



## Community Services and Land Use Committee Beaufort County, SC

Council Chambers, Administration Building Beaufort County Government Robert Smalls  
Complex 100 Ribaut Road, Beaufort

Monday, June 10, 2024  
3:00 PM

### AGENDA

#### COMMITTEE MEMBERS:

ALICE HOWARD, CHAIR  
GERALD DAWSON  
THOMAS REITZ

YORK GLOVER, VICE-CHAIRMAN  
PAULA BROWN  
JOSEPH PASSIMENT, EX-OFFICIO

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
4. APPROVAL OF AGENDA
- [5.](#) APPROVAL OF MINUTES- May 13, 2024
- [6.](#) **CITIZEN COMMENT PERIOD- 15 MINUTES TOTAL**  
*Anyone who wishes to speak during the Citizen Comment portion of the meeting will limit their comments and speak no longer than three (3) minutes. Speakers will address Council in a respectful manner appropriate to the decorum of the meeting, refraining from the use of profane, abusive, or obscene language. In accordance with Beaufort County's Rules and Procedures, giving of a speaker's time to another is not allowed.*
7. ASSISTANT COUNTY ADMINISTRATOR REPORT - *Audra Antonacci-Ogden*

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#### AGENDA ITEMS

- [8.](#) DISCUSSION CONCERNING A LETTER OF SUPPORT FOR BEAUFORT JASPER HOUSING TRUST
- [9.](#) RECOMMEND APPROVAL TO COUNCIL OF AN ORDINANCE TO AMEND BEAUFORT COUNTY'S TRAFFIC IMPACT ANALYSIS (TIA) POLICY.
- [10.](#) CONSIDERATION BY COUNCIL OF AN ORDINANCE AMENDING THE ZONING MAP FOR 4.73 ACRES (R200 019 000 0076 0000) LOCATED AT 26 EUSTIS LANDING ROAD FROM T2 RURAL (T2R) AND T2 RURAL CENTER (T2RC) TO T2 RURAL CENTER (T2RC) - *Robert Merchant, AICP, Director, Beaufort County Planning and Zoning*

- [11.](#) RECOMMEND APPROVAL TO COUNCIL OF A RESOLUTION AUTHORIZING THE INTERIM COUNTY ADMINISTRATOR TO EXECUTE A VOLUNTEER SERVICE AGREEMENT WITH THE FRIENDS OF WHITEHALL PARK TO ALLOW THEM TO PROVIDE VOLUNTEER SERVICES TO BE PERFORMED AT WHITEHALL PARK FOR THE BENEFIT OF THE COUNTY - *Stefanie M. Nagid, Passive Parks Department Director*
- [12.](#) RECOMMEND APPROVAL TO COUNCIL TO FUND DUE DILIGENCE AND NEGOTIATE TERMS OF ACQUISITIONS FOR GREEN SPACE APPLICATIONS (Trotter's Loop, Essex Farms, Victoria Bluff, and Broad Creek Marina) - *Mike McShane, Chair of Green Space Advisory Committee; and Mark Davis, Deputy Director of Planning and Zoning*
13. ADJOURNMENT

**TO WATCH COMMITTEE OR COUNTY COUNCIL MEETINGS OR FOR A COMPLETE LIST OF AGENDAS AND BACKUP PACKAGES, PLEASE VISIT:**

<https://beaufortcountysc.gov/council/council-committee-meetings/index.html>



## Community Services and Land Use Committee Beaufort County, SC

Council Chambers, Administration Building Beaufort County Government Robert Smalls  
Complex 100 Ribaut Road, Beaufort

Monday, May 13, 2024  
3:00 PM

### MINUTES

#### COMMITTEE MEMBERS:

ALICE HOWARD, CHAIR  
GERALD DAWSON  
THOMAS REITZ

YORK GLOVER, VICE-CHAIRMAN  
PAULA BROWN  
JOSEPH PASSIMENT, EX-OFFICIO

1. **CALL TO ORDER**

Committee Chairman Howard called the meeting to order at 3:00 pm

**PRESENT**

Committee Chair Alice Howard  
Committee Vice-Chair York Glover  
Council Chairman Joseph Passiment  
Council Vice-Chairman Lawrence McElynn  
Council Member Gerald Dawson  
Council Member Thomas Reitz  
Council Member Anna Maria Tabernik

**ABSENT**

Council Member Paula Brown  
Council Member David Bartholomew  
Council Member Logan Cunningham  
Council Member Mark Lawson

2. **PLEDGE OF ALLEGIANCE**

Committee Chairman Howard led the Pledge of Allegiance

3. **PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT**

Committee Chair Howard noted that the public notification of this meeting had been published, posted, and distributed in compliance with the South Carolina Freedom of Information Act.

**4. APPROVAL OF AGENDA**

**Motion:** It was moved by Council Member Dawson, Seconded by Council Member Tabernik to approve the agenda.

**The Vote:** Approved without objection.

**5. APPROVAL OF MINUTES- April 8, 2024, and October 9, 2023**

**Motion:** It was moved by Vice Chairman McElynn, Seconded by Council Member Dawson to approve the minutes from April 8, 2024 and October 9, 2023.

**The Vote:** Approved without objection.

**6. CITIZEN COMMENT PERIOD- 15 MINUTES TOTAL**

*Anyone who wishes to speak during the Citizen Comment portion of the meeting will limit their comments and speak no longer than three (3) minutes. Speakers will address Council in a respectful manner appropriate to the decorum of the meeting, refraining from the use of profane, abusive, or obscene language. In accordance with Beaufort County's Rules and Procedures, giving of a speaker's time to another is not allowed.*

Grant McClure: Coastal Conservation League- Plastic Bag Ordinance

**7. ASSISTANT COUNTY ADMINISTRATOR REPORT- Charles Atkinson**

Presentation given by Library Director Amanda Dickman on the Port Royal Library Opening.

Rob Merchant updated on the Lady's Island Plan

*To view the Assistant County Administrator Reports*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=387>

Ben Boswell, new Human Services Director, introduction

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=2175>

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**AGENDA ITEMS**

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**8. PRESENTATION OF FRIENDS OF FORT FREMONT 2023 ANNUAL REPORT - Barney Forsythe, President, Friends of Fort Fremont**

Friends of Fort Fremont 2023 Annual Report Presentation. Friends of Fort Fremont presented data and information about actions and activities from Fort Fremont Preserve and History Center during the 2023 calendar year.

*To view the full presentation from Friend of Fort Fremont*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=1453>

**9. RECOMMEND APPROVAL TO COUNCIL OF A RESOLUTION AUTHORIZING THE INTERIM ADMINISTRATOR TO EXECUTE A VOLUNTEER SERVICE AGREEMENT WITH THE FRIENDS OF FORT FREMONT TO ALLOW THEM TO PROVIDE VOLUNTEER SERVICES TO BE PERFORMED AT THE FORT FREMONT PRESERVE AND HISTORY CENTER FOR THE BENEFIT OF THE COUNTY - *Stefanie M. Nagid, Passive Parks Department Director***

Since 2019, The County and Friends of Fort Fremont have been operating under two older agreements for the use and services of the Fort Fremont Preserve and History Center. These two agreements are expiring in June. Staff and the Friends of Fort Fremont wish to enter into a long-term volunteer service agreement for the Friends' continued use and services to the County as volunteers, docents, and operators of the History Center.

**Motion:** It was moved by Committee Vice Chair Glover, Seconded by Vice- Chairman McElynn, to Recommend Approval to Council of a Resolution Authorizing the Interim Administrator to Execute a Volunteer Service Agreement with the Friends of Fort Freemont Preserve and History Center for the Benefit of the County.

**The Vote:** Approved without objection.

*To view the discussion:*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=2362>

**10. RECOMMEND APPROVAL TO COUNCIL OF A RESOLUTION TO SUPPORT THE RECOMMENDATION TO THE GOVERNOR OF SOUTH CAROLINA FOR THE NOMINATION OF THE BEAUFORT COUNTY "CAROLINA BRIGHT" ESTUARY SYSTEM INTO THE NATIONAL ESTUARY SYSTEM**

The Pritchards Island Research and Living Shores Coalition requests that the Council support their recommendation to the Governor of South Carolina that the "Carolina Bright" estuary system be added as a member of the National Estuary Program. The council's support is key in helping to unite the regions in this voluntary, collaborative effort to develop an ecosystem-based management program.

**Motion:** It was moved by Chairman Passiment, Seconded by Council Member Dawson to Recommend Approval to Council of a Resolution to Support the Recommendation to the Governor of South Carolina for the Nomination of the Beaufort County "Carolina Bright" Estuary System into the National Estuary System.

**The Vote:** Approved without objection.

*To view the discussion:*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=2510>

**11. RECOMMEND APPROVAL TO COUNCIL OF A RESOLUTION AUTHORIZING THE INTERIM COUNTY ADMINISTRATOR TO EXECUTE THE DOCUMENTS NECESSARY AND TO PROVIDE FUNDS TO CONTRIBUTE TO THE PROCUREMENT BY THE APPLICANT OF FEE SIMPLE REAL PROPERTY LOCATED ON HILTON HEAD ISLAND, KNOWN AS THE MITCHELVILLE TRACT (PIN# R510 005 000 0007 0000), NOT TO EXCEED THE FINAL VALUE AS DETERMINED BY A NEW APPRAISAL AFTER THE COMPLETION OF AN UPDATED PLAT, RESOLUTION OF ALL LEGAL ISSUES/CLAIMS, CONTINGENT UPON FULL LEGAL DESCRIPTION, AND SHALL REQUIRE THAT ANY FUNDS RECEIVED FROM GRANTS, PRIVATE, FEDERAL, OR STATE FUNDING BE USED SOLELY TO REIMBURSE THE EXPENDITURE OF THE GREEN SPACE PROGRAM (*FISCAL IMPACT: TBD – Final amount is unknown until staff completes and reviews necessary due diligence in accordance with the***

***Green Space Advisory Committee's recommendation and Green Space Program guidelines) - Mike McShane, Chairman of the Green Space Advisory Committee***

On December 11, 2023, the Community Services and Land Use Committee approved due diligence and negotiations for the Mitchelville Tract. After this approval, staff undertook the necessary actions with the Town of Hilton Head, and while county staff and the Town of Hilton Head conducted their work on the property with known/disclosed title issues, a consent order to quiet the title and partition land by sale was filed on March 25, 2024. The consent order placed a court mandated deadline for purchase agreements to be made by April 30, 2024., placing very specific restrictions/requirements on submissions. This prompted the Town of Hilton Head to submit a purchase agreement in accordance with the consent order. The consent order also states that the court shall hold a hearing no later than May 14, 2024, to hear all purchase and sale agreements submitted. The consent order action prompted the Green Space Advisory Committee to consider making a recommendation on the application prior to the completion of ongoing due diligence and negotiations. On April 26, 2024, the Green Space Advisory Committee met, reviewed the consent order and existing due diligence, and recommended conditional approval for the contribution of funds. The condition of their approval is for the contribution of funds not to exceed the final value as determined by a new appraisal after the completion of an updated plat. The Committee's recommendation also included requiring all opportunities from funds acquired through other grant/partnership opportunities only be used to reimburse funds contributed from the Green Space Program to leverage funds, as the Town of Hilton Head has not explicitly included a matching contribution component as a part of the application. It has not been determined at this time who will be responsible for applying for grant/collaboration funding opportunities and/or if ownership of the parcel will dictate which governmental entity qualifies to apply for and receive said funding. As a part of the program - required due diligence and discovery of matching/funding collaboration opportunities, which is a primary requirement of the program (leveraging of funds), consideration of elements associated with government entity ownership and land uses that would be allowed in perpetuity for the preservation procurement of the property is also required. Because this application was received from another governmental entity and the property is located within their municipal boundary, these items need to be known to allow for a complete application review and final staff evaluation. Doing so will establish property operation requirements, program-compliant land use restrictions, and stewardship/maintenance plans for the property. Authorizing staff to complete the due diligence and negotiations with the Town of Hilton Head will help facilitate a better understanding of the application and allow for a final staff evaluation. This will also assist in achieving the program requirement of transparency and that the Green Space Program operates in a fiscally responsible manner.

The Mitchelville tract is a 25+/- acre property located in Historic Mitchelville on Hilton Head Island. It is the heirs' property, and the ownership is split among many parties. The Town of Hilton Head Island applied to the Green Space Program, requesting 100% funding, offering no municipal match/partnership contribution. The Town of Hilton Head, through their application and discussions with staff and the Green Space Advisory Committee, has expressed an interest in combining the parcel with the adjacent Fish Haul Creek Park to expand public access as a passive park. A preservation outcome for this property would achieve several goals of the Green Space Program, including providing public access to natural spaces and the waterfront, preservation of an intact natural habitat for plants and animals, protection of water quality, preservation of an established maritime forest, environment and economic resilience, and protection of areas with known historic and cultural significance.

The Green Space Advisory Committee recommends approval with conditions. The recommendation is to proceed with the purchase of the Mitchelville tract to the Community Services and Land Use Committee, not to exceed new appraisal on the property after completion of an updated plat, contingent on full legal description, and that any funds received from grants, private, federal, or state would be reimbursed to the Green Space fund.

**Motion:** It was moved by Committee Vice-Chair Glover, seconded by Vice Chairman McElynn to go into Executive Session to discuss the item further.

**The Vote:** Approved without objection.

Executive Session 3:46 pm - 4:06 pm

**Motion:** It was moved by Committee Vice-Chair Glover, Seconded by Council Member Tabernik to Recommend Approval to Council of a Resolution Authorizing the Interim County Administrator to Execute the Documents Necessary and to Provide Funds to Contribute to the Procurement by the Applicant of Fee Simple Real Property Located on Hilton Head Island, Known as the Mitchelville Tract (PIN # R510 005 000 007 0000), Not to Exceed the Final Value as Determined by a New Appraisal After the Completion of an Updated Plat, Resolution of All Legal Issues/Claims, Contingent Upon Full Legal Description, and Shall Require That Any Funds Received From Grants, Private, Federal, or State Funding Be Used Solely to Reimburse the Expenditure of the Green Space Program.

**The Vote:** Approved without objection.

*To view the discussion:*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=2657>

**12. RECOMMEND APPROVAL TO COUNCIL OF A RESOLUTION TO ESTABLISH BEAUFORT COUNTY'S COMMUNITY DEVELOPMENT PRIORITY LIST - Audra Antonacci – Ogden, Assistant County Administrator**

The Beaufort County Development Priority List is updated annually and is provided to the Lowcountry Council of Governments as a pre-requisite for Community Development Block Grant Program Applications. The SC CDBG Program is designed to aid units of local government in improving economic opportunities and meeting community revitalization needs, particularly for persons of low or moderate income (LMI). The annual allocation from HUD for the program is administered by the SC Department of Commerce- Division of Grant Administration.

Program List: 1) Provide new quantifiable public services and materials that will primarily benefit low and moderate-income (LMI) individuals and are needed to prepare for, respond to, or prevent the spread of coronavirus. The activities include but are not limited to after-school programs and Alterations of retrofitting of public-owned facilities compliance with public health guidelines (HVAC and air filtration improvements, expansion of interior public spaces to facilitate social distancing, and equipment or public improvements needed to expand or improve internet access. 2) Drainage improvements in low-and-moderate income neighborhoods as identified in our capital improvement plan. 3) Funding for public facilities, transportation, recreation centers, and services; other activities that strengthen the existing quality of life (parking garage, event center, education, workforce development, public health, and safety "pathways"). 4) Housing programs- water and sewer hookups to replace failing septic systems and wells in low-and-moderate-income communities and/or neighborhoods; housing repair for low-and- moderate-income homeowners and for rental units occupied by low-and-moderate income renters; programs to promote new affordable rental housing; programs and policies to promote homeownership for low-and-moderate-income households; and incentives to promote affordable infill housing. 5) Streetscape improvements in all areas of the county that contain low-and-moderate income communities and/or neighborhoods. 6) Improvements to public recreation facilities that benefit low-and-moderate income citizens of the County 7) Extend access and affordable options to digitally underserved areas through coordination with Internet Service Providers (ISPs) and the State Office of Resiliency. 8) Disaster Recovery- provide recovery activities to low-and-moderate income areas by Presidentially declared disasters.

