

COUNTY COUNCIL OF BEAUFORT COUNTY

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GARY KUBIC
COUNTY ADMINISTRATOR

BRYAN J. HILL
DEPUTY COUNTY ADMINISTRATOR

LADSON F. HOWELL
COUNTY ATTORNEY

SUZANNE M. RAINEY
CLERK TO COUNCIL

AGENDA COUNTY COUNCIL OF BEAUFORT COUNTY

Monday, July 26, 2010

4:00 p.m.

Council Chambers
Administration Building

Citizens may participate in the public comment periods and public hearings from telecast sites at the Hilton Head Island Branch Library as well as Mary Field School, Daufuskie Island.

4:00 p.m.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. INVOCATION
4. REVIEW OF MINUTES – [June 28, 2010](#)
5. PUBLIC COMMENT
6. COUNTY ADMINISTRATOR'S REPORT
Mr. Gary Kubic, County Administrator
 - The County Channel / Broadcast Update
 - Two-Week Progress Report
 - State Legislative Update
Mr. Kent Lesesne, Staff Attorney, South Carolina Association of Counties
 - RFP Response to Railway Tourist Train Services for Beaufort County
 - Announcement of \$3.1 Million Grant Award for Multiuse Trail and Pedestrian Connectors
 - Resolution to Award Health Benefit Advisory Services to Gallagher Benefits Services, Inc.
 - Update on Technical and Energy Efficiency Programs at the Technical College of the Lowcountry
Mr. Everett Feight, Industrial Technology Division Dean

Over



7. DEPUTY COUNTY ADMINISTRATOR'S REPORT

Mr. Bryan Hill, Deputy County Administrator

- [Two-Week Progress Report](#)
- Construction Project Updates ([monthly update](#))
One Cent Sales Tax Referendum Projects:
New Bridge over Beaufort River / US 21 / SC 802 Construction Project
SC Highway 802 Roadway Construction Project
Mr. Robert McFee, Division Director, Engineering and Infrastructure

8. PROFESSIONAL SERVICES FOR EMERGENCY MEDICAL AND FIRE SUPPORT STUDY / ANALYSIS ([backup](#))

- Public Safety and Finance Committees discussion and recommendation to approve occurred July 19, 2010 / Vote 6:0
- Contract award: CRA, Inc., Alexandria, Virginia
- Contract amount: \$225,963. CRA will have four months to complete the study.
- Funding source: 23160-51160 (EMS – Professional Services)

9. AN ORDINANCE OF THE COUNTY OF BEAUFORT, SOUTH CAROLINA, TO ADD APPENDIX F, SECTION 7, DAUFUSKIE ISLAND COMMUNITY PRESERVATION PLAN, BEAUFORT COUNTY COMPREHENSIVE PLAN OF 2007 ([ordinance](#)) ([plan](#))

- Consideration of first reading approval July 26, 2010 (Presentation)
- Natural Resources Committee discussion and recommendation to approve occurred July 29, 2010 / Vote 5:0

PUBLIC HEARING

Item 10

6:00 p.m. 10. FISCAL YEAR 2010 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG) PROGRAM LOCAL SOLICITATION IN THE AMOUNT OF \$74,278

- This is a 100% federally funded grant in the amount of \$74,278. The grant funds will procure three additional police cruisers with light bars and radars. The police cruisers and accessories will provide additional support to our patrol/traffic division for continued enforcement of county and state laws throughout Beaufort County.
- Public hearing only

11. COMMITTEE REPORTS

12. EXECUTIVE SESSION

- Negotiations incident to proposed contractual arrangements and proposed purchase of property

13. PUBLIC COMMENT

14. ADJOURNMENT

County TV Rebroadcast	
Wednesday	11:00 p.m.
Friday	9:00 a.m.
Saturday	12:00 p.m.
Sunday	6:30 a.m.

Cable Casting of County Council Meetings <i>The County Channel</i>	
Charter Cable	CH 20
Comcast	CH 2
Hargray Cable	CH 252
Hargray Video on Demand	600
Time Warner Hilton Head Cable	CH 66
Time Warner Sun City Cable	CH 63

Official Proceedings
County Council of Beaufort County
June 28, 2010

The electronic and print media were duly notified in accordance with the State Freedom of Information Act.

The regularly scheduled meeting of the County Council of Beaufort County was held at 4:00 p.m. on Monday, June 28, 2010, in Council Chambers of the Administration Building, 100 Ribaut Road, Beaufort, South Carolina.

ATTENDANCE

Chairman Weston Newton, Vice Chairman D. Paul Sommerville and Councilmen Steven Baer, Rick Caporale, Gerald Dawson, Brian Flewelling, Herbert Glaze, William McBride, Stu Rodman, Gerald Stewart and Laura Von Harten were present.

PLEDGE OF ALLEGIANCE

The Chairman led those present in the Pledge of Allegiance to the Flag.

INVOCATION

Councilman William McBride gave the Invocation.

MOMENT OF SILENCE

The Chairman called for a moment of silence in remembrance of Mr. Cecil Reynolds, who died Wednesday, June 9, 2010. He served as a member of Beaufort County Council in 1989 and 1990, served as Bluffton Police Chief in 1965 and 1966 and was the first appointed Bluffton Fire Chief in the early 1970's.

REVIEW OF PROCEEDINGS OF THE REGULAR MEETING HELD MAY 24, 2010

It was moved by Mr. Stewart, seconded by Mr. Flewelling, that Council approves the minutes of the regular meeting held May 24, 2010. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville and Mr. Stewart. ABSENT – Ms. Von Harten. The motion passed.

PROCLAMATION

Chairman Newton remarked Leadership Beaufort and Leadership Hilton Head Island - Bluffton started 25 years ago. These two organizations operated successful programs continuously for the duration of 25 years and directly touched more than 1,000 people. Beaufort County Council recognizes the contributions of Leadership Beaufort and Leadership Hilton Head - Bluffton and

celebrates with them their twenty-fifth anniversaries. Mrs. Connie Hipp and Mr. Rob Bridgers, Co-Program Coordinators, accepted the proclamation for Leadership Beaufort. Ms. Barbara Conway, Coordinator, accepted the proclamation for Leadership Hilton Head Island – Bluffton.

PUBLIC COMMENT

The Chairman recognized Mrs. Mary LeGree, a St. Helena Island resident, who commented on the placement of the St. Helena Island welcome sign. This sign has been moved twice in the past five months. Mrs. LeGree circulated photographs of the sign at its current location. The original location was in a field near Oaks Plantation. The current location is one mile beyond Chowan Creek Bridge yet St. Helena Island begins at the creek. The sign is within the setback. It is in competition with the Drop-Off Center sign posted several hundred feet away. In contrast the Town of Port Royal welcome sign is located at the foot of the McTeer Bridge. It is visible, large and welcoming. St. Helena Island is the seat of the Gullah Cultural. Local residents and churches contributed funds to erect the welcome sign. When US Highway 21 was widened in the Chowan Creek area, the original sign disappeared. A replacement sign was installed in 2010. She requested Council contact the appropriate agency to have them erect the welcome sign in a more suitable location.

Mr. Tommy O'Brien, a Burton resident, talked about the Treasurer's Office's accountability and oversight in Beaufort County. How in the world did Beaufort County get in this position of letting individuals elected to operate without oversight of taxpayers' dollars? What private business do you know that operates in this way? None. It just does not happen. What is a discretionary account? What is a discretionary account set up for? What are its parameters? How many discretionary accounts are there in Beaufort County? Did we not have a problem in the Clerk of Court's Office with missing money also? What are the funded amounts for these accounts? In the Treasurer's Office case it has at least \$250,000. Do all discretionary accounts get this ridiculously large amount of funds? Who approved these discretionary accounts, their funded amounts and when? Has anyone on Council ever heard of a fixed budget? Who approved \$20,000 to be spent by the Treasurer for a private lawyer to protect her discretionary account spending? On the late tax fee there is a "surge charge". Where does this money go? Where is the money spent? Council is the final arbitrator for accountability of the peoples' money. It is apparent no one on Council is qualified to oversee our tax dollars. This Council approves Beaufort County's entire budget, does it not? What kind of insurance policy (because the newspaper talks about an insurance claim being submitted) covers \$210,000 in missing money and another \$250,000 to audit and find the missing money? Do we have an incompetence rider attached to our insurance policy? What do we pay for that premium? Mr. O'Brien feels for Mr. Kubic. Mr. O'Brien wonders if anyone on Council informed Mr. Kubic, before he was hired, that this is the way we do business in Beaufort County. It is time. It is past time that no amount of money, not one red cent, gets spent in Beaufort County from taxpayers' money without multiple oversights. It is past due. It is up to Council to stop this kind of fraud and waste.

To clarify for the record Mr. Newton said Council does not approve a discretionary account. Council does not approve the expenditures of the separately elected Constitutional officers of the

state. Council does not approve the \$20,000 expenditure for a private lawyer to be hired. The Constitution and Beaufort County's form of government sets up the schematic that we live with today. It has been the subject of debate as to whether we should go through the process of analyzing and considering, as an electorate, what those challenges are to the different forms of government and how they would change. Under the current form of government we have, the separately elected Constitutional officers do not fall under the County Administrator's nor County Council's jurisdiction.

Ms. Cindy Sturgis, an English teacher at Hilton Head High School, moved here seven years ago from a heavily unionized state where she made a lot more money. She loves working here. Anyone can walk into any school after hours, both north and south of the Broad River, and will find teachers working long hours after school is out. That is very cool. She found the community to be very supportive. She is hoping fervently today Council also supports teachers with a 2% raise. She read in the newspaper for the price of about five specialty coffees people can make an investment in the future of Beaufort County schools. That is not unreasonable. Hopefully, Council will vote positive for the teachers today.

Ms. Mary Beth White, a teacher at Hilton Head High School, is a proud resident and taxpayer of Beaufort County for more than 20 years. She is here today to show her support for public education. Her proudest, sometimes most challenging, but most rewarding moments of her 20 years in the county have all occurred in the classroom. She has been a teacher here, is very proud of that and will continue to work hard for this District. Council has a very important vote with regards to her and her peers today. But more importantly, she asked Council to remember its vote will affect each Council member because a vote for education is a vote for the future. A vote in support of funding Beaufort County public schools is a vote that supports an investment in our future and a vote for what lies ahead. Please keep that in mind today as Council votes.

CHAIRMAN'S REMARKS

Joint Session of County Council and Hilton Head Island Town Council

The Chairman announced members of County Council and Hilton Head Island Town Council will meet in a joint session on Monday, July 12, 2010. The purpose of the meeting is to receive an update on the Hilton Head Island Master Plan from the consultant, Talbert & Bright. The meeting will be held at the Visual and Performing Arts Center of Hilton Head Island High School, starting at 4:00 p.m. Lawyers of the County and Town are meeting to ensure the most opportunity for public participation, comment and involvement.

COUNTY ADMINISTRATOR'S REPORT

The County Channel

Mr. Gary Kubic, County Administrator, is proud to announce the original program *Coastal Kingdom* series produced by The County Channel has earned four Telly Awards. The Telly Awards is a national competition for excellence in television. What is The Telly Awards? It is a

national program that began in 1976 to honor the best local, regional and cable television commercials and programs as well as the finest video and film productions, and work created for the Web. The mission of the Telly Awards is to strengthen the visual and media arts community by inspiring, promoting, and supporting creativity and honoring excellence. The 30th Annual Telly Awards received more than 13,000 entries from all 50 states and 5 continents. Today, The Telly is recognized as one of the most sought-after awards by industry leaders, from large international firms to local production companies and ad agencies. Judges are award winning representatives of the industry. They evaluate entries to recognize distinction in creative work and against a high standard of merit. The silver Telly is the highest award and bronze is second. Beaufort County received first place for videography and three second-place awards for Environmental, Nature and People's Choice programming for *Coastal Kingdom*. We also earned a fifth second place award for our thirty-minute feature documentary on Hilton Head Island's Concours D'Elegance 2008 produced by Jean Marie Papoi.

Congratulations to our broadcast team who are responsible for this achievement award -- Messrs. Scott Grooms, Rob Lewis and Jake Krielcamp as well as Mr. Tony Miles, a naturalists and an educator with the Lowcountry Institute.

Two-Week Progress Report

Mr. Gary Kubic, County Administrator, circulated copies of his Two-Week Progress Report, which summarized his activities from June 14, 2010 through June 25, 2010.

Presentation / Census 2010

Ms. Terry Seabrook, Partnership Specialist with the U.S. Census Bureau; and Mr. Carl Statham, Local Census Office Manger, gave an update on the 2010 Census. The State of South Carolina has improved its ranking from 49th in the 2000 Census to 23rd in 2010. Beaufort County's ranking increased from 61% participation in 2000 (people who returned their forms) to 72% in 2010. That is a significant improvement. Dr. Paul Shepherd, a U.S. Census Partner Specialist, actually worked Beaufort County. Ms. Seabrook and Mr. Shepherd thanked Mr. Kubic, County Administrator; Mrs. Teri Norris, County Planning and Research Analyst; League of Women Voters, Complete Count Committees from Sheldon Township, Human Services Alliance, City of Beaufort and Town of Hilton Head Island. Several special initiatives were held – Road Tour was held in January, Green Day in March as well as March to the Mailbox on April 10. The Census office is still open and work is ongoing in the community. Several operations are still underway. Everyone needs to be counted. It is not too late to be counted.

Mr. Baer said the percentage is the percentage of people who returned the forms. So the mop up process will, hopefully, increase the percentage. Mr. Statham replied we can expect between a 3% and 5% increase.

Mr. Baer inquired as to the results of the 2010 Census. Mr. Stathom replied on December 31, 2010 Census will deliver the population counts to The President. The first pass on the results is expected in the first quarter of 2011.

Presentation / Accomplishments of Rural and Critical Lands Preservation Program

Mr. Glenn Stanford, President of Conservation Consulting Company; and Mr. Russ Marane, partner, gave a summary of the accomplishments of the Rural and Critical Lands Preservation Program (Program).

Mr. Russ Marane gave a background on the Program. The Program began in 1998 on a pay-as-you-go basis and did complete a number of projects particularly in the north area of County in the ACE Basin. The Program focus was initially rural in scope. In 2000, recognizing for the Program to have a significant impact, it would be advisable to take the millage that had been levied by County Council in 1998 and bond that revenue so that the Program could accelerate its land purchases and stay ahead of the very rapid development that was occurring then. In 2000 Beaufort County voters approved a \$40 million bond referendum that was supported by a two mill tax levy. In 2001 Beaufort County hired The Nature Conservancy to manage the Program, which it did until 2003. In 2003 the County hired The Trust for Public Land (TPL) to manage the Program. That was the point when Mr. Marane became involved in this Program. As part of TPL approach to managing the Program here in Beaufort County, we requested the County allow TPL to proceed with a program called greenprinting. That program involves heavy participation in analyzing and setting priorities issues like land conservancy throughout the county. TPL over a three-month period held close to 18 meetings / workshops across the county where it took into account the concerns of citizens throughout the county. County staff was involved with TPL and the result was a Greenprint map presented to and approved by County Council. In 2006 because of rapidly changing conditions in the county that Greenprint was updated and served as the foundation for the 2006 \$50 million bond referendum voters approved by a 3:1 majority. That bond issue was also supported by a 2 mill tax levy. In 2009 when TPL was forced to leave the county due to its own budget concerns, Beaufort County hired Conservation Consulting Company, headed by Mr. Glenn Stanford, who, at that time, was managing the program for TPL. In 2010 Beaufort County hired Beaufort County Open Land Trust to manage the Program.

The objectives of the Program follows: Preserve the Lowcountry environment, defer infrastructure costs, reduce traffic, control growth, encourage private land conservation, secure passive parks and leverage local dollars.

Highlights of the Program include the conservation of more than 17,000 acres throughout the County. Island protection in the Whale Branch and ACE Basin totaling newly 13,000 acres. Restricting development of more than 5,500 acres in partnership with the Marine Corps Air Station Beaufort. Preservation of the rural character of nearly 500 acres of farmland on St. Helena Island. Preservation of nearly 3.5 miles of land fronting on the headwaters of the Okatie River. In 2009 Beaufort County received the Outstanding Land Conservation Award by the National Association of Counties.

Mr. Stanford highlighted some of the major projects to illustrate Program accomplishments. (i) Ulmer Family Easements involves a series of four conservation easements, protecting 890 acres in unincorporated Bluffton, limiting only 18 homes out of a potential 2,600 units. Funding was

provided jointly by the Program and Town of Hilton Head Island. (ii) New Riverside Wetlands Preserve involves 770 acres with extensive frontage along the New River. It was approved previously by the Town of Bluffton for dense residential development and extensive commercial development. There was a significant bargain sale in this case. Financing was in partnership with the Program and federal government. The landowner gave a significant gift back to the Program which monies can be used for a park on this site as well as parks in other areas of the county. (iii) McLeod Farms involves a 375 acre conservation easement which greatly limits potential home sites and the donation of a 98 acre future park site. Resources protected are wildlife habitat, water quality and land use buffer. Funding was provided by the Program, MCAS Beaufort and SC Conservation Bank. (iv) Other Program accomplishments include various partnerships with local, state and federal funding sources. The elimination of more than 7,600 residential units and 1.6 million square feet of commercial space. And a reduction of more than 95,000 vehicle trips per day or nearly 30,000 at peak rush hour. (v) Passive Parks. Parks now open to the public that were created and acquired by the Program are: Bluffton Oyster Company Park, Pinckney Colony Preserve, Fort Fremont Preserve, Altamaha Towne Heritage Preserve and The Green. Parks for future development, sites acquired by the Program, include the Okatie Regional Preserve, New Riverside Wetlands Preserve, Crystal Lake and Widgeon Point.

A summary of Program achievements follow. There were 62 projects throughout the county. Of those 15 were conservation easements, 47 fee purchases, and 17,338 acres conserved. The County has invested \$74,353,265 taxpayer funds in these projects. Land value acquired for the \$74,353,265 total \$131,532,625 in appraised fair market value. For each \$1 of county funds invested, land valued at \$1.76 was acquired. This is a proud accomplishment for the County. It is something for Council to be proud of. It is something for the citizens to be proud of. Mr. Stanford and Mr. Marane are pleased to have had an opportunity to share in its success.

Mr. Caporale said Mr. Stanford and Mr. Marane have done a great job. It is a great Program. We will see the benefits for many years to come.

Mr. Newton appreciated everything Mr. Stanford and Mr. Marane have done to advance the Program. This Program is often pointed to and highlighted by the SC Association of Counties, National Association of Counties, and civic groups throughout the County. History is going to show this Program is most significant and what it has accomplished for generations to come in preserving some of these areas we hold to be so dear for us and what is the draw and magnet that brought so many people here to Beaufort County. For your part in that, as a member of County Council and behalf of County Council, thank you very much.

Presentation / Fort Fremont

Mr. Kubic, County Administrator, explained Fort Fremont was one of the prize possessions purchased through our Rural and Critical Lands Preservation Program. It has been officially listed on the National Historic Register.

Mr. Tony Criscitiello, Division Director-Planning and Development, said Fort Fremont, located on St. Helena Island at Lands End was built from 1898 to 1900 in response to the Spanish-American War to provide protection for Port Royal Sound. It was an active US Army installation until 1911 and was formally closed in 1912. It was sold by the Federal government to private interests in 1921. In 2004 Beaufort County Council purchased Fort Fremont and nearly 15 acres of land through the Beaufort County Rural and Critical Lands Program. The property was purchased for a passive park. One of the sellers, the Dowling family, generously contributed funds toward planning and developing the Park. Those funds have already been used in partial development of the Park. Mr. Ian Hill, county historic preservationist, could not be here tonight, but we have a video clip with him explaining a bit more about the significance of the National Historic Register. Council viewed the video clip.

Mr. Pete Richards, President, Friends of Fort Fremont Historic Park (Friends), gave a PowerPoint presentation on the Fort Fremont Park (Park). Mr. Cullen Chambers, Tybee Island Historical Society is quoted as saying, “The Fort Fremont Historic Park is a unique unspoiled example of a Spanish American War era fortification in a beautiful natural setting.” The Park is a Beaufort County treasure. The site provides wonderful passive park opportunities for experiencing high bluff coastal views, woodland forest, green space picnic areas and beach access. The Batteries offer education and historic learning opportunities. The Park will serve as a major attraction for community and visitors alike and will complement Penn Center and Hunting Island State Park which will see well over one million visitors a year.

Project Overview. The Lowcountry Master Naturalists Association (LCMNA) six persons Fort Fremont Team (Team) has spent more than a year at the site doing park analysis, historic fortification review and professional consultation. The Friends was established in the fall of 2009. A proposal with 47 recommendations for the Park was submitted to the County in April 2009. Park recommendations are designed to accomplish three goals: (i) Assist the County in developing and implementing the Park site plan, (ii) Support the County in the Battery Preservation Program, and (iii) Develop a community support program for the Park. The Team has evaluated the Park and identified as critical elements park safety and security, coastal view corridor, natural wooded and open space, unified infrastructure and historic military battery preservation to permit and enhance public use and education.

Project History. The Friends mission is to help raise funds, support the park through volunteer labor and provide docents for tours and educational visits and other support as needed by the county. This is a 501(c)3 organization comprised of all volunteers.

Mr. Kubic, on behalf of the citizens of Beaufort County, presented to Chairman Newton the South Carolina Department of Achieves and History plaque of recognition for Fort Fremont Battery now part of the National Register of Historic Places, pursuant to the National Historic Preservation Act of 1966.

DEPUTY COUNTY ADMINISTRATOR’S REPORT

Two-Week Progress Report

Mr. Bryan Hill, Deputy County Administrator, circulated copies of his Two-Week Progress Report, which summarized his activities from June 14, 2010 through June 25, 2010. Within his report, Mr. Hill outlined information posted on the County webpage under the Finance tab -- budget presentations dated May 10, 2010 and May 24, 2010, FY 2011 general fund line-item budgets, FY 2001 non-general fund line-item budget, as well as Airports, Alcohol and Drug Abuse and Disabilities and Special Needs budgets. As we move forward, posting of more information on the site will occur.

U.S. Highway 17 Widening

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported the U.S. Highway 17 project is a design-build contract for the widening of six miles of divided highway and major intersection in Beaufort County. The contractor is Phillips and Jordan of Knoxville, Tennessee. The project cost is \$100,471,305. The contract completion date is October 1, 2010. The project is 82% complete. The contractor continues work on bridge and existing roadway upgrades at the Gardens Corner interchange.

New Bridge over Beaufort River / U.S. 21 / S.C. 802 Construction Project

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported the new bridge over the Beaufort River will be a 4,200-foot bridge. The contractor is United Contractors, Inc. of Great Falls, South Carolina. The cost is \$34,573,368. The completion date is August 2011. The project is 30% complete. The contractor is installing drilled shafts, working on girder spans, columns and footings.

S.C. Highway 802 Roadway Construction Project

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported this project involves the widening of 5.2 miles of SC Highway 801 (two sections). The contractor is Sanders Bros. of Charleston, South Carolina. The cost is \$10,852,393. The completion date is December 2010. APAC continues paving operations. Final phase of pipe placement is underway on the Lady's Island section. Shell Point pipe operations and grading operations continue.

The Lady's Island Business and Professional Association (LIBPA) provided an awarded for Sanders Bros. for community support in the work they have done ahead of schedule for the roadway portion of that work.

SC Highway 46 and Simmonsville Road

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported this project involves the widening of SC Highway 46 to the Bluffton Branch Library and Simmonsville Road to Bluffton Parkway for a total of 2.15 miles. SCDOT is administering this project. The contractor is Rea Contracting of Columbia, South Carolina. The cost is \$7,503,367.03. The completion

date is December 2010. Pipe placement and storm drain basin construction is 95% complete on SC Highway 26. Simmonsville pipe placement is 70% complete.

Disabilities and Special Needs Adult Day Care Center

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported this project is a 25,000 square foot multi-use facility with client activity and program areas and administrative space. The contract is Emory J. Infinger and Associates of Charleston, South Carolina. The cost is \$6,426,964. The completion date is March 2011. Foundations for 80% of the buildings have been poured. Masonry wall construction is underway. Installation of geothermal wells is underway.

SCDOT Commission Meeting

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported he and Mr. Colin Kinton, Transportation and Traffic Engineer, had attended the most recent SCDOT Commission meeting and we were successful in making some headway with respect with SC Highway 170 and having SCDOT involved to a greater extent in the interim repair evaluation.

Marshland Road, Hilton Head Island

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported SCDOT does not think a problem exists with the bid and anticipates award within two to three weeks. According to discussions with SCDOT Columbia, the September completion date is in the contract as well as \$2,000 per day liquidated damages, which is fairly significant for a contract of this size.

US Highway 278 SCDOT Project Six-Laning to SC Highway 170

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported staff had been asked by the Transportation Advisory Group, endorsed by Council, to review the stormwater component of the project and determine to what degree the SCDOT plans met requirements of the County stormwater ordinance. Staff is close to completing its evaluation and is presenting its findings and recommendations back to SCDOT within the next month.

Update on Transportation Model

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported Mr. Colin Kinton, Transportation and Traffic Engineer, is scheduled to presentation the transportation model to Public Facilities Committee on June 28, 2010. One of the primary reasons the model is not further along is because staff is waiting on the result of the 2010 Census.

Broad River Boat Landing Improvements Project

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported that both the Broad River boat landing project and C.C. Haigh, Jr. ramp improvements were complete. At Council

directive staff had been asked to have C.C. Haigh, Jr. landing completed and opened in time for Memorial weekend. Staff and the contracting team had both ramps completed by this time.

Paige Point and Wimbee Creek Boat Landings

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported federal funding was released last week for Wimbee Creek boat landing. The County is partnering with the Department of Natural Resources on this project. Regarding Paige Point boat landing, the County has finished all of the latent and patent review for defects and the bonding company is securing four proposals from bidders. These proposals should be submitted within two weeks, a contractor will be selected and the remaining work should take two weeks to complete once commenced.

Frontage Road for St. Gregory Catholic Church

Mr. Rob McFee, Division Director-Engineering and Infrastructure, reported litigation is continuing. The County has continually maintained its relationship with Sanders Bros. (the contractor) because it was a competitive bid process and they have accommodated us by holding their bid prices thus far. With regard to the St. Gregory portion to the east the right-of-way is contingent upon development permits. The County is the process of perfecting these because we have a luxury of time to do so. The County is standing on ready as soon as the litigation ends or if staff is directed sooner to start on the eastern part we can move forward on a moment's notice. The project was bid eastern and western portions so they could be constructed together or separately. Berkeley Hall is the western piece and this portion is in litigation.

FY 2010 / 2011 COUNTY BUDGET PROPOSAL

Mr. Rodman, as Finance Committee Chairman, remarked the County budget is a work progress that is going to continue. Administration is year three submitting a no tax increase on the operating side. At first reading there was no tax increase on the operating side and four mill increases on the capital side, which includes voter-approved Rural and Critical Lands plus county debt. Between first and second readings, staff looked at the capital side and came up with an approximate \$1.2 million that they could take out of some other programs, reserve accounts as well as closing out projects. That brought the budget at second reading staying flat on the operating side down to 3.3 mill increase on the capital side. At third reading, staff has continued that exercise and has dropped the 3.3 mill increase to a 1.57 mill increase on the capital side while holding flat the operating side. Most of the 1.57 mill increase is voter-approved Rural and Critical Lands. The money has been borrowed and we now have to pay the debt. The balance is county debt. The budget is a work in progress in the sense that administration took department requests and whittled the better part of \$8 million to \$10 million in terms of getting the budget to a no tax increase.

Assuming Council passes the budget tonight, what does the next couple of months and the next two years look like? The Chairman has spoken to the level of foreclosure issue, the significant impact that could have on the County and all governmental entities and associated affects on

property values we could be looking at sizeable tax increases just to maintain the same level of service.

Wells Fargo's chief economist was in town last week and he was talking about where the national economy is from that bank perspective and pointed out the concern about whether we have a double dip in unemployment. He did not think that was going to happen. But he clearly believes that on a national level we will have a double dip on the real estate side which fits very closely with what Mr. Newton is talking about. To put it in perspective, when you look at new housing starts, if we double the new housing starts, we just get back as a nation to where we were 30 years ago at the bottom of the worst recession in 30 years. What is driving all of that is that we typically, as a nation, have three to four million homes that are vacant, either for rent or for sale, and we have about double that many now. Therefore, we have got to work through the entire surplus inventory before we get to some kind of normal activity. He then showed where South Carolina stood on that. We are worse than the nation on the housing side. Then he showed Beaufort County and we are worse than South Carolina. We have a long way to go.

Mr. Rodman thinks we have some serious problems out in front of us. What does that mean to Beaufort County? Assuming Council approves the budget tonight, the county is going to have to continue to find places where it can become more efficient and there may be a few places where they have to remove services. The fact of the matter, administration has been doing it all along. What they have been doing is a very great job. They should be commended for it. The County is probably going to take some hits close to \$1 million on the Treasurer's Office fiasco. We will see how that all unfolds. That money comes out of the fund balance. Mr. Rodman believes the budget as proposed at third and final reading is consistent with everything we have looked at in the past and with everything Council has asked them to do. Finance Committee approved the adjustment down to the 1.57 mill increase on the debt side.

It was moved by Mr. Rodman, as Finance Committee Chairman (no second required), that Council approves on third and final reading FY 2010 / 2011 budget at 40.21 mills County Operations, 2.76 mills Purchase of Real Property Program, and 4.57 mills County Debt Service. Additionally, Bluffton Fire District at 19.67 mills operating and .37 mills debt service, Burton Fire District at 55.87 mills operating and 5.53 mills debt service, Daufuskie Island Fire District at 30.11 mills operating and 0.00 mills debt service, Lady's Island/St. Helena Island Fire District 30.39 mills operating and 1.50 mills debt service, and Sheldon Fire District 32.09 mills operating and 2.14 mills debt service.

Mr. Baer made some amplifying comments to Mr. Rodman's remarks. Staff has done a good job on the budget, but between the County, School District and stormwater fees, total taxes will increase 5.8% for residents in his District. One of the causes of that is a 26% increase in County debt service to 4.57 mills. He understands from Mr. Starkey's comments at today's Finance Committee meeting that we are committed to the purchases being paid off by this debt service. But, as we start new CIP planning later this summer, we need to consider the burden on strapped taxpayers and be very, very careful of any new debt burden that we add. Also, for a year now we have avoided dealing with the continued budget drain caused by our airports. Their debts to the general fund now total close to \$2.3 million or about 10% of our reserve. These losses (and

taxpayer burden) will likely go up with tree trimming and more construction. This is because we do not charge landing fees for private planes as passenger planes now pay, continue to lose money on private hangars, and do not implement other needed fees. We have also just discovered that over half of aircraft property taxes for 2009 are unpaid. We continue to duck the airport finance issue. Turning it over to the Airports Board has resulted in trivial plans and a huge delay. Meanwhile, taxpayers are paying the bill. County Council must not continue to pass the buck or stick its heads in the sand.

Mr. Stewart remarked at the June 14, 2010 Council meeting, members received a presentation by staff which listed three options. Option 1, moves funds from CIP into debt service payments and will need to raise taxes in FY 2010. Option 2, provides a mill swap thus allowing operations to increase per the state limit. Option 3, provides the county a slight increase in operations 2% of \$1.3 million. At that June 14 Council meeting, Mr. Stewart supported Option 3. Subsequent to the June 14 meeting, Council has had several discussions with staff. Based on those discussions Mr. Stewart no longer favors Option 3 and supports what is being brought forward this evening which is holding the line on operations and a 1.57 mill increase in county debt.

Mr. McBride supported Option 3 at the June 14, 2010 Council meeting and still supports it today. He is a little disappointed Option 3 was not discussed at Finance Committee. He realizes this is a difficult economic time, but there are people who desperately need county services. Granted staff brought forward a budget proposal without a tax increase on the operating side (based on a majority of the members of Council), but staff is cutting it too close. It is in the best interest of this county to have a minimum 0.8 mill tax increase to help fund the projects we need and want to do. He will vote against the budget.

Mr. Glaze echoed Mr. McBride's concerns. Being out of work can easily bring someone in foreclosure. Not approving Option 3, the 0.8 mill increase, will lead to a reduction in workforce and possible increases in foreclosures. The easy way out is to cut employees. It is a lack of vision.

Mr. Newton stated Council discussions go back to the Finance Committee on April 12, 2010. There were a total of nine discussions including tonight ten, specifically on the budget. Only at the June 14, 2010 meeting was there ever a discussion regarding whether operating mills should increase. There were specific discussions and inquires made as to whether there would or not be a list of items, whether there were a list of initiatives that were going to either move forward or not move forward as a consequence of a 0.8 mill increase. Obviously, today at Finance Committee meeting when the matter was brought up, the motion was made and discussion centered on a no millage increase or a flat operating budget which is consistent going back with nine meetings. Speaking to Mr. Glaze's point, Mr. Newton certainly hopes Council is not doing anything tonight that promotes foreclosures, but given the numbers we have seen so far in the county since this recession started and given the fact that we are in double digit unemployment in the county, to raise taxes simply for the purpose of raising taxes to do things that we have not identified that are either absolutely necessary or are initiatives that will not move, is, perhaps, not necessarily appropriate in this climate. Mr. Newton is concerned with the big picture as was alluded to by Mr. Rodman -- we are coming up on a reassessment to be implemented in 2013

based on an evaluation date of December 31, 2012. But the effect of the number of foreclosures in Beaufort County is yet to be fully calculated. Based on the recession that exists today, the Assessor is in the process of identifying what the reduction in total assessed value is in the county. But for hypothetical purposes let us assume that number is somewhere between 20% and 30% of value in our county that no longer is here and no longer subject to taxation. It means that our millage rate just simply maintains *status quo* in number of dollars generated in the past would have to be increased by 20% or 30% depending on what that loss in value is over that period of time to do nothing more than that which was already being done. That is a staggering statistic to Mr. Newton. He hopes that does not become accurate and the number is much less than that. However, perhaps that is the reality we are facing in moving forward.

In addition to that, Mr. Newton knows of no one in the private sector who has said to him over the course of this recession anything other than they are managing layoffs, they are managing salary reductions, they are scaling back operations, they are doing everything they can simply do to keep their businesses afloat. It is not lost that continuous tax increases may require those businesses to make further cuts which may mean further employees get laid off as a consequence of having to continue to be faced with local tax burdens on those businesses. All of this is a balancing act. Each Council member is trying to do the best he/she can to bring all the information together over the last three or four months. We are in a scary and uncertain time. We have a great staff that has worked very hard who Mr. Newton has all the confidence in the world that with the budget that has been proposed that they have the resources to move Beaufort County forward. Will it mean that perhaps our missions change and that public safety and human services become are two primary focus points? That is very possible. Clearly if valuations and reductions in valuations is what we are looking at, Mr. Newton thinks Council will be engaged in the discussion of prioritizing spending for those human services and public safety initiatives and measuring what are essential. We are fortunate that circumstances have not required getting there yet. Interesting Mr. Newton made that comment about a week ago in applauding Council staff for the job they have done, and was criticized by a private businessman who said he had already done that and the County should have already made its cuts by now. Staff has done a great job not filling vacancies over the past couple of years, in managing this. In effect, the County has made *de facto* cuts. Clearly this budget includes additional activities in that regard, not layoffs *per se*, but not filling vacancies as they have come up. Mr. Newton is not sure any of Council is excited necessarily about this budget or what the future brings. There is no mill increase in the operating budget. But, there is a 1.57 mill increase on the debt budget, because of the voter-approved referendum Rural and Critical Lands Program and associated \$50 million borrowing as well as all the new Emergency Management radios the County provided to every law enforcement, emergency management or public safety outfit anywhere in the county whether municipality or otherwise, that latter is being paid for with this debt increase that is necessary. Mr. Newton will support the budget and appreciates Mr. Rodman and his Finance Committee's fine work.

The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Flewelling, Mr. Newton, Mr. Rodman, Mr. Sommerville and Mr. Stewart. OPPOSED – Mr. Dawson, Mr. Glaze, Mr. McBride and Ms. Von Harten. The motion passed.

FY 2010 / 2011 SCHOOL DISTRICT BUDGET PROPOSAL

Mr. Rodman, as Finance Committee Chairman, focused on the key issues. As background at first and second readings and the reading today, Council has always said it was in favor of the expenditure budget as was presented by the School District (District). Some Council members reserved their assessment of the budget until they had more information, but Council has continued to focus on approving the expenditure budget as it has been presented. What that means is the cap the District can spend up to. They do not have to spend that much, but if they go beyond that then they have an obligation, by ordinance, to come back and ask for additional money. If approved, this will be the sixth consecutive year where the expenditure budget requested by the Board of Education (Board) has been approved as submitted.

At the Finance Committee meeting today, members debated the second issue. The first issue is the appropriation of the expenditure cap. The second issue is whether or not there should be a tax increase as was suggested by the District, about 2%, or whether it makes sense to drawdown, under the circumstances, some of the fund balance that has built up over time. At the June 14, 2010 meeting when Council tabled third and final reading, Mr. Rodman had suggested to the District they go back and take a look, keeping in mind that Council is not talking about the expenditure budget, at the fund balance (great performance controlling costs) and see if the District can get to a no tax increase or a lower tax increase by looking at some combination of cost reduction in future years (whatever years they want) as well as drawing down on some fund balance. To facilitate that request Mr. Rodman did two things. Mr. Rodman sent to the District a chart, which Council has looked at in the past, requesting Council receive an update on the underlying drivers in the out-year budgets because that is primarily what we are talking about. We do know the budget is heavily driven by enrollment and the number of staff people. What are the underlying enrollment assumptions? What are the underlying staffing assumptions?

Next, Mr. Rodman sent to the District a second chart (District 2011 Fund Balance Overview) and hoped the District and County would end up in discussion that said here is the plan you put forward to us and here is a way to possibly get to a no tax increase this year and solve the fund balance problem. Mr. Rodman sent this chart to the District hoping that Council would have had a dialogue in the intervening two-week period. We did not have that, therefore, this second chart is Mr. Rodman's analysis of what he believes the numbers actually look like absent feedback from the District and Board. Between years 2005 and 2009, a five-year period, the fund balance increased from approximately \$12 million to \$32 million or a little more than a \$21 million increase over a five-year period. Next, Mr. Rodman compared the plan, as submitted by the Board, to what he believes is a reasonable alternative which, in his mind, has not been refuted by the District and Board.

Expenditure increase percentage. This takes the expenditures from one year to the next year and what was the percentage increase. The percentage increase for the prior year is 2.59% (the year that is just ending 2010). The 2011 request is 2.68%. In subsequent years it is 3.60%, 3.94% and 3%. Again, we do not have the underlying assumptions as to what is driving that. In the absence of that it seems to Mr. Rodman that there is a case to be made that we can compare what has happened in 2010 and 2011 with what might happen in the following three years. Using a

straight average of 2010 and 2011 and assuming the percentage increase each year stayed at that level 2.6%, the average of 2010 and 2011. It is important to draw a distinction here that in 2010 and 2011 the District had a relatively small percentage increase at the same time that seven schools were being opened. We do know there are sizable numbers per school when you open a new school because of certain fixed costs and a certain level of overhead, a principal and so on that is unique to that school. The first point is does the District really need increases in subsequent years now that new schools are open or is it reasonable to assume something different?

Fund balance percentage. This is where the District compares the ending funding balance to expenditures the next year. At the end of 2011 the District is projecting the fund balance on hand will be 17% of expenditures the next year. It is a debatable item as to what it ought to be and people have different opinions. The plan, as the District sent it forward and they were assuming, probably correctly, that because of Act 388 cap (which says the millage cannot increase more than the combination of population in the county and inflation) they were going to have to use fund balance so that at the end of the 2014 they would be down to a 5% fund balance as opposed to 10% which the District says is its minimum policy. Obviously there are arguments for more than 10%.

Mr. Rodman's suggestion. Take the 17% in 2010, where we are today, and get to the 10% in 2014, which is the District policy. How does that happen? It is purely a matter of saying if you can run at a lower expenditure increase, then that money stays in fund balance and actually comes back to the level that is wanted.

Mills. The mill is 90.3 in 2010 (the year just ending) and the proposal is 92.1 mills in 2011 on the operating side (excludes debt side). The alternative on the no tax increase would be to hold it at 90.3 mills. Finance Committee did vote on that and the ordinance with those numbers in it has been circulated to Council today. The net effect would be local taxes to be collected come down by a certain amount, about \$2.2 million, and the drawdown on the fund balance would be an equal amount. That is what is on the table. Would we go to 92.1 mills or would we stay at 90.3 mills.

What that means from a fund balance standpoint. The plan as submitted, assuming FY 2011 would end with \$30.4 million, had a drawdown to \$9.1 million in 2014. The District was making the point Act 388 cap would cause them to go below 5%. We do have the ability to break the cap with a super majority vote similar to what we did a couple of years ago when the District needed extra money regarding the Doe Case Court Order. If, in fact, we could reduce those expenditures to 2.64% and keep everything else the same, the fund balance would drop from \$30.4 million in 2010 to \$19.4 million in 2014, which is a build up from the \$9.1 million in the District's submitted plan.

The difference between the two plans. Expenditures for FY 2011 are absolutely no different. But the lower growth rate would get lower over the remaining three years by \$10.7 million and the fund balance would increase by approximately the same amount and local taxes, measured in

millions, could be lower the next year by \$2 million each and then in 2013 and 2014 they would have to be raised.

In a lot of discussion about mill value and collection rates, Mr. Rodman understands if Council approves the ordinance the way it is drafted and in August 2010, if the mill value changes or if we agree there is something changing in collection rates (the county would have the same issues), may adjust the millage level to get back to the same dollar amount that we want to collect. To some extent a lot of the discussion about the collection and millage value will occur in the August timeframe and is not really part of this discussion. There are serious downsides. We have talked about the shift of people from 6% non-owner occupied to 4% owner-occupied to beat the school operating tax. We are aware the State of South Carolina sends zero dollars to fund education in Beaufort County. At the same time there are a couple of upsides. Mr. Rodman understands in 2013 the New River Tax Increment Financing District may sunset. The District is in court with the so called Doe Case. They have had two favorable rulings and the second one is now being appealed. Clearly we would never want to count on that, but Mr. Rodman believes it is matter of if and how much and not a matter of whether they collect some money from that. It makes sense to Mr. Rodman, unless the District can prove otherwise, we do not really need to raise taxes this year, under a very, very difficult time, because we think we may have a problem two or three years in the future. Recognizing for whatever reason Council did not get the information, perhaps what Council should do is approve this budget, because we have an obligation to approve an expenditure budget and there is no disagreement on approving the expenditure budget. What we are really talking about is what the millage should be in the future and perhaps the District might take on the task of taking the information Council is interested in, such as enrollment and staffing positions, and come back, take another look at that, and if we need to redo the ordinance in order to take into account something Council missed, we can go back through the ordinance process. We have time to do that before mailing out tax bills. What we are really talking about is the District has had a \$20 million increase in fund balance and should we take \$2 million or \$3 million out of that sizeable increase and give that back to the taxpayer. Mr. Rodman thinks we should.

Main motion.

It was moved by Mr. Rodman, as Finance Committee Chairman (no second required), that Council approve on third and final reading the School District FY 2011 budget at 90.26 mills for school operations, 26.33 mills for school debt service, \$116,061,002 to be derived from tax collections and \$2,781,816 to be derived from fund balance.

Mr. Sommerville complimented the District and Board for being prudent with taxpayers' money. The District has done a good job over the last few years. They have reduced headcount. They have added new schools. Last year under Act 388 they could have asked for a 6% increase in operations, they did not. They took a pass on that which means essentially the taxes were lowered because there was some inflation and a 3% increase in population during that year. The question in Mr. Sommerville's mind is whether or not the incremental part of the budget, the 2% Mr. Rodman mentioned, should be paid out of millage or out of fund balance this year. Mr. Sommerville does not know for a fact, but does suspect, that no matter what Council does here,

the District is going to follow their budget as approved by the Board. If that is the case, then this additional \$2 million or \$3 million will come out of fund balance. The fund balance of the District is about \$32 million on a \$175 million budget. The County has a \$100 million budget on a \$20 million fund balance. If the District has proportionally the same fund balance the County has currently, they would have a \$35 million fund balance. Why is that so important? A fund balance is for a rainy day. It is for what happens in the event that revenues stop coming in as projected. What happens if a lot more people migrate from 6% non-owner occupied to 4% owner occupied? What happens if tax collections drop and it has been dropping? What happens if we have a hurricane? The list goes on and on. But more importantly it determines the rate of interest the District pays on the money it borrows, and it borrows a lot. During the last year the District, to its credit, has renegotiated some debt and saved taxpayers approximately \$1.6 million in additional interest we would have paid had its bond rating not been AA (the second highest in the state.) The budget proposal includes taking a couple of million dollars from fund balance anyway, and if we take more out of fund balance, Mr. Sommerville's concern that is going to adversely affect the bond rating and we are all going to end up paying for it in higher interest rates, which, in his mind, is a complete and utter waste of money. Mr. Sommerville will vote against the motion for the reasons stated. He hopes the District is able to do the minimal things the Board has approved.

Mr. Glaze requested Council hear from representatives of the District.

Mr. Fred Washington, Chairman of the Board of Education, said he does not relish raising taxes. Education is a key component to progress. You only get one swipe educating a child. Mr. Washington has made a commitment to be fiscally prudent to get the job done of educating our children. We have made some choices. We chose to fund Riverview Charter School. We could wipe this whole thing out, total local funding of \$2.8 million, and solve the problem. Would that really solve the problem? Is that what this community wants? Not to have that opportunity to have a charter school? It is a decision we could have made and solved our problem. We have tried to be as inclusive in our thinking and address all segments of our community. What we have put in place addresses all segments of our community and will have an impact on things we are trying to do with the Office of Civil Rights with some other issues that have faced this community for years. Mr. Washington is determined to get those issues behind us. If we retreat on what we are doing, we will not make it. Mr. Washington said during the Finance Committee held earlier today, the assumption of using the last two years average is not a good assumption to base it on because we did not offer cost of living adjustments which is a significant portion of the District budget when considering approximately 87% is personnel. It is a false image in a two-year cycle. Is that going to play out in four or five years? He does not think it is.

Mrs. Phyllis White, Chief Operational Services Officer, said as mentioned on several occasions, a 1% mandated teacher salary increase (which we have not had for two years), is \$1 million per 1%. The increase of 2.64% on \$181 million which would be 2012 budget is \$4.7 million. If the District had a 3% increase on teacher salaries, would be \$3 million of \$4.7 million. The District has other contractual obligations. The District was just notified, but it is too late now, because the District has already reached final approval, it has another state-mandated increase in retirement. Regarding Riverview Charter School, they can expand by grade level. The FY 2011

budget proposal is a perfect example of that -- \$400,000 in FY 2011 is an increase in the charter school of 56 children. In 2012 they will expand for seventh grade, then eighth grade in 2013. Their plan is to go to eighth grade. There are some extenuating circumstances where the District cannot stay level. As Council has heard, the District has reduced its budget more than \$7 million, reduced positions, reduced programs, not grown any programs, sold property and is doing all we can to cut costs. Is it likely the District can reduce more, can we continue to hold on the line, probably, at a cost. We are at Tier III. The next step is for the Board to decide whether or not to stick with the \$175.3 million and take out of fund balance and reduce. The items in Tier III will impact schools and people's pay. Can we keep the growth in the District budget at 2.64%? Yes, we probably can, but it will come at some type of cost and eventually reach the classroom. These past two years has been extraordinary. Mrs. White does not think the state can control teacher salary increases much longer.

Mr. Washington said even if the Doe Case litigation funds come through, who is to say it is millions of dollars. Plus, it is one-time money. The Board has already made the commitment that if it does receive a settlement those funds will be applied to pay down debt. The District fund balance is high because that is what is required to open six of seven schools. The District deliberately built that fund balance so it would not incur a shock expense to the taxpayer. The schools are now in operation and that \$30 million is now going to become \$24 million or less. Once Council approves the budget, the Board will meet to discussion revenues because its adopted budget identified expenditures and projected revenues. Mr. Washington works with the school every day. He focuses on education daily. Council has a greater scope of fear or influence or responsibility than he has. The Board focuses on education and what it takes to make it work in the county at the best return on the dollar. It is an investment. He takes it seriously.

Mr. Flewelling pointed out Council is authorizing the Board to spend exactly as much as requested. They requested to spend \$175 million. Council is authorizing them to spend that amount of money. Having an impact on teacher pay or programs, other than what they already requested, is not really an issue. Council is authorizing the District to spend up to what they asked for to begin with. What Council is doing affects future years. In down years we have to potentially increase the millage rate at a faster rate than they had projected. It also affects the fund balance. The District had calculated its fund balance would only be \$5 million and under Mr. Rodman's proposal it would be \$10 million. It seems to be a net positive in down years. Mr. Flewelling understands the District debt service is 28.0 mills rather than 26.33 mills.

Mrs. White replied the District debt millage was at 28.0 in FY 2009. The District submits to the County its debt payments on June 14, 2010. The County sets the millage to ensure the debt payments are made so that revenue is generated to make debt payments. In order to make debt payments, it needs to be at 28.0 mills. What the District was offering to Council is to use some of the fund balance to offset it, rather than take debt millage back up to what it was. When the County did the rollback on the District debt mill, it rolled it back to be less than what the District needs for its debt payments. The revenue generated by that debt mill did make the District debt payments. The District is suggesting to the County by using the 26.33 mills, using some of the fund balance in District debt service fund and then next year go back up. The County sets the

debt mill to generate the revenue that is sufficient for the District to make its debt payments. Those debt payments were included in the data package provided to Council on or before June 14, 2010. In order for the District to make its debt payments, school debt service millage should be 28.0 million the same as it was in 2009. However, there is an opportunity to use funds on hand to leave it at 26.33 mills.

Ms. Von Harten read a poem she had written.

School

Tax and spend will never end
In our striving to defend
Broken systems broken verse
Broken bones and maybe worse

Voucher system white flight school
Segregate the money tool
Cram the bodies in real tight
Find a way to teach them right

Conscience whisper turn around
Freedom is a funny sound
Then undo all you have done
In the name of number one

Three Eight Eight we wait and wait
Trip the trap and take the bait
Act of god or act of snob
Teabags tumble not my job

Overstating understanding
Overhating countermanding
NOCD Not Our Class Dear
Let's just get this one thing clear

Do the job; do what it takes
Don't matter what the money makes
Unless you are a CEO
Or NBA or football pro

Talk is cheap but learning's cheaper
Til you look a little deeper
Save our money cut and run
Hero white horse setting sun

Teaching them to rise above
Reach to them with mother love
It's the parent's job you say
Two jobs three L R T A

Proto-Indo-European
Teach them Chinese and Korean
Math and science logic art
Conversation from the heart

Words and numbers knowledge power
Stomp the stem expect a flower
Teach them all a simple song
Then refuse to sing along

Mocking all that sweet milarkey
Laughing at the hierarchy
Without middle management
Communication banishment

Subject object agency
Accusative case urgency
Universe in two dimensions
Public private two declensions

Forcing failure way to go
Keep it simple keep it slow
Maybe yes our world is flat
But we don't want our kids like that

Maybe yes the system's flawed
Procreation, Justice, God
Avoid the things that mean the most
If you want to keep your post

Teach them right from wrong and such
Open their hearts but not too much
Open their minds but please take care
Not to teach them how to share

Keep it then be stingy cheap
What we sew is what we reap
Keep your money and your taxes
Who needs teachers who needs praxis

As anyone could probably tell you
We willingly buy things we value
So even at this troubled time
We want our students' scores to climb

The option here most circumspect
Is the one that shows the most respect

For among humanity's highest features
Is the deference we show our teachers.

Ms. Von Harten expects Council to show some deference to the people who are the leaders of teachers in our community. They deserve the respect of having their value system and their knowledge of their systems they have in place. They deserve our respect as fellow elected officials.

Mr. Dawson stated the budget the District has presented is requesting a 2% increase. And while it is a tax increase it is a small increase. Those who will be directly affected will be 6% homeowners and those who own at a minimum two homes, if not more. Needless to say, from the state level to the local level of government here in South Carolina, over the years there has been an initiative / push for no tax increases. Out of that arrived the 15% cap, point of sale (ATI) and it was all designed for tax breaks for the wealthy. Coupled with Act 388 and also now the recession we find ourselves in a hectic situation. This budget Mr. Rodman brought forward from Finance Committee and is before Council now for approval. Mr. Dawson views it also as a tax break for the wealthy. If Council were to pass this budget, it is asking the District to go back and make further cuts as if they had not made enough cuts already. Further cuts would only affect, not the wealthy, but the poor at a time when the economy is in a position where no one needs to be unemployed or no one needs to lose their job. While that may not happen this budget cycle, in the coming years the District and Council as well, are reaching the point where we can no longer push the initiative of no tax increases. We are going to have to increase taxes at some point in time. It is either that or letting our employees go – both the County and District. Mr. Dawson is going to support the 2% increase the District is requesting. He will not support the budget before Council at present. Council needs to give the District the latitude to have the necessary funds to educate the children of Beaufort County to the best of its ability. The District has made enough cuts.

Motion to amend by substitution.

It was moved by Mr. Glaze, seconded by Ms. Von Harten, that Council add 2% to local tax collections and reduce the amount to be applied to the fund balance by an equal amount.

Mr. Newton said the District has done a great job. As Chairman Washington has said, the District focuses on education every day and we are fortunate to have good people working for the District. Because we differ in how to pay for education is not a lack of respect, in his judgment, but others may see that differently. The proposal that came out of Finance Committee

was to fully fund the District's requested budget using a higher amount from fund balance. Keep in mind two years ago at a Council meeting held at the Bluffton Branch Library Council voted 6:5 on the budget. There was discussion at that time the District fund balance was going up and there was discussion that that would not be the case. In fact, the fund budget doubled the following year because there were projections that showed it was going up. Mr. Rodman, as pointed out by Mr. Caporale today at Finance Committee, whose experience working with both Council and District and understanding their finances and its various moving parts, more often than not has turned out to be accurate. Mr. Newton is against this motion to amend because he supported what was at Finance Committee today for a host of reason. The 2% is borne by everyone. Every category of taxpayer pays that 2% increase -- every boat, every car, every bit of personal property that is subject to taxation in this County, every bit of real estate, businesses. The only thing that does not pay is 4% properties. Everybody who even owns a car is being asked to pay this increase in Beaufort County when the proposal by Finance Committee fully funds the request, but uses more out of fund balance than otherwise as originally proposed. Mr. Newton opposes the motion to amend. He supports the original motion that was on the table.

Mr. Caporale cannot support the motion to amend. What happened two years ago was instructive to Mr. Caporale because he was sitting on the fence trying to look at things from two very different perspectives -- as a former Board of Education member and now as a County Council member. For those members of Council who want to support this motion and those members who want to vote against the Finance Committee recommendation, Mr. Caporale suggested they hold Mr. Rodman to his word. If Mr. Rodman has missed anything or his figures are in error, then we go back to him as the cause of having forced the District into a corner financially. He is going to hold Mr. Rodman to his word.

Mr. Flewelling is very proud of what the District has accomplished this last year. Because of that he chooses to fund the District request. We seem to have disagreement in how we are going to pay for that over the next several years. The money the District has requested is well spent. He appreciates the hard work cutting the budget to the bare minimum. Please continue the good work. Do not lose heart just because we disagree how to pay for it right now.

Mr. Sommerville remarked this vote would not be complete without reminding everyone the only reason Council is having this discussion is because our Legislators are robbing us blind. We have sent hundreds of millions of dollars to Columbia for the purpose of supporting schools and they have given the money to every school district in the State of South Carolina except Beaufort County. Hundreds of millions of dollars yet we are sitting here having a discussion about a couple a million dollars. That is the problem. Do not get this issue out of perspective. As Mr. Flewelling said, we are trying to fund this budget. We have a difference of opinion in how it should be funded. But the real problem is our Legislators have a ski mask, a gun and are robbing us blind.

Mr. Rodman referred to expenditure per pupil in each year, which is taking the total expenditures in general fund/operating side and dividing by the number of students. In 2006 the expenditure per pupil increased 6%. In 2007 it increased 10.1%. In 2008 the increase was 7.1%. In 2009 it went up 7.6%. This is not expenditures, but rather expenditures per pupil. What we have kind of

deteriorated into is a “we and they”. Mr. Rodman guesses they are mad at us. Teachers are writing letters and attending public hearings. The practical part of this is that this Council over the last couple of years has bent over backwards to give the District exactly what they offered, this being the six consecutive year, and the expenditures per pupil have gone from \$6,400 to \$8,600, a pretty sizeable number per pupil. We have seen it in the results. The Board and District have done a good job. You are seeing results. For us to be sitting here arguing about whether or not the fund balance that went up \$20 million and whether we can give \$2 million of that back to the taxpayers, Mr. Rodman said shame on all of us. It is just terrible to do that. As Mr. Newton has said, there are businesses across this county meeting as we speak talking about which employees they letting go. Government does just the opposite. We do a good job at both the County and the District of working through vacancies, being careful who we hire, we are not looking at cutting salaries and not looking at letting people go for the most part. We are kind of on the same wavelength, but are talking past each other. Is there anything wrong with Mr. Rodman’s suggestion, that Council approve the budget at third and final reading and if the Board thinks Council missed something, then during July and August we relook at it. We are reasonable people and Mr. Rodman will be the first in the world to say if Council made a mistake, we have made a mistake and ought to revisit it. We can also fold in the capital piece, although Mr. Rodman does not think it is a lot because we have basically borrowed most of the money because we have built most of the schools. But there could be some impact there.

Mr. Washington replied the Board will meet June 30, 2010 because there is a change in what the Board submitted to Council. It will discuss at that time how it goes forward. He expects the Board to come out with a course of action. He appreciates the fact that Council acknowledges what the District has requested in expenditures. There are concerns down the road. As Mr. Sommerville pointed out, the impact of the District’s bond rating as well as associated low interest rate. Mr. Washington will continue to do what is best for the children and the taxpayers. He is concerned about the military. During the next BRAC cycle, he does not want Beaufort County cited for deficiencies in the education system thereby jeopardizing the \$600 million annual local impact of the military.

Vote on the motion to amend by substitution: FOR – Mr. Dawson, Mr. Glaze, Mr. McBride and Ms. Von Harten. OPPOSED – Mr. Baer, Mr. Caporale, Mr. Flewelling, Mr. Newton, Mr. Rodman, Mr. Sommerville and Mr. Stewart. The motion failed.

Mr. Sommerville requested clarification of Mr. Rodman’s remarks.

Mr. Rodman replied Council is flying a little bit blind, but for whatever reason Council did not receive from the District the underlying enrollments and teachers and all those projections. Therefore, he would encourage Council to pass the budget, have the District provide the information to Council and hold a meeting. If Council is making some type of mistake, it will take a look at it, there is time to run it through the ordinance process as well as include the capital piece. He understands that a lot of money was saved, but most debt is already in place, therefore, future borrowings are down a little bit. He does not think \$2 million is going to make any difference in the bond rating.

Vote on the main motion: FOR - Mr. Baer, Mr. Caporale, Mr. Flewelling, Mr. Newton, Mr. Rodman and Mr. Stewart. OPPOSED - Mr. Dawson, Mr. Glaze, Mr. McBride, Mr. Sommerville and Ms. Von Harten. The motion passed.

TEXT AMENDMENTS TO THE BEAUFORT COUNTY ZONING AND DEVELOPMENT STANDARDS ORDINANCE (ZDSO) THAT REPLACES ALL THE COMMUNITY OPTIONS WITH A TRADITIONAL NEIGHBORHOOD DEVELOPMENT OPTION: ARTICLE V, DIVISION 1, TABLE 106-1098 USE TABLE; ARTICLE VI, DIVISION 2, TABLE 106-1526 OPEN SPACE AND DENSITY STANDARDS; ARTICLE VI, DIVISION 3, TABLE 106-1556 LOT AND BUILDING STANDARDS; ARTICLE VI, DIVISION 4, TABLE 106-1617 BUFFERYARD AND LANDSCAPING STANDARDS; ARTICLE XI, DIVISIONS 1 AND 2

Mr. Sommerville, as Natural Resources Committee Chairman, stated this text amendment has been debated and discussed for some time. We thought we were at a point of finality, but as recently as today, it has come to his attention and other members of this Council's attention, that there may be a question of whether or not one or more of the potential developments in a Traditional Neighborhood would be in the revised MCAS Beaufort sound profile zone which could eventually translate into a new AICUZ. As you know we are anticipating the coming of the F-35B, and if and when that aircraft arrives the sound contour may change. That is what has come to our attention. If that is the case, there are four options on the table for permutations of what we might get – training squadrons or regular squadrons -- and in all four of those options a considerable amount of the real estate involved in or one of those potential developments falls in that new sound profile. It is a maybe because there has been no official change of the sound profile and no official change in the AICUZ, officially, because Council would have had to vote on it. There is reason to believe that it could change and that if it does change it could include one or more of the properties that could be affected by this. Therefore, Mr. Sommerville is asking tonight, without objection, permission to send this issue back to Natural Resources Committee to discuss the potential impacts. The reality is we do not know. All we know is that it is a possibility. This consideration has not entered into our discussions up to this point and it should.

Mr. Sommerville is asking without objection that this issue be sent back to Natural Resources Committee to incorporate those discussions into what the final motion is that comes forward to Council.

Mr. Glaze inquired as to the names of the potential developments. Mr. Sommerville is aware of Cherokee Farms. There may be more. It is his understanding Burlington Land would not be included in any of the four options. Cherokee Farms, however, would be included in all four permutations or options.

Mr. Flewelling wanted to know when Natural Resources Committee would discuss this matter. Mr. Sommerville does not know the answer, because he does not know when we will have definitive information on the new sound profile. The reality is unless that sound profile expands, as it is believed it might, it is a moot point. At present it is iffy. As Chairman of Natural

Resources, Mr. Sommerville would like to bring it forward as soon as we receive definitive information on the sound profile then we can all make an intelligent decision about whether that will affect our collective vote.

Mr. Glaze objects to sending the matter back to Natural Resources Committee.

Main motion.

It was moved by Mr. Sommerville, seconded by Mr. Flewelling, that Council send the matter regarding text amendments to the Beaufort County Zoning and Development Standards Ordinance (ZDSO) that replaces all the community options with a Traditional Neighborhood Development option back to Natural Resources Committee for the purpose of discussing the new information that has come forward as to whether or not one or more of the potential developments in a Traditional Neighborhood would be in the revised MCAS Beaufort sound profile zone which could eventually translate into a new AICUZ.

Mr. Rodman suggested the motion include a date certain as to when the matter will come back to Council.

Mr. Sommerville is fine including a date, but is a little at a loss as to what date to put in there.

Mr. Flewelling supports referring the issue back to Natural Resources Committee. It is his understanding you cannot base zoning decisions on facts that are not apparent now. If AICUZ is going to change, that should not impact our zoning decision today. But the fact it might change is something we are going to have to consider at some point which could be six months or one year.

Mr. Newton said the County is investing money in the Military Enhancement Committee. Members of Council were present at the public meeting on the Joint Strike Fighter F-35B East Coast Basing (draft) Environmental Impact Statement. Council has adopted two resolutions in the past six months embracing the F-35B. He does not think Council is going to make a decision in the face of MCAS Cherry Point trying to get the aircraft stationed there, that would be detrimental to that effort. This is a staff-initiated request to address an issue relative to the ZDSO. It was not initiated by the landowner. We have this base issue which may or may not become a problem. He does not want this matter lingering out there to be perceived as some type of problem. He is delighted to send it back to committee and receive that input.

Ms. Von Harten noted Cherokee Farms' location is an awkward place because of the traffic situation on Joe Frazier Road and AICUZ. She would like to see the County buy the land and use it as a community pasture for cows.

Mr. Glaze inquired if the sound profile and AICUZ was initiated by MCAS Beaufort or staff. Mr. Newton replied, "Nobody, yet." There is none that has been discussed as being necessary. It is his understanding the discussion came up because the June 22, 2010 public meeting on the Joint Strike Fighter F-35B East Coast Basing (draft) Environmental Impact Statement. We all

know the preferred alternative in the Environmental Impact is five squadrons in MCAS Beaufort (two training and three operational) and that MCAS Cherry Point has decided they want them all. Today's discussion could serve to either promote MCAS Cherry Point position and present a challenge to MCAS Beaufort is probably worthy of explanation before that moves forward.

Mr. Baer noted in the testimony Council has had on this matter in the past, Mr. Jim Bequette mentioned that there was developer involvement with the County Planning Department putting together some of the data. Therefore, this is not entirely a Planning Department project. There is some developer involvement. Secondly, the vote on this issue was 5:5 at the March 15, 2010 Council meeting. The potential AICUZ is never going to make this any better, only worse. Mr. Baer would like to vote on this issue tonight. It is like the Eveready Bunny, it never seems to die.

Motion to amend by addition.

Mr. Sommerville, as maker of the motion, and Mr. Flewelling, who seconded the motion agreeing, amended the motion to include this matter will come back to Council within six months.

Mr. Dawson is in favor of sending the matter back to Natural Resources Committee for discussion on the information relative to the impact it will have on trying to move forward TND zoning and how it affects MCAS Beaufort, its wishes and desires. The last thing Council wants to do is negatively impact MCAS Beaufort in its efforts to try to get those F-35B squadrons here, in Beaufort County. We are in dire need of bringing jobs to Beaufort County. The military is one of our strongest allies insofar as our economy is concerned. Anything we do that could negatively impact their efforts would be a disgrace on our part. For the sake of at least discussing it and seeing the relevancy of the impact it would have, he will support the motion.

Mr. Glaze stated if this issue goes back to committee he requests all potential developments in a Traditional Neighborhood affected by a revised MCAS Beaufort sound profile zone which could eventually translate into a new AICUZ be discussed at that meeting.

Ms. Von Harten voted in favor of the motion at the March 15, 2010 Council meeting. If Council were to vote again tonight, she would vote against the motion which would change the balance of the equation. Put it out of its suffering.

Vote on the motion to amend by addition: FOR – Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville and Mr. Stewart. OPPOSED – Mr. Baer, Mr. Glaze and Ms. Von Harten. The motion passed.

Vote on the amended motion, which is now the main motion, and include the motion to amend by addition.

