Planning Commission Agenda

Monday, November 2, 2026 at 6:00 PM
Council Chambers
County Administration Building, 100 Ribaut Road, Beaufort, SC

ALL OF OUR MEETINGS ARE AVAILABLE FOR VIEWING ONLINE AT WWW.BEAUFORTCOUNTYSC.GOV AND CAN ALSO BE VIEWED ON SPARKLIGHT CHANNELS 9 AND 417, COMCAST CHANNEL 2, AND SPECTRUM CHANNEL 1304, BCTV YouTube, FREE APPS – ROKU, APPLE, AMAZON

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. FOIA – PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
4. APPROVAL OF MEETING MINUTES – October 5, 2026
5. APPROVAL OF AGENDA
6. CITIZEN COMMENTS – NON-AGENDA ITEMS
   (Comments are limited to 3 minutes.)

ACTION ITEMS - PUBLIC HEARING

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7. CONSIDERATION OF AN AMENDMENT TO THE FOCUSED PLANNING AREAS CHAPTER OF THE 2040 COMPREHENSIVE PLAN TO CHANGE THE RURAL CROSSROADS PLACE TYPE LOCATED ON SEABROOK ROAD AND THE SPANISH MOSS TRAIL TO A HAMLET PLACE TYPE

8. CONSIDERATION OF AN AMENDMENT TO THE ZONING MAP FOR 223 ACRES LOCATED AT 214 SEABROOK RD FROM T2 RURAL TO HAMLET PLACE TYPE OVERLAY (T2 RURAL, T3 HAMLET NEIGHBORHOOD AND T4 HAMLET CENTER) AND C5 (REGIONAL CENTER MIXED USE)

9. CONSIDERATION OF THE 5-YEAR REVIEW OF THE 2040 BEAUFORT COUNTY COMPREHENSIVE PLAN AND THE RESULTING AMENDMENTS

DISCUSSION ITEMS

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10. CHARIMAN'S REPORT

11. ADJOURNMENT

County Council of Beaufort County Planning Commission Meeting

Chairman
ED PAPPAS
Vice Chair
CECILY MCMILLAN

Commission Members
PETE COOK
JON HENNEY
EUGENE MEYERS
GLENN MILLER
GAIL MURRAY
CHUCK NEWTON
DENNIS ROSS

County Administrator
MICHAEL MOORE

Staff Support
ROBERT MERCHANT

Administration Building
Beaufort County Government
Robert Smalls Complex
100 Ribaut Road

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COUNTY COUNCIL OF BEAUFORT COUNTY
Beaufort County Planning and Zoning Department
Beaufort County Government Robert Smalls Complex
Physical: Administration Building, Room 115 100 Ribaut Road
Mailing: Post Office Drawer 1228, Beaufort, SC 29901-1228
Phone: 843-255-2140

The regular meeting of the Beaufort County Planning Commission (hereinafter "Commission") was held at the Beaufort County Council Chambers on Monday, October 5, 2026 at 6:00 p.m.

MEMBERS PRESENT:
Mr. Ed Pappas, Chairman
Mr. Jon Henney
Ms. Cecily McMillan, Vice Chair
Mr. Gene Meyers
Mr. Glenn Miller
Mr. Chuck Newton
Mr. Dennis Ross

MEMBERS ABSENT:
Mr. Pete Cook
Ms. Gail Murray

STAFF PRESENT:
Ms. Kristen Forbus, Long Range Planner
Mr. Robert Merchant, Planning Director
Mr. Dylan Kidd, Assistant County Administrator
Mr. Brian Hulbert, County Attorney

CALL TO ORDER: Chair Pappas called the meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE: Chair Pappas led those assembled in the pledge of allegiance.

REVIEW OF MEETING MINUTES: The September 10th minutes were approved with no objections.

CITIZEN COMMENTS: Chair Pappas asked if there were any non-agenda related citizen comments. There were none.

ACTION ITEMS:

REQUEST FOR DEFERRAL TO THE NOVEMBER 2nd MEETING: CONSIDERATION OF AN AMENDMENT TO THE FOCUSED PLANNING AREAS CHAPTER OF THE 2040 COMPREHENSIVE PLAN TO CHANGE THE RURAL CROSSROADS PLACE TYPE LOCATED ON SEABROOK ROAD AND THE SPANISH MOSS TRAIL TO A HAMLET PLACE TYPE.

There was no public comment.

Mr. Miller made a motion to approve the request for deferral of CONSIDERATION OF AN AMENDMENT TO THE FOCUSED PLANNING AREAS CHAPTER OF THE 2040 COMPREHENSIVE PLAN TO CHANGE THE RURAL CROSSROADS PLACE TYPE LOCATED ON SEABROOK ROAD AND THE SPANISH MOSS TRAIL TO A HAMLET PLACE TYPE
Mr. Meyers seconded. The motion passed 7-0.

REQUEST FOR DEFERRAL TO THE NOVEMBER 2nd MEETING: CONSIDERATION OF AN AMENDMENT TO THE ZONING MAP FOR 233 ACRES LOCATED AT 214 SEABROOK RD FROM T2 RURAL TO HAMLET PLACE TYPE OVERLAY (T3 HAMLET NEIGHBORHOOD AND T4 HAMLET CENTER) AND INDUSTRIAL (S1).

There was no public comment.

Ms. McMillan made a motion to approve the request for deferral of CONSIDERATION OF AN AMENDMENT TO THE ZONING MAP FOR 233 ACRES LOCATED AT 214 SEABROOK RD FROM T2 RURAL TO HAMLET PLACE TYPE OVERLAY (T3 HAMLET NEIGHBORHOOD AND T4 HAMLET CENTER) AND INDUSTRIAL (S1). Mr. Meyers seconded. The motion passed 7-0.

CONSIDERATION OF AN ORDINANCE AUTHORIZING BEAUFORT COUNTY COUNCIL TO DECLARE A TEMPORARY MORATORIUM ON THE ACCEPTANCE, PROCESSING, APPROVAL, OR ISSUANCE OF CERTAIN APPLICATIONS, PERMITS, AND APPROVALS FOR DATA CENTERS IN BEAUFORT COUNTY, SOUTH CAROLINA; PROVIDING FOR A COMPREHENSIVE STUDY OF THE POTENTIAL CUMULATIVE IMPACTS OF DATA CENTERS; INVOKING THE PENDING ORDINANCE DOCTRINE; AND PROVIDING FOR OTHER MATTERS RELATED THERETO

Mr. Henney made the motion to bring the item to the floor. Mr. Meyers seconded.
Mr. Merchant presented the proposed moratorium and staff memo. He stated that Council directed staff at their September Natural Resources Committee meeting to draft a moratorium and potential ordinances. Mr. Merchant stated that the moratorium would last nine months as a means to cease permit activity and give time for staff and elected bodies to research the matter. He also stated that resulting ordinance options could include a total ban, conditions, or no action at all. In the staff report, two potential ordinances were provided. One is a ban; the other creates a “floating zone”.
Mr. Ross stated his concern that nine months is too short and suggested 12 months. Mr. Merchant stated that could be a condition in their motion. Ms. McMillan agreed with Mr. Ross and asked if there were any data centers applications. Mr. Merchant stated there was nothing in the pipeline that he was aware of. Mr. Miller spoke about environmental impacts and support of a ban. Mr. Ross spoke of issues with lack of revenue and job creation data centers provide. Ms. McMillan asked about parcel sizes. Mr. Merchant stated that would be taken into consideration during the process. The process of adopting the moratorium was discussed. Mr. Newton asked about the expertise of staff. Mr. Merchant said that an external consultant would assist with the review if needed. Mr. Henney spoke in favor of a moratorium. There was further discussion about extending the timeframe of the moratorium.

Chair Pappas opened the meeting for public comment.
Queen Quet spoke in favor of a moratorium and ban.
Anthony Jones spoke in favor of extending the moratorium timeframe.
Natasha Robinson spoke against data centers and of environmental concerns.

Mr. Ross spoke against data centers in Beaufort County.

Mr. Henney made a motion to recommend approval of CONSIDERATION OF AN ORDINANCE AUTHORIZING BEAUFORT COUNTY COUNCIL TO DECLARE A TEMPORARY MORATORIUM ON THE ACCEPTANCE, PROCESSING, APPROVAL, OR ISSUANCE OF CERTAIN APPLICATIONS, PERMITS, AND APPROVALS FOR DATA CENTERS IN BEAUFORT COUNTY, SOUTH CAROLINA; PROVIDING FOR A COMPREHENSIVE STUDY OF THE

POTENTIAL CUMULATIVE IMPACTS OF DATA CENTERS; INVOKING THE PENDING ORDINANCE DOCTRINE; AND PROVIDING FOR OTHER MATTERS RELATED THERETO with the condition that the moratorium extended to 12 months. Mr. Miller seconded. The motion passed 6-1.

CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 502 ACRES LOCATED ON DULAMO ROAD AND ST. HELENVILLE ROAD (R300 007 000 0002 0000; R300 012 000 0256 0000) FOR THE REMOVAL FROM THE CULTURAL PROTECTION OVERLAY (CPO) DISTRICT
Mr. Meyers made the motion to bring the item to the floor. Mr. Ross seconded.

Mr. Merchant presented the Staff Report. He presented the history of the property.
Mr. Henney asked if the purpose of an overlay was to add additional standards. Mr. Merchant stated that it adds restrictions regarding uses.
The applicant, Elvio Tropeano, and the representative of the applicant, Kevin Dukes, presented their application.
Mr. Henney emphasized the Planning Commission responsibility to consider not only the CDC but the staff report, public comments, and the applicant's comments. He discussed the weight that the staff report has on the Planning Commissions recommendations. Mr. Dukes spoke of ambiguities, state law, and equal application of the law. Mr. Henney asked the applicant why the CPO was not mentioned in the application's review standards. Mr. Dukes discussed rezonings and Article 7 of the CDC. Mr. Miller asked if other properties have requested removal from the CPO removal. Mr. Dukes said no. He then discussed government regulation and constraints of the CPO. Ms. McMillan asked if the CPO was law. Mr. Dukes said it was. He then discussed the history of pending ordinances regarding the use of Golf Courses in the CPO. Mr. Newton and Mr. Dukes discussed preservation of rural character.

Chair Pappas opened the meeting for public comment.
Rob Hendricks spoke against the proposed amendment.
Robert New spoke against the proposed amendment.
Robert Adams spoke against the proposed amendment.
Anthony Jones spoke against the proposed amendment.
Queen Quet spoke against the proposed amendment.
Grant McClure spoke against the proposed amendment.
Inez Miller spoke against the proposed amendment.
Marquis Fireall spoke against the proposed amendment.
Shelley Gay Yuhas spoke against the proposed amendment.
Jessie White spoke against the proposed amendment.
Felice LaMarca spoke in favor of the proposed amendment.
Josiah Watts spoke against the proposed amendment.
Tim Jog spoke against the proposed amendment.
Natasha Robinson spoke against the proposed amendment.

Mr. Miller stated there were 34 emails received from the public stating their stance on the application. Mr. Henney stated that the applicant did not provide justification for the nine standards as to why the CPO should be removed from the property; he stated he does not support the request. Mr. Meyers discussed the preservation of history; he stated he does not support the request. Mr. Newton discussed the preservation of St. Helena and law; he stated he does not support the request.
Ms. McMillan made the motion to recommend denial of CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 502 ACRES LOCATED ON DULAMO ROAD AND ST. HELENVILLE ROAD (R300 007 000 0002 0000; R300 012 000 0256 0000) FOR THE REMOVAL

FROM THE CULTURAL PROTECTION OVERLAY (CPO) DISTRICT stating it does not meet standards 1-9. Mr. Meyers seconded. The motion passed 7-0.

DISCUSSION ITEMS:

Chair Pappas encouraged members to complete training requirements.

ADJOURNMENT: Chair Pappas adjourned the meeting at 8:56 p.m.

SUBMITTED BY: Kristen Forbus
Long Range Planner

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Ed Pappas
Beaufort County Planning Commission Chairman

MEMORANDUM

TO: Beaufort County Planning Commission

FROM: Robert Merchant, AICP, Beaufort County Planning and Zoning Department

DATE: August 26, 2026

SUBJECT: CONSIDERATION OF AN AMENDMENT TO THE FOCUSED PLANNING AREAS CHAPTER OF THE 2040 COMPREHENSIVE PLAN TO CHANGE THE RURAL CROSSROADS PLACE TYPE LOCATED ON SEABROOK ROAD AND THE SPANISH MOSS TRAIL TO A HAMLET PLACE TYPE

STAFF REPORT:

A. BACKGROUND:

Case No.	CDPA-000061-20246
Applicant:	Jades Land Co. LLC (Doug Nicoll)
Proposed Amendment:	Amendment to the Comprehensive Plan Future Land Use map

B. SUMMARY AND BACKGROUND:

The applicant is proposing to amend the Comprehensive Plan to change the Place Type for the Seabrook community from Rural Crossroads to Hamlet. The applicant is requesting this amendment in conjunction with a Place Type Overlay (PTO) application. Please reference the map amendment staff report for details on the proposed Place Type and regulating plan.

The Future Land Use (FLU) designation of the property is Neighborhood/Mixed-Use. The FLU map provides a geographic framework to guide the County's land use policies and development decisions.

In the Beaufort County Comprehensive Plan, the Neighborhood/Mixed-Use states its purpose as "moderate-density residential is the primary use, with some supporting neighborhood retail establishments. New development is encouraged to be pedestrian-friendly, have a mix of housing types, a mix of land uses and interconnected streets. The maximum gross residential density is approximately two dwelling units per acre with some denser pockets of development."

Along with the Neighborhood/Mixed-Use FLU, the Seabrook area has a Rural Crossroads Place Type designation. The PTO is an extra layer intended to create and reinforce walkable, urban environments with a mixture of housing, civic, retail, and service choices. Rural crossroads place types are typically located at the intersection of two or more rural roads. They provide a small amount of pedestrian oriented, locally-serving retail in a rural context, and transition quickly into agricultural uses or the natural environment as one moves away from the intersection. The density for a Rural Crossroads Place Type is one dwelling unit per acre with a maximum site size of 80 acres.

The applicant is requesting to change the Place Type from Rural Crossroads to Hamlet. Hamlets are typically larger and more intense than rural crossroads and are often located where rural areas meet urban areas. A hamlet often has a small, pedestrian oriented main street with surrounding and supporting residential fabric that is scaled to the size of a pedestrian shed (the distance a person would walk in five minutes, generally a quarter-mile). The main street and surrounding residential fabric transitions quickly into agricultural uses or the natural environment. The density for a Hamlet Place Type is three dwelling units per acre with a maximum site size of 160 acres.

C. COMPREHENSIVE PLAN AMENDMENT REVIEW STANDARDS. In determining whether to adopt or deny the proposed amendment, the County Council shall weigh the relevance of and consider the following:

1. **Whether capital investments, population trends, land committed to development, density, use, or other conditions have changed that justify the amendment;**
   There has not been a major investment, trend, nor land commitment since the adoption of the current Comprehensive Plan in 2021. However, there are three existing schools in the area. The site also includes the future northern terminus of the Spanish Moss Trail.

2. **Whether the proposed amendment is consistent with the Comprehensive Plan's goals and policies;**
   Yes, the underlying FLU designation (Neighborhood/Mixed-Use) which has been in place since 2007 envisions development at a two dwelling units per acre gross density. A Place Type is the means of creating a master planned walkable community and is highly encouraged where practicable. However, at this location, a Rural Crossroads Place Type is disincentivized by having a lower density (one dwelling unit per acre) than what the underlying FLU designation calls for.

3. **Whether the proposed amendment is necessary to respond to state and/or federal legislation;**
   No**.**

4. **Whether the proposed amendment would result in development that is compatible with surrounding land uses;**
   No, the character of the Seabrook area is currently low-density rural. However, this area has a FLU eventually visioning a higher density than what is currently there.

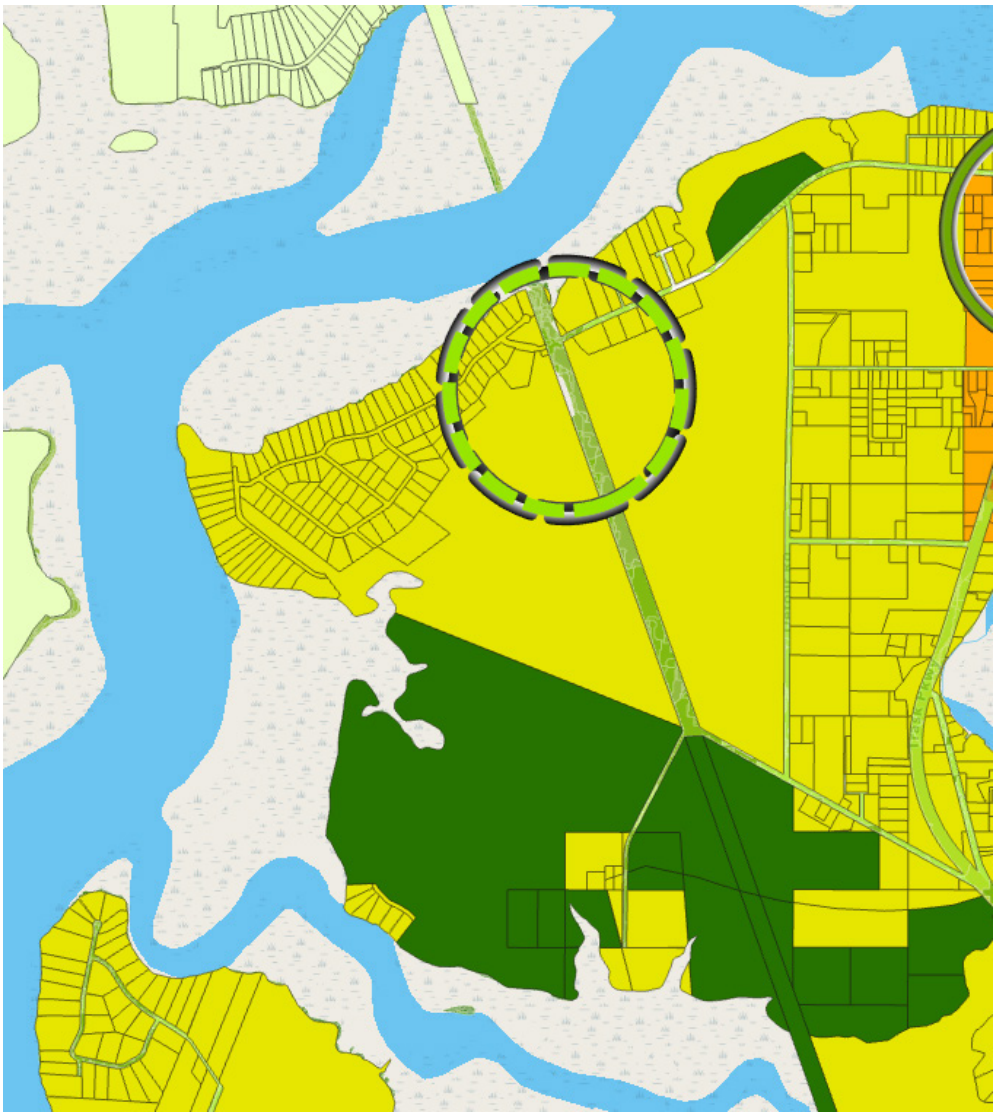
5. **Whether and the extent to which the proposed amendment would affect the capacities of public facilities and services, including roads, utilities, law enforcement, fire, EMS, schools, parks and recreation, solid waste, and drainage facilities; and**
   The site will generally be well served for the proposed development with the improvements proposed by the applicant. Please reference the rezonings' staff report.

6. **Whether, and the extent to which, the proposed amendment would result in negative impacts to natural resources.**
   Any development on the site would be required to adhere to the natural resource protection, tree protection, wetland protection, and stormwater standards in the Community Development Code and the Stormwater BMP Manual. Additionally, the site is out of the 500- year flood plain. Historically, the site was farmland and therefore lacks mature forestry. The existing forested areas are proposed to be preserved as the buffer between the proposed development and the neighboring residential properties.

D. RECOMMENDATION: Staff recommends approval. Currently, the Seabrook area is designated with a Rural Crossroads Place Type, which allows a density of one dwelling unit per acre. The underlying Future Land Use (FLU) designation is Neighborhood/Mixed-Use, which allows a density of two dwelling units per acre. Place Types are intended to guide and incentivize development patterns that promote walkability, pedestrian connectivity, and a mix of uses. Therefore, it is appropriate for the Place Type to allow a higher density than its underlying Future Land Use designation. As a result, the Hamlet Place Type, which has a density of three dwelling units per acre, is more suitable for the Seabrook area.

E. ATTACHMENTS:

- Current Comprehensive Plan Map
- Application



Future Land Use

Code Types

- Community Commercial
- Core Commercial
- Light Industrial
- Military
- Neighborhood/Mixed-Use
- Preserved Land
- Regional Commercial
- Rural
- Rural Community
- Urban/Mixed-Use

RuralCrossroads_Overlay_Outline

THOMAS & HUTTON

SEABROOK FARMS

COMPREHENSIVE PLAN AMENDMENT AND REZONING REVIEW STANDARDS RESPONSE

PROJECT	Seabrook Farms
JURISDICTION	Beaufort County, South Carolina
PREPARED BY	Thomas & Hutton
DOCUMENT TYPE	Application Response Narrative
STATUS	Final for Submittal
DATE	July 31, 2026

PURPOSE

This document provides responses to the six Comprehensive Plan Amendment Review Standards and the nine Zone Map Amendment Review Standards applicable to the Seabrook Farms Comprehensive Plan amendment and rezoning request.

The responses are based on the current Seabrook Farms regulating plan and planning narrative, the Northern Beaufort County Regional Plan, the Beaufort County Comprehensive Plan and Community Development Code framework, the planned public–benefit commitments identified in the application, and the transportation mitigation requirements established through SCDOT review of the project Traffic Impact Analysis.

The proposed amendment would refine the Place Type Overlay from **Rural Crossroads to Hamlet** for targeted portions of the property. The associated rezoning would apply the **T3HN – Neighborhood General** and **T4HC – Hamlet Center** transects, while retaining lower–intensity zoning where appropriate and incorporating industrial, civic, recreational, open–space, and conservation components into an integrated community framework.

1. COMPREHENSIVE PLAN AMENDMENT REVIEW STANDARDS

STANDARD 1

CHANGED CAPITAL INVESTMENTS, POPULATION TRENDS, DEVELOPMENT COMMITMENTS, DENSITY, USE, OR OTHER CONDITIONS

> ***Review Standard:*** *Whether capital investments, population trends, land committed to development, density, use, or other conditions have changed that justify the amendment.*

The proposed amendment is justified by substantial changes in public investment, infrastructure, land–use context, and planning policy since the earlier McLeod Farm planning effort in 2006–2007.

Since that time:

- The Northern Beaufort County Regional Plan was adopted.
- Conservation easements were established and expanded.
- A County park and the Seabrook Recreation Center were developed.
- Whale Branch Early College High School was constructed adjacent to the property.
- The Spanish Moss Trail was extended, and additional trail connections were planned.
- Public water and sewer service became available for efficient extension to the site.
- Beaufort County adopted its current Place Type and transect–based zoning framework.
- The property remained within the Urban Growth Boundary, where compact and coordinated growth may be accommodated.

The Northern Beaufort County Regional Plan specifically identifies the Seabrook Farms area as Neighborhood Residential, a designation that anticipates primarily residential development supported by neighborhood–scale retail, pedestrian–oriented design, a mix of housing types, a mix of land uses, and interconnected streets.

The current Rural Crossroads Place Type no longer fully reflects Seabrook's existing conditions, surrounding public facilities, historic community role, or long–term planning context. The requested change to Hamlet responds to these changed conditions and provides the policy framework necessary to implement the type of compact, connected, community–scaled development contemplated by prior planning efforts.

STANDARD 2

CONSISTENCY WITH COMPREHENSIVE PLAN GOALS AND POLICIES

> ***Review Standard:*** *Whether the proposed amendment is consistent with the Comprehensive Plan's goals and policies.*

The proposed amendment is consistent with the Comprehensive Plan's growth–management, place–making, infrastructure–efficiency, housing, mobility, economic–development, and environmental–protection goals.

The amendment does not expand the Urban Growth Boundary or introduce a new growth area. Instead, it refines the Place Type Overlay from Rural Crossroads to Hamlet within an area already identified for growth and already served, or capable of being efficiently served, by public facilities and utilities.

The Hamlet Place Type is appropriate because the proposal integrates:

- Housing that provides a range of product types and price points;
- Civic space;
- Recreation;
- Trail access;
- Neighborhood–serving activity;
- Employment opportunities;
- Public–service functions; and
- Open–space and conservation areas.

The proposed T3HN and T4HC transects implement that framework through connected streets, a recognizable community center, a variety of housing types, pedestrian–oriented design, and transitions to surrounding rural and conservation areas.

The amendment also advances County policy by:

- Directing growth inside the Urban Growth Boundary;
- Leveraging existing investments in schools, parks, recreation, trails, and utilities;
- Supporting housing choice and workforce accessibility;
- Preserving existing conservation lands;
- Respecting AICUZ constraints;
- Incorporating approximately 70 acres of employment–generating industrial/flex zoning;

- Reserving approximately three acres for Recreation, Education, Safety, and Public Assembly uses;
- Providing land for future expansion of the Seabrook Recreation Center;
- Rehabilitating the existing packing shed as a community pavilion;
- Evaluating the historic Keyserling Store for potential restoration and adaptive reuse as a community facility and Spanish Moss Trail trailhead, subject to feasibility, cost, and historic-preservation considerations; and
- Strengthening multimodal connectivity.

STANDARD 3

RESPONSE TO STATE OR FEDERAL LEGISLATION

> ***Review Standard:*** *Whether the proposed amendment is necessary to respond to state and/or federal legislation.*

The proposed amendment is not being requested in response to a specific new state or federal legislative mandate.

However, the proposal has been designed to remain consistent with applicable state and federal requirements, including:

- Environmental permitting;
- Wetland protection;
- Stormwater regulation;
- Transportation review;
- Federal and state agency coordination;
- Military compatibility considerations associated with MCAS Beaufort; and
- Respect for applicable AICUZ contours.

Because this standard is one factor among several, the absence of a specific legislative mandate does not weigh against the amendment. The principal justification is the proposal's consistency with adopted County policy, changed conditions, existing public investment, infrastructure availability, and the long–standing planning vision for Seabrook.

STANDARD 4

COMPATIBILITY WITH SURROUNDING LAND USES

> ***Review Standard:*** *Whether the proposed amendment would result in development that is compatible with surrounding land uses.*

The proposed amendment would support development compatible with the surrounding land–use pattern and public context.

The property is adjacent to or near:

- Whale Branch Early College High School;
- A County park;
- The Seabrook Recreation Center;
- The Whale Branch fishing pier;

- The Spanish Moss Trail;
- An existing conservation easement;
- Rural residential areas; and
- Property designated for community preservation and mixed–use purposes.

Compatibility is achieved through the proposed transect and land–use structure:

- **T3HN – Neighborhood General** establishes the residential neighborhood fabric and provides lower–intensity single–family development that transitions toward rural, conservation, and lower–intensity areas.
- **T4HC – Hamlet Center** establishes the compact community core, where a broader range of housing types, civic uses, and neighborhood–serving activities are appropriate.
- Existing **T2R** areas remain in place where lower–intensity development is appropriate.
- The proposed **SI industrial/flex area** is organized as a distinct employment component with planned access and separation from residential neighborhoods.
- Open space, wetlands, ponds, buffers, trails, and preserved tree canopy provide additional physical transitions.

Transportation compatibility with surrounding properties and public facilities has also been addressed through the TIA review process. SCDOT's accepted mitigation program includes conversion of the US 21 and Seabrook Road/Jeannine Court intersection to three–quarter access, subject to Beaufort County approval and coordination with affected property owners and the adjacent school.

STANDARD 5

EFFECTS ON PUBLIC FACILITIES AND SERVICES

> ***Review Standard:*** *Whether and the extent to which the proposed amendment would affect the capacities of public facilities and services, including roads, utilities, law enforcement, fire, EMS, schools, parks and recreation, solid waste, and drainage facilities.*

The proposed amendment is located in an area with significant existing public investment and infrastructure. The site is adjacent to Whale Branch Early College High School, the County park, the Seabrook Recreation Center, and the Spanish Moss Trail. Water and sewer service can be efficiently extended to the property.

The proposal also includes planned public benefits intended to support long–term service needs:

- A parcel for future expansion of the Seabrook Recreation Center;
- An approximately 3–acre site for Recreation, Education, Safety, and Public Assembly uses;
- Potential accommodation of fire, EMS, or other public–service functions;
- Adaptive reuse of the historic packing shed as a community pavilion intended to serve the broader Seabrook community;
- Evaluation of the historic Keyserling Store for potential restoration and adaptive reuse as a community facility and trailhead, subject to feasibility, cost, and historic-preservation considerations; and

- An interconnected street and trail system intended to improve access and internal circulation.

SCDOT TIA REVIEW AND REQUIRED MITIGATION

Transportation impacts have been evaluated through the Seabrook Farms Residential & Commerce Park Traffic Impact Analysis. SCDOT has accepted the TIA subject to the following required mitigation:

1. Convert the intersection of US 21 and Seabrook Road/Jeannine Court to three–quarter access, subject to Beaufort County approval and coordination with affected property owners and the school.
2. Modify the US 21 southbound acceleration lane at Stuart Point Road to meet current design standards.
3. Modify the US 21 northbound acceleration lane at Martin Lane to meet current design standards.

Although the project is planned as a phased development, SCDOT requires all three improvements to be constructed with the initial phase. Also, it is important to note that these improvements were identified as necessary in previous studies and master plans prepared by the county. Seabrook Farms doesn't trigger the need for them; the need already exists. The project will fund the implementation of these previously identified county needs.

These requirements demonstrate that the applicable state transportation agency has reviewed project impacts, identified specific mitigation, and tied construction of that mitigation to the initial phase.

Other public–facility impacts – including utilities, schools, law enforcement, fire, EMS, parks, solid waste, and drainage – will be addressed through the normal technical review and permitting processes.

The Comprehensive Plan amendment does not itself authorize construction. Detailed capacity findings, phasing requirements, mitigation obligations, and agency conditions will be established through the rezoning, development–plan review, permitting, and infrastructure–approval processes.

STANDARD 6

IMPACTS TO NATURAL RESOURCES

> ***Review Standard:*** *Whether, and the extent to which, the proposed amendment would result in negative impacts to natural resources.*

The proposed amendment is not expected to create unacceptable impacts to natural resources because the regulating framework incorporates existing conservation lands, wetlands, marsh areas, tree canopy, buffers, stormwater facilities, open space, and trails as organizing elements of the plan.

The site contains approximately:

- **299 acres of upland;**
- **19 acres of wetlands and marsh;** and
- **318 total acres.**

The plan recognizes:

- The existing conservation easement;
- The Whale Branch waterfront context;
- The F–35 AICUZ 65 dB contour;
- Mature and immature tree canopy;
- Existing wetlands and marsh;
- Natural drainage features; and
- Open–space and buffer areas.

Development is concentrated within suitable upland portions of the property, while wetlands, conservation lands, ponds, open space, and buffer areas remain part of the overall framework.

Future development will remain subject to all applicable County, state, and federal environmental requirements, including:

- Wetland permitting;
- Stormwater quantity and quality standards;
- Water–quality protection;
- Tree preservation and mitigation;
- Erosion and sediment control;
- Critical–area requirements; and
- Required environmental agency coordination.

The compact Hamlet pattern also reduces land consumption compared with dispersed development and helps preserve surrounding rural and environmentally sensitive lands.

MEMORANDUM

TO: Beaufort County Planning Commission

FROM: Robert Merchant, AICP, Beaufort County Planning and Zoning Department

DATE: October 20, 2026

SUBJECT: CONSIDERATION OF AN AMENDMENT TO THE ZONING MAP FOR 223 ACRES LOCATED AT 214 SEABROOK RD FROM T2 RURAL TO HAMLET PLACE TYPE OVERLAY (T2 RURAL, T3 HAMLET NEIGHBORHOOD AND T4 HAMLET CENTER) AND C5 (REGIONAL CENTER MIXED USE)

STAFF REPORT:

A. BACKGROUND:

Case No.	CDPA-000061-2026
Applicant:	Jades Land Co. LLC (Doug Nicoll)
Owner:	W H McLeod and Son South LLC
District/Map/Parcel:	R100 012 000 0010 0000
Property Size:	316 acres (only 223 to be rezoned)
Current Zoning District:	T2R
Proposed Zoning Districts:	T4HC, T3HN, and T2R (Hamlet PTO) and C5 (Regional Center Mixed Use)

B. OVERVIEW:

The Planning Department received an application for a rezoning of a property located in the Seabrook area in northern Port Royal Island. The proposed development includes 316 overall acres with 159.4 being rezoned to a Hamlet Place Type comprised of T4 Hamlet Center (79.1 acres), T3 Hamlet Neighborhood (73.6 acres), and T2 Rural (6.7 acres). Seventy-one acres are proposed to become C5 (Regional Center Mixed Use), and the remaining 85.6 acres remain

zoned as T2 Rural. It is important to note that the property has the future northern terminus of the Spanish Moss Trail running through it.

C. CHANGES SINCE THE SEPTEMBER 10 PLANNING COMMISSION MEETING:

At the September 2026 Planning Commission meeting, the applicant received a 30-day deferral. At the October 2026 meeting, the applicant requested a deferral to the November meeting. The applicant has since made changes to their original plans. Notable changes are as follows:

- The rezoning no longer proposes 73 acres of S1 (industrial) but rather 71 acres C5 (RCMU). In their narrative, the applicant is proposing to limit the size of individual buildings to less than 50,000 square feet and prohibit residential uses through a Development Agreement. The proposed west C5 parcel has also changed in shape moving further from the marsh and decreasing in size by two acres. The left wing (aka Seabrook West) of the development has also decreased in shape and size. Therefore, the T2R parcel to the far west of the development has increased in size.
- The proposed T2R pockets along Detour Road have since been addressed and now the applicant is proposing a strip of T3HN as a transitional district.
- The 11 homes that were previously in a T2R parcel (northeastern part of Seabrook East) have been removed. However, the throughfare plan shows a dead-end jutting into the parcel. The throughfare plan also displays a secondary access point to Detour Road on the parcel.
- The thoroughfare plans now show potential connection to Seabrook Road.
- T4HC zoning is now to the immediate left of the proposed Spanish Moss Trail. As a result, the trail becomes a main feature/pedestrian shed of the development.
- There is a mixture of housing types incorporated into the T4HC blocks to provide a variety of housing types. Transition of the zoning districts are also now occurring within blocks.
- The total number of units has changed from 412 to 387. The Hamlet Place Type was also adjusted to accommodate a strip of 6.7 acres of T2R at the northern part of Seabrook East. Therefore, the Place Type density changed from 2.5 dwelling units per acre to 2.43. Also, the overall density (as calculated above) changed from 1.7 dwelling units per acre to 1.58.

The applicant originally proposed 73 acres of S1 and has since decreased and changed the proposed zoning of the piece of property to 71 acres of C5 (RCMU). The three acres dedicated EMS/Fire station are included in both calculations and remain in the plans. The Regional Center Mixed Use (C5) Zone permits a full range of retail, service, and office uses. The Zone's intensity accommodates regional and community commercial and business activities. Uses include large, commercial activities that serve the entire County and highway-oriented businesses that need

to be located on major highways. The Zone is intended to be more attractive than commercial areas in other counties to maintain the attractive tourist and business environment and have minimal impact on surrounding residential areas. In developing areas, the minimum depth of a parcel along an arterial or collector shall be 600'. The applicant intends to use the parcels to establish an office/flex employment district and is proposing to limit the size of individual buildings to less than 50,000 square feet and prohibit residential uses through a Development Agreement.

D. PLACE TYPE OVERLAY – HAMLET

The Place Type Overlay (PTO) Zone is intended to create and reinforce walkable, urban environments with a mix of housing, civic, retail, and service choices. The purpose of the Place Type Overlay (PTO) Zone is to provide the opportunity for properties that are identified in the Comprehensive Plan as Rural crossroad, Hamlet, and Village place types to seek a comprehensive zoning amendment to establish transect zones to implement the vision for these place types.

- **Comprehensive Plan Amendment Necessary:** As indicated in the accompanying Comprehensive Plan amendment request, the Future Land Use map currently has this area designated for a Rural Crossroad Place Type. However, the applicant is requesting an amendment in conjunction with this rezoning application. Please reference the Comprehensive Plan amendment's staff report for details.
- **Hamlet Place Type:** Hamlets are typically larger and more intense than Rural Crossroads and are often located where rural areas meet urban areas. A Hamlet often has a small, pedestrian oriented main street with surrounding and supporting residential fabric that is scaled to the size of a pedestrian shed (the distance a person would walk in five minutes, generally a ¼ mile). The main street and surrounding residential fabric transitions quickly into agricultural uses or the natural environment. The density for a Hamlet Place Type is three dwelling units per acre with a maximum site size of 160 acres. Below is the project's Place Type and overall density broken down (see Master Plan in the Regulating Plan). Overall density of the project has decreased slightly since the previous application submitted in August 2026. The new density calculations are shown below and do not take into account the C5 parcels.

	Zoning District	# of Units	# of Acres	Density
	T3HN	249	79.1	
+	T3HC	138	73.6	
+	T2Rural	0	6.7	
=	PTO Overall	387	159.4	2.43 du/ac

+	T2Rural	0	85.6	
=	Overall Development Density	387	245.0	1.58 du/ac

- **Civic Space Requirements:** The Community Development Code (CDC) requires 19.35 acres of civic space in the Hamlet Place Type. This is based on a 0.05 acres per dwelling unit requirement. The applicant has provided 30 acres in the proposed plans. The applicant has also maintained a total of 92.3 acres of T2R zoning. A portion of this land will accommodate a passive open space with a nature path. This open space is planned to have an access easement that ties the proposed nature path and neighborhood to the existing conservation easement (see Civic Space in the Regulating Plan).

E. REGIONAL PLANNING CONSIDERATIONS:

There is a unique set of conditions affecting this property that requires close coordination with the City of Beaufort. The conservation easement prohibits annexation of the property without the County's prior consent, while the Northern Beaufort County Regional Plan strongly encourages annexation as a means of increasing the property's allowable density and intensity of development. These issues, along with coordination efforts with the City of Beaufort, are summarized below.

- **Conservation Easement:** In 2008, Beaufort County and the federal government partnered to spend $8.5 million on a combination of conservation easements and fee-simple properties intended to preserve 375.40 acres of land. The acquisition was designed to prevent development from encroaching on areas surrounding MCAS Beaufort. The conservation easement covering this property also prohibits annexation of the entire property unless Beaufort County provides its prior consent.
- **Northern Beaufort County Regional Plan:** The property is located within the growth boundaries established by the Northern Beaufort County Regional Plan (2007). Beaufort County, the City of Beaufort, and the Town of Port Royal adopted the Regional Plan to establish general principles and specific recommendations for cooperatively managing growth on Port Royal Island and Lady's Island.

  In 2009, the three participating jurisdictions adopted an intergovernmental agreement (IGA) to implement the Regional Plan and define the respective roles of the County and the two municipalities inside and outside the designated growth boundaries. For properties contiguous to a municipality, the IGA states the following (page 5, first paragraph):

  > *"It is the general policy of the county that lands contiguous to the cities shall not be allowed to increase densities/intensities under current zoning, unless the lands are annexed into a city. Nothing in this plan will be construed to supersede the statutory and constitutional rights of any citizen."*

  The proposed development site is contiguous to the City of Beaufort through the preserved portions of the property.

- **Coordination with the City of Beaufort:** Beaufort County planning staff has coordinated closely with the City of Beaufort to determine whether the proposed development is consistent with both jurisdictions' comprehensive plans and can be adequately served by roads and other public services. Although the Northern Beaufort County Regional Plan directs the applicant toward annexation, the City of Beaufort has expressed that it does not support annexing the property. The City of Beaufort staff attended the pre-application meeting and provided input in accordance with the Intergovernmental agreement.

F. FACILITIES

- **Traffic:** The Traffic Impact Analysis (TIA) evaluated the proposed Seabrook Farms & Seabrook Commerce Park development, located on the west side of Detour Road. The development is proposed in three phases, consisting of 412 residential units in Phases 1 and 2 and approximately 337,500 square feet of industrial park space and a municipal fire station in Phase 3. The assumed buildout years are 2031, 2033, and 2035, respectively. The development will be served by four new full-access driveways along Detour Road. The TIA evaluated existing conditions and future No Build and Build conditions during the weekday AM, School PM, and weekday PM peak hours at key intersections along US 21 and Detour Road.

  At full buildout, the development is projected to generate approximately 441 trips during the AM peak hour, 410 trips during the School PM peak hour, and 516 trips during the PM peak hour. The School PM analysis was included because of the development's proximity to Whale Branch Elementary School, Whale Branch Middle School, and Whale Branch Early College High School.

  The TIA found that the existing study intersections generally operate at acceptable levels of service. Under future build conditions, most study area approaches are also projected to operate acceptably with the recommended transportation improvements. Some side-street approaches along US 21 are projected to experience elevated delays during certain peak periods. These include approaches at Stuart Point Road, Garrett Smalls Road, Seabrook Center Road, and Martin Lane. The analysis notes that these are stop-controlled minor approaches to a major arterial and that elevated delay on these approaches does not necessarily indicate poor overall corridor operations. No additional laneage improvements were identified at these locations at this time; however, traffic signal warrant analyses are recommended at select intersections as development progresses and traffic conditions are monitored.

  The TIA recommends several transportation improvements to accommodate the proposed development and maintain acceptable operations. These include:

  - Conversion of the US 21/Seabrook Road/Jeannine Court intersection to three-quarter access as part of Phase 1, restricting through and left-turn movements

out of the side streets. This improvement will require coordination with Beaufort County and the school district.

- Improvements and monitoring at the US 21/Stuart Point Road/Northfork Road intersection, including confirmation that the existing southbound left-turn acceleration lane meets current SCDOT standards and traffic signal warrant analyses during Phases 1 and 2.
- Construction of an exclusive eastbound left-turn lane on Seabrook Center Road at US 21 as part of Phase 1, along with traffic signal warrant analyses during Phases 1 and 2.
- Confirmation that the existing northbound left-turn acceleration lane at US 21/Martin Lane meets current SCDOT standards, along with traffic signal warrant analyses during Phases 1 and 2.
- Construction of the four proposed site driveways on Detour Road in accordance with the project phasing, with driveway locations and design coordinated with Beaufort County and SCDOT.
- Installation of the portion of Segment 10 of the Spanish Moss Trail located within the development limits.
- Execution of an agreement or memorandum of understanding establishing the developer's schedule and responsibility for the required transportation improvements.

Overall, the TIA concludes that the proposed development can be accommodated by the surrounding transportation network with implementation of the identified improvements and continued monitoring of traffic conditions and signal warrants at key US 21 intersections. The recommended improvements are generally consistent with the previously completed US 21 Corridor Study and are intended to address both project-generated traffic and anticipated future corridor conditions. Final design details will remain subject to coordination with Beaufort County and SCDOT and to further engineering review of factors such as sight distance, utilities, and stormwater.

Changes in Traffic Impacts Since September 10 Submittal: The applicant has committed to the original TIA improvements and has since decreased the number of homes to 387 in their newest application. According to the Engineering Department, this deems the TIA still applicable but with fewer trips generated. The plans also proposed a potential connection to Seabrook Road. If this is pursued, the applicant will be required to obtain, at least, a supplemental memo to the TIA which defines the traffic distribution impacts. SCDOT will need to also sign off on it since Seabrook Road and Detour Road are SCDOT roadways. It is also important to note that the thoroughfare plan does have the street jutting into the T2R parcel in the northeast portion of Seabrook East; thus, making it susceptible to future development of one unit per three acres.

- **Water/Sewer:** Planning Staff reached out to the Beaufort Jasper Water Sewer Authority (BJWSA) for information on water/sewer availability and capacity for the area. They reported that offsite improvements would be necessary to serve the proposed development. The findings were summarized as below:
    - Sewer- There is no sewer infrastructure in the area aside from the pump station at Whale Branch High School. There is some capacity should the proposed development be able to bring sewer to it, but the downstream pump station would also need to be upgraded due to the added capacity.
    - Water- There is one connection that serves the high school. The addition of a residential development would require at least one more connection to that transmission main (in addition to connecting to the waterline feeding the school) for redundancy.

  However, BJWSA also indicated that extending sewer and water to serve the proposed development may have some benefits to serve some adjoining communities. BJWSA has received several requests from homeowners in the Seabrook Point neighborhood to connect to public water and sewer, for which they were unable to provide. If the proposed development were to be approved, there may be an opportunity to take more residents off well and septic systems, and even more importantly provide fire hydrants to the Seabrook Point neighborhood.

- **Public Safety**

  The Comprehensive Plan identifies the Seabrook area as having one of the highest vulnerability indexes in the County with respect to access to fire and emergency medical services (EMS).

  Staff met with the Burton Fire District and County EMS Department to discuss the impacts of the proposed development on public safety. The Burton Fire District said that the proposed development may provide opportunities to improve existing response time and iso ratings in the area. Currently, in the Seabrook area, there are three schools that already place a demand on the fire district's services. The existing emergency response time to the schools is 8-10 minutes while the fire district prefers less than 5 minutes. As a result, the fire district's long-range plan calls for a future station to serve the Seabrook/Stuart Point communities. They indicated that 400 additional rooftops would generate impact fee revenue that could fund a new station. They also looked favorably on the proposed site for a new station.

- **Schools:** The School District was contacted to discuss the capacity of the three surrounding schools. According to the School District's Facilities Master Plan, all three schools currently have excess capacity based on 2026 usage percentages:
    - Whale Branch Elementary: 57%
    - Whale Branch Middle: 40%

- Whale Branch Early College: 61%

It is important to note that the number of students that residential units could potentially produce will vary depending on the development and price point.

- **Marine Corps Air Station Beaufort:** Staff sent a copy of the application to MCAS Beaufort. Generally, the proposed master plan is oriented to direct development away from the Air Installations Compatible Use Zone (AICUZ). The portions of the property that are impacted by the AICUZ were placed in a conservation easement in 2008. The proposed property that is being zoned C5 poses concern of encroachment in the AICUZ overlay as it can accommodate intense uses .

G. SITE PLAN COMMENTS: Various sections of the CDC that address how Place Types are to be implemented. The CDC is prescriptive in the necessary components of a walkable community. The applicant has addressed Staff's comments regarding the previous plans submitted in August 2026. They are attached as an appendix. While most of the concerns were addressed, staff still has comments that are to be accounted for during a Development Agreement process and/or the process of obtaining a development permit. Below are comments made by staff on the proposed development and its plans:

- **Place Type Overlay standards (Section 3.4.80):** The proposed plan meets the Hamlet site's requirements if the large tracts of T2R (85.6 acres) are not taken into consideration. Additionally, if the applicant wants to create a buffer between the proposed community and existing Seabrook Road community, this land along the northern portion of Seabrook East should still be zoned its neighboring district.
- **Throughfare Network (Division 2.9):** Staff recommends a sidewalk along frontage on Detour Road to continue the sidewalk that ends in front of Whale Branch Early College High School. The applicant has stated that the trail within the community provides connectivity; however, a sidewalk along Detour Road is still encouraged. When notified about the proposed trail access, the School District stated: "[T]he District must balance convenience and connectivity with student, staff, and campus safety. Safety and campus security are our primary considerations. For that reason, the District's position is that students, visitors, and members of the public should access the school campus only through the existing public access points along Detour Road. The District does not support proposed trail connections that would provide direct access to the rear or side of the Whale Branch High School campus. Limiting access to the established public entrances supports the District's ability to maintain controlled and observable points of entry and reduce the potential for unauthorized access to the campus."

- **Open and Civic Space (Section 2.3.80):** Each residential lot shall be within 1,000 feet of an existing or proposed playground. The applicant has stated that the locations and playground facilities will be identified later in the development process.

H. ZONING MAP AMENDMENT REVIEW STANDARDS: In determining whether to adopt or deny a proposed Zone Map Amendment, the County Council shall weigh the relevance of and consider whether and the extent to which the proposed amendment:

1. **Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code;**

   The proposed Place Type development is consistent with the underlying Future Land Use (FLU) designation of Neighborhood/Mixed-Use, which allows a density of up to two dwelling units per acre. Currently, the location's designated Place Type in the Comprehensive Plan's Future Land Use (FLU) Map is a Rural Crossroads; however, the development being proposed as a Hamlet. The applicant is proposing to amend the Place Type designation (please reference the Comprehensive Plan amendment's staff report for details). Compatibility to the Comprehensive Plan would be contingent upon the County Council's approval of the Comprehensive Plan amendment request.

   The rezoning of 71 acres to C5 is not consistent with the underlying Comprehensive Plan's FLU of Neighborhood/Mixed-Use. In the Comprehensive Plan, the Neighborhood Mixed-Use Future Land Use section states: Moderate-density residential is the primary use, with some supporting neighborhood retail establishments. In addition, the C5 zoning district is not compatible with the AICUZ. The proposed uses themselves are compatible with the AICUZ; therefore, restrictive covenants would need to be adopted if pursued.

2. I**s not in conflict with any provision of this Development Code, or the Code of Ordinances;**
   The proposed C5 zoning does not follow Table 1.4.10.A: County Comprehensive Plan Land Use Implementation of the Comprehensive Plan as C5 is not listed under the implementation of neither the AICUZ nor Neighborhood Mixed-Use.