**Motion:** It was moved by Council Member Dawson, Seconded by Council Member Tabernik, to Recommend Approval to Council of a Resolution to Establish Beaufort County's Community Development Priority List.

**Motion to Amend:** It was moved by Council Member Tabernik, Seconded by Council Member Dawson to amend priority listed as number 1 to remove the language "needed to prepare for, respond to, or prevent the spread of coronavirus.

**The Vote:** Approved without objection.

**The Vote Main Motion:** Approved without objection.

*To view the discussion:*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=2881>

**13. RECOMMEND APPROVAL TO COUNCIL OF AN ORDINANCE AMENDING CHAPTER 38 ENVIRONMENT, ARTICLE VI SINGLE-USE PLASTIC BAGS SECTION 38-161, PURPOSE; SECTION 38-162 DEFINITIONS; SECTION 38-163 REGULATIONS; AND SECTION 38-164 EXEMPTIONS OF THE BEAUFORT COUNTY CODE OF ORDINANCES - Brian Hulbert, Deputy County Attorney**

The Keep Beaufort County Beautiful Board requests that the Beaufort County Council pass an ordinance to eliminate the use of plastic carryout bags, straws, and polystyrene/plastic foam to protect marine and local wildlife, maximize the operating life of landfills, and lessen the economic and environmental costs of managing waste. If the Council would like to take this action, it is best accomplished by amending our Current Single-Use Plastic Bag Ordinance.

**Motion:** It was moved by Chairman Passiment, Seconded by Committee Vice-Chair Glover, to Recommend Approval to Council of an Ordinance Amending Chapter 38 Environment, Article VI Single Use Plastic Bag Section 38-161, purpose; Section 38-162 Definitions; Section 38-163 Regulations; and Section 38-164 Exemptions of the Beaufort County Code of Ordinances.

**The Vote:** Without objection.

*To view the discussion:*

<https://beaufortcountysc.new.swagit.com/videos/304938?ts=3138>

**14. ADJOURNMENT**

Adjourned at 4:51pm

**TO WATCH COMMITTEE OR COUNTY COUNCIL MEETINGS OR FOR A COMPLETE LIST OF AGENDAS AND BACKUP PACKAGES, PLEASE VISIT:**

<https://beaufortcountysc.gov/council/council-committee-meetings/index.html>

Ratified:



COMMITTEE MEETING  
CITIZEN COMMENTS

DATE: 10 June 2024  
PRINT FULL NAME: Bob SEMMLER  
AGENDA ITEM/TOPIC: #11 FRIENDS OF WHITEHALL

COMMITTEE MEETING  
CITIZEN COMMENTS

DATE: 6/10/24  
PRINT FULL NAME: Karen Redford  
AGENDA ITEM/TOPIC: Eustus Landing



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
Discussion concerning a letter of support for Beaufort Jasper Housing Trust
<b>MEETING NAME AND DATE:</b>
Community Services and Land Use, June 10 <sup>th</sup> , 2024
<b>PRESENTER INFORMATION:</b>
Sing Trust Fund Staff
<b>ITEM BACKGROUND:</b>
New Item
<b>PROJECT / ITEM NARRATIVE:</b>
<p>The Housing Trust needs a few letters of supports for final approval to access SC housing home repair funds. Executive Director Claude Hicks meets the experience criteria, and he has completed the training requirements established by SC Housing. The Trust meets all governance and liquidity requirements established by SC Housing. Their sole remaining requirement is letters of support. Letters may not be signed by our Board Members, so we are asking you to supply a letter directly to SC Housing.</p> <p>The Trust anticipates it can bring \$2.5 million in state funds to leverage funds they have already budgeted for home repair. This will be the first time these funds have been used in Beaufort and Jasper County. Since its inception two years ago as a multi-jurisdictional fund devoted to the creation and preservation of affordable and workforce housing, BJHT has focused on three critical areas - home repair, home ownership, and support of LIHTC development. The need for home repair assistance in Beaufort and Jasper Counties is critical for those at low or very low income. Without access to resources, many seniors and families face daily challenges trying to maintain the health and safety of their homes.</p>
<b>FISCAL IMPACT:</b>
None
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
N/A
<b>OPTIONS FOR COUNCIL MOTION:</b>
N/A

COUNTY COUNCIL OF BEAUFORT COUNTY  
OFFICE OF THE INTERIM COUNTY ADMINISTRATOR  
ADMINISTRATION BUILDING  
BEAUFORT COUNTY GOVERNMENT ROBERT SMALLS COMPLEX  
100 RIBAUT ROAD

CHERYL H. HARRIS  
EXECUTIVE ASSISTANT

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BEAUFORT, SOUTH CAROLINA 29901-1228  
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www.beaufortcountysc.gov

JOHN ROBINSON  
INTERIM COUNTY ADMINISTRATOR

May 28, 2024

South Carolina State Housing Finance and Development  
300-C Outlet Pointe Boulevard  
Columbia, SC 29210

Re: Beaufort Jasper Housing Trust Home Repair Qualification Request

TO WHOM IT MAY CONCERN:

Please accept this correspondence as a letter of support for the Beaufort Jasper Housing Trust, Inc. ("BJHT") in its application to participate in the South Carolina Housing Trust Fund Home Repair Program.

Since its inception two years ago as a multi-jurisdictional trust fund devoted to the creation and preservation of affordable housing, BJHT has focused on three critical areas - home repair, home ownership, and support of Low-Income Housing Tax Credit (LIHTC) development.

The need for home repair assistance in Beaufort and Jasper Counties is critical for those at low or very low income. Without access to resources, many seniors and families face daily challenges trying to maintain the health and safety of their homes.

As a member of the Regional Housing Trust Fund that we support BJHT's initiative and desire to provide our citizens with home repair assistance.

Thank you in advance for your consideration of BJHT's application. Please do not hesitate to contact me should you have additional questions or need information.

Sincerely,

John Robinson  
Interim County Administrator

JR:ch



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
An Ordinance Amending Article 6 Subdivision and Land Development, Division 6.3 Traffic Impact Analysis of the Beaufort County Community Development Code
<b>MEETING NAME AND DATE:</b>
Community Services and Land Use Committee, June 10, 2024
<b>PRESENTER INFORMATION:</b>
Jared Fralix, Assistant County Administrator - Infrastructure 10 Minutes
<b>ITEM BACKGROUND:</b>
The Planning Commission approved unanimously on June 3 <sup>rd</sup> , 2024 to recommend the ordinance amendments move to County Council for approval.
<b>PROJECT / ITEM NARRATIVE:</b>
The purpose of this amended Traffic Impact Analysis (TIA) Policy is to establish an updated methodology for the conduct, delivery, and review of TIAs to the County. A methodology that provides regional consistency in traffic study assumptions, ensures a quality assured TIA product across jurisdictional boundaries, and reinforces multi-jurisdictional coordination. Establishing the policy in the form of an Ordinance which is compliant to our current standards.
<b>FISCAL IMPACT:</b>
N/A
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
Staff recommends approval the Ordinance to Amend the TIA Policy.
<b>OPTIONS FOR COUNCIL MOTION:</b>
Move forward to County Council recommending approval/denial of the Ordinance to Amend the County's Traffic Impact Analysis Policy in the Community Development Code.

**ORDINANCE 2024/****AN ORDINANCE AMENDING ARTICLE 6 SUBDIVISION AND LAND DEVELOPMENT, DIVISION 6.3 TRAFFIC IMPACT ANALYSIS IN THE BEAUFORT COUNTY COMMUNITY DEVELOPMENT CODE**

**WHEREAS**, In November of 2021, Beaufort County adopted the 2040 Comprehensive Plan; and

**WHEREAS**, The Comprehensive Plan acknowledges that growth is desired and inevitable, but must be accomplished in ways that support traditional town planning, environmental protection, and access and equity for its citizens. Balance can be accomplished by guiding development to land that is most suitable based on economic, cultural, social, and environmental principles; and

**WHEREAS**, The Comprehensive Plan provides for planning for Mobility to address the desire for innovative, multimodal, and cost-effective infrastructure that sustains a high quality of life; and

**WHEREAS**, Traffic congestion on Beaufort County's roads is one of the most noticeable indicators of the adverse impacts of new growth and as a result, Beaufort County has invested heavily in improving its transportation network over the last 25 years; and

**WHEREAS**, Beaufort County adopted a Traffic Impact Analysis Policy as part of the Community Development Code; and

**WHEREAS**, The stated purpose of the Traffic Impact Analysis Policy is to measure the effects of development against the County's traffic service level goals set forth in the Beaufort County Comprehensive Plan (2010) in order to ascertain road facilities and improvements needed as a result of new development; and

**WHEREAS**, Beaufort County is one of the fastest growing regions in South Carolina. Over the last five years, the County population has increased exponentially because of the high quality of life that the County offers. To meet the forecasted housing demands of the County's expanding population, new developments need to be built. A substantial percentage of these new developments require Traffic Impact Analysis study, and our current Community Development Code allows for this analysis to be conducted by the Developer's Traffic Engineer; and

**WHEREAS**, Allowing the Developer's Traffic Engineer to conduct the Traffic Impact Analysis study has some inefficiencies which has led to issues in the consistency of the Traffic Impact Analysis studies submitted to the County. All of the jurisdictions within Beaufort County and Jasper County are all equally affected by this current trend, and as a result, have come to understand how multi-jurisdictional coordination can create a Traffic Impact Analysis product that is more reliable, consistent, and quality assured; and

**WHEREAS**, Beaufort County Council now desires to amend the Traffic Impact Analysis Policy in the Community Development Code to establish a new methodology for the conduct,

delivery, and review of Traffic Impact Analysis studies to the County for a methodology that will provide regional consistency in traffic study assumptions, ensure a quality assured Traffic Impact Analysis product across jurisdictional boundaries, and reinforce multi-jurisdictional coordination.

**NOW, THEREFORE, BE IT ORDAINED BY BEAUFORT COUNTY COUNCIL THAT:**

Article 6 Subdivision and Land Development, Division 6.3 Traffic Impact Analysis in the Beaufort County Community Development Code is hereby amended to reflect the language as depicted in exhibit A.

**Adopted this \_\_\_\_\_ day of 2024**

COUNTY COUNCIL OF BEAUFORT COUNTY

\_\_\_\_\_  
By: Joseph Passiment, Chairman

ATTEST:

\_\_\_\_\_  
Sarah W. Brock, JD, Clerk to Council

**Division 6.3: - Traffic Impact Analysis**

**6.3.10 – Purpose, and Intent, and Applicability**

It is the purpose of this division to measure the effects of development against the County's traffic service level goals set forth in the Beaufort County Comprehensive Plan (2010) in order to ascertain road facilities and improvements needed as a result of new development. This section of the ordinance establishes requirements for the analysis and evaluation of traffic impacts associated with development. A traffic impact analysis (TIA) will be required with applications for rezoning, preliminary plans, single-site development site plans, and encroachment permit applications. The following provides the guidelines for the preparation of these TIAs. The estimate of the number of trips generated by proposed developments will be based on the Institute of Transportation Engineers (ITE) Trip Generation, 11<sup>th</sup> Edition, or latest edition at time of study. Other trip generation data collected locally may be used where approved by the Administrator/Manager or his/her designee.

- A. A traffic impact analysis study will be required for new developments when the proposed development is projected to generate 50 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street traffic (7:00 - 9:00 a.m. or 4:00 - 6:00 p.m.). Proposed developments that do not meet this threshold may also be required to complete a traffic study as determined by the Administrator/Manager or his/her designee.
  
- B. A traffic impact study will be required for a change or expansion at an existing site that results in an expected increase of 50 or more trips during the peak hour of the traffic generator or the peak hour of the adjacent street traffic (7:00 - 9:00 a.m. or 4:00 - 6:00 p.m.), or if the Administrator/Manager or his/her designee determines that the change or expansion of the existing site will have significant impact at the existing access points, proposed access points, or surrounding intersections.
  
- C. A driveway traffic analysis may be required if trip generation is projected to be below the thresholds above at the request of the Administrator/Manager or his/her designee.

**6.3.20 – Applicability**

- ~~A. Any development that will generate more than 50 trips during the peak hour as determined by the County Traffic Engineer shall require a Traffic Impact Analysis (TIA) as part of the application for development plan or subdivision plat approval.~~
  
- ~~B. A second phase, second subdivision, or addition that takes a property over 50 trips during the peak hour when taken as a whole shall require a TIA as part of the application for development plan or subdivision plat approval even though the development does not qualify on its own.~~
  
- ~~C. A change of use to another use permitted in the zoning district shall require a TIA as part of the application for a change of use if the proposed use will generate over 50 trips during the peak hour, even if a TIA was conducted for the previous use.~~
  
- ~~D. An application for a rezoning shall include a TIA where the 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.~~

**6.3.320 - General TIA Requirements**

- ~~A. The TIA shall be conducted by an engineer registered in the state who is experienced in the conduct of traffic analyses and approved by the County Traffic Engineer.~~

## Exhibit A

- ~~B. The TIA shall indicate current conditions, the traffic generated by the subject site at full development, traffic generated by developments approved in the area that would affect future traffic flows, and an estimate of future traffic on the system at the time of buildout.~~
- ~~C. The TIA shall review access to the site. The adequacy of the entrance design shall be evaluated and recommendations made for acceleration and deceleration lanes, left turn lanes, or signalizations.~~
- ~~D. The TIA shall review the number and types of curb cuts that are permitted. In particular, the TIA shall assess the connection of the property to adjoining properties. Where the use, scale of development, or size of adjoining properties is such that trips would be anticipated between the proposed use and the other properties, the TIA shall make recommendations on interconnections to provide a smooth flow of traffic between uses along arterials and collector roads to ensure that as much traffic as possible uses secondary roads rather than major roads for short trips.~~
- ~~E. The TIA shall assess the adequacy of the roads from which the development takes access. Recommendations for improvements shall be made. The relative share of the capacity created shall be broken down as follows: development share, other developments share, any existing over capacity, and capacity available for future growth.~~
- ~~F. Residential development, residential care facilities, hospitals, hotels and resort-oriented developments shall submit an emergency evacuation analysis (EEA) as part of the TIA. The EEA shall indicate how the proposed development utilizes the county's prescribed evacuation routes and the effect of the proposed development upon existing evacuation times for that portion of the county. The EEA shall be reviewed and approved by the Director of Emergency Management prior to submittal as part of the TIA.~~

**A. The following criteria shall be used to evaluate the findings of traffic impact analyses.**

- 1) A traffic impact analysis study shall be prepared in accordance with SCDOT standards.**
- 2) *Level of service.* The results of the TIA shall inform and contemplate the traffic mitigation measures necessary to ensure that the minimum service standards established herein are met during the required planning horizon. The Future No Build conditions levels of service (LOS) for study area intersections, measured using the latest Transportation Research Board's *Highway Capacity Manual* standards for LOS calculation, shall be maintained in the Future Build conditions. If a reduction in the level of service is unavoidable, required improvements shall be identified to most effectively and practically minimize the reduction in operational LOS. Post-development operational LOS shall meet a LOS D goal for study area intersections. If LOS for an unsignalized intersection is found to be LOS E or F, mitigation measures should be reviewed, and discussion included in the report on potential side street queuing.**
- 3) *Number of access points.* The number and spacing of access points shall comply with applicable standards set forth in the *SCDOT Access and Roadside Management Standards* (ARMS manual) and any designated Access Management Plans in the County's Community Development Code or any other access management planning in development. This shall be coordinated with Beaufort County staff during the development of the TIA.**

**6.3.630 – Review and Approval *Traffic study preparation and/or review***

**A) ~~Traffic Impact Analysis Plan Submittal and Review.~~**

- ~~1. A traffic impact analysis plan (TIA) shall be submitted to the County Traffic Engineer for review as part of an application for a conceptual development plan or conceptual subdivision plat.~~



## Exhibit A

- ~~2.— The County Traffic Engineer shall determine whether a TIA is complete and accurate. Failure by an applicant to provide a complete and accurate TIA where required by this Division may result in review delays for the accompanying plan or plat application.~~
- ~~3.— TIA review coordination with other entities in the county and the South Carolina Department of Transportation (SCDOT) shall be the responsibility of the County Traffic Engineer.~~

A) At the sole expense of the Applicant, the TIA shall be prepared by a traffic engineer licensed in South Carolina who is experienced in the conduct of traffic analysis, and whom is one of the consultants the County has previously-selected for On-Call traffic engineering services.