Council send the matter regarding text amendments to the Beaufort County Zoning and Development Standards Ordinance (ZDSO) that replaces all the community options with a

Traditional Neighborhood Development option back to Natural Resources Committee for the purpose of discussing the new information that has come forward as to whether or not one or more of the potential developments in a Traditional Neighborhood would be in the revised MCAS Beaufort sound profile zone which could eventually translate into a new AICUZ. Further, this matter will come back to Council within six months. The vote was: FOR – Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville and Mr. Stewart. OPPOSED – Mr. Baer, Mr. Glaze and Ms. Von Harten. The motion passed.

PUBLIC HEARING

TEXT AMENDMENTS TO THE BEAUFORT COUNTY ZONING AND DEVELOPMENT STANDARDS ORDINANCE (ZDSO) THAT REPLACES ALL THE COMMUNITY OPTIONS WITH A TRADITIONAL NEIGHBORHOOD DEVELOPMENT OPTION: ARTICLE V, DIVISION 1, TABLE 106-1098 USE TABLE; ARTICLE VI, DIVISION 2, TABLE 106-1526 OPEN SPACE AND DENSITY STANDARDS; ARTICLE VI, DIVISION 3, TABLE 106-1556 LOT AND BUILDING STANDARDS; ARTICLE VI, DIVISION 4, TABLE 106-1617 BUFFERYARD AND LANDSCAPING STANDARDS; ARTICLE XI, DIVISIONS 1 AND 2

Mr. Newton announced Council has voted to send this matter back to Natural Resources Committee. It was scheduled for a public hearing this evening. This is a matter that has been before Council resulting in a tie vote on March 15, 2010.

The Chairman opened a public hearing at 6:08 p.m. for the purpose of receiving information from the public regarding text amendments to the Beaufort County Zoning and Development Standards Ordinance (ZDSO) that replaces all the community options with a Traditional Neighborhood Development Option: Article V, Division 1, Table 106-1098 Use Table; Article VI, Division 2, Table 106-1526 Open Space and Density Standards; Article VI, Division 3, Table 106-1556 Lot and Building Standards; Article VI, Division 4, Table 106-1617 Bufferyard and Landscaping Standards; Article XI, Divisions 1 and 2. After calling once for public comment, the Chairman recognized Mr. David Tedder, a Lady's Island resident, who stated in 2003 he was asked by the then seated Council to prepare a development agreement that would allow Cherokee Farms to develop as they have been submitting ever since. He had planned to speak tonight about a technical issue in Section 2436, Division I. It is backward. You have to go to a CRB, if you are in one of those areas first, instead of the DRT which is reversed from everything we normally do. The reason it is like that is because we have never used the Planned Community Option, to his knowledge, and it has never been in one of those corridors. It is inconsistent with the flowchart of all the other developments the way it is written for adoption. It is necessary for the DRT to give guidance before going before CRB or the applicant is going to be back and forth several times if you move forward. We have not used the Planned Community Option in ten years because it does not work because it was poorly drafted. It has outrageous requirements for open space and it has just unrealistic expectations. Mr. Tedder was somewhat happy to see the county move to a smarter growth model where TND would be available in certain areas. He was discouraged the way it was put together it was not going to be available in many areas where

infill or contiguous development might be appropriate for TND. Hopefully, with formed-based code we will get there. The TND option would be a good option to have. He does not like the acreage requirements -- 40 acres and 20 acres for Suburban and Urban respectively – and there is some areas were you could consolidate properties, build them together and build a nice neighborhood with all things that we want to have. He has watched this Council and developer go back and forth nearly eight years now. In 2003 we started with a development agreement. The developer and county went back and forth with a few staff negotiations. Negotiations got held up. The developer thought they could do develop with Suburban zoning because Council zoned it Suburban. Meanwhile, back at the ranch, Council passed AICUZ which impacted the project. They have been going back and forth for years and years trying to do something with their property. Is it fair to them what has happened to them over the last seven to eight years? Mr. Tedder does not think so. It is an unfortunately series of circumstances. They have been working so long Council ought to think of its actions and how it impacts someone's ability to do something with their property. Regarding the changes to the AICUZ, the presentation Mr. Tedder has listened to, they are not even going to be able to do the noise imprints until after the planes are delivered, they have done noise modeling. It is likely to be 2015 before you get a new AICUZ. Mr. Tedder encouraged Council to approve a TND because we need a TND. If it is not going to be applicable under AICUZ, say so. But do not kill a good plan just because of the impacts you think it might have in one single area. See where it is going to impact. Make it available to us so we can do some smarter growth. We have got to do something to get our community growing again. It is not growing. We are stagnant. We need some development. After calling twice more for public comment and receiving none, the Chairman declared the hearing closed at 6:11 p.m.

The Chairman passed the gavel to the Vice Chairman in order to receive committee reports.

COMMITTEE REPORTS

Finance Committee

Ambulances for EMS

It was moved by Mr. Rodman, seconded by Mr. Baer, that Council award of contract to Southeastern Specialty Vehicles of West Jefferson, North Carolina, the lowest responsive/responsible bidder, in the amount of \$145,300 for one 2010 Ford F-450 4x2 Road Rescue Ambulance. Funding for this will come from Account #11437-56000, 2009 BAN Fund Contingency. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville, Mr. Stewart and Ms. Von Harten. The motion passed.

Natural Resources Committee

B/J Water and Sewer Authority

Donna Altman

The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Stewart, Mr. Sommerville and Ms. Von Harten. Mrs. Altman garnered the eight votes required to serve as a member of B/J Water and Sewer Authority. (Governor approves Council’s recommendation). The motion passed.

The Vice Chairman passed the gavel back to the Chairman in order to continue the meeting.

PUBLIC COMMENT

There were no requests to speak during public comment.

CALL FOR EXECUTIVE SESSION

It was moved by Mr. Caporale, seconded by Mr. Rodman, that Council go immediately into executive session for the purpose of receiving information regarding negotiations incident to proposed contractual arrangements and proposed purchase of property. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville, Mr. Stewart and Ms. Von Harten. The motion passed.

MOTION OF EXTEND

It was moved by Mr. Caporale, seconded by Mr. Rodman, that Council extend beyond 8:00 p.m. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Stewart, Mr. Sommerville and Ms. Von Harten. The motion passed.

EXECUTIVE SESSION

RECONVENE OF EXECUTIVE SESSION

It was moved by Mr. McBride, seconded by Mr. Sommerville, that Beaufort County purchase through the Rural and Critical Lands Program the development rights secured by a conservation easement to preserve for agriculture purpose a 284+/- acre parcel of land on St. Helena Island known at Henry Dairy Farm for a purchase price of \$3 million payable in equal payments of \$1.5 million by Beaufort County and the Federal Farm and Ranch Land Protection Program, all in accordance with the terms of the option between Conservation Consulting, Co., as purchaser and Charles E. Henry, as seller, dated August 12, 2009. This motion is subject to and conditioned upon final approval of transaction of the Federal Farm and Ranch Land Protection Program. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Stewart and Mr. Sommerville. OPPOSED – Mr. Glaze. ABSENT – Ms. Von Harten. The motion passed.

It was moved by Mr. Dawson, seconded by Mr. Sommerville, that Beaufort County purchase from the Rural and Critical Lands Program the fee simple title to 63+/- acre parcel of land on McCauley Creek known as the Ihly Farm for the purchase price of \$2 million payable by equal payments of \$1 million by Beaufort County and MCAS Beaufort Protection Program for a restrictive easement, all in accordance with the terms of the option between Conservation Consulting, Co., as purchaser and Palmetto State Bank, as seller, dated April 21, 2010. This motion is subject to and conditioned upon final of the transaction by Marine Corps AICUZ Protection Program.

Mr. Baer will vote against the motion because it is in a high noise zone which may become a higher noise zone. While he is completely in favor of protecting MCAS Beaufort, the public share of doing it in this case is too high.

Mr. Rodman said this motion raises one issue. MCAS Cherry Point is trying to make a run at the F-35B. It seems to him any of the work Council is looking at, it is better to look at sooner rather than later, just so somebody does not pull out the rug from under us.

The vote was: FOR – Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Stewart and Mr. Sommerville. OPPOSED – Mr. Baer and Mr. Glaze. ABSENT – Ms. Von Harten. The motion passed.

It was moved by Mr. Flewelling, seconded by Mr. Sommerville, that Beaufort County purchase from the Rural and Critical Lands Program the fee simple title to 13+/- acre parcel of land on the marshes of the Broad River and Broad River Drive for a purchase price of \$350,000 in accordance with the terms of the option between Conservation Consulting, Co., as purchaser and Amber Karr, as seller, dated April 9, 2010. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Stewart and Mr. Sommerville. OPPOSED – Mr. Glaze. ABSENT – Ms. Von Harten. The motion passed.

ADJOURNMENT

Council adjourned at 8:50 p.m.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Wm. Weston J. Newton, Chairman

ATTEST: _____
Suzanne M. Rainey, Clerk to Council

Ratified:

**OFFICE OF THE COUNTY ADMINISTRATOR
COUNTY COUNCIL OF BEAUFORT COUNTY**

GARY KUBIC
COUNTY ADMINISTRATOR

CHERYL HARRIS
EXECUTIVE ASSISTANT

ADMINISTRATION BUILDING
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BRYAN J. HILL
DEPUTY COUNTY ADMINISTRATOR

LADSON F. HOWELL
STAFF ATTORNEY

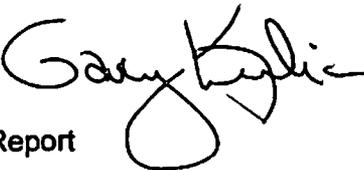
**COUNTY ADMINISTRATOR'S REPORT
Monday, July 26, 2010
County Council Chambers, Administration Building**

INFORMATION / ACTION ITEMS:

- The County Channel / Broadcast Update
- Four-week Progress Report (Enclosure)
- State Legislative Update (Enclosure)
 Mr. Kent Lesesne, Staff Attorney, South Carolina Association of Counties
- RFP Response to Railway Tourist Train Services for Beaufort County
- Announcement of \$3.1 Million Grant Award for Multiuse Trail and Pedestrian Connectors (Enclosure)
- Resolution to Award Health Benefit Advisory Services to Gallagher Benefits Services, Inc. (Enclosure)
- Update on Technical and Energy Efficiency Programs at the Technical College of the Lowcountry
 Mr. Everett Feight, Industrial Technology Division Dean



Memorandum

DATE: July 23, 2010
TO: County Council
FROM: Gary Kubic, County Administrator 
SUBJ: County Administrator's Progress Report

The following is a summary of activities that took place June 28, 2010 through July 23, 2010:

June 28, 2010

- Finance Committee meeting
- County Council meeting

June 29, 2010

- No scheduled meetings

June 30, 2010

- Parks and Leisure Services (PALS) meeting with Bryan Hill, Deputy County Administrator, and PALS Board members (Arthur Middleton, Chairman, Al Stern and Bob Anderson)
- Site visit of 399 Parris Island Gateway property with Bryan Hill, Deputy County Administrator, Mark Roseneau, Director of Facilities Management, and Ed Allen, Coroner

July 1, 2010

- Conference call with Lad Howell, Staff Attorney, and Town of Hilton Head Island representatives (Steve Riley, Greg DeLoach and Brian Hulbert) re: Hilton Head Island Master Plan
- Meeting with Rob McFee, Division Director of Engineering and Infrastructure, and John Webber, Special Projects Coordinator re: Beaufort County Disaster Recovery Plan
- Conference call with Morris Campbell, Director of Community Services, and Roland Gardner, Executive Director of Beaufort-Jasper-Hampton-Collection Comprehensive Health Services, to discuss issues relating to the Brown property on St. Helena Island

July 2, 2010

- Scheduled appointments canceled and rescheduled

July 5, 2010

- Independence Day holiday

July 6, 2010

- Conference call with Cristina Roberson, Director of Parks and Leisure Services
- Interview with Mary Amonitti of WHHI-TV
- Meeting with Frank Turano, of Bluffton

July 7, 2010

- Meeting with Avery Cleland, of Cleland Construction, Inc. re: Bluffton Parkway Phase 5A
- Staff meeting to discuss networking issues
- Interview with Jamie Daley, of WTOC news, re: Hilton Head Island Airport Master Plan Joint Session, July 12, 2010
- Departmental Visits: Alcohol and Drug Abuse and Veterans Affairs

July 8, 2010

- Followup meeting with Bryan Hill, Deputy County Administrator, Ed Allen, Coroner, and Mark Roseneau, Director of Facilities Management re: property located at 399 Parris Island Gateway
- Codes Enforcement departmental visit
- Meeting with Jamie Woods, Workforce Development Director, Lowcountry Council of Governments, to discuss their Workforce Investment Act Program
- Conference call re: Daufuskie Island Convenience Center

July 9, 2010

- Meeting with Rob McFee, Division Director, Engineering and Infrastructure

July 12, 2010

- Joint Session of Beaufort County Council and Town Council of Hilton Head Island re: Hilton Head Island Airport Master Plan

July 13, 2010

- Meeting regarding Mitchelville properties
- Meeting with Chairman Weston Newton and J. Craig Forrest, SCDOT Highway Commissioner

July 14, 2010

- Meeting with Jim Curry, Vice President, Village at Battery Creek
- Library departmental visit
- Meeting with Stephanie Cocarro, Website Associate Administrator

- Meeting with James Moore of Hilton Head Island

July 15, 2010

- Conference call with Town of Hilton Head Island representatives, Town of Bluffton representatives and staff re: recommendation for Bluffton Parkway Phase 5
- Conference call with Charles Cousins, Town of Hilton Head Island, and Talbert & Bright re: Hilton Head Island Master Plan
- Meeting with Ladson Howell, Staff Attorney, and Edra Stephens, Director of Business Licenses re: business license issues
- Meeting with William Winn, Director of Public Safety, and Phil Foot, Director of Detention Center re: Accreditation Report of the Health Care Services at Beaufort County Detention Center

July 16, 2010

- Meeting with Tony Criscitiello, and Form-Based Code consultants, Stefan Pellegrini and Craig Richardson
- Meeting with Ann Bluntzer, Director, Beaufort County Open Land Trust (BCOLT)

July 19, 2010

- Conference call with Cristina Roberson, Director of PALS
- Finance Committee meeting
- Natural Resources Committee meeting
- Recognition of Veterans Association Van Drivers at Pinckney Hall, Sun City

July 20, 2010

- Meeting regarding conceptual layout and general site criteria for transfer station site
- Departmental Visits: Facilities Management and Mosquito Control

July 21, 2010

- Agenda review
- Meeting with Ladson Howell, Staff Attorney, and Ann Bluntzer and Ken Driggers (BCOLT) re: property management procedures

July 22, 2010 (County Administrator Bluffton Office Hours)

- Hargray communications meeting
- County / Town of Bluffton bi-monthly meeting to discuss county / town issues

July 23, 2010

- Meeting with Rob McFee, Division Director of Engineering and Infrastructure
- Briefing on Stormwater EOS/LOS

Beaufort County Council Presentation

by

Staff Attorney, Kent Lesesne
South Carolina Association of Counties

- **SCAC Services**
 - Insurance (Workers' Comp Trust)
 - Conferences and Education Opportunities
 - Legal Assistance
 - Setoff Debt
 - Public Information
 - Research and Technical Assistance

- **Legislative Information**
 - Friday Reports /Legislative Alerts
 - Acts that Affect Counties
 - Technical Bulletins

- **Legislative Update**
 - Local Government Fund (LGF) Cut
 - Point of Sale/ATI
 - Financial Flexibility Proviso

- **Legislative Steering Committees**

Harris, Cheryl

From: Larson, Suzanne
Sent: Thursday, July 08, 2010 2:01 PM
To: Kubic, Gary
Cc: Harris, Cheryl
Subject: RE: announcement from DOT

Will do!

From: Kubic, Gary
Sent: Thursday, July 08, 2010 1:45 PM
To: Newton, Weston
Cc: Criscitiello, Anthony; Hill, Bryan; Larson, Suzanne
Subject: FW: announcement from DOT

Congratulations to staff and company for a job well done....please coordinate a press release to include Senator Graham support, et al...gkubic

From: Tuten, Bill (L. Graham) [mailto:Bill_Tuten@lgraham.senate.gov]
Sent: Thursday, July 08, 2010 12:08 PM
To: Kubic, Gary
Subject: announcement from DOT

NOTICE OF GRANT AWARD

Title:	Bus and Bus Livability Project Selections: Multiuse Trail and Pedestrian Connectors
DOT Agency Disbursing Funds:	Federal Transit Administration
Project Number:	
Award Recipient	South Carolina DOT
City/Country/State	Beaufort, SC
Place of Performance	Northern Beaufort County
State Congressional District	6
Entitle Amount	\$ 0.00
Discretionary Amount	\$ 3,100,000.00
Total Grant Amount	\$ 3,100,000.00

Description:

This project is designed to transform northern Beaufort County from a region dominated by auto travel to a region that offers transportation choices that are accessible to all residents. The three components to this project include providing a fixed-route transit service that links a majority of northern Beaufort County residents to the region's major employers, shopping areas, and services; constructing a 6.7 mile first phase multiuse trail; and constructing, repairing, and reconfiguring over 13 miles of sidewalks and multiuse pathways to promote safely connect them to major employers, commercial districts, schools, and residential areas.

LINDSEY O. GRAHAM
SOUTH CAROLINA



290 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-5972

UNITED STATES SENATE

July 15, 2010

Mr. Gary Kubic
County Administrator
Beaufort County
PO Box 1228
Beaufort, SC 29901-1228

Dear Gary:

I would like to take this opportunity to congratulate you on the recent awarding of your grant, *Bus & Bus Livability Project Selections: Multiuse Trail & Pedestrian Connectors*, through the United States Department of Transportation. This grant will benefit many South Carolinians, and for that I applaud your efforts.

Again, congratulations on this accomplishment. I wish you the best, and if I can be of any service, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Lindsey", written in a cursive style.

Lindsey O. Graham
United States Senator

LOG/wm

RESOLUTION

AUTHORIZATION TO CONTRACT FOR PROFESSIONAL HEALTH CARE BENEFIT CONSULTING SERVICES

WHEREAS, Beaufort County Employee Services is responsible for the delivery and maintenance of health benefit services for Beaufort County employees; and

WHEREAS, Beaufort County Employee Services has the responsibility to recommend health benefit providers to the members of Beaufort County Council on behalf of the Beaufort County employees; and

WHEREAS, the challenges of this process require the assistance of a professional health benefit consultant to insure a cost effective outcome and beneficial health care; and

WHEREAS, the required county public bidding procedures for this professional service have been properly completed; and

WHEREAS, the Employee Services health benefit evaluation committee has reviewed the participating health consultant bids and has prepared an award of contract recommendation; and

WHEREAS, the committee recommendation is now directly presented to members of Beaufort Council for consideration without a council committee recommendation in order to expedite the search and placement of health benefits for county personnel.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Beaufort, South Carolina, in Council duly assembled and by authority of the same, authorizes the Beaufort County Administrator to execute and enter into an agreement with Gallagher Benefit Services, Inc., to provide health benefit consulting services to Beaufort County in the amount of Eighty-five Thousand Dollars (\$85,000.00). This agreement also provides four (4) annual options to extend it subject to the mutual consent of both parties for each annual extension.

Adopted this 26th day of July, 2010.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Wm. Weston J. Newton, Chairman

ATTEST:

Suzanne M. Rainey, Clerk to Council

**BEAUFORT COUNTY EMPLOYEE SERVICES
BENEFIT CONSULTING SERVICES RFP # 3918 / 100353
MARCH 17, 2010 - 3:00 P.M.**

Beaufort County Employee Services utilizes a benefits consulting company to assist the County with selection, implementation, and oversight of the County's employee insurance benefit program. The benefit program includes health, dental, vision, life, AD&D, short and long term disability insurances, and EAP services, which total in excess of \$10 million dollars annually. Services provided by the benefits consultant include review of the current coverages, recommendations on coverage changes and employee contribution rates, marketing of the County insurance offerings, compliance assistance and updates on regulatory changes, as well as day to day assistance with benefit and compliance questions. The County's prior contract, which was with Mercer, expired June 30, 2010.

The Benefit Consultant RFP listed above yielded 8 proposals. Those proposals and subsequent interviews with the top 4 candidates resulted in a unanimous decision by the 5-person selection committee to recommend the following consultant:

**Gallagher Benefit Services, Inc.
4064 Colony Road
Charlotte, NC 28211**

Annual Fee: \$85,000

In addition to services that have been provided to Beaufort County in prior years, the comprehensive proposal submitted by Gallagher includes some services that are not offered or are offered at an additional cost in some of the other proposals. This includes customized employee satisfaction surveys and results analysis, design and population of customized enrollment communication material for open enrollment and new hires, creation of a customized benefits website housing all benefits-related information, and on-site annual HR training with Gallagher's Director of Compliance. A proposed project timeline is attached.

Employee Benefits Implementation Schedule

Project Timeline For:

Beaufort County

Plans:

Med/Rx/Dental/Wellness/Life/Disability

Target Effective Date:

7/1/10

Project Stages (high level)	August		September		October		November		December		January		Status
	1st - 15th	15th - 28th	1st - 15th	15th - 31st	1st - 15th	15th - 30th	1st - 15th	15th - 31st	1st - 15th	15th - 30th	1st - 15th	15th - 31st	
Meeting to review expectations	█												●
Final decision made on broker/consultant	█	█											●
Initial Gap Analysis to identify areas of improvement		█											
Gather all information for RFP/analysis		█											
RFP sent out to markets for all lines			█										
Perform network disruption analysis				█									
Send out employee benefit surveys (optional)				█									
Actuarial cost projections - EE/ER costs					█								
On-site strategic planning with our Actuary & team to present recommendations					█								
Employee survey analysis (optional)					█								
Final decision made (including Wellness)						█							
On-line enrollment system set up/testing with chosen vendor (optional)				█	█	█	█	█					
Carrier implementation meetings (if app.)							█						
Development & testing of Benefit Advocate line & Aptus (optional)					█	█	█	█					
Full review of all contracts/SPDs & conduct compliance gap analysis			█	█	█	█							
Develop & Print EE communications						█	█	█					
Train-the-Trainer sessions w/all sites								█					
Request carrier contracts/SPDs											█		
Conduct on-site enrollment mtgs @ designated locations (web video for others)								█	█				
New ID cards mailed to all members										█			
Full review of any new contracts/SPDs											█	█	

● Step completed

● Step progressing

● Step behind schedule



Memorandum

DATE: July 23, 2010
TO: County Council
FROM: Bryan Hill, Deputy County Administrator
SUBJECT: Deputy County Administrator's Progress Report

The following is a summary of activities that took place June 28, 2010 thru July 23, 2010:

June 28, 2010 (Monday):

- Work on Budget
- Finance Committee Meeting
- County Council

June 29, 2010 (Tuesday):

- Work on Budget / Adjustments
- Review KPMG Audit Report
- Meet with Dan Dennis re: Invoicing

June 30, 2010 (Wednesday):

- PALS Meeting with Gary Kubic, Al Stern, Bob Anderson and Arthur Middleton
- Meet with David Starkey and DHEC re: SCDHEC Funding of Innovative Projects
- Meet with Robert McFee, Public Services Director
- Visit Coroner Office Proposed Site

July 1, 2010 (Thursday):

- Attend Mediation in Columbia; Beaufort County vs. Executive Golf (Bluffton Pkwy.)

July 2, 2010 (Friday):

- Work on Budget

July 5, 2010 (Monday)--JULY 4TH:

- CLOSED

July 6, 2010 (Tuesday)--Bluffton:

- Work on Budget
- Meet with Gary Kubic

July 7, 2010 (Wednesday):

- Attend Network Review High Level
- Work on Budget

July 8, 2010 (Thursday):

- Meet with Gary Kubic, Ed Allen and Mark Roseneau re: 399 Parris Island Gateway
- Work on Budget
- Meet with Stewart Rodman and David Starkey

July 9, 2010 (Friday):

- Work on Budget

July 12, 2010 (Monday):

- DA Meeting
- Meet with Jim Minor re: Budget
- Meet with Gary Kubic, County Administrator - Status Meeting
- Meet with Joe Penale re: PALS Reorganization
- Attend Joint Meeting of County Council and Town of HHI re: Airport Runway

July 13, 2010 (Tuesday):

- Meet with Morris Campbell, Community Services re: Staffing

July 14, 2010 (Wednesday):

- PLD

July 15, 2010 (Thursday):

- PLD

July 16, 2010 (Friday):

- PLD

July 19, 2010 (Monday)--Bluffton:

- Bluffton Hours

July 20, 2010 (Tuesday):

- Meet with Ian Hill and Anthony Criscitiello re: Garvin House Restoration, Bluffton
- Meet with Gary Kubic and Eddie Bellamy re: Transfer Station Sites - Conceptual Design and Site Criteria Presentations
- Meet with David Starkey - Status Meeting

July 21, 2010 (Wednesday):

- Attend Agenda Review
- Meeting with Ann Bluntzer and Ken Driggers (BCOLT), Ladson Howell, Staff Attorney, Thomas Bendle and Bernadine Giles (HGH) and Gary Kubic re: Property Management Procedures
- Meet with Donna Ownby, EMS re: Staffing Position

July 22, 2010 (Thursday):

- Meet with Roland Gardner re: Penn Center - Shared Costs between Library and Health Center
- Attend Unified Area Command Team Meeting at EOC
- Meet with Rob McFee, Public Services Director

July 23, 2010 (Friday)--Bluffton:

- Bluffton Hours

General Fund Budget

FY 2011

Description

Organization

ORG.

Budget

2011

	41***	Taxes	41	(79,985,015)
	42***	Licenses/Permits	42	(2,501,000)
	43***	Intergovernmental	43	(7,686,826)
	44***	Charges for services	44	(10,637,150)
	45***	Fines & Forfeitures	45	(1,035,650)
	46***	Interest	46	(190,000)
	47***	Miscellaneous	47	(760,000)
	48***	Other Finance Sources	48	(1,396,395)
		Revenue		(104,192,036)
General	Newton	Council	11000	586,470
General	Burris	Auditor	11010	575,759
General	Logan	Treasurer	11020	537,102
General	Roseneau	Clerk of Court	11030	903,410
General	Roseneau	Clerk of Court	11031	247,667
General	Simon	Probate	11040	785,967
General	Allen	Coroner	11060	331,645
General	Smith	Magistrate	11101	615,136
General	Smith	Magistrate	11102	421,938
General	Smith	Magistrate	11103	63,906
General	Smith	Magistrate	11104	76,250
General	Smith	Magistrate	11105	82,645
General	Smith	Magistrate	11106	73,533
General	Dukes	Master in Equity	11110	298,687
General	Starkey	General Government Subsidies	11199	1,277,962
General	Kubic	County Administrator	12000	716,789
General	Kubic	PIO	12005	89,280
General	Kubic	Broadcast Services	12006	173,613
General	Kubic	Staff Attorney	12010	575,746
General	Starkey	Internal Audit	12015	104,434
General	Campbell	Voter Registration	12030	676,193
General	Hughes	Assessor	12040	2,105,957

General	Hughes	Register of Deeds	12050	464,347
General	Starkey	Risk Mgmt	12060	97,095
General	Herbkersman	Delegation	12080	68,777
General	Criscitiello	Zoning	13330	217,624
General	Criscitiello	Planning	13340	715,344
General	Criscitiello	Planning (Comp Plan)	13341	238,175
General	Hughes	GIS Map	13350	519,263
General	Campbell	Community Service	14000	234,561
General	Kubic	Staff Services	14010	354,568
General	Gregory	Employee Services	14020	775,583
General	Anderson	Records Management	14030	262,153
General	Starkey	Finance	15010	516,577
General	Starkey	Purchasing	15040	242,714
General	Starkey	Business License	15050	441,102
General	Anderson	MIS	15060	2,234,340
General	McFee	Public Works	17000	207,773
Public Safety	Tanner	Sheriff	21051	7,654,578
Public Safety	Tanner	Sheriff	21052	12,673,837
Public Safety	Tanner	Sheriff	21055	1,503,863
Public Safety	Winn	Emergency Management	23140	941,168
Public Safety	Winn	Emergency Management	23142	200,159
Public Safety	Winn	Emergency Management - Comm	23150	4,112,010
Public Safety	Winn	Emergency Management - DATA	23155	973,747
Public Safety	Winn	EMS	23160	5,383,213
Public Safety	Winn	Detension Center	23170	5,724,510
Public Safety	Mcfee	Traffic-Signal Management	23322	318,979
Public Safety	Criscitiello	Building Codes	23360	1,045,812
Public Works	McFee	Facilities Management	33020	2,287,952
Public Works	McFee	Bldg Facilities Maint	33030	947,347
Public Works	McFee	Grounds North	33040	1,013,124
Public Works	McFee	Grounds South	33042	945,817
Public Works	McFee	Public Works General	33300	732,500
Public Works	McFee	Public Works Roads North	33301	874,109
Public Works	McFee	Public Works Roads South	33302	629,059
Public Works	McFee	Public Works Admin	33305	507,902
Public Works	McFee	Engineering	33320	570,464
Public Works	McFee	SWR- Adm	33390	5,253,758

Public Works	McFee	SWR-HHI	33393	108,341
Public Works	McFee	SWR- Bluffton	33394	151,501
Public Works	McFee	SWR-Burton	33395	125,223
Public Works	McFee	SWR-Ladys Isl (7)	33396	49,856
Public Works	McFee	SWR- St., Helena (8)	33397	180,015
Public Works	McFee	SWR- Sheldon	33398	155,953
Public Health	Winn	Animal Shelter	43180	758,758
Public Health	Winn	Mosquito Control	43190	1,397,638
Public Health	Kubic	Environmental Sciences	43195	0
Public Health	Starkey	Public Health Subsidy	44199	2,586,045
Public welfare	Campbell	Veterans	54050	192,409
Public welfare	Campbell	Social Services	54060	219,450
Public welfare	Campbell	Public Welfare	54299	484,000
Cultural	Campbell	PALS-Admin	63310	367,609
Cultural	Campbell	PALS-summer	63311	115,700
Cultural	Campbell	PALS-Aquatics	63312	1,065,360
Cultural	Campbell	PALS-HH	63313	80,000
Cultural	Campbell	PALS-Bluffton	63314	826,834
Cultural	Campbell	PALS-Athletic Programs	63316	615,507
Cultural	Campbell	PALS-Rec Centers	63317	878,036
Cultural	Campbell	Library Admin	64070	825,229
Cultural	Campbell	Library Beaufort	64071	684,330
Cultural	Campbell	Library Bluffton	64072	725,228
Cultural	Campbell	Library Hilton Head	64073	692,585
Cultural	Campbell	Library Iobeco	64074	198,989
Cultural	Campbell	Library St. Helena	64075	99,563
Cultural	Campbell	Library Technical Services	64078	787,272
Cultural	Campbell	Library SC Room	64079	101,907
Transfers	Starkey	General Funds Transfers	99100	3,386,107
Pooled Fringe Benefits		General Government	19199	2,321,440
Pooled Fringe Benefits		Public Safety	29299	2,964,868
Pooled Fringe Benefits		Public Service	39399	1,687,942
Pooled Fringe Benefits		Public Health	49499	375,735
Pooled Fringe Benefits		Public Welfare	59599	42,400
Pooled Fringe Benefits		Parks and Cultural	69699	1,019,913

FY 2011 County General Fund Budget

99,475,736

Education	Starkey	Education Allocation	64399	4,716,300
		Total County Budget		104,192,036



Monthly Progress Report

For Beaufort County Council on the
**Beaufort County 1% Sales Tax Road
Improvement Projects**

Presented Monday, July 26, 2010

SIGNIFICANT CHANGES FROM LAST REPORT

Project	Significant Changes
1 - Bluffton Parkway Phase 5A	<ul style="list-style-type: none"> • Beaufort County has obtained legal access to all needed right-of-way.
2C - US 278 Widening	<ul style="list-style-type: none"> • SCDOT proposed letting November 2010. • Currently applying for additional federal funding to supplement construction costs.
8 - SC 802 / US 21	<ul style="list-style-type: none"> • Roadway construction from Ribaut Road to Sea Island Parkway is just over halfway complete.

SALES TAX REVENUE (PLUS INTEREST) TO DATE	\$83,220,497
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COMPLETED PROJECTS

Project Complete

2B. US 278 INTERSECTION REALIGNMENT

Project Summary

Design Firm: Wilbur Smith Associates

Project Manager: Darrin Shoemaker, Town of Hilton Head Island

This project consisted of intersection improvements and widening on US 278 (William Hilton Parkway) at Squire Pope Road on Hilton Head Island.

Project Status

This project is complete.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02B - US 278 Realignment at Squire Pope Rd.	\$1,640,213	\$1,590,213	\$0	\$1,590,213	\$50,000



Realignment of the Intersection of US 278 and Squire Pope Road with New Mast Arm Traffic Signals

Project Delivered to Town of Bluffton

2D. US 278 FRONTAGE ROADS: BUCKWALTER COMMERCIAL

Project Summary

Design Firm: Florence & Hutcheson, Inc.

Project Manager: David Beaty, Florence & Hutcheson, Inc.

The Buckwalter Commercial frontage road will reduce traffic on US 278 by connecting Lost Oaks Drive to the Buckwalter Parkway. Two medians are scheduled to be closed by SCDOT on US 278 in this vicinity. This frontage road will be a two-lane road. Each lane will be 11 ft. wide with 6 ft. wide shoulders on each side.

Project Status

All documents for execution were submitted to the Town of Bluffton at the end of November, 2008, to be used during future development. The Town of Bluffton plans to coordinate with developers to assure the frontage road is constructed as part of future area development.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Project Location

Project Complete

2D. US 278 FRONTAGE ROADS: THE GATHERINGS

Project Summary

Design Firm: Andrews & Burgess

Project Manager: Malphrus Construction

The Gatherings Frontage Road connects Buckingham Plantation Drive East to Salt Marsh Drive, reducing traffic on US 278. The median on US 278 at the Salt Marsh Drive intersection is scheduled to be closed by SCDOT. This frontage road is a two-lane road. Each lane is 12 ft. wide and constructed along the edge of the existing parking lot.

Project Status

This project is complete.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Intersection of the New Frontage Road and Buckingham Plantation Drive



Completed Paving for New Frontage Road

Project Complete

2E. US 278 (FORDING ISLAND ROAD) STREET LIGHTING

Project Summary

Design Firm: Beaufort County

Project Manager: Colin Kinton, Beaufort County

This project provided metal-halide lighting at 11 major intersections along US 278 (Fording Island Road) between SC 170 (Okatie Highway) and the Hilton Head Island bridges.

Project Status

This project is complete.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered	Balance Available TOTAL
02E - US 278 Street Lighting	\$117,541	\$99,918	\$17,776	\$117,694	\$0



New Street Light Fixtures at the US 278 / Burnt Church Road Intersection



Detailed View of Newly Installed Street Light Fixture

Project Complete

7. SC 802 (RIBAUT ROAD) INTERSECTION IMPROVEMENTS

Project Summary

Design Firm: Dennis Corporation

Construction Manager: Don Smith, Beaufort County

This project will increase capacity and improve safety with improvements to the Vaigneur Road/ Edinburgh Avenue/ West Paris Avenue intersection, the East Paris intersection, and the Old Shell Road intersection.

Project Status

Rea Construction began construction in April of 2009. Final documentation is being submitted to SCDOT and construction was successfully completed in June of 2010.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
07 - SC 802 Ribaut Rd (Lenor Dr to Lady's Island Dr)	\$1,131,825	\$791,874	\$184,542	\$976,416	\$155,409



Right Turn Lane



Concrete Paved Median

PROJECTS UNDER CONSTRUCTION

Project Under Construction

Utility Relocation: 48%*

**This includes all utility relocation expenditures.*

1. BLUFFTON PARKWAY: PHASE 5A

Project Summary

Design Firm: Florence & Hutcheson, Inc.

Project Manager: David Beaty, Florence & Hutcheson, Inc.

This project is one of two that will make the Bluffton Parkway a continuous roadway from US 278 near the Hilton Head Island bridges to SC 170. This project will reduce traffic on US 278 in the greater Bluffton area by as much as 30 percent. Each new segment will be a controlled-access roadway with two lanes of travel in each direction, turn lanes, and adjacent multi-use pathways.

Phase 5A will extend the Parkway eastward from Burnt Church Road to US 278 near the Hilton Head Island bridges. This segment will be a 3-mile, four-lane divided highway with 8 ft. multiuse pathways. The flyover bridge which will allow unrestricted traffic flow on and off of US 278 from the Bluffton Parkway has been delayed. A large portion of the roadway will be routed through existing Santee Cooper power line easements.

Project Status

Beaufort County has obtained legal access to all necessary parcels. US Army Corps permit should be issued shortly. Project review and recommendation provided to County Administrator by municipal and County staff.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
01 - Bluffton Parkway, Phase 5A (Roadway Section Only)	\$37,284,508	\$18,133,370	\$4,533,176	\$22,666,546	\$14,617,962
01 - Bluffton Parkway, Phase 5B					



Completed Waterline Relocation at the Project

Project Under Construction

Percent Complete: 42%

2A. US 278 (WILLIAM HILTON PARKWAY) RESURFACING

Project Summary

Design Firm: SCDOT

Project Manager: John Boylston, SCDOT

US 278 is being resurfaced under this project from Gum Tree Road to Sea Pines Circle. Approximately 8.5 miles have been separated into three phases: 1) Whooping Crane Way to Shelter Cove Lane, 3.6 miles long; 2) Shelter Cove Lane to Sea Pines Circle, 3.9 miles long; and 3) Gumtree Road to Whooping Crane Way, 1.0 mile long. SCDOT is managing all aspects of this project.

Phase 1 Project Status

Construction was completed in April, 2009.

Phases 2 and 3 Project Status

Additional ARRA stimulus funds will allow Phases 2 and 3 to proceed as well as resurfacing the roadway segment on Pinckney Island. SCDOT received construction bids on February 9, 2010 and the low bidder was APAC Southeast. Construction began May 3, 2010 and SCDOT has a mandatory completion date of no later than March 31, 2011.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02A - US278 (William Hilton Parkway) Resurfacing	\$6,911,000	\$4,179,451	\$0	\$4,179,451	\$2,731,549



Palmetto Electric Working on Transformers at Gardner Drive



Widened Turn Lane from William Hilton Parkway to Beach City Road

Project Under Construction

Percent Complete: 0%

2D. US 278 FRONTAGE ROADS: ST. GREGORY

Project Summary

Design Firm: Ward Edwards

Project Manager: Kristy Carr, Ward Edwards

The St. Gregory the Great Frontage Road will help accommodate church parishioners entering and leaving US 278. This frontage road will connect the entrance of Berkeley Hall east to the entrance of St. Gregory and continue to the fire station. The median outside the entrance of St. Gregory is scheduled to be closed by SCDOT. This frontage road will be a two-lane road. Each lane will be 12 ft. wide with 3 ft. wide shoulders on each side.

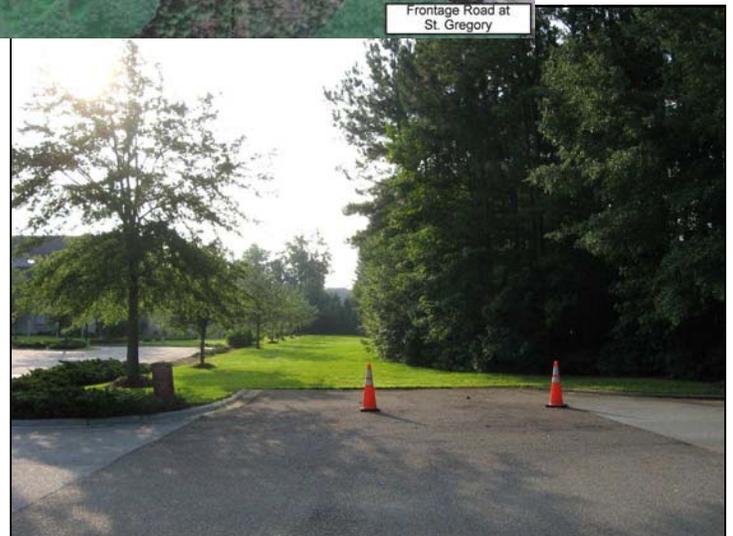
Project Status

Design is complete but the project is awaiting USACE permit issuance and condemnation determination. A summary judgment for Berkeley Hall is set for August 6th, with an expected trial date set for September 6, 2010. Plans have Development Review Team final approval.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Project Location



Proposed Project Site

Project Under Construction

Percent Complete: 0%

2D. US 278 FRONTAGE ROADS: PLANTATION BUSINESS PARK

Project Summary

Design Firm: Florence & Hutcheson, Inc.

Project Manager: David Beaty, Florence & Hutcheson, Inc.

The Plantation Business Park Frontage Road will connect Westbury Parkway East to Simmonsville Road through Plantation Park Drive, connecting at the two roundabouts on both sides. This will give all businesses in Plantation Business Park who currently only have access to US 278 at one entrance, the ability to enter and exit at Westbury Parkway and at Simmonsville Road. The median outside the current entrance of Plantation Business Park is scheduled to be restricted to left-in, right-out by SCDOT. This frontage road will be a two-lane road. Each lane will be 11 ft. wide with 6 ft. wide shoulders on both sides.

Project Status

The project was awarded to Cleland Site Prep, Inc. on March 29, 2010. Construction should begin in August, 2010.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Project Location

Project Under Construction

Percent Complete: 86%

4. US 17 WIDENING: US 21 (CHARLESTON HWY.) TO COMBAHEE RIVER

Project Summary

Design-Build Firm: Phillips & Jordan, Inc.

Project Manager: Dan McInnis, Phillips & Jordan, Inc.

This project widens the segment of US 17 in northern Beaufort County to a four-lane divided highway from Gardens Corner northward to the Combahee River, addressing well-publicized safety concerns. Construction includes separated multi-use pathways for bicyclists and pedestrians. Project extends 1.7 miles into Colleton County. SCDOT is managing all aspects of this project.

Project Status

Project completion of the Beaufort County portion of the US 17 Widening project is scheduled for September 20, 2010.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
04 - US 17 Widening (US 21 to Colleton County)	\$7,069,851	\$6,217,442	\$24,812	\$6,242,254	\$827,597



Construction at the Gardens Corner Intersection



Ramp at the Gardens Corner Intersection

Project Under Construction

Bridge Construction Percent Complete: 40%

Roadway Construction Percent Complete: 52%

8. SC 802 / US 21 WIDENING: RIBAUT ROAD TO SEA ISLAND PARKWAY

Project Summary

Road Contractor: Sanders Brothers

Bridge Contractor: United Contractors

This project will widen SC 802 (Lady's Island Drive) from US 21 to Ribaut Road, including construction of a new Beaufort River bridge, which will be constructed adjacent to the existing J. E. McTeer Bridge.

Project Status

The contractor has completed the curb & gutter pours and sidewalks are complete. All catch basins are installed and completed. Storm drains are being installed on the roadway section. Work is progressing on the drilled shaft portion of the bridge. Many girders have been installed and work will continue on the bridge deck. The contractor continues to pour bent columns and working on the drilled shafts.

The contractor installed pedestrian warning panels and ramps along SC 802 and intersecting side roads. Storm drain installation began at the base of the bridge on the Lady's Island side of the project. Installed two Beaufort County EMS ITS camera poles.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
08 - US 21/ SC 802 (Lady's Island Dr)	\$46,932,896	\$18,991,885	\$27,151,323	\$46,143,208	\$789,688



Installing an ITS Camera Pole



Construction Workers Tying Rebar for Bridge Construction

Project Under Construction

Percent Complete: 31%

10. SC 802 (SAVANNAH HIGHWAY) WIDENING: SC 170 TO PARRIS ISLAND GATEWAY

Project Summary

Road Contractor: Sanders Brothers

This project will widen SC 802 from SC 280 (Parris Island Gateway) to SC 170, including 5 ft. sidewalks on both sides of the road. The County is working closely with BJWSA on the relocation of a large waterline.

Project Status

Power line relocation work is complete. Storm drain installation continues. SCE&G began removing old utility lines. Installed a new Beaufort County EMS ITS pole at the SC 802 and SC 280 intersection.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
10 - SC 802 (Savannah Highway) Widening	\$7,660,388	\$2,972,225	\$4,406,775	\$7,379,000	\$281,388



Installation of 36 Inch Storm Drain



Proposed View of Savannah Highway Looking Northwest at Shell Point Road

PROJECTS IN DESIGN

Project In Design

2C. US 278 WIDENING: SIMMONSVILLE ROAD TO SC 170

Project Summary

Design Firm: SCDOT

Project Manager: John Boylston, SCDOT

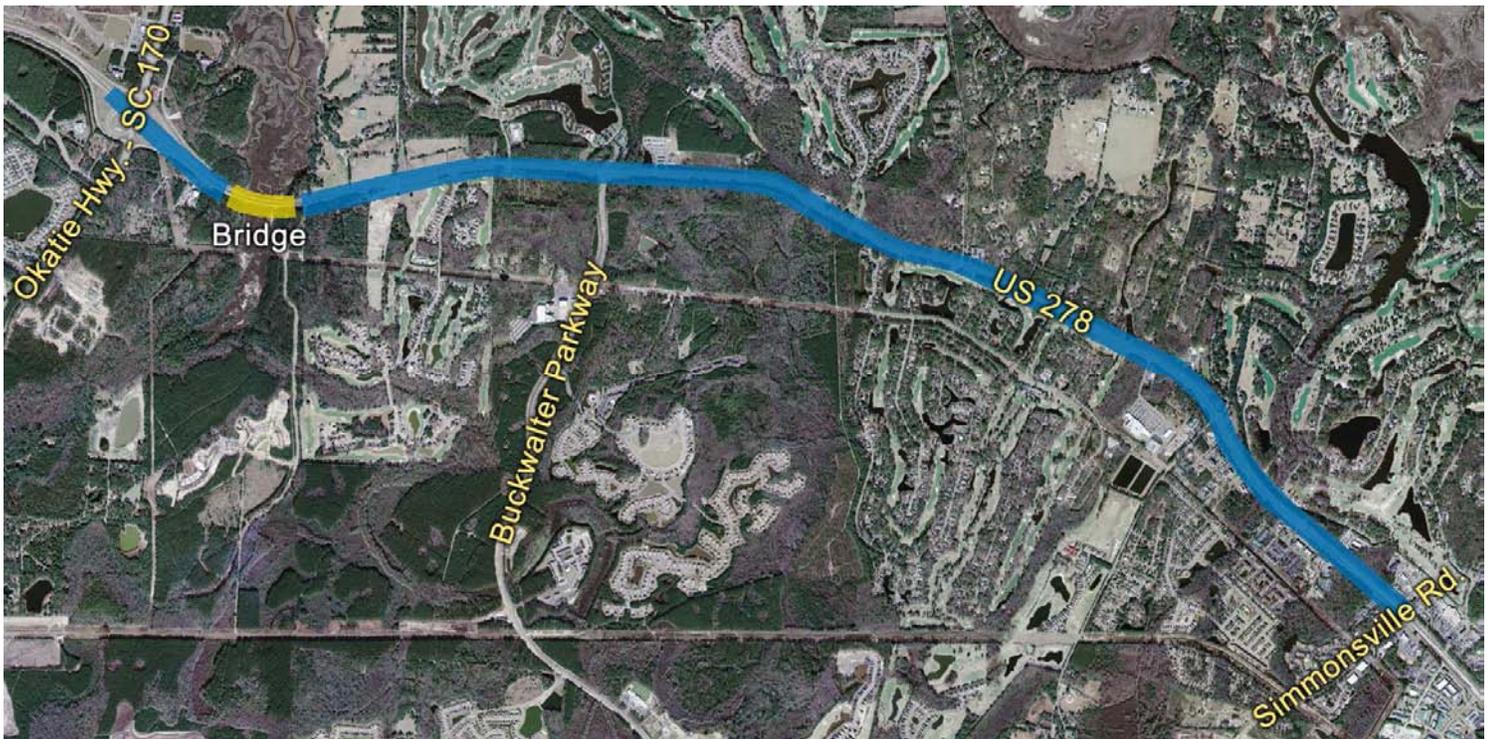
This project will widen US 278 to six lanes from SC 170 to Simmonsville Road. This project includes intersection improvements and widening at the Buck Island Road signal. SCDOT is managing all aspects of this project.

Project Status

SCDOT is negotiating property acquisition for the necessary right-of-way which is now 80% complete. Beaufort County is currently applying for additional federal funding to supplement local funds for construction. These funds should be awarded by the Transportation Commission in October, 2010. Construction letting is scheduled for November, 2010.

The Town of Bluffton has completed their Municipal Agreements with the State. The Town, County and SCDOT are working to address details involving potential barrier walls, stormwater runoff and mitigating impacts on the Okatie headwaters.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02C - US 278 Widening (Simmonsville Rd to SC 170) (\$12.8M Earmark being managed by	\$29,615,256	\$3,455,333	\$197,067	\$3,652,400	\$25,962,856



Project Location

Project In Design

2D. US 278 FRONTAGE ROADS: TANGER 1 OUTLET

Project Summary

Design Firm: Florence & Hutcheson, Inc.

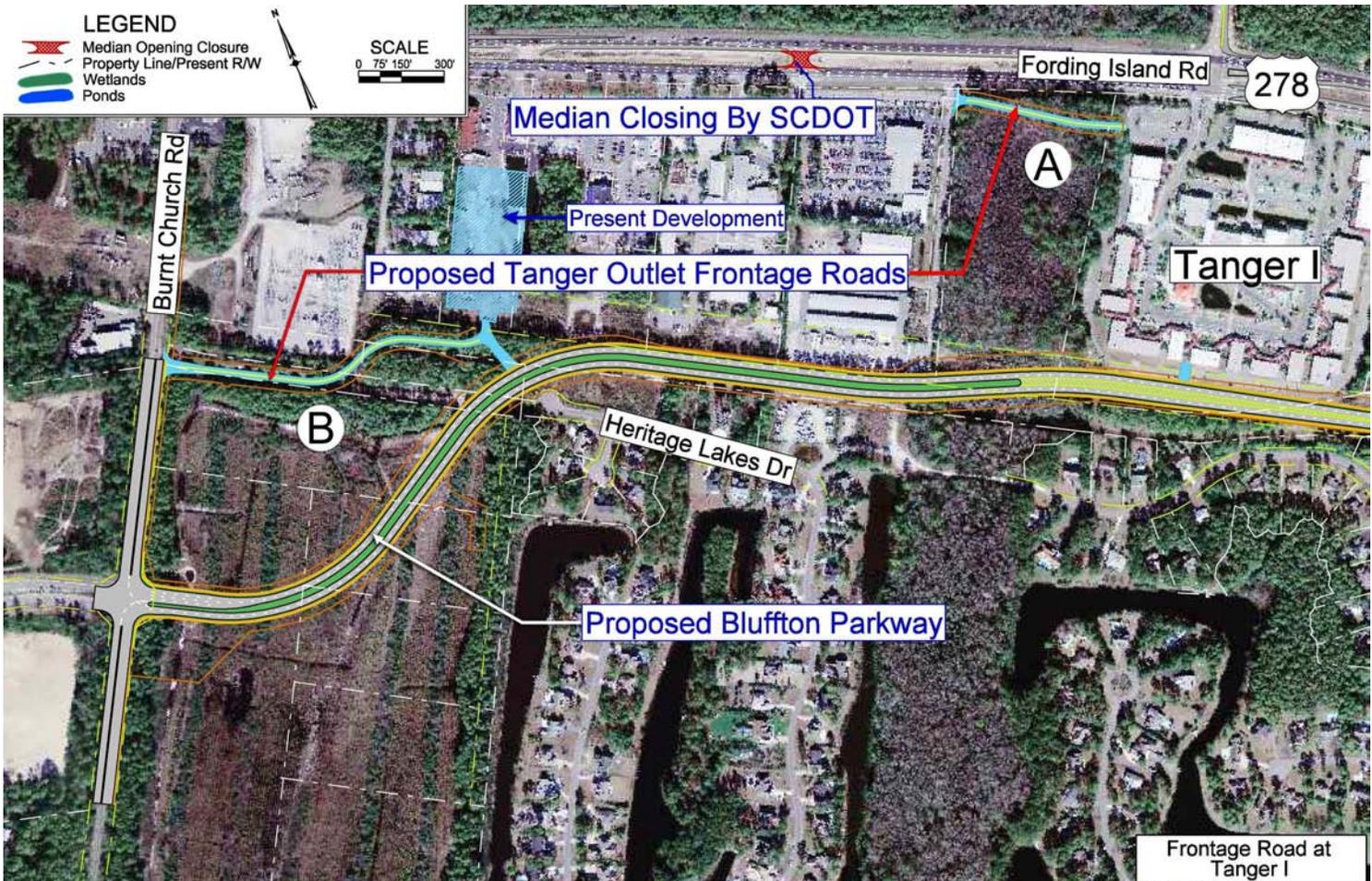
Project Manager: David Beaty, Florence & Hutcheson, Inc.

The Tanger 1 Outlet Frontage Road will connect Burnt Church Road to the shopping center north of Heritage Lakes. An additional frontage road will connect the Tanger 1 Outlet Center to the new BMW dealership. This will reduce traffic on US 278. The median north of the new BMW dealership is scheduled to be closed by SCDOT. These two frontage roads will be two-lanes in width with 11 ft. wide lanes and 6 ft. wide shoulders.

Project Status

Right-of-way acquisition for the frontage road from the BMW dealership to the Tanger 1 Outlet Center is complete. Right-of-way acquisition from Burnt Church Road to the Tanger 1 Outlet Center is ongoing. Environmental permitting for both frontage roads is ongoing.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Project Location

Project In Design

2D. US 278 FRONTAGE ROADS: TANGER INTERCONNECTIVITY

Project Summary

Design Firm: Florence & Hutcheson, Inc.

Project Manager: David Beaty, Florence & Hutcheson, Inc.

The Tanger Interconnectivity Frontage Road will connect Commercial Place with two neighboring shopping centers, reducing traffic on US 278. This frontage road will be a two-lane road and each lane will be 10 ft. wide.

Project Status

Final design is complete and right-of-way negotiations are continuing with property owners.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Proposed Location for the Tanger Interconnectivity Frontage Road



Project Location

Project In Design

3. SC 170 WIDENING: SC 46 (MAY RIVER RD.) TO TIDE WATCH DR.

Project Summary

Design Firm: Thomas & Hutton

Project Manager: Doyle Kelley, Thomas & Hutton

This project will widen SC 170, 5.9 miles from the roundabout at SC 46 to the existing traffic signal at Riverbend (Tide Watch Drive), one mile north of US 278. It will widen the existing road to a four-lane divided highway south of US 278 and to a six-lane divided roadway north of US 278. This will accommodate future traffic demands within this corridor. The divided highway will address current safety concerns, reduce the need to remove grand oak trees, and include a separated multi-use pathway for cyclists and pedestrians.

The project has been divided into three phases to accommodate funding constraints, accelerate right-of-way acquisition, and phase construction. The phases are: 1) US 278 to Bluffton Parkway, 2) Bluffton Parkway to SC 46, and 3) US 278 to Tide Watch Drive.

Project Status

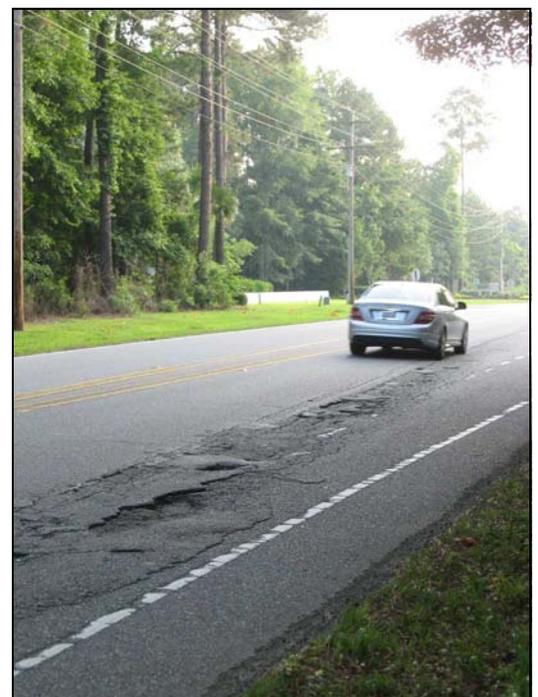
Design team is continuing utility coordination and purchasing right-of-way for Phase I. The Town of Bluffton is negotiating, on behalf of the County, with developers to obtain approximately \$2 million in right-of-way. All 15 deeds for the development agreement have been delivered to the Town of Bluffton. Acquisition for right-of-way parcels outside of these agreements has begun. The Town of Bluffton has requested major design changes from SCDOT, including new roundabouts and a lower speed limit.

SC 170 Widening Phase 1, from US 278 to the Bluffton Parkway is fully funded.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
03 - SC 170 Widening (US 278 to Bluffton Parkway)	\$16,188,562	\$1,323,643	\$1,370,592	\$2,694,235	\$13,494,327



Alligator Cracking at the Intersection of Tide Watch Drive and SC 170



Looking North on SC 170

Project In Design

US 21 (BOUNDARY ST.) IMPROVEMENTS

5. Neil Road to Palmetto Street Project Summary

Design Firm: Thomas & Hutton

Project Manager: Doyle Kelley, Thomas & Hutton

This project will increase capacity, improve intersection design, and provide related improvements to the Boundary Street corridor from SC 170 eastward to the Boundary Street / Ribaut Road intersection. The project includes a separated multi-use pathway to serve bicyclists and pedestrians on the south side of Boundary street as well as landscaped medians and streetscaping. Sidewalks are included in the design.

6. Parallel Road from SC 170 to Sycamore Street Project Summary

Design Firm: Kimley-Horn and Associates, Inc.

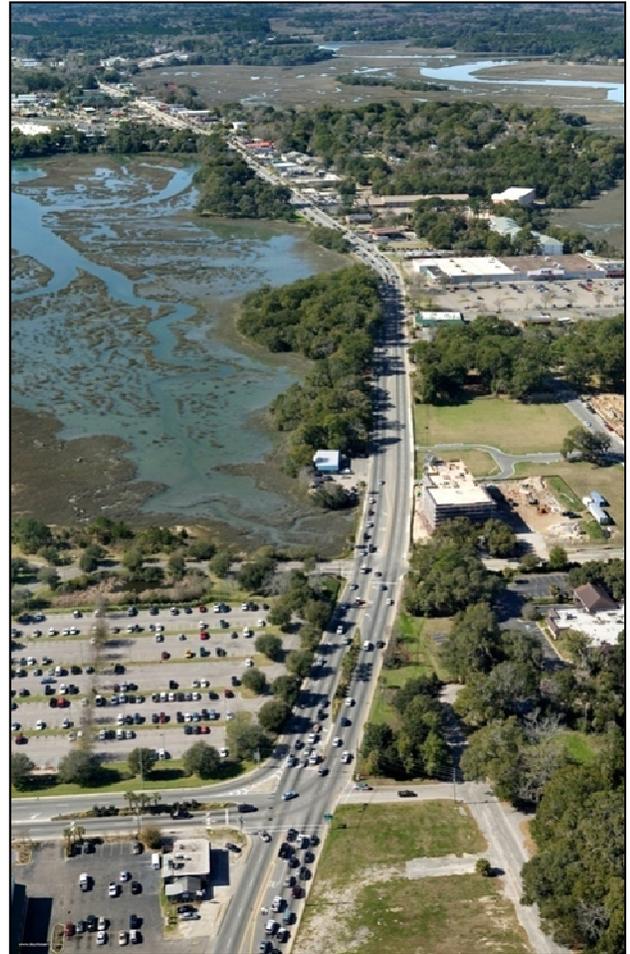
Project Manager: Larry Meisner, Kimley-Horn and Associates, Inc.

Redesignate Boundary St. to US 21 Business coming from County coordinating with utility relocation. Parallel road is separate from project 5, not in contract for Thomas & Hutton right now, but may get added later. This project is to provide a new roadway parallel to Boundary Street on the north side between SC 170 (Robert Smalls Parkway) and Sycamore Street. It will serve as an alternate route to relieve traffic on the Boundary Street corridor and will include sidewalks.

Project Status

A Feasibility Report for Boundary Street was submitted to Beaufort County on April 10, 2009. On March 15, 2010, Beaufort County Council approved a \$550,000 contract to Thomas & Hutton to provide final design. They are working with the City of Beaufort, local utilities, SCDOT, and Beaufort County to develop an acceptable typical section. Full utility coordination has begun.

Due to funding constraints, the Parallel Road portion of the Boundary Street improvements has been put on hold, with the intention of construction in the future as development occurs.



Existing Boundary Street

Full utility coordination has begun.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
05 - US 21 (Boundary St) Improvements	\$10,948,955	\$1,136,164	\$831,933	\$1,968,097	\$8,980,858
06 - US 21 (Boundary St) Parallel Rd	\$1,197,066	\$732,436	\$464,722	\$1,197,158	\$0

Project In Design

9. NORTHERN BEAUFORT BYPASS: GRAYS HILL TO BRICKYARD POINT ROAD

Project Summary

Design Firm: Thomas & Hutton

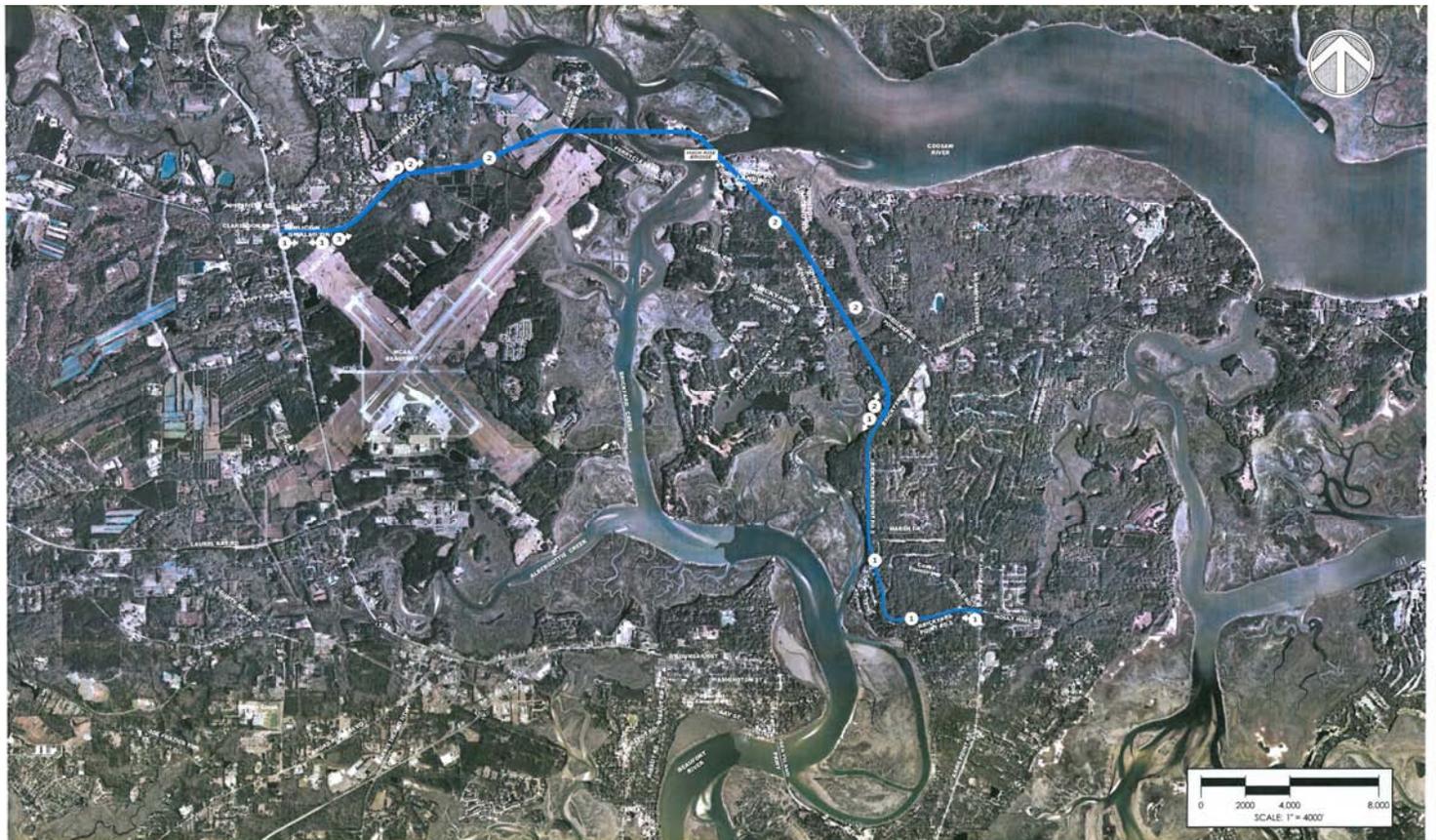
Project Manager: Doyle Kelley, Thomas & Hutton

This project will fund, at the request of the City of Beaufort, an environmental assessment (EA). The environmental assessment will study alignments for a future road connecting US 21 in the Grays Hill area with northern Lady's Island, to create a bypass route around the City of Beaufort for US 21 motorists.

Project Status

A final Feasibility Study was submitted to Beaufort County Council on October 16, 2009. On May 4, 2010 Thomas & Hutton presented to the City of Beaufort the preferred alternate alignment, as shown in the aerial image below. Thomas & Hutton is preparing supporting studies for the EA. Maps of the selected alignment were mailed to property owners whose parcels could be impacted by the route.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
09 - Northern Beaufort Bypass	\$1,504,690	\$543,327	\$961,457	\$1,504,784	\$0



BEAUFORT NORTHERN BYPASS
COMPOSITE ALIGNMENT
FEBRUARY 22, 2010

Beaufort County
South Carolina

Preferred Alignment

DELAYED PROJECTS

Project Delayed

1. BLUFFTON PARKWAY FLYOVER BRIDGE: PHASE 5A

Project Summary

Design Firm: Florence & Hutcheson, Inc.

Project Manager: David Beaty, Florence & Hutcheson, Inc.

This project will construct a flyover bridge to connect the Bluffton Parkway Roadway with unrestricted access to US 278 in both eastbound and westbound directions.

