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AGENDA

NATURAL RESOURCES COMMITTEE

Monday, May 4, 2015

2:00 p.m.

Executive Conference Room

Administration Building

Beaufort County Government Robert Smalls Complex

100 Ribaut Road, Beaufort

Committee Members:

Brian Flewelling, Chairman  
 Alice Howard, Vice Chairman  
 Gerald Dawson  
 Steve Fobes  
 William McBride  
 Jerry Stewart  
 Roberts "Tabor" Vaux

Staff Support:

Tony Criscitiello, Planning Director  
 Ed Hughes, Assessor  
 Eric Larson, Division Director  
 Environmental Engineering  
 Dan Morgan, Division Director  
 Mapping & Applications

1. CALL TO ORDER – 2:00 P.M.
2. ANNOUNCEMENT / COUNTY PLANNING DEPARTMENT WINS TWO NATIONAL AWARDS FOR COMMUNITY DEVELOPMENT CODE
3. PROCEDURE TO RECEIVE AND IMPLEMENT JOINT LAND USE STUDY (JLUS)
4. PRESENTATION / CITY OF BEAUFORT / BOUNDARY STREET MASTER PLAN
5. CONSIDERATION OF REAPPOINTMENTS AND APPOINTMENTS
  - A. Rural and Critical Lands Board
  - B. Zoning Board of Appeals
6. EXECUTIVE SESSION
7. ADJOURNMENT

2015 Strategic Plan Committee Assignments

Comprehensive Plan Update  
 Stormwater Management and Rate Analysis



# ADD-ONS

The document(s) herein were provided to Council for information and/or discussion after release of the official agenda and backup items.

Topic: Battery Creek Vista Project  
Date Submitted: May 4, 2015  
Submitted By: Libby Anderson  
Venue: Natural Resources Committee

# BATTERY CREEK VISTA PROJECT

A 7-acre passive park along  
Battery Creek & Boundary Street



Libby Anderson  
Natural Resources Committee  
May 4, 2015

Project Proposal  
Beaufort County Rural & Critical Lands Program





it all started in  
2005...



what if...



# Ribaut Road at Boundary Street



# Ribaut Road at Boundary Street





# Ribaut Road at Boundary Street





# Ribaut Road at Boundary Street





# Ribaut Road at Boundary Street





# Ribaut Road at Boundary Street





# Ribaut Road at Boundary Street



what if...



# Boundary Street near Robert Smalls





# Boundary Street near Robert Smalls





# Boundary Street near Robert Smalls





# Boundary Street near Robert Smalls



what if...



# Boundary Street near Hogarth Street





# Boundary Street near Hogarth Street





# Boundary Street near Hogarth Street





# Boundary Street near Hogarth Street





# south side of Boundary Street





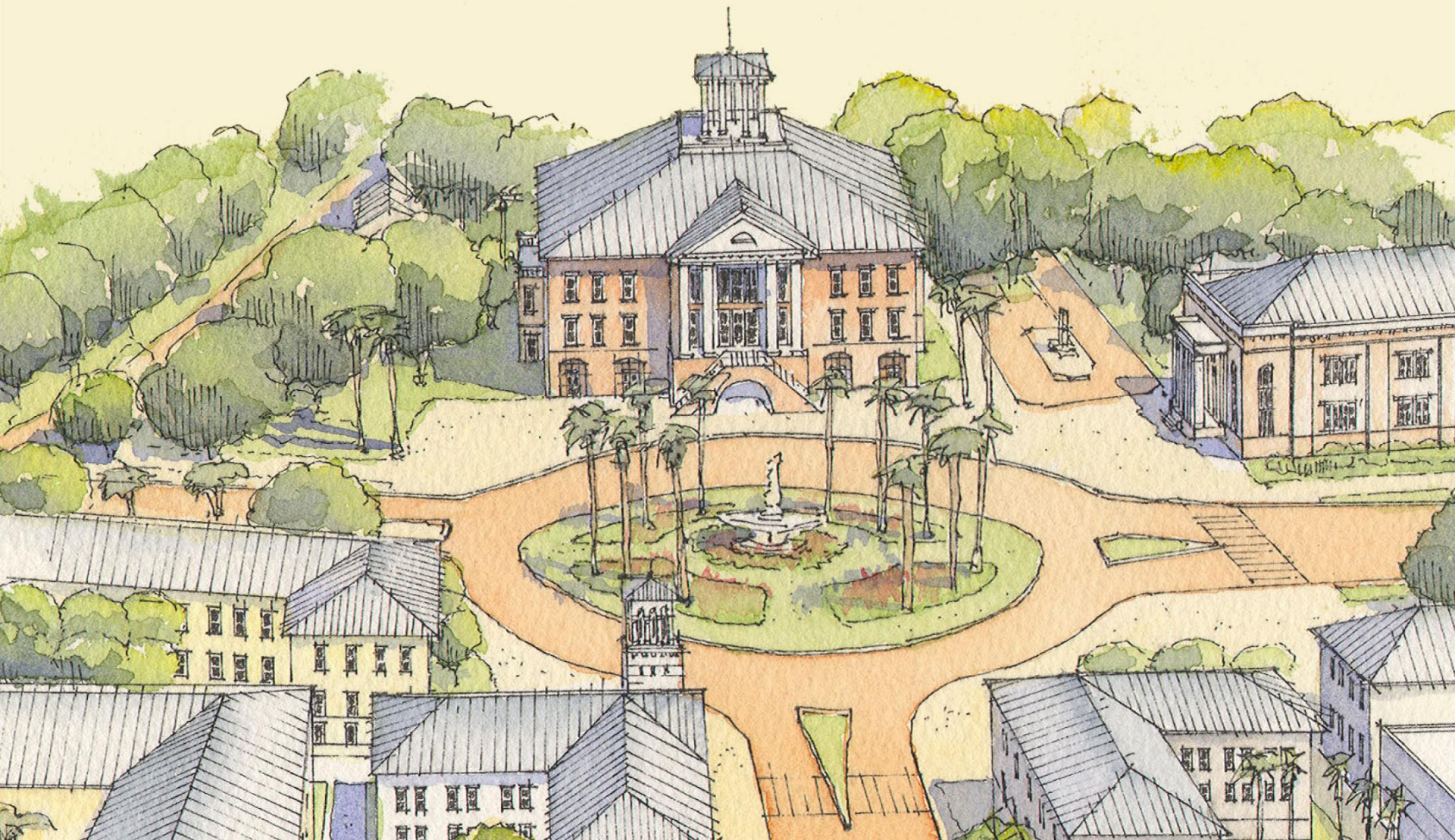
# south side of Boundary Street





# BOUNDARY STREET MASTER PLAN

June 2006



# objectives

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- identify redevelopment opportunities
- balance vehicles / pedestrians
- improve safety, traffic flow
- create a cohesive plan
- revise land development regulations,  
create a form-based code



# creating the plan

*The plan for Boundary Street was created through teamwork and collaboration.*

Working together as a community is the best way to guide growth and assure quality development for future generations of Beaufort residents; the Boundary Street Master Plan demonstrates just this kind of teamwork.

"Designing in public," the Dover-Kohl team conducted an open planning process in September 2005 to identify the ideas, needs and concerns of the community. Participants helped to create the Boundary Master Plan through an intensive design event called a *charrette*. Over the course of seven days, the community and the team of design professionals worked to design the plan. Over 300 interested residents and stakeholders participated in the planning process, including property owners, neighbors, business people, developers, elected officials, appointed officials, City and County staff, and community leaders.

## CHARRETTE PREPARATION

Prior to the charrette, the Dover-Kohl team focused their efforts on gathering base information and studying the existing physical conditions of the area. This included learning about local history, reviewing previous plans and studies, examining existing City ordinances and land development regulations, and analyzing the physical, social, and economic characteristics of Boundary Street. A more detailed overview of the team's review of background information can be found in Chapter 1.

Members of the team visited Beaufort throughout the summer of 2005 and met with City officials, City and County staff, property owners, business owners, and other local stakeholders in preparation for the charrette. The meetings and interviews helped the team to better understand the dynamics of Boundary Street and gain full appreciation for the corridor's role in the city and region. Team members met with City staff to further understand previous planning efforts and met with City officials to better gauge the leadership's vision and ideas for the future of the corridor.

A key element in preparing for the charrette was generating public awareness. City staff spread the word about the Boundary Street planning process by including ads in the local newspaper, posting public notices, generating extensive mailings, and by placing a large sign at the corner of Ribaut Road and Boundary Street announcing the charrette events.



## What is a Charrette?

*Charrette* is a French word that translates as "little cart." At the leading architecture school of the 19th century, the *Ecole des Beaux-Arts* in Paris, students would be assigned a tough design problem to work out under pressure of time. They would continue sketching as fast as they could, even as little carts—charrettes—carried their drawing boards away to be judged and graded. Today, "charrette" has come to describe a rapid, intensive, and creative work session in which a design team focuses on a particular design problem and arrives at a collaborative solution. Charrettes are product-oriented. The public charrette is fast becoming a preferred way to face the planning challenges confronting American communities.



# creating the plan

Each table was equipped with base maps, markers, scale bars, scale comparisons, and aerial photos of the study area. A facilitator from the Dover-Kohl team or a local planning volunteer was assigned to each table to assist participants in the design exercises.

During the first part of the table sessions, community members identified the important issues associated with the overall future of the corridor. Participants actively drew on base maps to illustrate how they might like to see the corridor evolve in the future by describing the uses, open spaces, building design, landscaping, street design, transportation, parking, and services for Boundary Street.

During the second part of the workshop participants focused on specific redevelopment areas along the corridor. Each table worked on one or all of these "close-up" areas – the future City Hall site, Jean Ribaut Square, and/or Beaufort Plaza. At the end of the workshop, a spokesperson from each table reported their table's ideas for the overall plan for Boundary Street, as well as the detailed redevelopment plans, to the entire assembly. Of the many ideas heard, some of the most widely shared ideas included:

- Make the corridor more pedestrian and bicyclist friendly.
- Provide green space along the corridor; protect and preserve views of the marsh.
- Pursue the concept of roundabouts at the SC 170 and Ribaut Road intersections of Boundary Street.
- Provide a mix of uses and a mix of housing types along the corridor.
- Create an attractive entry/gateway to Beaufort.
- Provide an interconnected street network.



Residents worked together, sharing ideas for the future of Boundary Street.



One representative from each table presented their work to the entire group.



# first principles

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- interconnect it all
- create traffic capacity & safety & character
- plan for feasible, phase-able pieces
- make Boundary a walkable 'great street'
- grow a mix of uses & mix of housing types
- assemble a green network; link marsh views
- grow a memorable entrance to town



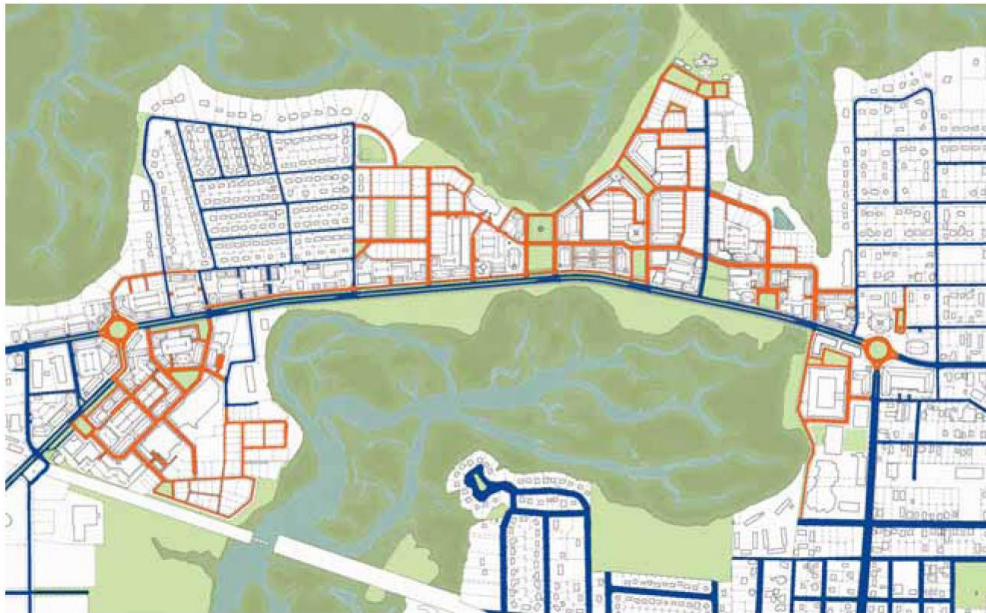
# first principles



The existing street network (highlighted in blue) along the Boundary Street corridor.