Applicant shall coordinate with Beaufort County staff on details of the project to develop the scope of services for the TIA.

I.) The Applicant shall provide the following information to County staff as part of the Applicant's request for a TIA:

a. Total acreage for the project.

b. Description of the type of use(s) proposed and existing use or last known use

c. Concept or sketch plan showing total square footage for the buildings (existing and proposed), the number and type of dwelling units proposed, square footages floor area by land use type, planned point(s) of access, proposed roads, internal accesses, bike/pedestrian facilities, and any other transportation infrastructure or facilities, and parking areas

d. Projected buildout year when the site will be substantially occupied.

e. The project's civil engineer shall design on-site vehicle circulation, queuing and parking patterns so as not to interfere with the flow of traffic on any public street, including intersections and meets all SCDOT and Beaufort County driveway standards including sight distance requirements. The project's civil engineer shall ensure that no blocking of internal driveways shall occur. Cross access shall be required between parcels, where applicable.

f. The Applicant shall provide a site plan with driveway sight distance triangles, edge-to-edge distance to adjacent driveways and intersections, and a demonstration that the number of driveways proposed is the fewest necessary and that they provide safe and efficient traffic operations.

g. Documentation of any pre-coordination with the South Carolina Department of Transportation (SCDOT) regarding access location(s)

2.) After determination of the scope of services, the County's On-Call consultant shall provide a cost estimate of such services to the Administrator/Manager or his/her designee for review. An invoice shall be sent to the Applicant who shall provide payment in an amount equal to the estimated cost to the Administrator/Manager or his/her designee. The notice to proceed will be provided by staff to the County's On-Call consultant once the payment is received.

3.) Additional fees for services may be required if the Applicant substantially amends an application and/or the consultant's appearance is requested at meetings beyond what was

## Exhibit A

anticipated in the initial scope of services. The Applicant shall remit payment to the Administrator/Manager or his/her designee for these costs before the services are provided.

### 6.3.40 – Methodology

- A. ~~The applicant's engineer will rely on the most current edition ITE trip generation manual or any alternative acceptable to the County Traffic Engineer, and available information on land use, travel patterns and traffic conditions, and will supply in writing to the County Traffic Engineer for approval the parameters to be followed in the TIA, including the directional split of driveway traffic, trip distribution, and background traffic growth rate. Previously approved but not completed projects and the intersections to be analyzed along with any associated and available turning movement counts will be provided by the Country Traffic Engineer.~~
- B. ~~The following elements shall be included in a TIA plan:~~
- ~~1. A conceptual site plan or subdivision plat identifying accesses to and from existing or proposed streets and intersection.~~
  - ~~2. Description of the proposed development, including the type of proposed land use, the number of residential units by type, the number of existing and proposed lots, the type of proposed nonresidential development and the amount of such development measured by gross floor area or other appropriate unit of measurement, the general size and type of accessory development or facilities, and, for non-residential development, adequate information to identify the appropriate land use category for trip generation.~~
  - ~~3. Projected vehicular trips to and from the completed development during a.m. and p.m. peak hour. The percentage of pass-by trips, if used in the plan, shall be included, as well as the source of this information. Trip rates shall be taken from the ITE manual provided, however, an applicant may elect to perform, at his own expense, a trip generation study that may be submitted as part of the traffic impact analysis plan. Such trip generation study shall be subject to the review and verification of the County Traffic Engineer. For proposed uses not specifically listed in the ITE manual, and for which a trip generation study has not been performed, the County Traffic Engineer, in consultation with the applicant's traffic engineer, shall determine the most appropriate trip generation rate.~~
  - ~~4. A written narrative setting forth the assumptions upon which any projection made in developing the traffic analysis plan shall be included in the analysis. If the assumptions are derived from the ITE manual, the materials shall be referenced and properly cited. If the assumptions are not from the ITE manual, appropriate excerpts from other reliable transportation planning resources shall be stated in the narrative.~~
  - ~~5. The traffic impact analysis shall be based on intersection analysis procedures for signalized and unsignalized intersections as identified in the most current edition of Transportation Research Board's Highway Capacity Manual and/or the last update that analyses and emulates these procedures by means of computer software, if available. The results of any required analysis/computer analysis shall, at a minimum, indicate compliance or variance from the traffic goals in the Beaufort County Comprehensive Plan (2010).~~
  - ~~6. The intersections that must be analyzed in the study are as follows:~~
    - ~~a. Any intersection that serves as a development's point of access. This will include intersections of public and/or private roads with arterials, and driveways offering direct access.~~
    - ~~b. The first major intersection as identified by the County Traffic Engineer on either side of the development's point of access.~~
    - ~~c. Other intersections on arterials if development generates more than 50 a.m. or p.m. peak hour trips to that intersection or when in the opinion of the County Traffic Engineer there is~~

## Exhibit A

~~a potential for a significant impact to the intersection's level of service from site related traffic or intersection demand critical.~~

~~d. Unsignalized intersections and access drives shall be considered if development impacts are anticipated. The plan must include the results of an analysis of the operating conditions of critical intersections and/or all intersections identified in the concept plan. The analysis shall reflect the projected condition of these intersections and movements, based on the scheduled opening date of the development. Other phases of the development shall be considered as well.~~

~~7. Accident analysis for intersections identified to be included in the study shall be completed for the most recent three years of accident data available from the S.C. Department of Public Safety or the County Traffic Engineer.~~

~~8. The average stop time delay in seconds per vehicle for each intersection determined to be critical to the traffic impact analysis shall be compared to the County's adopted traffic service level goal of "D" for the average delay for all vehicles at any signalized intersection during the a.m. and p.m. peak hours.~~

### 6.3.50—Mitigation Plan

~~If the initial analysis indicates that the County's adopted traffic service level goal of "D" will be exceeded, a mitigation plan must be prepared based on additional analysis. The mitigation plan must show how the County's service level goals are addressed as mitigated. Applicants will be responsible to mitigate the traffic impacts at any intersection affected by a proposed development.~~

~~A. If a traffic signal is recommended, the analysis shall provide information that does the following:~~

- ~~1. Clearly indicates the need for a traffic signal.~~
- ~~2. Assesses the ability of other existing or planned or proposed public roads to accommodate the new traffic at a location other than the main highway in the vicinity of the proposed development.~~
- ~~3. Describes in detail how a specific development will affect the study area transportation system.~~
- ~~4. Provides documentation of appropriate South Carolina Manual of Uniform Traffic Control Devices (SCMUTCD) signal warrant satisfaction.~~
- ~~5. Gives design geometry of the private road that is consistent with that of public road intersections including curbs, appropriate lane widths, pavement markings and vertical alignment. Other roadway factors to be considered include, but are not limited to, speed, type of highway, grades, sight distance, existing level of service, conflicting accesses, and the effect of future traffic signal systems.~~
- ~~6. Provides an approach throat length for the road to guarantee the movement of vehicles entering the site will not be impeded by on site conditions, and insure that all signal spacing requirements are adequately met.~~

~~B. A traffic signal progression analysis is required if the proposed location is closer than the SCDOT standards given the presence of existing signals or the possible existence of future signals proposed as part of a highway signal system.~~

~~C. The desirable spacing of signalized intersections on principal arterials is the SCDOT standards or county standards. The County Transportation Engineer may recommend to SCDOT the installation of a traffic signal at locations where using SCDOT standards, spacing is inappropriate due to: topography, existing or proposed road layout; documented accident history; unique physical constraints; existing or proposed land use patterns; or requirements to achieve specific objectives for highway segment designations as shown in any locally adopted land use or transportation plan or approved County transportation plan or approved transportation policy.~~

## Exhibit A

- ~~D. Signal spacing concerns may be ameliorated in the following ways:~~
- ~~1. A proposed private road that may otherwise be considered for the installation of a traffic signal may be replaced by an onsite route or a frontage road that directs traffic to or from a nearby public road;~~
  - ~~2. A private road that is being considered for traffic signal installation may be required to connect to the existing or planned local road system to allow uses of surrounding properties;~~
  - ~~3. An existing or proposed intersection may be relocated; or~~
  - ~~4. A shared private road may be required to serve the needs of the multiple properties.~~
- ~~E. A traffic signal progression analysis for all new, revised or planned traffic signal systems on state highways shall be performed using methods, models, computer software, data sources, roadway segment length, and assumptions approved by the County Traffic Engineer. The roadway segment, analyzed to the extent possible, shall include all traffic signals in the existing or future traffic signal system. The progression analysis shall:~~
- ~~1. Demonstrate acceptable existing and future traffic signal systems operation that may include the morning peak, evening peak, midday period, and other appropriate time period during any day of the week adjusted for peak season, for cycle lengths and travel speeds approved by the County Traffic Engineer;~~
  - ~~2. Demonstrate sufficient vehicle storage is available at all locations within the traffic signal system without encroaching on the functional boundaries of adjacent lanes and signalized intersections. The functional boundary of an intersection shall be determined in discussion with the County Traffic Engineer based on existing or projected conditions;~~
  - ~~3. Provide a common cycle length with adequate pedestrian crossing times at all signalized intersections; and~~
  - ~~4. Provide a progression bandwidth as large as that required, or as presently exists, for through traffic on arterials & collectors at the most critical intersection within the roadway segment. The most critical intersection is the intersection carrying the highest through volume per lane at the lowest green time/cycle time (g/c) ratio.~~
- ~~F. The traffic signal progression analysis shall be supplemented by a traffic engineering report that also considers highway capacity and safety of the roadway segment under consideration. Traffic volumes, intersection geometry and lane balance considered at all locations shall be appropriate for the present and future conditions. Present and future conditions are usually considered to include the year of completion, and five years into the future.~~
- ~~G. A clear and concise summary of recommended improvements that can serve as an executive summary is required.~~

**6.3.40 – TIA Required Components** The TIA shall include the following components unless otherwise coordinated with the Administrator/Manager or his/her designee.

- A) *Existing conditions.* Description of existing traffic conditions, including existing peak-hour traffic volumes adjacent to the site and LOS for study area intersections. Existing traffic signal timings should be used. Morning (a.m.) and evening (p.m.) peak hour turning movement counts from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., respectively, taken on a Tuesday, Wednesday, or Thursday when area K-12 public and private schools are in session shall be used.

Other peak periods may need to be counted, as determined by the Administrator/Manager or his/her designee, based on the specifics of the project. This would be determined during the TIA scoping process.

Seasonal data collection or conversion to represent seasonal conditions may be requested for TIAs on Hilton Head Island.

Existing counts may be used if taken within 12 months of the submittal of the TIA, unless authorized by the Administrator/Manager or his/her designee.

Other information that may be required to be collected may include, but is not limited to, crash data, stopping sight distances, and 50<sup>th</sup> and 85<sup>th</sup> percentile speeds.

*B) Proposed land use.* As provided by the Applicant, a description of the current and proposed land use including characteristics such as the number and type of dwelling units, square footage of the floor area, accompanied with a project site plan (with buildings identified as to proposed use) and a schedule for construction of the development and any proposed development stages should also be included in the TIA.

*C) Estimate of trip generation.* As noted previously, the projected trips for the development should be based on the most recent edition of the *ITE Trip Generation Manual*. Local trip generation studies may be conducted if previously approved by the Administrator/Manager or his/her designee. A table should be provided in the report outlining the categories and quantities of land uses, with the corresponding trip generation rates or equations, and the resulting number of trips. For large developments with multiple phases, the table should be divided based on the trip generation for each phase.

Any reductions due to internal trip capture (to a maximum of 20 percent) and pass-by trips (to a maximum of 10 percent of adjacent street traffic), and modal split should be justified and documented. All trip generation and trip reduction calculations and supporting documentation shall be included in the report appendix. Internal capture and pass-by should be based on *ITE* and National Cooperative Highway Research Program (*NCHRP*) methodologies.

For developments that do not have a final site plan, the highest and best use of the parcel shall be used in the TIA.

*D) Trip distribution and traffic assignment.* The trip distribution of the projected trip generation to the adjacent street network and study area intersections shall be included in the report and the basis should be explained.

*E) Internal circulation, queuing and parking patterns.* The TIA will generally review the on-site vehicle circulation, queuing and parking patterns to confirm that the flow of traffic is not impeded on any public street or surrounding intersections and the driveway design meets SCDOT and Beaufort County driveway standards for driveway width, throat, and sight distance requirements and cross access is included on the plan if applicable.

*F) Planning horizon.* The TIA shall be performed for the year the development will be substantially occupied. The buildout year for the development shall be provided by the

Applicant. If the development is planned to be phased, the phase year shall be provided by the Applicant.

*G) Growth and Approved developments.* In addition to the non-specific yearly growth, approved yet not constructed developments within the vicinity of the site shall be included in the Future No Build and Build conditions. The approved developments to include in the study shall be coordinated with Administrator/Manager or his/her designee and SCDOT staff.

*H) Future Year Analysis and Identification of Improvements.* A capacity analysis should be performed at each of the intersections and driveways (signalized and unsignalized) in the study area. Intersection analysis shall include LOS determination for the overall intersection or approach depending on the type of control at the intersection in the No-Build (without the development) and Build (with the development) conditions based on the latest HCM methodologies.

If the capacity analysis indicates that an intersection does not meet the LOS standard, a mitigation analysis will be conducted to identify the improvements needed to meet the LOS standard.

If the capacity analysis indicates that an intersection does not meet the LOS standard for No-Build conditions, a mitigation analysis for Build conditions will be conducted to determine the improvements needed to be completed for the project to accomplish the level of service and delay in No-Build conditions or better.

*I) Access management standards.* The report shall include the Applicant provided site plan showing and description of the proposed access points and compare it to the applicable SCDOT and Beaufort County standards and/or plans.

*J) Auxiliary turn lane requirements.* TIA's shall evaluate the need for right- and left-turn lanes at all project driveways. Right- and left-turn lanes shall be installed in accordance with the criteria and warrants contained in SCDOT's ARMS Manual.

*K) Traffic signalization.* If a traffic signal is proposed as a mitigation measure, a preliminary traffic signal warrant analysis based on the Manual on Uniform Traffic Control Devices shall be included in the study. While the installation of a traffic signal on projected volumes may not be able to be initially installed as the project traffic volumes are not yet realized, the Applicant shall provide funds for the future signal(s) to the County to deposit into an escrow or special account set up for this purpose, if future installation of a traffic signal(s) approved. The Applicant is also responsible for conducting the future traffic signal warrant studies at the direction of the County.

The Applicant should make any laneage improvements during construction so that if in the horizon year a signal is warranted, one may be installed with little impact to the intersection.

*L) Mitigation and alternatives.* The TIA should include proposed improvements or access management techniques as necessary to meet the LOS standards. The Administrator/Manager or his/her designee will be responsible for final determination of mitigation improvements required to be constructed by the Applicant as a part of the

## **Exhibit A**

development. Any improvements identified for the project including any future traffic signal installations are above and beyond any transportation impact fees.