Table 1.4.10.A: County Comprehensive Plan Land Use Implementation	
Comprehensive Land Use Designation	**Zones Implementing Land Use**
Preserved Land	T1 Natural Preserve T2 Rural
Rural	T2 Rural T2 Rural-Low T2 Rural Neighborhood T2 Rural Neighborhood Open T2 Rural Center
Rural Community Preservation	Varies per district
Air Installation Compatible Use Zone (AICUZ)	T2 Rural T2 Rural Neighborhood T3 Edge T3 Hamlet Neighborhood C4 Community Center Mixed Use S1 Industrial
Neighborhood Mixed Use	T3 Edge T3 Hamlet Neighborhood T3 Neighborhood C3 Neighborhood Mixed Use
Urban Mixed Use	T3 Hamlet Neighborhood T3 Neighborhood T4 Hamlet Center T4 Neighborhood Center
Community Commercial	C4 Community Center Mixed Use
Regional Commercial	C5 Regional Center Mixed Use
Research and Development	T4 Hamlet Center Open C4 Community Center Mixed Use
Light Industrial	S1 Industrial

3. **Addresses a demonstrated community need;**
   No.

4. **Is required by changed conditions;**
   No.

5. **Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land;**
   No, the character of the area is low-density rural and rural residential. There are two residential subdivisions, Teal Bluff and Seabrook subdivision, in the area at a density of around one dwelling unit per acre. C5 is also not a compatible use in the Seabrook area. The district's intensity accommodates regional and community commercial and business activities. Uses include large, commercial activities that serve the entire County and highway-oriented businesses; these are not compatible with the Seabrook community.

6. **Would not adversely affect nearby lands;**
   The project will have impacts on the character of the area. However, the applicant has provided buffers and open space on the edges of the community to reduce impacts on neighboring property owners. C5 would affect nearby lands as it can accommodate uses and footprints that are too intense for the Seabrook area.

7. **Would result in a logical and orderly development pattern**;
   There are concerns about compatibility with the community as stated in #5.

8. **Would not result in adverse impacts on the natural environment – including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment:**

   The site is outside of the 500- year FEMA flood plain. Historically, the site was farmland and, therefore, consists of mostly immature forests. The mature trees existing on the site are preserved as the buffer between the proposed development and the neighboring residential properties. Additionally, many of the proposed civic spaces and natural preserves correspond with existing wetlands. Any development on the site would be required to adhere to the natural resource protection, tree protection, wetland protection, and stormwater standards in the Community Development Code and the Stormwater BMP Manual.

9. **Would result in development that is adequately served by public facilities (e.g.. streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities:**
   The site will generally be well served for the proposed development with the improvements proposed by the applicant. Please reference section “D. FACILITIES” in the staff report.

I. STAFF RECOMMENDATION: Staff recommends conditional approval of the proposed rezoning of 159.4 acres from T2 Rural to T3 Hamlet Neighborhood and T4 Hamlet Center; and recommends denial of the proposed rezoning of 71 acres from T2 Rural to C5 Regional Center Mixed Use.

Staff recommends approval of the rezoning of 159.4 acres from T2 Rural to T3 Hamlet Neighborhood and T4 Hamlet Center with the following conditions:

- County Council approves the proposed Comprehensive Plan amendment changing the Rural Crossroads Place Type to a Hamlet Place Type;

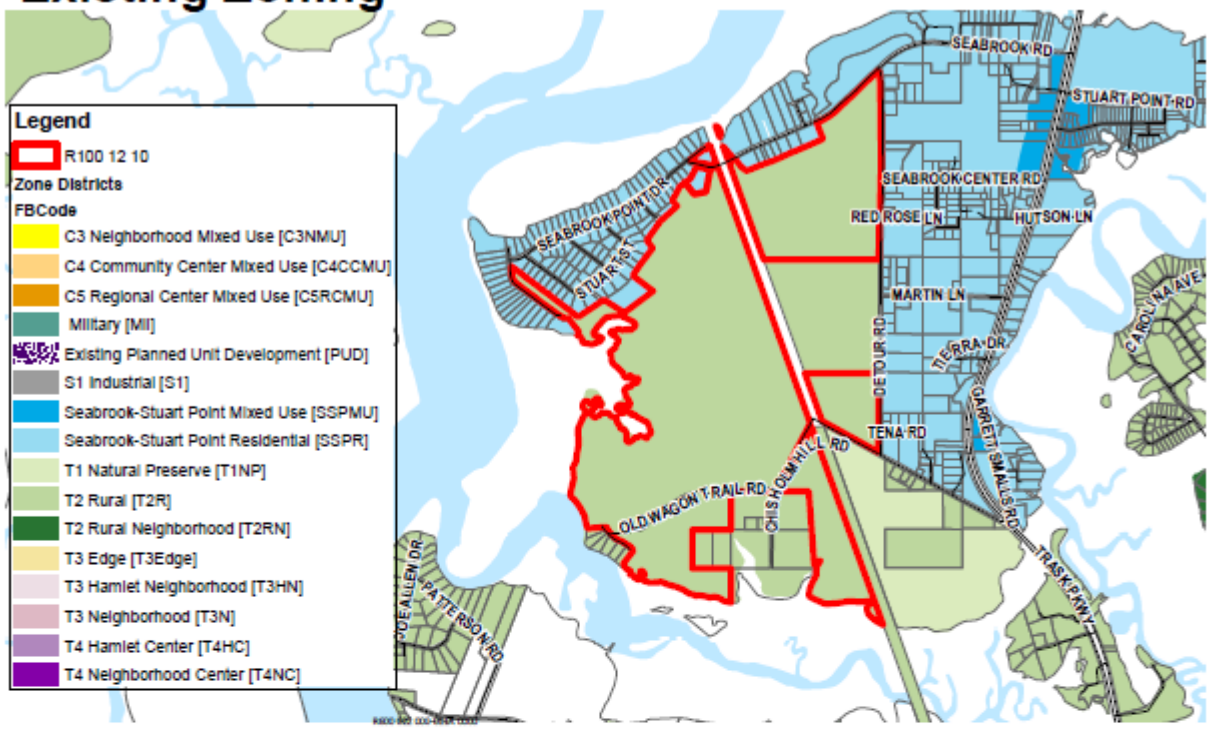
- The applicant addresses the Place Type Overlay comments provided in the staff report above;
- The Planning Commission and County Council address any concerns with adherence to the Northern Beaufort County Regional Plan Intergovernmental Agreement and determine if additional coordination is necessary; and
- The Applicant enters a Development Agreement with County Council that addresses the following:
    - The timing of on-site and off-site infrastructure improvements should be coordinated with established development thresholds, specifically improvements called for in the TIA.
    - The timing and provision of details related to the improvements of the Spanish Moss Trail need to be addressed. Additionally, the design and details of the Spanish Moss Trail cross-section and paving materials are to be consistent with and complement the existing trail.
    - Recreation and Public safety dedications and timing need to be addressed.
    - Any other community needs as defined by County Council such as affordable housing are addressed.
    - Any required off-site pedestrian improvements shall support safe pedestrian connectivity and contribute to safe routes to school.
    - The remaining T2R parcels outside of the Hamlet Place Type are not subject to the Regulating Plan. Therefore, Restrictive Covenants during the Development Agreement process should also address plans for the remaining T2R parcels to ensure that they are not developed and remain as presented in the proposed plans.

Staff recommends denial of the proposed C5 rezoning of 71 acres from T2 Rural to C5 Regional Center Mixed Use. The C5 district is not compatible with the Future Land Use map of the Comprehensive Plan nor the Future Land Use's implementation chart in the Community Development Code. The C5 district also permits uses that are too intense for the Seabrook area and for the AICUZ. Utilizing a development agreement to place restrictions on allowable uses in the C5 district is only good for the life of the agreement, which based on state requirements could only be a maximum of 10 years.

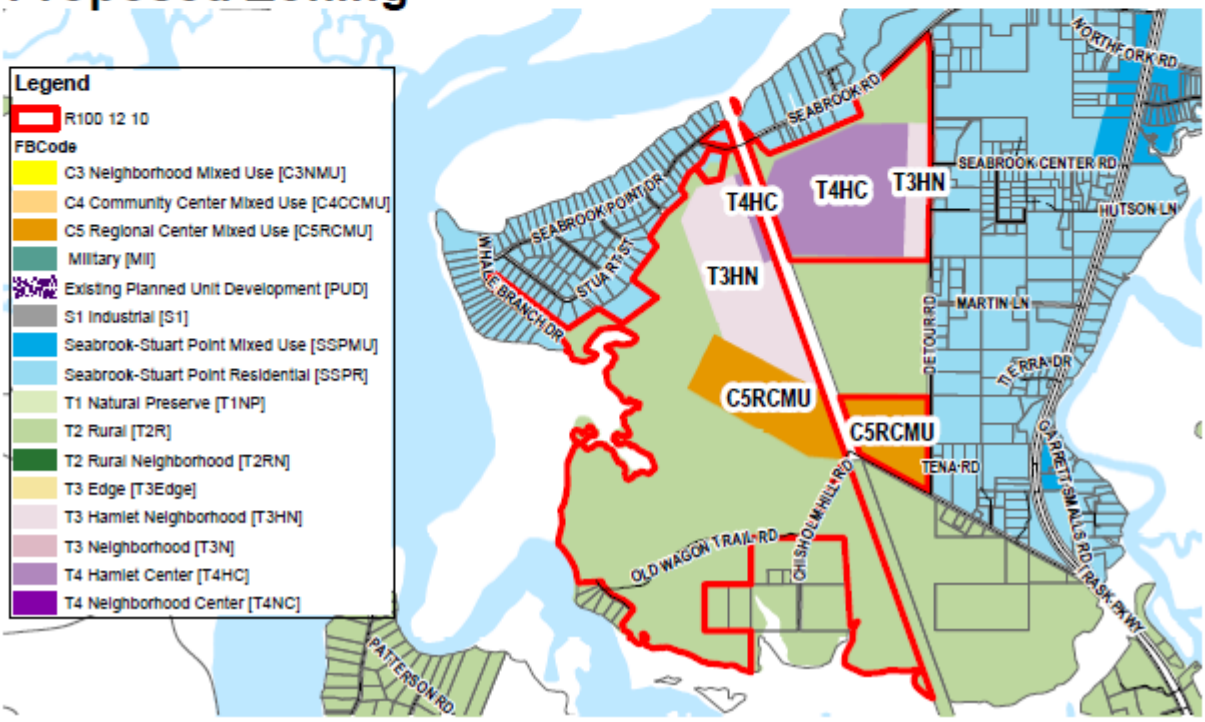
J. ATTACHMENTS:

- Zoning Map (existing and proposed)
- Application
- Recorded Plat
- Intergovernmental Agreement
- City of Beaufort Comments
- TIA summary

Existing Zoning



Proposed Zoning



Authentisign ID: B325BB3A-AF65-F111-8FCA-002248359474

BEAUFORT COUNTY, SOUTH CAROLINA
COMMUNITY DEVELOPMENT CODE (CDC) ZONING MAP AMENDMENT

TO: Beaufort County Council

The undersigned hereby respectfully requests that the Community Development Code (CDC) be amended as described below:

GENERAL INFORMATION	
OWNER'S NAME(S)*:	W H MCLEOD & SON SOUTH LLC
MAILING ADDRESS:	300 PO BOX, SEABROOK, SC 29940-0130
PHONE:	
EMAIL:	westcrew002@gmail.com
NAME OF APPLICANT (IF DIFFERENT FROM OWNER):	Jades Land Co. LLC (Doug Nicoll)
MAILING ADDRESS:	14 42nd Ave., Isle of Palms, SC 29451
PHONE:	(843) 737-1381
EMAIL:	doug@jadesland.com

*Only property owners or their authorized representative/agent can sign this application. If there are multiple owners, each property owner must sign an individual application and all applications must be submitted simultaneously. If a business entity is the owner, the authorized representative/agent of the business must attach: 1- a copy of the power of attorney that gives him the authority to sign for the business, and 2- a copy of the articles of incorporation that lists the names of all the owners of the business.

PROPERTY INFORMATION	
PARCEL NUMBER(S) (TMS):	R100 012 000 0010 0000
ADDRESS OF SUBJECT PARCEL(S):	214 SEABROOK RD
SIZE OF SUBJECT PROPERTY:	+/-310 AC.
PRESENT ZONING CLASSIFICATION (AND ANY APPLICABLE OVERLAY DISTRICTS):	T2R
REQUESTED ZONING CLASSIFICATION:	T3HN(80 AC.), T4HC (80 AC.), SI (73 AC.) & 77 AC TO REMAIN TR2
REASON FOR REQUEST:	PLEASE SEE THE ATTACHED PROPOSED REGULATING PLAN FOR SEABROOK FARMS.
ATTACH TRAFFIC IMPACT ANALYSIS (TIA) (IF APPLICABLE)**	TIA WILL BE ATTACHED

**The applicant should address and attach a Traffic Impact Analysis per Division 6.3.20(D) if a particular project or zoning district may result in a development that generates 50 trips during the peak hour or will change the level of service of the affected street.

Authentisign ID: B325BB3A-AF65-F111-8FCA-002248359474

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proof for the proposed rezoning rests with the owner.

Authentisign
Urban I. West III

06/12/26

Signature of Owner

Date

UPON RECEIPT OF APPLICATIONS, THE STAFF HAS THREE (3) WORKDAYS TO REVIEW ALL APPLICATIONS FOR COMPLETENESS. THE COMPLETED APPLICATIONS WILL BE REVIEWED FIRST BY THE BEAUFORT COUNTY PLANNING COMMISSION SUBCOMMITTEE RESPONSIBLE FOR THE AREA WHERE YOUR PROPERTY IS LOCATED. MEETING SCHEDULES ARE LISTED ON THE APPLICATION PROCESS (ATTACHED). COMPLETE APPLICATIONS MUST BE SUBMITTED BY *NOON* FIRST MONDAY OF THE MONTH PRIOR TO THE APPLICABLE PLANNING COMMISSION MEETING DATE.

SUBMISSION OF APPLICATION. **ALL APPLICATIONS SHALL BE SUBMITTED TO THE APPROPRIATE COUNTY DEPARTMENT. NO APPLICATION WILL BE ACCEPTED UNLESS ACCOMPANIED BY THE REQUIRED FEE. APPLICATIONS RECEIVED BEFORE 12:00 P.M. SHALL BE DATED THE SAME WORKING DAY. APPLICATIONS RECEIVED AFTER 12:00 P.M. SHALL BE DATED THE NEXT WORKING DAY.**

FOR MAP AMENDMENT REQUESTS, THE PLANNING OFFICE WILL POST A NOTICE ON THE AFFECTED PROPERTY AS OUTLINED IN DIV. 7.4.50 OF THE COMMUNITY DEVELOPMENT CODE.

CONTACT THE PLANNING DEPARTMENT AT (843) 255-2140 FOR EXACT APPLICATION FEES.

Please see the correspondence below from SCDOT confirming its acceptance of the Seabrook Farms Residential & Commerce Park TIA and identifying the required mitigation measures. We expect this information, including the language updates previously discussed, to be incorporated into the final TIA that will be issued shortly. The SCDOT correspondence is quoted exactly as received.

Kevin,

The Seabrook Farms Residential & Commerce Park TIA is accepted with the mitigation as follows:

- Conversion of US 21 & Seabrook Rd/Jeannine Ct to ¾ access. Beaufort County must approve this change and assist with coordination with affected property owners and the school.
- Modification to US 21 southbound acceleration lane at Stuart Point Rd to meet current design standards.
- Modification of US 21 northbound acceleration lane at Martin Ln to meet current design standards.

This is a phased development, but all improvements listed above will be constructed with the initial phase.

Upon County approval of the TIA, please have the applicant upload the final stamped TIA, this approval email, and any documentation of the aforementioned coordination with the encroachment application in EPPS.

Thank you,

The linked image cannot be displayed. The file...

Josh Johnson, PE, PTOE
District 6 Traffic Engineer

P 843-746-6719 **E** johnsonja@scdot.gov

South Carolina Department of Transportation
6355 Fain Street, North Charleston, SC 29406

THOMAS & HUTTON

SEABROOK FARMS

COMPREHENSIVE PLAN AMENDMENT AND REZONING REVIEW STANDARDS RESPONSE

PROJECT	Seabrook Farms
JURISDICTION	Beaufort County, South Carolina
PREPARED BY	Thomas & Hutton
DOCUMENT TYPE	Application Response Narrative
STATUS	Final for Submittal
DATE	July 31, 2026

2. ZONE MAP AMENDMENT REVIEW STANDARDS

STANDARD 1

CONSISTENCY WITH THE COMPREHENSIVE PLAN AND DEVELOPMENT CODE

> ***Review Standard:*** *Is consistent with and furthers the goals and policies of the Comprehensive Plan and the purposes of this Development Code.*

The proposed rezonings to T3HN and T4HC are consistent with and further the goals and policies of the Comprehensive Plan and the purposes of the Community Development Code.

The proposed districts are the County's adopted form–based tools for implementing a Hamlet Place Type. The zoning framework advances the Comprehensive Plan by:

- Concentrating growth inside the Urban Growth Boundary;
- Creating a compact, walkable community form;
- Providing a connected street and trail network;
- Allowing a mix of housing types that supports a broader range of price points and neighborhood-serving uses;
- Integrating civic, recreational, and employment uses;
- Supporting infrastructure efficiency;
- Maintaining an undisturbed open-space buffer along the interface between the proposed development and the existing Seabrook community; providing transitions to rural and conservation areas; and
- Protecting natural and military–compatibility resources.

The proposed zoning is not an exception to the County's planning system. It is the direct application of the County's transect–based code to implement the requested Hamlet Place Type.

STANDARD 2

NO CONFLICT WITH THE DEVELOPMENT CODE OR CODE OF ORDINANCES

> ***Review Standard:*** *Is not in conflict with any provision of this Development Code, or the Code of Ordinances.*

The proposed T3HN and T4HC districts are established zoning districts within the Beaufort County Community Development Code and are intended to implement the County's Place Type framework.

The application does not request:

- A zoning district unavailable under the Code;
- A waiver from otherwise applicable development standards; or
- A development form outside the County's adopted regulatory system.

Future development will be required to comply with all applicable provisions of the Development Code and Code of Ordinances, including:

- Transect standards;

- Street and block requirements;
- Open–space provisions;
- Natural–resource protection;
- Stormwater management;
- Landscaping;
- Parking;
- Access;
- Infrastructure; and
- Development–plan review requirements.

Approval of the Zoning Map Amendment would not waive or supersede any otherwise applicable Code requirement.

STANDARD 3

DEMONSTRATED COMMUNITY NEED

> ***Review Standard:*** *Addresses demonstrated community need.*

The proposed rezoning addresses several demonstrated community needs:

- Additional housing options and price points;
- Additional school-age children that can attend Whale Branch Early College High School
- Workforce housing opportunities near employment and public facilities;
- Neighborhood–scale services in an area lacking convenient access to daily needs;
- Recreation and community gathering space;
- Expansion capacity for the Seabrook Recreation Center;
- Improved access to the Spanish Moss Trail;
- Extension of public water and sewer infrastructure to the Seabrook Post Office area, creating opportunities for potential future connections by nearby community properties, subject to utility-provider requirements and individual connection feasibility;
- Preservation and reuse of historic community structures;
- Land for public safety, education, recreation, and assembly uses; and
- Employment–generating industrial and flex–office opportunities.

The proposal responds to these needs through a complete–community framework rather than a single–use residential subdivision.

The combination of T3HN, T4HC, industrial/flex employment lands, civic sites, recreation, and trail access is intended to re–establish Seabrook as a functional community hub serving both future residents and the broader surrounding area.

STANDARD 4

CHANGED CONDITIONS

> ***Review Standard:*** *Is required by changed conditions.*

The rezoning is justified by changed conditions since the earlier McLeod Farm planning effort.

Those changed conditions include:

- Adoption of the Northern Beaufort County Regional Plan;
- Adoption of the current form–based code;
- Establishment of conservation easements;
- Construction of the adjacent high school;
- Development of the County park and recreation facilities;
- Planning and extension of the Spanish Moss Trail;
- Availability of water and sewer infrastructure; and
- Increased clarity regarding AICUZ–compatible land–use patterns.

The existing zoning does not provide the transect structure needed to implement the long–standing community vision now supported by those investments and policies.

The proposed T3HN and T4HC districts are necessary to translate the Hamlet Place Type into a predictable and context–sensitive development pattern.

STANDARD 5

COMPATIBILITY AND APPROPRIATENESS OF THE PROPOSED ZONES AND USES

> ***Review Standard:*** *Is compatible with existing and proposed uses surrounding the land subject to the application and is the appropriate zone and uses for the land.*

The proposed zoning is compatible with the surrounding mix of public, recreational, residential, conservation, and community–serving uses.

- **T3HN** is appropriate for the residential neighborhood fabric and provides a transition between the Hamlet center and lower–intensity areas.
- **T4HC** is appropriate for the community core, where civic spaces, a wider range of housing types, and neighborhood–serving uses can be concentrated.
- Existing T2R zoning remains where lower intensity is appropriate.
- The proposed industrial/flex area adds an organized employment component.
- The parcel reserved for future expansion of the Seabrook Recreation Center reinforces the existing civic and recreational core of the community.
- The approximately 3–acre public–use site supports future civic, educational, recreational, public–safety, or assembly functions.

The site's adjacency to the high school, County park, recreation center, trail corridor, conservation easement, and existing community supports a Hamlet–scale development pattern.

STANDARD 6

IMPACTS ON NEARBY LANDS

> ***Review Standard:*** *Would not adversely impact nearby lands.*

The rezoning is structured to minimize adverse impacts on nearby lands through:

- Graduated transects;
- Buffers;
- Open space;
- Planned street connections;
- Retention of lower–intensity zoning where appropriate;
- Environmental–resource protection; and
- Applicable development and performance standards.

Potential impacts related to traffic, drainage, noise, lighting, utilities, and construction will be evaluated and mitigated through:

- The accepted TIA;
- Engineering design;
- Stormwater review;
- Buffering and landscaping;
- Development standards;
- Infrastructure requirements; and
- Phasing.

Potential off–site transportation impacts have been evaluated through the accepted TIA. Required mitigation includes:

- Three–quarter access at US 21 and Seabrook Road/Jeannine Court;
- Improvements to the southbound acceleration lane at Stuart Point Road; and
- Improvements to the northbound acceleration lane at Martin Lane.

The proposal also provides benefits to nearby residents, including:

- Expanded recreation potential;
- Trail access;
- Community gathering facilities;
- Public–service land;
- Local employment opportunities; and
- Neighborhood–serving uses.

STANDARD 7

LOGICAL AND ORDERLY DEVELOPMENT PATTERN

> ***Review Standard:*** *Would result in a logical and orderly development pattern.*

The proposed zoning would result in a logical and orderly development pattern because it organizes intensity from the Hamlet center outward:

- **T4HC** forms the compact community core.
- **T3HN** forms the surrounding residential neighborhood fabric.
- **T2R** remains in lower–intensity areas.
- Industrial/flex uses are grouped into a defined employment area.
- Civic and public uses are located near existing community assets.

- Streets and trails create internal and external connectivity.
- Wetlands, open space, ponds, buffers, and conservation lands shape the development footprint.

This framework reflects traditional settlement patterns and avoids scattered, leapfrog, or single–use development.

The orderly phasing of transportation infrastructure further supports this finding. SCDOT requires the principal off–site roadway improvements identified by the TIA to be constructed with the initial phase. This links the timing of development to the delivery of necessary transportation mitigation.

STANDARD 8

ENVIRONMENTAL IMPACTS

> ***Review Standard:*** *Would not result in adverse impacts on the natural environment – including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.*

The proposed rezoning is designed to avoid and minimize adverse environmental impacts by concentrating development on suitable uplands and incorporating wetlands, marsh, tree canopy, ponds, buffers, open space, and the existing conservation easement into the regulating framework.

Future development will be required to comply with all applicable environmental and engineering standards addressing:

- Wetland and critical–area protection;
- Stormwater quantity and quality;
- Erosion and sediment control;
- Tree protection and mitigation;
- Wildlife habitat;
- Water and sewer infrastructure;
- Lighting and noise;
- Air quality;
- Landscaping and buffers; and
- Construction impacts.

The compact and connected form reduces land consumption and limits the outward spread of development into rural and environmentally sensitive areas.

The rezoning itself does not authorize impacts to protected resources. Any such impacts remain subject to agency review and permitting.

STANDARD 9

ADEQUACY OF PUBLIC FACILITIES

> ***Review Standard:*** *Would result in development that is adequately served by public facilities, including streets, potable water, sewerage, stormwater management, solid*

> *waste collection and disposal, schools, parks, police, fire, and emergency medical facilities.*

The property is located within the Urban Growth Boundary and near existing roads, schools, parks, recreation facilities, trails, and utility infrastructure.

Public water and sewer infrastructure serving the site has already been upgraded and can be extended throughout the proposed development.

The regulating plan provides:

- An interconnected street network;
- Secondary access;
- Industrial access;
- Internal trails;
- A Spanish Moss Trail connection; and
- Walkable access between residential, civic, recreational, and employment areas.

SCDOT TRANSPORTATION REQUIREMENTS

The project's transportation impacts have been evaluated through a TIA accepted by SCDOT subject to defined mitigation discussed previously.

The proposal also contributes land and facilities supporting public–service capacity:

- Land for expansion of the Seabrook Recreation Center;
- An approximately 3–acre Recreation, Education, Safety, and Public Assembly site;
- Potential fire and EMS accommodation;
- A community pavilion;
- A community facility and trailhead; and
- Employment lands that can strengthen the tax base and improve jobs–housing balance.

Final adequacy for utilities, schools, public safety, drainage, stormwater management, solid waste, and other public services will be documented through agency coordination and the normal development–review process.

SEABROOK FARMS

Response to Beaufort County Adherence to Community Development Code Review Comments

Updated Applicant Response Framework | October 2026

JURISDICTION Beaufort County, South Carolina
PREPARED BY Thomas & Hutton
PROJECT NO. J-33007.0000

Responses to County Comments

Updated plan context: This response memorandum has been updated to reflect the October 2026 Seabrook Farms Regulating Plan. The revised plan establishes an approximately 159.4-acre Hamlet Place Type Overlay consisting of approximately 79.1 acres of T4HC, 73.6 acres of T3HN, and 6.7 acres of existing T2R retained within the PTO; reduces the residential program to approximately 387 units; identifies approximately 85.6 acres of T2R remaining outside the PTO; replaces the previously proposed industrial district with an approximately 68-acre C5 office/flex employment district in which residential uses are proposed to be prohibited; and retains a separate approximately 3-acre Recreation/Education/Safety/Public Assembly site. The revised regulating plan also incorporates changes to the street network, civic-space framework, pedestrian-shed mapping, and street sections in response to County review.

1. T2R Areas Along Seabrook Road and Detour Road

County comment: Staff does not support the irregular and inconsistent T2 Rural zoning parcels along Seabrook Road and Detour Road and suggests that, if used as a buffer, the land should be zoned the neighboring district. Staff also notes the Hamlet PTO must remain within the 160-acre maximum.

Response: Comment substantially addressed through revision of the Hamlet PTO boundary. The revised regulating plan now identifies an approximately 159.4-acre Hamlet Place Type Overlay consisting of approximately 79.1 acres of T4HC, 73.6 acres of T3HN, and 6.7 acres of existing T2R retained within the PTO. Approximately 85.6 acres of existing T2R remains outside the PTO. The revised boundary therefore clearly complies with the 160-acre maximum while distinguishing the limited T2R acreage that is intentionally included within the Hamlet from the larger T2R area that remains outside it.

Retaining the approximately 6.7 acres of T2R within the Hamlet is appropriate, as Section 3.4.80.E expressly identifies T2 Rural as an allowable transect within the Hamlet Place Type, with no minimum allocation and up to 65 percent permitted. The retained T2R is not proposed for rezoning and provides a lower-intensity component of the transect framework at locations where a rural/open-space transition is appropriate.

Accordingly, the Applicant has revised the PTO configuration in response to Staff's concern.

2. T4HC West of the Spanish Moss Trail

County comment: Staff recommends zoning the first tier of parcels on the west side of the Spanish Moss Trail T4 Hamlet Center to unify land-use intensity across the trail and tie the two halves of the master plan together.

Response: The revised regulating plan now incorporates T4HC on the first layer of lots west of the trail, opposite the proposed T4HC lots on the east. The T3HN designation still covers most of the west side to allow the desired decrease in zoning intensity as the project moves toward the existing Seabrook Pointe Community.

3. Historic Packing Shed as a Pedestrian-Shed Center

County comment: Staff states that the existing historic packing shed should be included as part of the overall PTO master plan and serve as the center of one of the pedestrian sheds.

Response: The revised regulating plan includes the packing shed area within the PTO boundary and it is used prominently on the Transect Plan, Master Plan, Amenity Site, and civic-space framework as an important community asset intended for adaptive reuse as a community pavilion/event space.

The revised Civic Space Plan demonstrates overlapping 500-foot and 1,000-foot walk areas and multiple interconnected civic, amenity, trail, and neighborhood destinations. The packing shed is therefore integrated into the walkable community network while allowing the principal pedestrian-shed centers to correspond to the planned neighborhood activity nodes.

4. Western Pedestrian Shed

County comment: Staff recommends moving the western pedestrian shed from the edge of the development to the northernmost Spanish Moss Trail crossing and creating a more functional civic space there.

Response: The revised Civic Space Plan more clearly illustrates the western neighborhood's relationship to the passive open-space/nature-trail area, the Spanish Moss Trail, and the broader system of overlapping 500-foot and 1,000-foot walking areas.

The Applicant respectfully maintains the western pedestrian-shed center in association with the western amenity/open-space destination because that location responds to the area's natural features and provides a meaningful destination for the surrounding neighborhood. The northern Spanish Moss Trail crossing is also reinforced as an important pedestrian connection.

5. Entry Boulevard Dimensions

County comment: Staff recommends minor modifications to the Entry Boulevard section, including a 6-foot bike lane, 8-foot parking lane, 11-foot travel lane, and identification of the curb type.

Response: Comment addressed. The revised Street Network sheet incorporates 6-foot bicycle lanes, 8-foot parking lanes, 11-foot travel lanes, curb-and-gutter, and an identified square-curb condition in the Entry Boulevard section.

6. Entry Boulevard Design Speed

County comment: Staff requests a design speed for the Entry Boulevard and notes that 25 mph or less is encouraged by the Engineering Department.

Response: The Applicant acknowledges Engineering's recommendation for a low-speed Entry Boulevard. The regulating plan establishes a neighborhood-scaled boulevard section with on-street parking, bicycle facilities, a landscaped median, sidewalks, and pedestrian crossings that is intended to support a low-speed environment. The final design speed and posted speed will be established through detailed engineering and coordinated with Beaufort County during development permitting, with 25 mph or less evaluated consistent with Engineering's recommendation.

7. Sidewalk Along Detour Road

County comment: Staff recommends a sidewalk along the project frontage on Detour Road to continue the sidewalk that ends in front of Whale Branch Early College High School.

Response: Comment addressed in concept. The revised plan maintains strong pedestrian connectivity to Whale Branch Early College High School and identifies a trail connection to the school within the overall civic-space network. The Applicant is agreeable to continuing pedestrian facilities along the project frontage on Detour Road where feasible. The final alignment and facility type will be coordinated with Beaufort County and other applicable agencies during engineering and will account for existing right-of-way, drainage, utilities, and roadway conditions.

8. Vehicular Connection North to Seabrook Road

County comment: Staff suggests that the Applicant consider connecting the thoroughfare network north to Seabrook Road to better incorporate the project into the existing neighborhood and historic Seabrook center near the post office.

Response: Comment addressed in the revised regulating plan. The Street Network sheet now identifies a "Potential Connection to Seabrook Road" at the north end of the proposed network for further evaluation.

The connection is intentionally shown as potential rather than as a final engineered access. Its ultimate feasibility, location, configuration, and timing will be subject to detailed traffic and engineering review, property/right-of-way historic structure considerations, and coordination with Beaufort County and other applicable agencies. The Applicant will continue to evaluate the connection as the project advances while also maintaining strong pedestrian, bicycle, trail, and community connections to historic Seabrook.

The accepted project TIA did not identify a new Seabrook Road connection as required transportation mitigation; accordingly, the Applicant believes the final determination should be based on demonstrated feasibility and community/transportation benefit rather than treated as a prerequisite to the rezoning.

9. School Safety Study on Detour Road

County comment: Staff recommends that the Developer request a school safety study of Detour Road to determine whether the State would like to implement MUTCD applications to increase safety.

Response: Applicant agrees that school-zone and pedestrian safety along Detour Road is important. Applicant respectfully believes, however, that an evaluation of existing school-zone conditions and the determination of whether additional MUTCD traffic-control measures are warranted should be led by the Beaufort County School District and the agency having jurisdiction over Detour Road, in coordination with SCDOT as appropriate.

The project-specific TIA has already been reviewed and accepted by SCDOT subject to the identified transportation mitigation improvements. A separate evaluation of existing school-zone conditions extends beyond the transportation impacts generated by the proposed development and is more appropriately initiated by the School District and/or roadway agency.

The Applicant is willing to participate in that coordination and will incorporate development-related improvements determined to be warranted and attributable to the project through the applicable engineering and permitting processes.

10. Thoroughfares Longer Than 1,200 Feet

County comment: Staff notes that thoroughfares longer than 1,200 feet need measures to interrupt or terminate long vistas, including curvilinear segments, jogs/offsets, or roundabouts.

Response: The revised street network incorporates a connected grid with frequent intersections, changes in alignment, and curved street segments that reduce uninterrupted vistas. During detailed street design, any thoroughfare segment exceeding 1,200 feet will incorporate appropriate measures to interrupt or terminate the vista to the maximum extent practicable, consistent with Section 2.2.30.

11. Safety at Spanish Moss Trail Crossings

County comment: Staff states that best management practices shall be used to ensure the two trail crossings are designed for maximum safety.

Response: Comment acknowledged. The two Spanish Moss Trail crossings will be designed in coordination with the County and applicable trail and transportation standards using appropriate best management practices for visibility, traffic calming, pavement markings, signage, lighting where appropriate, and pedestrian/bicycle priority.

12. Lots West of the Trail Fronting the Green / Matching East Zoning

County comment: Staff suggests that the lots on the west side front the green at the rail trail and match the east zoning designation to meet Section 2.3.60.D.

Response: The revised regulating plan now incorporates T4HC on the first layer of lots west of the trail, opposite the proposed T4HC lots on the east. The T3HN designation still covers most of the west side to allow the desired decrease in zoning intensity as the project moves toward the existing Seabrook Pointe Community.

13. Transect Transitions Within Blocks or Alleys

County comment: Staff repeats that transitions between transect zones preferably should occur within a block or alley.

Response: The revised plan has altered the proposed zoning transitions to the alleys to the greatest extent practical.

14. Alley-Loaded Lots

County comment: Staff notes that lots served by alleys shall access garages and/or off-street parking areas from the alley rather than a road.

Response: Comment acknowledged. The revised plan continues to include rear-loaded lots and alley/rear-lane facilities. Where lots are served by alleys or rear lanes, garages and off-street parking will access those facilities as required by the CDC. This requirement will be implemented during detailed site and subdivision design.

15. Residential Lots Within 1,000 Feet of a Playground

County comment: Staff notes that each residential lot shall be within 1,000 feet of an existing or proposed playground.

Response: Comment addressed through the revised civic-space framework. The Civic Space Plan now identifies 500-foot and 1,000-foot walking areas and distributes amenity and neighborhood park locations throughout both the east and west neighborhoods.

As the amenity and park program is finalized, playground facilities will be located within the identified amenity/pocket-park network as necessary to demonstrate that each residential lot is within 1,000 feet of an existing or proposed playground in accordance with Section 2.3.80.

16. Indoor Public Meeting Space

County comment: Staff notes that sites providing 100 units or more shall also provide an indoor public meeting space.

Response: Comment addressed in the community program. The revised plan identifies a clubhouse within the Amenity Site, and the Applicant intends that facility to include qualifying indoor community/meeting space consistent with Section 2.3.80.C.1. Final programming and building design will demonstrate compliance during the applicable development review.

17. Civic-Space Building Frontage

County comment: Staff notes that civic spaces listed as having a "building" frontage shall have building fronts facing the civic space for a minimum of three-quarters of the perimeter.

Response: Comment addressed in part through refinement of the civic-space plan. The revised Civic Space Plan more clearly distinguishes formal open-space/pocket-park areas from passive open space, walking trails, wetlands, ponds, and buffer/tree-canopy preservation areas.

Where a civic-space type is ultimately classified as requiring "building" frontage, the surrounding development will be designed to meet the applicable frontage standard to the extent practical.

Areas whose primary purpose is natural-resource preservation, stormwater, trails, or passive open space will be classified and designed consistent with their intended function rather than treated as formal building-fronted civic spaces.

18. Civic Space #15 - Independent Frontage

County comment: Staff notes that buildings should face Civic Space #15 to the maximum extent possible and that side/rear conditions shall include a secondary frontage and entrance along the civic space.

Response: Comment addressed through the revised civic-space framework. The area corresponding to the previously identified Civic Space #15 is now represented as passive open space and/or buffer/tree-canopy preservation with nature- and marsh-focused walking paths rather than as a conventional formal civic space intended to be framed by buildings.

The primary objective for this area is preservation of existing natural vegetation and creation of passive trail/open-space opportunities. The final civic-space classification will be coordinated with Staff so that the applicable frontage standard reflects the intended natural/open-space function and does not require building orientation that would conflict with preservation objectives.

19. Limited Retail and Civic Buildings in Neighborhood Centers

County comment: Staff encourages limited retail and civic buildings in neighborhood centers.

Response: Comment acknowledged. Section 2.3.90 encourages, but does not require, limited retail and civic uses within neighborhood centers. The revised Hamlet plan continues to focus on residential, civic, recreational, and amenity uses, with limited civic and amenity buildings concentrated at neighborhood activity nodes.

No retail component is proposed within the Hamlet at this time. The separate approximately 68-acre C5 employment district is outside the Hamlet PTO and is intended primarily for office/flex, professional service, research, compatible light assembly, and similar employment uses; residential uses within the C5 area are proposed to be prohibited. This separate employment component does not alter the intended residential/civic character of the Hamlet.

20. Mix of Building Types in T4HC

County comment: Staff notes that blocks within T4HC are intended to provide a mix of single-family, duplex, and multifamily building types.

Response: Comment addressed. The revised Master Plan expressly demonstrates a mix of building and lot types within the approximately 79.1-acre T4HC area, including approximately 151 rear-loaded 42-by-130-foot lots, 11 rear-loaded 65-by-135-foot lots, 44 duplex units, and 43 townhome units, for an approximate total of 249 T4HC dwelling units.

This mix provides detached, duplex, and attached housing forms consistent with the intended character of T4HC. The final distribution of permitted building types will continue to be refined through detailed development planning while maintaining the overall mix and character of the district.

21. T2R Lot Count

County comment: Staff notes that based on the T2 Rural zoning, only 10 lots would be permitted on the 31.7 acres, while the plan shows 11.

Response: Comment addressed. The revised plan no longer proposes residential lots within the T2R areas. The approximately 387 dwelling units shown on the current Master Plan are located entirely within the proposed T4HC and T3HN areas.

Approximately 6.7 acres of existing T2R zoning is retained within the Hamlet PTO, and approximately 85.6 acres of T2R remains outside the PTO. Because no T2R residential lots are proposed as part of the current regulating plan, the prior issue regarding 11 lots on the referenced T2R acreage has been eliminated.

22. 18-Inch Ground-Floor Elevation

County comment: Staff notes that the first floor of buildings must be 18 inches above finished grade.

Response: Comment acknowledged. Residential buildings within the T3HN and T4HC districts will comply with the applicable 18-inch minimum ground-floor finish-level requirement.

Regulating Plan

SEABROOK FARMS

Beaufort County | South Carolina



JADES LAND COMPANY

THOMAS & HUTTON

October 2026

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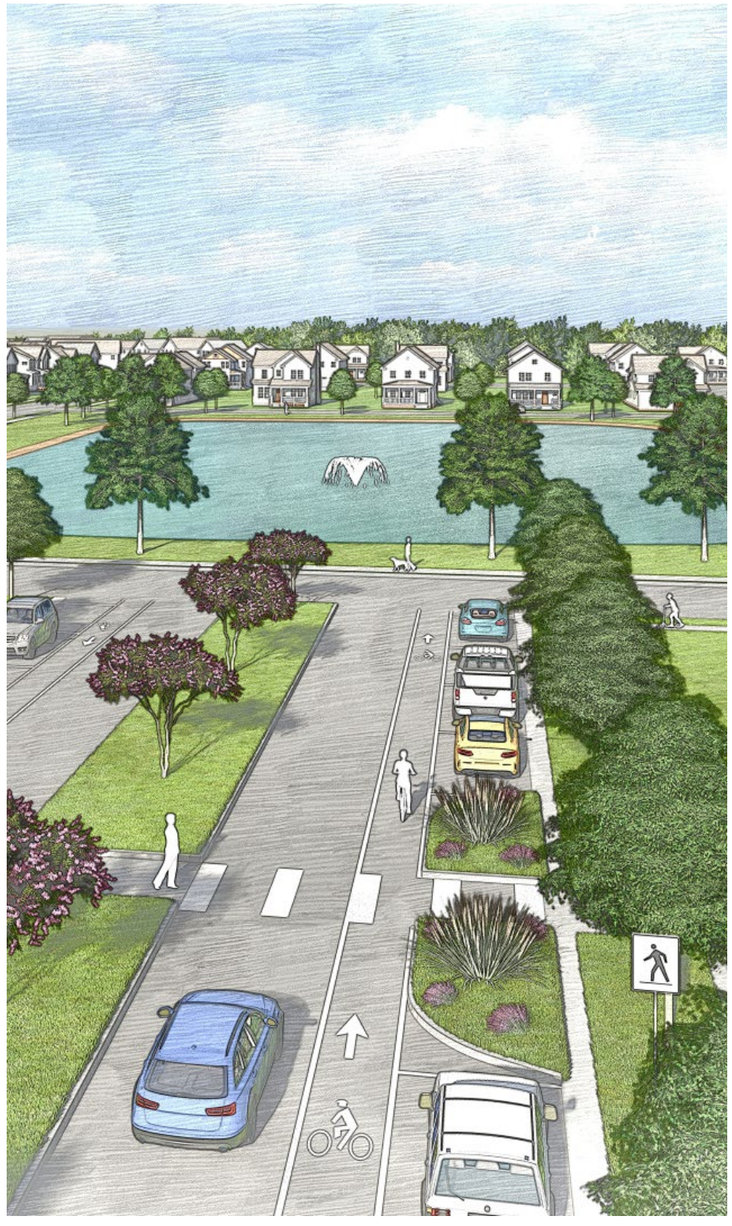
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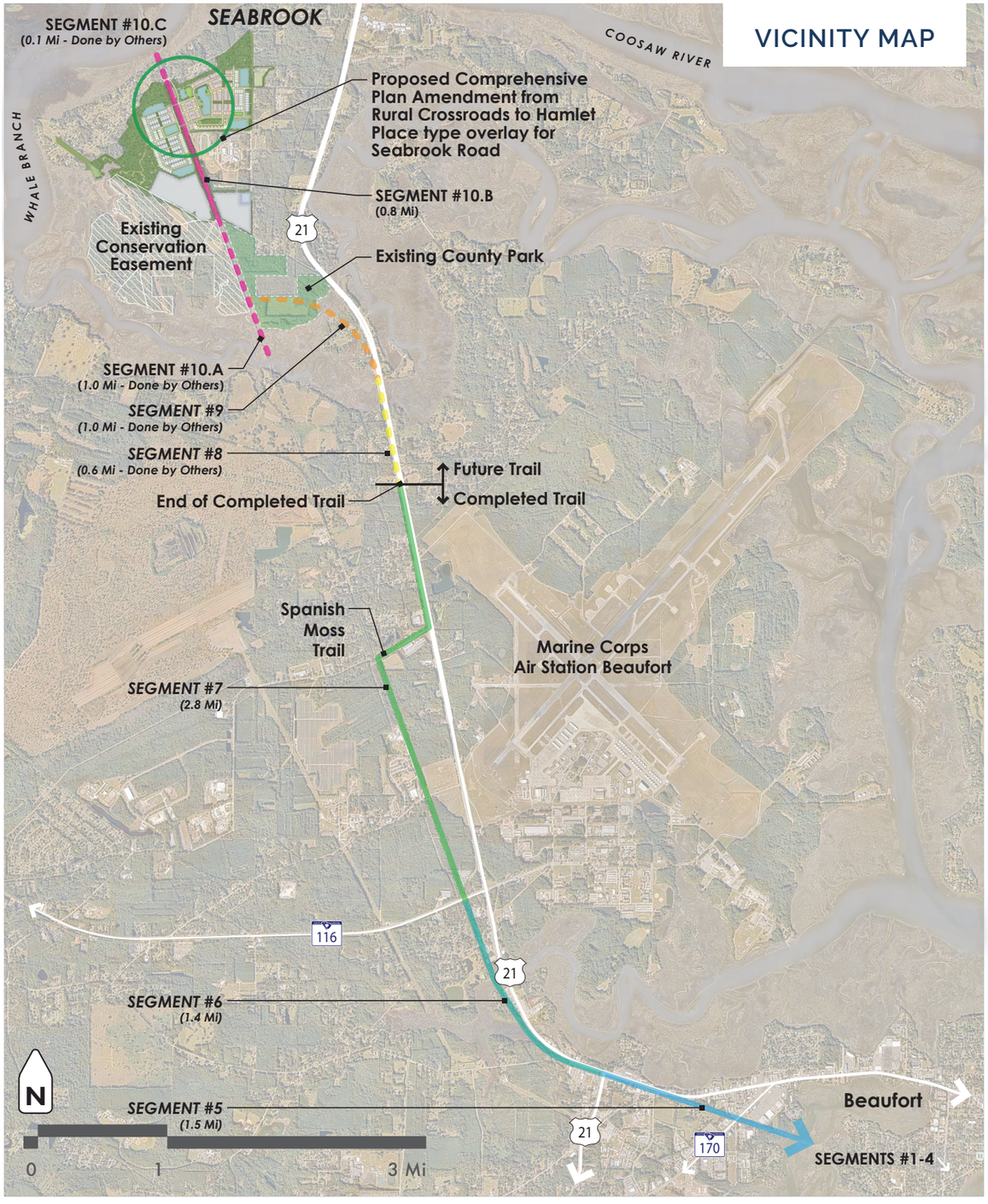
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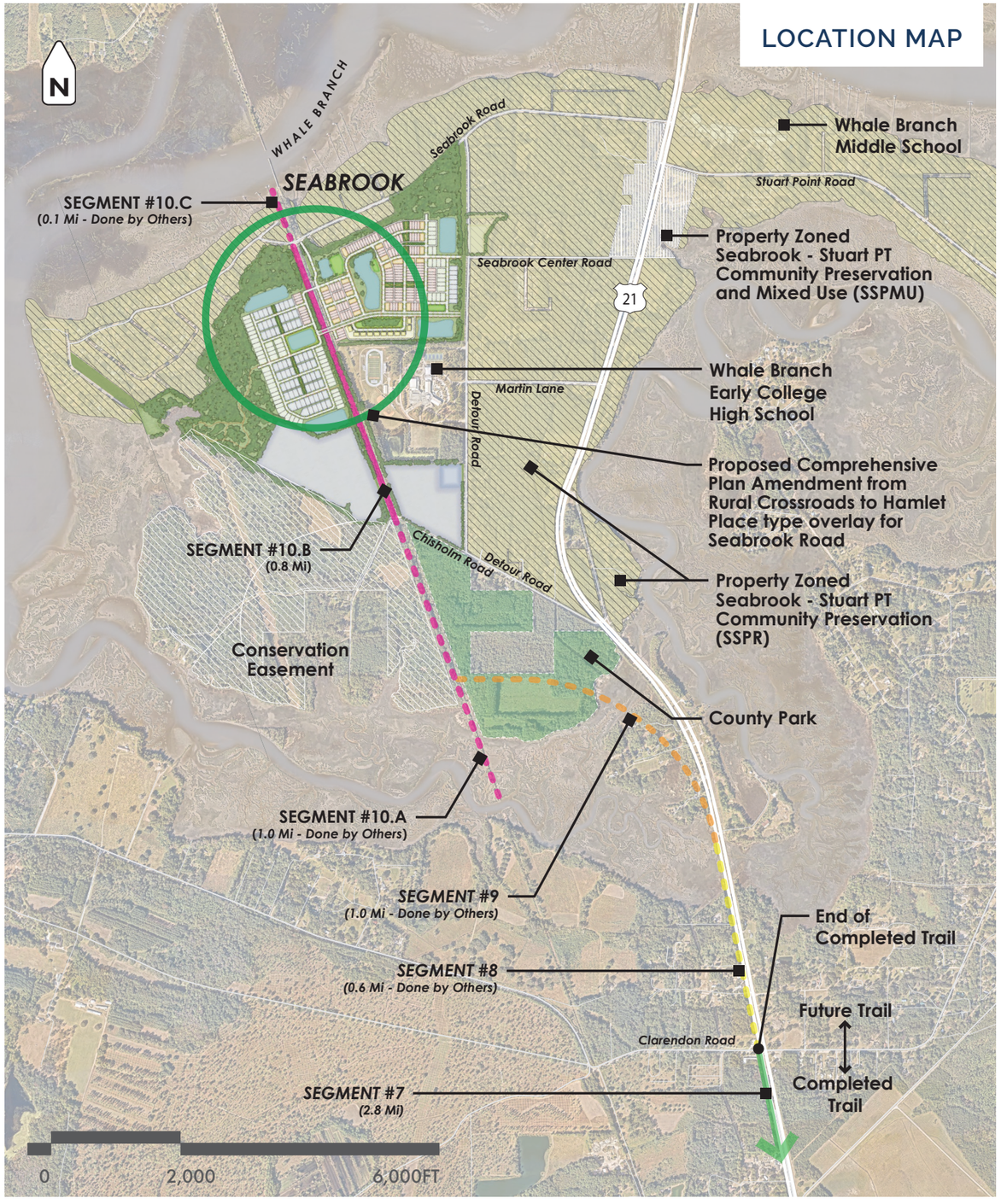




VICINITY MAP



LOCATION MAP



Comprehensive Plan Amendment and Rezoning Justification

EXECUTIVE SUMMARY

This application requests a targeted amendment to the Beaufort County Comprehensive Plan and associated rezoning to implement a long-standing, place-based vision for the Seabrook community. The proposal refines the Place Type Overlay from Rural Crossroads to Hamlet for defined portions of the site. Within the approximately 159.4-acre Hamlet Place Type Overlay, the plan applies the T3HN (Neighborhood General) and T4HC (Hamlet Center) transects while retaining approximately 6.7 acres of existing T2R (Rural) zoning as an intentional component of the Hamlet framework.

