

Northern Beaufort County Regional Plan Implementation Committee
Executive Conference Room, Beaufort County Administration Building
Beaufort County Government Robert Smalls Complex
100 Ribaut Road, Beaufort, SC 29902
July 28, 2017
9:30 a.m.

Members:

Robert Semmler, Beaufort County Planning Commission Chair (Chairman)
Jerry Cook, Town of Yemassee Mayor
Gerald Dawson, Beaufort County Council
Joe DeVito, Metropolitan Planning Commission Chair
Earl Campbell, Beaufort County School Board Chair
Brian Flewelling, Beaufort County Council
York Glover, Lowcountry Council of Governments
Alice Howard, Beaufort County Council
Billy Keyserling, City of Beaufort Mayor
Tom Klein, Town of Port Royal Council
Mike McFee, City of Beaufort Council
Samuel Murray, Town of Port Royal Mayor

AGENDA

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. REVIEW OF MARCH 24, 2017, MEETING MINUTES ([backup](#))
4. JOINT LAND USE STUDY (JLUS) COMPLETION (Tyson Smith of White and Smith, LLC)
5. STATUS ON LADY'S ISLAND CORRIDOR (TRANSPORTATION) STUDY BY STANTEC (Brett Gillis, Stantec consultant)
6. UPDATE ON BRAC (BASE REALIGNMENT AND CLOSURE) (Military Enhancement Committee of Beaufort Regional Chamber of Commerce)
7. STATUS OF PORT ROYAL PORT (Linda Bridges)
8. ROUND THE TABLE COMMENTS
9. OTHER BUSINESS: NEXT MEETING—Friday, September 22, 2017 at 9:30 a.m., Executive Conference Room, Beaufort County Administration Building, 100 Ribaut Road, Beaufort, SC
10. ADJOURNMENT



Northern Beaufort County Regional Plan Implementation Committee Meeting
Council Chambers, County Administration Building
100 Ribaut Road, Beaufort, SC 29902
March 24, 2017

ATTENDANCE

Members Present: Robert Semmler, Chair, Northern Regional Plan Implementation (NRPIC) Committee and Beaufort County Planning Commission; Gerald Dawson, Beaufort County Council District 1; Brian Flewelling, Beaufort County Councilman District 5; Alice Howard, Beaufort County Councilwoman District 4; Billy Keyserling, City of Beaufort Mayor; Samuel Murray, Town of Port Royal Mayor; Mike McFee, City of Beaufort Councilman; Tom Klein, Town of Port Royal Councilman; and Earl Campbell, Beaufort County School Board Vice-Chair.

Members Absent: Mayor Jerry Cook, Town of Yemassee

Staff Present: Linda Bridges, Town of Port Royal Planning Administrator; Anthony Criscitiello, Beaufort County Planning Director; Robert Merchant, Beaufort County long range planner; Ginnie Kozak, Lowcountry Council of Governments; and Heather Spade, Beaufort County Planning Assistant.

Other Attendees: Greg Campbell and Jim Weidman of Lady's Island; Jim Hicks, Chairman of Lady's Island Community Preservation Committee; Stephen Murray, City of Beaufort Councilman; Rikki Parker of Coastal Conservation League; Peter Summerville of Newpoint on Lady's Island; Troy Ward and Jim Landis, Marine Corps Air Station; Sea Level Rise Team: Larry Lewis, environmental consultant; David McSweeney of McSweeney Engineering, and Kyle Schmitt of Geo-Science; and Tyson Smith, White & Smith, TDR/Land Use Projects consultant.

Note: *Due to a large number of public attendees, the meeting was moved from the Executive Conference Room to the Council Chambers.*

PLEDGE OF ALLEGIANCE: Mr. Semmler led those assembled with the Pledge of Allegiance to the United States of America.

CALL TO ORDER: Chairman Robert Semmler called the Northern Regional Plan Implementation Committee (NRPIC) meeting to order at approximately 9:38 a.m.