### **6.3.50 – Coordination with SCDOT**

- A) The draft TIA shall be submitted to SCDOT and other applicable municipalities for review and comment. Any SCDOT comments or requirements shall be incorporated in the study. These comments shall be coordinated with County staff and shall be addressed prior to the finalization of the traffic study.

### **6.3.60 – Review and acceptance of traffic impact analysis**

- A) The Administrator/Manager or his/her designee shall also review and approve the traffic study once all County and SCDOT comments are addressed. The Administrator/Manager or his/her designee shall issue a memo or similar documenting the approval of the traffic study and the required mitigation associated with the project.

### **6.3.70 – Expiration Traffic Impact Analysis**

- A) The Administrator/Manager or his/her designee may require an update to a previously approved TIA if any of the following criteria are met:
- 1) If a proposed development does not commence within 12 months of the traffic impact analysis.
  - 2) If the scale, intensity, or phasing of the proposed development that were contemplated in the approved traffic impact analysis are modified.
  - 3) If the number of access points, location of access points, or type of access points (right-in, right-out driveway, full access driveway, etc.) that were contemplated in the approved traffic impact analysis are modified.
  - 4) If the built environment dictates a change in land use or traffic distribution from what was previously contemplated within an approved TIA.
  - 5) If the proposed development is not completed within the proposed buildout date utilized in the TIA.

~~B. **Action on Traffic Impact Analysis.** Based on the TIA findings and recommendations, as approved by the County Traffic Engineer, an applicant may be required to provide construction of recommended improvements, pay fees in lieu of construction, or phase or revise the proposed development to insure the County's adopted traffic service level goals are met.~~

~~C. **Timing of Implementation.** If a traffic mitigation program is part of an approved traffic impact analysis plan, the developer may be required to place a performance bond on all traffic mitigation improvements required as a result of the development. This requirement may arise if the timing of the improvements needs to be synchronized with other scheduled improvements anticipated for the area.~~

~~D. **Responsibility for Costs of Improvements.** The costs of implementation of an approved mitigation program shall be the responsibility of the applicant. No Certificates of Compliance or Building Permits shall be issued unless the traffic impact analysis recommendations are met.~~



# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
<i>CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 4.73 ACRES (R200 019 000 0076 0000) LOCATED AT 26 EUSTIS LANDING ROAD FROM T2 RURAL (T2R) AND T2 RURAL CENTER (T2RC) TO T2 RURAL CENTER (T2RC).</i>
<b>MEETING NAME AND DATE:</b>
<i>Community Services and Land Use Committee Meeting, June 10, 2024</i>
<b>PRESENTER INFORMATION:</b>
<i>Robert Merchant, AICP, Director, Beaufort County Planning and Zoning (10 minutes needed for item discussion)</i>
<b>ITEM BACKGROUND:</b>
<i>This rezoning application went before the Beaufort County Planning Commission at their May 6, 2024, meeting. At that time, the Commission voted unanimously to recommend denial of the proposed amendment to County Council.</i>
<b>PROJECT / ITEM NARRATIVE:</b>
<i>The applicant is seeking to amend the zoning of an undeveloped, 4.73-acre parcel. It is currently zoned T2 Rural and T2 Rural Center, and the applicant is requesting a zoning amendment to T2 Rural Center in order to accommodate a marine service/repair shop.</i>
<b>FISCAL IMPACT:</b>
<i>Not applicable</i>
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
<i>The proposed rezoning does not align with the established guidelines outlined in the Comprehensive Plan. The plan specifically recommends for a Rural Crossroads Place Type. It also refers to the 2019 Lady's Island plan which recommends moving the growth boundary to the eastern boundary of the Walmart site; rezonings in the proposed area would be counter to this recommendation. Furthermore, the zoning of the parcel was deliberately designed to confine businesses along Sea Island Parkway and prevent their encroachment onto local roads. Staff recommends denial of the proposed zoning amendment.</i>
<b>OPTIONS FOR COUNCIL MOTION:</b>
<i>Motion to approve, modify, or deny the application as submitted;*</i> <i>Approval of the application with a reduction in the area proposed to be rezoned;*</i> <i>Approval of a rezoning to a more restricted base zone than requested in the application;* or</i> <i>Denial of the application.*</i>  <i>*Council's decision must be based on the standards in Section 7.3.40 C of the Community Development Code (Attachment A to this AIS) and must clearly state the factors considered in making its decision and the basis or rationale for the decision. (7.4.90 B.3). These factors are as follows:</i>



1. *Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code. In areas of new development, a finding of consistency with the Comprehensive Plan shall be considered to meet the standards below, unless compelling evidence demonstrates the proposed amendment would threaten the public health, safety, and welfare if the land subject to the amendment is classified to be consistent with the Comprehensive Plan;*
2. *Is not in conflict with any provision of this Development Code, or the Code of Ordinances;*
3. *Addresses a demonstrated community need;*
4. *Is required by changed conditions;*
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;*
6. *Would not adversely impact nearby lands;*
7. *Would result in a logical and orderly development pattern;*
8. *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; and*
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).*

**Attachment A.**

**CDC Section 7.3.40 B.7 Zoning Map Amendment (Rezoning) provides:**

The County Council’s decision shall be based on the standards in Subsection 7.4.30 C and shall be one of the following:

1. Approval of the application as submitted;
2. Approval of the application with a reduction in the area proposed to be rezoned;
3. Approval of a rezoning to a more restricted base zone than requested in the application;
4. Denial of the application.

**CDC Section 7.3.40 C. Zone Map Amendment Review Standards.**

The advisability of an amendment to the Official Zoning Map is a matter committed to the legislative discretion of the County Council and is not controlled by any one factor. 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. In areas of new development, a finding of consistency with the Comprehensive Plan shall be considered to meet the standards below, unless compelling evidence demonstrates the proposed amendment would threaten the public health, safety, and welfare if the land subject to the amendment is classified to be consistent with the Comprehensive Plan;*
2. *Is not in conflict with any provision of this Development Code, or the Code of Ordinances;*
3. *Addresses a demonstrated community need;*
4. *Is required by changed conditions;*
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;*

6. Would not adversely impact nearby lands;
7. Would result in a logical and orderly development pattern;
8. 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; and
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).

**CDC Section 7.4.90 B.3** provides:

County Council's decision shall clearly state the factors considered in making the decision and the basis or rationale for the decision.

## REZONING REQUESTS

I MOVE THAT WE GRANT/**(DENY)** THE REQUEST FOR REZONING FOR THE FOLLOWING REASONS (**STATE ALL THAT SUPPORT YOUR MOTION**).

### THE REQUEST:

1. IS/ **(IS NOT)** CONSISTENT WITH THE GOALS AND POLICIES OF THE COMPREHENSIVE CODE AND THE PURPOSES OF THE DEVELOPMENT CODE; \_\_\_\_\_
2. IS NOT/ **(IS)** IN CONFLICT WITH PROVISIONS OF THE DEVELOPMENT CODE AND OR OUR CODE OF ORDINANCES; \_\_\_\_\_
3. DOES/ **(DOES NOT)** ADDRESS A DEMONSTRATED COMMUNITY NEED; \_\_\_\_\_
4. IS/ **(IS NOT)** REQUIRED BY CHANGED CONDITIONS; \_\_\_\_\_
5. IS/ **(IS NOT)** COMPATIBLE WITH EXISTING AND PROPOSED USE OF LAND SURROUNDING THIS LAND; \_\_\_\_\_
6. WOULD NOT/ **(WOULD)** ADVERSELY AFFECT NEARBY LAND; \_\_\_\_\_
7. WOULD/ **(WOULD NOT)** RESULT IN LOGICAL AND ORDERLY DEVELOPMENT PATTERNS; \_\_\_\_\_
8. WOULD NOT/ **(WOULD)** RESULT IN ADVERSE IMPACT ON THE NATURAL ENVIRONMENT (WATER, AIR, NOISE, STORMWATER MANAGEMENT, WILDLIFE, VEGETATION, WETLANDS, AND THE NATURAL FUNCTIONING OF THE ENVIRONMENT); \_\_\_\_\_
9. WOULD/ **(WOULD NOT)** RESULT IN DEVELOPMENT THAT IS ADEQUATELY SERVED BY PUBLIC FACILITITES (STREETS, POTABLE WATER, SEWER, STORMWATER MANAGEMENT, SOLID WASTE COLLECTION AND DISPOSAL, SCHOOLS, PARKS, POLICE, FIRE, EMERGENCY MEDICAL FACILITIES). \_\_\_\_\_



# MEMORANDUM

**TO:** Alice Howard, Chair, Community Services and Land Use Committee of County Council

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

**DATE:** June 10, 2024

**SUBJECT:** CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 4.73 ACRES (R200 019 000 0076 0000) LOCATED AT 26 EUSTIS LANDING ROAD FROM T2 RURAL (T2R) AND T2 RURAL CENTER (T2RC) TO T2 RURAL CENTER (T2RC).

**STAFF REPORT:**

**A. BACKGROUND:**

**Case No.** CDDA-000036-2024

**Owner:** Land Lovers, Inc

**Agent:** John Torrens, Marine Tech Services

**Property Location:** 26 Eustis Landing Rd

**District/Map/Parcel:** R200 019 000 0076 0000

**Property Size:** 4.73 Acres

**Current Future Land Use Designation:** Rural (Rural Crossroads Place Type)

**Current Zoning District:** T2 Rural (T2R) and T2 Rural Center (T2RC)

**Proposed Zoning District:** T2 Rural Center

**B. SUMMARY OF REQUEST:** The applicant is requesting to rezone an undeveloped flag-shaped parcel made of 4.73 acres. The request is to accommodate a marine service/repair shop. The current zoning of the property is split between T2R along Eustis Landing Road and T2RC along Sea Island Parkway. The surrounding lands are comprised of a gas station and seafood market along Sea Island Parkway and single-family homes along Eustis Landing Road.

- C. EXISTING ZONING:** The lot is currently zoned T2RC and T2R. The portion being considered is zoned T2 Rural, which permits residential development at a density of one dwelling unit per three acres. T2R also permits very limited non-residential uses.
- D. PROPOSED ZONING:** The proposed zoning district is T2 Rural Center. The Community Development Code (CDC) defines the Rural Center district as “The Rural Center (T2RC) Zone applies to areas that are in the immediate vicinity of a Rural Crossroads or other important rural intersections, where service and limited commercial uses can cluster in more closely spaced buildings of residential character.” Businesses such as General Retail, Bar/Tavern/Nightclub, and General Office/Services are some of the permitted/conditional uses.
- E. TRAFFIC IMPACT ANALYSIS (TIA):** According to Section 6.3.20.D of the CDC, “An application for a rezoning shall include a TIA where the 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.” The application does not require a TIA.
- F. 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;**  
No, the Comprehensive Plan identifies this particular site as Rural Crossroads Place Type. This means that the Place Type Overlay provision should be used when this property is upzoned. Rural crossroads 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. Zoning the entire property T2RC would extend the commercial center of the district 425 feet further into the neighborhood which is incompatible with this Place Type. The Comprehensive Plan calls for revising the growth boundaries between the City and the County in accordance with the 2019 Lady's Island Plan. In this area, it recommends moving it to the eastern boundary of the Walmart site. Any rezonings in this area resulting in more commercially-zoned land would be counter to this recommendation.
  - 2. Is not in conflict with any provision of this Development Code, or the Code of Ordinances;**  
Yes, it is not in conflict with any provision.
  - 3. Addresses a demonstrated community need;**  
No, this rezoning does not address a community need.

4. **Is required by changed conditions;**  
No, no changes require a rezoning. See 3.

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, it is not compatible. The parcels that are zoned T2RC nearby are also split-zoned along the front portion to ensure Rural Center uses are concentrated along Sea Island Parkway and single-family homes are located along the local roads. Furthering the depth of T2RC coverage would disrupt the intentional development pattern in this area and create a precedent for the nearby parcels.



6. **Would not adversely affect nearby lands;**  
This would adversely affect nearby lands. Commercial traffic could significantly disrupt the rural intent of Eustis Landing, especially considering that the parcel extends more than halfway deep into Eustis Landing Road, potentially impacting the quality of life for its single-family homeowners.

7. **Would result in a logical and orderly development pattern;**  
No, see 5 and 6.

**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:**

No, 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:**

Yes, the development would not affect schools. The developer will be responsible for covering any required enhancements or expansions to water and sewer capacities resulting from the proposed project.

**G. STAFF RECOMMENDATION:** Staff recommends denial for the reasons stated in Section F above. The zoning of the parcel was deliberately designed to confine businesses along Sea Island Parkway and prevent their encroachment onto local roads. This intentional limitation on growth in this specific area has been established to preserve its character. In addition, the Comprehensive Plan specifies that any rezoning in this area should adhere to the Rural Crossroads Place Type, which is not the case with the current proposal.

**H.** This rezoning went before the Beaufort County Planning Commission at their May 6, 2024 meeting. At that time, the Commission voted unanimously to recommend denial of the proposed amendment to County Council.

**I. ATTACHMENTS**

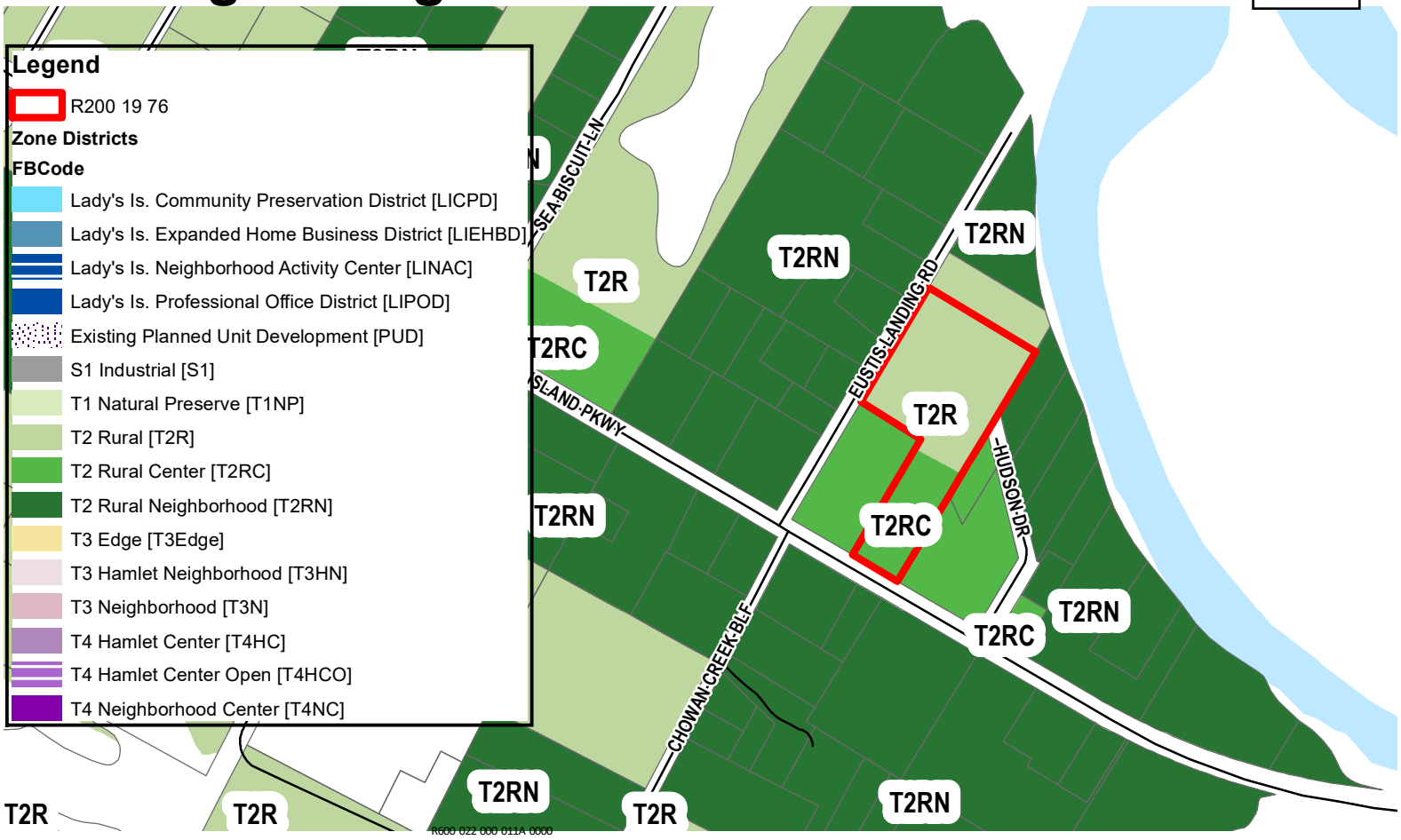
- Zoning Map (existing and proposed)
- Application

# Existing Zoning

Item 10.