## I. INTERCONNECT IT ALL

Boundary Street is one long road that connects Beaufort County and the surrounding region with historic Downtown Beaufort. Boundary Street serves as a regional connection east and west, but the block and street network north and south of the corridor is fairly disconnected. The existing pattern of disjointed blocks and limited street connections reflects the fingers of marsh which pinch the landforms alongside portions of the corridor. While this natural barrier of marshes limits block and street connections, much of the disconnectedness is a result of strip-commercial development.



New streets (highlighted in orange) complete the network of streets, adding multiple options for travel.

The current development pattern along the corridor is a showcase of conventional sprawl development where land uses are separated from one another and spread out in an auto-only setup – and virtually every auto trip, even a short one, ends up requiring a drive along the regional road corridor. From team observations and community input both before and during the charrette, it is apparent and essential that Beaufort residents need more than that single way to get from one place to another. A complete street network of interconnected blocks and streets can disperse everyday trips along Boundary Street through various street alternatives. In particular, a parallel street system must be created running east-west so that all daily trips, especially very local ones, do not have to use Boundary Street.

Providing for improved connections does not just mean providing for better vehicular connections. Connections also mean providing for walkability. Beyond that, the revitalized corridor should also offer the kind of connectedness that one gets from getting to know neighbors encountered on a regular basis in a coherent environment, as well as the kind of connectedness that imparts a personal sense of awareness of, and relationship to, the surrounding natural setting. This increased sense of connection to one's community means incorporating things like gathering places and a pedestrian-friendly street network in the plan.



# first principles

## II. CREATE TRAFFIC CAPACITY & SAFETY & CHARACTER

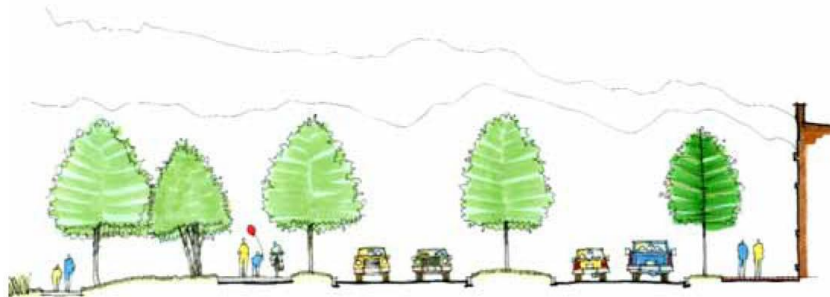
As Beaufort plans for its future, being able to move automobiles and emergency vehicles along Boundary Street is very important. It is right to maintain traffic capacity and improve it as possible; but, safety for both vehicles and pedestrians should be increased and a beautiful place created as the corridor evolves in the future. Boundary Street should remain a central organizing element to the Beaufort transportation network, yet the corridor should be able to handle more than traffic capacity. The future Boundary Street should be a place of improved safety and community character.

In its current configuration, Boundary Street is primarily an instrument for moving cars. Businesses, and the overall physical design and layout of buildings along the corridor, are organized in a manner which cater to the automobile. The emphasis on the automobile, and moving people from here to there, has a negative impact on safety, walkability, and the general appearance of the corridor as a welcoming entrance to town.

Beaufort can still have a road that is good at moving cars, trucks, and emergency vehicles, but this road can also be safe and provide a workable balance between automobiles and pedestrians – it is possible for Boundary Street to become such a street. In doing so, Boundary Street can be transformed to an urban street address that is conducive to a wide, synergistic variety of productive businesses instead of the narrow mix of economic activities that are drawn to a typical strip. By focusing on Boundary Street as more than just a thoroughfare to move cars, the corridor can become a vital economic resource to the City.

By having a variety of businesses with addresses on and adjacent to Boundary Street – rather than the narrow mix currently found along the corridor, there will be the great potential for job creation, increased tax base, and the creation of a real place – a place where people will want to be, rather than just drive-by. It will take a lot of work, but the citizens of Beaufort should not have to choose between automobile dominance, walkability, or a prosperous street. Beaufort can have all three if people will continue to work together to shape the improved future of Boundary Street.

*Boundary Street must look beyond being characterized as just an auto-dominated roadway.*



Proposed section for Boundary Street, without frontage road.



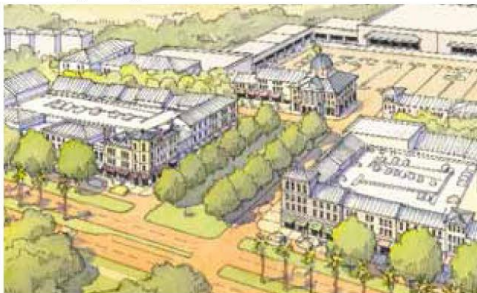
Proposed section for Boundary Street, with frontage road.



Jean Ribaut Square, existing conditions



In the near term, a portion of the parking lot is transformed to a central green space with a civic anchor.



In the future, Jean Ribaut Square is divided into a series of interconnected streets and blocks.

### III. PLAN FOR FEASIBLE, PHASE-ABLE PIECES

The plan for Boundary Street illustrates the hypothetical build-out of the corridor and the properties along this important roadway. Understanding that the complete transformation of the corridor will not happen overnight, the plan for Boundary Street is designed to be implemented over a long period of time. The plan can be considered as the "100 year" plan; however, regardless of how long it takes to reach the end vision, the plan encompasses the ideals and desires of the community for how the corridor should evolve over time.

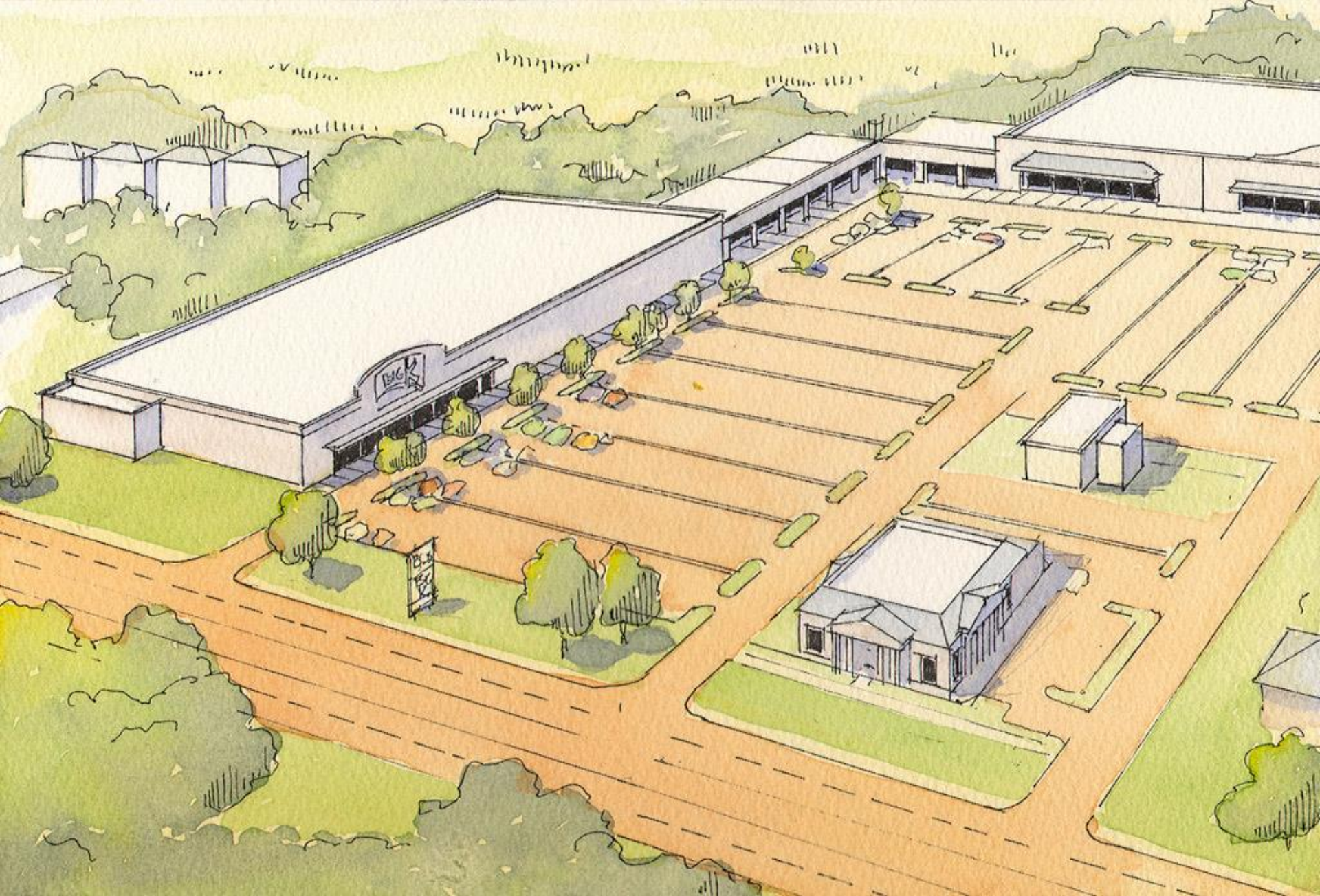
During the charrette, the design team worked with the City and property owners to discuss and strategize on how properties along the corridor

can be redeveloped. From the various discussions, the design team worked to create a plan that can be broken down into pieces so that when the time is right, portions of the land along the corridor can be redeveloped. This long-term approach to phased, incremental growth allows for infill development and redevelopment to happen naturally as opportunities arise. By having a plan in place for Boundary Street, the corridor can change and grow over time; the end result will be a livable, economically vital corridor which is representative of the community's goals for the area.



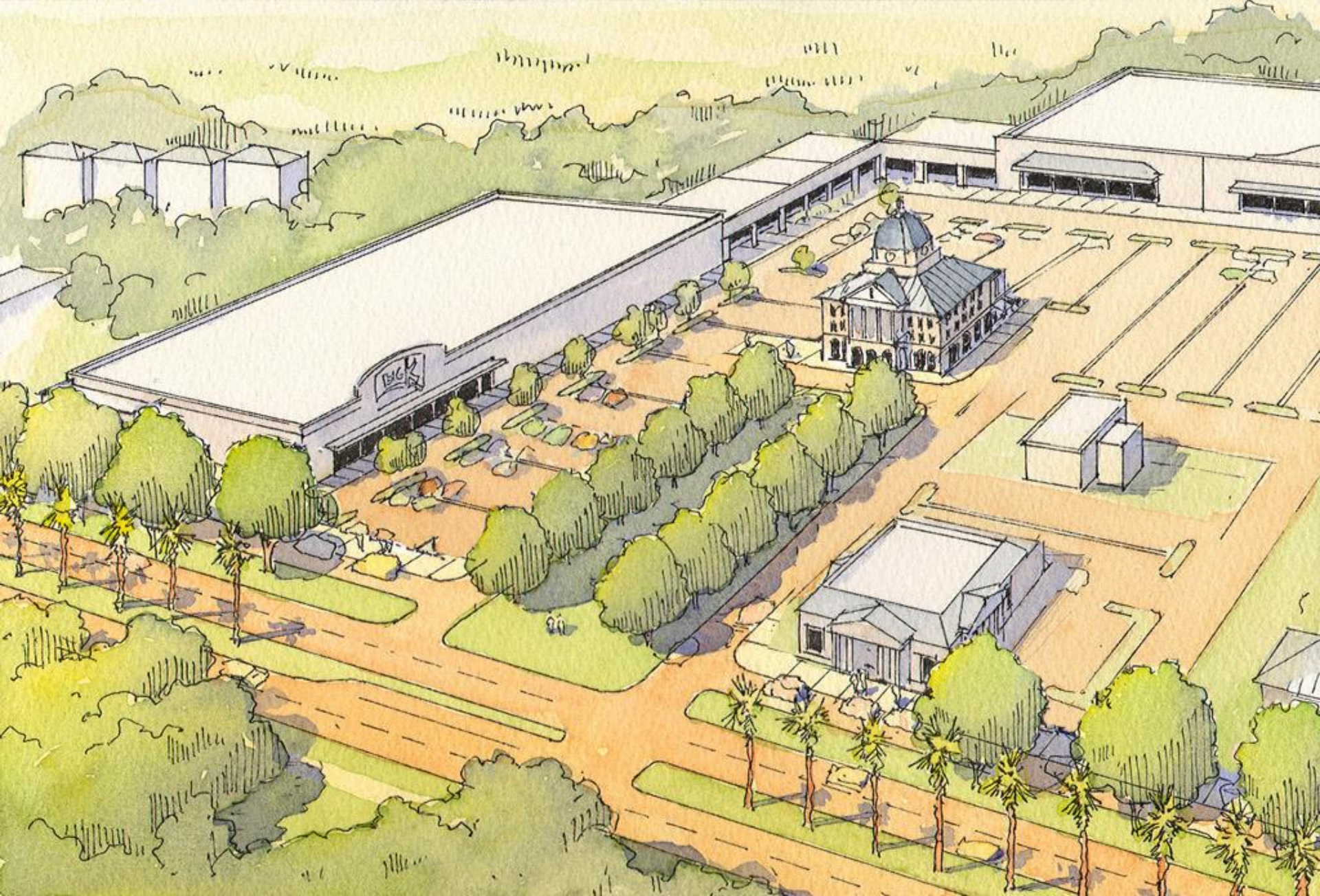
Over time, Jean Ribaut Square is redeveloped as a vibrant neighborhood center along the corridor.