Project Status

Final plans are complete. Right-of-way acquisition and utility relocations are complete.



Rendering of the Flyover Bridge

Project Delayed

1. BLUFFTON PARKWAY: PHASE 5B

Project Summary

Design Firm: Florence & Hutcheson, Inc.

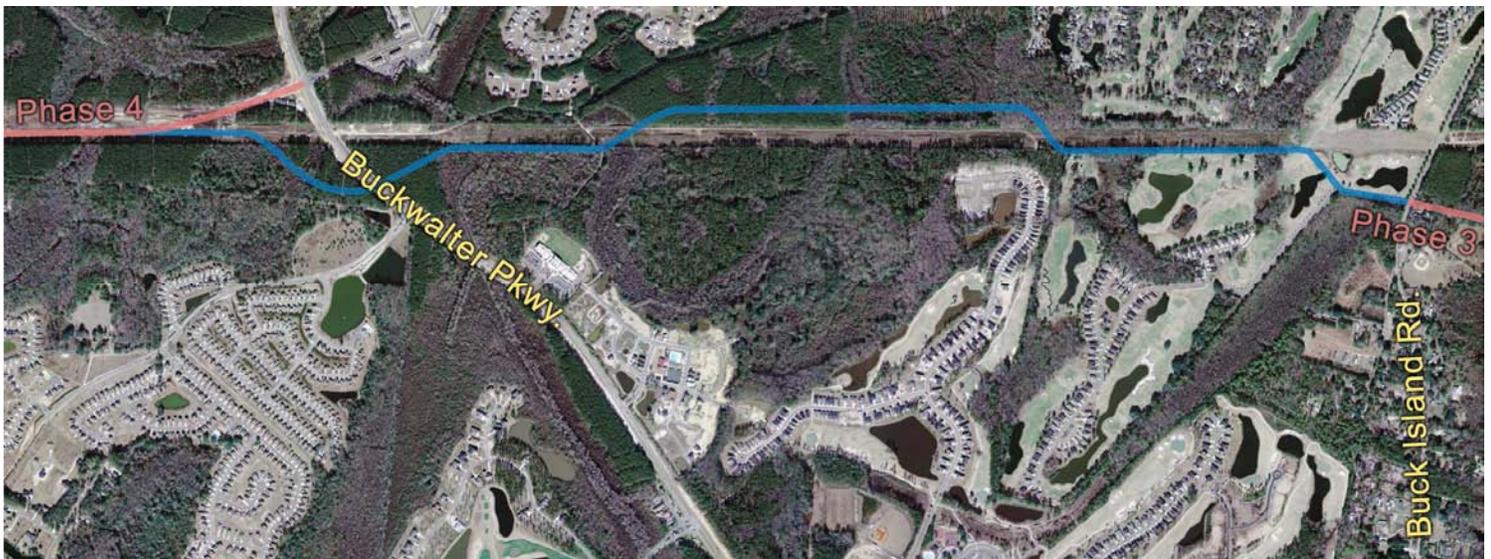
Project Manager: David Beaty, Florence & Hutcheson, Inc.

This project will improve roadway alignment and eliminate travel on the Buckwalter Parkway. The roadway will be 2.5-miles in length, and will be a four-lane divided facility, eliminating undesirable left turns where the Bluffton Parkway otherwise would enter and exit Buckwalter Parkway. Multi-use pathways, 8 ft. wide, will be included in this project.

Project Status

Right-of-way and final utilities plans have been submitted and permit applications have been assembled.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
01 - Bluffton Parkway, Phase 5A (Roadway Section Only)	\$37,284,508	\$18,133,370	\$4,533,176	\$22,666,546	\$14,617,962
01 - Bluffton Parkway, Phase 5B					



Project Location

Project Delayed

2D. US 278 FRONTAGE ROADS: ROSE HILL

Project Summary

Design Firm: Florence & Hutcheson, Inc.

Project Manager: David Beaty, Florence & Hutcheson, Inc.

The Rose Hill Frontage Road will help residents of the Rose Hill private community gain access to the Rose Hill shopping center without having to access US 278, thus reducing traffic on US 278. The frontage road will connect Club Gate Drive to the rear entrance of the Publix parking lot. This frontage road will be a two-lane road, each lane will be 11 ft. wide with curb and gutter.

Project Status

Rose Hill property owners rejected the project; 84% voted against it effective January 6, 2009. Currently this project has been delayed.

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 4/30/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047



Project Location

APPENDIX



Beaufort County 1% Sales Tax Program Revised Budget



as of May 31, 2010

Revenue Sources

Revenue Sources	Total Expected	Collected to Date			Remaining to Collect
Sales Tax Collections:	\$152,000,000	\$82,117,975			\$69,882,025
Sales Tax Interest:	\$1,800,000	\$1,102,522			\$697,478
Sales Tax Collection Overage:	\$2,000,000	\$0			\$2,000,000
Impact Fees prior to Sales Tax:	\$3,000,000	\$2,733,952			\$266,048
ARRA Funding (US 278 Resurfacing):	\$2,211,000	\$0			\$2,211,000
US 278 Widening Federal Earmark:	\$12,800,000	\$0			\$12,800,000
Hilton Head Frontage Road Pledge*:	\$0	\$0			\$0
	\$173,811,000	\$85,954,449			\$87,856,551

*Contingent on Pledge Fulfillment of \$2.5 Million

Spending Needs

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 5/31/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
01 - Bluffton Parkway, Phase 5A (Roadway Section Only)	\$37,284,508	\$18,133,370	\$4,533,176	\$22,666,546	\$14,617,962
01 - Bluffton Parkway, Phase 5B					
02A - US278 (William Hilton Parkway) Resurfacing	\$6,911,000	\$4,179,451	\$0	\$4,179,451	\$2,731,549
02B - US 278 Realignment at Squire Pope Rd.	\$1,640,213	\$1,590,213	\$0	\$1,590,213	\$50,000
02C - US 278 Widening (Simmons Rd to SC 170) (\$12.8M Earmark being managed by SCDOT)	\$29,615,256	\$3,455,333	\$197,067	\$3,652,400	\$25,962,856
02D - US278 Frontage Rds (The Gatherings to Graves Rd)	\$5,375,944	\$1,779,989	\$1,367,908	\$3,147,897	\$2,228,047
02E - US 278 Street Lighting	\$117,541	\$99,918	\$17,776	\$117,694	\$0
03 - SC 170 Widening (US 278 to Bluffton Parkway)	\$16,188,562	\$1,323,643	\$1,370,592	\$2,694,235	\$13,494,327
04 - US 17 Widening (US 21 to Colleton County)	\$7,069,851	\$6,217,442	\$24,812	\$6,242,254	\$827,597
05 - US 21 (Boundary St) Improvements	\$10,948,955	\$1,136,164	\$831,933	\$1,968,097	\$8,980,858



Beaufort County 1% Sales Tax Program Revised Budget



as of May 31, 2010

Revenue Sources

Revenue Sources	Total Expected	Collected to Date	Remaining to Collect
Sales Tax Collections:	\$152,000,000	\$82,117,975	\$69,882,025
Sales Tax Interest:	\$1,800,000	\$1,102,522	\$697,478
Sales Tax Collection Overage:	\$2,000,000	\$0	\$2,000,000
Impact Fees prior to Sales Tax:	\$3,000,000	\$2,733,952	\$266,048
ARRA Funding (US 278 Resurfacing):	\$2,211,000	\$0	\$2,211,000
US 278 Widening Federal Earmark:	\$12,800,000	\$0	\$12,800,000
Hilton Head Frontage Road Pledge*:	\$0	\$0	\$0
	\$173,811,000	\$85,954,449	\$87,856,551

*Contingent on Pledge Fulfillment of \$2.5 Million

Spending Needs

PROJECT NUMBER AND TITLE	Budget (Anticipated Total Expenditures)	Expended FY2007 to date	Encumbered as of 5/31/2010	Expended to date + Encumbered TOTAL	Balance Available TOTAL
06 - US 21 (Boundary St) Parallel Rd	\$1,197,066	\$732,436	\$464,722	\$1,197,158	\$0
07 - SC 802 Ribaut Rd (Lenor Dr to Lady's Island Dr)	\$1,131,825	\$791,874	\$184,542	\$976,416	\$155,409
08 - US 21/ SC 802 (Lady's Island Dr) Widening	\$46,932,896	\$18,991,885	\$27,151,323	\$46,143,208	\$789,688
09 - Northern Beaufort Bypass	\$1,504,690	\$543,327	\$961,457	\$1,504,784	\$0
10 - SC 802 (Savannah Highway) Widening	\$7,660,388	\$2,972,225	\$4,406,775	\$7,379,000	\$281,388
	\$173,578,695	\$61,947,270	\$41,512,083	\$103,459,353	\$70,119,681

ESTIMATED CONTINGENCY: \$232,305

TOTAL NET COLLECTIONS OVER EXPENDITURES: \$24,007,179

NET REMAINING TO COLLECT OVER BALANCE AVAILABLE: \$17,736,870

All data has been reviewed by the Beaufort County Chief Financial Officer.

Projects highlighted in green are under construction or complete

Projects highlighted in orange are in design

SALES TAX COLLECTIONS (LESS INTEREST) BY QUARTER

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Quarter 1 July - Sept	N/A	3,128,684.98	9,700,072.21	8,616,779.58	-	-
Quarter 2 Oct - Dec	N/A	7,199,373.63	7,295,010.94	6,826,037.84	-	-
Quarter 3 Jan - March	N/A	7,480,963.50	6,679,127.79	6,055,758.63	-	-
Quarter 4 Apr - June	4,647,027.00	7,722,483.59	6,766,655.66	-	-	-
Total	4,647,027.00	25,531,505.70	30,440,866.60	21,498,576.05	-	-

Fiscal Year Totals	
FY 2007	4,647,027.00
FY 2008	25,531,505.70
FY 2009	30,440,866.60
FY 2010	21,498,576.05
FY 2011	-
FY 2012	-
Grand Total	82,117,975.35



COUNTY COUNCIL OF BEAUFORT COUNTY PURCHASING DEPARTMENT

Building 2, 102 Industrial Village Road
Post Office Drawer 1228, Beaufort, SC 29901-1228
Phone: (843) 470-2735 Fax: (843) 470-2738

TO: Stu Rodman, Chairman, Finance Committee

VIA: Gary Kubic, County Administrator *GKubic*
Bryan Hill, Deputy County Administrator
David Starkey, Chief Financial Officer *DS*
William Winn, Director of Public Safety *WW*

FROM: Dave Thomas, CPPO, Purchasing Director *DT*

SUBJ: RFQ # 3918//100144 Professional Services for Emergency Medical and Fire Support Study/Analysis for Beaufort County Public Safety Division

DATE: July 13, 2010

BACKGROUND: Beaufort County issued Request for Qualifications (RFQ) to firms capable of providing Emergency Medical and Fire Support Study/Analysis for the Beaufort County Public Safety Division. This project is a study/analysis to determine the best practical operation procedures for our EMS/Fire Departments as outlined in the scope of work. The evaluation committee consisted of the following six (6) members: William Winn, Public Safety Director, LTC. Neal Baxley, Sheriff's Office, Donna Ownby, Director EMS, Howell Youmans, Deputy Director EMS, Bruce Kline, Lady's Island Fire Chief, Barry Turner, Bluffton Fire Chief, The evaluation committee interviewed the top five (5) firms and selected CRA, Inc. as the number one ranked firm.

FINAL EVALUATION RANKING:

- 1 **CRA, Inc., Alexandria, Va**
- 2 **Matrix Consulting Group, Palo Alto, CA**
- 3 **Fitch & Associates, Platto City, MO**
- 4 **Emergency Consulting International, Wilsonville, OR**
- 5 **Management Advisory Group, Inc., Lake Ridge, VA**
- 6 **Tri Data, Arlington, VA**
- 7 **Public Safety Research Group, Phoenix, AZ**
- 8 **Risk Solutions International, LLC, New York, NY**
- 9 **IPS, Wilmington, NC**
- 10 **Standing Stone Consulting, Inc, Huntingdon, PA**
- 11 **LI ADV Concepts, Winter Springs, FL**
- 12 **Emergency Public Safety, Williamsport, PA**
- 13 **Brickshire Advisors, Inc., Bay Village, OH**
- 14 **ICMA, Washington, DC**

FUNDING: 23160-51160 (EMS-Professional Services)

RECOMMENDATION: The Finance Committee approve and recommend to County Council approval of a contract award to CRA, Inc, the number one ranked firm, with the anticipated cost of \$225,963. CRA will have 4 months to complete the study.

2010 / ____

AN ORDINANCE OF THE COUNTY OF BEAUFORT, SOUTH CAROLINA, TO ADD APPENDIX F, SECTION 7, DAUFUSKIE ISLAND COMMUNITY PRESERVATION PLAN, BEAUFORT COUNTY COMPREHENSIVE PLAN OF 2007.

BE IT ORDAINED that County Council of Beaufort County, South Carolina, hereby adds to the Beaufort County Comprehensive Plan of 2007, enacted by Ordinance 2007 / 40, Appendix F, Section 7, Daufuskie Island Community Preservation Plan.

Adopted this ____ day of _____, 2010.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: _____
Wm. Weston J. Newton, Chairman

APPROVED AS TO FORM:

Ladson Howell, Staff Attorney

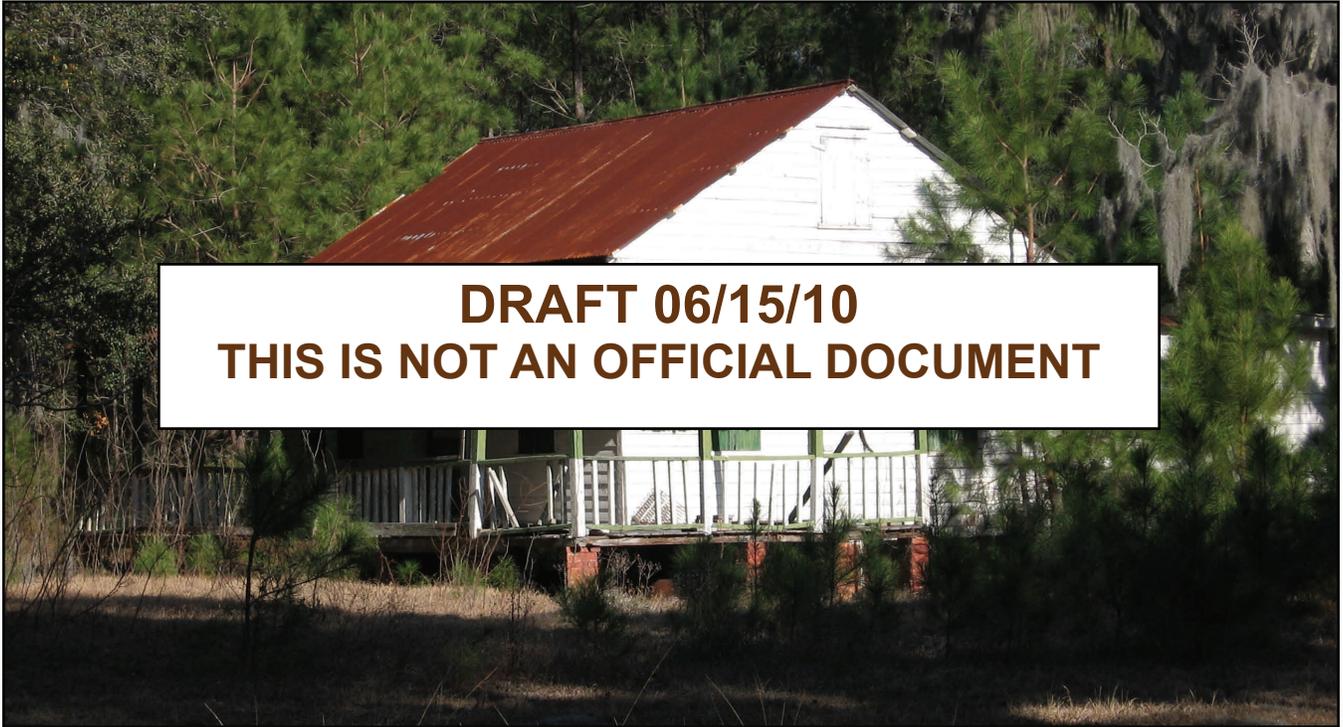
ATTEST:

Suzanne M. Rainey, Clerk to Council

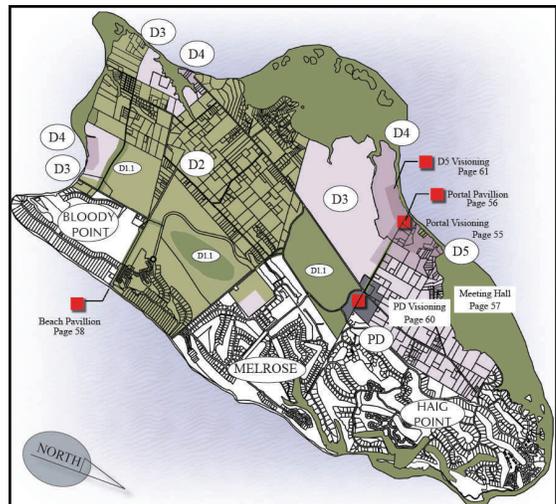
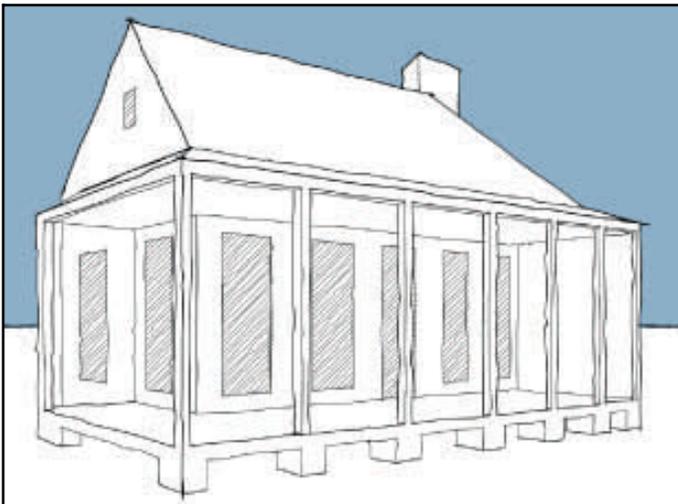
First Reading:
Second Reading:
Public Hearing:
Third and Final Reading:

Amending 2007 / 40

Daufuskie Island Plan



Companion Document to the
Daufuskie Island Form Based Code



Beaufort County Planning Department

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* Words with special meanings are capitalized and defined in the Appendix II—Definitions.

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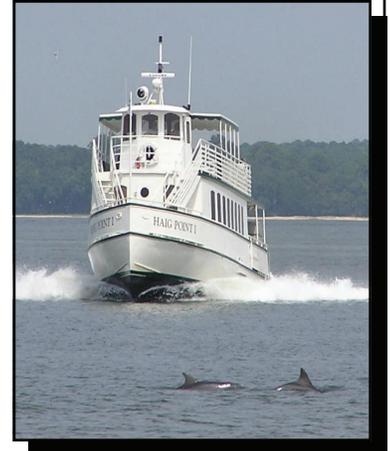
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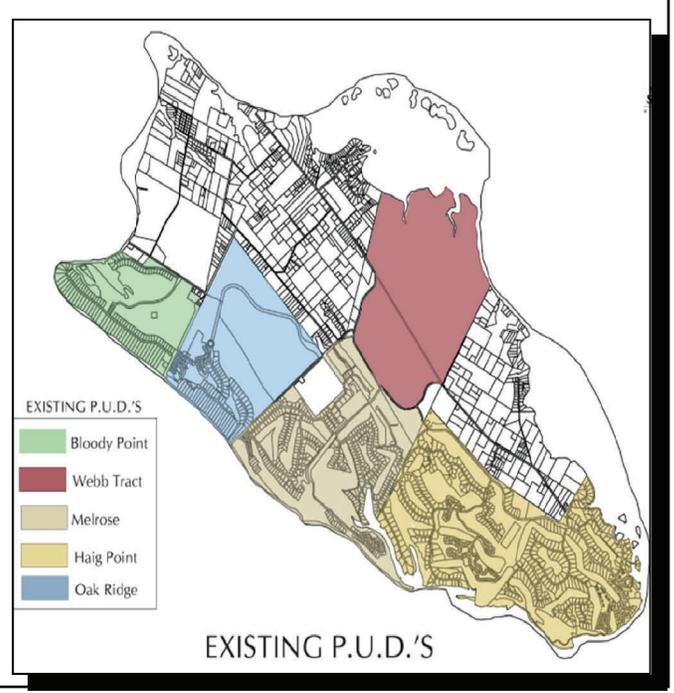
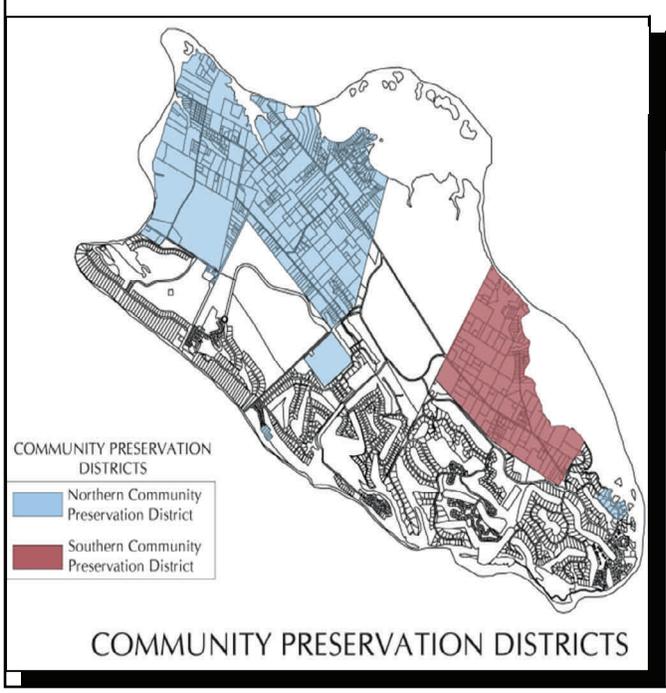
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CHAPTER ONE—BACKGROUND



Chapter One of the Daufuskie Island Plan provides the background information necessary to perform analysis, make future recommendations, and ultimately convey the community's vision for the



EXECUTIVE SUMMARY*Daufuskie Island Plan***SUMMARY**

The compilation of the Daufuskie Island Plan and Code was a major undertaking that not only provides Daufuskie Island with a clear and detailed vision for the future, but also introduces a new type of zoning to the Island as well as Beaufort County.

The Daufuskie Island Plan includes a future land use map for the Island, known as a *Sector Plan*. The Sector Plan is designed to preserve as much of the Island's undeveloped land as possible. The Sector Plan aids in establishing a *Transfer of Development Rights (TDR)* program and designates appropriate sending and receiving areas. A TDR program will allow the County to shift density into desired growth sectors without devaluing personal land rights. The Sector Plan is also used to designate both Island and neighborhood centers.

The Plan calls for the creation of an Island-specific *Form Based Code (FBC)*. The *Form Based Code* contains a zoning map for the Island known as a *Regulating Plan*. The Regulating Plan zones significant portions of the Island as D1 Natural or D2 Rural. This assures that these lands will remain undeveloped or come to reflect a rural character. Conversely, the new Code ensures that intense development and activity will occur at the Cooper River landing (zoned D3, D4, and D5 on the Regulating Plan). This area encompasses two existing ferry terminals (Freeport Marina, Melrose Landing) as well as the massive Webb tract PUD. Currently, the Webb tract PUD has a pre-existing agreement with the County that permits nearly 900 units to be built on the site. This area is envisioned as the primary portal or gateway to the Island.

A second waterfront portal or gateway is anticipated at the south end of the Island in the area surrounding the County ferry landing and the Jolly Shores retreat facility. Additionally, two areas of the Island are designated as Public District (PD). The Public District is identical to the D4 district, only the zoning is designed to promote existing and future civic sites.

The Plan promotes the consolidation of Island infrastructure and services such as water & sewer, waste & recyclables, and transit & transportation. This allows for economies of scale that currently do not exist. For example, three ferry operators provide service to the Island, yet service within the CP District is limited *continued*

EXECUTIVE SUMMARY*Daufuskie Island Plan*

and at times unreliable. This negatively impacts both locals and tourists. The Plan calls for the establishment of a Ferry Operating Plan to provide for the full development of the Island, including intermodal mass transit, public barge service, and school ferry service.

Until recently, the Island's two water and sewer plants were controlled by private developments. Service was not available in the Community Preservation District. This has negatively impacted resident's quality of life and hindered the Island's ability to thrive economically. The same can be said about the Island's dirt roadways. The majority of roads within the CP District are not deeded to a government entity. Though the County maintains the roadways via prescriptive easement, they are technically unclaimed pathways that run across private property. The result is twofold. On one hand the Island benefits from having such a uniquely narrow, canopied, and character defining road network. On the other hand, the lack of "right of way" hinders efforts to surface specific roadways (a fire, safety, and welfare issue), as well as the ability to run infrastructure across the Island. The Plan thoroughly examines all of these issues.

The Daufuskie Island Code uses zoning and Transfer of Development Rights (TDR's) to ensure that natural and rural land is retained and preserved across the Island, and that intense, mixed use development is clustered around ferry landings in the spirit of a great riverfront or seaside town. The inability to cluster mixed use development into targeted locations has resulted in an unsustainable suburban landscape that fails to protect rural land, lacks meaningful civic spaces, and encourages automobile use on a bridgeless island.

The Code promotes traditional development patterns that are native to the low country. These include the traditional neighborhood, cottage close, farmstead, and family compound. Diversity amongst the Island's new communities will encourage a range of housing types and price levels – accommodating various ages and incomes. New communities shall keep their waterfront open and accessible to the public. Every residence shall be within walking distance of a meaningful Civic Space (i.e. park, square, plaza, green, and playground), Civic Building, and Gathering Place (i.e. joggling board, rope swing, boardwalk, etc.). Civic structures must be designed to be distinctive and convey a sense of importance that is greater than that of other buildings located on the Island. Civic places will reinforce each community's identity and self-reliance.

INTRODUCTION and INTENT

Daufuskie Island Plan

INTRODUCTION

The Daufuskie Island PLAN contains three (3) Chapters and (2) Appendices:

Chapter One “*Background*” provides the background information necessary to perform analysis, make future recommendations, and ultimately convey the community’s vision for the Island. This section addresses the intent in performing this planning exercise, the purpose of this document, and the qualities that make this process unique to Daufuskie Island and Beaufort County.

Chapter Two “*Island Vision*” establishes (9) basic topics or *Sections* that help to define Daufuskie Island and must be addressed if the Island is to sustain itself and thrive. Each Section corresponds with a series of Objectives, that, when accomplished, will allow the community to achieve its’ long term vision for the Island. Funding sources for the various Objectives are provided, as are examples from elsewhere. Each Objective should be viewed holistically, or as one piece of a much larger puzzle. All of this information should be used to ensure that the Objectives are thoroughly vetted prior to implementation.

Chapter Three “*Implementation*” addresses document implementation. This section conveys the process required to successfully implement the Daufuskie Island Plan and Form Based Code.

Appendix I provides a list of major contributors to the planning process and resulting documents. The section also contains a glossary of definitions. Terms that are capitalized or emboldened are defined in this Appendix.

Appendix II contains transect-based sustainable benchmarks and targets that correspond with Chapter Two, Section Nine, *Sustainability*. Appendix II also contains a “breakout document” comprised solely of the Plan’s *Implementation Tables*.

INTRODUCTION and INTENT

Daufuskie Island Plan

INTRODUCTION

What makes this Plan unique?

- I. **The Plan and Code are amenable to the SmartCode template and modules.** The documents, while calibrated locally and to a very fine grained level, are amenable to the SmartCode template and will remain current.
- II. **The Plan calls for a Transfer of Development Rights (TDR) program.** The TDR program (and other policies) ensure that undeveloped lands are preserved while maintaining each individual's property rights. Ferry landings and prominent civic sites will anchor future development, allowing for much needed services and promoting economies of scale.
- III. **The Plan doubles the size of the CP District.** Two large tracts of land currently zoned PUD will sunset and become part of the Community Preservation District. These lands shall be governed by the new Plan and Code, and allow for "ocean to river" infrastructure.
- IV. **The Plan is ambitious and intense.** This Landmark document addresses the immediate and long term planning needs for Daufuskie Island while providing a playbook toward future incorporation.
- V. **The Plan is vision-based.** The Plan calls for traditional settlement patterns and architecture in keeping with a rural coastal island and National Historic District. Development should be celebrated, as it will be predictable and contribute to the realization of the Island's vision.
- VI. **The Plan and Code are graphic.** In establishing a vision for the Island both the Plan and Code utilize the latest tools of the New Urbanism, including the Form Based Code, Rural to Urban Transect, and Light Imprint development. These tools ensure that development is sustainable, contextual with its location, and in keeping with the character of Daufuskie.
- VII. **The Plan promotes a market approach.** Conditions at the time of implementation shall influence both the timing and approach to each Recommendation. Funding opportunities and successful examples from elsewhere are included. **At no time does the Plan commit Beaufort County to a specific project or financial obligation.**
- VIII. **The Plan establishes two organizations for implementation.** The Daufuskie Island Council (DIC) is the primary organization charged with implementing the Plan, specifically issues of policy. The DIC shall serve as a quasi government, providing the Island with a sense of autonomy and accountability. The Sustainable Settlement Team (SST) is the design review committee created to oversee implementation of the Form Based Code. The SST is there to address the "exception to the rule" as much as it is to regulate development guidelines.

**INTRODUCTION
and INTENT**

Daufuskie Island Plan

INTENT

South Carolina enabling legislation requires counties and incorporated jurisdictions to complete a comprehensive plan every 10 years. The Beaufort County Comprehensive Plan recognizes Community Preservation (CP) Districts as unique communities that merit their own master planning effort. Therefore, the Daufuskie Island Plan will guide physical planning and policy on Daufuskie Island for the next 10 years. The Plan is intended to be a living document that is subject to major review 5 years after adoption.

This document provides the vision and supporting language for the new Daufuskie Island zoning code as well as regulatory changes that may fall outside the parameters of zoning. Upon the approval of Council, the new Zoning Code will permanently replace the interim Community Preservation Standards of 1999 as the governing document for the Daufuskie Island Community Preservation District. The new Daufuskie Island Code will become a permanent appendix in the larger Beaufort County Zoning and Development Standards Ordinance (ZDSO).

PROCESS*Daufuskie Island Plan***INTRODUCTION**

The planning process was initiated with a community meeting in the spring of 2005. At that time, residents interested in serving on the Community Preservation Committee submitted their names to the County Planning Department. The County Councilman and Planning Commissioner representing Daufuskie Island assisted in selecting and organizing the eleven (11) member Committee. The Committee was ultimately confirmed by the Beaufort County Planning Commission.

The first CP Committee meeting was held on Wednesday, April 20th 2005. Over the next two years the County planning staff and CP Committee spent significant time drafting a conventional Euclidean or use-based zoning ordinance. During this period numerous speakers were invited to address the Committee. Issues such as water and sewer, ecology, and fire safety were explored.

In 2007 the County hosted an Island-wide charrette in which professionals, stakeholders, and residents were forced to look beyond the boundaries of the CP District and conceive of a vision for the entire Island.

In early 2008 the face of the Daufuskie Island Planning team changed significantly. A new planner, Brian D. Herrmann assumed the Community Planning position and the Committee elected a new Chairwoman.

Rather than forwarding the conventional zoning ordinance, the Community Planner asked the Committee to first develop a detailed Plan aimed at identifying and addressing the Island's tougher issues, and to consider using a Form Based Code (FBC) as a means of implementing the new Plan. He explained that the FBC would allow residents to establish a predictable and unified vision for the Island while ensuring that traditional Lowcountry patterns and architecture was maintained. This is important given the Island's status as a National Historic District. The Committee was receptive to the changes, and the consulting team of Allison Ramsey Architects was hired to assist with this coding process. *continued*

PROCESS*Daufuskie Island Plan*

During a series of initial meetings the Planning Team and the CP Committee began working on five (5) objectives:

1. Identify the most significant issues that currently affect Daufuskie Island and its ability to thrive as an Island community.
2. Visit nearby communities to identify certain qualities or characteristics that make places of similar context stand out or feel special.
3. Using the tools of urban design, create an illustrative vision of what Daufuskie Island should look like if this Plan is implemented.
4. Write a Comprehensive Plan that identifies and addresses the major issues of concern within the Community Preservation District and across the Island.
5. Write zoning and development regulations (a code) that links the character and intensity of proposed development to its location on the Island, and emphasizes historical building types.

For nearly two years the CP Committee, Planning Team, and critical stakeholders (property owners, major and minor developers, ferry providers, and the fire chief) toured the Island and attended bi-monthly meetings.

The Committee took a Saturday morning field trip to Port Royal. Members read the Town's Form Based Code while walking the streets of the Old Town district. This was an enlightening experience, as Committee members witnessed first hand how a Form Based Code differs from a Euclidean or use-based code.

The Committee invited regional and state experts to visit the Island and participate in a day long Summit. Attendees were asked to identify synergies between preservation, housing, and tourism; and aid in the development of future policies.

The Committee worked with the College of Charleston to better understand the Island's potential for sustainable tourism and economic development. A professor and his students spent a full day and night on the Island. The students later presented the Committee with several recommendations, some of which are incorporated into this Plan.

In the spring and fall of 2009 the Committee hosted three events in which the Plan and Code were presented to the community. Over sixty residents and at least one member of Council attended the third and final presentation to the Island. Both the Plan and Code were extremely well received.

**EXISTING
CONDITIONS***Daufuskie Island Plan***POLICIES & SETTLEMENT PATTERNS**

The Island's original CP ordinance was developed as an interim document for those CP Districts that had yet to partake in their local planning effort. As a result the ordinance is not supported by a local plan, is not vision based, lacks the tools necessary to address local sustainability, and does not require development to be contextual to its location.

At the onset of the planning process the CP District comprised little more than 1/3 of the overall island. Remaining land was dedicated to several private communities, all of which were zoned Planned Unit Development (PUD) by Beaufort County. Whether built or simply planned, each of these communities contains its own zoning and development regulations, including significant numbers of pre-approved dwelling units.

For decades Daufuskie Island has lacked a comprehensive plan and unified vision. No document communicates how the Island might someday appear and function. Consequently, PUDs have little incentive to incorporate their neighbors into their long range planning efforts. Rather, each development on Daufuskie has established its own vision for their property, often choosing to market themselves as private, fully-functional, self-contained communities. The result is a series of physically and socially segregated subdivisions that turn their back on the larger Island and have significant numbers of dwelling units already approved. This condition has resulted in uncoordinated development that threatens the long term viability of the Island. For example:

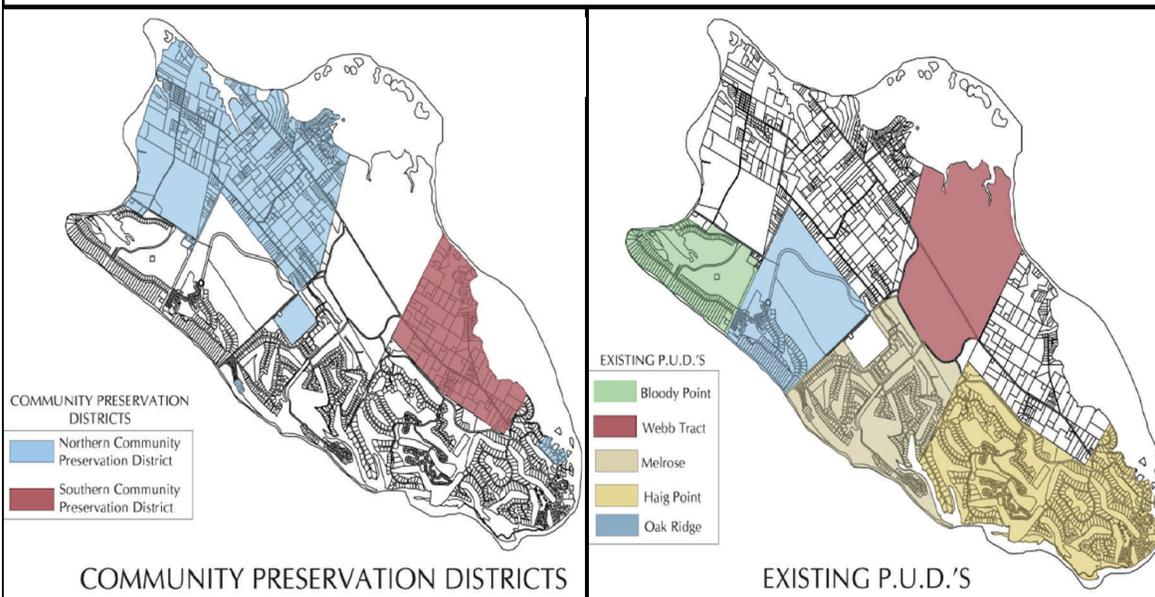
- The current regulations fail to recognize the range of habitats that exist across Daufuskie Island, some less appropriate for development than others. This includes the Federal Cobra Zone.
- The current regulations encourage development to be spread out evenly across the Island at a density of 1du./ac. The failure to cluster development into targeted areas leads to unsustainable sprawl and a lack of preserved or meaningful open space.
- Existing density requirements encourage automobile use on a bridgeless island, and fail to create much needed critical mass around the ferry landings.

continued

**EXISTING
CONDITIONS**

Daufuskie Island Plan

Length = 5 miles Full Time Residential Population = 400 Acreage = 5000
 Width = 2.5 miles Part Time Residential Population = 600



- A significant amount of development, including thousands of dwelling units, have already been approved in both the CP District and the PUDs.
- There has been very little effort to consolidate services and capitalize on potential economies of scale.
- The PUDs address internal infrastructure (ferry, water and sewer, and roads), but often to the detriment of the remaining Island. Resident safety, quality of life, and economic development are hindered.

Given Daufuskie’s current settlement patterns, and the issues that emanate as a result, it is apparent that the Island is in need of:

1. a new Plan that is capable of binding private and public interests into one shared vision for a sustainable Island.
2. A new ordinance to implement the Plan.

**EXISTING
CONDITIONS***Daufuskie Island Plan***ZONING ORDINANCE**

The existing zoning ordinance regulates by land use. Yet, “permitted” or “by right” uses almost always occur inside a building, and out of sight of neighbors and passersby. Therefore, the use-based system gives deference to an aspect of the development that the Island may never see or be impacted by. In turn, very little significance is placed on the aesthetics or form of the structure. Since uses evolve far more frequently than the structures that house them, unsightly or underperforming buildings can blight a community for years. It makes little sense to regulate by a building’s use when it is the building’s form that has a far greater impact on character, and consequently the welfare of the community.

Given the Daufuskie Island’s designation as a National Historic District, the Island needs an ordinance that emphasizes aesthetics, character, and compatibility, as well as land use. Such a code permits structures that reflect local precedent, and whose character and intensity is appropriate for the proposed location.

Daufuskie Island’s new zoning ordinance must create a clear and predictable outcome at all scales. Structures should be contextual with their surroundings and timeless in their form. This includes buildings, roadways, stormwater mechanisms, signage, lighting, fencing, etc. Predictability regarding the outcome of a project (and the Island as a whole) inspires economic investment, housing sales, and prevents NIMBYism (Not In My Backyard) on the part of existing residents. Development is not viewed as an inconvenience, but rather celebrated as something that will further the Island’s vision, authenticity, and sense of place.

This new type of code must be put into place and adopted soon, for the day is coming when every community on Daufuskie Island will mimic mainland suburbia and will have little or no connection to the Island’s past.

SETTLEMENT
ISLAND SCALE

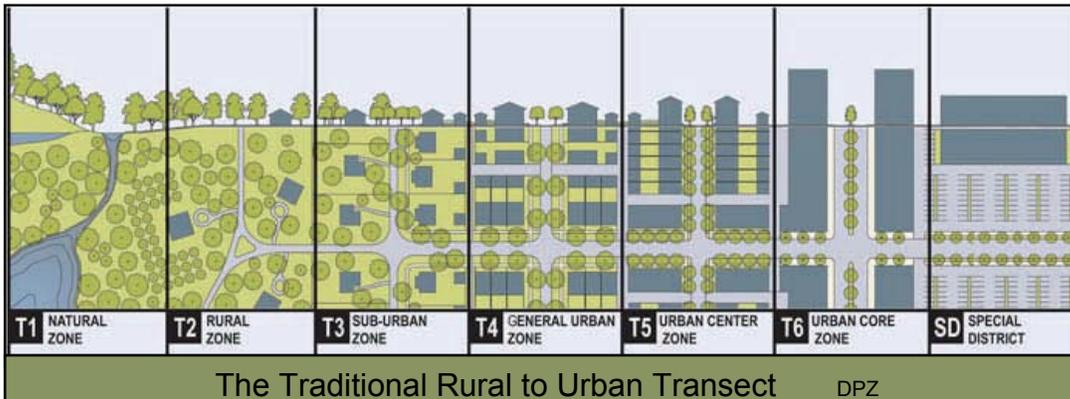
Daufuskie Island Plan

THE TRANSECT

The transect is a tool that allows planners to analyze the built and natural environment along a rural to urban continuum. A transect is established by taking a cross-section of a study area in order to identify different habitats. This can be any scale, but is most often applied at the level of the region (in this case the island), or community. Just about any aspect of ecology can be studied and organized using the transect, including buildings, trees, drainage, signage, lighting, streets, pathways, etc.

The tool is also used to visualize the future, as the transect provides an illustrative framework for the establishment of zoning districts. These are known as transect zones. Intensity, and form are the critical variables used to distinguish the limits of each zoning district or transect zone.

Six primary transect zones are identified in a traditional transect. Yet, rarely does a region contain all six transect zones. For example, Lowcountry towns do not contain the vertically intense urban core area (T6 zone) that frequently anchors the largest American cities.



The T1 and T2 zones are the least formal, least intense zoning districts. Structures are natural or rural in character. The T3 zone reflects a character and intensity that is sub-urban (as opposed to conventional “suburban”). The T4 zone is more intense and urban in character than the T3 zone. From a regional perspective the T4 zone may be referred to as “uptown”. The T5 zone is urban in character and intensity. Regionally speaking, this zone is often known as “downtown”. Though not required, structures in the T5 zone are more likely to be formal in appearance.

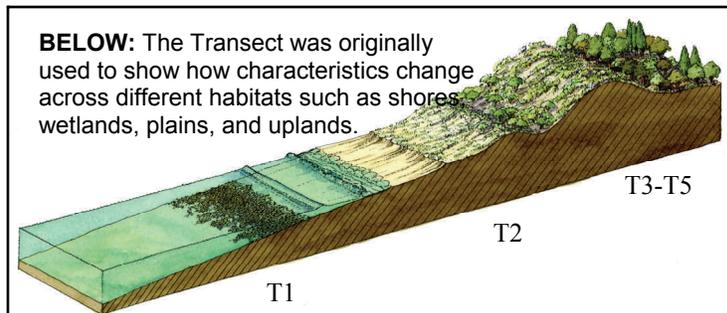
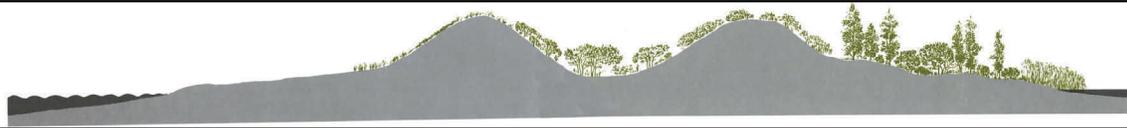
continued

SETTLEMENT
ISLAND SCALE

Daufuskie Island Plan

Transect History: examining the cross-section of an island

Ocean	Beach	Primary Dune	Trough	Secondary Dune	Back Dune	Shore	Bay
	T1	T1	(T2,T3,T4, T5)		T1	T1	



BELOW: The Transect was originally used to show how characteristics change across different habitats such as shores, wetlands, plains, and uplands.

The transect comes from the world of ecology.

SETTLEMENT
ISLAND SCALE

Daufuskie Island Plan

INTENSITY & CHARACTER

This page demonstrates the changes that occur in character and intensity as development becomes increasingly urban along a transect.



LOW

INTENSITY

HIGH

RURAL

CHARACTER

URBAN

SETTLEMENT
NEIGHBORHOOD SCALE

Daufuskie Island Plan

TRADITIONAL NEIGHBORHOODS

In keeping with the notion of a regionally scaled transect increased density should be encouraged in specified areas so long as the resulting communities are well designed and utilize the traditional neighborhood as the primary form.

Traditional neighborhoods are quantified by area, which is a constant, not by density, which varies according to the local market. A traditional neighborhood on Daufuskie Island may be 4 units/acre, while a traditional neighborhood in Beaufort approaches 12 units/acre. A traditional neighborhood contains an identifiable center, middle, and edge. The traditional neighborhood is scaled using a pedestrian shed or pedshed. The **standard pedestrian shed** contains a 1/4 mi. radius circle or catchment area surrounding the gravitational center of the neighborhood (approximately 125 acres). 1/4 of a mile is equal to a 5 minute walk. If the gravitational center of a traditional neighborhood is a transit station (in this case ferry) the catchment area or **long pedestrian shed** is based on a 1/2 mile radius circle or 10 minute walk. This is the average distance that pedestrians are willing to walk to catch ferry boat.

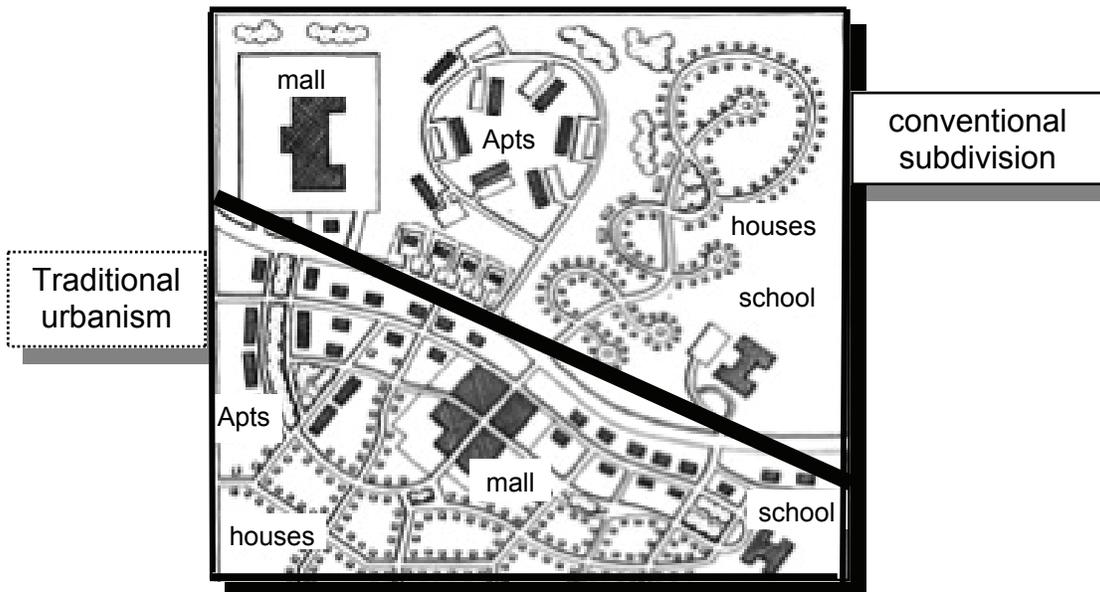
A traditional neighborhood is complete. Placemaking is held to the highest standard, ensuring that uses are mixed, lot sizes are flexible, and civic space is diverse and usable. Typically, the neighborhood might range from 40 to 125 acres and contain several transect zones or habitats. A complete neighborhood is sustainable. Residents can meet their daily needs within walking distance of their home and the ferry. Light imprint / low impact storm water measures are encouraged; and facilities for processing and marketing agricultural produce are available. Americans move an average of 11 times during their lifetime. This pattern will allow for a more diverse population, which in turn will allow younger residents to age in place as opposed to leaving for the mainland. Generations of families will inhabit the island, providing the community with a sense of stability, a characteristic that is fading quickly from Daufuskie Island. Whether rich or poor, black or white, the Island's residents have always known one another and interacted. This is one of the unique characteristics of the "Daufuskie lifestyle".

SETTLEMENT
NEIGHBORHOOD SCALE

Daufuskie Island Plan

A traditional neighborhood is compact. The neighborhood is scaled for the human being as well as the automobile. Streets and public spaces are defined by buildings or trees, creating a vertical edge that gives definition to the space and provides a sense of enclosure. Such design encourages residents to interact.

Because the community is compact, the intensity levels necessary for Island transit will eventually exist, making it feasible for citizens to live and work on the island; or possibly live on the island and work on the mainland. This will allow existing businesses to employ local residents as opposed to recruiting staff from the mainland or overseas.



A traditional neighborhood is connected. Incorporates pedestrian and vehicular infrastructure, including well-integrated street patterns, pathways and sidewalks. These are interwoven in a gridded or semi-gridded pattern allowing for ease of movement and better traffic flow. In more intense districts infrastructure should encourage on-street parking and mid-block parking lots. Less intense districts generally promote on-site parking that is shielded from the public.

SETTLEMENT BUILDING SCALE

Daufuskie Island Plan

TIMELESS BUILDINGS

It is critical that Daufuskie Island maintain its character and unique sense of place. At the site level, proposed structures should take inspiration from the Island's historic and vernacular forms, surroundings, and location on the Island. Native vegetation should be incorporated whenever possible.

FUNCTION is important, but should never result in an inappropriate building type being constructed on the Island. For this reason the zoning code must contain a list of building types, all of which are appropriate for the Island and are adaptable to nearly every desired function. As buildings evolve, many different uses may come to occupy the space. However, the buildings themselves will remain timeless.

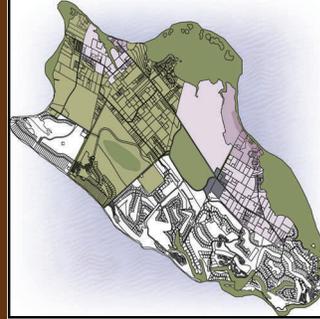
Like the nearby cities of Beaufort, Bluffton, and Port Royal, Daufuskie provides the opportunity to infuse context sensitive, mixed-use patterns that not only pay homage to the past, but also allow current and future generations to thrive right where they are.



These retail stores from the lowcountry and Nantucket demonstrate that businesses will deviate from their standard strip designs when required by law, or when a developer proposes a form that is exemplary. Any use could be substituted here.

Chapter Two “Island Vision”

includes (9) Sections that comprise the overall vision and accompanying Objectives for the Plan. If accomplished, the Objectives will significantly aid in the Island’s ability to sustain itself and thrive.



Development Patterns

Preserve Land and Promote Traditional Development Patterns



Ferry Service

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Island Transportation

Improve Transportation Infrastructure in a Contextual Manner



Tourism & Wayfinding

Cross-Promote Tourism Interests & Improve Wayfinding Infrastructure



Historic Resources

Heighten Historic Preservation And Land Conservation Efforts



Housing

Increase Opportunities For Obtainable Housing



Civic Sites

Create Small Gathering Places and Significant Civic Spaces Across the Island



Economy

Expand the Economy while Promoting Additional Means of Control and Oversight



Sustainability

Establish Sustainable Benchmarks and Targets

HOW DOES THE PLAN WORK?

Chapter Two “Vision” of the Daufuskie Island Plan identifies nine Sections that are critical components of the overall vision for Daufuskie Island. Each Section is accompanied by a corresponding *Objective* that, if accomplished, will significantly aid in the Island’s ability to sustain itself and thrive.

1. The initial page in each Section highlights a specific Objective. This is repeated throughout the chapter at the top of each page. The *Rationale* for including the Objective in the Plan follows, including a summary of the relevant issues and potential actions.
2. Having communicated the rationale behind each Objective, a number of *Recommendations*, or means of addressing the request are conveyed. Each Recommendation is described in detail; and is intended to be viewed holistically, as part of a larger, more comprehensive approach to achieving the Objective. While the Recommendations are critical to realizing the vision for the Island, they are intended to be a starting point and must be vetted further during the Implementation process.
3. Each Recommendation is assigned a color-coded “level of priority”. This system provides guidance to those implementing each item, including “significance” and timing.

Priority Level: HIGH These items should be considered immediately, including a structure and process for addressing full implementation of the Item. If the item is dependent upon County Government financing then the item should be considered for inclusion in the CIP. Unless otherwise noted, the item should be fully implemented by year five (5) of the plan.

Priority Level: MEDIUM The eventual implementation structure and process should be considered, and established by year five. These items should be fully implemented by year ten (10) of the plan.

Priority Level: LOW The eventual implementation structure and process should be considered, and may be established. Those responsible for implementation must decide when it is appropriate to implement the item.

4. As conveyed in Chapter Three of the Plan, “Implementation”, the Daufuskie Island Council (501c3 organization) could serve as the primary conduit between County government, staff and the Island’s committees, organizations, and advocates...all of whom will actively participate in implementation of the Plan.
5. Appendix II contains a breakout document of *Implementation Tables*. These tables provide guidance regarding who, when, and by what means specific *Recommendations* should be implemented.



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

The Rationale For Objective One

On Daufuskie Island sprawl patterns are reinforced by auto-centric development standards, arbitrary “use” regulations, and the lack of a central vision.

- A. The current zoning ordinance does not address the changes in character and intensity that take place within each of the Island’s various habitats. Whether a structure is to be sited fronting the beach, resting on a secondary ridge, located near the Island center, or fronting the opposing river marsh; all development is regulated as if Daufuskie is one unchanging landmass.
- B. The current development standards do not require new development to draw upon the Island’s timeless, and highly sustainable archetypes. As a result “throwaway architecture” is permitted within a National Historic District.
- C. The current ordinance fails to zone enough land for a ferry-oriented waterfront village containing a mix of uses and multiple residential typologies. This lack of critical mass at the Island’s gateway or portal makes it impossible to establish a non-subsidized commercial development with supporting housing and civic infrastructure.

The Island has a tremendous amount of potential. In order to achieve this potential the Island must first have a regional (Island-wide) growth map. This map, known as a Sector Plan delineates land to be preserved on the Island, as well as future growth areas. This is conveyed using a continuum, from no development to intended development, as are the appropriate community types for each sector.

This shall be followed by zoning and development standards that view the Island as a transect or series of habitats within a rural to urban context. Regulations must account for the individual character and intensity of each site, look to the Island’s architecture for inspiration, and permit much needed critical mass around the ferry landings.



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

Preserve Land While Promoting Traditional Development Patterns

Priority Level: HIGH

Recommendation 1.1 Utilize the Sector Plan to identify conservation and growth areas, outline pedestrian sheds, designate appropriate community types, and ultimately serve as the organizational tool to establish the Island's Regulating Plan or zoning map.

The Daufuskie Island Plan shall address future land use in a manner which recognizes the transect and compliments a form based ordinance. The future land use plan for the Island is known as a Sector Plan. Each sector on the Sector Plan represents a desired level of future growth. Sectors range from the “no growth” **Open Preserve Sector** to the “high growth” **Intended Growth Sector**. Therefore, each Sector designates where and to what extent land shall be preserved or developed in the future, including lands that are ideal for TDR sending and receiving.

The Daufuskie Island Sector Plan addresses future growth at the Island and community scale; whereas, the Regulating Plan addresses zoning at the Island, community and lot level. The Sector Plan identifies Preservation and Growth areas, outlines Pedestrian Sheds; and designates the most appropriate Community Types for each Sector. It should be noted that the Pedestrian Sheds on the Daufuskie Island Sector Plan are not binding. They are intended to serve as an organizational tool for applicants as well as those charged with evaluating the intensity, character, and function of development within a particular area.

Daufuskie Island is relatively small. As opposed to creating new rural crossroad communities or hamlets the Sector Plan calls for the preservation of large amounts of land, employs TDR's as a means of avoiding down-zoning, and directs future growth towards existing ferry infrastructure. As a result, the Planning Team was able to establish a Regulating Plan that addresses zoning for the entire Island and is definitive.

The Sector Plan contains the **O-1 Island Preserve Sector** for lands placed in permanent preserve and **O-2 Island Reserve Sector** for lands that the community hopes to have placed in preserve.

continued



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

Preserve Land While Promoting Traditional Development Patterns

DAUFUSKIE ISLAND SECTOR PLAN

O-1 Open Preserve Sector—unbuildable lands & land placed in conservation with NO development rights.* This Sector includes the (D1) zoning district which incorporates:

- | | | |
|------------------------|---------------------------|-----------------------------|
| a. surface waterbodies | d. riparian corridors | g. Transportation corridors |
| b. protected wetlands | e. conservation easements | |
| c. protected habitat | f. Purchased open space | |

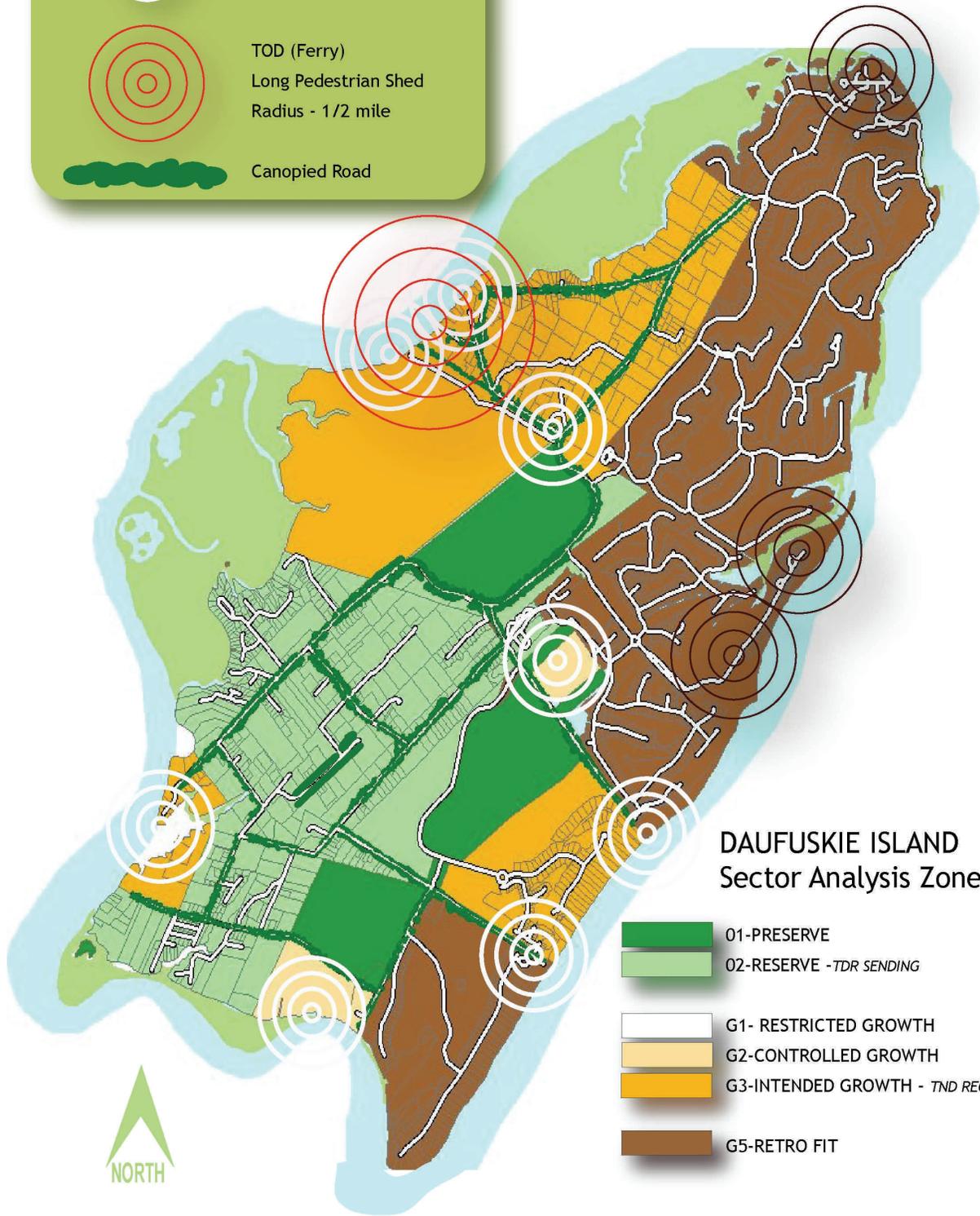
O-2 Open Reserve Sector—land that is zoned for development that may have greater community value as open space. This Sector includes the (D2) zoning district (designated as the primary sending area in a future TDR program) and includes:

- | | |
|---|-------------------------------|
| a. flood plain (Special Flood Hazard Areas) | c. open space to be acquired |
| b. wildfire areas | d. buffers to be acquired |
| c. corridors to be acquired | e. legacy woodland & farmland |
| d. legacy viewsheds | |

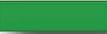
*Both the Webb parcel and Oakridge parcel have a Conservation Easement that contains limited development rights. These have been “grandfathered” into the O1 Open Preserve Sector.

G1 Restricted Growth Sector—The initial Sector Plan will not designate any lands as G1 Restricted Growth Sector. The Sector encompasses the same lands as the O-2 Open Reserve Sector. Within the G1 Restricted Growth Sector several “single lot” or “domestic” community types should be encouraged without subdivision. These include the Rural Cottage Close (RCC), Farmstead Community (FC), and Family Cluster Community (FCC). When ten or more contiguous or non-contiguous acres have been developed for habitable use the staff may commence an update to the Sector map, changing the area from O-2 Island Reserve Sector to G1 Restricted Growth Sector. However, the development of individual dwelling units (as opposed to new community plans) shall not trigger a Sector Plan update. Such land will maintain its status as O-2 Island Reserve until such time as the Planning Department updates the Sector Plan. *continued*

 TND with Standard Pedestrian Shed Radius = 1/4 mile
 TOD (Ferry) Long Pedestrian Shed Radius - 1/2 mile
 Canopied Road



DAUFUSKIE ISLAND Sector Analysis Zones

-  01-PRESERVE
-  02-RESERVE -TDR SENDING
-  G1- RESTRICTED GROWTH
-  G2-CONTROLLED GROWTH
-  G3-INTENDED GROWTH - TND RECEIVING
-  G5-RETRO FIT

Sector Analysis Zones



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

Preserve Land While Promoting Traditional Development Patterns

G2 Controlled Growth Sector—The G2 Controlled Growth Sector consists primarily of the Eichelberger Tract and McDavid Tract. Due to pre-existing agreements and special considerations, TDR's may be traded amongst properties within this Sector, but shall not be sold nor purchased outside of the Sector. The G2 Sector shall permit both "Traditional Neighborhood Development" and "Domestic" community types, including: the Rural Cottage Close (RCC), Urban Cottage Close (UCC), Farmstead Community (FC), Family Cluster Community (FCC), Standard—Traditional Neighborhood Development (S-TND), and the Partial—Traditional Neighborhood Development (P-TND).

Within the G2 Controlled Growth Sector the most intense zoning district is D4 or Public District (PD). However, the D3, D4, and PD zones afford the S-TND and P-TND significant range in terms of function. As a result, both community types are potentially sustainable.

G3 Intended Growth Sector—The G3 Intended Growth Sector designates those areas of the Island where new growth is most desired. TDR'S may be purchased in the G3 Sector; however, they may not be sold. Community types include the Urban Cottage Close (UCC), Standard Traditional Neighborhood Development (S-TND), and Partial Traditional Neighborhood Development (P-TND). When appropriate, the latter two communities will take the form of a Transit Oriented Development TOD and utilize a long pedestrian shed (See C1.17). Three areas of the Island have been designated G3 Intended Growth Sector: the Cooper River portal area, the New River portal area, and the center isle Public District.

The Cooper River portal area and New River portal area are envisioned as cohesive, mixed-use maritime villages. The Public District is envisioned as a cohesive, mixed-use community whose dominant function includes vernacular and formally articulated civic structures and spaces.

G5 Conventional Infill / Retrofit Sector—is intended to retrofit conventional residential and commercial development that is single-use, disconnected, and scaled to vehicles as opposed to pedestrians. The G5 Infill / Retrofit Sector shall consist of individual or aggregate areas of the following categories:

- | | |
|---------------------------------------|----------------------------------|
| a. residential subdivisions | d. vehicle-dependent roads |
| b. private gated communities | e. un-walkable roads |
| c. isolated apartments & condominiums | f. isolated campuses & compounds |



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE
*Preserve Land While Promoting
 Traditional Development Patterns*

Traditional Neighborhood Development (TND)

A Traditional Neighborhood Development (TND) is a designation assigned to a new community that is subdivided for a variety of owners and/or occupants. The settlement pattern is less restrictive in form than a “Domestic” community. The community emphasizes the needs of the greater Island as opposed to those of a limited few, including, but not limited to issues of subdivision, disposition, connectivity, and the requirement for formal civic spaces.

STANDARD—TRADITIONAL NEIGHBORHOOD DEVELOPMENT (S-TND) is a neighborhood settlement pattern predicated on diversity, including a mix of building types, mix of uses, mix of inhabitants, and mix of incomes. A S-TND is structured using a Standard Pedestrian Shed, and oriented toward a Common Destination such as a mixed use center, corridor, waterfront, or ferry embarkation. The S-TND is based on the traditional neighborhood unit. Any lot that is greater than 40 acres but equal to, or less than 125 acres must subdivide using the standards for the S-TND.

SECTORS
G3
G2

However, on Daufuskie Island a definitive Regulating Plan (zoning map) has been established with transect zones applied at the scale of the Island. The TND will be used to create neighborhood infill within the Island’s Growth Sectors, as opposed to greenfield TND’s in which transect zones are later assigned. While infill TND may or may not be self-sustaining on its own, the neighborhood unit is sure to contribute to both the traditional nature and self-sufficiency of the larger community.

Changes in intensity are critical to establishing diverse habitats within a traditional community or TND. On Daufuskie Island each transect zone or zoning district includes a range of metrics related to lot size, building type, building disposition, and use. If one utilizes the full range of metrics permitted by the underlying zoning it is possible to have a successful S-TND in just one transect zone. However, the more transect zones a pedestrian shed comprises, the more likely it is that the S-TND will be diverse.