**Legend**

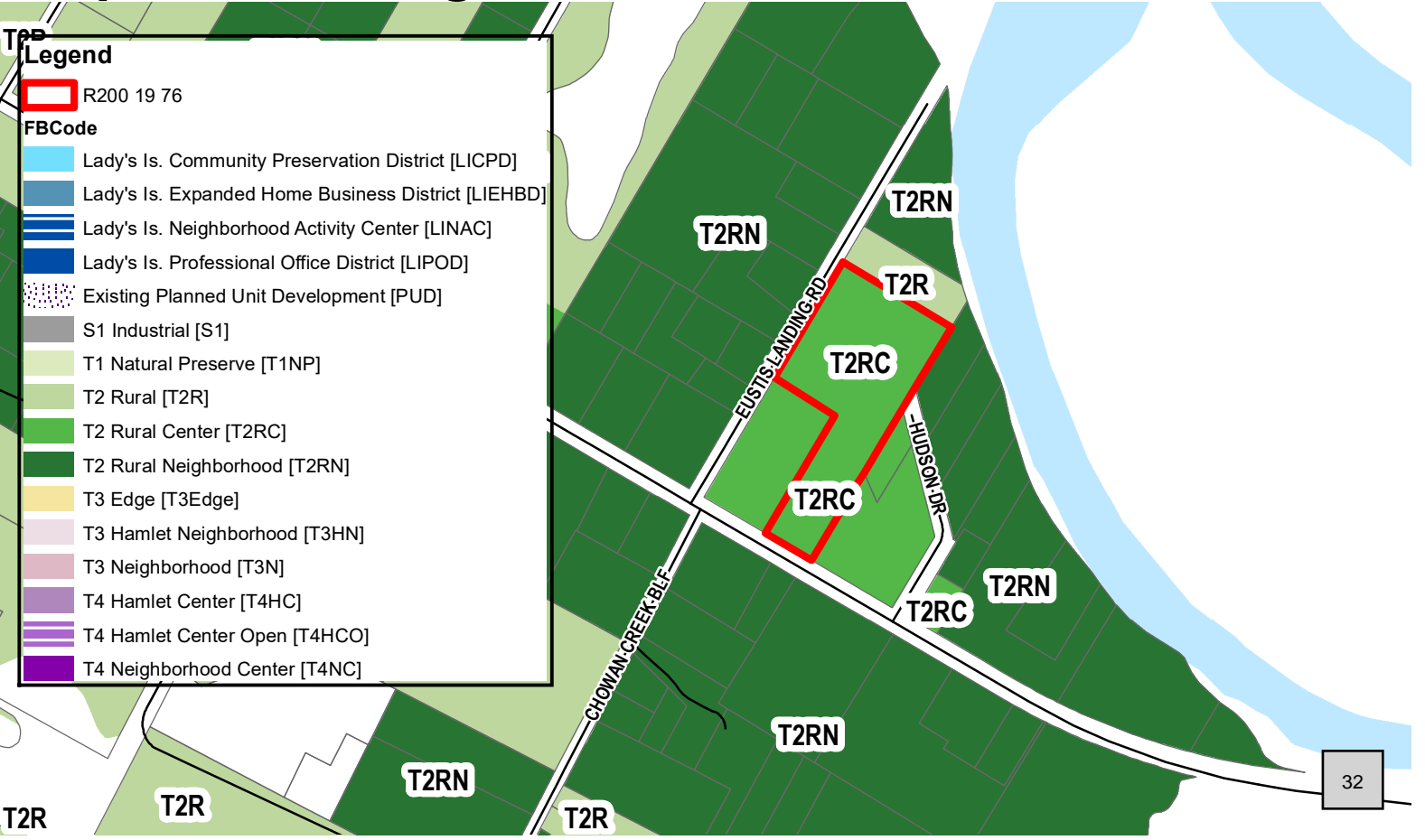
- R200 19 76
- Zone Districts**
- FBCode**
- Lady's Is. Community Preservation District [LICPD]
- Lady's Is. Expanded Home Business District [LIEHBD]
- Lady's Is. Neighborhood Activity Center [LINAC]
- Lady's Is. Professional Office District [LIPOD]
- Existing Planned Unit Development [PUD]
- S1 Industrial [S1]
- T1 Natural Preserve [T1NP]
- T2 Rural [T2R]
- T2 Rural Center [T2RC]
- T2 Rural Neighborhood [T2RN]
- T3 Edge [T3Edge]
- T3 Hamlet Neighborhood [T3HN]
- T3 Neighborhood [T3N]
- T4 Hamlet Center [T4HC]
- T4 Hamlet Center Open [T4HCO]
- T4 Neighborhood Center [T4NC]



# Proposed Zoning

**Legend**

- R200 19 76
- FBCode**
- Lady's Is. Community Preservation District [LICPD]
- Lady's Is. Expanded Home Business District [LIEHBD]
- Lady's Is. Neighborhood Activity Center [LINAC]
- Lady's Is. Professional Office District [LIPOD]
- Existing Planned Unit Development [PUD]
- S1 Industrial [S1]
- T1 Natural Preserve [T1NP]
- T2 Rural [T2R]
- T2 Rural Center [T2RC]
- T2 Rural Neighborhood [T2RN]
- T3 Edge [T3Edge]
- T3 Hamlet Neighborhood [T3HN]
- T3 Neighborhood [T3N]
- T4 Hamlet Center [T4HC]
- T4 Hamlet Center Open [T4HCO]
- T4 Neighborhood Center [T4NC]







March 21, 2023

Beaufort County Council

**Subject: 26 Eustis Landing Rd – Rezoning Application**

Please find attached our application for consideration to develop the rear portion of subject parcel consistent with the current zoning of the front of the property.

Our business plan aligns with the conditional requirements for development in zone T2RC and follows the guidelines of the Comprehensive Zoning Plan.

The frontage on Sea Island Pkwy will remain light commercial in appearance and activity. Our service/repair building with offices in front will complement the business parcels on either side of the subject property, which consists of a gas station with parking in the rear, a seafood market and a kitchen design business.

Our hope is to develop the rear portion in a low impact manner to retain the rural in appearance open space atmosphere for parking and staging of our customer's recreational equipment (boats & RV's). Their assets require servicing/maintenance, repair and oversight.

Our small family business, Marine Tech Services, is Veteran owned and Disabled Veteran operated. When our business was located on Hilton Head Island, Marine Tech Services won the "Best of HHI" award many times.

We currently provide marine services to all of Beaufort County and beyond from our center of operations at Dataw Island Marina. Our service staff and technicians provide maintenance and repair services for local boaters as well as many transients from Maine to the southern Caribbean. We also staff and manage the Marina day to day operations including fueling and hauling and launching of boats to and from the dry stack and on the hard storage.

While developing and refining our marine service business, we also responded to a substantial number of requests to service and or repair recreational vehicles. That was done successfully and we want to expand the business to encompass the RV market along with the marine side of the business.

Our equipment and technicians have been called on to provide emergency services to many local waterways and marinas. We have also provided assistance with post-hurricane cleanup on both water and land throughout Beaufort County.



## Marine Tech Services

Sail & Motor Yacht Systems

Item 10.

As Beaufort and the surrounding lowcountry attract new residents, the need for our particular services will continue to increase. Unfortunately, waterfront services are being replaced by waterfront living. Developers are building condos, townhouses and clustered single family gated communities all of which squeeze and shrink marina located service operations.

The space available for our marine business operations at Dataw has no room for expansion and certainly no room to accommodate the much needed RV services.

The implementation of our business plan with this additional site will improve our ability to serve our current customers as well as accommodate future growth.

Being Beaufort County residents and successful business operators for 22 years, we understand the importance of operating our business in a safe, efficient and neighborhood friendly way. The above details are provided with the intent of conveying our commitment to provide the best possible services and future needs to the growing Beaufort area.

We sincerely appreciate your consideration of our proposal.

John D. Torrens, President  
Marine Tech Services

**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:

<b>GENERAL INFORMATION</b>	
OWNER'S NAME(S)*:	Land Lovers, Inc. Frank Cummings & Varn Cummings
MAILING ADDRESS:	PO Box 186 Hampton, SC 29924
PHONE:	803-608-4598
EMAIL:	fcummings@sc.rr.com whippyswamp@yahoo.com
NAME OF APPLICANT (IF DIFFERENT FROM OWNER):	John Torrens
MAILING ADDRESS:	Marine Tech Services 100 Marina Dr. St. Helena Island, SC 29920
PHONE:	Office 843-842-2187 x2 Mobile 843-263-5328 or 843-338-1385
EMAIL:	kristy@marinetechhi.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.

<b>PROPERTY INFORMATION</b>	
PARCEL NUMBER(S) (TMS):	R200-019-000-0076-0000
ADDRESS OF SUBJECT PARCEL(S):	26 Eustis Landing Rd. Beaufort, SC 29907
SIZE OF SUBJECT PROPERTY:	4.73 Acres
PRESENT ZONING CLASSIFICATION (AND ANY APPLICABLE OVERLAY DISTRICTS):	T2RC & T2R
REQUESTED ZONING CLASSIFICATION:	T2RC
REASON FOR REQUEST:	Rezone back half of property (T2R) to match front half (T2RC) to allow for Service & Parking of Boats & RV's.
ATTACH TRAFFIC IMPACT ANALYSIS (TIA) (IF APPLICABLE)**	n/a

\*\*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.

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.

*A. Van Samoy*  
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.

### **Section 7.3.40 Zone Map Amendment (Rezoning)**

**1. Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code. In areas of new development, a finding of consistency with the Comprehensive Plan shall be considered to meet the standards below, unless compelling evidence demonstrates the proposed amendment would threaten the public health, safety, and welfare if the land subject to the amendment is classified to be consistent with the Comprehensive Plan:**

We feel that our proposed use, which is currently approved in the current front half zoning of T2RC is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code.

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

To the best of our knowledge, our proposed use of this property is not in conflict with any provision of this Development Code, or the Code of Ordinances.

**3. Addresses a demonstrated community need: Our proposed of this property is one of a kind in this area.**

Our business plan is to provide boat and RV repairs and servicing as well as comprehensive repairs and/or refits under roof. Additionally, long and short term parking and storage will be offered to our boat and RV customer on as as-needed basis.

**4. Is required by changed conditions:**

Growing residential expansion and development is restrictive as to the parking and storage of recreational assets such as boats and RV's.

**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:**

The frontage of the parcel will remain commercial in appearance and activity as do the parcels to either side of subject property. The back portion of the property would remain low impact to maintain the rural in appearance open space to accommodate our staging and storage needs.

**6. Would not adversely impact nearby lands:**

Nothing in our business plan would adversely impact nearby lands. Our intent is to offer the beneficial services needed in a safe, secure and esthetically pleasing manner.

**7. Would result in a logical and orderly development pattern:**

Our business plan will result in a logical and orderly development pattern and will be a benefit to the community for the long term. As the population in Beaufort County continues to grow... the need for our services will grow along with it.

**8. 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:**

Operations would adhere to all state and local environmental requirements. The development will have a very low impact on existing conditions. There are no trees or vegetation to be removed and there are no wetlands in the vicinity. Non-pervious surfaces will be confined to the footprint of the service/office building. There are no plans for non-pervious surfaces, i.e. concrete, asphalt roads that could impact natural drainage.

**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)**

Inquiries have been made to the above mentioned public facilities and this development is adequately served by all in question.

# 26 Eustis Landing Rd



1/26/2024, 1:29:53 PM

1:1,500

Search Results: LiveParcels LiveParcels

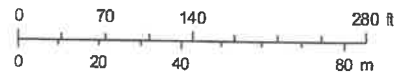
Override 1

### Road Classifications

STATE, PAVED

COUNTY, PAVED

PRIVATE, UNPAVED



Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METINASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | ArcGIS Web AppBuilder

**ORDINANCE 2024/ \_\_\_\_\_**

**AN ORDINANCE AMENDING THE ZONING MAP FOR 4.73 ACRES (R200 019 000 0076 0000) LOCATED AT 26 EUSTIS LANDING ROAD FROM T2 RURAL (T2R) AND T2 RURAL CENTER (T2RC) TO T2 RURAL CENTER (T2RC).**

**WHEREAS**, the property located at 26 Eustis Landing Road (R200 019 000 0076 0000) is currently zoned T2 Rural and T2 Rural Center; and

**WHEREAS**, the owner of the property has requested to change to zoning of the property to T2 Rural Center; and

**WHEREAS**, the Beaufort County Comprehensive Plan encourages rural character with low-density residential development, supporting small scale commercial, and agricultural uses and designates this site as a location to implement a Rural Crossroads Place Type; and

**WHEREAS**, the Beaufort County Planning Commission considered the request on May 6, 2024, voting unanimously to recommend that County Council deny the request; and

**WHEREAS**, County Council now wishes to amend the zoning map to change the zoning of the property from T2 Rural and T2 Rural Center to T2 Rural Center.

**NOW, THEREFORE** be it ordained by County Council in a meeting duly assembled as follows:

To adopt an ordinance amending the zoning map for 4.73 acres (R200 019 000 0076 0000) located at 26 Eustis Landing Road from T2 Rural (T2R) and T2 Rural Center (T2RC) to T2 Rural Center (T2RC).

Ordained this \_\_\_\_ day of \_\_\_\_\_, 2024

\_\_\_\_\_  
Joseph Passiment, Chairman

\_\_\_\_\_  
Sarah Brock, Clerk to Council





# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
RECOMMEND APPROVAL TO COUNCIL OF A RESOLUTION AUTHORIZING THE INTERIM COUNTY ADMINISTRATOR TO EXECUTE A VOLUNTEER SERVICE AGREEMENT WITH THE FRIENDS OF WHITEHALL PARK TO ALLOW THEM TO PROVIDE VOLUNTEER SERVICES TO BE PERFORMED AT WHITEHALL PARK FOR THE BENEFIT OF THE COUNTY
<b>MEETING NAME AND DATE:</b>
Community Services and Land Use Committee June 10, 2024
<b>PRESENTER INFORMATION:</b>
Stefanie M. Nagid, Passive Parks Department Director (5 minutes)
<b>ITEM BACKGROUND:</b>
This is a new item for consideration.
<b>PROJECT / ITEM NARRATIVE:</b>
County staff and the Friends of Whitehall Park (Friends) want to enter into a volunteer services agreement to allow the Friends to conduct volunteer activities on Whitehall Park. Volunteer activities may include actions such as litter pick ups, grounds clean up days, and assistance to County and City staff for maintenance and operations of the property. Services are subject to County approval of an annual Operating Plan.
<b>FISCAL IMPACT:</b>
There is no fiscal impact to the County to enter into this agreement.
<b>STAFF RECOMMENDATIONS TO COUNCIL:</b>
Staff recommend approval of the agreement as provided.
<b>OPTIONS FOR COUNCIL MOTION:</b>
Motion to approve, modify or deny the agreement for volunteer services for the Friends of Whitehall Park. If approved, the agreement will move forward to County Council on June 24, 2024 for approval.

STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF BEAUFORT ) **AGREEMENT FOR VOLUNTEER  
SERVICES ON PUBLIC PROPERTY**

**THIS AGREEMENT FOR VOLUNTEER SERVICES ON PUBLIC PROPERTY** (“Agreement”) is entered into on this \_\_\_\_ day of \_\_\_\_\_, 2024 (“Effective Date”) by and between **Beaufort County**, a political subdivision of the State of South Carolina (“County”) and **Friends of Whitehall Park**, (“Friends”); collectively hereinafter referred to as the “Parties”.

**WHEREAS**, the County’s Rural and Critical Land Preservation Program (“RCLPP”) was created in order to purchase real property deemed critical, to provide for the protection of natural resources, to protect property with historic and cultural significance, to obtain property for regional or local passive recreation potential, to obtain view-scapes or lands suitable for public use; and

**WHEREAS**, in 2018 the County purchased real property known as Whitehall Park (“Park”) with funding from the RCLPP making the property subject to the County’s Code of Ordinances, Chapter 91 Passive Parks (2018/53); and

**WHEREAS**, County desires to enhance the open space and natural scenic value of the Park by providing passive outdoor recreation and environmental education opportunities, and has constructed amenities on the Park for resident and visitor enjoyment; and

**WHEREAS**, Friends is a South Carolina nonprofit corporation operating in good standing under the auspices of the Community Foundation of the Lowcountry, a 501(c)(3) under IRC§509(a)(1) and §170(b)(1)(A)(vi). All of Friends’ officers, members, and volunteers providing services hereunder are volunteers as defined in the Volunteer Protection Act, 42 USC 139§14501–14505 and are not compensated; and

**WHEREAS**, Friends’ mission is to sustain a collaborative effort between Beaufort County, residents and visitors to provide support for the preservation of natural resources and maintenance of the Park for community enjoyment and use. In furtherance of its mission, Friends desires to provide Services to the County; and

**WHEREAS**, the Parties recognize the public benefit of the successful implementation of this Agreement, and Friends desire to serve as volunteers to support the County, the owner of the Park.

**NOW, THEREFORE**, for mutual consideration and public service, the Parties mutually agree as follows:

- 1. **DEFINITIONS.** For purposes of this Agreement, the terms are defined as follows:
  - a. “*County*” shall mean Beaufort County, a political subdivision of the State of South Carolina, and including the Beaufort County Council and all Departments that fall within the structure of the Beaufort County Government Administration.
  - b. “*Friends*” shall mean the Friends of Whitehall Park performing services under this Agreement and shall include all board members, officers, volunteers, and any other individual affiliated with the nonprofit corporation.
  - c. “*Park*” shall mean real property located at 120 White Hall Drive, Beaufort, SC 29907, consisting of approximately 9.72 acres, generally known as Whitehall Park; and includes the land, buildings, structures, and amenities that fall within the property boundaries.

d. “*Services*” shall mean those services being provided by the Friends to the benefit of the Park and as described in Exhibit A, attached hereto and incorporated herein by reference.

**2. TERM.** The initial term of this Agreement shall commence on the Effective Date and end on June 30, 2030, unless terminated sooner pursuant to the provisions of this Agreement. The term of this Agreement may be extended for up to three (3) additional five (5) year periods (July 1 to June 30) upon the written request of the Friends and written approval of the County.

**3. FUNDING.** This Agreement does not obligate the County to expend funds. Friends agrees to use its own funding sources to provide the Services. County agrees to support improvements, maintenance, and operations of the Park. Any endeavor involving reimbursement or contribution of funds between the Parties will be handled in accordance with applicable County laws, regulations, policies and procedures.

**4. COMMUNICATION and SUPPORT.** In order to provide Services, Friends will maintain regular ongoing communications regarding proposals and scheduling of plans for the Park and activities at the Park with the County. Meetings may be scheduled between the parties, either in-person or via conference call, on an as needed basis. All communications will be provided to the County’s Passive Parks Director from the President of the Friends.

**5. ACCESS AUTHORIZATION.** County hereby authorizes Friends to access the Park while providing Services, subject to the terms and conditions stated in this Agreement and the annual Operating Plan. Friends may access the Park during regular park hours to provide Services so long as it does not conflict with any County plans, events, or activities. This Agreement shall not infringe on the access rights of the County or any of its officers, employees, or agents to any and all portions of the Park at any time or for any reason in carrying out County’s responsibilities for the ownership, maintenance, and operation of the Park.

**6. SERVICES GENERALLY.** The Parties agree to the terms and conditions in this Section in order for Friends to provide the agreed upon Services.

- a. Friends shall provide Services in accordance with the terms and conditions of this Agreement and the approved annual Operating Plan.
- b. County shall be responsible for all exterior and interior maintenance and repair of buildings and/or structures, janitorial services, and trash removal on the Park. County shall provide and pay for all utility services necessary for the operation of the Park.
- c. If permits are needed in order for Friends to complete a project, the County agrees to provide support by seeking any permits that may be required. Friends are not authorized to represent the County as landowner in order to obtain any permit.
- d. Friends shall comply with all the laws, ordinances, rules, policies and orders of appropriate governmental authorities affecting the cleanliness, occupancy, reservation and preservation of the Park, including the Beaufort County Passive Park Ordinance and the City of Beaufort rental and reservation policies and procedures. County shall be responsible for security and enforcement of rules and regulations of the Park.
- e. Friends shall notify the County immediately via email and phone call if while providing Service they become aware of the presence of any structural or utility problems, or if vandalism is known to have occurred at the Park.

**7. ANNUAL OPERATING PLAN REQUIRED.** On or before July 1 of each year, Friends shall submit to the County an Operating Plan for the upcoming calendar year. The Operating Plan shall include, but is not limited to, proposed services, activities, functions, events, and programs that Friends propose to conduct at the Park in

support of the Services. The Operating Plan shall also include the name(s), credential(s), and cost(s) of any hired contractors for any proposed activities. The County reserves the right to request additional information or documents after review of the Operating Plan.

**8. ANNUAL REPORT.** On or before March 1 of each year, Friends shall submit to the County an Annual Report for the previous year's activities at the Park. The Annual Report shall describe a summary of any activities, functions, events, or programs Friends conducted at the Park.

**9. OUTREACH MATERIALS.** Friends may create public outreach materials related to activities permitted by this Agreement. Any public outreach material including, but not limited to, advertising or display materials shall clearly identify the Park as a Beaufort County Passive Park and display the County seal. Prior to its use, any public outreach materials shall be provided to the County for written approval; and Friends may only use the public outreach materials *after* receiving the County's written approval.

**10. LIABILITY INSURANCE REQUIRED.** At all times during any term of this Agreement, Friends shall maintain no less than \$1,000,000 in general liability insurance coverage (each occurrence) and no less than \$2,000,000 general liability insurance in the aggregate. The Friend's insurance shall provide coverage to all individuals associated with the Friends, including but not limited to, members and volunteers. Insurance carried by the Friends shall include that it is the primary coverage for any and all claims made by Friends and its volunteers. Beaufort County shall be named as an additional insured in Friends insurance policy and Friends shall provide Beaufort County with proof of being named.

**11. TERMINATION.**

*a. Termination Due to Plans and Reports.* This Agreement may be terminated with a thirty (30) day written notice if Friends fails to provide an Operating Plan or Annual Report as required in this Agreement.

*b. Mutual Termination.* In addition to any other right to terminate as set forth in this Agreement, the Parties may mutually agree in writing to terminate this Agreement prior to the expiration of any term without any notice required.

*c. Termination With Cause.* This Agreement may be terminated by the County for cause with ten (10) days written notice of the breach of any terms.

*d. Termination Without Cause.* Upon a thirty (30) day prior written notice, any Party may terminate this Agreement during the Initial Term or during any Renewal Term for any reason.

*e. Automatic Termination.* This Agreement shall automatically terminate if at any time, during any term, Friends has a lapse in liability insurance coverage, and the automatic termination shall apply regardless of the length of time the lapse covers. This Agreement will automatically terminate if Friends loses its tax-exempt §501(c)(3) status.

**12. MISCELLANEOUS TERMS**

*a. Notices.* All notices required under this Agreement shall be in writing. Notices shall be deemed delivered when (a) personally delivered; (b) five (5) days after deposit in U.S. registered mail, postage prepaid, addressed to the other party; or (c) receipt of email is acknowledged by the recipient by reply email or "read receipt" is received by sender of notice. All notices shall be sent to the mailing address or email address shown below or to such other address as may from time to time be designated by written notice.

*To the County:*  
 Beaufort County, Passive Parks Director  
 124 Lady's Island Drive  
 Beaufort, SC 29907

*To the Friends:*  
 Friends of Whitehall Park  
 Community Foundation of the Lowcountry, Inc.  
 P.O. Box 23019  
 Hilton Head Island, SC 29925

b. *Default.* Pursuant to the terms and conditions of this Agreement, in the event of a default by either Party, the non-defaulting Party may seek any available remedy in equity or at law as a result of such failure to perform, including but not limited to, any action for specific performance of their permitted support activities as outlined in Exhibit A and the annual Operating Plan recited in this Agreement; but the Parties mutually agree that the County shall not be forced to appropriate funding for the funds, nor shall the Friends be required to provide funds.

c. *Relationship of Parties.* Nothing contained in this Agreement nor any act of the County or Friends shall be deemed or construed by the parties, nor by any third person, to create any other legal relationship between the Parties, including, but not limited to, that of an employer/employee, third-party beneficiary, principal, agent, limited or general partnership, joint venture, landlord/tenant, or other relationship. Friends' officers, members, volunteers, and agents and the methods utilized by Friends in providing Services and fulfilling their permitted support activities as outlined in Exhibit A and the annual Operating Plan under this Agreement shall lie solely and exclusively with Friends. Friends' officers, members, volunteers, and agents shall not be considered agents or employees of the County for any purpose.

d. *Indemnification.* Friends agrees that to the fullest extent provided by law it shall indemnify, defend, and hold harmless the County and its respective agents, employees, and volunteers, from and against any and all claims, demands, lawsuits, or other actions that may arise out of this Agreement from the actions or negligence of its employees, agents, or volunteers that may be the basis for such claim, demand, lawsuit, or other similar action.

e. *Entire Agreement.* This Agreement contains the entire agreement between the Parties pertaining to the subject matter contained herein and fully supersedes all prior written or oral agreements and understanding between the Parties pertaining to such subject matter.

f. *Captions and Recitals.* The section headings appearing in this Agreement are for convenience of reference only and are not intended to any extent for the purpose, to limit, or define the test of any section or any subsection hereof. The recitals to this Agreement are incorporated into this Agreement by this reference.

g. *Amendment or Modification.* The terms and conditions of this Agreement may be renegotiated at the conclusion of each respective term period and may result in an amendment or modification to the Agreement only if agreed upon in writing by the Parties. This Agreement shall only be amended or modified in writing and signed by both Parties.

h. *Counterparts.* This Agreement may be executed in multiple counterparts, and all such executed counterparts shall constitute the same agreement. The Parties agree that this Agreement may be communicated by use of a fax or other electronic means, such as electronic mail and the internet, and that the scanned or photographed signatures and initials to this Agreement shall be deemed valid and binding upon the Parties as if the original signatures and initials were present on the Agreement.

i. *Binding Nature and Assignment.* This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors, heirs, administrators, representatives, and assigns. However, the Parties agree that any assignment of this Agreement must be approved in writing by the County.

j. *Waiver.* No waiver of any provision of this Agreement shall be effective unless in writing and signed by the party waiving its rights. No delay or omission by either Party to exercise any right or remedy it has under this Agreement shall impair or be construed as a waiver of such right or remedy. A waiver by either Party of any covenant or breach of this Agreement shall not constitute or operate as a waiver of any succeeding breach of the covenant or of any other covenant.

k. *Governing Law and Severability Clause.* This Agreement is governed and interpreted in accordance with the laws of the State of South Carolina. Any and all disputes between the Parties that may arise pursuant to this Agreement shall be brought in the courts of the State of South Carolina in Beaufort County or, if it has or can acquire jurisdiction, in the United States District Court for the District of South Carolina. If for some reason a court finds any provision of the Agreement, or portion thereof, unenforceable, that provision of the Agreement shall be enforced to the maximum extent permissible so as to affect the intent of the Parties, and the remainder of this Agreement shall continue in full force and effect.

l. *Authority.* The parties herein represent and warrant each to the other that they have all the requisite power and authority to enter into this Agreement and perform their permitted support activities as outlined in Exhibit A and the annual Operating Plan under this Agreement.

WITNESSES

\_\_\_\_\_  
\_\_\_\_\_

**BEAUFORT COUNTY**

By: \_\_\_\_\_  
Name: John Robinson  
Title: Interim County Administrator

WITNESSES

\_\_\_\_\_  
\_\_\_\_\_

**FRIENDS OF WHITEHALL PARK**

By: \_\_\_\_\_  
Name: Paul Butare  
Title: President

**Exhibit A**  
**Park Use Terms and Conditions**

1. The general public shall have access and use of the Park from dawn to dusk, Monday through Sunday.
2. Friends shall dispose of garbage, rubbish, and other waste generated by the Friends in a clean and safe manner.
3. Friends may support grounds maintenance of the Park through volunteer efforts including, but not limited to (1) picking up of litter; (2) raking, weeding, and debris clean up during volunteer clean up days, with prior written notification to the County; and (3) assistance to the County for activities that benefit the Park when requested by the County.
4. Friends will not deliberately or negligently destroy, deface, damage, impair, or remove any part of the Park, or knowingly allow any person to do so while attending a Friends sponsored event at the Park.
5. Friends shall comply with the City of Beaufort rental and reservation policies and procedures for use of the Park for any activities considered an event. Friends sponsored events at the Park will be free of charge.
6. Friends is authorized to install a donor plaque and announcement board on the pavilion in a mutually agreed upon location, with prior written approval by the County. Any Friends property installed on the Park will be the responsibility of the Friends, the County is not liable for its loss or damage.
7. County reserves the right to relocate or remove any Friends property installed on the Park in order to meet the needs of the County upon 24-hour notice to the Friends via email, or immediately upon an emergency situation.
8. Friends is authorized to apply for grants as well as seek in-kind and financial donations to support preservation and maintenance objectives for the Park. Grant applications/proposals will be approved by the County prior to the application submittal date.
9. County retains management and decision-making authority on the Park including, but not limited to, maintenance, security, repairs, and improvement projects.
10. County retains final approval authority for any and all alterations or improvements on the Park proposed by the Friends. Any proposed contractors must provide proof of business license and insurance prior to any work being performed.
11. Any and all approved alterations or improvements on the Park shall become the property of the County, unless County has provided written approval to Friends to retain and remove an item.
12. Friends agree not to change any locks on any door, mailbox, gate or otherwise. County will provide a 24-hour notice to Friends if a change to any lock is necessary.

**RESOLUTION 2024/\_\_\_**

**A RESOLUTION AUTHORIZING THE INTERIM COUNTY ADMINISTRATOR TO EXECUTE A VOLUNTEER SERVICES AGREEMENT WITH THE FRIENDS OF WHITEHALL PARK TO ALLOW THEM TO PROVIDE VOLUNTEER SERVICES TO BE PERFORMED AT WHITEHALL PARK FOR THE BENEFIT OF THE COUNTY**

**WHEREAS** Beaufort County has been a frontrunner among local governments in land preservation since 1999 with the creation of the Rural and Critical Land Preservation Program; and

**WHEREAS** Beaufort County purchased the 9.72 acre parcel comprising Whitehall Park in 2018 for a total of \$5,450,000 through the County’s Rural and Critical Lands Preservation Program; and

**WHEREAS** the Friends of Whitehall Park is a South Carolina Nonprofit Corporation in good standing formed on December 10, 2018; and

**WHEREAS** The Friends of Whitehall Park mission is to sustain a collaborative effort between residents and visitors which supports the preservation of natural resources and maintenance of Whitehall Park; and

**WHEREAS** Beaufort County has constructed passive recreation amenities for residents and visitors of Beaufort County at Whitehall Park; and

**WHEREAS** Beaufort County and the Friends of Whitehall Park recognize the value of the successful collaborative efforts that support natural resource preservation and maintenance at Whitehall Park and the cooperative relationship between the County and Friends.