CHAIRMAN'S REPORT:

REVIEW OF MINUTES: **Motion:** McFee made a motion, and Flewelling seconded the motion, to approve the January 27, 2017, meeting minutes as written. No discussion occurred. The motion carried (FOR: Dawson, Flewelling, Howard, Keyserling, Klein, McFee, Murray, and Semmler)

SEA ISLAND PARKWAY CORRIDOR TRANSPORTATION STUDY (Bret Gillis, Stantec)

Mr. Gillis stated that the limit of the study was along a 3-mile stretch of Sea Island Parkway. The first Public meeting was held on September 29, 2016, to collect public input; the public was geared towards traffic and congestion. Mr. Gillis described the maps and charts on the PowerPoint presentation depicting the traffic backups at the current time compared to what the traffic is projected to do in the future as growth continues. The study also considers the potential for future housing and development needs. The study concluded that 21 years from now the main Lady's Island intersection on Sea Island Parkway and Sam's Point Road would reach capacity. Once an intersection reaches capacity there becomes a multiplier effect.

Mr. Gillis then offered some ways to relieve the traffic congestion on Lady's Island:

- Grade Separated Interchange: with one road going over another (fly over): this does not fit with the character of the location. This method would solve the traffic problem but, would have extensive impact

- Widening Sea Island Parkway: Because of the amount of buildings and parking spaces so close to the road this would not be a viable option.
- A new bridge: as a Boundary Street Extension: The traffic relief would not outweigh the cost.

Mr. Gillis discussed practical ways to improve the traffic problem on Lady's Island

- Turn Lane Improvements: Add a right turn lane onto Sam's Point road and also a right turn lane coming off Sam's Point Road onto Sea Island Parkway
- Connectivity: Seven new connections were identified to ease the traffic problems at the Lady's Island intersection, including:
 - a. Miller Drive, Sunset Boulevard, Hazel Farm Road, and Gay Drive.
 - b. Add new stop lights at the points of connectivity to help with the flow of traffic.
 - c. Design these connectivity roads to ensure that the neighborhood appeal is not lost.
 - d. Design roads to make the drivers feel constrained and drivers will drive slower and safer.
 - e. Managing the intersections on the connectivity roads; all way stop or a mini-traffic circle. The mini-traffic circle is the more viable option since the steady flow of traffic does not cause further backups in traffic.

Mr. Flewelling asked if the proposed mini traffic circle would allow for further expansion of the road if needed. Mr. Gillis explained that according to the study there is no need to widen the road only to improve the flow of traffic and that the mini traffic circle is meant to be a long term solution.

- Street scape improvements including: more landscaping, lighting, and walking paths to invite both bikers and pedestrians.
- New light at the Lady's Island Middle School to help with the flow of traffic and busses.
- Moving the light for Beaufort High School down to create an intersection onto Sunset Boulevard, creating easier access to a connectivity road.
- Raised Medians help beautify the roads along with providing safety from right angle collisions. The medians have to be strategically placed to allow for emergency vehicle access.
- Extending the right turn lane past the new Walmart to make that segment safer.
- Putting a new light at the Walmart intersection.
- Creating a new frontage road will help with the public concern of turning left off Sea Island Parkway.
- Bicycle and pedestrian enhancements that result in significant reduction in delays, safety improvements, greater access for bicycles and pedestrians, and beautification enhancements

Mr. Semmler advised the public that if they wish to view the PowerPoint presentations they will be available on the county website.

Discussion included considering the importance of feeder roads in the overall traffic scheme, concern that the scope of research did not cover other areas other than Lady's Island, concern that improvements on the island would be sufficient to mitigate the traffic coming on and off the Island, concern that freeing up Sea Island Parkway may result in traffic flowing at a greater rate and resulting in more traffic, noting that the RFP was limited to the Lady's Island region and a global study was discussed but not authorized due to financial constraints, querying if any homes would need to be removed for the plan to work (reassured that none would need to be removed), querying if the study considered putting in pedestrian friendly sidewalks along with a separate bike lane (Mr. Gillis explained that the idea was looked at but the public was more comfortable sharing the walkways with bicyclist than the bicyclist sharing the roadway with vehicles), and commented that sharing the multiuse path works well for the Spanish moss Trail.

