CITY OF BEAUFORT
1911 BOUNDARY STREET
BEAUFORT MUNICIPAL COMPLEX
BEAUFORT, SOUTH CAROLINA 29902
(843) 525-7070

CITY COUNCIL WORKSESSION AGENDA
January 28, 2020

NOTE: IF YOU HAVE SPECIAL NEEDS DUE TO A PHYSICAL CHALLENGE, PLEASE CALL IVETTE BURGESS 525-7070 FOR ADDITIONAL INFORMATION

STATEMENT OF MEDIA NOTIFICATION

"In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media was duly notified of the time, date, place and agenda of this meeting."

WORKSESSION - City Hall, Planning Conference Room, 1st Floor - 5:00 PM

I. CALL TO ORDER

A. Billy Keyserling, Mayor

II. EMPLOYEE NEW HIRE RECOGNITION

A. Fire Department - Justin Acord

III. PRESENTATION

A. Flood Vulnerability Assessment Report

IV. DISCUSSION ITEMS

A. Zoning of Proposed Annexation at Williams St and Mayfair Court
B. Spanish Moss Trail - Downtown Connector Update
C. Financial Impact of House Bill 4431
D. Community Development Block Grant (CDBG) Needs Assessments

V. ADJOURN

CITY OF BEAUFORT

DEPARTMENT REQUEST FOR CITY COUNCIL AGENDA ITEM

TO:	CITY COUNCIL	**DATE:** 1/24/2020
FROM:	Reece Bertholf, Fire Chief	
AGENDA ITEM TITLE:	Fire Department - Justin Acord	
MEETING DATE:	1/28/2020	
DEPARTMENT:	City Clerk	

BACKGROUND INFORMATION:

PLACED ON AGENDA FOR:

REMARKS:

CITY OF BEAUFORT

DEPARTMENT REQUEST FOR CITY COUNCIL AGENDA ITEM

TO:	CITY COUNCIL	**DATE:**	12/2/2019
FROM:	Matt St. Clair, Public Projects and Facilities Director		
AGENDA ITEM TITLE:	Flood Vulnerability Assessment Report		
MEETING DATE:	1/28/2020		
DEPARTMENT:	City Clerk		

BACKGROUND INFORMATION:

Brief to be presented by team from SC Sea Grant Consortium/College of Charleston/USC.

PLACED ON AGENDA FOR:

REMARKS:

ATTACHMENTS:

Description	Type	Upload Date
Report	Backup Material	12/2/2019

FLOOD VULNERABILITY ASSESSMENT: CITY OF BEAUFORT, SC

Landon Knapp[1,2], Kirstin Dow[3], Michelle Harris[3], Alex Braud[2], Norman Levine[2], and Sarah Watson[1,3]

Photo: Beaufort, SC

NOVEMBER 2019

[1]South Carolina Sea Grant Consortium, Charleston, SC, USA

[2]Lowcountry Hazards Center, College of Charleston, Department of Geology and Environmental Geosciences, Charleston, SC, USA

[3]Carolinas Integrated Sciences and Assessments, University of South Carolina, Department of Geography, Columbia, SC, USA

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OVERVIEW:

- The City of Beaufort currently faces tidal and rainfall flooding problems that are expected to increase as population growth leads to more impervious surfaces and greater runoff volumes and as climate changes results in more frequent intense rainfall events and sea level rise.
- Potential exposure vulnerability to flood hazards was assessed by developing high-resolution tidal and precipitation-based flood models specific to the City of Beaufort and determining the assets inundated under modeled conditions for each scenario. Assets included in this study are public spaces, land parcels, structures, businesses, number of people employed by businesses, and annual sales volume for those businesses.
- As sea level rises, the proportion of inundated land is projected to increase reaching as much as 30.4% (4,815 acres) of the City for 6-ft above MHHW (equivalent to about 1 foot of SLR on top of Tropical Storm Irma's storm surge). Approximately 70% of the parcels projected to be inundated are outside of the challenged areas
- Areas identified as "challenged" with drainage issues identified by City of Beaufort staff were analyzed individually for asset vulnerabilities to flooding. The area with the most structures vulnerable to the highest-modeled tidal flooding conditions was the Point, while Historic Downtown resulted in the greatest number of structures affected by the highest-modeled precipitation-based event. Business vulnerabilities were highest in Historic Downtown for both of those modeled flood hazards. As modelled tidal flooding increases from 4 to 5 to 6-ft, the number of businesses potentially impacted rises from 24 to 60 to 99 with 33-50% of those falling outside the challenged areas.
- The greatest population impacts from the highest-modeled tidal flooding conditions were in the Point and the Mossy Oaks areas.
- The City of Beaufort is expected to see 14% of its area inundated by the modeled 6-in rainfall event with many of the challenged areas seeing extensive concentrated flooding; the large majority of acres falling outside of those areas. Amongst the challenged areas, Historic Downtown is expected to see by far the highest impacts on land parcels, structures, and businesses analyzed under precipitation scenarios. Businesses at risk to heavy rainfall are heavily concentrated in this area where they account for between 43 and 59% of those businesses at risk in all of Beaufort.

BACKGROUND

The City of Beaufort (City) is located in southern coastal South Carolina, encompassing a total of 33.6 square miles (Figure 1). The historically rich city was founded in 1512 and is known for its Antebellum streets and downtown district (City of Beaufort, n.d.). Located on the low coastal plain, the City is bordered on the east by Battery Creek and west by the Broad River. Approximately 18% of the City's land area is comprised of marshes and swamps, with an average elevation of 10 feet above sea-level (S.C. Sea Grant Consortium, 2015). The City's climate is

humid subtropical, with warm summers, moderate winters, and an average annual rainfall of 48 inches. According to the 2010 Census, the City had a population of 12,361, with an estimated 2018 population of 13,357 people. That estimated population growth of 8.1% is lower than the 16.3% increase for Beaufort County, but is comparable to the State of South Carolina's estimated 9.9% increase in population over that span (U.S. Census Bureau, 2010, 2018).

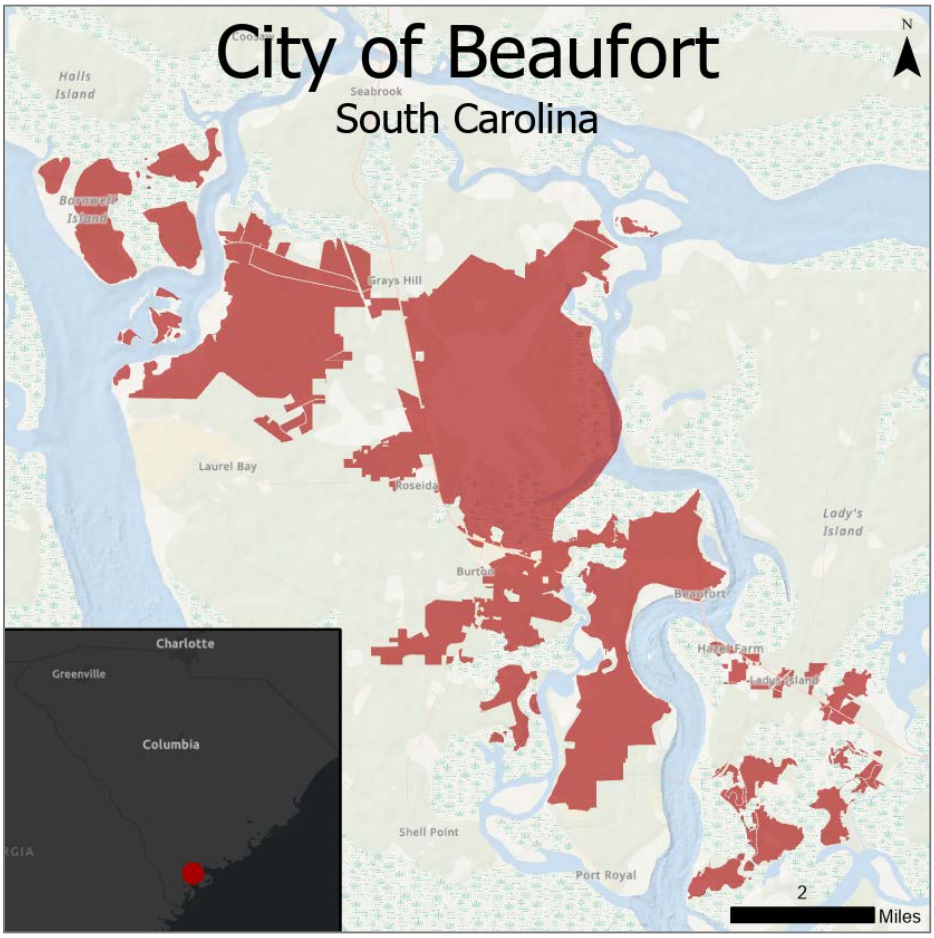


Figure 1: City of Beaufort, South Carolina. Incorporated areas in red.

According to the 2012 Economic Census (U.S. Census Bureau, 2012), the top grossing financial sectors for the City of Beaufort include retail trade (approximately $200 million) and health care and social assistance (approximately $132 million). The Economic Census highlights accommodation and food services, health care and social assistance, and retail trade as the top three industries that hire civilian workers, accounting for over 70% of the workforce, dispersed among 1,900 companies. The City's median household income is $47,452 with an unemployment rate of 5.1% (U.S. Census Bureau, 2017) and a millage rate for 2019 of 74.59 mils (City of Beaufort, 2018). The top ten industries for the City are listed in Table 1.

Table 1: Top ten employment industries for the City of Beaufort, SC (U.S. Census Bureau, 2012)

Industry	Employment	Percentage of the Workforce
Accommodation and food services	1,767	32.6%
Health care and social assistance	1,267	23.3%
Retail Trade	922	17.0%
Professional, scientific, and technical services	395	7.3%
Finance and Insurance	275	5.1%
Other services, except public administration	256	4.7%
Administrative and support and waste management and remediation services	163	3.0%
Real estate and rental and leasing	95	1.8%
Information	89	1.6%
Manufacturing	72	1.3%

Beaufort is at risk to tidal flooding, storm surge, and high intensity rain events; three potentially intersecting hazards that are of importance when considering future vulnerability. While the two former coastal hazards are typically associated with lunar cycles or storm landfall, the latter can occur throughout the year and are most frequently experienced in the spring and summer resulting in areas of shallow flooding throughout the City. These rain events affect several areas in the community, including the historic downtown area, where it can disrupt tourism and daily operations. Sea level rise is an additional driver of both current and future flood vulnerabilities in the City.

The Fort Pulaski National Oceanic and Atmospheric Administration (NOAA) Tide Gauge was established in 1935 and is located approximately 30 miles southwest of the City of Beaufort. This gauge is the closest tidal monitoring station to the City and because of its long-term, quality-controlled recording history it is commonly used to represent trends in Beaufort County. Inspired by this project, studies are currently underway to determine how closely data from this gauge corresponds with tides in the Beaufort area to confirm or improve upon those assumptions. The recorded mean daily tide range at the station is 6.92 feet. Since the station was established, relative mean sea level has risen on average 0.13 inches per year, or 1.3 inches per decade (NOAA, 2019) (Figure 2). As sea levels continue to rise, records of high tide flooding also rise on all U.S. coastlines. These events are defined as a daily rise in water level above the minor flooding threshold set locally by NOAA's National Weather Service (Fly et al., 2017).

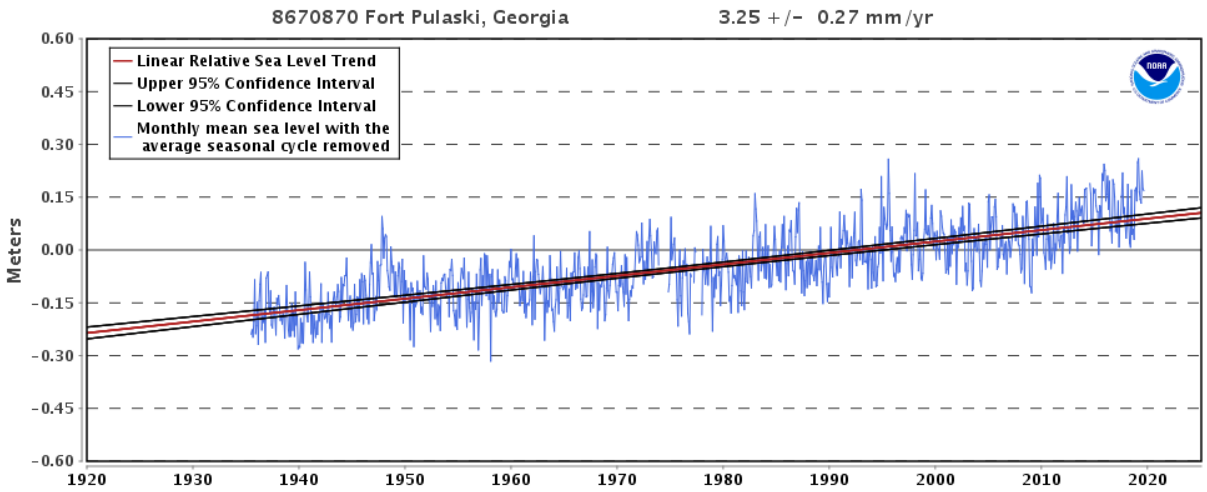


Figure 2: Rising mean sea levels recorded at NOAA's Fort Pulaski, GA Tide Station (NOAA, 2019)

In order to understand how vulnerable City assets are to tidal and precipitation-based flooding, the City engaged a collaborative team of investigators comprised of the South Carolina Sea Grant Consortium, College of Charleston's Lowcountry Hazards Center, and the Carolinas Integrated Sciences and Assessments based at the University of South Carolina to conduct a study. Potential exposure vulnerabilities to each hazard were analyzed by developing high-resolution flood models specific to the City of Beaufort and determining the assets inundated under modeled conditions for each scenario. Assets included in this study are public spaces, land parcels, structures, businesses, number of people employed by businesses, and annual sales volume for those businesses. Due to limited resources, analysis of socio-demographic data related to population vulnerability was conducted only for key areas identified by the City.

A model for precipitation runoff was developed for the entirety of the City of Beaufort, while tidal flood layers were produced for all of Beaufort County. The research team then analyzed a list of areas identified by the City for their vulnerabilities to each of the flooding hazards. This report summarizes the methods utilized by the research team to produce flood layers and analyze the vulnerabilities they conferred, the results of the vulnerability assessment, and a discussion of the implications of those results.

METHODS

Tidal Flood Modeling

Lidar point cloud data in LAZ format were obtained covering the entirety of Beaufort County for the year 2013[1] and the coastal portion of the county for the year 2016[2]. LAZ's were converted to LAS files and a LAS dataset for each year was generated covering the land and marsh area of Beaufort County. Tiles were created for parallel processing of point cloud data with marginal overlap between tile areas. Digital elevation models (DEMs) were interpolated for each tile using inverse distance weighted (IDW) interpolation on classified ground points with 2 ft cell size. All

[1]Data sets listed in the Reference section at the end of the report

DEM tiles were mosaicked to a new raster using the Blend operator to diminish tiling errors at overlapping boundaries. Tiles from the 2016 dataset were used in place of those from the 2013 dataset where there was spatial coverage. Hydro-flattening was performed by using zonal statistics where grid cells underlying a network of aquatic area polygons were set to their average elevation and all tidal areas set to an elevation of -2. This process resulted in a single 2 ft resolution DEM for Beaufort County created using the most recent data available to researchers at the time of this project. The methods were repeated using all return lidar points to produce a 2 ft resolution digital surface model (DSM) of the county.

A mean higher high water (MHHW) surface was created for Beaufort County using a combination of point and raster data obtained from NOAA's VDatum tool. The Inundation Mapping Tidal Surface – Mean Higher High Water raster surface[3] was obtained from NOAA's Office for Coastal Management (OCM) and converted to points at the centroid of each 100-m raster cell. These data were then merged into a single file alongside point data output from the online VDatum tool[4]. Points were interpolated using IDW with a cell size of 50-m which resulted in a MHHW surface across all of Beaufort County referenced to NAVD88.

Raster calculator was used to generate raster surfaces of elevated MHHW height where the elevation of each grid cell from the original MHHW surface was increased in 0.5-ft increments up to a maximum of 6-ft. The DEM created for the county was then subtracted from each of the elevated MHHW surfaces using raster calculator resulting in tidal flood depth rasters over land for all of Beaufort County. NOAA defines MHHW as "[t]he average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch" (NOAA, n.d., p. 1). By modeling the flooding conditions resulting from an average higher high tide, the resultant flood layers serve as a representation of high tide flooding under sea level rise conditions.

Precipitation Modeling

The curve number (CN) runoff method was utilized on a subsection of Beaufort County that encompassed the entirety of the City of Beaufort. This method was used to calculate the amount of water that would result in surface runoff versus the amount that would infiltrate through the soils of the study area under various rainfall conditions. In order to estimate runoff at the finest scale possible for the study area, individual urban watersheds were created across the study surface. Researchers accomplished this by utilizing the Hydrology toolset in ArcGIS (see Esri, 2016 & Esri, n.d. for details on using these tools). The DEM created through the steps above was first run through the Fill tool to remove sinks and then hydrologically conditioned to reflect known drainage patterns and infrastructure across the study area. To accomplish the latter, researchers obtained stormwater infrastructure data (e.g. pipes, culverts, outfalls) from the Information Technology (IT) Department of Beaufort County. Those data were used to "burn" streams and subsurface drainage features into the DEM to establish an accurate direction of water flow during modeling. Finally,

the DEM was clipped to the edge of the MHHW extent to eliminate areas of overlap. This was done to simulate the effects of rainfall accumulation during a high tide event.

That output was fed into the Flow Direction tool, and the resulting raster from that tool used to power the Flow Accumulation tool. Before using the output raster from the Flow Accumulation tool for subsequent steps it was edited to remove cells not reaching a significant threshold of accumulation, so they would not inaccurately represent stream networks not actually present in the study area (see Tarboton, et al., 1991 for rationale). There is no set standard for selecting a threshold value, as each case is unique and dependent on the attributes of the study area. Researchers used a threshold value equivalent to 10 acres of accumulation to represent both known and anticipated stream channels for the study area.

The Stream Link tool was then run using the stream raster from the previous steps as its input. Results from that tool run were used to power the Stream Order tool, which had its output converted to a feature class via the Stream to Feature tool. Pour points were generated using the newly created feature class as input to the Feature Vertices to Points tool in the Features toolset of the Data Management Tools toolbox, using only the end vertices of each stream part. Those pour points were then fed into the Snap Pour Point tool. The snapped pour points along with the flow direction raster created from the steps above were used as inputs for the Watershed tool, which generated the localized urban watersheds used for this study. A geometric network was created by connecting the watersheds by the pour points, which represents the flow of water between watersheds across the entire drainage basin. The proportion of water converted from precipitation to stormwater runoff in a given event was then determined via the curve number (CN) method for each watershed in the drainage basin (USDA SCS, 1986).

Calculation of the individual CN's for each modeled watershed required knowledge of the impervious surfaces and soil types across the study area. Impervious surfaces were developed using Trimble's eCognition image analysis software suite. Classified imagery (2015 USDA NAIP 1-m 4-band DOQQ's[5]) was modified via a rule set created to clean errors from the original classification using several additional training data sets: building footprints and roads obtained from Beaufort County IT, the DEM resampled to 1-m, and the DSM resampled to 1-m and normalized to the DEM. The process yielded a 1-m resolution land cover data set identifying areas of impervious cover across the study area. Soil types were obtained from the United States Department of Agriculture's (USDA) Soil Survey Geographic Database (SSURGO)[6] in shapefile format. CN's were then calculated for each 1-m grid cell across the study area using the USDA Soil Conservation Service (SCS) TR-55 methodology based on their identified land cover class and underlying hydrologic soil group. Corresponding to the TR-55 methodology, Herbaceous and Bare classes were represented as Open Space Good and Poor Condition respectively, Forest as Woods in Good Condition, Scrub as Brush in Good Condition, and Impervious Areas designated as such (see Table 2-2a in USDA SCS, 1986, p. 2-5). Mean CNs were then calculated for each watershed using Zonal Statistics, where the higher CNs represent watersheds that will confer higher volumes of stormwater runoff during precipitation events.

Depth of runoff was then calculated for each watershed for 1-inch interval rainfall events via Equation 1:

$$Q_d = \frac{(P - I_a)^2}{(P - I_a) + S}$$

"where Q_d equals depth of runoff and P equals depth of rainfall, with depths spread evenly over the watershed surface area; I_a , initial abstraction, is rainfall lost to interception, surface depressions, and infiltration before runoff occurs; and S equals the potential maximum retention after runoff begins" (Blair et al., 2014, p. 561). S is calculated using the CN for each watershed input into Equation 2:

$$S = \frac{1000}{CN - 10}$$

Q_d values for each watershed were assigned to their corresponding outlet points (pour points) and cumulative depths calculated for downstream pour points via the watershed routing discussed above. Stormwater depths at each pour point were added to the surface elevation at each point. These depths were then interpolated across the surface of the study area resulting in precipitation flood depth rasters over the incorporated lands of the City of Beaufort. The process was iterated through for rainfall depths from 1-6 inches at 1-inch intervals. These flood layers represent the modeled flood conditions resulting from an "instantaneous" rainfall event, or "rain bomb" during high tide. For that reason, the models do not include subsurface removal via stormwater systems and therefore should be viewed as a worst-case scenario for planning purposes.

City of Beaufort Asset Vulnerability

In order to determine the vulnerability of assets, including businesses, in the City of Beaufort to tidal and precipitation-based flooding, the modeled flood layers were analyzed in ArcGIS to determine the areas where flood waters would lead to impacts on those features. Locations of assets deemed of particular interest were obtained from City of Beaufort staff and geocoded to assign a spatial location to each. Additionally, ESRI Business Analyst[7] data were used to tabulate economic impacts in the City from modeled flood events. Each of these data sets were intersected with each of the tidal and precipitation-based flood layers to analyze the impacts experienced during progressively heightened flood conditions.

Challenged Areas:

Members of the project team and representatives of the City of Beaufort collaborated to identify and map 10 "challenged" areas that are hotspots for drainage issues (Figure 3). The Mossy Oaks area was divided into North and South sections and then these areas and the full City were delineated and digitized into ArcMap for performing overlays with tidal flood modeling and precipitation modeling outputs. These areas represent vastly different sizes within the City.

Caution should therefore be taken when interpreting the vulnerabilities of each relative to one another. Additionally, two areas, the Business District and Broad Street, are completely within Historic Downtown and Mossy Oaks – South respectively (Figure 3). Therefore, all vulnerability impacts recorded for the Business District and Broad Street are also counted as impacts to the larger area that encompasses them.

Flood Vulnerability Modeling:

Flood layers generated by the methods outlined above were utilized to assess vulnerability within each of the "challenged" areas. Original surface polygons were clipped to each of the flood model intervals to evaluate resultant impacts. Vulnerability included an assessment of *(1)* inundation coverage area (ac.); *(2)* number of impacted structures; *(3)* number of impacted businesses; *(4)* sales volume for impacted businesses; *(5)* employee count for impacted businesses; *(6)* public spaces impacted; *(7)* and county facilities impacted. The calculation for each variable is explained below in further detail. The results from these intersections and clips are included within the results section in tabular form.

Data used to conduct the vulnerability assessment had certain limitations that should be considered when interpreting results. The data used for the assessment of businesses, sales, and employees as well as those for public facilities were represented in the analysis by a single point at each location assigned via an automated geocoding process. Therefore, results of the analysis represent whether that point was overlapped by the modeled flood waters, not the building itself or the extent to which the building of interest is surrounded by water. Additionally, depth of flood inundation and first floor elevations were not considered by this analysis. While the model produced flood depths for every 2 ft^2 of the study area, the first floor elevations of those structures were not available to research staff at the time of this report.

(1) Inundation Coverage Area

Inundation coverage was assessed by clipping each area polygon to the designated flooding interval, ranging from 0-6'. The impacted area was then calculated and converted to acres of coverage.