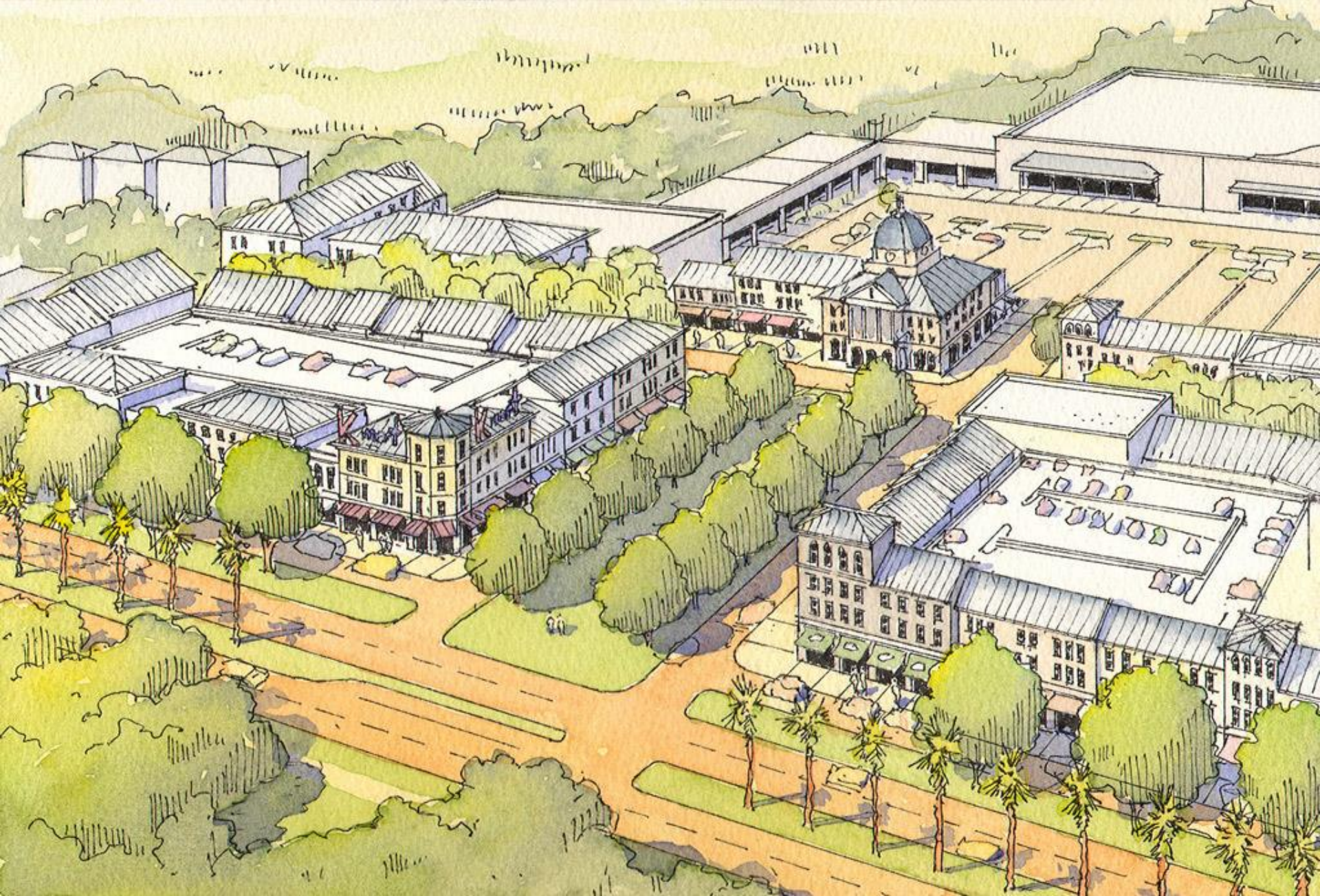
ribaut square





ribaut square





ribaut square





ribaut square



# first principles

## IV. MAKE BOUNDARY STREET A WALKABLE 'GREAT STREET'

At the start of the planning process for Boundary Street and through the duration of the charrette, Beaufort residents were charged to dream big, to imagine what they would really like Boundary Street to become. By thinking big and working together to create a vision for the corridor, Beaufort residents expressed their desires for Boundary Street to emerge as a “great street” – a world class great street worthy of its location in such a special southern town.

In order to transform Boundary Street to a great street, Beaufort citizens and leaders can no longer think of Boundary Street as the forgotten space out beyond town, the “wild west” just outside historic Beaufort. Beaufort can no longer think of the Boundary Street corridor as the forgotten space where from design, zoning, and engineering points of view, anything goes. Instead, Boundary Street and its neighborhoods should be viewed as a protected, cherished part of town that is to be built carefully – built more in concert with the lasting town building techniques of Downtown and less like suburban sprawl. This change in mindset from viewing the corridor as a neglected part of the city to a cherished component of town is the primary ingredient needed to transform Boundary Street from a conventional strip-corridor to a great street.



Boundary Street, existing conditions, 2005.

*It is not surprising that, given their multiple roles in urban life, streets require and use vast amounts of land. In the United States, from 25 to 35 percent of a city's developed land is likely to be in public right-of-way, mostly streets. If we can develop and design streets so that they are wonderful, fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about 1/3 of the city directly and will have an immense impact on the rest.*

- Allan Jacobs, *Great Streets*



Boundary Street, in the future: a new street design (including street trees to separate pedestrians from moving vehicles) creates a comfortable pedestrian environment.

# first principles

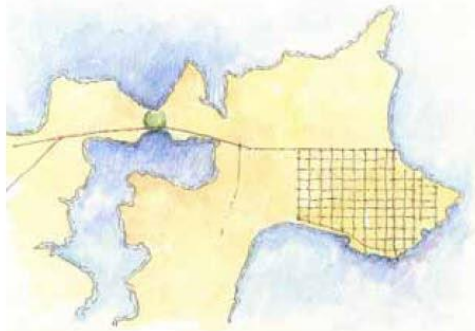
## VI. ASSEMBLE A GREEN NETWORK; LINK MARSH VIEWS

The City's Open Space Master Plan has a big-picture vision for creating a "greener" Beaufort and part of that vision is focused on the south side of Boundary Street. The Open Space Master Plan is incorporated into the Boundary Street plan where it appropriately recommends gradually assembling a continuous linear marsh front park along Battery Creek.

In addition to a great marsh front park, citizens expressed a great ambition for a different kind of green space, like a town square or village green kind of place. A series of squares, plazas that could be beneficial to property owners, but also allow the city to assemble a better green network are included in the plan for Boundary Street. The illustrative plan depicts a series of such spaces, including some that are simple to accomplish as part of large-scale redevelopment approvals and others that will take strategic cooperation and patience to realize.



The above diagram illustrates the network of green spaces provided throughout the Boundary Street corridor in the master plan.



A new central park might be located along Boundary Street, providing a view to marshes to the north and south.



Views out to the marshes from Boundary Street



Postcard image: sun setting over the marshes



# first principles



Ribaut Road and Boundary Street, existing conditions



In the future a roundabout is placed at the intersection and a complete Municipal Complex is formed with the build-out of the County Government Center and the addition of Beaufort City Hall at the terminus of Ribaut Road.



## VII. GROW A MEMORABLE ENTRANCE TO TOWN

All of the First Principles go together to create a memorable entrance to town. Creating this great entrance goes beyond just transforming the physical characteristics of the roadway and adjacent properties; it also includes transforming the big, busy, angry, noisy intersections along the corridor. The plan for Boundary Street looks to how to organize those intersections in a way that evoke the civic art and community character that Beaufort citizens cherish.



The new City Hall at the intersection of Boundary Street and Ribaut Road can become a formal entrance to Beaufort.

# the big moves

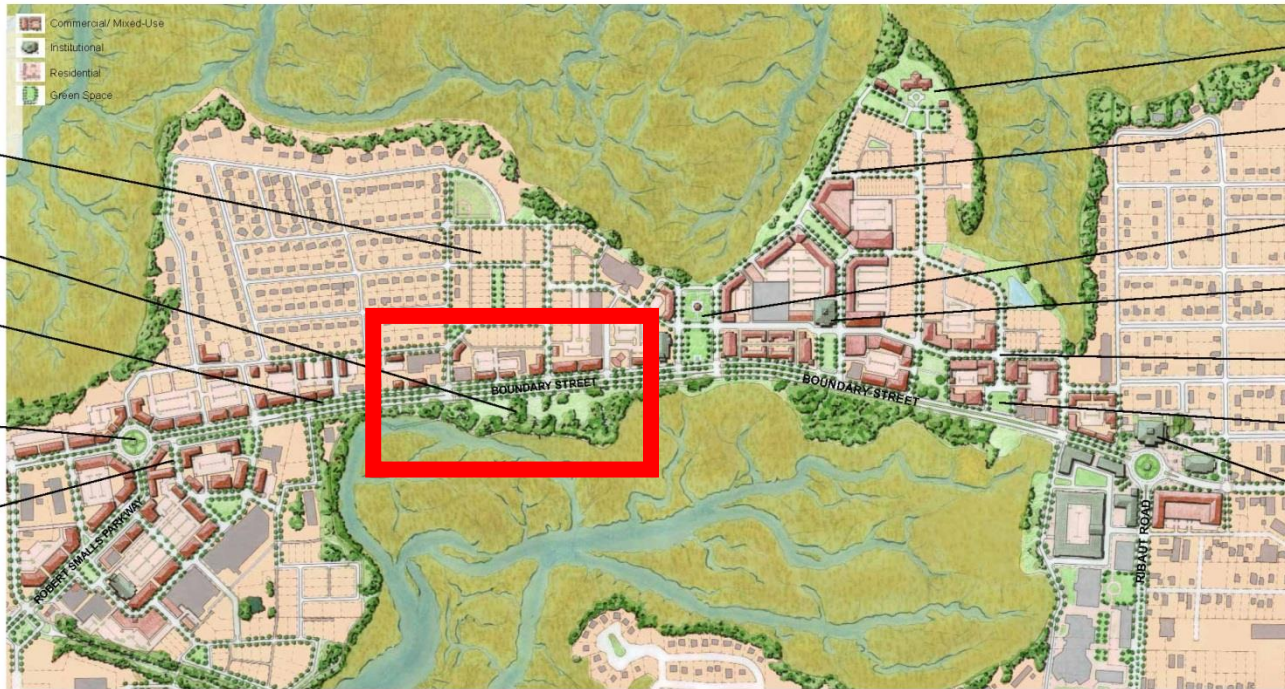
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- parallel road network
- street trees & proper sidewalks
- “boulevard-style” slow lane + parking
- special intersections at 2 key spots
- **greenspace**: “window” squares, marshfront,  
possible central park
- civic buildings positioned correctly
- strip centers convert to town blocks



# the big moves

## ILLUSTRATIVE MASTER PLAN



**Growing New Neighborhoods**  
Strategic infill along vacant parcels can provide a variety of housing types and mix of uses, while also increasing the tax base.

**Preserve Views**  
Marshfront views can be preserved and enhanced along the corridor.

**"Boulevard-style" Slow Lane**  
A "boulevard-style" slow lane with on-street parking creates a pedestrian-friendly and business-friendly environment along Boundary Street without sacrificing capacity for vehicles.

**Special Intersections**  
The addition of roundabouts at two key locations (the intersections with Ribaut Road and Robert Smalls Parkway) will improve traffic flow and safety at these special intersections.

**Street Trees and Proper Sidewalks**  
Street trees and proper sidewalks along existing and new streetscapes create desirable addresses and enhance the pedestrian environment.