In addition, the application proposes C5 Regional Center Mixed Use zoning for the separate employment area south of the Hamlet, with project-specific restrictions intended to establish an office/flex employment district and prohibit residential development within that area.

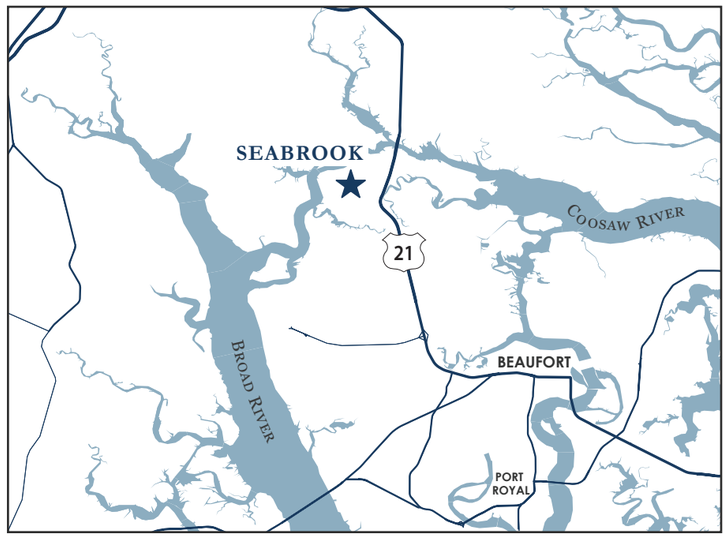


Figure 1, *Regional Context Map*

> The request aligns **existing policy**, **infrastructure investment,** and **community context** with the regulatory tools needed to implement an established **planning vision** for **Seabrook**; one that has been **discussed** and **studied** for nearly **two decades**.

The intent is not to expand the Urban Growth Boundary, introduce new growth areas, or alter the County's overall growth-management strategy. Rather, the request aligns existing policy, infrastructure investment, and community context with the regulatory tools needed to implement an established planning vision for Seabrook—one that has been discussed and studied for nearly two decades. The focus is on how development functions and relates to place, not on maximizing density or entitlement.

HISTORIC PLANNING CONTEXT

The foundation for this request originates with the McLeod Farm / Seabrook Planned Unit Development advanced in 2006–2007 by the McLeod Family. That proposal progressed substantially through the approval process and was notable for its planning-first approach. Rather than centering on unit counts or conventional zoning metrics, the plan emphasized community structure, walkability, and context.

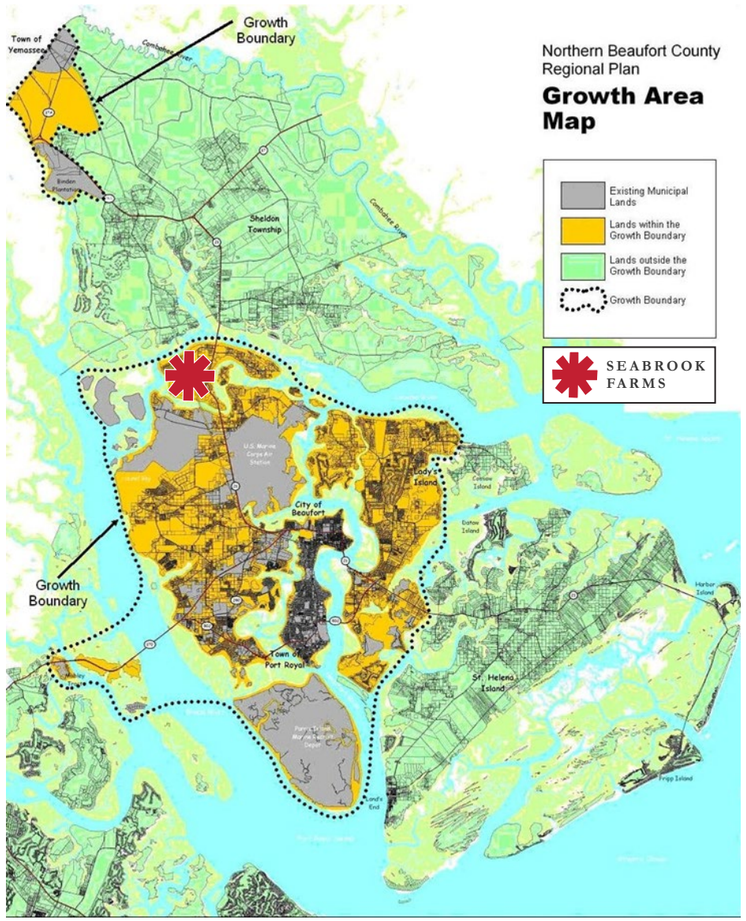
Key elements included a defined mixed-use center, interconnected walkable streets, integration of civic and recreational spaces, respect for environmental features, and reinforcement of Seabrook's historic role as a community hub. Although the PUD was ultimately withdrawn, the withdrawal reflected timing and policy considerations—not rejection of the planning concept. Subsequent County planning efforts, including the Northern Beaufort County Regional Plan, incorporated many of the same principles.

EVOLUTION OF POLICY AND INFRASTRUCTURE

Since 2007, the conditions anticipated by the original planning effort have largely been realized through public investment and adopted policy. These include adoption of the Northern Beaufort County Regional Plan; expansion of conservation easements; establishment of a County park; construction of a public high school adjacent to the site; extension and further planning of the Spanish Moss Trail and related regional trail infrastructure; and the availability of water and sewer infrastructure that can be efficiently extended.

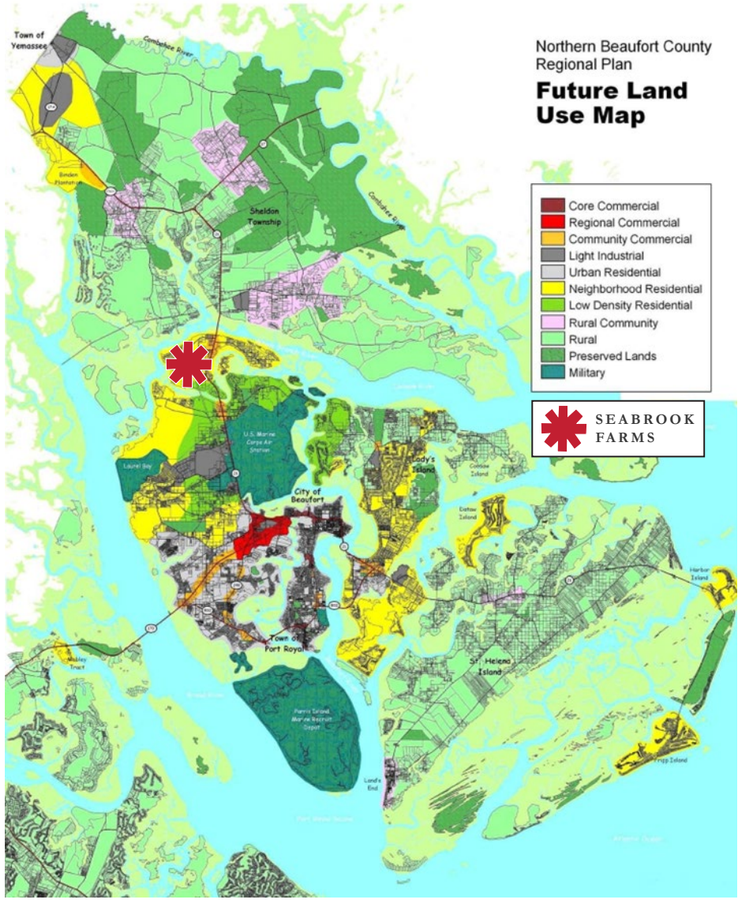
Collectively, these actions reflect a sustained public commitment to Seabrook as an appropriate location for community-scaled growth and civic investment. The area now possesses the infrastructure readiness and policy clarity that were still emerging during earlier planning efforts.

COMPREHENSIVE PLAN AND NORTHERN BEAUFORT COUNTY REGIONAL PLAN



Consistency with the Northern Beaufort County Regional Plan (2007)

The proposed Comprehensive Plan amendment and rezoning for the Seabrook area are strongly aligned with the guiding framework established in the Northern Beaufort County Regional Plan (2007) . The Plan's Common Goals establish the foundation for coordinated growth, land use, infrastructure investment, and community form throughout northern Beaufort County.



The proposed transition from the Rural Crossroads Place Type to the Hamlet Place Type, implemented through a combination of retained T2R zoning and proposed T3HN (Neighborhood General) and T4HC (Hamlet Center) transects, directly advances several of the Plan's most relevant Common Goals, as outlined below.

The Northern Beaufort County Regional Plan specifically identifies the Seabrook Farms area within the Neighborhood Residential designation, establishing a long-standing policy framework that anticipates residential development supported by neighborhood-scale retail, interconnected streets, and pedestrian-oriented design.

Coordinated Growth and Community Structure

Common Goal 1:

"The City of Beaufort, the Town of Port Royal, the Town of Yemassee, and Beaufort County will coordinate growth in Northern Beaufort County, especially around the current and future edges of the communities."

The proposed Seabrook Hamlet represents a coordinated growth strategy within the Urban Growth Boundary, focusing development in a defined and appropriate location rather than allowing dispersed rural encroachment. By establishing a clear community structure anchored by a Hamlet center, the proposal supports the Regional Plan's emphasis on managing growth at the edges of existing communities in a deliberate and coordinated manner.

Infrastructure Efficiency and Public Investment

Common Goal 2:

"Adequate and timely regional infrastructure and public facilities will be provided in a fair and equitable manner through a cooperative process in which all units of local government participate and act in the spirit of partnership."

The Seabrook area is uniquely positioned to leverage existing and planned infrastructure, including proximity to water and sewer service, transportation corridors, schools, parks, and the Spanish Moss Trail. The proposal builds upon these investments through:

- Planned reservation of land for Seabrook Recreation Center expansion.
- Integration of a trailhead and community facility at the former general store.
- Walkable access to civic and recreational assets within the Hamlet framework.
- Planned a three-acre dedication for public services/fire/ems station site.

Planning Narrative

Economic Health and Jobs-Housing Balance

Common Goal 3:

"A strong, vibrant, and healthy economy will be achieved through a successful economic development program in order to ensure the long-term success and viability of the Northern Beaufort County region."

The inclusion of an approximately 71-acre employment district within the overall Seabrook Farms framework supports the Regional Plan's goal of strengthening the local economy by providing opportunities for employment-generating uses, improving jobs-housing proximity, and supporting workforce accessibility within proximity to housing and existing infrastructure.

The Applicant is proposing C5 Regional Center Mixed Use zoning for this area in place of the previously proposed industrial zoning. This refinement more accurately reflects the intended character of the employment district, which is envisioned primarily for professional office, flex-office, service, research, light assembly, and similar compatible employment uses rather than intensive industrial development. Residential uses are proposed to be prohibited within the Seabrook Farms C5 area so that the property remains dedicated to employment-generating uses. This integration of a defined employment district reinforces the concept of Seabrook Farms as a complete community rather than a single-use residential development.

Environmental Protection and Open Space

Common Goal 5:

"Northern Beaufort County will be protected by baseline standards for natural resources including salt marshes, marsh islands, coastal waters, and marine resources; trees, forests, and wildlife habitats; beaches and dunes; and open space preservation that each jurisdiction adopts as part of their planning policies and regulations."

Common Goal 7:

"Methods of creating and permanently preserving a regional open space system will be developed."

The proposal is structured to work within the County's established environmental framework, including existing conservation lands and preserved areas resulting from prior planning efforts.

By concentrating development within a Hamlet form, the plan:

- Reduces pressure on surrounding rural and environmentally sensitive lands
- Supports preservation of open space at a regional scale
- Retaining T2R within portions of the Hamlet where a lower-intensity rural transition is appropriate
- Aligns with the Plan's emphasis on protecting natural systems while accommodating growth

Community Form and Smart Growth Pattern

Common Goal 6:

"Northern Beaufort County will maintain a distinct regional form of compact urban and suburban development surrounded by rural development for the purpose of reinforcing the valuable sense of unique and high quality places within the region."

This goal is central to the proposed amendment. Transitioning the Seabrook area to a Hamlet Place Type directly implements this directive by:

- Establishing a compact, walkable community center (T4HC)
- Providing connected residential neighborhoods (T3HN)
- Reinforcing a clear distinction between developed areas and surrounding rural lands

This approach reflects the Regional Plan's vision of organized, place-based growth, rather than conventional suburban sprawl or scattered rural development.

Housing Diversity and Affordability

Common Goal 8:

"An integrated ethnic and socioeconomic diversity of the region will be promoted regionally, and in particular the ability of indigenous population groups to remain a contributing part of the region and benefit from the opportunities that come from growth will be protected."

Common Goal 9:

"Affordable and workforce housing will be addressed on a regional basis through a multi-jurisdictional approach."

By enabling a range of housing types within the T3HN and T4HC transects, the proposal creates opportunities for:

- Diverse housing options and price points
- Improved housing accessibility for the local workforce
- Reduced transportation costs through proximity to jobs and services

This aligns with the Regional Plan's emphasis on addressing housing needs and maintaining inclusive communities.

Compatibility with Military Operations

Common Goal 12:

"The Northern Beaufort Regional Plan will result in continued collaboration with military facility planners, and in particular will respect the AICUZ contours."

The proposal acknowledges and incorporates long-standing planning considerations related to MCAS Beaufort and AICUZ constraints, including the role of conservation easements and land use compatibility measures previously established in the area. This reflects continued alignment with regional and federal coordination efforts.

Conclusion

The proposed Seabrook Hamlet is not a departure from the Northern Beaufort County Regional Plan, it is a direct implementation of it. This is accomplished by:

- Concentrating growth within the Urban Growth Boundary
- Establishing a compact, walkable Hamlet structure
- Integrating housing, civic uses, recreation, and employment opportunities
- Leveraging existing infrastructure and public investment
- Supporting environmental protection, open space preservation, and military compatibility

The proposal advances the Plan's core vision of coordinated, efficient, and place-based growth.

This alignment demonstrates that the requested Comprehensive Plan amendment and rezoning are consistent with both the letter and the intent of the Regional Plan and represent a logical and appropriate evolution of its long-standing framework for northern Beaufort County.

PLACE TYPE AMENDMENT: FROM CROSSROADS TO HAMLET

Portions of the Seabrook area are currently designated as Rural Crossroads, a place type intended for isolated, low-intensity intersections in predominantly rural settings. Given Seabrook's historic settlement pattern, its location within the Urban Growth Boundary, and the extent of surrounding public investment, this designation no longer reflects existing conditions or long-term planning intent.

The proposed refinement to a Hamlet Place Type applies only to targeted areas within the UGB. Hamlets are envisioned as small-scale, walkable community hubs that integrate housing, civic space, recreation, and limited neighborhood-serving commercial uses within a compact footprint. This description closely mirrors both Seabrook's historic role and the vision articulated in prior planning efforts.

IMPLEMENTATION THROUGH TRANSECT ZONING

The Hamlet Place Type is implemented through the County's transect-based zoning framework, which emphasizes form, scale, context, and appropriate transitions between developed and rural areas. The approximately 159.4-acre Seabrook Hamlet incorporates three transect districts: T2R (Rural), T3HN (Hamlet Neighborhood), and T4HC (Hamlet Center). Approximately 6.7 acres of existing T2R zoning is retained within the Hamlet Place Type Overlay, while the T3HN and T4HC areas are proposed for rezoning.

Approximately 6.7 acres of existing T2R zoning is retained within the Hamlet Place Type Overlay. No rezoning of this area is proposed. Its inclusion within the Hamlet provides a lower-intensity component of the transect framework and contributes to the transition between the developed portions of the Hamlet and adjoining rural, open-space, and existing community areas.

T3HN – Hamlet Neighborhood establishes the residential fabric of the Hamlet. It is single-family detached homes at a moderate intensity, appropriate for walkable neighborhoods, and provides clear transitions to adjacent rural, conservation, and lower-intensity areas.

T4HC – Hamlet Center establishes the more compact core of the community. It supports a broader variety of housing types developed within a connected block pattern and incorporates active public and civic spaces that anchor the surrounding residential fabric.

Together, the retained T2R and proposed T3HN and T4HC districts establish a deliberate progression of intensity within the Hamlet and create a predictable, context-sensitive framework that reflects traditional settlement patterns and avoids abrupt transitions in scale.

The C5 employment district is separate from the Hamlet Place Type Overlay and is proposed as a complementary employment component of the overall Seabrook Farms plan. Its role and project-specific development limitations are described in the following section.

INTEGRATION OF COMMUNITY FACILITIES, CIVIC ASSETS, AND EMPLOYMENT USES

A defining feature of the proposed Seabrook Hamlet is the coordinated integration of civic, recreational, cultural, and employment-supporting uses alongside residential development. These elements are intentionally planned as part of a cohesive community framework and are structured to advance the County's adopted Smart Growth, placemaking, and growth-management objectives.

This integrated approach reflects both the historic planning vision for Seabrook and the Comprehensive Plan's emphasis on compact, walkable community centers that efficiently leverage public investment, infrastructure, and existing civic assets.

Planned Expansion of the Seabrook Recreation Center

As part of the overall development framework, a parcel is proposed for future expansion of the Seabrook Recreation Center. This reservation is intended to support long-term community needs and to build upon existing County recreational facilities serving the area. Locating expanded recreation facilities within the Hamlet is consistent with Comprehensive Plan policies encouraging the co-location of civic uses within walkable community centers.

This approach enhances accessibility for nearby residents, supports shared use with adjacent neighborhoods and the nearby school, and reduces the need for residents to travel outside the area for basic recreational services.



Figure 2, *Conceptual Render of Rehabilitated Historic Packing Shed*

Adaptive Reuse of the Historic Packing Shed

The plan also contemplates the rehabilitation and adaptive reuse of the existing packing shed as a community-oriented outdoor pavilion. This structure is envisioned as a flexible gathering space that can accommodate community events and informal activities.

Adaptive reuse of the packing shed preserves an important element of Seabrook's agricultural history, reinforces local identity, and provides meaningful civic space with minimal additional land disturbance. This strategy aligns with Comprehensive Plan goals related to cultural resource preservation, placemaking, and the efficient use of existing structures.

Planning Narrative

Old Seabrook General Store: Community Facility and Trailhead

The proposal further includes the potential conversion of the former Seabrook General Store into a community-serving facility and trailhead providing access to the Spanish Moss Trail. This facility would function as a gateway to the regional trail network, supporting residents, visitors, and trail users.

Integrating trail access into the Hamlet Center strengthens multimodal connectivity, encourages walking and cycling, and reinforces Seabrook's role as a local node within the broader regional trail system—consistent with County mobility, recreation, and health objectives.

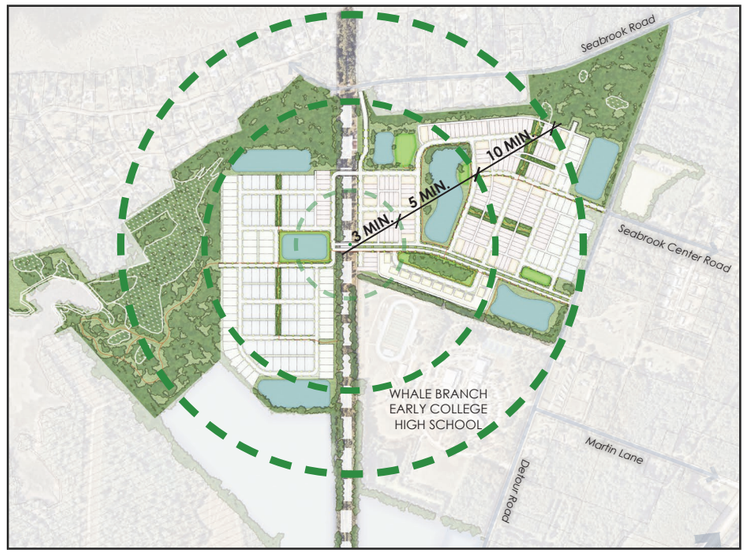


Figure 3, *Seabrook Community Walking Times*

Employment and Public Use Commitments

The employment component of Seabrook Farms has been refined in response to the continued planning and public review of the project. The original application proposed an industrial zoning district for this area in order to preserve a meaningful employment component within the overall community.

During the review process, questions were raised regarding the range and potential intensity of industrial uses that could ultimately occur under that zoning classification.Those concerns do not reflect the Applicant's development intent for this portion of Seabrook Farms. The employment area is envisioned as a high-quality office and flex employment district, rather than a conventional or intensive industrial park.

Anticipated development would consist primarily of professional office, flex-office, research, service, light assembly, and similar compatible employment uses, with individual buildings generally anticipated to be approximately 50,000 square feet or less.

To better align the zoning classification with this intended development character, the Applicant is proposing C5 Regional Center Mixed Use zoning in place of the previously proposed industrial zoning. The C5 district provides a more appropriate framework for the office, service, and flex-oriented uses contemplated for the property while reducing concern regarding the potential for more intensive industrial development.
Although C5 is a mixed-use zoning district, the Applicant does not propose residential development within this portion of Seabrook Farms. Residential uses otherwise permitted by the C5 district are proposed to be expressly prohibited through the Seabrook Farms regulating plan and/or Development Agreement.

This restriction preserves the employment purpose of the property and provides certainty that the C5 area will not become an extension of the residential development proposed elsewhere within Seabrook Farms.The resulting employment district is intended to function as a landscaped business and flex campus integrated into the larger Seabrook framework.

Appropriate buffering, landscaping, stormwater facilities, internal circulation, and development standards will provide transitions to nearby residential, institutional, conservation, and public uses. This refinement does not change the underlying objective of the employment component.

The approximately 68-acre area remains dedicated to employment-generating uses that can support jobs-housing proximity, broaden the local tax base, provide opportunities for businesses and employment within northern Beaufort County, and contribute to the creation of a more complete community.

The plan also identifies an approximately 3-acre site reserved for Fire/EMS uses. Upon construction, this facility will drastically reduce response times for the community and likely reduce insurance costs.

Collectively, these civic, recreational, employment, and public-use components reinforce the proposed Hamlet Place Type and its implementation through a combination of retained T2R zoning and proposed T3HN and T4HC transects.

Civic and community-serving uses are concentrated within or proximate to the T4HC Hamlet Center, while residential neighborhoods within the T3HN transect are located within convenient walking distance of recreation, trails, employment opportunities, and public facilities. This arrangement supports internal trip capture, reinforces walkability, and ensures that development intensity is appropriately balanced and context-sensitive.

Together, these elements demonstrate that the proposed rezoning is structured to function as a complete, integrated community rather than a collection of isolated land uses.

C5 Employment District Summary

Intended Character: Office / Flex Employment Campus

Residential Uses: Prohibited

Heavy Industrial Uses: Not Proposed

Typical Uses: Office, flex-office, service, research, compatible light assembly

Building Scale: Individual buildings generally ± 50,000 SF or less

Development Character: Landscaped campus with appropriate buffers and transitions

Planning Narrative

SMART GROWTH AND POLICY CONSISTENCY

The proposed amendment and rezoning are consistent with the Comprehensive Plan's Future Land Use Element, Place Type Overlay, and Smart Growth objectives. The proposal occurs entirely within the Urban Growth Boundary; does not encroach into Rural Preservation or Greenprint priority areas; directs growth to a location with existing infrastructure; supports internal trip capture and reduced vehicle dependence; and reinforces proximity between housing, schools, parks, trails, civic spaces, and services.

By concentrating development where infrastructure investment already exists, the proposal improves fiscal efficiency and avoids the long-term public costs associated with scattered, low-density development patterns.

RESPONSE TO ANTICIPATED CONCERNS

This request does not set a precedent for expanding growth or weakening rural protections. It does not expand the Urban Growth Boundary or alter conservation policies. Instead, it reinforces the County's growth-management strategy by directing development to a location intentionally identified to absorb growth.

The proposal is not driven by density maximization. Its emphasis is on the community's function, form, and transitions. Transect zoning ensures that intensity is appropriately located and internally balanced, often resulting in fewer impacts than conventional auto-oriented zoning.

Traffic and transportation impacts are addressed through internal trip capture and multimodal connectivity. The Hamlet framework co-locates daily needs and leverages existing trail and street networks, reducing reliance on external vehicular trips.

CONCLUSION

This Comprehensive Plan amendment and rezoning request represents an implementation step, not a policy deviation. The proposed refinement from Rural Crossroads to Hamlet, implemented through retained T2R zoning together with the proposed T3HN and T4HC transects, codifies a community vision first articulated nearly two decades ago and now fully aligned with Beaufort County's adopted planning framework.

The focus of this request is on creating a cohesive, walkable, and context-sensitive community that strengthens Seabrook's identity while protecting the rural and environmental assets that define Beaufort County. Evaluated against the Comprehensive Plan's goals, policies, and implementation tools, the proposal is consistent, appropriate, and timely.

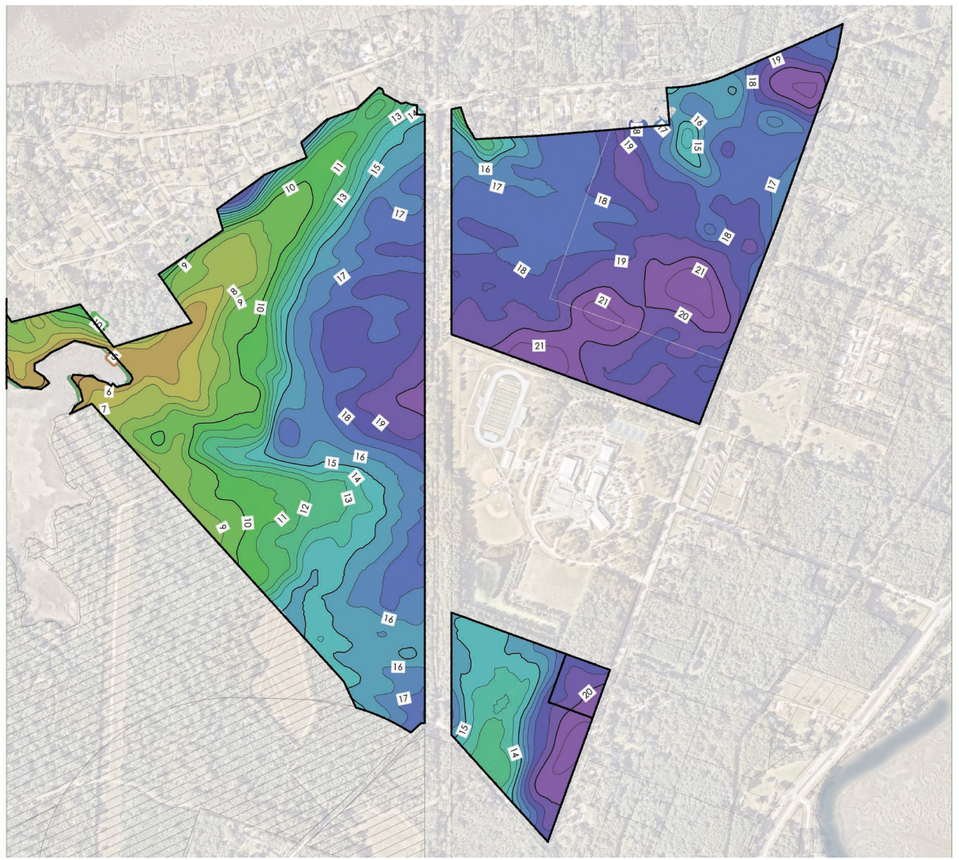
> The focus of this request is on creating a **cohesive**, **walkable**, and **context-sensitive community** that **strengthens** Seabrook's identity while **protecting** the **rural** and **environmental** assets that define Beaufort County.

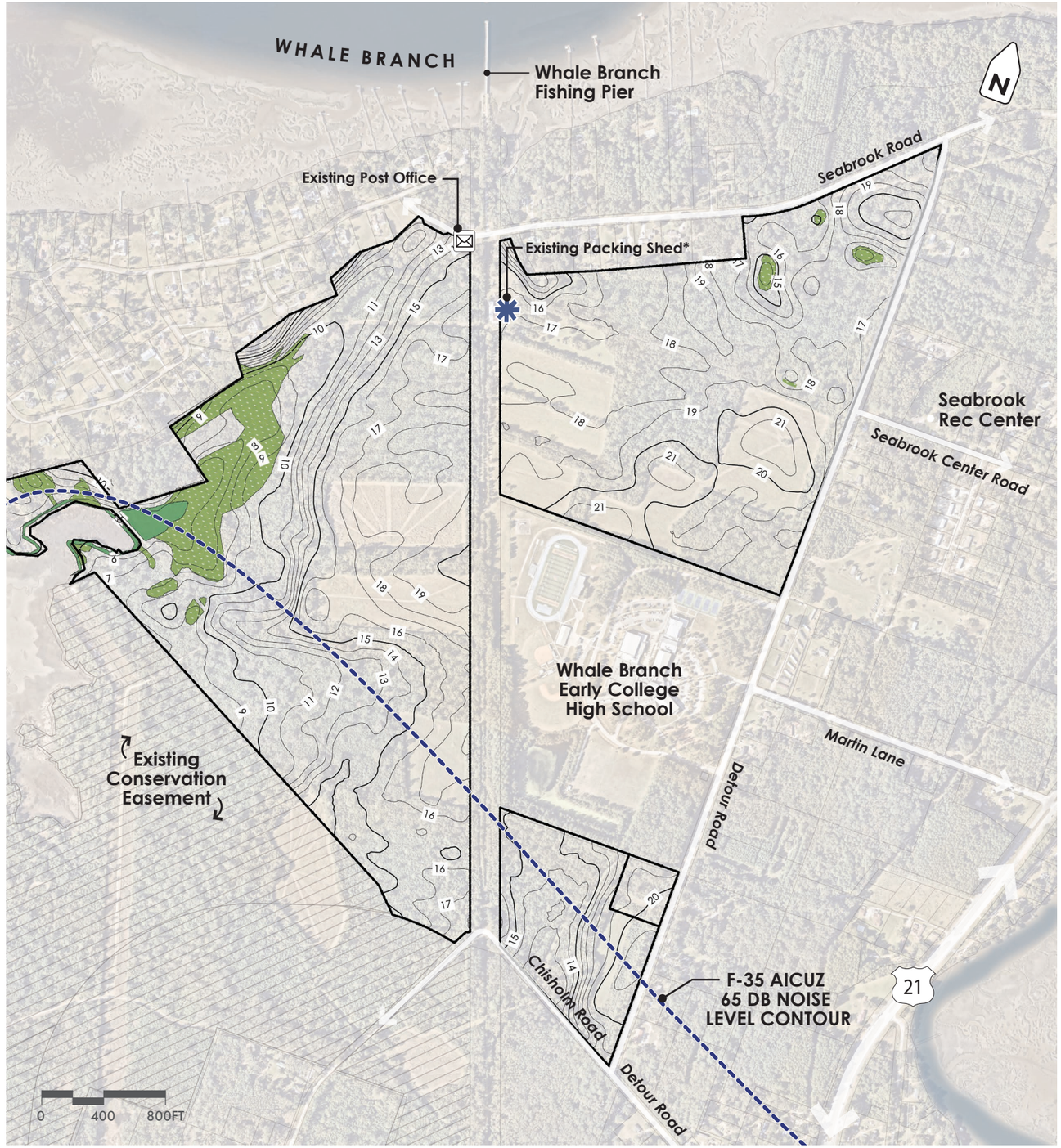
Existing Conditions

ACREAGE SUMMARY

Upland	± 297
Wetlands and Marsh	± 19
TOTAL SITE	**± 316**

Source: Wetland Data provided by Sligh Environmental
Topographic Contours provided by Latapult





Existing Tree Canopy

LEGEND

	Mature Canopy	± 21 AC.
	Immature Canopy	± 111 AC.
	Open Field	± 64 AC.

Source: Tree Canopy data provided by Sligh Environmental. Sept. 2025



Transect Plan

LAND USE KEY

Proposed Zoning

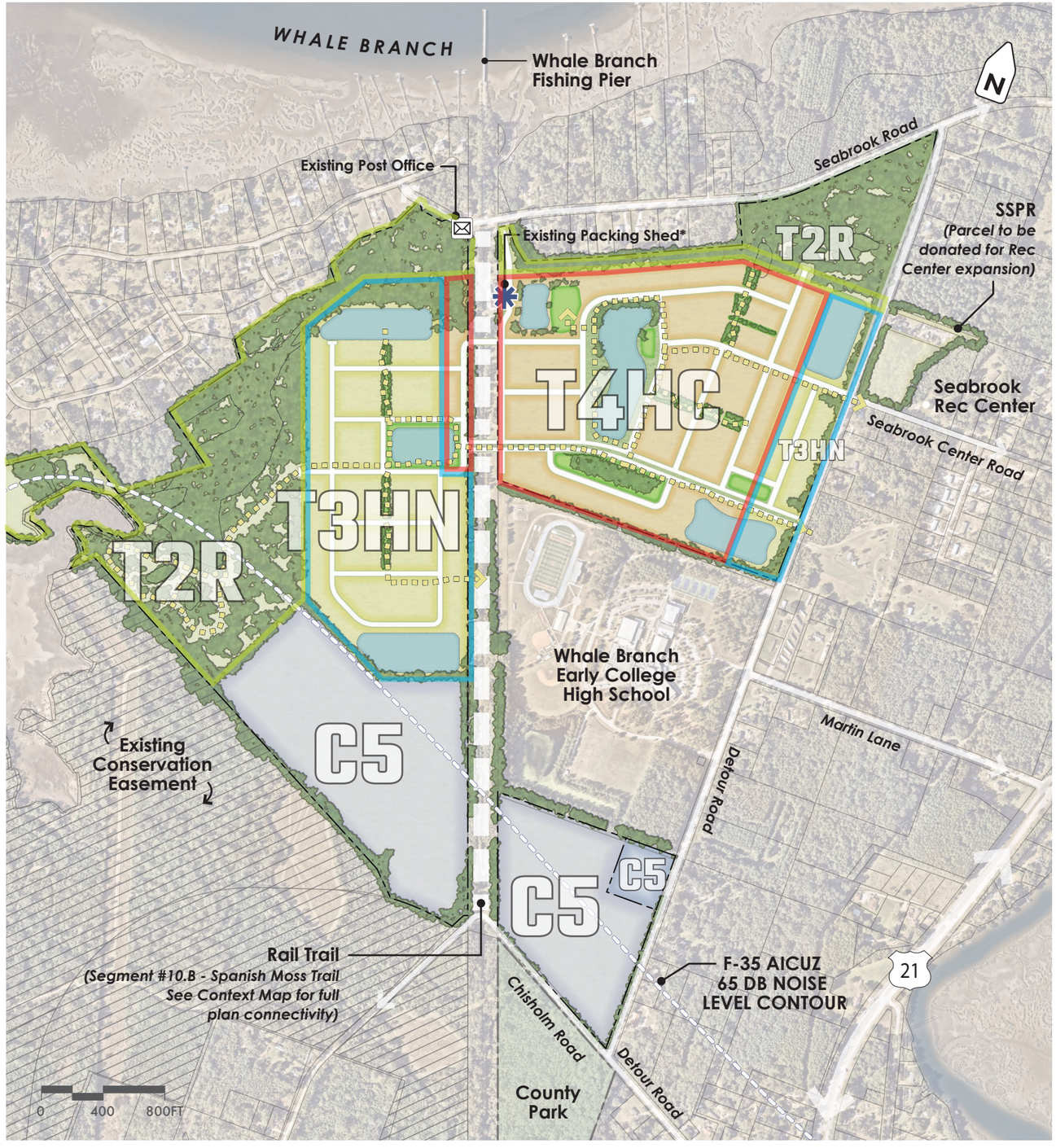
T4HC	Residential	± 79.1 AC
T3HN	Residential	± 73.6 AC
T2R	Existing Zoning to Remain	± 92.3 AC
C5	Office/Flex Use	± 68 AC
	Community Public Safety Facility (EMS / Fire)	± 3 AC

- Open Space
- County Park
- Wetland/Tree Buffer
- Pond/Stormwater
- Existing Conservation Easement
- Community Trails
- Segment 10.B Spanish Marsh Trail - Limits of trail related to the project
- Existing Packing Shed
  **To be repurposed for community event space and trail head.*
- Existing Post Office

SEABROOK HAMLET PLACE TYPE OVERLAY

T4HC: ± 79.1 AC
T3HN: ± 73.6 AC
T2R - Existing Zoning Retained*: ± 6.7 AC
TOTAL HAMLET PTO: ± 159.4 AC

**The approximately 6.7 acres of T2R located within the Hamlet retains its existing zoning and is not part of the rezoning request.*



Street Network

LEGEND

- US Highway 21
- Existing Roads
- Entry Boulevard (BV-100-52-BL)
- Residential Street A (ST-56-36)
- Residential Street B (RD-50-26)
- Alley/Rear Lane (RL-20-12)
- Industrial Access
- Trail
- Spanish Moss Trail Segment 10.B
- Secondary Access
- Main Entrance
- Section Cut Line

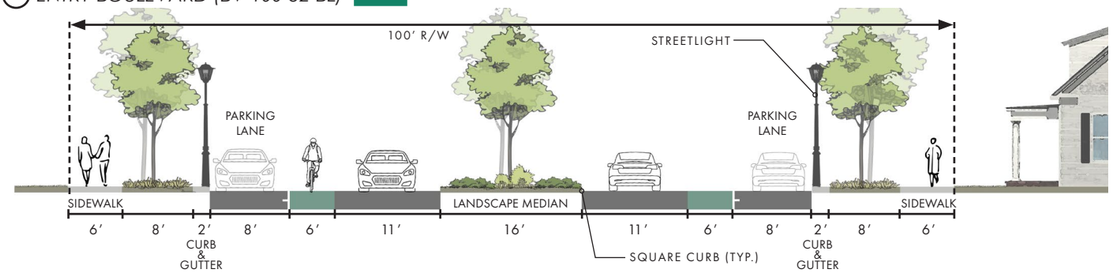
KEY BV-100-52-BL

- Public Frontage Type
- Right of Way Width
- Pavement Width
- Transportation

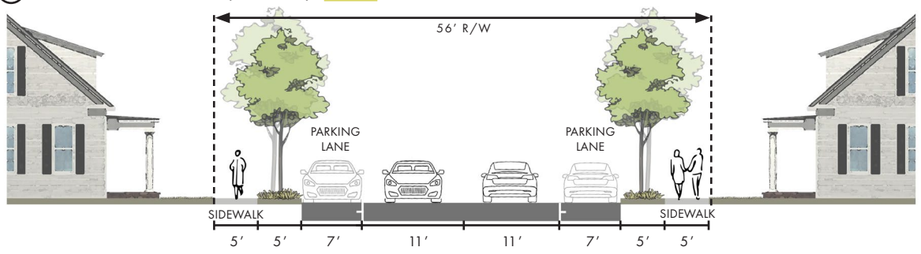
Transportation
Bicycle Trail: BT
Bicycle Lane: BL
Bicycle Route: BR
Path: PT
Passage: PS
Transit Route: TR

Public Frontage Types
Highway: HW
Boulevard: BV
Avenue: AV
Commercial St: CS
Drive: DR
Street: ST
Road: RD
Rear Alley: RA
Rear Lane: RL

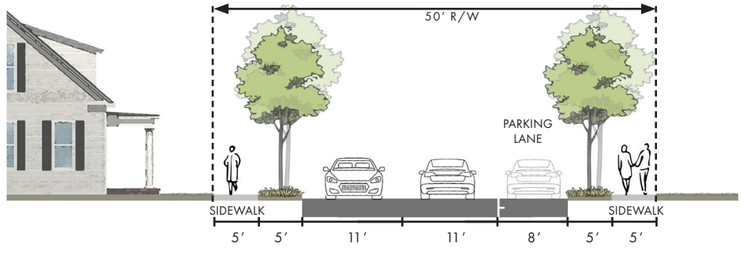
(A) *ENTRY BOULEVARD (BV-100-52-BL)*



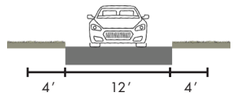
(B) *RESIDENTIAL STREET A (ST-56-36)*

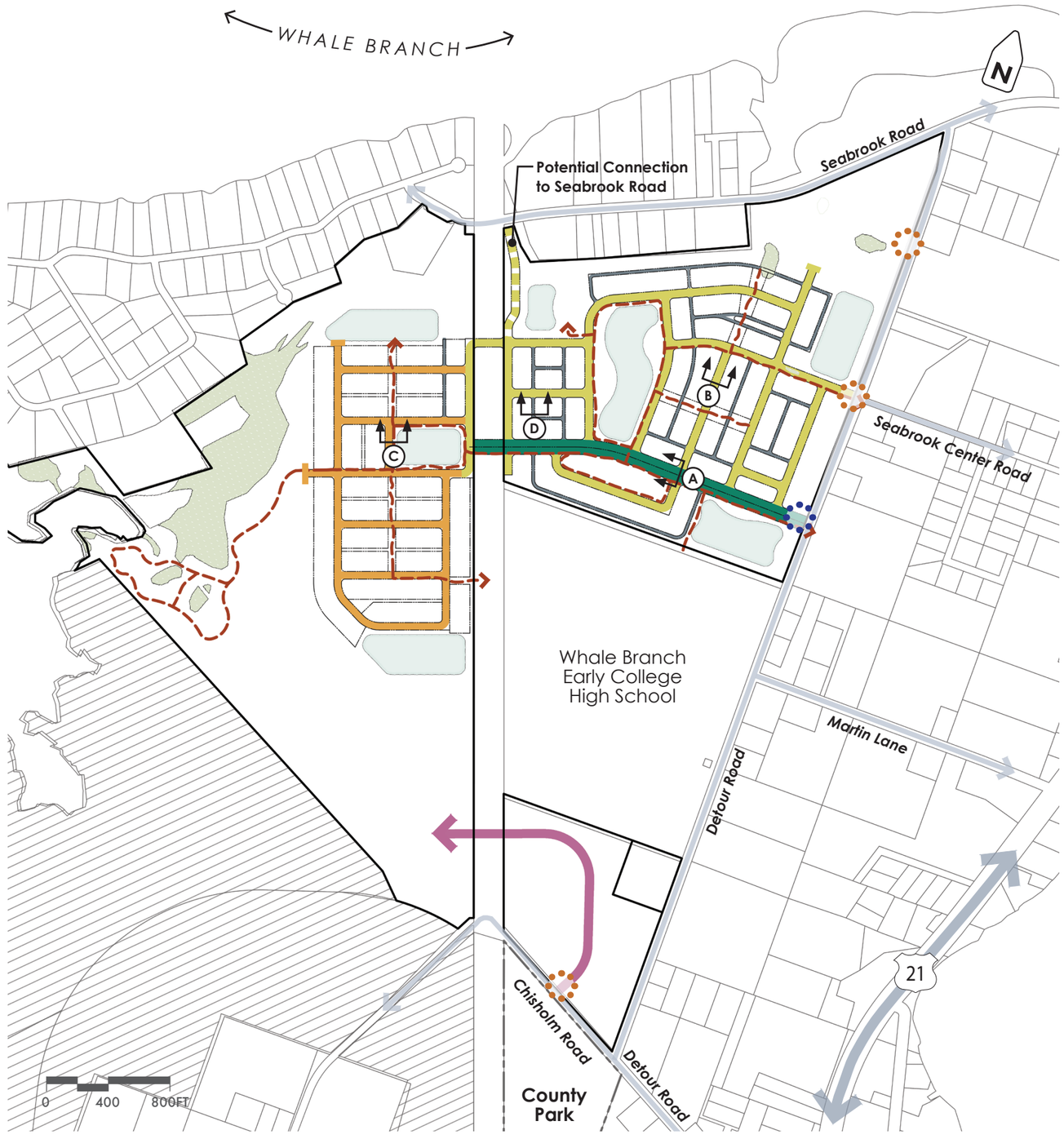


(C) *RESIDENTIAL STREET B (RD-50-26)*



(D) *ALLEY/REAR LANE (RL-20-12)*





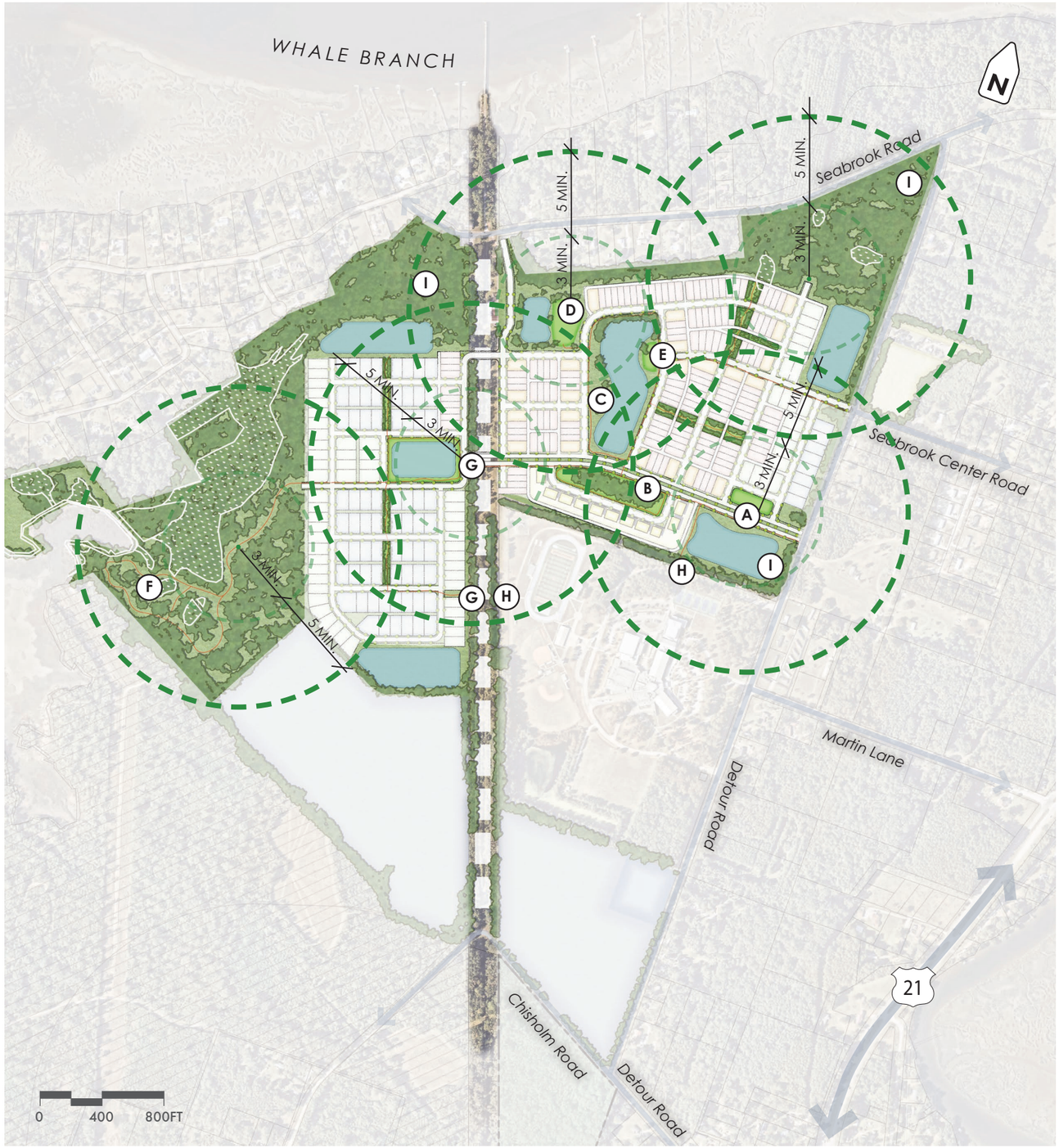
Civic Space

LEGEND

- Open Space/Pocket Parks
- General Open Space
- Walking Trail
- Wetlands
- Ponds
- 5 Minute Walk (1,000 FT)
- 3 Minute Walk (500 FT)

POINTS OF INTEREST

- (A) Entry Parks
- (B) Linear Park Along Boulevard
- (C) Walking Trails Along Large Entry Ponds
- (D) Amenity Site
  Sales Center. Clubhouse, Pool,
  Grills and Fire Pits, Playground, Sports Courts
- (E) Flexible Open Space Park with Parking
- (F) Passive Open Space with Nature and Marsh Focused Walking Paths
- (G) Connection to Rail Trail
- (H) Trail Connection to Whale Branch High School
- (I) Buffers and Tree Canopy Preservation Areas

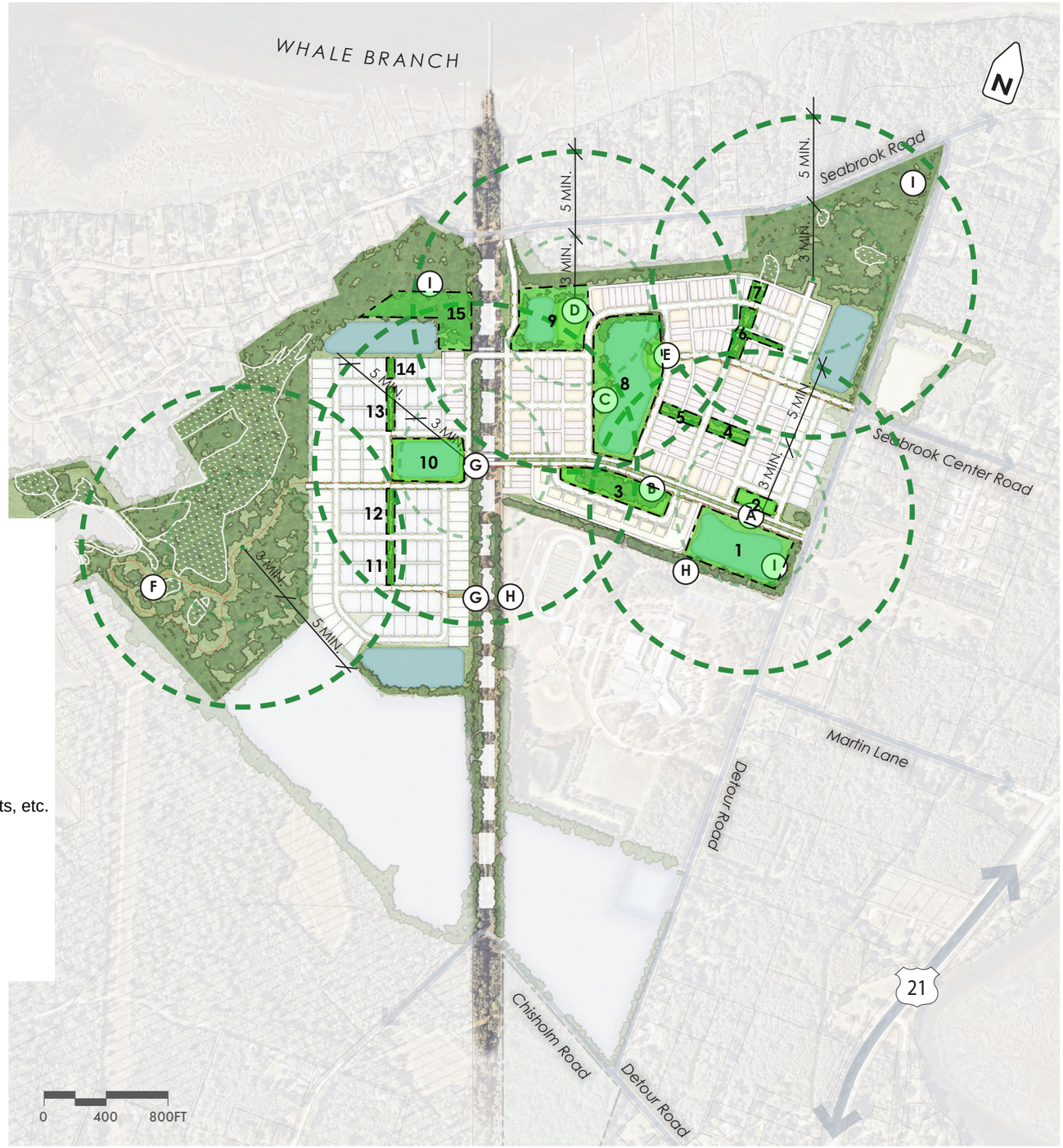


Civic Space

LEGEND

- Open Space/Pocket Parks
- General Open Space
- Walking Trail
- Wetlands
- Ponds
- 5 Minute Walk (1,000 FT)
- 3 Minute Walk (500 FT)

Units within T3HN and T4HC - 387
Civic space set-aside required - 19.35 AC.