(2) Number of Impacted Structures

Building footprint polygons were acquired from the Information Technology (IT) Department of Beaufort County for this step of the analysis. The clip tool was applied to identify overlap between each of the flooding intervals with the building footprint polygons. The resultant value is identified as the number of impacted structures.

(3) Number of Impacted Businesses

Business locations were obtained as a point file from ESRI Business Analyst[7] and was intersected with each of the flooding intervals. The resulting intersections of businesses and

flooding are identified as impacted businesses. Businesses that did not have location information were withheld from the analysis.

(4) Sales Volume for Impacted Businesses

Sales volume data was included in the Business Analyst dataset. For each of the identified impacted businesses, the sum of all sales volume is considered as a potential damage or loss in the event of inundation.

(5) Employee Count for Impacted Businesses

Employee count was included in the Business Analyst dataset. For each of the identified impacted businesses, the sum of all employee counts is considered as a potential disruption or loss in the event of inundation.

(6) Public Spaces Impacted

Public spaces were provided as area shapefiles. The clip tool was utilized to identify overlap between each of the flooding intervals with the public space layer. The number and types of public spaces impacted are identified for this report.

(7) Public Facilities Impacted

Public facilities were provided as a geocoded point layer that was intersected with each of the flooding intervals. The resulting intersections of addresses and flooding are identified as impacted facilities.

A limited examination of social vulnerability factors was conducted to identify any patterns of socioeconomic factors contributing to greater potential harm to residents. HAZUS block data were utilized to identify population impact and associated demographics. The clip tool was applied to identify overlap between HAZUS blocks and challenged area polygons for each of the 0-6' tidal flooding intervals. In the event that a HAZUS block intersected a polygon layer, a proportional analysis was performed to estimate what percentage of the population fell within the area covered. If the area polygon fell within two or more HAZUS blocks, the proportional analysis was repeated for each of the overlapping blocks. This proportional analysis was applied for estimating impacted population count for: impacted population demographics *(1)*, number of households *(2)*, number of elderly *(3)*, and number of low-income *(4)*.

(1) Impacted Population Demographics

Population was analyzed in three categories: white, black or African American, and other minorities.

(2) Number of Households Impacted

(3) Number of Elderly (>65 years)

(4) Low-income (<$20,000)

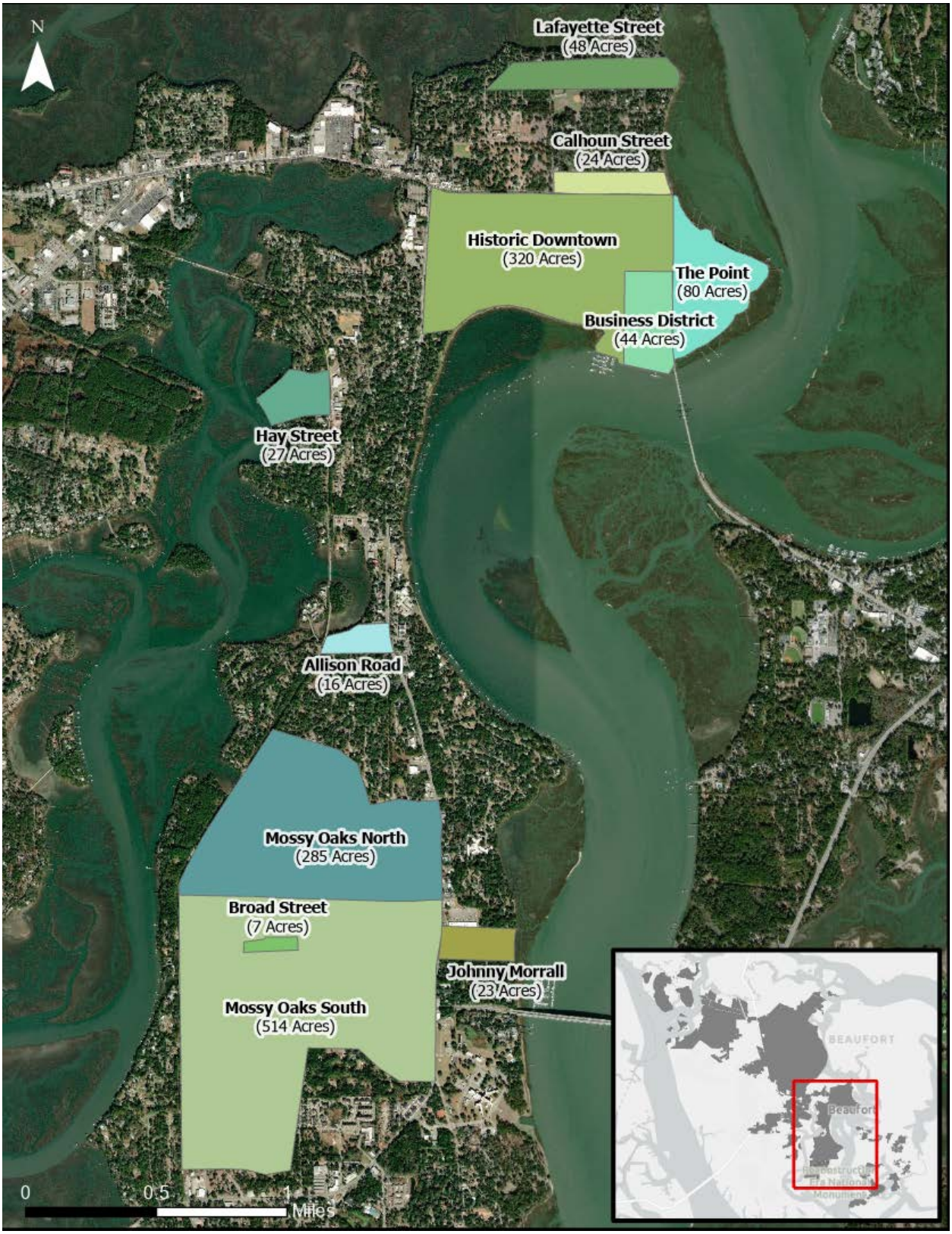


Figure 3: Challenged drainage areas identified by City of Beaufort staff

RESULTS

The results of model analyses are discussed in two major sections, one addressing the increase of tidal flooding as sea level rises and another addressing high-intensity rain events. All analyses are based in models and findings are reported as model projections which reflect our best understanding of the processes influencing flooding. Therefore, the results are subject to the assumptions, limitations, and biases of the models themselves. Findings are additionally based on a given amount of sea level rise and precipitation, but they do not directly address when that amount of sea level rise might be expected or the likelihood of a particular precipitation event occurring. For more information on historical observations and future projections, please see the Discussion section below.

Tidal Flooding Vulnerability:

The model created for this study looks at one-foot increments of tidal flooding above Mean Higher High Water (MHHW). This is intended to demonstrate what projected SLR could look like on top of today's average higher high tide, as well as what future floods of today could look like. Statistically, the average should be exceeded 50 percent of the time. For reference of recent flood heights, see Table 2.

Table 2 Recent Flood Events Relative to MHHW

Date	Event	Level above MHHW at Ft. Pulaski gauge
10/8/2016	Hurricane Matthew*	4.95 ft
9/11/2017	Tropical Storm Irma	4.63 ft
10/15/1947	Hurricane King (Cape Sable Hurricane)	3.25 ft
10/27/2015	King Tide	2.82 ft
11/23/2018	King Tide	2.64 ft
* Flooding during Matthew at the Ft. Pulaski gauge was much higher than in the City of Beaufort due to positioning of the city inside Port Royal Sound and the wind direction.		

The frequency of coastal flood events is showing an increasing trend over time. There have been 13 major coastal flood events since 1980, with 9 of those occurring since 2015 (Figure 4).

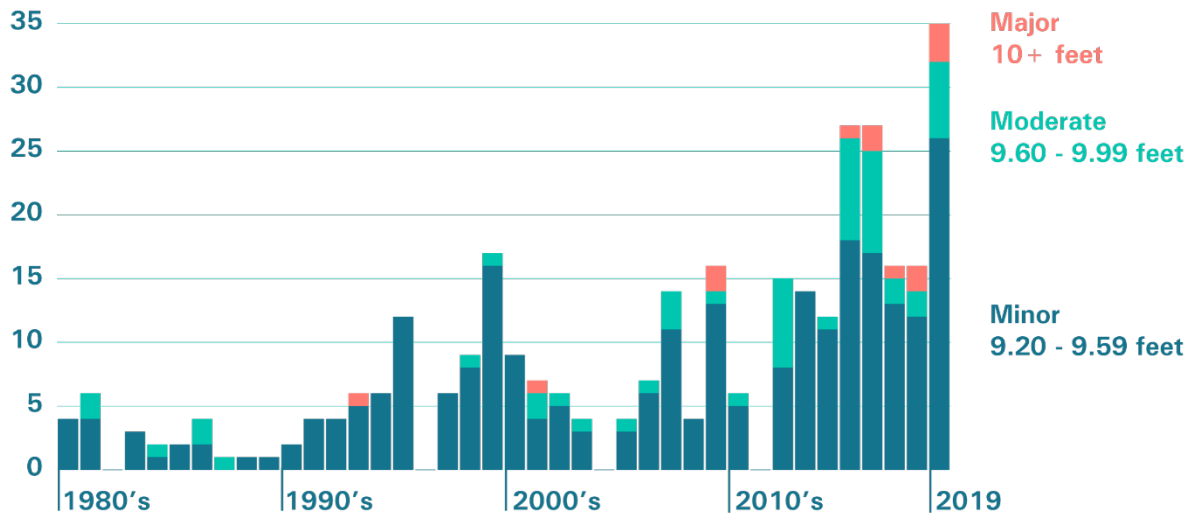


Figure 4: Fort Pulaski, GA Coastal Flood Events by Category since 1980. Data obtained from NOAA Center for Operational Oceanographic Products and Services. Figure created by S.C. Sea Grant Consortium.

Of the 15,838 acres of incorporated City lands, 1,688 acres (10.7%) are shown in model results as inundated during MHHW conditions. Currently, this represents the areas that are now considered marsh, and as such, only pose problems on edges of property, not to infrastructure. As sea level rises, the proportion of inundated land is projected to increase reaching as much as 30.4% (4,815 acres) of the City for 6-ft above MHHW (equivalent to about 1 foot of SLR on top of Tropical Storm Irma's storm surge) (Figure 5).

We considered the location of all public facilities provided to us by the City of Beaufort, including police and fire stations, schools and amenities. Of the 63 facility locations provided, none are susceptible to modeled flood heights up to 3-ft above MHHW. At the modeled 4-ft scenario (roughly equivalent to 1 foot of SLR on top of king tides in 2015 and 2018), the runway of Beaufort County Airport (Ladys Island)/ARW (Airport) begins to experience inundation, and at 5-ft above MHHW (roughly equivalent to 2 feet of SLR on top of king tides in 2015 and 2018), the Airport's office and hangars become inundated in addition to the low-lying Arthur Horne Nature Park. The maximum scenario modeled, 6-ft above MHHW, equivalent to about 1.5 feet of SLR on top of Tropical Storm Irma's surge, resulted in the inundation of the tennis courts of Southside Park as well as the drop off center of the Airport. Almost the entirety of the Airport experienced some depth of inundation by the modeled 6-ft above MHHW scenario.

Table 3 shows the percentage of each area projected to experience tidal inundation under different SLR increases. The challenged areas of Allison Road, Calhoun Street, Hay Street, Johnny Morrall, and Lafayette Street appear less at risk to lower amounts of SLR and at significantly lower risk than other areas for higher levels of SLR. Three of the challenged areas analyzed reached at least 50% inundation for the highest SLR scenario (6-ft): Broad Street (55%), the Business District (56%), and the Point (83%). Another three areas, Mossy Oaks – North (25%), Mossy Oaks – South

(17%), and Historic Downtown (10%), did not reach those extreme levels of inundation for the 6-ft scenario; however, the analysis of SLR impacts placed each of these areas in the top-5 most vulnerable area for the assets analyzed.

The remainder of this section on tidal flooding vulnerability will focus on those top-5 most vulnerable areas: Mossy Oaks – North, Mossy Oaks – South, Historic Downtown, the Business District and the Point and comment on impacts outside the challenged areas.

Table 3: Percentage of City and challenged areas projected to experience tidal flooding with feet above MHHW

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	0.1	0.0	0.1	4.2	0.3	0.7	1.8	0.6	6.5	0.2	0.0	10.7
1	0.9	0.0	0.2	4.7	0.8	0.9	2.5	1.2	7.7	0.2	0.0	12.3
2	2.2	0.0	0.9	5.0	1.4	1.1	3.9	2.3	12.9	0.3	0.0	14.9
3	5.1	3.1	1.2	5.2	2.1	1.4	7.0	4.4	31.7	1.1	2.6	18.4
4	7.7	3.3	1.5	5.3	2.8	1.8	11.9	7.2	52.3	2.8	10.3	22.5
5	9.7	18.2	1.8	5.8	3.3	2.2	18.4	12.8	70.5	5.7	28.3	26.7
6	11.4	54.8	2.0	7.0	3.6	2.5	25.2	17.4	82.5	10.0	55.7	30.4

Acres Vulnerable to Projected SLR at MHHW:

Vulnerability to tidal flooding in each challenged area is projected to increase as SLR increases. Figure 5 shows that 15% of the City becomes at risk to tidal inundation with sea level increased by 2 feet, including 2,323 acres outside of the challenged areas. In the challenged areas, two percent, or 22 acres, are potentially flooded. Under NOAA's Intermediate-High Sea Level Rise Scenario, sea level is projected to increase by nearly 2 feet by 2050 (Table 7 below). While the tidal inundation projected in the Mossy Oaks – North area and entire City show a relatively linear increase, the Point shows a marked increase in inundation at 3 feet above MHHW. The Business District and Broad Street areas are projected to experience little-to-no inundation up to the 3-ft level, yet both areas exhibit a marked increase once the water level above 4-ft MHHW is surpassed, exceeding 50% coverage by 6-ft. A full table of proportion of area inundated for each SLR scenario for all challenged areas and the City is listed in Table 3.

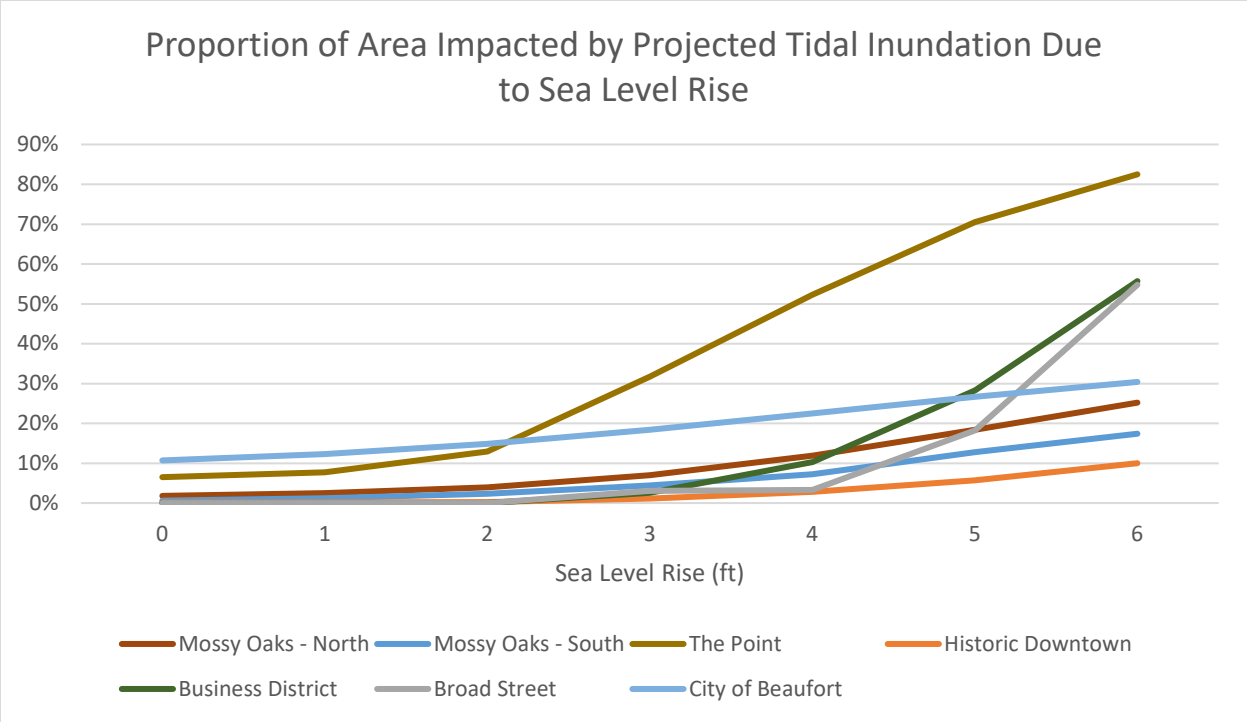


Figure 5: Proportion of challenged areas and City impacted by SLR modeled as feet above mean higher high water. Challenged areas most vulnerable to modeled SLR are presented based on vulnerability assessment results. Broad Street is also presented to show impacts to that area at 5-6' of SLR.

Population Vulnerable to Projected SLR at MHHW:

The limited scoping analysis of potentially vulnerable populations relied on HAZUS block data to estimate demographic characteristics of population potentially impacted. The Allison Road and Johnny Morrall areas were not covered by HAZUS block data. Table 4 provides this demographic information for the maximum amount of 6-ft over MHHW. The two Mossy Oaks areas and The Point showed the largest potential impacts on population, with the greatest number of African American and other minorities in the Mossy Oaks areas. Mossy Oaks – North and The Point had larger populations over age 65, while Mossy Oaks – South, Broad Street, The Point, and the Business District areas had the higher numbers of individuals with annual incomes of less than $20,000. The analysis indicates that residents of some areas may have additional needs with respect to flood preparedness or recovery.

Table 4 Potentially Vulnerable Populations at 6ft SLR over MHHW.

6-ft SLR over MHHW	Broad Street	Calhoun Street	Hay Street	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District
Total impacted population	42	1	0	1	230	159	216	18	37
White	39	1	0	1	176	106	213	14	27
African American	0	0	0	0	25	42	1	3	8
Other minority	3	0	0	0	29	11	2	1	2
Number of households	21	0	0	0	96	65	121	7	20
Number of people over age 65	5	0	0	0	62	12	74	4	9
Number of people with income <$20,000	8	0	0	0	0	8	13	2	8

Property Parcels Vulnerable to Projected SLR at MHHW:

Property parcels discussed here are any parcels that are partially flooded under modelled conditions. Flooding of structures on those parcels is discussed in the following subsection. The number of property parcels with modeled impacts in the City during tidal events ranges from 695 at MHHW up to 2,237 with 6-ft above MHHW, again showing a relatively linear increase. The majority of parcels affected are outside of the challenged areas. At MHHW, 85% of affected parcels are outside of those areas and with 6-ft of additional water 65% of affected parcels will lie outside of the challenged areas.

Among the challenged areas, the Point represents the highest number of inundated parcels for all but the most minor and most extreme SLR scenarios (Figure 6). Although Mossy Oaks – North & South are among the lower end of the top-5 areas in proportion of tidal inundation, results for those two areas consistently show them to be among the highest number of parcels impacted for each foot above MHHW modeled. Historic Downtown and the Business District are projected to begin to experience significant parcel impacts at the 3-ft level (19 and 14 parcels respectively), with those numbers more than doubling from 3-4 ft and doubling again from 4-5 ft. A full table of affected parcels for each water level scenario for all challenged areas and the City can be found in Appendix A-1.

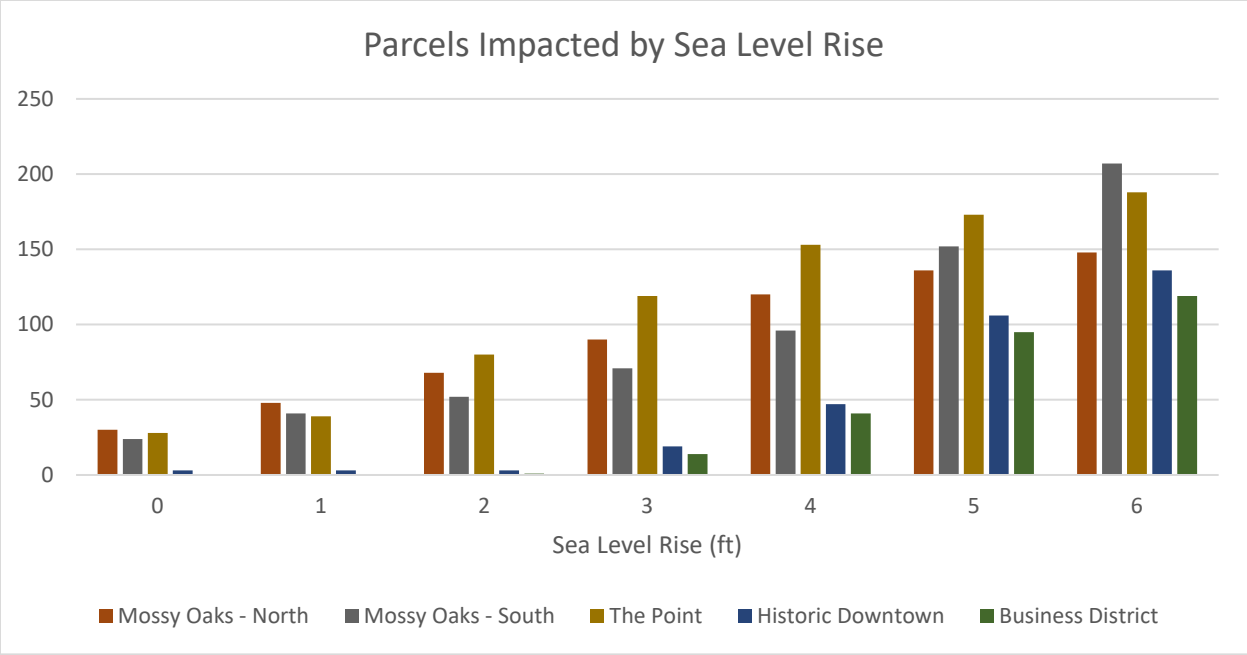


Figure 6: Parcels impacted in challenged areas by SLR modeled as feet above mean higher high water. Challenged areas most vulnerable to modeled SLR are presented based on vulnerability assessment results.

Structures Vulnerable to Projected SLR at MHHW:

The total number of structures in the City inundated by each modeled scenario provides further context to the number of parcels affected, with 3 structures impacted by the MHHW scenario and a maximum of 656 impacted by the 6-ft scenario. Structures outside of the challenged areas account for the majority of impacts below 3-ft of SLR. Above 3-ft the totals of impacted structures within and outside of the challenged areas are almost evenly split.

Analysis of the 5 more vulnerable challenged areas reveals that significant impacts began at the 3-ft level of SLR and the most marked increases are seen between the 4-5 ft and 5-6 ft scenarios (Figure 7). Similar to the proportion of area inundation, the Point is expected to see the more severe impacts to structures accounting for between 20-36% of structures expected to be impacted in the City. A full table of structures affected for all challenged areas and the City at each level of SLR is presented in Appendix A-2.