SUMMARY OF LADY'S ISLAND COMMUNITY PLANNING FORUM HELD ON FEBRUARY 23, 2017 (Rikki Parker, SC Coastal Conservation League)

Ms. Parker described the public forum attended by 350 Lady's Island residents on February 23, 2017. Highlights included a presentation from Victor Dover, public map working sessions, and electronic polls. She thanked all of the public officials who came out to support the forum.

Results of the key pad survey:

- The majority of the attendees were over the age of 50, noting that the average age of Lady's Island residents was underrepresented.
- The majority of residents prefer the look of a traditional mixed use development over the look of a traditional chain pharmacy.
- Attendees prefer to see neighborhoods with green space and trees as opposed to neighborhoods consisting of wide roads over concentrated areas of concrete.
- Attendees would rather see more inviting sidewalks closer to businesses.
- 97% of attendees said that they were willing to participate in a planning event in the future.

Ms. Parker explained that the public has been greatly involved even after the forum; over 100 people have participated in the map working sessions after the forum itself.

Coastal Conservation League is now working on consolidating all the information gathered from the public forum along with the mapping sessions into one map reflecting the community's wants. The report will soon be available along with 10 planning principals to take into consideration with future development on Lady's Island.

Ms. Parker explained her views on the current RFP being drafted by the County Planning department. She stated that it does not look far enough into the future and is not properly representing the community's views. Ms. Parker distributed a letter from the Sea Island Corridor Coalition discussing the concerns with the current RFP.

Discussion included:

- Asking if the County's community preservation plan and the City's civic plan were tested against the study. (Ms. Parker stated that the two plans were looked at but overall did not fit with the needs of the community),
- Asking if areas were addressed for ideal locations of schools (Ms. Parker ensured that schools would be reflected in the plan as well as open space and parks and that they would be willing to speak to the school board to get their opinion as well.)

STATUS OF LADY'S ISLAND AREA PLAN (Beaufort County Planning Staff)

Mr. Robert Merchant, Beaufort County Long range Planner, recognized both the Sea Island Coalition and The Coastal Conservation League for opening the door for public engagement and to develop a shared vision for the Lady's Island Plan. He drafted an RFP and began making revisions resulting in a mini-comprehensive plan for Lady's Island. Mr. Merchant agreed that the Plan should be a joint effort between the jurisdictions involved and recognizes that Lady's Island is not a blank slate. Modern development has been taking place for many years. Mr. Merchant listed some important factors to keep in mind for the plan, including the development capacity of the island, past planning efforts on the island, and the new studies that are available. Mr. Merchant believes it would be worthwhile to hire someone to develop a community vision for Lady's Island. The overall status is assessing the cost of the plan and working with the City of Beaufort to get input on the RFP.

Discussion included:

- Clarification on the RFP's being shared and contributed by different Jurisdictions. (Mr. Merchant confirmed that usually a RFP is solely the task of the planning department but the plan would have a broad effect on the area that it would be best for input from neighboring municipalities);
- The Coastal Conservation League letter with the proposed \$400,000 for the plan which is way out of the County's estimated \$75,000 budget unless other jurisdictions contribute also;
- The non-involvement of the Metropolitan and County Planning Commission to approve and recommend changes to the RFP
- The possibility of the Natural Resource Committee reviewing the final RFP, and deciding that greater details and more funding may be necessary;
- Considering the studies conducted by The Sea Island Corridor Coalition and the Coastal Conservation League when developing the RFP.
- Discussion took place that the Lady's Island plan cannot just be a one phase project because the plan must conform to what is already in place.
- Considering the three frame works for a regulatory plan: regulatory framework, Zoning Policy framework, and transportation;
- Financial support from the city of Beaufort and other surrounding jurisdictions;
- Building new bridges and wider roads to ease the traffic flow created more problems on the island congesting traffic in the heart of the island;
- The City's plan to capture much of the traffic on Lady's Island by keeping the residents on the island and creating more job opportunities;
- A potential 250 jobs for people who live on Lady's Island from the new Walmart;
- Belief that the current RFP will not help The Town of Port Royal, and the possibility of Port Royal helping with the cost of the RFP to be able to widen the scope of the RFP into including Port Royal
- Concern that the \$400,000 is a little high, but \$75,000 was inadequate for a project of this depth.