Civic Space Summary

	Label	Civic Space Type	Acreage	Potential Program
	1	Green	4.9	Passive Recreation and Paths/Trails
	2	Pocket Park	0.6	Passive Recreation and Paths/Trails
	3	Green	2.5	Passive and Active Recreation and Paths/Trails
	4	Pocket Park	0.6	Passive Recreation and Paths/Trails
	5	Pocket Park	0.5	Passive Recreation and Paths/Trails
	6	Pocket Park	0.9	Passive Recreation and Paths/Trails
	7	Pocket Park	0.3	Passive Recreation and Paths/Trails
	8	Green	8.0	Passive and Active Recreation and Paths/Trails
	9	Green	4.3	Passive and Active Recreation - Includes main amenity, play grounds, sports courts, etc.
	10	Green	2.9	Passive and Active Recreation and Paths/Trails
	11	Pocket Park	0.3	Passive Recreation and Paths/Trails
	12	Pocket Park	0.4	Passive Recreation and Paths/Trails
	13	Pocket Park	0.3	Passive Recreation and Paths/Trails
	14	Pocket Park	0.2	Passive Recreation and Paths/Trails
	15	Natural Preserve	3.3	Paths/Trails
		CIVIC TOTAL	**30.0**	
		PRESERVED T2R OPEN SPACE	**92.3**	
		CIVIC & OPEN SPACE	**122.3***	

50% OF THE TOTAL RESIDENTIAL AREA

Master Plan

SUMMARY - SEABROOK FARMS - PLACE TYPE OVERLAY (± 159.4 AC)

42 x 130 RL LOT	± 151
65 x 135 RL LOT	± 11
DUPLEX (2 UNITS/LOT)	± 44
TOWNHOME (4 UNITS/BLDG)	± 43
SUB-TOTAL	**± 249**

** PROPOSED T4HC RE-ZONING (± 79.1 AC)*

65 x 135 FL LOT	± 60
75 x 135 FL LOT	± 78
SUB-TOTAL	**± 138**

** PROPOSED T3HN RE-ZONING (± 73.6 AC)*

TOTAL UNITS	**± 387**
PTO AREA DENSITY 2.4 UNITS/AC	

** T-2R WITHIN PTO (± 6.7 AC)*

** T-2R REMAINING ZONING OUTSIDE OF PTO (± 85.6 AC)*

T2R	± 6.7 AC
T3HN	± 73.6 AC
T4HC	± 79.1 AC

** PROPOSED TOTAL PLACE TYPE OVERLAY (± 159.4 AC)*

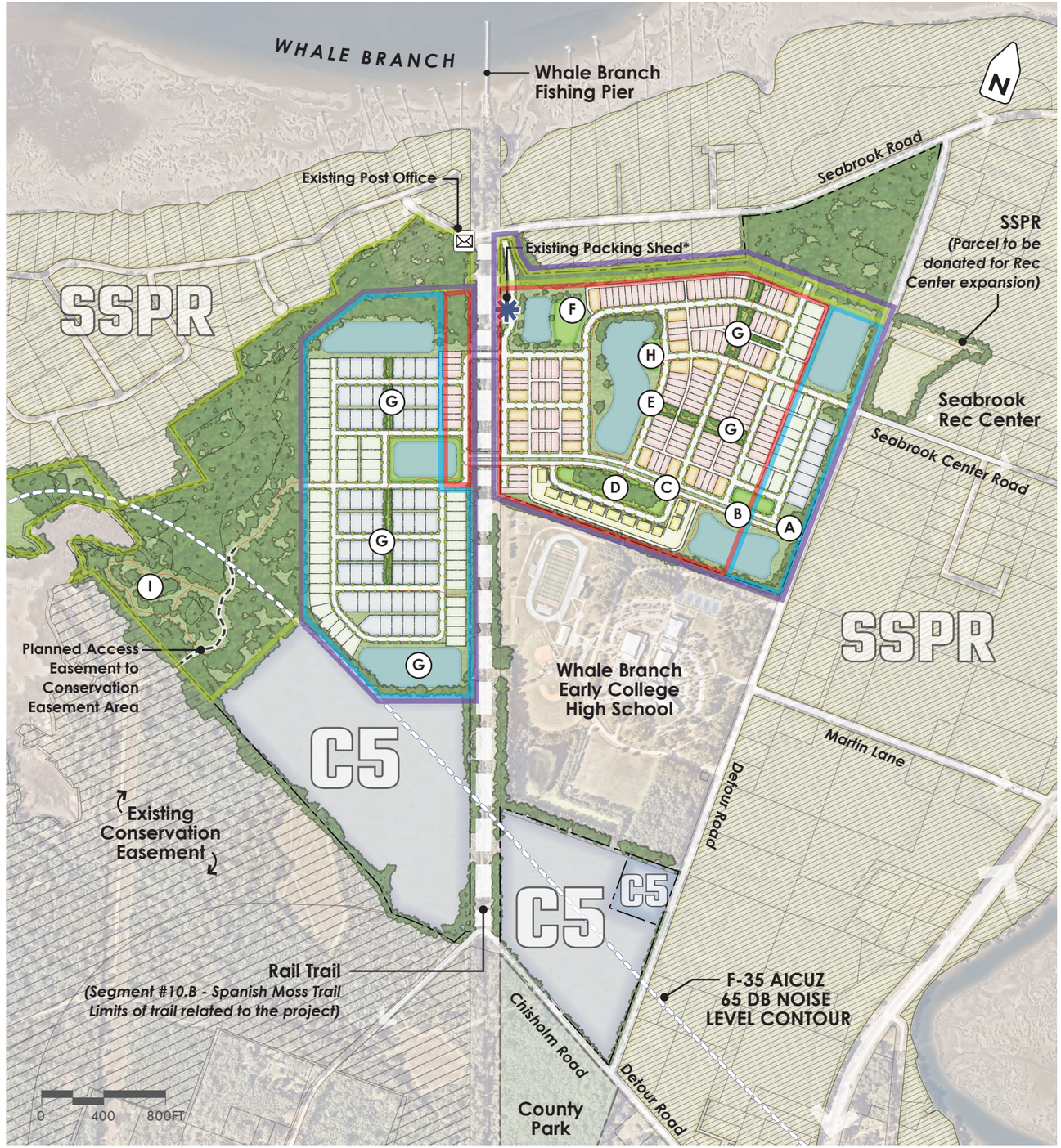
SEABROOK-STUART PT COMMUNITY PRESERVATION ZONING
(SSPR ZONING) - ALLOWED DENSITY OF 2.0 UNITS/AC

TOTAL RESIDENTIAL AREA	**± 245 AC**
TOTAL AREA DENSITY	**1.6 UNITS/AC**

*PROJECT DENSITY IS 0.4 UNITS LESS THEN THE 2.0 UNITS/AC
PERMITTED IN THE SEABROOK-STUART PT COMMUNITY PRESERVATION ZONING.

POINTS OF INTEREST

- (A) Main Entrance
- (B) Entry Ponds and Parks
- (C) 100' Entry Boulevard with Walking Trail
- (D) Linear Park Along Boulevard
- (E) Walking Trails Along Large Entry Ponds
- (F) Amenity Space
  Sales Center, Clubhouse, Pool,
  Grills and Fire Pits, Playground, Sports Courts
- (G) Neighborhood Pocket Parks
- (H) Flexible Open Space Park with Parking
- (I) Passive Open Space with Nature and Marsh Walking Paths



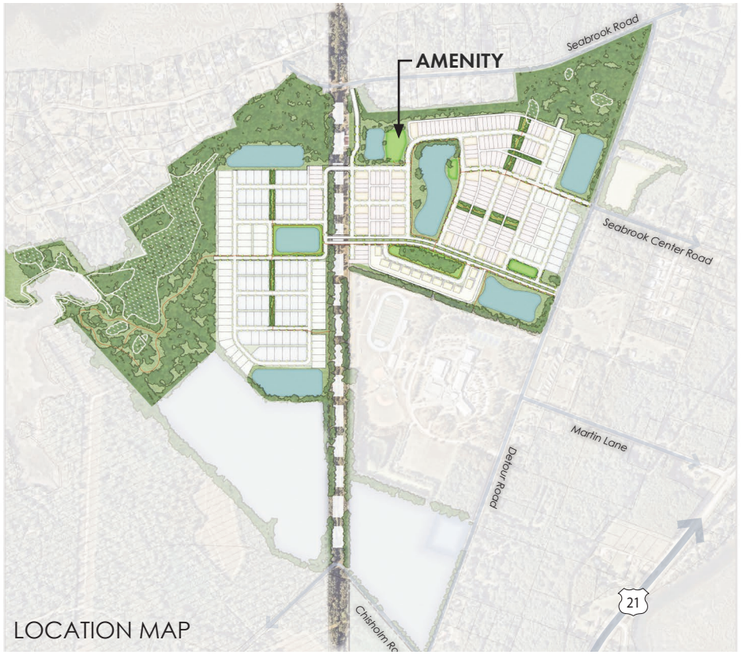
Amenity Site



Amenity Visioning



Active Amenity Area with Pool and Sports Courts





Playground

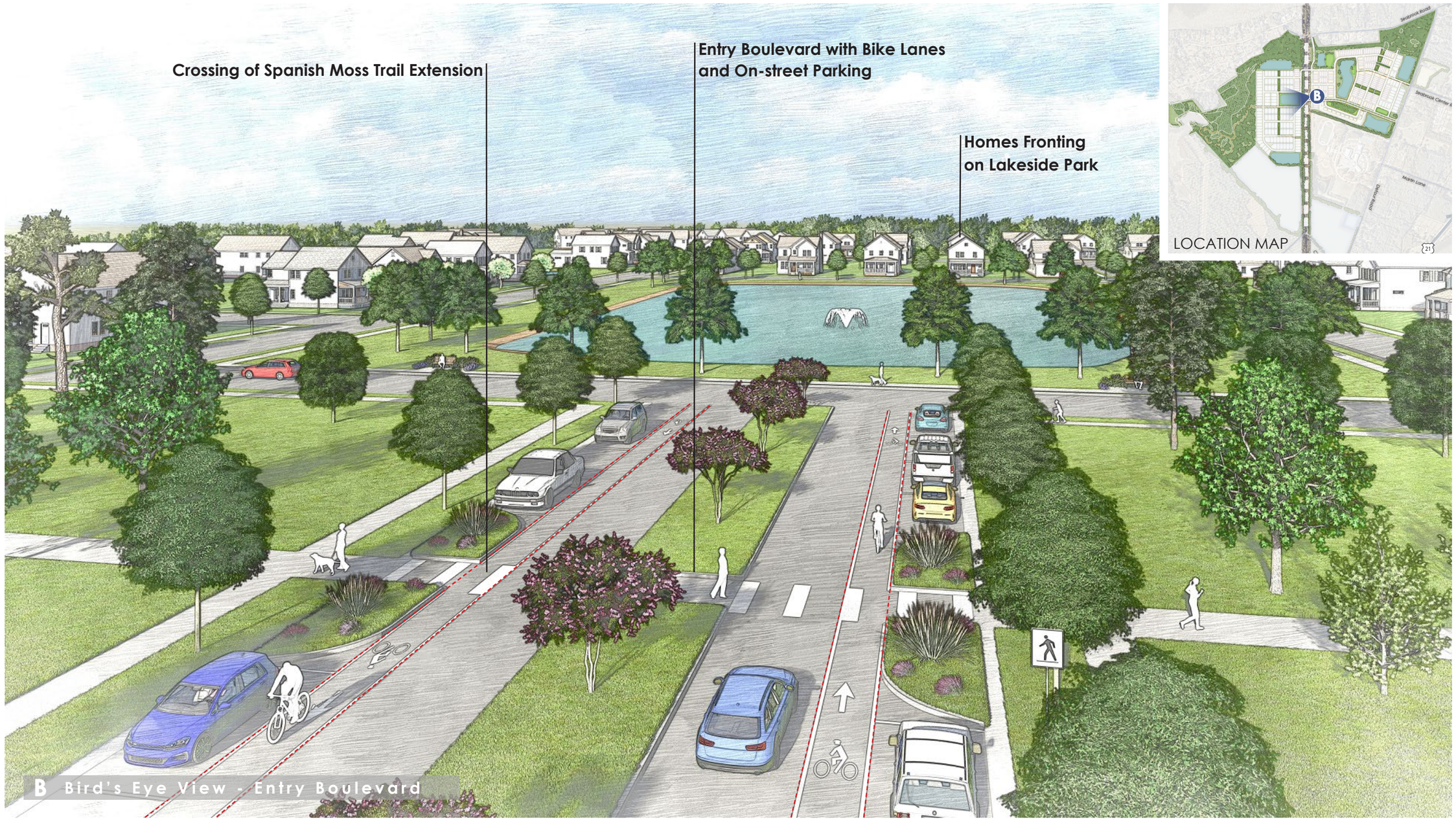


Bocce Courts



Fire Pit and Grilling Onlooking Pond

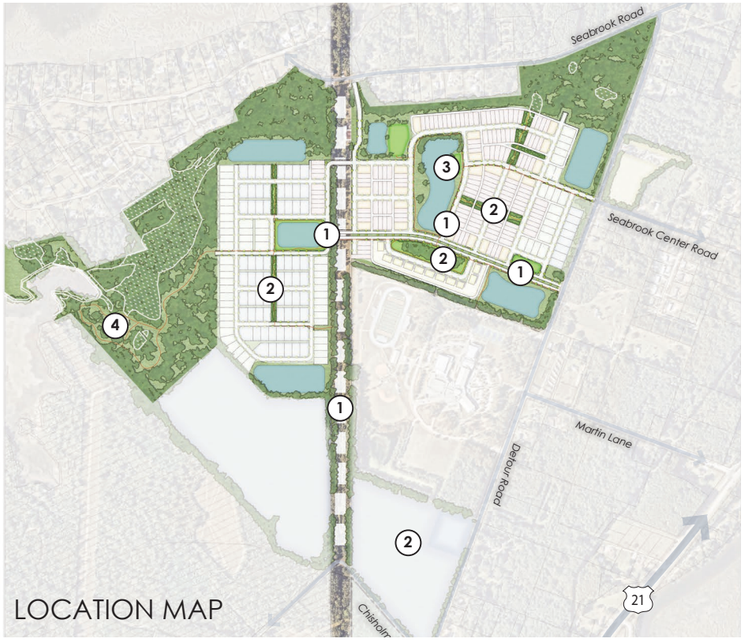
Civic Space

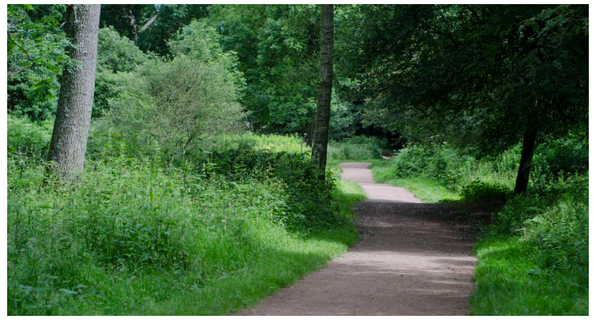

Crossing of Spanish Moss Trail Extension
Entry Boulevard with Bike Lanes and On-street Parking
Homes Fronting on Lakeside Park
LOCATION MAP
Seabrook Road
Seabrook Center
Martin Lane
Bluffton Road
21
B Bird's Eye View - Entry Boulevard

Civic Space Visioning

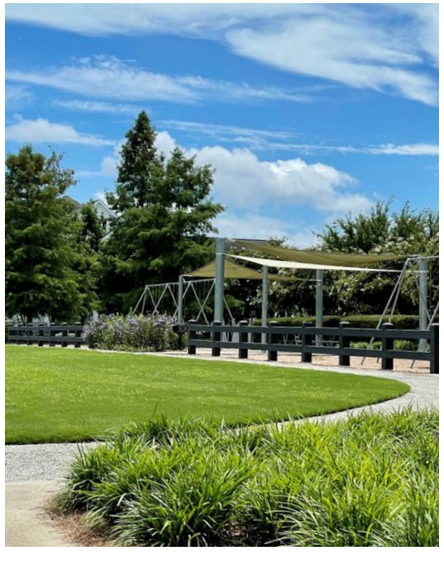


1 **Walking Trails Along Large Entry Ponds**









2 **Neighborhood Parks**



3 **Flexible Open Space Park with Parking**



4 **Passive Open Space with Nature and Marsh Focused Walking Paths**

Architectural Examples - T3HN & T4HC













Architectural Examples - T4HC











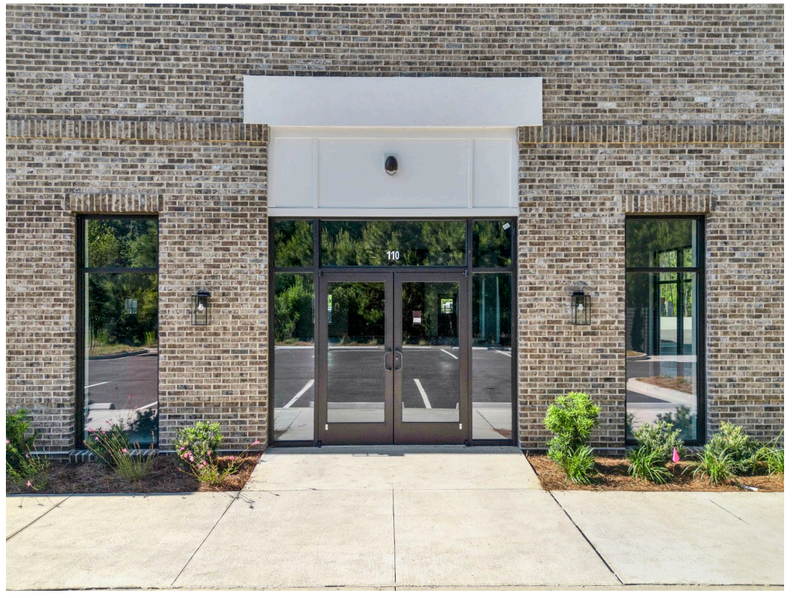
Architectural Examples - C5











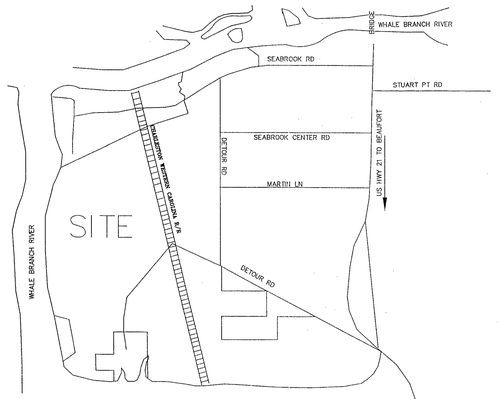


LINE	DIRECTION	DISTANCE
L274	N24°41'05"W	279.14'
L275	N50°41'45"W	124.85'
L276	S36°36'29"E	139.86'
L277	N57°53'50"E	69.92'
L278	N70°17'50"E	57.85'
L279	N19°51'42"W	70.00'
L280	N50°29'09"E	120.00'
L281	S28°22'08"W	130.00'
L282	S28°22'08"W	130.00'
L283	S39°44'36"E	120.00'
L284	S47°57'32"W	343.15'
L285	S34°54'27"W	364.65'
L286	N35°49'37"W	182.91'
L287	S35°48'47"W	183.83'
L288	S35°48'47"W	180.00'
L289	S35°48'47"W	120.00'
L290	N35°48'47"E	120.00'
L291	S55°48'24"W	50.00'
L292	S55°48'24"W	300.00'
L293	S55°48'24"W	180.16'
L294	S53°34'47"W	172.81'
L295	S36°20'35"W	169.18'
L296	N56°49'44"W	31.18'
L297	N85°57'30"E	64.22'
L298	N81°57'09"E	81.55'
L299	S55°34'24"W	70.32'
L300	S75°28'55"E	63.34'
L301	N29°59'54"W	48.60'
L302	N15°59'53"W	55.08'
L303	S75°57'02"E	164.69'
L304	N75°25'19"E	91.57'
L305	N34°20'46"E	71.51'
L306	S64°10'17"E	70.11'
L307	S78°07'41"E	75.24'
L308	N19°05'35"W	54.03'
L309	N43°00'13"E	68.81'
L310	N29°34'07"E	81.77'
L311	N45°32'04"E	79.16'
L312	N42°09'24"E	115.77'
L313	N82°00'15"E	79.60'
L314	S80°33'08"W	81.20'
L315	N81°24'19"E	84.31'
L316	S61°20'26"E	216.85'
L317	N41°56'59"W	33.28'
L318	N09°53'07"E	42.07'
L319	S58°40'15"W	32.53'
L400	N54°20'35"E	70.43'
L401	N63°45'01"W	39.60'
L402	N13°52'17"E	23.13'
L403	N71°37'51"W	32.34'
L404	N88°34'02"W	36.22'
L405	S83°47'11"W	36.74'
L406	N70°57'55"W	56.91'
L408	N65°45'11"E	20.74'
L409	S81°33'33"W	34.74'
L410	S72°23'01"W	51.68'
L411	N03°49'28"E	28.55'
L412	S66°17'51"E	109.35'
L413	S53°59'48"E	83.19'
L414	S36°37'28"W	73.48'
L415	N07°41'09"E	47.81'
L416	S85°57'25"W	57.56'
L417	N40°08'39"E	58.03'
L419	N27°38'54"W	40.74'
L420	S35°56'48"E	40.77'
L421	S89°03'11"E	18.77'
L422	S43°23'04"E	89.02'
L423	S41°56'24"E	71.95'
L424	S62°21'52"E	23.91'
L425	S10°59'23"E	39.76'
L426	S28°55'56"E	29.25'
L427	S59°57'44"E	33.46'
L428	S69°29'28"E	59.44'
L429	S08°37'00"W	55.59'
L430	N50°01'45"W	30.04'
L431	N78°34'28"W	69.10'
L432	S76°16'53"W	15.48'
L433	N09°33'21"W	31.34'
L434	S12°23'18"W	44.99'
L435	S68°11'23"E	30.48'
L436	S55°01'27"W	73.16'
L437	S29°09'20"W	28.49'
L438	N84°19'24"E	37.93'
L439	N21°31'49"W	19.47'
L440	N72°42'23"E	39.31'
L441	S48°34'50"W	35.95'
L442	S32°58'30"W	49.34'
L443	S38°40'27"E	44.22'
L444	S72°53'39"W	45.73'
L445	N38°34'34"W	65.26'
L446	S59°58'40"E	69.13'
L447	S47°22'11"W	50.88'
L448	N80°50'54"W	121.70'
L449	N54°09'27"W	24.86'
L450	S75°57'40"W	53.65'
L451	N32°49'32"E	24.66'
L452	S03°41'03"W	47.61'
L453	S74°32'19"E	43.39'
L454	N10°07'58"W	38.59'
L455	N85°28'19"E	60.22'
L456	S39°43'28"E	31.64'
L457	S51°15'11"E	32.29'
L458	N70°50'29"E	27.03'
L469	S25°32'14"E	175.75'
L470	N07°08'03"W	40.36'

LINE	DIRECTION	DISTANCE
L471	S50°27'01"W	74.45'
L472	S24°15'58"W	39.51'
L473	S80°19'03"E	26.19'
L474	S81°17'58"E	40.00'
L475	S74°43'40"E	46.75'
L476	N81°13'28"E	33.38'
L477	S37°50'36"W	20.78'
L478	S81°57'41"W	62.69'
L479	S23°49'15"W	27.19'
L480	N52°44'47"E	65.07'
L481	S57°40'21"W	49.22'
L482	S29°59'24"E	58.53'
L483	N03°48'29"W	60.16'
L484	N37°06'16"E	14.99'
L485	N36°44'48"W	55.62'
L486	N47°01'20"W	32.21'
L487	N75°01'41"E	35.52'
L488	N25°04'34"W	69.13'
L489	N13°41'12"W	65.85'
L490	N46°33'32"W	48.14'
L491	S63°08'08"E	80.59'
L492	S21°11'18"E	30.11'
L493	S84°26'17"E	43.32'
L494	S85°24'01"E	91.62'
L495	N46°57'25"E	68.91'
L496	S63°57'53"W	96.85'
L497	S27°22'13"E	41.95'
L499	N09°17'51"W	35.80'
L500	N70°22'24"E	36.50'
L501	N09°49'24"E	19.70'
L502	S55°02'24"W	29.53'
L503	S40°41'31"W	33.41'
L504	N89°39'01"E	58.60'
L505	N52°39'03"E	17.55'
L506	N26°01'42"E	26.66'
L507	S32°29'35"E	20.71'
L508	N49°31'04"W	33.52'
L509	N28°22'25"W	53.67'
L510	N85°22'09"W	53.25'
L512	S04°58'29"W	22.51'
L513	S41°11'50"E	42.51'
L514	S00°39'09"W	61.32'
L515	S32°59'51"E	45.27'
L517	N05°48'26"W	48.62'
L518	N83°19'49"E	35.59'
L519	N30°32'21"E	52.10'
L520	S14°13'48"W	28.63'
L521	S09°47'01"E	55.87'
L522	S32°46'04"E	56.27'
L523	S74°27'31"E	36.71'
L524	S04°53'57"W	22.51'
L525	S12°42'40"W	26.86'
L526	S47°06'25"W	46.39'
L527	S30°19'08"W	103.93'
L528	S22°37'39"W	128.71'
L529	N04°39'06"E	67.61'
L530	S05°46'44"W	69.40'
L531	S01°38'09"E	75.53'
L532	S00°54'13"E	97.39'
L533	S07°45'28"W	139.32'
L534	S10°37'15"W	126.08'
L535	S28°35'09"W	112.24'
L536	N08°16'18"W	115.47'
L537	S01°12'42"E	75.81'
L538	S12°57'13"W	214.76'
L539	N07°36'32"E	84.92'
L540	N29°01'27"W	27.59'
L541	N67°59'21"W	29.74'
L542	N37°45'10"W	116.80'
L543	S62°37'09"E	86.64'
L544	S32°59'11"E	82.46'
L545	S25°49'58"E	70.58'
L546	S09°48'55"E	58.56'
L547	S08°53'00"E	88.56'
L548	S31°48'38"E	70.87'
L549	S17°04'32"E	65.15'
L550	N36°18'55"W	37.93'
L551	N44°31'15"W	16.47'
L552	N44°03'15"W	56.53'
L553	S44°03'15"E	70.60'
L554	S57°48'55"E	116.58'
L555	S55°40'45"E	92.51'
L556	S59°46'50"E	65.30'
L557	S51°09'55"E	92.51'
L558	S42°18'55"E	44.15'
L559	N05°34'50"W	55.06'
L560	N51°12'48"W	43.26'
L560	S49°39'56"W	77.46'
L561	N64°55'47"E	19.46'
L562	S25°18'58"E	38.77'
L562	S32°20'01"W	10.95'
L563	N40°56'49"E	25.85'
L563	S17°46'32"W	51.39'
L564	S09°34'17"W	13.89'
L564	N77°25'44"E	16.08'
L565	S73°00'43"E	65.29'
L565	N28°52'07"E	39.00'
L566	S01°31'21"W	12.33'
L566	S65°10'02"E	8.83'
L567	N37°45'54"W	25.79'
L567	N48°56'49"E	26.08'
L568	N52°23'33"W	65.39'
L568	N06°57'14"E	21.40'
L569	S72°20'11"W	28.54'
L569	N54°38'49"E	27.04'
L570	N46°27'52"E	25.66'
L570	N14°53'01"W	20.88'
L571	S46°27'52"W	25.66'
L571	N20°30'07"E	49.61'
L572	N19°39'13"E	41.37'

LINE	DIRECTION	DISTANCE
L572	S15°47'13"E	25.83'
L573	N14°16'45"W	37.12'
L573	S42°15'45"E	38.38'
L574	N40°48'52"W	27.34'
L574	S03°43'17"E	30.30'
L575	S40°33'56"W	31.47'
L575	N40°37'43"E	46.72'
L576	N88°06'14"E	30.17'
L576	N00°53'31"W	31.70'
L577	S35°56'39"E	63.21'
L578	N28°48'08"E	59.27'
L578	N69°31'50"E	62.67'
L579	S16°58'54"W	20.20'
L579	S53°19'41"E	34.42'
L580	S06°58'45"E	40.25'
L580	N53°16'50"E	59.36'
L581	S68°19'15"E	113.99'
L581	S76°49'27"E	47.20'
L582	N89°01'04"E	154.16'
L582	N07°54'41"E	52.51'
L583	S44°14'17"W	30.09'
L583	S65°15'04"E	22.00'
L584	S68°28'17"E	122.55'
L584	S27°06'40"E	65.52'
L585	N78°50'46"W	13.88'
L585	S71°09'19"E	100.81'
L586	S21°47'53"E	44.22'
L587	S72°28'05"E	125.75'
L587	N04°54'55"E	19.15'
L588	S62°44'27"E	106.94'
L588	S35°01'47"W	34.99'
L589	S58°52'52"E	105.63'
L589	N10°15'01"W	33.83'
L590	S74°58'20"E	129.92'
L590	S30°01'04"W	29.89'
L591	S84°13'12"E	146.38'
L591	S79°23'01"W	33.76'
L592	S75°54'57"E	69.09'
L592	N86°49'46"E	15.75'
L593	N70°45'24"E	46.16'
L593	S33°34'52"W	30.04'
L594	S76°42'51"E	109.68'
L594	N60°59'48"W	70.87'
L595	N69°11'42"W	61.91'
L596	N57°24'33"W	55.53'
L596	S68°44'42"W	43.10'
L597	S87°38'18"E	29.04'
L597	N81°58'47"E	29.33'
L598	N78°09'08"W	46.29'
L598	S48°18'31"E	41.22'
L599	N73°17'14"W	30.15'
L599	S29°30'47"W	36.82'
L600	N48°36'02"W	14.50'
L601	N09°31'17"E	23.39'
L602	S13°04'49"E	45.01'
L603	S22°23'07"E	35.76'
L604	N12°53'55"E	47.71'
L605	N30°07'19"E	25.46'
L606	S37°01'00"W	36.61'
L607	N77°23'38"W	31.74'
L608	N18°50'40"W	35.09'
L609	S47°38'38"E	10.63'
L610	N39°49'46"E	12.81'
L611	S06°42'49"E	26.62'
L612	N03°07'58"W	45.42'
L613	S18°34'33"E	17.50'
L614	N75°06'58"E	12.36'
L615	S10°01'53"E	22.82'
L616	S35°22'32"W	14.92'
L617	S02°12'55"E	23.69'
L618	N43°36'25"W	25.44'
L619	N12°20'48"W	24.35'
L620	S73°01'47"W	19.24'
L621	S29°33'37"W	6.79'
L622	S85°57'28"E	28.12'
L623	S32°59'18"W	43.20'
L624	N11°54'49"W	22.78'
L625	N60°15'02"E	24.87'
L626	S89°33'05"W	23.15'
L627	N41°55'18"E	29.26'
L628	S59°15'09"E	7.65'
L629	S22°23'50"W	44.90'
L630	N50°09'08"W	14.72'
L631	N60°48'38"E	40.62'
L632	N38°30'54"W	19.43'
L633	N44°44'00"E	21.34'
L634	S35°10'16"W	19.66'
L635	S20°08'43"W	27.01'
L636	S01°45'36"E	44.20'
L637	S68°11'03"E	17.33'
L638	N40°18'40"W	26.81'
L639	S14°04'22"E	41.47'
L640	S87°34'42"W	13.58'
L641	S48°21'19"E	41.53'
L642	S69°22'07"E	98.21'
L643	S84°26'04"E	50.89'
L644	S61°28'18"W	50.67'
L645	N53°07'25"E	33.74'
L646	S62°36'10"E	76.25'
L647	S60°34'01"W	68.03'
L648	S69°03'04"E	54.21'
L649	N54°06'52"E	43.99'
L650	N78°26'07"E	98.26'
L651	N80°17'01"E	176.85'
L652	N84°32'15"E	119.92'
L653	N75°56'14"E	47.41'
L668	N67°01'57"E	59.17'
L669	N62°00'48"E	171.65'
L670	N80°41'39"E	165.20'
L671	N76°04'28"E	58.32'
L672	S63°42'35"W	84.13'
L673	N59°39'54"E	91.02'
L674	N84°33'00"E	16.05'
L675	N61°02'58"E	122.05'
L676	S36°54'50"W	123.32'
L677	N35°23'23"E	87.40'
L700	N57°10'55"E	27.61'
L701	N44°08'33"W	24.64'
L702	N53°27'17"W	52.09'
L703	S44°03'19"E	37.29'
L704	S32°34'39"W	42.29'
L705	S06°38'23"E	16.18'
L706	N48°22'24"W	41.48'
L707	S74°49'59"W	24.42'
L708	N62°52'03"W	37.79'
L709	S55°04'20"E	31.28'
L1037	N50°32'42"E	301.70'
L1038	S70°13'22"W	81.36'
L1039	S19°46'39"E	356.65'
L1040	S70°23'02"W	27.39'
L1041	N80°45'18"W	300.00'
L1047	S54°05'57"W	56.13'
L1048	N80°49'17"W	150.00'
L1049	N35°49'17"W	35.36'
L1050	N80°49'17"W	29.96'
L1051	S25°08'28"W	227.93'
L1052	S50°37'02"W	119.04'

LINE	DIRECTION	DISTANCE
LI13	N88°14'07"W	53.53'
LI14	N89°35'23"E	46.83'
LI15	N04°34'26"W	13.24'
LI16	S71°43'11"E	66.14'
LI17	S57°40'47"E	87.80'
LI18	N52°51'07"W	114.23'
LI19	N51°30'20"W	85.41'
LI20	S48°01'54"E	119.85'
LI21	N44°09'56"W	21.18'
LI22	N30°38'56"W	43.89'
LI23	N77°29'16"E	90.59'
LI24	N73°13'02"E	22.92'
LI25	S85°11'12"E	57.83'
LI26	S78°52'18"E	29.58'
LI27	N77°42'13"E	31.36'
LI28	N82°50'04"E	32.20'
LI29	S38°07'18"E	28.94'
LI30	S27°39'09"E	24.11'
LI31	S64°54'19"W	35.21'
LI32	S71°47'50"W	30.70'
LI33	S61°10'44"W	49.31'
LI34	S81°39'54"E	47.22'
LI35	N60°01'36"W	50.01'
LI36	S86°34'42"E	42.92'
LI37	N88°07'38"W	73.03'
LI38	N17°30'06"W	18.92'
LI39	N84°55'28"E	102.24'
LI2	N04°36'29"E	191.04'
LI3	N08°58'10"E	56.82'
LI4	S7°15'21"E	76.22'
LI5	N59°40'03"W	72.37'
LI6	N05°08'20"E	100.41'
LI7	N88°46'52"W	53.72'
LI8	S44°28'44"W	24.46'
LI9	S82°32'01"W	66.28'
LI10	N79°51'51"W	88.64'
LI11	S88°27'29"E	75.98'
LI12	S85°32'21"E	65.61'



LOCATION MAP (N.T.S.)

ACREAGE'S ARE MEASURED TO DHEC/OCRM CRITICAL LINE

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
7137.7 Sq. Feet
0.16 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
1193694.2 Sq. Feet
27.40 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
91823.6 Sq. Feet
2.11 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
83439.2 Sq. Feet
1.92 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
4970662.1 Sq. Feet
114.11 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
16669426.9 Sq. Feet
382.68 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
9874.6 Sq. Feet
0.23 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
1904889.9 Sq. Feet
43.73 Acres

R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
17003.5 Sq. Feet
0.39 Acres

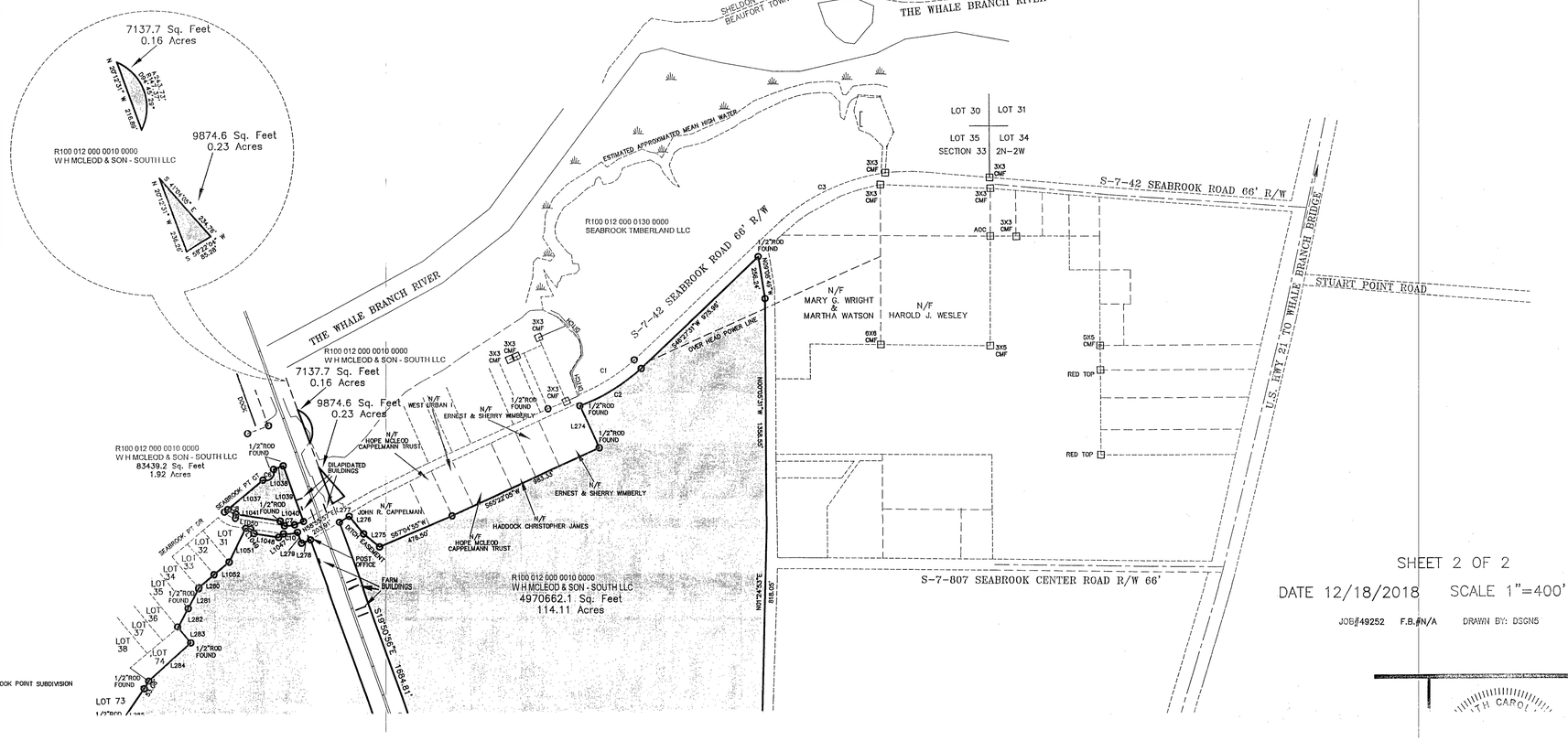
TOTAL AREA
W H MCLEOD & SON - SOUTH LLC
24947951.7 Sq. Feet
572.73 Acres

GRAPHIC SCALE

400 0 200 400 800 1600

(IN FEET)
1 inch = 400 ft.

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	1124.59'	415.03'	209.90'	412.68'	S58°58'34"W	21°08'43"
C2	1190.59'	439.39'	222.22'	436.90'	S58°58'34"W	21°08'43"
C3	1219.90'	696.58'	358.07'	687.15'	N65°21'49"E	32°42'59"
C4	138.72'	30.49'	15.31'	30.43'	N01°27'27"W	12°35'38"
C4	138.72'	85.68'	44.26'	84.33'	S25°26'58"E	35°23'24"
C5	138.72'	76.75'	39.38'	75.77'	S58°59'41"E	31°42'01"
C6	50.00'	113.73'	108.02'	90.75'	S45°23'02"W	130°19'27"
C7	122.23'	61.57'	31.45'	60.92'	S84°48'52"W	28°51'38"
C8	107.67'	77.61'	40.58'	75.94'	S60°06'18"E	41°17'57"
C9	96.49'	82.20'	43.78'	79.74'	N29°04'35"W	48°48'38"
C10	172.23'	86.75'	44.32'	85.84'	S84°42'17"W	28°51'38"



GASQUE & ASSOCIATES INC.

LAND SURVEYORS PLANNERS

28 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
P.O. BOX 1363, BEAUFORT, S.C.
(843) 522-1798

THIS PLAT IS COPYRIGHTED AND IS ONLY INTENDED FOR THE USE OF THE ENTITY OR PERSON(S) SHOWN HERE ON.

STATE PLANE

SHEET 2 OF 2

DATE 12/18/2018 SCALE 1"=400'

JOB#49252 F.B.#N/A DRAWN BY: DSGN5

SOUTH CAROLINA
GASQUE & ASSOCIATES, INC.
No. C00192
CERTIFICATE OF AUTHORIZATION

THIS PLAT IS COPYRIGHTED AND IS ONLY INTENDED FOR THE USE OF THE ENTITY OR PERSON(S) SHOWN HERE ON.

SHEET 1 OF 2

NOTES:

1.) THE BEARINGS SHOWN HEREON ARE MAGNETIC AND AS SUCH ARE SUBJECT TO LOCAL ATTRACTION.
2.) THE PRESENCE OR ABSENCE OF U.S. ARMY CORPS OF ENGINEERS JURISDICTIONAL WETLANDS IS UNDETERMINED AS OF THE DATE OF THIS SURVEY.
3.) METHOD OF AREA CALCULATION BASED ON COORDINATE METHOD.
4.) LOCATION OF UNDERGROUND UTILITIES ARE FROM SURFACE INDICATIONS ONLY AND ARE NOT CERTIFIABLE.
5.) THIS PLAT REPRESENTS A SURVEY BASED ON THE LISTED REFERENCES ONLY AND IS NOT THE RESULT OF A TITLE SEARCH.
6.) CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.
7.) BEFORE ANY DESIGN WORK OR CONSTRUCTION ON THIS SITE IS STARTED FLOOD ZONE INFORMATION MUST BE VERIFIED BY BEAUFORT COUNTY BUILDING CODES PHONE NUMBER (843)-470-2684
8.) THIS PROERTY APPEARS TO LIE IN FLOOD ZONES "C" & A-11 EL. 13.00' AS DETERMINED BY F.E.M.A. FIRM COMM-PANEL NUMBER 450025 0040 D. DATED 09/29/86 (INDEX DATE 11/04/92)
9.) THERE ARE NUMEROUS DIRT ROADS AND DITCHES OVER AND ACROSS SUBJECT PROPERTY

REFERENCES:

1.) T.M.S. 100-0015-46, 47, 48, 48A, 49
T.M.S. 100-0012-10
2.) PLAT BY R. D. TROGDON JR. DATED 10/29/87 LAST REVISED 06/16/88 PLAT BOOK RMC COUNTY
3.) PLAT BY R. D. TROGDON JR. DATED 12/15/78 PLAT BOOK 27 PAGE 160 BEAUFORT COUNTY R.M.C. OFFICE
4.) PLAT BY R. D. TROGDON JR. DATED 08/20/76 PLAT BOOK 25 PAGE 19 BEAUFORT COUNTY R.M.C. OFFICE
5.) PLAT BY R. D. TROGDON JR. DATED 03/11/74 PLAT BOOK 34 PAGE 45 BEAUFORT COUNTY R.M.C. OFFICE
6.) PLAT BY R. D. TROGDON JR. DATED 02/09/77 LAST REVISED 04/11/79 PLAT BOOK BEAUFORT COUNTY R.M.C. OFFICE
7.) PLAT BY HORIZON SURVEYING ASSOCIATES DATED 04/26/93 PLAT BOOK 27 PAGE 160 BEAUFORT COUNTY R.M.C. OFFICE
8.) PLAT BY NIELS CHRISTENSEN DATED 09/08/88 PLAT BOOK BEAUFORT COUNTY R.M.C. OFFICE

COUNTY EASEMENT +/- 128.89 AC. SUBJECT TO SURVEY

AREA OUTSIDE EASEMENT +/- 320.31 AC. SUBJECT TO SURVEY

DHEC-OCRM CRITICAL LINE

THE AREA SHOWN ON THIS PLAT IS A REPRESENTATION OF DEPARTMENT SCDHEC OCRM PERMIT AUTHORITY ON THE SUBJECT PROPERTY. CRITICAL AREAS BY THEIR NATURE ARE DYNAMIC AND SUBJECT TO CHANGE OVER TIME. BY DELINEATING THE PERMIT AUTHORITY OF SCDHEC OCRM, SCDHEC OCRM IN NO WAY WAIVES IT'S RIGHT TO ASSERT PERMIT JURISDICTION AT ANY TIME IN ANY CRITICAL AREA ON THE SUBJECT PROPERTY, WHETHER SHOWN HEREON OR NOT. THIS IS IN ACCORDANCE TO ACT, SECTION 48-39-210

SIGNATURE 3/26/19 DATE

THE CRITICAL LINE SHOWN ON THIS PLAT IS VALID FOR FIVE YEARS FROM THE DATE OF THIS SIGNATURE, SUBJECT TO THE CAUTIONARY LANGUAGE ABOVE.

GASQUE & ASSOCIATES INC.
LAND SURVEYORS · PLANNERS
28 PROFESSIONAL VILLAGE CIRCLE, BEAUFORT, S.C.
P.O. BOX 1363, BEAUFORT, S.C.
(843) 522-1798

THIS PLAT IS COPYRIGHTED AND IS ONLY INTENDED FOR THE USE OF THE ENTITY OR PERSON(S) SHOWN HERE ON.

I, David E. Gasque, a Registered Professional Land Surveyor in the State of South Carolina, certify to client(s) shown hereon that to the best of my knowledge , information and belief, the survey shown hereon was made in accordance with the requirements of the minimum standards manual for the practice of land surveying in South Carolina, and meets or exceeds the requirements for a CLASS C survey as specified therein, also there are no encroachments or projections other than shown. This survey is not valid unless it bears the orginal signature and has an embossed seal.

4-9-19
David E. Gasque, R.L.S.
S.C. Registration Number 10506

GRAPHIC SCALE
400 0 200 400 800 1600
(IN FEET)
1 inch = 400 ft.