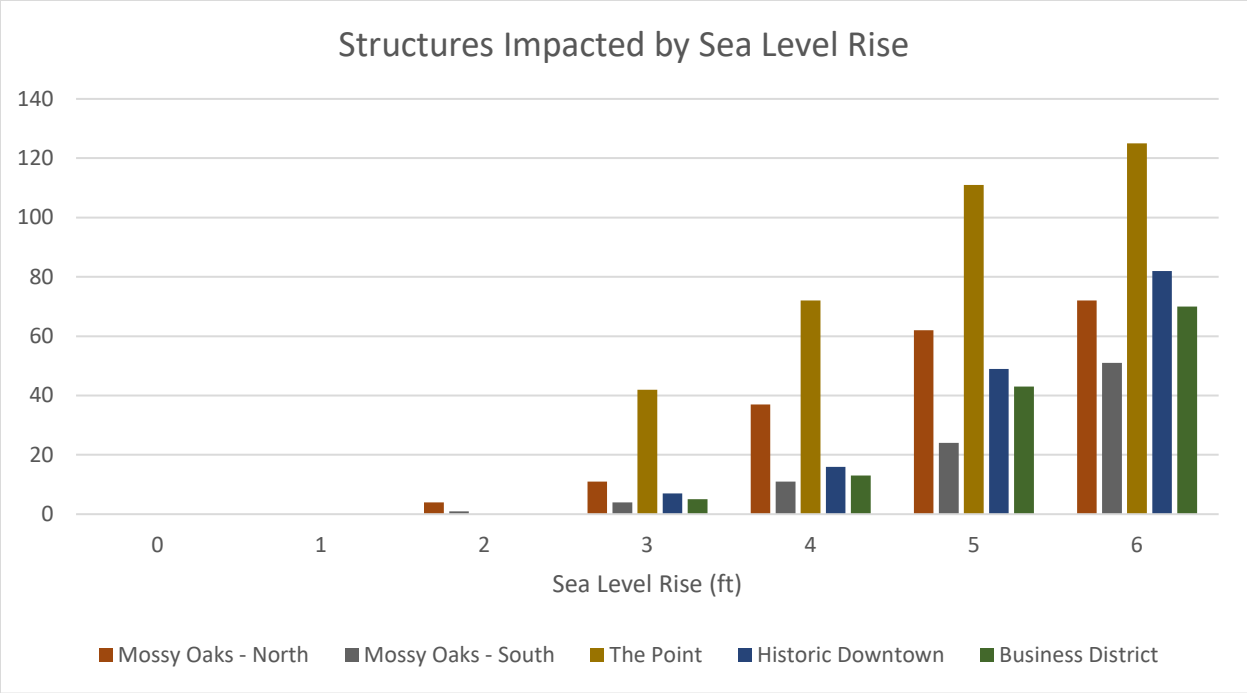


Figure 7: Structures impacted in challenged areas by SLR modeled as feet above mean higher high water. Challenged areas most vulnerable to modeled SLR are presented based on vulnerability assessment results.

Businesses, Sales, and Employees Vulnerable to Projected SLR at MHHW**:**

The impacts of modeled sea level rise on businesses, sales, and employees in the City of Beaufort do not begin to appear until 2-ft of SLR (See Appendix A-3, A-4, A-5). At 2-ft of SLR, one business with two employees is expected to be impacted (Figure 8 with 3 types of data). At 3-ft, nine businesses with 247 employees are projected to be impacted. As modelled tidal flooding increases from 4 to 5 to 6-ft, the number of businesses potentially impacted rises from 24 to 60 to 99 with 33-50% of those falling outside the challenged areas. Based on data from ERSI Business Analyst, for 4-ft, 5-ft, and 6-ft of modeled flooding, the number of employees impacted increases to 434, 959, and 1,395 employees respectively (Appendix A-4). Also drawing on ESRI Business Analyst data, the impact on total sales volume for the City starts at $38,000 at 2-ft of SLR, then escalates rapidly up to $155.7 million for 6-ft. The total sales volume is represented by the blue line in Figure 8 below.

None of the areas modeled individually showed business impacts for SLR up to 2-ft (Figure 8). For both the City as a whole as well as the challenged areas analyzed individually, models show a marked increase beginning at 4-ft of flooding for each of the three economic variables analyzed: businesses, employees and sales volume. Each of the variables more than doubles between 4 and 5-ft for all but the Mossy Oaks areas. At the modeled height of 5-ft, Historic Downtown shows the highest business impacts with 19 businesses affected representing a collective $17,212,000 of sales volume and 194 employees. Those impacts approximately double again for Historic Downtown for the modeled 6-ft scenario: 45 businesses accounting for $35,500,000 of sales volume and 377

employees (Figure 8). See Appendix A for complete tables of business impacts for each of the modeled areas and for the City of Beaufort.

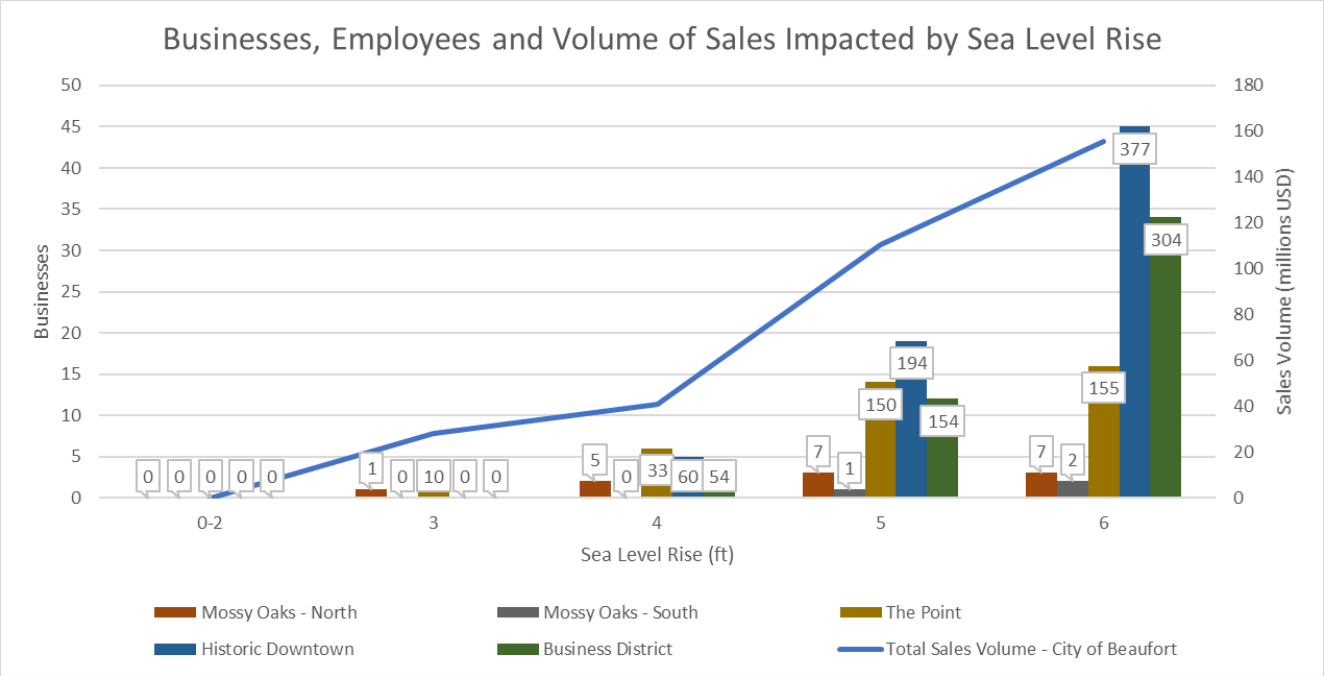


Figure 8: Business impacts in challenged areas from SLR modeled as feet above mean higher high water. Number of businesses is represented with colored bars. The total number of employees from those businesses is displayed in a text box on top of each bar they represent. Total sales volume for the City of Beaufort is represented by a solid blue line. Challenged areas most vulnerable to modeled flooding are presented based on vulnerability assessment results.

Precipitation Vulnerability:

This analysis models the projected impacts of rainfall events between 1 and 6 inches. The rainfall inundation modelling reported here assumes that a given amount of rain falls instantaneously on each small subwatershed in Beaufort. It does not account for the design capacity of drainage systems or limitations due to deteriorated conditions or SLR-related limitations to outflows.

Acres Vulnerable to High-Intensity Rain Events:

The vulnerability of City of Beaufort assets to modeled high-intensity rain events follows a linear, but generally less intense, pattern of increasing vulnerability than the tidal flooding with increasing rainfall amounts. Figure 9 shows the proportion of land inundated for each of the challenged areas as well as the City as a whole for the 1-inch to 6-inch rainfall events modeled. The City of Beaufort has 6% of its area impacted by the modeled 1-in rainfall event, increasing to 14% for the 6-in event in a relatively linear trend. The majority of areas show a similarly modest increase in area inundated for each increasing amount of rainfall modeled. Broad Street and the Point show the greatest increases in proportion of modeled inundation from 1-in to 6-in, increasing from 1-17%

for the former and 6-26% for the latter. The Business District is projected to experience the greatest proportional flooding impacts, with 34% of its area inundated by a 1-in modeled rainfall event increasing to 43% by a 6-in event. Historic Downtown also showed relatively high modeled inundation of 25% of its area for the 6-in event. Mossy Oaks North (4%) and South (14%) resulted in less inundation by the modeled 6-in event than other areas proportionally but were amongst the most heavily impacted areas in terms of asset vulnerability.

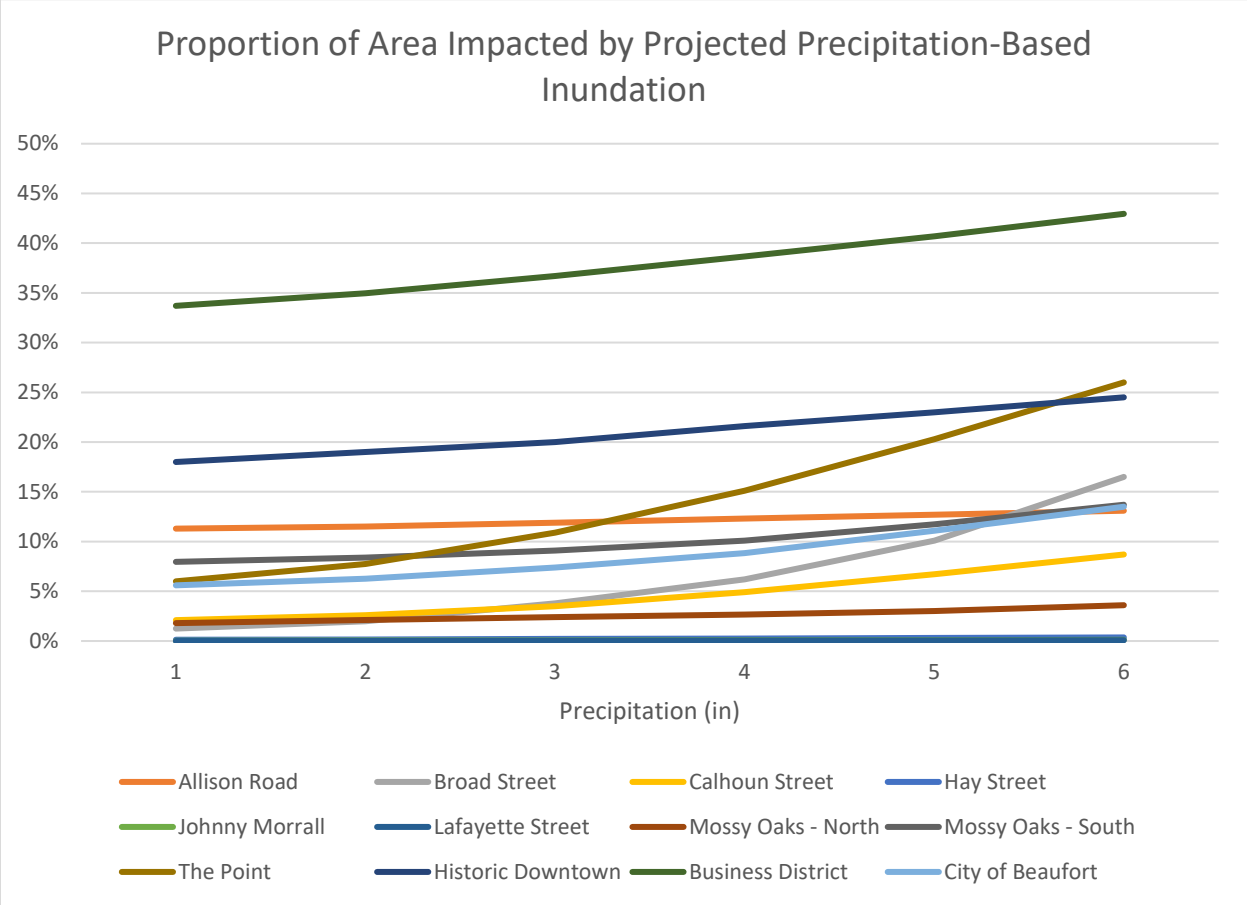


Figure 9: Proportion of challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches. All challenged areas are presented alongside data for the City of Beaufort.

Table 5: Acres of challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	1.8	0.1	0.5	0.0	0.0	0.0	5.2	40.9	4.8	58.0	14.9	889.4
2	1.8	0.1	0.6	0.0	0.0	0.0	6.1	43.2	6.2	60.8	15.5	989.8
3	1.9	0.3	0.8	0.1	0.0	0.0	6.9	46.7	8.7	64.5	16.3	1172.2
4	2.0	0.4	1.2	0.1	0.0	0.0	7.6	52.1	12.1	68.9	17.1	1398.8
5	2.0	0.7	1.6	0.1	0.0	0.0	8.6	60.4	16.2	73.5	18.1	1758.9
6	2.1	1.1	2.1	0.1	0.0	0.0	10.2	70.5	20.7	78.2	19.0	2138.4

The remainder of this section on precipitation-based flood vulnerability will focus on those top-5 most vulnerable areas, Mossy Oaks – North, Mossy Oaks – South, Historic Downtown, the Business District and the Point and comment on impacts outside the challenged areas. Considering the relative moderate, linear increase in the impacts of the modeled 1-in to 6-in rainfall events, this results section will further focus on vulnerabilities to the higher, 6-in rainfall event for those areas. A 6-in rainfall is a relatively common event, with a 10% chance of occurring over 24 hours and a 20% chance of occurring over 2 days in any given year (see Table 8 in Discussion section below). Results, therefore, highlight the upper end of the vulnerabilities modeled by this analysis; however, a 6-in rainfall event has a relatively moderate likelihood of occurring in the area. Such an event is significantly less severe than the upper threshold of the 100-year storm modeled by other studies (e.g. FEMA), with recurrence intervals for the City indicating a 6-in rainfall event over a 24-hour period has between a 10-20% likelihood of occurrence each year (Table 8). Complete data tables for all challenged areas as well as the City as a whole are located in the appendices (Appendix B).

Depth of Flooding from Modeled High-Intensity Rain Events:

Analyzing the depth of inundation modeled by the 6-in rainfall event using the College of Charleston's Flood Disruption Scale, the Point is most affected by shallow flooding (0-4 inches) with 80% of the modeled flood depths 6 inches or less (Figure 10). While Mossy Oaks – North has a relatively smaller extent of flooding (Table 5, 10.2 ac), the depth of that modeled flooding is over 6 inches for 52% of its coverage which is a depth where cars are affected and potentially fully impaired by the conditions. Mossy Oaks – South, Historic Downtown, and the Business District each resulted in a relatively diverse array of depths across the modeled flood extent. Each of those areas yielded approximately half of their flood depths above and below the 6-in mark and also resulted in over 10% of the inundation exceeding 12 inches where it becomes impassible by cars. The City of Beaufort is also expected to experience a wide array of flood depths and included 12% of its extent exceeding 24 inches where only specialized vehicles can pass. Six percent of the

modeled flood extent exceeded 36 inches, depths only boats or specialized rescue equipment can access (Figure 10).

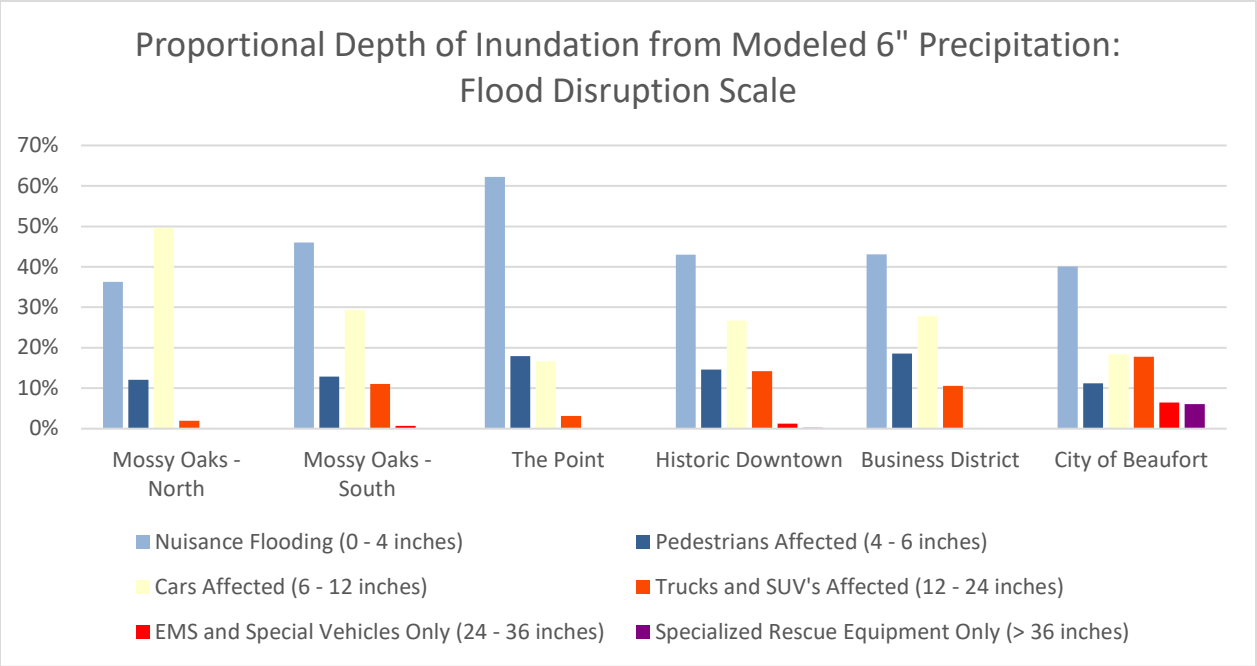
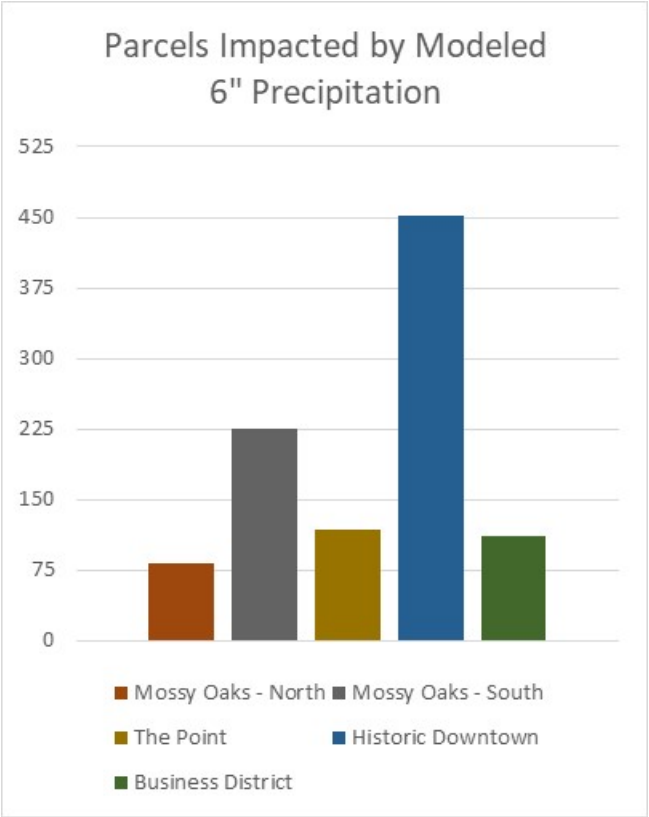


Figure 10: Proportional depths of flood inundation resulting from the modeled 6-in rainfall event. Depths are organized according to the College of Charleston's Flood Disruption Scale. Challenged areas most vulnerable to modeled high-intensity rain events are presented based on vulnerability assessment results.

Property Parcels Vulnerable to High-Intensity Rain Events:

The City of Beaufort had 2,188 parcels with some level of inundation modeled by the 6-in rainfall event with 792 structures affected on those parcels. Eighty-three of those parcels were located in the Mossy Oaks – North area, while only three structures were impacted on those parcels (Figure 11). Mossy Oaks – South had the second-highest number of parcels impacted by the modeled 6-in event (226). However, the number of structures impacted in Mossy Oaks - South (87) were comparable to the Point (84) and the Business District (87) despite those areas having far fewer parcels impacted (118 and 112 respectively). Historic Downtown resulted in by far the highest impacts amongst the challenged areas analyzed, with 451 parcels and 323 structures impacted (Figure 11). A full table of affected parcels and structures for each rainfall scenario for all challenged areas and the City can be found in Appendix B-2, B-3.



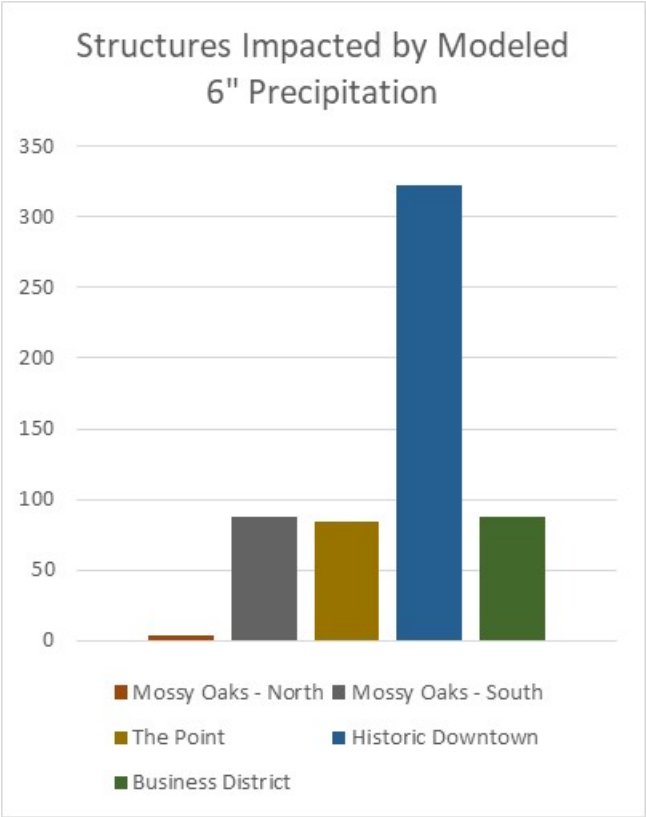


Figure 11: (Left) Parcels impacted in challenged areas by the modeled 6-in rainfall event. (Right) Structures impacted in challenged areas by the modeled 6-in rainfall event. Challenged areas most vulnerable to modeled high-intensity rain events are presented in both charts based on vulnerability assessment results.

Businesses, Sales, and Employees Vulnerable to High-Intensity Rain Events:

One-hundred and fourteen businesses are affected by the modeled 6-in rainfall event in the City of Beaufort (Table 6). Those businesses account for a cumulative $125,956,000 in annual sales volume and employ 1,045 individuals. Mossy Oaks – North & Mossy Oaks – South resulted in no business impacts from the modeled events, while Calhoun Street had 3 businesses affected with a cumulative sales volume of $1,424,000 and 13 employees. Historic Downtown exhibited the greatest business impacts of any of the areas analyzed, with 49 total businesses affected by the 6-in event, over $28 mil in annual sales volume, and 388 employees. The Point and the Business District each resulted in 6 and 16 businesses affected respectively, and a respective over $4.7 mil and $8.8 mil in sales volume as well as 47 and 131 employees (Table 6). See Appendix B-4, B-5, B-6 for complete tables of business impacts for each of the modeled areas and for the City of Beaufort.

Table 6: Business impacts in challenged areas from the modeled 6-in rainfall event. Cumulative annual sales volume and number of employees for all impacted businesses are provided for each area impacted. The four areas with business impacts are presented along with the City of Beaufort as a whole.

