATES

Stephen Stansbery, PE

Larry Meisner, PE

Jonathon Guy, PE

Jennifer Bihl

We would like to thank the City of Beaufort and the numerous citizens and stakeholders who participated in this exciting planning process. This effort is a reflection of the community's vision and serves as the foundation for the next stages of Beaufort's growth. It is intended to guide the leaders of today and the visionaries of tomorrow.

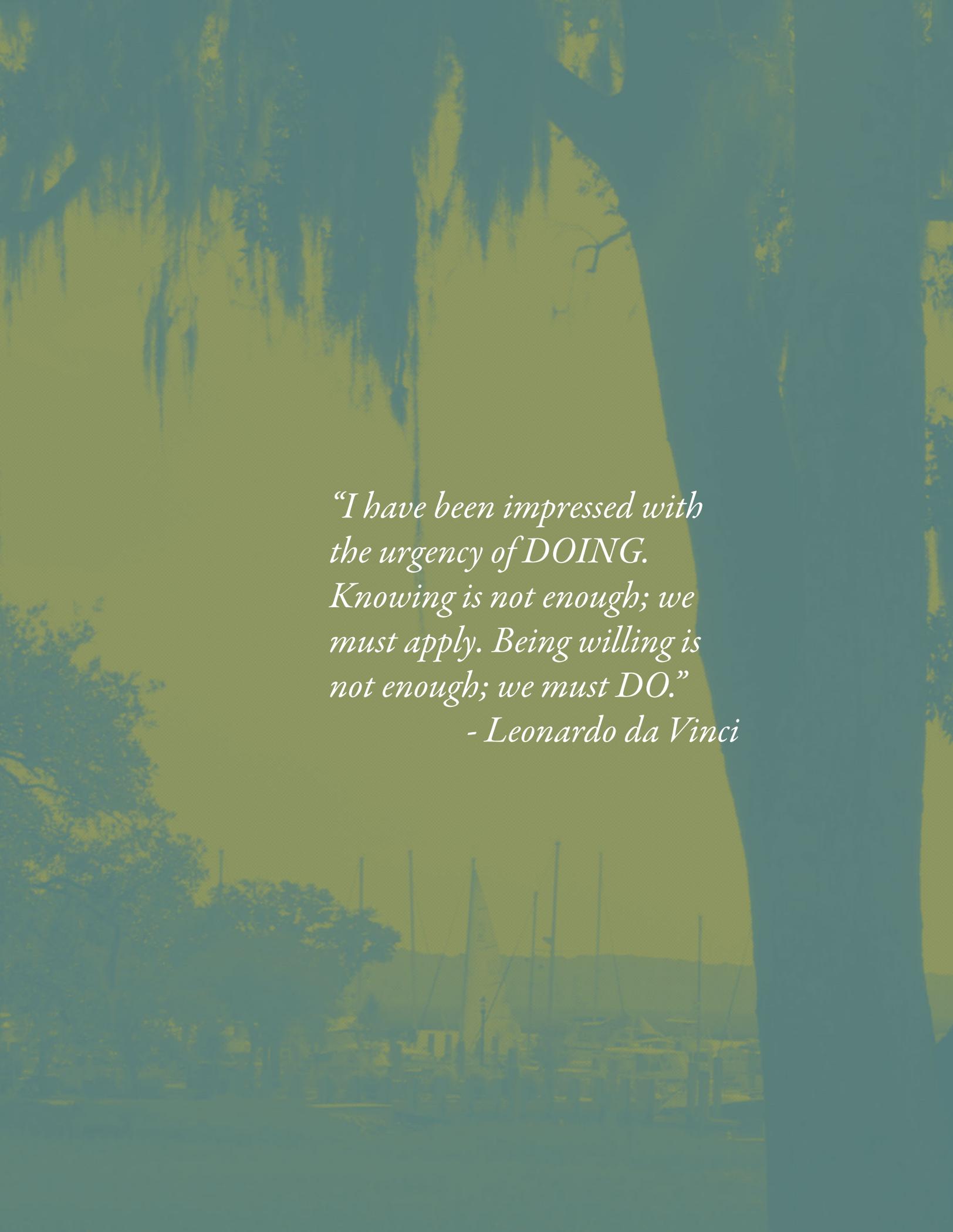
Craig Lewis, Principal in Charge

"This is so much more in depth than anything we've seen before, and I really appreciate that. My main concern is -Are our city leaders hearing it - and will they make the community aware of this plan? I hope it doesn't go in a drawer like all the other plans have."

~Charrette participant



P.O. Box 1836
108 South Main Street
Suite B
Davidson, NC 28036
P 704.896.1696
F 704.896.1697



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

- Leonardo da Vinci