- Commercial/Mixed-Use
- Institutional
- Residential
- Green Space

**Waterfront Redevelopment**  
The point at the end of Greenlawn Drive can be redeveloped as a resort hotel or other landmark use.

**Scenic Drive**  
A scenic drive would run along Albergoth Creek, adding marsh views and a more complete street network north of Boundary Street.

**Central Park**  
A central park could link views to both marshes, and provide a central gathering space.

**Convert Strip Centers to Town Blocks**  
Tired strip shopping centers can be converted into town blocks, reintegrating retail into a normal pattern of town streets and blocks.

**Parallel Road Network**  
A parallel road network provides multiple options for travel along the corridor.

**Parks and Squares**  
"Window" squares provide views from Boundary Street into surrounding development, as well as offer open views to the marshes.

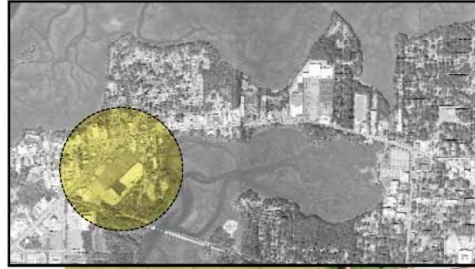
**Civic Buildings Positioned Correctly**  
Civic buildings can be positioned in key locations to provide a formal entrance into town.

# growing the corridor

## SPECIAL PLACES

### BEAUFORT PLAZA

Beaufort Plaza is located at the intersection of Boundary Street and Robert Smalls Parkway. Beaufort Plaza in its current configuration is a typical strip commercial shopping center with buildings set behind a large expanse of parking. Today the shopping center is fairly active; the center contains a variety of uses such as a bank, office supply store, U.S. Postal Service distribution center, as well as the only movie theater within the city limits. The shopping center marks the western boundary of the study area and has the great potential to be transformed as a memorable gateway into town.



- Realigned intersection
- New buildings front Boundary Street
- Blocks
- New buildings at Robert Smalls Parkway
- Square
- Street network
- Existing movie theater
- Trail



Above, existing conditions: Beaufort Plaza, 2005  
Left, plan for redevelopment of the Beaufort Plaza over time into a series of walkable, mixed-use blocks and lots





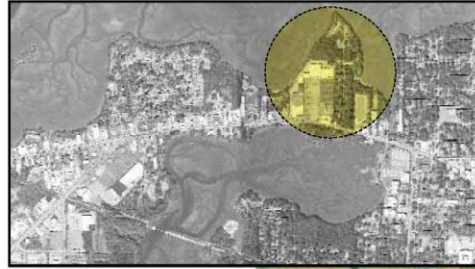
Beaufort plaza



# growing the corridor

## JEAN RIBAUT SQUARE

Jean Ribaut Square is an "L-shaped" strip shopping center located a few blocks west of the intersection of Boundary Street and Ribaut Road. The shopping center, in its current configuration, includes a Kmart, Bi-Lo grocery store, Stein Mart clothing store, several eating establishments, and other retail stores. The shopping center is not an empty plaza and does not appear to be a dying piece of real estate. This real estate, however, does have the opportunity to become much more than a strip commercial shopping center. With appropriate, phase-able planning and development, Jean Ribaut Square can be transformed into a mixed-use center of streets and blocks.



Existing conditions:  
Jean Ribaut Square, 2005

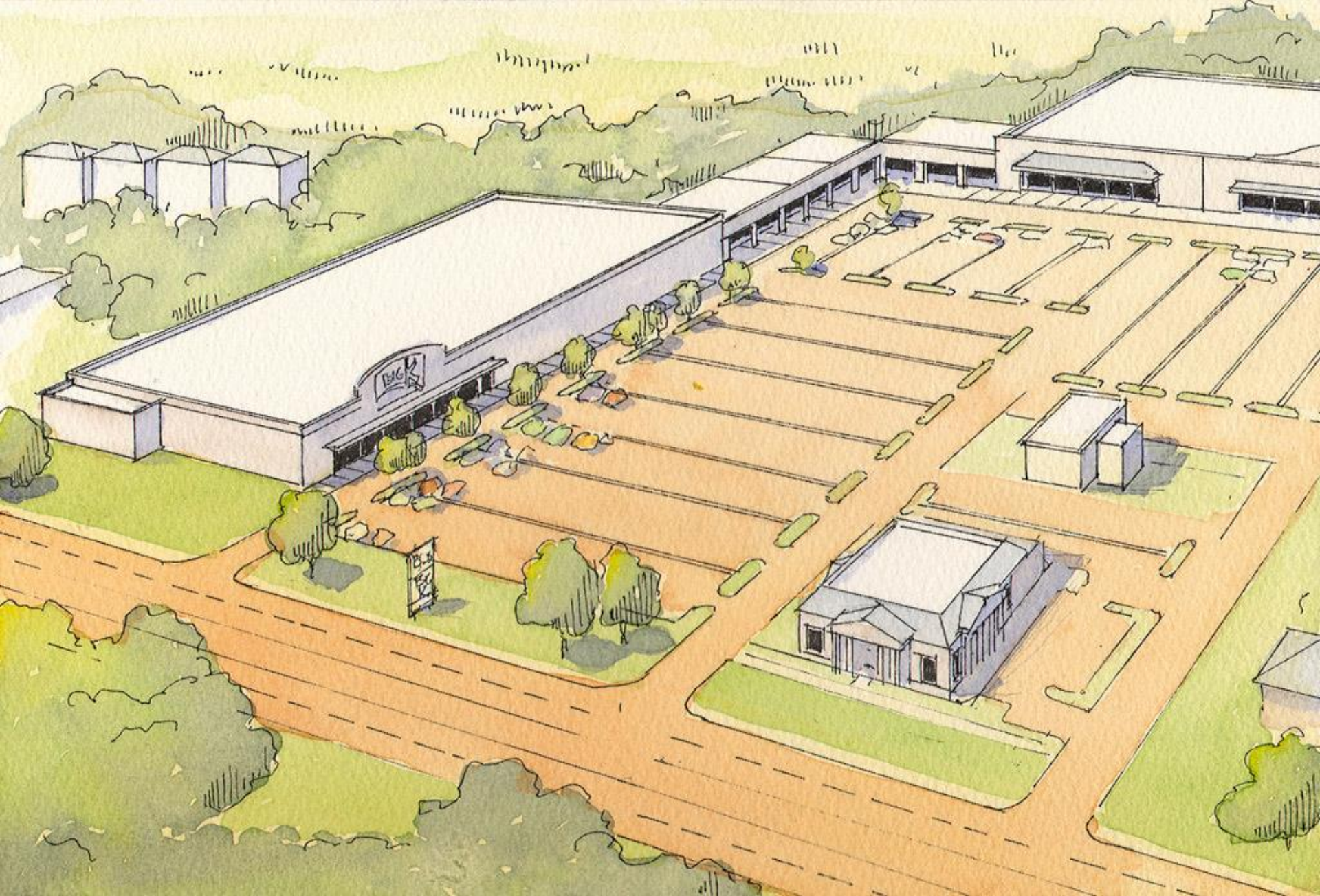


Existing conditions: Jean Ribaut Square, 2005



Proposed build-out of the Jean Ribaut Square area over time





ribaut square





ribaut square



# growing the corridor

## MARSH GARDENS

Marsh Gardens is a Planned Unit Development currently approved to the east of Jean Ribaut Square. The plan for the site calls for appropriate infill development to accommodate a mix of housing types and some small-scale mixed-use development.

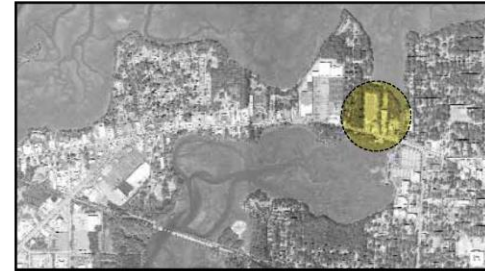
## GREENLAWN DRIVE

Greenlawn Drive, nestled between Jean Ribaut Square and Marsh Gardens, should be carefully redeveloped with live-work units and townhomes. A tremendous opportunity exists to revitalize Greenlawn Drive into a great street. At the Marsh Pointe site, at the end of Greenlawn Drive, the City should work with the Beaufort Housing Authority to look for alternative locations along the Boundary Street corridor to provide ample housing for the residents currently living in the 13 duplexes.

The waterfront redevelopment at the Marsh Pointe site should take a form that maximizes its scenery and public enjoyment of the unique marshfront setting. This should include a landmark use, with architecture that anticipates post-card-quality photographs from across the water and welcoming public space along the marsh. These will become symbols of Beaufort. The landmark use could be a luxury hotel, residential development, or a civic use such as a performing arts hall or meeting center.



Proposed build-out of Marsh Gardens and Greenlawn Drive



Existing conditions: Marsh Gardens area, 2005

- Waterfront redevelopment
- Residential
- Rowhouse / live-work units
- Mid-block parking
- Commercial / mixed-use
- Neighborhood green
- Cemetery



Marsh Gardens emerges as a mixed-use neighborhood along the corridor.

# growing the corridor

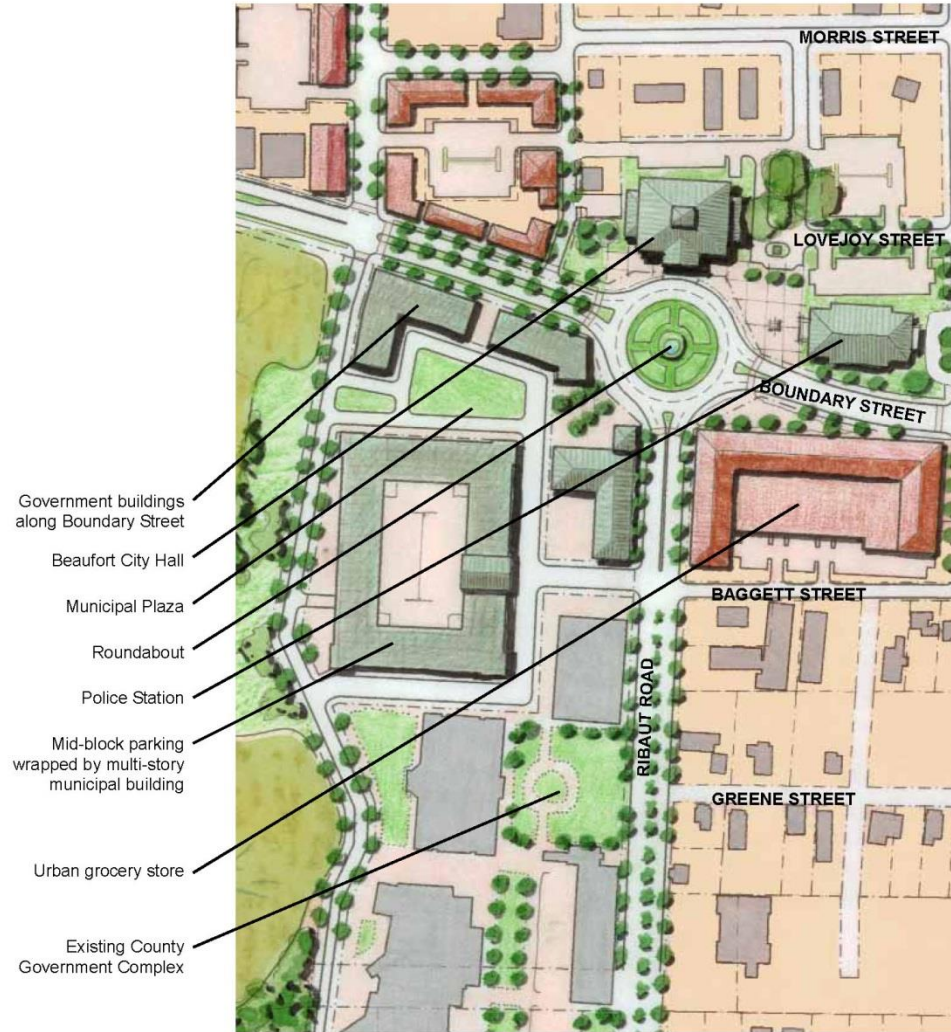
## MUNICIPAL CENTER

The intersection of Ribaut Road and Boundary Street marks the eastern edge of the study area and is the primary entranceway into Downtown Beaufort. In its current configuration the intersection is fairly wide due to the need for multiple turning lanes; buildings are set back from this busy intersection. Home to Robert Smalls High School in the 1960s, the southwest corner of the intersection is now occupied by the County Government Complex; a grocery store and restaurant are located on the southeast corner. Vacant parcels occupy the northern side of Boundary Street and a few blocks off of the corridor is the Higginsonville neighborhood.