SEABROOK POINT SUBDIVISION
LOT 74 LOT 73 LOT 70 LOT 69 LOT 68 LOT 67 LOT 65 LOT 64 LOT 63 LOT 62 LOT 61 LOT 60 LOT 59 LOT 49
STAGECOACH RD
OPEN AREA
S.C.E.& G. POWER LINE R/W 175'
CHARLESTON WESTERN CAROLINA R/R 200' R/W
DETOUR ROAD 66' R/W
N/F BEAUFORT COUNTY SCHOOL DIST
R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
16669426.9 Sq. Feet
382.68 Acres
UNRESTRICTED AREA
7687749.3 Sq. Feet
176.49 Acres
R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
1193694.2 Sq. Feet
27.40 Acres
R100 012 000 0010 0000
W H MCLEOD & SON - SOUTH LLC
1304869.9 Sq. Feet
43.73 Acres
R100 015 000 0052 0000
W H MCLEOD & SON - SOUTH LLC
MARSHES OF MIDDLE CREEK
BEAUFORT TOWNSHIP / SHELDON TOWNSHIP
MIDDLE RIVER CREEK
ESTIMATED APPROXIMATED MEAN HIGH WATER
ESTIMATED APPROXIMATED MAIN HIGH WATER
DHEC-OCRM CRITICAL LINE
L500-526
LL425-L446
L447-471
L527-L548
L472-L449
L549-L558
L559-569
L296-305
L306-L319
L400-L424
L560-L643
L644-L653
L1-U22
LZ1-LZ18
ISLAND
TRIBUTARIES OF MIDDLE RIVER CREEK
AICUZ BUFFER LINE
AICUZ ZONE LINE
S.C.E.& G. POWER LINE R/W VARIES
CHISOLM ROAD UNPAVED 50' R/W
EASEMENT
N/F SANDERS
N/F EDWARDS
N/F WASHINGTON
N/F EVANS FOREST L JR
N/F O'QUINN ROBERT D JR
BEAUFORT COUNTY R100 015 000 0046 0000
DETOUR ROAD 66' R/W
GARRETT SMALLS ROAD
LOT 60 LOT 61 SECTION 4
LOT 5 LOT 4 SECTION 9
U.S. HWY 21 TO BEAUFORT
120' R/W TAKING FROM R. OF NORTH BOUND LANE S.C. D.O.T. PLANS 7-303
STATE PLANE

GASQUE & ASSOCIATES, INC. SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION No. C00192

EXEMPT
This plat of property is exempt from having to obtain a subdivision approval letter as the provision of the Beaufort County Community Development Code as provided for in Section 7.2.70(B)(1)(c)
Certified by: N. P. Gasque
Date: 4/23/2019

BEAUFORT COUNTY, SC - ROD
BK 151 Pgs 152-152
FILE NUM 2019019932
04/23/2019 11:08:56 AM
REC'D BY ebentley RCPT# 928303
RECORDING FEES $20.00

BOUNDARY SURVEY
McLEOD PLANTATION
PREPARED FOR
WH McLEOD & SON-SOUTH, LLC
SEABROOK POINT
BEAUFORT COUNTY SOUTH CAROLINA

DATE 12/18/2018 SCALE 1"=400'

JOB#49252 F.B.#N/A DRAWN BY: DSGN5

A RESOLUTION
ADOPTION OF THE INTERGOVERNMENTAL AGREEMENT FOR IMPLEMENTATION OF THE NORTHERN BEAUFORT COUNTY REGIONAL PLAN

WHEREAS, Beaufort County, the City of Beaufort, and the Town of Port Royal have, by resolution, adopted the Northern Beaufort County Regional Plan; and

WHEREAS, the Northern Beaufort County Regional Plan contains recommendations that will necessitate cooperation on numerous action items and compliance with general principals by which future growth will be managed by each participating government; and

WHEREAS, it is fully understood that successful implementation of the Northern Beaufort County Regional Plan will require coordination and cooperation on the part of all participating governments; and

WHEREAS, the Northern Beaufort County Regional Plan Implementation Committee, which includes representatives of Beaufort County, the City of Beaufort, the Town of Port Royal, the Lowcountry Council of Governments and the Beaufort County School District, have developed an agreement intended to set forth the basic guidelines for implementation of the subject plan; and

WHEREAS, the Intergovernmental Agreement for the Implementation of the Beaufort County Northern Regional Plan has been reviewed and recommended for adoption by acclamation by the Implementation Committee of the Northern Beaufort County Regional Plan; and

WHEREAS, Council wishes to initiate implementation of the recommendations and policies set forth in the Northern Beaufort County Regional Plan with the full expectation that all participants will demonstrate similar commitment toward that objective.

NOW, THEREFORE, BE IT RESOLVED, that Beaufort County Council:

(1) Concurs with the principals, policies and procedures set forth in the Intergovernmental Agreement for the Implementation of the Northern Beaufort County Regional Plan; and

(2) Fully supports the continued existence of the Northern Regional Plan Implementation Committee for the purpose of overseeing the implementation of the Northern Beaufort County Regional Plan; to include:

(a) Development and adoption of baseline standards for environmental protection, architectural and landscaping along shared corridors, access management, and baseline levels of service for public facilities and services including public safety, libraries, parks, and sanitation services.

(b) Approval of solutions to systemic problems of implementation when such solutions do not involve major policy changes as established in the basic plan.

(c) An expansion of the charter of the Implementation Committee to include efforts to resolve common governmental problems outside the implementation of the

Northern Beaufort County Regional Plan when so requested by a representative of a participating government.

Adopted this 11th day of May, 2009.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Wm. Weston J. Newton, Chairman

Attest:

_____
Suzanne M. Rainey, Clerk to Council

INTERGOVERNMENTAL AGREEMENT

A. Parties: The parties to this Intergovernmental Agreement are Beaufort County, the City of Beaufort, and the Town of Port Royal, (hereinafter "Participating Local Governments").

B. Growth Boundaries and Annexation: The Urban and Rural Lands

1. The Growth Boundaries of the Participating Local Governments are those established in the Northern Beaufort County Regional Plan (Regional Plan) and it's Future Land Use Map, which is incorporated herein by reference. One of the general planning goals of the Regional Plan is that lands within Growth Boundaries are designated for future Urban lands as defined in paragraph 3 (other than those lands designated as Rural or Low Density Residential on the Future Land Use Map) and lands outside the Growth Boundaries are designated as Rural (including Rural, Rural Community or Preserved Lands on the Future Land Use Map).

2. Rural lands will not be developed as Urban, and they will not be provided infrastructure to support Urban density development by the Participating Local Governments. It is also agreed by the Participating Local Governments that lands outside the Growth Boundaries will not be annexed into the City of Beaufort or the Town of Port Royal.

   The Rural lands consist of lands designated Rural, Rural Community, or Preserved Lands on the Regional Plan's Future Land Use Map. The definition of Rural areas, mutually agreed to by the Participating Local Governments, is provided in Appendix A of this Agreement.

3. Urban lands are lands within the Growth Boundaries designated Urban Residential, Neighborhood Residential, Core Commercial, Regional Commercial and Community Commercial and Light Industrial in Chapter 3: Land Use, of the Regional Plan and on the Regional Plan's Future Land Use Map. (There are several areas within the Growth Boundaries that are designated for Rural and Low Density Residential, but these are exceptions due to unique circumstances associated with regional access or military base impact issues.) Urban lands shall be supported by adequate Public Facilities. Land Use and density shall be consistent with the Future Land Use Plan (Chapter Three) of the Northern Beaufort County Regional Plan.

4. The Public Facilities which shall be adequately provided, and for which services shall be planned for and funded collectively as required by law or individual contract are:

   a. Regional Roads
   b. Fire/EMS facilities
   c. Library Facilities
   d. Regional Parks
   e. Schools

C. Planning for Public Facilities within the Growth Boundaries

1. In order to adequately provide Public Facilities within the Growth Boundaries, the Participating Local Governments will work collectively to plan for and fund Public Facilities to support Urban development within the Growth Boundaries. Specifically, the Participating Local Governments agree to mutually participate and support an effort to develop plans and 10-year Capital Improvement Plans (CIPs) within the Growth Boundaries for the following Public Facilities as part of the statutorily required Priority Investment chapter during the drafting of the comprehensive plans of the Participating Local Governments (by no later than December 31, 2009).

   a. Regional Roads (includes projects designed to reduce vehicle miles traveled which includes alternative modes of transportation)
   b. Fire/EMS Facilities
   c. Libraries
   d. Regional Parks
   e. Schools (in conjunction with the School Board)

   As part of these plans and Ten Year CIPs, the Participating Local Governments also agree to develop and implement a strategy to implement and fund these plans and Ten Year CIPs as required by law or individual contract.

D. Establishment of Baseline Standards within the Growth Boundaries

1. The Participating Local Governments agree that during the drafting of their Comprehensive Plans, they will collectively establish guiding principles and incorporate them into their Comprehensive Plans. These guiding principles will provide the framework for baseline standards. Following the adoption of the comprehensive plans, the Participating Local Governments agree to develop baseline standards and adopt them into their local land development regulations by July 1, 2010.

   a. Baseline Environmental Standards for the following:

      i. Compliance with Stormwater Best Management Practices (BMPs) Manual.
      ii. Critical line setbacks and natural vegetative buffers, except for community uses like marinas and associated uses and waterfront parks (except on waterways classified as an Outstanding Resource Water (ORW) or Shellfish Harvesting Waters (SFH)), as long as they include a design to compensate for the reduction or elimination of the natural vegetative buffer and the increase in the amount of impervious surfaces.
      iii. Freshwater wetlands.
      iv. Critical areas, such as the headwaters of local waterways, low-lying areas, and the ACE Basin.
      v. Private Docks

   b. Development Standards: The goal is to establish a common set of basic site development standards within the Growth Boundaries so that when development is annexed into a

municipality from the unincorporated area, its roads, sidewalks, utility easements, etc. are consistent.

i. Local or subdivision roads.
ii. Sidewalks;
iii. Curbs on roads;
iv. Lighting;
v. Location and easements for utility systems (water, sewer, gas, cable TV, telephone lines, etc.).
vi. Stormwater/ management/drainage
vii. Tree protection
viii. Mitigating the impacts of new development on adjoining residential development

c. Baseline Regional Open Space Standards requiring the following:

i. Set-asides for a minimum amount of open space, with a certain amount being provided for passive activities.
ii. Criteria and for prioritizing open space on a site, with emphasis on the set-aside of lands with natural features and the linkage of set-aside lands with public lands and wildlife corridors and the like.
iii. A common definition of what constitutes open space.
iv. Compliance and furtherance with the regional Greenprint Plan.

d. Corridor Overlay District Standards that:

i. Are consistent on the shared corridors (such as SC 170, US 21, SC 802, and SC 280) of the Participating Local Governments;
ii. Have the same Review Board for the review of projects to determine their compliance with the standards;
iii. Include standards addressing setbacks, streetscapes, sidewalks and pathways, provisions for public transportation, buffers, landscaping, land use, utility easements, and access.

e. Traffic Standards for Regional Roads that:

i. Define and identify the Regional Road Network in the region.
ii. Establish a Level of Service (LOS) for the Regional Road Network.
iii. Establishes mitigation requirements for development that results in any part of the Regional Road Network falling below the established LOS.

f. Public Facility Standards for the following Public Facilities:

i. Schools;
ii. Libraries;
iii. Fire/EMS;

iv. Regional parks.

The standards should:

i. Define and identify the system;
ii. Establish a LOS standard;
iii. Establish mitigation requirements for development that results in a system failure.

E. Interim Development Notification and Coordination

1. Until the completion and adoption of the Baseline Standards in the previous section, the Participating Local Governments agree to work together to coordinate development through a collaborative staff based process in order to understand regional impacts that go beyond the boundaries of the particular jurisdiction and to mitigate those impacts.

2. All proposed rezonings and annexations meeting the following thresholds shall be subject to a pre-application conference before submission of an application:

   a. Any rezones that result in an increase in density.

   b. Any annexations that:
      i. Are for PUDs;
      ii. Are zoned to commercial that are two acres or greater; or
      iii. Are zoned to residential that are 25 acres or greater or will generate more than 50 peak hour external trips.

3. A representative from the Planning staff of each Participating Local Government and the school board shall be invited to attend and participate in the pre-application process and comment and provide input on any issues related to the proposed development's consistency with the Regional Plan and transportation impacts, adequate public facilities, and impacts on natural resources. The date and time of the pre-application conference shall be coordinated with the Planning staffs of the Participating Local Governments, so reasonable opportunity is provided for a staff representative to attend the pre-application conference.

4. The applicant shall provide an analysis document of how the development complies with the Northern Beaufort County Regional Plan and applicable comprehensive plans. The analysis shall include transportation impacts, adequate public facilities, impacts on natural resources, and compliance with applicable standards. Sufficient time shall be allowed in the review procedure so that comment from the Planning staffs of the Participating Local Governments are received and can be incorporated into the local government staff report prepared on the application.

F. Annexation Principles: The Participating Local Governments agree to the following Annexation Principles:

1. It is the general policy of the county that lands contiguous to the cities shall not be allowed to increase densities/intensities under current zoning, unless the lands are annexed into a city. Nothing in this plan will be construed to supersede the statutory and constitutional rights of any citizen.
2. The county shall encourage any landowner who seeks an increase in densities/intensities under current zoning on lands that are not contiguous to a municipality but within the growth boundary, to explore ways to annex the land. If annexation is not feasible, following the procedures outlined in Section G (below) the County will consult with the Planning Staffs of the City of Beaufort and the Town of Port Royal to determine the following:

    a. Whether the proposed zoning amendment or planned unit development is consistent with the Comprehensive Plan of the municipality in whose future growth area the proposed development is located; and
    b. Whether the proposed zoning amendment or planned unit development is consistent with the Northern Beaufort County Regional Plan

3. All development within the Growth Boundaries shall comply with the Baseline Standards (when they are adopted).
4. All development shall comply with the policies and regulations of Community Preservation Districts.
5. The Participating Local Governments shall continue to explore legal mechanisms to avoid the creation of developed enclaves of unincorporated lands that create inefficient service patterns.

G. Procedures for Notification of Impacted Local Governments: The Participating Local Governments agree to establish mutual notification requirements in addition to that required by state law, to ensure notification and input from all Participating Local Governments for annexations and rezones that increase density/intensity, within the Growth Boundaries. At a minimum these notification requirements shall include the following:

1. A representative from the planning staff of each Participating Local Government and the school board shall be invited to attend and participate in a pre-application process. The date and time of the pre-application conference shall be coordinated with the planning staffs of the Participating Local Governments and the school board so reasonable opportunity is provided for a staff representative to attend the pre-application conference._
2. Following the pre-application conference, but prior to official submittal of a rezoning application to the County, the municipality in whose future growth area the proposed development is located may request a meeting at the staff level with the County and the property owner to discuss the feasibility of annexation to and rezoning within the municipality.
3. Where it is agreed by the Participating Local Governments that annexation is not immediately feasible for the property owner, the County shall provide a copy of a submitted application to rezone to increase density/intensity to the municipality in whose future growth area the proposed development is located. The County shall provide a reasonable opportunity to receive comments from the municipality regarding whether the application is consistent with the municipality's Comprehensive Plan and the Northern Beaufort County

Regional Plan prior to consideration of the application by the County Planning Commission.

H. Conflict Resolution: When the pending actions of one or more of the Participating Local Governments are interpreted by any party to this agreement to be in conflict with this agreement the following steps shall be taken:

1. The staffs of the Participating Local Governments will attempt to resolve the conflict through the notification procedures set forth in Section G.

2. If staffs are unable to resolve the conflict, then the elected officials of the Participating Local Governments shall enter into a negotiating process. The Participating Local Government(s) whose pending actions are being questioned by another party shall agree to suspend action and enter in good faith into the negotiating process. Each of the Participating Local Governments may appoint two representatives to negotiate for the respective party.

3. If elected officials of the Participating Local Governments are unable to resolve the conflict through the negotiating process, then the Participating Local Governments agree to enter into a formal third-party mediation process. The cost of mediation shall be split evenly between each of the Participating Local Governments involved in the process.

In the event that agreement cannot be reached, the Participating Local Government whose pending action is being called into question may resume its proposed action in accordance with existing laws.

I. Amendments: This intergovernmental agreement may be amended only by mutual written agreement of the Participating Local Governments. Any party to this agreement may request an amendment of the Intergovernmental Agreement at any time. Such request shall be in writing to the other parties, and shall be considered within 90 days.

J. Termination: Any party may terminate their participation in this Agreement by providing written notice to the other Participating Local Governments who shall be relieved of any obligations to that party under this Agreement.

K. Appendices:

1. Appendix A: Definition of Rural

City of Beaufort Comments

Compatibility with the Northern Beaufort County Regional Plan:

- The Future Land Use Map designated the areas around Seabrook Farms as "Neighborhood Residential" and "Community Commercial" along US-21.
- The Development Plan/Transect Plan for the proposed development shows residential neighborhoods in various densities; although the residential component is compliant with the FLUM, the separation into two distinctly different residential neighborhoods, one being the denser T4HC, the other the T3HN and the T2R on the outskirts would not really contribute to having one cohesive master-planned community, but rather two or three separate communities.
- The location of the "*SI" areas for Light Industrial/Office/Commercial* seems inappropriate and does not comply with the FLUM; it would be better to have such uses closer to US-21 but not tucked away in between the lower-density residential (T2R) and adjacent conservation easement areas/Whale Branch H.S. areas. Also, there seem to be accessibility and traffic issues with that, since nearby roads (Chisholm Road/Detour Road) do not provide efficient capacity. Also, next to traffic and poor accessibility, potential nuisances emanating from that more industrialized/commercial areas are incompatible with the character of the surrounding area, which is primarily natural conservation.

Accessibility (Roads/Multi-Purpose Trails):

- The main "avenue" leading into the denser "T4HC" neighborhood and then connecting further into the "T3HN" section does not create a viable access road with the appropriate capacity for a main entrance road, since it suddenly just ends at 2-lane Detour Road; it would be much more feasible as an entrance road, if extended all the way to Trask Pkwy. (US-21);
- Also, Seabrook Center Road, Martin Lane and Detour Road need to be improved (widened, turn lanes added, etc.) to serve as main access roads between US-21 and "Seabrook Farms";
- There do not exist any direct connections between the existing community along Seabrook Road on the north side of the proposed development; it seems to be deliberately disconnected from the existing community;

Overall development pattern:

- The residential neighborhoods do not actively incorporate the extension of the Spanish Moss Trail into the neighborhood layout; rather, the trail is separated and at the back of the proposed dwelling; it would much more advantageous to utilize the SPT as the main alternative connector for trips in between the neighborhoods.
- Connections (street stubs) to & from the existing Seabrook community to the north should be actively used in order to create better interconnectivity;
- "Seabrook West" at the juncture between the existing Seabrook community (including the Post Office) could serve as a community node/town center serving both new and old which could also include a denser mix between residential and commercial uses (similar to Habersham's Town Center); the current plans show a deliberate separation through placement of landscape and tree buffer areas;
- The townhouses are not consistent with low country vernacular or design standards, and should be restudied to add typical elements, materials, and forms.

Other:

- The property does not include the conservation/open space portion of the property and thus does not appear to be adjoining the City. Therefore, it does not seem to fall under the NRPC guidelines, or the MOU to annex into the City.
- The City has not included the property in its future land use plan, and therefore has no future plans to annex the property.

All in all, the residential nature of this development proposal in its purpose of providing more residential choices in the Seabrook area is welcoming. However, the inclusion of Light Industrial/Commercial/Office (whatever "SI" would entail) so close to not only the residential neighborhoods, but also school and conservation areas to the SW is bad planning.

Moreover, the main accessibility concept ("avenue") and street network layout/connectivity plan, including the underutilization of the Spanish Moss Trail into the overall development layout could be highly improved.

City of Beaufort, South Carolina
1911 Boundary Street • Beaufort, SC 29902
843.525.7070 • www.cityofbeaufort.org

August 3, 2026

Doug Nicoll
Managing Partner
Jades Land Company
1062 Marsh Harbor Lane – Unit A
Mt. Pleasant, SC 29464
(transmitted via email to all recipients)

Re: Seabrook Farms Development

Dear Mr. Nicoll:

Following the City of Beaufort's participation in the rezoning pre-application process for the subject property and subsequent communications with the property owner, the City has determined that annexation of the property into the City is not feasible at this time.

Accordingly, the City believes the notification requirements set forth in the Intergovernmental Agreement regarding impacted local governments have been satisfied through the property owner's participation in the rezoning pre-application process. As a result, the City does not believe any additional notification to, or participation by, the City is necessary prior to the submission of a rezoning application to Beaufort County.

Should the property owner submit a rezoning application to the County, the City respectfully requests a reasonable opportunity to review the application and provide comments regarding its consistency with the City's Comprehensive Plan and the Northern Beaufort County Regional Plan.

Regards,

Scott M. Marshall
City Manager

cc: Dylan Kidd, Beaufort County Attorney
Robert Merchant, Beaufort County Planning and Zoning Director
Ben Coppage, City of Beaufort Attorney
Curt Freese, Community Development Director, City of Beaufort

1.0 Executive Summary

The Seabrook Farms & Seabrook Commerce Park development is planned to be located on the west side of Detour Road in Beaufort County, SC. The development is planned to be constructed in three phases. Phase 1 is proposed to include 176 single-family dwelling units and Phase 2 is proposed to include 247 single-family dwelling units. Phase 3 is proposed to include 337,500 square feet (sf) of industrial park space and a municipal fire station. For the purposes of this traffic impact analysis (TIA), Phase 1 of the proposed development is assumed to be completed by 2031, Phase 2 is assumed to be completed by 2033, and Phase 3 is assumed to be completed by 2035. Buildout year and phasing data were provided by the developer.

The overall site is planned to be accessed via four new full access driveways on Detour Road. Phase 1 of the development is planned to be accessed via two new full access driveways on Detour Road: one across from Seabrook Center Road (Site Driveway #1) and one between Seabrook Center Road and Martin Lane (Site Driveway #2). Phase 2 of the development is planned to be accessed via Site Driveway #1, Site Driveway #2, and a third new full access driveway on Detour Road just south of Seabrook Road (Site Driveway #3). Phase 3 of the development is planned to be accessed via a new full access driveway just south of Martin Lane (Site Driveway #4). As agreed upon with staff, trips associated with the emergency services (fire station planned on Detour Road in Phase 3) and the associated driveway were not included in the capacity analysis.

This report presents the trip generation, distribution, traffic analyses, and any recommendations for transportation improvements required to meet anticipated traffic demands.

Figure 1 shows the site location in the study area. **Figure 2A** shows the project conceptual site plan for the residential areas (Phase 1 and Phase 2) and **Figure 2B** shows the project conceptual site plan for the industrial area (Phase 3). All figures are located in the **Appendix.**

The study area for the TIA includes the following intersections:

- US 21 at Seabrook Road/Jeannine Court (unsignalized)
- US 21 at Stuart Point Road/Northfork Road (unsignalized)
- US 21 at Seabrook Center Road (unsignalized)
- US 21 at Martin Lane (unsignalized)
- US 21 at Detour Road/Garrett Smalls Road (unsignalized)
- Detour Road at Seabrook Road (unsignalized)
- Detour Road at Seabrook Center Road/Site Driveway #1 (unsignalized)
- Detour Road at High School Access/Martin Lane (unsignalized)
- Detour Road at Site Driveway #2 (unsignalized – Phases 1 – 3 Build conditions only)
- Detour Road at Site Driveway #3 (unsignalized – Phases 2 – 3 Build conditions only)
- Detour Road at Site Driveway #4 (unsignalized – Phase 3 Build conditions only)

Due to the proximity of the proposed site to Whale Branch Elementary School, Whale Branch Middle School, and Whale Branch Early College High School, a School PM peak hour condition was also reviewed along with the standard weekday AM and PM peak hour conditions.

Beaufort County recently completed a corridor study for US 21 from Savannah Highway to Clarendon Road/Bruce K. Smalls Drive. The portion of US 21 reviewed in this analysis is included in Segment 3 of the corridor study. The planned projects at these locations were not included as background improvements as funding has not yet been identified. The following list shows the most recent planned projects in the study area per discussion with Beaufort County staff:

- Conversion of the US 21 at Seabrook Road/Jeannine Court to right-in, left-in, right-out (¾) access or right-in, right-out only access (RIRO) operations
- Signalization of US 21 at Stuart Point Road
- Signalization of US 21 at Seabrook Center Road or US 21 at Martin Lane (when warranted)

As shown in the conceptual site plan **(Figure 2A)** and discussed with the project team, a portion of Segment 10 of the Spanish Moss Trail within the limits of the development is planned to be installed as part of the project. The Spanish Moss Trail is a multi-use trail is planned to be ultimately installed from the Whale Branch Fishing Pier traversing through the proposed development south to the cities of Beaufort and Port Royal.

Based on the results of the intersection capacity analysis, all of the side street stop-controlled approaches at the study area intersections currently operate acceptably during the AM, School PM, and PM peak hour conditions.

All side street approaches at the study area intersection in all of the No Build Conditions are projected to operate acceptably with the exception of the westbound approach (Stuart Point Road) at US 21 at Stuart Point Road/Northfork Road and the westbound approach (Garrett Smalls Road) at US 21 at Detour Road/Garrett Smalls Road. These approaches are shown to operate with elevated delay during the 2031 AM peak hour (Stuart Point Road), 2031 PM peak hour (Garrett Smalls Road), 2033 AM peak hour (Stuart Point Road), 2033 PM peak hour (Garrett Smalls Road), and during the 2035 AM, School PM and PM peak hours (Stuart Point Road) conditions. It is not uncommon for minor stop-controlled side streets on major corridors to experience longer delays while the majority of traffic moving through the corridor typically experiences little or no delay.

In the 2031, 2033 and 2035 Build conditions, the intersection of US 21 at Seabrook Road/Jeannine Court was assumed to be converted to ¾ access (left and right turns in, right turns out allowed, through and left turn out prohibited) operations. Additionally, the installation of exclusive left- and right-turn lanes on the Seabrook Center Road approach of US 21 at Seabrook Center Road were included as project improvements in all future Build conditions analysis. With the installation of these improvements all study area intersections were assumed to operate acceptably with the exception of the westbound approaches on US

21 at Stuart Point Road/Northfork Road and US 21 at Detour Road/Garrett Smalls Road and the eastbound approaches on US 21 at Seabrook Center Road and US 21 at Martin Road. The following approaches are projected to operate with elevated delay during the 2031 AM, School PM and PM peak hours (Stuart Point Road), 2031 PM peak hour (Garrett Smalls Road), 2033 and 2035 AM, School PM and PM peak hours (Stuart Point Road and Garrett Smalls Road), 2033, 2035 AM peak hour (Seabrook Center Road), and 2035 School PM peak hour (Martin Lane) conditions. It is not uncommon for minor stop-controlled side streets on major corridors to experience longer delays while the majority of traffic moving through the corridor typically experiences little or no delay. As noted in **Section 7.0**, no additional laneage improvements at these locations were identified as part of the project at this time, however, traffic signal warrant analyses are recommended at select locations along the corridor to monitor operations of the intersections consistent with the US 21 Corridor Study recommendations as the project moves forward.

Based on results of the analysis, the following transportation-related improvements are recommended as part of the project:

- US 21 at Seabrook Road/Jeannine Court
    - Conversion of intersection to ¾ access (left and right turns in, right turns out allowed, through and left turn out prohibited) as part of Phase 1. This will likely require coordination with the County and school district staff.
- US 21 at Stuart Point Road/Northfork Road
    - Modify the existing southbound left-turn acceleration lane on US 21 to meet current SCDOT standards – construct with Phase 1
    - Perform traffic signal warrant analysis in coordination with the County, as part of Phase 1 and Phase 2. Traffic signal warrant monitoring requirements beyond Phase 2 should be coordinated with regulatory staff. Responsibility for the installation of a traffic signal, if warranted, should be coordinated with the County.
- US 21 at Seabrook Center Road
    - Installation of an exclusive eastbound left-turn lane on the Seabrook Center Road approach as part of Phase 1
    - Perform traffic signal warrant analysis in coordination with the County, as part of Phase 1 and Phase 2. Traffic signal warrant monitoring requirements beyond Phase 2 should be coordinated with regulatory staff. Responsibility for the installation of a traffic signal, if warranted, should be coordinated with the County.
- US 21 at Martin Lane
    - Modify the existing northbound left-turn acceleration lane on US 21 meets SCDOT current standards – construct with Phase 1
    - Perform traffic signal warrant analysis in coordination with the County, as part of Phase 1 and Phase 2. Traffic signal warrant monitoring requirements beyond Phase 2 should be coordinated with regulatory staff. Responsibility for the installation of a traffic signal, if warranted, should be coordinated with the County.

- Detour Road at Site Driveways
    - Installation of planned Site Driveway #1 and Site Driveway #2, each with one approach lane and one receiving lane, as part of Phase 1
    - Installation of planned Site Driveway #3 with one approach lane and one receiving lane, as part of Phase 2
    - Installation of planned Site Driveway #4 with one approach lane and one receiving lane, as part of Phase 3
- Installation of the portion of Segment 10 of the Spanish Moss Trail within the development limits
- Developer to execute memorandum of understanding (MOU) for Beaufort County on schedule for required improvements
- Driveway locations and design details should be coordinated with Beaufort County and SCDOT staff, as appropriate

Results in this report are based solely on traffic studies and are considered input into final design considerations. The final design will be determined by the project roadway or site engineer after other design elements (such as, but not limited to, sight distance, utilities, stormwater, etc.) are taken into consideration.

BEAUFORT COUNTY **2040** COMPREHENSIVE PLAN

FIVE-YEAR REVIEW



Photo source: Design Workshop

October 2026

EXECUTIVE SUMMARY

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 requires local governments to review and update their comprehensive plans as needed, and at least once every five years. Adopted on November 8, 2021, the Beaufort County 2040 Comprehensive Plan is due for its five-year review. In anticipation of this requirement, the Planning Commission directed staff to begin the review in October 2025. The review included three steps.

1. **Staff review and evaluation:** The Planning and Zoning Department worked with County departments and partner organizations to assess the status and continued relevance of the Plan's recommended actions. Staff identified outdated information and changed conditions, gathered input, and developed updated priorities.
2. **Planning Commission Workshops:** The Planning Commission held a series of workshops to review staff updates and recommend changes to the Plan.
3. **Public Workshops and Surveys:** County staff held two in-person workshops and conducted two online surveys. Public input highlighted recurring priorities: protecting water quality and natural resources, coordinating growth with infrastructure capacity, and improving transportation options.

Drawing on this review and public input, staff prepared this report to summarize the process, present key themes, and recommend actions for County Council.

Staff Recommendations: Staff recommends that County Council:

- Adopt this 2026 Beaufort County 2040 Comprehensive Plan 5-year Review Report by resolution.
- Direct staff to prepare proposed amendments to the Comprehensive Plan and present them to Council for consideration in early 2027, with adoption by ordinance; and
- Identify any additional issues Council would like staff to address in light of the public input received.



Photo source: Port Royal

FIVE-YEAR REVIEW PROCESS

BACKGROUND

Section 6-29-510(e) of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 states the following regarding comprehensive plans:

"The local planning commission shall review the comprehensive plan or elements of it as often as necessary, but not less than once every five years, to determine whether changes in the amount, kind, or direction of development of the area or other reasons make it desirable to make additions or amendments to the plan. The comprehensive plan, including all elements of it, must be updated at least every ten years."

Beaufort County Council adopted the Beaufort County 2040 Comprehensive Plan on November 8, 2021. It is due for a five-year review.

REVIEW PROCESS

Staff laid out the following process to conduct a thorough review:

- Confirming status of implementation of the Plan with

relevant County Departments and partners identified in the Comprehensive Plan.

- Conducting workshops with Planning Commissioners, alongside County staff and partners as needed to identify necessary revisions.
- Meeting with municipalities to coordinate County-identified Place Type Overlays.
- Engaging the public in meetings and workshops to identify community priorities and concerns.

DEPARTMENT & PARTNER COORDINATION & REVIEW

While official review for minor revisions to the Comprehensive Plan began in October 2025, updating the Plan's Action Plan matrix implementation status began in May 2025.

Staff solicited feedback from County departments and organizations identified as partners in the Comprehensive Plan to identify status updates on plan implementation. Engaged county departments included Public Works, Engineering, Passive Parks, Parks and Recreation, Finance, Public Safety, Facilities, Libraries, Airports, Capital Projects Management, and Beaufort County Sheriff's Office.

Engaged partners included the Beaufort Jasper Water Sewer Authority, Beaufort County School District, and those organizations that attended Planning Commission Workshops (listed below).

This review identified actions that had been completed or partially completed, actions that were no longer relevant or feasible, and opportunities for new or revised actions. Staff also identified changes since the Plan's adoption that required updates, including outdated agency names, programs, and funding references.

Staff separately met with municipalities to review the Plan's Place-Type Overlay (PTO) maps (pp. 116–133) and identify potential updates reflecting changing development patterns. These overlays recognize the distinct characteristics of communities throughout the County and support walkable, mixed-housing centers with integrated civic, retail, and service uses.

The Comprehensive Plan's Action Plan matrix with updated statuses is provided in **Appendix A.**

PLANNING COMMISSION WORKSHOPS

The Planning Commission held six workshops with County staff from various departments and partner organizations to review each chapter and identify necessary revisions.

Attending partner organizations included the Lowcountry Council of Governments, the Port Royal Sound Foundation, the Beaufort Jasper Housing Trust, Palmetto Breeze,

and the Economic Development Corporation. Each workshop focused on specific chapters of the Comprehensive Plan:

November 6, 2025 – Housing and Economy

November 13, 2025 - Mobility

December 2, 2025 – Natural Environment

December 11, 2025 – Public Facilities

January 20, 2026 – Culture

January 29, 2026 – Land-Use

These workshops identified necessary revisions and produced a recommended list of new and updated action items.

PUBLIC ENGAGEMENT

Beginning in summer 2026, staff conducted public outreach to incorporate community priorities into the review. This step of the process was necessary to prioritize the new, updated, and remaining action items and identify additional concerns based on community input.

Public meetings were held on June 11, 2026, at the Bluffton Library and June 18, 2026, in County Council Chambers at the County Administration Building. Participants used a sticker-dot exercise to prioritize actions within each Comprehensive Plan chapter and submitted comments identifying additional concerns or priorities.

Staff subsequently deployed two online surveys to extend participation beyond the in-person meetings:

- **Comprehensive Plan Action Priorities Survey**: Replicated the sticker-dot exercise and allowed participants to prioritize actions and identify missing issues or proposed actions.
- **Built Environment Survey**: Allowed participants to prioritize actions within the Built Environment chapter and, through a mapping exercise, identify geographic areas appropriate for conservation or development, as well as areas of concern or opportunity.

Results of the sticker-dot exercises (both in-person and online), including the Built Environment Chapter, are provided in **Appendix B**. Results of the Built Environment Mapping Exercises are provided in **Appendix C**.

Staff received additional written comments outside the formal meetings and surveys. All comments received during the review are provided in **Appendix D**.



Photo source: Design Workshop

FIVE-YEAR REVIEW FINDINGS

PUBLIC PRIORITIES FOR THE ACTION PLAN

Public input identified several recurring priorities across the Comprehensive Plan:

- **Environmental protection**: Protecting water quality, conserving land, and strengthening protections for natural resources.
- **Growth management and regional coordination**: Coordinating planning across Southern Beaufort County, Jasper County, and Hardeeville, and addressing the relationship between development and infrastructure capacity.
- **Multimodal transportation**: Expanding public transit, completing trails and sidewalks, and adopting complete streets policies.
- **Infrastructure and development impacts**: Addressing traffic congestion and concerns about the effects of continued growth on public infrastructure and community resources.

The following table summarizes the top three highest-ranked actions identified by the public within each Comprehensive Plan chapter. These results inform staff's recommendations and determine which actions should be revised or advanced.

COMPREHENSIVE PLAN CHAPTER	HIGHEST-RANKED ACTIONS
NATURAL ENVIRONMENT	1. Monitor the effectiveness of existing ordinances protecting water quality and natural resources (63%). 2. Require or encourage developers to adopt tree management plans (55%). 3. Update freshwater wetland protections (53%).
CULTURE	1. Use the Green Space Program to promote active agriculture and preserve agricultural lands (54%). 2. Create an inventory and vulnerability assessment of Gullah/Geechee communities (47%). 3. Create a website identifying locally grown produce and retailers and restaurants using locally sourced food (44%).
SPOTLIGHT ST. HELENA	1. Consider prohibiting mining and resource extraction (49%). 2. Address maintenance and safety improvements to legacy and private roads (48%). 3. Assess the need for additional land-use restrictions and consider design guidelines that reinforce Gullah/Geechee development patterns and character (43%).
ECONOMY	1. Continue partnering with the Marine Corps to preserve open space and protect military installations and missions from undesirable encroachment (65%). 2. Encourage businesses to locate within walkable, mixed-use communities (51%). 3. Partner with others to educate the community about the Port Royal Sound as a critical economic driver (41%).

COMPREHENSIVE PLAN CHAPTER	HIGHEST-RANKED ACTIONS
MOBILITY	1. Formally adopt a complete streets policy supporting safe access for pedestrians, bicyclists, and motorists (58%). 2. Support Palmetto Breeze's efforts to establish fixed-route bus service between Hilton Head Island and Bluffton and in the Beaufort/Port Royal area (56%). 3. Complete the Spanish Moss Trail and advance other greenway, trail, sidewalk, and bicycle projects (52%)..
HOUSING	1. Consider prohibiting short-term rentals as the primary use in certain residential zones (50%). 2. Seek funding to rehabilitate housing and create additional affordable housing (48%). 3. Remove barriers to affordable and workforce housing by updating the Community Development Code (35%).
COMMUNITY FACILITIES	1. Adopt countywide policies limiting residential density in developments not served by public sewer (58%). 2. Work with BJWSA to identify and prioritize areas with high concentrations of on-lot septic systems for sewer connections (48%). 3. Maintain a Land Preservation Department overseeing passive parks and reserves (48%).
BUILT ENVIRONMENT	1. Develop an SC 170 Area Plan to establish a growth framework for the corridor (70%). 2. Formalize regional planning between Beaufort County, Jasper County, and the City of Hardeeville to coordinate planning across jurisdictional boundaries (64%). 3. Work with the Town of Yemassee to develop a consistent growth management strategy for the area north of US 17 (30%).

PUBLIC COMMENTS & EMERGING RECOMMENDATIONS

Staff received 140 public comments during the five-year review process. Although the comments addressed a range of subjects, three themes recurred most frequently:

- Traffic congestion and transportation improvements.
- Limiting or slowing growth.
- Protecting infrastructure and public services from the impacts of growth.

These themes reinforce concerns identified through the action-prioritization exercises and mapping activities. The full collection of public comments is provided in **Appendix D**.

In addition to comments related to existing Action Plan items, participants proposed several recurring new or expanded areas of consideration:

- **Concurrency and adequate infrastructure**: Align development with infrastructure needs and capacity, including consideration of developer-funded improvements and impact fees.
- **Data centers**: Address potential community impacts associated with data center development.
- **Human services**: Re-establish a Human Services Department.
- **Alternative funding**: Pursue nongovernmental funding sources, including nonprofit grants and partnerships among municipalities and counties, to support government services and facilities.
- **Healthcare workforce**: Recruit additional medical workers.

These suggestions will be used in determining staff's recommended potential revisions to the Comprehensive Plan.

BUILT ENVIRONMENT MAPPING RESULTS

Conservation and Development Maps: More than 80% of participants identified areas north of the Broad River as appropriate for conservation, compared with just over 30% who identified areas south of the river. These results prioritize rural areas for conservation.

Areas identified as appropriate for development were distributed more evenly between the northern and southern portions of the County. However, most identified development areas were within or near municipalities and existing services, employment centers, and infrastructure. These results prioritize infill areas for development.

Geographic Concerns and Opportunities Maps: The open-ended mapping exercise generated relatively few submissions identifying specific opportunities. The three submitted areas of opportunity referenced affordable housing or bicycle and pedestrian connections.

Most submissions instead identified areas of concern.



Photo source: Design Workshop

The three leading concerns were:

1. Traffic congestion.
2. Adverse environmental impacts.
3. Uncontrolled growth.

These findings reinforce the themes expressed in written comments and the priorities identified through the Action Plan exercises.

SUMMARY & NEXT STEPS

The five-year review process included input from County departments, partner organizations, the Planning Commission, municipal staff, and the public.

The findings identify both updates needed to maintain the Plan's accuracy and public priorities for the next five years. Public input highlights concerns about environmental protection, growth management, regional coordination, transportation, and infrastructure capacity as recurring priorities.

Staff will use these findings, together with the updated Action Plan and partner feedback, to identify recommended revisions to the 2040 Comprehensive Plan, resulting in a substantive list of necessary revisions and amendments, and an opportunity to inform County Council priorities for the next five years.



Photo source: Design Workshop

APPENDICES

- **Appendix A**: Updated Comprehensive Plan's Action Plan matrix and statuses.
- **Appendix B**: Public meeting sticker-dot exercise and online survey action-prioritization results.
- **Appendix C**: Built Environment Mapping Exercise results.
- **Appendix D**: Public comments received during the five-year review.

October 2026

APPENDICES

Appendix A

Beaufort County 2040

Comprehensive Plan

2026 Implementation Status Report

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

ACTION ITEM	PRIORITY	STATUS
Natural Environment		
NE 1.1. Monitor effectiveness of existing ordinances and programs and update as necessary to protect water quality and natural resources.	Medium	• Amended Section 6.1.40.G to clarify that both jurisdictional and non-jurisdictional wetlands must be subtracted from the gross site area to determine base site area for development. • Amended Section 5.11.100.F.1 to close a loophole that allowed specimen and mitigation trees to be removed post-construction of single-family homes. • Amended Section 5.11.60 (River Buffer) to clarify penalties for removing trees from the buffer area without first obtaining appropriate tree removal permits. • Stormwater is updating the SOLOCO manual. • Port Royal Sound Monitoring Portal aggregates water quality, land use, zoning, and other indicators of Sound health into a single data dashboard to help illustrate the relationships between land use and environmental health. Level 2 Water Quality Monitoring was launched June 2025. https://portroyalsoundfoundation.org/level-2-water-quality-monitoring/
NE 1.2. Seek referendums on additional funding for the Rural and Critical Lands Preservation Program every four years.	Low	In November 2022, voters approved a referendum to establish a Beaufort County Green Space Program with a one-cent sales tax collected over a period of two years that is projected to raise $100 million in revenues.
NE 1.3. Require new developments and encourage existing developments to adopt a tree management plan.	High	The SoLoCo manual incentivizes keeping trees on site during and after construction through allowing for credits for water quality/quantity controls.
NE 1.4. Support Port Royal Sound Foundation's application to the EPA's National Estuary Program. Seek partnership with Port Royal Sound Foundation to monitor water quality and provide educational opportunities for the community about the importance of keeping our waterways healthy.	Medium	The Port Royal Sound Foundation worked with the EPA to be included in the National Estuary Program. Applications are currently not being accepted. In lieu: • PRS Conservation Network- water quality monitoring program • Surface Elevation Table (SET) project- general marsh field research **The program is no longer an opportunity.**
NE 1.5. Evaluate the time period that a property owner must wait after clear cutting property before applying for a development permit.	Low	An amendment to Section 5.11.90.D to clarify time period for development and penalties for clear cutting properties was passed in February 2023. **COMPLETE**
NE 2.1. Provide critical environmental systems maps on the County website.	Medium	Greenprint Plan mapping is available on the County's Public GIS Site: https://gis.beaufortcountysc.gov/greenprint/ The Natural Resources map was updated in 2025- shows all greenspace, critical land, conservation easements, and publicly owned lands not owned by County.
NE 2.2. Update environmental systems mapping (five-year cycle) to reflect ongoing research and actual conditions of flooding and sea level rise.	Medium	SCOR and Sea Grant are completing flood mapping. South Carolina Resilient Coastal Communities Collaborative Program | Office of Resilience. A regional resilience collaborative is working with SCOR to create flooding/SLR mapping for the LCOG region based on SCOR's Resilience Atlas
NE 3.1. Install and monitor tidal gauges at several locations in Beaufort County to provide a thorough representation of tidal activity across the county.	High	Tide gauges have been installed in Beaufort County at the following locations: Port Royal Sound Foundation, Fripp Island, Beaufort Waterfront Park, Parris Island, Skull Creek, and Broad Creek on Hilton Head Island. Data can be monitored at https://dashboard.hohonu.io/map-page
NE 3.2. Install groundwater monitoring wells at various locations including agricultural areas and low-lying communities that rely on septic systems.	High	Beaufort County worked with SC Sea Grant Consortium to study the impacts of sea level rise on ground water. Monitoring wells were installed in the Alljoy Community, Shell Point, Mossy Oaks and St. Helena Island. Beaufort County Adapts - S.C. Sea Grant Consortium. This study led to the sewer expansion project in Alljoy. Stormwater is working with SCDES to conduct pilot watershed plans to access funding for septic maintenance and upgrades.
NE 3.3. Adopt comprehensive water plans for vulnerable areas of the County by studying and analyzing how stormwater, sea level rise, and storm surge interact in an area determined by geographic and geological conditions.	High	• Several drainage studies have been conducted throughout the County. Within those studies, tide events and sea level rise have been taken into consideration in the development of the model. • Repetitive Loss Area Analysis as pertains to Special Flood Hazard Area was completed in the summer of 2025. • St. Helena Watershed Study Report was completed in July 2022. • Alljoy Drainage Study report has been completed and under RIA review as of October 2026. • Lady's Island Drainage Study was completed in May 2024
NE 3.4. Engage residents in the Community Collaborative Rain, Hail, and Snow Network (CoCoRaHS) program through collaboration with the Office of the State Climatologist and the National Weather Service.	Low	

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

NE 4.1. Adopt a coastal resilience overlay district to require notification prior to real estate closings of the vulnerability of property to coastal flooding in low lying areas.	Low	
NE 4.2. Adopt additional feet of freeboard above BFE as well as uniform policies for adjacent properties outside the flood area.	Low	
NE 4.3. Review the County's Community Rating Service (CRS) program and make changes to regulations and programs as appropriate with the goal of improving the County's CRS rating. Every improvement in the CRS rating saves flood policy holders 5% in premiums.	Medium	Flood Plain Manager, Disaster Recovery, and Emergency Management work together to obtain the best CRS rating. Beaufort County currently has a class 5 rating for the Community Rating System with a total number of 2,508 points. This volunteer program awards 25% premium reduction for federal policy holders within the Special Flood Hazard area and 10% to policy holders outside of the SFHA. This is achieved through 19 creditable activities organized under four categories. 1) Public information 2) Mapping and regulations 3) Flood damage reduction activities 4) Warning and response
NE 5.1. Develop a flood, sea level rise, and climate change roadshow program to connect with community groups, homeowners' associations, professional organizations not already served by existing programs, and other similar organizations for community outreach and education.	Low	Presentations have been given to the SC Chapter of the American Planning Association (SCAPA), the Warsaw Island and Eustis Communities of St. Helena and Lady's Island, and Adaptation Planning for Coastal Communities workshop. SCOR and SC Sea Grant Initiative formed Community Action Teams for 10 communities in the Salkehatchie Watershed, including St. Helena and Northern Beaufort County. The project was completed in the summer of 2026. https://www.scseagrant.org/sc-resilient-coastal-communities-collaborative-program/
NE 5.2. Maintain an ongoing collaborative working group, similar to the Sea Level Rise Task Force, for discussions and feedback involving recommendations and other proactive activities related to sea level rise and resilience.	Low	Regional Resilience Accelerator – Outcome of the accelerator is the formation of a regional collaborative called the Southern Lowcountry Resilience Collaborative. This group is committed to building capacity for local governments to advance resilience initiatives (plans/projects). It is comprised of state and local governments and NGOs like non-profits and public services.
NE 5.3. Hire a Resilience Officer to oversee hazard mitigation planning in the county, including, but not limited to, assisting vulnerable communities, applying for grants, creating outreach education programs, and continually assessing hazard risks and creating policies to mitigate them.	High	Disaster Recovery and Flood Plain Manager currently handle pieces of this. Emergency Management also provides preparedness activities for the public.
NE 6.1. Develop a county- level website that houses Beaufort County specific flooding and sea level rise information, including housing reports, outreach materials, the GIS portal that has sea level rise mapping, and other data sources. This website can potentially count as Community Rating System outreach credit if National Flood Insurance Program information is included.	Medium	
Culture		
C 1.1. Improve access to the water at Fort Frederick, Jenkins Creek Boat Landing, and Station Creek Boat Landing.	High	Fort Frederick does not have County-owned accessibility to the Beaufort River. Station Creek upgrades and improvements were completed in October 2026.
C 1.2. Develop a comprehensive study of Beaufort County's boating needs. Develop a list of improvements necessary to accommodate existing and future requirements.	Medium	Boat Landing Study was completed in October 2023. Marine projects as of October 2026: • Alljoy boat landing – In design • Wimbee Creek Boat landing/pier design – In design. Contract has been awarded for demo of old fishing pier • Alljoy float improvements (complete) • Station Creek float improvements – in construction • Factory Creek pier repairs - complete • Broad River Fishing Pier and landing (design) • Marine Structures Assessment – complete. Repairs beginning soon
C 1.3. Build a kayak launch at Fort Frederick and develop a blueway trail on the Beaufort River and associated creeks.	High	Fort Frederick does not have County-owned accessibility to the Beaufort River. **This item is no longer being sought.**

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

C 2.1. Partner with the Town of Hilton Head Island to plan and implement the Historic Mitchelville Freedom Park.	Low	Beaufort County and the Town of Hilton Head Island entered into a lease agreement with Historic Mitchellville Freedom Park to allow that organization to implement their master plan in 2022. This item is being completed through the Town of Hilton Head Island and the Mitchelville Freedom Park non-profit.
C 2.2. In partnership with community members, including the Gullah/Geechee Sea Island Coalition and the St. Helena Island Cultural Protection Overlay District Committee, conduct a baseline cultural resource inventory and vulnerability assessment of buildings, archaeological sites, traditionally used roads, waterways, water access points, fishing areas, burial sites, and sacred grounds to inform protection and stewardship practices for Gullah/ Geechee communities.	Medium	Roadway vulnerability has been completed on publicly owned roadways. An Above Ground Historic Resources Survey including St. Helena Island was completed in January 2025. The County received a grant to update the St. Helena Cemetery Survey of 1999 and is completing the update by December 2026.
C 3.1. Update the Beaufort County Above Ground Historic Resources Survey.	Medium	An Above Ground Historic Resources Survey including unincorporated South of the Broad and St. Helena Island was completed in January 2025. Planning Department is pursuing grant funding in 2027 to complete the update.
C 4.1. Use the Rural and Critical Land Preservation Program to promote active agriculture and the preservation of agricultural lands and continue to target the purchase of development rights on active agricultural lands. See the Rural and Critical Land Preservation Program to promote active agriculture and the preservation of agricultural lands and continue to target the purchase of development rights on active agricultural lands.	Low	Through the Rural and Critical Lands Preservation Program, the county purchased a conservation easement for Lobeco Farms (115 acres) with the option to purchase 20 acres fee simple for the purposes of establishing a community farm. Through the Rural and Critical Lands Preservation Program, the county purchased a conservation easement on Seaside – Inabinett (10 acres) on St Helena Island. Land protection funding through the Greenspace Program purchased conservation easements on 2 properties (898 acre Essex Farms, 55 acre Trotters Loop) that protected prime soils.
C 5.1. In conjunction with Clemson Extension, create a website with information on locally grown produce, and retail and restaurants using locally sourced food. The web site should promote organizations that advocate local foods such as Lowcountry Local First and Fresh on the Menu.	Low	
C 6.1. Periodically evaluate Beaufort County's rural land use policies, including family compound uses to determine that they are accomplishing the policy goals of preserving the rural landscape and way of life, and that they are fair and equitable to local residents and property owners.	Low	Some rural policies were reviewed with the CPO committee and their evaluation of the overlay district.
C 6.2. Develop a brochure designed to help small rural landowners understand how to subdivide and transfer land. The brochure should explain family compounds, policies for small rural landowners, home occupation and home business provisions, cottage industry provision, resources for heirs' property, etc.	Low	**COMPLETE**
Economy		
E 1.1. Seek partnership with Port Royal Sound Foundation to educate the community about the Port Royal Sound as a critical economic driver for the community and the importance of keeping it healthy.	Low	
E 2.1. Continue to partner with the Marine Corps to preserve open space around MCAS to protect the facility from undesirable encroachment. This partnership expands the County's efforts to preserve rural and critical land while ensuring the ability of MCAS to remain militarily viable and vital to the national defense.	Low	• Through the Rural and Critical Lands Program, the county purchased a conservation easement of 2,067 acres of land in the Dale area of northern Beaufort County which is located in the flight path used by MCAS Beaufort. • The County Greenspace program funded conservation easements within priority air space of Marine Corps Air Station Beaufort including Essex Farms (898 acres). Beaufort also signed on as a supporter in the designation of the Lowcountry Sentinel Landscape, a designation of military priority landscapes of which Beaufort was the 13th of only 18 in the nation. • Military Enhancement Committee is housed by the Chamber of Commerce and meets at least quarterly. https://beaufortmec.com/
E 2.2. Implement transfer of development rights program to compensate affected property owners within the MCAS Airport Overlay District.	Medium	
E 2.3. Support implementation of the recommendations of the Military Installation Resilience Review being conducted for the County's military facilities.	Low	• The Lowcountry Council of Government Military Installation Resilience Review was completed in 2022. Shell Point Interchange Alternatives Analysis Report was completed in 2025. The project included 60% design and pre permitting. https://www.lowcountrycog.org/planning_and_transportation/resiliency_planning/mirr_at_shell_point.php • In 2026, the SC Coastal Conservation League wrapped up a 4-year National Fish and Wildlife Foundation grant with South Carolina Department of Natural Resources, the Sustainability Institute, and MCRD Parris Island, and

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

		The Pew Charitable Trusts. As part of this work, partners recruited over 3,800 volunteers to manufacture and deploy more than 4,300 manufactured wired reefs. It is estimated the MWRs installed in calendar year 2025 alone will recruit over 8.4 million oysters. • The Chamber of Commerce, through its Military Enhancement Committee (MEC), has worked with all three installations to support operational and community needs. The MEC established the Defense Community Partnership Task Force (DCP), which is charged with collaborating with local jurisdictions, the Navy, the Marine Corps, and business partners in order to prepare a potential re-use strategy for the Naval Hospital Beaufort facility, should it ever be deemed underutilized by the federal government.
E 3.1. Provide the Beaufort County Economic Development Corporation with a list of properties meeting locational requirements for office and light industrial uses on a regular basis.	High	• The County is currently conducting Phase 1 and Phase 2 environmental assessments of Lobeco sites to determine its viability for future economic development opportunities. The EDC purchased 117 acres at Lobeco in July 2025. The EDC has applied for a grant through the SC Department of Commerce to construct a 30,000 square foot pad site on this site (subject to County Council approval). • The County and the EDC are exploring the viability of 62-270 acres south of the Whale Branch. • The Beaufort County Economic Development Corporation (BCEDC) meets every other month with the County administrator and deputy administrator to discuss projects and potential development sites.
E 3.2. Purchase approximately 30 acres in 3 or 6 acre tranches in each local jurisdiction within Beaufort County through the Beaufort County Economic Development Corporation, to provide ample spaces for companies wishing to expand or move to Beaufort County.	Low	• The BCEDC met with the County Council's Administrative, Finance and Economic Development Committee to discuss its dynamic product report. • In 2024, the EDC purchased 14.77 acres on Parker Drive in Beaufort. • The ED purchased 117 acres adjacent to the Lobeco Chemical site in July 2025. • County Council did not allocate funding to BCEDC's Job & Site Fund for FY27; therefore, BCEDC is not actively pursuing land acquisition opportunities at this time.
E 4.1. Provide more flexibility in commercial zoning districts to permit smaller nonretail commercial uses such as small assembly facilities and light industrial operations, or contractor's offices that do not adversely impact surrounding retail uses.	Low	Currently, all commercial districts allow nonretail.
E 4.2. Create incentives, such as an accelerated building permit process, height and density bonuses and fee reductions and waivers, for commercial and industrial projects that intend to meet either LEED or Energy Star standards.	Medium	
E 5.1. Target land purchases to incentivize the location of new employers in walkable mixed-use communities such as Buckwalter Place.	High	The BCEDC is focused on diversifying the County's economy. At its meetings with county staff, workforce housing is discussed in conjunction with development of sites throughout the county. When mixed-use projects present, they are referred to the appropriate planning staff.
Mobility		
M 1.1. Formally adopt a Complete Streets policy that requires all streets to be planned, designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. All future transportation projects should adhere to the Complete Streets policy in an appropriate urban, suburban, or rural context.	Low	
M 1.2. Prepare corridor master plans so that major arterial and state highways can evolve into complete streets.	High	• The County, in conjunction with the Town of Port Royal and the City of Beaufort worked with Stantec to develop a corridor plan for Ribaut Road between Boundary Street and the Russel Bell Bridge. • SC 170 Corridor Study (Stantec Inc.) – Study is complete. Consultants will present to the LATS policy meeting December 2026. • US 278 Corridor Study (Kimley-Horn Inc) - Study is complete. Consultants presented to the LATS policy meeting October 2026. • US21 Corridor Study was completed August 2025.
M 2.1. Develop a funding strategy and implement the transportation projects in the 10-year Capital Improvements Program.	High	A 10-yr $950m referendum failed in November 2024. A Capital Projects sales tax referendum will be on the ballot in November 2026.
M 2.2. Update impact fees every five years to ensure that future development is paying for its impact on the transportation network.	Medium	Passed in March and began in June of 2023.