Area	Businesses	Sales Volume	Employees
Calhoun Street	3	$1,424,000	13
The Point	6	$4,747,000	47
Historic Downtown	49	$28,821,000	388
Business District	16	$8,815,000	131
City of Beaufort	114	$125,956,000	1,045

Public Spaces and Facilities Vulnerable to High-Intensity Rain Events:

Precipitation modeling resulted in 48 public spaces showing rainfall accumulation during the lowest-modeled 1-in rainfall event. The 6-in modeled rain event resulted in over half (52%) of public spaces in the City having some level of inundation, with 54 total public spaces affected; 32 of which were identified as parks or open space (Figure 12). Using the majority of public spaces at risk to flooding for parks and open spaces is a successful strategy for both avoiding the potential damages by reducing investment on the sites and providing additional community benefits when retaining flood waters during high-intensity storm events.

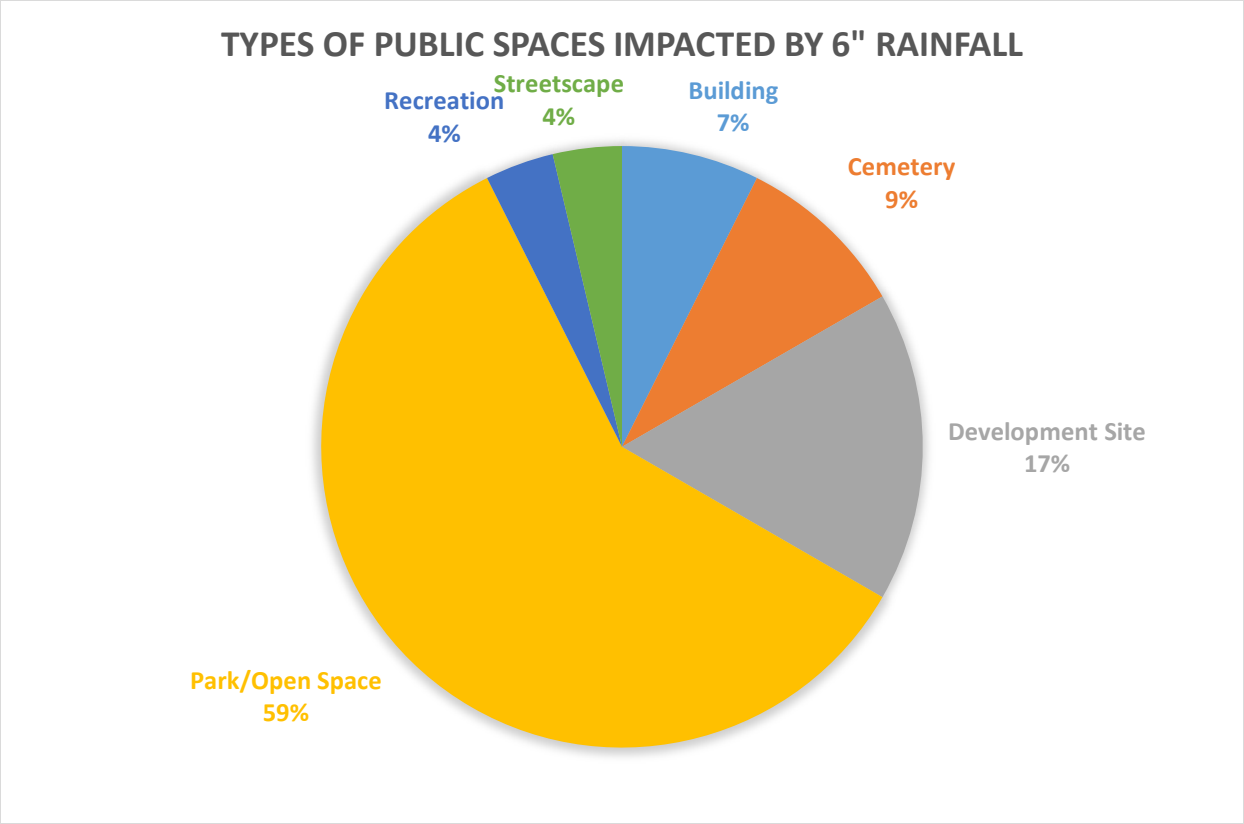


Figure 12: Types of public space impacted by the modeled 6-in rainfall event. Data are for the City of Beaufort as a whole.

Five public facilities resulted in some level of inundation for the 1-in through the 6-in modeled precipitation event. Three of those are facilities of the Beaufort County Parks and Leisure Services (PALS): Arthur Horne Nature Park, Bob Jones Field, and the location of the Beaufort Indoor Pool. The Beaufort County Assessor's Annex building is also impacted in the model results at each modeled rainfall depth, as is the Beaufort County Disabilities and Special Needs (DSN) Home Location.

DISCUSSION

Historical Observations and Future Projections:

Scientists are continuing to learn about the factors governing the rate of sea level rise including the rates of ocean warming, the melting of glaciers and ice caps, and greenhouse gas emissions. Table 7 summarizes the US Army Corps of Engineers sea level rise calculations for the tide gauge at Fort Pulaski, Georgia going out to year 2100. This is the closest gauge to Beaufort, South Carolina with a long-term record that allows for modeling projections. These results are based on the report titled "Global and Regional Sea Level Rise Scenarios for the United States" (Sweet et al. 2017). These scenarios are defined by considerations of their use in decision making scenarios as being defined by considerations of use. As NOAA explained in the first report on *Global Sea*

Level Rise Scenarios for the United States National Climate Assessment (2012:1), "[s]cenarios do not predict future changes but describe future potential conditions in a manner that supports decision-making under conditions of uncertainty. Scenarios are used to develop and test decisions under a variety of plausible futures. This approach strengthens an organization's ability to recognize, adapt to, and take advantage of changes over time." The GIS modeling of potential inundation performed in this project considers 1-6 feet of sea level rise, with 6 feet being close to the value for the NOAA 2017 intermediate-high scenario for 2100.

The scenarios range from the lowest of historical trends in vertical land movement (VLM) to scenarios with greater projected levels of greenhouse gas concentrations and large land-based ice melt contributions. Because of the significant uncertainties about SLR projections in later decades and the large-scale consequences associated with the extreme, but impossible-to-rule-out outcomes, those scenarios are also included.

Scenarios for FORT PULASKI
NOAA2017 VLM: 0.00440 feet/yr Output data are NAVD88
All values are expressed in feet

Table 7: NOAA 2017 Sea Level Rise Scenarios for Fort Pulaski, GA (USACE, 2017)

Year	NOAA2017 VLM	NOAA2017 Low	NOAA2017 Int-Low	NOAA2017 Intermediate	NOAA2017 Int-High	NOAA2017 High	NOAA2017 Extreme
2000	-0.16	-0.16	-0.16	-0.16	-0.16	-0.16	-0.16
2010	-0.12	-0.03	0.00	0.10	0.16	0.20	0.23
2020	-0.08	0.16	0.23	0.36	0.53	0.62	0.69
2030	-0.03	0.33	0.43	0.66	0.95	1.15	1.31
2040	0.01	0.49	0.62	0.99	1.38	1.74	2.00
2050	0.06	0.69	0.85	1.38	1.94	2.53	3.02
2060	0.10	0.85	1.05	1.77	2.59	3.48	4.17
2070	0.14	0.99	1.25	2.23	3.31	4.50	5.48
2080	0.19	1.15	1.48	2.76	4.20	5.74	6.96
2090	0.23	1.28	1.64	3.28	5.12	7.12	8.63
2100	0.28	1.38	1.81	3.84	6.17	8.63	10.57

The historical record of rainfall in the City of Beaufort has been analyzed to calculate the frequency of receiving different amounts of rainfall. Table 8 below shows totals for a daily and multi-day basis, but calculations are also available for shorter time intervals. According to NOAA Atlas-14 (NOAA, 2017), for any given year in Beaufort, there is 100% chance of each of these events: about 1 inch of rainfall in as little as 15 minutes; 2 inches of rainfall in as little as 2 hours; and 3 inches in 12 hours. Greater amounts of rainfall over shorter time periods are possible, but less likely.

Table 8: Point precipitation frequency (PF) estimates in inches with 90% confidence intervals for Beaufort, South Carolina (32.4315, -80.6705) (NOAA, 2017)

	Average Recurrence Interval (years)							
Duration	**1 (100% likelihood every year)**	**2 (50% likelihood every year)**	**5 (20% likelihood every year)**	**10 (10% likelihood every year)**	**25 (4% likelihood every year)**	**50 (2% likelihood every year)**	**100 (1% likelihood every year)**	**200 (0.5% likelihood every year)**
1 Day	3.44	4.19	5.41	6.40	7.79	8.93	10.1	11.5
2 Days	4.03	4.89	6.26	7.36	8.93	10.2	11.6	13.0
3 Days	4.34	5.25	6.67	7.81	9.42	10.7	12.1	13.6
4 Days	4.64	5.61	7.08	8.26	9.91	11.2	12.6	14.2

The impacts of precipitation-based flooding can be mitigated with sufficient stormwater drainage. The City's drainage system code is for a 25-year storm/rainfall event (personal communication with Matt St. Clair, Beaufort Director of Public Projects and Facilities, 2019). Under current precipitation frequency estimates (last updated in 2006), a storm water drainage system designed to these standards would need to be able to handle up to 7.79" of rainfall for a 25-year, 1-day event (Table 8). The Department of Transportation (DOT) drainage system code is for a 10-year storm/rainfall event, or 10% likelihood of happening in any given year (personal communication with Matt St. Clair, Beaufort Director of Public Projects and Facilities, 2019). According to NOAA's current estimates for precipitation frequency, a drainage system capable of handling a 10-year event should be able to handle 6.4" of rainfall in 24 hours (Table 8).

While these are the design standards, existing infrastructure may not be able to provide drainage for events of those frequency or amounts over the long term. The values reported in Table 6 come from the most recent revision of Atlas 14 in 2006. However, the frequency of more intense rainfall events is increasing in the southeastern US and is projected to continue to increase over time with greater amounts linked to higher future greenhouse gas concentrations. Current design standards are not reliable standards for future conditions. In addition, as the third oldest community in South Carolina, settled in 1711, parts of Beaufort's drainage infrastructure are much older, pre-dating current design standards and likely to be in less than ideal condition. Drainage system efficiency is reduced by the presence of lawn clippings, plastic bottles, litter, and other obstructions as well as cracks and breaks. In situations where obstructions are present, shallow flooding can occur under less severe rainfall. In other circumstances, drainage systems that depend on gravity flow to release stormwater to tidal rivers may not be able to drain effectively if high tides block the stormwater outflows. This type of occurrence is likely to become more common as sea levels rise. However, drainage capacities and impairment from sea level rise were not included in the modeling parameters of this study.

Challenged Area Vulnerabilities:

A few key findings are evident from the flood vulnerability analysis of the challenged areas. At 2 feet of sea level rise, 15% of the City becomes at risk to tidal inundation, with approximately 99% of acreage and 81% of parcels lying outside the challenged areas. Of the challenged areas, the Business District, Historic Downtown, the Point, Mossy Oaks-South, and Mossy Oaks-North tended to show the highest acreage at risk to inundation across the scenarios. Impacts to the Point increase rapidly with sea level rise above 2-ft, reaching 32% of the area at 3-ft and potentially over 80% of the area with 6 feet of sea level rise (Figure 5 - acres threatened). In the Business District and on Broad Street, impacts are projected to rise quickly with more than 4 feet of sea level rise. The City as a whole and other challenged areas show a gradual increase in impacts.

The amount of precipitation increases the number of parcels affected, rising linearly from 1737 to 2188 at 1 in and 6 in rain respectively. However, change in the amount of precipitation does not result in significant changes to the distribution of potential impacts around the City of Beaufort. At all rainfall levels, approximately 40% of affected parcels are within the challenged areas, with parcels in Historic Downtown counting for about half of the total. Looking more closely at whether structures sitting on these parcels are potentially affected indicates that between 514 and 792 structures are at risk. Structures in the challenged areas account for approximately 65% of those at risk at all levels of rainfall. Risk to Historic Downtown stands out with structures there accounting for between 40 and 50% of expected impacts with any rainfall event, while the Point, Mossy Oaks-South, and the Business District account for between 5 and 15% of structures depending on the location and amount of rainfall. The other challenged areas show little risk with fewer than 5 structures at risk under any modelled conditions.

Businesses at risk number from 64 to 114, roughly 12-14%, of the total structures at risk. These businesses at risk are heavily concentrated in the Historic Downtown area where they account for between 43 and 59% of those in all of Beaufort. The Business District holds another 14-17% with the remaining 40-55% of businesses at risk being located in other areas around the city. The Calhoun Street and The Point areas contains as many as 3 and 6 individual businesses respectively. There are none expected to be impacted in other challenged areas. The sales from businesses at risk in the Historic Downtown account for between 23 and 30% of the total potential impacts on the City with the majority outside of the challenged areas.

FUTURE CONSIDERATIONS:

Further work on this topic could refine the analysis provided here in several ways. As noted in the methods section, the data used to conduct the vulnerability assessment had limitations that influence projected impacts. The data used for the assessment of businesses, sales, numbers of employees, and public facilities were represented in the analysis by a single point at each location. Consequently, the analysis shows only whether that point was overlapped by the modeled flood

waters, not whether the building itself was overlapped or surrounded by water. The analysis did not include depth of flood inundation and first floor elevations of buildings. More information on the depth of flooding and potential impacts on the first floor level of buildings would give more robust information on potential damages. Further analysis of social vulnerability indicators would inform understanding of potential patterns of differential impacts on groups.

For a more detailed analysis of flood vulnerability, future projects could add those additional data elements to the structures of interest. Updating the spatial data to include building footprints and FFEs would allow the production of depth damage curves and a more nuanced understanding of the impacts to the physical structures under analysis. The South Atlantic Coastal Study (USACE, 2018) is currently underway by the U.S. Army Corps of Engineers, and is anticipated to produce localized depth damage curves for the region that will provide even greater specificity to such an analysis. Conducting a network analysis of roadway impairments due to tidal or precipitation flooding would also provide additional detail to the assessment of business impacts, illustrating potential losses from lost retail access or shipments. Additionally, analyses were only possible for business data with assigned spatial locations, which resulted in the withholding of a substantial portion of the unassigned data set. Future analyses would benefit from the enhancement of the business data by rectifying each of the unassigned business points to their location in the City and rerunning the analysis with the modeled flood data layers.

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Data Sets:

1. 2013 SC DNR Lidar: Beaufort County Point Cloud files with Orthometric Vertical Datum North American Vertical Datum of 1988 (NAVD88) using GEOID12B
2. 2016 USACE Post-Matthew Topobathy Lidar: Southeast Coast (VA, NC, SC, GA, FL) Point Cloud files with Orthometric Vertical Datum North American Vertical Datum of 1988 (NAVD88) using GEOID12B
3. Inundation Mapping Tidal Surface – Mean Higher High Water
4. VDatum: Vertical Datum Transformation
5. 2015 Coastal South Carolina NAIP 4-Band 8 Bit Imagery
6. USDA Soil Survey Geographic (SSURGO) database for Beaufort County, South Carolina
7. 2018 Infogroup Business Listing File

APPENDIX A: TIDAL FLOODING VULNERABILITY RESULTS

Table A- 1: Parcels impacted in challenged areas by SLR modeled as feet above mean higher high water.

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	4	0	1	9	1	4	30	24	28	3	0	695
1	8	0	1	9	1	5	48	41	39	3	0	920
2	8	0	1	9	1	5	68	52	80	3	1	1,206
3	8	3	1	9	1	5	90	71	119	19	14	1,431
4	8	7	1	10	1	5	120	96	153	47	41	1,687
5	8	26	1	10	1	5	136	152	173	106	95	1,958
6	8	40	1	12	1	6	148	207	188	136	119	2,237

Table A- 2: Structures impacted in challenged areas by SLR modeled as feet above mean higher high water.

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	4	1	0	0	0	24
3	0	0	0	0	0	0	11	4	42	7	5	117
4	0	1	0	0	0	0	37	11	72	16	13	270
5	1	3	0	0	0	0	62	24	111	49	43	492
6	1	18	0	1	0	0	72	51	125	82	70	656

Table A- 3: Businesses impacted in challenged areas from SLR modeled as feet above mean higher high water.

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	1	0	2	0	0	9
4	0	0	0	0	0	0	2	0	6	5	2	24
5	0	0	0	0	0	0	3	1	14	19	12	60
6	0	0	0	0	0	0	3	2	16	45	34	99

Table A- 4: Employees impacted in challenged areas from SLR modeled as feet above mean higher high water.

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	1	0	10	0	0	247
4	0	0	0	0	0	0	5	0	33	60	54	434
5	0	0	0	0	0	0	7	1	150	194	154	959
6	0	0	0	0	0	0	7	2	155	377	304	1,395

Table A- 5: Sales volume of businesses impacted in challenged areas from SLR modeled as feet above mean higher high water. Data are reported in thousands U.S. dollars.

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	38
3	0	0	0	0	0	0	48	0	(x)	0	0	27854
4	0	0	0	0	0	0	1511	0	4363	3738	2535	40603
5	0	0	0	0	0	0	1643	65	14954	17212	8421	110471
6	0	0	0	0	0	0	1643	135	15988	35500	21974	155658

Note: Sales volume data for the two businesses impacted by the 3-ft SLR scenario were not available for the Point

Table A- 6: Public spaces impacted in challenged areas from SLR modeled as feet above mean higher high water.

Feet above MHHW	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
0	0	0	1	0	0	0	2	2	0	3	1	19
1	0	0	1	0	0	0	2	2	0	3	1	21
2	0	0	1	0	0	0	2	2	8	3	2	22
3	1	0	1	0	0	0	2	3	8	4	3	23
4	1	0	1	0	0	0	2	3	8	4	3	23
5	1	0	1	0	0	0	2	3	9	6	4	27
6	1	0	1	0	0	0	2	3	9	7	5	29

APPENDIX B: PRECIPITATION VULNERABILITY RESULTS

Table B- 1: Proportion of challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches.

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	11%	1%	2%	0%	0%	0%	2%	8%	6%	18%	34%	6%
2	12%	2%	3%	0%	0%	0%	2%	8%	8%	19%	35%	6%
3	12%	4%	4%	0%	0%	0%	2%	9%	11%	20%	37%	7%
4	12%	6%	5%	0%	0%	0%	3%	10%	15%	22%	39%	9%
5	13%	10%	7%	0%	0%	0%	3%	12%	20%	23%	41%	11%
6	13%	17%	9%	0%	0%	0%	4%	14%	26%	25%	43%	14%

Table B- 2: Parcels in challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches.

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	9	5	3	7	0	3	44	167	79	395	102	1737
2	9	8	4	7	1	3	48	175	84	406	103	1798
3	9	16	5	7	1	3	56	187	96	419	107	1887
4	9	21	6	7	1	3	66	195	103	429	107	1982
5	10	25	9	7	1	4	79	207	109	443	111	2095
6	10	31	14	7	1	4	83	226	118	451	112	2188

Table B- 3: Structures in challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches.

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	3	0	3	0	0	0	1	33	25	256	75	514
2	3	0	3	0	0	0	1	36	38	269	76	546
3	3	0	3	0	0	0	1	44	50	280	79	589
4	3	1	3	0	0	0	1	54	60	295	83	644
5	3	5	3	0	0	0	1	70	76	307	84	722
6	3	7	5	0	0	0	3	87	84	323	88	792

Table B- 4: Businesses in challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches.

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	0	0	0	0	0	0	0	0	1	37	11	64
2	0	0	0	0	0	0	0	0	1	42	14	96
3	0	0	3	0	0	0	0	0	1	47	16	101
4	0	0	3	0	0	0	0	0	2	47	16	105
5	0	0	3	0	0	0	0	0	3	49	16	110
6	0	0	3	0	0	0	0	0	6	49	16	114

Table B- 5: Employees in challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches.

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	0	0	0	0	0	0	0	0	0	313	89	666
2	0	0	0	0	0	0	0	0	0	350	120	879
3	0	0	13	0	0	0	0	0	0	374	131	903
4	0	0	13	0	0	0	0	0	10	374	131	926
5	0	0	13	0	0	0	0	0	13	388	131	1006
6	0	0	13	0	0	0	0	0	47	388	131	1045

Table B- 6: Sales volume of businesses in challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches. Data are reported in thousands U.S. dollars

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	0	0	0	0	0	0	0	0	0	22173	5134	74531
2	0	0	0	0	0	0	0	0	0	24345	6542	104745
3	0	0	1.4	0	0	0	0	0	0	27660	8815	108060
4	0	0	1.4	0	0	0	0	0	0	27660	8815	109484
5	0	0	1.4	0	0	0	0	0	849	28821	8815	120179
6	0	0	1.4	0	0	0	0	0	4747	28821	8815	125956

Table B- 7: Public spaces in challenged areas and City affected by high-intensity rain events modeled as depth of rainfall in inches.

Precipitation (in)	Allison Road	Broad Street	Calhoun Street	Hay Street	Johnny Morrall	Lafayette Street	Mossy Oaks - North	Mossy Oaks - South	The Point	Historic Downtown	Business District	City of Beaufort
1	1	0	1	0	0	0	2	5	4	12	4	48
2	1	0	1	0	0	0	2	5	5	12	4	50
3	1	0	1	0	0	0	2	5	5	12	4	50
4	1	0	1	0	0	0	2	5	6	12	4	51
5	1	0	1	0	0	0	2	5	7	13	5	53
6	1	0	1	0	0	0	2	5	7	13	5	54

CITY OF BEAUFORT

DEPARTMENT REQUEST FOR CITY COUNCIL AGENDA ITEM

TO:	CITY COUNCIL	**DATE:**	1/22/2020
FROM:	Merritt Patterson		
AGENDA ITEM TITLE:	Zoning of Proposed Annexation at Williams St and Mayfair Court		
MEETING DATE:	1/28/2020		
DEPARTMENT:	Community and Economic Development		

BACKGROUND INFORMATION:

On August 27, 2019, Terra Development Group petitioned the City of Beaufort to annex their properties at 11 Williams Street and 13, 17, and 19 Mayfair Court, Beaufort, SC 29906. Contingent on the Beaufort City Council approving the annexation, the applicant requests the properties be zoned T5-UC.

City Council approved the annexation on first reading. Council voted on first reading to designate the parcels T3-N based on the MPC's recommendation.

Mr. Patterson would like to discuss the merits of zoning the parcels T5-UC.

PLACED ON AGENDA FOR: *Discussion*

REMARKS:

ATTACHMENTS:

Description	Type	Upload Date
Annexation Staff Report	Backup Material	1/22/2020
Zoning Staff Report	Backup Material	1/22/2020
Minutes from August 27, 2019	Backup Material	1/22/2020
Combined Packet SR-Ord-App	Backup Material	1/22/2020

Staff Report for the MPC

From the Department of
Community and Economic Development

22 July 2019

1 Subject

Annexation: Tera Development group has petitioned the City of Beaufort to annex multiple parcels located at 11 Williams street, 13 Williams street, 13 Mayfair Court, 17 Mayfair Court, and 19 Mayfair Court.

2 Facts

Parcel ID/Size:

R200 015 000 0116 0000	11 Williams Street	5.62 Acres
R200 015 000 0526 0000	19 Mayfair Court	0.43 Acres
R200 015 000 0525 0000	17 Mayfair Court	0.57 Acres
R200 015 000 0523 0000	13 Mayfair Court	0.28 Acres
R200 015 000 0523 0000	N/A	0.19 Acres

Current Zoning [County]:

R200 015 000 0116 0000	11 Williams Street	T4HC (Hamlet Center)
R200 015 000 0526 0000	19 Mayfair Court	T3N (Neighborhood)
R200 015 000 0525 0000	17 Mayfair Court	T3N (Neighborhood)
R200 015 000 0523 0000	13 Mayfair Court	T3N (Neighborhood)
R200 015 000 0523 0000	N/A	T3HN (Hamlet Neighborhood)

Current Land Use:

R200 015 000 0116 0000	11 Williams Street	Vacant
R200 015 000 0526 0000	19 Mayfair Court	Vacant
R200 015 000 0525 0000	17 Mayfair Court	Vacant
R200 015 000 0523 0000	13 Mayfair Court	Vacant
R200 015 000 0523 0000	N/A	Vacant

Future Land Use: G-3 Sector with Neighborhood center overlay

Comprehensive Plan: The annexation request is contiguous to the primary service area and there for in accordance with the 2009 comprehensive plan.