With the location of the County Government Complex at the corner of this central intersection, and the imminent need to redevelop the parcels along Boundary Street, the City has purchased the parcel of land which terminates Ribaut Road to build a new City Hall and Police Station. The location of City Hall along Boundary Street will spur additional redevelopment opportunities and create a complete civic space of City and County government offices.

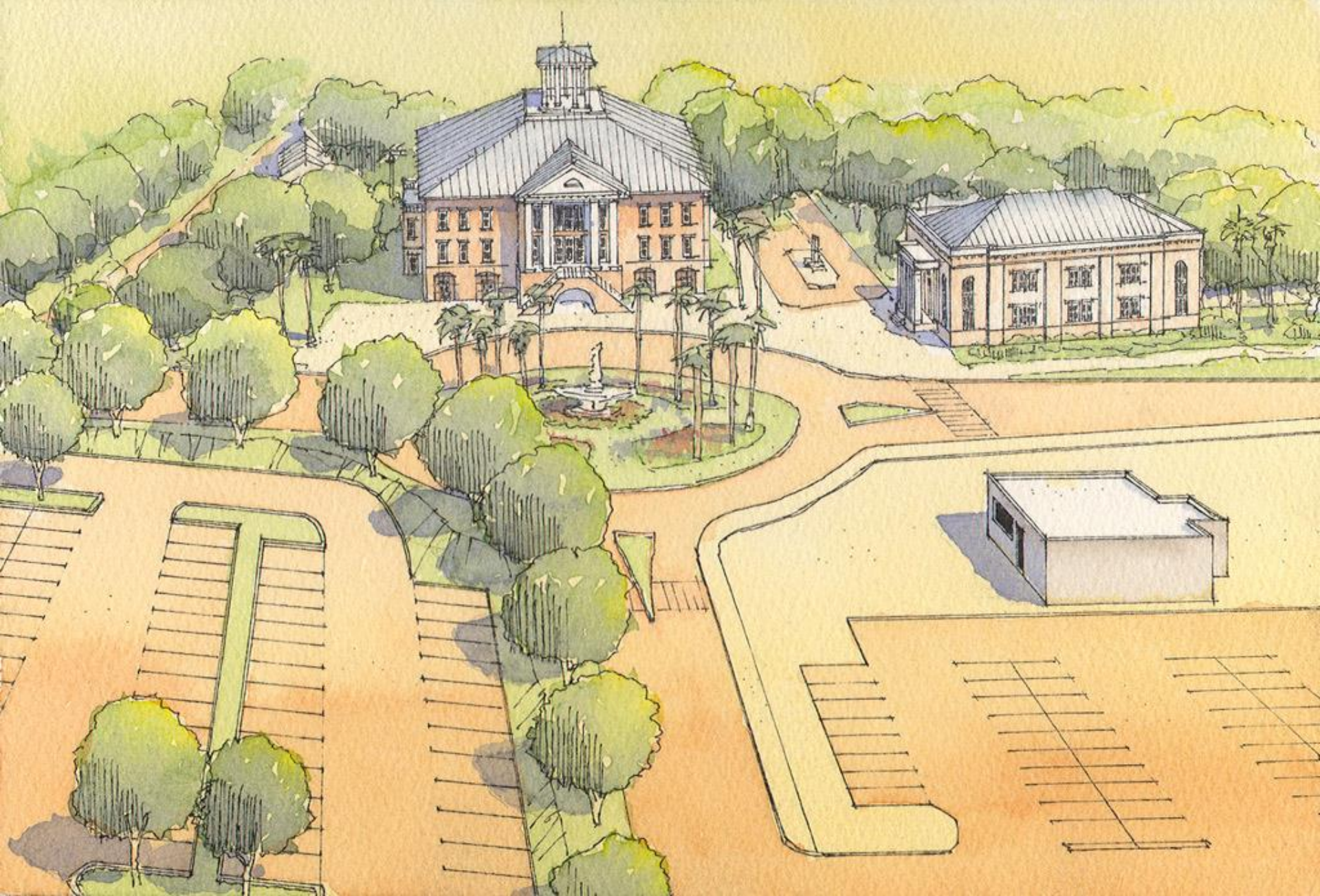


Existing conditions: Municipal Center area, 2005



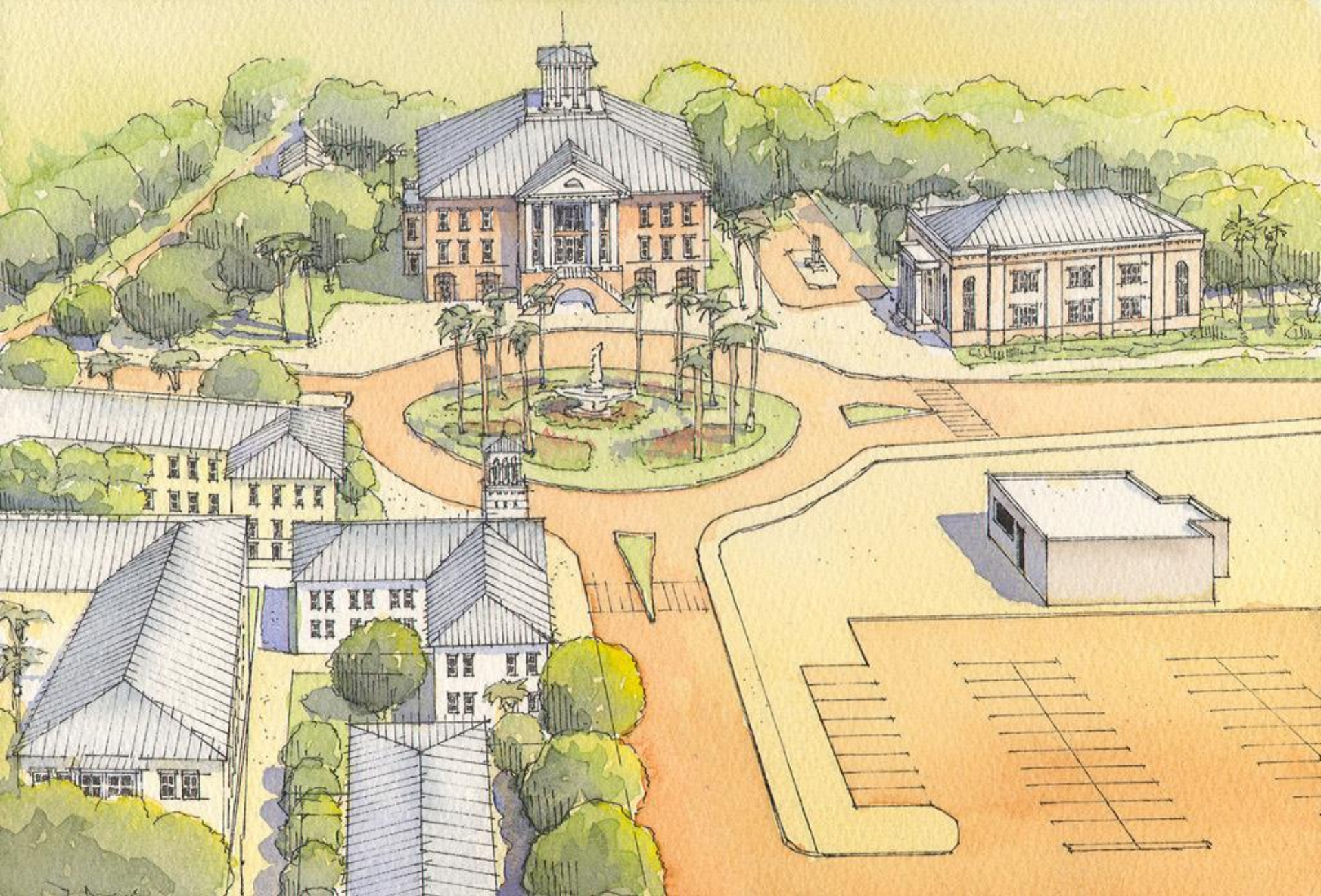
Proposed build-out of the Municipal Center area over time





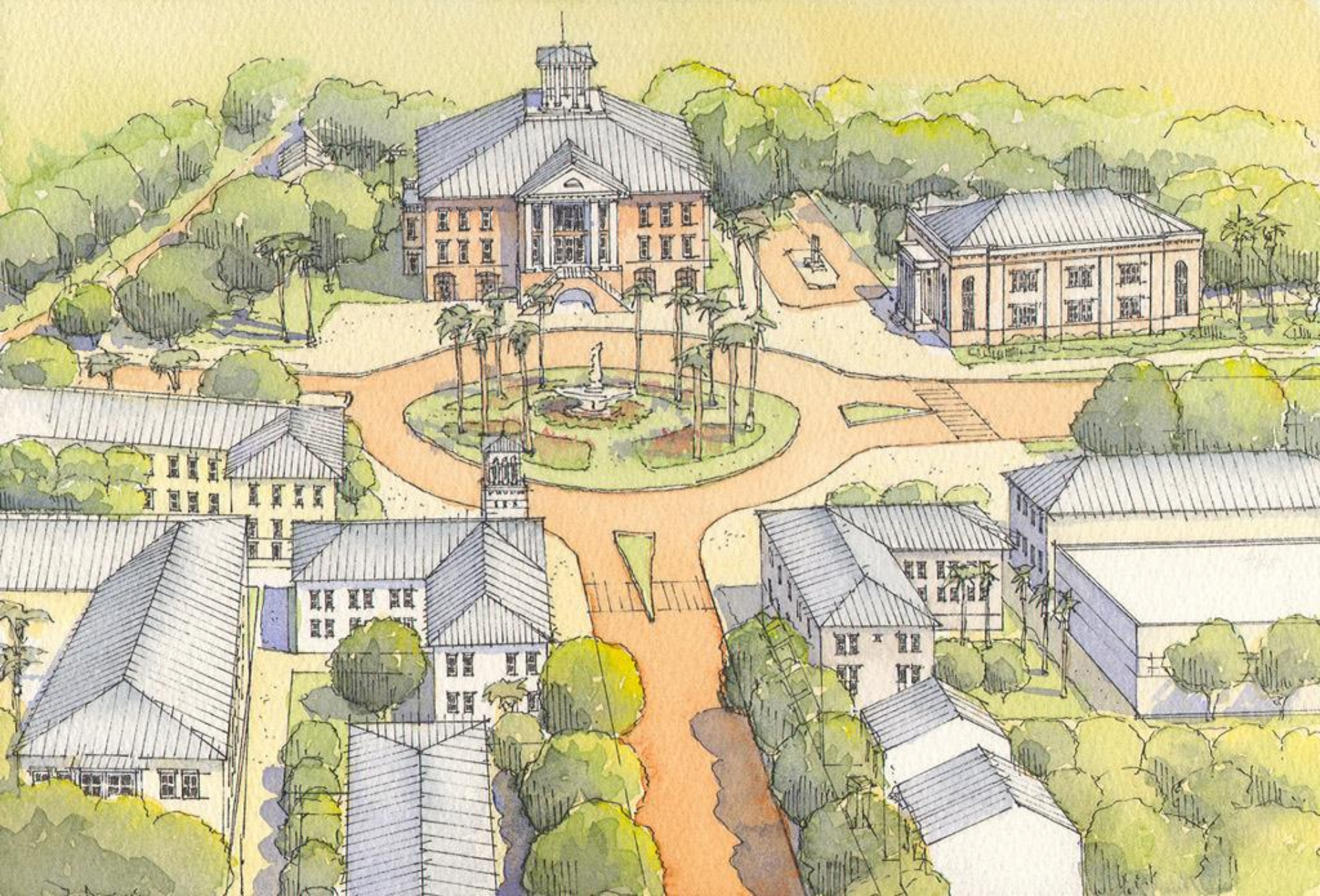
municipal complex





municipal complex





municipal complex



# transportation analysis

## 3. Completing a Thoroughfare Network North of Boundary Street

Based on community input during the charrette and several previous plans completed by the City, the entire Boundary Street corridor is targeted for redevelopment in a more walkable context. The new design is envisioned to reflect the historic design of old Beaufort, and the new Marsh Gardens development is being proposed consistent with this vision. From a transportation design perspective, the key feature of this vision is a network or grid of walkable streets to be constructed north of Boundary Street. This network will allow local traffic to circulate without using Boundary Street, which will be more convenient for local traffic as well as allow through-traffic on Boundary Street to operate more efficiently. The plan created by the design team indicates proposed locations for new streets on this network (Figure 6). Some of these streets can be developed more quickly than others.