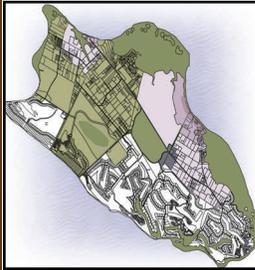
ZONES	D3	D4	D5
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PARTIAL—TRADITIONAL NEIGHBORHOOD DEVELOPMENT (P-TND) is predicated on the same principles as the Standard Traditional Neighborhood Development, including: diversity, mix of building types, mix of uses, mix of inhabitants, and mix of incomes. A P-TND is structured using a Standard Pedestrian Shed, and oriented toward a Common Destination, including, but not limited to: a general store, meeting hall, schoolhouse, church, civic space, etc. It may be that the P-TND contains an identifiable center, middle, and edge and is fully diverse. However, the scale is smaller, encompassing lots of 4 or more acres, and 40 or fewer acres. This type of settlement is sometimes referred to as a cluster land development, hamlet, or urban village. Other than scale, the community is traditional at its core. However, in other cases the P-TND may also lack the form or diversity of a traditional community or Standard TND.

SECTORS
G3
G2

As with the S-TND, the P-TND designation is tailored to meet the specific needs of Daufuskie, where a definitive Regulating Plan is established for the entire Island. On Daufuskie Island the goal is not to create new rural crossroad communities or hamlets, but rather traditional neighborhood infill within the Island’s Growth Sectors. As a result, the P-TND may or may not be self-sustaining on its own, but rather contribute to a larger community that is both traditional and self sufficient.

ZONES	D3	D4	D5
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Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE
*Preserve Land While Promoting
 Traditional Development Patterns*

“DOMESTIC” COMMUNITY TYPES

A “Domestic” Planned Community is a designation assigned to compact, semi-private, one lot communities that are held under limited or single ownership, including that of an extended family. Though quite specific in form, the settlement pattern is conducive to “community living”, including a mix of uses. These communities are somewhat internal, emphasizing the needs of a limited few over those of the greater Island. This includes, but is not limited to: subdivision, disposition, connectivity, and the allotment of civic space.

RURAL COTTAGE CLOSE (RCC) community type is tailored to meet the specific needs of Daufuskie Island. The RCC is similar to the Cottage Close; however, the settlement pattern is less formal and the “Everyday and Ordinary” archetype is permitted.

SECTORS
O2
ZONES
D2

FARMSTEAD COMMUNITY (FC) community type is tailored to meet the specific needs of Daufuskie Island. The settlement pattern and aesthetics of the Farmstead shall resemble a working farm. However, the community type is geared toward both the traditional farmer as well as the resident who operating a service based business that requires vehicles, machinery, shop space, etc.

SECTORS
O2
ZONES
D2

FAMILY CLUSTER COMMUNITY (FCC) This community type is tailored to meet the specific needs of Daufuskie Island. The community type consists of a principle house and 2 to 4 secondary residential units on one parcel. The “Everyday and Ordinary” archetype is not permitted.

SECTORS
O2
ZONES
D2

URBAN COTTAGE CLOSE (UCC) community type is tailored to meet the specific needs of Daufuskie Island. The typical Cottage Close consists of four 4 to 8 cottage scaled structures grouped closely together in a relatively formal settlement that is surrounded by active or passive open space. Each “close” shall have an outdoor community space for residents to gather (i.e. public fire-pit, fountain, internal green). Traditionally, a CC is not subdivided, but rather a condominium.

SECTORS
G3
G2
ZONES
D3
D4



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.2 Develop a Form Based Code that is transect based, including the Function (Use) table.

A walk around Daufuskie Island reveals that the Island is distinguished not by its land uses, but by its diversity of simple vernacular forms (buildings, fences, signs, roads); and the way in which these structures blend with their surroundings. The Committee believes in instituting a design-driven ordinance that is vision based and seeks to regulate by character and intensity. This type of ordinance is commonly referred to as a Form Based Code (FBC). The Committee strongly supports the implementation of a form based zoning code within the Community Preservation District.

There are many ways of structuring a Form Based Code. However, they all share one common component, a Regulating Map or zoning map. The Regulating Plan for Daufuskie Island uses the rural to urban transect to regulate form, intensity, and function of all development within the CP District.

The Form Based Code takes a market-based approach toward land use. Permitted uses must fall into one of seven categories: Residential, Lodging, Retail, Office, Civic, Agriculture, or Industry. So long as the FBC standards are met, the majority of uses will be considered for approval. *continued*



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

A FORM BASED CODE

Conditions are attached to all uses in all transect zones. However, these are not conventional restrictions such as buffers or separation requirements. Rather these regulations ensure that all development, regardless of use, maintains the proper intensity and character, and is contextually appropriate for its transect zone.

The Use table should aid in pushing development toward the higher transect zones, where infrastructure, transit, and civic uses are called for. While future density in these areas will increase significantly, density across much of the Island is likely to decrease.



Crescent Retail (a division of Duke Energy) into a Harris Teeter anchored shopping plaza called Shoppes at Ardrey Kell, www.crescent-resources.com/.../main1_large.jpg



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

FORM BASED CODE—CODING PROCESS

The form based coding process begins with a thorough analysis of existing conditions, and ends with the unveiling of the community's vision for the Island—via a series of illustrative diagrams and regulations embedded within the ordinance.

The design team identified traditional neighborhoods using the transect (see: C1. 13-14) and standard pedestrian shed (see: C1.17). Complete Island neighborhoods were found to be sparse. Such neighborhoods will have to be created through infill and new growth.

The design team then set out to document and measure the best urbanism, architecture, and features of the Island and Beaufort County. During this process the Committee determined that Daufuskie Island is best suited for six base zoning districts or transect zones (T zones). In order to localize the Code the letter (T) in T zone has been substituted with the letter (D) for Daufuskie. Each D zone is equivalent to a zoning district on the Regulating Map (see P.3 Daufuskie Island Code). The zones range from the (D1) Natural Zone through the (D5) Urban Center Zone. The character of development within each zone grows increasingly intense, formal, and more urban.

The Daufuskie Island Plan calls for the establishment of a civic oriented district mid-island and at the beach along Loggerhead Turtle Lane. This area, known as the Public District, is intended to encourage the creation of civic buildings and spaces while permitting mixed-use development. The metrics (regulations) in the Public District are identical to those found in the (D4) zoning district.

The tables in the code contain specific metrics for each of the six D zones. In order to promote diversity within each zone metrics are frequently presented as a range. This assures that the most contextually appropriate forms, materials, setbacks, heights, frontages, etc. are utilized in each transect zone, and are tailored specifically to the conditions on the Island.



Section One: DEVELOPMENT PATTERNS

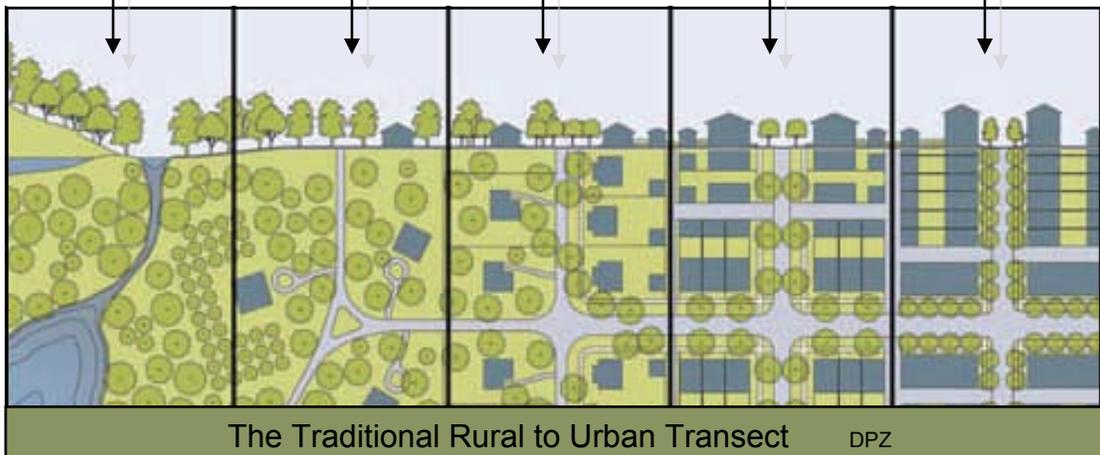
OBJECTIVE ONE

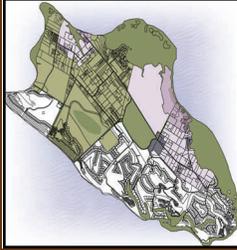
Preserve Land While Promoting Traditional Development Patterns

THE FORM BASED CODE—REGULATION

In developing a FBC for a place as aesthetically rich & authentic as Daufuskie Island it was determined that the Code must have two primary means of regulation: (A.) The second means by which the new FBC shall regulate development is the rural to urban Transect (See: C1.17). The **Transect** is a sequential tool that establishes 6 context sensitive zoning districts or habitats. Each transect zone represents a unique habitat of varying intensity and character that is calibrated specifically to Daufuskie Island. Therefore, the Daufuskie Island Transect and Lowcountry archetypes are the primary tools used to regulate development on the Island. *continued*

Examples of appropriate transect-based development





Section One: DEVELOPMENT PATTERNS

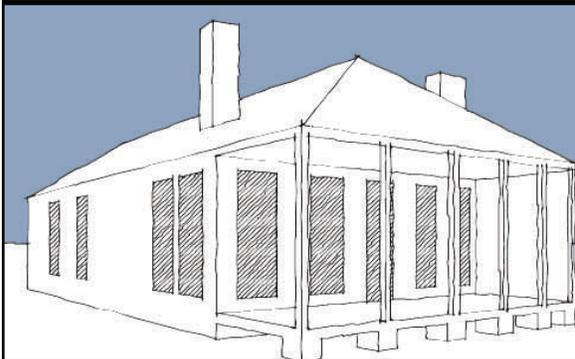
OBJECTIVE ONE

Preserve Land While Promoting Traditional Development Patterns

FORM BASED CODE—REGULATION

(A.) In order to maintain or increase the integrity of the National Historic District the Code establishes a range of appropriate building forms or archetypes to be used as residential or commercial structures. These archetypes are simple in their presentation, yet reflect a wide range of vernacular forms, from the residential “everyday and ordinary” to the commercial “porch over arcade”. These archetypes are found across the Island and throughout the Lowcountry region. They do not limit architectural expression and freedom, nor dictate style; they are intended as building blocks that inspire creative design.

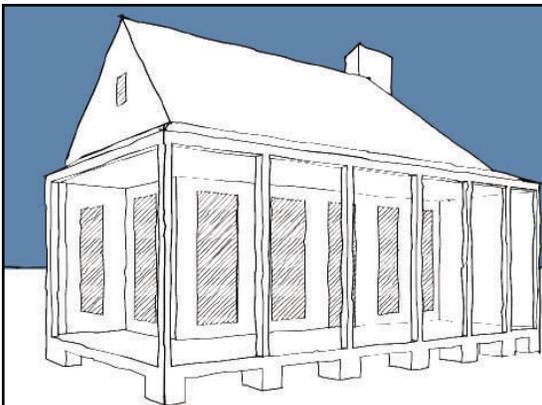
Two examples from the FBC of Island building forms



- D1
- D2
- D3
- D4
- D5



The Simple Hipped Cottage



- D1
- D2
- D3
- D4
- D5



The Porch Wrap Cottage

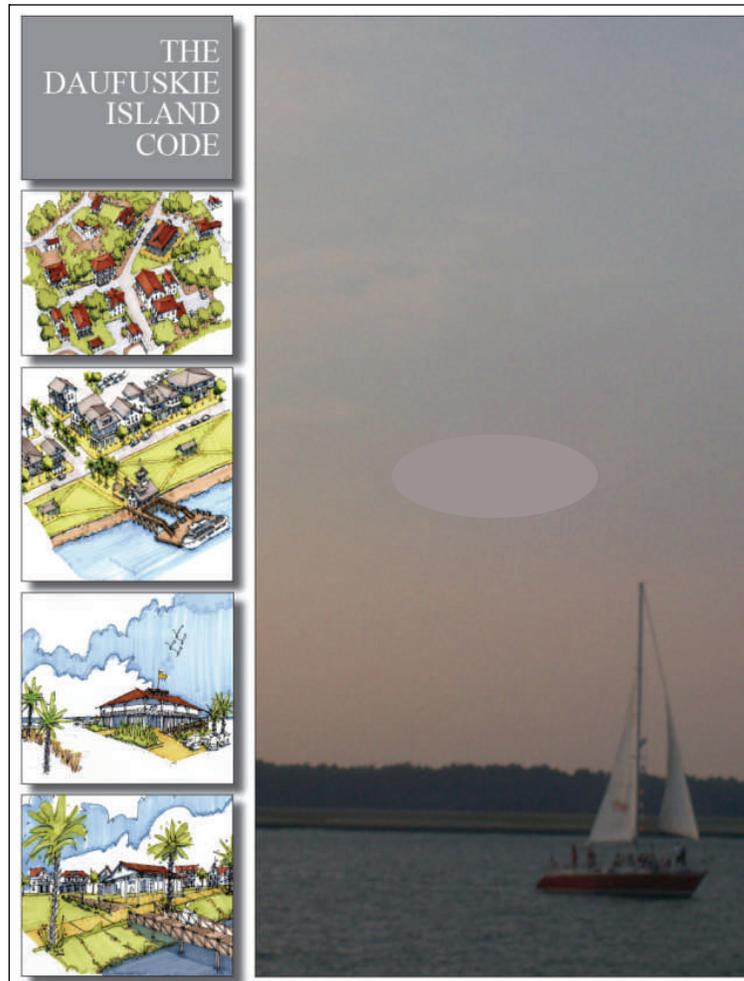


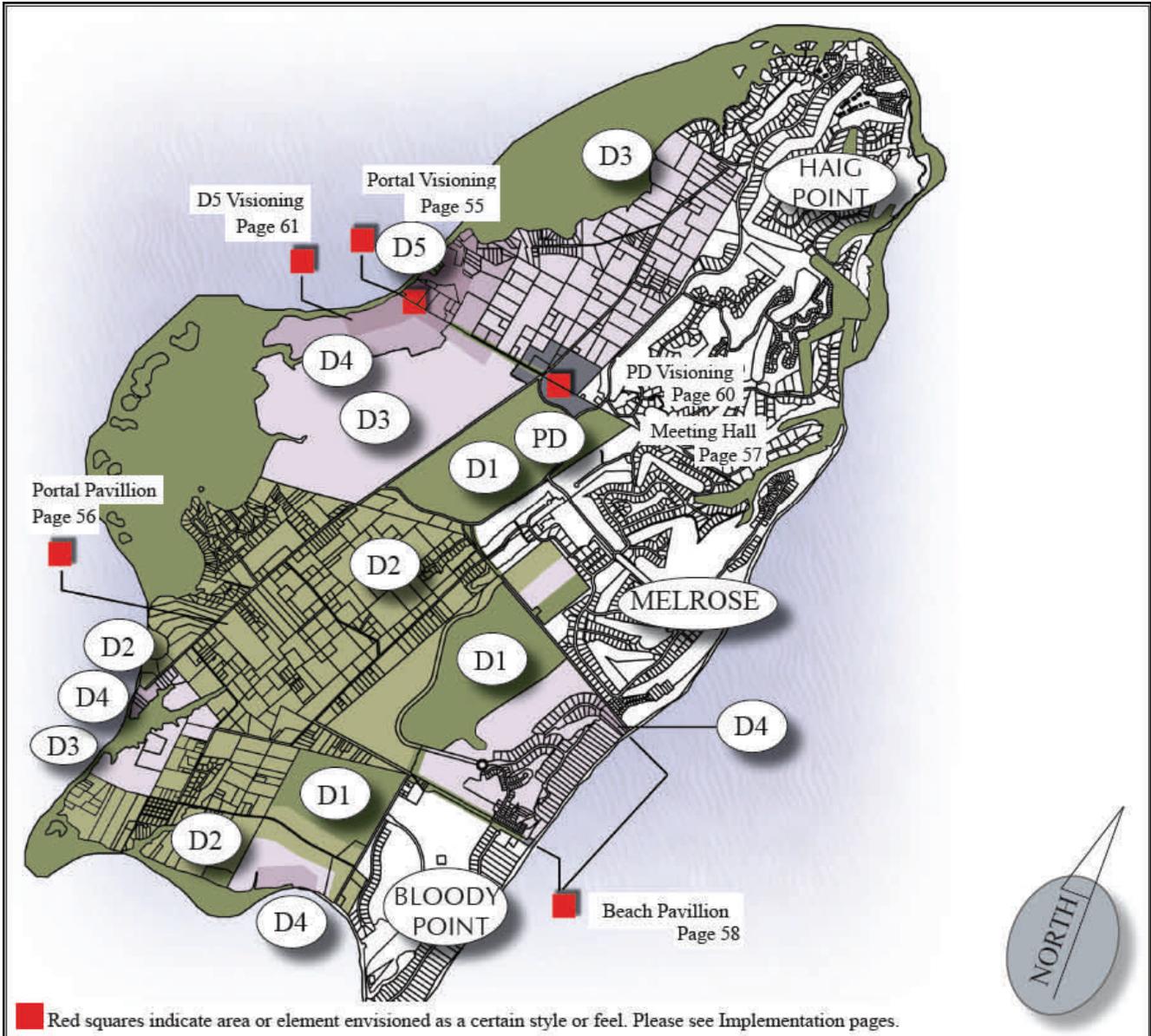
Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE *Preserve Land While Promoting Traditional Development Patterns*

FORM BASED CODE—REGULATION

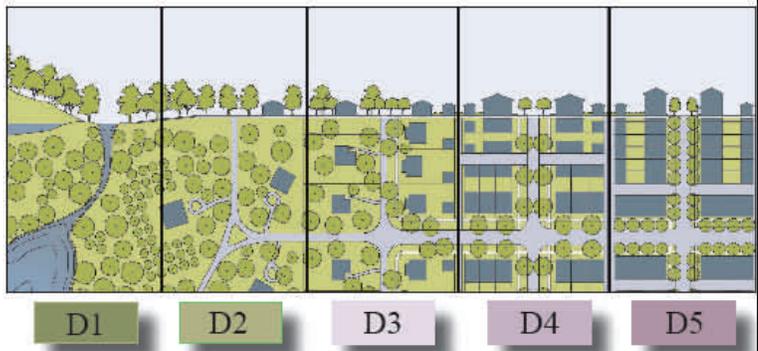
The regulations are assimilated into a graphic, user friendly document that is easy to use, provides long-term vision, and offers investors a sense of security regarding the eventual outcome of nearby projects. All stakeholders should find that the Form Based Code alleviates some of the frustrations associated with the current approvals process, including: repetitive hearings, costly delays, and contextually inappropriate results.



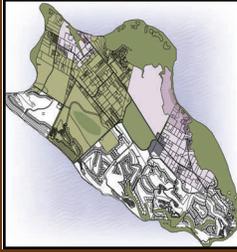


Red squares indicate area or element envisioned as a certain style or feel. Please see Implementation pages.

- D1 - NATURAL ZONE
- D2 - RURAL ZONE
- D3 - SUB - URBAN ZONE
- D4 - GENERAL URBAN ZONE
- D5 - URBAN CENTER ZONE
- PD - PUBLIC DISTRICT



The Regulating Plan



Section One: DEVELOPMENT PATTERNS

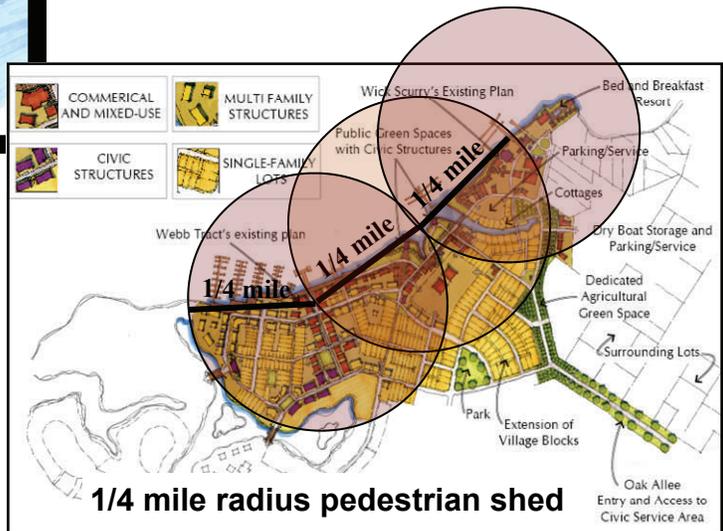
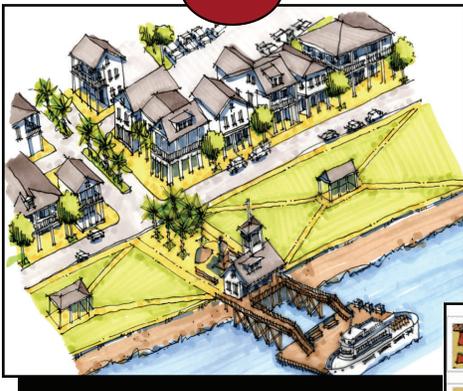
OBJECTIVE ONE
*Preserve Land While Promoting
 Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.3 Promote dense development around the Cooper River and New River ferry landings.

Since Daufuskie Island lacks competition from a land based connection it makes perfect sense to anchor the Island’s denser development around the primary transport system. An active passenger ferry terminal will spur the high density, mixed-use development that the Island needs. “Placemaking” is critical to creating a successful “activity center” that meets the needs of residents...especially those who lack a vehicle. Development must contain multiple options, including a mix of residential, commercial, and civic uses.

D5





Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.4 Establish a Transfer of Development Rights (TDRs) Program on Daufuskie Island allowing for untouched lands to be preserved and development and services to be consolidated around the ferry landings.

The CP Committee hopes to retain the natural open lands that characterize so much of the Island. This can be done by instituting a **Transfer of Development Rights (TDR)** program. A TDR program is utilized to reimburse property owners whose land is better used for open space by allowing the sale of development rights (density units) to parcels where the community desires a higher density. This is critical to the Daufuskie Island planning process because it allows the County to zone “intensity” to those areas where development is appropriate and desired without infringing upon property rights.

The TDR process establishes a program that compensates landowners in the O2 Open Reserve Sector for selling their existing density rights to a recipient’s property in the G3 growth sectors. If a TDR program is not instituted, areas that are designated for little to no development will build out at a suburban intensity of 1 Dwelling unit per acre.

A TDR program must establish a fair value for the Island’s density units. If it is determined that density units shall trade at a one to one ratio the net effect will be to shift future development into appropriate areas with no increase to overall density. However, if the program is set up in a manner which artificially inflates the value of density units the program will be more lucrative, but will also result in an increase to the Island’s overall density (e.g. a purchaser pays for one unit, but receives two units in return; or a person sells one unit, but is compensated for more than one unit).

These important discussions must coincide with the decision to implement a future TDR program. This is made easy for Daufuskie Island, as the appropriate TDR numbers (maximum densities) for each transect zone have been calibrated and built into the Code. It is worth reiterating that the proposed zoning code with or without a TDR program (trading density units at one to one) will result in the same or even less density across Daufuskie Island than is currently approved.



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
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RECOMMENDATION SUMMARY

Rec. 1.1**Sector Plan****Priority Level: HIGH**

Utilize the Sector Plan to identify Conservation and Growth areas, outline pedestrian sheds, designate community types, and establish the Island's Regulating Plan.

Rec. 1.2**Form Based Code****Priority Level: HIGH**

Develop an Island-specific form based code (FBC) that adheres to the guidelines of this Plan.

Rec. 1.3**Critical Mass****Priority Level: HIGH**

Promote dense development in the area surrounding the Cooper River and New River ferry landings.

Rec. 1.4**TDR Program****Priority Level: HIGH**

Establish a Transfer of Development Rights (TDR) Program for Daufuskie Island allowing for untouched lands to be preserved and development and services to be consolidated around the ferry landings.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

The Rationale For Objective Two

Ferry Service

The Committee consulted with a number of volunteer experts, all of whom indicated that Beaufort County is missing out on significant revenue and exposure by failing to heighten tourism, economic development, and preservation on Daufuskie Island. Locals are frustrated over continued instability amongst the various ferry providers, while tourists and day-trippers are confused by the lack of information and signage. As a result, Daufuskie Island captures just a fraction of the cultural tourists, eco tourists, and sportsmen (fishing, golf & tennis) that it should.

The Committee and Planning team believe Southern Beaufort County would benefit significantly from expanded ferry service and should include this as a long range public transportation goal in the Comprehensive Plan. While current demand for ferry in Beaufort County is limited to Daufuskie Island, perhaps it is time to study and begin planning for regional expansion to the City of Savannah (River Street, Hutchinson Island), Tybee Island, Hilton Head Island, Bluffton, and possibly Port Royal and St Helena Island. Though parking and other facilities would need to be upgraded, Beaufort County already has both physical and logistical infrastructure in place, allowing the County to seek federal funding and institute expanded ferry service when the timing is right.

Ferry Providers

The Home Owners Association at Haig Point provides an excellent private ferry service for residents of the community that includes a fleet of six first class boats. They own and operate a private embarkation area on both Daufuskie Island and Hilton Head Island. Other ferry providers are not as well sustained, nor as well sponsored.

The DI Resort owns the centrally located Melrose Landing; however recent bankruptcy proceedings against the Resort have placed the future of the landing in question. The bankruptcy caused significant disruption in the day to day ferry operations and exposed several weaknesses in the Island-wide system. The number of ferry runs was cut from 12 per day to as few as 4, parking on the mainland became a problem, and tickets were difficult to come by. *continued*



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Following the bankruptcy Palmetto Ferry Company reached an agreement to provide full-time service from Melrose Landing on Daufuskie Island to Salty Fare Landing on the north end of Hilton Head Island. This increased the ferry options available to locals and tourists.

The J&W Corporation provides passenger ferry service between Freeport Landing on Daufuskie Island and Broad Creek Marina on Hilton Head Island. Throughout the bankruptcy process, J&W and Palmetto have remained stable and profitable.

Melrose Landing and Freeport Landing are located within a quarter mile of one another. Additionally, the Webb Tract (a proposed development bordering Melrose Landing to the south and approved for nearly 1000 D/U's) has plans to create a marina and embarkation area within the same 1/2 mile pedestrian shed as Melrose Landing and Freeport Landing. The fact that three highly activated landings might someday operate within a 1/2 mile of one another makes this site the ideal location for economic development and more intense transit oriented development (see 1.7).

The Resident Experience

The South Carolina Department of Transportation awards Palmetto Breeze (Lowcountry Regional Transit Authority LRTA) an annual matching grant to provide ferry service for residents of Daufuskie Island. Beaufort County matches this grant and allocates funding to one or more ferry companies that service the Island. Palmetto Breeze is responsible for providing tickets.

Today every resident must pay for riding County contracted ferries to and from the Island. In the past the service was provided for free. Residents register as full time, part-time, absent owner, etc. They receive a color coded identification card that corresponds to their level of residency. This allows them to purchase tickets at a discounted rate consistent with their level of residency.

continued



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Tickets and identification cards can be purchased at Freeport Landing, Broad Creek Marina, Fappy Ice Cream on Daufuskie, and the Palmetto Breeze offices in Bluffton. Ferry providers simply check the rider's ticket when they board to ensure that it corresponds to the color of their Identification card. The provider then turns the tickets back into the County, and the provider is reimbursed at the rate agreed upon in their County contract. This format allows for more than one operator to participate and provides more options in terms of embarkation times and locations.

Palmetto Breeze is designated as the public transportation agency for Beaufort County and the region. Assuming funding is appropriated, the agency should evolve and take on additional responsibilities with regard to the Daufuskie Island ferry, as well as serve as the primary driver in the County's exploration of regional ferry.





Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

A MAINLAND EMBARKATION SITE

The landing at Pinckney Island National Wildlife Refuge is designated in the Beaufort County Code of Ordinances as the mainland ferry landing for Daufuskie Island (also known as Last Land's End). A boat ramp and ferry landing already exist at the site; however, commercial uses are not permitted by deed. Additionally, the facility is federally operated and has a number of limitations related to the wildlife preserve. It is unlikely that these issues can be overcome; additionally, a terminal at this site would attract drivers and transit riders, but lack the mixed use residential capacity typically associated with an active TOD. Finally, the site's parking area would need to be expanded dramatically.

WHERE TO LOOK?

The ideal site for future embarkation may require incorporation or expansion of an existing facility. Salty Fare and Haig Point embarkation areas both have land nearby or adjacent to their existing terminals. Additionally, new lands may open up and become available. Some things to consider when selecting a site include:

- Ability to locate and ease with which one can get to the site.
- Exposure
- Potential to co-locate with another attraction such as an interpretation center, marina, maritime facility, kayaking center, etc.
- Ability as a transit transfer station.
- Ability to create a vertical mixed use residential TOD at the site
- Viability for surface parking and future vertical parking decks.

PARKING

The privately owned embarkation areas on Hilton Head Island have parking facilities; but these are limited in size, often full, and only capable of expanding vertically. Increasingly, Island residents are storing their automobiles at the ferry lots at no charge. As a result both resident and visitor cars are being ticketed or towed. Parking is a major off-island issue.

J&W charges a daily fare to park at Broad Creek Marina. In return they provide valet parking service. They also have a limited number of spaces to lease to Island residents. Pay parking is also available at Salty Fare Marina.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Priority Level: HIGH

Recommendation 2.1 Encourage highly activated transit oriented development (TOD) around the Cooper River ferry landings.

Just as fixed rail, subway, light rail, and rapid bus are used to spur Transit Oriented Developments (TOD) around their stations, an opportunity exists to consolidate services into a mixed use residential center near one or more ferry terminals. Passenger ferry can be used as the primary force attracting future investment. Many Islands have successful waterfront districts centered around the passenger ferry terminal. Moreover, transit-oriented development (TOD) will also serve as a significant driver of ferry traffic. The primary factors influencing the success of TOD on the island are:

1. The high capital costs associated with ferry systems.
2. The need for a substantial critical mass or transit-oriented development (TOD) on the waterfront— within a 1/2 mile of the ferry landing(s).
3. The recent history of public transit in the Lowcountry (fares, connections, public/private partnerships, etc) and the ability to get it right.
4. Growth in the eco-tourism and cultural tourism markets.
5. Placemaking
 - The area should feel compact yet, have space dedicated to the embarkation of passengers and cargo—including transfer to other modes of transit (shuttle, taxi, electric vehicle, scooter, bike, etc).
 - Informational sources should be available (kiosks, signage, accents).

When designed well, the area surrounding the embarkation site will provide critical mass via continued activity, residential units, island services, rising property values, and a strong civic presence. Such a place will improve the quality of life of the entire island. Tools that will help to establish this settlement pattern include a Form Based Code, Transfer of Development Rights ordinance, and possibly a Tax Increment Financing District.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Priority Level: HIGH

Recommendation 2.2 Ensure that Daufuskie residents have access to a barge landing and ferry landing.

As with the pedestrian ferry, similar discussions concerning a barge landing site are encouraged. The owners of Freeport Marina, Melrose Landing, and the Webb Tract should be included, as well as any other operators with waterfront landholdings. Both ferry and barge activities are critical to the operation of a working waterfront. Many planners predict that working waterfronts are about to experience a major renaissance nationally. Such landings help to ensure continued activity, island services, rising property values, a strong civic presence, and infrastructure for emergency evacuation.

Priority Level: HIGH

Recommendation 2.3 Encourage the limited to full consolidation of existing ferry service to the Island as a short term solution to issues with service.

If Daufuskie Island is to thrive and sustain itself, improved passenger ferry service to the Island is critical. When a ferryboat provides a lifeline to the mainland, including professionals, pharmacies, food stores, and other vital services, unpredictable or unreliable service is a significant threat to Islander's quality of life, welfare, and safety. The County should encourage (using incentives) the Island's ferry providers to move toward a consolidation of services. This would bring a tremendous sense of stability to ferry operations, create economies of scale for providers, and lower ticket prices for users. Consolidation would improve tourism & spur economic development, which results in additional tax revenue for the County.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Priority Level: HIGH

Recommendation 2.4 Commission a Ferry Operating Plan that provides for the full development of intermodal mass transit to and from Daufuskie Island by examining factors such as regional participation, consolidation of public and private services (including the BC School District), parking, sustainable practices, and funding mechanisms for capital and operating expenses.

As part of the long term vision for a multi-modal regional transportation system that includes Daufuskie Island, Beaufort County should assess the needs and full impact of an expanded regional ferry system, and **Develop a Ferry Operating Plan** that also provides for the full development of the Island:

2.4.1 Explore the feasibility of a regional ferry system

- Encouraging consolidation of existing ferry companies to the extent they have an interest.
- Participating with neighboring communities in exploring the feasibility of a regional ferry system including embarkation points, parking requirements, intermodal connections and future developments such as the Jasper Ocean Port.
- Accessing the demand by tourists, workers, and residents originating in Savannah, Hilton Head, and beyond.

2.4.2 Promote the use of sustainable waterfront practices.

- Look to other Island communities that encourage providers to use boats that run on alternative fuels that are both inexpensive and plentiful. Just as the City of North Charleston runs school buses on recovered grease trap oil, a number of ferry providers around the country do the same with large ferry boats.
- The County must take the lead in educating providers about benefits of alternative fuels and encourage them to examine the possibility prior to purchasing new infrastructure. As this is a larger theme throughout the 2009 BC Comprehensive Plan, the County should research grants that might assist in offsetting the purchase price or difference.

continued



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

2.4.3 Work with the School District to provide student responsive, yet, fiscally responsible school ferry service.

- Teenage students should simply ride the regularly scheduled ferry boat. This is fiscally responsible, as in the past the “dedicated school ferry” frequently left port within minutes of a ferry carrying resort guests or island residents. Their routes were identical.
- If required, a chaperone or security guard could be hired. This too would be more cost effective than continuing to contribute to a dedicated school ferry.

2.4.4 Develop a Ferry Capitalization Plan.

- Evaluate existing ferry service. Include the potential for public-private partnerships, infrastructure requirements, private investment and public investment opportunities.
- Evaluate the long term, strengths and weaknesses of a Tax Increment Financing District, Special Purpose District or Public Service District and Business Improvement District in terms of realizing the land use and transportation needs for the two Island portals (See Section Eight “Non-Specific Funding” Pgs 125-127).

2.4.5 Develop a mainland parking plan.

Parking is quickly becoming one of the biggest issues affecting the long term growth of Daufuskie Island.

- *Consider a “dry-stack” parking facility or decked parking for the County’s primary mainland embarkation site, and all ferry terminals.*
- *Consider the establishment of a Parking Benefit District . The District would be used to funnel all net [automobile] parking revenue into capital improvements for the ferry system and / or landings. For example, a Parking Benefit District would be established near the ferry terminals and might include a:*
 1. **Parking Sales Tax** or tax on mainland ferry parking
 2. **flat “per-space” parking tax**, or tax that can be used to fund lo-



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

RECOMMENDATION SUMMARY

Rec. 2.1**Priority Level: HIGH*****Transit Oriented Development***

Encourage highly activated Transit Oriented Development (TOD) around designated ferry landings on the Cooper River.

Rec. 2.2**Priority Level: HIGH*****Working Waterfront***

Ensure that Daufuskie residents have access to a barge landing and ferry landing.

Rec. 2.3**Priority Level: HIGH*****Ferry Service Consolidation***

Encourage the consolidation of existing ferry service to the Island as a short term solution to issues with service.

Rec. 2.4**Priority Level: HIGH*****Ferry Operating Plan***

Commission a Ferry Operating Plan that provides for the full development of intermodal mass transit on Daufuskie Island by examining factors such as regional participation (ferry), consolidation of public and private services (including the BC School District), parking, sustainable practices, and tools capable of funding necessary capital and operating expenses.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

The Rationale For Objective Three**CP Roads—Legally and Aesthetically Challenging**

The CP District is full of roadways that continue to demonstrate the unique qualities and unspoiled character that defines Daufuskie as an Island. Some are bounded by magnificent trees whose canopy encloses the entire corridor. Walking or driving the roads of Daufuskie Island is like traveling through a series of outdoor rooms. This wonderful experience is the result of “preservation by neglect”, as the majority of roads within the CP District are not deeded to a government entity. They are actually unclaimed pathways that run across private property. The County chose not to acquire vast amounts of “right of way” or significantly upgrade roadway infrastructure until issues of title are resolved. The County claims prescriptive easement over the major CP roadways, nearly all of which have a dirt surface and are less than 16 feet in width. Maintenance primarily involves running a grader machine over the roadway in order to smooth out the deep ruts that develop when it rains.

CP Roads—The Need for Surfacing

The repeated grading of the Island’s roads, combined with drainage issues, results in the loss of dirt and the incremental stripping of vegetation from the street edge. The roads develop parallel and perpendicular ruts known as “wash-boarding”. This threatens the tree canopy and leaves the roadways far more susceptible to flooding.

A significant rainfall often leaves the CP District’s roads un-passable to all but the most weather resistant vehicles. This includes the fire department’s trucks, that frequently respond to calls to rescue, tow, or simply provide a ride for trapped residents. *continued*

“Some say the street’s not wide enough, and others say it’s better to have a more narrow and intimate street. I say it’s a typical fight to achieve excellence. Maybe it’s a little tougher to turn around, but that’s what government does when we aim for excellence. We find a way for the hook and ladder truck to fit in...and we get a more intimate place in return.”

Mayor Joseph P Riley, City of Charleston
(Addressing the fight for context sensitive design)



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

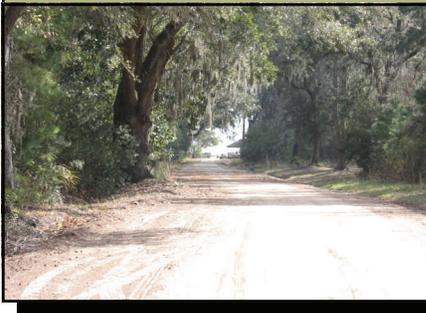
*Improve Transportation Infrastructure
in a Contextual Manner*

On Daufuskie Island the road conditions are often dismissed as an inconvenience that results from living on a bridgeless island. However, fire, EMS and police protection are severely hampered, as is one's ability to reach a ferry in the event of an emergency. This is not only a health and safety issue. From a socio-economic standpoint, impassable roads essentially shut down the Island. This turns off prospective homebuyers, is bad for tourism and business, and threatens the entire welfare of the Island.

The fact that the County has not taken title and ownership of Island roads has provided a reason not to solve this dilemma. Therefore, one of the critical responsibilities of this Plan is to address the issue of roadway infrastructure on Daufuskie Island. Roadways provide right of way (ROW) for utility infrastructure. The inability to secure roadway ROW to Freeport Landing prevents the owner from installing water and sewer lines. The owner's mixed-use proposal is a major aspect of the overall plan for the village at Cooper River Landing and a vital component to the success of the Island Plan.

Currently, there is no plan, or timeline for the County to begin acquiring title and ownership of Daufuskie Island's roadways. Until this occurs neither private nor public investment in the CP District is likely. There are simply too many hurdles to overcome regarding right of way. This hampers the installation of infrastructure, including water and sewer lines.

Road incrementally wider



Ideal surface width



A sinking road





Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: HIGH

Recommendation 3.1 Address the issue of un-claimed, non-deeded roadways across the island.

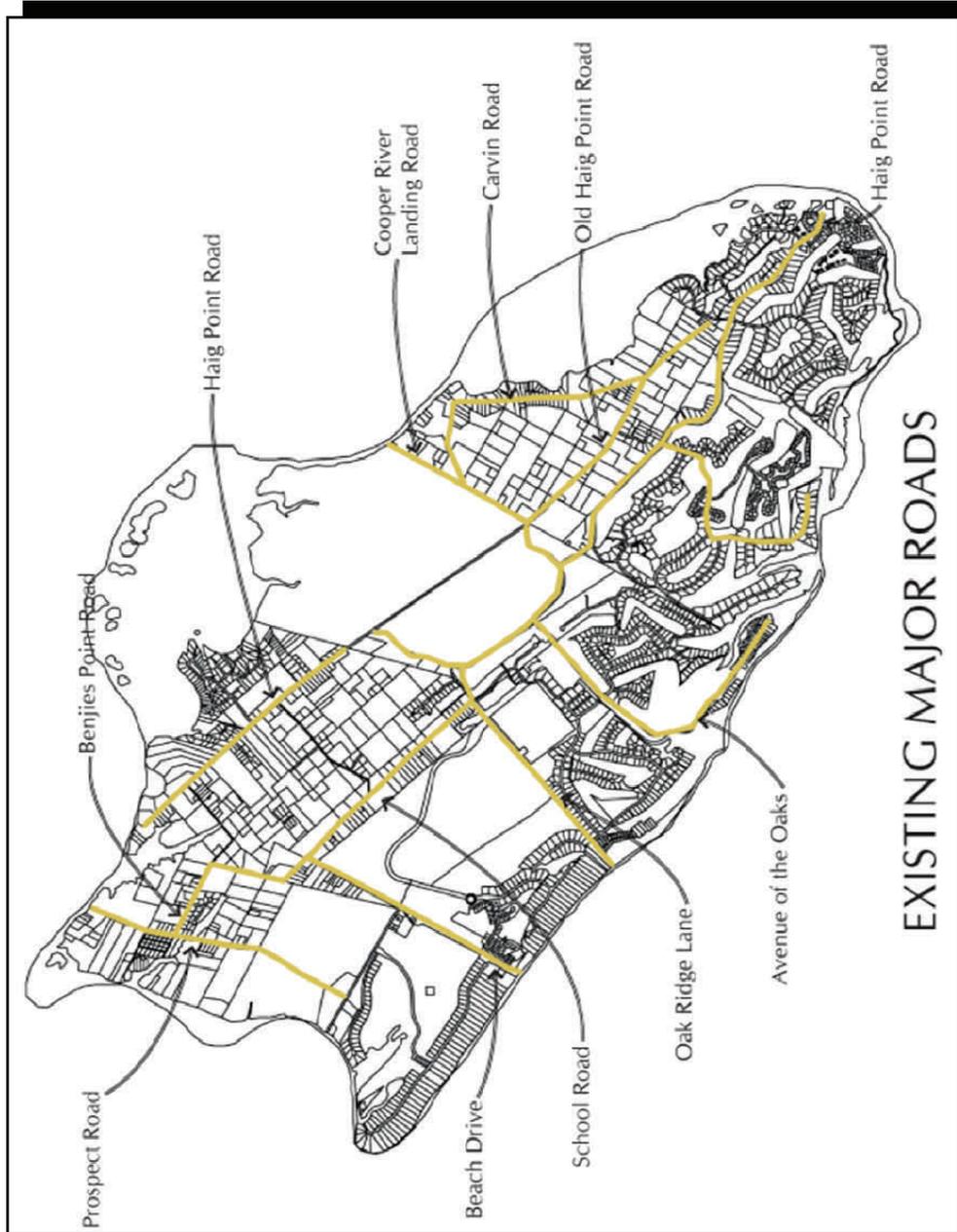
In order to realize the Vision of this Plan the County shall compile a list of all Island roads that they currently maintain via prescriptive easement. They shall map them and rank them, and then work to gain title of those that are non-deeded and un-claimed. This is both the Committee and Fire Chief's number one "on-Island" issue. This action will:

- address issues of health, safety, and quality of life by allowing for upgrades to the street network.
- allow for the placement of critical infrastructure in the ROW (i.e. water and sewer, fiber optic cable, etc).
- allow for the implementation of contextually appropriate roads and street-scaping that corresponds with local frontages.
- allow for an easier development experience for the private sector.
- allow land owners who have non-deeded roadways running across their property to stop paying taxes on the ROW.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE
*Improve Transportation Infrastructure
in a Contextual Manner*





Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Who Owns the Roads on Daufuskie Island?

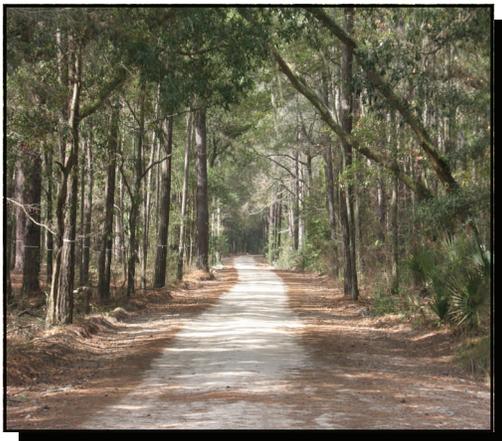
Beaufort County holds a recorded deed, a TMS number, and property tax account record for a portion of the following Daufuskie Island Roads and therefore legally owns and maintains the right of way:

- 1. Pappy’s Landing Rd.
- 2. Francis Jones Blvd.
- 3. Prospect Rd.

Based on Beaufort County having maintained a particular road for a period of 20 years or more the County claims the following roads via prescriptive easement and maintains the right of way:

- 1. Prospect Rd.
- 2. Beach Dr.
- 3. Pappy’s Landing Rd.
- 4. Benjies Point Rd.
- 5. Frances Jones Blvd.
- 6. Sarah Grant Rd.
- 7. Turtle Beach Rd.
- 8. Oak Ridge Ln.
- 9. School Rd.
- 10. Maryfield Rd.
- 11. Old Haig Point Rd.
- 12. Carvin Rd.
- 13. Jake Washington Rd.
- 14. Melrose Landing Rd.
- 15. Magnolia Rd.
- 16. Freeport Rd.
- 17. Cooper River Landing Rd.
- 18. Haig Point Rd.*

* A portion of Haig Point Road was re-located and paved by a private developer. While the County maintains the right of way, there is confusion about the actual ownership.





Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: HIGH

Recommendation 3.2 Adopt a Form Based Code that promotes contextual street design, traffic control, and parking standards throughout the Island network.

3.2.1 The Cooper River landing area should build out using traditional street design standards that are authentic and historic to a river front village or town.

- The landing areas should feel highly pedestrianized, promoting an interconnected street network that terminates at the waterfront—and is fronted by—linear parks or civic spaces.
- Civic spaces (including streets) are fronted by buildings, establishing a small building-to-street-width ratio. This provides character and a sense of enclosure to the public realm.
- In general, Street Standards should be crafted to consider walkability first in the D3—D5 zones and vehicle mobility first in the D1—D2 zones. A relaxed somewhat organic grid that intensifies in the landing area and weakens near the rural edges will diffuse traffic more efficiently than a few excessively wide roadways.
- Secondary streets must be designed to emphasize function. If primary streets are intended to be the stagefront, where retail & public activity occur; secondary streets are the backstage area, where the residents live, the traffic flows, and the deliveries occur. This is not just for show. Infrastructure should be installed here, and the streets used in this manner.

3.2.2 Create a thoroughfare design matrix that preserves or replicates the best characteristics of existing streets and incorporates these, as well as other traditional design principles.

- With few exceptions most of the roads in the CP District are unpaved and have a dirt surface. Dirt roads add to the charm and character of the island. However, in terms of public safety, quality of life, and economic development Daufuskie Island's dirt roads are holding the community back. Specific roads need to be surfaced and upgraded.

Continued



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

Improve Transportation Infrastructure in a Contextual Manner

- To preserve the character of the Historic District, special design guidelines must be implemented to protect the narrow roads and magnificent tree canopies. Existing roads should serve as a template for similarly creative, if not irregular standards (dimensions, radii, etc.).
- Design streets as if they are part of the public realm or “green infrastructure”. Such a street is highly accessible, interesting, safe, memorable and contextually sensitive. It should be designed as a civic space. For instance, a great riverfront street showcases both maritime activity and urbanism; a great mixed-use street provides for trade and commerce; a great residential street promotes human ecology and interaction; while a great rural road transcends the natural world and our most precious resources.
- The Regulating Plan and Light Imprint New Urbanism Standards allow for a range in intensity and form of development. As a result, street standards should be secondary to the vision and context established for such development.
- Planners, traffic engineers, and the fire chief must work together to establish acceptable street standards and implement them at every opportunity.
- Always think about the big picture. For instance, mandatory sprinklers in residential structures would mitigate the need for pumper trucks in areas not served by water. This would allow for much smaller fire trucks, and as a result, help maintain the Island’s narrow roadways.

3.2.3 When establishing street standards for existing and future roads on the Island determine appropriate traffic standards.

- Request that Beaufort County and the State Department of Transportation lower speed limits across the Island.
- Request additional signage and enforcement for these lower speed limits.
- Request signage to deter through-traffic, preventing heavy trucks from using neighborhood roads and tearing up the streets.

Continued



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

Improve Transportation Infrastructure in a Contextual Manner

3.2.4 Use the FBC to implement new and creative approaches to parking.

Parking can have a tremendously negative effect on placemaking and sense of place. Off-street parking minimums are required by code, resulting in free parking spaces for users. These spaces are actually paid for by the private sector through increased rents and prices; as well as by the public sector through diminished tax revenue. If the Island develops using conventional suburban standards the market will never support the amount of parking that private developers will be forced to create (typically between 4 and 12 spaces per 1000 square feet).

Off street parking requirements are the greatest single detriment to achievable density. Currently, where parking supply exceeds 3 spaces per 1000 square feet of commercial space, more area is set aside for parking than for heated floor space. Yet, this is the current minimum requirement throughout much of Beaufort County, and many commercial retailers request additional spaces. Studies performed by the Urban Land Institute indicate that in walkable commercial areas such as the D4 and D5 transects, the peak cumulative parking demand will rarely exceed 2.0 spaces per 1000 square feet, even when parking is free and transit is limited.

- In the ferry landing areas on-street parking and shared public parking should be promoted to ensure both good urban form and availability; as well as lessen the need for on-site parking lots.
- If the above parking provisions are provided for, or planned for, designers may wish to eliminate the parking requirement in the D5 District altogether. However, such parking should always be permitted, allowing the developer to determine how much, if any, “on-site” parking is necessary.
- In the portals various approaches to parking may be used, including: on-street parking, mid-block parking lots, and on-site parking that is rear-loaded or screened. This combination will provide necessary spaces, eliminate unsightly surface lots that destroy walkability, calm traffic, protect pedestrians, and transition the island’s roadways to smaller vehicles.
- The Plan calls for a holistic approach to parking, including a transition to non-combustion automobiles over the next decade. Additionally, the scale of conventional vehicles continues to decrease. In combination, all of these factors diminish the space required for conventional on-site parking.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: HIGH

Recommendation 3.3 Transform the street linking the Cooper River portal area and the mid-Island Public District into a “gateway” corridor.

This roadway transitions from the intense commerce and residential envisioned for the village at Cooper River landing to the stately demeanor of the Public District. The corridor should be terminated by a vertical feature fronting the river at one end and a significant civic structure in the Public District.

Priority Level: HIGH

Recommendation 3.4 Work with governmental agencies to ensure that they understand the transect as it applies to Daufuskie Island’s infrastructure and roads.

Educate Beaufort County Departments as well as other governmental agencies involved in thoroughfare design about the transect and form based zoning regulations. Ensure that Beaufort County and the State Department of Transportation can diversify their models to account for street standards found in the FBC.

Priority Level: HIGH

Recommendation 3.5 Utilize the Light Imprint New Urbanism manual to determine the appropriate range of road surfaces and means of addressing stormwater across the transect.

Include language in the ordinance stating that one should refer to the Light Imprint New Urbanism (LINU) Manual (either online, the book, or in the Code) in order to select the materials that are most appropriate for surfacing a road in a particular transect zone.

The LINU matrix is addressed in the Code. Regulators should look favorably on any effort to treat stormwater using these highly contextual, aesthetically creative tools that conserve resources.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

LIGHT IMPRINT NEW URBANISM

For an Island surrounded by the Atlantic Ocean and two rivers one of the most sustainable things that a Daufuskie Island Plan and Ordinance can do is address stormwater treatment. Therefore, the new code endorses a type of development known as Light Imprint New Urbanism (LINU). LINU is a comprehensive guide to stormwater treatment that aims to “lie lightly on the land” through its approach to surfacing, the channeling of water, water storage, and water filtration. Solutions are transect based, and infuse low impact engineering practices with New Urban design techniques. Critical portions of the LINU Manual should be incorporated into the Daufuskie Island Code, and the Manual as a whole should serve as an Appendix to the Code.

Studies show that a low density settlement pattern such as one unit per one acre results in the highest per capita demands on natural systems and habitat. Higher density development consumes far less land while accommodating the same number of homes. For instance, at eight houses per acre (the maximum density in the D5 zoning District) as opposed to current Island-wide density of just one house per acre, the runoff rates decrease by about 74%. Given the same number of houses, denser housing patterns produce less runoff and less impervious cover than low density cover. For a given amount of growth, lower density development is going to cover more of the watershed with pervious surface.

The Light Imprint Storm Water Design Matrix provides over 60 different tools organized for appropriate treatment of stormwater along the urban to rural transect. Light Imprint strategies can significantly lower construction and engineering costs (the matrix includes the general cost of installation and ease of maintenance for each solution) and allow for additional focus on design and the public realm without compromising conservation and environmental efficiency.

Section Three: ISLAND TRANSPORTATION



OBJECTIVE THREE
*Improve Transportation Infrastructure
in a Contextual Manner*

**LIGHT
IMPRINT
NEW
URBANISM:**

Channeling

Material
Gutter / Curb

Permitted
D3, D4, D5



**LIGHT
IMPRINT
NEW
URBANISM:**

Paving

Material
Crushed stone,
gravel, shell

Permitted
D2, D3, D4



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: MEDIUM

Recommendation 3.5 Examine the manner in which road impact fees are imposed and allocated on the Island.

An impact fee must establish a rational nexus between new development and the impact that the development causes. Daufuskie Island is a bridgeless land-mass with just a few “paved” roads running through portions of the CP District. These were paid for by early developers of the Island when constructing the three primary resort communities: Haig Point, Melrose Plantation, and Bloody Point. With the exception of Haig Point Road, nearly all of the significant roadways outside of the resort communities are not owned by the County, but rather maintained via a prescriptive easement, as no entity has claimed title to them. In reality they are just pathways crossing over privately owned land.

The ferry system now and into the future is Daufuskie Island’s *regional* lifeline. Moreover, it is the Island’s primary regional transportation system. Yet, when it comes to transportation impact fees, Daufuskie Island is included in the southern Beaufort County district. Therefore, the current fee structure is the same for a new home in Bluffton or Hilton Head Island as it is for one on Daufuskie Island. However, Bluffton and Hilton Head Island are far more likely to impact the southern Beaufort County regional transportation network than those on Daufuskie Island by an estimated ratio of 1 to 200.

A unique district—separate from that of southern Beaufort County—should be established on Daufuskie Island for the collection of transportation impact fees. If a future public / private ferry system is established by the County then impact fee money should be routed to the point of greatest impact—ferry infrastructure (One thing to consider is whether the nexus would be weakened by the fact that the ferry system might someday become a regional system, and provide service to another city and state such as Savannah Ga.). *continued*



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

In considering the merits of a unique Transportation Impact Fee District on Daufuskie Island, the County should examine a tiered system in which development inside the Intended Growth Sectors (G2,G3) is charged less of an impact fee than development which occurs outside of these areas in (O2). This establishes an incentive to build in the more intense Growth Sectors, and sell the development rights to land that is located in the (O2) Open Reserve Sector.

A similar system is already in place in Bellevue, WA., Kansas City, MO., and Conway, AR. An immediate drawback is South Carolina State law which requires any discounts in impact fee funding to be replaced with money from another source (i.e. affordable housing discounts must pull monies from other sources). However, the ability to discourage growth and preserve Daufuskie Island’s (O2) Open Reserve Sector while streaming money toward improved ferry or roadway infrastructure might inspire a local delegation to an attempt to modify the State law.

Priority Level: MEDIUM

Recommendation 3.7 Negotiate with the Webb Tract to re-open the closed portion of Haig Point Road as a new trail and cartway.

Opening up this route will further efforts to promote connectivity amongst the Island’s trails and pathways, or “green infrastructure”. (see also Rec. 7.4).



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

RECOMMENDATION SUMMARY

Rec. 3.1***Unclaimed, Non-deeded Roadways***

Address the issue of un-claimed, non-deeded roadways across the island.

Priority Level: HIGH

Rec. 3.2***Form Based Code (FBC)***

Adopt a FBC that promotes contextual street and parking standards within the portal areas and throughout the network.

Priority Level: HIGH

Rec. 3.3***Gateway Road***

Transform the road linking the Cooper River portal area and the mid-Island Public District into a gateway corridor.

Priority Level: HIGH

Rec. 3.4***Government Flexibility***

Ensure that governmental agencies understand the transect. Request that they diversify their models to account for the FBC's context sensitive street standards.

Priority Level: HIGH

Rec. 3.5***Light Imprint New Urbanism Surfaces***

Utilize the Light Imprint New Urbanism manual to determine the appropriate range of road surfaces & means of addressing stormwater in various transects or D zones.

Priority Level: HIGH

Rec. 3.6***Impact Fees***

Examine the manner in which Road Impact Fees are imposed and allocated on Daufuskie Island.

Priority Level: MEDIUM

Rec. 3.7***Re-open Old Haig Pt. Road***

Negotiate with the owners of the Webb Tract to re-open the closed portion of Haig Point Road as either a new roadway, cartway, or trail.

Priority Level: MEDIUM



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

*Cross-Promote Tourism Interests and
Improve Wayfinding Infrastructure*

The Rationale For Request 4

Ironically, one of the best ways to preserve the physical attributes of a place is through long term neglect. While Beaufort County does not neglect Daufuskie Island, the County has yet to capitalize on its potential as a tourism destination. Currently, Daufuskie Island is an overvalued and under-achieving commodity. However, the Island has the potential to become a multi-dimensional tourism destination for Beaufort County. The County and Island will benefit economically by enhancing the visitor experience through better wayfinding, coordinating and cross-promoting the Island's tourism interests.

Preserving the Island's legacy in the face of increasing tourism

If Daufuskie has a Brand to show the world, it is the Island's historic vernacular structures, spectacular natural resources, and unique means of access. Daufuskie residents treasure the lifestyle and quality of life that a barrier island affords. The tree canopies, unspoiled river, beach, and tidal marsh provide a magnificent backdrop for the island's vernacular buildings, and will do the same for new structures constructed under the new code.

Yet, as the island continues to grow and evolve it is crucial to preserve and protect its authenticity, and even restore that which has been lost. The local economy, primarily via tourism, should celebrate and assist in this effort. Cultural and heritage related tourism will ensure the Island of a more sustainable and diverse economy for years to come. Therefore, the Island's historic structures and natural resources should figure prominently into future tourism plans.

Wayfinding

Wayfinding is a two part process consisting of the planning that occurs at home when a potential tourist navigates the various promotional and tourism materials related to the island; and the experience that unfolds upon arrival in the Low-country and on the Island.

continued



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure

Wayfinding—Off Island

Before stepping foot on Daufuskie Island, one must navigate to the correct embarkation area, find parking, and secure a seat on a ferry that is currently servicing the Island. This requires a significant amount of research by the potential visitor. The tools necessary to undertake this process are in place. They must reflect the message that the Island hopes to convey, in addition to the basic information regarding attractions and wayfinding.

- A. The primary tourist related agency for Daufuskie Island is the Hilton Head Island–Bluffton Chamber of Commerce. The Chamber has an extensive Website, a portion of which is devoted specifically to the Island.
- B. Daufuskie Magazine & Lowcountry Living is a quarterly magazine that contains articles and advertising related to Daufuskie Island. Though temporarily not publishing, the magazine offers a far reaching market vehicle that will return to operation soon.
- C. The Front Porch is a bi-monthly paper that covers local issues and recently began operating its own Website. Whereas the former periodical is tourist oriented, the latter primarily serves Daufuskie residents. Articles are often picked up by the Island Packet.

Wayfinding—On Island

Upon arriving on the Island, vehicle-less travelers must establish where they are, where they need to go, and how they intend to get to the destinations that warrant their exploration. For some time now each tourist dependent operation has attempted to market itself independently rather than as part of the Island whole.

Attractions and tourist related opportunities are found across the Island. If the Island is to thrive as a destination, cross collaboration amongst tourism dependent businesses must occur. The arbitrary boundaries that delineate the CP District and PUDs should not inhibit the experience of visitors. *continued*



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

*Cross-Promote Tourism Interests and
Improve Wayfinding Infrastructure*

Tourists should be aware that they can take an Island tour that originates at Freeport Landing, eat dinner at the Daufuskie Island Resort, spend the night in the CP District at a local establishment, and return to the Resort to play an early game of tennis or a round of golf. A common message, using literature, brochures, and signage, must highlight the Island's tourist related opportunities. If possible, a tourism management group should be created as a follow-up to this section in the Plan.

The Committee would like to see the unique and eclectic character of the Island reflected in the types of permitted signage. The Island's transect zones should be calibrated to reflect this notion. Even directional signage, which is expected to be relatively cohesive, should be transect based and exhibit the character and intensity of its corresponding D zone. Directional signage is used to guide residents and visitors to island attractions, communities, roadways, historic properties, and recreational opportunities. Installation should only take place after careful study of what best defines the immediate habitat in which the sign is being placed.

Since signage is often ensconced in landscaping, the Island's landscaping should portray the same authentic character of the transect in which it is located. Often, this means native vegetation that requires little to no maintenance.





Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

*Cross-Promote Tourism Interests and
Improve Wayfinding Infrastructure*

Sustainable Tourism Study

During the summer of 2010 students from the College of Charleston who enrolled in a course in Sustainable Tourism had the opportunity to visit the Island, interview various residents, review documents, and compile three reports regarding the “triple bottom line” theory of Sustainable Tourism as it applies to Daufuskie Island—both now and in the future. At least two recommendations in the DI Plan are a direct result of this educational process.

Daufuskie Island is an excellent learning opportunity for the College of Charleston students. The Maymester Sustainable Tourism course, which focuses on sustainable tourism development would allow the students to have a living laboratory by studying the cultural, ecological and economic heritage of Daufuskie Island. The course uses the concept of triple bottom line (economic, social/cultural and environmental sustainability). Given the diverse nature of the tourism product on the island (ranging from a four star resort to undeveloped product) the students will be able to learn a great deal about developing tourism in a sustainable fashion. Between the unique local culture, the pervasive environmental issues and the need for economic development on Daufuskie Island; there is no better location for study in the state of South Carolina.

I conduct these types of 'hands on' project on a regular basis. While the students get an excellent learning experience, the clients get an unfettered and unbiased view of the product. The students bring an energy and creativity to these projects that contributes greatly to the client. Whether you implement their ideas, or gain a new perspective on the issues at hand or find a future employee in our students, these partnerships lead to a mutually beneficial relationship.

Professor William Smith, PhD.
Hospitality & Tourism Management
College of Charleston

Professor Smith has a background in tourism development specializing in rural areas. Between 2000 and 2003, he served as the tourism development coordinator for both Cape Croker and Walkerton, Ontario, Canada - areas with unique, rural and environmental issues. His PhD is in Geography with a focus on economic development. He has published over 50 manuscripts and books.



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure

Priority Level: HIGH

Recommendation 4.1 Improve Wayfinding on Daufuskie Island using tools that build on the Island’s unique identity.

4.1.1 Adopt the Daufuskie Island FBC.

- Wayfinding infrastructure should add value and viability to Daufuskie Island’s built environment.
- Establish transect-based archetypes based on historical precedent and codify these. Include signage and lighting.
- Establish sign guidelines that allow for the rather eclectic, quirky expressionism that currently exists on the island. Signs should be simple and user-friendly to both pedestrians and motorists. Regulations should favor expressionism.
- Gatehouses, gates, and other ornamentation that is non-contextual should not be permitted at neighborhood points of egress.

4.1.2 Host a Wayfinding Charrette to further refine specific tools and funding sources.





Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

*Cross-Promote Tourism Interests and
Improve Wayfinding Infrastructure*

Priority Level: HIGH

Recommendation 4.2 Work with the Hilton Head Island / Bluffton Chamber of Commerce and other public and private agencies to improve branding and promotion of the Island.

The Island must rely heavily on public and private agencies to both brand and promote the Island in a manner that is accurate and representative of a day on Daufuskie.

4.2.1 Beaufort County staff, the Hilton Head Island – Bluffton Chamber of Commerce, the Lowcountry Council of Governments and the DIC should explore the possibility of financing an environment-based tourism and marketing plan for the Island.

- Consider the College of Charleston’s tourism and marketing recommendations, as well as utilizing their “in house” expertise in performing the tourism and marketing plan.
- The plan should provide feedback on the types of businesses that are needed and will succeed on the Island, the types of events to organize, how circulation effects retail, etc. The plan should identify how to recruit and organize future needs.
- Cursory study by the College of Charleston’s School of Business identified cultural tourism and eco-tourism as target industries that are highly sustainable from an economic, cultural, and environmental standpoint.

4.2.2 The Hilton Head Island – Bluffton Chamber of Commerce, Palmetto Breeze, and the DIC should promote “Daufuskie specific” festivals.

- Consider expanding “Daufuskie Island Day” to one day per month and work with Palmetto Breeze to discount the cost of transportation.
- Officially promote the annual Thanksgiving Festival.
- Given the history of the Marsh Tacky on Daufuskie Island, include Daufuskie Island in the marsh tacky horse races that are held as part of the Town of Hilton Head Island’s celebration of Gullah heritage.
- The Chamber and DIC should consider new events such as a food n’ stuff market, summertime movies on the beach, Halloween in the woods; races (boats, humans, kayaks, dirt bikes), etc. *Continued*



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

*Cross-Promote Tourism Interests and
Improve Wayfinding Infrastructure*

4.2.3 Beaufort County staff, the Hilton Head Island – Bluffton Chamber of Commerce, Palmetto Breeze, and the DIC should work cooperatively to establish an official Daufuskie Island website.

- The Chamber and private sector groups can handle promotion of the Island and its' businesses. This website site is geared towards regional Wayfinding. It is necessary to explain the ferry system, ticketing process, on-island services, and allow for the purchase of tickets over the internet. If successful, visitors will use the site to orient themselves and arrange for transportation and tours prior to arriving in the Lowcountry.

4.2.4 Beaufort County staff, the Hilton Head Island – Bluffton Chamber of Commerce, Palmetto Breeze, and the DIC should work cooperatively to promote the Island's attributes using the Plan and FBC.

