

Clarendon Farms Executive Summary

The purpose of this submittal is to inform the City Council of the material terms of the Revised Development Agreement and Planned Unit Development currently before the Council. Highlights are as follows:

Development Agreement Highlights:

Term: 35 Years, renewable in the absence of breach for 3 successive five year periods (same as Palmetto Bluff DA)

Density: 4,500 units at 1.08 units/acre overall (4,151 acres). A reduction by nearly 2/3rds. "Smart Growth" Transect zoning ("T-Zones) from the Smart Code have been incorporated, which involves cluster development. Defined "T-Zones" includes "T-4" urban walking scale village cores of mixed uses with restaurants, retail stores, and office areas. "T-1" conservation recreational areas are on the out lying areas with lesser densities, with a higher density in the "T-2" and "T-3" mostly residential areas (some mixed uses) in between.

MCAS Protections: Agreement in principal was reached in the Spring, and implementation procedures in accordance with the agreement have begun. As suggested by MCAS, a proposed land swap and purchase of development rights under the federal easement partnering program provides for +/-800 acres with no residential development, and +/- 400 acres with residential density restricted and in compliance with enhanced and customized AICUZ restrictions. MCAS is given two years to complete its implementation program.

Police Services: Clarendon will make a five acre police/fire station site available between the 200th and the 500th C.O. Owner pays police/fire development fees of \$220.00 per acre, payable at transfer of property to a developer for capital improvements.

Fire Services: Fire protection services to the Property are to be provided by the City pursuant to a contract with Burton, as now in effect or amended in the future, or by the City. Clarendon will make a combination police/fire station site available as stated above, paying police/fire development fees of \$220.00 per acre for capital needs. County Fire Impact fees are unaffected, and are subject to being increased.

Schools: School mitigation fees of \$1,000 per dwelling unit will be paid to the City, which are earmarked for financial assistance for purchase of land, traffic mitigation caused by a school, or water or sewer infrastructure assistance. A

demographic study to be completed between the 1,000th and 1,500th C.O. will determine the need for school sites; the Owner will offer up to a 50 acre site or combination of sites at a set price of \$30,000 per acre, paid in fee credits or mitigation fees collected. Demographic studies will determine the need for additional sites, to be conducted periodically thereafter. These additional sites will then be donated if other property owners are also required to donate similar school sites; if not, the acreage will be made available for purchase. Property is subject to paying additional impact fees, if school impact fees are authorized and imposed in the future.

Parks/Green Space: Between the 1,000th and the 1500th C.O., at least 10 acres of land will be donated to the City for general public use, with an additional 10 acres to be donated between the 2,000th and 3,00th C.O., and again for each 1,000 units thereafter, unless sufficient parkland has already been created to meet this requirement. The PDD Master Plan provides for many other amenities for active and passive recreational uses available within discrete developments within the property. The total open space will be at least 25%, more than required by the City Ordinance. The proposed Letter of Intent with MCAS would preserve approximately 800 acres, or 20% of the total property, from residential development. There is a possibility this could be turned into green space eventually.

Drainage System: All stormwater runoff, treatment and drainage system improvements for the Property shall be constructed so as to provide superior water quality, equivalent to only 10% impervious coverage. BMPs are adopted.

Public Roads: Owner shall construct all roads within its own property boundaries; there are already public roads servicing the area. Owner is responsible for the near site road improvements indicated necessary by Traffic Impact Assessments.

County/City Impact Fees: Owner shall pay the fees collected by the City of Beaufort for the benefit of Beaufort County (Fire, Traffic, Library, Parks), which are subject to being increased. Portions of the impact fees are available for earmarking in accordance with State law, the Impact Fee Ordinance, and the Intergovernmental Agreement with the City for projects near the Property. An additional \$800.00 per unit fee for traffic mitigation is to be paid to the City for improvements to the regional traffic system. A school fee of \$1,000 is provided.

Additional Development (“Developer”) Fees:

Single Family Residential (SFR) < 2,000 sq. ft.	\$500.00
(SFR) > 2,000 sq. ft. or < 3,000 sq. ft.	\$750.00
(SFR) > 3,000 sq. ft.	\$1,000.00
Multi-Family (MF) – 1 bedroom	\$200.00
(MF) – 2 bedroom	\$250.00
(MF) – 3 bedroom	\$350.00
Commercial Development	\$.75 per square foot

PLANNED UNIT DEVELOPMENT SUMMARY

Smart Growth/Smart Code Transect Zoning: Smart growth principles involve mixed use clustering of development in village or town centers to reduce sprawl, the use of cars, and encourage walking for daily needs. The Clarendon PUD adopts these principles, and creates density and use zones, called “Transects.” The Smart Code Manual describes attributes of the various transects, including densities, design guidelines, types of uses, street and sidewalk requirements, and types of buildings, among other things.

Clarendon’s Master Plan: The placement of different transects accomplishes the desired goal of moving the residential areas as far away as possible from the noise zones of the MCAS AICUZ, and also places the units into walkable village or town centers, all linked by trails and paths, and a proposed interconnecting inland recreational canal system linking man made lakes which also double as storm water filtration systems. The commercial/retail areas are designed to service the immediate community. The Marina areas provide access to the extensive waterfront, as well as the islands. The islands have small village scale centers, which transition into mini-estate lots adjacent to recreation/conservation areas to preserve the environment. The Boatyard area also provides access to the water, as well as more water related commercial activities, such as boat yards, storage areas, etc.

Clarendon’s Transects:

- T-4 Traditional Village
- T-4 B Boatyard
- T-4 Marina
- T-3 Mixed Use
- T-2 Island
- T-2 Mainland
- T-1 Recreation Conservation
- Agricultural
- AICUZ

Specific Design Guidelines for the Transects: In order to address concerns that not enough detail on the types and look of development allowed under the PUD for each type of development area, design guidelines consistent with Traditional Neighborhood Design and Smart Code guidelines have been provided. These include provisions not only relating to allowable uses, but the building location, setbacks, architecture, street design, parking, landscaping, sidewalk placement, bicycle paths and other requirements to assure a quality end result.

An Expanded PUD Approval Process: To further address concerns that the City needed to have another look at the specific subdivisions and development, the PUD incorporates another review process for City Council. Individual Master Plans will be reviewed by City Council for conformity with the PUD and the Smart Growth

guidelines of the Design Standards discussed above, with additional information to be provided. Council may encourage further refinement if not in conformity. Traffic Assessments are included at this stage.

AICUZ Provisions: MCAS provided a customized list of allowable non-residential uses and sizes, noise reduction, and residential placement and density requirements for this Property, which have been adopted into the PUD, replacing the City's current ordinance section, which are more stringent than the County's. MCAS has reviewed the PUD and these restrictions are acceptable. The Development Agreement has provisions relating to the implementation of the restrictions by the parties.

Highway 21 Buffer: While limited property fronts onto Highway 21, a 50 foot buffer consistent with the buffer requirements of the County are included. A landscaped entranceway is permitted.

Natural Resource buffers and setbacks: Consistent with County standards, there are 50 foot setbacks and buffers for single family residential; 100 foot setbacks for multi-family and non-residential uses. Provisions are made to allow lesser setbacks and buffers with approved BMP drainage systems in the waterfront village and boatyard area. This is to allow a waterfront park or uses as have been approved at Port Royal, Harbortown, etc.

School sites: School sites have siting and use standards to minimize impacts on adjoining properties, including outdoor ball fields and stadiums, which can have negative impacts.

Brief descriptions of the Transects are as follows: Note that each district has specified uses and design guidelines set out in the PUD.

T-4 Traditional Village:

This District is designed to develop traditional neighborhood types exemplified in the New Urbanism and Smart Code movement. The principles of this include walkability, connectivity, mixed use and diversity, mixed housing, quality architecture and urban design, traditional neighborhood structures, increased density, smart transportation, sustainability, and quality of life. These qualities or principles provide a healthier lifestyle with a walking friendly environment, close proximity to sidewalks, trails, parks, etc. The style of living provides for opportunities to get to know your neighbors and the community, with more freedom and independence for all age groups. Adults and children can walk or bike to schools or shops.

T-4 B Boatyard

This district is oriented to the river activities. This area can be described by the Article 5.2, Paragraph H.2, Water Oriented Facilities of the City of Beaufort UDO. It is anticipated that this will be the centralized area for the embarking on and disembarking from boats, ferries and water taxis. Accessory uses including boat fueling, pump out facilities, docks, ramps, marina stores, parking areas, boat storage areas, boat service areas, offices and ticket sales. Where permitted by the state and federal agencies this facility would include marinas, docking facilities, dry boat storage facilities, boat ramps, boat sales and facilities for tour boats. Riverfront restaurants and marina equipment sales area are anticipated. Facilities similar to this facility currently exist in Beaufort County on Hilton Head Island (i.e., Schilling's Boat Storage and Broad Creek Marina) and also debarkation facilities for communities such as those for Daufuskie Island. The Town of Port Royal is also master planning a riverfront area for the abandoned Port area that has similar characteristics to this district

T-4 Marina

This Village / Marina District provides for a more pedestrian friendly commercial area with a water orientation and an integrated residential scale of development. This District encourages commercial uses that are located and sized to provide the adjacent residential areas with retail and service, all the while promoting a mixture of housing, office and work place proximity that promotes pedestrian precincts and a community focus. This in effect would promote a more village center streetscape with less focus towards the parking lot atmosphere typical to the highway strip center. A central village mall with the more European approach to the village with business or office at the ground level and residential above would be encouraged. This can be experienced locally in the locations such as Harbour Town and Shelter Cove on Hilton Head Island, and Downtown Charleston, South Carolina.

T-3 Mixed Use

The character of the T-3 Mixed Use District diverges somewhat from the previous districts, as this district has a more suburban character. Natural or man-made characteristics of the land form may alter the more grid like nature of the conceptualized streets in the higher density districts, allowing for a more natural road alignment, preservation of wetland areas, and protected habitat or open space. Public Frontage will also change with the introduction of curving streets and sidewalks, and street tree planting will deviate to a more random, natural character. The buildings will move slightly further back from the streets. 10-30% of the district area may be either the higher intensity Traditional Neighborhood development or cluster land development as defined by the Smart Code community types to promote walkable communities. Recreational amenities will effect the character and scale of this district. It may be advantageous to accommodate an overall drainage system into a contiguous waterway that could provide a water amenity for this community, while collecting,

managing and disposing of the stormwater. This waterway might also be modified to accommodate and complement a golf course if market forces favored this type of amenity.

T-2 Island and T-2 Mainland

These Districts are areas of somewhat larger lots and upscale single family residential. These homes will have an orientation to the marsh views or interior conservation or recreational areas. These areas will provide for those potential purchasers who wish to have a larger home with the possibility of additional living accommodations available or adjacent structure on the home site or residential quarters over garages. These units may be made available to older or younger family members as their place of residence or they may be a rental unit. There are different restrictions on uses on the mainland and the island, to accommodate environmental constraints.

T-1 Recreation Conservation

This District allows for the recreational complexes and amenities within the Conceptual Master Plan / PUD. Land uses may consist of private and semi-private recreation, indoor and outdoor lighted and unlighted recreation facilities, establishments and services which include active and passive sports, entertainment and equestrian facilities, camping and hunting facilities, and ancillary facilities such as restaurants and shops serving such public recreational facilities.

Agricultural

Located within Clarendon Farms are several areas that are presently used for the cultivation of agricultural crops and forests, and also for hunting purposes. Land in the agricultural district constitutes a valuable natural resource, and protection is in the public's interest. Until such time as a Master Plan is submitted to and approved by City Council for a particular area, agriculture, forestry and hunting shall be allowed as the default use of the property.

AICUZ

As described in the Development Agreement, the Owners have met with representatives of MCAS and Marine Headquarters to address the concerns and desires of the Marine Corp Air Station, as set forth in a letter to the City in March of 2006, and have agreed upon the restrictions needed to protect the base from encroachment. In accordance with the provisions of the Development Agreement, any development in the APZ or AICUZ zones shall be compliant with the use and noise attenuation

requirements set out in the Development Agreement, which incorporate the present AICUZ restrictions, unless the military implements the provisions of the proposed Letter of Intent contained within the Development Agreement. In that event, the following additional requirements and standards are imposed.

Within the 65Ldn and higher noise zone no residential development shall be permitted except in regards to some minimal single family existing and proposed additional units within the Clarendon PUD.

For approximately +/-1500 feet along the perimeter of the 65Ldn line in the area referenced as Noise Zone 1 on the Land Use Compatibility Map, residential development will be limited to 1.0 single family units per acre and shall have a 30dB Noise Level Reduction (NLR). This area is located in the T-2 Mainland District.