JOINT LAND USE STUDY (JLUS) PUBLIC OUTREACH (Tyson Smith of White and Smith, LLC, consultant)

Joint Land Use Study (JLUS)

Mr. Smith explained the history of the JLUS, where the process is leading, and the deliverables for the JLUS, "Joint Land use Public outreach and coordination strategy" also although not part of the original scope. Mr. Smith discussed that revisions were made to the City, Town and County's overlay zoning ordinances to accommodate for the F35B operations taking place at the Air Station.

Mr. Smith explained that in terms of Land Use regulations, (what a person can and cannot do with their property) when the F35B land use standards have been adopted by the County, Town, and City property owners whom come in to pull a permit their regulations will be based on the new F35B and no longer the F18. Mr. Smith explained that the F18 contours themselves have changed but the regulations within the contours have not changed. Mr. Smith went on to explain that both the F18 and the F35B disclosure agreements will both be acknowledged until the F18 is phased out completely. Ms. Howard asked for clarification of notification of an expiration date for the F18 zone. Mr. Smith explained that an amendment was made on the disclosure form to leave a space for the seller or agent to fill out if the property is located in a noise zone along with the year and what noise zone the property is located in. At this point and time the problem is not knowing the date that the F18 will be phased out completely. Mr. Flewelling commented that he believed that the County was only responsible for the predominate air craft.

Mr. Smith explained that the real estate disclosure is not required by state law, but the coordination between local government and the Military is required by State and Federal Law. This coordination has been going on for years already. Mr. Smith explained that when the F18 is obsolete staff should be able to amend the map during a zoning code update.

Mr. Smith explained that he wanted to make everyone aware of the meaning behind the overlay changes; the F35 will receive land use regulation along with notice and the F18 will only receive notice.

Mr. Smith explained changes that were made in presenting the disclosure form. He explained that the ordinance has been pulled out of the code as a stand-alone document because the biggest problem so far has been real-estate agents not knowing which of the disclosure forms is the most up to date.

Mr. Smith showed maps depicting both the F35B and the F18 noise zones merged together to give people an idea of the area that is now affected by the F35 and was not in the past. Mr. Smith also explained that there are now two spots that were affected with the F18 and interestingly enough no longer affected by the F35B.

Mayor Keyserling explained that, as much as the governing jurisdictions along with the Military believe that the public has been actively engaged and has a general understanding of the overlay zones, this knowledge was not reflected at the Monday night Metropolitan Planning Commission meeting. Mr. Keyserling believes that the public was under informed and he believes that most of those in attendance were probably seeing the maps and hearing about the JLUS concept for the first time. Mr. Keyserling explained that although the information is accessible he believes that the public will not show any interest until the problem directly affects them. Mr. Keyserling explained that usual problems are centralized to locations making them easier to spread awareness via word of mouth or other ways within the community, but the nature of this being more complex makes the issue less likely to spark interest.

Mr. Tyson continued his presentation recapping the different overlay zones. The land use limits only apply in the clear zones. He explained that noise zones 2A and 2B are not regulated in terms of land use except for density; single family is allowed everywhere except in the clear zone which is owned by the Air Station. The 65 to 70 decibel range allows for two units per acre, 70 to 75 decibel range allows for one unit per acre, and the APZ's and zone 3 being the two loudest zones allow for one unit for every 3 acres.