- Agencies and the public should not shy away from using both the attributes and vision conveyed in this plan, as well as the renderings from the FBC as a means of generating excitement and promoting Daufuskie Island.
- The County should assist in creating interactive communication, specifically graphic posters. Graphic posters use renderings and diagrams from the Plan and Code to help paint a mental picture of the vision for the Island.
- Other posters should engage both visitors and hosts to learn more about the authenticity and heritage of local communities as well as the sustainable ideas conveyed in Section 9.
- The County, Chamber, Palmetto Breeze, and DIC should assist in making sure that these posters are located in prominent public and private buildings on the Island, including ferry infrastructure.
- The Town of Port Royal used a similar poster campaign with their Old Town Master Plan and FBC with much success. Nearly 10 years after adoption, a framed poster of the Town's regulating plan still hangs on the wall of the local barber shop.



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

*Cross-Promote Tourism Interests and
Improve Wayfinding Infrastructure*

RECOMMENDATION SUMMARY

Priority Level: HIGH

Rec. 4.1

Improve Wayfinding

Improve Wayfinding on Daufuskie Island using tools that build on the Island's unique identity.

Priority Level: HIGH

Rec. 4.2

Island Branding and Promotion

Work with the Hilton Head Island / Bluffton Chamber of Commerce and other public and private agencies to improve branding and promotion of the Island.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
and Land Conservation Efforts*

The Rationale For Request 5

At the May 2008 Tourism, Housing, and Preservation Summit it was noted how critical the Island's historic structures and natural resources are to Daufuskie Island's identity. The entirety of Daufuskie Island is designated as a National Historic District. This fact alone gives the island cache that few coastal locations can claim and contributes to the Committee's belief that the island is an under-valued asset in waiting.

Unfortunately, the Historic District on Daufuskie Island has never been celebrated or appropriately cared for. In recent years many of the National Historic District's contributing structures deteriorated, declined, collapsed, or burned and are now in a state of serious disrepair. This problem can be traced to a lack of local ownership and a general under-appreciation of simple vernacular architecture in the world of historic preservation. The Island's structures were built of simple materials using straightforward forms. Additionally, County and State preservation resources are scarce. Those that are available are often utilized on more formal preservation projects on the mainland.

Over the last decade Daufuskie has lost so many structures that the Island may not qualify for its Historic District designation if it were to be re-evaluated today. Therefore, a critical component of the Island's authenticity or legacy is severely threatened. It would be a "preservation disaster" should Beaufort County allow an entire National Historic District to simply disappear from existence. Yet, that is exactly what is likely to happen without significant intervention over the next ten (10) years.

*continued***The 2008 Daufuskie Island Summit**

In preparation for the CP Plan over 60 residents and regional experts in preservation, housing, tourism, and planning were invited to attend a one day Summit on Daufuskie Island. The event yielded several contacts, exposed a number of policy deficiencies, and shined a light on the Island's preservation crisis. As a result of the publicity that this event generated a resident of an Island PUD (who was previously unaware of the island's preservation issues) sought out a historic home in the CP District, purchased it, and recently moved in with hopes of restoring the structure.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
and Land Conservation Efforts*

It is up to the Island's residents, through their various community organizations, to preserve this vital component from the past, while promoting the Island's heritage as a building block for the future. The Daufuskie Island Council, Historic Foundation, and Island Conservancy must immerse themselves in the preservation process.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

**National Register of Historic Places
 SOUTH CAROLINA - Beaufort County**

Historic Districts

Daufuskie Island Historic District (added 1982 - Beaufort County - #82003831)
Historic Significance: Event, Architecture/Engineering
Architect, builder, or engineer: Unknown
Architectural Style: Greek Revival (Barbados Vernacular)
Area of Significance: Architecture, Social History, Military, Black
Period of Significance: 1700-1749, 1875-1899, 1900-1924
Owner: Private , Local Government
Historic Function: Domestic, Funerary, Religion, Historic Transportation
Sub-function: Cemetery, Religious Structure, Single Dwelling, Water-Related
Current Function: Domestic, Funerary Current Sub-function: Cemetery, Single Dwelling

National Register of Historic Places

1. Is administered by the National Park Service.
2. Contains nearly 79,000 listings, including:
 - All historic areas in the National Park System;
 - Over 2,300 National Historic Landmarks, which have been designated by the Secretary of the Interior because of their importance to all Americans;
 - Properties across the country that have been nominated by governments, organizations (National Trust for Historic Preservation, Beaufort Historic Foundation, and individuals) because they are significant to the nation, to a state, or to a community.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.1 Become a Certified Local Government (CLG); thereby, increasing opportunities for federal, state, and local preservation funding.

The County shall become a Certified Local Government (CLG). The CLG program links the federal, state, and local governments into a preservation partnership for the identification, evaluation and protection of historic properties.

Designation as a CLG, establishes historic preservation a public policy through passage of a historic preservation ordinance and the subsequent establishment of a historic preservation board to oversee the historic preservation program. Beaufort County has fulfilled all of the requirements with the exception of completing the necessary paperwork.

Registered CLGs in SC. include the City of Beaufort, Town of Bluffton, City of Charleston, and Horry County. All are eligible to apply for Federal Grant Funds set aside specifically for CLG's (\$60,000 annually; \$30,000 maximum individual reward). Federal Grant Funds (approx. \$100,000 total) are awarded to:

- I. Stabilization Projects (CLG's & National Register Buildings ONLY)
- II. Survey and Planning Projects (Anyone) - for the purpose of identifying, recording, and recognizing historic properties; planning for historic districts and multiple historic properties; strengthening local government historic preservation programs; and planning for individual historic properties.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.2 Perform a comprehensive study of historic structures on Daufuskie Island and include the results as an appendix to this document.

5.2.1 Update the official survey of historic structures on the Island.

5.2.2 Identify and rank structures that should be targeted for tear-down, stabilization, preservation, and reuse.

- Stabilize the most threatened structures.
- Identify historic structures that are capable of reuse as a private residence, accessory dwelling unit, commercial building, or civic structure / gathering place.
- Identify clusters of these buildings, such as those on Bryan Road and Haig Pt. Road.
- Draft a schedule for preservation and re-use that remains flexible regarding function.
- Identify partnerships and funding mechanisms. Consider recruiting a preservation consultant and/or local College to aid in this process.
 1. The National Trust for Historic Preservation, whose office for the Southeastern United States is located in Charleston was a strong participant in the 2008 Preservation Summit.
 2. Both the College of Charleston (CofC) and the Savannah College of Art and Design have degree programs in Historic Preservation.
 3. Build upon the CoC's interest in Island tourism by attempting to forge a similar relationship with the Historic Preservation Department.
 4. Preservation efforts should be combined with housing and tourism in order to fully exploit the synergy that exists between state and local funding.

5.2.3 Work to clear title to all Historic Structures on the Island.

- Assemble a team of various experts to oversee this delicate project.
- The team requires planners, a community liaison, and attorneys that specialize in titles, deeds, and heirs property.
- The County should have a plan in place regarding how it intends to address every property/structure that is cleared or becomes available.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE *Heighten Historic Preservation and Land Conservation Efforts*

HEIR'S PROPERTY

Heirs' property is the name given to land that is owned by a group of family members who are the descendants of the original purchaser. The deed to the land is registered in the name of a deceased family member. Usually, the property has passed to each new generation through the State's intestate laws. With each new generation, it is likely that family members may die without leaving wills stating who should inherit their share of the land.

All family members own the land (or the pie) as "tenants in common." Being a "tenant in common" gives each family member equal property rights. However, the law does not determine how responsibility for the land should be divided (or how the pie is sliced). When a family member dies, ownership of the land passes down to any living children or reverts back to the family group. The amount of land each heir owns depends on the number of children in each generation.

The Center for Heir's Property Preservation



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.3 Establish a Form Based Code, allowing for contextually appropriate infill to be interspersed amongst the Island's historic structures.

At all scales of development the new Code should encourage the very best of Daufuskie Island's built environment, including archetypes that are timeless, local, and authentic. Each new structure should not distract from the historic district, but rather contribute to it.

When building anew on a parcel that contains a historic structure, the Code should encourage re-use or incorporation of the historic structure into the development proposal. This can be accomplished by relaxing parking standards, increasing density, or allowing refurbished historic structures to count toward civic site requirements. Any regulatory sacrifice is clearly offset by the community's gain of a plan that pays homage to the past by infusing an authentic part of Island culture and history.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.4 Consider implementation of a local property tax abatement program for the rehabilitation of historic structures on Daufuskie Island in addition to those offered by the state and federal government . The entire Island is a National Historic District.

The County should consider implementation of a local property tax abatement program for the rehabilitation of historic structures on Daufuskie Island in addition to those offered by the state and federal government. The abatement program allows the County to place a temporary ceiling on the assessed value of a historic building (income or non-income producing) that has been substantially rehabilitated according to the Secretary of the Interior's Standards for Rehabilitation. This means that property owners would continue to pay property tax on the pre-rehab value of the property, but would not pay tax on the increased value due to the rehabilitation for a period of 10 years.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.5 Use the following funding tools to assist in local Historic Preservation efforts on Daufuskie Island.

- **A Revolving Fund** is a low-interest financing pool set up by local lenders or a local non-profit. A Revolving Fund on Daufuskie Island would be used for historic preservation. The Historic Savannah Foundation Revolving Fund is a model for the establishment of a successful revolving fund. Like most traditional revolving funds, Historic Savannah Foundation purchases endangered historic structures and holds them for resale to a new owner who is committed to restoration. Historic Savannah Foundation retains a restrictive covenant on the property to assure its future preservation and maintenance.
- **20% Federal Historic Rehabilitation Tax Credits** equal to 20% of rehabilitation costs. In general, each dollar of tax credit earned reduces the amount of federal income taxes owed by one dollar.
Eligible buildings: Buildings listed individually in the National Register of Historic Places or buildings that contribute to a National Register historic district.
Eligible use: Income-producing use (such as offices, stores, or rental housing).
- **10% State Historic Rehabilitation Tax Credit** Owners of historic buildings in South Carolina who meet the requirements for the 20% Federal Historic Rehabilitation Tax Credit may also qualify for a state income tax credit. Taxpayers do not have to go through a separate State Historic Preservation Office (SHPO) application process. Successfully completing the federal application process qualifies them for the state credit.

continued



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Incentive: State income or license tax credit equal to 10% of rehabilitation costs. In general, each dollar of tax credit earned reduces the amount of state income or license taxes owed by one dollar.

- **25% State Historic Rehabilitation Tax Credit**

Incentive: State income tax credit equal to 25% of allowable rehabilitation expenses. In general, each dollar of tax credit earned reduces the amount of state income taxes owed by one dollar. (Allowable expenses include exterior rehabilitation work; repair of historic structural systems, improving energy efficiency; repairs and installation of heating, air-conditioning, plumbing, and electrical systems; restoration of historic plaster; and architectural and engineering fees.)

Eligible buildings: Buildings must be listed in the National Register of Historic Places, individually eligible for the National Register, contribute to a National Register historic district, or be a historic outbuilding associated with a residence that is eligible for the program.

Eligible use: Owner-occupied residence (not used in a trade or business, held for the production of income, or held for sale or disposition in the ordinary course of the tax payer's trade or business).

Expenditure requirements: \$15,000 of allowable rehabilitation expenses within 36 months. (See definition of allowable rehabilitation expenses above.)

- **Local Property Tax Abatement**

Incentive: The property is assessed on the pre-rehabilitation fair market value for the length of the special assessment (up to 20 years, length set by the local government).

Eligible buildings: A building must be designated historic by the local government and the local government must have adopted an ordinance to implement the property tax abatement program. Buildings designated historic by the local government can include buildings listed individually in the National Register of Historic Places or contributing to a National Register historic district, or buildings that meet the local. *continued*



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

government's criteria for historic designation.

Eligible use: Owner-occupied residence or income-producing building.

Expenditure requirements: Expenditures for rehabilitation must exceed the minimum expenditure set by the local government. This can range from 20% to 100% of the fair market value of the building.

- **Federal Income Tax Incentives for Easement Donations**

Incentive: Income and estate tax deductions.

Eligible buildings: Buildings listed individually in the National Register of Historic Places or buildings that contribute to a National Register historic district. (Historically important land areas are also eligible.)

Eligible use: Owner occupied residence or income-producing building.

Expenditure requirements: Rehabilitation work is not required for this incentive. The incentive is based on the charitable contribution of a partial interest in a historic property (i.e. easement) to a government or nonprofit organization. When donors donate partial interests—or easements—on historic buildings, they pledge to preserve significant historic features and agree to obtain the easement holder's consent before making alterations.

- **Conservation Credit**

South Carolina allows a tax credit for taxpayers who voluntarily convey land, or interests in land, to a qualified conservation organization. The credit may be up to \$250 per acre of qualifying property, not to exceed a total credit of \$52,500 per year. An information program to familiarize developers and property owners with tax credit objectives should be undertaken by both the County and Island. Various Websites should be used to explain the credits, link to credit Websites, and provide downloadable information and application forms. Performa templates for calculating tax credits would also be useful for those not familiar with credits.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.6 Work with the Gullah-Geechee Heritage Corridor Committee to identify opportunities for Daufuskie Island to be included and celebrated as part of the Corridor.

In 2008 Congress established a cultural heritage corridor dedicated to the Gullah-Geechee corridor. It also established a 25-member commission (including two County residents) to establish a management plan that will provide guidance and direction over the next 10-15 years. The commission was awarded 3 million over 10 years to establish promotional tools and tourism.

In order to develop this plan, the commission is asking the members of the community to weigh in on the plan and how best to promote the cultural dynamics found within the Gullah-Geechee communities.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: MEDIUM

Recommendation 5.7 Update or re-write the current Historic Preservation Regulations in the ZDSO in order to better protect the Daufuskie Island National Historic District.

The overriding goal regarding preservation on Daufuskie Island is to save buildings. The County may choose to relax standards for Daufuskie Island from the Secretary of Interior's Standards. These may be unrealistically strict and costly given the size and potential livability of many of the Island's structures. The City of Charleston—a pioneer in historic preservation—recently did something very similar. The downside to this action is the fact that a number of federal, state, and local financial incentives will no longer be available for historic preservation

Additionally, Recommendations 5.1, 5.2, 5.6, and 5.7 in the Daufuskie Island Community Action Plan were identified as issues that pertain not just to Daufuskie Island, but might also benefit the County as a whole. These Recommendations are not part of this document because it is likely that they will be included during the update to the Beaufort County ZDSO...resulting in County-wide policy.

Priority Level: MEDIUM

Recommendation 5.8 Establish standards that require all other opportunities for on-site preservation to be exhausted prior to re-locating a historic structure.

If a historic structure is severely threatened and likely to be lost, and every effort has been made to re-use or incorporate the structure into the existing site, then the structure may be moved to another lot with approval from the Historic Preservation Review Board. Once moved, the structure should front an existing street and be used for residential, commercial, or institutional purposes. Additionally, if the intent is both educational and restorative, a structure in disrepair may be moved to a prominent location and restored.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE *Heighten Historic Preservation and Land Conservation Efforts*

Priority Level: MEDIUM

Recommendation 5.9 Ensure that a future Non-profit (Affordable) Housing Trust is structured in a manner that also allows historic structures on Daufuskie Island to be saved (see also Sec 6.12).

Examine other programs around the Country including the “house moves” program on Martha’s Vineyard MA.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

RECOMMENDATION SUMMARY

Priority Level: HIGH

Rec. 5.1
Certified Local Government (CLG)

Become a Certified Local Government (CLG); thereby, increasing opportunities for federal, state, and local preservation funding.

Priority Level: HIGH

Rec. 5.2
Comprehensive Study of Historic Structures

The Historic Foundation and County shall lead the effort to perform a comprehensive study of historic structures on Daufuskie Island and include the results as an appendix to this document.

Priority Level: HIGH

Rec. 5.3
Contextual Development near Historic Structures

Establish a Form Based Code, allowing for contextually appropriate infill to be interspersed amongst the Island's historic structures.

Priority Level: HIGH

Rec. 5.4
Local Historic Preservation Incentives

Consider implementation of a local property tax abatement program for the rehabilitation of historic structures on Daufuskie Island in addition to those offered by the state and federal government. The entire Island is a National Historic District.

Priority Level: HIGH

Rec. 5.5
Comprehensive Historic Preservation Funding

Use the following funding tools to assist in local Historic Preservation efforts on Daufuskie Island.

Priority Level: HIGH

Rec. 5.6
Gullah-Geechee Heritage Corridor

Work with the Gullah-Geechee Heritage Corridor Committee to identify opportunities for Daufuskie Island to be included and celebrated as part of the Corridor.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

RECOMMENDATION SUMMARY

Priority Level: MEDIUM

Rec. 5.7
***Historic Preservation
 Regulations***

Update or re-write the current Historic Preservation Regulations in the ZDSO in order to better protect the Daufuskie Island National Historic District.

Priority Level: MEDIUM

Rec. 5.8
***Requirements For Moving His-
 toric Structures***

Establish standards that require all other opportunities for on-site preservation to be exhausted prior to re-locating a historic structure.

Priority Level: MEDIUM

Rec. 5.9
***Non-Profit Housing Trust for
 Historic Preservation***

Ensure that a future Non-profit (Affordable) Housing Trust is structured in a manner that also allows historic structures on Daufuskie Island to be saved (see also Sec 6.12).



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

The Rationale For Request 6

The CP District's housing demographics mirror those found throughout the rest of Beaufort County in that there are residential subdivisions and resort communities, as well as a significant proportion of low to moderate income households living in substandard housing. While HUD definitions for housing are precise in order to administer nationwide programs, Beaufort County's definitions reflect the complexity of local conditions. The 2009 Beaufort County Comprehensive Plan addresses three major areas of non-market based housing, including: Affordable Housing, Workforce Housing, and Special Needs Housing. Within each of these areas Daufuskie Island has specific needs regarding the regulation, development, and financing of housing, therefore the CP Committee shall use the term **Obtainable Housing** to refer to all housing assistance programs that are not market based.

1. **Affordable Housing** is housing that is affordable to a person or family earning 80% or less of the County's current area median income & spends no more than 35% of their gross income on housing costs (principal, interest, taxes, & insurance). This definition is consistent with HUD guidelines, except Beaufort Co. has adopted a 35% housing-to-income ratio rather than 30%.
2. **Workforce Housing** is housing that is affordable to private & public sector workers with incomes at or below that of teachers & public safety workers. More specifically, the guideline encompasses an income range of 65% to 120% of the area median income.
3. **Special Needs Housing** is housing that addresses the special needs population such as persons with developmental disabilities, persons with handicaps and injuries, homeless people, the frail elderly, victims of abuse, and persons in various forms of rehabilitation.

Many factors contribute to the lack of Obtainable Housing on Daufuskie Island. It is difficult to establish Obtainable Housing on a bridgeless island with a diffuse development pattern. The cost of land development and services per unit is much higher than on the mainland. Construction materials must be barged in at significant cost. When housing units are spread across the Island developers are unable to achieve the critical mass necessary to cut costs. The more acres of land that one chooses to build upon, the more pipe that must be buried, the more road surface laid, the more water and sewer lines dropped, etc. *continued*



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Developers who seek to maximize land profit must build large homes that are often beyond the means of local teachers, firefighters, service industry personnel, and the elderly on fixed incomes. Hurricane standards, tap fees, and impact fees further increase the cost of building in the County, as well as on Daufuskie Island. To date, density bonuses and tax credits have failed to spur the construction of affordable units on the Island.

Housing Recommendations contain additional “transect-based” analysis of the program:

The below terms are used to provide “transect-based” analysis of certain Housing Tools, including the likelihood of success in each D zone of the Regulating Plan. The tools are not “one size fits all”, but rather Transect based. Each tool also provides one or more Web addresses. Each address provides a link to additional supporting material.

Restricted: There may be significant negative impact or the tool may simply not work in this context. The tool should be used only after detailed analysis and with clear public support in this D zone.

Limited: There may be significant negative impacts, the tool may have limited positive impacts in this context, or there may be significant public opposition. Proceed with caution in this D zone.

Applicable: The tool is likely to have positive impacts in this D zone.

Most Effective: The tool is likely to have noticeable positive impacts in this D zone, and is unlikely to have negative impacts or generate significant public opposition.



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Priority Level: HIGH

Recommendation 6.1 Adopt a Form Based Code that promotes Obtainable Housing using all of the following:

6.1.1 Traditional neighborhood development TND with a standard 1/4 mile pedestrian shed or a **Transit Oriented Development TOD** with a 1/2 mile long pedestrian shed. Both are comprised of compact, complete, and connected development that is mixed use and pedestrian-friendly (Restricted in D2: Most effective in D3, D4, D5).

www.mrsc.org/Publications/textaht.aspx#smalllots

www.housingworksri.org/matriarch/

MultiPiecePage.asp_Q_PageID_E_9_A_PageName_E_everythingbuilding

6.1.2 Affordable single lot community types such as the Cottage Close, Family Cluster, Farmstead, and lot types that allow for residential Out buildings (Most effective in D2).

www.mrsc.org/Publications/textadu.aspx

www.policylink.org/EDTK/HTF/action.html

6.1.3 Diverse housing types and sizes. Both market rate and subsidized units should be scattered throughout healthy neighborhoods in order to reflect both the physical and socioeconomic diversity of traditional urbanism (Limited in D2: Most effective in D3, D4; Limited in D5).

www.mrsc.org/Publications/textaht.aspx

http://www.policylink.org/site/c.lkIXLbMNJrE/b.5136725/k.EE25/All_Tools.htm

6.1.4 Incentives to encourage developers to unbundle parking costs from the costs of multifamily and rental units if the site is within walking distance (1/2 mile) of ferry transit. These units are ideal for a *car share** or *zip car** program (See Request 9, Recommendation 9.6).

**car share / zip share refers to a program in which citizens pay a fee for access to a common vehicle. The term should not be viewed as an endorsement of the automobile.*



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*

Priority Level: MEDIUM

Recommendation 6.2 Encourage the county-wide housing programs/policies from Chapter 10 Affordable Housing of the 2009 Beaufort County Comprehensive Plan for Daufuskie Island.

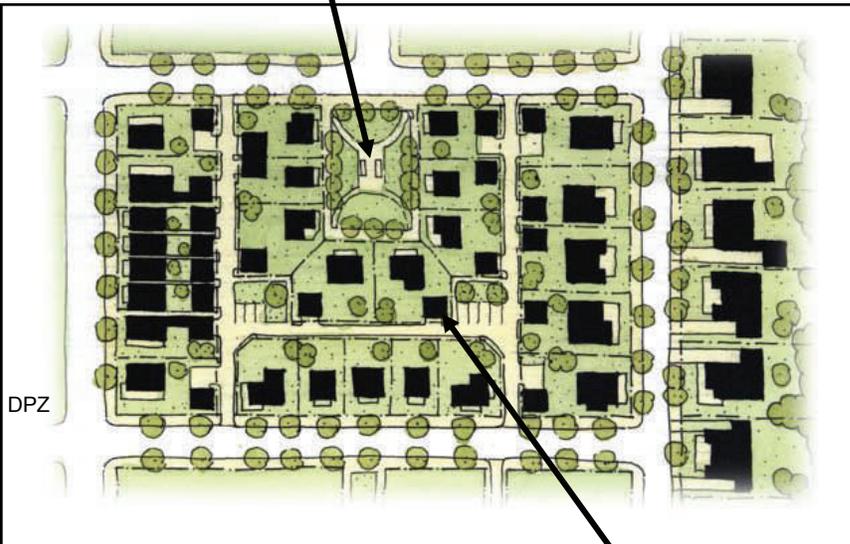
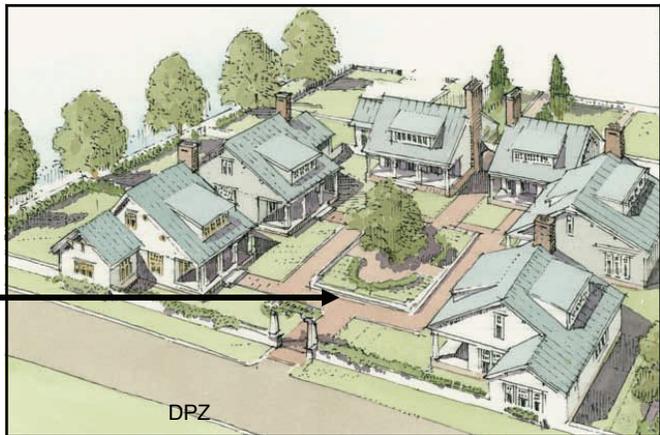
The Island has significant and very unique affordable housing needs. It is imperative that each of these programs / policies is considered, tailored to the needs of the Island, and if deemed to be beneficial, enacted.



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*

Affordable Cottage Close

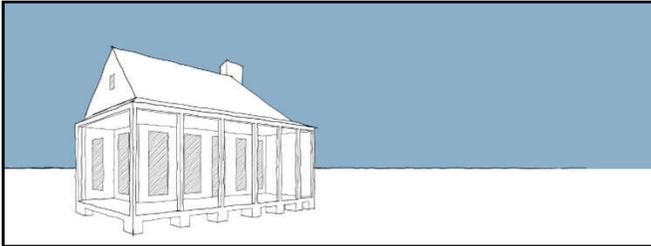


Affordable Residential Outbuilding

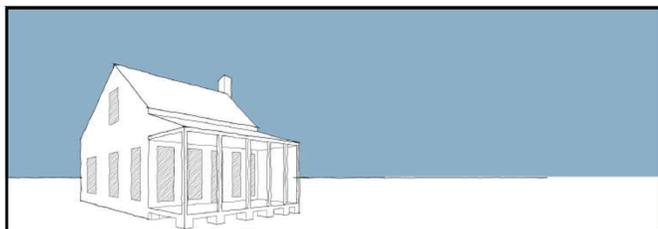


Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*



Daufuskie Affordable Housing:
Porch Wrap Cottage



Daufuskie Affordable Housing:
Gable Shed Cottage



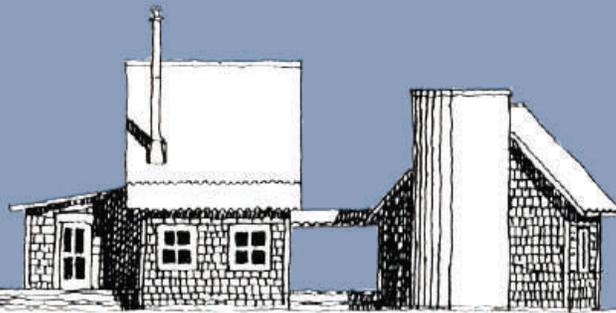


Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Daufuskie Affordable Housing: Everyday and Ordinary

The Everyday and the Ordinary is a type referenced from *American Shelter* by Lester Walker. The sketch, some text, and the concept is from *American Shelter*.



This Archetype is appropriate in the following zones.

- D1
- D2**
- D3
- D4
- D5

The Everyday and Ordinary archetype is used to classify a large group of structures that emulate forms and construction techniques from many different sources. Agricultural forms, industrial forms, and forms based on solar or wind energy containment are meshed with the aesthetics of machines, farm buildings, lifeguard towers and treehouses. This is an exciting possibility for those not wanting the traditional local vernacular. This archetype also includes modular and prefab construction, thus the name "Ordinary". The beauty of this type is that structures can be judged on their merit as an object

The following are a few of elements that are indicative of this type:

1. Typically not symmetrical.
2. Porch is raised with masonry piers below.
3. Masonry finished or metal chimney flues are appropriate.
4. Typically roof is metal, with or without a finish.
5. Simple mass forms that often combine to make a more interesting composition.
6. Traditional materials are used in conjunction with modern shapes or techniques.

The Everyday and Ordinary is included to assure architectural freedom and creativity. It may be playful, Eco friendly, affordable, or easy. However, it is not the intent to make a classification that is a catch all for poor or underdeveloped architecture. The Everyday and the Ordinary is only allowed in the D2 development zone. In addition to where it is located, the structures must be screened from any adjacent residences and roads.

D2 This archetype is only allowed in the D2 development zone. Mobile and modular structures are allowed with stipulations.





Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Priority Level: MEDIUM

Recommendation 6.3 Research Manufactured and Modular Housing that meets the aesthetic standards of the FBC.

Manufactured housing maintains low cost per square foot, making it an attractive rental or home ownership option in areas with high construction costs. In order to protect community character, the FBC shall require appropriate urban design elements (Most effective in D2; and Restricted in D3, D4, D5). Newer modular homes tend to be aesthetically advanced and comparable to stick built housing. Cost savings are variable (Most effective in D2, D3; Limited in D4; and Restricted in D5).

www.jchs.harvard.edu/publications/communitydevelopment/W02-11_apgar_et_al.pdf
www.frbsf.org/publications/community/investments/0508/assembly.pdf

6.3.1 Investigate the Katrina Cottage as an affordable housing solution.

Katrina Cottages were born from design charrettes following Hurricane Katrina. While these were marketed as an alternative to temporary FEMA trailers, designers in Beaufort County produce similar typologies for permanent residential living. Katrina Cottages are affordable rentals or starter homes that are safe and dignified. Many of the designs are expandable, so the cottage can grow with the homeowner over time, or become an accessory dwelling unit to a principal dwelling (Most effective in D2, D3, D4; Limited in D5).

www.katrinacottages.com/index.html
www.katrinacottagehousing.org
www.allisonramseyarchitects.com



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*

AFFORDABLE HOUSING—KATRINA COTTAGES

Marianne Cusato / Ocean Springs, MS / Site Built



Steve Mouzon / Housing International / Manufactured



Steve Mouzon / Housing International / Modular



Eric Moser / Gautier MS. / Kit Built (Lowe's)



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

RECOMMENDATION SUMMARY

Priority Level: HIGH**Rec. 6.1*****Form Based Code & Affordability***

Adopt a FBC that promotes housing affordability through development patterns, and reduced transportation costs.

Priority Level: MEDIUM**Rec 6.2*****Adopt 2009 Comprehensive Plan Housing Programs / Policies***

Encourage the county-wide housing programs / policies from the 2009 Beaufort County Comprehensive Plan for Daufuskie Island. The Island has significant and very unique affordable housing needs. It is imperative that each of these programs / policies is considered, tailored to the needs of the Island, and if deemed to be beneficial, enacted.

Priority Level: MEDIUM**Rec. 6.3*****Modular / Manufactured Housing & the Katrina Cottage***

Research Manufactured and Modular Housing that meets the aesthetic standards of the FBC, including the Katrina Cottage.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

The Rationale For Request 7

By their very nature civic spaces encourage people to gather and interact with one another. On several occasions the Daufuskie residents have come together to establish much needed civic infrastructure for the Island. Residents planned and financed a first class fire station, established a library and museum in two historic buildings, and are in the process of restoring the Maryfield Schoolhouse (an historic two room building made famous in Pat Conroy's book and subsequent movie, The Water is Wide). These efforts are both remarkable and laudable, as each new space helps to bring the community together and promote one island-wide identity for all residents.

Civic spaces should serve as activity centers, either for the entire Island or for individual neighborhoods. Therefore, it is critical that future infrastructure adhere to the location, type, and timeline that is called for in the Plan. The Plan recommends several new civic structures Island-wide, including: a welcome center, market shed, meeting hall, amphitheater, and restrooms with storage at the public beach. At the scale of the neighborhood, civic infrastructure will be addressed by the new Code. The Code will place the responsibility on private developers to establish civic oriented spaces and right of ways in all neighborhoods.

Precedent for Civic Space on Daufuskie Island

Daufuskie Island's neighborhoods often had a one room store known as a "sugar shack". The sugar shack sold pop, candy, and other sweets; but also provided a community gathering place where local interaction and learning took place. Native Islanders and lifelong residents speak of an Island where storytelling was the primary means of communication & education. While stories were often exaggerated, and dates misconstrued, this was how history and culture was passed down between generations. *continued*

I constantly ask my staff, "Does it meet the 50-year test?" Fifty years from now, are they going to say, "This is really great that they did this?" Or are they going to say, "Why in the hell did they do this?"

Mayor Joseph P. Riley; Charleston, SC.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Sugar shacks no longer exist on the Island. However, good urban design principles convey that traditional neighborhoods shall always contain some sort of “gathering place”, be it a simple bench and rope swing under a centrally located oak tree or a full-size civic space with accompanying building. In order to carry on the tradition associated with Daufuskie’s sugar shacks the new Code will require that new development contain a range of public spaces, from contextual gathering places to community scaled civic spaces or structures. Unlike current open space requirements, which are arbitrary and result in leftover space being used to fulfill the requirement, this standard will result in the creation of true community destinations.

A Community Waterfront

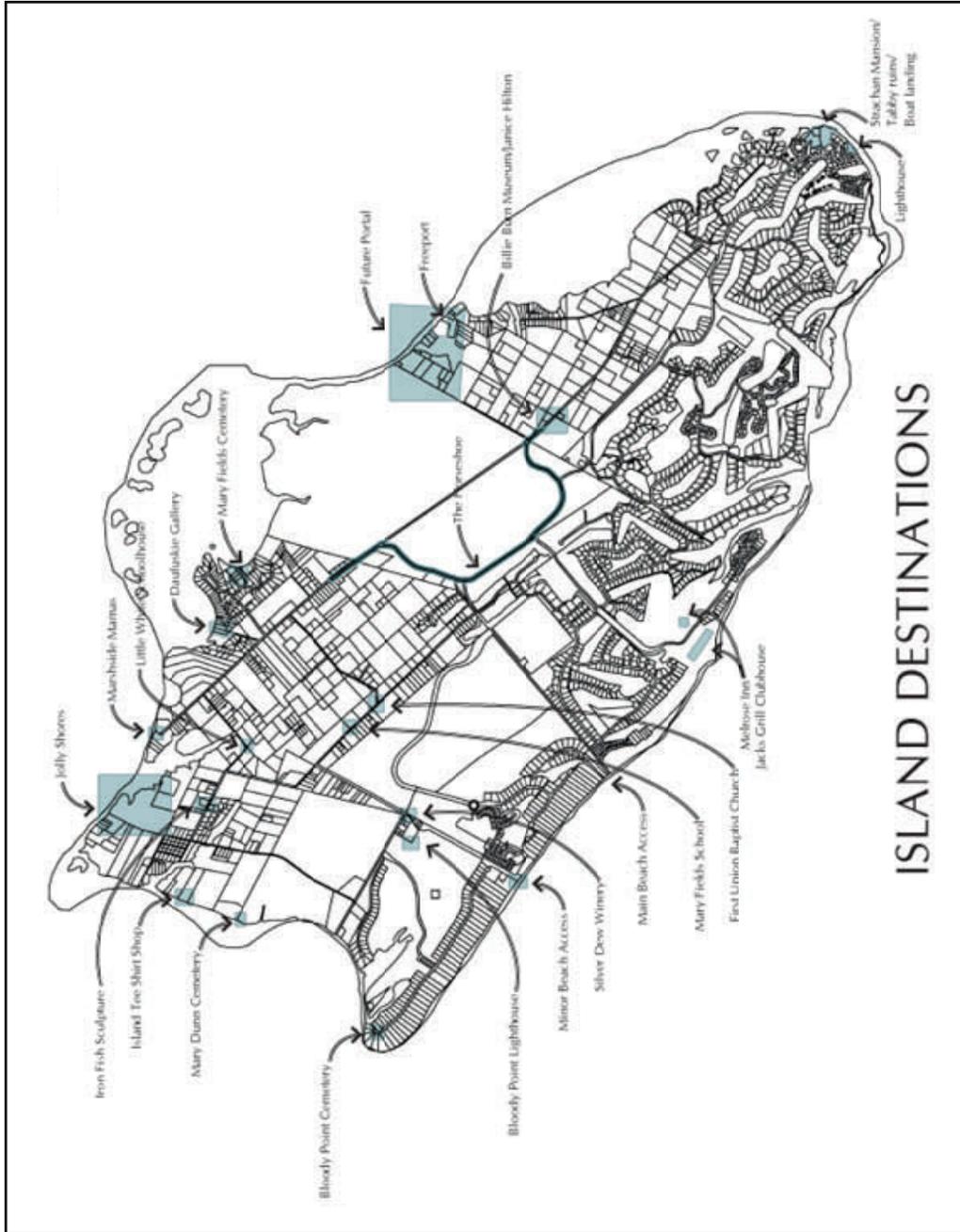
All great island towns have a strong physical and psychological connection to their waterfront. Therefore, the Committee views the Island’s waterfront as one large civic site that is intended—not for the use of a handful of private citizens—but for the enjoyment of the community at large. No longer will the waterfront be privatized and “cut off” from the public.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island



Section Seven: CIVIC SITES



OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

School playground



DI Elementary School



Trail b/t the Oak Ridge & Bloody Point community



CIVIC
SITES
and
BUILDINGS

Public Waterfront



Old Schoolhouse restored as the Island's New Library.





Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: HIGH

Recommendation 7.1 Adopt a Form Based Code that requires contextually appropriate and properly designed civic sites (spaces and buildings); as well as informal gathering places and public art installations in new communities.

The FBC guides good community design while remaining market based and growth oriented. The FBC should require at least one formal “civic space” (square, plaza, green, park) and at least one less formal “gathering place” in every Traditional Neighborhood Development, as defined in the Sector Plan. Depending on the type and location of the community, the applicant may be required to build additional civic sites for the public or incorporate examples of public art.

Priority Level: HIGH

Recommendation 7.2 The waterfront shall remain public and accessible.

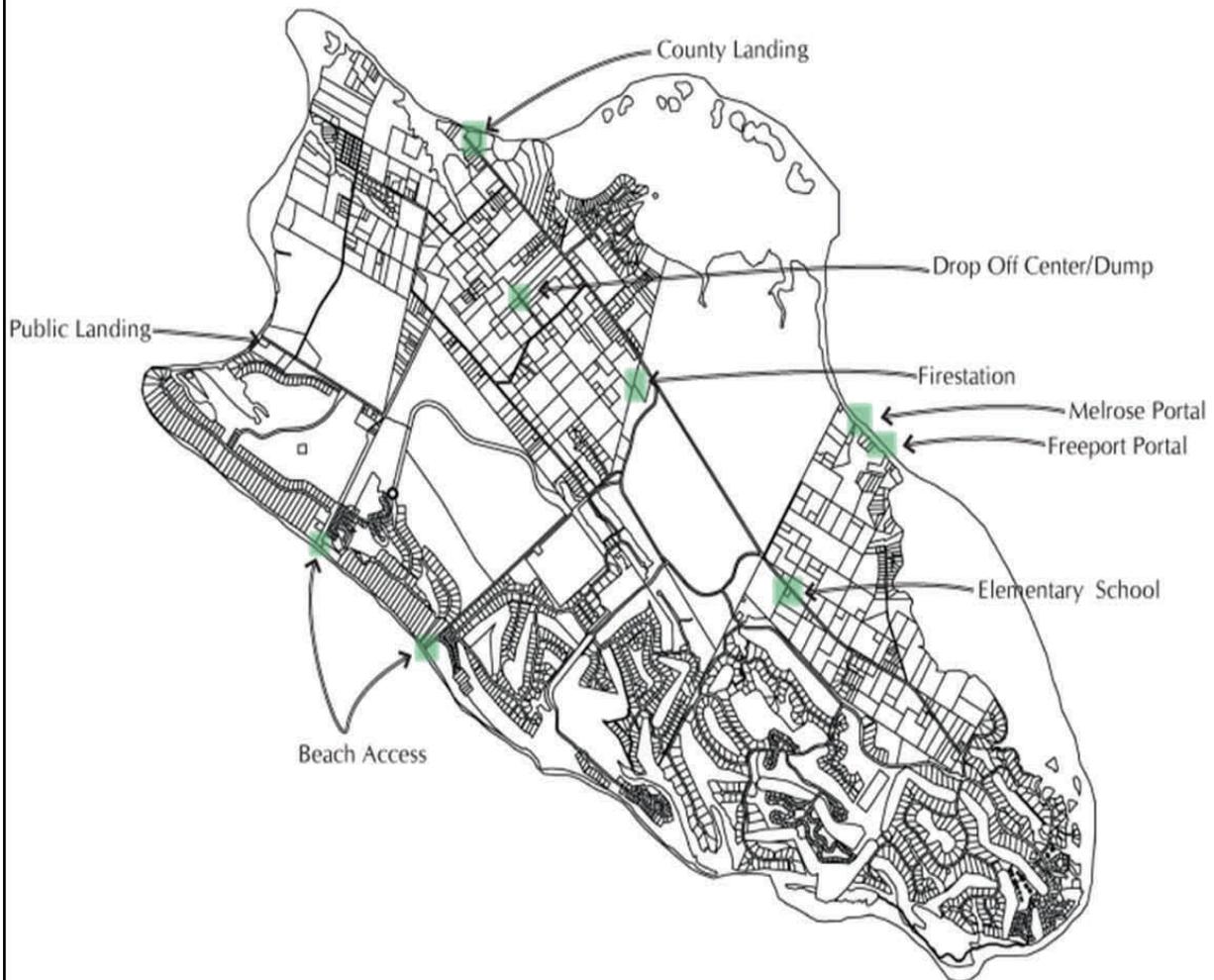
In new communities that have yet to be platted (or may be re-platted) streets and pathways shall front the Island’s public waterways (oceans, rivers, tidal creeks, etc.). Unless a design is characteristic of a specific community type (i.e. cottage close) lots should generally front both the street / pathway and public waterway.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island



PUBLIC SERVICES AND CIVIC FUNCTIONS



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: HIGH

Recommendation 7.3 Identify and “cost out” new civic related buildings and Infrastructure for the Island.

The CP committee has provided conceptual renderings and general locations for four (4) civic structures that will significantly increase the quality of life, spur economic investment, and promote tourism on the Island. They are:

1. A Multi-function Beach Pavilion with Restrooms in the Beachfront PD.
2. An Island Welcome Center in the village at Cooper River landing.
3. A Multi-function Market shed in the Island Center Public District or village at Cooper River landing.
4. A Multi-function Island Meeting Hall in the Island Center Public District or village at Cooper River landing.

If these are to be publically financed buildings then each structure should be ranked in terms of need, and a specific site selected. “Cost out” the project, and establish a timeline for acquiring and constructing the space provided. Having completed these steps, the building should be included as a Beaufort County Capital Improvement Project or CIP item.

Given the general location selected for each building, and the Islanders’ rich history in establishing and financing their own civic buildings (fire station, library, museum, Maryfield Schoolhouse) the CP Committee believes that some structures should be built as part of a public-private venture. In fact, that is the purpose in creating a Public District in the new Code, to incentivize public-private partnerships at this scale. The Committee recommends that the DIC and County Staff work together to determine the most appropriate approach to each structure.

Strongly consider the funding sources listed in Recommendation 7.7 and other Chapters (5,6,8) as a means of financing Recommendation 7.3.

Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island



MULTI—PURPOSE MARKET SHED



D5

D4

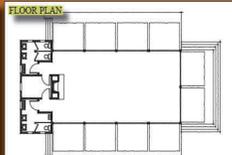
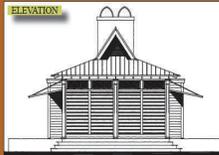
PD

BEACH PAVILLION



PD

ISLAND MEETING HALL



D5

D4

PD



This vignette illustrates a structure that is open air or closable in nature. Large paneled or hinged doors fold up and out of the way when needed or in the closed position to form walls. This flexibility allows this meeting hall to be used for a more formal meeting or chapel and still usable as a farmers market.

WELCOMING PAVILLION



D5



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: HIGH**Recommendation 7.4** Develop a 25 year Parks and Trails Plan.

There is a desire to establish a green infrastructure system that extends from the ocean to the river and connects civic sites, greenways and waterfront public spaces. The ideal means of accomplishing this is to create a 25 year Parks and Trails Plan for the island. This plan can be done “in house” by the Planning Department with the assistance of other departments, agencies, and the DIC.

Identify existing and future open spaces, corridors for trails, Pathways, and other opportunities for green infrastructure.

- Identify existing land owned by the Beaufort County Parks and Leisure Services PALS Department. Establish a master plan to account for the long term (25yr) purpose of these lands.
- Identify lands which the County would like to acquire for PALS or for other uses via Purchase of Development Rights (PDRs). Assign a long term purpose to these lands (i.e. recreation or conservation).
- Identify existing conservation easements (including any development rights) and open discussions with the owner to establish a long term (25yr) master plan for these lands.
- Identify significant parcels (based on location, potential for green infrastructure, or ability to establish future linkages) that are likely to be “sent” using TDR’s and open discussions with the owner about the long term purpose for those lands.
- Identify significant parcels that contain a HISTORIC BUILDING in need of restoration. Purchase the land and create an “interactive park” in which visitors can watch as volunteers slowly restore the structure. Either use the structure as a civic site or sell it back for profit.
- Identify existing utility line rights of way for future trails. Make every effort to acquire use of the right of way (assuming liability is addressed).
- The Islands PUD’s have several trails in place. These are available for future connection.

Continued



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

- Identify those rural areas in which the roads have magnificent canopies and a significant proportion of housing is likely to require an opaque setback. Consider purchasing and establishing a protective greenway along the right of way and including a trail that maintains the natural feel.
- Strongly consider the funding sources listed in Recommendation 7.7 and other Chapters (5,6,8) as a means of financing Recommendation 7.4.

Priority Level: MEDIUM

Recommendation 7.5 Work with government agencies (the U.S. Post Office, School District, Parks and Leisure Services Department) and private developers to create destinations in new and established communities.

Civic structures operated by these entities should energize their respective neighborhood. Identify land owned by the Beaufort County Parks and Leisure Services PALS Department. Identify a potential post office site. Identify a way to expand the elementary school so that the future structure exudes a strong civic presence over surrounding development. As new development proposals come about, the vision for these parcels (structures) should be used to anchor the surrounding neighborhood.

- Consider the funding sources listed in Recommendation 7.7 and other chapters (5,6,8) as a means of financing Recommendation 7.5.

7.5.1 When a planned community is proposed, identify existing or nearby parcels that contain HISTORIC BUILDINGS in need of restoration.

- Use incentives to encourage the developer to create an “interactive park” in which visitors watch as volunteers slowly restore the structure for use as a civic site.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: MEDIUM

Recommendation 7.6 Work with the Library Department to incorporate and upgrade the existing Daufuskie Island Library into the County Library system and establish a 10 year local master plan.

Daufuskie Island's existing library is not part of the Beaufort County system. It was established and is operated by local residents. It is housed in a restored historic building and contains books and media that have been donated by Islanders.

On an Island such as Daufuskie, a segment of the population lacks access to basic communicative infrastructure such as internet, television, newspapers, etc. A small, efficiently run, yet uniquely local library (with the resources of the County) might potentially serve a tremendous public need. Additionally, recent studies by the Urban Land Institute and others demonstrate that among middle to upper class citizens access to "a quality library" ranks nearly as high as community schools, recreation facilities, and nearby hospitals / health care. Libraries often rank even higher with retiring baby boomers. Because libraries have the potential to draw such a diverse cross-section of the community, they are restructuring or expanding their uses and offering non-conventional services. Across North America libraries are becoming centers for local activity or "the new town square".

The existing facility on Daufuskie is properly scaled to meet the current needs of the Island. However, for the Daufuskie Island Library to thrive and reach its potential as a community asset it must be upgraded and incorporated as part of the Beaufort County system. Assuming funding is available (or located), the Director of libraries supports this move using a phased approach that includes:

- Incorporate the existing Island Library into the County system and establish a 10 year local master plan.
- Due to financing, and the size and location of the facility, consider rotating much of the collection "out" on regular basis.
- Become the physical "point of contact" or "message board" for Beaufort County Government.

Continued



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

- Attempt to incorporate “for profit” mixed-use concepts and technology into the facility (marketplace, rentals, sales, etc). Provide a gathering place for interaction with the Beaufort County Television Channel, offer free County WiFi service, and consider other “uniquely Daufuskie” library programs such as laptop rentals, Microsoft “Kindles” or Apple I-Pads (electronic books). While these measures have “upfront” costs associated with them, the populace of the Island is small; they should prove to be cost effective in overcoming larger issues with size, cost of service, and geography.
- Long term, consider expansion or relocation to a larger facility, possibly one that is publically-privately financed.
- Strongly consider the funding sources listed in Recommendation 7.7 and other Chapters (5,6,8) as a means of financing Recommendation 7.6.

Priority Level: MEDIUM

Recommendation 7.7 Consider the following funding sources when proposing the construction of new civic sites, trails and recreation facilities for the Island.

The South Carolina Department of Parks, Recreation and Tourism provides funding for parks, trails, facilities, and open spaces. A list of applicable funds and application deadlines are found below.

7.7.1 Park and Recreation Development Fund

provides technical assistance and administers grant programs for development of public recreational opportunities throughout the state.

- All grant programs are reimbursable funds from various sources with specific qualifications and restrictions.
- The fund is a non-competitive program
- Funds are available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing facilities.
- Projects need endorsement of a majority weighted vote factor of the County Legislative Delegation Members.
- Grant awards can cover up to 80% of a project cost and require a minimum 20% local match.

Continued



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

- The grant cycle for new project consideration is monthly.
- The application deadline is the 10th of each month.
- Eligible entities are notified of new fund allocation amounts each July.

7.7.2 Land and Water Conservation Fund (LWCF)

provides technical assistance and administers grant programs for development of public recreational opportunities throughout the state.

- All grant programs are reimbursable funds from various sources with specific qualifications and restrictions.
- LWCF is intended for land acquisition or facility development for outdoor recreation.
- Awards are on a competitive basis
- Applications are graded using an Open Project Selection Process reviewed by a grading team.
- Grant awards can cover up to 50% of a project cost, requiring a minimum 50% local match.
- The grant cycle is annual
- Eligible governments are notified in December of each year.

7.7.3 Recreational Trails Program

provides technical assistance and administers grant programs for development of public recreational opportunities throughout the state.

- The Recreational Trails funding is intended for trails development for motorcycles, ATV's, mountain bikes, equestrians or hikers.
- Awards are made on a competitive basis to qualified private organizations, local government entities, and State or Federal agencies.
- Applications are graded using an Open Project Selection process.
- Grant awards can cover up to 80% of a project cost and require a minimum 20% local match.
- Applications are solicited annually in September and are due on October 31.

7.7.4 Recreation Land Trust Fund

provides grant funding that can only be used for the acquisition of land for the purpose of public recreation.

- Awards are made on a competitive basis to eligible governmental entities.
- Applications are graded using an open project selection process.
- Grant awards can cover up to 50% of the cost of a land purchase and require a minimum 50% local match.
- Eligible government entities are notified of the opportunity to apply for funding each December.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

RECOMMENDATION SUMMARY

Rec. 7.1
Civic Sites and Gathering Places
 Adopt a Form Based Code that requires contextually appropriate and properly designed civic sites; as well as informal gathering places and public art in new communities.

Priority Level: HIGH

Priority Level: HIGH

Rec. 7.2
Public and Accessible Waterfront
 The waterfront shall remain public and accessible.

Priority Level: HIGH

Rec. 7.3
Civic Structures
 Identify and “cost out” new civic related buildings and Infrastructure for the Island.

Priority Level: HIGH

Rec. 7.4
25 Year Parks and Trails Plan
 Develop a 25 year Parks and Trails Plan.

Rec. 7.5
Island Destinations
 Work with government agencies (the U.S. Post Office, School District, Parks and Leisure Services Department) and private developers to create destinations in new and established communities.

Priority Level: MEDIUM

Rec. 7.6
Library Upgrade
 Work with the Library Department to incorporate and upgrade the existing Daufuskie Island Library into the County Library system and establish a 10 year local master plan.

Priority Level: MEDIUM

Rec. 7.7
Parks, Recreation, Tourism, Funding
 Consider the following funding sources when proposing the construction of new civic sites, trails and recreation facilities for the Island.

Priority Level: MEDIUM



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

The Rationale For Request 8

The provision of baseline infrastructure and services for Daufuskie island requires a higher level of commitment from government than other places throughout Beaufort County. Island resources are limited, and transportation is complicated. Costs are often higher and seemingly simple tasks are more involved than on the mainland. As a result, County provisions for Daufuskie island are sometimes scarce. Residents are grateful for the current level of service; yet, they desire an Island where services are available without traveling to Hilton Head Island or Bluffton.

On Daufuskie Island the lack of infrastructure, facilities, and services are magnified tremendously, as there is no adjacent community to fill the void in services. The County must consider dedicating additional resources to the Island. This will help to guarantee the health, safety, and welfare of Daufuskie's residents, while ensuring that the Island has every opportunity to realize its' potential.

A strong investment into basic infrastructure will benefit Beaufort County, as private sector investors are far more likely to spend money if they are assured that the County is committed to improving the Island's infrastructure. Issues involving Right of Way, title to roads, water and sewer, ferry, etc. must be addressed or resolved. It would also be in line with current County strategies to encourage the Island to sustain itself, and eventually pay for itself.

Beaufort County should examine opportunities to create a quasi-government through which additional means of oversight and funding can be established. Numerous economic tools are available to the Island, including: an expansion of the existing Special Purpose District (SPD), the establishment of a Public Service District (PSD), the creation of a Tax Increment Finance District (TIF), and other tools highlighted in the section that follows.



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

Priority Level: HIGH

Recommendation 8.1

Daufuskie Island should establish a quasi-government committee to serve as the Island's official voice on issues of policy, including implementation of the Daufuskie Island Plan.

Daufuskie Island falls under the jurisdiction of Beaufort County. Many Islander's state that the geographic separation that exists between the Island and Government Center is not just a physical phenomenon, but rather an unfortunate psycho-socioeconomic barrier. Whether real or perceived, many Island residents believe they are a "forgotten entity" when it comes to Island policy and funding.

Unfortunately, standard means of correspondence (Newspaper, internet, bulletin boards) are lacking or unavailable to some residents of the Island. Furthermore, the Island lacks an "official voice" or "point of contact" with the County. Mis-information or unsubstantiated rumors are quick to form. As a result, communication between the County and Island is difficult, and at times strained.

The CP Committee believes that the time will come when Daufuskie Island will benefit tremendously from its own means of governance. However, currently the feeling is the Island lacks the maturity, desire, and/or legal means necessary to incorporate and establish such a government. Therefore, for the time being Beaufort County will continue its role as the primary purveyor of government related services for the Island.

The Committee proposes that Daufuskie Island establish a quasi-government committee to serve as the official Island voice on issues of policy. The Committee will be known as the Daufuskie Island Committee (DIC), and recognized as such by Beaufort County, including responsibility for implementing the DI Plan.

**Island-wide elections for the DI Council were held in February 2010. The Council is seated, awaiting approval of the Plan. The new Council is comprised of a cross-section of representatives, including members of the Daufuskie Island Historic Foundation, Daufuskie Island Conservancy, Island POA's, CP Committee, etc. The DI Council's founding language states, "It is the Council's primary objective to implement the Daufuskie Island Plan."



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means*

It is anticipated that the DIC will delegate many responsibilities to other organizations on the Island. This network of committees will provide the DIC with the expertise, manpower, advocacy, and accountability necessary to successfully implement the Plan and realize the vision “from the ground up.” This approach is viewed by many as the essence of “community planning”.

Priority Level: HIGH

Recommendation 8.2 Encourage the consolidation of infrastructure and services on the Island.

The Committee strongly supports all of the Island’s communities; including those that pay significantly to provide their own infrastructure and services. However, in order for the Island to thrive, consolidation of infrastructure and services across Daufuskie Island must take place. Additionally, certain infrastructure & services must be expanded for Island-wide usage, including: solid waste & recyclables, water & sewer, and transportation & transit. Such infrastructure is critical to the success of the new growth areas, which are intended to have mixed-use commercial and residential development of varying intensity.

Agreements with key developers will allow the CP District to significantly expand in geographic size. Today, the CP District comprises approximately 1/3 of the overall Island. Upon approval of the Plan, and follow-through on current non-binding agreements, the CP District will comprise nearly 2/3 of Daufuskie Island. This agreement is the result of developers of approved PUDs preferring to work under a Form Based Code. In return for the flexibility of a form based ordinance the developer shall agree to sunset their PUD and not increase the pre-approved or “by right” density of the tract.

Access to facilities & services has always resided with the large private communities. However, the Committee strongly believes that the return of two significant properties to the CP District will assist in efforts to reconnect the Island spatially and socio-economically. This is the first critical step towards future economies of scale as a result of shared infrastructure. Beaufort County stands to benefit significantly from this process. The County should use persuasion, incentives, and legal enforcement to further the effort. *continued*



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

A new or expanded district will allow for a vital riverfront development, as well as the continuation of a similarly sized oceanfront development. The former will be a part of the village at Cooper River landing and become an integral component of the Island's success.

8.2.1 Work with the Economic Network and DIC to establish Daufuskie Isle as Beaufort County's first major geographic wireless hotspot.

- This act will encourage upgrades to existing infrastructure, entice private investment in the Island, and further communication between government and locals.

Water & Sewer

As much as 70% of the Island is comprised of soils that are inappropriate for septic. If water and sewer infrastructure cannot be provided to these areas they will not be permitted as planned; nor will they meet the fire code as interpreted by the local chief. Furthermore, the South Carolina Department of Health and Environmental Control (DHEC) is opposed to the drilling of new wells on the island until the larger private communities handle their water more efficiently, including the use of treated effluent or graywater on golf courses.

Until recently private communities maintained control over the Island's two water and sewer treatment plants. However, both the "Haig Point" and "Melrose / Bloody Point" treatment facilities have been purchased by outside owners. These are the only facilities of this size and type on the Island. Permitting and start-up costs alone impede the development of additional facilities. While water and sewer service is critical to the ultimate success of the designated Growth Sectors, it is not required to get development started.

Regardless of a property's location or "by right" density, the Plan purposely refrains from forcing developers to hook up to sewer. The Committee did this because privatization should make water and sewer service more accessible to the growth areas, but more importantly, because the ordinance assures that the form of all development will coincide with its location. *continued*



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Should an applicant propose to develop in an area where significant intensity is envisioned, but without sewer hook up, each individual structure must still match the desired character and intensity for the area (i.e. setbacks, percentage of building frontage, specific archetypes, etc.).

One way to ensure proper form, while also accommodating a septic tank, is to leave every other lot open. In this sense septic is used as a “placeholder” or “building block” toward the fulfillment of the ultimate vision. This approach allows the developer to determine whether it is more feasible to build immediately using septic, or install sewer lines and gain density.

Strict control over the form of development allows the County to avoid mandates that sometimes hinder otherwise viable projects, or penalize small landowners.

Solid Waste Disposal

Trash and recyclables are very much like water and sewer. Currently, only the private communities have the resources to handle their own trash and recyclables “in house”. In the past these communities have turned down offers by Beaufort County to consolidate their waste related activities.

The Committee fully supports the rights of all Island communities; however, significant infrastructure and services—such as waste disposal—are Island-wide issues. The time has come to turn an eye towards sustainability and economies of scale. The County is building a new drop-off center near the middle of the Island. The County’s Public Works Director and Director of Solid Waste agree that Daufuskie Island must become a sustainable community that embraces economies of scale. As a result, they have committed to working with the Island to consolidate services and host educational programs regarding the new drop off center.

In light of the new County drop off center, it is time to comprehensively examine waste disposal across the entire island, and revisit the possibility of consolidating services. This should be a joint effort by the County, Island, and its neighborhoods; and should occur as soon as possible. *continued*



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Right of Way Acquisition

As mentioned in Recommendation 3.1 the issue of roadway ownership must also be addressed and resolved. This one action will open up miles of potential ROW for infrastructure upgrades. The County should determine which Island roadways to claim title to and take steps to take ownership. The biggest setback to this process involves the issue of heirs property. This issue will need to be addressed.

FEMA has stated that it will only provide money for the rebuilding of County owned roads that are located outside of the COBRA Zone. Should the lowcountry experience a major disaster in the near future Daufuskie Island could be in significant trouble. While the County does maintain many of the Island's roadways, very few are actually owned by Beaufort County. This discrepancy should be clarified prior to a major event occurring. It is likely that post disaster recovery (including new road construction) will cost Beaufort County significantly more money "after the fact" than it would to simply upgrade portions of the roadway system today.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Priority Level: HIGH

Recommendation 8.3 Stay abreast of all funding opportunities that might aid in the construction and consolidation of infrastructure (Recommendation 8.2), especially in the village at Cooper River landing, New River landing, Public Market District, and Public Beachfront District.

A holistic approach is necessary to achieve the Objectives of the Plan; however, the specific mechanisms and funding are subject to citizen input, timing, and the marketplace. Some constant means of financing for new and infill development, as well as redevelopment Include:

- General Fund and Capital Improvement Program allocations
- Grants from public and private sources
- General obligation bonds approved by the public
- Donations
- Tax Increment Financing Districts
- Business Improvement District
- Public Service District / Special Purpose District
- Business Alliance
- New Market Tax Credits
- Historic Tax Credits
- Low-Income Housing Tax Credits
- Federal Loan Guarantees to financial institutions
- Federal funding to assist local Community Development Corporations
- Revolving loan funds set up by local financing institutions for redevelopment and business
- Standard financing for market rate development.

*Refer to the Non-Specific Funding sources located at the back of this Chapter.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Priority Level: HIGH

Recommendation 8.4 Ensure that all emergency related infrastructure on the Island is operational and that the Hurricane Evacuation Plan is readily available and up to date.

Hurricane preparedness is a critical aspect of life on any sea island. The Beaufort County Emergency Services Department shall continue its practice of preparing an annual report addressing hurricane preparedness and evacuation on Daufuskie Island. This plan must account for changes in population and be readily available to all Islanders.

Several residents have commented that a portion of the southern Island is tied into the Tybee Island 911 system, as opposed to that of Beaufort County. This is unacceptable and should be investigated and changed before an emergency occurs for which the county is held liable for.

Priority Level: HIGH

Recommendation 8.5 Implement Use Regulations that are general and promote form and performance as well as function.

The Committee believes in ensuring good development while letting the free market dictate the basic economy on the Island. Most uses, including retail, lodging, residential, and office should be permitted throughout the Island.

Business possibilities include: restaurants, a boutique B&B, small inn, general store, food store, small bank, storage, and eco-tourism outfitter (i.e. tours, rental kayaks, canoes, four wheelers, scooters, Gem Cars). Given the cost to dispose of waste alone (\$3000 per barge), there is a tremendous opportunity to establish a business focused on reuse, recycling and composting operations. *Cont.*



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

Sample USE TABLE	D2	D3, D4, PD	D5
Residential	<p>Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Outbuilding, with 2.0 parking places for each. Both dwellings shall be under single ownership.</p>	<p>Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced by the CRB.</p>	<p>Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced by the CRB.</p>
Retail	<p>Restricted Retail: The archetype must be residential in character. The building area available for Retail use is restricted to the first Story of buildings, and by the requirement of 3.0 assigned parking places per 1000 square feet of net</p> <p>Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.</p>	<p>Limited Retail: The archetype shall remain residential in character in the D3 District (Residential or Adaptive Commercial Archetypes only). The building area available for Retail use is limited to the first Story of buildings and by the requirement of 4.0 assigned parking places per 1000 square feet of net</p> <p>Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.</p>	<p>Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space.</p> <p>Retail spaces under 1500 square feet may be exempt from parking requirements provided they receive a Warrant.</p>



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

Priority Level: MEDIUM

Recommendation 8.6 Identify new and historically significant means of commerce such as agriculture and cottage industry, and foster their re-establishment.

Currently, the average plate of food in America travels 1494 miles from field to table. This includes so-called “fresh produce”. As a follow-up to the 2009 Beaufort County Comprehensive Plan’s recommendations on local sustainability Daufuskie Island is encouraged to produce as much of its own goods as possible.

8.6.1 The Planning Department should work with residents to reinstitute and foster cottage industry on the Island.

- Assist with applications for CDBG’s and other community based funding.
- Assist with the establishment of a DHEC certified (cooperative) kitchen, farmers market or trading post to create and sell goods.
- Assist in the establishment and promotion of local artists colonies.
- Use zoning to establish a “cottage cluster” or “cottage close” community type that is ideal for cooperative industry and commerce. *Cont.*



6 month old Greenwood Farm, a Community cooperative farm located mid-island on 12 donated acres.





Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

8.6.2 The Planning Department and/or Clemson extension should work with the Island to reinstitute local and / or cooperative farming.

- Develop an Agricultural Plan for the Island that addresses agriculture opportunities at several scales.
 1. Regional/Island: government agencies can adopt policies and programs that promote this heritage industry, and dedicate funds to re-introduce agriculture into the community. One way to approach this is via a fee/lease scenario in which the County purchases a parcel and rents it back at a 90.00% subsidy so that an Island family or person can farm it.
 2. Master Planned Communities: Use zoning to establish a “farmstead” community that is ideal for working farms, large community gardens, and nurserys whether standard or cooperative in structure.
 3. Underused land features: Highlight drainage channels, street medians & parkways, and utility corridors that might be used for small or organic farms and gardens.
 4. Neighborhoods: Community gardens can be founded as part of required civic sites, and at schools using small farm plots for educational purposes.
 5. Lots: gardening can occur in side and back yards, in personal plots, in window boxes, and on rooftops.
- Agriculture can occur individually at any of the above scales.
- Farming can be organized as a CSA or CoOp. In this case the farm is the nucleus of the CSA or Coop, but participation might extend to include individual “growers” at any or all of the above scales.





Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

CDBG FUNDS

The South Carolina Department of Commerce oversees awards of Federal **Community Development Block Grants** (CDBG) funding to local governments for purposes ranging from commercial revitalization to community infrastructure to neighborhood revitalization. The purpose of the CDBG program is to provide decent housing, economic opportunities, a suitable living environment primarily for people with low to moderate incomes. Grants are awarded to local governments for projects that meet one of three objectives:

- Benefit low and moderate income persons
- Aid in the prevention or elimination of slums and blighted conditions
- Address community development needs; existing community conditions that pose an immediate threat to public health and welfare; or where other public financing is not available to meet these needs.

In the past Beaufort County has received CDBG funds for neighborhood revitalization and community infrastructure. The County should continue its efforts to secure such funding for neighborhoods and infrastructure.

GRANTS

Private **grants** from foundations are available through application by the County, community development corporations and other community oriented non-profit organizations. Finding available grants is a difficult task that sometimes requires a full time expert or "development specialist". This position researches grants and writes proposals.