As these streets are constructed, they must be built as walkable thoroughfares. Figures 8-15 are proposed sections for the streets (section drawings prepared by Seamon, Whiteside, & Associates).

In addition to the design of the streets themselves, the street network as a whole must be constructed in a walkable fashion. To be walkable, the streets need short block faces (400'-500' max), narrower lane widths (10' maximum), and frequent intersections. If the Multiway Boulevard plan is used, not all of the intersections with Boundary Street will require signals, but signalized intersections will be needed at intervals of no more than 1000' on average, to avoid creating too much congestion at any single intersection. The effect of the intersections on Boundary Street traffic flow is discussed under item 5.



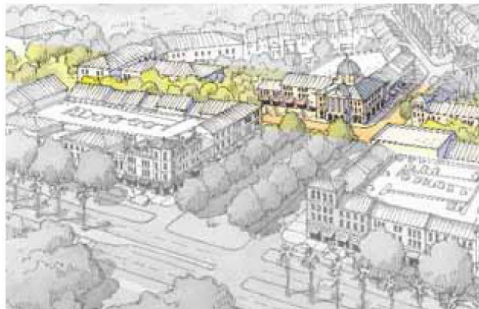
Figure 6: Plan for Boundary Street showing the proposed street network north of the corridor



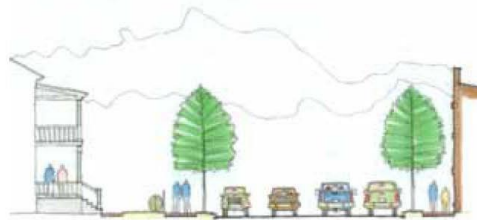
Figure 7: Regulating Plan



# implementation



View of a parallel street north of Boundary Street



Typical section of the parallel street

## KEY CAPITAL IMPROVEMENT PROJECTS

As described in previous sections of this report, the master plan for redevelopment of the Boundary Street corridor includes a wide variety of improvements to area infrastructure. These improvements will be phased over several years, with some relying on coordinated private-sector development activities.

The following are general descriptions of key capital improvement projects that will be required to realize implementation of the Boundary Street Master Plan. The improvements are listed in order of priority, yet it should be understood that as funding becomes available, projects could happen simultaneously. Budget estimates associated with each identified project are based on general assumptions of construction cost at 2005 levels and do not account for right-of-way acquisition where necessary.

### 1. Creating a Parallel Street Network

A key recommendation of the Boundary Street Master Plan is the enhancement of the road network to the north of Boundary Street. In order to allow for an improved distribution of traffic flow, several connections must be made with a new parallel road. A major east to west oriented frontage road on the north side of Boundary Street is proposed. Excluding right-of-way acquisition, the total cost of new roadway construction is estimated to be within the range of \$7 million to \$8 million.



# implementation

## 2. Boundary Street: Landscaped Median

For the most part, Boundary Street is recommended to maintain the existing roadway width and curb lines. A raised, landscaped median with curbing is recommended as a means to change the nature of the roadway, replacing the existing "suicide lane" that extends the length of the corridor. The cost of adding a landscaped median, where recommended along the corridor, is estimated within the range of \$4.5 to \$5 million.



A landscaped median and street trees are added to Boundary Street.



An aerial view of Boundary Street and Jean Ribaut Square



# implementation



### 3. Streetscape Improvements: Boundary Street

In conjunction with the addition of a landscaped median and north-side frontage road to Boundary Street, roadway streetscaping will be required on the north and south sides of the roadway, generally extending west from Ribaut Road to Neil Road. Streetscape improvements will include sidewalk construction and reconstruction, pedestrian lighting, street trees, and furnishings. Exclusive of any right-of-way acquisition requirements, the cost of streetscape improvements to the Boundary Street corridor is estimated to be within the range of \$4.5 million to \$5.5 million.



Section of Boundary Street showing streetscape improvements

A landscaped median separates fast lanes from slower moving traffic.



# implementation



## 5. Trail South of Boundary Street

A combination trail (walking, biking, etc.) parallel to Boundary Street on the south is recommended to provide public access along the banks overlooking Battery Creek and preserve views of the marsh. Excluding acquisition requirements for property, right-of-way or easements, the estimated cost for construction of the trail (approximately 1,000 linear feet) is \$400,000.



Proposed houses near Beaufort Plaza should face the marsh, allowing public access to the natural beauty of the marsh.



Section of the trail, south of Boundary Street



# master plan





# implementation





# Current Implementation



# Boundary Street Code

Adopted Feb. 2007 &  
Updated Nov. 2014

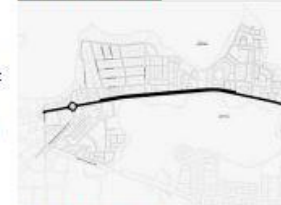
provides  
framework for  
private  
development and  
infrastructure

Article 6: District Development Standards  
Section 6.8 : Boundary Street Redevelopment District

## Boundary Street

Boundary Street is the most important street in the redevelopment district. The street serves as a central roadway in the regional transportation network, connecting the region with Downtown Beaufort. While serving the important function of moving cars in and out of town, Boundary Street should also be a pedestrian friendly street. Due to physical and natural constraints the character of the corridor varies. Buildings along the corridor shall be mixed-use and have doors and windows facing the street.

### A. Locator Diagram



### B. Building Placement

Build-to-line Location: Varies depending on cross section (BS1, BS2, BS3, BS4, and BS5) (See section E below) (typical)

Side Setback: 0 ft.

Rear Setback: 5 ft.

### C. Building Volume

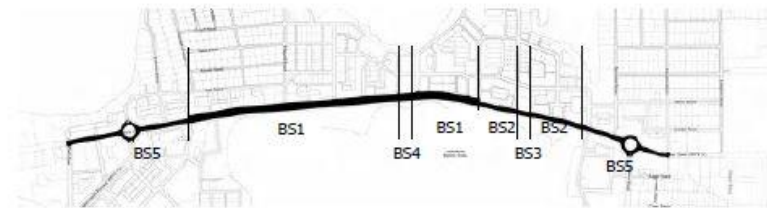
Building Width: 16 ft. minimum  
160 ft. maximum

Building Height: 2 story minimum  
5 story maximum  
60 ft. maximum

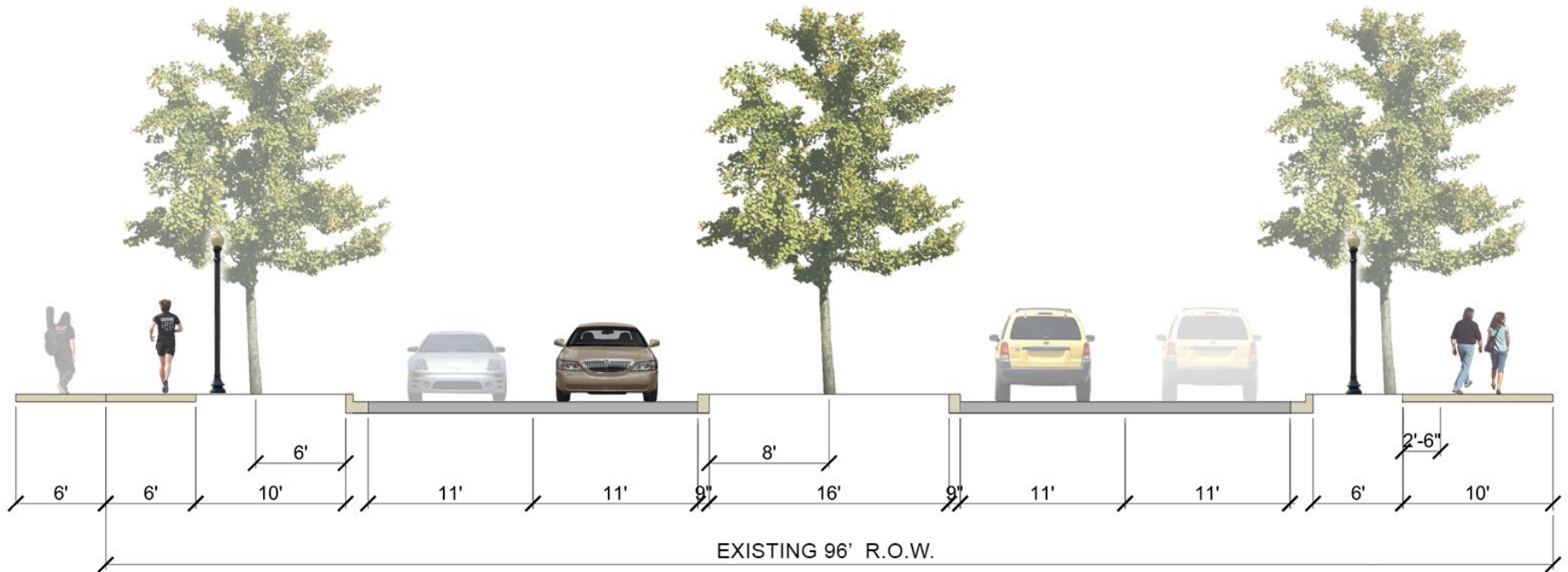
Lot Coverage: 80 % maximum

### D. Notes

1. Appurtenances may extend beyond the height limit.
2. Building fronts are required to provide shelter to the sidewalk by means of at least one of the following: arcade, colonnade, marquee, awning, or 2<sup>nd</sup> floor balcony.
3. For permitted uses, see Section 6.8.E.
4. The alignment of floor-to-floor heights of abutting buildings is encouraged to allow for shared use of elevators.



# Boundary Street Project - design





# Boundary Street Project - funding

\$12,635,000 TIGER grant

\$7,819,654 County BTAG

\$7,930,395 TIFII

**\$28,385,049 Total project cost** (includes  
underground utilities)

the Battery Creek  
Vista Project is  
another step  
towards  
implementing the  
entire vision...



# BATTERY CREEK VISTA PROJECT

A 7-acre passive park along  
Battery Creek & Boundary Street



Project Proposal  
Beaufort County Rural & Critical Lands Program





**Legend**

- ① Connection to Spanish Moss Trail
- ② Existing Tree Canopy
- ③ Picnic Area
- ④ Potential Trailhead Facility & Parking - opportunity to use existing structure
- ⑤ Potential Community Dock
- ⑥ Civil War Battery Saxton w/ Interpretive Signage
- ⑦ Marsh Boardwalk w/ Swing Benches



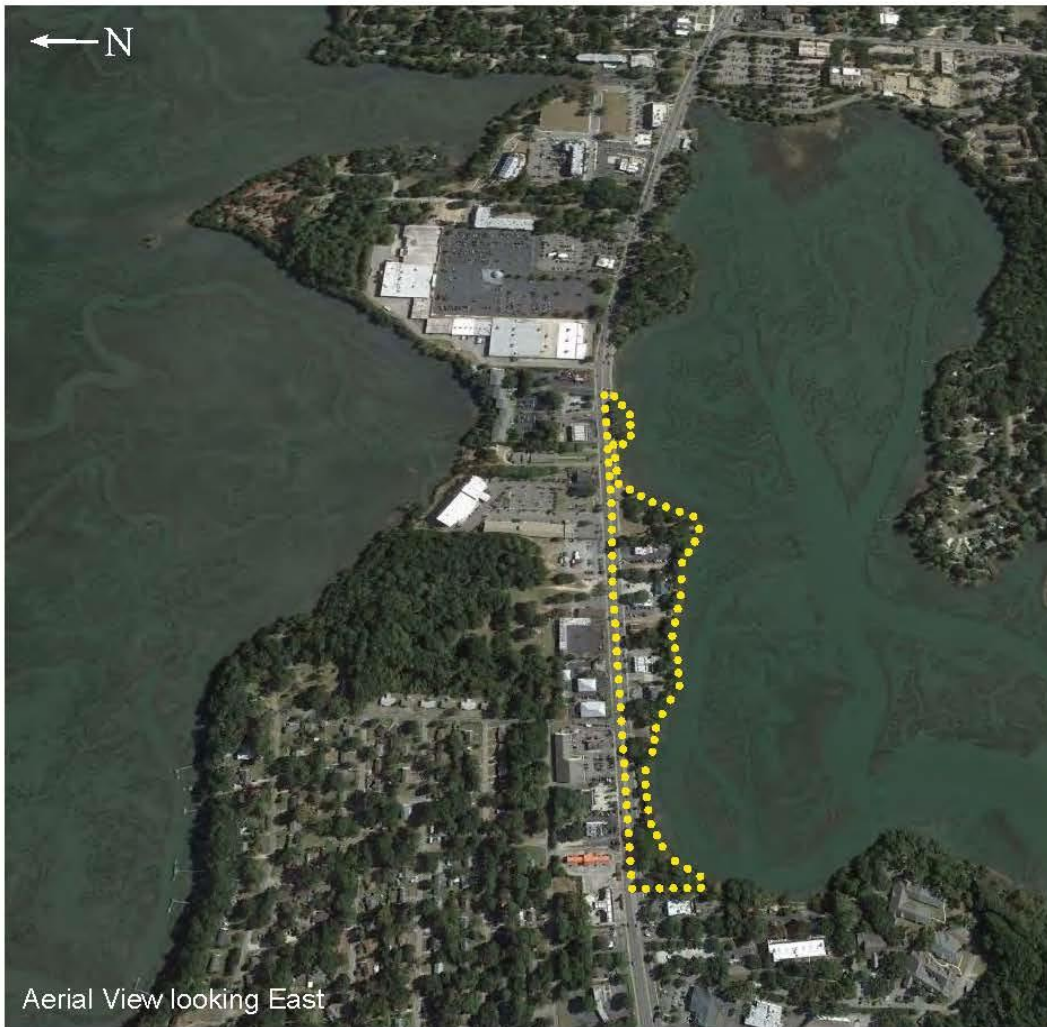
ANNOTATED PROJECT ILLUSTRATIVE PLAN OVER AERIAL  
BATTERY CREEK VISTA PROJECT



# benefits

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- providing access to the water
- improving water quality
- preserving a unique historic civil war site
- Improving the appearance of the entranceway to the city
- increasing traffic safety
- providing additional open space