**NOW THEREFORE, BE IT RESOLVED, THAT THE COUNTY COUNCIL OF BEAUFORT COUNTY, SOUTH CAROLINA** authorizes the Interim County Administrator to execute the necessary documents to enter into an agreement with the Friends of Whitehall Park to allow them to provide volunteer services to be performed at Whitehall Park for the benefit of the County, attached hereto and incorporated herein as fully as if repeated verbatim.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 2024.

COUNTY COUNCIL OF BEAUFORT COUNTY

BY: \_\_\_\_\_  
Joseph Passiment, Chairman

ATTEST:

\_\_\_\_\_  
Sarah Brock, Clerk to Council





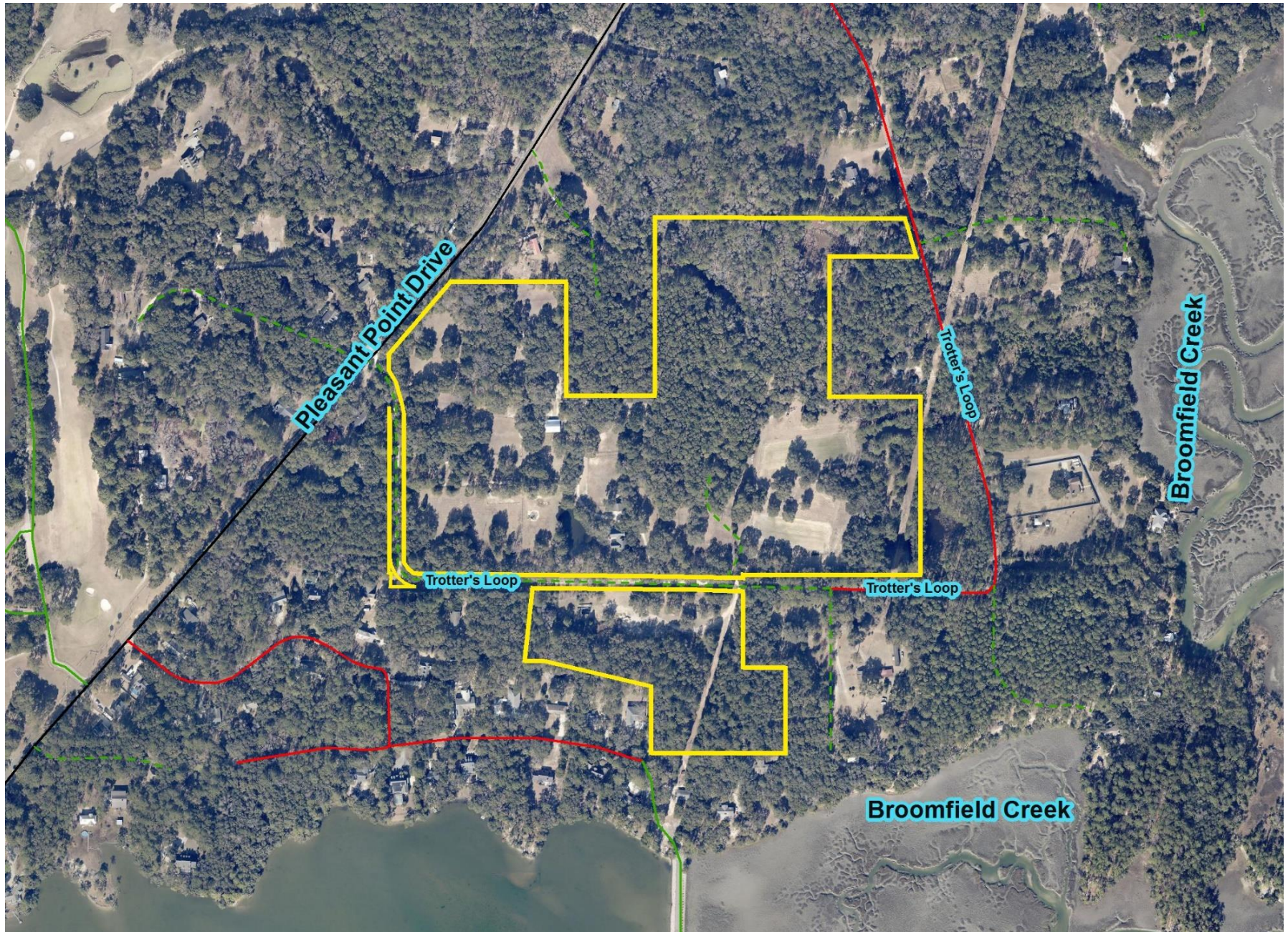
# BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

<b>ITEM TITLE:</b>
<b>RECOMMEND APPROVAL OF GREEN SPACE ADVISORY COMMITTEE RECOMMENDATIONS TO FUND DUE DILIGENCE AND NEGOTIATE TERMS OF ACQUISITIONS FOR GREEN SPACE APPLICATIONS</b>
<b>MEETING NAME AND DATE:</b>
Community Services and Land Use Committee, June 10, 2024
<b>PRESENTER INFORMATION:</b>
Mr. Mike McShane, Chair of Green Space Advisory Committee & Mr. Mark Davis, Deputy Director of Planning and Zoning (15 minutes)
<b>ITEM BACKGROUND:</b>
During their June 3, 2024 meeting, the Green Space Advisory Committee (GSAC) reviewed four applications and made recommendations to pursue due diligence and to begin negotiating the terms of potential acquisitions/procurements for all of them.
<b>PROJECT / ITEM NARRATIVE:</b>
The four applications recommended for due diligence and to begin negotiating the terms of potential acquisitions/procurements are:  (1) <b>FARMLAND PRESERVATION APPLICATION:</b> ESSEX FARMS, DALE; POLITICAL JURISDICTION – UNINCORPORATED BEAUFORT COUNTY; GEOGRAPHIC REGION – NORTHERN.  (2) <b>CONSERVATION EASEMENT APPLICATION:</b> TROTTER’S LOOP TRACTS, LADY’S ISLAND; POLITICAL JURISDICTION – UNINCORPORATED BEAUFORT COUNTY; GEOGRAPHIC REGION – EASTERN.  (3) <b>CONSERVATION EASEMENT APPLICATION:</b> VICTORIA BLUFF TRACTS, BLUFFTON; POLITICAL JURISDICTION – UNINCORPORATED BEAUFORT COUNTY; GEOGRAPHIC REGION – WESTERN.  (4) <b>FEE SIMPLE APPLICATION:</b> BROAD CREEK MARINA TRACTS, HILTON HEAD ISLAND; POLITICAL JURISDICTION – TOWN OF HILTON HEAD ISLAND; GEOGRAPHIC REGION – SOUTHERN.
<b>FISCAL IMPACT:</b>
For Essex Farms Tract– Up to \$30,000-due diligence fees from Green Space Program Sales Tax For Trotter’s Loop Tracts – Up to \$30,000-due diligence fees from Green Space Program Sales Tax For Victoria Bluff Tracts – Up to \$60,000-due diligence fees from Green Space Program Sales Tax For Broad Creek Marina Tracts – Up to \$35,000-due diligence fees from Green Space Program Sales Tax  (Fund # 4706)
<b>OPTIONS FOR COUNCIL MOTION:</b>
Motion to approve, modify, or deny the recommendations of the Green Space Advisory Committee.

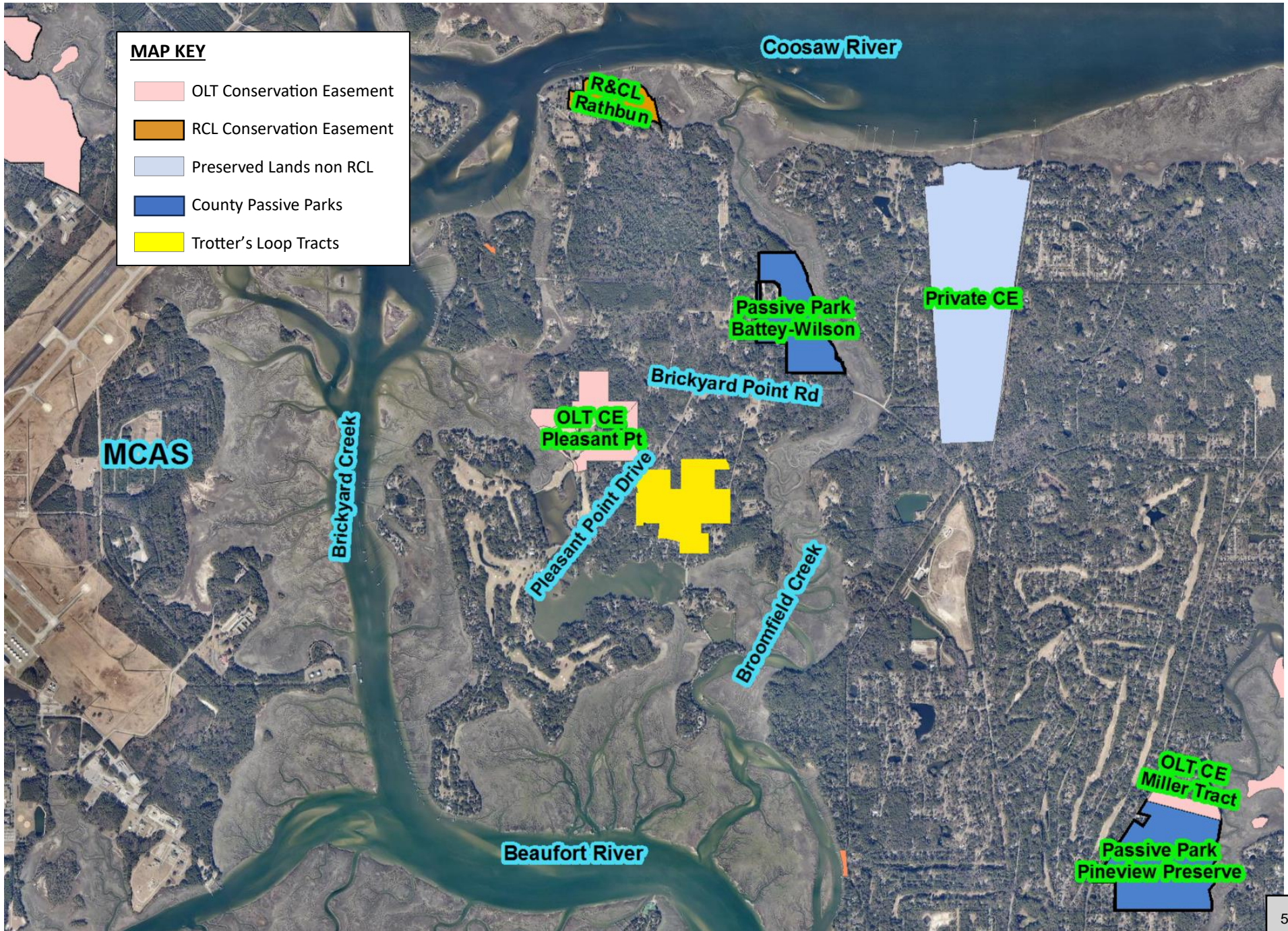
# TROTTER'S LOOP TRACTS – CONSERVATION EASEMENT

APPLICANT – OPEN LAND TRUST

55.36 Acres



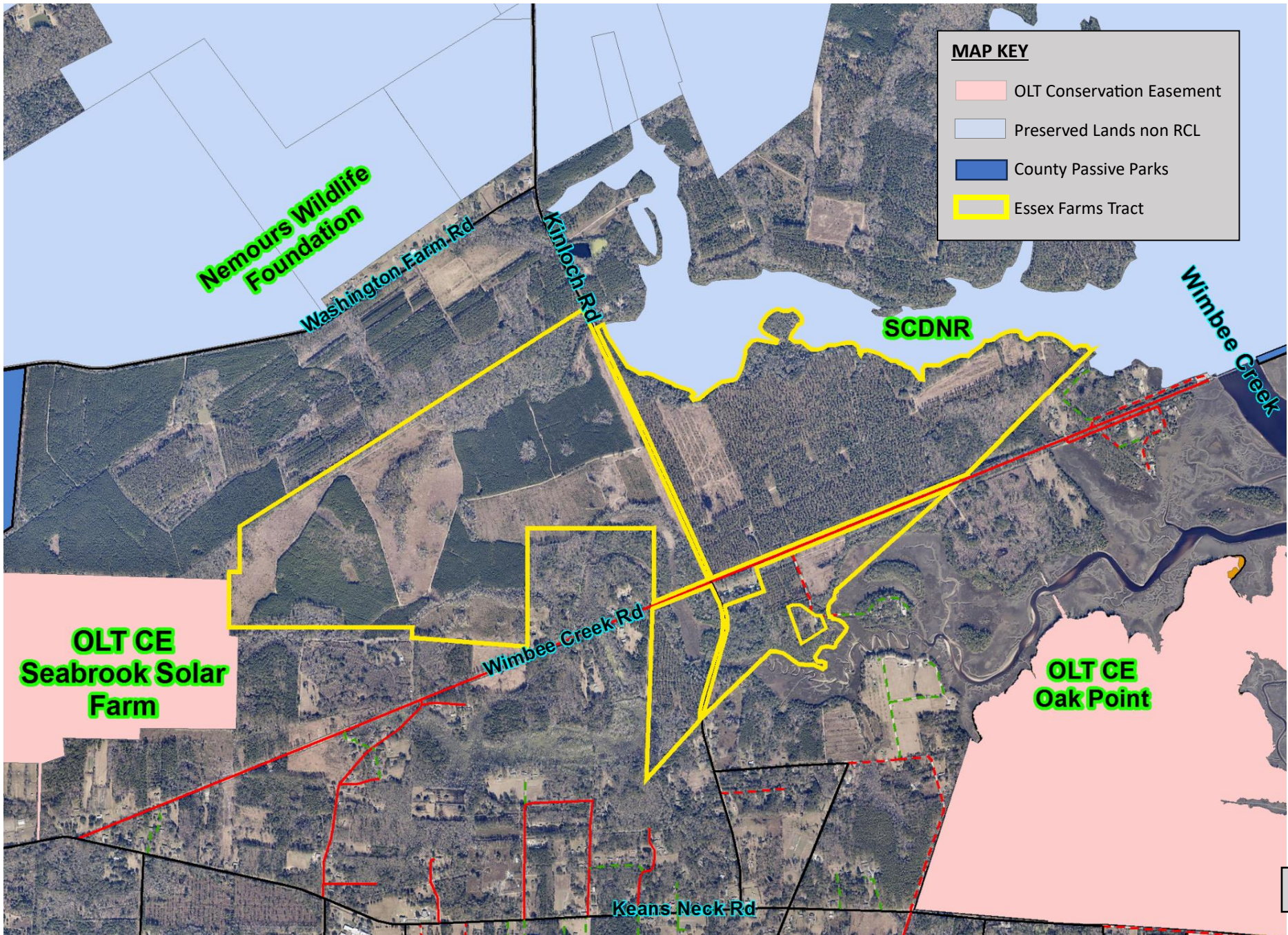
# TROTTER'S LOOP TRACTS – CONSERVATION EASEMENT