Foundation grants are frequently available for greenspace preservation and parks development. Organizations such as the Trust for Public Lands with whom Beaufort County has had a longtime relationship, purchases land and transfers the ownership to the County so that it may remain as greenspace. It is suggested that planning staff and the DI Council work together to research and write grant applications as well as applications to private foundations.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

TAX CREDITS

Tax credits can be very powerful funding incentives for private development. There are three basic credits available now that have application in redevelopment:

1. New Market Tax Credits
2. Federal Historic Rehabilitation tax credit
3. Low-Income Housing Tax credits

The rules for tax credit investment are laid out in the U.S. Internal Revenue Code. Tax credits allow a dollar for dollar reduction in tax (not income) and thus are of use to anyone with a need for tax reduction. Tax credits are often sold (securitized) to investors, allowing non-profits and project owners unable to use them to gain funding for construction and other allowable project costs. There should be a designated person on staff to manage grants and tax credit programs, and to educate the public on the variety of funding sources available for investing in the County.

NEW MARKET TAX CREDITS

New Market Tax Credits permit taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). Additional information can be found at www.cdfifund.gov.

New market tax credits require the designation of eligible census tracts by the federal government. If deemed beneficial, the Island could pursue the designation of an eligible location for New Market Tax Credits.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

Tax increment financing (TIF)

Tax increment financing (TIF) allows cities and counties to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.

Procedure for Establishing Tax Increment Financing

1. Prepare a finding of necessity, and establish the boundaries of the district. This finding is normally a very detailed study that demonstrates that the district meets the criteria contained in the state's enabling legislation.
2. A redevelopment agency is created by resolution or ordinance. This agency may be the governing body of the municipality, or it may be a new agency appointed by the governing body.
3. A development plan is prepared and approved by the agency and the jurisdiction.
4. The base year is declared following adoption of the plan.
5. The redevelopment agency will solicit developers and enter into development agreements.
6. A Sunset provision (usually 20 years) is provided.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

Business Alliance (BA)

A **Business Alliance (BA)** is an agreement between businesses, usually motivated by cost reduction, improved marketing, and improved service for the customer. Alliances are often bounded by an agreement with equitable risk and opportunity share for all parties involved. However, unlike a Business Improvement District, the Business Alliance is managed by a board comprised entirely of private sector participants. As a means to privately “jump start” business in the two portal areas, the College of Charleston School of Business recommended that the Island’s business community form a Business Alliance (BA), and agree to levy a \$1.00 surcharge (un-official tax) on all Island purchases by non-residents.

In this case the Business Improvement Tax is an agreement by every participating business to raise prices across the board by one dollar. It is not a formal tax requiring approval from a governing body or showing on any receipt. Those who show proof of residency at the time of purchase simply pay one dollar less per item. The \$1.00 surcharge would go into a Daufuskie Island Business Fund to support future actions on behalf of the Alliance.

Business Improvement District (BID)

A **Business Improvement District (BID)** is a public-private partnership in which businesses in a defined area pay an additional tax or fee in order to fund improvements to the quality of life and economic vitality of a downtown, village center, or main street. A BID is a special benefit assessment district, which allows for an assessment on property or business within a defined geographic area. Revenues from this assessment are directed back to the defined area to finance a myriad of enhanced services, including, economic development, marketing, tourism, promotion, parking, security, maintenance, and special events. BIDs are formed with the consent of and active participation from property and business owners. The services provided by BIDs are supplemental to those already provided by the jurisdiction.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

Special Purpose Districts (SPD) / Public Service District (PSD)

South Carolina established legislation whereby **Special Purpose Districts (SPD)** were created to provide needed services to rural areas that were outside the general jurisdiction of local government. These services include sewer, water, fire protection, hospitals, airports and recreation.

The basic theory behind the creation of a Special Purpose District or **Public Service District (PSD)** is to provide a needed service by government at its grass roots level. The area to be served must be responsible for its operations and have the ability to provide service specifically needed for an area in the most economical manner.

Legal boundaries are established for the districts and the entity is formalized by the state through enabling legislation, charters and bylaws. Provisions are made for commissioners to be appointed to oversee the general welfare and operation of the District's business.

Those districts, formed prior to the Home Rule Act in 1973, are under state jurisdiction with the Commissioners recommended by the State Legislative Delegation and appointments made by the Governor. Those Districts created after Home Rule have their Commissioners appointed by County Council.

The Daufuskie Island Fire District is a Special Purpose District that was formed by the County via referendum. It is possible that the District's duties could be expanded to include additional quasi-governmental functions. Whether this expansion of duties would require the District to become a Public Service District (PSD) is a legal question that requires further investigation. Unlike the TIF, the SPD or PSD could also help with policing and enforcement issues.

PSD taxes could be levied for various services on the island including public safety, transit, parks and recreation, beach renourishment, garbage, etc..



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

RECOMMENDATION SUMMARY

Rec 8.1***Island Representation***

Daufuskie Island should establish a quasi-government committee to serve as the Island's official voice on issues of policy, including implementation of the Daufuskie Island Plan.

Priority Level: HIGH**Rec. 8.2*****Consolidate Services***

Encourage the consolidation of infrastructure and services on Daufuskie Island.

Priority Level: HIGH**Rec. 8.3*****Smart Growth Funding***

Stay abreast of all funding opportunities that might aid in the construction and consolidation of infrastructure (Rec. 8.2), especially in the village at Cooper River landing, New River landing, Public Market District, and Public Beachfront District.

Priority Level: HIGH**Rec. 8.4*****Emergency Infrastructure Operational***

The Emergency Services Department shall ensure that all Emergency related infrastructure on Daufuskie Island is operational (including the 911 address system) and that the Island's **Hurricane Evacuation Plan** is up to date.

Priority Level: HIGH**Rec. 8.5*****Form Based Code—USE Regulations***

Implement zoning that are general and promote form and performance as well as function.

Priority Level: HIGH**Rec. 8.6*****Agriculture and Cottage Industry***

Identify new and historically significant means of commerce such as agriculture and cottage Industry, and foster their re-establishment.

Priority Level: MEDIUM



Section Nine: SUSTAINABILITY

OBJECTIVE NINE
*Establish Sustainable
Benchmarks and Targets*

The Rationale For Request 9

The CP Committee charged the Planning team with creating a Plan that promotes sustainable practices across Daufuskie Island. Sustainability, or the citizen's willingness to *meet the needs of current residents, without compromising the ability of future generations* can take on many forms. Development patterns, timeless buildings, alternative energy, water management, food production, "buy local" campaigns, transportation, education, historic preservation, re-use and recycling, multi-generational storytelling, and social capital are all examples of sustainability.

Whenever possible the Daufuskie Island Plan promotes simple, low cost methods of sustainability while not discriminating against more sophisticated or technological approaches. In both cases, sustainable practices are outlined at the scale of the Island, Community, as well as Lot. An Island that exhibits a wide range of sustainable practices is likely to inspire residents and visitors to alter their behavior and seek out a more efficient lifestyle.



Section Nine: SUSTAINABILITY

OBJECTIVE NINE
*Establish Sustainable
 Benchmarks and Targets*

Priority Level: HIGH

Recommendation 9.1 Incentivize and encourage development to become LEED Certified or EarthCraft Certified.

The Committee believes that every development should attempt to gain certification by Earthcraft, LEED or qualified equivalent. Regardless of motivation for doing so this action is assured to save the Island's resources, continue a tradition of timeless buildings, promote the Island as a leader in sustainability, and provide long term financial savings for the applicant.

9.1.1 Forge relationships and partnerships with local "green" agencies and schools in order to promote sustainable development practices on the barrier Island.

- Investigate a partnership with the Technical College of the Lowcountry's (TCL's) Building and Construction School, whose entire program is LEED based.

9.1.2 As LEED requirements become more "code adaptive" consider adopting a regulation in the D4-D5 Zoning District that credits developers that establish "carpool" or "car-share" programs.

- These programs make sense once a certain level of density is established, especially since small non-combustion commercial vehicles might become available in the near future.

**car share refers to a program in which citizens pay a fee for access to a common vehicle. The term should not be viewed as an endorsement of the automobile.*

The GEM Car



The Green Taxi



The Zipcar





Section Nine: SUSTAINABILITY

OBJECTIVE NINE
*Establish Sustainable
 Benchmarks and Targets*

Priority Level: HIGH

Recommendation 9.2 Ensure that Island lighting standards are transect based.

Daufuskie Island has a beautiful night sky. In order to keep rural areas dark, but also allow for a thoroughfare such as River Street to have “high street” lighting, the Code will administer context sensitive lighting across the entire rural to urban transect...as opposed to one size fits all.

Priority Level: HIGH

Recommendation 9.3 Promote policies that will ultimately allow the Island to achieve the benchmarks established in the **Sustainability Tables** found in **Appendix II**.

- Building upon Recommendation 9.1 and Recommendation 9.2 Beaufort County and the DIC should encourage businesses to minimize water pollution, solid waste, energy consumption, water usage, landscaping chemicals, and nighttime lighting.
- In conjunction with Recommendation 4.2.4 Beaufort County, other agencies, and the private sector should market the Island and its Sustainable efforts in a way that attracts the large, environmentally sympathetic tourism market.
- Using the criteria established in Appendix II “Introduction” evaluate the Island in terms of these Sustainable Benchmarks.



Section Nine: SUSTAINABILITY

OBJECTIVE NINE *Establish Sustainable Benchmarks and Targets*

RECOMMENDATION SUMMARY

Priority Level: HIGH

Rec. 9.1

LEED Certification

Incentivize and encourage development to become LEED Certified or EarthCraft Certified.

Priority Level: HIGH

Rec. 9.2

Lighting

Ensure that Island lighting standards are transect based.

Priority Level: HIGH

Rec. 9.3

Sustainable Tables

Promote policies that will ultimately allow the Island to achieve the benchmarks established in the **Sustainability Tables** found in **Appendix II**.

IMPLEMENTING THE PLAN & CODE

Daufuskie Island Plan

INTRODUCTION

Chapter Three addresses implementation. This section conveys the process put into place to successfully implement the Daufuskie Island Plan and Code.

It appears a majority of residents—from all areas of the Island—are beginning to realize that Daufuskie’s setting, transportation, economics, sense of governance, historic structures and development patterns are becoming more and more difficult to sustain. The CP Committee, major landowners, and involved citizens believe that the plan and ordinance contain the vision necessary to re-connect the island’s human ecology, expand the economy, protect the environment, and guide them in implementing and maintaining these documents.

The Plan

Daufuskie Island would benefit significantly from its own means of governance, or quasi-government. However, the Island currently lacks the desire or legal means to incorporate and establish such an entity. Until then, Beaufort County will continue in its role as the primary purveyor of government related services.

Standard means of correspondence (Newspaper, internet, bulletin boards) are lacking or unavailable to some residents of Daufuskie Island. Furthermore, the Island lacks an official voice or point of contact with Beaufort County. Communication between the County and Island is difficult, and at times strained (the result of misinformation or unsubstantiated rumors).

As a result, The Daufuskie Island Plan envisions the newly elected Daufuskie Island Council (DIC) as the official voice (point of contact) between the County and the Island. The DIC shall be recognized as such by Beaufort County, and empowered with the primary objective to implement the Daufuskie Island Plan.

The Island Council is comprised of representatives from the Island’s existing groups, including the Daufuskie Island Historic Foundation, Daufuskie Island Conservancy, POA’s, etc. It is anticipated that the DIC will delegate implementation responsibilities accordingly. The current network of committees will provide the DIC with the expertise, manpower, advocacy, and accountability necessary to implement the Plan. While the County is committed to ensuring the health, safety, and quality of life of Daufuskie Island’s residents, at no time does the Daufuskie Island Plan commit Beaufort County to a specific project or financial obligation. In fact, the fluctuating economy, desire for the County to interface with a single yet, representative voice, likelihood that certain *continued*

**IMPLEMENTING
THE PLAN & CODE***Daufuskie Island Plan*

Recommendations will require further discussion and vetting, and the political reality that some policies are community driven and start from the ground up, while others are politically driven and come from the top down convinced the Design Team that a set of unique circumstances embodied Daufuskie Island, and therefore, a new and different approach to Planning and Implementation was warranted.

This Plan sets out to do two things:

A. Provide a clear vision and framework for Daufuskie Island, one which allows the Daufuskie Island Council to further vet and prioritize each Recommendation, seek out potential funding sources, and plan for the initiation of future projects without depending upon government financial assistance. The Island has a strong history of doing just this, including financing and constructing its own firehouse, museum, library, community farm, etc. If need be, enough flexibility exists within the framework of the Daufuskie Island Plan to accomplish the majority of Recommendations with little or no funding from Beaufort County.

B. Address weaknesses in the current CP Planning process. The Plan and Code have taken several years to materialize. Other CP Communities have had similar experiences. When a planning effort continues for such a long time those citizens not immediately engaged in the decision-making process often feel disenfranchised and loose interest. To offset this phenomenon, the Daufuskie Island community hosted a design charrette, and the Planning Team decided to implement a form based approach to the community's visioning and zoning. Both the charrette and the form based plan and code are ideal for community scaled planning. The process is inclusive and comprehensive. The documents are highly graphic, predictable, and provide the community with a clear vision for the future.

There is only one CP Committee that continues to meet on a regular basis. Yet, the current system calls for the County Planning Department to gather original CP members together for a vote every time a rezoning or text amendment is proposed. Not only have members passed away, moved away, or simply lost contact; but the County's regional plans and policies have changed. Though they require a little more effort on the front end, a form based Plan and Code clearly spells out the vision and intent for the community. Therefore, the Planning Team believes that future CP Committees can, and should, disband upon completing their task. The current amendment process will continue to provide opportunities for citizen input.

IMPLEMENTING THE PLAN & CODE

Daufuskie Island Plan

Comprehensive plans of this type mustn't remain stagnate, but rather be reviewed for assessment and allowed to adjust with changing conditions. A “pull-out” section comprised entirely of Implementation Tables is found in Appendix II (*Implementation Tables*). This document summarizes each Recommendation, assigns a priority level, highlights potential implementation tools, and offers some possible means of funding. It is the responsibility of the recognized parties (the Beaufort County Planning Department, other County Departments, public officials, the DIC, and the Island's organizations) to thoroughly vet each Recommendation in an efficient and timely manner.

Upon adoption of the Plan and Code by Beaufort County the Community Preservation Committee shall disband. It is strongly suggested that a three person “transition team” be formed with the sole purpose of working with the DIC to educate Council members about the document. This Council is empowered by the Plan, with the primary purpose to implement the document. The transition committee will ensure that this process gets off to a positive start.

The Code

The Form Based Code shall be implemented administratively, with additional review conducted by a committee of local citizens (the Sustainable Settlement Team SST) and design professionals (the Southern Corridor/Community Review Board CRB). Technical review shall be conducted by the Development Review Team (DRT). An effective Form Based Code contains a range of parameters (regulations), as well as “grey areas” in need of contextual interpretation. The review boards must administer the code, interpret the grey areas, and allow for the occasional “exception to the rule”. This process ensures a more authentic result, and organic Island.

Accuracy

It must be noted that the Island's physical and regulatory conditions were studied comprehensively and completely. However, at times the resources and amount of information available was limited or seemingly dated. As with any community plan or code it is important to confirm all physical and regulatory conditions cited in the planning and zoning documents. This includes the accuracy of rights of-way, property lines, existing building locations, easements, utility limitations, and covenants tied to individual properties. The authors are certain that as site-specific applications come forward some minor discrepancies may present themselves, and staff level updates to information and the documents may become necessary.

			APPENDIX I	
APPENDIX I			<i>Daufuskie Island Plan</i>	

INTRODUCTION

Appendix I of the Daufuskie Island Plan contains:

Contributors

Significant contributors to the Plan and Code are listed. However, numerous citizens and interested observers aided in the formation of both documents. Beaufort County, the CP Committee, and the Planning Team appreciate all those who offered their assistance during this tremendous undertaking.

Definitions

A very specific lexicon is associated with the traditional planning techniques posited by this Plan and Code. Therefore, it is extremely important that the segment address the terminology found in both documents, as well as general terms that might arise in everyday discussion.

APPENDIX I*Daufuskie Island Plan***CONTRIBUTORS****Community Preservation Committee**

- | | |
|----------------------------------|--------------------|
| 1. Chase Allen | 7. Geof Jenkins |
| 2. Tom Crews | 8. Marianne McEvoy |
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Key Contributors

1. Aaron Crosby—Island resident, Stakeholder
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4. Bill Scott—Stakeholder
5. Wick Scurry—Stakeholder
6. Pete Lang—Stakeholder

Source Materials Utilized in the Plan

1. DPZ Charlotte, Tom E. Low AIA, LEED AP, CNU—Light Imprint Handbook
2. Douglas Farr—Sustainable Urbanism: Urban Design with Nature
3. Stephen Mouzon—various writings
4. Sandy Sorlein—various writings
5. Linda Bridges—Port Royal Master Plan & Code (Dover Kohl & Partners)

			APPENDIX I	
APPENDIX I			<i>Daufuskie Island Plan</i>	

THE PLANNING LEXICON

One of the problems with conventional planning is the lack of a common language or lexicon. When this plan refers to a “traditional neighborhood” it means a neighborhood whose design includes a mix of uses, different housing types, connectivity via a modified grid, civic spaces and a scale that is more intense near the “center” and less intense on the edge.

However, it is not at all uncommon to hear planners refer to conventional, single use, single-family detached subdivisions with one way in and out as traditional neighborhoods. These are not traditional patterns, but rather conventional suburban patterns.

Fortunately, the New Urbanist movement addressed this problem early on in its history by defining a clear planning lexicon and sticking with it. Therefore, this Plan and Code will utilize the new urban lexicon. In fact, the term form based code and transect were introduced to the planning profession by the new urbanism, and added to the lexicon.

For the convenience of the reader, a concise lexicon of terms follows. Additional definitions can be found in the Daufuskie Island Code.

APPENDIX I*Daufuskie Island Plan***DEFINITIONS**

- Awning:** An architectural projection roofed with flexible material supported entirely from exterior wall of a building.
- Backbuilding:** A habitable structure that connects a Principle Building to an Outbuilding.
- Balcony:** A porch connected to a building on upper stories supported by either a cantilever or by columns on one side.
- Block:** the aggregate of private lots, passages, rear lanes and alleys, circumscribed by streets.
- Block Face:** the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing architectural harmony.
- Boulevard (BV):** a thoroughfare designed for higher vehicle capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.
- Building Coverage:** The horizontal area within the outer perimeter of the building walls, dividers, or columns at ground level including courts and exterior stairways, but excluding uncovered decks, porches, patios, terraces, and stairways.
- Building Disposition:** the placement of a building on its lot.
- Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use.
- Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks,

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Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

Civic Building: a building designed specifically for a civic function.

Civic Space: an outdoor area dedicated for public use. Civic Space types are transect based and are defined by the size, landscaping and enfronting buildings.

Colonnade or Arcade: A covered, open air walkway at standard sidewalk level attached to or integral with the building frontage; structure overhead is supported architecturally by columns or arches along the sidewalk.

Commercial: the term collectively defining workplace, office and retail functions.

Common Destination: An area of focused community activity defining the approximate center of a Pedestrian Shed. It may include one or more of the following: a Civic Space, a Civic Building, a Commercial center, a bus stop. A Common Destination may act as the social center of a Neighborhood.

Community Type: a category defining the physical form of a settlement. The basic Community Types addressed in this Code are Districts, Neighborhoods, Hamlets, Family Compound, Cottage Close, Farmstead. The choice of Community Type will depend upon the level of urban intensity desired, particulars of the site, and implementation.

Context: surroundings made up of the particular combination of elements that create specific habitat.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories.

Cottage: A single-family dwelling, on a regular lot, often shared with an ancillary building in the rear-yard.

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Cottage Close: a series of 4-8 cottages (see above) whose disposition is such that they enclose a shared civic space. In D2, the cottage close is designed for a minimum lot size of one acre. The units and open space then become condominiums. In D3-D5 parcels are subdivided to form a close and one unit is positioned on each lot.

Curb: the edge of the vehicular pavement detailed as a raised feature or flush to a swale. The Curb usually incorporates the drainage system.

Daufuskie Sustainable Settlement Team (D—SST): An armature of the Planning Department, the SST is staffed by the CP Planner and comprised of five voting members who are nominated by Planning Staff and approved by the Beaufort County Council. One member must own property on Daufuskie Island. One member of the team must reside on the island full time. One member of the team must be a professional urban designer or professional architect. The CP Planner will generate all staff reports, agendas, etc.

Design Speed: is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Dwelling Area: The total internal usable space on all floors of a structure, not including porches, balconies, terraces, stoops, patios or garages.

Elevation: an exterior wall of a building not necessarily along a Frontage Line.

Enfront: to place an element along a frontage line, as in “porches enfront the street.”

Entrance, Principal: the main point of access of pedestrians into a building.

Facade: the exterior wall of a building that is set along a Frontage Line (see **Frontage Line**).

Frontage Line: those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines.

Greenfield: a project planned for an undeveloped area outside the existing urban fabric.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites.

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Growth Sector: one of the three Sectors where new development is permitted by right.

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

Long Pedestrian Shed: A Pedestrian Shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the Common Destination. Studies show that people will walk ten minutes to transit.

Liner Building: a building specifically designed to mask a parking lot, garage, or other storage area from a frontage.

Lot Line: the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on community and site plans. Codes reference lot lines as the baseline for measuring setbacks.

Lot Width: the length of the principal Frontage Line of a lot.

Marquee: A permanently roofed architectural projection, whose sides are vertical and are intended for the display of signs, which provides protection against the weather for the pedestrian, and which is supported entirely from an exterior wall of a building.

Neighborhood: an urbanized area at least 40 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important civic feature or intersection.

Neighborhood Center: the mixed-use center of a community. A Neighborhood Center may consist of little more than a meeting hall, corner store, or main civic space; or the Neighborhood Center may incorporate a substantial commercial area, often anchored by transit.

Net Developable Area, Net Site Area: the developable areas of a site.

Open Sector: One of the two sectors where development is generally not permitted.

Outbuilding: an accessory building, usually located toward the rear of the same lot as a Principle Building. It is sometimes connected to the principle building by a Backbuilding.

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Partial—Traditional Neighborhood Development (P-TND): Tailored specifically to Daufuskie Island a P-TND is an incomplete settlement in the general form of an urban crossroads, hamlet, neighborhood or district. A PTN contains 4 or more acres and 40 or fewer acres.

The P-TND may or may not be mixed use and sustainable on its own.

Pedestrian Shed: An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. The Common Destination should have the present or future capacity to accommodate a T5 Transect Zone for TND. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and is used for mapping when transit is present or proposed. (Sometimes called a “walkshed” or “walkable catchment.”).

Planter Strip: the element of the public streetscape which accommodates street trees. The Planter Strip may be continuous or individual.

Primary-Secondary Grid: thoroughfare designations appearing on the Master Plan. Buildings on the P-Grid are subject to all of the provisions of the Zoning Code. Buildings on the S-Grid are exempt from certain provisions if permitted by Warrant (i.e. open parking lots, drive-troughs and hermetic building fronts).

Principal Building: the main building on a lot, usually located toward the frontage.

Private Frontage: the privately held layer between the lot line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and arcades.

Public Frontage: the area between the curb of the street and the lot line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight.

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Rear Alley or Lane: a vehicular driveway located to the rear of lots providing access to parking, outbuildings, service areas, and containing utility easements. Alleys (T4-T5) are surfaced from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges. Lanes (T2-T4) may be surfaced to driveway standards. Their streetscape consists of gravel or landscaped edges, no raised curb and are drained by percolation.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and may contain a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters as opposed to a formal alley. This road type is allocated to the more rural Transect Zones (T1-T3).

Sector: a neutral term for a geographic area. In the Plan there are seven (7) specific Sectors that establish the future intensity and boundaries for several kinds of development. Two Sectors represent unbuildable open space (Preserve and Reserve). Three are Urban Growth Sectors of varying intensity (Restricted, Controlled, and Intended Growth Sectors). Two additional Sectors address traditional infill and the retrofitting of suburbia. Sectors address the legal status of place at the Island-wide scale while Transect Zones address the physical character of communities. Daufuskie Island's Growth Sectors contain several Community Types including the Standard Traditional Neighborhood (STN) and Partial Traditional Neighborhood (PTN).

Shared Parking: Parking spaces that are available to more than one function.

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Special District (SD): Special District designations may be assigned to areas that, by their unique function, disposition, or configuration, cannot conform to one of the five Transect Zones or Community Types specified by the Zoning Code. Typical districts include civic districts, campuses, airports, etc.

Smart building codes: building and construction codes that encourage the alteration and reuse of existing buildings. Conventional building codes are generally written to apply to new construction. As a result, it is often much harder for developers to comply with building codes when rehabilitating existing buildings than when undertaking new construction. “Smart building codes” are being developed with increasing frequency in states and local jurisdictions across the country in order to encourage the rehabilitation and reuse of existing buildings. The New Jersey Rehabilitation Sub-code has reduced building rehabilitation costs by as much as 50 percent -- generating a dramatic rise in historic preservation and downtown revitalization projects. The U.S. Department of Housing and Urban Development (HUD) recently published a document entitled Nationally Applicable Recommended Rehabilitation Provisions (NAARP). The NAARP is a model for state and local jurisdictions that want to develop “smart building codes.” For more information, contact the Department of Housing and Urban Development Office of Policy Development Research at www.hud.gov.

Standard—Traditional Neighborhood (S-TND): a Community Type tailored specifically to Daufuskie Island containing more than 40 acres, but less than or equal to 125 acres. A S-TND is based upon a Pedestrian Shed, oriented toward a Common Destination, and consists of a mixed-use center or corridor. A large S-TND may be comprised of more than one Pedestrian Shed.

Story: a habitable level within a building measured from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

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Street: a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (D4-D5).

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades, elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: sometimes called streetwall. A freestanding wall built along the lot line, or coplanar with the facade, often for the purpose of masking a parking lot from the street. The Streetscreen may be a hedge or fence. Street screens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all Streetscreens over 4 feet high should be 30% permeable or articulated to avoid blank walls.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) and which are permitted to encroach into the Setback.

Substantial Modification: alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

TDR - Transfer of Development Rights: a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

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TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within the designated Reserved Open Sector (O2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserved Open Sector (O1).

Terminated Vista: a location at the axial conclusion of a thoroughfare. The SST is authorized to consider buildings, structures, or water views that aid in establishing or preserving a strong Terminated Vista at the axis.

Gathering Place: a third place (not home, not work) that includes a space that is conducive to unstructured social gathering. A Gathering Place can be public or privately owned.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way.

TOD: Transit-Oriented Development. TOD is development in which transit is available or proposed. This Community Type is permitted by right within the G-3 Intended Growth Sector.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The DI Code is based upon five Transect zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone (T-Zone): Transect Zones are administratively similar to the landuse zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center.

			APPENDIX I	
APPENDIX I			<i>Daufuskie Island Plan</i>	

Transition Line: a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice, frieze, band, or a balcony.

Type: a category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc.

Variance: a ruling that would permit a practice that is not consistent with either a provision or the Intent of this Code. Variances are granted by the DART in a public hearing.

Village: A Village is usually comprised of multiple traditional neighborhoods. A Village contains a strong and identifiable commercial center, often in close proximity to transit and a significant transportation corridor.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but is justified by its Intent. Warrants are usually granted administratively by the SST.

APPENDIX II

Daufuskie Island Plan

INTRODUCTION

Appendix II of the Daufuskie Island Plan contains:

Sustainable Benchmarks and Targets

The benchmarks are to be achieved on Daufuskie Island by the year 2020. They are presented in table format. They are conservative and are not binding. They provide Islanders with an additional means of measuring progress as the Plan evolves. As benchmarks are achieved, and new settlement patterns emerge, the Island will have the opportunity to become a model for smart growth and energy efficiency.

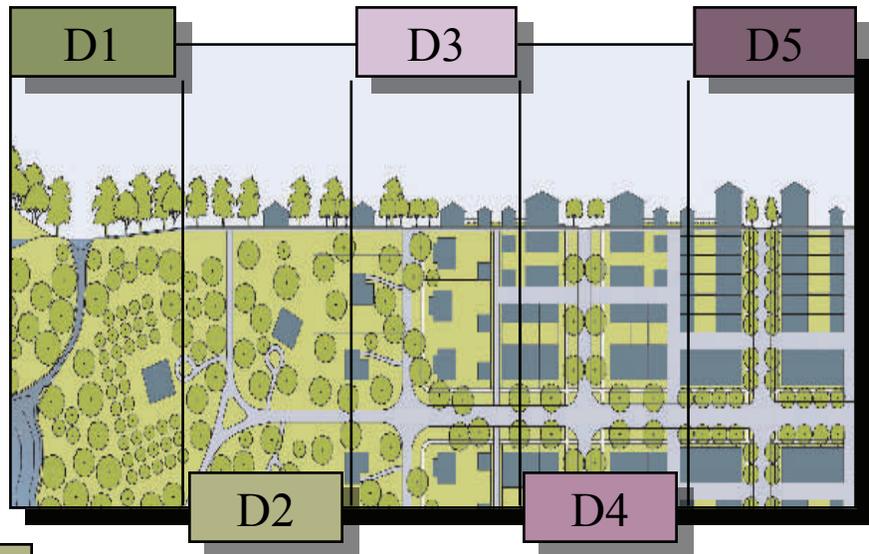
Implementation Tables

The Tables address both the recommended order of Implementation as well as the responsible party for each Recommendation. It is the responsibility of the recognized organization, the Beaufort County Planning Department (in conjunction with other County Departments), public officials, and the Daufuskie Island Council (DIC) to work together and ensure the continued implementation of the Daufuskie Island Plan.

Appendix II

2020 Sustainable Benchmarks and Targets

1. WATER USE
2. GREEN CONSTRUCTION
3. AFFORDABLE HOUSING

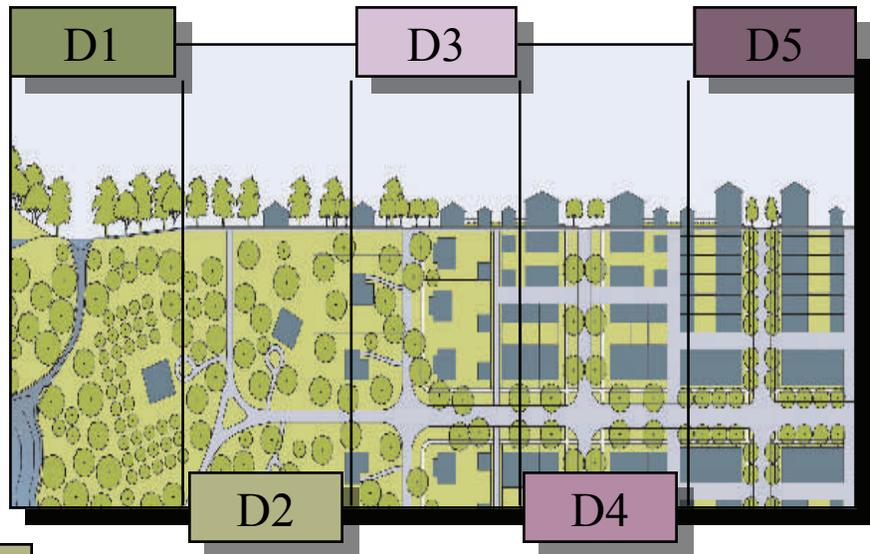


2020 Water Use.					
Reduce overall H2O use	<20%	<20%	<20%	<20%	<20%
Reduce potable water use	<20%	<20%	<20%	<20%	<20%
Maximize use of non-potable water	N/A	>20%	>20%	>20%	>20%
Increase use of greywater.	N/A	>30%	>50%	>75%	>75%
Install sewer and eliminate septic in new construction	N/A	50%	75%	100%	100%
2020 Green Construction					
% of State & County structures > 500 sq ft. that must be 3rd party certified (i.e. LEED, Earth craft)	100%	100%	100%	100%	100%
% of all structures > 3000 sq ft. constructed since 2015 that must be 3rd party certified (LEED, Earthcraft)	N/A	100%	100%	100%	100%
All Structures >500 sq ft. & <3000 sq ft. constructed since 2015 that must be 3rd party certified (LEED, Earthcraft)	N/A	50%	50%	75%	75%
2020 Affordable Housing					
% of structures constructed since 2015 that contain a "for rent" Outbuilding on the site	N/A	20%	30%	40%	50%
% of "for sale" residential dwelling units constructed since 2015 and classified as "affordable" housing by Beaufort County	N/A	10%	20%	20%	20%

Appendix II

2020 Sustainable Benchmarks and Targets

1. Diversity of Uses
2. Building diversity

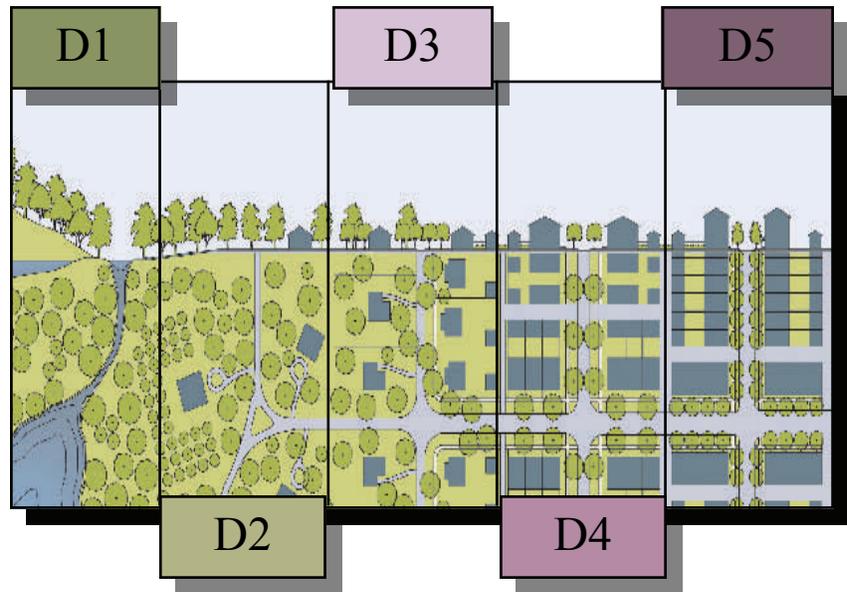


2020 Diversity of Uses					
# of destinations (as defined by LEED ND) within the Cooper River Landing Long Pedestrian Shed	N/A	N/A	1-5	5-10	10-15
# of destinations (as defined by LEED ND) within the New River Landing Standard Pedestrian Shed	N/A	N/A	1-5	5-10	N/A
# of destinations (as defined by LEED ND) within the Public District Standard Pedestrian Shed	N/A	N/A	1-5	5-10 Includes civic uses	N/A
2020 Building Diversity—ideal % or range for each typology constructed since 2015					
Lofts or apartments over commercial	N/A	N/A	0-25%	25-50%	50-100%
Stand alone apartments or condos	N/A	N/A	0-25%	25-50%	50-100%
Affordable cottage close	N/A	0-25%	0-25%	N/A	N/A
Single family houses <1500	N/A	25-50%	25-50%	25-50%	N/A
Medium to large single family houses >1500	N/A	25-75%	25-50%	50-75%	N/A
Farmsteads	N/A	0-25%	N/A	N/A	N/A
Family compounds	N/A	0-25%	N/A	N/A	N/A
Accessory dwelling units	N/A	permitted	permitted	permitted	permitted

Appendix II

2020 Sustainable Benchmarks and Targets

1. TRANSIT SUPPORTIVE DENSITY
2. WALKABLE NEIGHBORHOODS
3. BIKEABLE NEIGHBORHOODS

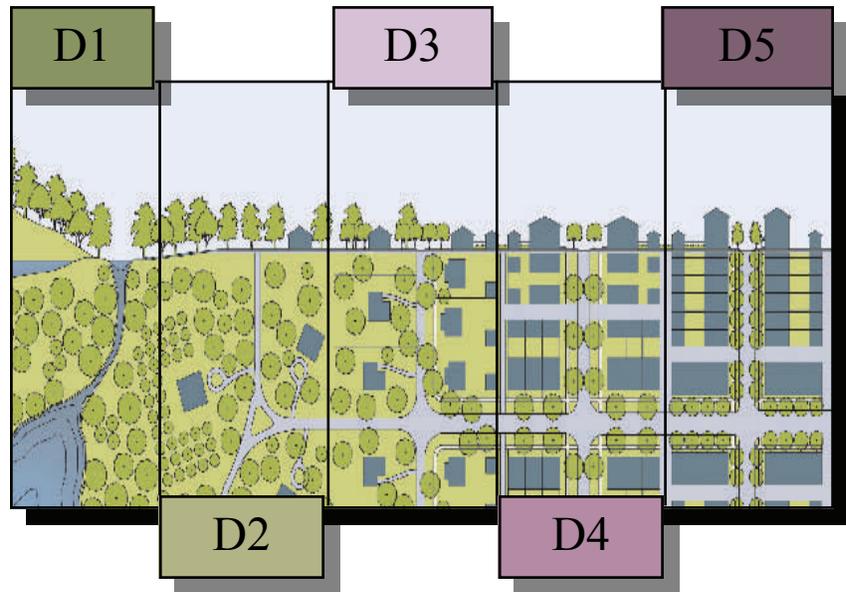


2020 Transit Supportive Densities					
	N/A	1 DU/AC	3 DU/AC	6 DU/AC	8 DU/AC
2020 Walkable Neighborhoods					
Block Perimeter (see table ?) In DI FBC		N/A	3000 ft.	2400 ft.	2000 ft.
# of daily uses within a demarcated 1/4 Mile Standard Pedestrian Shed			1-5	5-10	10+
# of destinations (as defined by LEED ND) within the Cooper River Landing Long Ped Shed	N/A	N/A	1-5	5-10	10+
# of destinations (as defined by LEED ND) within the New River Landing Standard Ped Shed	N/A	N/A	1-5	5-10	N/A
# of destinations (as defined by LEED ND) within the Public District Standard Pedestrian Shed	N/A	N/A	1-5	5-10 Includes civic uses	N/A
2020 Bikeable Neighborhood					
Bicycle Trail Network			x	x	x
Bicycle Amenities (showers)				x	x
Bicycle Parking			x	x	x
Bike Rental / Bike Share				x	x

Appendix II

2020 Sustainable Benchmarks and Targets

1. TRANSIT SUPPORTIVE DENSITY
2. WALKABLE NEIGHBORHOODS
3. BIKEABLE NEIGHBORHOODS

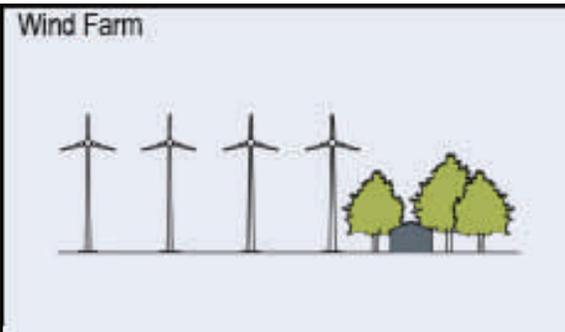


2020 alternative transportation plan (Island scale)	The most appropriate means for promoting the Island for alternative powered vehicles:				
Ferry passes and bus transfers	N/A			x	x
Bus service		x	x	x	x
Car-share (per Hr. car rental)	N/A	x	x	x	x
Taxi Service	N/A	x	x	x	x
Bicycle	N/A	x	x	x	x
Smart Vehicle	N/A	x	x	x	x
Rideshare	N/A	x	x	x	x
Permit Home Occupations	N/A	x	x	x	x
Telework / Telelearning	N/A	x	x	x	x
2020 increase walking and manage and reduce parking. Reduce auto-dependency, carbon emissions, energy consumption, and increase associated health benefits.					
Car-free Housing	N/A			x	x
Unbundle Parking From Rent	N/A	x	x	x	x
Shared Parking Among Users	N/A			x	x
Count On-Street Parking	N/A		x	x	x

Appendix II

2020 Sustainable Benchmarks and Targets.

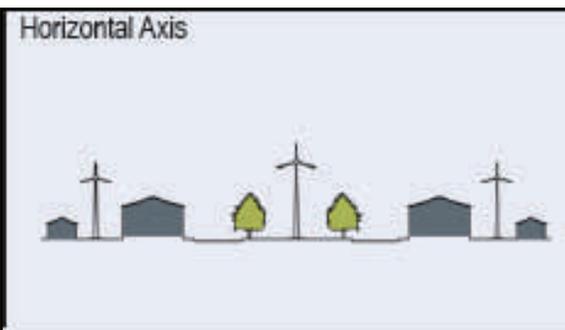
WIND ENERGY: This table shows placement opportunities for wind-powered devices within the rural to urban Transect.



D1

D2

The horizontal axis wind turbine is suited for the more rural T-zones because it generally requires a large (20 foot) radius for the rotating blades. In addition, the head must rotate in order to receive wind from any direction.

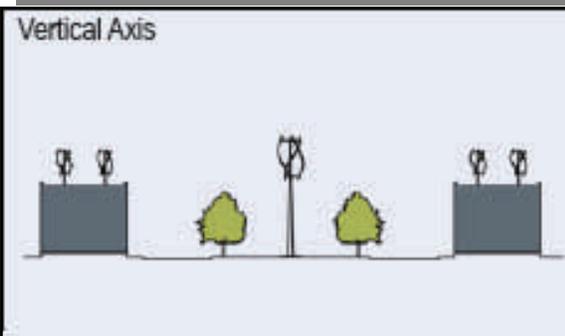


D1

D2

D3

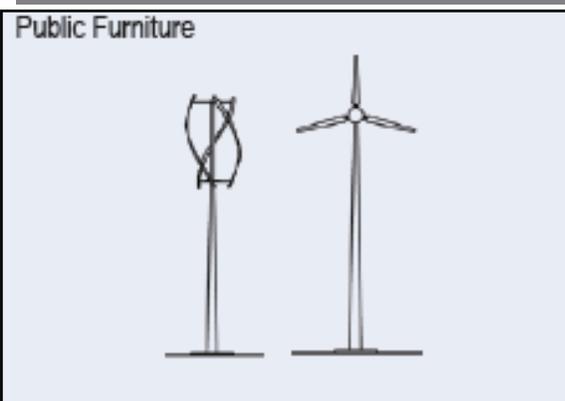
Wind turbines must be placed where there is wind. The best locations in general include shorelines and the edges of open plains. In the urban Transect Zones, T3-4-5, this usually means they must be placed quite high above the buildings. Care should be taken installing wind turbines near inhabited areas, as they tend to generate a steady white noise.



D3

D4

D5



D3

D4

D5

The vertical axis wind turbine is suited for the more urban T-zones because it is significantly smaller than the horizontal axis type, sometimes only 4-5 feet in diameter, and less noisy. These are designed to operate with non-directional wind current, which makes them easier to accommodate, and more attractive in urban areas when in proximity to buildings.

Appendix II

2020 Sustainable Benchmarks and Targets.

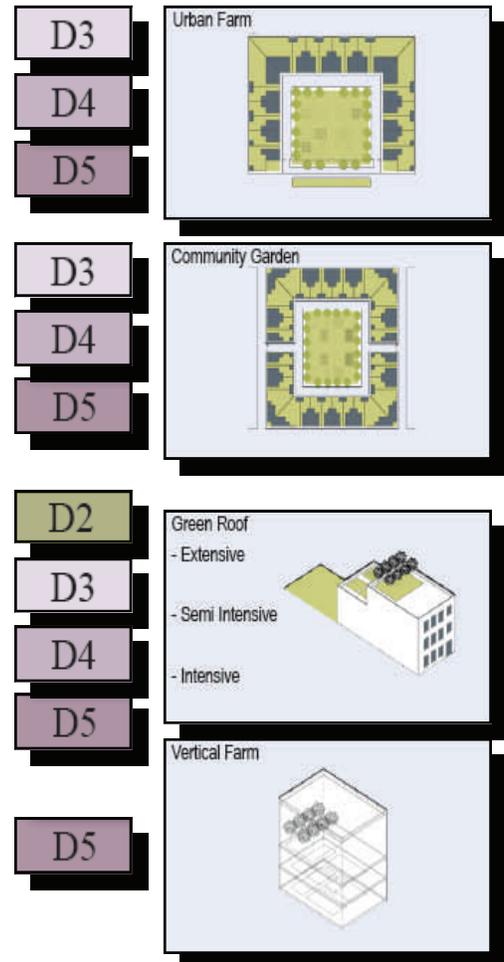
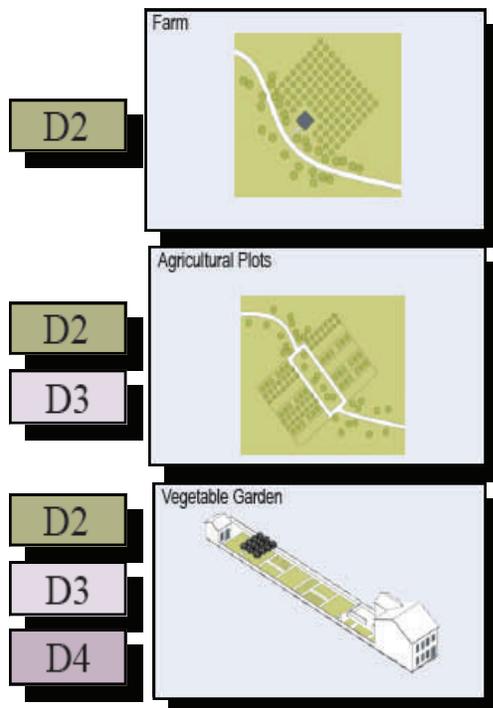
FOOD PRODUCTION: Ways of incorporating food production along the Transect.

Islander's should consider a return to agriculture and even the raising of animals for household or community use. This activity would greatly lower the cost of obtaining food supplies and reduce energy consumption used for food transport. The code requires developers to establish gathering places and civic sites as part of their project. One possibility is to utilize open space—or even purchase vacant lots—and to make them available as community gardens for residents. A community garden or allotment garden functions as a gathering spot in that it provides recreation and social interaction in a manner that is rare in a private yard. Allotment gardens are also ideal for apartment-dwellers who enjoy gardening.

Community gardens need not be small. In fact, they can be large enough to hold habitable outbuildings that even serve as affordable surrogates to rural weekend cottages. Allotment plots are not sold, but rented under county or private administration.

Green roofs provide opportunities for food production, while at the same time mitigating carbon emissions and reducing storm water runoff. They may be incentivized by giving developers credits or bonuses for installing them.

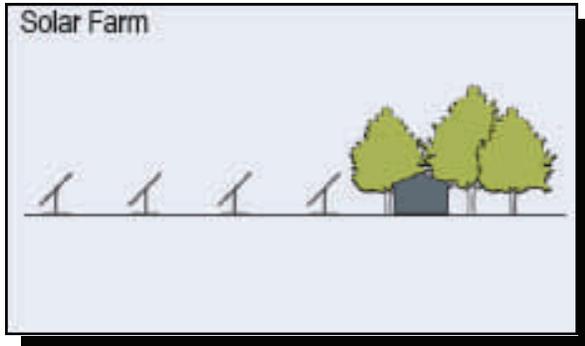
Tree preservation and planting regulations should focus on native species, and introduce trees that actually produce an annual harvest.



Appendix II

2020 Sustainable Benchmarks and Targets.

SOLAR ENERGY: This table shows opportunities for the placement of solar-powered devices along the rural to urban transect.



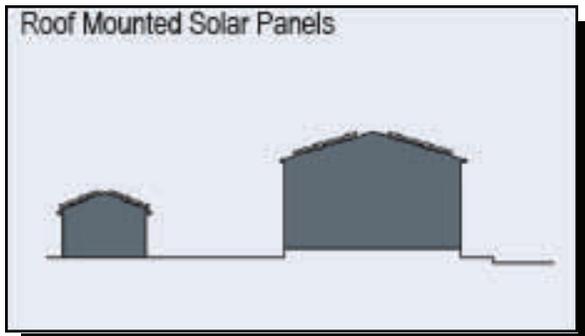
D1

D2

Solar access should be protected in the D2 and D3 zones; with panels placed on the back (or least visible) slope of the roof.

Solar orientation should be considered when planning all community types so that each lot receives optimum exposure. Since this may not be conducive to good urbanism in all cases, the code shall require that 40% percent of lots, clustered as part of a hamlet, close, homestead, or compound in the D2 and D3 zones shall be oriented for solar energy.

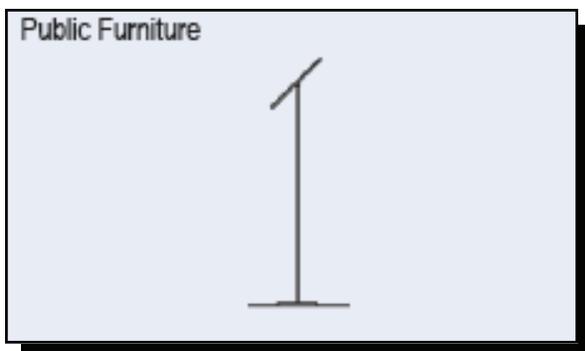
Solar farms should be permitted by Warrant in D2 zones and by Variance in D1.



D1

D2

D3



D3

D4

D5

Appendix II

2020 Sustainable Benchmarks and Targets.

TRANSPORTATION QUALITY OF LIFE

Opportunities for improving the Island's Transportation network

- A. Modal Split—Number of trips by type, Island-wide should reflect a clear upward trend in the use of sustainable modes of transportation (electric vehicle, bike, shuttle bus).
- B. Average Island worker—By 2020 25% of employees will use sustainable modes of transportation (see B above) to get to and from work.
- C. Reduced Automobile Dependence—By 2015 phasing plan in place to eliminate full size combustion engine automobiles from the island (with the exception of maintenance, service, recreation, and emergency vehicles) and replace with smaller scaled alternatives utilizing new technologies. Phasing through 2020.
- D. Trail Network—By 2020 there will be a formal plan in place to connect Cooper River Landing, the Public District, Public Beach, and New River Landing via a network of walking trails; and at least 75% of the necessary ROWs or easements will have been obtained, and 50% of the overall net work constructed and operational.
- E. Transit Facilities—By 2020 Plans and funding for a sophisticated, multimodal transit facility (Ferry and Bus) on either Hilton Head, or Pinckney Island will exist. The regulatory and permitting process will have commenced or be completed.
- F. A sophisticated and streamlined ferry system will provide service from Hilton Head to Daufuskie Island, and on to the Savannah Riverfront (possibly Hutchinson Island) in Chatham County.
- G. Bus service will extend from the existing (or new) ferry landing near (or on) Hilton Head Island to Bluffton, and Okatie.

Opportunities for improving the Island's Transportation network

- A. Public Access to Waterfront—By 2020 20% of the waterfront access plan designed to keep the majority of the riverfront accessible to the public while also connecting Haig Point Plantation to Bloody Point Plantation around the western side of the Island will be established.
- B. Active Public Spaces—By 2020 the Island will have over 50 non-waterfront "Gathering Places" and 10 non-waterfront Civic Spaces registered as part of their plans.
- C. Open Communities—By 2020 the Oakridge Tract, McDavid Tract, and Melrose Tract will have a seamless road running north south through all three with no gates. The "old road" on the Webbb tract will be re-opened and accessible to bicyclists and walkers.

Appendix II

2020 Sustainable Benchmarks and Targets.

ECONOMY COMPOSTING & RECYCLING

Opportunities for improving the Island's Economy

- A. Housing and Jobs Proximity—By 2020 50% of Growth Area businesses will employ workers who live on Daufuskie Island full time...either renting or owning a home.
- B. Jobs-Housing Balance—By 2020 the ratio of the number of jobs in the CP District to the # of homes in the CP District will approach .5.
- C. Housing—By 2020 75% of the Island's residential units constructed in the previous five years will be located in one of the Island's Growth Areas.
- D. Economy—By 2020 80% of Island's retail, lodging, and business constructed in the previous five years will be located in one of the Island's Growth Areas.
- E. Food Production—By 2020 Community Supported Agriculture (CSA) will have existed on the island for 5 years. It will supply Islanders and visitors with produce and seafood.
- F. Food Production—By 2020 the market shed will exist, and host a weekly farmers market.
- G. Local Food Supply—By 2020 5% of all food consumed on the Island will be grown or caught locally.

Opportunities for improving the Island's Composting and Recycling

- A. By 2020 new development should not contribute to any waste and pollution but rather be designed for reuse, recycling, and composting.
- B. By 2020 neighborhoods will be consolidated for the sake of assigning a "Resource Recovery Park". Such parks will exist or be planned and used as a resource for all development on the Island.

Daufuskie Island Plan

Appendix II



IMPLEMENTATION TABLES



Beaufort County Planning Department

Section One
DEVELOPMENT PATTERNS

Daufuskie Island Plan

OBJECTIVE ONE: *Preserve land and promote traditional development patterns*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 1.1 Sector Plan Utilize the Sector Plan to identify conservation and growth areas, outline pedestrian sheds, designate appropriate community types, and ultimately serve as the organizational tool to establish the Island's Regulating Plan or zoning map.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. Dev. Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 1.2 Form Based Code (FBC) Develop a form based code (FBC) that is transect based including the Function (Use) table.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. Dev. Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 1.3 Critical Mass Promote dense development around the Cooper River and New River ferry landings.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Govt. 3. Pvt Investment 	<ol style="list-style-type: none"> 1. Sector Plan 2. FBC 3. TDR Program 4. Consolidation of Infrastructure and Services 5. TIF 6. PSD / SPD 7. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Tax Credits (See: Sect. 5,8) 7. Revolving loan funds (See: Sect. Eight) 8. Private Investment

Section One
DEVELOPMENT PATTERNS

Daufuskie Island Plan

OBJECTIVE ONE: *Preserve land and promote traditional development patterns*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 1.4 TDR Program Establish a Transfer of Development Rights (TDR) Program for Daufuskie Island allowing for untouched lands to be preserved and development and services to be consolidated around the ferry landings.</p>	<p style="text-align: center;"></p>	<p>1. Planning Dept. 2. CP Committee 3. Design, Comm. & Environment Planning 4. Stakeholders 5. Residents</p>	<p>1. DI Plan 2. Sector Plan 3. FBC</p>	<p>1. Planning Dept. Budget 2. Beaufort County Gov. 3. Rural & Critical Lands Prgm. 4. Private Financing Partnership</p>

Section Two
FERRY SERVICE

Daufuskie Island Plan

OBJECTIVE TWO: Establish intense development around ferry embarkation sites & improve service

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 2.1 TOD Development Encourage highly activated Transit Oriented Development (TOD) around designated ferry landings on the Cooper River.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Govt.I 3. Prvt Investment 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. FBC 4. TDR Program 5. Consolidation Infrastructure and Services 6. TIF 7. PSD / SPD 8. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Tax Credits (See: Sect. Eight) 7. Revolving loan funds (See: Sect. Eight) 8. Private Investment
<p>Rec. 2.2 Working Waterfront Ensure that Daufuskie residents have access to a barge landing and ferry landing.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Govt.I 3. Prvt Investment 4. Palmetto Breeze 5. DI Council 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC 3. TIF 4. PSD / SPD 5. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Tax Credits (See: Sect. Eight) 7. Revolving loan funds (Sect. 8) 8. Private Investment
<p>Rec. 2.3 Ferry Service Consolidation As a short term solution to issues with ferry service to Daufuskie Island encourage the consolidation of existing ferry service to the Island.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Govt. 3. Prvt Investment 4. Palmetto Breeze 5. DI Council 	<ol style="list-style-type: none"> 1. DI Plan 2. TIF 3. PSD / SPD 4. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Revolving loan funds (Sect. 8) 7. Private Investment

Section Two
FERRY SERVICE

Daufuskie Island Plan

OBJECTIVE TWO: Establish intense development around ferry embarkation sites & improve service

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 2.4 Ferry Operating Plan Investigate reg. transportation by compiling a Ferry Operating Plan that provides for the full development of intermodal mass transit on DI; examining factors such as regional participation, consolidation of public & private services (including the School Dist.), parking, sustainable practices, and tools capable of funding necessary capital and operating expenses.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Eng/Transp 3. BC Council 4. Palmetto Breeze 5. BC School Dist. 6. LCOG 7. Local jurisdictions 8. DI Council 	<ol style="list-style-type: none"> 1. Professional Consultant 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Beaufort County Gov. 3. Palmetto Breeze 4. BC School Dist. 5. LCOG 6. Grants (See: Sect. Eight) 7. Local jurisdictions

Section Three
ISLAND TRANSPORTATION

Daufuskie Island Plan

OBJECTIVE THREE: *Improve transportation infrastructure in a contextual manner*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 3.1 Unclaimed, Non-deeded Roads Address the issue of un-claimed, non-deeded roadways across the island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Eng/Transp 3. BC Public Wks 4. BC Council 5. DI Council 	<ol style="list-style-type: none"> 1. Professional Consultant 2. Eminent Domain 3. Zoning / FBC 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. TIF (See: Sect. Two) 5. PSD / SPD (See: Sect. Two) 6. Grants (See: Sect. Eight)
<p>Rec. 3.2 Form Based Code Adopt a Form Based Code that promotes contextual street and parking standards within the portal areas and throughout the network.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Eng/Transp 3. CP Committee 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. New Inst. of Transportation Engineers (ITE) manual 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 3.3 Gateway Street Transform the street linking Cooper River landing and the center-Island Public District into a “gateway” corridor.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Council 3. LCOG 4. Pvt Investment 5. DI Council 6. Stakeholders 	<ol style="list-style-type: none"> 7. DI Plan 8. FBC 9. TIF 10. PSD / SPD 11. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. TIF (See: Sect. Two) 5. PSD / SPD (See: Sect. Two) 6. Grants (i.e. CDBG-See Sec 8) 7. Private Investment

Section Three
ISLAND TRANSPORTATION

Daufuskie Island Plan

OBJECTIVE THREE: *Improve transportation infrastructure in a contextual manner*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 3.4 Government Flexibility Ensure that governmental agencies understand the transect. Request that they diversify their models to account for the FBC's context sensitive street standards.</p>		<ol style="list-style-type: none"> 1. BC Planning Department 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC 2. New Inst. of Transportation Engineers (ITE) manual 	<ol style="list-style-type: none"> 1. N/A Planning Dept. Staff
<p>Rec. 3.5 Light Imprint New Urbanism Utilize the Light Imprint New Urbanism manual to determine the appropriate range of road surfaces & means of addressing stormwater in various transects or (D) Zones.</p>		<ol style="list-style-type: none"> 1. Development Review Process 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. FBC 4. Light Imprint New Urbanism manual 	<ol style="list-style-type: none"> 1. N/A Staff
<p>Rec. 3.6 Road Impact Fees Examine the manner in which road impact fees are imposed and allocated on Daufuskie Island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Eng/Transp 3. BC Council 4. DI Council 	Examine redistricting fees or directing fees to alt. transit such as ferry.	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Engineering Dept Budget 3. BC General Fund
<p>Rec. 3.7 Re-Open Haig Point Road Negotiate with the owners of the Webb Tract to re-open the closed portion of Haig Point Road as either a new roadway, cartway, or trail.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. Private Investment 3. DI Council 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC-PD Zone 3. Public-Private Partnership 	<ol style="list-style-type: none"> 1. Private financing 2. Public / Private financing 3. Grants (i.e. Rec. Trails Prgm.) 4. Funds (i.e. Park & Rec. Dev. Fund; LWCF Fund; Rec. Land Trust Fund) See: Recommendations 7.7 & 8.3.