Aerial View looking East



Aerial View looking North



Aerial View looking West



## AERIAL VIEWS

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### BATTERY CREEK VISTA PROJECT

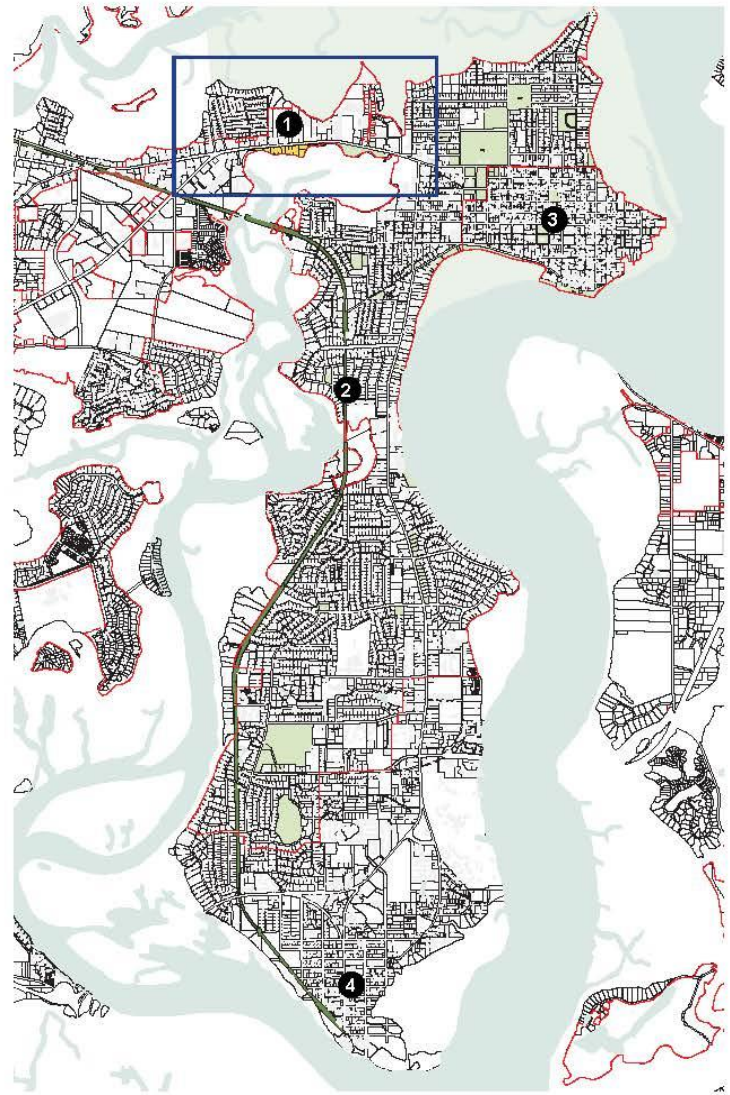


**Legend**

-  Project Area
-  Boundary Street Redevelopment Area
-  Spanish Moss Trail
-  Public Open Space

Important Locations

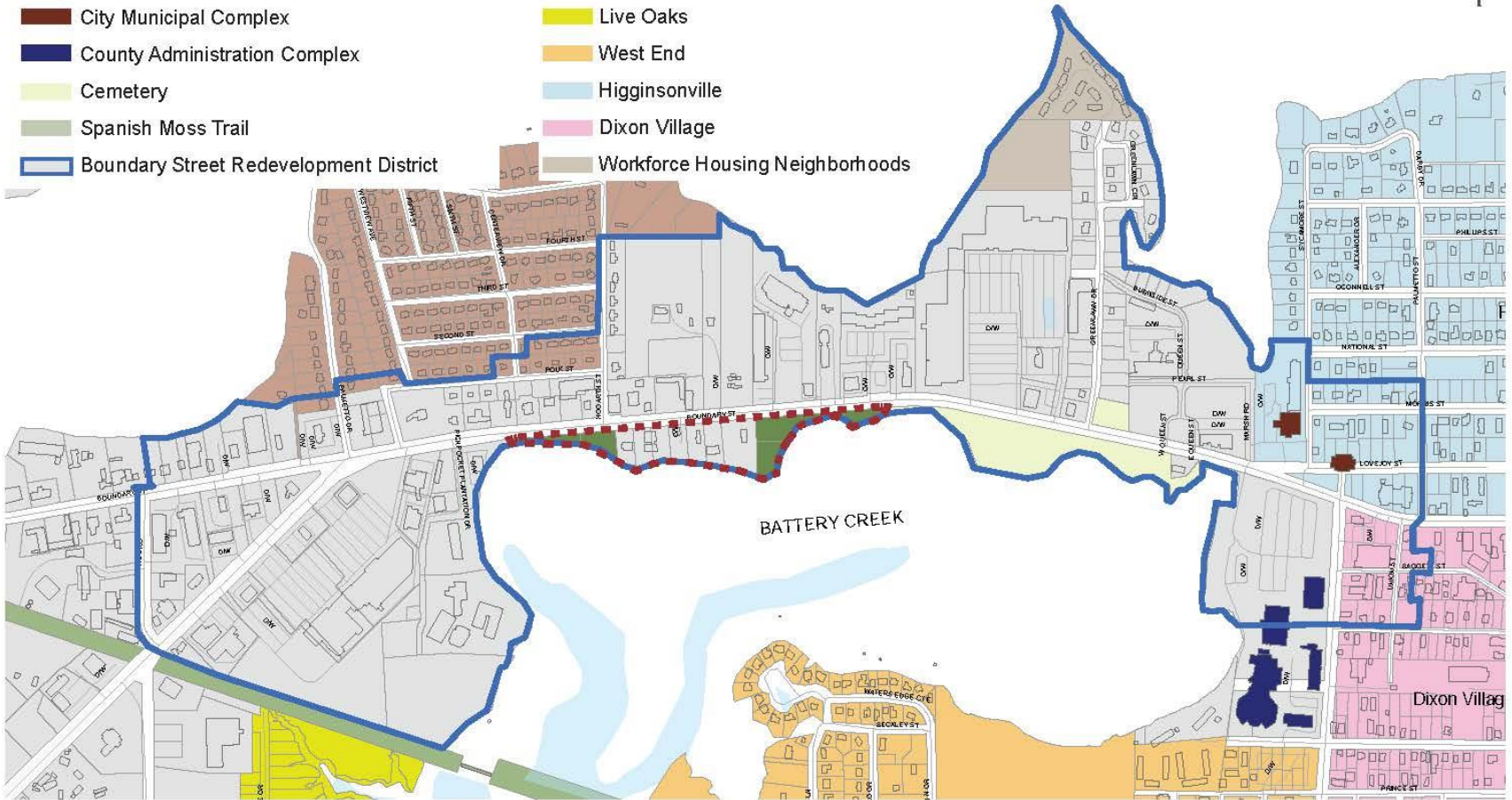
-  Project Area
-  Spanish Moss Trail
-  Historic Downtown Beaufort
-  Historic Downtown Port Royal



EXISTING CONDITIONS - CITY CONTEXT MAP  
BATTERY CREEK VISTA PROJECT

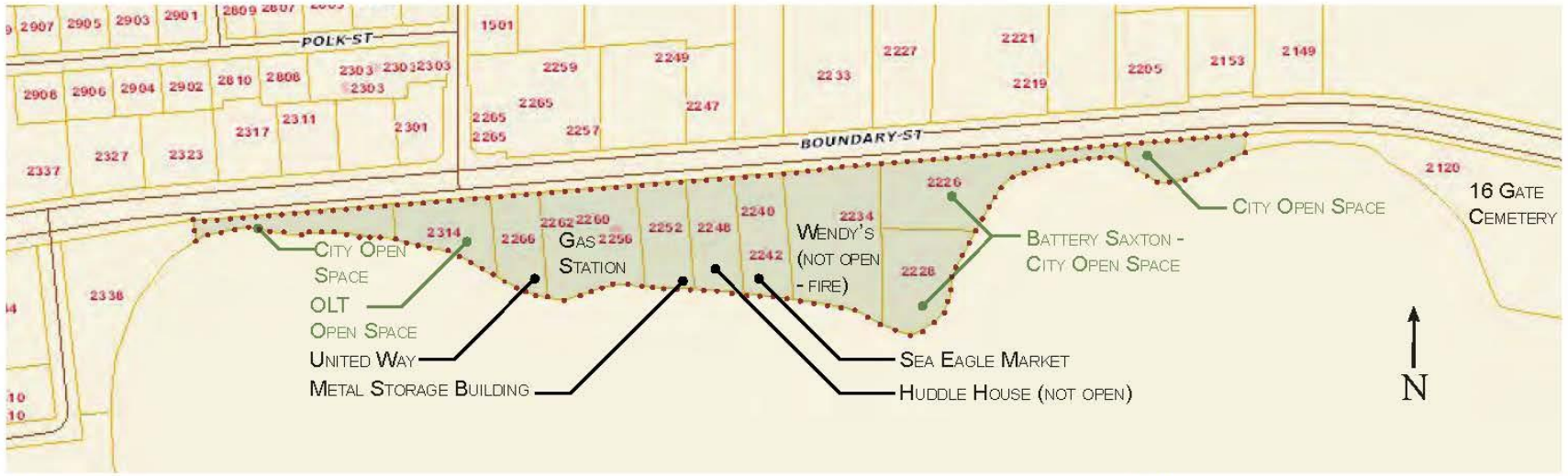
**Legend**

- |   |  |
|---|--|
|  Project Area                            |  Polk Village                     |
|  Existing Open Space within Project Area |  Live Oaks                        |
|  City Municipal Complex                  |  West End                         |
|  County Administration Complex           |  Higginsonville                   |
|  Cemetery                                |  Dixon Village                    |
|  Spanish Moss Trail                      |  Workforce Housing Neighborhoods |
|  Boundary Street Redevelopment District  |  |



**EXISTING CONDITIONS - SURROUNDING CONTEXT MAP**  
**BATTERY CREEK VISTA PROJECT**





**PROPOSED BATTERY PARK PARCELS WEST TO EAST**

PIN	Address	Owner	Use	Assessed Value
R122 026 000 0175 0000	none	City of Beaufort	open space	N/A
R122 026 00A 0095 0000	2314 Boundary St	Open Land Trust	open space	N/A
R122 026 00A 0096 0000	2266 Boundary St	United Way	United Way building	\$522,800
R122 026 00A 0097 0000	2262 Boundary St	William R Smoak Trust	gas station	\$570,200
R122 026 00A 0098 0000	2252 Boundary St	Mikell B Barker	metal building (vacant)	\$367,700
R122 026 00A 0099 0000	2248 Boundary St	Cohen Retail, LLC	Huddle House restaurant (closed)	\$509,300
R122 026 00A 0100 0000	2240 Boundary St	River Pickers, LLC	Sea Eagle Market	\$375,400
R122 026 00A 0101 0000	2234 Boundary St	Donna P Sturkie	Wendy's restaurant	\$1,199,200
R122 026 00A 0102 0000	2226 Boundary St	City of Beaufort	open space, Battery Saxton	N/A
R122 026 00A 102A 0000	2228 Boundary St	City of Beaufort	open space, Battery Saxton	N/A
R120 001 000 0275 0000	none	City of Beaufort	open space	N/A