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

M 2.3. Place an initiative on the 2022 ballot to reimpose a 1% capital project sales tax to fund transportation improvements that includes roads and multi-use pathways. Establish a regular schedule for future referendums.	Medium	This action was deferred in 2022 in favor of moving forward with the Green Space Program referendum. A 10-yr $950m referendum failed in November 2024. A Capital Projects sales tax referendum will be on the ballot in November 2026.
M 2.4. Include needed transportation improvements in the LATS Long Range Transportation Plan to ensure maximum utilization of Guideshare funding for county transportation projects.	Low	The LATS Long Range Transportation Plan was adopted in May 2022. • Bluffton Parkway Study- completed June 2025 • SC 42/SC 315/Bluffton Parkway Extension- completed October 2025 • Northern Beaufort Transit Study was completed January 2026. Palmetto Breeze is actively developing an implementation strategy and seeking funding. • SC 170 Study- County is managing for LATS- anticipated completion December 2026 • US 278 Study- County is managing for LATS- completed October 2026 • Intelligent Transportation System (ITS) Master Plan in association with LATS that include 14 corridors in Beaufort and Jasper County- completed July 2026
M 5.1. Complete the Spanish Moss Trail and make continuous progress on the greenway, trail, sidewalk, and bicycle lane projects.	High	• Spanish Moss Trail crossing Ribaut (using a HAWK signal) and connecting the trail to Port Royal port property is complete. • A multi-use path connecting residential Laurel Bay and the Air Station is complete. • A multi-use path connecting the Spanish Moss Trail to Ribaut Road along Depot Road is complete.
M 5.2. Dedicate a staff position to plan and implement bicycle and pedestrian facilities.	Medium	
M 5.3. Develop a funding strategy and implement the bicycle and pedestrian projects in the 10-year Capital Improvements Program.	High	A 15-yr $1.625B referendum that included bicycle and pedestrian projects failed November 2024.
M 5.4. Adopt "Beaufort County Connects 2021", the Bicycle/Pedestrian Plan for the County.	Low	The Plan was adopted in November 2021 and incorporated into the Comprehensive Plan. **COMPLETE**
M 6.1. Increase the numbers of park and ride locations along major transportation routes that connect employees with their jobs.	High	Park-n-ride alternatives are part of the Northern Beaufort County Transit Master Plan by referencing key locations in hopes to develop shelters that will serve as de facto park-and-ride lots.
M 6.2. Promote the use of transit to reduce seasonal and local traffic and provide opportunities for employees to access job opportunities.	Low	Palmetto Breeze is active in promoting transit to the workforce and provides shuttles for H2B workers seasonally in both Bluffton and Hilton Head. They also promote the seasonal Breeze trolley to the tourists and visitors on Hilton Head. The year 2024's ridership was just under 35,000 trips between mid-April and Labor Day. This many riders reduces the seasonal traffic congestion on Hilton Head.
M 6.3. Support Palmetto Breeze's efforts to establish a fixed-route bus service between Hilton Head Island and Bluffton and in the Beaufort/Port Royal area. Consider adding stops in the Sheldon/Seabrook areas.	High	Palmetto Breeze offers commuter service between Beaufort/Port Royal and Bluffton/Hilton Head once in the early morning with a return around 5:00 pm. The commuter service includes stops in the Sheldon and Seabrook areas.
M 6.3. Incentivize "transit- ready" development projects that cluster moderate to high density residential development, retail, services and employment centers within walking distance of transit stops.	High	Staff is actively working with opportunities to implement Place Type Overlays (PTO) where identified in the Comprehensive Plan.
M 7.1 Implement the recommendations from the 2010 Airport Layout Plan and Master Plan for the Hilton Head Island Airport.	High	**COMPLETE**. Work will begin soon on an updated Airport Master Plan.
M 7.2. Implement the recommendations from the 2014 Airport Layout Plan for the Beaufort Executive Airport.	High	The airport is currently working on the development of a transient "box" hangar and 20 t-hangars as well as an extension of the partial parallel taxiway.
Housing		
H 1.1. Create affordable housing location criteria and weighing to refine affordable housing location mapping included in the Comprehensive Plan. Update every five years.	Medium	The creation of the Affordable Housing Trust Fund is a landmark accomplishment. This new body has engaged the County GIS on mapping for planning and targeting purposes. The 2025 SC Housing Finance Agency Qualified Allocation Plan is the guide that developers use for all Low Income Housing Tax Credit development; it takes location into account when reviewing the applications. https://schousing.sc.gov/development/housing-tax-credit-lihtc
H 2.1. Work to eliminate barriers to developing affordable and workforce housing by periodically evaluating and updating the Community Development Code.	Medium	Staff is looking at changes that would eliminate perceived barriers to affordable housing.
H 2.2. Expand on the existing density bonuses in the Community Development Code to incentivize the creation of affordable housing by the private sector. Consider expanding the required affordability period beyond 25 years.	High	

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

H 3.1. In cooperation with local municipalities and Jasper County, create a Regional Affordable Housing Trust Fund and provide annual funding to support affordable housing needs in the Lowcountry.	High	Regional Housing Trust Fund (RHTF) was created, and Community Works was designated to manage the trust fund. The RHTF is no longer under Community Works and became its own non-profit at the end of 2023 through an intergovernmental agreement executed in beginning of 2024. Amended actions to get rid of community works in 2025.
H 3.2. Consider establishing an Affordable Housing Land Trust to acquire and hold land. The land is leased to others to build affordable units, with the land remaining in ownership of the trust.	High	Currently is being pursued. Legalities of acquiring land are being discussed.
H 3.3. Hire a housing coordinator for Beaufort County to implement the policies of this plan.	High	The County currently uses the Housing Trust Fund to implement policies. **Role is satisfied by the Trust.**
H 3.4. Seek funding through the Home Investment Partnership Program (HOME) and the Community Development Block Grant (CDBG) Program to rehabilitate substandard housing and create new affordable housing.	Medium	Regionally since 2006, there has been funding through the Home Investment Partnership Program (HOME) for all four counties who formed a Consortium which Beaufort County serves as the Lead Entity for the group- primarily do single-family owner-occupied rehabilitation and new construction homes with CHDOs. For FY25-26 it is approximately $600K and has a matching requirement that all 4 counties provide on a shared basis. **CDBG program no longer appropriate/applicable.**
H 3.5. Consider prohibiting short term rentals as the primary use of the property in certain residential zones, i.e., only permit short term rentals in conjunction with 4% properties.	Low	A text amendment in 2023 was approved to limit the amount of STRs on a single-family parcel to 1 STR: "Legally permitted Principal Dwelling Units and Accessory Dwelling Units may be used as STRPs; however, in no instance shall a single-family residential lot contain more than one (1) STRP. Accessory Structures shall not be used as STRPs."
H 3.6. Review zoning districts to determine if appropriate opportunities exist to incorporate more "missing middle housing."	Low	Staff has reviewed the zoning districts, and the CDC already allows the type of housing typically referred to as the missing middle.
Community Facilities		
CF 1.1. Map and analyze locations of existing vulnerable critical infrastructure using projected future conditions. This includes developing an inventory of low-lying public facilities and critical infrastructure, including roads, sewer, water, public buildings, and stormwater infrastructure.	High	• Engineering completed Roadway Vulnerability Study in May 2025. • LCOG was awarded a PROTECT grant complete a Transportation Resilience Improvement Plan for the 4-county COG. This was completed in March 2026. • BJWSA Master Plan was completed in 2025. This addresses projected future conditions and infill projections of water and wastewater utility needs.
CF 1.2. Develop policies that require the design and location of future capital improvements and critical infrastructure to account for projected sea level rise and lifespan of structure.	Medium	• Currently, Beaufort County enforces 2018 International Residential Code that requires one foot of additional building height above the Base Flood Elevation if in a SFHA. This is verified at plans review and throughout the building process through the collection of Elevation Certificates. Additionally, enclosed areas below the required elevation may only be used for vehicle parking, building access or storage. At this time, the Building Codes department is not considering additional freeboard requirements. • Flood Damage Prevention Ordinance (Building and Land Development Ordinance Ch 78 states that critical facilities are elevated to the 500-year flood elevation (SX).
CF 2.1. Conduct an energy audit for all County facilities (existing, undergoing renovation, and under design). The County should consider entering into an energy performance contract with an Energy Service Company to perform the audit and implement the improvements.	High	Energy Audit and Retrofit programs were adopted by County Council in June 2025. Key initiatives were energy audits, LED retrofits, HVAC modernization, energy management systems, and roof replacements. The County is actively implementing these initiatives, including HVAC controls and energy management improvements across approximately 20 County facilities. The County currently has a controls energy audit company and consultant.
CF 2.2. Install electric vehicle charging stations at every Council facility that houses a sizeable workforce or has high public visitation.	High	The County is actively working to expand EV locations. The goal is to have EV at all County locations. There are ten current charging locations. County received grant to install 7 publicly accessible charging stations: Arthur Horne, libraries, parks and rec, and community centers.
CF 3.1. Adopt countywide policies that limit residential density for developments that are not served by public sewer.	Low	These policies were adopted for Lady's Island Community Preservation District.
CF 3.2. Work with BJWSA to identify and prioritize areas with the highest concentration of on-lot septic systems for connection to sewer if these neighborhoods are within urbanized areas or within designated growth boundaries.	High	BJWSA created an ad hoc committee Underserved Communities Initiative was created in 2022. The ad Hoc closed in early 2026 as they have finished their trajectory. BJWSA continued the Ad Hoc Committee's Underserved Initiative by growing the Go2Sewer Program in a targeted effort to convert aging septic users within Beaufort County to public wastewater systems. List of Underserved Areas Proof of Concept via 2026 Budget Proposal: • Stoney Creek, Alljoy, Cahill, Chechessee, Casa Blanca, Christine Place, Gascoigne Bluff, Old Baileys Road, Polk Village, Pritchardville, and Shell Point.

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

CF 4.1. Install trash compacting equipment to increase the efficiency and capacity of County high usage convenience centers.	High	At the four major centers (Bluffton, Hilton Head, Shanklin, and St. Helena), compactors have been installed to increase efficiency and reduce disposal trips. **COMPLETE**
CF 4.2. Design and implement a plan for sustainable waste removal and disposal for the County, including multiple disposal alternatives, like various recycling streams and composting.	Medium	The County utilizes i2Recycle as the vendor for recycling. The feasibility of a Materials Recovery Facility is being explored. Compost Program began in January 2026 through use of USDA grant.
CF 5.1. Review and update library Impact Fees every five years.	Medium	Passed in March and began in June of 2023; due for update review in 2028.
CF 5.2. Renovate and repair the Beaufort, Hilton Head Island, Lobeco, and Bluffton library facilities to meet current operational needs.	High	Phase 1 of Bluffton Branch Library was completed in January 2022. The next phase of the Bluffton Branch renovation is currently assigned to Gordian/JOC Construction for design services associated with the Bluffton Library project.
C 5.3. Develop two additional library facilities: one 12,000 - 15,000 square foot facility in the Okatie area, and one 3,000 - 5,000 square foot facility at Burton Wells Park.	High	Beaufort County Council purchased 76 May River Road for a library in Pritchardville in February 2024. Beaufort County procurement is approaching the completion of an RFQ process to identify an architect to provide design services for the future library on May River Road. Although a site has not been identified in the Burton area, the Library installed pickup lockers at the Burton Wells Recreation Center in August 2025 (funded by LSTA Impact Grant). On September 21, 2026, Facilities Committee of County Council directed staff to work with the Library Board to evaluate space needs and potential expansion options for the Lobeco Library. Staff will also continue discussions with the Beaufort County School District regarding potential expansion options, with findings expected to return to Council following the Library Board's November 2026 meeting.
CF 6.1. Establish "Safe Routes to Schools" standards and routing plans, consistent with recommendations of Bike and Pedestrian Task Force, that require a strong pedestrian orientation in residential areas so that pedestrian ways are available for children to safely walk to school.	High	LCOG and MPO were awarded Safe Street 4 All grant to complete a Safety Action Plan. Grant agreement took place in August of 2023. The Lowcountry Safety Action Plan was completed and adopted in October 2024. Beaufort County also adopted the plan and target zero policy. https://www.lowcountrycog.org/planning_and_transportation/transportation/safety_action_plan.php
CF 6.2. Adopt school impact fees for Southern Beaufort County.	Low	Ordinance was adopted then repealed. County is currently not interested in pursuing.
CF 7.1. Renovate the existing Emergency Medical Services (EMS) headquarters on Depot Road to meet the needs of the administration for parking, training and storage. The facility's design, circulation, and security measures need to be context sensitive to the adjacent Spanish Moss Trail.	High	The County is working with the City of Beaufort on a co-location project, which will move 1 of the 3 functions from the Depot Road Site to the City Fire Station #1. Negotiation agreements are being pursued prior to any investment leading to construction.
CF 7.2. Expand or replace the EMS station located at the shared Bluffton Fire District Station on William Pope Drive near Sun City to adequately accommodate EMS's personnel and operational space needs.	High	**COMPLETE**.
CF 7.3. Construct either an extension to the existing Detention Center facility or a new facility to accommodate anticipated operational demand. The facility needs to house specific special populations such as inmates with addiction or mental health issues. The operational costs of an additional facility should be studied to determine if a true benefit would be derived from adding to the existing facility or constructing a new one.	High	
CF 7.4. Construct a new Law Enforcement Center to ensure that there is adequate space to house existing and future law enforcement personnel.	High	The 2022 Facility Masterplan recommended a new law enforcement campus central to the County. The County purchased the Cooler Tract, New SC 170 and SC 462 intersection and Oldfield. Funding was secured for conceptual planning at the SC 170 site.
CF 7.5. Build an appropriate facility to house the Emergency Management Department within or attached to the proposed Law Enforcement Center.	High	Pending CF 7.4
CF 7.6. Work with BJWSA to provide additional fire hydrants on Warsaw Island, extending and replacing lines as necessary. Apply for grant funding as appropriate, including CDBG. Identify other rural areas where lack of fire hydrants or water supply pose safety concerns. Request that BJWSA include water service improvements in rural areas in their CIP. Act on the recommendations of the Parks and Recreation Master Plan according to the prioritization and timeline outlined in the document.	High	The rural areas currently working on water line extensions for necessary fire suppression include AMI Kids Beaufort along Kinloch & Wimbee Landing Road. Now under construction, water line extensions are ongoing at the Penn Center on St. Helena, in Dale on Morgan Road, and the Beaufort Marine Institute.
CF 7.7. Work with BJWSA to install water lines and fire hydrants on Seabrook Road and Stuart Point Road on Port Royal Island. Apply for grant funding as appropriate, including CDBG.	High	BJWSA proposed to neighborhood to facilitate the instillation of water and sewer; neighborhood declined. Ongoing future development proposals continue near the Seabrook vicinity of Whale Branch Early College High School, with utility extensions progressing as development growth demand requires.

Appendix A: Updated Comprehensive Plan's Action Plan matrix and statuses

CF 8.1. Create a Parks and Recreation Master Plan that establishes acceptable metrics for accessibility and programming. Ensure public participation from all areas of the County and segments of the community in the planning effort.	High	Final was completed in June 2023. **COMPLETE**
CF 8.2. Implement the recommendations of the Parks and Recreation Master Plan according to the prioritization and timeline outlined in the document.	High	**Projects FY-26-27** • Buck Water Fields • Scott Center • Boundary Street Tennis Parking • Old Burton Wella Baseball Fields • Beaufort Pool • Charles L. Brown Awning • Wesley Felix- new building • Agnes Community Center – new building • Shell Point Pickleball Courts **Completed Projects** • Bluffton Pool • Booker T Washington • Port Royal Parking Lot • Bluffton Rec. Center • Charles L. Brown Gym
CF 8.3. Maintain a passive parks manager position to oversee the development of passive parks on Rural and Critical Land Preservation properties. Actively pursue the development of passive parks.	Low	This position has been maintained since 2018 and the Passive Parks Program is currently a division of the Parks and Recreation Department. **COMPLETE**
Built Environment		
BE 1.1. Regularly inventory platted vacant lots in existing PUDs and subdivisions and create an inventory of lots ideal for infill development.	Medium	This effort was pursued by SOLOCO to establish a regional shared land use vision and growth boundaries but has since stalled. A map was created. https://storymaps.arcgis.com/stories/afba75db97064967b9366544bcb91716
BE 1.2. Formalize a regional planning program between Beaufort County, Jasper County, and the City of Hardeeville that recognizes the mutual benefit of coordinated planning along jurisdictional boundaries.	High	The Engineering Department has made progress through the regional MPO with coordination between Beaufort County, Jasper County, and the City of Hardeeville. That coordination has manifested itself into scheduled, separate coordination meetings with different agencies. Additionally, Beaufort County has adopted a Traffic Impact Analysis protocol. The policy has been adopted by other municipalities to assure coordination on development that may impact neighboring jurisdictions.
BE 1.3. Develop a SC 170 Area Plan in conjunction with the City of Hardeeville and Jasper County that defines a growth framework for the corridor and addresses issues of joint concern such as transportation and environmental protection.	High	• The above coordination in BE 1.2 will assist with this. Additionally, Beaufort County, Jasper County, and the City of Hardeeville are cost-sharing in near-term improvements along the SC 170 corridor. Also, there are access management standards in place for SC 170 and US 278 codified by the County. • LATS funded studies of the 170 and 278 corridors. The LATS Safety Action Plan and Target Zero Policy were adopted by resolution (2025/05) at the February 10, 2025 Council Meeting. The SC 170 study is close to completion; US 278 study was completed October 2026.
BE 1.4. Work with the Town of Yemassee to develop a consistent growth management strategy for the area of the County north of US 17. The strategy should include a mutually agreed upon growth boundary.	Medium	
BE 2.1. Update the Greenprint Plan every five years.	High	
BE 3.1. Reevaluate the effectiveness of existing place-making implementation tools such as the Place Type Overlay District in the Community Development Code and make revisions as necessary.	High	Staff is actively working with an opportunity to implement Place Type Overlays (PTO) where identified in the Comprehensive Plan. Evaluation will follow. Adequate public facilities access is considered during the evaluation. Staff re-examined locations and types of Place Type Overlays during the 5-year comprehensive Plan update.
BE 3.2. Initiate a prototype community-based Place Type implementation plan that involves property owners, business owners, and other stakeholders to serve as a vision for other areas of the county where walkable urbanism is appropriate.	High	
St. Helena Island		

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Reevaluate the CPO District by assessing whether additional land use restrictions are necessary to meet the intent of the district. Consider the addition of specific design standards that reinforce historic Gullah/Geechee development patterns and character." Include diverse representation on the steering committee that may be formed to guide the process. Ensure public input from all segments of the community.	Medium	The CPO committee has been actively meeting since 2022. A new purpose statement and adjustments to the CPO district have been completed and the updated language was adopted in May 2023.
In partnership with the Sea Level Rise Task Force, commission a comprehensive water study and plan for St. Helena Island that considers stormwater, sea level rise, and storm surge to better define the risks posed by climate change and new development and recommend strategies to protect against these threats. This study should be aligned with Countywide Gullah/Geechee cultural inventory and vulnerability assessments.	High	• The St Helena Watershed Study Report was finalized July 2022. https://www.beaufortcountysc.gov/stormwater/documents/St-Helena-Modeling-Report_July2022.pdf • Hickory Hill road drainage improvement was completed in 2025 • Sea Grant completed a study that included 4 wells on St Helena. https://www.scseagrant.org/beaufort-county-adapts/
Support nonprofit organizations, such as the Center for Heirs' Property Preservation and PAFEN, with expertise in resolving heirs' property issues. Encourage establishment of local offices in Northern Beaufort County and expansion of their programs throughout the County. Consider partnering with the municipalities to provide support for these groups by applying for grant funds, Accommodations Tax and Hospitality Tax Revenues (if appropriate), and local funds to expand efforts in the area.	Medium	
Consider prohibiting Mining/Resource Extraction within the Cultural Protection Overlay zone and revising conditions for Mining in the CDC to require a spacing requirement for mines and that the presence of Prime Farmland as defined by the USDA be considered in the decision to approve a permit for mining.	Low	
Ensure that St. Helena residents are included in the planning process for the Parks and Recreation Master Plan. Consider equity issues in development of that plan.	Low	Community meetings and surveys were completed as part of the process. Completion of the Scott Center is scheduled for December 2026. **COMPLETED**
Assess the condition of existing recreation facilities on St. Helena Island. Develop plans for improvements and add funding costs to CIP. Apply for grant funding for improvements as appropriate.	High	An assessment of the parks, facilities, and fields on St. Helena has been completed. The Parks Department recently installed a new playground at the Scott Center.
Review recreation programs on St. Helena Island. Ensure that programs are addressing community needs and that programs are expanded beyond prepandemic levels.	Medium	Currently reviewing recreation programs and working to expand offerings beyond academic or practice-based activities. In May 2025, a community meeting was held where residents of St. Helena had the opportunity to share concerns. Recreation coordinator has been hired for Wesley Felix Scott Center.
Work with Penn Center to develop an MOU and lease agreement in order for the County to take a more active role in maintaining MLK Park on St. Helena Island and including applying for grants for park improvements.	High	
Work with DOT to address road and drainage conditions on state-owned roads on St. Helena Island.	High	• Through the CTC, the County has an annual paving program that includes SCDOT routes. A 5-year plan of low volume ADT SCDOT secondary routes that the County resurfaces, and the CTC will also add additional roads. Additionally, the County has a 5-year dirt road paving program. Drainage is looked at for each dirt road as part of the engineering design. • Engineering has monthly meetings with DOT. • Vulnerability study completed in 2025 looked at DOT roads aswell.
Ask residents to develop a specific list of areas (addresses) where drainage is an issue. Have these areas assessed by the Stormwater Utility Board and projects developed as appropriate to address concerns. Consider grant funding, including CDBG and EPA, for projects.	Medium	A drainage meeting was conducted to identify repetitive flooding areas in April 2023. Staff has and continues to assess. All projects can be reviewed on the Stormwater Project Manager Dashboard. https://bcscgis.maps.arcgis.com/apps/dashboards/b741a18f3c2d4abc9d5df0593427da1a
Develop a strategy to permanently address maintenance and safety improvements to "legacy roads" and private roads serving low-and moderate income property owners. Consider grant programs and public service projects to address immediate maintenance needs.	High	Ordinance to obtain ROW for legacy roads adopted July 2025.

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Natural Environment	Meetings	Online	Total	Total Responders	Percentage
WATER QUALITY- Monitor the effectiveness of existing ordinances to protect water quality and natural resources.	10	167	177	281	**63%**
TREE PROTECTION - Require/encourage developments to adopt tree management plans.	8	147	155	281	**55%**
WATER QUALITY - Update freshwater wetlands protections.	7	141	148	281	**53%**
LAND CONSERVATION - Seek referendums on land conservation funding.	7	133	140	281	**50%**
LAND CONSERVATION - Update the environmental systems mapping on a five-year cycle to reflect ongoing research, actual conditions, and conservation priorities.	6	122	128	281	**46%**
RESILIENCE - Implement policies that will increase low-impact development standards, increase buffers, limit septic systems, and reduce density for low-lying areas.	9	118	127	281	**45%**
WATER QUALITY - Support the Port Royal Sound Foundation in monitoring the health of the Port Royal Sound	4	121	125	281	**44%**
WATER QUALITY - Utilize groundwater monitoring data to support septic system retrofits or sewer extensions.	4	111	115	281	**41%**
LAND CONSERVATION - Maintain critical environmental systems mapping.	1	110	111	281	**40%**
FLOODING - Adopt comprehensive water plans for vulnerable areas.	4	105	109	281	**39%**
FLOODING - Adopt a zoning overlay to require resilient development standards in areas vulnerable to coastal flooding.	5	104	109	281	**39%**
FLOODING - Develop a county-level website that houses flooding and sea level rise information, including housing reports, outreach materials, and GIS mapping.	3	75	78	281	**28%**
FLOODING - Review the County's Community Rating Service (CRS) program and improve the rating to reduce flood insurance costs.	0	77	77	281	**27%**
RESILIENCE - Install and monitor environmental sensors and tidal gauges.	3	69	72	281	**26%**
FLOODING - Adopt additional feet of freeboard above Base Flood Elevation.	3	43	46	281	**16%**
RESILIENCE - Maintain a collaborative working group for discussion and feedback regarding sea level rise and resilience.	2	42	44	281	**16%**
RESILIENCE - Hire a Resilience Officer to oversee climate resilience planning.	1	35	36	281	**13%**
HEAT - Study heat impacts to identify the County's hottest regions.	2	33	35	281	**12%**
RESILIENCE - Develop a flood, sea level rise, and climate change roadshow program.	0	32	32	281	**11%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Culture	Meetings	Online	Total	Total Responders	Percentage
AGRICULTURE - Use the Green Space Program to promote active agriculture and preservation of agricultural lands.	4	149	153	281	**54%**
PRESERVATION - Create and inventory a vulnerability assessment in Gullah/Geechee Communities.	9	122	131	281	**47%**
AGRICULTURE - Create a website with information on locally grown produce and retail/restaurants using locally sourced food.	3	122	125	281	**44%**
PARKS/LANDINGS - Continue to implement the Boat Landing Master Plan and develop a long-term maintenance and improvement plan.	2	108	110	281	**39%**
RURAL LAND - Evaluate rural land-use policies to ensure they are fair and equitable.	4	104	108	281	**38%**
PARKS/LANDINGS - Improve access to landings and passive parks.	6	87	93	281	**33%**
PARKS/LANDINGS - Support the Town of Hilton Head Island to implement the Mitchelville Freedom Park.	6	79	85	281	**30%**
PARKS/LANDINGS - Pursue opportunities for the public to launch small water craft.	0	67	67	281	**24%**
RURAL LAND - Publish and promote a brochure designed to help small rural landowners understand land use and rights.	1	64	65	281	**23%**
PRESERVATION - Continue updating the Above Ground Historic Resources Survey.	2	61	63	281	**22%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Spotlight: St. Helena	Meetings	Online	Total	Total Responders	Percentage
LAND USE - Consider prohibiting mining/resource extraction.	4	135	139	281	**49%**
ROADWAYS - Address maintenance and safety improvements to legacy roads and private roads.	4	131	135	281	**48%**
LAND USE - Assess if additional land-use restrictions are necessary; consider design guidelines that reinforce Gullah/Geechee development patterns and character.	3	118	121	281	**43%**
PARKS - Improve recreation facilities.	5	107	112	281	**40%**
ZONING - Support non-profits with expertise in resolving heirs' properties issues.	8	101	109	281	**39%**
RESILIENCE - Commission a comprehensive water study and plan that considers stormwater, sea level rise, and storm surge.	2	101	103	281	**37%**
PARKS - Support partnership with the Penn Center to promote and support the MLK Park.	7	95	102	281	**36%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Economy	Meetings	Online	Total	Total Responders	Percentage
MILITARY - Continue to partner with the Marine Corps to preserve open space to protect the installations and military mission from undesirable encroachment.	6	176	182	281	**65%**
COMMUNITY - Encourage businesses to locate within walkable mixed-use communities.	12	132	144	281	**51%**
MARINE - Seek partnerships to educate the community about the Port Royal Sound as a critical economic driver.	3	111	114	281	**41%**
ENERGY - Create incentives for commercial and industrial projects to meet LEED or Energy Star standards.	7	106	113	281	**40%**
NEW INDUSTRIES - Provide the Beaufort County Economic Development Corporation with a list of properties that meet location requirements for office and light industrial uses.	4	102	106	281	**38%**
NEW INDUSTRIES - Accommodate permitting for smaller non-retail commercial such as small assembly and light industrial.	6	88	94	281	**33%**
MILITARY - Support the implementation of the recommendations from the 2022 Military Installation Resilience Review plan.	0	74	74	281	**26%**
MILITARY - Implement the transfer of development rights program to compensate affected owners within the MCAS AICUZ Overlay.	1	63	64	281	**23%**
NEW INDUSTRIES - Purchase acreage to provide ample space for companies wishing to expand or move to Beaufort.	0	44	44	281	**16%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Mobility	Meetings	Online	Total	Total Responders	Percentage
COMPLETE STREETS - Formally adopt a complete streets policy that requires streets to be planned in a way that enables safe access for all users, including pedestrians, bicyclists, and motorists.	12	152	164	281	**58%**
TRANSIT - Support Palmetto Breeze's efforts to establish a fixed-route bus service between HHI and Bluffton and in the Beaufort/Port Royal area.	5	153	158	281	**56%**
TRAILS - Complete the Spanish Moss Trail and make progress on other greenway, trail, sidewalk, and bicycle projects.	4	142	146	281	**52%**
TRANSIT - Promote the use of public transit.	2	108	110	281	**39%**
FUNDING - Develop a funding strategy and implement the transportation projects listed in the 10-year Capital Improvement Plan.	5	94	99	281	**35%**
COMPLETE STREETS - Implement Corridor Master Plans that transform major arterial and state highways into complete streets.	9	84	93	281	**33%**
TRANSIT - Increase the number of park and ride locations along major transportation routes.	5	85	90	281	**32%**
FUNDING - Update impact fees every five years.	2	82	84	281	**30%**
BIKE/PED - Implement and update the "Beaufort County Connects Bicycle and Pedestrian Plan 2021".	6	71	77	281	**27%**
TRANSIT - Incentivize "transit-ready" development projects that cluster residential development, retail, services, and employment centers within proximity to transit stops.	4	72	76	281	**27%**
BIKE/PED - Develop a funding strategy and implement the bicycle and pedestrian projects listed in the 10-year Capital Improvement Plan.	2	72	74	281	**26%**
AIRPORTS - Update the 2010 Airport Layout Plan and Master Plan for HHI Airport.	0	62	62	281	**22%**
FUNDING - Implement a 1% Capital Project Sales Tax to fund transportation improvements.	5	54	59	281	**21%**
BIKE/PED - Dedicate a staff position to plan and implement bicycle and pedestrian facilities.	1	48	49	281	**17%**
AIRPORTS - Implement the recommendations from the 2014 Airport Layout Plan for the Beaufort Executive Airport.	0	46	46	281	**16%**
IMPLEMENTATION - Implement transportation improvements listed in the LATS Long Range Transportation Plan to ensure maximum utilization of guideshare funding.	1	41	42	281	**15%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Housing	Meetings	Online	Total	Total Responders	Percentage
SHORT TERM RENTALS - Consider prohibiting short term rentals as the primary use of the property in certain residential zones.	10	131	141	281	**50%**
REHABILITATION - Seek funding to rehabilitate substandard housing and create new affordable housing.	10	125	135	281	**48%**
ZONING CODE EDITS - Eliminate barriers to developing affordable and workforce housing by updating the Community Development Code.	11	87	98	281	**35%**
MAPPING - Create affordable housing location criteria to refine affordable housing location mapping.	5	90	95	281	**34%**
HOUSING TRUST - Continue to support the efforts of the Beaufort Jasper Housing Trust.	4	76	80	281	**28%**
ZONING CODE EDITS - Review zoning districts to determine if appropriate opportunities exist to incorporate more "missing middle" housing.	2	76	78	281	**28%**
HOUSING TRUST - Consider establishing an Affordable Housing Land Trust to acquire and hold land.	5	60	65	281	**23%**
ZONING CODE EDITS - Expand density bonuses to incentivize the creation of affordable housing.	4	47	51	281	**18%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Community Facilities	Meetings	Online	Total	Total Responders	Percentage
WATER QUALITY - Adopt county-wide policies that limit residential density for developments that are not served by public sewer.	7	157	164	281	**58%**
WATER QUALITY - Work with BJWSA to identify and prioritize areas with the highest concentration of on-lot septic systems for connection to sewer.	7	127	134	281	**48%**
PARKS - Maintain a Land Preservation Department that oversees the management and development of passive parks and preserves.	7	127	134	281	**48%**
WATER/SEWER - Coordinate with BJWSA and other local providers to understand changes in future land use, annexation policy, or rezoning to ensure their services have capacity.	11	121	132	281	**47%**
ACCESS - Expand the provision of online services to reduce or eliminate the need for the public to travel to County facilities.	5	125	130	281	**46%**
WASTE DISPOSAL - Implement a plan for sustainable waste removal and disposal for the County.	3	120	123	281	**44%**
PARKS - Implement the Parks and Recreation Master Plan.	6	105	111	281	**40%**
FIRE SAFETY - Work with BJWSA to provide additional fire hydrants in rural areas.	3	99	102	281	**36%**
ACCESS - Establish "Safe Routes to Schools" standards and routing plans that require a strong pedestrian orientation in residential areas.	1	100	101	281	**36%**
RESILIENCE - Develop policies for future capital improvements and critical infrastructure to account for projected sea level rise.	5	94	99	281	**35%**
WASTE DISPOSAL - Conduct education and outreach to inform the community on what items are recyclable at County Convenience Centers.	2	90	92	281	**33%**
RESILIENCE - Map and analyze locations of existing critical infrastructure.	7	83	90	281	**32%**
FACILITIES - Improve Emergency Medical Services (EMS) headquarters.	0	89	89	281	**32%**
ENERGY - Regularly conduct energy audits for all County facilities.	1	87	88	281	**31%**
LIBRARY - Enhance library facilities by addressing the needs for older buildings, limited space, and layout changes.	2	84	86	281	**31%**
DEVELOPMENT - Review and update impact fees every five years.	3	77	80	281	**28%**
LIBRARY - Develop two additional library facilities: one in the Pritchardville area and one in the Burton area.	8	71	79	281	**28%**
FIRE SAFETY - Work with BJWSA to install water lines and fire hydrants on Seabrook Road and Stuart Point Road on Port Royal Island.	1	68	69	281	**25%**
ACCESS - Develop commuting policies and incentives for County employees such as telecommuting, carpooling, and alternative commuting modes such as walking, cycling, and transit.	1	60	61	281	**22%**

Meetings responders	24
Online Responders	257
Total responders	281

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

FACILITIES - Build an appropriate facility to house the Emergency Management Department.	0	61	61	281	**22%**
ENERGY - Install electric vehicle charging stations at every County facility.	0	54	54	281	**19%**
FACILITIES - Construct either an extension to the existing Detention Center facility or a new facility to accommodate anticipated operational demand.	1	52	53	281	**19%**
FACILITIES - Construct a new Law Enforcement Center.	1	26	27	281	**10%**

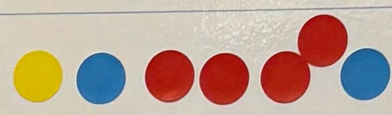
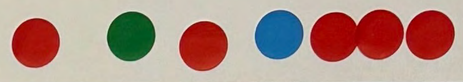
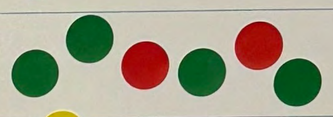
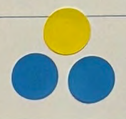
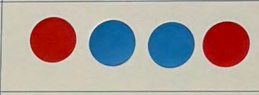
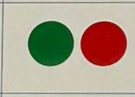
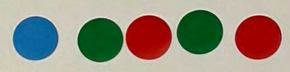
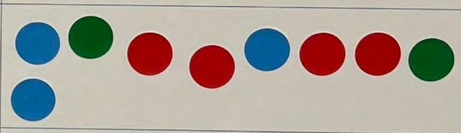
Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

Built Environment	Meetings	Online	Total	Total Responders	Percentage
COLLABORATIVE PLANNING: Develop a SC170 Area Plan to define a growth framework for the cooridor.	18	29	47	67	**70%**
COLLABORATIVE PLANNING- Formalize a regional planning program between Beaufort County, Jasper County, and the City of Hardeeville to create coordinated planning along boundaries.	15	28	43	67	**64%**
COLLABORATIVE PLANNING: Work with the Town of Yemassee to develop a consistent growth management strategy for the area of the County north of US17.	6	14	20	67	**30%**
URBANISM- Reevaluate the effectiveness of exisiting place-making implementation tools.	5	15	20	67	**30%**
DEVELOPMENT MAPPING- Update the Greenprint Plan every five years.	4	15	19	67	**28%**
DEVELOPMENT MAPPING- Regularly inventory platted vacant lots in exisitng subdivisions and create an inventory for infill development.	5	12	17	67	**25%**
URBANISM- Initiate a prototype community-based Place Type omplementation plan.	6	9	15	67	**22%**

Meetings responders	24
Online Responders	43
Total responders	67

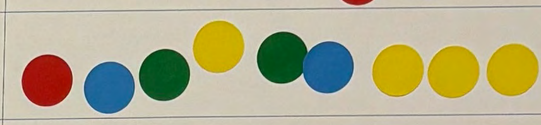
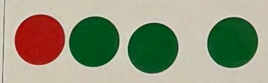
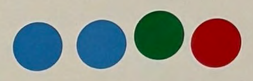
Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

NATURAL ENVIRONMENT

THEME	ACTION	PRIORITY
Water Quality	Monitor effectiveness of existing ordinances to **protect water quality and natural resources**.	
Land Conservation	Seek referendums on land **conservation funding**.	
Tree Protection	Require/encourage developments to adopt **tree management plans**.	
Water Quality	Support Port Royal Sound Foundation in monitoring health of the **Port Royal Sound**.	
Water Quality	Update **freshwater wetlands protections**.	
Land Conservation	Maintain critical **environmental systems map**.	
Land Conservation	Update **environmental systems mapping** on a five-year cycle to reflect ongoing research, actual conditions, and conservation priorities.	
Resilience	Install and monitor environmental **sensors and tidal gauges**.	
Water Quality	Utilize groundwater monitoring data to support **septic system retrofits or sewer extension**.	
Flooding	Adopt comprehensive **water plans** for vulnerable areas.	
Heat	Study **heat impacts** to identify the County's hottest regions.	
Flooding	Adopt an overlay to require **resilient development standards** in areas vulnerable to coastal flooding.	
Flooding	Adopt additional feet of freeboard above **Base Flood Elevation**.	
Flooding	Review County's **Community Rating Service** (CRS) program and improve rating.	
Resilience	Implement policies that will increase **low-impact development standards, increase buffers, limit septic systems** and **reduce density** for low-lying areas.	
Resilience	Develop a flood, sea level rise, and climate change **roadshow program**.	
Resilience	Maintain a collaborative **working group** for discussion and feedback regarding **sea level rise and resilience**.	
Resilience	Hire a **Resilience Officer** to oversee climate resilience planning.	
Flooding	Develop a **county-level website** that houses flooding and sea-level rise information including housing reports, outreach material, and GIS.	

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

CULTURE

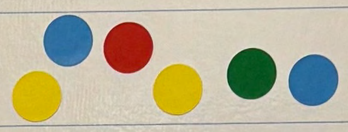
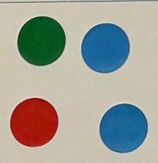
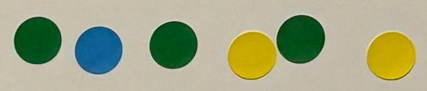
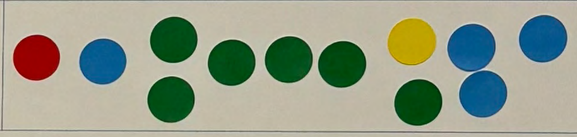
THEME	ACTION	PRIORITY
Parks/Landings	Improve **access to landings** and **passive parks**.	
Parks/Landings	Continue to implement **Boat Landing Master Plan** and develop long-term maintenance and improvement plan.	
Parks/Landings	Pursue opportunities for the public to launch **small water crafts**.	
Parks/Landings	Support Town of Hilton Head Island to implement the **Mitchelville Freedom Park**.	
Preservation	Create and inventory and **vulnerability assessment** in **Gullah Geechee Communities**.	
Preservation	Continue updating the above ground **historic resources survey**.	
Agriculture	Use the Green Space Program to **promote active agricultural** and preservation of agricultural lands.	
Agriculture	Create a website with **information on locally grown produce** and retail/ restaurants using locally sourced food.	
Rural Land	Evaluate **rural land use policies** to ensure they are fair and equitable.	
Rural Land	Publish and promote a **brochure** designed to help small rural landowners understand land use and rights.	

SPOTLIGHT: ST. HELENA

THEME	ACTION	PRIORITY
Land Use	Assess if additional **land use restrictions** are necessary; consider **design guidelines** that reinforce Gullah development patterns and character.	
Resilience	Commission a comprehensive **water study and plan** that considers stormwater, sea level rise, and storm serge.	
Land Use	Consider **prohibiting mining**/resource extraction.	
Zoning	Support non-profits with expertise in **resolving heirs properties issues**.	
Engineer	Address **maintenance and safety improvement** to **legacy roads** and private roads.	
Parks	Improve **recreation** facilities.	
Parks	Support partnership with Penn Center to promote and support the **MLK Park**.	

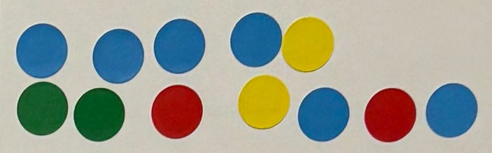
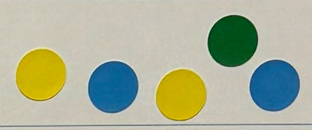
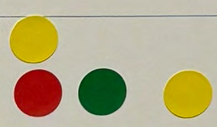
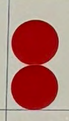
Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

ECONOMY

THEME	ACTION	PRIORITY
Marine	Seek partnership to educate the community about the **Port Royal Sound** as a critical economic driver.	
Military	Continue to partner with the **Marine Corps** to preserve open space to protect from undesirable encroachment.	
Military	Implement transfer of development rights to compensate affecting owners within the **MCAS Overlay**.	
Military	Support implementation of the recommendations of the **2022 Military Installation Resilience Review**.	
New Industries	Provide the Beaufort County Economic Development Corporation with a list of properties meeting locational requirements for **office and light industrial**.	
New Industries	Purchase acreage to provide ample **space for companies** wishing to expand or move to Beaufort.	
New Industries	Accommodate permitting **smaller non-retail commercial** such as small assembly and light industrial.	
Energy	Create incentives for commercial and industrial projects to meet **LEED** or **Energy Star** standards.	
Community	Encourage businesses to locate in walkable **mixed-use communities**.	