In response to the comment that the general public is under informed, Mr. Smith stated that the JLUS gives the public direct contact to people who will be able to answer any questions they may have and help better inform the community. If the program is correctly implemented it would be very hard for people to not know what is really going on in and around these zones.

Mr. Smith explained the next steps for the JLUS process. The first step is to execute and implement the JLUS outreach. He explained that after today's meeting he will send the JULS out to the City, Town and County for revisions and that the jurisdictions will need to decide who will be responsible for signing the document. Also the jurisdictions must finalize and adopt the revised map overlays.

Mr. Smith clarified that in the loudest noise zone area was zone 3 and the allowed density was one unit per every 3 acres. Mr. Smith explained that the race track like path on the map depicts the approach and departure zones, which are at a higher risk for accidents. Mr. Earl Campbell commented that most of the surrounding residents in the affected areas have grown accustomed to the noise and believes they would not be too concerned. Mr. Smith went on to explain that when the County adopted the overlay restrictions in 2004 they did not adopt the most restrictive guide lines, and the issue could be revisited if the community would wish to do so.

Mr. Dawson asked for reassurance that once the new revisions were made that the issue would be brought back to the Northern Regional Implementation board for further discussion; Mr. Smith confirmed that he would send the revisions out to the committee for comments, some members did not believe this would be necessary, others were interested to see what the revisions were. Mr. Smith ensured that any revision made could come back before this committee if anyone had any concerns.

Transfer of Development Rights

Mr. Smith gave an update on the BCOLT (Beaufort County Open Land Trust) and County cooperative agreement, the updates to the TDR forms and administrative procedures, and the TDR website content to the County. He indicated the TDR is about 75% done

The BCOLT and County cooperative agreement will set the stage for normal Transfer of Development Rights (TDR) from the sending areas to the receiving areas and could also facilitate the purchase process for the future. This agreement would use the expenditure of the state funds to trigger the implementation of the TDR process. The cooperative agreement also includes establishing a TDR bank, BCOLT holding and managing easements, and sales closings being held by the County's third party legal counsel which will be paid for during the grant process.

The TDR website final update was given at the prior meeting, and the content is in the system and waiting on final approval to be published.

The State grant; process will take about a year to finalize and details were discussed at the prior meeting.

The next step on the TDR Implementation includes: executing the County-BCOLT cooperative agreement, creating the TDR website on either the County or the Low country Council of Government webpage. Mr. Smith explained that he is working with the County to get some data to determine how much the development rights are worth. Once the value is determined the outreach workshop will be held to discuss with the community how to apply for some of the grant money.

JLUS SEA LEVEL RISE PRELIMINARY INFRASTRUCTURE ASSESSMENT PROJECT **(Geoscience Consultants)**

Mr. Schmid, the Geoscience consultant, Stated that goal is to take a preliminary inventory of the infrastructures in harm's way, determine its value, and plan for/develop cyclical maintenance and projected costs. The data collected is then put through a screening logic test to best reflect the hazard at hand. Mr. Schmitt showed maps of problem areas and the progression of the problem areas over the next few years.

The consultant explained that the study was not exclusively the bases but also included 900 square miles surrounding the bases. The study also included a projection of the cost for years to come. Once the infrastructure has been narrowed down, the graph created helps to better depict what the main concerns for the county should be. The final report will be available the end of next week. Mr. Schmid explained the next steps in the study are to look at data collected from Hurricane Matthew's impacts for the future.

Ms. Kozak noted that there has never been a sea level rise study done like this for the Military community and other military communities are awaiting results to study from, and in the future will probably see other variations of this data collected and tailored to fit different locations.

Mr. Brian Flewelling, asked that a link be provided to put on the county website so that those who are interested can easily access this information.