Section Four
TOURISM & WAYFINDING

Daufuskie Island Plan

OBJECTIVE FOUR: Cross-promote tourism interests & improve Wayfinding infrastructure

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 4.1 Improve Wayfinding Improve Wayfinding on Daufuskie Island using tools that build on the Island's unique identity.</p>	<p style="text-align: center;"></p>	<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. FBC (Signage) 2. Wayfinding Charrette 3. Website 4. Welcome Center 5. TIF 6. SPD/PSD 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. Grants (See Sect. Five, Seven, Eight) 5. TIF (See Sect. Two) 6. SPD/PSD (See Sect. Two)
<p>Rec. 4.2 Island Branding and Promotion Work with the Hilton Head Island / Bluffton Chamber of Commerce and other public and private agencies to improve branding and promotion of the Island.</p>	<p style="text-align: center;"></p>	<ol style="list-style-type: none"> 1. BC Planning (4.2.1; 4.2.2; 4.2.3; 4.2.4) 2. Professional Consultant / Univ. (4.2.1) 3. LCOG (4.2.1) 4. HNB Chamber (4.2.2; 4.2.3; 4.2.4) 5. Palmetto Breeze (4.2.2; 4.2.3; 4.2.4) 6. DI Council (4.2.2; 4.2.3; 4.2.4) 	<p>See Rec. 4.2</p> <p>Also: The DI Council or a future Business Improvement District / Business Alliance could aid in coordinating these four sub-recommendations.</p>	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. LCOG 4. HNB Chamber 5. Palmetto Breeze 6. Grants (Likely local, Also See Sect. Eight) 7. Private Investment

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan

OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.1 Certified Local Government (CLG) Become a Certified Local Government (CLG); thereby, increasing opportunities for federal, state, and local preservation funding.</p>		<p>1. BC Planning</p>	<p>This state designation will allow BC to apply for a significant amount of federal grant funding.</p>	<p>1. N/A Planning Staff</p>
<p>Rec. 5.2 Comp Study of Historic Structures Perform a comprehensive study of historic structures on Daufuskie Island and include the results as an appendix to this document.</p>		<p>1. BC Planning (5.2.1; 5.2.2; 5.2.3) 2. Pres. Consultant (5.2.1; 5.2.2) 3. Center for Heir's Property Pres. (5.2.3) 4. LCOG (5.2.1; 5.2.2; 5.2.3) 5. DI Council (5.2.1; 5.2.2; 5.2.3)</p>	<p>See Recommendation 5.4.</p>	<p>1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. Grants for Preservation Survey / Study (See Sect. Five, Six, Eight) 5. Grants for Heir's Property (See Sect. Five, Six, Eight)</p>

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan

OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.3 Contextual Dev Near Historic Structures Establish a Form Based Code, allowing for contextually appropriate infill to be interspersed amongst the Island's historic structures.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. Dev. Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan

OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.4 Local Historic Preservation Incentives Consider implementation of a local property tax abatement program for the rehabilitation of historic structures in addition to those offered by the state and federal government . The entire Island is a National Historic District.</p>		<ol style="list-style-type: none"> BC Planning BC Council DI Council 	See Recommendation 5.4	<ol style="list-style-type: none"> Beaufort County Gov.
<p>Rec. 5.5 Comp Historic Preservation Funding Use the following funding tools to assist in local Historic Preservation efforts on Daufuskie Island.</p>		<ol style="list-style-type: none"> Government at all three levels (federal, state, local) Beaufort County 	<ol style="list-style-type: none"> Federal, state and local preservation tools Historic Preservation Board 	<ol style="list-style-type: none"> Incentives have federal, state and local financial impacts.
<p>Rec. 5.6 Gullah-Geechee Heritage Corridor Work with the Gullah Geechee Heritage Corridor Committee to identify opportunities for Daufuskie Island to be included and celebrated as part of the Corridor.</p>		<ol style="list-style-type: none"> BC Planning (HP Planner, CP Planner) DI Council HNB Chamber 	TBD	<ol style="list-style-type: none"> Gullah Geechee Heritage Corridor Committee
<p>Rec. 5.7 Historic Preservation Regulations Update or re-write the current Historic Preservation Regulations in the ZDSO in order to better protect the Daufuskie Island National Historic District.</p>		<ol style="list-style-type: none"> BC Planning Department Preservation Consultant Daufuskie Island Council Stakeholders 		<ol style="list-style-type: none"> Planning Dept. Budget

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan

OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.8 Moving of Historic Structures Establish standards that require all other opportunities for on-site preservation to be exhausted prior to re-locating a historic structure.</p>		<ol style="list-style-type: none"> BC Planning Development Review Process 	<ol style="list-style-type: none"> DI Plan FBC 	<ol style="list-style-type: none"> Planning Dept. Budget
<p>Rec. 5.9 Non-profit Housing Trust for Hist Presv. Ensure that a future Non-profit Housing Trust (Affordable) is structured in a manner that also allows historic structures on Daufuskie Island to be restored (possibly re-located—see Rec. 5.9) and used as affordable housing.</p>		<ol style="list-style-type: none"> BC Planning BC Council DI Council 	<ol style="list-style-type: none"> Non-profit housing trust that allows historic structures to be saved and sometimes re-located. 	<ol style="list-style-type: none"> BC General Fund Affordable Housing Program Preservation and Housing Grants (See Sect. five, six, eight) Non-profit housing organizations

Section Six
HOUSING

Daufuskie Island Plan

OBJECTIVE SIX: Increase opportunities for obtainable housing

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 6.1 Form Based Code and Affordability Adopt a Form Based Code that promotes Obtainable Housing using all of the following:</p> <ol style="list-style-type: none"> 1. Traditional neighborhood development TND. 2. Transit Oriented Development TOD. 3. Affordable single lot community types. 4. Diverse housing types and sizes. 5. Incentives to encourage developers to unbundle parking costs. 		<ol style="list-style-type: none"> 1. BC Planning 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 5. DI Plan 6. Sector Plan 7. FBC 8. Development Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 6.2 Apply 09 Comp Plan Housing Policies Encourage the County-wide housing programs / policies from the 2009 Beaufort County Comprehensive Plan for Daufuskie Island. The Island has significant and very unique affordable housing needs. It is imperative that each of these programs / policies is considered, tailored to the needs of the Island, and if deemed to be beneficial, enacted.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Council Policy 3. Beaufort Housing Authority 4. Non-profits (i.e. Habitat for Humanity) 5. Center for Heir's Property Preservation 6. DI Council 	<p>See Recommendation for Tools.</p>	<ol style="list-style-type: none"> 1. BC General Fund 2. BC Government 3. Affordable Housing Program 4. Federal and state government tax credits 5. Non-profits (i.e. Habitat for Humanity) 6. Grants (See Sect. Five, Eight) 7. LCOG 8. FHA loans 9. Donations

Section Six
HOUSING

Daufuskie Island Plan

OBJECTIVE SIX: Increase opportunities for obtainable housing

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 6.3 Modular Housing / Katrina Cottage Research Manufactured and Modular Housing that meets the aesthetic standards of the FBC.</p>	<p style="text-align: center;"></p>	<p>1. BC Planning Department 2. CP Planner 3. Local Private Sector manufacturers</p>	<p>1. Katrina Cottage 2. Learning Cottage (DPZ) 3. FBC</p>	<p>1. Planning Dept. Budget</p>

Section Seven
CIVIC SITES

Daufuskie Island Plan

OBJECTIVE SEVEN: *Create small gathering places and significant civic spaces across the Island*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 7.1 Civic Sites and Gathering Places Adopt a FBC that requires contextually appropriate and properly designed civic sites (spaces and buildings); as well as informal gathering places and public art installations in new communities.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 6. DI Plan 7. Sector Plan 8. FBC 9. Development Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Private Sector Investment
<p>Rec. 7.2 Public and Accessible Waterfront The waterfront shall remain public and accessible.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 7. BC Govt. 8. Rural Crit Lands/ Open Land Trust 	<ol style="list-style-type: none"> 3. DI Plan 4. FBC 5. PDR/TDR 6. Development Review Process 7. TIF 8. PSD/SPD 	<ol style="list-style-type: none"> 1. Primarily zoning 2. Beaufort County Gov. 3. PDR Purchase / TDR Bank (Rural Critical Lands Prog / Open Land Trust) 4. Grants (See Sect. 8 and Recommendation 7.7) 5. TIF 6. PSD/SPD
<p>Rec. 7.3 Civic Structures Identify and “cost out” new civic related buildings and Infrastructure for the Island.</p>		<ol style="list-style-type: none"> 1. BC Plan Dept. 2. BC Eng Dept. 3. Pub Wks Dept. 4. BC Govt. 5. Prvt. Investment 6. DI Council 	<ol style="list-style-type: none"> 1. FBC-Pub Dist. 2. Private Traditionally influenced architect and engineer with New Urban understanding including LINU 	<p style="text-align: center;"><u>STUDY</u></p> <ol style="list-style-type: none"> 1. BC Planning Dept. Budget 2. BC Engineer Dept. Budget 3. BC Pub. Works Dept. Budget 4. BC General Fund <p style="text-align: center;"><u>CONSTRUCTION</u></p> <ol style="list-style-type: none"> 4. BC CIP 5. Public-Private Partnership 6. Private Investment 7. TIF, PSD, SPD

Section Seven
CIVIC SITES

Daufuskie Island Plan

OBJECTIVE SEVEN: *Create small gathering places and significant civic spaces across the Island*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 7.4 25 Year Parks & Trails Plan Develop a 25 year Parks and Trails Plan.</p>	<p style="text-align: center;"></p>	<p><u>STUDY</u></p> <ol style="list-style-type: none"> BC Planning BC Parks and Leisure Services Dept. BC Govt. DI Council Stakeholders <p><u>ACQUISITION</u></p> <ol style="list-style-type: none"> BC Parks and Leisure Services Dept. BC Govt. Rural Crit Lands / Open Land Trust Privt. Investment 	<p><u>STUDY</u></p> <ol style="list-style-type: none"> DI Plan Sector Plan FBC Historic Survey GIS Grants <p><u>ACQUISITION</u></p> <ol style="list-style-type: none"> Land Purchase Grants Public-Private Partnership PDR TDR PSD/SPD 	<p><u>IDENTIFICATION STUDY</u></p> <ol style="list-style-type: none"> Planning Dept. Budget PALS Budget BC General Fund Grants (See Sect 5, 8 and Sect. 7.7) <p><u>ACQUISITION</u></p> <ol style="list-style-type: none"> BC CIP PALS Budget PDR Purchase / TDR Bank (Rural Critical Lands Prog / Open Land Trust) Grants (See Sect 5, 6, 8 and Recommendation 7.7) PSD/SPD
<p>Rec. 7.5 Island Destinations Work with government agencies (the U.S. Post Office, School District, Parks & Recreation Department) and private developers to create destinations in new and established communities.</p>	<p style="text-align: center;"></p>	<p>BC Planning with:</p> <ul style="list-style-type: none"> - BC PALS - Postal Service - BC School Dist. <ol style="list-style-type: none"> BC Govt. DI Council Private Investment 	<ol style="list-style-type: none"> DI Plan Sector Plan FBC (incl PD) Development Rev. Process Public-Private Partnerships Grants TIF 	<ol style="list-style-type: none"> Planning Dept. Budget BC CIP Public-Private Partnerships Grants (See Sect. 5, 6, 8, and Recommendation 7.7) TIF

Section Seven
CIVIC SITES

Daufuskie Island Plan

OBJECTIVE SEVEN: <i>Create small gathering places and significant civic spaces across the Island</i>				
Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 7.6 Library Upgrade Work with the Library Department to incorporate and upgrade the existing Daufuskie Island Library into the County Library system and establish a 10 year local master plan.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Libraries 3. Daufuskie Island Council 	<ol style="list-style-type: none"> 1. Mixed use and technology 2. BC Television 3. Wi-Fi Hotspot 4. Laptop rentals 5. Kindles/ I-Pads (electronic book rentals) 	<ol style="list-style-type: none"> 1. BC Library Dept. Budget 2. BC General Fund 3. BC CIP 4. Grants (See Sect. Five, Six, Eight, Recommendation 7.7, and other Library specific grants)
<p>Rec. 7.7 Parks, Recreation, Tourism, Funding Consider the following funding sources when proposing the construction of new civic sites, trails and recreation facilities for the Island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC PALS 3. BC Govt. 4. DI Council 5. LCOG 6. Private Investors 	<p>See Recommendation</p>	<ol style="list-style-type: none"> 1. See funding in Recommendation

Section Eight
ECONOMY

Daufuskie Island Plan

OBJECTIVE EIGHT: Expand the economy while promoting additional means of control and oversight

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 8.1 Island Representation Daufuskie Island shall elect a quasi-government committee as the Island's official voice on issues of policy, including implementation of the Daufuskie Island Plan.</p>		<ol style="list-style-type: none"> 1. Daufuskie Island Council 	<ol style="list-style-type: none"> 1. Daufuskie Island Council 2. DI Plan 	<ol style="list-style-type: none"> 1. N/A
<p>Rec. 8.2 Consolidate Services Encourage the consolidation of infrastructure and services on Daufuskie Island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. Palmetto Breeze 3. BC Public Works Dept. 4. BC Engineering 5. BC Solid Waste Dept. 6. BC Govt. 7. DI Council 	<ol style="list-style-type: none"> 1. Grants 2. PSD/SPD 3. TIF 	<ol style="list-style-type: none"> 1. BC General Fund 2. BC CIP 3. Palmetto Breeze 4. Grants (See Sect. five, six, seven, eight) 5. TIF 6. PSD/SPD
<p>Rec. 8.3 Smart Growth Funding Stay abreast of all funding opportunities that might aid in the construction and consolidation of infrastructure (Rec 8.2), especially in the village at Cooper River landing, New River landing, Public District.</p>		<ol style="list-style-type: none"> 1. BC Planning Department 2. Daufuskie Island Council 	<ol style="list-style-type: none"> 1. DI Plan 2. 2009 BC Comp Plan 3. Federal, State and local web-sites 	<ol style="list-style-type: none"> 1. See Recommendation.

Section Eight
ECONOMY

Daufuskie Island Plan

OBJECTIVE EIGHT: *Expand the economy while promoting additional means of control and oversight*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 8.4 Emergency Infrastructure Ensure that all Emergency related infrastructure is operational (including the 911 address system) and that the Island's Hurricane Evacuation Plan is up to date.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC EMS Dept. 3. BC Govt. 4. DI Council 	<ol style="list-style-type: none"> 1. DI Plan 2. Evacuation Plan 3. Internal Audit 	<ol style="list-style-type: none"> 1. EMS Dept. Budget 2. BC General Fund 3. BC CIP
<p>Rec. 8.5 Form Based Code—Use Regulations Implement USE regulations that are general and promote form as well as function.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC 3. Development Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 8.6 Agriculture and Cottage Industry Identify new and historically significant means of commerce such as agriculture and cottage Industry, and foster their re-establishment.</p>		<p><u>COTTAGE IND.</u></p> <ol style="list-style-type: none"> 1. BC Planning 2. LCOG 3. DHEC 4. DI Council 5. Prvt. Investment <p><u>AGRICULTURE</u></p> <ol style="list-style-type: none"> 1. BC Planning 2. Clemson Extension & related agencies / experts 3. BC Govt. 4. DI Council 5. Prvt. Investment 	<p><u>COTTAGE IND.</u></p> <ol style="list-style-type: none"> 1. Grants 2. FBC <p><u>AGRICULTURE</u></p> <ol style="list-style-type: none"> 1. Federal and state agriculture tax incentives 2. Local subsidies 3. Public-Private Partnership 4. Grants 5. FBC 	<p><u>COTTAGE IND.</u></p> <ol style="list-style-type: none"> 1. Grants (See Sect. Five, Six, Seven, and Eight) 2. FBC <p><u>AGRICULTURE</u></p> <ol style="list-style-type: none"> 1. Federal and state agriculture tax incentives and subsidies 2. Local agriculture subsidies 3. Public-Private Partnership 4. Grants (See Sect. Five, Six, Seven, Eight, and) 5. FBC

Section Nine
SUSTAINABILITY

Daufuskie Island Plan

OBJECTIVE NINE: Establish sustainable benchmarks and targets

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 9.1 LEED Certification Incentivize and encourage development to become LEED Certified or EarthCraft Certified.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. DI Council 	<ol style="list-style-type: none"> 1. FBC—Zoning Incentives and bonuses 2. TDR/Density incentives 1. LEED / Earthcraft Certification 	<ol style="list-style-type: none"> 1. Regulatory
<p>Rec. 9.2 Lighting Ensure that Island lighting standards are transect based.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. FBC 2. Development Review Process 	<ol style="list-style-type: none"> 1. BC Planning Dept. Budget
<p>Rec. 9.3 Sustainable Tables Promote policies that will ultimately allow the Island to achieve the benchmarks established in the Sustainability Tables found in Appendix II.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. 2009 BC Comp Plan Energy & Sustainability Committee 3. DI Council 4. Prvt. Investment 	<ol style="list-style-type: none"> 1. FBC—Zoning incentives and bonuses 2. TDR/Density incentives 3. LEED / Earthcraft Certification 4. Public-Private Partnership 5. BID / BA 6. Education 	<ol style="list-style-type: none"> 1. EPA and other Energy Grants 2. BC Govt. 2. Public-Private Partnership 4. Private Investment

Committee Reports

July 26, 2010

A. COMMITTEES REPORTING

1. Finance

- ① [Minutes](#) provided from the July 19 meeting. Action is required.
 - See main agenda item #8
- ② [Minutes](#) provided from the June 28, 2010 meeting. No action is required.

2. Natural Resources

- ① [Minutes](#) provided from the July 19 meeting. Action is required.
 - See main agenda item #9.

3. Public Facilities

- ① [Minutes](#) provided from the June 29, 2010 meeting. No action is required.

B. COMMITTEE MEETINGS

1. Community Services

William McBride, Chairman

Gerald Dawson, Vice Chairman

➔ Next Meeting – Monday, August 16 at 4:00 p.m., Building 2, BIV

➔ Next Meeting Joint Initiative – Tuesday, August 17 at 4:00 p.m.

2. Finance

Stu Rodman, Chairman

William McBride, Vice Chairman

➔ Next Meeting – Monday, August 16 at 2:00 p.m., Building 2, BIV

3. Natural Resources

Paul Sommerville, Chairman

Jerry Stewart, Vice Chairman

➔ Next Meeting – Tuesday, August 10 at 2:00 p.m.

4. Public Facilities

Herbert Glaze, Chairman

Steven Baer, Vice Chairman

➔ Next Meeting – Tuesday, August 24 at 4:00 p.m. ← **Note time change.**

➔ No meeting in July.

5. Public Safety

Jerry Stewart, Chairman

Brian Flewelling, Vice Chairman

➔ Next Meeting – Tuesday, August 2 at 4:00 p.m.

6. Transportation Advisory Group

Weston Newton, Chairman

Stu Rodman, Vice Chairman

➔ Next Meeting – Late summer or early fall.

FINANCE COMMITTEE

June 28, 2010

The electronic and print media were duly notified in accordance with the State Freedom of Information Act.

The Finance Committee met on Monday, June 28, 2010 at 2:00 p.m., in the Executive Conference Room, Administration Building.

ATTENDANCE

Finance Committee members: Chairman Stu Rodman, Vice Chairman William McBride, and members Brian Flewelling and Jerry Stewart were present. Member Laura Von Harten was absent. Weston Newton, as Council chairman, is a voting member of each Committee and attended the meeting. Non-committee members Rick Caporale and Gerald Dawson were also present.

County Staff: Morris Campbell, Division Director – Community Services; Bryan Hill, Deputy County Administrator; Gary Kubic, County Administrator; Donna Ownby, Emergency Medical Services Director; David Starkey, Chief Financial Officer; Dave Thomas, Purchasing Director; Mitzi Wagner, Disabilities and Special Need director; William Winn, Division Director – Public Safety; Howell Youmans, Assistant Director Emergency Medical Services.

Board of Education members: Chairman Fred Washington and members Bob Arundal, Jim Bequette, Laura Bush and George Wilson.

School District: Valerie Truesdale, Superintendent and Phyllis White, Chief Operational Services Officer.

Media: Kate Survey, *Beaufort Gazette/Island Packet*.

Pledge of Allegiance: The Chairman led those present in the Pledge of Allegiance to the Flag.

ACTION ITEMS

1. Ambulances for Beaufort County EMS

Discussion: Mr. Dave Thomas, Purchasing Director, reviewed this item with the Committee. Beaufort County issued an Invitation for Bid (IFB) to vendors capable of providing two new 2010 Ford F-450 4x2 Road Rescue Ambulances in order to enhance the response capabilities of the Beaufort County Emergency Medical Services (EMS). The bids opened on January 21, 2010 and at that time the lowest responsible/responsive bidder was Southeastern Specialty Vehicles from West Jefferson, North Carolina. At the time of the opening, we were not sure if we would be able to purchase both or any of the ambulances but wanted to receive unit

pricing on the vehicles. After reviewing the budget, staff decided to purchase one ambulance and wait on the purchase until the end of the fiscal year. Southeastern Specialty Vehicles representatives were contacted by purchasing staff and asked to honor their unit price of \$145,300 until July 2010. They replied by offering to honor their bid price as long as the order was placed by July 2, 2010. Due to the backlog from Ford and the lack of vehicle availability, after July 2, 2010 they will no longer guarantee their bid price.

Staff recommends the Finance Committee approves the contract award, in the amount of \$145,300 to Southeastern Specialty Vehicles for one 2010 Ford F-450 4x2 Road Rescue Ambulance, the lowest responsive/responsible bidder. Funding for this will come from Account #11437-56000, 2009 BAN Fund Contingency.

It was moved by Mr. Flewelling, seconded by Mr. Baer, that Finance Committee recommends to Council the approval of a contract award, in the amount of \$145,300 to Southeastern Specialty Vehicles for one 2010 Ford F-450 4x2 Road Rescue Ambulance, the lowest responsive/responsible bidder. Funding for this will come from Account #11437-56000, 2009 Bond Anticipation Note Fund Contingency.

Mr. Baer wanted to know if the funding is part of money used as residual in getting the debt service costs down. Mr. Starkey replied in the affirmative. The reason why we were only able to use so much of that money is that we were only able to use as much interest and premium we earned up through that point. Thereafter, we have to keep what we borrowed in those bond funds. Also, these bonds are linked to our Build America Bond borrowing. We financed our bonds into 2 separate bonds, part of which are stimulus bonds. In that, we only have a limited amount of time to expend those monies. Being that we have some contingency out there and by going through our CIP with our Engineering Department, it was determined we have some extra money. This was a perfect way to spend that money in the timely fashion we needed, to avoid using general fund monies, and to use monies we already borrowed.

Mr. Stewart stated this is not a new ambulance but is a replacement ambulance. There is some lack of understanding how this goes about. Is it done routinely or cycling?

Mr. Thomas stated the practice is to bring in two new ambulances per year. This year we did not having the funds to do so up until now. We look at high mileage vehicles and make the determination which vehicles will be replaced.

Mr. Kubic stated as previously discussed, we are moving public safety first in the FY2011 budget. In the General Fund, there is an appropriation to buy another ambulance. The significance of that is it is in the General Fund and is not borrowed money.

Mr. McBride wanted to know if it could be possible for it to be piggy-backed on the same vendor since we did receive a good price on it. Mr. Kubic stated he does not know.

The vote was: FOR – Mr. Baer, Mr. Flewelling, Mr. McBride, Mr. Rodman, Mr. Sommerville and Mr. Stewart. ABSENT - Ms. Von Harten. The motion passed.

Recommendation: Council approves a contract award, in the amount of \$145,300 to Southeastern Specialty Vehicles for one 2010 Ford F-450 4x2 Road Rescue Ambulance, the lowest responsive/responsible bidder. Funding for this will come from Account #11437-56000, 2009 BAN Fund Contingency.

2. County Budget FY 2011 Proposal

Discussion: Committee Chairman, Stu Rodman, gave the Committee a recap of the County Budget. Dating back to our Retreat, we have been looking at a no tax, on the operating side, increase. If we do that, this will be the third year in a row the County held the line on the operating side. At first reading, we had no tax on the operating side and roughly 4 mills on the capital side, made up of the County Budget and the Rural and Critical Lands budget. Between first and second reading, the staff took a look at possible use of some of the funds to close out a couple of projects and ended up finding \$1.2 million that took us down in the range of the increase on the debt side. They continued to look at that and came back to reduce that increase, which started at 4 mills and is now 1.57 mills split between the two funds. They took on the task of starting where we wanted to get to and took all of the requests from the various departments, which totaled approximately \$8 million to \$10 million. They did a good job at “force fitting” that into the available funds. We find ourselves at this point, becoming increasingly sensitive to the comments the Chairman made, relative to the foreclosures we are seeing in the County and the adverse impact it could have on tax collection.

It was also interesting, Wells Fargo’s chief economist, was in town last week and spoke, Mr. Rodman noted. His numbers were interesting. A lot of people have been worried about a “double dip” on the employment side. He thinks that will not happen. He said on the housing side he does see we are going to begin going through a double dip. Basically, if you look at housing in this County, we were one of the fastest growing counties in the country and then ran into a brick wall. The new housing starting now is only half of what they were 30 years ago. If we double the housing starts we will be back to the bottom of where we were in the previous, worse recession. The economist showed some charts where South Carolina was relative to the nation. We are worse off. He also showed charts of Beaufort County versus the rest of the state and we are worse off there as well. If we approve the budget, as proposed, that will mean we will need to step up to what we looked at during the Retreat. We referred to that as a “smart decline.” We may have to get into a situation where we will need to anticipate a serious decline in tax revenues. If that starts to happen, what kind of things do we need to do? It is better to be proactive than reactive as we go forward.

The Committee Chairman said he believes we need to approve reducing the debt service millage from 3.3 mills to 1.57 mills for final consideration at the Council level.

It was moved by Mr. Newton, seconded by Mr. Flewelling, that Finance Committee approves reducing the debt service millage from 3.3 mills to 1.57 mills.

Mr. Baer stated Mr. Rodman is proposing what was Option 1, which is a 1.57 mill increase with an operation millage of 40.21, debt millage of 4.57 and Rural and Critical Lands at 2.76. He stated he ran the numbers and for people in Mr. Caporale's and his districts, including what is probable from the School Board, which is a 5.80% tax increase. That is way above cost inflation. It is a big tax increase.

Also, we continue to have about \$0.5 million drain from our two airports because this Committee and Council have not dealt with a revenue plan for those airports. We talked about increasing fees where appropriate at our Retreat, but we have not touched the issue since then. We delegated the issue to the Airport's Board, which came up with an inadequate plan. It is in "limbo" again. We need to deal with that revenue shortfall and their debt, which just went up \$81,000 in the last month. They now owe us \$2.3 million. More than 10% of our County cash reserves are now tied up in airport IOUs and it is increasing every month.

Mr. Baer wanted a review of the County debt, under Option 1 – 4.57 mills — and wanted to know if anything could be stripped out.

Mr. Starkey stated we cannot strip anything out. The County borrowed \$48.755 million last fiscal year. We had a bond anticipation note, which was refinanced into actual bonds this fiscal year. The first payments are due next year. We have not made one payment on the \$48,755,000 borrowed. Furthermore, our FY2009 bond borrowing is a three-year borrowing, of which the principle amount goes up in those three years exponentially. FY2012 will be the last year of the particular bond. That being said, our millage is merely set off of what we owe from previous borrowings. We owe, next year, approximately \$17 million in bond payment. This year it was only \$13 million.

Mr. Baer wanted to know if some of the projects have not started. Whereby, the monies can be used to pay back the bonds. Mr. Starkey stated that is from where the \$1,285,000 transfer money came. In the past, the County had to put both interest earned and premiums from issuances into construction in progress instead of into debt service. The money approved at second reading is basically moving dollars from CIP to Debt Service. That in turn keeps our millage artificially low, for just this next year, to make these debt service payments. Next fiscal year, we will have to worry about having to make up one more mill. That transfer was a one-time shot.

We borrow on a tax exempt basis. We have gone back, based on our bond counsel and asked if we could do this. His reply was, we have to worry about the interest and premiums. The rest of it, we borrowed for certain projects. When projects come in below what they should be, then we can use it for other things.

Mr. Rodman commented, it is his understanding we will get in trouble with the Internal Revenue Service (IRS) if we were to cancel a project and then did it later by borrowing again. If we cancel a project, it has to be permanently cancelled.

Mr. Starkey stated we have gone through all the projects and determined which of those we are not going to do. There is very little there.

Mr. Caporale wanted to know what the argument would be against going into the fund balance. Mr. Starkey stated that is what we are going to do for the following year. We built the fund balance up for this year and will be taking it down next year. He stated we have our smaller payments due the beginning of the year and our larger payments due at the end of the year when tax bills go out. We have just about enough in our fund balance for if a hurricane hits, which would typically hit between July and September. If we got hit by a hurricane and had not fund balance, we would possibly default on our debt. Our interest payments are roughly \$4 million due between July and September. Our fund balance would just about cover that, but that would be about it.

Mr. Caporale wanted to know the amount of the fund balance. Mr. Starkey stated with the \$1,285,000 transfer, it is about \$6 million. That is coming down next year. We are not charging enough millage for next year's payments. Therefore, we are taking it right back down.

Mr. Rodman stated the capital piece breaks into two components, one of which is Rural and Critical Lands approved by the voters. What is the percentage increase on that? Mr. Starkey stated, being that our bond borrowings are not separated into two separate bonds. We go out for one borrowing and when those debt service payments become due, we take 66% for General Obligation (GO) debt, 33% Rural and Critical Land debt. It is a little skewed this year based on the fact we are not funding our GO debt at 100%, based on the fact of the \$1,285,000 transfer.

Chairman Weston Newton stated it may be worth highlighting some of the GO debt in that borrowing. Does that include the \$8 million for all new emergency radios, which go to all of the police departments and all of the fire districts? Mr. Starkey concurred and stated there was also another \$8 million for the infrastructure to support all of those radios as well. That made up the bulk of that \$28,755,000. We started spending those monies in FY2007.

Mr. Newton stated the Rural and Critical portion constitutes approximately 0.6 mills of the 1.57 mill increase. Mr. Starkey replied maybe 0.8 mills based on the \$1,285,000 million transfer skewing that slightly. Mr. Baer stated it is 29.8% increase.

Mr. Newton stated it is the emergency communication system we paid for a few years ago, but this is the borrowing to put it in place. Mr. Starkey stated this is the first time we have paid on this borrowing.

Mr. Rodman pointed out the radios were provided free of charge to every law enforcement and emergency management entity.

Mr. McBride stated we may need to look at that and the possibility of passing the cost onto the other entities on a prorated basis.

Mr. Newton stated one component of that discussion is to make sure everyone has radios compatible with one another. What price are we willing to pay for public safety?

Mr. Rodman wanted to know the amount of the general fund subsidy for the airports next year. Mr. Starkey replied, zero.

Mr. Caporale wanted to know if that means the debt will not increase. Mr. Starkey stated what essentially happened this year is, in this fiscal year's budget there was a \$100,000 subsidy to the Lady's Island Airport and \$150,000 to the Hilton Head Island Airport for contribution. However, FY2011 will not have anything. If the airport has positive cash flow, that will go down. If they have a negative cash flow, that will go up. The fund balance is not attached to that particular item. If they buy a large asset, their fund balance may go up, but what they owe to the general fund may go down.

Mr. Kubic stated there are several things in motion with both airports. Each step, by each airport will be taken on a case-by-case basis. There are zero dollars in our FY2011 general fund, which will mean either (a) revenue generation by either airport can provide independent of the general fund or (b) we will be sitting in the room and figuring out what we will delete out of the general fund to provide for the airport, whatever that event might be.

Mr. Caporale wanted to know the argument against going into the fund balance to cover the mill increase. Mr. Starkey stated we are already going to go down in our fund balance for FY2010, based on several instances discussed in the interim financial statements. That being said, hurricane season is July to September, and we need some sort of contingency amount available in the event of a disaster occurring during that time. We have less than three month's on-hand during that time, to sustain our expenditures. Nothing is going to be billed out until October for tax bills.

Mr. Kubic stated with a \$20 million reserve in the general fund, there are several choices. The issue is not whether we should apply it to debt but whether or not we decide to create that practice. That practice is interpreted by the market, as the inability of the County to set what is required to make its profit and loss. They look as saying that Council is taking away essential services to provide for debt. Council has that capability, but he suggests Council not do so.

Mr. Starkey added it is a good thing to have on-hand in future years with the current economy.

Mr. Baer stated he is glad to hear the line item called "Contribution to the Airports" is going to disappear. That is \$250,000 between the two airports. Meanwhile there is another line item called "Due to General Fund," which for Hilton Head Island Airport this month was \$1,815,000. That is the big leak. That is because they cannot have negative cash. We allow them to take from the general fund, which reduces our fund balance.

Mr. Starkey clarified it does not reduce our fund balance. "Due to the General Fund" is a receivable on the general funds end and a payable on the airport's end. It is a cash advance. We

are giving them cash because the money they are expending outpaces revenue where it has over the past number of years in which it is a loan that does not affect the fund balance of the general fund, nor does it affect the fund balance of the airports. It is a receivable and payable. It affects the cash balance. The fund balance is a netting of assets and liabilities. Cash and receivables are assets. If the airport in one month was \$1,000 overspent, the general fund gives them \$1,000 cash. However, in accounting speak, we basically take down cash and take up receivable. It is a zero net effect on the General Fund. However, it means it has less cash and more money owed to it.

Mr. Baer pointed out that is not money we can spend in the event of a hurricane and money that we cannot spend to pay off these CIP bonds. It is a draw on our cash balance and is a loss of equity. We need to deal with the problem of fair and reasonable fees at the airports. More than half of the property tax due at the airport is not being paid by the aircrafts. This is a scandal. We are asking our tax payers to pay 5.8% more in property taxes this year, but we have another segment of our population that is using the fund balance, not paying fees, and not paying taxes. It does not seem fair.

Mr. Starkey stated they are not using fund balance but essentially our general fund is owed that money.

Mr. Baer stated, we 11 Council members allow this to happen. We really need to fix this.

Chairman Newton stated from time to time, this Council used fund balance to avoid or offset a proposed tax increase. From discussions there are some rather substantial items that are going to have to be paid for from the fund balance, which were unbudgeted, unallocated, unanticipated expenditures. One is the cost of all of these audits done. In the \$20 million scheme of things it is probably less than \$250,000 to \$300,000. There are some other ones looming out there we are not sure what they are at this point, which may cause the fund balance to go down and not using any of it to set off a tax increase. He asked the Chief Financial Officer to speak on the issue, the projection and what those items are.

Mr. Starkey stated more detail will be forthcoming on the interim financial statements. We have \$1.5 million in credit card fees. We did not have this expense in previous years to that extent. He stated he cannot speak to that particular item based on the fact that it is a Treasurer's Office function based on the expenditures hitting our general fund that is the "lion share" of the change.

Mr. Flewelling wanted to know if the municipalities and the school district share in that obligation. Mr. Starkey replied, not in prior years. In prior years, the allocation was not made in that particular way. This coming way we are going to have to look at that and work on reallocating. We moved those fees in our general fund to stop the bleeding at that particular time. We will address this at a later time when more details become available about where these fees should go. Revenues are grinding to a halt, especially during March, April and May. That is partially fueled by particular items such as airplanes, etc. Those items, in this economy, have a great impact on what our general fund looks like.

Chairman Newton pointed out our fund balance is projected to go down. As we look at this year's budget will we be in the same situation this year with the credit card fees? What is the negotiated rate with the credit cards? Mr. Starkey stated we do not have that information. That is a function of the Treasurer's Office. But the activity of it doubled in the last two years and the fees tripled. We only collected \$19,000 in convenience fees to offset.

Mr. Baer explained how the current system works. You get 2% rebate for paying the tax bill via credit card. It costs about \$4 to pay it. You get back about 10 times what it actually costs. That is a loophole we ought to close.

Mr. Starkey stated that is something that needs to be addressed with the Treasurer. She is constitutionally responsible.

Mr. Rodman stated it could be an even higher amount next year. We need to find a way to fix it before we get into the heavy collection period again.

Chairman Newton stated our projected fund balance is already going down due to something beyond our budget scope. We need to make sure this does not happen next year at an even higher amount.

Mr. Starkey stated another big factor was shifts from 6% non-owner occupied to 4% owner occupied. Roughly 940 properties shifted from December to April. When people shift, the assessed value goes down by roughly 33% County and the schools get nothing. That affected our revenue side. The more people shift, the less revenue we make.

Chairman Newton stated this topic is one that ought to go before the Finance Committee to determine the fees coming from credit cards before tax bills go out. Do we have copies of the credit card agreements to be able to understand those percentages?

Mr. Kubic stated he made a couple email requests (3 or 4) to have the Treasurer provide us with copies of credit card users. We pay a processing fee, independent to bank service. How to address this? There are several ways other communities do – by bidding out all depository contracts. We are researching the capability/possibility of mega companies to reduce the costs of this. It has been a couple of months now, but we have yet to receive them.

Mr. Newton wanted to know if these are year-to-year contracts, or are we committed for numerous years. Mr. Kubic stated he needs to see the agreement to determine that. He stated he advised Mr. Starkey not to pursue any cost allocation regarding credit cards or how it may affect our political subdivisions until we have a chance to bring in the political subdivisions, look out to next year and what it is and how it may affect them. There was an attempt, by us, to understand where we are at and all the other areas.

Mr. Flewelling mentioned the possibility of needing to submit a FOIA request to our Treasurer for the requested information. Mr. Kubic stated he will try one more time.

Mr. Rodman stated he is one of 3 or 4 who have to sign off on the CAFR and he does not believe we are in a position to sign it this year. He doubts the School District could sign it this year. This is based on the magnitude of potential problems "across the hall." That is serious business.

Mr. Sommerville stated what is being said is that our Fund Balance is getting hit with \$1.5 million from the Treasurer's Office on a deal they negotiated with some credit card processing company, which we have not seen, nor do we know if it went out for bids. It is growing.

Mr. Flewelling stated he is surprised Council did not have to authorize that agreement.

The vote was: FOR – Mr. Baer, Mr. Flewelling, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville and Mr. Stewart. ABSENT - Ms. Von Harten. The motion passed.

Recommendation: Committee recommend Council approves on third and final reading the proposed County budget with an operation millage of 40.21, debt millage of 4.57 and Rural and Critical Lands millage at 2.76 mills.

3. School District FY 2011 Budget Proposal

Discussion: Mr. Rodman briefed the Committee on this item. We are at third reading. At the previous meetings we discussed and the questions about the budget have been answered. There are no open issues on the budget. His belief is the budget is at a point where we should approve it as submitted. The only issue left is whether we have a 2% tax increase as they proposed or whether we think they can live with no tax increase.

Mr. Sommerville stated the School Board came forward with a dollar budget, which has been translated in terms of mills. Would it be prudent to approve the budget with dollar amounts, not millage?

Mr. Rodman stated whether it is a 2% increase or zero those are the dollars in the ordinance. Whatever those dollars are, the mill rate could change in August.

Mr. Hill stated we are using a 1.742 million value because we have discounted to insure if the numbers are higher we are okay. If it is lower, we are still in good fashion.

It was moved by Mr. Sommerville moved that the Finance Committee approve the School District's Budget in the amount of \$175,270,150 for FY 2011. The motion failed for a lack of a second.

Mr. Rodman stated there are two pieces to it – the \$175 million, which is the max amount they can spend, or whether or not the mill rate should perhaps be held at no increase from the prior year.

Mr. Sommerville stated if we approve a dollar amount and they identified the amount collected from taxes, we can back into it when we know the value of a mill.

Mr. Rodman stated the question is whether or not we would reduce the amount to come from property taxes and increase the corresponding amount to come from fund balance in order to get to the same amount.

Mr. Rodman presented the Committee with two charts – School District Budget and School District Fund Balance. When we met two weeks ago and tabled the District's Budget he suggested at that point the District take a look at whether they can hold to a zero tax increase, assuming we were going to approve the expenditure budget as proposed. They needed to look at whether they needed to expend so much money going forward and whether they could use some of their fund balance or the combination of the two.

Referencing the charts he stated what happened to the fund balance from 2005-2009 which should have increased from about \$12 million to \$32 million. It had roughly a \$20 million increase in the fund balance. He presented the projected for FY2010-FY2014. He highlighted the Plan presented and what he believes is a way to close two gaps. In looking at the expenditures in FY2010 and FY2011, they average a 2.6% increase. Those two years include opening 7 schools and the costs associated thereof. What is in the plan going forward for the following three years is a range of 3.6 to 3.9% for each of those years with the schools accounted for. It seems that is a sizable increase compared to what they have done the last two years. We should assume they could move forward with an increase of 2.64%. Also in regard to the fund balance percentage, the fund balance is currently at 17% of expenditures for yearend FY2009. The plan as submitted is going from 17% to 5%. In the alternative he suggested, with the no tax increase for next year, if we were to go with the lower expenditure increase then it works out that there is enough money saved to not only cover those expenditures but get back to a 10% fund balance, which is their Board policy. He also presented the mills and those amounts were in the Plan. If you look forward from FY2011, they were looking at going from 90.3 to 92.1. He suggested it be held at the 90.3 and then it would go up in subsequent years. He also presented the fund balance and in comparing those with what was submitted, it went from \$30 million to \$9 million. He suggested it go down \$19 million. It is a \$10 million pick up. If in fact they can live with the expenditure percentage from prior years they would pick up \$10-11 million in savings on the expenditure side, and that would accrue to the fund balance. The amount of local taxes required now would be less and more in the out years. Mr. Rodman stated he believes this to be the alternative we have before us.

Mr. Flewelling stated we do not discuss here the debt service. Mr. Rodman concurred.

It was moved by Mr. Flewelling, seconded by Mr. Stewart, that Finance Committee approves the School District's expenditures as proposed with a zero dollar tax increase from the prior year.

Chairman Newton stated the ordinance as presented included \$118,388,394 from tax collection. Based on the motion just made, that number is proposed to change by the amount of

the increase in the taxes, is that correct? Mr. Rodman stated it is about a \$2 million change in their budget.

Mrs. White stated the difference would be \$2,327,392, which would be taken out of the fund balance. She also stated the District's was rolled back too far. The mill rate that was rolled back does not generate the adequate payments. It was at 28 mills, and the District would like it to be restored to that amount. The District is using Fund Balance to make up the difference until they can get back to that rate for debt service.

Mr. Flewelling stated the last draft proposed ordinance said 26.33. Mrs. White stated it should have always stayed at 28 mills. When they rolled back, during reassessment, it was rolled back too far. It should have never gone to 24 mills.

Mr. Rodman said at current we have to deal with the motion on the table.

Chairman Newton spoke in regard to Mr. Rodman's fund balance overview – If we were at 2.6 last year, as well as this year for expenditure increase, what were we the previous year? Mr. Rodman stated it was 6.6% in 2009 and 7.6% the year before. They have done a superb job in bringing the new schools aboard and holding the costs down.

Mr. Newton wanted to know if Mr. Rodman's overview includes less of an increase this year but yet a higher increase in subsequent years. Mr. Rodman replied it is the timing. Compared to the plan, you would be down 2 mills this year and next year then would possibly have to come back up for FY2013 and FY2014. That could be smoothed out over two years. There are a lot of other moving targets out there as well.

Mr. Sommerville stated he is lost.

Mr. Rodman reiterated the ending year and the upcoming year had an average increase on expenditures of 2.64%. If you carry that forward to the next three years, you will generate approximately \$10 million that can be applied to the fund balance and to pay on the taxes.

Mr. Sommerville wanted to know if we have to authorize an increase to make this work. What if there is no population increase and no CIP increase?

Mr. Rodman stated there will probably be an enrollment turndown and no telling what tough things may have to happen.

Mr. Flewelling stated we could break the cap.

Mr. Rodman stated the District suggests we do it now rather than 3 years from now.

Mr. Sommerville suggested we do it now because we cannot afford to do it later.

Mr. Rodman stated, the difference is whether we really think their expenditures have to go up in future years 50% more than in the last two years while opening 7 new schools and all the inherent costs associated.

Mr. Flewelling stated we can have millage increases under Act 388 by breaking the cap. That requires a vote of Council.

Mr. Newton stated the charts shows 90.3 mills last year and 92.1 mill this year. FY2013 is the USC TIF. It is targeted to be paid out at that year. It is a full mill for both us and the District. The timing will be fairly significant because we will also be in the reassessment cycle.

Mr. Baer stated he misspoke. In looking at Mr. Rodman's plan, between FY2012 and FY2013 there is a 7% mill increase. Mr. Rodman stated he did not smooth the amounts out for later years. Mr. Rodman stated if Council approves the District's plan, their fund balance dips down to 5%. They would need even more mill increases just to bring it back to the 10%.

Mr. Washington stated he understands when looking two years back in the District's budget 85% of the dollars are personnel related. There has been zero increase the past two years. That is the reason the numbers are down and are false for those two years. Moving those numbers forward as the target are not reasonable. That is one of the things that went into the District's planning. Some of the things submitted in the District's projection look at what the state mandates and other things they know will need to be done.

Mrs. Truesdale stated there are four key unknowns Council heard today – (a) Revenues are grinding to a halt and the District is off significantly. (b) Transfers of 6% to 4% - 940 properties. (c) The value of a mill –three different values have been given by the County staff. (d) The FY2010 fund balance – the School District has less than sixty days on-hand. We have to have \$29 million on-hand for safety. We are in a projection and are requesting \$26 million. We pulled from the fund balance purposely over the last couple years in order to open 7 new schools so it would be minimum impact on the tax payers. We have been careful about expenses.

Mrs. White presented a spreadsheet of the tax collection thru May 2010. The District is \$5.4 million short. The District will include in the June collections – June, July and August. If the District gets what was received last year — \$3.4 million — the District will still be short \$2 million. The County is in the same condition. There was a negative due to the repayment of appeals. The District tried to take into consideration: we held down our costs because of the teacher-salary increases. Every 1% of state mandated increase is \$1 million. It is unlikely that they can go 5 years without that increase. This is the first year they allowed Districts to waive the step increase. When we are doing projections we cannot take that into consideration. If there is a teacher salary increase, the District must then reduce the base of the budget. That does not include all of the other contractual increases we have. There are other things we must also take into consideration. We may not have \$111 million in FY2010. That money is betting on us collecting \$3.4 million between now and the end of August. It could be another million plus short. The following year, the District is using a 98% collection rate. The County uses 97%. We are being optimistic about our collection. As the years progress, in FY2013 we are using \$7.4

million. She presented the Committee with what it would look like without a tax increase. We are betting on additional use of the District' fund balance to go down to 9.7%. Government Finance Officers Association (GFOA) states, in their most recent best practices a district should keep 60 days, at a minimum, in the fund balance. Mr. Rodman's example at \$19 million would give the District 34 days. She believes it to be unacceptable for a district our size.

Mr. Rodman stated the plan the District presented came in at 5%. Mrs. White stated if we do reductions, as suggested by County Council, to reduce the District's expenditures because of the cumulative effect of the tax increases and the way Act 388 is set up, these would have to be permanent reductions and would have to be significant reductions in next year and the year after. It is very difficult to manage 2.6% increase over the next few years.

Mr. Arundal spoke before the Committee. As a tax attorney, he stated there is no set of numbers you cannot put up to support a position you have. It is the fact. The reality is most of us kept our spending as low as possible over the last two years. We have had to. We all tried hard. He stated companies the School District does business with have tried to hold the line on their contracts. Those contracts expire and when the new contracts come up, the chances of them staying at the same price are pretty small. The County has been able to hold its storm water fees the same this year. The City of Beaufort went up about 1/3 and Hilton Head Island went up 20% for this upcoming year. We have schools in their districts and we will have to pay more money. His point is that this 2.64% is making a lot of assumptions. It assumes the state is not going to mandate cost of living increases. It assumes we are not going to continue to have step increases. It assumes contractors are not going to raise their rates. It assumes when Tom Upshaw will back out of upping the utility rates. All of us have done a lot to keep things down. A lot of us say taxpayers cannot afford it right now. That we need to hold the line until the economy gets better. That implies Council will raise it later. Now we are saying assume we do not have to raise it anymore than what we did in the dire times, for the rest of time. We have already been told if we drop below 15% our bond rating will be downgraded. That means our interest rates go up. You cannot have your cake and eat it too. We all know taxes are going up for County debt. We know taxes are going up for school operations debt. We know taxes are going up for Rural and Critical Lands. They are going up! This "let's have no tax increase...;" we are having a tax increase. We are having an increase in all three debts and storm water fees. What we are really talking about here is the additional 2% that the School District is asking. He hopes that Council will defeat this thing and go back to Mr. Sommerville's motion.

Mr. Wilson stated earlier we talked about debt service and reserves. He heard three year expenditure and if you use your budget and begin bringing reserves down it will affect ones bond rating. The District has a lot more debt than the County. If the District begins bringing theirs down it will hurt tax \payers a lot more. Last year, the District was told they would have more than enough revenue after the tax sale. Right now we are forecasted as being \$4 million under revenue. If we do not have an increase, we will be short. That money will have to be taken out of debt service. He stated he will vote against any spending they do. We cannot continue. We have to balance the debt service before we increase other costs. What we are seeing here is that we will go into more debt and will be spending. We cannot destroy our future due to no tax increase. Why do we go through all of the details, etc. when someone else seems to present the history of

the District? That is what is happening to us right now. His biggest concern is the mill rate. He stated he has no idea of what that number is. We need a better estimate. Also, when the economy goes down, prices go down. There were not COLA. Prices have gone down, including gas. Energy bills however will begin to go up. The District has not had any fees and cannot raise fees. Look at what Council did in the last couple years and have put in fee revenue. That is a big number. The District is on the right track of providing a quality school system. Some people say the taxpayers cannot afford it. Can the county afford to let the schools go to where they were in the past? That is the decision. That is Council's choice.

Mr. Stewart stated he is satisfied and has the information he is comfortable with. There is also the Doe settlement out there. What is that going to do in the future? It is about time that happens. Also in 2013 there is the TIF issue, which is lost again in discussion. We need to look at it in a "dollars and cents" point of view. Management has to make a decision and managers have to hold the line. Also when you talk about the different things you contract, the County has the same things. They are no different and no less important. Our management team takes it in stride and accepts it.

Mr. Dawson stated he supports the proposal put forth by the School District. We have made great strides in improving education in the County. He thinks it is critical they maintain a comparable fund balance. The 2% increase that they are requesting shows a gradual increase to our taxpayers in the out years, versus Mr. Rodman's proposal which shows a slightly greater increase in out years.

Council Chairman Weston Newton stated he is very concerned with what could happen to Beaufort County in FY2013 with reassessment. We all should be in the mode of contemplating that challenge and looking at what we are going to do at that time. He stated he is in support of Mr. Rodman's proposal. We held the County to a standard that is not going to include any increase. We advanced a budget with no operational increases. He stated he remains ever mindful of the fact that collectively, as a group of elected officials and as citizens of Beaufort County, we allowed the State to put us in this situation. He believes perhaps we are at the point that litigation be considered. Sitting here at home and complaining about it has not gotten the job done. We are the only county or school district in the State that gets this. It always comes down to discussions around this table that if programs have to be cut, they are being cut by County Council when in fact our friends in the legislature get a pass. It is time for that to stop. We all have to make difficult choices. There are revenues within this budget that can be modulated. The program changes and adjustments that have to be made are not made by Council.

Mr. Caporale stated he believes the School District demonstrated over the last couple of years they are more than capable of meeting the challenge to do the things that need to be done. It was time for that lawsuit against the state five or six years ago. Unfortunately, we have gotten to the point that five-six years ago it was a good idea and now it is almost essential. Also, Mr. Rodman's numbers seem to be accurate in the long-term.

Mr. Baer stated if you run the numbers it has not impacted homeowners. He will vote for Mr. Rodman's proposal.

Mr. Sommerville stated we are being robbed blind by our legislature. If we got back a small portion of the money we sent up there. He is concerned about what happens to the taxpayers. If we short change the District on operations now it will get into their fund balance. If that fund balance goes down, taxpayers will pay. We do not know how many more people will migrate from 6% to 4%. All we know is that the 4% line is getting longer. We do not know what the collection rate will be. He wants the school to have enough money to operate and they are doing a good job of trimming. If we do not give it to them in operations it will show up in debt services.

Mr. Rodman stated two weeks ago when he began thinking about this, he sent two emails to the District. One was to ask for a couple of numbers so we can see what the teachers and enrollment was projected to be in out years. Secondly, he sent his numbers out and asked if there was anything wrong with his numbers. He stated he did not receive a response. Therefore, he concluded he would decide himself what he believes to be the right thing to do. That is where he came up with saying we ought to be able to live the next three years with the same amount as the last two years, especially when we do not have the opening on any new schools, he said. If we were to go ahead and have the no tax increase and his figures are wrong then we can come back and have three more readings. Mr. Rodman stated he is the biggest advocate of the District's budget over the last six years and is offended to be "stiffed armed" for two weeks. A couple simple pieces of data, such as the enrollment and the teachers, justify the majority of the District's costs. Two years ago, the Fund Balance came in excess of \$10 million over what was projected. A lot of that is because they did a good job in some places. There are businesses all over this County saying, "what in the world are you guys talking about, tax increases and holding a line." There are people in board rooms, across America right now, who are talking about how much do we cut and how many employees do we let go in order to salvage the business. Yet here we are, as public officials, saying let us decide how big of a tax increase we want to layer on top. People think we are crazy.

The vote was: FOR – Mr. Baer, Mr. Flewelling, Mr. Newton, Mr. Rodman, and Mr. Stewart. ABSENT - Ms. Von Harten. OPPOSED – Mr. McBride and Mr. Sommerville. The motion passed.

Recommendation: Committee recommend Council approves on third and final reading the School District's expenditures as proposed with a zero dollar tax increase from the prior year.

INFORMATION ITEM

4. Replacement Home / Disabilities and Special Needs Department

Discussion: Ms. Mitzi Wagner, Disabilities and Special Need Director, reviewed this item with the Committee. At the last meeting, the Committee discussed replacing the Broad River CTH II Home with a home that is for sale with an asking price of \$250,000. We would like to begin negotiations on that home at \$210,000 but in conversations with both real estate agents, they will not accept less than \$245,000 because that is the amount they owe. If they cannot get

the amount they need to pay their lender, they will continue to rent the house. This is a 4 bedroom home. There was great difficulty finding a 4-bedroom home with an open floor plan, which allows us to do some renovations to make that home Americans with Disabilities Act (ADA) accessible. It is also on sewer, which most on this side of the Broad River are not. Some of the 4-bedroom homes on sewer are two-story, which is totally inappropriate for us. We looked for 6 months to find this particular home. She is asking for Council's approval/support in moving forward and to continue with negotiations to purchase this home.

The Committee Chairman said he felt we should continue on and look heavily on staff for advice. We do not want to negotiate publicly on the price.

Mr. Flewelling said he felt this should have been done under executive session.

Recommendation: Committee unanimously agreed for staff to continue with negotiations to purchase this replacement home.

DRAFT

FINANCE AND PUBLIC SAFETY COMMITTEES

July 19, 2010

The electronic and print media were duly notified in accordance with the State Freedom of Information Act.

The Finance and Public Safety Committees met on Monday, July 19, 2010 at 2:00 p.m., in the Conference Room, Building 2 at the Beaufort Industrial Village.

ATTENDANCE

Finance Committee members: Chairman Stu Rodman, Vice Chairman William McBride, and members Steven Baer, Paul Sommerville, Jerry Stewart and Laura Von Harten attended. Committee Member Brian Flewelling was absent. Non-committee member Rick Caporale, who serves on the Public Safety Committee, was also present.

County Staff: Sharon Burris, Auditor; Todd Ferguson, EMD Director; Lad Howell, Attorney; Gary Kubic, County Administrator; Donna Ownby, EMS Director; David Starkey, Chief Financial Officer; Edra Stevens, Business License Director; Dave Thomas, Purchasing Director; William Winn, Division Director – Public Safety; and Howell Youmans, EMS Deputy Director.

Media: Joe Croley, Hilton Head Association of Realtors, Richard Brooks, *Bluffton Today* and Josh McCann, *Island Packet*.

Public: Anna Coffman, Hilton Head-Bluffton Chamber of Commerce; Larry Hollman, Beaufort Black Chamber of Commerce; Bruce Kline, Lady's Island-St. Helena Island Fire Chief; George Simpson; and Barry Turner, Bluffton Fire Chief.

Pledge of Allegiance: The Chairman led those present in the Pledge of Allegiance to the Flag.

ACTION ITEMS

1. EMS/Fire Support Study and Analysis

Discussion: Mr. Jerry Stewart, as Public Safety Committee Chairman, introduced Mr. Dave Thomas, Purchasing Director, to review this item with the Committee. Beaufort County issued Request for Qualifications (RFQ) to firms capable of providing emergency medical and fire support study/analysis for the Beaufort County Public Safety Division. This project is a study/analysis to determine the best practical operation procedures for our EMS/Fire Departments as outlined in the scope of work. The evaluation committee consisted of the following six members: William Winn, Public Safety Director; Lt. Col. Neal Baxley, Sheriff's Office; Donna Ownby, Director EMS; Howell Youmans, Deputy Director EMS; Todd Ferguson, EMD Director; Bruce Kline, Lady's Island-St. Helena Island Fire Chief; and Barry Turner, Bluffton Fire Chief. The evaluation committee interviewed the top five firms and selected CRA,

Inc. as the number one ranked firm. The evaluation committee requests the committees approve and recommend to County Council, approval of a contract award to CRA, Inc, the number one ranked firm with the anticipated cost of \$225,963. CRA will have four months to complete the study.

Mr. William Winn, Public Safety Division Director, presented the Committee with a PowerPoint presentation with additional information about the purpose of this contract award. As part of the Council management agenda for 2010, one of the priorities was the EMS review and study process. As we put together and prepared to implement the request, we looked at bringing together not only a selection team to choose the contractor but also a management team that will have the opportunity to oversee what the contractor does, to review the process the contractor follows, and to make sure we achieved the goals we established. Once the study is completed, this will be the management team that will look into how to implement that study after Council reviewed and approved it. He reviewed the selection and management team with the Committee. Part of what we will be doing with this study is looking at the 911 system as part of the EMS system from the point when the telephone rings for a medical call, how the dispatch center processes that call and how it notifies the agencies for response. Most people may not understand our 911 system also provides pre-arrival instructions. They teach people how to do CPR, dislodge something from someone's throat, deliver babies, etc. There are two fire chiefs on the committee representing the fire side of the process and the Sheriff's Office is also represented. We saw an increase in the number of EMS calls where law enforcement has to respond with the ambulances for security operations. This is placing a burden on some of our law enforcement agencies, which is why they are participating in the study.

As part of the study we will review the EMS operations and management. Specifically we will look to organize the way we need to be [structured] for today and for tomorrow with the management and the number of supervisors, on-road supervisors, directors, training officers, etc. Also do we have the appropriate number of people and doing the right things, at the right times? Are we providing the quality of assistance needed by our front line EMS people? We will be looking at the risk/demand/response time. Our stations have not changed in the last 20 to 25 years. We will look at where the stations are located; the types of equipment assigned to those stations, the type of personnel assigned to the stations and whether we need more, less or need to operate a different type of vehicle. There will be an analysis of the run times based on the current location of the equipment and an analysis of the run times based upon the demand we have in different portions of the day. Current EMS issues, such as the first responder program: our fire department in Beaufort County participates in the medical first responder program. We will be looking at the overall first responder program and whether or not it accomplishes our need and is a quality service we are rendering in our fire districts. The study will take a look at our training program and whether we are doing the adequate training needed by our EMTs and firefighters. Cost estimates will also be looked at to give us an ideal. If we make changes, what costs would occur and also what are costs for proceeding in the future and upgrading our change in EMS? Also, how we are going to fund our First Responder Program?

Once this is completed and an analysis is done and reviewed by the management committee to make sure all of the parts have been completed, we will come up with a strategic

plan. Once that plan is completed and is in presentable form, then a formal presentation will be made to County Council to show what was found, the issues that need to be discussed and the recommendations of the consultant and staff. It is very important; the management committee was very unanimous in the selection of this company. They are a very good company with a very good reputation and a quality group of people. They have done this successfully in other places.

With the management team put in place, a very strong part of this study is not going to be the completion of the study but what we do with it when it is over. We have to be able to implement the findings and changes recommended.

Mr. Baer stated this sounds like a splendid idea. Within the area covered, how much do we spend in EMS and fire? Mr. Winn replied it is hard to put a specific number on it because every fire district is different. There is a standard EMS budget of approximately \$6 million, and then each fire district's budgets are different. He stated probably \$8 million to 10 million depending on how it is added.

Mr. Baer thought it to be a good idea to spend \$250,000 to do a better job on such a large budget.

Mr. Rodman wanted to know if Hilton Head Island is in or out of this study. Mr. Winn replied they opted not to participate in the study.

Mr. Rodman wanted to know if we would see this as a final form or would we receive briefings along the way. Mr. Winn stated right now the plan was to bring forth the final recommendations. There will probably be some work sessions in there. It all depends on what we find out. When you open the door like this and have no preconceived ideas, there is no idea what the consultants will find. If they find something astounding, then we will bring Council in for a briefing.

Mr. Rodman stated you do not want to involve Council too early but one briefing might make some sense.

Mr. Winn stated, in regard to Hilton Head Island they have not elected to participate but we have anticipated for Chief Lucas to interview with them and speak about mutual aid between the two and how that operates.

Mr. Rodman stated there has been talk about whether or not there is a marriage between EMS and fire options and wanted to know if that is part of this study. Mr. Winn stated we looked at a consolidation of services. That door has been left open. This study may consolidate the protocols, standard operating procedures, funding, etc. that each district might follow.

Mr. Rodman stated even if you do not consolidate, Daufuskie Island needs a special look in the sense they have two separate ones – EMS and fire. It is quite expensive and they are the one district running a negative balance. We should be looking at a sizable tax increase for them. Given the economy and the bankruptcy, it would be a burden on the people.

Mr. Caporale wanted to know if Hilton Head Island offered any reason why they opted out. Mr. Winn replied in the negative.

Mr. Stewart wanted to know if our interaction with other entities will be looked at as well under this contract or is it strictly Beaufort County. Mr. Winn stated we will be looking at all of Beaufort County and also issues that may affect our surrounding counties. We work not only with Jasper County, but also Hampton County and Colleton County. We will be looking at whether we have sufficient response capability and if not what changes do they propose for the mutual aid we have with those counties.

Mr. Stewart stated a specific section of Sun City crossed over into Hardeeville. Mr. Winn stated when it comes to Jasper County, there is a strong working relationship. Our two dispatched centers are interlocked together. We move phones back and forth and we are interfacing both dispatch centers to make sure we do not lose any calls. If we get a call and do not know whose district it is, we all go and will settle it on location. He does not see any delays in getting to Sun City.

It was moved by Mr. Rodman, seconded by Mr. Baer, that Finance and Public Safety Committees approve and recommend to County Council award a contract to CRA, Inc, the number one ranked firm with the anticipated cost of \$225,963 to perform an EMS/fire support study/analysis. CRA will have 4 months to complete the study. The vote was: FOR –Mr. Baer, Mr. McBride, Mr. Rodman, Mr. Sommerville, Mr. Stewart and Ms. Von Harten. ABSENT – Mr. Flewelling. Mr. Caporale did not vote since he is not a member of Finance Committee. The motion passed.

Recommendation: Council award a contract to CRA, Inc, the number one ranked firm with the anticipated cost of \$225,963 to perform a EMS/fire support study/analysis. CRA will have 4 months to complete the study.

Mr. Stewart passed the gavel to Mr. Stu Rodman, Finance Committee, to chair the rest of the meeting.

2. Discussion of Advisory Referenda Regarding School District Fiscal Autonomy and County-Manager Form of Government

Discussion: Mr. Rodman presented the Committee with a document showing the difference between a council-administrator and council-manager forms of government. The only difference, other than word changes, is that the treasurer and auditor would work for the County in the Council-Manager form of government, as opposed to being constitutional officers. In the current age, having somewhat of a consolidated financial department in a county would be significantly better than having separately elected officials. As a practical manner, once someone is in office they generally serve for as long as they want. If you had a referendum it would take affect at the conclusion of the next term of that official. It would open up an interesting option – an advisory referendum and then two years later have the full referendum.

Mr. McBride stated when the legislature passed the home rule act; our legislative delegation already previously turned over home rule to the County. At that time, the counties had to have a referendum to select one of the forms and if you did not have a referendum, you automatically converted to the one closest to that of your operations. Since Beaufort did not have a referendum we got the form of council-administrator.

Mr. Rodman stated there are 34 counties with the council-administrator form of government. Two have it where the administrator is elected and two have the county-manager form. One county had gone to it but went back. That county stated it was due to politics and legal actions and not much to do with the form of government. The two counties with county-manager form are York County and Greenwood County. We would be well-served to have the treasurer and auditor as part of a consolidated county financial department. Some of the issues we are dealing with regarding the Treasurer's Office, Council gets blamed for because people think they work for us, Mr. Rodman said.

Mr. Baer stated he would support it.

Mr. Kubic stated at the retreat, Council asked staff to take a look at control centers – functions in which we perform in the general fund in which we have identified 600. In analyzing this process, we need to bring to Council a clear understanding of the relationships among the Auditor, Treasurer and Administrator. There is integration based on MIS functions that changed the dynamic from that, of the historical point of year, with the introduction of technology. You also have to take a look at whether there are areas within that plan/deliver of service that the community, Council and others are satisfied with or not satisfied with. By that, he stated he means public investments. Do you or the community know how the money is being invested? Do you understand public depository relationship, the contracts between the banks, which banks have those contracts, how they got those contracts, who negotiates those contracts, is it a public bid process, and is it the sole discretion of the treasurer? You need to begin to analyze those processes and do a checklist of whether we agree or do not agree. Then there is the option to either decide whether we can create scenarios that are pushed forward through a reporting mechanism. That is how you logically begin to assess the process. The reality is when tax bills go out we are all looked upon as a single unit. Taxpayers, when they pay that bill, only see the bottom line. They do not even understand the lion share of it is the school operation. They already look upon the County as a single entity. The argument of checks and balances has passed, it is just whether or not you are currently satisfied or can improve upon that. He stated he has been making recommendations of an investment advisory board or the creation of private sector units into the Treasurer's Office. There are talented people out there to create a private investment board. It is required in some states and it must report every 90 days to Council in several formats.

Ms. Von Harten stated she supports this and believes we need to take our time and tread carefully because the municipalities and other entities that get public funds will be affected by any sort of change. They too need to be involved in this process.

Mr. Kubic stated one thing is occurring is that you should understand is what Manatron is capable of doing. In the case of the credit card fees, this system gives us the ability to tie the act to the parcel and look at every parcel within the division and set up by agreement a cost allocation formula that clearly shows this property is at 4% and they paid by credit card. You can create the distribution, literally, to the penny. The result of the technology introduced takes out that uncertainty factor as to how you derived to that cost allocation. That is how precise we can get once we are fully implemented and fully know how to enter all of the data into these fields. It is changed. We would like to have all municipalities and all political subdivisions, 30 or more, that can actually get to this. The beauty of this is that there is no mystery to the system.

Mr. Stewart stated credibility is important. We hear that problem all of the time whenever any issue arises. He was told to talk to the county that switched and then switched back to find out the circumstances. He suggested we talk to that county. Also, he stated right now he could not support this form of government. The form we are under is working well. It is not the form of government's responsibility but is the person there. The issue has been before the legislature for several sessions in trying to put qualifications for elected officials. He personally believes that is where the responsibility lies. Rather than change the form of government we currently have, we need to address the root cause of the problem – that is that qualified people are in the position.

School District Fiscal Autonomy

Mr. Rodman stated we met with the School District last Friday. They have two concerns. One is the collection rate being correct and if it is not there will be a problem. He stated he informed them that is an issue for August when we set the mill. In June, we set the amount that would be collected in taxes and the amount that would come out of the fund balance. If the mill value went up or down based on whatever the calculations might be at the time, then the mills itself would go up or down. Second, the District is concerned with whether or not there is adequate money to do what it needs to do in out years. He stated he raised the issue of them not providing Council with the justification in out years in terms of employment and staffing. That discussion basically revealed that the last couple of years the enrollment has been increasing by 100 a year. As they have looked forward in their model they are assuming the enrollment will be roughly double that amount. Trend wise there does not seem to be a lot of reason why it would double. He thinks it is more apt to decline. That calculation would suggest if in fact they went at the historical rate, then that would approximately offset the taxes they are interested in. We did say if the District wanted to come back we would certainly readdress that. They may look at it and decide they are okay or they may decide they think they need a tax increase. When their original plan came in, their fund balance dropped down to about 5% even before we talked about holding the taxes level. Part of that discussion revealed that the New River TIF looks as if it will conclude in June 2013. At that time they will pick up between \$4 million to \$5 million additional amount each year. That will help a bit with the fund balance. There has been ongoing conversation as to whether or not it makes sense for the District to have fiscal autonomy, which means the Board of Education would be totally responsible for setting the taxes for education. It went to referendum approximately 20 years ago and was rejected by the voters. We had a standing offer, in the last couple of years, that if they wanted it to go to the voters it should. Independently he stated he and the Chairman reached the conclusion that maybe it is time to do it

again, particularly since they took the unilateral action to go to the attorney general to ask for an opinion on that. He believes it is time to do so.

Mr. Stewart stated he is concerned about the District's budget to come back before Council for another vote. We had a vote, went through three readings and a public hearing. He would hate to have to have a fourth vote. Would that not constitute going back to the beginning? Could we have a fourth vote and change what we have already done?

Mr. McBride stated we would at least have to go back to first reading, but will yield to the County Attorney, whom concurred.

Mr. Stewart stated as far as he is concerned, it is over. They now have to figure out how to live within their means. In regard to the referendum issue, he suggested there to be three options to go onto the referendum – (1) Leave it as it is, the County consenting on the operations portion of the School District's budget; (2) Give the School District full autonomy; (3) The County to have full control of the School District's budget for all funds. Put all three onto the budget and see what the citizens have to say.

Mr. McBride stated he would support two options on the budget, but not the third. Two options will tell you where people stand.

Mr. Rodman stated when thinking about the operating side, it makes sense to have oversight. When it comes to the debt side, there are two places where they can borrow money – referendum or the 8% piece where they can borrow up to 8% of the assessed value of the County. It does argue there is a degree of control on that already.

Mr. Stewart stated regarding the 8%, they have the right to allocate or take as much or as little of that as they want without any authority from anyone. They can obligate up to the full 8% and the County has no choice in it. There is an argument that having half the budget to deal with is not necessarily a good place to be because it leads us into the situation we are in every year. We should put it to the voters as three choices. It would send a real message to the School District.

Mr. Caporale stated it would take an enormous amount of work for us to tell them in that third option what their future looked like. It would require us in good faith to weigh all of the evidence and documentation that the Superintendent gives to the Board.

Mr. Stewart stated right now we are not getting the full understanding and making decisions without having all of the facts.

Mr. Caporale stated he is in favor of both to measure the public opinion.

Mr. Rodman suggested since the Chairman requested staff weigh-in on the steps, that this is better handled at the July 26, 2010 Council meeting, as opposed to just the Finance Committee. Also, he thinks since there is some interest in considering the change in the form of

government perhaps we extend it to look at the School District referendum and the form of government. This is an important issue.

It was moved by Ms. Von Harten, seconded by Mr. Baer, that Finance and Public Safety Committees forward to Council for discussion and consideration advisory referenda, this fall, for both fiscal autonomy and county form of government. The vote was: FOR –Mr. Baer, Mr. Rodman, and Ms. Von Harten. OPPOSED – Mr. Sommerville and Mr. Stewart. ABSENT – Mr. Flewelling. ABSTAINED – Mr. McBride. The motion passed.

Recommendation: County Council discuss and consider advisory referenda, this fall, for both fiscal autonomy and county form of government.

3. Off Agenda Item – Beaufort Regional Chamber of Commerce/Visitor and Convention Center

Discussion: Mr. Rodman informed the Committee he misspoke for the motion on Accommodation Tax (2% State). At Committee, the motion was for \$35,000. At Council, he misspoke and said \$25,000.

Status: This item will be brought before Council.

INFORMATION ITEMS

4. Text Amendments to Business License Ordinance

Discussion: Mr. Rodman briefed the Committee on this item. This item was deferred until after the budget cycle. In the process we went through, we asked the chambers for their input. There have been a couple discussions in that regard. When we left it, the only issue remaining was in regard to people owning multiple properties and at what point they will have to file for a business license. It is different across the County. We were at five and some of the others were at either one or two. We zeroed in on two. Ms. Stevens concurred, it was two.

Mr. Sommerville stated he will vote against it. The inconvenience and the paperwork for someone with two or three small units is not reasonable. It is not just the money but the hassle of the paperwork and that aggravation. That does not constitute a business.

Ms. Von Harten stated the same could be said for all taxes, “that’s too much hassle.”

Mr. Rodman stated this item has been before two readings of Council. If we wanted to do anything different, what would be the steps to take, he asked the parliamentarian. Mr. McBride stated any change could be done at the Council meeting.