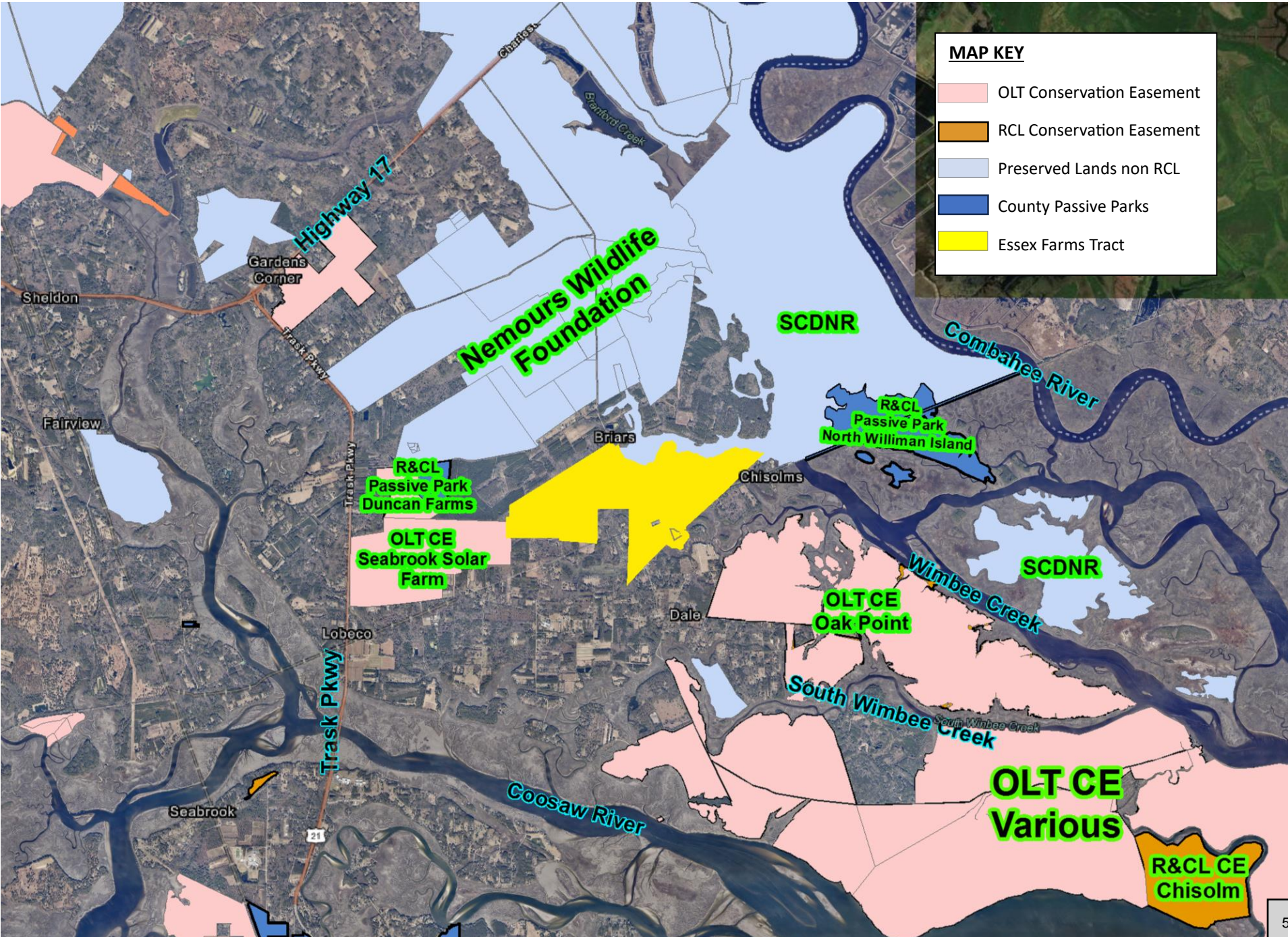
# ESSEX FARMS TRACT – FARMLAND PRESERVATION

APPLICANT – OPEN LAND TRUST

932 Acres



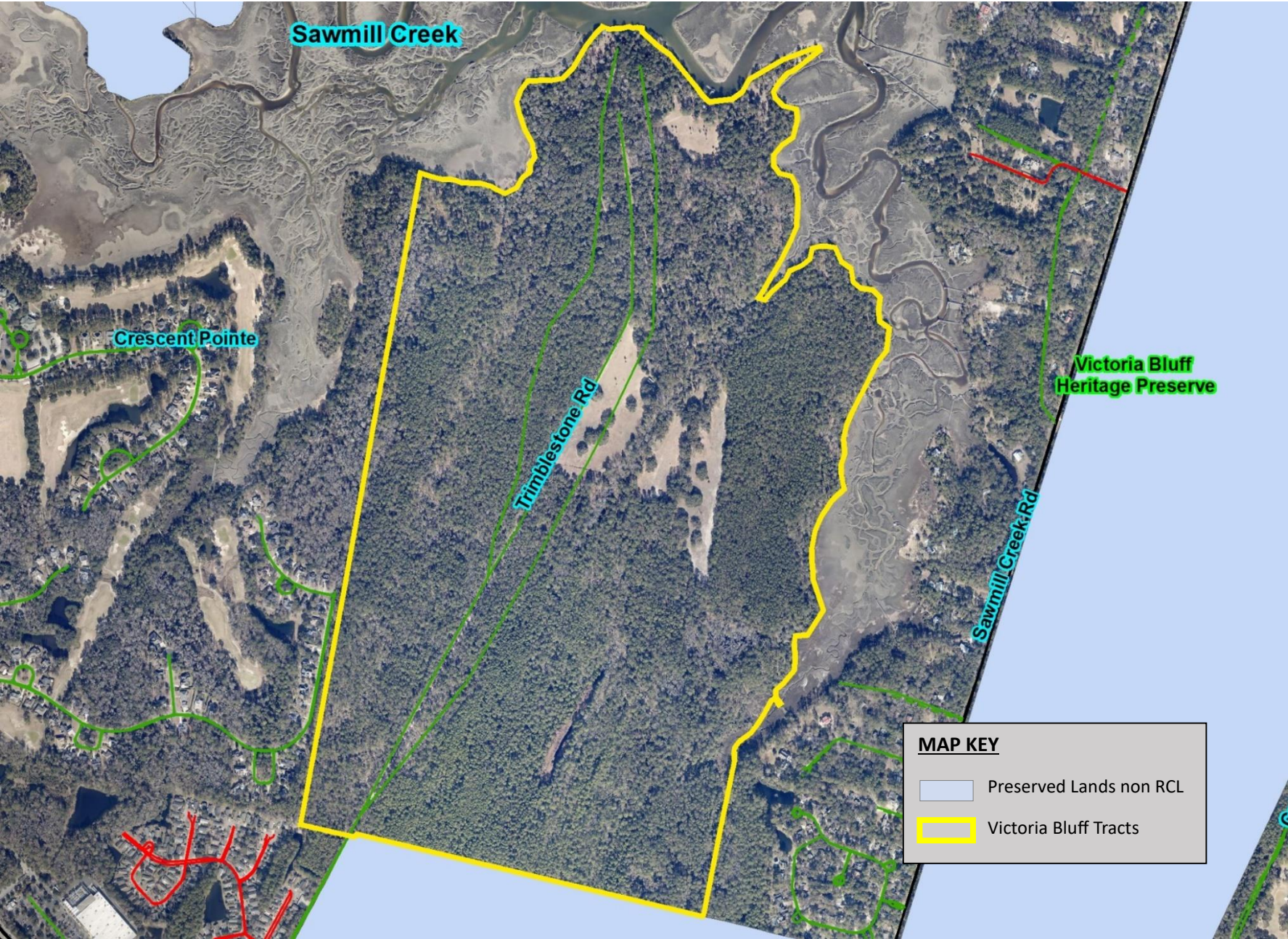
# ESSEX FARMS TRACT – FARMLAND PRESERVATION



# VICTORIA BLUFF TRACTS – CONSERVATION EASEMENT

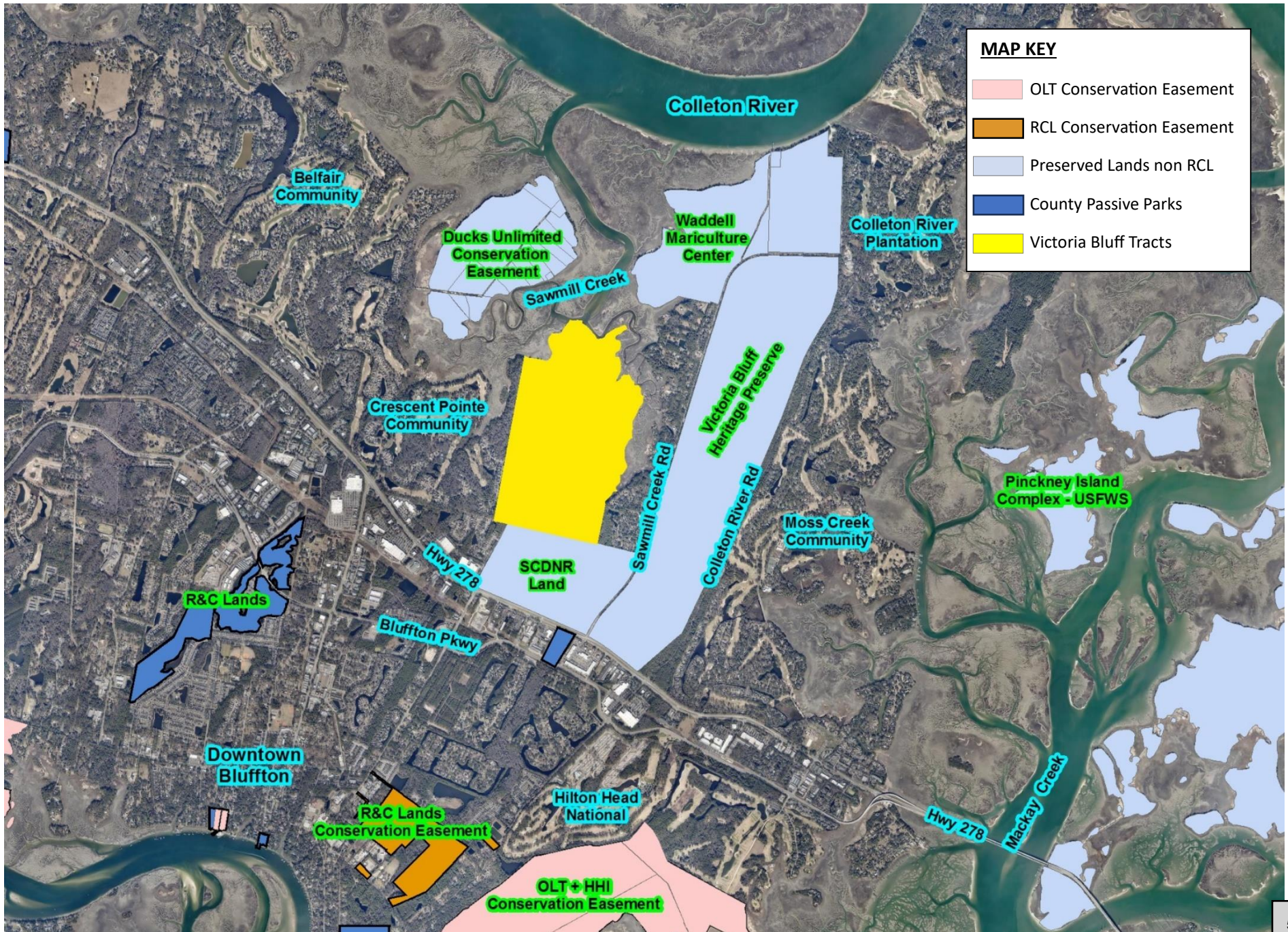
APPLICANT – OPEN LAND TRUST

406.5 Acres



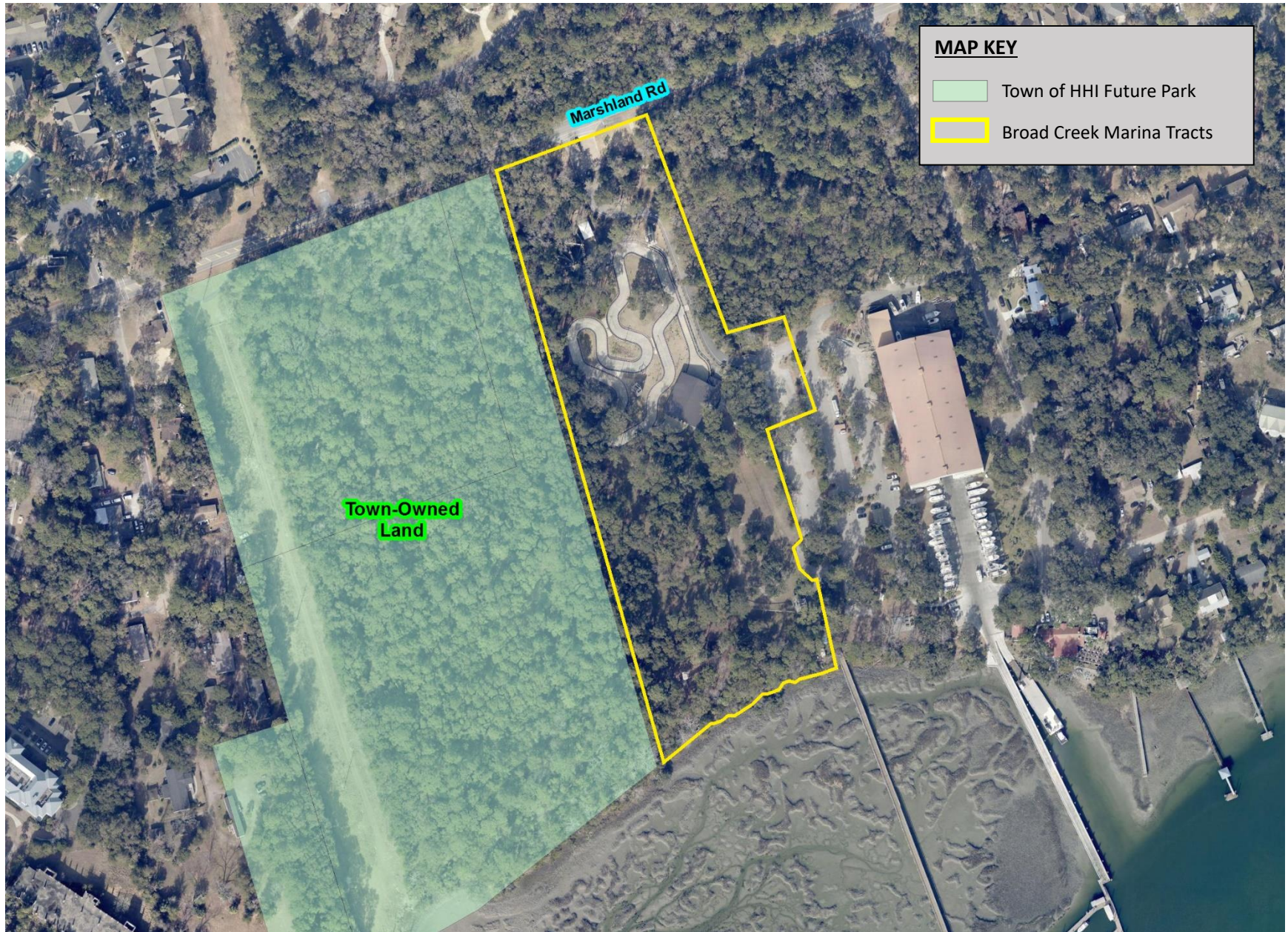
# VICTORIA BLUFF TRACTS – CONSERVATION EASEMENT

Item 12.



# BROAD CREEK MARINA TRACTS – FEE SIMPLE

APPLICANT – TOWN OF HILTON HEAD ISLAND  
9 Acres +/- .5 acres





# BROAD CREEK MARINA TRACTS – FEE SIMPLE