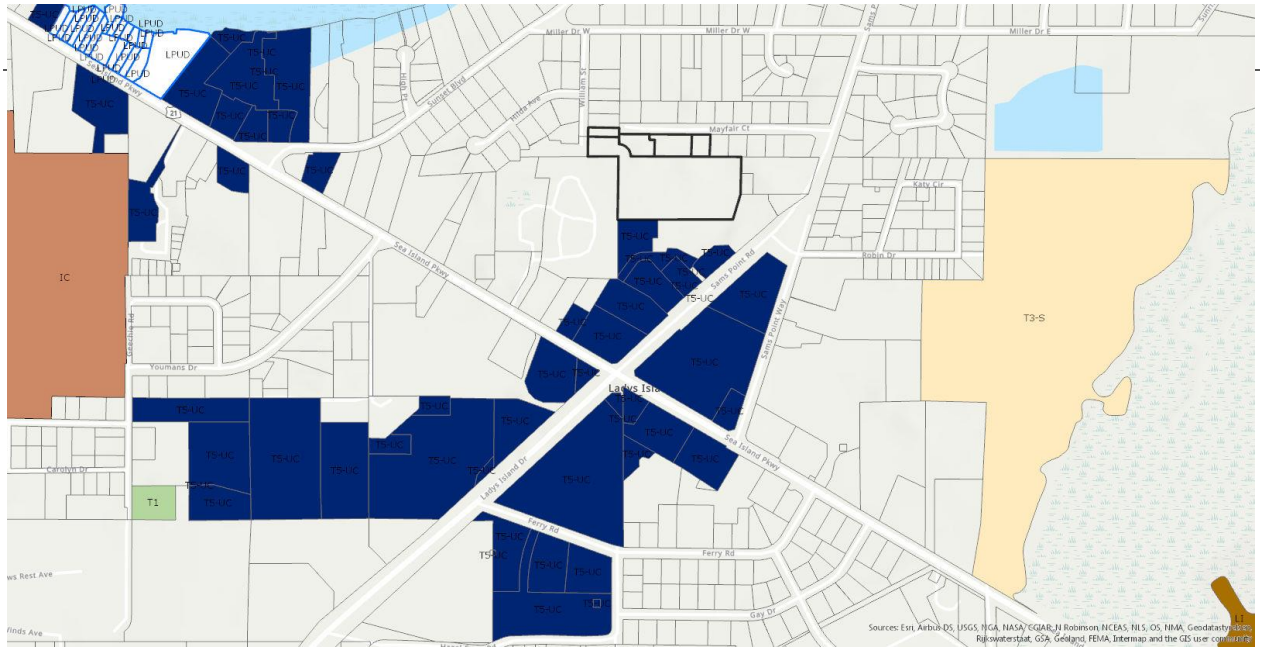
Strategic Plan: N/A

MPC: At the July 29, 2019 called meeting, recommended approval of the annexation.

Public Notice of August 27th Public Hearing: Published in the July 18th addition of the Beaufort Gazette

3 Staff Comments

The city of Beaufort will be able to provide all services upon annexation. The parcels would be subject to the adopted millage rate at the time of annexation, the adopted millage rate for FY 2020 is 75.77mils.



Staff Report for City Council

From the Director of Community and Economic Development

August 27, 2019

SUBJECT: Zoning request (map amendment) for 11 Williams St. and 13,17, and 19 Mayfair Ct.

Terra Development Group petitioned the City of Beaufort to annex their properties at 11 Williams Street and 13, 17, and 19 Mayfair Court, Beaufort, SC 29906. Contingent on the Beaufort City Council approving the annexation, the applicant requests the properties be zoned T5-UC. The T5-Urban Corridor consists of higher density, mixed-use buildings that accommodate retail, rowhomes, offices, and apartments located along primary thoroughfares.

R200 015 000 0116 0000	11 Williams Street	5.62 Acres
R200 015 000 0526 0000	19 Mayfair Court	0.43 Acres
R200 015 000 0525 0000	17 Mayfair Court	0.57 Acres
R200 015 000 0523 0000	13 Mayfair Court	0.28 Acres
R200 016 000 0082 0000	North of 11 Williams St.	0.19 Acres

The planning commission in accordance with SC Code of Laws §6-29-340 has the power and duty to recommend zoning districts for adoption by City Council. In accordance with the Beaufort Development Code §9.16.3.C.2 the MPC "shall study the proposed amendment, taking into account all factors that it may deem relevant, including but not limited to":

a. Consistency with the Comprehensive Plan and Civic Master Plan;
b. Compatibility with the present zoning, with conforming uses of nearby property, and with the character of the neighborhood;
c. Suitability of the property that would be affected by the amendment;
d. Compatibility with the natural features of – and any archaeological or cultural resources on – the property;
e. Marketability of the property that would be affected by the amendment; and
f. Availability of roads, sewer, water, and stormwater facilities generally suitable and adequate for the affected property.

In accordance with the Beaufort Development Code §9.16.3.C.3 the MPC shall recommend approval, modified approval, or denial of the amendment. The MPC has modified approval: recommending the parcels be zoned T-3N. The T-3 Neighborhood District is residential in character and includes a mixture of residential and civic uses.

STAFF ASSESSMENT

Regarding "a" above:

Public Involvement and Formal Procedure in Creating the Comprehensive Plan and Civic Master Plan. "A week-long charette was held in November 2008 to obtain public input in the comprehensive planning process."[1] City Council established a 17-member advisory committee to guide preparation of the City's 2009 Comprehensive Plan and to serve as a source of public input.[2] In May 2009, the draft 2009 comprehensive plan was released for public review and comment.[3] In September of 2009, city council, the advisory committee, and the joint planning commission held a joint workshop on the draft comprehensive plan.[4] In October 2009, the joint planning commission held a workshop on the draft plan.[5] On November 12, 2009, the City of Beaufort – Town of Port Royal Joint Municipal Planning Commission passed a resolution recommending adoption of "Vision Beaufort 2009 Comprehensive Plan" as the comprehensive plan for the City of Beaufort. A public hearing on the recommended adoption of comprehensive plan was held on November 24, 2009, with the public notice of the hearing published in The Beaufort Gazette on October 25, 2009.[6] After a first reading on November 24, 2009 and a second reading on December 8, 2009, the City Council of the City of Beaufort, SC, adopted "Vision Beaufort 2009 Comprehensive Plan" as the comprehensive plan of the City of Beaufort.[7]

"Upon adoption of the Comprehensive Plan, Beaufort's City Council gave the city's Redevelopment Commission the . . . [task of translating] the Comprehensive Plan vision into specific parcel-level plans for public and private investment".[8] "The planning process spanned a period of two years and included many stakeholder meetings, several design charettes, numerous public workshops, and extensive discussion and review with non-profit partners."[9] The result was the Civic Master Plan and the intent was "to implement the recommendations in

[1] City of Beaufort Ordinance (O-24-09) adopting "Vision Beaufort 2009 Comprehensive Plan" as the official comprehensive plan of the City of Beaufort
[2] City of Beaufort Resolution (R-12-08)
[3] City of Beaufort Ordinance (O-24-09)
[4] Ibid
[5] Ibid
[6] Ibid
[7] Ibid
[8] Civic Master Plan, City of Beaufort, South Carolina, adopted 2/11/2014. p.7
[9] City of Beaufort Ordinance (O-2-14)

the Vision Beaufort 2009 Comprehensive Plan".[10] On November 18, 2013, the Beaufort - Port Royal Metropolitan Planning Commission unanimously passed a resolution recommending adoption of the Civic Master Plan as an amendment to the 2009 comprehensive plan. On January 14, 2014, a public hearing before city council was held; public notice of the hearing was published in The Beaufort Gazette on December 13, 2013. On February 11, 2014, City Council passed an ordinance, after two readings, amending the comprehensive plan by adopting the Civic Master Plan.[11]

Consistency with the Comprehensive Plan and Civic Master Plan. The Vision Beaufort 2009 Comprehensive Plan, aka *Vision Beaufort | 2020 Comprehensive Plan*, "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."[12] The comprehensive plan lays out the future land use of the city through *the framework plan*. "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."[13]

The western portion of parcel R200 015 000 0116 lies within the framework zone G3B Corridor Mixed-use, which foresees the following zoning districts: T2, T3,T4, T5 and T6. G3B lands are intended for a mixture of regional serving commercial, residential, and institutional destinations. The remainder of the parcels and the eastern portion of R200 015 000 0116 lie within the framework zone G1 Moderate Density Residential Neighborhood, which foresees the following zoning districts: T2, T3, and T4. G1 lands are intended for moderate density residential development, limited neighborhood retail and service uses, and civic uses. All the parcels lie within a designated "neighborhood center" and are intended to be mixed-use activity centers serving surrounding neighborhoods with retail, services, civic uses, and higher density housing.[14]

"The purpose of the Civic Master Plan is to identify and prioritize the allocation of public investment in the City of Beaufort's infrastructure."[15] A large portion of R200 015 000 0116 0000 is within the Civic Master Plan's sector plan – Lady's Island Village Center, which is described as a "regional commercial center" with the expectation that "[o]vertime, infill

[10] Ibid
[11] Ibid
[12] Vision Beaufort 2009 Comprehensive Plan, adopted by City Council 12/08/2009, p.46
[13] Ibid, p.55
[14] Ibid, p.67
[15] Civic Master Plan, City of Beaufort, South Carolina, adopted 2/11/2014, p.4

development and redevelopment will create a more connected and coherent pattern of circulation through the area".[16]

On April 23, 2019, the City of Beaufort resolved to adopt the Lady's Island plan and to incorporate its recommendations into the City's comprehensive plan with the next update. Regarding the proposed rezoning of the parcels, the properties are in the *Community Form area – Village*.[17] In the "Village" the Lady's Island Area Plan "encourage[s] compatible mixture of uses, including commercial, residential, office, and personal services". The plan also "encourage[s] new residential uses. The village should be a place where people live, shop, socialize, are entertained, and meet daily needs."[18]

Regarding "b" above:

Compatibility with the Present Zoning, with Conforming Uses of Nearby Property, and with the Character of the Neighborhood.

Currently Zoned		
R200 015 000 0116 0000	11 Williams Street	T4HC (Hamlet Center)
R200 015 000 0526 0000	19 Mayfair Court	T3N (Neighborhood)
R200 015 000 0525 0000	17 Mayfair Court	T3N (Neighborhood)
R200 015 000 0523 0000	13 Mayfair Court	T3N (Neighborhood)
R200 015 000 0523 0000	N/A	T3HN (Hamlet Neighborhood)

The parcel which is along Williams Street but has no address is currently zoned Beaufort-County-T3-HN; as is the adjacent parcel to its north. Beaufort-County-T3 Hamlet Neighborhood "is intended to reinforce established neighborhoods, to maintain neighborhood stability and provide a transition between the walkable neighborhood and rural areas"[19].

The properties along Mayfair Ct. are zoned Beaufort-County-T3-N, as are the adjacent properties to the north. Beaufort-County-T3-Neighborhood is intended to provide a walkable, predominantly single-family neighborhood that integrates compatible multi-family housing types, such as duplexes and cottage courts within walking distance to transit and commercial areas.[20]

The largest parcel, 11 Williams Str., is currently zoned Beaufort-County-T4-HC (Hamlet Center) and is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments in an environment

[16] Civic Master Plan, City of Beaufort, SC, adopted 2/11/2014. p.134
[17] Lady's Island Plan 2018, p.35
[18] Ibid, p.39
[19] Community Development Code, Beaufort County, South Carolina. §3.2.80
[20] Ibid, §3.2.90

conducive to walking and bicycling. Beaufort-County-T4-HC allows general retail (less than 3,500 square feet), restaurants, lodging inn (up to 24 rooms), medical clinics/offices, et al.[21]

The adjacent parcel to the south is in the city and is zoned T5-UC (the same as is being requested).

The adjacent parcels to the south and southeast are Beaufort-County-T4-NC (Neighborhood Center), which are intended to integrate vibrant main-street commercial and retail environments into neighborhoods, providing access to day-to-day amenities within walking distance, creating potential for a transit stop, and serving as a focal point for the neighborhood.[22]

The parcels adjacent to the east and which abut Robert Small Parkway are zoned Beaufort-County-T4-HCO (Hamlet Center Open), which is intended to provide neighborhoods with a broader amount of retail and service uses in the scale and character of the T4HC zone.[23]

Regarding "c" above:

Suitability of the property that would be affected by the amendment. The property is well situated for future development as T5-UC in terms of size, location, and vicinity to employment centers.

Regarding "d" above:

Compatibility with the natural features of – and any archaeological or cultural resources on – the property. Staff is unaware of any archaeological or cultural resources on the property.

Regarding "e" above:

Marketability of the property that would be affected by the amendment. The property under T5-UC would allow for a broader range of uses, and, therefore, should be more marketable.

Regarding "f" above:

Availability of roads, sewer, water, and stormwater facilities generally suitable and adequate for the affected property. Public infrastructure currently exists. Suitability and adequacy of the infrastructure, dependent of the plans for the property, will be assessed during development review by the Technical Review Committee in accordance with the Beaufort Development Code Chapter 7 (Land Development) and Chapter 9 (Development Review Procedures).

STAFF OPINION

- Given that the rezoning request is compatible and in accordance with the vision and goals of the City of Beaufort; and

[21] Ibid, §3.2.100
[22] Ibid, §3.2.110
[23] Ibid, §3.2.100

- Given that this vision and these goals were established through a democratic process and with public input and public participation; and
- Given that these goals were recorded in the form of a comprehensive plan for all to see and reference; and
- Given that the comprehensive plan was created through the leadership of the planning commission, responsible for determining a specific plan for the future of the city; and
- Given that the city council of the City of Beaufort adopted the comprehensive plan (and Civic Master Plan) by ordinance; and
- Given that, the change of zoning to T5-UC is compatible with adjacent zoning; and
- Given that, it is reasonable to expect that the change of zoning to T5-UC will improve the marketability of the property; and
- Given that, any future development of the property will be able to take advantage of existing infrastructure;

The request to zone the properties T5-UC is acceptable.

A regular session of Beaufort City Council was held on August 27, 2019 at 7:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, Councilwoman Nan Sutton, Councilmen Stephen Murray, Mike McFee, Phil Cromer, and Bill Prokop, city manager.

In accordance with the South Carolina Code of Laws, 1976, Section 30-4-80(d) as amended, all local media were duly notified of the time, date, place, and agenda of this meeting.

Councilman Cromer made a motion, second by Councilman McFee, to adjourn the Executive Session. The motion passed unanimously. Mayor Keyserling said no action was taken.

CALL TO ORDER

Mayor Keyserling called the regular council meeting to order at 7:27 p.m.

INVOCATION AND PLEDGE OF ALLEGIANCE

Councilman McFee led the invocation and the Pledge of Allegiance.

PUBLIC HEARING: ORDINANCE TO AMEND 11.6.1.B.2 NON-CONFORMING SIGN SECTION OF THE BEAUFORT CODE

Mayor Keyserling opened this public hearing. **David Prichard** described the amendment and what it does and does not allow. **Mayor Keyserling closed this public hearing**.

PUBLIC HEARING: ANNEXATION PETITION AND REZONING FOR 44 AND 50 MILLER DRIVE, EAST

Mayor Keyserling opened this public hearing. Mr. Prichard said all of these annexation requests were initiated by the property owners, not by the city. The requests went to the MPC for a recommendation before coming to council.

Mr. Prichard read from the staff report and said the MPC voted 4 to 2 in favor of recommending this annexation application.

Bruce Richards, Lady's Island, presented council with a petition from 366 people who own property on and/or live on Lady's Island. He read *the cover of the petition, which is attached to these minutes for the purpose of entering it into the record*.

Janet Mulcahy, 36 Thomas Sumter Street, described her parents' and family's 30-year history on Lady's Island. She said she is very passionate about this area, and she loves Beaufort, but she has seen the changes on Lady's Island, including "the explosion on Sams Point Road," which she said was "almost too much" (e.g., the traffic circle and the clear-cutting of Oyster Bluff, which caused a bad issue when the wildlife that had lived there were pushed out of their habitat).

The Oyster Bluff developer used a loophole to do what they did, and though the loophole is now closed, Ms. Mulcahy said, the area was “really adversely affected.” She feels “apartments just don’t work,” and “there ends up [being] crime” and other problems at apartments. She has “no problem with affordable housing,” and she asked if Oyster Bluff would be considered affordable housing, where “the workforce could live.”

Ms. Mulcahy said she wants “to be educated,” but while they’re all learning, this annexation could lead to others selling to developers who could do the same thing as was done in Oyster Bluff, with the developers saying, “Who cares about the neighborhood?” The MPC said that only city council could deny this annexation, but the commissioners did recommend that council “keep the zoning the same for our community; don’t change it to this density” that would allow “apartments and hotels,” as the property owner/developer applied for, Ms. Mulcahy said. She would like to see affordable housing on the property.

Ms. Mulcahy said traffic on Lady’s Island is “impossible now,” and “hotels and high-density, cookie-cutter houses” and commercial businesses on Sams Point Road “or wherever they can squeeze it in” will make traffic worse. If city council has to approve this annexation, she said, “do not change the zoning.”

Billy Powell, 9 Bent Oak Road, said the subject property has “been pretty much bare” as long as he’s lived there. At one time, there were plans to build a tree farm there, which the neighborhood approved of. There was a problem with the lake on the property, which created stormwater issues in the neighborhood, he said.

Mr. Powell understands that the city must grow, but he said the neighbors don't understand about the zoning. There are environmental impact issues with the lake, he said, which would “probably devalue our properties” if it’s filled in. The intersection is difficult and dangerous because of traffic, he said, and he believes SCDOT will “take . . . many years” to solve those problems.

This is not the right property on which to build affordable housing, Mr. Powell said. Before it’s annexed, he said the City of Beaufort should look at how many people it would affect negatively before considering how it would affect the city positively.

Frank Martin, Oakwood Drive, said before the current property owners moved in, there was a nature trail that ran through it, then the Martinsons put up a fence and later “drained the pond.” The dirt taken from the pond was used for Sams Point Road, so “that lake is very, very deep,” he said. The owners built all around the property, so the water could come back in, except for on his property, which is “deteriorating,” he said.

Mr. Martin said he had received no notice about the annexation and rezoning request,

and “I’m attached to that property.” He feels that “there is money behind” this request.

This property is not a place for an apartment complex, Mr. Martin said. He said there are accidents on Miller Drive “twice a month,” and he feels a study should be done. No one will be able to get off the road if the property is developed, so the road would need to be expanded, he said.

Mr. Martin is concerned that the neighbors weren’t informed about this. This property is in his backyard, and he thinks it would have been courteous to inform him about the annexation and rezoning. He asked if anyone knows what is going onto this property when it’s annexed and rezoned; he knows it will be “something big” because of the property’s cost.

Mayor Keyserling asked who in the public has read the Lady’s Island Plan and if they saw plans for apartments in it. **Brittany Murray**, 19 Oakwood Drive, said she has read the plan and found some things in it “questionable.” Her children also own 16 Oakwood Drive. Trees on Miller Drive have been tagged, she said, and she has concerns about erosion.

Ms. Murray said she doesn’t know what would be done with this property, but she thinks the owners plan to fill in the lake, which would be “a travesty,” especially since there is a lot of wildlife there since Walmart was built. She doesn't believe the new owners would “shore up the lake” and make it “some sort of resort lake.”

Joe Triga, 57 Miller Drive East, said multiple generations of residents have spoken about this property. He and his wife moved here 3 years ago from Atlanta, where they have seen the effects of sprawl and overdevelopment. He agreed that there is a lot of wildlife on the property. To be annexed, a property has to be attached to city property, but he doesn’t feel like that is the case here. Mr. Triga feels it’s “significant” that this property wouldn't sell without being annexed into the city and rezoned.

Dan Westover, 1 Sunrise Boulevard, asked for the annexation request to be read, and asked that it be tabled until there have been traffic and environmental impact studies. Mayor Keyserling said property owners ask to be part of the city via petition, and the property has to be contiguous to the city to do that.

Mr. Westover said the area’s residents were given little notice of this request. Mayor Keyserling said when a property is annexed and rezoned, the owner has to go through the process of getting it permitted, at which time “many of those issues” like traffic and environmental impact would be dealt with. A property owner would not spend money on those studies if they were not going to get permission to develop the property, he said. If the property comes into the city via annexation, it has to have a zoning classification, Mayor Keyserling said.

Chuck Newton said the Sea Island Corridor Coalition (SICC) didn't oppose the annexation, but the organization does have two concerns: First, annexation "extends the continuity of the city's jurisdiction on Sams Point Road," so the next property that wants to come into the city and is contiguous to that property could do so, which was not anticipated in the Lady's Island Plan. His other concern is "zoning shopping." The applicants came to the city because they felt they couldn't achieve what they wanted to with the county, Mr. Newton said, which "sets up a tension with the city and the county that makes these issues so difficult."

Mayor Keyserling said, "The Northern Regional Plan says that if you're contiguous and you go to the county, the county recommends annexation."

Councilman Murray said, "The Lady's Island Plan clearly delineates the growth boundaries . . . which the SICC board of directors, and [Mr. Newton], specifically, supported," so he's surprised to hear Mr. Newton say that he is "surprised" that the City of Beaufort is "annexing properties in that area." Mr. Newton said he's "talking about the follow-on impacts of annexation," which is "a little bit different issue."

Mr. Prichard read from the staff report about the rezoning of 44 and 50 Miller Drive East. The MPC recommended that the parcels be zoned T3-S, which he described. He then read the history of the work on and adoption of the 2009 Comprehensive Plan and the Civic Master Plan as an amendment to it in 2014.

Mr. Prichard read aloud about the necessity of new development being at higher density than it presently is in order to be consistent with the Comprehensive Plan and the Civic Master Plan, and about future land use as laid out in the Comp Plan's "framework plan." The subject parcels "lie in the framework zone 'G-1 moderate density residential neighborhood,'" he said, and then enumerated the zoning districts within G-1 and the "intended uses" there.

Mr. Prichard said the properties at 44 and 50 Miller Drive "are in the community form area 'Village,'" and he described the uses the Lady's Island Plan "encourages" there.

The properties' present zoning in the county is T3-HN, as are adjacent parcels to the west. Mr. Prichard read the intention of this zoning. Adjacent properties to the north are Lady's Island Community Preservation. Multi-family residential is a conditional use, he said, and he read other allowable uses. The city zoning to the south is T3-S, Mr. Prichard said. He read the allowable uses in the proposed city zoning, T4-N.

Mr. Prichard said the property is well-situated for future development. Public infrastructure currently exists, and depending on the plans for the property, that would be reviewed by the city's Technical Review Committee.

Rikki Parker, representing the Coastal Conservation League, said the league has been

active in planning efforts on Lady's Island. The Comprehensive Plan's land-use framework plan designates this area G-1, as well as Village Neighborhood, which allows higher-density residential, with more mixed-use development than in other areas of Lady's Island. Future developers of the property could accomplish the goals of the Comprehensive Plan under the current zoning, she said; under T4-N, "they could do more." Some of the uses under that zoning might not be appropriate, Ms. Parker said, but the current county zoning also doesn't match the way this property is developing, and it's not what the Lady's Island Plan and the Comprehensive Plan recommend. If Harris Teeter pans out, this could be a walkable neighborhood, she said.

T4-N zoning is not appropriate, Ms. Parker said, so the Coastal Conservation League recommends T3-N, which is more characteristic of the type of development recommended under the Comprehensive Plan and the Lady's Island Plan. She told a member of the public that the MPC had recommended T3-S.