Mr. Semmler commented that he contacted Mayor Bennett of Hilton Head Island and shared the Northern Regional Committee meeting dates and times with him for the rest of the year and asked the Mayor to come and comment on the Bay Point issue. Mr. Semmler relayed that Mayor Bennett commented that the owner of Bay Point has not spoken to him in several months and the Mayor is unsure of where that particular project stands as of right now.

Committee discussion included desiring renewed discussion on a third bridge on and off Lady's Island; placing high priority on a resolution of traffic woes returning to Lady's and St. Helena Islands through the Town of Port Royal and the City of Beaufort; involving the municipalities in traffic discussions; including sea level rise in future expansion discussions; noting an expansion of southbound traffic at the Highway 21/Sam's Point Road intersection; agreeing that traffic impact is a major problem affecting multijurisdictional boundaries; believing that the Lady's Island Village Center plan was outdated due to the residential growth outpacing the ability to implement the plan; believing that the traffic and commercial development is driven by residential growth; believing that the Lady's Island Walgreens was to be the start of the non-existent pedestrian-friendly Lady's Island; believing that the traffic study is not the answer since if the traffic issues are addressed/fixed then more people would move onto Lady's Island and create further

growth problems; counter-believing that the known amount of houses on Lady's Island was not to be blamed solely on residential development since the original plan was abandoned when the City of Beaufort annexations occurred; working together without annexing into the City of Beaufort; believing that the jurisdictions and the various groups throughout the County have worked together to try to resolve the problems; desiring public comment on the Lady's Island growth; concern that the residential 5,600 trips a day could potentially increase with the complete buildout of 4,500 more houses in 25 years under the current zoning; and concern that the third bridge for traffic on and off of Lady's Island would increase those road trips despite its necessity to alleviate the current traffic flow.

Note: Chairman Semmler recessed the meeting at approximately 10:46 and reconvened the meeting at approximately 10:51 a.m.

Public Comment:

1. Mr. Chuck Newton noted his history as a planning commissioner elsewhere. There is a traffic cycle where increased roads will produce increased traffic. He spoke of the different governmental jurisdictions working together, and their political accountability. Mr. Newton explained the importance of public participation in the upcoming meeting on the 23rd that Ms. Schaeffer mentioned.
2. Mr. Jim Hicks explained the history of the Lady's Island Community Preservation Plan. He noted the joint process with citizen involvement. He also noted the unexpected commercial growth which affected the infrastructure. The past zoning ordinance had numerous changes. Now that there is a cooperative effort between the City of Beaufort and the County, make the changes to the plan and move forward.
3. Mr. Peter Summerville, a Lady's Island resident, stated that he has listened to several presentations and commented that the Comprehensive Plan is not being followed by the City of Beaufort. He is concerned with not having a set end-date to get all of the questions answered before everything goes out of control. Mr. Summerville also expressed his concerns as to where the funding will be coming from for all of the studies that were discussed earlier in the meeting.

ROUND THE TABLE DISCUSSION: Committee discussion included:

- The potential build out of 4,000 new houses and its projected demographics for another school (Carol Crutchfield has all of that data at her disposal to make future projections);
- The problematic St. Helena traffic needing to be studied to help relieve traffic (Ms. Kozak stated that at this date no discussion has been made about widening highway 21 to St. Helena);
- Thanking the public and the community for the supporting the Reconstruction Era monument for Beaufort County;
- The loss of Mr. Vernon DeLoach, Town of Port Royal councilman; and
- Supporting the JLUS process and agreeing with the fact that more public education needs to take place regarding the JLUS.

OTHER BUSINESS: NEXT MEETING—Friday, May 26, 2017 at 9:30 a.m., Executive Conference Room, Beaufort County Administration Building, 100 Ribaut Road, Beaufort, SC

ADJOURNMENT: Mr. Semmler adjourned the meeting at approximately 12:00 p.m., with no objections from the Committee members.

Note: The video link of the March 24, 2017, Northern Regional Plan Implementation Committee meeting is: http://beaufort.granicus.com/MediaPlayer.php?view_id=3&clip_id=3140