Ms. Von Harten stated an additional tax burden on people with smaller units would discourage people from affordable housing opportunities. Maybe Mr. Sommerville’s point is a good one, but for slightly different reasons.

Mr. Stewart stated, on page six and seven, we talk about implementing this business license user fee board of appeals. We had much discussion on this and he said he believes we felt our Administrator does a fine job and that we do not need to set up another bureaucratic system to cover this. He does not remember having been a part of this ordinance or a definite decision made at that time. He would like to leave this at the hand of the Administrator.

Mrs. Stevens stated nothing was passed in that regard. The Committee was discussing it, but nothing was formal.

Mr. McBride asked the Administrator if he believes that is something needed. Mr. Kubic asked if he is being asked if a change will dramatically affect us or the reason for making a change; he believes in seven years there have been two business license appeals that were trying to make their way to Council for a resolution. The reason that has not increased is because he works with the businesses to try to either waive a portion of the penalty or interest in finding resolution. He believes if Council does not want to create another layer of bureaucracy, leave it with the Administrator.

Mr. Rodman wanted to know if folks always have the opportunity to appeal to Council. Mr. Kubic replied they have the right to take the Administrator's decision to Council if they don't agree with it. Council would then have the opportunity for consideration.

Mr. Stewart stated he consistently brought up the purpose and him disliking that in Section 18-46, page 1. It says the purpose of raising revenue to provide ad valorem tax relief. He does not believe that is the purpose of the business license fee. A lot of the businesses object because it goes into the General Fund and the money is not used for any business development or business related activities. If it were used to fund the business license office, support economic development, the right to work ordinance, workforce development, or a better business bureau, he could support it. Those are the type of things these fees should be used for and specifically identified for. It should not be looked at as a tax. The state code of laws does say it is a tax, but it also speaks about it as a fee. He would much rather see it struck-through and give a reason why we are asking for the fee to show it is business-related.

Mr. Caporale thought it to be an ideal suggestion. He also pointed out that in-so-far as appealing to County Council, it is vague once you take out the business license/user fee board of appeals. You then would not know how they would get to County Council. It needs rewording.

Mr. Stewart said he feels it should go back to what it said originally. There is also another location in the document, Section 18-63 that speaks about the process in getting to County Council.

Mr. Baer stated he agrees with Mr. Stewart's comment about ad valorem tax, but would like to keep the existing language intact. We said at the retreat we were going to begin to use fees to get some property tax relief. He would like the other uses added but the current language left intact.

Ms. Von Harten stated if we are looking at working with municipalities to get things standardized then business license fees should be a way to offset ad valorem taxes for municipal residents.

Mr. Stewart spoke about CareCore and how in essence they are saying instead of bringing their high-paying, corporate jobs (125 to 150) here they would take them to Colorado, so they do not have to pay the business license fees here. It is a major/significant impact for not only businesses here, but also has a negative impact on future businesses that we are trying to attract to the area. In that discussion it is obvious the municipalities have a totally different outlook. A significant amount of their tax revenue comes from business license fees. They are clearly using it as a tax. I would be hard-pressed to tell them how they should structure their tax base collection, he said. The Hilton Head-Bluffton Chamber of Commerce suggested we come together and agree upon those businesses that we would like to bring into the County for that class of business to have a fee across all governing bodies. There was some discussion of that. From the Economic Alliance/Network perspective, the intent is to bring it before the municipality and have the discussion to see if we can move forward along that line. That is the best that we could hope for.

Mr. Baer stated it is a great idea to do that on a forward-looking basis, but in the case of CareCore they received a tremendous amount of tax incentives, for which the public paid additional taxes for to make up for their incentives. This Council gave them some incentive by giving them cheap rental on hangar space. They then retroactively, after getting all these incentives, wanted to redo the deal. He applauds going forward with a constructive, business-friendly taxation and fee schedule but using an example of someone who reneged on a deal and who got millions of dollars out of the taxpayers is not a fair example.

Mr. Stewart stated we need to look at it from our point of view and our perspective of what we are trying to do to develop in the region. We have to have some better understanding. If we do have, through the MCIP, agreements, this should be written into that as opposed to being left out.

Ms. Von Harten suggested as part of the path for moving forward, we look at our "whereas" in this ordinance because they pretty much say our business license ordinance is "sucky" and we need to make it less sucky, but it is not specific." We need to take items in our economic development section of the Comprehensive Plan and include some of those recommendations and "whereas" to get at the heart of some of these issues. We want to incentivize companies.

Mr. McBride stated as pointed out, less than 1 percent of the County revenues come from business license income sources. Obviously we are not overtaxing. Also, when the state legislature gave the County the ability to pass the fee tax, one objective was to give the counties an alternate source of revenue to offset property tax. If we want to bury our heads in the sand and say we do not want this revenue that is fine. If you take the fee from the businesses it will be put onto the homeowners. If this money is going into the general fund budget, you still have to use

the general fund to do all these things people want to designate the business license fee tax for due to more flexibility. He does not see the need to designate the business license fee tax for a particular category when it goes into the general fund, which could be used for whatever we feel the need is for the County. The other issue is about whether or not to tax those with two or more rental units. If they do not want the income, do not rent the unit. Two is a reasonable amount.

Mr. Rodman stated we have many text changes before us. It would be good to move that forward, get it finished and get it out there. Coming out of the County retreat, we have an obligation to go back and look at the whole fee structure. The fee related part of this should be looked at with the overall assignment that we have been given. He suggested to staff, to dispose of the three items we spoke on and asked staff to fold those in one more time. We then would take one more look at it, at committee level, and forward them words before Council. We have an obligation to look at all of the fees. We will be better off looking at these fees as a part of all of the fees separately.

Mr. Sommerville disclosed that he owns one rental property in the County.

Mr. Rodman wanted to know who was in favor of two rental units requiring a business license. Mr. Baer, Mr. McBride and Mr. Rodman supported that language. Mr. Sommerville and Ms. Von Harten opposed the number two. Mr. Stewart abstained. The number two should be written into the proposed ordinance.

Mr. Rodman wanted to know who was in favor of eliminating the business license/user fee board of appeals and rely on it coming back before the Administrator. The Committee unanimously agreed.

Mr. Rodman wanted to know who would like to modify the language relative to the purpose of business license fees. (1) Should we remove the purpose to relive property taxes or (2) Should we add to the purpose?

Mr. Stewart said he would like to eliminate the language “and for the purpose of raising revenue to provide ad valorem tax relief” in section 18-46.

Mr. McBride said he does not see how the balance of that harms the purpose of the ordinance. Any additional income that comes into the County is for the purpose of raising revenue.

Mr. Stewart stated he is opposed to the fact this is called a tax. If we are going to have this as a tax we need to reopen the entire idea of what taxes are to businesses. You are adding another layer of tax upon a business.

Mr. Kubic suggested taking more time to talk about the difference between what is a tax and what is a fee. There is a series of class action lawsuits in North Carolina brought forward by the business community, which argue a business license fee is actually a tax. By way of analogy, if you take the military and talk about stormwater fee, the federal government is now arguing

that our stormwater fee is a tax. The reason for that is as an exempt organization they are not subject to pay a tax. He suggested we review the definition of what constitutes a fee and what constitutes a tax be entertained in this discussion.

Mr. Rodman stated Ms. Von Harten raised the issue of the “whereas.” He suggested she draft them for the Committee to consider.

Recommendation: The Business License staff makes the appropriate changes to the proposed ordinance and brings it back before the Committee for consideration.

5. Review of Council Retreat Goals

Discussion: Mr. Stu Rodman stated coming out of the Retreat where ten priority items that were policy issues and ten that were management items.

POLICY AGENDA

Spec Building/Commerce Park

Mr. Rodman stated this item falls under the Public Safety Committee. There is a funding issue there.

Mr. Stewart stated there was a renegotiation with the bank, which will be renegotiated in December. Assuming they continue the way they are, it could take up to early summer next year. It depends upon what the bank decides to do. There are issues that need to be discussed. Other parties are dealing with those issues.

Alternative County Revenues/Fees Update

Mr. Rodman stated he will touch base with the staff as to how to come forward with this in a logical fashion. It is going to start with our current revenue, what may happen in the future and then talk through each various revenue/fee. It would be done from a conceptual/policy basis rather than with a great deal of detail on each one.

Mr. Baer stated the Airport revenue one seems to fester. It has been longer than a year now and the accumulated losses as of last month were about \$1.95 million out of the General Fund.

Mr. Rodman stated we will begin the process of looking at these.

Rural Critical Lands: Current Program/Future Direction

Mr. Rodman stated we have already made a decision on this item and it can be taken off the list. We deferred any referendum until 2012.

County Services Review and Prioritization

Mr. Rodman stated this is the responsibility of the Executive Committee but there will be pieces that Council will have to look at relative to debt service and millage rates.

MANAGEMENT AGENDA

County Campus Buildings Renovations

Mr. Rodman stated the County is underway on this.

St. Helena's Island Library at Penn Center

Mr. Rodman stated the County is underway on this.

Smart Decline Contingency Plan

Mr. Rodman stated the Chairman has made the case that we could have a severe impact on taxes collected because of the downturn in the housing market. We need to be proactive. He stated he had a conversation with Mr. Starkey and Mr. Hill and it sounded as if the logical first step would be to look at the revenue side and look out two-three years as a suspected case, good case, and bad case scenarios. Then we can launch off of that to see where we go for the next step.

Mr. McBride stated he was under the impression the County Administrator already implemented the Smart Decline Contingency Plan with not filling vacancies and cutting back expenses.

Mr. Stewart stated this is the second item that falls under the Executive Committee. He suggested Mr. Rodman perhaps see to us having an Executive Committee Meeting. There are several county services we need to review and what our role should be.

Financial Policies: Review

Mr. Rodman stated there are some policy issues that have been assigned to the Committee. Staff has the lead on these, but they come back before the Committee.

Transfer of Development Rights

Mr. Rodman stated this is the responsibility of the Natural Resources Committee.

Mr. Sommerville stated there is a subcommittee of Lowcountry Council of Governments meeting this week to come up with some proposed recommendations on initial implementation.

Daufuskie Island Plan

Mr. Rodman stated this is the responsibility of the Natural Resources Committee.

Emergency Medical Services

Mr. Rodman stated this item was discussed earlier in the meeting.

Mr. Rodman stated now that we are through the budget cycle, we need to tidy up as much of this up as possible before the next retreat.

Mr. Baer stated he would like the minutes to be clear that our retreat policy agenda clearly indicates use of fees as a County revenue source is a high priority. Airport fees are at the top of the list shown. We have known for a year the airports are losing money, primarily on the general aviation side. As of May 31, 2010, this cumulative loss is \$2.3 million total, with \$1.95 million for Hilton Head. This money has to be borrowed from the General Fund, paid by taxpayers. Despite these continued losses, we still have no plan in place to study or deal with this issue.

He also stated we spend a lot of time and money at our annual retreats. I have been to four of them now, and feel we could do a much better job with some collective pre-planning. At the moment, the retreat procedures seem to drop down on us without any input from the body of this Council. For the upcoming retreat he stated he would like to see a small sub-committee of County Council members develop recommendations for goals and methods long before the start of the retreat. He volunteered to serve on that team.

Mr. Rodman thought it to be a worthwhile suggestion.

Status: This item is for informational purposes only

6. Delinquent Aircraft Taxes

Discussion: Mr. Rodman reviewed this item with the Committee. Analysis was put together and he summarized it. From 2004 to 2000 we collected about 90% of what was billed. Since 2004, we dropped to collect approximately 35%. The dollar amount collected per year averaged about the same. There has been a lot of discussion of whether we have taxes being unpaid or bad record keeping.

Mr. Starkey created a schedule, which he presented. The schedule was broken down by property type and the amounts collected as of June 30, 2010, without the 60 day accrual. There has been an adjustment over the last month on aircraft. The total amount billed shrank and the total amount collected grew. He stated he can only present the facts. The intricacies of that are related to the Auditor, who is responsible for the billings of the aircrafts. The original roll had 107 aircrafts through April 30, 2010, at which time in June the number shrank to 82. That is why

the percent collected got better. Only two additional aircrafts have been paid for from April 30 to June 30. The percent collected jumped from 25% to 75%.

Mr. Rodman wanted to know if we are making progress on this. Mr. Starkey stated he cannot speak too much for the Auditor, but she took some aircrafts off the roles.

County Auditor Mrs. Sharon Burriss spoke before the Committee. We took aircrafts off the books as of June. That happens throughout the year. After we initially bill them out from a listing we receive from the S.C. Department of Revenue who gets their information from the Federal Aviation Administration. The FAA sends to SCDOR all aircraft registered in South Carolina. SCDOR, by the 46 county zip codes, goes through and sends the counties their portion of the taxable aircrafts. What happens though is we receive a listing and after we bill out in October, based on the list from SCDOR, we receive information from several sources such as the individual tax payer who provides us with a bill of sale, or information sent to FAA stating the aircraft has been moved or never actually here. Some aircrafts were never actually here but registered here to keep from having to pay sales tax in the state they are actually in. There is a \$300 ceiling on sales tax in South Carolina. If they register, initially, in South Carolina they pay a simple \$300. If they registered in another state with a 7% sales tax or no ceiling on their sales tax, which is the majority of the states, they would pay according to the amount they purchased the aircraft. At one time, we had 10 aircrafts listed to Executive Jet built by Gulf Stream. They registered in Beaufort County, paid the \$300 on each of the multimillion jets when in fact the aircrafts were too large to land here. They were landing in Charleston, S.C. who was able to pick up some revenue from the taxable aircraft once they were notified. We lost the lawsuit we had with Executive Jet. We usually wait for the information to come to us to take it off the books because it requires certain things such as a valid bill of sale, and information from FAA. The big one off the books is Jade Holdings which was a helicopter and was never here. The registration never changed. They had it going to a post office box on Hilton Head Island. There are two airports in Beaufort County that unless we can match them up with a primary residence, they are put in the taxing district closest to the post office box.

Mr. Baer stated he is the one who looked up the helicopter. He stated he has a list of 24 aircrafts that have not paid their taxes. Mrs. Burriss corrected him, there are 28, but as of today we have removed five of those.

Mr. Baer stated one of them, King Air, LLC who has a registered agent on Hilton Head and they owed us back years as well — amounting to \$33,451, and \$15,568 for this year. Is there any way to get the end numbers of these planes? If we can get those numbers, we can figure out where they are.

Mrs. Burriss stated she has end numbers she would be happy to provide. The collection of taxes, she stated, is not under her purview. We cannot go out and collect those taxes nor can she notify the people. She can only send a tax bill to them. What happens in most cases is if an aircraft is on the books with prior years, unless it is situated (where the client company is incorporated) here, then we can collect at least the first year's taxes that are outstanding. If they prove they had no situs here, we cannot even collect those. It is her understanding there are

certain standards/procedures to be followed in order to collect. That being said, there has been a lot of controversy on what you can and cannot do. Liens have been placed on several of these aircrafts since this has come up. Mr. Robert Croom, a lawyer with the SCAC, did send the County the procedure that has to be used in order to attach the aircraft, which is much more in-depth. Attaching a lien is much easier. Attaching the aircraft and taxing possession of the aircraft and selling it at a delinquent tax sale is a lot more intricate than people realize.

Mr. Baer asked she provide the end numbers and he will see where they are, etc. She replied she will be glad to provide that information.

She also informed the Committee a lot of the counties she contacted with aircrafts and that have much of the same situation, said they have passed an ordinance in their county to tax at 4%. You can either have the rate of 4%, 6% or 10.5%. The counties that responded say once taxing at 4% they see less registration of aircrafts. In addition to that, the counties also said they used the debt set off program with the S.C. income tax for collection of the aircraft. The county or entity that uses them pays a flat fee of \$25. They take the income tax refund and the program gets all or some of the refund to cover the taxes.

Mr. Baer stated it would be interesting if we find one of these tax non payers in our taxpayer's subsidized hangars.

Mr. Caporale asked if there were a solution to this, what the Auditor's suggestion is. Mrs. Burris stated there are a lot of rules to how long the aircraft has to be here and it must be noted here. She stated in previous years she has contacted both airports and their directors asking for information. The law, in South Carolina, only provides the airport managers with a name and address. They do not have to relinquish any other information. We have to be able to ascertain that the aircraft has been there, has not left for any period of time, which is very difficult to do. Unless the delinquent tax collector could station someone out there to watch the aircrafts coming and going, it is hard to find out if they have been here for 180 consecutive days.

Mr. Caporale stated it strikes him as a calculated loophole that was crafted by someone who wanted to provide an opportunity for some people to keep from paying a legitimate tax.

Mrs. Burris said she thinks, in conversation with our legislative committee, the debt set off plan seems to work well for the counties who have similar numbers to Beaufort County's aircraft numbers.

Mr. Caporale said he wanted to know if this was the Treasurer's purview. Mrs. Burris replied in the affirmative. It would be the responsibility of the delinquent tax collector, which in some counties is separate from that of the treasurer's office. Ours is one of six that does not. The delinquent tax collector, in those counties, reports to Council.

Mr. Rodman wants to know how that is decided. Mr. McBride replied referendum.

Mr. Rodman stated he agrees with Mr. Caporale. It seems in charging \$300 in sales tax we should at least be entitled to the first year's worth of property tax on that aircraft. Is there a way for us to get there?

County Attorney Lad Howell reviewed the basic procedure for delinquent taxes to the Committee. He stated, in looking at it and with assistance from Steve Hughes, with Howell, Gibson and Hughes, who has been handling a lot of the lawsuits regarding the collection of delinquent taxes, the Auditor did a good job informing the Committee that although it appears to be simple at first, it is only simple to file a lien. That is what is done after they do not pay taxes. The Treasurer's Office is responsible for filing that lien. The Auditor identifies the aircraft. The \$300 ceiling in South Carolina for quite some time and is a loophole. There is no valid solution unless the legislature gives us one. It is done not only with boats and aircrafts, but is also done with automobiles. "We are a border state [sic] and frequently purchases are made here, they pay our sales tax but are not registered to pay our taxes," he said. Florida has a huge sales tax and so does North Carolina. Our sales tax is low which is done for convenience. Until the legislature closes that loophole, there is not much we can do to remedy that situation. When it turns up, you abate the taxes on it because it is not a true vehicle/plane/boat in which we can collect personal property taxes.

The procedure followed by the Treasurer and her delinquent tax collector, Mr. Herschel Evans, is simply laid out in the code. It provides they give the taxpayer notice they are delinquent after a period of 30 days. They will then send another notice that puts a 3% penalty on top of what is owed, and then additional penalties of 7% and 5% are tacked on. If there is still no response, the delinquent tax collector begins the process of trying to attach the property and sell it. The code outlines a procedure, whereby the sheriff is authorized. When the procedure is met, all of the notices have been sent out, the taxpayer has yet to respond and has not paid anything, and then we have to find the property. The sheriff is given an execution by the delinquent tax collector, has to go out and physically seize the property. It is very difficult to seize property, but even more difficult when dealing with a boat or aircraft. The particular property can be in another jurisdiction. What does the Treasurer do to find out where that aircraft is? All you can do is track the records through the FAA. Generally, if you find it, it is then difficult for the sheriff to seize it. He will have to have a bond put up to safeguard the aircraft and then must find a place to secure it. You cannot leave it outside because we are responsible for the safekeeping. The sheriff has about 30 days before he can call a sale, which is an auction to sale the property. In the case of an aircraft, unlike a documented vessel, we do not have to go to federal court. If we can find the aircraft here and are lucky enough it is in our hangar, we can change the locks on it and take that opportunity. We have to prove to the letter, every requirement that the law requires. If we miss one step, then it is reversed, the taxes are abated and we have lost the case. We have had that happen. It is an expensive proposition. Assuming the aircraft is in another state, there is a code provision that provides we can petition the attorney general who can bring a civil action, in this state, and there are certain commodity provisions between the states where we can send to the other state to collect. That is a very burdensome process. He doubts it has been done many times. From a practical standpoint, when you place a lien on an aircraft, after the first penalty notice, the aircraft owner will come forward and pay those taxes. When you place a lien it tells a prospective purchaser they cannot purchase the aircraft unless they pay off Beaufort County.

That is leverage and is the best leverage we have, no seizure. Seizure is a last resort and must be weighed carefully.

Mr. Rodman stated it seems perhaps we, as a County, might want to suggest some legislative change. In the case of an aircraft, \$300 gets lost in the rounding. Treating boats, vehicles and aircrafts as the same thing may not make sense. There may be a way we can capitalize on the first tax payment. Also, is there any logic in saying if you are taking advantage of South Carolina to pay the sales tax you must also pay the first year's property tax.

Mr. Rodman wanted to know if it makes sense to say this is an opportunity for the state and the counties to close a loophole. Mr. Howell agreed. There are many things we can recommend to the legislature and this is one of them.

Mr. McBride stated that capped tax got in place when the legislature first passed the education improvement act and that brew from opposing it. They had a very strong lobbyist and that was a compromise that was made. It has been in place ever since.

Mr. Rodman asked the Administrator to look at this and see if it is something we want to weigh in on. It would be good for the State of South Carolina.

Mr. Rodman wanted to know if the County would be in a better position to go after the delinquent taxes rather than that of the Treasurer's Office. Should we be considering that as a way to make it easier and to collect more taxes?

Mr. Howell stated the Treasurer's Office has had that responsibility since the legislature created that office many years ago. It could be changed but would have to be done with the Justice Department approval. It would have to be done by ordinance and probably with the encumbering agreeing upon it. We made that change years ago on an elected official but the elected official concurred. If you had an incumbent who was not willing to do it the process would be more difficult.

Mr. Rodman asked, aside from the process, would the County be in a better position to collect more money than the Treasurer. Mr. Howell stated that is a political question and he is not qualified to answer it.

Mr. McBride suggested the Count Attorney to call Mr. Robert Croom, SCAC, about the delinquent tax collection because he heard a different twist as to how it can be done. Mr. Howell stated they had this discussion at the last seminar. There is a difference of opinion. He stated he does not believe it can be done by Council without including the opinion of the elected official involved. It could have been done years ago, before home rule, but not now.

Status: This item is informational only.

BC-1

BEAUFORT COUNTY, SOUTH CAROLINA
NOVEMBER 3, 1987

SCHOOL BOARD FISCAL AUTONOMY

QUESTION

Shall the School Board, without the consent of County Council, have the authority to levy the taxes needed to fund the County's share of the annual budget for the operation of the County's schools?

YES

49 →

NO

51 →

SECTIONS PRESENTED ARE ONLY THOSE THAT DIFFER EXCLUSIVE OF
(ADMINISTRATOR vs. MANAGER) TITLE

Differences in language used are indicated in bold.

Form No. 3
Current form of government
in Beaufort County

ARTICLE 7

COUNCIL-ADMINISTRATOR FORM OF COUNTY
GOVERNMENT (FORM NO. 3)

SECTION 4-9-610. The council in those counties adopting the council-administrator form of government provided for in this article shall consist of not less than three nor more than twelve members who are qualified electors of the county.

SECTION 4-9-620. Employment and qualifications of administrator; compensation; term of employment; procedure for removal.

SECTION 4-9-630.

(4) to prepare annual operating and capital improvement budgets for submission to the council and, in the exercise of these responsibilities, he shall be empowered to require such reports, estimates and statistics on an annual or periodic basis as he deems necessary from all county departments and agencies;

SECTION 4-9-650. Authority of administrator over certain elected officials.

With the exception of organizational policies established by the governing body, the county administrator shall exercise no authority over any elected officials of the county whose offices were created either by the Constitution or by the general law of the State.

SECTION 4-9-660. Authority of council and its members over county officers and employees.

the council shall deal with county officers and employees who are subject to the direction and supervision of the county administrator solely through the administrator, and

neither the Council nor its members shall give orders or instructions to any such officers or employees.

[SECTION 4-9-660 contains no language parallel to the passages on the right]

Form No. 4
Alternative form of government
for Beaufort County

ARTICLE 9

COUNCIL-MANAGER FORM OF COUNTY
GOVERNMENT (FORM NO. 4)

SECTION 4-9-810. The council in those counties adopting the council-manager form of government provided for in this article shall consist of not less than five nor more than twelve members who are qualified electors of the county.

SECTION 4-9-820. Employment and qualifications of manager; term of office; compensation; procedure for removal.

SECTION 4-9-830.

(4) to prepare annual operating and capital improvement budgets for submission to the council and, in the exercise of that authority, he shall be empowered to require such reports, estimates and statistics on an annual or periodic basis as he deems necessary from all County departments and agencies for the performance of his duties in budget preparation;

SECTION 4-9-850. Authority of county manager over elected officials; authority of council and its members over county officers and employees.

With the exception of organizational policies established by the governing body, the county manager shall exercise no authority over any elected officials of the county.

[Section numbering become less parallel. SECTION 4-9-850 continues.]

[no parallel language]

neither the council nor its members shall give orders or instructions to county officers or employees.

SECTION 4-9-860. Election or appointment of county treasurer and auditor.

The county treasurer and county auditor, or their counterparts, by whatever terms those officials are designated may be elected or appointed by council as the council may determine by ordinance. If such officials are appointed, they shall be subject to control by council and the manager in the same manner as other appointed county department heads.

April 26, 2010 Finance Committee Minutes

Recommendation: Committee recommends Council approves allocating \$10,000 among Keep Beaufort County Beautiful, Gullah Festival, Art League of Hilton Head Island/Society of Bluffton Artists/Beaufort Art Association, Lowcountry Estuarium and Beaufort County Open Land Trust; \$25,000 to Hilton Head Island-Bluffton Chamber of Commerce and \$35,000 to the Beaufort Regional Chamber of Commerce. The money is to come from a negative accrual.

May 10, 2010 County Council Minutes

Motion: It was moved by Mr. Rodman, as Finance Committee Chairman (no second required), that Council appropriates the remaining \$50,000 relative to FY 2009-2010 accommodations tax (2% state) funds as follows: Gullah Festival \$3,900, Art League of Hilton Head Island/Society of Bluffton Artists/Beaufort Art Association \$1,000, Hilton Head Choral Society \$1,000, Port Royal Old Village Association \$3,000, Hilton Head Island / Bluffton Chamber of Commerce \$16,000, Lowcountry Estuarium \$1,000, and Beaufort Regional Chamber of Commerce / Visitor and Convention Center (Destination Marketing) \$25,000. The vote was: FOR – Mr. Baer, Mr. Caporale, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride, Mr. Newton, Mr. Rodman, Mr. Sommerville, Mr. Stewart and Ms. Von Harten. The motion passed.

July 26, 2010 County Council

Recommendation: Council appropriate \$10,000 of FY 2009-2010 accommodations tax (2% state) funds to the Beaufort Regional Chamber of Commerce to bring them up the full amount of \$35,000 as approved at Finance Committee on April 26, 2010.

NATURAL RESOURCES COMMITTEE

July 19, 2010

The electronic and print media were duly notified in accordance with the State Freedom of Information Act.

The Natural Resources Committee met on Monday, July 19, 2010 at 4:00 p.m., in the Conference Room, Building 2, Beaufort Industrial Village.

ATTENDANCE:

Members: Chairman Paul Sommerville, Vice chairman Jerry Stewart attended and members Steven Baer, William McBride and Stu Rodman also attended. Non-committee member Laura Von Harten was present. Committee members Gerald Dawson and Brian Flewelling did not attend.

County Staff: Morris Campbell, Division Director – Community Services; Tony Criscitiello, Division Director – Planning and Development; Brian Herrmann, Community Planner.

Media: Josh McCann, *The Island Packet*.

Public: Reed Armstrong, Coastal Conservation League; Ann Bluntzer, Beaufort Open Land Trust; Cooter Ramsey, Ramsey Architects; David Tedder; Aaron Crosby, Daufuskie Island resident; Cathy Tillman, Daufuskie Island resident; Tom Crews, Daufuskie Island resident; Cathy Tillman, Daufuskie Island CP; Jeff Jenkins, Daufuskie Island resident.

Mr. Sommerville chaired the meeting.

ACTION ITEM

1. Daufuskie Island Community Preservation Plan

Discussion: Mr. Sommerville noted the contact person on Daufuskie Island could not be reached so the people on Daufuskie would not be participating telephonically. He did mention there are people from Daufuskie present at the meeting.

Mr. Tony Criscitiello, Division Director – Planning & Development, giving a brief introduction and background on the Daufuskie Island plan said Brian Herrmann and Cooter Ramsey worked on this project. Mr. Criscitiello also recognized Daufuskie Island residents who worked with the County to develop the plan over 5 years: Tom Crews, Aaron Crosby, Jeff Jenkins and Cathy Tillman. When the Community Preservation (CP) was first considered, it was to be developed as a conventional code with just the unincorporated part of the island involved, Mr. Criscitiello explained. About two and a half years ago, the island indicated a desire to hold a charette to better understand the vision of the Daufuskie Island plan as it would be articulated in

the future. As a result of the charette, the residents indicated they wanted the island to be considered in totality, including the CPs and the Planned Unit Developments (PUDs) on the island. What you will see today is a vision for the future. This is a form-based code, very much indicative of what we want to accomplish at the countywide level. However, what you will see with this plan and the following code is more complete, more involved because not only are we involved in looking at form, but also design. This is very much a component of this plan, which is able to be developed because it is an island, 5 miles long.

Mr. Brian Herrmann, Beaufort County CP planner, gave an overview of the Daufuskie Island code. For those unfamiliar or who have never been, Daufuskie Island is a magical place, he said. It is a National Historic District, has incredible tree canopies, unique architecture and building types not found anywhere else in the Southeast coast. Mr. Herrmann briefly talked about the role of ferries and boats in getting to the island, as well as the whether residents consider Savannah or Hilton Head their base. Mr. Herrmann explained the CP Plan has two parts: a plan and a code. The form-based plan could be called a vision-based code, for which the idea is to go into the area through interviewing the people and walk the place to determine the best locations then code it correspondingly. This is a very sustainable plan. The idea was to preserve as much of the island as is remaining; there is a large area called D-2 on the island. As a result of this, we signed a contract and a small transfer of development rights (TDR) program in the D-2 areas to more intense areas. Daufuskie Island is a National Historic District and one thing we were able to do was build a sunset in two PUDS (Oakridge and Webb) to the plan. The plan is also island wide. The residents expressed the main things needed to get this island to reach its potential were ferry, tourism and housing.

Daufuskie Island statistics cited in the presentation: Daufuskie Island is 5 miles long by 2.5 miles wide. 400 full-time residents call Daufuskie home, while there are an additional 600 part-time residents. PUD's comprise $\frac{2}{3}$ of the island. PUD's have infrastructure including ferry, water & sewer, roads and governance. Island services lack consolidation, lack economies of scale and there is a disparity of services. The lack of island wide infrastructure includes governance, communication, water & sewer, roads, ferry, and signage, among other things. The current zoning regulations do not acknowledge the range of island habitats. For example, there is the beach, then dunes, upland, etc. Instead of factoring this in, the zoning out there is "one size fits all." As a result, regulations encourage sprawl, automobile use on bridgeless island, no critical mass around ferry and no preserved or meaningful open space. 3,335 units approved in PUDs compared with more than 1,500 units possible in the CP district. This island is potentially going to grow quite a bit in the next 10 to 20 years, Mr. Herrmann noted. All of the aforementioned conditions hinder resident safety, quality of life and economic development, according to the presentation.

The CP Committee identified nine topics to be tackled in the plan, Mr. Herrmann explained. Those are development patterns, ferry service, transportation, tourism & way finding, historic resources, housing, civic sites, economy and sustainability. First, we identified where people currently gather on Daufuskie with the idea of gradually identifying where our future nodes will be located. We identified some of the civic areas and further refined that to come up with a large area, where two major landowners are, as the primary portal (the Melrose ferry

currently lands at this site at the top of the map). Then there is the area near the County boat landing and Marshside Momma's restaurant. These would be the two primary civic points/primary growth areas. A large area in the middle of the island will be preserved. Mr. Herrmann said the CP committee then took a field trip to the Town of Port Royal to get inspiration. They said they liked the way the buildings address the street, the distinct architecture of the civic buildings and "Main Street uses" off Main Street. Mr. Herrmann then presented several illustrations of possible development scenarios, a future land use map identifying those nodes (a sector plan). Mr. Herrmann said they met with big and small landowners on the island to show them ideas. Current developments on the island turn their backs on each other, and use their own resources. We did renderings showing what it would look like if everything was connected, and the development community liked this idea seeing it as far more sustainable. Mr. Herrmann spent some time on the portals showing walking distance, neighborhoods, and ferry landings, etc. He noted the residents said they wanted to keep the waterfront open much like the Henry C. Chambers Waterfront Park in Beaufort. He briefly spoke about pocket parks, small parks with a small focus to spruce up the area such as a historic home/ruin. He explained they used a transect for the different code zones, D-1 to D-5, with special districts. It is all about context, Mr. Herrmann said. He went on to elaborate on each of the districts, renderings and the standards tables. Districts range from natural to rural, suburban and high density urban center. There is a public district in the center of the island where schools and museums will be located.

From this, the team came up with a zoning map, which shows the districts' locations in the context of the entire island. Other things they worked on were streets, which Mr. Herrmann said were very important on Daufuskie Island. The plan also addresses: encouraging a shift away from automobiles to smaller transportation methods such as golf carts; traditional methods of dealing with stormwater such as gravel/broken shell paving. Mr. Herrmann said the planning group examined existing building types on the island to come up with an archetypes list, each assigned to particular D zones. He mentioned an archetype called the everyday and ordinary to deal with mobile homes, which is a reoccurring topic on Daufuskie. Mr. Herrmann said they identified two beach districts and noted the islanders requested only four buildings — a beach pavilion, welcoming pavilions at the portals, a meeting hall and gathering places. The plan also outlines civic types and in which districts those can be found such as a park in D-1, D-2 or D-3. Developments on Daufuskie must include a gathering place, Mr. Herrmann added. He went on to discuss some of the measures residents are involved in on Daufuskie such as a community farm with animals, cheese and green development.

Mr. Herrmann said it is important to note we helped to create a Daufuskie Island Council. We hope it would function as the group to not only provide one voice for the island, but will also be instrumental in implementing this plan. In the past, CP committees just lingered on and their role was never clarified despite taking on the role of zoning issues. There needs to be someone in each community implementing these plans, trying to secure funding, working on policy issues, etc., Mr. Herrmann said. This code and plan is set up to work as such. The CP committee will actually go away when this task is done and both these documents pass. This new committee, the Daufuskie Island Council, will stay in place to implement the plan. There is also a team to review just architectural topics called the Sustainable Planning Team. Mr. Herrmann went on to further explain. They review buildings to make sure they fit the character of the island, as well at

the “gray areas.” For example, crushed stone/shell is applicable to D-2, D-3 and D-4, but it says nothing about D-5. The Sustainable Planning Team may review such an item and determine since crushed stone/shell is part of the island character it is acceptable in D-5 as well. The Sustainable Planning Team will report to the Corridor Review Boards and the Development Review Team.

Ms. Von Harten asked what paperwork needs to be completed to become a certified local government. Mr. Herrmann answered saying that certification allows areas to qualify for certain funding in the world of preservation; they are in the process of compiling the paperwork. Beaufort and Bluffton are certified local governments.

Mr. Baer stated he is amazed and the plan looks wonderful. “I almost want to move here,” he joked. He asked if there was anyone who objected to what looks to him like very strong set rules. Mr. Herrmann said he was actually surprised that during the three meetings there was not the objection we anticipated to a very strong code. We feel the islanders were very supportive of the whole process. They really bought into the idea we were trying our best to preserve the character of this very unique place for the future, even though knowing there will be a lot of growth in the future. I would say they were very supportive throughout, Mr. Herrmann concluded.

Ms. Von Harten asked for clarification about the weird CBRA (said cobra) zones on Daufuskie for federal flood protection. The Coastal Barrier Resources Act (CBRA) of 1982 basically hopes to promote tourism and ecosystems by eliminating development in beach areas, a Daufuskie resident present at the meeting explained. The line is an arbitrary line drawn at the time exempting people or not. The CBRA zone essentially prohibits any federal funds from being used in those areas. For example, FEMA flood insurance is not available, makes it more expensive, excludes it from federal subsidies, he said.

Mr. Sommerville asked about whether the Transfer of Development Rights (TDR) program proposed will dovetail on the efforts done by the Lowcountry Council of Governments (LCOG) or whether it will be on a separate track. Mr. Herrmann said it is the same firm working on the LCOG contract and there will be a meeting to go over the findings. They were tasked with basically doing everything but writing the actual ordinance, so in theory we should be able to take their information and implement the ordinance ourselves if everything goes as planned, he said. Then he added, there are different ways of addressing TDR programs whether free market or whether there is a bank with controlled prices. They made very specific recommendations for this smaller TDR program knowing the way they designed the larger county one for the Air Station may be different. I have a feeling the two may actually be different in the way they go about it.

Mr. Sommerville added the second question is on the form-based code and whether the efforts can piggyback our larger efforts or whether they are separate from county form-based code. Mr. Herrmann said he is paying very close attention to all of the countywide work and had a lot of discussion with the consultants. The short answer is it is a little bit different, and the consultants know the Daufuskie plan was set out before the countywide effort was

commissioned. We will look to unify the language. Mr. Sommerville also asked about whether there would be a change in water & sewer plans, which have been historically available only in the private developments. Mr. Herrmann explained the bankruptcy of the Melrose Resort caused a snafu as far as that goes. Once the bankruptcy is settled, my impression is, the opportunity will free up to extend water and sewer, Mr. Herrmann said. The Committee then discussed the locations of various water and sewer facilities on Daufuskie. Finally, Mr. Sommerville asked what the relationship will be between the Daufuskie Island Council and the Sustainable Planning Team. Mr. Herrmann said the Daufuskie Island Council is in place, held elections and weighed in on a couple of big issues affecting the island. They are seen in a similar sort of light as LIBPA from the County perspective with the intent for them to be a good sounding board for issues going on in Daufuskie, he explained. As far as the Sustainable Planning Team — the design review board — the way it is set up now even though they do review, everything meeting a certain threshold will go on to the CRB, which is comprised of professional architects and designers. We are still toying with the way they all interact right now, Mr. Herrmann said.

Mr. Stewart stated the presentation and document were very impressive with a lot of work and thought put into it. He mentioned he thinks at least every resident on Daufuskie sent him, as well as other Council members, at least three emails on the solid waste facility and the issue related to that. “How does that fit into where County proposes where the residents decided they should be doing this function?” How does that fit into form-based code? What does the code say about the location. Mr. Herrmann said the RFP for the solid waste facility was already out when we started working on the code so we wrote the plan and code with the idea that the facility was going where it is proposed right now. I know I have also received a lot of input from the community and tried to say this is a good example of why they need a plan so when these issues come up there is clear direction. We just did not tackle it in our document because we thought it was a done deal when it was coming through honestly, he said. Mr. Criscitiello corrected and clarified saying, the convenience center is something the plan recognizes and the location is where it is designed to go, so it was in the plan. Mr. Stewart delved deeper asking if the Planning Department and Public Services worked together to decide where it would go. Mr. Criscitiello said the County zoned this site for years, and it is where the current drop-off center is located. This is an attempt to improve the condition, but it is not the end of the story. The plan calls for a continued dialogue with the island in regard to recyclables and development pick-up. The site is determined, passed the DRT, passed the Zoning Board of Appeals and is ready for construction, Mr. Criscitiello said. He said it is consistent with the current zoning code.

Ms. Von Harten asked for more details about the resource recovery park idea. Mr. Criscitiello detailed there is a tract of land owned by a private citizen zoned for regional development as part of the regional energy classification in the zoning ordinance. That has been approved and they are allowed to burn leaves and limbs on the property. The zoning classification for that was allocated by the County several years ago to handle trash burning, leaves and limbs; that’s it, Mr. Criscitiello said. It has nothing to do with solid waste.

It was moved by Mr. McBride, seconded by Mr. Rodman, that Natural Resources Committee approves and forwards to Council a motion to add the Daufuskie Island Plan as Section 7 of

Appendix F to the Beaufort County Comprehensive Plan, with a caveat funding support will be subject to review and analysis.

Mr. Rodman said he wanted to follow up on the convenience center topic. If the plan was in place and the council was in place, would the County still make the same decision, he asked. Mr. Criscitiello said we would be going through a different process. The project is fully approved.

Ms. Von Harten commented, “Speaking of things people don’t want in their backyard, when we get plans like this there is never a place for the dead people. I don’t know if that is for the churches to have cemeteries or whether it is private enterprise. In what D zone would a cemetery go?” She said those are public needs. Mr. Herrmann said believe it or not it falls under civic sites in the plan.

Mr. Rodman stated the Eigelberger tract shows a higher density by the water and green space inland through that, plus it just went through a foreclosure auction. Does anything we are doing here change it such that whoever owns the property would have a claim against us, Mr. Rodman asked. Mr. Criscitiello explained this is covered in two ways. 1. We have not taken any density away. 2. We used local government’s authority to plan and zone to allocate where we want it to be. It shows the balance of the Eigelberger tract in the least intense development. There is no PUD associated with Eigelberger. Mr. Rodman said he assumes from the portal at the south end it would be available for commercial service to Savannah. Ms. Von Harten interjected every time they discuss portals she thinks of John Malcovich’s head. Mr. Baer said it is a good movie. Mr. Rodman steered the Committee back on track by asking if the portal on the south end includes a barge landing. Mr. Herrmann said they foresaw a barge landing where the current barge landing is at Webb tract in the future, but there is no language I am aware of that precludes free enterprise. Mr. Rodman commented he believes a lot of the commercial activity will be through Savannah for the future success of Daufuskie.

Mr. Rodman asked what the next steps are for the County to approve money to get on with the infrastructure because obviously the part of executing the plan is to assign funds for infrastructure — whether water, sewer, electric, or roads. I am particularly interested from a Finance Committee standpoint to making sure we are sensitive to getting that included, he added. Mr. Criscitiello said as the Committee is aware a lot of these things have to come through the Capital Improvements Program and the plan sets the stage for that. Through the administration, those items identified as crucial for implementation of the plan would have information provided by staff to Mr. Kubic and finance department and it would become service. For example, ferry service and roads could come up. The issue is you need the vision in place to begin to do this. This plan does not say you have to do anything; it gives guidance.

Members briefly discussed the word choice related to parking taxes versus fees in the plan.

The vote was: FOR – Mr. Baer, Mr. McBride, Mr. Rodman, Mr. Sommerville and Mr. Stewart. ABSENT – Mr. Dawson and Mr. Flewelling. The motion passed.

Recommendation: Council approve on first reading an ordinance to add Appendix F, Section 7, Daufuskie Island Community Preservation Plan, Beaufort County Comprehensive Plan of 2007, with a caveat funding support will be subject to review and analysis.

2. Joint Metropolitan Planning Commission

Discussion: Mr. Sommerville briefed the Natural Resources Committee that this is replacement, if you will, for the Beaufort-Port Royal Joint Planning Commission and a replacement in the sense that the County will have representation on the entity. The purpose of the Joint Metropolitan Planning Commission is to provide guidance to councils— Beaufort County Council, City of Beaufort Council and Town of Port Royal Council — on growth and development within the growth boundaries in northern Beaufort County. He mentioned growth areas consist of Port Royal Island and Lady’s Island.

Mr. Criscitiello said the Committee knows this is an outgrowth of the Northern Regional Plan Implementation Committee function. The idea here is within the growth boundary, whether unincorporated area or in a municipality, this planning commission would have recommending authority to the city and town. The County’s piece in this is we get representation on activities taking place within municipal boundaries of the town, or the city. Conversely, this commission would have the ability to recommend through our planning commission to the Natural Resources Committee and County Council items related to zoning or text amendments. The distinction here is because the County has jurisdiction affecting zoning districts — which may be inside the growth boundaries or outside — the Metropolitan Planning Commission would serve as a subset of our larger planning commission. At that point, the implications could be beyond the boundaries of the growth boundary, he said. Consequently, that is the division of labor in respect to County government. Otherwise, what you are looking at is an almost identical document the Town of Port Royal and City of Beaufort is adopting. This is in the interest of implementing the Northern Regional Plan. It is a six-member body with two appointees each from the city, the County and the town. The County Council has the right to take representation from our Planning Commission and make the two appointments, or not. This has been vetted by County Attorney Lad Howell and the City of Beaufort’s Attorney Bill Harvey. They feel comfortable in the position we are in to provide this for consideration.

Mr. Sommerville said the only question he has is in reporting out. It is clear if the matter only affects one municipality, then the commission reports out to that municipality. Mr. Criscitiello confirmed this was correct. Mr. Sommerville asked if the matter affects the entire growth area, it reports to the respective councils for the municipalities. He said he takes that to mean Beaufort, the County and Port Royal. Mr. Criscitiello said that is correct.

Mr. Baer asked if there is any downside or usurpation of authority in the County involved in this. Mr. Criscitiello answered no, but he said he thinks there is an implication, a very important implication, that the City of Beaufort and Town of Port Royal could conceivably have more influence in the decision making of the County government than do the towns of Bluffton or Hilton Head. This has implications based on what is happening here with the influence of

Beaufort and Port Royal, it may not be the same level of influence for Bluffton and Hilton Head. He said he pointed this out for his counterparts in Bluffton and Hilton Head this is coming. He added his only reservation in all of this is while we are talking about metropolitan planning, it is metropolitan planning as distinguished between north and south of the Broad River.

Mr. Rodman asked if you have something inside the growth boundary, but outside the current city limits, does this group or the county do that. Mr. Criscitiello answered it depends on the question at hand. If it is a text amendment affecting the district within the growth boundary but outside municipal boundaries, then the County Planning Commission would only receive a recommendation from the group. If it is specifically related to something that occurs within the growth boundary outside the unincorporated boundary, but does not affect outside, then it goes from the Metropolitan Planning Commission to the County Council. It is in the spirit of trying to maintain a dialogue among the governments. Mr. Stewart said, a simple way of saying this is if the area of concern is within the county, not within the municipality, it will always come back to County Council. Mr. Criscitiello confirmed and gave the example of suburban commercial within the growth boundary and a text change. The implication is beyond the growth boundary in the unincorporated area because we have other suburban commercial outside the growth boundary. The Metropolitan Planning Commission may hear it, then it goes to Planning Commission and then Council.

Mr. Stewart said this is yet another reason we need to have the Southern Regional Plan Implementation Committee back. We will have no say unless we have that. The Committee members asked if the southern municipalities have notice of this. Mr. Criscitiello said he did not give them a formal notification, but he did call their planning directors to tell them this is on the pipeline. Mr. Baer suggested Steve Riley, Hilton Head town manager, looks at it before Council votes. Mr. Criscitiello said all he wanted to say is, there are implications a broader context and he needs to be very candid about this.

Mr. Stewart followed with another point; we discussed zoning, but we did not mention annexation. Will this group deal with annexation issues and will it involve land in the County to be annexed within a municipality. Will the County then have some say in the decision process? Mr. Criscitiello then read sections of the proposed charter for the commission. The Committee then discussed the specific language related to the commission's review powers and whether it extending to matters outside the growth boundary. Mr. Criscitiello said there should not be annexations outside the growth areas per an intergovernmental agreement among the three governments.

Mr. Rodman asked if growth boundaries make sense, why not just annex the property and be done with the matter. Mr. Sommerville answered because the properties do not always want to be annexed.

Mr. Baer said this may be a great thing, but he will not vote for it because he said he thinks it is fair to run it past southern municipalities just as a safety check. Mr. Criscitiello stated he would be happy to do it. He said he notified them, but not formally. Mr. Stewart also asked if Mr. Criscitiello does this to also try with all sincerity to try to convene a meeting of the Southern

Regional Plan Implementation Committee to review and talk about this. He added he agrees with Mr. Baer, that there should be more discussion about who makes up the commission and that there needs to be a severance clause in the charter.

Mr. Sommerville asked if we want a motion moving this forward to Council contingent upon it being presented to the three municipalities south of the Broad River.

The Natural Resources Committee members discussed and amended the Joint Metropolitan Planning Commission motion several times in an effort to make sure they received input from the southern municipalities, as well to use this matter to resuscitate the Southern Regional Implementation Committee. Details of that process follow.

It was moved by Mr. Baer that Natural Resources Committee extend the Joint Metropolitan Planning Commission charter to municipalities in the south for input before it goes forward to County Council. Motion died for lack of a second.

Mr. Stewart asked if the motion's language could change from municipalities south of the Broad River to the Southern Regional Implementation Committee for consideration. Mr. Baer said he is not sure that maps one-to-one with what he said.

Mr. Stewart stated municipalities are all members of the Implementation Committee. Mr. Baer asked if it is a formal standing committee which meets. Ms. Von Harten replied that is the problem. The Southern Regional Implementation Committee does not meet. Mr. Stewart said he hopes they can get the committee back together to examine this Metropolitan Planning Commission. He said he does not want to kill this commission moving forward, but he hopes Mr. Criscitiello can use it as leverage to get this group back together.

It was moved by Mr. Baer that Natural Resource Committee table the Joint Metropolitan Planning Commission charter for more research with the southern municipalities and/or the Southern Regional Implementation Committee.

Mr. Sommerville asked if Mr. Baer included Hardeeville or not in this because a little bit of it is there. Mr. Baer stated the more the merrier.

Members then debated whether they wanted to actually table the item. Mr. McBride stated the motion to table is not debatable. Mr. Sommerville asked if you can pass a motion to table with so many contingencies. Mr. McBride said a motion to table usually just stops discussion at that point until it is brought back before the body. Mr. Stewart stated you have to define the timeframe, and I interpret from Mr. Baer's motion the timeframe is until we get a response back from southern municipalities. Mr. McBride said if you interpret the timeframe, then of course, it is not a motion to table, but a motion to postpone. There is a difference. A motion to postpone is debatable whereas a motion to table is not. The motion to table will end discussion. Mr. Sommerville noted Mr. Baer's motion does not have a second.

Following the discussion, Mr. Baer amended his motion.

Motion to amend by substitution.

It was moved by Mr. Baer, seconded by Mr. Rodman, to amend the motion to postpone the Joint Metropolitan Planning Commission charter discussion until review by the southern municipalities — Hilton Head, Bluffton and Hardeeville — and/or the Southern Regional Implementation Committee.

Mr. McBride said he has a concern because this motion has potential to kill the Joint Metropolitan Planning Commission completely because if none of these things happen, the motion will not come before us again. This will not come back before Council again. Mr. McBride suggested a timeframe within which, if Mr. Criscitiello cannot get concurrence with anyone, he can bring it before this Committee again.

Motion to Amend by Addition.

Mr. Baer added to his motion a timeframe of 30 days with or without the input from the southern municipalities.

Motion to amend by substitution and addition which is now the main motion.

It was moved by Mr. Baer, seconded by Mr. Rodman, to postpone the Joint Metropolitan Planning Commission charter discussion for 30 days at which time the motion will be brought back before the Natural Resources Committee, with or without the input of the southern municipalities — Hilton Head, Bluffton and Hardeeville — and/or the Southern Regional Implementation Committee.

Mr. Criscitiello said he will speak with the County Administrator first, then talk with the town managers. Mr. Stewart pointed out this topic came up at the previous meeting of the Northern Regional Implementation Committee, and Chairman Hicks raised the same concerns about the impact in the southern part of the county. Chairman Hicks wrote an email to Council Chairman Weston Newton and I asking what we feel about it and we responded saying it should come back to the Southern Regional Implementation Committee, Mr. Stewart said.

Vote on motion to amend by substitution and addition which is now the main motion: The vote was: FOR - Mr. Baer, Mr. McBride, Mr. Rodman, Mr. Sommerville and Mr. Stewart. ABSENT – Mr. Dawson and Mr. Flewelling. The motion passed.

Recommendation: The Joint Metropolitan Planning Commission charter will come before the Natural Resources Committee in 30 days, with or without input from the southern municipalities — Hilton Head, Bluffton and Hardeeville — and/or the Southern Regional Implementation Committee. Mr. Criscitiello will contact the respective town managers, as well as try to resuscitate the Southern Regional Implementation Committee, in order to get feedback on this topic.

PUBLIC FACILITIES COMMITTEE

June 29, 2010

The electronic and print media were duly notified in accordance with the State Freedom of Information Act.

The Public Facilities Committee met on Tuesday, June 29, 2010 at 4:30 p.m., in the Executive Conference Room of the Administration Building, Beaufort, South Carolina.

ATTENDANCE

Public Facilities Committee Members: Chairman Herbert Glaze, Vice Chairman Steven Baer, and members Gerald Dawson, Brian Flewelling, William McBride and Jerry Stewart attended.

County staff: Colin Kinton, Traffic/Transportation Engineer; Bob Klink, County Engineering; Rob McFee, Division Director - Engineering and Infrastructure;

Public: Joe Croley, Hilton Head Island Association of Realtors; Jennifer Lyle, Town of Hilton Head assistant engineer; Jenny Hendricks, Wilbur Smith Associates; Ginnie Kozak, planning director Lowcountry Council of Governments; Steve Andrews, Andrews and Burgess, Inc.

INFORMATION ITEMS

1. Acceptance of Matthews Drive / Beach City Road right-of-way

Discussion: Mr. Rob McFee read from a memo detailing the subject of the Matthews Drive / Beach City Road right-of-way. That memo stated, “1) Matthews Drive and (a portion of) Beach City Road are SCDOT secondary highways on Hilton Head Island. 2) To improve traffic safety, the Town of Hilton Head plans to construct a roundabout at the intersection of Matthews Dr. and Beach City Rd. 3) Before SCDOT will issue a permit for the roundabout project, SCDOT is requiring the Town (or another government entity) assume ownership of a section of the SCDOT owned Matthews Drive/Beach City Road right-of-way as shown on attached plat and construction plans. 4) The Town requested Beaufort County agree to accept ownership of, and maintenance responsibility for, both the SCDOT sections and the proposed roundabout. 5) The Town has agreed to install and maintain (by permit) the landscaping in and around the roundabout and to provide litter patrol in and around the roundabout. 6) The County will acquire ownership of the SCDOT right-of-way by submitting a "Request for Removal from State Highway System" form and by accepting a quit claim deed for the same.” After reviewing the background, Mr. McFee went over the final map with Public Facilities members. Mr. McFee showed members where maintenance responsibilities extend (Station 204 to Station 207) for approximately 300 feet using the map. The purpose for this is to simply clean up the right-of-way transition here, he said. Matthews Drive comes in from an acute angle at the bottom of the map. It is a very bad intersection as far as traffic circulation and traffic safety, he added. This roundabout will solve circulation issues, as well as a number of traffic safety and visibility

issues. For those reasons, as the roundabout is expected to benefit in terms of traffic calming and safety, staff recommends the Committee approves and recommends to County Council acceptance of the SCDOT right-of-way from Beach City Road / Matthews Drive roundabout as depicted in these documents, Mr. McFee concluded his summary.

Mr. McBride asked why the County would want to accept the right-of-way. Why will the Town not keep it? It seems like an additional responsibility for the County. He stated, in light of the budget passed at the County Council meeting June 28, 2010 I do not think we need to do that.

Mr. McFee said we already maintain Beach City Road up to the middle of this roundabout anyway, so that is why we recommend doing this.

Mr. Stewart said he wanted to follow up with Mr. McBride's questions. Why not say we want the Town to take the entire road up to the roundabout, up to the entire section? Why do we want to have any roadway or system within a municipality?

Mr. McFee answered it is an existing roadway now. Certainly, the Committee could make that amendment to staff's recommendation.

Mr. Flewelling asked what makes us think the town would take it. Quite frankly they do not have any responsibility because from the existing line on we own that part of the road. There is no reason to talk about the Town of Hilton Head Island taking it over. He stated he is curious why the state does not want to continue to maintain it to their existing line. Why do they want to change the ownership for that short period?

Mr. McFee responded, that he cannot speak for the state but in his time with the state having a very clearly defined end to their maintenance responsibilities rather than the middle of a traffic circle is their primary desire. It is an easy means of managing their system.

The Public Facilities Committee then asked several questions about the maps, ownership lines, alternatives to the recommendation and other map symbols. Mr. Flewelling suggested, as an alternative, accepting from the SCDOT the ownership starting where the concrete median ends, which leads into the roundabout. This appears to be about 15 to 20 feet. It would provide a clear delineation point, about where the roundabout begins.

Mrs. Lyle said she cannot speak for the state, but the town went with the state's permit process. The SCDOT suggested we change the configuration of the roundabout so it would go with the correct alignment for state standards. Then, they asked if the county or town would take over right-of-way. As far as the Town being able to take care of the roundabout, from my understanding we are okay with median landscaping but there are not the resources available to take over that part of the intersection, Mrs. Lyle said.

Mr. Flewelling said he understood. However, he added if the state is in a position to give up the right-of-way he does not know why we need to pick up that much. He said he thinks the state should retain up to the end of the median.

Mr. McFee said ultimately the judgment of whether Mr. Flewelling's suggested alternative makes sense is up to the SCDOT because they want to have a clean delineation before giving a permit. In the absence of a clean delineation, SCDOT will probably not issue a permit. This recommendation is an attempt to accommodate the improvement you see on the map and comply with state desire. It may be the state is amenable to some other dividing point, but we have to go back to the state to find out, Mr. McFee said. One thing about the expense of an additional 200 linear feet of roadway, I would be hard pressed to quantify in the next 20 years, he said. Its expense would probably be less than \$5,000 to maintain.

Mrs. Lyle said the town has not approached the state with any alternatives. Originally, the town looked to widen Matthews Drive from Beach City Road to U.S. 278. With budget shortcomings, we decided to change the plans and keep the intersection improvement here to create the roundabout. This is a project we have tried to implement for a while and the state looked at the widening in the past but had questions. This is their suggestion.

Mr. Baer asked a few questions about boundaries and what is requested as shown on the map. He also asked if the roundabout for Marshland and Matthews is the same type of situation. Mrs. Lyle replied those are both state-maintained roads so she does not foresee them asking the county to take it over.

Mr. Stewart asked if the permit is issued, who will pay for the construction of the roundabout and all of the highway work. Mr. McFee replied the Town of Hilton Head. Mrs. Lyle confirmed. Mr. Stewart also asked why only a portion of Beach City Road is state owned.

Mr. McFee briefly gave a history of Beach City Road, its transformation and how the state relinquished ownership when the alignment changed. Then, Committee members reviewed the terms of the recommended change such as whether the town maintains landscaping and who pays for improvements in 5 years, which are all outlined in the support documentation.

Mr. Glaze summarized by stating the Town of Hilton Head will pay for the initial construction and all the greenery, but after construction in 10 to 15 years if there should be improvement the County assumes responsibility.

Mr. Flewelling said he would be interested to find out the state's response to not giving up quite as much right-of-way. He suggested a 15-foot area, which makes common sense to have the County assume up to the roundabout. He asked Mr. McFee to work on that map to clarify and see how SCDOT responds to it. Mr. McFee replied, he could have the town go back to SCDOT and express to them what is the very minimum required for a permit so we can return to the Public Facilities Committee with the SCDOT response.

Mr. Glaze suggested since it is not a time-sensitive issue the Committee table until it hears from Hilton Head.

Mr. Stewart said he has no problem recommending this motion goes forward with the caveat the town does the best it can to try to move this back.

Mr. Dawson said with the budget Council passed last night, with differences in opinion of whether or not to raise taxes, with the outlook for our future budgets, I recommend we as a County do not assume any additional responsibility to further impact our budget.

Mr. Baer asked if there is a way to do this in a budget zero manner. It sounds to me like this is just an administrative thing the state wants. Can we write a letter saying Hilton Head will have responsibility?

Public Facilities members discussed at length the different options, assuming responsibility and where to draw the line for state, county or town responsibility.

It was moved by Mr. Flewelling, seconded by Mr. Dawson, that Committee tables the acceptance of the SCDOT right-of-way for Beach City Road/Matthews Drive Roundabout until its next meeting on July 27, 2010. The vote was: FOR – Mr. Baer, Mr. Dawson, Mr. Flewelling, Mr. Glaze, Mr. McBride and Mr. Stewart. ABSENT – Mr. Sommerville. The motion passed.

Recommendation: The Public Facilities Committee tabled this item until its next meeting on July 27, 2010. The Town of Hilton Head will draft alternatives to present to the SCDOT and return with the results to the Public Facilities Committee.

2. Status of Update Transportation Model

Discussion: Mr. Colin Kinton, Traffic / Transportation Engineer, gave a brief PowerPoint presentation to update the Public Facilities Committee on the Lowcountry Council of Governments' (LCOG) Travel Demand Model. His presentation went as follows.

The County had a transportation model since 2000. It was updated in 2005. We are in the process of updating again. A "model" is a mathematical estimation tool that uses a series of inputs to generate outputs, which are designed to replicate "real" travel behavior for a base year. Once we accurately replicate base year conditions, we use land use forecasts to estimate traffic conditions for future years. This helps us, as planners and engineers, estimate what infrastructure needs to be in place to support land use goals. The goal of a travel demand model is to develop a reliable transportation planning tool. This is achieved by replicating current travel patterns in order to estimate future demands on the transportation system. The LCOG study area included Colleton, Hampton, Jasper and Beaufort Counties. There are actually four different models out there for this Lowcountry region. LCOG has a regional model. Beaufort County has its own model, as does Hilton Head and Jasper County / Hardeeville.

We propose taking all four models to combine into one regional model so we have a better set of criteria, use the same data and when it comes down to decisions we will have better data with one answer. Factors considered in the travel demand model include traffic analysis zones, demographic data by those zones and model years. Traffic analysis zones are geographical boundaries composed of the Census block data. Right now the regional model has 170 zones. Demographic data includes information such as estimated population, dwelling units, employment and school enrollment. The base year is 2004 and the future year is 2025. In the

County model, there is an interim year of 2015. In this new model, we propose a base year of 2010 with a future year of 2035 and forecast of 2015 and 2025.

This is a three step model. The first step is trip generation. The second step is distribution using a gravity model. The third step is traffic assignment taking distributions and applying to the roadway network. The model will unfold in a phased approach. Phase I is the model design. Once drafted, there will be a meeting of the participating entities to finalize the design. Phase II is the data inventory and development slated for fall 2010 to summer 2011. Right now, they are waiting for the Census to provide the census block data and the National Household Data Survey to provide information so they can begin this phase. Phase III is model development to start in summer 2011 and run to winter 2011. Phase IV is scenario planning, which will begin in winter 2011. The total \$140,000 cost will be distributed among LCOG/SCDOT, Beaufort County, Jasper County, Hilton Head Island, City of Beaufort, Town of Bluffton and Town of Port Royal. Assumptions within the model include growth in population and economy, transportation alternatives and land use and zoning changes. The growth in population and economy comes out of the planning staff, which provides details such as the scope and type of growth based upon zoning. Land use and zoning come from the Comprehensive Plan. Transportation alternatives include hurricane evacuation routes, consideration for a port development, etc.

During the presentation, Mr. Baer asked who developed the model and what systems the other entities such as Hilton Head use. He asked if combining the four different models would pose problems. Mr. Kinton replied because the data structure is similar it will not.

Mr. Stewart asked if Wilbur Smith manages the Jasper County / Hardeeville model. Mr. Kinton answered, Wilbur Smith has a state contract to manage the regional model. The Jasper County / Hardeeville model was developed by a separate consultant. Mr. Stewart then asked about a hypothetical situation with a project located on the county border (such as Sembler) and how the models would work. Mr. Kinton said those are good questions. He said the model will reside in one location, but through memorandums of understanding (MOUs) the entities involved will develop agreements so there is one model with agreed upon data so there are not two answers coming out. Mrs. Kozak said the model will use uniform Census data, traffic counts and so on.

Mr. Baer asked because this model runs through the consultant Wilbur Smith if when the County uses it consultant fees are charged or whether we can use it independently. Mr. Kinton answered if there is a question, he calls Jenny Humphries. Sometimes, the developer pays for the run.

Mr. Stewart said when we did the Okatie Village it was considered ineffective because it only considered the population from the Beaufort County side. There was no data from the Jasper County side. What will change this as we go forward? Mr. Kinton answered when they did that model it was done with the Beaufort County model, which does not include data in Jasper County. The regional model will include everyone's data. Mr. Stewart also asked about the cost distribution and why it lacked municipalities within Jasper County. Mrs. Kozak said it was considered partly as a financial issue. The LCOG's financial contribution is considered to cover them since many cannot pay. She added, being realistic there will be a problem with Hardeeville unless it shows explosive growth next month. When she did modeling with them she added, she

had to do a scenario showing explosive growth in Hardeeville because they refuse to accept any other scenarios.

Mr. Baer asked who foots the bill regarding developers and the subsequent studies sprouting from their projects. In rezoning, the developer picks up the cost, Mr. Kinton answered. He also added: the model really examines the region in a macro sense, although there are a few projects labeled “developments of regional impact.” Members then discussed several projects and whether they would apply to the regional model. This model would not replace traffic impact analysis, Mrs. Kozak stated.

Mr. Flewelling referred to Mr. Stewart’s questions about access to the model and data. He asked whether there will be instant access to the data, is it going to be online, will there be a secure website with limited tools, is the function able to interface with similar programs in GIS. Mr. Kinton said they can put a lot of the mapping on the website and make it available. A lot of the data can be exported into the GIS department.

Members also briefly reviewed an unrelated population data summary document handed out by Mrs. Kozak.

Status: This item was for information only to give the Committee members an overview of the project. No action necessary.

Audit Motion

That an independent firm be retained to review the Treasurer's Office, including management practices and the conclusions arising from various audits, so that Council can make an informed decision as to whether to request that the Treasurer be removed from office by the Governor.

County Government Referendum Motion

That the form of government be considered by Referendum no later than November, 2012, the question being:

Effective January, 2015 that the County Form of Government be:

- A. The current Council-Administrator Form (#3) whereby the County Treasure and County Auditor are elected.**
- B. The proposed Council-Manager Form (#4 as authorized by the State of South Carolina), the only significant difference being that the County Treasurer and County Auditor, at the discretion of County Council, are elected or appointed.**

School District Fiscal Autonomy Referendum Motion

That fiscal autonomy be considered by Referendum in 2011 or 2012 the question being:

Effective January, 2015 that Beaufort County School District Expenditures be appropriated by and the School Taxes levied by either:

- A. Beaufort County Council or**
- B. Beaufort County Board of Education**

Note: The 2015 date allows all BoE members to stand for election (2012 or 2014) prior to the Referendum action taking effect.