Charlene Richards, 10 Wiggins Road, said when the county paved the area's roads, it put in a stormwater drainage system that runs under this property and into the marsh. She asked if the area's residents would drown if this property is annexed into the city because there wouldn't be anywhere for the stormwater runoff to go. Mayor Keyserling said typically there would be an easement given to allow access to the property, so the property and drainage should be protected.

Ms. Richards said every one of the 100 to 150 in the area is on "about an acre," and if similar single-family houses on large lots were built, the residents would be fine with that, but once the property is annexed, they no longer have any control over what is built there.

Peter Somerville said, "Very little development has occurred in the last 10 years to fill in" the "3-mile urban corridor from downtown Beaufort out to Walmart." He asked why they "need to continue to increase the amount of commercial space on Lady's Island if we're not using it now." He suggested that commercial development should occur along the existing urban corridor and said "a gravel road that dead ends is not an urban corridor," so it should not have Urban Corridor (UC) zoning.

This is "a primary affordable housing area," Mr. Somerville said, and he was surprised when Mr. Prichard said at the MPC meeting that he had "never been out to the [subject] property," which means the city's planning staff is "making decisions without ever seeing what the character of the neighborhood is out there."

Mr. Somerville is "somewhat disturbed" that even though the MPC made a different recommendation about the zoning, planning staff continued with "what the developers wanted" in its presentation of the application to council. He feels the zoning shouldn't be the developers' decision. The staff report stated that this zoning would make the property more marketable, he said, which he feels is "picking winners and losers," which

Mayor Keyserling has said is not the city's role. The people who live next to the subject property are the losers because their property will be devalued, while the developer would be the winner, Mr. Somerville said.

Mr. Newton said the Sea Island Coalition is in favor of the MPC's zoning recommendation, and they support zoning that is more in line with the Lady's Island Plan.

Rick Larson, 14 Wiggins Road, said the subject property has "been offered for sale for years," and the realtor had put up on the sign "last year" that its was available for commercial use, but the neighbors "all know it's not." It's been said that "no one knows what's going to be happening" on this property, he said, yet he's also heard that "the infrastructure will be in place when build-out occurs," so he asked how the city could say that if they "don't know what's going in there." Mr. Prichard clarified that he had said there's infrastructure there today, such as the paved street. What Mr. Larson was referring to was "what the requirement was as far as the criteria that the planning commission has to look at," Mr. Prichard said. "They have to say that" the infrastructure is "either in place or it will be there." Mr. Larson said Miller Drive is "a terrible two-lane road" that is difficult "to get in and out of . . . on a good day."

Mayor Keyserling explained council's process to a member of the public.

Kevin Cuppia, 125 Sunset Boulevard, said "the bluff property" is "near and dear to me" because of family connections in the past and some who are still in residence. He said he knows "it's all about the money." He trusts that city council will "do the right thing," even though the neighborhood's residents aren't in the city. **Mayor Keyserling closed this public hearing**.

PUBLIC HEARING: ANNEXATION & ZONING OF PROPERTIES LOCATED AT 11 WILLIAMS STREET AND 13, 17, AND 19 MAYFAIR COURT

Mayor Keyserling opened this public hearing. Mr. Prichard read from the staff report, including about the zoning of adjacent properties. He said the MPC is "supposed to look at consistency with the Comprehensive Plan and the Civic Master Plan, compatibility with present zoning and conforming uses of nearby property and with the character of the neighborhood . . . the suitability of the property that would be affected by the amendment . . . compatibility with the natural features . . . whether there's any archeological or cultural resources on the property," and "marketability of the property," which is why he had mentioned marketability earlier.

Mr. Somerville said there is not a primary thoroughfare up there, and the street is not being annexed, so the city won't have "control over that gravel road." He told Mayor Keyserling he's assuming the street would belong to the county and wouldn't be annexed. He asked where the transect zones are on Lady's Island; at Mayfair Court, he's concerned that people will want to be zoned for higher density as the properties next to

them are zoned that way.

Mr. Somerville said again that he sees no transect zones. Councilman Murray pointed out "Village Center" zoning. Mr. Somerville said, "'Transect zone' speaks to specific zoning classifications," and he sees no planning by the city or the county "to define where within the city or the county transect zones should be." At some point, it might make sense to upzone, Mr. Somerville said, but this is not that time.

Mayor Keyserling told a member of the public that the city and county are doing a traffic study in partnership. Councilman Murray said what that member of the public has seen is a normal traffic count process that SCDOT does.

Steve Holland lives across the street from this property. The professional village there could be expanded, and it would be acceptable because it's consistent with the current uses, but the possible uses with the rezoning are not consistent, he said. The Lady's Island Plan and the recommendation of the MPC both suggest that T-5 zoning is "wildly inappropriate for that piece of property," Mr. Holland said; if they carry high-density zoning into an existing neighborhood, it is inconsistent with the planning that has already been done. There is only one category of zoning that is higher density, he said. Both the MPC and those who worked on the Lady's Island Plan recommended not to upzone at that high of density.

Mr. Holland feels this process is "how to circumvent that plan," in order to do what is "to the benefit of the developer." It's upzoning and "zone shopping" he said. Annexation is virtually inevitable, he said, but to annex and upzone "speaks to an intent to use the property out of the scope of the community." Two bodies have recommended different zoning, Mr. Holland said, which makes no sense to him, unless "the whole process" is "tainted." He said that years ago, when he moved here, a realtor told him that this is government "of, by, and for the developer."

Mayor Keyserling agreed that the traffic on Lady's Island is "terrible," but the people who live there are responsible for it, not the Town of Port Royal (as on Ribaut Road) or the City of Beaufort. The city is trying to avoid further traffic problems by "capturing it" on Lady's Island, he said; by building commercial there, the residents don't have to leave the island to shop, etc. The city also supports "the Village Center," where development is "concentrated" to avoid having it "sprawl out into larger lots," Mayor Keyserling said.

Mr. Holland said they were told that there would never be a Walmart on Lady's Island. Councilman Murray said the city spent hundreds of thousands of dollars in legal fees fighting it. Councilwoman Sutton said they also didn't get a Super Walmart because of the protests. Mr. Holland said it's difficult to know who is at fault for what.

Carol Ruff owns one of the buildings in the Lady's Island Professional Village, and she, two other owners, and her neighbors are here tonight. She wants council to be clear

about the property under consideration. “A back road to the Professional Village called Miller Drive,” and a road off of it “called Hilda” Avenue are “private streets,” she said. Ms. Ruff lives on Sunset Drive, which, like Sams Point Road, is connected by Miller Drive. Mayfair Court is a gravel road that comes off of Sams Point Road and is a dead end. At the end of it is “a ravine” or “a swampland,” which Ms. Ruff said she assumes is 11 Williams Drive. Mayfair Court doesn’t connect to Williams Drive, which is a “very private road,” she said, as are all the roads in the Professional Village.

Ms. Ruff asked if whoever buys the property will “fill in the ravine.” She also asked who the neighbors would be and what the property owners or buyer are asking for, including what could happen on the subject property. She asked council to table the application so they could come see the property and see if it’s consistent with the private drives and the one-story professional buildings, which she emphasized are “not retail.” If 5-story buildings are allowed on that property, Ms. Ruff said, the owners in the Professional Village would probably gate it off so their businesses wouldn't be next to those buildings.

Ms. Ruff asked that council not allow something that isn’t consistent with the current uses, but if the developer says that what s/he will be doing there *is* consistent, then those in the Professional Village would agree to that.

Cindy O’Neal also owns a building in the Professional Village and is concerned about the rezoning. “The Lady’s Island Plan calls for raised concrete medians on Sams Point Road,” she said, “and not allowing left-in or left-out,” which will “funnel even more traffic to Williams Street, which is a private road” that, like the Professional Village, “wasn’t designed for heavy traffic,” so she asked council to consider the density and to not allow traffic from the subject parcel onto Williams Street, because it would travel into the Professional Village, which she said the owners would gate, if necessary. Ms. O’Neal also asked for the elimination of the concrete medians on Sams Point Road.

Merritt Patterson, Laurens Street, said he has owned the subject property for more than 30 years. He feels this property is not the reason for “all the traffic that has come here.” He said he has participated in planning in the City of Beaufort and on Lady’s Island for more than 25 years. Mr. Patterson wants to know what people want to be done on his properties and then he does it, he said.

In a Lady’s Island planning group, a concept was presented that “rural should be rural,” with commercial areas in a village center, Mr. Patterson said. His understanding of land planning is that things shouldn't be put where there isn’t infrastructure to support them. There is a rural area that doesn’t have water, sewer, or schools, and then in the middle, it transitions from least to most dense. Rural areas are being abandoned, and urban areas are growing, he said, and Beaufort is “a receiving area for all of this population” that is leaving the rural areas, so they need to have areas to concentrate the population in. For 32 years, that’s been his plan, Mr. Patterson said, and that of all

of “the significant planning groups.”

Mr. Patterson pointed out his properties in this area and discussed development and roads there. He showed the area he has been planning to develop “for 20 years.” The residents on Mayfair Court have lived there for more than 40 years, he said, and “they don’t want anything built on it,” which he agrees with. Mr. Patterson feels it should be a “transition area . . . going to residential.” He pointed out an area where “the plan . . . is to have workforce housing.”

The City of Beaufort and Beaufort County used “Walmart impact fees” to hire a consultant to solve the traffic problems, Mr. Patterson said, and one solution was right-in/right-out, a raised median, and “extend[ing] this road to Miller Drive.” He said he had “explained to them at length” about the private roads, including Miller Drive, and asking how they could “connect to a private road to do what they want to do.” He said the referendum passed, and “the project is proceeding,” the first of which will be “the improvement of the turning lanes at the traffic light, which will include all of these median cuts,” so in six months to a year, “this will be a right-in/right-out only project.”

Mr. Patterson then showed the area as planned by the Lawrence Group for the Civic Master Plan.

The plan is “not to have any traffic going onto Mayfair Court,” which Mr. Patterson said would be “foolish.” He described the collection of stormwater that is planned. Originally, Mayfair Court was to be “paved with the county routine paving money,” but “the Village Center wouldn't allow” the county to “interconnect with their stormwater stuff,” he said, so the money was spent on paving elsewhere in the county.

Mr. Patterson said, “The zoning has been Village Center on all of the area except for Mayfair Court,” and it’s untrue that he is “upzoning this property.” The requested T5 zoning is the same as the county’s zoning, with the same types of uses proposed; “Mayfair Court is in there” because he is proposing townhouses as a workforce housing development, and he could only have duplexes under the county.

Mr. Patterson said he wants to annex into the city because of the experience of **Sam Levin** on the Whitehall property, which was long and difficult, and now Mr. Levin is involved in litigation.

Mr. Patterson described issues he has had with county planning on various properties he owns that he has attempted to develop. There are too many constraints on reasonable development, he feels. He has ten different plans for the subject property and has looked at low-income housing, self-storage, and the Lawrence Group plan. He said he doesn't mind waiting another 20 years to develop this property. **Mayor Keyserling closed this public hearing**.

PUBLIC HEARING: ANNEXATION PETITION & REZONING OF 302 PARKER DRIVE
Mayor Keyserling opened this public hearing. He said this is adjacent to Commerce Park. Mr. Prichard read from the staff report. The MPC recommended approval of the annexation. The applicant requested Light Industrial zoning, contingent on approval of the annexation, he said, and the MPC recommended approval of that zoning.

Councilman Murray introduced **Chris Fisher**, president and CEO of Glass WRX, which will create 50 to 60 jobs in the area. **Mayor Keyserling closed this public hearing**.

PUBLIC HEARING: ANNEXATION & REZONING OF 35 AND 43 PARRIS ISLAND GATEWAY AND 41 AND 46 BROAD RIVER BOULEVARD
Mayor Keyserling opened this public hearing. Mr. Prichard read from the staff report. The MPC recommended approval of the annexation request and rezoning it as T5-UC/RMX. The zoning request for the parcel that Dominion Energy owns (41 Broad River Boulevard) is Light Industrial, he said.

Mr. Prokop thanked the Dominion representative for the company's planned development. **Mayor Keyserling closed this public hearing**.

PUBLIC HEARING: REZONING (MAP AMENDMENT) FOR R120 026 000 146A 0000 NEIGHBORING 2811 BOUNDARY STREET
Mayor Keyserling opened this public hearing. Mr. Prichard pointed out the parcel on a map. The MPC recommended approval of the rezoning, he said.

Sandy Thompson said Walsh Drive would not be the ingress/egress "for whatever happens there." There should be an access point to Trask Parkway, she said, and that would probably happen in the development phase. She said Caliber has been a good neighbor, and the residents would welcome another neighbor, as long as there is a way to get in and out of the business. **Mayor Keyserling closed this public hearing**.

ORDINANCE AUTHORIZING THE DISSOLUTION OF THE GATEWAY CORRIDOR REDEVELOPMENT DISTRICT
Ms. Todd said this dissolution of the project area is being done in accordance with state law because it is no longer needed. **Councilman McFee made a motion, second by Councilman Murray, to approve the ordinance on second reading**. **The motion passed unanimously.**

Councilman Murray made a motion to move up agenda items M, N, O, and P. The motion failed for lack of a second.

STREET CLOSURE REQUEST FROM HOLY TRINITY SCHOOL TO HOST 5K RUN/WALK, SWING BRIDGE SPRINT
Councilman Murray made a motion, second by Councilman Cromer, to approve the request for the October 19, 2019 event. **Rhonda Carey** said this would be the first event

of this type for this organization. They will use the city's standard 5K route, she said. **Minnie Bullock** said Holy Trinity is located in the heart of Beaufort, and the school wants to celebrate that and thank Beaufort for its support. **The motion passed unanimously.**

REQUEST FROM CHILD ABUSE PREVENTION ASSOCIATION (CAPA) TO HOST ANNUAL GHOST TOURS IN OCTOBER

Councilman Murray made a motion, second by Councilman McFee, to approve the request. Ms. Carey said this would be the 27th annual Ghost Tour. Part of the request is for two parking spaces for guides from October 11 to October 31. **Jessie Chapman** said the tours are "a part of Beaufort" and "a great fundraiser." **The motion passed unanimously.**

ANNUAL REQUEST FROM BORN TO READ FOR USE OF WATERFRONT PARK AND CO-SPONSORSHIP FOR YOGA UNDER THE STARS

Councilman Murray made a motion, second by Councilman Cromer, to approve the request for the November 1, 2019 event. Ms. Carey described the request, which will take place in the Contemplative Garden. **Janie Ephland** described the organization and the event, which is supported by the yoga community. She said it's "accessible to all, regardless of disability." **The motion passed unanimously.**

STREET CLOSURE REQUEST FOR WEDDING PROCESSION

Mayor Keyserling left the meeting, and Mayor Pro Tem McFee took up the gavel. Councilman Murray made a motion, second by Councilwoman Sutton, to approve the request for the November 2, 2019 event. Ms. Carey said this is a request from a family for road closures for an hour for a wedding procession from the Baptist Church of Beaufort to the Beaufort Inn for the reception. (The route/closures will be from Charles to King to West to part of Craven Streets.) The police department will manage the closure, she said, and has approved this. **The motion passed 4-0.**

Councilman Murray made a motion to amend the agenda to move up items M, N, O, and P. The motion passed 4-0.

Mayor Keyserling returned to the meeting and took up the gavel again.

ORDINANCE ANNEXING PROPERTY LOCATED AT 44 AND 50 MILLER DRIVE

Councilman Murray made a motion, second by Councilman Cromer, to approve the ordinance on first reading. Councilman Murray said there have been misleading statements (in local publications, for example) that have led people to believe that annexations lead to development on Lady's Island, but that is not the case.

Councilman Murray said he'd walked the Miller Drive and Mayfair Court properties this week. He feels that the majority of members of city council are Beaufort natives, and they care about Lady's Island, even though the residents there can't vote for council.

The accusations that have been leveled at the City of Beaufort are hard, Councilman Murray said. Annexations are a reality. 20 or 30 years ago, the city "crossed that river," he said, though some might wish it hadn't. The county, not the city, allowed the Walmart development, despite the city's efforts to prevent it from being built, including an expensive legal battle, though the city feels it got a better deal with that development than what was originally planned, he said.

The city supported the Stantec report, and city staff and volunteer time was spent on the Lady's Island Plan, Councilman Murray said. He personally spent hours reviewing it to ensure the maps were accurate, for example. He understands that Lady's Island wants "to be left alone." The City of Beaufort had nothing to do with Oyster Bluff or other development on Lady's Island, Councilman Murray said. As much as he'd like to leave Lady's Island alone, he feels the city has a responsibility to it because parts of it have been annexed.

Councilman Murray said local headlines claiming "that annexation is the root cause of development" are "blatantly and patently false." Annexation is "a factor" in development, he said. The conflict about annexation isn't between the county and the city, he said, but "between the property owners, the development community, the public, and the local government, (which) is the public." He understands the frustration and confusion of the residents who are participating in this public process, but he said this is how democracy works.

Councilman Murray feels these properties on Miller Drive should be annexed. There are private property rights, so owners can do what they like on their property, he said. The new developments in the city include Battery Point, Islands of Beaufort, and City Walk, Councilman Murray said, and he asked the members of the public to consider the difference in those developments and the county's development pattern. Something is going to be built on this site, he added.

An unidentified member of the public said this is "spot annexation" and only touches a school property; there are areas around it that the city isn't annexing. "There's a reason we don't want to be in the city," he said. He asked that this application be tabled. Councilman Murray said the annexation is in the spirit of the Comprehensive Plan, the Civic Master Plan, and the Lady's Island Plan, which many groups have endorsed. This property is in the growth boundary, he said, and he feels it should be annexed into the city. Annexation is a public process, and Councilman Murray thinks it should be done.

Mr. Somerville said he agrees that this is within the city's growth boundary, and the owner has the right to petition for annexation, though Mr. Somerville feels it's creating a donut hole. The city isn't annexing the only road that provides access to this property, he said. Councilman McFee said it's a state road, and it can't be annexed. "Roads belong to the state, no matter who has the jurisdiction," he said.

Once this property is annexed, Mr. Martin said, he could also request to be annexed. He is in the county, he said, and his "point of contention" is that Oakwood Drive, which belongs to the county, has "never been fixed in 25 years." If he requested annexation into the city, he would have to pay city taxes, and the city would provide trash pick-up and sewer, and have to pay for the sewer line to come from Sams Point Road, Mr. Martin said. He's concerned that what is built on the subject property doesn't "disturb our tranquil neighborhood."

Councilman Murray said there is zoning on the parcels now that allows someone to build there. Mr. Martin said he is concerned about the investor, because the property owners want to sell it, and they couldn't do so with the county's zoning. The neighbors have heard a lot of different things that would go on the property, he said. Also, the lake there has been drained once, and the owners could do it again, Mr. Martin said.

Mr. Powell said he's concerned about the Sams Point Road frontage. He's also concerned that this property's owners haven't said – like Mr. Patterson did – what they plan to do with the property. These are established neighborhoods in the area, and the residents aren't requesting to be annexed for many reasons, he said. Mr. Powell feels this request "looks like spot annexation" because it only touches the school property. If the owner were to "expand the school property," Mr. Powell would support that.

Councilman Murray asked if Mr. Powell would support a single-family neighborhood like that which is along Miller Drive. Mr. Powell said the subject property has been for sale multiple times but it hasn't sold, so "to make it marketable," as Mr. Prichard said in the staff report, the owners want to bring the property into the city and offer city services, so "now it maybe will sell." The established neighbors want to "keep the neighborhood like we want" it, he said, which is how it was when they bought property there. If it could be developed with single-family dwellings, it would have been, Mr. Powell said. He pointed out that the "housing explosion" on Lady's Island has not happened on the subject property.

Councilman Murray said part of the Northern Regional Plan requires the county to suggest annexation into the city when properties are contiguous to the city. This plan has "been out there for more than a decade," he said. The 2009 Comprehensive Plan might not help the City of Beaufort to achieve its vision for Lady's Island today, he said, adding that nothing has been done with the implementation of the Lady's Island Plan – which is still a "visioning document" – in the past 5 months or to integrate it into regulating documents.

Mr. Powell said until the infrastructure of Lady's Island, especially the Sams Point corridor going up to Lady's Island Drive, is "repaired," it seems like further annexation is putting the cart before the horse.

Mayor Keyserling said unless something is done to control growth on Lady's Island –

which is “rampant” and has “nothing to do with the city” – they will never “catch up” with putting in infrastructure and improving roads.

Mr. Powell said Lady’s Island residents don't have the benefits of being in the city currently; the city is annexing a property that won’t benefit the city until it’s developed, and he can’t see how its development would benefit growth on Lady’s Island.

ORDINANCE ZONING (MAP AMENDMENT) FOR PROPERTY LOCATED AT 44 AND 50 MILLER DRIVE

Mayor Keyserling said without knowing they have the zoning, most developers won’t disclose what they are going to do with a property. You can’t annex without a zoning classification, he said. One zoning classification allows “big buildings,” while another allows “more suburban kind of sprawl,” he said, and if they are trying to have a dense, more urban center “for those who choose that lifestyle,” they have Village Center zoning.

Mr. Powell said Village Center is on the opposite side of Sams Point Road. He said Mr. Patterson had “defended his request for annexation” and showed the plans to people who are opposed to them, which Mr. Powell thought was “great.” Yet on *this* annexation, no one is here to defend it, Mr. Powell said, while the people who will be affected by it are here and would like to know why the developers “want it.”

Mayor Keyserling said he’d like to make a motion to table the application in order to “spend some time with the buyer,” so before it’s taken up again, council would have an idea of “what the expectation is.” Councilman Murray said there’s already a motion on the table to approve the ordinance on first reading, and he and Councilman Cromer would have to withdraw their motion and second before Mayor Keyserling could make a motion to table.

Councilman Murray said there would be a second reading and a second public hearing on this application. He’d vote in favor of the annexation now, which the MPC had recommended. For the second reading, the city would invite the property owners and developer to speak, he said.

Mr. Powell said the public learned about the meeting because of signs on the property and word of mouth, while the property owners didn’t have to learn about it that way, yet they didn’t come to this meeting. Councilman Murray said a vote for the annexation tonight would compel the property owners to come to the second reading in two weeks.

Mayor Keyserling said he hasn’t spoken to the property owners, but some council members have spoken to the purchaser, whom he thinks “will be glad to show you what he wants.” The developer has shown his ideas to various council members, Mayor Keyserling said.

Councilman Murray said he has heard about “a bunch of different things” that might go there, so he thinks the T3-S zoning that the MPC recommended is best.

Councilman McFee explained why the trees in the area have been marked.

Mr. Powell asked what the current county zoning is. Councilman Murray said it’s T3-HN, which is primarily single-family residential, plus some other uses. Mr. Prichard read what is allowed in that county zoning. The properties across Miller Drive are zoned Lady’s Island Community Preservation, he said.

Mr. Powell believes the subject property’s owners couldn't get the county to change the zoning, and it’s less difficult to get zoning changed with the city. He said residents are concerned the city’s zoning “won’t match what is already there.”

Councilman McFee said the only way to protect this property from development would be to buy it. He disagrees with Mr. Powell about the ease of changing zoning in the county. Mr. Powell said he’s skeptical that the owners could have gone to the county first. Councilman McFee said when a property is within the growth boundaries, by statute, the county must allow someone who wants to develop it to go to the city to annex and rezone the property. Annexation and rezoning is not always triggered by an owner wanting to build high rises, he said.

Councilman Murray called the question. **The motion to annex the property on first reading passed unanimously.**

Mayor Keyserling made a motion to table the zoning until council could bring in the developer to explain his plans. The motion failed for lack of a second.

Councilman Murray made a motion, “in the spirit of the MPC’s recommendation,” to approve the zoning as T3-S on first reading. **Councilman Cromer seconded. The motion passed 4-1, Mayor Keyserling opposed**.

<u>ORDINANCE ANNEXING MULTIPLE PARCELS ON MAYFAIR COURT AND WILLIAMS STREET</u>

Councilman McFee made a motion, second by Councilman Murray, to approve the ordinance on first reading. The motion passed unanimously.