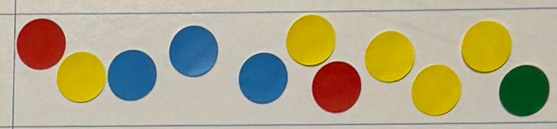
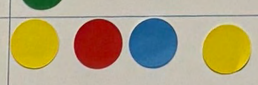
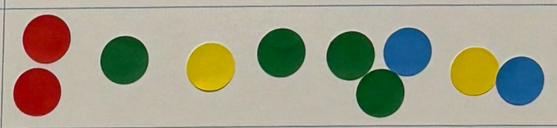
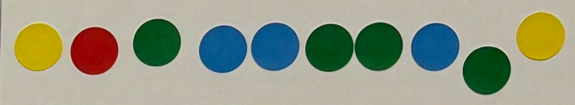
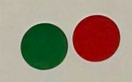
Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

MOBILITY

THEME	ACTION	PRIORITY
Complete Streets	Formally adopt a complete streets policy that requires streets to be planned to enable safe access for all users– **pedestrians, bicyclists, and motorists.**	
Complete Streets	Implement **corridor master plans** so that major arterial and state highways can evolve into complete streets.	
Funding	Develop a **funding strategy** and implement the transportation projects in the 10-year capital improvements program.	
Funding	Update **impact fees** every 5 years.	
Funding	Place a **1% capital project sales tax** to fund transportation improvements.	
Implementation	Implement transportation improvements in the **LATS Long Range Transportation Plan** to insure maximum utilization of Guide share funding.	
Trails	Complete the **Spanish Moss Trail** and make progress on other greenway, trail, sidewalk, and bicycle land projects.	
Bike/Ped	Dedicate a **staff position** to plan and implement **bicycle and pedestrian** facilities.	
Bike/Ped	Develop a **funding strategy** and implement the **bicycle and pedestrian** projects in the 10– year Capital Improvements Plan.	
Bike/Ped	Implement and update "**Beaufort County Connects Bicycle and Pedestrian Plan** 2021".	
Transit	Increase the number of **park and ride** location along major transportation routes.	
Transit	Promote the use of **transit**.	
Transit	Support **Palmetto Breeze's** efforts to establish a fixed–route bus service between HHI and Bluffton and in the Beaufort/Port Royal area.	
Transit	Incentivize "**transit– ready" development** projects that cluster residential development, retail, services and employment center within distance of transit stops.	
Airports	Update the 2010 Airport Layout Plan and Master Plan for **HHI Airport.**	
Airports	Implement the recommendations from the 2014 Airport Layout Plan for the **Beaufort Executive Airport.**	

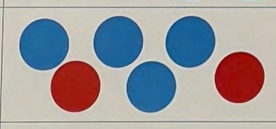
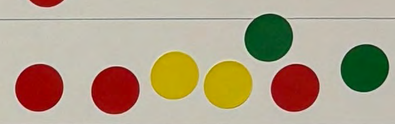
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HOUSING

THEME	ACTION	PRIORITY
Mapping	Create **affordable housing location criteria** to refine affordable housing location mapping.	
Zoning Code Edits	**Eliminate barriers** to developing affordable and workforce housing by updating the Community Development Code.	
Zoning Code Edits	Expand **density bonuses** to incentivize the creation of affordable housing.	
Housing Trust	Continue to support the efforts of the **Beaufort Jasper Housing Trust.**	
Housing Trust	Consider establishing an **Affordable Housing Land Trust** to acquire and hold land.	
Rehabilitation	Seek funding to **rehabilitate** substandard housing and create **new affordable housing**.	
STRs	Consider **prohibiting short term rentals** as the primary use of the property in certain residential zones.	
Zoning Code Edits	Review zoning districts to determine if appropriate opportunities exist to incorporate more "**missing middle**."	

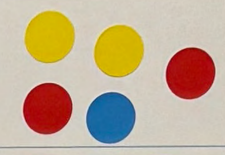
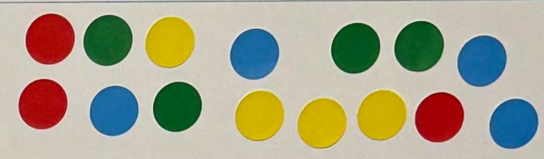
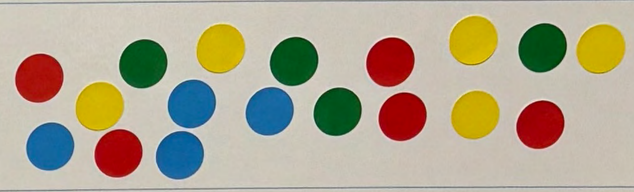
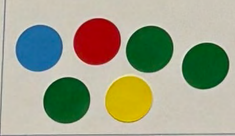
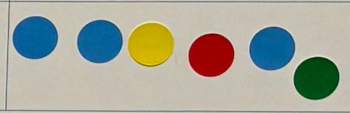
Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

COMMUNITY FACILITIES

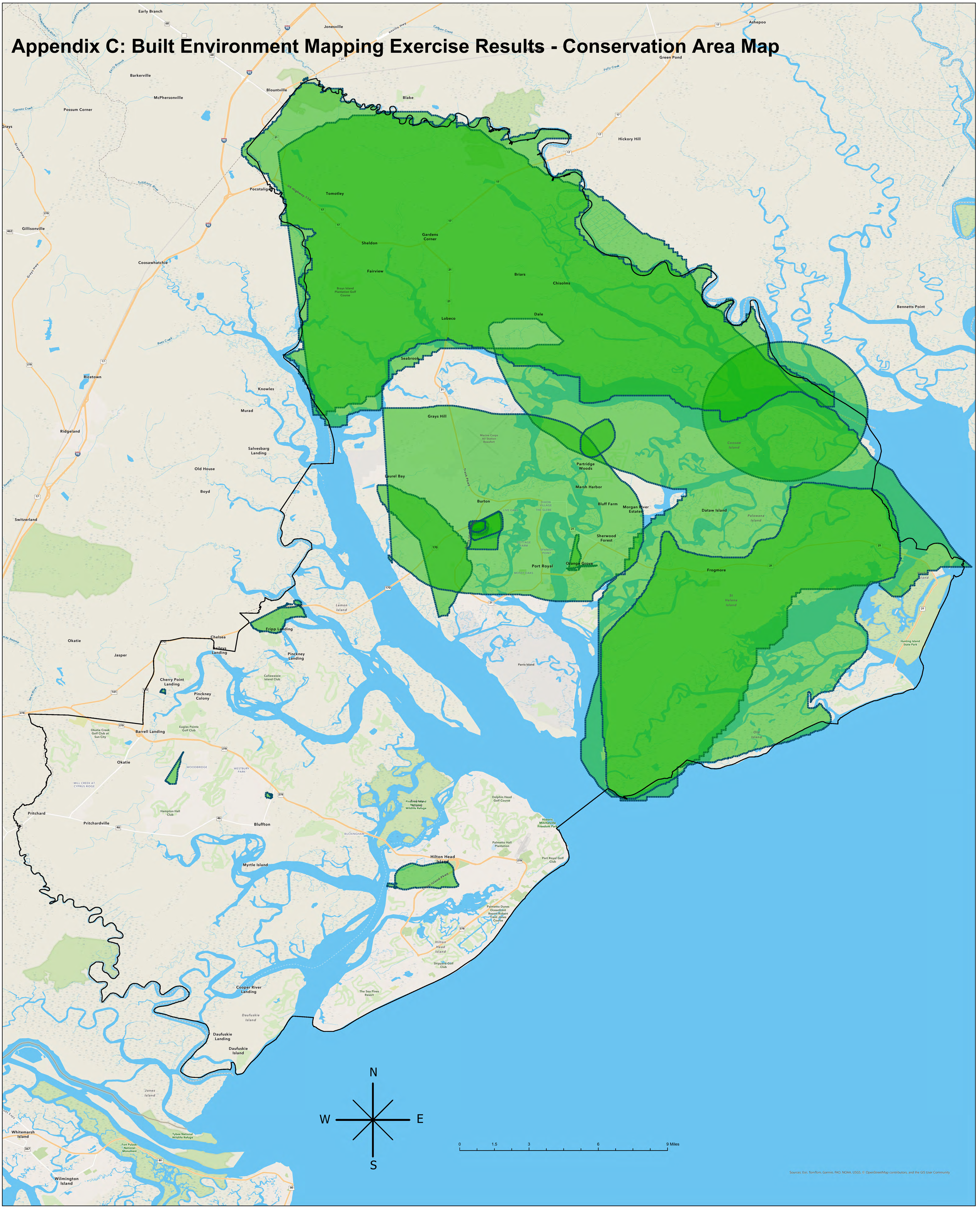
THEME	ACTION	PRIORITY
Resilience	Map and analyze locations of existing **vulnerable critical infrastructure.**	
Resilience	Develop policies of **future capital improvements and critical infrastructure** to account for projected sea level rise.	
Energy	Regularly conduct **energy audits** for all County facilities.	
Energy	Install **electric vehicle charging stations** at every County facility.	
Access	Expand the provision of **online services** to reduce or eliminate the need for the public to travel to County facilities.	
Access	Develop **commuting policies and incentives** for County employees such as telecommuting, carpooling, and alternative commuting modes such as walking, cycling, and transit.	
Water/Sewer	Adopt county-wide policies that **limit residential density** for developments that are not served by public sewer.	
Water/Sewer	Work with BJWSA to identify and prioritize areas with the highest concentration of **on-lot septic systems for connection to sewer.**	
Water/Sewer	Coordinate with BJWSA and other local providers to understand changes in future land use, annexation policy, or rezoning to ensure their services have **capacity.**	
Waste Disposal	Conduct **education and outreach** to inform the community on what items are **recyclable** at County convenience centers.	
Waste Disposal	Implement a plan for **sustainable waste removal and disposal** for the County.	
Development	Review and update **Impact Fees** every five years.	
Library	Enhance **library facilities** by addressing the needs for older buildings, limited space, and layout changes.	
Library	Develop **two additional library facilities**: one in the **Pritchardville** area, and one in the **Burton** area.	
Access	Establish **"Safe Routes to Schools"** standards and routing plans that require a strong pedestrian orientation in residential areas.	
Facilities	Improve **Emergency Medical Services (EMS) headquarters**.	
Facilities	Construct either an extension to the existing **Detention Center facility** or a new facility to accommodate anticipated operational demand.	
Facilities	Construct a new **Law Enforcement Center.**	
Facilities	Build an appropriate facility to house the **Emergency Management Department**.	
Fire Safety	Work with BJWSA to provide additional **fire hydrants in rural** areas.	
Fire Safety	Work with BJWSA to install **water lines and fire hydrants** on **Seabrook Road** and **Stuart Point Road** on Port Royal Island.	
Parks	Implement the **Parks and Recreation Master plan**.	
Parks	Maintain a **land preservation department** that oversees the management and development of passive parks and preserves.	

Appendix B - Public meeting sticker-dot exercise and online survey action-prioritization results.

BUILT ENVIRONMENT

THEME	ACTION	PRIORITY
Development Mapping	Regularly inventory platted vacant lots in existing subdivisions and create an **inventory for infill development**.	
Collaborative Planning	Formalize a **regional planning program** between **Beaufort County, Jasper County, and the City of Hardeeville** to create coordinated planning along boundaries.	
Collaborative Planning	Develop a **SC170 Area Plan** to define a growth framework for the corridor.	
Collaborative Planning	Work with the town of **Yemassee** to develop a consistent growth management strategy for the area of the County north of **US17**.	
Development Mapping	Update the **Greenprint Plan** every five years.	
Urbanism	Revaluate the effectiveness of existing **place-making** implementation tools.	
Urbanism	Initiate a ~~prototype~~ community-based **Place Type** implementation plan.	

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Map



Conservation Areas (public input suggestions)

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
9		Save land north of the Broad before we become another Bluffton.		1	
14	sea islands	It has incredible cultural and environmental resources which must not be impacted by commercial development or large residential zones!	14&15 submitted by same user. 14 does not have associated map.	1	
15	Buckwalter corridor.	The current development has maximized use of roads. Transportation is congested now; the corridor cannot serve more vehicle traffic.			1
18	Okatie and May River watershed areas	Protect wetlands, marsh buffers, tree canopy and environmentally sensitive land surrounding the Okatie and May River watersheds.	18&19 same user. No map drawn		1
19	St. Helena Island rural areas	Preservation here supports Gullah/Geechee culture, family land ownership, water quality, flood resilience, and the island's distinct sense of place.	No map drawn	1	
20	Northern Beaufort County	The infrastructure will not support more development. Especially on 21 for Ladys Island and St Helena Island. Beaufort does not want to be Hilton Head or Charleston!		1	
22	river oaks phase 2	Okatie elementary is at capacity and more homes in this area harm a good school. any development should be single family homes on quarter acres at least			1

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
24	Joe FRASER BLVD. lands east/south east of Savannah HWY	Most of the area should be remain as wild life habitat, we have destroyed most of it elsewhere.ere and in doing so have destroyed that which made the Beaufort area beautiful and unique.		1	
26	South side of Beaufort from Bailey's landing to Broud river bridge	Isolated	No map drawn		1
28	St Helena Island	Gullah culture and heritage. abundance of habitat. preservation of our working water front	Map drawn is north of St. Helena in Ace Basin over Monkey Island and St Helena Sound	1	
31	Chechessee Community / Manigault Neck / Fripp Landing	One of the very few areas South of the Broad River that is still rural with critical salt marsh and many types of wildlife animals.			1
32	Your system is needlessly complicated, perhaps to limit feedback.	The county needs more open space, views, not more multi story apartment blocks. Looks Soviet era.....no sense of place other than the cute names for developments.	No map drawn. User mentions county in general.	1	1
34	St. Helena, and the air station towards gardens corner	Let the other areas that have water and sewer and are already expanding remain the areas of new development and leave these sections rural to balance out the growth from the other areas.	No map drawn	1	
35	St. Helena Island and surrounding marshlands and rural areas	Protect St. Helena's rural lands, marshes, wetlands, tidal creeks, and nearby uplands to preserve water quality, wildlife habitat, flood resilience, and the island's cultural and historic character.	No map drawn	1	

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
36	Meridian Road	It is one of the few canopies left in Beaufort County.		1	
37	St Helena Sound and the Ace Basin	St. Helena Sound is home to the Gullah/Geechee culture and its rural and agricultural lands must be safeguarded from incompatible development. The ACE Basin is a conservation success story that has led to the protection of over 300,000 acres.		1	
39	Battery Point Area	We have had thousands of trees bulldozed to build countless apartments and the growth shows no signs of stopping. A look so bulldozed for shoooing center. Before long there won't be a tree left in what was a beautiful area		1	
40		the county needs to look at all of beaufort county	No map drawn	1	1
42	Saint Helena Island	It's my home and the home of my ancestors	No map drawn	1	
43	Mitchellville	Traditionally rural	43&44 same user. The map drawn shows Marsh Hawk area of Lady's Island, but comment references Mitchelville.	1	1
44	Coosaw Flatts			1	
45	ACE Basin Focus Area and Port Royal Sound basin.	It is Beaufort County's part of the ACE Basin, which is a larger conservation initiative since 1988 and the headwaters of Port Royal Sound. These areas are not suitable for any developement		1	

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
47	Jonesville / Spanish Wells	I am a resident here and the area cannot accommodate more structures infiltrating the waterways. Traffic also gets extremely backed up cause issues for residents to leave and come into their own homes/communities.			1
49	Goethe Family Land	There are many old time Bluffton natives up and down Goethe Rd. We're surrounded by businesses already and don't want anymore! Let us stay rural land			1
51	All natural areas arounf Bluffton, Beaufort and Hardeeville that haven't been, or are in the stages, of being destroyed for the sake of "Development" of	Because the degradation and destruction of the local natural environment over the last 10+ years has been extreme - who benefitted? Some local politicians and their crony, "contributor" crony developers? Corruption has been rampant	Map drawing stretches from beaufort to bluffton	1	1
53	Bluffton	This area is over developed and needs to not be built up anymore.	No map drawn		1
54	Saint Helena Island Preserved Lands	It should not be developed.		1	
56	North of the Broad	Contains some of the last undeveloped land in the county.		1	
60	Myrtle Bush Farms and Old Jericho Road	This area includes a 300-year-old road, Old Jericho, as well as the remaining property of Myrtle Bush Farms, which dates back to the time of Beaufort's founding.		1	
63	Seabrook and Dale	Want it left RURAL	No map drawn	1	
64	Old Jericho Road/Old Salem Road	Former sight of Myrtle Bush Plantation, which dates back to the early 18th Century.		1	

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
68	300 year old Old Jericho Rd and Myrtle Bush Plantation at the headwaters of Battery Creek	Old Jericho Road, among Beaufort County's oldest, linked Myrtle Bush and Retreat plantations to Jericho Point ferry. Preserving its colonial character, oak canopy, and historic route, it appears on 1750 and 1825 maps and is an Endangered Historic Place.		1	
69	Old Jericho Rd	one of Beaufort County's earliest roads, linked Myrtle Bush and Retreat plantations to Jericho Point ferry. Shown on both the 1750 map and 1825 Mills Atlas, it remains a rare reminder of the county's colonial past, like stepping back in history		1	
70	Old Jericho Rd	Old Jericho Road is one of the few Beaufort County roads that still reflects its colonial appearance. With its original oyster-shell underlay beneath the pavement and centuries-old oak canopy, it retains the character of a 300-year-old roadway.		1	
71	Myrtle Bush Plantation along Old Jericho Rd	The stretch of Old Jericho Road between Hwys 21 and 280 preserves a striking oak canopy and historic character. Barely two car widths wide, it is ranked among Beaufort County's top canopy roads and remains an endangered historic place.		1	

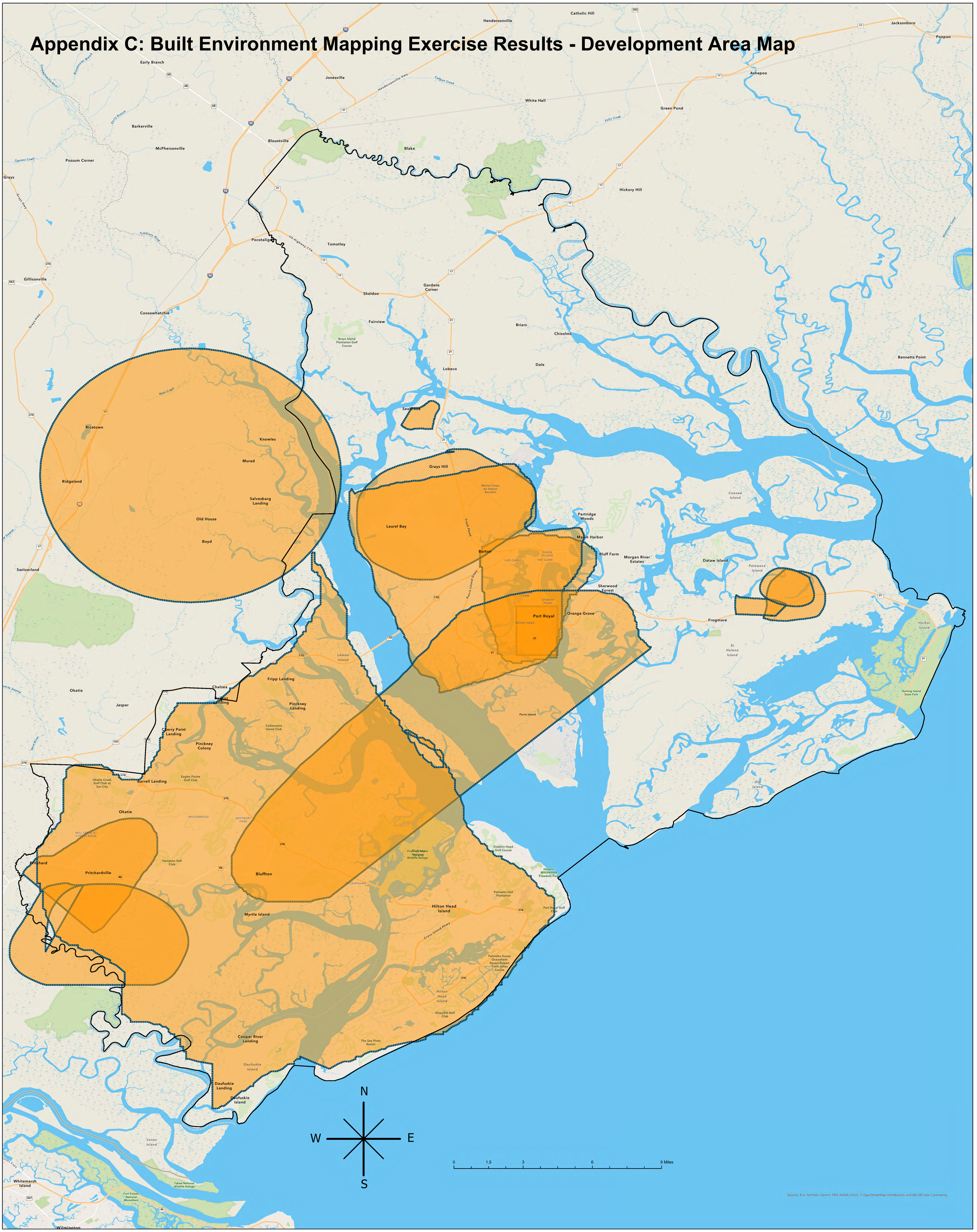
Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
72	old jericho rd	In 1929, Old Jericho Road was recognized as a “Notable Beaufort Shrine.” Today, this oak-canopied remnant of a colonial thoroughfare is also listed as an HBF Endangered Historic Place of Beaufort County.		1	
73	old jericho rd and myrtle bush plantation, each 3 centuries old and endangered	Old Jericho Rd is among Beaufort’s oldest roads and one of few remaining roads that still reflects its colonial-era appearance with its grand oak canopy, narrow roadway, and oyster-shell roadbed lying beneath the modern pavement.		1	
74	old jericho rd	Old Jericho Road crosses the headwaters of Battery Creek at its narrowest point, where the waterway was once known as Jericho Creek. An ancient avenue of oaks marks this historic crossing on one of Beaufort County’s earliest roads.		1	
75	Myrtle Bush Farms - Burton	Old farm land with historic live oaks and ruins scattered about. Goes back to early days of Beaufort in the 18th century.		1	
76	Old jericho rd and headwaters for battery creek	Several resources in the Beaufort District Collection support this roadway as a precious resource, notable beaufort shrine, and endangered resource		1	
			TOTALS	32	12
			Percentages Respondants (37 total users)	0.864864865	0.324324324

Appendix C: Built Environment Mapping Exercise Results - Conservation Area Submissions

ObjectID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
			Percentages Submissions (40 total submissions)	0.8	0.3

Appendix C: Built Environment Mapping Exercise Results - Development Area Map



Development Areas (public input suggestions)

Appendix C: Built Environment Mapping Exercise Results - Development Area Submissions

Object ID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
7		Already being developed/destroyed.	Area on Map includes 170 corridor from 278 to 46 and Hardeeville		1
11	Seabrook	roads and schools already in place, already has hundreds of acres in conservation easement protecting the waterfront		1	
13	West side of Bluffton.	It is close to Savannah and Jasper county which is where economic growth is happening, attracting a young population which provides a stable tax base. It is crucial to provide support to attract young workers and families .	Area on Map includes New River Area & Pritchardville		1
15	infill first	Prioritize infill and housing that teachers, healthcare workers, first responders and service workers can afford. Growth should strengthen existing communities rather than continually expanding into rural greenfields.	No map drawn	1	1
16	Southern Beaufort County	Bluffton and Hilton Head are the best areas to develop for the people that want to live in "big city" type areas near the ocean. .			1
19		take pressure off of Port Royal Island and stop approving any further apartment buildings in the island area.	Area drawn in Jasper County east of Ridgeland		
20			No comments provided, only an area drawn over St. Helena Island	1	
22	Port Royal	already developed and infostructure there to support more growth		1	

Appendix C: Built Environment Mapping Exercise Results - Development Area Submissions

Object ID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
27	South of the Broad.	Development in progress. Why ruin undeveloped property?	No map drawn		1
28	Bluffton/Okatie towards the Broad River Bridge	Lots of room for commercial and residential properties and access to north and South of the broad	No map drawn		1
29	Existing developed areas and established growth corridors	Focus new development in already developed areas with existing roads, utilities, and services, rather than expanding into rural lands, wetlands, marsh-adjacent areas, and culturally significant landscapes.	No map drawn	1	1
31	City of Beaufort and Town of Port Royal	This area is urbanized and there are services readily available to support new development. Infill development can be a tool to mitigate suburban sprawl.		1	
33	I think we have had more than enough growth but the west side has taken the brunt.		No map drawn		
34		the comprehensive plan needs to slow growth and only allow where infrastructure support it	No map drawn	1	1
35	Cities of Beaufort, Bluffton, and HHI	Because you've already overdeveloped in those areas, might as well continue.	No map drawn	1	1
36	Burton	Accessibility to inland and jobs, no major issues with access or CONGESTION		1	
37	Greater Beaufort and Port Royal.	It is already developed and could be infilled easier and extending sewer etc. into new areas.		1	
39	May River / Pritchardville	There is usable land here and will supply and intersection of homes and business for Bluffton / Savannah			1
40	No where!	Our infrastructure cannot handle anymore growth!! Please let us keep what little trees we have left!!	No map drawn		

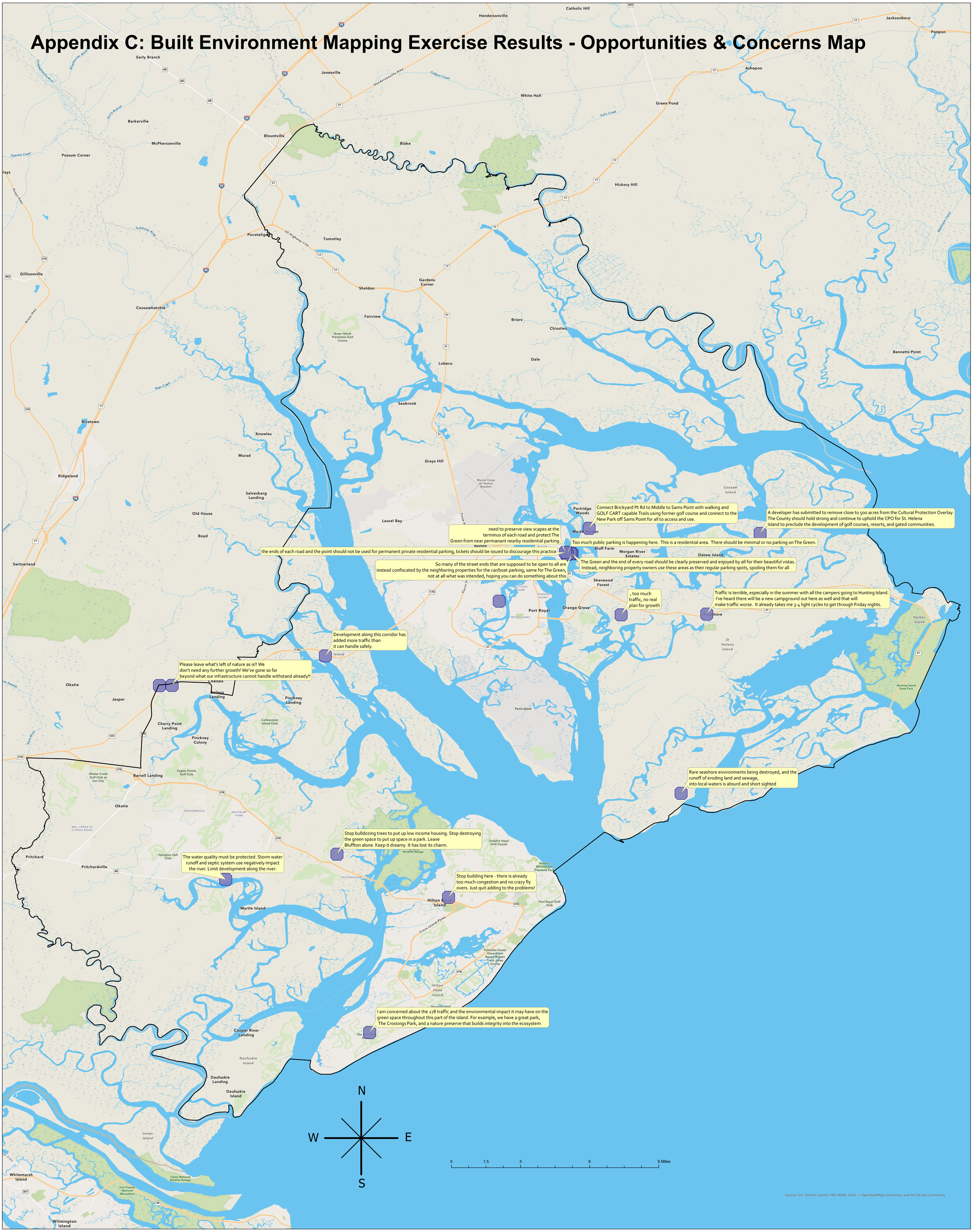
Appendix C: Built Environment Mapping Exercise Results - Development Area Submissions

Object ID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
42	Fill in deserted and empty land areas in Bluffton, Beaufort and Hardeeville	Because there is PLENTY of it and the degradation of the local environment needs to cease		1	1
44	No where in Beaufort county	The charm of our county is being overrun by developers. We are losing natural beauty everyday and once it's gone, there is no getting it back.	No map drawn		
45	Bluffton Development Area	There is already infrastructure in place for development to continue here.			1
47	Bluffton	Already built out with easy access to I-95	Map area drawn shows area outside of Beaufort County from ridgeland to Beaufort County line		1
48	Pine Island development	This area does not have any current use and no historical significance	Area on map drawn south of Pine Island property next to Hwy 21	1	
50	No more growth -we have enough	It would not	No map drawn		
51	Pine Island	There is nothing else being done with this land and there is little historical significance here.	Area on map drawn south of Pine Island property next to Hwy 21	1	
53	pine island	no historic structures or iconic trees, well-developed and thoughtful plan	Area on map drawn south of Pine Island property	1	

Appendix C: Built Environment Mapping Exercise Results - Development Area Submissions

Object ID	What is the Name of This Location?	Why did you identify this area?	Notes	Is this area NOB?	Is this area SOB?
			Totals	14	13
			Percentages Respondants (27 total respondants)	0.518518519	0.481481481
			Percentages Submissions (28 total submissions)	0.5	0.464285714

Appendix C: Built Environment Mapping Exercise Results - Opportunities & Concerns Map



Opportunities & Threats (public input suggestions)

Appendix C: Built Environment Mapping Exercise Results - Concerns + Opportunities Submissions

ObjectID	Tell us about this opportunity or concern.	What is the Name of This Location?	Staff Review Notes	Is this area NOB?	Is this area SOB?	Opportunity	Threat
9	Growth without infrastructure and roadways.	Beaufort County		1	1		1
11	Traffic is terrible, especially in the summer with all the campers going to Hunting Island. I've heard there will be a new campground out here as well and that will make traffic worse. It already takes me 3-4 light cycles to get through Friday nights.	2 intersections in Frogmore		1			1
13	, too much traffic, no real plan for growth	Ladys Island		1			1
14	The water quality must be protected. Storm water runoff and septic system use negatively impact the river. Limit development along the river.	May River	14&15 same user		1		1
15	Development along this corridor has added more traffic than it can handle safely.	170 between Bluffton and Beaufort.			1		1
16	Slow all housing and development both residential and commercial as the water and roads cannot handle any more. Also Bluffton has disappeared into explosion of homes that cannot be all supported here. Stop it all. Preserve the entire county			1	1		1
17	Growth along the SC 170 corridor is outpacing transportation, stormwater and public-service capacity.	SC 170/US 278 growth corridor	17&18&19 same user		1		1
18	This is an opportunity for mixed-income and workforce housing close to employment, healthcare, schools, shopping and existing infrastructure.	Buckwalter/Bluffton Parkway area			1	1	
19	Development pressure should not displace longtime residents or undermine heirs' property, Gullah/Geechee cultural landscapes and the island's rural character.	St. Helena Island — concern		1			1
27	I am concerned about the 278 traffic and the environmental impact it may have on the green space throughout this part of the island. For example, we have a great park, The Crossings Park, and a nature preserve that builds integrity into the ecosystem	Hilton Head Island, South End			1		1

Appendix C: Built Environment Mapping Exercise Results - Concerns + Opportunities Submissions

ObjectID	Tell us about this opportunity or concern.	What is the Name of This Location?	Staff Review Notes	Is this area NOB?	Is this area SOB?	Opportunity	Threat
28	Major traffic congestion. Dangerous overcrowed road with frequent serious accidents.	SC Highway 170 through Okatie. From the Broad River to intersecting with Highway 278 in Okatie.			1		1
29	Habitat loss. Stressed roadways. Water and power access.	Anywhere in Beaufort County		1	1		1
30	We are losing our rural areas and it's causing issues with wildlife & human quality of life. The potential for data centers is a HUGE issue because we do not need the potential environmental issues and it doesn't create enough local jobs & tax revenue	Rural areas		1	1		1
31	My concern is development pressure that could erode St. Helena's rural, cultural, and environmental character. Growth should avoid marsh-adjacent and sensitive lands and protect the island's historic landscape and natural resources.	St. Helena Island, especially the Sea Island Parkway corridor and surrounding rural areas		1			1
33	A developer has submitted to remove close to 500 acres from the Cultural Protection Overlay. The County should hold strong and continue to uphold the CPO for St. Helena Island to preclude the development of golf courses, resorts, and gated communities.	Pine Island		1			1
35			No comments, but map shows Islands of Beaufort Area	1			
37	Traffic congestion, development concerns, opportunity and affordability for homegrown citizens.	Saint Helena Island and Lady's Island		1		1	1
38	Connect Brickyard Pt Rd to Middle to Sams Point with walking and GOLF CART capable Trails using former golf course and connect to the New Park off Sams Point for all to access and use.	Cross Island Path		1		1	
39	The Town of Yemassee should be held in check so that it doesn't annex ANY more of rural Beaufort County and Sheldon.		No map point	1			1

Appendix C: Built Environment Mapping Exercise Results - Concerns + Opportunities Submissions

ObjectID	Tell us about this opportunity or concern.	What is the Name of This Location?	Staff Review Notes	Is this area NOB?	Is this area SOB?	Opportunity	Threat
41	Stop building here - there is already too much congestion and no crazy fly overs. Just quit adding to the problems!	278 Business			1		1
43	Please leave what's left of nature as is!! We don't need any further growth! We've gone so far beyond what our infrastructure cannot handle withstand already!!	170 from okatie to Beaufort	Submitted two maps showing same point	1	1		1
45	Rare seashore environments being destroyed, and the runoff of eroding land and sewage, into local waters is absurd and short sighted	The entire area around Pine Island and the barrier islands, This foolish map drawing exercise cannot possible be precise enough to highlight the areas - probably just what local developers and the pol friends want	Map marks St. Phillips Island area	1			1
47	Stop bulldozing trees to put up low income housing. Stop destroying the green space to put up space in a park. Leave Bluffton alone. Keep it dreamy. It has lost its charm.	Bluffton			1		1
48	Development should not be allowed due to flooding probability, among other reasons.	Saint Helena Island flood prone area	Map marks the ocean	1			1
50	Concerned with uncontrolled growth. County doesn't have infrastructure to support more development.	Beaufort County	Default spot on map marked	1	1		1
51	Too much public parking is happening here. This is a residential area. There should be minimal or no parking on The Green.	The Green on the Point		1			1
53		Seabrook and Dale an area of concern Left rural		1			1
54	Too much public parking; shouldn't be parking on The Green	The Point		1			1

Appendix C: Built Environment Mapping Exercise Results - Concerns + Opportunities Submissions

ObjectID	Tell us about this opportunity or concern.	What is the Name of This Location?	Staff Review Notes	Is this area NOB?	Is this area SOB?	Opportunity	Threat
56	The Green and the end of every road should be clearly preserved and enjoyed by all for their beautiful vistas. Instead, neighboring property owners use these areas as their regular parking spots, spoiling them for all	The Point		1			1
57	Regular resident parking in what are supposed to be open-access view scapes to all is a real sore point	The Point	Default spot on the map marked	1			1
58	So many of the street ends that are supposed to be open to all are instead confiscated by the neighboring properties for the car/boat parking, same for The Green, not at all what was intended, hoping you can do something about this	Point		1			1
59	Need to renew efforts to keep private parking off the protected spaces of The Green and the waters end of each street, that's what makes Beaufort so very special and lovely	Point	Default spot on the map marked	1			1
60	need to preserve view scapes at the terminus of each road and protect The Green from near permanant nearby residential parking	point		1			1
61	This green space is used by the community as a gathering place and a space to walk dogs, but there are often cars parked on the green when they should be parking on the streets nearby (instead of on the grass), as it reduces and damages the space	The Green at the Point		1			1
63	Too much car traffic in a quiet, historic residential area	The Old Point		1			1
64	the ends of each road and the point should not be used for permanent private residential parking, tickets should be issued to discourage this practice	the point		1			1
			TOTALS	28	14	3	33

Appendix D: Public comments received during the five-year review

Date Received	Submission Format	Author	Comments Received. Online Survey Question read "Are there any additional priorities that should be added to the Comprehensive Plan's action list? Please list them here for consideration."
6/22/2026	Email	Anonymous Pt. 1	Members of Council, Planning Commission Members, and Planning Staff, First and foremost, I want to thank all of you for your service to our County. You obviously love living here very much and genuinely want to do what you perceive is in the best interest of Beaufort County and its citizenry. It is my understanding that the June 18, 2026 meeting associated with the Beaufort County 2040 Comprehensive Plan was informational in nature and not a formal public hearing or Council vote. I am respectfully requesting that you accept this as written input regarding the proposed action items, most specifically as they pertain to the housing, mobility, development, and cultural-preservation sections and that these comments and suggestions be included in the record prior to revised action items being advanced to the Planning Commission or County Council for formal consideration. This plan was originally written in 2021. The care and consideration by many of you, along with the Planning Commission and concerned citizens is honorable. I write to you with that same care and consideration here. However, my concern is that several of the housing and development assumptions agreed upon in 2021 have become outdated, and in particular instances flat out wrong. To be very clear: I understand most of the housing language in this document is considered "expert" consensus. And I understand why that is likely the standard response here. But perceived "expert consensus" should not be treated as self-proving. It should inform local judgment, not replace it. The question is not whether housing costs are real (they are). The question is whether these particular policies, in this particular county, will actually produce more benefit than harm to our particular population. So the purpose of this letter is to urge Council not to merely rubber-stamp the existingplan, but instead to question the default assumptions behind it. **1. Page 59 : "Housing Core Values"** The housing section begins with broad, agreeable values: safe neighborhoods, access,stability, diversity of housing types, etc. Of course, no one is against safe neighborhoods, or people being able to live in decent homes, or working families. But, these broad "feelgood" terms seem to have become policy assumptions. The conjecture running through this section is that significant increases in density, subsidized housing, public-private schemes, and development for the sake of development will naturally (magically) produce "affordability." This is not fact. This is theory. These very same ideas have been promoted by the so-called "experts" for decades. Across the country, urban planners, consultants, policy wonks, housing advocates, developers, and urbanist organizations have implemented these very same policies promising communities inevitable "affordability." Has it actually worked? Well, just look around. Many of the places adopting these same policies have become some of the most expensive, congested, and least affordable places in the country. In fact, many newcomers to Beaufort County are fleeing from those very areas. That alone should give us pause. We must stop assuming that the accepted planning narrative is correct with so little scrutiny, analysis or contemplation. Council owes it to the citizenry to not blindly follow the pack anymore. The Beaufort County citizenry is vehemently against the irresponsible levels of development currently underway, and it is the #1 issue in our recent elections. The over-development in Beaufort County is not only a political loser but more importantly a quality-of-life loser for its current inhabitants. We need to be much more skeptical of these default theories and blind acceptances. Instead, we must ask some important questions before further committing Beaufort County to policies that will permanently alter or even scar its endearing character, affordability and livability. **2. Page 60 : "Housing Context"** The context section also relies on older affordability assumptions and older housing data. It refers to the CDC Social Vulnerability Index and says Beaufort County has areas of "high vulnerability related to housing and transportation, especially in its more rural areas."

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6/22/2026	Email	Anonymous Pt. 2	These CDC "indexes" may have some value as a broad federal data point, but it should not be used as a shortcut for sound local judgment. Rural communities such as St. Helena, Sheldon, and Seabrook should not be reduced to vulnerability overlays that then become a rationale for outside planning interventions and irresponsible building "for their own good". The entire nation is currently in the middle of an "affordability" problem right now for myriad reasons. Beaufort is not a special case. Housing prices, specifically, are annoyingly high almost everywhere for the same basic reasons; 15 years of artificially low mortgage rates, historic inflation, higher construction costs, tariffs and material costs, increased insurance, increased competition from illegal immigrants, higher utilities, and ever-climbing taxes. We should not simply assume that today's housing prices are the result of a unit shortage. We are not "short" on housing here; that contention has not been demonstrated, not even close. But to be clear, cost burden is real. Some households are paying more than they would like or more than they should. But cost burden is not the same thing as a physical absence of housing. Nor is it proof that the correct answer is more density in already strained locations. The plan needs to separate the different problems: homelessness, cost burden, old housing stock, transportation distance, location preference, workforce wages, and countywide supply. Those are not all the same problem, and they should not be collapsed into a singular slogan called "housing shortage" or the 'ol chestnut "missing middle". And we cannot continue to assume that the auto-answer to macroeconomic pressures is… "more". Because there is a lot more to housing costs than just the sheer amount of supply. There is also a soft insinuation throughout this context section that large numbers of "unhoused" people are sitting around for these units to come online. That is not reality. There are not thousands of homeless people waiting for these projects to complete. People are living somewhere right now. They may be living with family, or roommates. They may be in a home that is more expensive than they would prefer, or in a neighborhood that is not their ideal preference. But they are, overwhelmingly, "housed". That distinction matters. Housing preference, quality, and location are certainly real issues. But they are not the same thing as a physical absence of shelter. The current language in the 2040 plan blurs those categories in ways that make aggressive new housing development sound more urgent, more kind-hearted, or more inevitable than it actually is. It may be considered expensive to rent a two-bedroom apartment in the most desirable parts of Beaufort. But that does not prove that Beaufort County as a whole lacks attainable housing options. In most cases, more affordable options exist just outside the highest-demand areas, only a short drive away. That's important. A desire to live in a specific neighborhood, at a specific price point, is not the same thing as a countywide housing shortage. Nor does it automatically justify forcing more density into already crowded or infrastructure-constrained areas. Ask any honest and informed economist: the best cure for high prices is high prices. And in many markets, including Beaufort, prices are already softening. That does not mean "affordability" is solved. It just means the county should be very careful before adopting permanent policies based on a temporary, distorted, and an already self-correcting market. The plan also acknowledges that many residents "have to drive, often long distances," which congests roadways, uses land for parking, and lengthens the workday. That's certainly true, but it also reveals a glaring contradiction in the plan: Beaufort County is not an urban grid. Much of our county is rural, semi-rural, coastal, historic, environmentally sensitive, and culturally distinct. Residents do not move neatly from Point A (dense housing node) to Point B (central employment hub). But that assumption is baked into this plan. The reality is our residents travel across dispersed patterns of life: schools, churches, the base, medical offices, grocery stores, job sites, boat landings, etc. That's not a bad thing. It's freedom! Freedom we will all lose on the current trajectory. Continuing to allow all this increased density just makes it harder for everyone to get anywhere.

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6/22/2026	Email	Anonymous Pt 3.	3. "Mobility and "transit-ready" development" The mobility sections of the plan lean into familiar language about transit, walkability, and clustering development near services or transit corridors. Again, that may work in some places, but not all places. Our geography is shaped by water, bridges, marshes, peninsulas, choke-points, rural roads and scattered destinations. Ironically, the plan itself notes serious pressure from traffic, infrastructure, flooding, stormwater, environmental constraints, and growth. Yet these proposed action items are designed to add more population, more vehicles, more demand, more public-service obligations… and more government. This contradiction is unhelpful to our true goal, which is to make Beaufort County the best it can be, and that must be acknowledged and corrected before we move forward. To be clear: density has many downsides that simply aren't being considered, or even mentioned in this current Comp Plan. More People = More Expensive. More people means more cars, more crime, more pressure, and more strain on the very things that make Beaufort County so great. 4. H3: "Aggressively pursue" affordable housing Of particular concern is the language directing the county to "aggressively pursue" affordable housing. The plan says "Beaufort County will need to have an active role in affordable housing to build a sustainable future for tourism and other industries, protect its military bases, and remain desirable for people of all income levels". It then points toward a familiar policy package: create affordable housing near jobs, services, and public transit; reduce regulatory barriers; establish ongoing funding; partner with nonprofit agencies and the private sector; and work regionally to address housing needs. That is not neutral language. That is policy direction. Affordable housing should not be treated as a moral slogan that skirts scrutiny. It should be properly and strategically evaluated as a legal, financial, tax, infrastructure, and governance structure. The phrase "affordable housing" can make any policy sound automatically virtuous. But in practice, these programs have had… mixed results. To put it mildly. But there are billions at stake. As a result there are a lot of vested interests in this space, and they talk a good game, but they do not share the same 2040 vision as the vast majority of our existing citizenry. We have seen enough around the country to know that getting buildings built is not the same thing as helping the public. It is certainly not the same thing as serving existing residents. Last and certainly not least is the current "Cheat Code Tax Loophole" situation, which gifts permanent tax-free status to massive developments which claim "affordable housing". For this reason alone, we should pause on any-and-all "affordable housing" projects immediately, as these catastrophic reductions in local tax revenue will spell financial disaster for many SC communities. 5. Existing capacity and the need for a regional pipeline audit We now have roughly 100,000 units coming online regionally, mostly low-to-medium end. That is an accurate estimate, and it's an astonishing amount of housing. So it is imperative that the county immediately conduct and complete a "regional housing pipeline audit" before adopting any form of a pro-housing strategy. Over-building is not harmless. It creates real short-term costs and long-term quality-oflife consequences. It's happened repeatedly throughout history (with the best of intentions), and unfortunately we are making those same mistakes here. Simply put: we must allow all this housing to absorb into our communities first, then audit the repercussions, before any more housing is considered. This is the only logical next step, and until then, any further pursuit of "more" is irresponsible. 6. Cultural preservation and local self-determination The 2040 plan needs to adjust to clearly recognize the right of local communities to selfdetermine their future.St. Helena Island is the clearest example. It is a distinct historic and cultural community with its own identity, land patterns, traditions, and future. And existing residents have a right to protect the scale, character, land use, cultural integrity, and community life of their home. They have the right to craft their community… even if you think they are wrong. .

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6/22/2026	Email	Anonymous Pt. 4	This principle applies more broadly across Beaufort County as well. Existing residents are not obstacles to be managed. We are the tax-paying public. We deserve to have a say-so in what our community is. Our concerns about density, growth, traffic, taxes, infrastructure, flooding, schools, public safety, and community character are not irrational resistance. They are legitimate civic concerns. None of this is an argument against private property rights. I am a huge proponent of property rights. But private property has never meant that every landowner has an unlimited right to impose costs on everyone else. Zoning, infrastructure planning, stormwater rules, road capacity, evacuation planning, school capacity, public safety, environmental protection, and cultural preservation all exist because land-use decisions do not stop at the property line. One owner's decision can create traffic, drainage, tax, service, and quality-of-life burdens for everyone around them. This is a basic recognition of "the commons". Roads, drainage systems, schools, emergency services, public safety, evacuation routes, water quality, community character, and quality of life are shared systems. When a land-use decision overwhelms those systems, the costs are not confined to the parcel being developed. They are pushed onto everyone. In that sense, unchecked density creates negative externalities that must be evaluated the same way we evaluate other impacts on the commons. The 2040 Comprehensive Plan should not subordinate existing communities to potential future residents, progressive housing theories or slick developer propaganda. * Requested revisions I respectfully ask the county to revise the 2040 Comprehensive Plan and proposed action items before moving them forward. Specifically, I ask that the Council: - Remove or substantially narrow any language calling for the county to "aggressively pursue" affordable housing. - Avoid treating density, "missing-middle" zoning, density bonuses, or publicprivate housing finance structures as presumptively beneficial. - Establish density metrics and projections based on current citizen points of view.Require a regional housing pipeline AUDIT before adopting any new housing growth strategies. - Require fiscal-impact, infrastructure-capacity, school-capacity, stormwater, evacuation, public-safety, and road-capacity ANALYSIS before recommending additional density or housing incentives - State clearly that communities, including St. Helena Island, have a RIGHT to selfdetermination and should not be pressured into growth models that conflict with their history, land patterns, or community wishes. - Distinguish between countywide affordability and affordability in a specific preferred location. Those are not the same thing. - Treat "affordability" as one public concern among many, not as a trump card over infrastructure, environmental protection, fiscal responsibility, cultural preservation, and existing residents' quality of life. Growth is not the same as progress; density does not create affordability. Our comprehensive plan should not commit Beaufort County to outdated and counterproductive planning assumptions simply because those narratives have become the "default" in our consultant-driven society. Beaufort County is special. Its scale, character, and livability must be protected. Before any action items are advanced for formal review or adoption, our 2040 Comp Plan must be revised to reflect current data, local geography, infrastructure reality, fiscal risk, evacuation protocols, density projections & density downsides, cultural preservation, and the right of local communities to determine their own future. The point is not to deny real housing burdens. The point is to question our priors before we lock them into policy. Many of the key assumptions behind this plan have been tried elsewhere, for decades… and the results are not great. Before this plan advances, Council must ask a simple question: are we following the evidence, or are we following the pack?