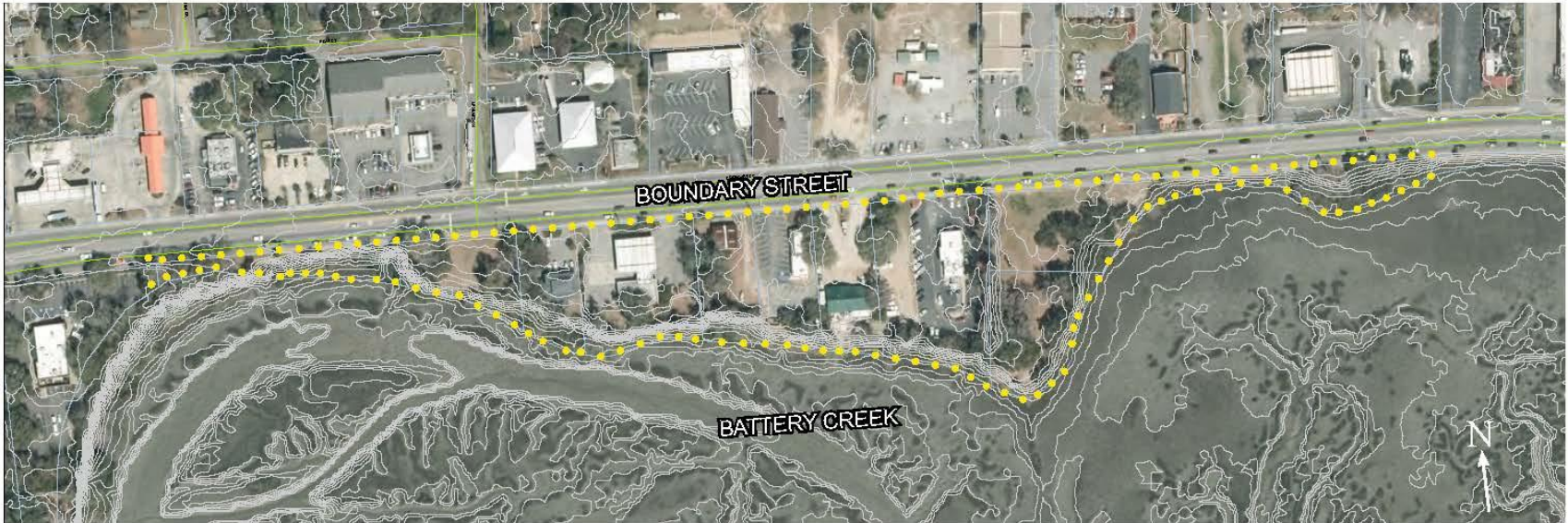
**PARCEL DATA SUMMARY**

Total Parcels	11
Total Acreage	7
Parcels currently in Open Space	5 (2.9 acres)
Parcels to be acquired	6 (4.1 acres)
Assessed Value of Parcels to be acquired	\$3,544,600



**EXISTING CONDITIONS - LAND USES & OWNERSHIP**

**BATTERY CREEK VISTA PROJECT**



EXISTING CONDITIONS - PROJECT AREA - AERIAL VIEW  
BATTERY CREEK VISTA PROJECT





BOUNDARY STREET MASTER PLAN WITH PROJECT AREA  
BATTERY CREEK VISTA PROJECT



## ILLUSTRATIVE MASTER PLAN

**Growing Neighborthoods**  
Strategic use of vacant parcels can provide a variety of housing types and mix of uses, while also increasing the air base.

**Preserve Views**  
Marginal views can be preserved and enhanced along the corridor.

**"Boulevard-style" Slow Lane**  
A "boulevard-style" slow lane with on-street parking creates a pedestrian-friendly and business-friendly environment along Boundary Street without sacrificing capacity for vehicles.

**Special Intersections**  
The addition of roundabouts at key locations (the intersections with Ribaut Road and Robert Smalls Parkway) will improve traffic flow and safety at these special intersections.

**Street Trees and Proper Sidewalks**  
Street trees and proper sidewalks are key to creating a new streetscape, create desirable addresses and enhance the pedestrian environment.



Page 44  
June 2005

BOUNDARY STREET MASTER PLAN



## PROJECT AREA AS DESCRIBED IN THE BOUNDARY STREET MASTER PLAN BATTERY CREEK VISTA PROJECT





Existing Conditions



Phase I - Streetscape



Phase II - Streetscape + Slip Lane

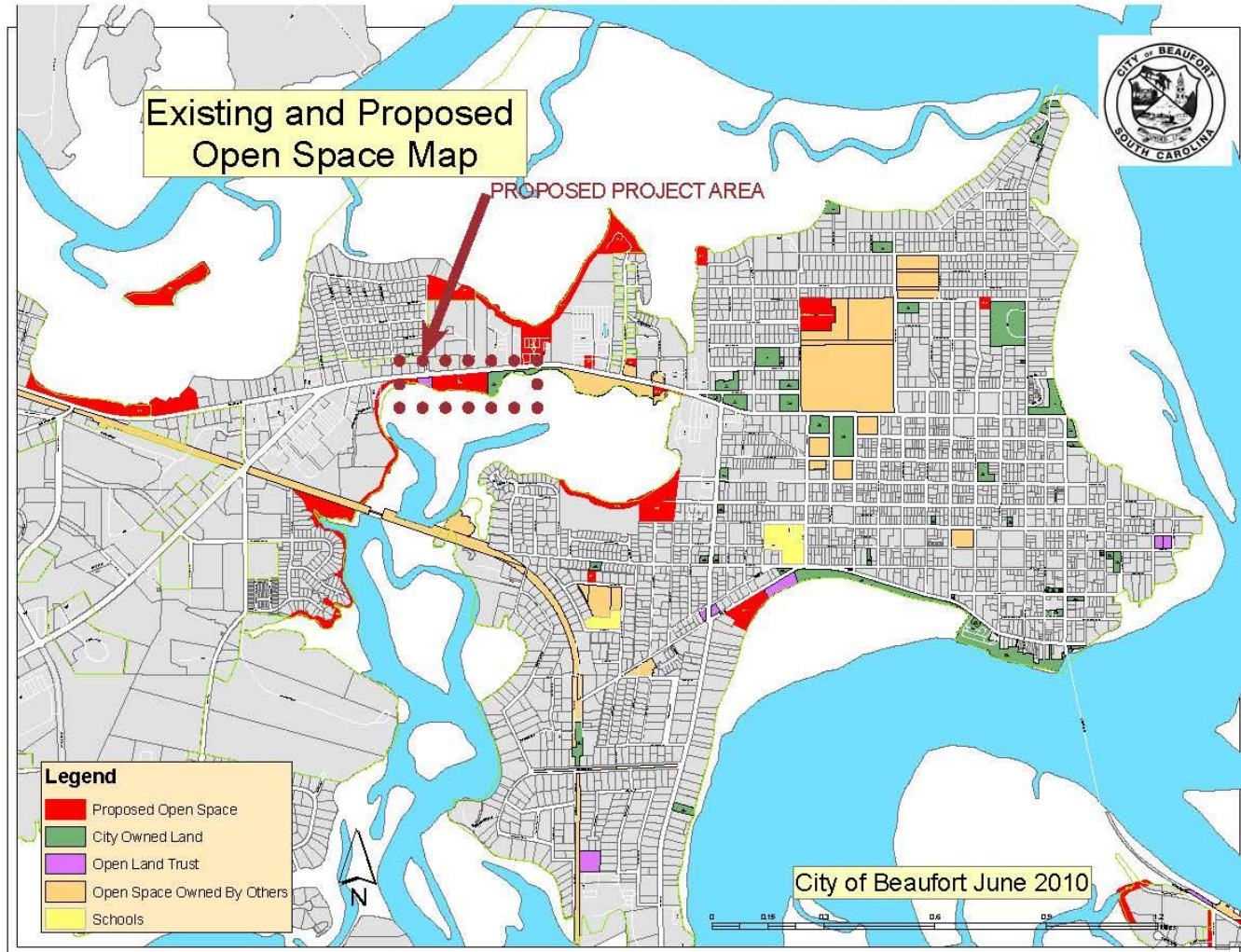


Phase III - Redevelopment along Boundary Street



## FUTURE IMPROVEMENTS & DEVELOPMENT ALONG BOUNDARY STREET BATTERY CREEK VISTA PROJECT





**2010 OPEN SPACE PLAN WITH PROJECT AREA HIGHLIGHTED**  
**BATTERY CREEK VISTA PROJECT**



**The Battery Creek Greenway and Battery Saxton Park**

The land fronting Battery Creek between 2030 and 2338 Boundary Street is some of the most ecological sensitive and visually important properties in the City. This area serves as one of the gateways to the historic downtown and the National Historic Landmark District. The greenway also serves as an important riparian buffer between Battery Creek and Boundary Street, one of the most heavily traveled streets in the City. Additionally a historic battery, Battery Saxton, the most visible and accessible Civil War earthworks existing in the area, is located on these properties. The Battery was armed with artillery pieces and garrisoned throughout the Civil War; the City intends to develop a historic park on the site. The City of Beaufort has begun the acquisition of property in this important area and plans to purchase all parcels.



**VII. Permanent Protection Methods**

*Conservation Easements*

A conservation easement is designed to exclude or limit certain activities on private land. Generally utilized to protect significant natural resources, conservation easements are legally binding covenants that are publicly recorded and run with the property deed for a specified period time or in perpetuity, regardless of the owner. Restrictions placed on land use vary depending on the easement agreement and covenants and may include only a part or all of a piece of property. If the easement meets certain federal guidelines the property owner may be eligible for tax benefits or credits. The value of the property for tax credit purposes is the difference of the assessed value of the land before and after the easement takes effect. By lowering the assessed value of a property, estate and property taxes can be lowered for a period of time or permanently depending on the stipulations of the easement. Easements should specify who is responsible for monitoring and enforcing the property restrictions imposed by the easement for as long as it is designed to run--generally a non-profit organization, a municipality, or a state agency. An easement does not necessarily grant ownership nor does it absolve the property owner from traditional owner responsibilities, i.e., property tax, upkeep, maintenance, or improvements, unless specified by the easement agreement or as qualified under federal tax law.



OPEN SPACE MAP FROM THE 2004 COMP. PLAN



**EXCERPTS FROM THE 2003 OPEN SPACE PLAN & 2004 COMPREHENSIVE PLAN  
BATTERY CREEK VISTA PROJECT**





BATTERY SAXTON IS BEAUFORT'S BEST EXAMPLE OF A CIVIL WAR FORTIFICATION. IT WAS PRESERVED AND MADE ACCESSIBLE TO THE PUBLIC AS A PASSIVE HISTORIC PARK IN 2001 WITH THE HELP OF A SUSTAINABLE COASTAL COMMUNITIES INITIATIVE GRANT.



## EXISTING CONDITIONS PHOTOS - BATTERY SAXTON

### BATTERY CREEK VISTA PROJECT





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## EXISTING CONDITIONS PHOTOS - BATTERY SAXTON

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### BATTERY CREEK VISTA PROJECT





VIEW OF POTENTIAL PROJECT AREA FROM ACROSS THE MARSH



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EXISTING CONDITIONS PHOTOS - VIEW FROM ACROSS THE MARSH  
BATTERY CREEK VISTA PROJECT





WENDY'S WITH BATTERY SAXTON TO THE LEFT



SEA EAGLE MARKET - FRONT



HUDDLE HOUSE - CLOSED



SEA EAGLE MARKET - SIDE



EXISTING CONDITIONS PHOTOS - DEVELOPED PARCELS  
BATTERY CREEK VISTA PROJECT





METAL BUILDING LOOKING WEST



UNITED WAY



METAL BUILDING LOOKING EAST



GAS STATION



UNITED WAY BUILDING LOOKING WEST



EXISTING CONDITIONS PHOTOS - DEVELOPED PARCELS  
BATTERY CREEK VISTA PROJECT





PROJECT ILLUSTRATIVE PLAN  
BATTERY CREEK VISTA PROJECT





**Legend**

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ANNOTATED PROJECT ILLUSTRATIVE PLAN OVER AERIAL  
BATTERY CREEK VISTA PROJECT



# BATTERY CREEK VISTA PROJECT

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Battery Creek & Boundary Street



Project Proposal  
Beaufort County Rural & Critical Lands Program