<u>ORDINANCE ZONING PARCELS AT 11 WILLIAMS STREET AND 13, 17, AND 19 MAYFAIR COURT</u>

Councilwoman Sutton said the residences were in one zone, so this would be “split zoning.” Mr. Prichard said he wrote the ordinance for the zoning that the applicant had requested, and the “MPC just made a recommendation” for T3-N. The zoning council would vote on would be for T3-UC, he said.

Councilman McFee made a motion to amend the ordinance's zoning on first reading from staff's recommendation to T3-N, per the MPC's recommendation. **Councilman Murray seconded the motion**.

Mr. Somerville said he appreciates the MPC's recommendation. His concern is that Mr. Patterson and his family are well-respected, but so were the owners of the property where Walmart is now, for example. When such properties change hands, the new owners are able to build what they like by-right. Once the zoning is changed, council and the City of Beaufort no longer have a say in what's built there, Mr. Somerville said. Councilman Murray said any project there would go to the Design Review Board, and it might also go to the MPC, depending on its scope.

Councilman McFee told Mr. Somerville that in T3-N zoning, a 5-story hotel couldn't be built on this property.

Mr. Somerville said he wants to see the Lady's Island Plan implemented. **The motion passed unanimously.**

APPROVAL FOR UTILIZATION OF TIF FUNDS FOR FACILITY IMPROVEMENTS
Councilman Murray made a motion, second by Councilman Cromer, to table approval of the utilization of TIF funds for facility improvements. **The motion passed unanimously.**

RESOLUTION IN SUPPORT OF ESTABLISHING A SINGLE AUTHORIZED RUN ROUTE IN THE CITY
Councilman McFee made a motion, second by Councilman Cromer, to approve the resolution. Councilman Murray feels there should be more routes, not fewer, and he read a letter from **Joe MacDermant**, *a copy of which is attached to the minutes of the purpose of entering it into the record*, in opposition to a single run route.

Mr. Somerville said as a Lady's Island resident, he's concerned because there are only two bridges to/from the island, and he might need an ambulance when a 5K is taking place on one of them. He thinks runs should be in areas where they won't cause any traffic congestion.

Councilwoman Sutton asked Ms. Roper if the police chief hadn't stated that he recommended having only one route for runs. Ms. Roper said yes. Mr. Prokop said others, including the county sheriff's office and the state police, also support one route.

The motion passed 4-1, Councilman Murray opposed.

RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A MEMORANDUM OF AGREEMENT WITH BEAUFORT COUNTY FOR THE PURPOSES OF COST-SHARING FOR CONTRACTING CONSULTING SERVICES TO DEVELOP A REGIONAL AFFORDABLE

HOUSING TRUST FUND

Councilman Cromer made a motion, second by Councilman McFee, to approve the resolution. Councilman Murray said he thinks that "as part of a regional, team effort," it's "worth spending $5,000 to explore the option further," but he'd also like the city to advocate for the use of "other tools that are recommended" in the "Housing Needs Assessment" report from Bowen's study.

RESOLUTION TO ENCOURAGE AND SUPPORT AMENDING THE SC CODE OF LAWS, TITLE 56, MOTOR VEHICLES, CHAPTER 5, UNIFORM ACT ON REGULATING TRAFFIC ON HIGHWAYS BY ADDING PROVISIONS DEFINING AND PROHIBITING DISTRACTED DRIVING

Councilman Murray made a motion, second by Councilman McFee, to approve the resolution. Councilwoman Sutton said the resolution includes prohibiting texting, talking on the phone, eating, and drinking. She believes it originated to keep teenagers from texting while driving but has expanded. She said a driver talking to someone else in the car can't be against the law. Councilwoman Sutton is curious about how many cities have passed this resolution, whether there is an age restriction (i.e., so it applies to young people), and how it could be enforced. If the law were passed, and she drove a few blocks while eating a sandwich in the car, she could get a ticket, she said.

Mr. Prokop said it's "a model ordinance" that has been passed in Bluffton and, he believes, in Hilton Head. Among other things, "distracted driving" would include driving while talking or texting on a cell phone, eating or drinking, he said. Councilman Cromer said it would prohibit changing the radio station.

Councilman Murray said it's a resolution in support of a state ordinance change. There would be "many more bites of the apple" before the general assembly votes on it. **The motion failed 3-2, Mayor Keyserling and Councilman Murray in favor**.

REQUEST TO RELEASE COMMITTED FUND BALANCE FOR THE ARSENAL WINDOW AND BATHROOM PROJECT

Councilman McFee made a motion, second by Councilman Murray, to approve the request. The initial project budget was $371,313. A grant was obtained for $100,000, the city provided $121,313, and through the FY2020 budget process, city council approved the use of $150,000 in state accommodations tax funds for the windows and bathroom project.

Mr. Prokop said the initial bids in January 2019 were rejected because one that was received totaled $576,988. Because the cost was so high for both projects, the window and bathroom components were done separately for the June 2019 bid solicitation, in the hope of getting "better pricing from two contractors," he said.

Of the two bids received for the windows and one received for the bathroom, the combined total from the lowest responsible bidder was $468,394, so all proposals were

rejected, since the total construction costs were higher than the budget. The same contractors proposed again on the third bid solicitation, with total construction costs of $455,657, Mr. Prokop said; the total shortfall, including contingency funds for each project, is $120,000. This request is to move $120,000 from committed fund balance for capital projects into the Capital Projects fund for use on The Arsenal project, he said. **The motion passed unanimously.**

APPROVAL OF THE CITY MANAGER EXECUTING THE CONTRACT FOR THE ARSENAL WINDOWS PROJECT

Councilman Murray made a motion, second by Councilman McFee, to approve the city manager executing the contract. **The motion passed unanimously.**

APPROVAL OF THE CITY MANAGER EXECUTING THE CONTRACT FOR THE ARSENAL BATHROOM PROJECT

Councilman Cromer made a motion, second by Councilman McFee, to approve the city manager executing the contract. **The motion passed unanimously.**

ORDINANCE AMENDING SECTION 11.6.1.B.2, MINOR ALTERATIONS TO NON-CONFORMING SIGN

Councilman McFee made a motion, second by Councilman Cromer, to approve the ordinance on first reading. Mr. Prichard read the current ordinance and the additional language that the city proposes to add to it. **The motion passed 4-1, Councilman Murray opposed.**

ORDINANCE ANNEXING PROPERTY LOCATED AT 302 PARKER DRIVE

Councilman Cromer made a motion, second by Councilman Murray, to approve the ordinance on first reading. The motion passed unanimously.

ORDINANCE ZONING (MAP AMENDMENT) FOR 302 PARKER DRIVE

Councilman Cromer made a motion, second by Councilman Murray, to approve the ordinance on first reading. The motion passed unanimously.

ORDINANCE ANNEXING PROPERTY LOCATED AT 35 AND 43 PARRIS ISLAND GATEWAY AND 41 AND 46 BROAD RIVER BOULEVARD

Councilman McFee made a motion, second by Councilman Murray, to approve the ordinance on first reading. The motion passed unanimously.

ORDINANCE ZONING (MAP AMENDMENT) FOR PROPERTY LOCATED AT 35 AND 43 PARRIS ISLAND GATEWAY AND 41 AND 46 BROAD RIVER BOULEVARD

Councilman Murray made a motion, second by Councilman Cromer, to approve the ordinance on first reading. The motion passed unanimously.

ORDINANCE REZONING (MAP AMENDMENT) FOR R120 026 000 146A 0000 NEIGHBORING 2811 BOUNDARY STREET

Councilman Murray made a motion, second by Councilman Cromer, to approve the ordinance on first reading. The motion passed unanimously.

ORDINANCE APPROVING THE ACQUISITION OF 13.91 ACRES OF PROPERTY LOCATED IN COMMERCE PARK FOR THE PURPOSES OF CONTINUED IMPROVEMENT AND EXPANSION IN COMMERCE PARK

Councilman Murray made a motion, second by Councilman Cromer, to approve the ordinance on first reading. The motion passed unanimously. Mr. Prokop said the Gray family currently owns 27 acres in Commerce Park; the city has agreed to purchase approximately half of those acres for $417,000, and the family will donate the rest for $1. Additionally, he said, "thanks to the work of **John O'Toole**," executive director of the Beaufort County Economic Development Corporation (EDC), and others, the EDC "is going to pay the city for 50% of the purchase" price: $208,000.

In sum, Mr. Prokop said, the city will get 27 acres of property located in the center of Commerce Park for $208,000. It is county land and will be annexed into the city. Shortly, Commerce Park "will be the only property . . . [with] available space in Beaufort County for large commercial buildings," which will hopefully bring in more large employers, so this is "an important step for our future," Mr. Prokop said.

There being no further business to come before council, Councilman Cromer made a motion, second by Councilman Murray, to adjourn the regular council meeting. The motion passed unanimously, and the meeting was adjourned at 11:06 p.m.

Staff Report for City Council

From the Director of Community and Economic Development

August 27, 2019

SUBJECT: Zoning request (map amendment) for 11 Williams St. and 13,17, and 19 Mayfair Ct.

Terra Development Group petitioned the City of Beaufort to annex their properties at 11 Williams Street and 13, 17, and 19 Mayfair Court, Beaufort, SC 29906. Contingent on the Beaufort City Council approving the annexation, the applicant requests the properties be zoned T5-UC. The T5-Urban Corridor consists of higher density, mixed-use buildings that accommodate retail, rowhomes, offices, and apartments located along primary thoroughfares.

R200 015 000 0116 0000	11 Williams Street	5.62 Acres
R200 015 000 0526 0000	19 Mayfair Court	0.43 Acres
R200 015 000 0525 0000	17 Mayfair Court	0.57 Acres
R200 015 000 0523 0000	13 Mayfair Court	0.28 Acres
R200 016 000 0082 0000	North of 11 Williams St.	0.19 Acres

The planning commission in accordance with SC Code of Laws §6-29-340 has the power and duty to recommend zoning districts for adoption by City Council. In accordance with the Beaufort Development Code §9.16.3.C.2 the MPC "shall study the proposed amendment, taking into account all factors that it may deem relevant, including but not limited to":

a. Consistency with the Comprehensive Plan and Civic Master Plan;
b. Compatibility with the present zoning, with conforming uses of nearby property, and with the character of the neighborhood;
c. Suitability of the property that would be affected by the amendment;
d. Compatibility with the natural features of – and any archaeological or cultural resources on – the property;
e. Marketability of the property that would be affected by the amendment; and
f. Availability of roads, sewer, water, and stormwater facilities generally suitable and adequate for the affected property.

In accordance with the Beaufort Development Code §9.16.3.C.3 the MPC shall recommend approval, modified approval, or denial of the amendment. The MPC has modified approval: recommending the parcels be zoned T-3N. The T-3 Neighborhood District is residential in character and includes a mixture of residential and civic uses.

STAFF ASSESSMENT

Regarding "a" above:

Public Involvement and Formal Procedure in Creating the Comprehensive Plan and Civic Master Plan. "A week-long charette was held in November 2008 to obtain public input in the comprehensive planning process."[1] City Council established a 17-member advisory committee to guide preparation of the City's 2009 Comprehensive Plan and to serve as a source of public input.[2] In May 2009, the draft 2009 comprehensive plan was released for public review and comment.[3] In September of 2009, city council, the advisory committee, and the joint planning commission held a joint workshop on the draft comprehensive plan.[4] In October 2009, the joint planning commission held a workshop on the draft plan.[5] On November 12, 2009, the City of Beaufort – Town of Port Royal Joint Municipal Planning Commission passed a resolution recommending adoption of "Vision Beaufort 2009 Comprehensive Plan" as the comprehensive plan for the City of Beaufort. A public hearing on the recommended adoption of comprehensive plan was held on November 24, 2009, with the public notice of the hearing published in The Beaufort Gazette on October 25, 2009.[6] After a first reading on November 24, 2009 and a second reading on December 8, 2009, the City Council of the City of Beaufort, SC, adopted "Vision Beaufort 2009 Comprehensive Plan" as the comprehensive plan of the City of Beaufort.[7]

"Upon adoption of the Comprehensive Plan, Beaufort's City Council gave the city's Redevelopment Commission the . . . [task of translating] the Comprehensive Plan vision into specific parcel-level plans for public and private investment".[8] "The planning process spanned a period of two years and included many stakeholder meetings, several design charettes, numerous public workshops, and extensive discussion and review with non-profit partners."[9] The result was the Civic Master Plan and the intent was "to implement the recommendations in

[1] City of Beaufort Ordinance (O-24-09) adopting "Vision Beaufort 2009 Comprehensive Plan" as the official comprehensive plan of the City of Beaufort
[2] City of Beaufort Resolution (R-12-08)
[3] City of Beaufort Ordinance (O-24-09)
[4] Ibid
[5] Ibid
[6] Ibid
[7] Ibid
[8] Civic Master Plan, City of Beaufort, South Carolina, adopted 2/11/2014. p.7
[9] City of Beaufort Ordinance (O-2-14)

the Vision Beaufort 2009 Comprehensive Plan".[10] On November 18, 2013, the Beaufort - Port Royal Metropolitan Planning Commission unanimously passed a resolution recommending adoption of the Civic Master Plan as an amendment to the 2009 comprehensive plan. On January 14, 2014, a public hearing before city council was held; public notice of the hearing was published in The Beaufort Gazette on December 13, 2013. On February 11, 2014, City Council passed an ordinance, after two readings, amending the comprehensive plan by adopting the Civic Master Plan.[11]

Consistency with the Comprehensive Plan and Civic Master Plan. The Vision Beaufort 2009 Comprehensive Plan, aka *Vision Beaufort | 2020 Comprehensive Plan*, "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."[12] The comprehensive plan lays out the future land use of the city through *the framework plan*. "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."[13]

The western portion of parcel R200 015 000 0116 lies within the framework zone G3B Corridor Mixed-use, which foresees the following zoning districts: T2, T3,T4, T5 and T6. G3B lands are intended for a mixture of regional serving commercial, residential, and institutional destinations. The remainder of the parcels and the eastern portion of R200 015 000 0116 lie within the framework zone G1 Moderate Density Residential Neighborhood, which foresees the following zoning districts: T2, T3, and T4. G1 lands are intended for moderate density residential development, limited neighborhood retail and service uses, and civic uses. All the parcels lie within a designated "neighborhood center" and are intended to be mixed-use activity centers serving surrounding neighborhoods with retail, services, civic uses, and higher density housing.[14]

"The purpose of the Civic Master Plan is to identify and prioritize the allocation of public investment in the City of Beaufort's infrastructure."[15] A large portion of R200 015 000 0116 0000 is within the Civic Master Plan's sector plan – Lady's Island Village Center, which is described as a "regional commercial center" with the expectation that "[o]vertime, infill

[10] Ibid
[11] Ibid
[12] Vision Beaufort 2009 Comprehensive Plan, adopted by City Council 12/08/2009, p.46
[13] Ibid, p.55
[14] Ibid, p.67
[15] Civic Master Plan, City of Beaufort, South Carolina, adopted 2/11/2014, p.4

development and redevelopment will create a more connected and coherent pattern of circulation through the area".[16]

On April 23, 2019, the City of Beaufort resolved to adopt the Lady's Island plan and to incorporate its recommendations into the City's comprehensive plan with the next update. Regarding the proposed rezoning of the parcels, the properties are in the *Community Form area – Village*.[17] In the "Village" the Lady's Island Area Plan "encourage[s] compatible mixture of uses, including commercial, residential, office, and personal services". The plan also "encourage[s] new residential uses. The village should be a place where people live, shop, socialize, are entertained, and meet daily needs."[18]

Regarding "b" above:

Compatibility with the Present Zoning, with Conforming Uses of Nearby Property, and with the Character of the Neighborhood.

Currently Zoned		
R200 015 000 0116 0000	11 Williams Street	T4HC (Hamlet Center)
R200 015 000 0526 0000	19 Mayfair Court	T3N (Neighborhood)
R200 015 000 0525 0000	17 Mayfair Court	T3N (Neighborhood)
R200 015 000 0523 0000	13 Mayfair Court	T3N (Neighborhood)
R200 015 000 0523 0000	N/A	T3HN (Hamlet Neighborhood)

The parcel which is along Williams Street but has no address is currently zoned Beaufort-County-T3-HN; as is the adjacent parcel to its north. Beaufort-County-T3 Hamlet Neighborhood "is intended to reinforce established neighborhoods, to maintain neighborhood stability and provide a transition between the walkable neighborhood and rural areas"[19].

The properties along Mayfair Ct. are zoned Beaufort-County-T3-N, as are the adjacent properties to the north. Beaufort-County-T3-Neighborhood is intended to provide a walkable, predominantly single-family neighborhood that integrates compatible multi-family housing types, such as duplexes and cottage courts within walking distance to transit and commercial areas.[20]

The largest parcel, 11 Williams Str., is currently zoned Beaufort-County-T4-HC (Hamlet Center) and is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments in an environment

[16] Civic Master Plan, City of Beaufort, SC, adopted 2/11/2014. p.134
[17] Lady's Island Plan 2018, p.35
[18] Ibid, p.39
[19] Community Development Code, Beaufort County, South Carolina. §3.2.80
[20] Ibid, §3.2.90

conducive to walking and bicycling. Beaufort-County-T4-HC allows general retail (less than 3,500 square feet), restaurants, lodging inn (up to 24 rooms), medical clinics/offices, et al.[21]

The adjacent parcel to the south is in the city and is zoned T5-UC (the same as is being requested).

The adjacent parcels to the south and southeast are Beaufort-County-T4-NC (Neighborhood Center), which are intended to integrate vibrant main-street commercial and retail environments into neighborhoods, providing access to day-to-day amenities within walking distance, creating potential for a transit stop, and serving as a focal point for the neighborhood.[22]

The parcels adjacent to the east and which abut Robert Small Parkway are zoned Beaufort-County-T4-HCO (Hamlet Center Open), which is intended to provide neighborhoods with a broader amount of retail and service uses in the scale and character of the T4HC zone.[23]

Regarding "c" above:

Suitability of the property that would be affected by the amendment. The property is well situated for future development as T5-UC in terms of size, location, and vicinity to employment centers.

Regarding "d" above:

Compatibility with the natural features of – and any archaeological or cultural resources on – the property. Staff is unaware of any archaeological or cultural resources on the property.

Regarding "e" above:

Marketability of the property that would be affected by the amendment. The property under T5-UC would allow for a broader range of uses, and, therefore, should be more marketable.

Regarding "f" above:

Availability of roads, sewer, water, and stormwater facilities generally suitable and adequate for the affected property. Public infrastructure currently exists. Suitability and adequacy of the infrastructure, dependent of the plans for the property, will be assessed during development review by the Technical Review Committee in accordance with the Beaufort Development Code Chapter 7 (Land Development) and Chapter 9 (Development Review Procedures).

STAFF OPINION

- Given that the rezoning request is compatible and in accordance with the vision and goals of the City of Beaufort; and

[21] Ibid, §3.2.100
[22] Ibid, §3.2.110
[23] Ibid, §3.2.100

- Given that this vision and these goals were established through a democratic process and with public input and public participation; and
- Given that these goals were recorded in the form of a comprehensive plan for all to see and reference; and
- Given that the comprehensive plan was created through the leadership of the planning commission, responsible for determining a specific plan for the future of the city; and
- Given that the city council of the City of Beaufort adopted the comprehensive plan (and Civic Master Plan) by ordinance; and
- Given that, the change of zoning to T5-UC is compatible with adjacent zoning; and
- Given that, it is reasonable to expect that the change of zoning to T5-UC will improve the marketability of the property; and
- Given that, any future development of the property will be able to take advantage of existing infrastructure;

The request to zone the properties T5-UC is acceptable.

O R D I N A N C E

AMENDING THE CITY OF BEAUFORT'S ZONING MAP TO INCLUDE PARCELS
R200 015 000 0116 0000, R200 015 000 0526 0000, R200 015 000 0525 0000,
R200 015 000 0523 0000 AND R200 016 000 0082 0000
ZONED AS T5-UC

WHEREAS, the State of South Carolina has conferred to the City of Beaufort the power to enact ordinances "in relation to roads, streets, markets, law enforcement, health, and order in the municipality or respecting any subject which appears to it necessary and proper for the security, general welfare, and convenience of the municipality or for preserving health, peace, order, and good government in it . . ." as set forth in *Code of Laws of South Carolina*, Section 5-7-20; and

WHEREAS, the City of Beaufort adopted the *Beaufort Code* by reference on June 27, 2017, as set forth in section 5-6001 of the *Code of Ordinances Beaufort, South Carolina*; and

WHEREAS, the amendment of the zoning map is "for the general purpose of guiding development in accordance with existing and future needs and promoting the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare" in accordance with *Code of Laws of South Carolina*, Section 6-29-710; and

WHEREAS, the zoning map amendment is compatible and in accordance with the vision and goals of the City of Beaufort; and

WHEREAS, this vision and these goals were established through a democratic process and with public input and public participation; and

WHEREAS, these goals were recorded in the form of a comprehensive plan for all to see and reference; and

WHEREAS, the comprehensive plan was created through the leadership of the planning commission, responsible for determining a specific plan for the future of the city; and

WHEREAS, the city council of the City of Beaufort adopted the comprehensive plan (and Civic Master Plan) by ordinance; and

WHEREAS, the change of zoning to T5-UC is compatible with adjacent zoning; and

WHEREAS, it is reasonable to expect that the change of zoning to T5-UC will improve the marketability of the property; and

WHEREAS, any future development of the property will be able to take advantage of existing infrastructure; and

WHEREAS, a public hearing before the Beaufort City Council was held regarding the proposed change to the ordinance on August 27, 2019, with notice of the hearing published in *The Beaufort Gazette* on July 18, 2019;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Beaufort, South Carolina, duly assembled and by authority of same, pursuant to the power vested in the Council by Section 6-29-760, *Code of Laws of South Carolina, 1976*, that the zoning map of the City of Beaufort be amended by establishing the zoning designation of T5-UC on the annexed parcels of R200 015 000 0116 0000, R200 015 000 0526 0000, R200 015 000 0525 0000, R200 015 000 0523 0000 and R200 016 000 0082 0000.

.

_____
BILLY KEYSERLING, MAYOR

(SEAL) Attest:

_____
IVETTE BURGESS, CITY CLERK

1st Reading _____

2nd Reading & Adoption _____

Reviewed by: _____
WILLIAM B. HARVEY, III, CITY ATTORNEY

TO THE MEMBERS OF)
CITY COUNCIL) PETITION OF ANNEXATION
CITY OF BEAUFORT, SOUTH CAROLINA)

We, the undersigned freeholders, pursuant to Section 5-3-150, South Carolina Code of Laws, 1976, as amended, do pray that your Honorable Body accept the petition and annex the enclosed described area, and enact an Ordinance declaring the area annexed to the City of Beaufort with full City privileges accorded to, and responsibilities required of, the said residents thereof and the lands and properties and businesses erected therein, subject only to the conditions, provisions, and limitations hereinafter set forth. The said annexation shall be upon terms, limitations, provisions, and conditions as follows:

The City of Beaufort shall furnish and render as promptly as practical to said area, its residents and properties, all of privileges, benefits, rights and services now and hereinafter to be accorded the citizens within the corporate limits of the City of Beaufort in every particular under its charter and general special laws of South Carolina applicable to the City of Beaufort, and subject to the existing ordinances of the City.

The petitioning area to be annexed is described as follows:

R200-015-000-0116-0000 11 WILLIAMS ST

R200-015-000-0526-0000 19 MAYFAIR COURT

R200-015-000-0525-0000 17 MAYFAIR COURT

R200-015-000-0523-0000 13 MAYFAIR COURT

R200-016-000-0082-0000 13? WILLIAM ST

Plat of area to be annexed and list of freeholders are attached hereto.

Name (print)	Address	Signature	Date of Signature
TERRA DEVELOPMENT GROUP,	2732 Depot ROAD,	Merritt Bellamy	6/26/19.