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6/18/2026	Email	Anonymous Pt. 1	The Gullah/Geechee Sea Island Coalition (GullGeeCo@aol.com) would like to enter into a more engaged process of ensuring the continuation of Gullah/Geechee culture in Beaufort County. We work to support the Envision Beaufort County 2040 Comprehensive Plan. To that end, we realize that as the epicenter of Gullah/Geechee culture, St. Helena requires localized, defensive, and proactive governance across all plan elements to retain native land ownership, preserve cultural heritage, and safeguard our fragile coastal ecosystems and fisheries. We offer the following input for the record: **Economy** • Support Traditional Gullah/Geechee Sustainable Industries: Dedicate county economic development grants and resources toward traditional agrarian and maritime economies (farming, crabbing, shrimping, and oyster harvesting) rather than tourism-dominated service sectors. • Prohibit Incompatible High-End Commercial Entities: Enforce strict limits on large-scale commercial developments that trigger gentrification and urbanization that displace Gullah/Geechees by driving up property taxes. • Expand Micro-Enterprise and Heritage Tourism Control: Ensure that economic returns from heritage tourism are community-controlled, directly benefiting Gullah/Geechee artisans, historians, and entrepreneurs on St. Helena Island. The propose St. Helena Gullah/Geechee multi-purpose center should be St. Helena designed and operated as a step in the right direction. **Culture** • Uphold and Enforce the Strengthened CPO Standards: Strictly adhere to the May 2023 CPO ordinance updates Defend the strict, zero-exception bans on golf courses, gated communities, and resort developments. • Safeguard Sacred and Historically Significant Sites: Continue fund and partner with the Gullah/Geechee Sea Island Coalition to systematically document and protect ancestral burial grounds, praise houses, and archaeological resources from structural encroachment. • Integrate Gullah/Geechee History into Local Planning Processes: Mandate Gullah/Geechee Cultural Impact Statement, Water Quality Impact Statement, Fisheries Impact Statement, and Heirs' Property/Displacement Impact Statement for any major infrastructure or zoning actions. **Housing** • Address Heirs' Property Vulnerabilities: Provide county-backed legal aid, mapping resources, and educational workshops to help native Gullah/Geechee families clear titles and secure their land against predatory developers/ destructioneers. Family LLCs are critical in this regard. • Mitigate Tax-Driven Displacement: Implement targeted property tax relief or stabilization programs for long-term, native landowners on St. Helena Island who face skyrocketing valuations driven by mainland and neighboring luxury growth. • Properly Address Workforce Housing: Limit discussions that allow this to be used to build on the island as an entry point to building developments that will later be sold at fair market value. The workforce already exist on St. Helena Island and they live in homes and mobile homes. They need training and opportunities beyond the service and tourism sector.

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6/18/2026	Email	Anonymous Pt. 2	**Mobility** • Maintain Rural Corridors and Limit Highway Widening: Reject expansive roadway widening projects that threaten to fragment traditional family compounds or slice through historic farmlands. Keep local roads scaled to rural capacities and improve the roads so that they can withstand sea level rise. • Preserve Public and Ancestral Waterway Access: Explicitly prevent any private encroachment or neighborhood gating that restricts native Gullah/Geechee access to traditional fishing docks, boat landings, and subsistence harvesting points along the creeks and rivers. • Enhance Multi-Modal and Green Transport: Focus mobility investments on safe walking trails, bicycle pathways, and public transit connectivity that respect the natural landscape and serve auto-free native residents. **Natural Environment** • Prioritize Water Quality and Fishery Protection: Establish stringent buffers, setbacks and strict stormwater run-off regulations along St. Helena's salt marshes and tidal creeks. Mitigate bacterial contamination to keep shellfish beds open and thriving for local fishing families like those in the Gullah/Geechee Fishing Association. Beaufort County should make St. Helena Island a priority area for water-quality restoration, marsh protection, fisheries protection, flood resilience, and green infrastructure. • Fund a St. Helena Island Comprehensive Water Study and Water Quality Plan that includes stormwater, septic systems, groundwater, roadside ditches, flooding, sea level rise, saltwater intrusion, oyster reefs, marsh migration, fishery habitat, and public/traditional water access. • Utilize Lowcountry Greenprint Land Acquisition: Actively deploy the Beaufort County Greenprint Plan and open-space sales tax revenues to purchase conservation easements on St. Helena Island especially near sacred burial areas and traditional fishing areas. • Implement Climate Resiliency and Sea-Level Rise Defense: Invest in naturebased solutions to climate change, such as living shorelines and wetland restoration, to shield low-lying St. Helena from severe storm surges and increased flooding without altering the island's natural aesthetic. **Community Facilities** • Financially Invest in Community Center Qualified Staffing: Partner directly with nonprofit organizations and local citizens groups to expand consistent activities at local community centers so that they can be educational hubs as well as recreational spaces. • Implement Eco-Friendly Wastewater Solutions: Avoid large-scale, centralized sewer system expansions that inherently act as a catalyst for high-density suburban development. Instead, fund and support advanced, decentralized septic maintenance and eco-friendly waste management for rural tracts. There are programs in the state that can assist with community education and outreach around this topic. • Establish Disaster-Recovery and Resilience Hubs: Ensure emergency management and community facilities are equipped to specifically assist native Gullah/Geechee families post-storm events, preventing secondary displacement due to delayed infrastructure repairs.
6/18/2026	Email	Anonymous Pt. 3	Built Environment (Development) • Maintain T2-Rural and CPO Buffer Zoning Integrity: Firmly reject any future text amendments, variances, or zoning map changes that seek to bypass or carve out sections of the CPO. • Concentrate Growth Away from St. Helena: Funnel high-density residential and commercial zoning toward established urban municipalities and designated growth corridors on the mainland, keeping St. Helena isolated from suburban sprawl. • Enforce Strict Lowcountry Architectural and Density Standards: Ensure any minimal new construction respects the existing low-profile, tree-canopied, and un-gated built environment that preserves the island's unique sense of place. Enforce adaptive reuse for any commercial building in the Public Market District/commercial zone on Highway 21/Sea Island Parkway within the CPO.
6/11/2026	Public Meeting	Anonymous	Since 1994, have closely followed the Comp Plan and updates. There has been a great commitment by Beaufort County leadership, BC County Council, and staff leadership. At times, a consensus building among municipal and county stakeholders. The upgraded vision is well though out. My priorities would be in CIP projects to support 1) Public Safety via Road system and bridge infrastructure 2) Collaborative emphasis for CIP funding among adjoining counties; continuous funding and funding via TAXES and fed funding, user fees when available.
6/11/2026	Public Meeting	Anonymous	In the 5 year review, didn't get the idea that widening of 278 going from Moss Creek (Bluffton) to Hilton Head is a high priority - I was expecting more emphasis on this…but…

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6/18/2026	Public Meeting	Anonymous	-Support/strengthen St. Helena Island CPO - Implement Beaufort County Concurrency - Create a buyout program for "multiple times flooded properties" - Work w/ Jasper County to help implement concurrency - Prioritize vulnerable communities for flooding solutions.
6/18/2026	Public Meeting	Anonymous	We should avoid whole communities of affordable housing. Integrate it into every new development as a % of structures.
6/18/2026	Public Meeting	Anonymous	Require tree management plans instead of encouraging them. REQUIRE.
6/18/2026	Public Meeting	Anonymous	- Plan roads to interconnect in smaller blocks like they are in downtown Beaufort's Historic District. Utility lanes ought to be planned so all properties have access - Mix affodrable housing (less than $200,000) in with high prices new homes, BY LAW - Lay out some new arterial pathways for future roads - Support the St. Helena overlay 100%, supporting that often beleagured community. - Seriously address the heat island effect of bigger roads and bigger commercial development with appropriate tree coverage. - Get waterfront properties sewer coverage.
6/18/2026	Public Meeting	Anonymous	1. Village overlay and hamlet overlays need to be dumped or redefined. Should apply to commercial only - no increase in density for housing. 2. Where does money come from to do everything in the plan for St. Helena.
6/18/2026	Public Meeting	Anonymous	1. Expand on-line to be interactive via zoom 2. Mobility - implement innovative transportation car ferries, person ferries - but must have adequate transportation at other end unless it is a car ferry 3. Economy - BCEDC should seek private funding for building and acquisition - not taxpayer funded.
6/18/2026	Public Meeting	Anonymous	- Data center moratorium or local ordinance requiring strict siting and water/power usage criteria - Local freshwater wetlands ordinance similar to Bluffton or stronger - More pathways for bike/ped - Disc golf course, and other improvements to parks - More incentives to protect greenspace and figure out how to tackle legacy PUDS. - Continue to uphold CPO and support St. Helena Entreperearial Market project.
6/18/2026	Public Meeting	Anonymous	1. Community Facilities: Increate the number of times that each family can access County convenience centers. 2. Community Facilities: If the county wants to expand sewerlines through a partnership with BJWSA, then it must also identify sources to help low-income families and those on fixed income connect. 3. Spotline St. Helena: The CPO is already too restrictive. No other stumbling blocks should be erected to prevent Gullah landowners from using their proprety to generate generational wealth. Farming and selling timber are no longer the best use of land as property values skyrocket. But creating affordable housing is. But 1 dwelling per 3 ancers makes that almost impossible.
6/18/2026	Public Meeting	Anonymous	Spotlight St. Helena: Creating a Gullah/Geechee Heritage Business Zone is an excellent idea! Unlike those who're trying to resurrect the old Corners Community, I believe that Penn Center would be the best location. Currently, the number of Gullah-owned businesses in the Corner's Community is insufficient to create a sustainable hertiage business zone. But the Penn Center campus is perfect for one. 2. St. Helena needs a hotel that can provide lodging for ecotourism visitors above and beyond what is offered by Penn ctr.
6/18/2026	Public Meeting	Anonymous	I would love to see proactive planning regarding data centers. I know this is ahot button, buzzword issue, but as we increasingly see data centers rapidly going up throughout the country, I think it is wise to be proactive with any restrictions/regulations. To be honest, I don't know if Beaufort County has the space/infrastructure for a large-scale data center, but I don't want to wait for a developer to show up to find out. Personally, I would love a total moratorium in order to protect the environment and energy customers. But at the very least, it would be great to see proactive discussions regarding water use, the ability to pass increased energy coasts on to individual consumers, zoning restrictions, etc so we are not caught off-guard should an issue arise. Data centers are not the type of development or industry Beaufort County needs or wants.

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7/17/2026	Public Surv	Anonymous	Beaufort County should provide additional support for human service needs due to rising poverty rates, housing insecurity, homelessness, and other issues concerning Beaufort County residents. Prevention is key.
7/17/2026	Public Surv	Anonymous	Widening Sea Island Parkway to 4 lanes where possible.
7/17/2026	Public Surv	Anonymous	stop thinking, "we've always done it this way", and encourage or HIRE new people that can promote fresh and NEW ideas to keep pace or get ahead of the ever increasing population
7/17/2026	Public Surv	Anonymous	I think items that are crucial to our survival as a county need to be addressed first. Our water, our nature, our culture, our children etc. stop developing. Let's work with what we have and make it make more sense before adding more.
7/17/2026	Public Surv	Anonymous	Technology adoption and implementation for safety, efficiency, communications, and quality of life improvements. Complete the 278 bridge corridor project, including both spans of the bridge, ensuring pedestrian and bicycle access, and incorporating traffic management solutions for surge control (including public transportation).
7/17/2026	Public Surv	Anonymous	Mulitmodalism is a key for the County. We need to stop paving paradise and consider public transportation and a public ferry system to connect the County without having to rely on more roadways.
7/17/2026	Public Surv	Anonymous	This survey did not address any important issues, namely over development leading to congestion and lack of appropriate infrastructure and funding for public services like school, fire and public safety. Land development, traffic and congestion should be the one and only concern. Land development is critical to preserve water and wildlife.
7/17/2026	Public Surv	Anonymous	Complete the Boundary Parallel Road from SC 170 to Palmetto St from the 2006 Transportation Sales Tax, $4.2M was collected. Implement impact fees for new development. Expand sewer service to Ladys Island residential areas.
7/17/2026	Public Surv	Anonymous	Transportation: Improving and upgrading road networks should be the number one priority. BC is not keeping up with transportation improvements necessary to keep up with growth. Referendums have not been successful in the past and BC needs to establish funds to make transportation improvements. Access to waterways: Prioritize boat ramps and parks on the waterways.
7/17/2026	Public Surv	Anonymous	Reduce the number of apartment complexes being approved and require more parking spaces per unit.
7/17/2026	Public Surv	Anonymous	how do you plan to address the traffic situation on the island in the summer
7/17/2026	Public Surv	Anonymous	None that I can think of right now. Let's do this to preserve Beaufort county
7/17/2026	Public Surv	Anonymous	Flooding areas make sure they d not build or sell yhe land
7/17/2026	Public Surv	Anonymous	Traffic is the #1 problem as Bluffton, HHI continue to develop with many accidents daily. Factors seem to be a senior population, road congestion with dump trucks, tractor trailers, and cars, barreling down the road, going way beyond the speed limit, crazy traffic lights on 278 that confuse people trying to turn left or right. Traffic onto HHI over roads that are beat up…too much building on land for shopping centers and offices, likely impacting flooding. Really, driving on 278 is scary. There are not enough medical facilities and doctors nd medical professional to help the people who already live here. Seems we are going around in circles…importing labor, housing shortage, too much building, more people, build it an they will come. And, here we are, living in a disappearing landscape that was once ideal.
7/17/2026	Public Surv	Anonymous	Increase Sheriff patrols and presence on Hilton Head Island.
7/17/2026	Public Surv	Anonymous	new apartments and new housing developments should be charged an impact fee. No new apartments or housing developments or commercial development should be approved without commensurate upgrades to infrastructure. There should be 2 left turn lanes from Sea Island Parkway W to Ladys Island Drive S and 2 left hand turn lanes from Sea Island Parkway E to Sam's Point North. No new money (taxes) until County proves it knows what it's doing. Right now it's incompetence on display.
7/17/2026	Public Surv	Anonymous	EXPANSION OF HWY 21 FROM MCAS to 802. USING NEW ALTERNATIVE ROADS....ROUTES AROUND THE CITY..This ia crucial for the tranportation grid lock currently on the main thorougfare
7/17/2026	Public Surv	Anonymous	Stop overdeveloping Beaufort.
7/17/2026	Public Surv	Anonymous	Additional water and waste treatment plants. Allowing and prioritizing rehabilitating old structures over building new or clearing more land. Creating a free tree farm for citizens to utilize.
7/18/2026	Public Surv	Anonymous	We need a system like Atlanta's Marta to get people from Bluffton to HHI. When they redo the bridge they could put it in the middle. It would also be nice to take people to Beaufort.It would be nice for tourists to use too.It would cut back on traffic.
7/18/2026	Public Surv	Anonymous	workforce development in health care
7/18/2026	Public Surv	Anonymous	Limit apartments in Beaufort. Too many are being built, particularly near residential neighborhoods.

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7/18/2026	Public Surv	Anonymous	There should be some plan to trim and maintain trees on highways, roads and public streets to prevent falling trees in rural areas. Live oaks are protected in this area, but many of them are old and rotting and need to be maintained or removed.
7/18/2026	Public Surv	Anonymous	1. The County must operate within the available tax funds. Eliminate not needed expenditures and stop attempting to increase taxes on residents. 2. Develop industrial job opportunities other than jobs based on tourism or government.
7/18/2026	Public Surv	Anonymous	A 3rd bridge off the back of Lady's Island. Not spending $750000 on a corner lot that isn't even water front property. Stop wasting money. And you wouldn't need to ask for a 1% sales tax every few years.
7/19/2026	Public Surv	Anonymous	SAVE THE BIRD ROOKERY AT 229 MARSHLAND RD. HILTON HEAD ISLAND, SC.
7/19/2026	Public Surv	Anonymous	1. Using Lexington as an example- A smart growth policy that limits new construction until infrastructure (water, sewer, schools, roads, community services like senior services) can catch up. 2. Senior community services b/c a good amount of Beaufort Co's influx is military retirees who will need geriatric care over the next 20 yrs. 3. Prevail upon the people who control purse strings (the Beaufort County Delegation- state Senators, state Reps) to provide incentives for "community hospitals" & recruitment of Drs, Nurses, & health care employees. Because of a cancer diagnosis last year, I have spoken with MANY doctors & particularly Drs who are specialists, many nurses, other health care employees like lab, radiology, etc + CNAs (nurse assts) who work at nursing homes & some of the nursing homes are also serving as Rehab facilities after surgery & injuries- there is already a serious shortage of health care workers & it's even worse for specialists like Rheumatologists, health care for Immune Disorders- in these fields there is already a 6 month to 1 year wait time just to get an appt in the midlands. It takes several months sometimes to get an appt with an ophthalmologist or a Dermatologist & I've seen many people on social media groups say the same is true for getting an appt with an OB/Gyn doctor. 4. A Smart Environmental plan that anticipates a rise in sea level & not only addresses run-off & retention ponds but also improves upon evacuation routes (multiple) towards inland areas. 5. Work with the "Federal Gov't funding plan for the Gullah/Geechee Corridor" in order to turn Beaufort Co into a "National Cultural Center" with multiple events throughout the year; including Art & music events, Drama, Visual Arts. 6. Also include a basic plan should be developed & offered as a recommendation for high school & university students attending Beaufort Co Public Schools & Local universities- This plan offers a framework for the future to local youth. This might include shadowing opportunities for students, etc.
7/20/2026	Public Surv	Anonymous	I believe serious consideration needs to be given for stronger regulations and enforcement of polution and roadside debris. The comprehensive plan has a lot of positive environmental stuff, but roadside debris, especially on bridges, finds it's way into our delicate waterways.
7/20/2026	Public Surv	Anonymous	1. Evaluate affordable housing needs for the hospitality, service, and healthcare industries. 2. Complete in-depth reviews on all new and proposed developments to insure the impact on current water quality. Evaluate and implement user/constructions fees to cover the installation of any infrastructure such as water and sewer for new developments. 3. Evaluate the current underserved resident population to ensure all agencies are providing the necessary support for all Beaufort County citizens.

Appendix D: Public comments received during the five-year review

Date Received	Submission Format	Author	Comments Received. Online Survey Question read "Are there any additional priorities that should be added to the Comprehensive Plan's action list? Please list them here for consideration."
7/20/2026	Public Surv	Anonymous Pt 1	Additonal priorities to consider: 1. Develop a Countywide Human Services Access and Coordination System Create a coordinated “no wrong door” system so residents can access information, referrals, and assistance for food, housing, healthcare, transportation, employment, childcare, mental health, and other essential needs through a connected network of county agencies and community partners. 2. Establish a Countywide Food Security Strategy Develop a coordinated plan to address food insecurity, including support for food pantries, mobile food distribution, senior nutrition, food access in rural areas, and partnerships with nonprofits, churches, farms, schools, and healthcare providers. 3. Create a Senior Services and Aging-in-Place Initiative Expand coordinated services for older adults, including transportation, nutrition, home repairs, caregiver support, social connection, healthcare navigation, and assistance that allows seniors to remain safely and independently in their homes. 4. Strengthen Human Services Transportation Access Develop transportation solutions specifically for residents who cannot reliably access food, healthcare, employment, education, social services, and other essential resources because of age, disability, income, or geographic location. 5. Create a Human Services Data and Community Needs Assessment System Establish a regular countywide process for collecting and analyzing data on unmet human service needs, including food insecurity, homelessness, poverty, senior needs, mental health, transportation barriers, and service gaps. 6. Strengthen the County’s Nonprofit Human Services Network Expand funding, technical assistance, training, partnership development, and capacity-building opportunities for local nonprofit organizations that provide essential services to vulnerable and disadvantaged residents. Beaufort County already operates a Community Services Grant Program supporting nonprofit human service organizations, making this a logical area for long-term strategic planning.

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7/20/2026	Public Surv	Anonymous Pt 2	7. Develop a Community-Based Emergency Human Services Response Plan Create a coordinated plan to ensure that vulnerable residents continue receiving food, medication, shelter, transportation, and other essential services during hurricanes, flooding, extreme heat, power outages, and other emergencies. 8. Expand Mental Health and Behavioral Health Navigation Services Improve coordination among residents, behavioral health providers, hospitals, schools, law enforcement, nonprofits, and social service agencies to help individuals access appropriate mental health and substance-use services. 9. Establish a Countywide Benefits and Resource Navigation Initiative Increase outreach and assistance for residents who may qualify for SNAP, Medicaid, Medicare assistance, housing assistance, utility assistance, childcare assistance, and other public benefits but face barriers to applying or maintaining eligibility. 10. Create a Human Services Equity and Service Gap Assessment Regularly evaluate whether residents in rural, low-income, historically underserved, and geographically isolated communities have equitable access to county-funded services and resources. 11. Strengthen Prevention and Early Intervention Services Prioritize early assistance before residents reach a crisis by expanding access to food, housing stabilization, employment assistance, childcare, transportation, counseling, and other preventive supports. 12. Establish an Annual Human Services Community Impact Report Require an annual report that identifies the county's most significant human service needs, services provided, populations served, unmet needs, funding gaps, partnerships, and measurable outcomes. Overall suggestions: Develop and implement a Beaufort County Human Services Strategic Coordination and Access Plan that establishes a coordinated, countywide system for identifying community needs, connecting residents to essential services, strengthening nonprofit partnerships, addressing service gaps, and measuring outcomes for vulnerable populations.
7/20/2026	Public Surv	Anonymous	1. Fully reinstate the Human Services Dept, an important connection point for nonprofits already doing the work that state/county government does elsewhere in the US. 2. Work collaboratively with county municipalities to avoid costly duplication.
7/21/2026	Public Surv	Anonymous	The County needs to provide more recreational centers in proportion to residential growth. For example, the Bluffton population has only one small pool yet has the most growth in the county. There are only two pickleball courts open to the public.
7/21/2026	Public Surv	Anonymous	Supporting Human Services and focusing on workforce development for the counties economy to thrive
7/22/2026	Public Surv	Anonymous	Make the waterfront downtown Beaufort a priority. Require sealed bidding for the entire project. Assemble an independent committee with members consisting of local citizens from both ends of Beaufort County and from Jasper County. Beaufort City and County have been riddled with questionable actions by questionable people. Take appropriate action to fix people's opinions of the "leaders" of our city and county and fix our waterfront!
7/23/2026	Public Surv	Anonymous	Reestablish and support Beaufort County Human Services Department
7/24/2026	Public Surv	Anonymous	1) Construct the proposed Splash Pad at Burton Wells for summer activity 2) Construct a Larger Library at Lobeco to accommodate public gatherings/meetings 3)
7/27/2026	Public Surv	Anonymous	limit big box store expansion and implement 10 mile no repeat rule for businesses wanting to move to Beaufort county. Prioritize cleared space over new clearing. Do more traffic impact studies. create a free tree library for community to help with flood area and land errosion.
7/27/2026	Public Surv	Anonymous	I did not see traffic studies and traffic engineering included but it needs to be, especially when considering increasing the density of homes and building more housing. As well, with increased density comes increased pressure on all utilities.
7/27/2026	Public Surv	Anonymous	limit ability of town of Beaufort to spot zone, especially commercial properties that are higher revenue earning than residential properties
7/27/2026	Public Surv	Anonymous	Make convenient centers more convenient - trash ends up in our marshes, woods and ditches when trash drop-off has limited access or makes items hard to dispose of (electronics).

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7/27/2026	Public Surv	Anonymous	Prioritize infrastructure projects to provide citizens with safe road systems, viaducts, bridges, traffic engineering, and other capital projects directly affecting public safety. Where there are private, non-profit, or other types of organizations in place to guide and fund projects, look to these organizations first, rather than County tax funding. The comprehensive plan action list reflects many projects on a list outside of core government functions. Feedback loop from citizens (acknowledgement) should be explored fully before adding any other projects to the action list.
7/27/2026	Public Surv	Anonymous	Implementation of emergency management action plans for rural and critical disadvantaged areas like St. Helena. -Present action plans for resilience during climate changes and sea level rise. -Incorporate and institute deceased flood insurance pricing for culturally protected landowners. -Decease the amount of studies and reviews in this proposed plan, and provide more actionable initiatives to accomplished in the next five years. -Review and reduce housing impact fees now for homes within the CPO. -Support and provide increased funding for affordable housing to the people who increase tourism in Beaufort County, the natives of St. Helena! Thank you.
7/28/2026	Public Surv	Anonymous	Public Transportation - bus lanes, bus stops, bus transit hubs, Public Transportation Facility - North of the Broad. The plan should do more than support and promote the use of Public Transportation, as a partner the plan/county needs to financially help support Public Transportation by having dedicated funding through a referendum of some sorts.
7/28/2026	Public Surv	Anonymous	Almost every line item here involves spending more taxpayer money, and growing the size of government. It reads like a socialist Christmas list, and is completely out of character for this area. Instead of doing its basic responsibilities well, the county government keeps looking for ways to expand its role by offering the public an ever-growing menu of “goodies.” Please stop doing this. You're going to ruin it.
7/28/2026	Public Surv	Anonymous	We have a substantial population of unhoused people and you did away with the Human Services department this Summer. The need is particularly strong in the area of the temporarily unhoused with immediate, short-term needs, and geriatric people who are unhoused. Not all of them have mental illness or drug or alcohol issues. Most are just not prepared to deal with their situations. Don't leave this to non-profits and churches to deal with (which is the current situation.) It was ridiculous and short-sighted to do away with the programs instead of improving them.
7/28/2026	Public Surv	Anonymous	Increase tourism through encouraging short term rentals. Getting People to frequent our businesses
7/28/2026	Public Surv	Anonymous	Create a plan to monitor and improve the main community environments that the public uses (not freeloaders and squaters) for recreation and entertainment.
7/28/2026	Public Surv	Anonymous	Review and enhance driver education for students in seventh, eighth and ninth grades. Pass new noise standards for pickup trucks and sports cars . Lower the noise standards pertaining to vehicles above .
7/28/2026	Public Surv	Anonymous	Stop trying to add an extra "Penny" tax for everything under the sun, including Transportation. Until you demonstrate that your are responsible and reliable, you will continue to have a credibility problem.
7/28/2026	Public Surv	Anonymous	Incentivize developers to responsible develop North of the Broad. Growth is coming, we should not stop it but we should work together to do it the right way. North of the Broad needs more economic growth! Don’t let these “non profits” “preservation funds/trust” who at the end of the day are large land owners themselves look at who sits on the boards of all them!! They prevent the growth for others! This is a place that should be enjoyed for all who want to come here… No more tax shelters for these selfish landowners… Growth = Money = Better Opportunities for everyone! Grow Beaufort! Incentivize commercial/residential developments similar to The Swamp Rabbit Trail of Greenville to the Spanish Moss trail- what an exceptional place for everyone…
7/29/2026	Public Surv	Anonymous	Support Concurrency legislation. Impact fees need restructuring where the burden falls on developers HEAVILY to improve infrastructure BEFORE development begins. Consider moratoriums on large construction of businesses and housing developments until infrastructure plans can catch up with growth. Consider toll booths to fund road improvements instead of additional taxes.
7/29/2026	Public Surv	Anonymous	Building moratorium until infrastructure catches up.
7/29/2026	Public Surv	Anonymous	#1 Expanding organic waste program #2 Slowing down development to control the growth in the community #3 enforcing the tree buffer between the roads and housing developments, retail buildings and hospitals #4 Understand what age group is driving organic growth to understand what types of services, retail and housing need to be developed #5 don't lose the "low country" feel, which is why most have moved to the area. We need to control the growth through limiting development and begin purchasing and preserving what makes this area so special, remembering our stewardship requirement to the waterways and the ocean!

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7/29/2026	Public Surv	Anonymous	strategic economic development that brings employers, remove barriers that makes developing new homes that meet the underserved or middle served market, including review of architectural requirements and zoning (BJWSA impact fees are already $25k++), do not approve more multifamily family/apartment projects (fear of losing income tax), use green tax funds to purchase and protect properties that actually have entitlements associated with it (PUD's or opportunities to be rezoned), allow for PUDs that have Development agreements with a mechanism that tie it all together: accountability, infrastructure, and affordability, pay attention to South of the Broad, this segment is forgotten, community parks, streets, parking in Bluffton, Okatie, Hilton Head are sustainably better and more carried for than South of Broad River.
7/29/2026	Public Surv	Anonymous	Encourage cooperation between community partners. Better facilitate service industry and culture/historical/environmental representatives. Both for the enrichment of our service workers and to improve their knowledge and understanding of the community we live in.
7/29/2026	Public Surv	Anonymous	The litter issue for me is more important than everything else. We talk about the environment with out trying to educate and enforce the law. Garbage is not secured in many instances, bush hogs mow right over the roadside trash. Plastics have created major destruction of our ecosystem s world wide. How many have gotten tickets or jail time for littering as the law states. I don't believe that the recent passage of securing garbage has not been enforced. Thank you for what you do!
7/29/2026	Public Surv	Anonymous	Review the Military BAH/COLA Rates for the County (which is publicly available -currently $1,800/month minimum) into your “affordable/workforce” housing analysis. If you do you will find this entire initiative is based on “the narrative” and not the facts. The harsh reality is “Affordable Housing” is a social issue and result of an economic problem. Low wages, High taxes, increased costs. A teacher or Medical Assistant cannot afford an apartment or house because their wages are low. Even if you provide these apartments and homes, they still need a vehicle, and insurance and the associated taxes. They will still have an electric, water, internet, cable bill. The pundits and County/City leaders want to berate citizens by saying this is a NIMBY (Not In My Back Yard) however that is not the case. It isn’t the people.. it’s the bombardment of small single home neighborhoods with apartments and townhomes tripling the housing and vehicles with complete disregard for infrastructure and traffic. The priority should be to pause the “Affordable Housing” push to see if the current projects approved (built and in process of being built) are actually being rented and what their minimum capacity met before approving more).
7/29/2026	Public Surv	Anonymous	The County should consider implementing a data center moratorium or make them extremely difficult to develop through stringent zoning. The County should continue to work with the Beaufort County CPO committee to protect St. Helena Island from incompatible development and to uphold the goals and policies of the comp plan. The County should support efforts to develop a Gullah/Geechee Cultural Arts Center and Entrepreneurial Market at Polowana Dr. and Highway 21.
7/29/2026	Public Surv	Anonymous	Support implementation of B-5 Programs to fill the learning gap that is too income dependent, leaving many children bereft of critical learning years before they are approved for enrollment per current SC guidelines.
7/30/2026	Public Surv	Anonymous	Make the preservation of TREES a top priority. Work on getting the money to bury power lines. Too much time and money spent on people and not the quality of life for your citizens. As evidenced by the Dominion Energy tree trimming, aka tree butchering.
7/31/2026	Public Surv	Anonymous	Uphold and reinforce the CPO for St.Helena Island. Review and revise transportation through Ladies Island and Walmart junction and seek to reduce the number of red lights on 21 (rotaries?).
7/31/2026	Public Surv	Anonymous	Conduct traffic studies to locate additional stoplights along busy roads.
7/31/2026	Public Surv	Anonymous	Add an additional bridge to assist timely evacuation from Lady’s Island (I.e. Brickyard point) to the mainland. They keep building more and more on the outlying islands , everyday traffic is getting worse and evacuation for hurricanes will become a bigger and bigger problem. Do something NOW!
7/31/2026	Public Surv	Anonymous	More attention to traffic calming, such as circles, traffic lights, more speed traps. The aggressiveness of pick up trucks(they usually have big tires). They speed and use middle lane for their own highway. I fear for my life on our roads. More police on the roads and more neighborhood surveillance as the wealth our young men see has prompted a lot of theft on St. Helena Island. Our population is exploding so unless you can stop this invasion you better expand all county services, codes and protections. Use public money more wisely./
7/31/2026	Public Surv	Anonymous	We have needed and now, even more, need a third crossing to the sea islands. HHI is not the only area with transportation issues.
7/31/2026	Public Surv	Anonymous	Limit the amount of new housing construction to maintain rural land.

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7/31/2026	Public Surv	Anonymous	Prohibit the sale and clear-cutting of acres and ares of wooded land for the construction of mega-apartment buildings North of the Broad that ignore the need for well-planned AFFORADABLE housing neighborhoods and preservation of tree canopies in new housing. The four mega-projects just breaking ground in Port Royal are examples of what we DO NOT WANT Beaufort County to look like.Beautiful land clear cut for 3 and 4 story apt complexes with rents out of reach for the working class. HOW DID THIS HAPPEN? We need planned, walkable communities with mixed-use housing that function as neighborhoods.
7/31/2026	Public Surv	Anonymous	Ferry service to HHI from Beaufort and bluffton - expand PB transit to transport ferry riders to work destination- create park and ride loots
7/31/2026	Public Surv	Anonymous	Slow/regulate this unchecked development that is utterly ruining the character and nature of Beaufort County.
8/1/2026	Public Surv	Anonymous	Well, we have lived here since 2018 in a small development off Parris Island Expressway. The increase in traffic on that road and others is astounding. Not in a good way. We came here to live in beaufort for a quiet retirement home and nice pace of life. What gives with the building of endless, ugly apartment buildings? They detract from the quality of life. I can't imagine that is where young families and workers with kids want to live. I imagine these developers are profiting, but I don't see the gain for current residents. Someone must be giving financial incentives to these developers. Why? It's changing the character of the Community. Ur we wanted to live in the rat race of Blufton, then we would. We are not going to fight that traffic daily. Hardly ANY current residents gain any Quality of life from these ugly apartment complexes that will soon just look like subsidized housing up North. Why not find the LAND and interested local developers that will build cute little houses or duplexes or 4 family units like we lived in iff and in, as an Army family for 20 years. Hey, the weather here is not that great. The schools seem pretty poor. If him husband did not enjoy the local birdwatching we would have left after 5 years. Between the awful traffic, the cold winters that kill plants, the shutdown of the Beaufort waterfront, I don't know why folks are clamoring to move here. I predict in 10 years that will no longer be the situation. Shut the gates on basically " uncontrolled growth". Driven by greedy developers who don't even reside in Beaufort County.
8/1/2026	Public Surv	Anonymous	No data centers or pipelines in the Ace basin. No data centers in sc.
8/2/2026	Public Surv	Anonymous	The installation of a county-wide sewer system would eliminate much of our water quality issues. Rural septic tanks are failing.
8/2/2026	Public Surv	Anonymous	Part of the energy use review should be consideration of solar energy and battery backup for all community buildings.
8/2/2026	Public Surv	Anonymous	strong enforcement of ordinances that are designed to protect our waters the solution to overdevelopment is not more roads, it's control the overdevelopment
8/3/2026	Public Surv	Anonymous	Progress and development are not bad things. There needs to be limits that insure the preservation of all our natural resources. Keep our strict preservation of trees in place. Limit "planned" communities that fill our green spaces with roads and houses. To dig up and destroy means all is gone forever. We do not need to trade a golf course, with limited access for fragile beauty in a very fragile world.
8/3/2026	Public Surv	Anonymous	Improve road maintenance and traffic control with better road planning. Especially around newly planned housing. Having builders of large area housing projects responsible for improving road conditions for added traffic flow they create.
8/3/2026	Public Surv	Anonymous	Port Royal Sound Foundation has a number of initiatives underway that are advancing several of the priorities listed in the Comp Plan. I do think a heightened emphasis on building resilience to the impacts of climate change is warranted.
8/3/2026	Public Surv	Anonymous	Please limit building. Our county cannot sustain the influx of people, traffic, etc. Why must we build, build, build? Soon there will be no more "low country". It will look like "Anywhere, U.S.A.", perhaps a major metropolitan location with no trees...only rooftops and pavement. Is that what we want for the "low country"? The short-term revenue gain will all be used up maintaining the huge influx of people, homes, infrastructure. Overbuilding does not work.
8/3/2026	Public Surv	Anonymous	Stop the building and Fix the roads! We shouldn't have to say this in a long range survey. 1. Here's a suggestion, leave Savannah airport at 430 PM on Monday through Thursday and drive to Buckwalter Parkway via Mayriver Road and see the disaster we are suffering because we don't have two lanes in each direction with a center turn lane from the county line to the ill designed traffic circle on Mayriver Road. Take out the railroad bridge and put a footbridge in its place. 2 Another suggestion. Extend every right turn and left turn lanes on Highway 278 by 200 yards or more. Especially at Buckwalter parkway. Please go look at these messes and fix them. Then maintain and adopt continuous improvement strategies so we don't have the same problems as the other cities/counties surrounding us in SC and GA. Thanks
8/3/2026	Public Surv	Anonymous	There needs to be Gullah/Geechee cultural impact assessments added to any large development projects. Water quality improvement needs to be prioritized not simply monitoring. Incorporate the WaterSC Plan and the Salkhatchie Watershed Plan in the future actions in order to protect our water resources. Prevent the building of data centers in the county. Invest in the Sentinel Landscape by collaborating with the Department of Defense to keep areas such as St. Helena Island rural. Protect Gullah/Geechee Sacred Burial Sites by adding buffers and setbacks and funding the documentation and living landscape protection of these areas along the salt marsh. Invest in more environmental sustainability efforts and partnerships.

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8/4/2026	Public Surv	Anonymous	Stop over-development of rental property in the county! Please! We have such a population density which leads to our infrastructure quagmire and it's a real problem for residents. And even if you start construction to widen roads - this will just create road back-ups that will be insufferable. The lack of foresight to our infrastructure was such poor planning and everywhere you look more rental units are being built. We need to keep some of our vacant land for our naturalized environment and our wildlife. Plus our sanity. If we are committed to building - let it be communities that are owner occupied so we have some investment in the quality of life and the community that these people reside in. And our tax base. I don't feel that the zoning board is being thoughtful or visionary allowing for all the rental housing to go into the area. Additionally - if I see another u-store it building go up on the side of the road I might scream! This is our home area. Why place these unsightly buildings along our daily traveled roads? Put in side roads and small cut-de-sacs where you can house these types of businesses that are unsightly and draw trucks or trailers and have no aesthetic value to offer to the community resident? We live here for the beauty of the area. Yet Beaufort and Jasper County planners seem intent on destroying every ounce of natural beauty along our roadways by placing ugly commercial or rental buildings with no consistency to planning or ideology. There might be a muffler shop next to a u-store-it next to a boat shop next to an apartment complex. And then there will be no stop light for a safe entrance so you've got a road hazard as drivers dart out on overly busy roads. Community planners have got to get their priorities straight for the residents who have lived here for many years and thought that we'd have a naturalized and protected area. A hodgepodge of businesses and a poor infrastructure that is overwhelmed is never what we would have envisioned for the future of the area. When looking at the Comprehensive Plan - it states many objectives that are not in keeping with the origin of the area. Planning to broaden density housing is nothing that we could ever get on board with. We love the rural area that we moved to many years ago. And climate change has been debunked so trying to move forward with that costly agenda is just throwing tax payer monies out the window. I object to the careless use of my funds. Realign your plans to current science. It is my hope that city and county planners will recognize that residents don't want to live in a bustling urban environment. We moved to the area for a reason and that we are struggling with the lack of infrastructure and foresight currently. There is nothing wrong with curbing your building and deciding when enough is enough and planning for a top to the development. If we had wanted to live with lots of people and congestion - we would be living in Charleston where we had access to all the retail and medical choices we could ask for vs the limited ones here locally. Don't box yourselves in by making all the wrong choices which is exactly what we perceive these plans as doing. Stop the random development. Keep our plantations and nature.
8/4/2026	Public Surv	Anonymous	Traffic gridlock and poor road maintenance
8/4/2026	Public Surv	Anonymous	Encourage the use of solar panels
8/4/2026	Public Surv	Anonymous	Put a moratorium on the building in Beaufort County, especially apartment complexes.
8/4/2026	Public Surv	Anonymous	Less government and beaurocracy
8/4/2026	Public Surv	Anonymous	I would like to see proactive steps to protect trees along roadways and developments. I would like to see protections for historic buildings, villages and view sheds. Beyond listing existing historic and cultural sites, please consider historic and cultural assets not yet officially recognized as significant.
8/4/2026	Public Surv	Anonymous	No taxes to be pd by Gullah descended fifty year ownership
8/5/2026	Public Surv	Anonymous	Require developers to fund ALL infrastructure related to their projects including increased needs for schools and other public services such as law enforcement.
8/5/2026	Public Surv	Anonymous	The county could likely terminate 25% of the management staff and the citizens would not notice. The county is BLOATED! Too many administrators.
8/5/2026	Public Surv	Anonymous	Take care of our aging bridges. Either plan for staggered replacement with critical ones first or repair all of them to the point that staggered replacement can be implemented. If the county would adopt staggered replacement (routinely replacing bridges on a rotating schedule), our bridges should never reach a critical level of public safety and the taxpayers will never need to fund an "emergency" replacement. If a bridge fund is held solely for bridge maintenance/replacement, our vulnerable bridges will be able to be maintained and public safety increased. This requires someone with knowledge and foresight of the needs of the county but it can be done. Protect the citizens with the ability to evacuate if the need should arise. Protection of our residents should be first and foremost in any plan for the county, for without the residents, there will be no money for the county.

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8/5/2026	Public Surv	Anonymous	1. Review private dock regulations. Docks are longer and more elaborate with the intent of making un-dockable homes dockable. Private home owners assume ownership of waterway access by putting in these extended docks. They obstruct the waterway and environment. 2. Public transportation and access-ways are important and necessary given the growth. But given our suburban development trends public parking areas should be added near public transportation access points. Allow residents to drive or bike to areas where one can then use public transportation. 3. Development fees. Fees should be added to construction costs for maintenance of roads and other public infrastructure. Heavy equipment on secondary roads during construction is putting an extensive burden on public facilities. 4. Better traffic management thru the use of technology. Intersections need cameras and better enforcement of speed limits. Left hand turns are life threat-ing. Traffic needs to be broken up to allow for left turn access by adding more traffic lights. 5. Family friendly bike lanes. Shoulders are not bike lanes. People will not use bike lanes that are adjacent to traffic. Road debris is also a problem for bikes too close to traffic. 6. Support EV use including cars, golf cart, bikes and scooters etc. Convenient and More charging stations are necessary. 7. Public transportation to beaches is necessary. 8. Public space (at little or no charge) in urban areas for open public agricultural and seafood markets to directly support our agricultural environment. Encourage direct access to farms produce for the community. Farm to table is not just for restaurants. 9. Public education for: home gardening of vegetables, recycling, energy saving, disposal, composting, water usage, burning debris etc. 10. Public education on the workings of government - both city and county.
8/5/2026	Public Surv	Anonymous	Comprehensive review of all zoning laws to prevent overgrowth and stripping of capacity of the county roads, school system and roads. We are at least 30 years behind in our comprehensive planning and seem to simply let builders and developers run roughshod. Rural land and Gullah areas must be protected. We need a period of time to catch up and really plan for the future in Beaufort County.
8/5/2026	Public Surv	Anonymous	Stop/slowdown county growth in everything, especially housing and roads that cannot keep up with too much growth, schools that are overcrowded. Slow down. You are ruining the area by overpopulation and overbuilding.
8/6/2026	Public Surv	Anonymous	No! This is too broad, hone in and focus on critical infrastructure - the sewers and roads in need of immediate repair.
8/6/2026	Public Surv	Anonymous	Continue to support other nonprofits that provide critical services that improve the health, safety and wellbeing of Beaufort County citizens.
8/6/2026	Public Surv	Anonymous	There should be an action/law that prohibits burning of leaves/brush in private homes in Beaufort County. This contributes to air pollution and possible fire spread. No one seems to care about this! It's outrageous that we talk about protecting our environment yet we allow burning in open spaces near other homes & businesses. Still can't believe this is allowed.
8/6/2026	Public Surv	Anonymous	Several of your responses state "eliminate" such things as barriers, an option should be provided to thoughtfully reduce barriers. Similarly, responses say provide, an option should be encourage or partner to implement. Government should not provide all things to all. Lastly, more options to partner with and provide partial funding is better than government will provide.
8/6/2026	Public Surv	Anonymous	Use Impact fees instead of continuing to BS us with capital improvement and transportation sales taxes.
8/6/2026	Public Surv	Anonymous	Public transit must be viewed (and funded) more as infrastructure, similar to roads and bridges. There must be a dedicated funding mechanism to realizably fund our public transportation year after year.
8/6/2026	Public Surv	Anonymous	STR limits

Appendix D: Public comments received during the five-year review

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8/6/2026	Public Surv	Anonymous	Yes to pay for all infrastructure needs , we must have the 3 million tourist pay more for our needs on Hhi vs just 40 k residents, same for all Beautort county . Our current taxes are not enough to pay all snd can't raise taxes . I suggest a Tourism Impact User Fee . 5.00 per day per tourist, average 5 day stay is 25.00 x 3 million Touist is an additional 75 million annual . Google this, it's happening in many resort cities worldwide. This is our solution. Any elected official that does not vote for this is removed from office
8/6/2026	Public Surv	Anonymous	Mass deportations
8/6/2026	Public Surv	Anonymous	I am deeply concerned about the ACE basin and all our nation's water supply. Corporations that continue to harm our water should be held accountable. Forever chemicals from industries such a s Dupont and allowing data centers to be built invites environmental pillution. Future generations should not inherit this problem.
8/6/2026	Public Surv	Anonymous	Moratorium on any new development or requests for zoning changes that increase density without serious evaluation of road and utility capacity, substantially increase impact fees to ensure development carries the full responsibility for need for expanding public roads and infrastructure...no more "free rides" , relatively speaking
8/6/2026	Public Surv	Anonymous	A COMPREHENSIVE REVIEW BOARD FOR LAND DEVELOPERS SEEKING BUILDING APPROVAL NEEDS TO BE ESTABLISHED. The utility companies are begging that they be consulted BEFORE approval to determine the impact on availability, the environment, and land use. The approvals seem to be handed out like hotcakes by the powers that be. Stop following the money and be concerned about land and people.
8/6/2026	Public Surv	Anonymous	Continue the focus on improving traffic flow on and off the island. It seems to me the critical choke is between the Moss creek light and the light at Spanish Wells Road and the Cross Island Expressway!
8/6/2026	Public Surv	Anonymous	Insure there is adequate drainage in Hilton Head Island to prevent flooding during any hurricane.
8/6/2026	Public Surv	Anonymous	1) Update local beachfront management plan; 2) Review approved development entitlements across Beaufort and Jasper Counties and their municipalities and the maximum density allowances for remaining undeveloped parcels at current zoning, identifying high development pressure areas and likely strain on and/or impairment to public resources and infrastructure and opportunities for potential proactive zoning and/or development changes or other measures to mitigate shared impacts that will otherwise continue to mount in size and scale.
8/6/2026	Public Surv	Anonymous	This is a running list of ill conceived "ideas" that no one had the courage to say, thanks for your input and no thanks we don't need more things to keep busy but effective policy and measurable objectives and accountability. First, when talking about a 2026 plan do not insult me with doing something from a 2010 plan especially in light of all the change since then. Second, there is more than one culture to respect in Beaufort County. The continued devotion/recognitoin of only one group is offensive for everyone. Third, stop talking about sea level rise which is having neglible impact and start mapping all the approved development asphalt and what is coming. The runoff is impacting us NOW and accounts for the damage to the waterways, increased flood risk, and structural changes to streambeds. Discontinue the amatuer rthetoric on resiliency and the reliance on qualitative indices to chart environemntal parameter. Start developing data quality objectives and implementing sampling plans for key parameters using qualified personnel with calibrated equipment. Fourth, just having a chapter to address the elements required by the State act headings for planning is not sufficient. The priority/relevance for each element is not uniform! Attributing cultural with the same emphasis as addressing water/energy/transportation/education/economic is woefully inadequate. Reliance as has been allowed for decades on 'it's the utilities' problem to provide clean water and treat the sewage' is irresponsible. Likewise, allowing more development and using five year impact fees without any understanding of the depth of the impacts is irresponsible. The plan MUST address the increased needs and how they will be addressed as well as the depletion of resources and impacts on the environement (water/air/soil/noise). Lastly, rather than creating more tasks for a worker bee to do, upgrade expectations for all including consultants so that reports/emails/findings do not contain grammar mistakes and typos, arithmetic is checked, all figures are properly lableled and not obscured with kindergarten-pleasing color overlays, and legends properly align with the figure purpose.
8/6/2026	Public Surv	Anonymous	Moratorium on new building Address extraordinary traffic volume on may river road
8/7/2026	Public Surv	Anonymous	Remove fluoride from our water. The courts (via renown toxicologists) have determined that fluoride is a neurotoxin which has been proven to damage brain development in children lowering IQ. As well, fluoride. displaces selenium in the biochemical reaction that converts inactive thyroid hormone to an active form. This is not "conspiracy theory" it is known. Who makes money putting fluoride in our water?
8/7/2026	Public Surv	Anonymous	Limit overall development of housing;
8/7/2026	Public Surv	Anonymous	1) Traffic light at Argent Blvd & New River Pkwy 2) More Flock Safety cameras 3) Speeding & red light runners
8/7/2026	Public Surv	Anonymous	Stop growth.
8/7/2026	Public Surv	Anonymous	Work with Dominion to eliminate excessive overhead utility lines
8/7/2026	Public Surv	Anonymous	get your house in order with respect to the county administration employee issues! Don't get all woke over these comprehensive plan updates!
8/7/2026	Public Surv	Anonymous	More conservation. Less development
8/7/2026	Public Surv	Anonymous	are there plans for another 55 and over Senior housing with amenities revelant to aging well
8/8/2026	Public Surv	Anonymous	Educate the Beaufort county public on any possible private data center construction, and enact laws requiring any private data center construction proposals to be public and voted upon by the public.

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8/8/2026	Public Surv	Anonymous	Address wildlife needs in assessing compatible growth. Address utility impacts to the landscape, especially overhead power lines and their management of vegetation in proximity. Address improved enforcement of estuarine, riverine, and wetland buffer zone regulations. Develop more comprehensive regulation of waterway and wetland impacts.
8/8/2026	Public Surv	Anonymous	Traffic on 278 is awful, and yet more developments are being built that are adjacent to that major road. There needs to be more traffic police on that road to ticket drivers running through red lights.
8/8/2026	Public Surv	Anonymous	Where is the planned pedestrian walkway on Middle Road that we paid taxes for many years ago? Finish the projects we were promised, then start on new ones. Control the massive over-development that is going on all over the county.
8/8/2026	Public Surv	Anonymous	Amend zoing ordinances to promote mixed use compact development. Limit the number of new apartment complexes. Promote density near community centers and transit hubs
8/8/2026	Public Surv	Anonymous	Review and revise land use and zoning regulations to improve housing that is cohesive over large extents of roads. Existing housing appears to be haphazard with rundown trailers adjacent to upscale and well-landscaped homes. There should be more homogeneous neighborhoods including affordable housing to replace rundown trailers. Develop facilities to mitigate impacts of sea level rise and other climate-change driven changes in storm intensity rainfalls. Flooding of county/state roads such as Polowana Road is occurring more frequently now than just ten years ago. Flooding is a safety issue particularly before, during and after named storms (hurricanes). Cap growth and land development by adopting criteria that would trigger a moratorium on further land development. This is necessary to maintain the quality of life in North Of the Broad River area that is undergoing rapid development and consequential unexpected impacts on traffic, water quality and flooding.
8/10/2026	Public Surv	Anonymous	Development is out of control. There has to be immediate change to protect our communities. There should be a moratorium on development.