SUGGESTED ZONING TO BE CONSISTENT WITH ADJACENT PROPERTY.
T5UC

History Bookmarks People Window Help 100% Thu 1:37 PM

XRDI 35 hp Gen 8 Electrical...ronics.pdf | Sullivan Transmittal.doc | Phase 1 recorded plat, 9 lots left to sell | Nat Real Estate Investor | Inverter contact info | Dropbox | Cometic 463122.pdf | Bft Cty

Google | ArcGIS Viewer for Fl | Beaufort County, So | Beaufort County, So | Beaufort County, So | Beaufort County, So | Beaufort County, So

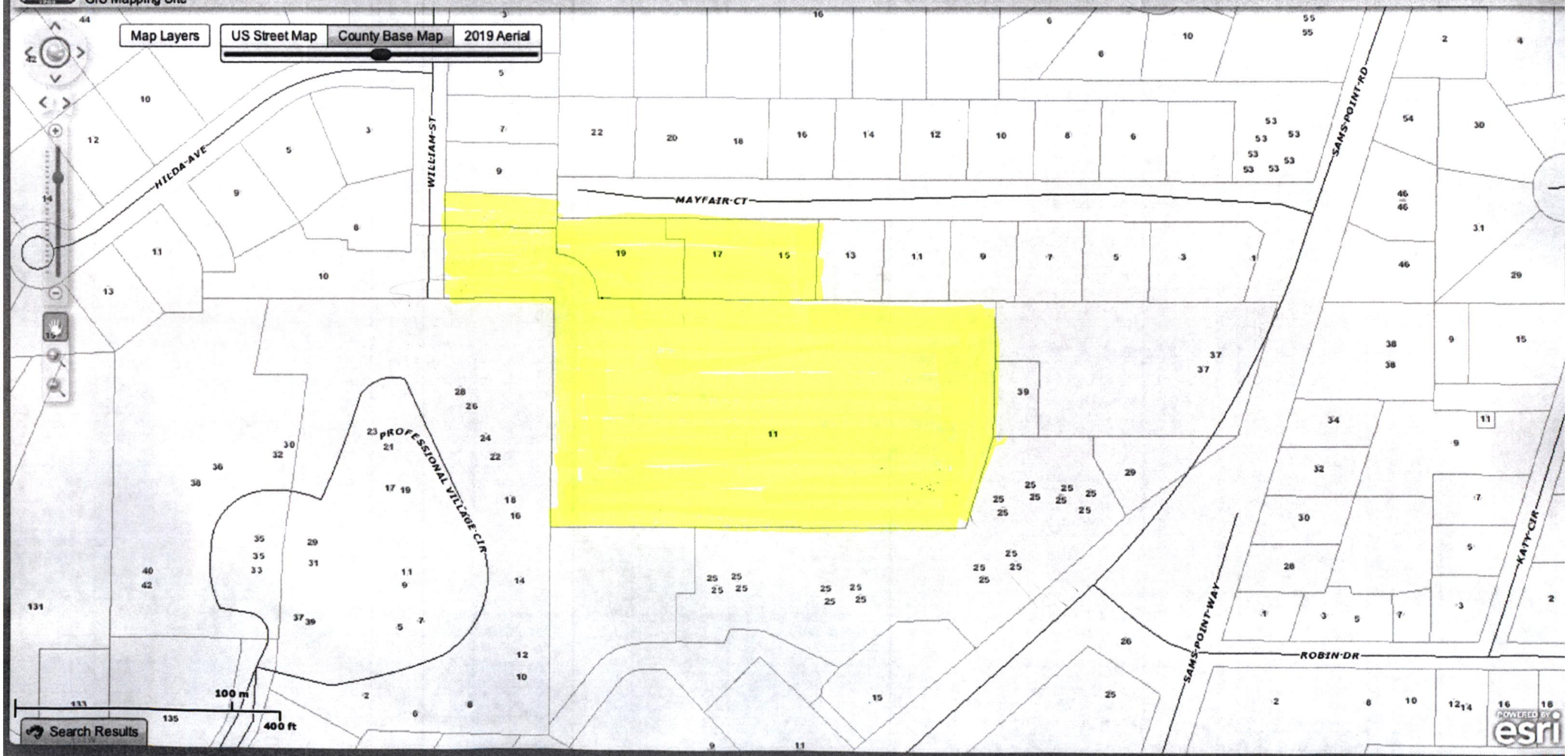
Not Secure | webgis.bcgov.net/gissite/index.html

Apps | Aluma Cast Found... | 811 utilty locate S... | Dropbox | Google Maps | Pritchards Island | Real Estate Analys... | Beaufort GIS | Dropbox - Sign inf | Imported From Sa...

Beaufort County
GIS Mapping Site

DISCLAIMER / H

Map Layers | US Street Map | County Base Map | 2019 Aerial



Search Results

POWERED BY esri

History Bookmarks People Window Help 100% Thu 1:37 PM

XRDI 35 hp Gen 8 Electrical...ronics.pdf | Sullivan Transmittal.doc | Phase 1 recorded plat, 9 lots left to sell | Nat Real Estate Investor | Inverter contact info | Dropbox | Cometic 463122.pdf | Bft Cty

Google | ArcGIS Viewer for Fl | Beaufort County, So | Beaufort County, So | Beaufort County, So | Beaufort County, So | Beaufort County, So

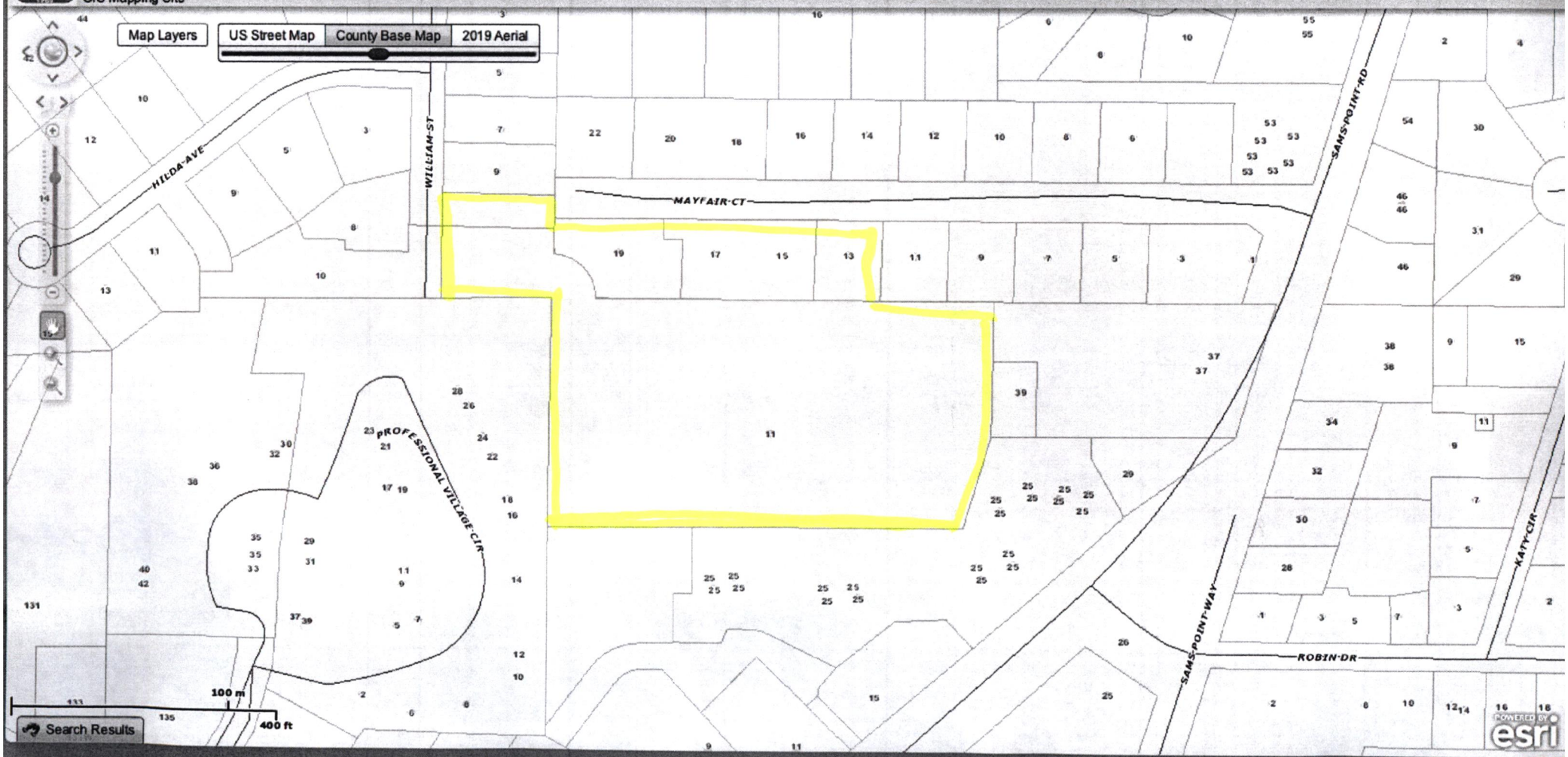
Not Secure | webgis.bcgov.net/gissite/index.html

Apps | Aluma Cast Found... | 811 utilty locate S... | Dropbox | Google Maps | Pritchards Island | Real Estate Analys... | Beaufort GIS | Dropbox - Sign inf | Imported From Sa...

Beaufort County
GIS Mapping Site

DISCLAIMER / H

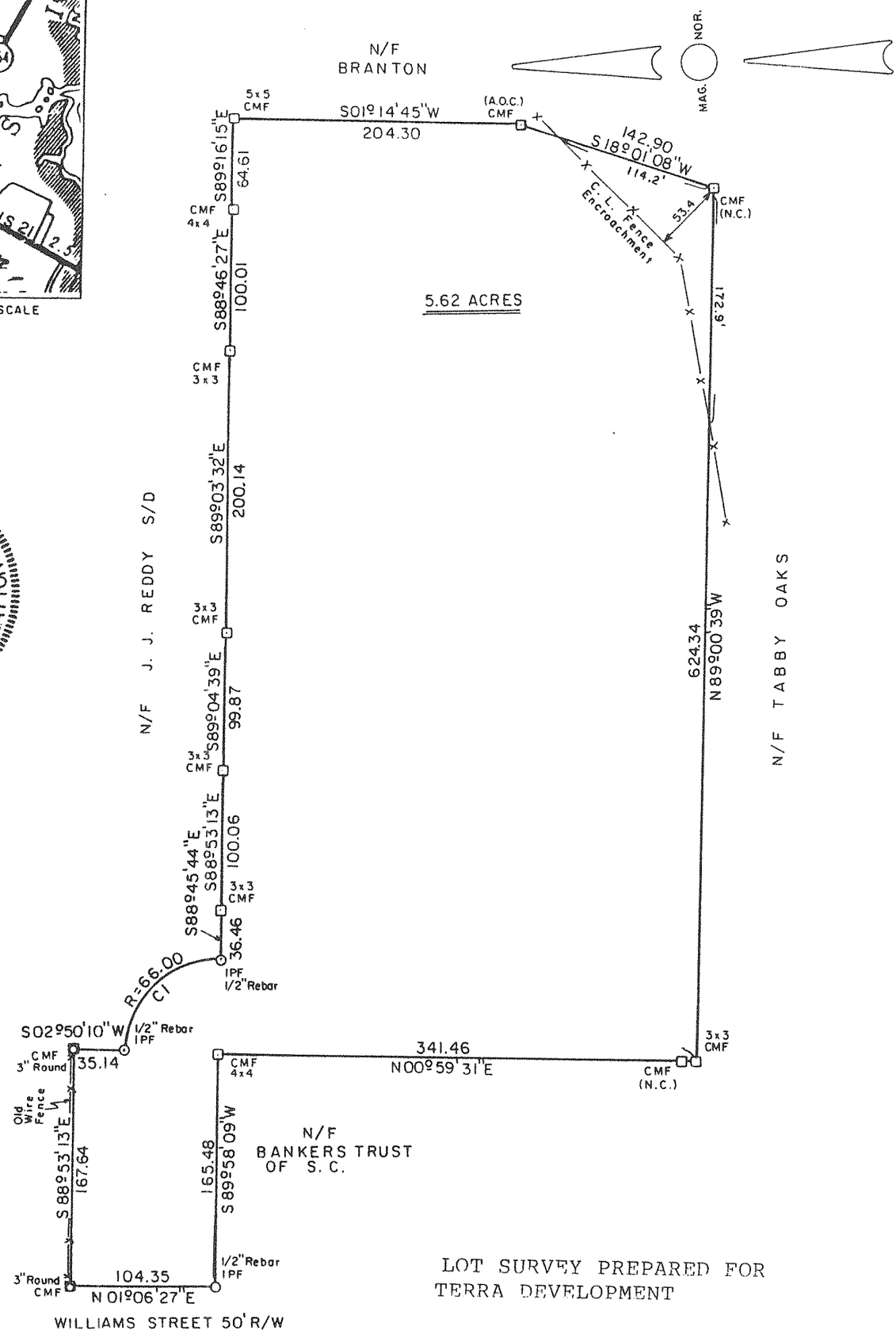
Map Layers | US Street Map | County Base Map | 2019 Aerial



Search Results

POWERED BY esri

VICINITY MAP NO SCALE



SOUTH CAROLINA
BEAUFORT SURVEYING INC.
No. 00189
CERTIFICATE OF AUTHORIZATION

CURVE C1
ARC=102.59
Δ=89°03'25"
CH=92.57
CB=S43°19'24"E

LOT SURVEY PREPARED FOR
TERRA DEVELOPMENT

LADY'S ISLAND TAX MAP 15, PARCEL 116
BEAUFORT COUNTY SOUTH CAROLINA

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS B SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

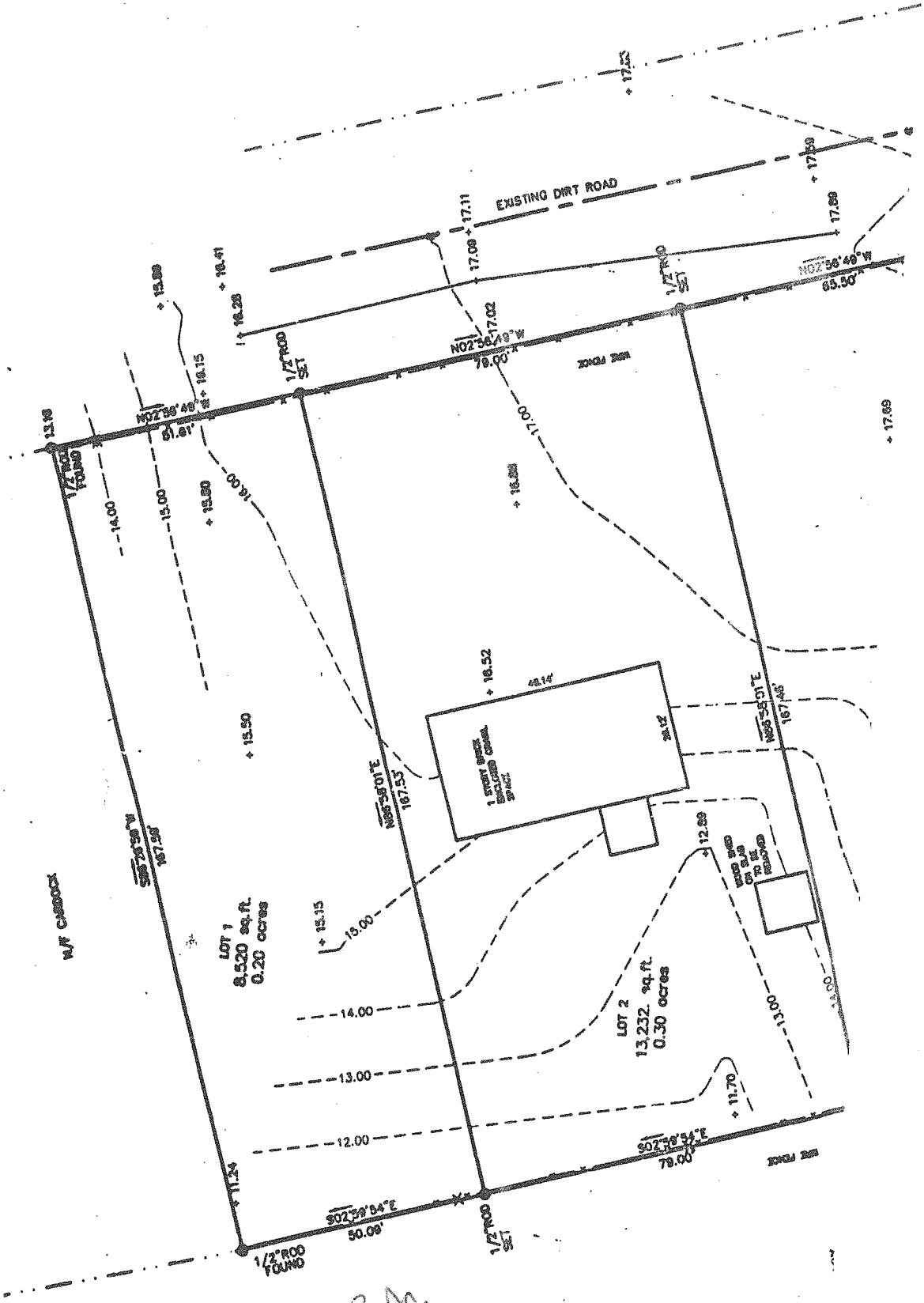
THIS PROPERTY IS LOCATED IN ZONE C AS DETERMINED BY FEMA, FIRM COMMUNITY-PANEL NUMBER 450025 0100D, DATED 9/29/86.

PIN: R200-015-000-0116-0000

0 50' 100' 200' 300'
SCALE 1" = 100'

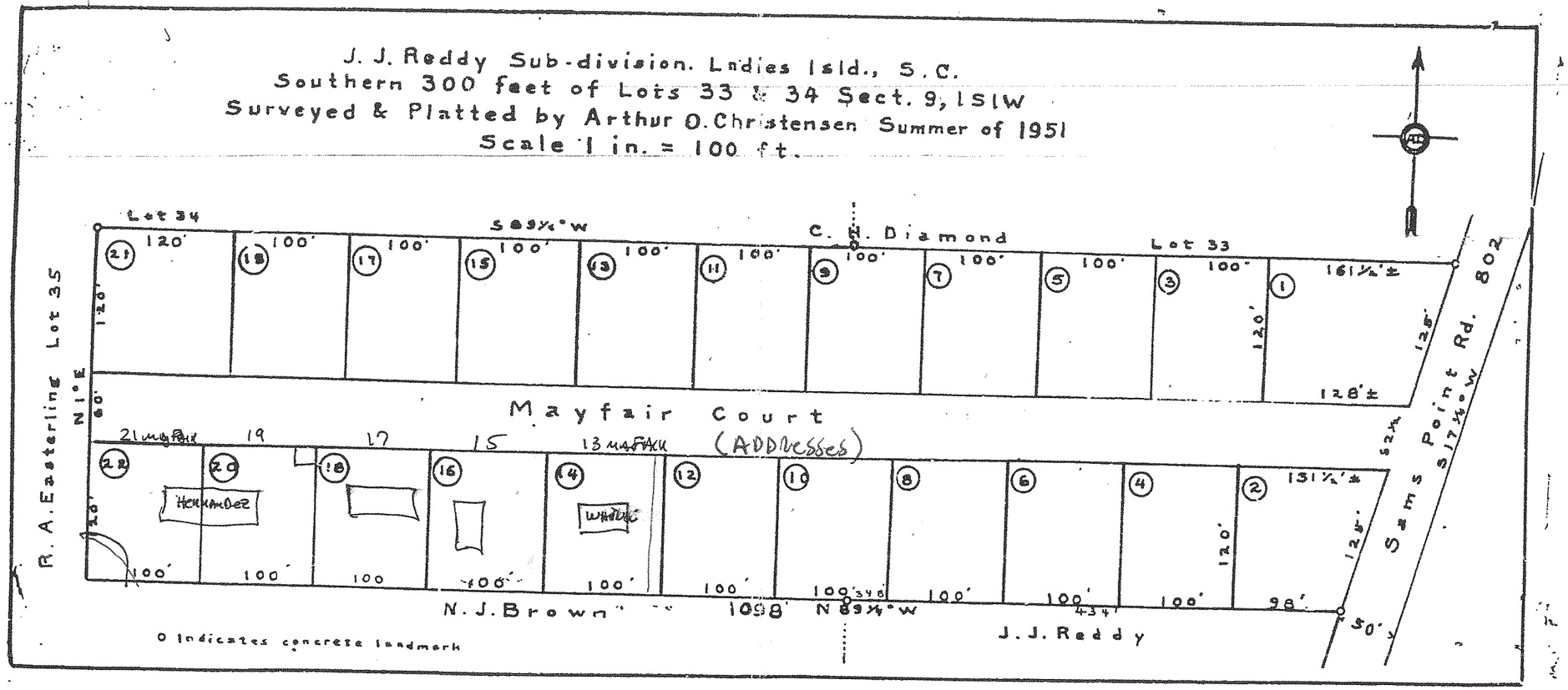
MARCH 3, 1998

DAVID S. YOUMANS R.L.S. 9765
BEAUFORT SURVEYING, INC.
1925 DUKE STREET (P.O. BOX 1231)
BEAUFORT, SOUTH CAROLINA 29901
(803) 524-3261 525-1175


EXISTING DIRT ROAD
N02°56'48"W
65.50'
N02°56'48"W
79.00'
N02°56'48"W
51.61'
1/2"ROD SET
1/2"ROD FOUND
1/2"ROD SET
1/2"ROD FOUND
1/2"ROD SET
N86°56'01"E
167.53'
N86°56'01"E
167.48'
S86°56'58"W
167.56'
S02°56'54"E
50.09'
S02°56'54"E
79.00'
1 STORY FRAME SINGLE FAMILY DWELLING SFMDC
48.14'
28.14'
LOT 1
8,520 sq.ft.
0.20 acres
LOT 2
13,232 sq.ft.
0.30 acres
WOOD SHED ON SLAB TO BE REMOVED
N/F CARDOCK
ZONE FENCE
ZONE FENCE
14.00
15.00
13.00
12.00
16.00
17.00
18.00
13.00
13.16
15.89
16.41
16.28
16.15
17.11
17.09
17.02
17.69
16.52
15.50
15.15
12.59
11.70
11.24

.2 Ac

J. J. Reddy Sub-division. Ladies Isld., S.C.
Southern 300 feet of Lots 33 & 34 Sect. 9, 1S1W
Surveyed & Platted by Arthur O. Christensen Summer of 1951
Scale 1 in. = 100 ft.



P-595

Filed
5/20/61
J.E. Rodgers
C.C.C.A.

CITY OF BEAUFORT

DEPARTMENT REQUEST FOR CITY COUNCIL AGENDA ITEM

TO:	CITY COUNCIL	**DATE:**	12/18/2019
FROM:	Dean Moss		
AGENDA ITEM TITLE:	Spanish Moss Trail - Downtown Connector Update		
MEETING DATE:	1/28/2020		
DEPARTMENT:	City Clerk		

BACKGROUND INFORMATION:

The committee is looking to get direction and support from council for moving forward with the plans for a connector to the downtown.

PLACED ON AGENDA FOR:

REMARKS:

CITY OF BEAUFORT

DEPARTMENT REQUEST FOR CITY COUNCIL AGENDA ITEM

TO:	CITY COUNCIL	**DATE:**	1/22/2020
FROM:	Kathy Todd		
AGENDA ITEM TITLE:	Financial Impact of House Bill 4431		
MEETING DATE:	1/28/2020		
DEPARTMENT:	Finance		

BACKGROUND INFORMATION:

House Bill 4431, known as the SC Business License Tax Reform Bill, is currently in House Labor, Commerce and Industry Business License Fee AdHoc subcommittee. This piece of legislation, contains several standardization components that the City staff agrees with and many of the proposed standardization components have been adopted by the City and placed in operation. However, there are also major components of the bill that would have severe negative impact on the City of Beaufort and its financial position. City staff will present the estimated financial impact of the bill.

PLACED ON AGENDA FOR: *Discussion*

REMARKS: