



Natural Resources Committee Beaufort County, SC

This meeting will be held both in person in Council Chambers at 100 Ribaut Road, Beaufort, and virtually through Zoom. Please be aware that there is limited seating available for the in-person meeting and attendees must practice social distancing

Monday, October 04, 2021

***IMMEDIATELY FOLLOWING THE COMMUNITY SERVICES AND PUBLIC SAFETY COMMITTEE MEETING
NO SOONER THAN 2:30PM***

AGENDA

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 - SEPTEMBER 7, 2021
6. **CITIZEN COMMENTS (ANYONE WHO WISHES TO SPEAK DURING THE CITIZEN COMMENT PORTION OF THE MEETING WILL LIMIT THEIR COMMENTS TO NO LONGER THAN THREE (3) MINUTES (A TOTAL OF 15 MINUTES) AND WILL ADDRESS COUNCIL IN A RESPECTFUL MANNER APPROPRIATE TO THE DECORUM OF THE MEETING, REFRAINING FROM THE USE OF PROFANE, ABUSIVE, OR OBSCENE LANGUAGE)**

AGENDA ITEMS

7. PRESENTATION OF PINEVIEW PRESERVE AND BAILEY MEMORIAL PARK CONCEPTUAL PLANS
8. APPROVAL OF AN ORDINANCE REGARDING A ZONING MAP AMENDMENT/REZONING REQUEST FOR 56 ACRES (R600 009 000 0113 0000) AT 60 GASTON PLANTATION ROAD FROM T2 RURAL TO C3 NEIGHBORHOOD MIXED-USE.
9. APPROVAL OF AN ORDINANCE REGARDING TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): SECTION 3.1.60 (CONSOLIDATED USE TABLE) AND SECTION 4.1.190 (RECREATION FACILITY: CAMPGROUNDS) TO REVISE THE CAMPGROUND STANDARDS
10. ADOPTION OF ENVISION BEAUFORT COUNTY 2040 COMPREHENSIVE PLAN AND BEAUFORT COUNTY CONNECTS BICYCLE AND PEDESTRIAN PLAN 2021 AS AN APPENDIX TO THE PLAN
11. DISCUSSION REGARDING STATUS OF THE SOUTHERN BEAUFORT BEAUTIFICATION BOARD

- [12.](#) APPROVAL OF THE APPOINTMENT OF ARMIN WAHL FOR A PARTIAL 1ST TERM TO THE BEAUFORT COUNTY PLANNING COMMISSION WITH AN EXPIRATION DATE OF 2023
 - [13.](#) APPROVAL OF THE APPOINTMENT OF 2 INDIVIDUALS TO THE BEAUFORT COUNTY RURAL AND CRITICAL LANDS PRESERVATION BOARD
 - 1. KENNETH FRAZIER - District 9 Representative
 - 2. FORD BARTHLOW – District 9 to represent District 8 (swap)
-

EXECUTIVE SESSION

- 14. PURSUANT TO S.C. CODE SECTION 30-4-70(A)(2): DISCUSSION OF NEGOTIATIONS INCIDENT TO PROPOSED CONTRACTUAL ARRANGEMENTS AND PROPOSED SALE OR PURCHASE OF DEVELOPMENT RIGHTS ON REAL PROPERTY KNOWN AS MIDDLE ROAD PDR/FEE
- 15. PURSUANT TO S.C. CODE SECTION 30-4-70(A)(2): DISCUSSION OF NEGOTIATIONS INCIDENT TO PROPOSED CONTRACTUAL ARRANGEMENTS AND PROPOSED SALE OR PURCHASE OF DEVELOPMENT RIGHTS ON REAL PROPERTY KNOWN AS LINDEN PDR/FEE
- 16. MATTERS ARISING OUT OF EXECUTIVE SESSION
- 17. ADJOURNMENT



Natural Resources Committee Beaufort County, SC

This meeting will be held both in person at County Council Chambers, 100 Ribaut Road, Beaufort, and virtually through Zoom. In adherence with CDC guidelines, limited seating will be available.

**Tuesday, September 07, 2021
3:30 PM**

MINUTES

1. **CALL TO ORDER**

Committee Chairman Howard called the meeting to order at 3:30 PM

2. **PLEDGE OF ALLEGIANCE**

Chairman Howard led the Pledge of Allegiance.

3. **FOIA**

Committee Chairman Howard stated public notice of this meeting had been published, posted, and distributed in compliance with the SC FOIA Act.

4. **APPROVAL OF AGENDA**

Motion: It was moved by Council Member Sommerville, seconded by Council Member Glover to approve the agenda. The motion was approved without objection.

5. **APPROVAL OF MINUTES**

Motion: It was moved by Council Member Sommerville, seconded by Council Member Passiment to approve August 9, 2021 minutes. The motion was approved without objection.

6. **CITIZENS COMMENTS**

Mike McShane commented on working with Rural and Critical Lands.

Ray Rolands commented on Friends for Fort Freemont renaming.

David Trail commented on the continued partnership with the Marine Corps Air Station.

Marianne Rolands commented on Friends for Fort Freemont renaming.

EXECUTIVE SESSION

Motion: It was moved by Council Member Sommerville, seconded by Council Member Cunningham to go into executive session. The motion was approved without objection.

AGENDA ITEMS

10. MATTERS ARISING OUT OF EXECUTIVE SESSION

8. PURSUANT TO S.C. CODE SECTION 30-4-70(A)(2): DISCUSSION OF NEGOTIATIONS INCIDENT TO PROPOSED CONTRACTUAL ARRANGEMENTS AND PROPOSED SALE OR PURCHASE OF DEVELOPMENT RIGHTS ON REAL PROPERTY KNOWN AS TMS# R700 040 000 0001 0000 AND R700 030 000 0004 0000 AND ALSO KNOWN 2019 DALE PDR

Motion: It was moved by Council Member Passiment, seconded by Council Member Cunningham forward to County Council for approval. The motion was approved

Discussion: To see the full discussion click the link below.

<https://beaufortcountysc.new.swagit.com/videos/136478>

The Voting Yea: Committee Chair Howard, Council Member Passiment, Council Member Sommerville, Council Member Rodman, Council Member Glover, Council Member Cunningham.

Voting Nay: Committee Vice-Chair Dawson, Council Member McElynn. The vote 6:2

9. PURSUANT TO S.C. CODE SEC. 30-4-70(A)(2) RECEIPT OF LEGAL ADVICE WHERE THE ADVICE RELATES TO MATTERS COVERED BY THE ATTORNEY-CLIENT PRIVILEGE.

Motion: It was moved by Council Member Sommerville, seconded by Committee Vice-Chair Dawson forward to County Council to recommend the denial of the recommendation June 7th Planning Commission to amend 2010 Comprehensive Plan. The motion was approved without objection.

Discussion: To see the full discussion click the link below.

<https://beaufortcountysc.new.swagit.com/videos/136478>

Voting Yea: Committee Chair Howard, Committee Vice-Chair Dawson, Council Member Passiment, Council Member Sommerville, Council Member Rodman, Council Member Glover, Council Member McElynn, Council Member Cunningham. The vote 8:0

11. **Text Amendment to the Community Development Code (CDC): Section 3.1.60 (Consolidated Use Table) and Section 4.1.190 (Recreation Facility: Campgrounds) to revise the Campground Standards**

Motion: It was moved by Council Member Sommerville, Seconded by Committee Vice-Chair Dawson to move forward to County Council for approval. The motion was approved without objection. The motion passed.

Discussion: To see the full discussion click the link below.

<https://beaufortcountysc.new.swagit.com/videos/136478>

The Voting Yea: Committee Chair Howard, Committee Vice-Chair Dawson, Council Member Passiment, Council Member Sommerville, Council Member Rodman, Council Member Glover, Council Member McElynn, Council Member Cunningham. The vote 8:0

12. **BEAUFORT COUNTY NAMING POLICY: APPROVAL FOR NAMING THE FORT FREMONT INTERPRETIVE CENTER THE "FORT FREMONT HISTORY CENTER IN MEMORY OF PETE RICHARDS"**

Motion: It was moved by Council Member Sommerville, Seconded by Council Member Glover proceeding with renaming the Fort Fremont interpretive center the "Fort Fremont History Center in Memory of Pete Richards" exempts of the 5-year requirement. The motion was approved without objection. The motion passed.

Discussion: To see the full discussion click the link below.

<https://beaufortcountysc.new.swagit.com/videos/136478>

The Voting Yea: Committee Chair Howard, Committee Vice-Chair Dawson, Council Member Passiment, Council Member Sommerville, Council Member Rodman, Council Member Glover, Council Member McElynn, Council Member Cunningham. The vote 8:0

13. **NATURAL RESOURCES VACANCIES**

Status: For Informational Purposes Only

Discussion: To see the full discussion click the link below.

<https://beaufortcountysc.new.swagit.com/videos/136478>

14. **ADJOURNMENT**

The meeting adjourned at 5:30 PM.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
Presentation of Pineview Preserve and Bailey Memorial Park Conceptual Plans
MEETING NAME AND DATE:
Natural Resource Committee – October 4, 2021
PRESENTER INFORMATION:
Stefanie M. Nagid, Passive Parks Manager 10 minutes
ITEM BACKGROUND:
The County Administrator approved the proposal submitted by Design Workshop in the amount of \$26,500 for RFQ100820 on November 12, 2020 to complete conceptual plans for Pineview Preserve and Bailey Memorial Park.
PROJECT / ITEM NARRATIVE:
Design Workshop was contracted in November 2020 to complete conceptual plans for Pineview Preserve and Bailey Memorial Park. A presentation of those conceptual plans is provided.
FISCAL IMPACT:
None
STAFF RECOMMENDATIONS TO COUNCIL:
Hear a presentation of the Pineview Preserve and Bailey Memorial Park conceptual plans.
OPTIONS FOR COUNCIL MOTION:
Hear a presentation of the Pineview Preserve and Bailey Memorial Park conceptual plans.



SITE KEYNOTES:

1.0 PAVEMENTS, RAMPS, CURBS

- 1.1 Earthen Trail
- 1.2 Vehicular Asphalt
- 1.3 Vehicular Pervious Pavement
- 1.4 Pedestrian Concrete

2.0 SITE FURNITURE

- 2.1 Entrance Sign
- 2.2 Entrance Gate
- 2.3 Trailhead Kiosk
- 2.4 Bike Rack

3.0 MISCELLANEOUS ELEMENTS

- 3.1 Restroom
- 3.2 Viewing Dock
- 3.3 Wildlife Blind

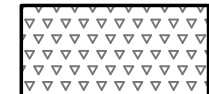
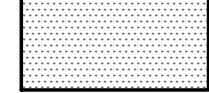


4.0 RAILINGS, BARRIERS, FENCING

- 4.1 Split Rail Fence
- 4.2 Bollards

SITE MATERIAL REFERENCE NOTES

- ① Boardwalks and benches will be field verified and identified on A+E plans

DRAWING KEY

-  Vehicular Asphalt
-  Earthen Trail
-  Pedestrian Concrete
-  Vehicular Pervious Pavement

PINEVIEW TRACT
COUNTY OF BEAUFORT
BEAUFORT COUNTY, SC

ISSUE DATE: _____

REVISIONS #	DATE	DESCRIPTION

DRAWN: _____ REVIEWED: _____

SCHEMATIC DESIGN

PROJECT NUMBER: 6498

SITE MATERIAL PLAN

SHEET NUMBER

L3-01

Aug 03, 2021 - 2:15pm
F:\PROJECTS\AP\6498-Pineview and Bailey Tract\CD\02_Schematic\6498-L3-Materials_Pineview Tract.dwg

BAILEY TRACT
COUNTY OF BEAUFORT
BEAUFORT COUNTY, SC

SITE KEYNOTES:

1.0 PAVEMENTS, RAMPS, CURBS

- 1.1 Earthen Trail
- 1.2 Vehicular Asphalt
- 1.3 Vehicular Pervious Pavement

2.0 SITE FURNITURE

- 2.1 Entrance Sign
- 2.2 Entrance Gate
- 2.3 Trailhead Kiosk
- 2.4 Bike Rack

3.0 MISCELLANEOUS ELEMENTS

- 3.1 Wildlife Blind




4.0 RAILINGS, BARRIERS, FENCING

- 4.1 Split Rail Fence
- 4.2 8' Chain Link Fence (Black Coated)
- 4.3 Bollards

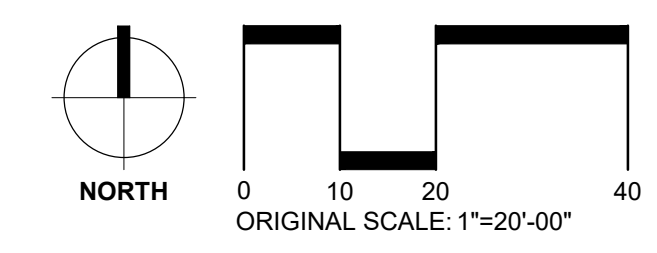
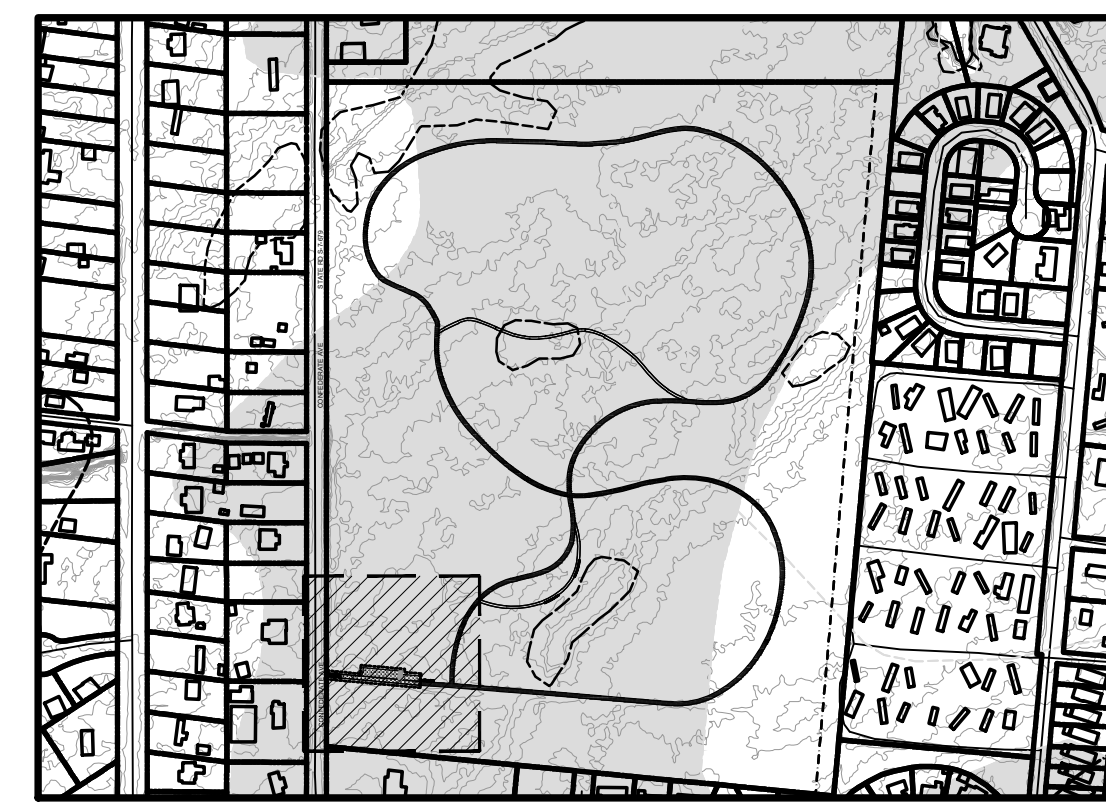
SITE REFERENCE NOTES

- 1 ADA Parking
- 2 Golf Cart Parking

DRAWING KEY

-  Vehicular Asphalt
-  Earthen Trail
-  Vehicular Pervious Pavement

KEY PLAN



ISSUE DATE: _____

REVISIONS

#	DATE	DESCRIPTION

DRAWN: _____ REVIEWED: _____

SCHEMATIC DESIGN

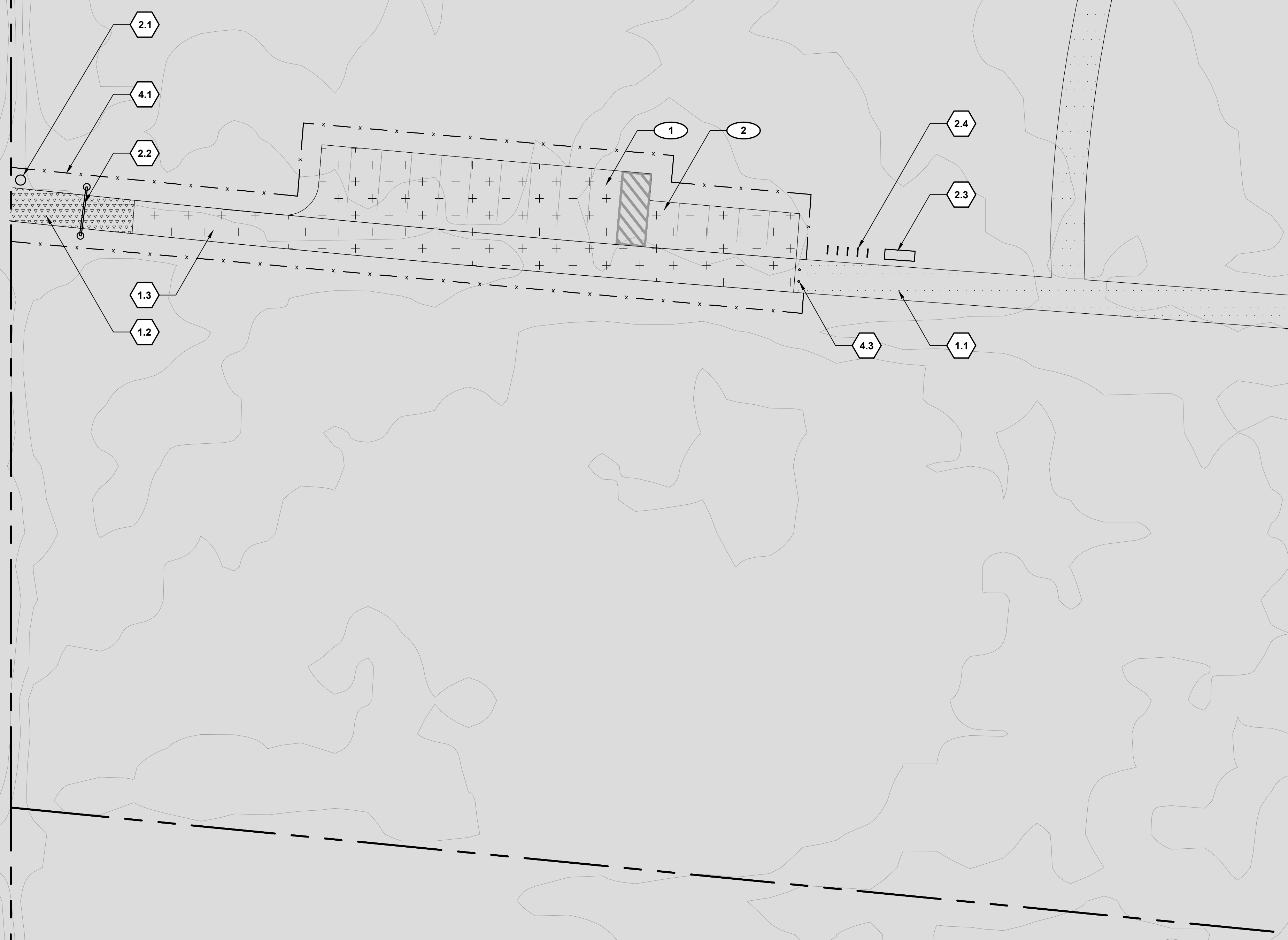
PROJECT NUMBER: 6498

SITE MATERIAL PLAN

SHEET NUMBER

L3-02

CONFEDERATE AVE



ORDINANCE 2021 / __

ZONING MAP AMENDMENT/REZONING REQUEST FOR 56 ACRES (R600 009 000 0113 0000) AT 60 GASTON PLANTATION ROAD FROM T2 RURAL TO C3 NEIGHBORHOOD MIXED USE.

WHEREAS, the proposed amendment is outlined in red on the attached map.

Adopted this ___ day of _____ 2021.

COUNTY COUNCIL OF BEAUFORT COUNTY

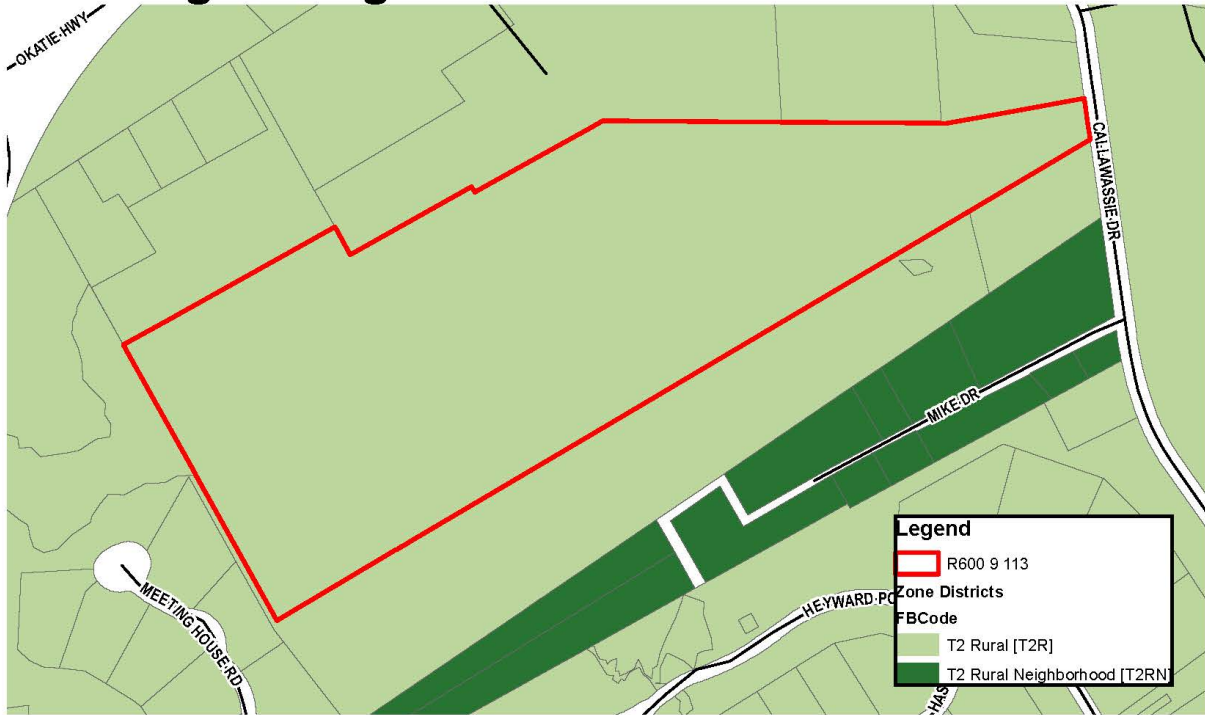
By: _____

Joseph Passiment, Chairman

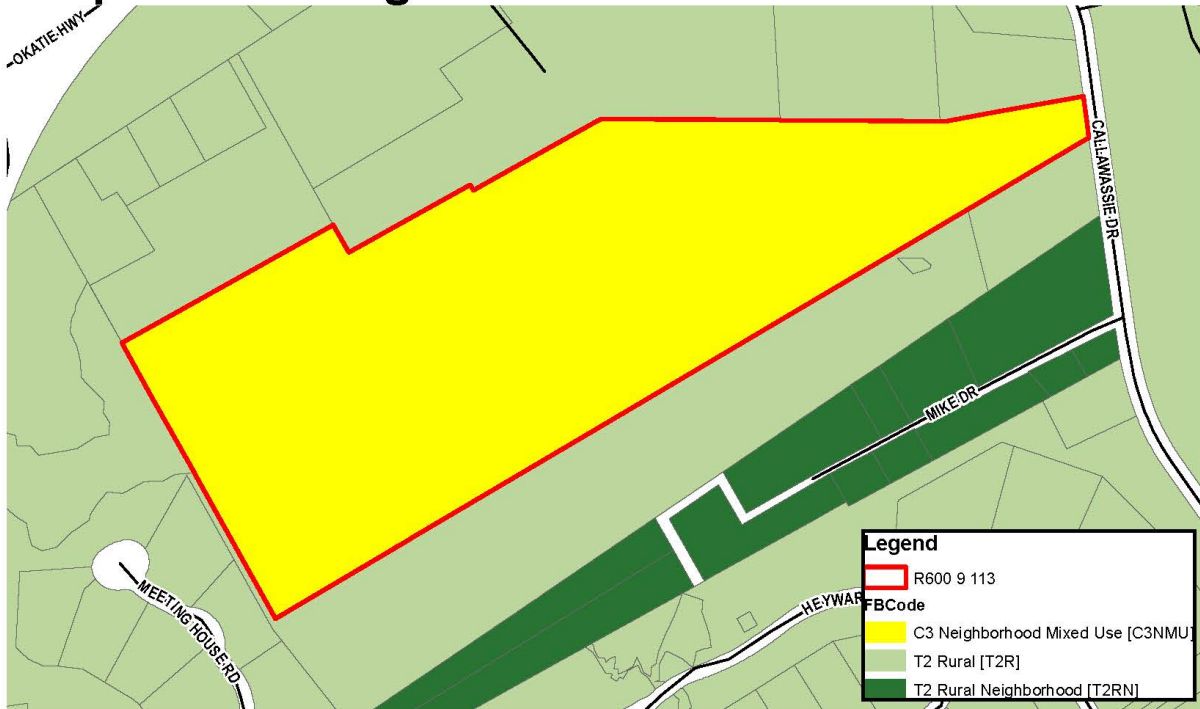
ATTEST:

Sarah W. Brock, JD, Clerk to Council

Existing Zoning



Proposed Zoning





BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
<i>Zoning Map Amendment/Rezoning Request for 56 acres (R600 009 000 0113 0000) at 60 Gaston Plantation Road from T2 Rural to C3 Neighborhood Mixed Use</i>
MEETING NAME AND DATE:
<i>Natural Resources Committee Meeting, October 4, 2021</i>
PRESENTER INFORMATION:
<i>Rob Merchant, AICP, Acting Director, Beaufort County Planning and Zoning (10 minutes needed for item discussion)</i>
ITEM BACKGROUND:
<i>This rezoning application went before the Beaufort County Planning Commission at their September 9, 2021 meeting. At that time the Commission voted unanimously to recommend denial of the proposed amendment.</i>
PROJECT / ITEM NARRATIVE:
<i>The applicant seeks to change the zoning of a 56-acre lot at 60 Gaston Plantation Road from T2 Rural (T2R) to C3 Neighborhood Mixed Use (C3NMU) (see attached map). The property is undeveloped and is the site of a proposed primitive campground that has conceptual approval. Expiration of the campground conceptual approval will not occur until one year from the date of approval, with the option to apply for a one-year extension. The applicant is now proposing developing a 110 single-family residential development that includes open space, tree coverage, and setbacks from surrounding property through a development agreement and deed restrictions, and is requesting the proposed zoning amendment to facilitate the development.</i>
FISCAL IMPACT:
<i>Not applicable</i>
STAFF RECOMMENDATIONS TO COUNCIL:
<i>The proposed zoning change from T2R to C3NMU is in conflict with the Future Land Uses laid out in every Comprehensive Plan that has been created for Beaufort County, as well as the draft 2040 Comprehensive Plan. The SC 170 corridor from Oldfield to the Broad River Bridge has been designated as rural as a growth management tool to protect the water quality of the Okatie and Colleton Rivers, the capacity of SC 170, and the character of this leg of the 170 corridor. As such, the proposed zoning cannot be supported by Planning staff. The proposed zoning change will not impede the option to build the conceptually approved campground. Staff also has concerns about opening the surrounding rural areas, on Callawassie Drive from SC 170 to the bridge to Callawassie, to similar up-zonings.</i>
OPTIONS FOR COUNCIL MOTION:
<i>To approve or deny the zoning amendment for 60 Gaston Plantation Road from T2 Rural to C3 Neighborhood Mixed Use.</i>



MEMORANDUM

TO: Natural Resources Committee

FROM: Juliana Smith, Beaufort County Planning and Zoning Department

DATE: October 4, 2021

SUBJECT: Zoning Map Amendment/Rezoning Request for 56 acres (R600 009 000 0113 0000) at 60 Gaston Plantation Road from T2 Rural to C3 Neighborhood Mixed Use; Applicant: Kenneth S. Tosky

STAFF REPORT:

A. BACKGROUND:

Case No. ZMA-2021-05

Owner/Applicant: Kenneth S. Tosky

Property Location: Located at 60 Gaston Plantation Road

District/Map/Parcel: R600 009 000 0113 0000

Property Size: 56 acres

Current Future Land Use Designation: Rural

Current Zoning District: T2 Rural

Proposed Zoning District: C3 Neighborhood Mixed Use

B. SUMMARY OF REQUEST: The applicant seeks to change the zoning of a 56-acre lot at 60 Gaston Plantation Rd from T2 Rural (T2R) to C3 Neighborhood Mixed Use (C3NMU) (see attached map). The property is undeveloped and is the site of a proposed primitive campground that has conceptual approval. The applicant is now proposing developing a 110 single-family residential development that includes open space, tree coverage, and setbacks from surrounding property through a development agreement and deed restrictions, and is requesting the proposed zoning amendment to facilitate the development.

C. EXISTING ZONING: The lot is currently zoned T2R, which permits residential development at a density of one dwelling unit per three acres. Under this zoning, 18 dwelling units would be permitted on the property. T2R also permits very limited non-residential uses.

D. PROPOSED ZONING: The C3NMU district provides for high quality, moderate-density residential development, with denser areas of multi-family and mixed-use development to provide walkability

and diverse and affordable housing options. The design requirements provide a suburban character and encourage pedestrian, as well as automobile, access. Under this zoning, 145 dwelling units would be permitted on the property. Potentially more dwelling units may be allowed if the owner seeks to create a Traditional Community Plan.

- E. COMPREHENSIVE PLAN FUTURE LAND USE MAP:** This 56-acre lot is designated Rural on the Future Land Use Map. The Comprehensive Plan states that future development in rural areas should be similar to the mix of land uses currently found in the area and retain their rural character with low-density residential development, supporting small-scale commercial development, and agricultural land uses. The maximum gross residential density in rural areas is one dwelling unit per three acres.
- F. 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 applicant provided a TIA performed by AECOM. The TIA reported that though the development would increase the traffic volumes on Callawassie Drive by 1,136 new daily trips, the increase will have little impact to roadway capacity and level-of-service. However, the speed limit on Callawassie Drive should be reviewed and lowered if this rezoning is approved. Currently, the entrance and egress of the proposed development onto Callawassie Drive is subject to sight concerns because it is located between two curves on Callawassie Drive. This presents safety concerns at the current 55 mph speed limit on this section of Callawassie Drive.
- G. SCHOOL CAPACITY IMPACTS:** The School District has been given a copy of this proposed amendment. The School District does not have excess capacity to address the potential increase in the number of students in southern Beaufort County. In this immediate area, the District is already facing the need to absorb the students that will result from the 711 dwelling units in River Oaks and Malind Bluff, which is anticipated to put the Okatie Elementary school over capacity. Both Bluffton Middle and May River High schools are almost at capacity. The School District also has concerns about the impact on bus transportation. Finally, the requested rezoning and proposed 110 single-family homes could generate \$1,382,575.00 in school impact fees.
- H. ZONING MAP AMENDMENT REVIEW STANDARDS:** In determining whether to adopt or deny a proposed Zone Map Amendment, the County Council shall weigh the relevance of and consider whether and the extent to which the proposed amendment:
1. **Is consistent with and furthers the goals and policies of the Comprehensive Plan and the purposes of this Development Code;**

The Land Use chapter of the 2010 Comprehensive Plan indicates this area as Rural. Rural areas should retain their rural character with low-density residential development, supporting small-scale commercial development, and agricultural land uses. However, the proposed density of housing does not maintain the rural character of this land use designation.

The draft 2040 Comprehensive Plan also envisions this area as Rural and includes some initial coordination between Beaufort County, Jasper County, and Hardeeville to manage growth in this area along SC 170 that the proposed rezoning is in conflict with.
 2. **Is not in conflict with any provision of this Development Code, or the Code of Ordinances;**

The proposed rezoning constitutes a “spot zoning,” as it is not adjacent to any other C3 Neighborhood Mixed Use parcels.

3. Addresses a demonstrated community need;

N/A.

4. Is required by changed conditions;

N/A.

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;

Existing uses on the surrounding lands are primarily rural residential. Other uses include forestry, golf course, and vacant lots. The proposed zoning change would allow for a broader mix of higher density housing developments and some retail, service, and office uses.

6. Would not adversely affect nearby lands;

As stated in 5, there is potential for adverse impacts on the existing rural properties in the adjacent area.

7. Would result in a logical and orderly development pattern;

See 5 and 6 above.

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:

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):

Water and sewer are available to service the property. EMS and Fire facilities are located within a mile of the site. A traffic impact assessment for the proposed rezoning is attached; See Item F for a summary.

- I. STAFF RECOMMENDATION:** The proposed zoning change from T2R to C3NMU is in conflict with the Future Land Uses laid out in every Comprehensive Plan that has been created for Beaufort County, as well as the draft 2040 Comprehensive Plan. The SC 170 corridor from Oldfield to the Broad River Bridge has been designated as rural as a growth management tool to protect the water quality of the Okatie and Colleton Rivers, the capacity of SC 170, and the character of this leg of the 170 corridor. As such, the proposed zoning cannot be supported by Planning staff. Staff also has

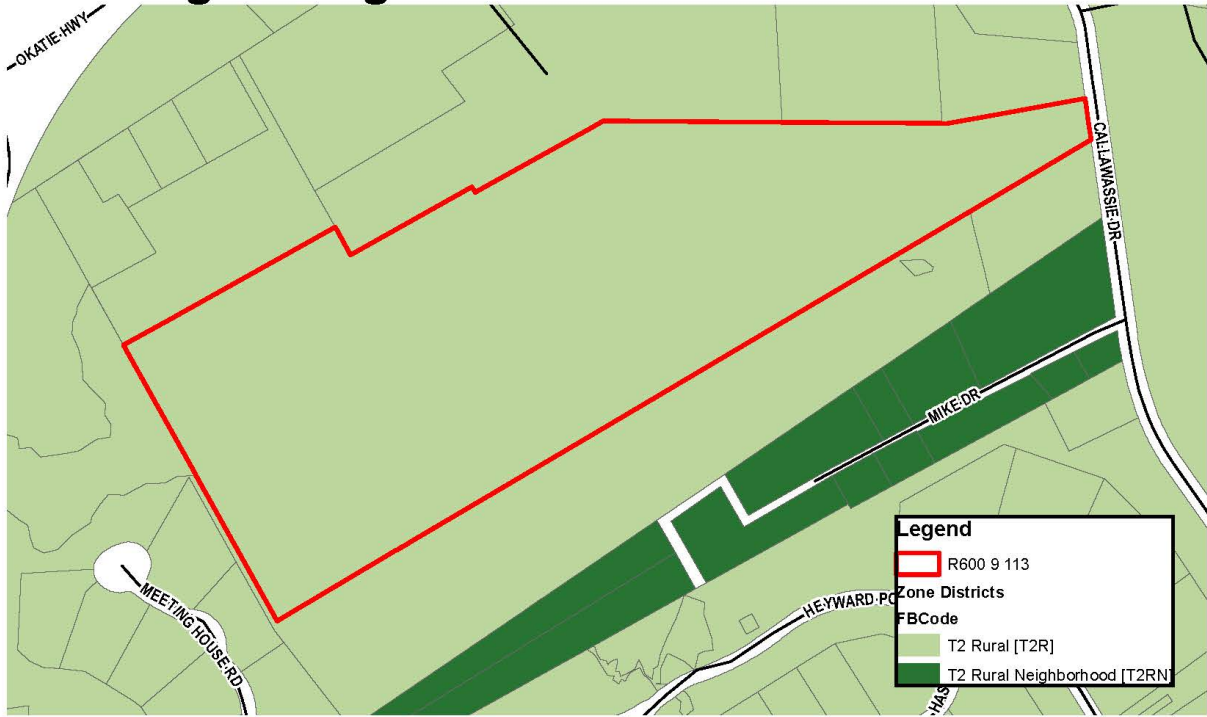
concerns about opening the surrounding rural areas, on Callawassie Drive from SC 170 to the bridge to Callawassie, to similar up-zonings.

J. PLANNING COMMISSION RECOMMENDATION: At the September 9, 2021 meeting of the Beaufort County Planning Commission, the Commission voted unanimously to recommend denial of the proposed amendment.

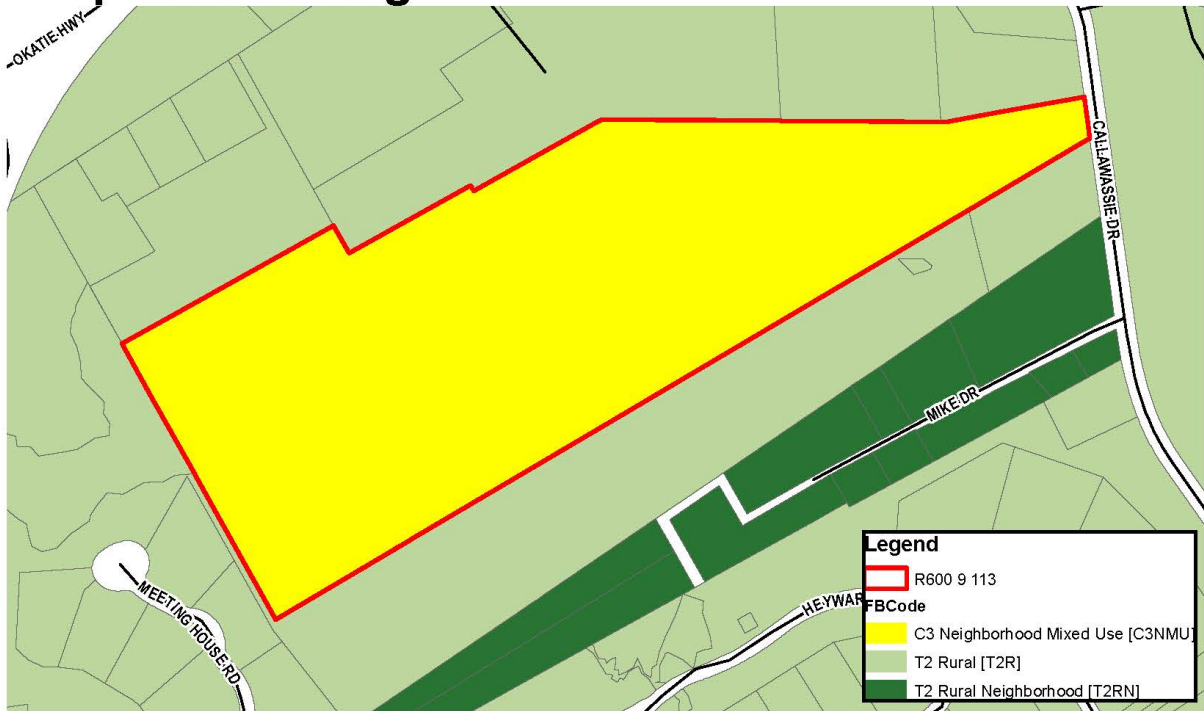
K. ATTACHMENTS

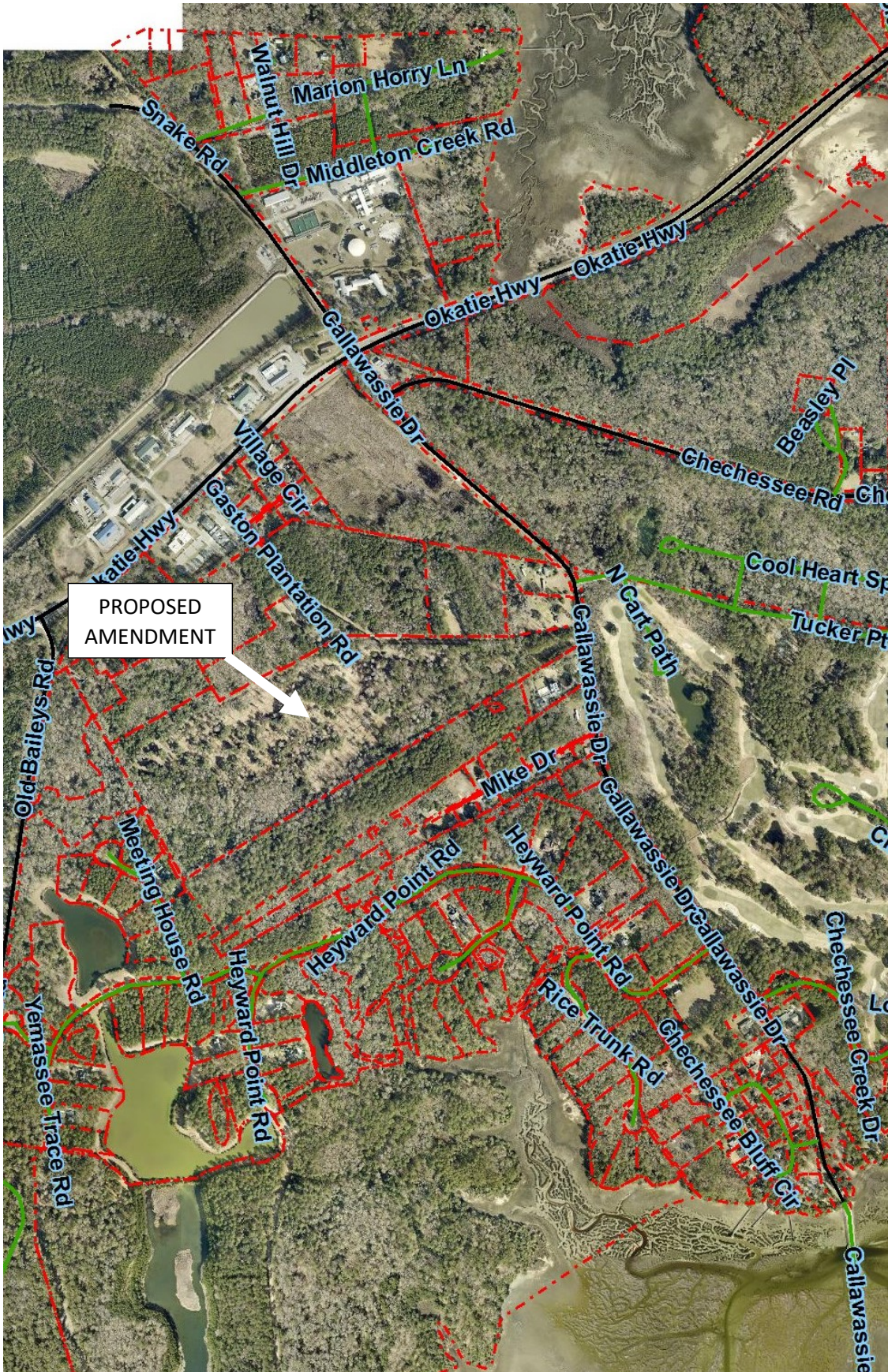
- Zoning Map (existing and proposed)
- Location Map

Existing Zoning



Proposed Zoning







BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
<i>Discussion of Text Amendment to the Community Development Code (CDC): Section 3.1.60 (Consolidated Use Table) and Section 4.1.190 (Recreation Facility: Campgrounds) to revise the Campground Standards</i>
MEETING NAME AND DATE:
Natural Resources Committee – October 4, 2021
PRESENTER INFORMATION:
<i>Robert Merchant, AICP, Acting Director, Planning and Zoning - 10 minutes needed for presentation.</i>
ITEM BACKGROUND:
<i>In 2018, the Beaufort County Planning Department initiated a series of amendments to its campground standards. These amendments were partially in response to a growing popularity of upscale, amenity-based RV resorts. At the time, there was one definition and one set of standards for campgrounds. The amendments created three types of campgrounds – primitive, semi-developed, and developed. This distinction directed low-impact, smaller campgrounds toward the rural areas of the county while larger RV resorts were limited to more developed areas of the county with sewer and water. The standards also provided time limits for campers. Over the last two years, staff identified some areas of current standards that could be strengthened or provided with additional clarity. The Beaufort County Planning Commission unanimously supported these amendments at their August 2 Meeting. At the September 27, 2021 County Council Meeting, Council gave second reading, but asked staff to look at the option of increasing the maximum stay to provide more flexibility for campgrounds. This item is coming forward as discussion only.</i>
PROJECT / ITEM NARRATIVE:
<i>This series of amendments currently under consideration build on the changes made in 2018 and address the following issues:</i> <ul style="list-style-type: none"><i>• The existing language requiring time limits for campers could lead to a loophole where a camper simply switches sites or forgoes one night to renew the time limit.</i><i>• Apparent discrepancies between the consolidated use table and the campground standards have been corrected.</i><i>• 100-foot-wide opaque buffers are required for all three campground types.</i><i>• Semi-developed and Developed campgrounds are required to be served by public sewer and water.</i><i>• Primitive campgrounds are limited to 15 sites.</i><i>• With the exception T1 Natural Preserve zone, there are no restrictions on size of RVs.</i>
FISCAL IMPACT:
<i>No Fiscal Impact</i>
STAFF RECOMMENDATIONS TO COUNCIL:
<i>Staff recommends approval.</i>
OPTIONS FOR COUNCIL MOTION:
<i>To approve or deny proposed amendments to revise the Campground Standards in the Community Development Code.</i>

ORDINANCE 2021 / __

**TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC):
SECTION 3.1.60 (CONSOLIDATED USE TABLE) AND SECTION 4.1.190
(RECREATION FACILITY: CAMPGROUNDS) TO REVISE THE CAMPGROUND
STANDARDS**

WHEREAS, added text is highlighted in yellow and underlined.

Adopted this ___ day of _____ 2021.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
Joseph Passiment, Chairman

ATTEST:

Sarah W. Brock, JD, Clerk to Council

4.1.190 Recreation Facility: Campgrounds

Campgrounds shall be defined as comply with the following:

- A. **Primitive Campground.** A campground, with two or more campsites, for a camping unit, accessible by walk-in, equestrian, motorized trail vehicles or passenger vehicles vehicular traffic where basic facilities may be provided for the comfort and convenience of the campers. Primitive Campgrounds shall comply with the following:
1. **Length of Stay.** All campers are limited to a 14-day length of stay. All camping units may stay for a period of time not to exceed 60 days in any given 90-day period.
 2. **Zones.** Primitive Campgrounds are allowed in the T1 Natural Preserve zone and the all T2 Rural zones. (See Section 3.1.60 Consolidated Use Table).
 3. **Buffers.** This use shall be screened with a 100-ft wide, opaque, visual buffer next to all property lines. Any tent sites shall be located no less than 30 feet from any property line.
 4. **No RV's or camping trailers over 20 feet in length shall be allowed. RVs.** If RV pads are provided they shall be a minimum of 1,600 square feet. A 100-foot wide vegetated buffer must separate all RV sites from tent sites. RVs are not permitted in primitive campgrounds located in the T1 Natural Preserve zone.
 5. **Minimum Site Area.** The minimum site area for primitive campgrounds is 3 acres.
 6. **Maximum Size.** Primitive campgrounds are limited to a total of 15 sites.
 7. **Tree Requirement.** Existing trees shall be left on site, when practical. If there are no trees between campsites at least two trees shall be planted between each campsite.
 8. **Accessory Uses.** Facilities for the comfort and convenience of the camper may be provided such as bathing facilities, flushing toilets, grills, tables, fire pits, fire circles, and refuse collection.
- B. **Semi- Developed Campground.** A campground, with two or more campsites, for a camping unit, accessible by walk-in, pack-in, equestrian campers, motorized trail vehicles or passenger vehicles vehicular traffic. Semi-Developed Campgrounds shall comply with the following:
1. **Length of Stay.** All camping units are limited to a 30-day length of stay. All camping units may stay for a period of time not to exceed 60 days in any given 90-day period.
 2. **Zones.** Semi-Developed Campgrounds can be located within all T2 Rural Zones (See Section 3.1.60 Consolidated Use Table). (neighborhood and Rural Center).
 3. **Public Sewer and Water:** Semi-Developed Campgrounds shall be served by public sewer and water.
 4. **Buffers.** This use shall be screened with a 100-ft wide, opaque, visual buffer next to all property lines.
 5. **Minimum RV Pad Size.** If RV pads are provided they shall be a minimum of 1,600 square feet. This does not include tent only sites. A maximum number of 200 camp sites.
 6. **Maximum Size.** Semi-developed campgrounds are limited to a total of 200 sites.
 7. **Tree Requirement.** Existing trees shall be left between all campsites and/or RV Pads, to the maximum extent practicable. If there are no trees between campsites, tent sites

or RV pads, at least two trees shall be planted between each campsite, tent site or RV pad.

8. **Accessory Uses.** Recreational facilities and amenities shall be for the purpose of the camper enjoyment including sports facilities, equipment for amusement, playground facilities, swimming pools and a camp store/ office. These amenities shall not be for general public use and shall not exceed 3,000 square feet.
- C. **Developed Campground.** A campground with two or more campsites, for a camping unit, accessible by walk-in, pack-in, equestrian campers, motorized trail vehicles or passenger vehicles vehicular traffic. Sites may be substantially developed with tables, refuse containers, flush toilets, bathing facilities, and one or more service buildings. These campsites may have individual water, sewer, and electrical connections. Developed Campgrounds shall comply with the following:
1. **Length of Stay.** All camping units are limited to a 30-day length of stay. All camping units may stay for a period of time not to exceed 60 days in any given 90-day period.
 2. **Zones.** Developed Campgrounds can be located within the T2 (only Rural Center Zone), C4 Community Center Mixed Use and C5 Regional Center Mixed Use. (See Section 3.1.60 Consolidated Use Table).
 3. **Public Sewer and Water:** Developed Campgrounds shall be served by public sewer and water.
 4. **Buffers.** This use shall be screened with a 100-ft wide, opaque, visual buffer next to all property lines.
 5. **Minimum RV Pad Size.** If RV pads are provided they shall be a minimum of 1,600 square feet. A maximum number of 400 camp sites.
 6. **Maximum Size.** Developed campgrounds are limited to a total of 400 sites.
 7. **Tree Requirement.** Existing trees shall be left between all campsites and/ or RV pads, to the maximum extent practical. If there are no trees between campsites or RV pads, at least two trees shall be planted between each campsite, tent site or RV Pad.
 8. **Accessory Uses.** Recreational facilities and rural recreation businesses including, but not limited to zip lines, horse riding trails, arcades, camp stores, small cafes, small offices, or a club house. The size, intensity and scale of such accessory uses

Table 3.1.60. Consolidated Use Table (continued)

Land Use Type	T1 N	T2R	T2 RL	T2 RN	T2 RNO	T2 RC	T3E	T3 HN	T3 N	T3 NO	T4 HC	T4 VC	T4 HCO	T4 NC	C3	C4	C5	SI
RECREATION, EDUCATION, SAFETY, PUBLIC ASSEMBLY																		
13. Recreation Facility: Primitive Campground	P C	P C	P	P	P	P	--	--	--	--	--	--	--	--	--	--	--	--
14. Recreation Facility: Semi-Developed Campground	--	P C	P C	P C	P C	P C	--	--	--	--	--	--	--	--	--	--	--	--
15. Recreation Facility: Developed Campground	--	--	--	--	--	P C	--	--	--	--	--	--	--	--	--	P C	P C	--
16. Ecotourism	S	C	--	C	C	C	--	--	--	--	--	--	--	--	--	--	--	--
17. School: Public or Private	--	--	--	--	--	S	--	--	--	S	P	P	P	P	P	P	P	--
18. School: Specialized Training/Studio	--	--	--	--	--	S	--	--	--	P	P	P	P	P	P	P	P	P
19. School: College or University	--	--	--	--	--	S	--	--	--	--	S	--	S	S	S	S	S	--
Land Use Type	T1 N	T2R	T2 RL	T2 RN	T2 RNO	T2 RC	T3E	T3 HN	T3 N	T3 NO	T4 HC	T4 VC	T4 HCO	T4 NC	C3	C4	C5	SI

“P” indicates a Use that is Permitted By Right.

“C” indicates a Use that is Permitted with Conditions.

“S” indicates a Use that is Permitted as a Special Use.

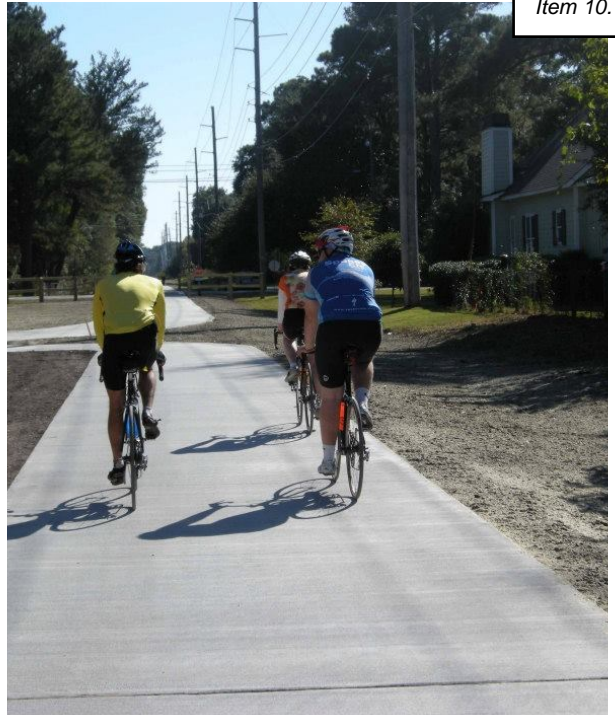
“TCP” indicates a Use that is permitted only as part of a Traditional Community Plan under the requirements in Division 2.3

“--” indicates a Use that is not permitted.



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
<i>Adoption of “Envision Beaufort County 2040 Comprehensive Plan” and “Beaufort County Connects Bicycle and Pedestrian Plan 2021” as an appendix to the Plan.</i>
MEETING NAME AND DATE:
<i>Natural Resources Committee Meeting, October 4, 2021</i>
PRESENTER INFORMATION:
<i>Robert Merchant, AICP, Director, Beaufort County Planning and Zoning (30 min. needed for item discussion)</i>
ITEM BACKGROUND:
<i>State law [Section 6-29-510 (E)] requires that local government comprehensive plans be updated every ten years. The County’s current comprehensive plan was prepared in 2010. The Comprehensive Plan is the foundational policy document for the county and provides the legal underpinning that legitimizes local government development regulations. Preparation of the 2040 plan began in January 2020. The Planning Commission unanimously approved the plan at their September 9, 2021 meeting. The plan can be accessed at this link: https://www.envisionbeaufortcounty.com/</i>
PROJECT / ITEM NARRATIVE:
<i>“Envision Beaufort County” is the result of an 18+-month planning process that involved numerous public input opportunities including three on-line surveys, stakeholder meetings, in-person public workshops, public open houses, as well as public hearings. For ease of use, the plan is divided into three documents—the Beaufort County Atlas (background data), the Comprehensive Plan (core values, strategies, and actions), and the Action Plan Playbook (implementation plan and capital improvement plan). The Greenprint plan, which was updated in conjunction with the comprehensive plan, provides the basis for the land use recommendations and development strategies in the plan.</i> <i>The plan contains the traditional planning elements required by state law—Natural Environment, Culture, Economy, Mobility, Housing, Community Facilities, and Built Environment—and the current plan weaves themes for Resilience, Equity, and Unique to Place throughout the document. The plan continues existing policies and programs—rural and critical lands, protecting rural landscapes and ways of life—and addresses emerging issues including climate change and sea level rise, housing affordability, multimodal transportation including bus rapid transit, and regional cooperation and planning. “Beaufort County Connects: Bicycle and Pedestrian Plan 2021” is a multijurisdictional effort that identifies a comprehensive network of pathways to make walking and cycling a viable option for County residents. Beaufort County Connects will be incorporated into the Comprehensive Plan as Appendix A.</i>
FISCAL IMPACT:
<i>Not applicable.</i>
STAFF RECOMMENDATIONS TO COUNCIL:
<i>Staff recommends approval.</i>
OPTIONS FOR COUNCIL MOTION:
<i>To approve or deny adoption of “Envision Beaufort County 2040 Comprehensive Plan.”</i>



BEAUFORT COUNTY CONNECTS

Bicycle and Pedestrian Plan 2021



- CITY OF BEAUFORT
- BEAUFORT COUNTY SOUTH CAROLINA 1769
- PORT ROYAL EST. 1682 COOL. COASTAL. FAR FROM ORDINARY.
- BLUFFTON HEART OF THE LOWCOUNTRY
- LOWCOUNTRY COUNCIL OF GOVERNMENTS
- FRIENDS OF THE SPANISH MOSS TRAIL
- COASTAL CONSERVATION LEAGUE
- BRITTON HEAD ISLANDS BIKE ADVISORY COMMITTEE
- EAST COAST GREENWAY
- BIKE WALK BRITTON HEAD ISLAND

ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

Beaufort County and its municipalities have seen exponential growth in recent decades and trends indicate growth will not slow down over the next ten years. This means the area will see more housing, more infrastructure, more jobs, and more traffic.

As communities and roadways grow increasingly congested and concerns over the environmental impacts of driving increase, **interest in walking and bicycling as a mode of transportation will grow.** With it, the need for transportation options that help reduce traffic congestion while improving access to economic hubs, community amenities, natural resources, and schools for all communities increases. And because development to accommodate growth is happening quickly, **pathway corridors need to be identified and secured as soon as possible.**

As the County and its municipalities prepare for future growth, it is imperative that coordinated planning for bicycle and pedestrian infrastructure happens now.

The *Beaufort County Connects: Bicycle and Pedestrian Plan 2021* is a **proactive planning tool** that supports improved access to bicycle and pedestrian infrastructure throughout the County and its municipalities. It is the result of a year-long, collaborative effort of a Bicycle/Pedestrian Taskforce made up of members from Beaufort County, the City

of Beaufort, the Town of Port Royal, the Town of Bluffton, the Town of Hilton Head Island, the City of Hardeeville, Jasper County, the Lowcountry Council of Governments, community and advocacy groups, and bike and pedestrian citizen advocates. **Because of the regional collaboration that went into building the plan, it identifies bicycle and pedestrian infrastructure gaps and needs, recommends proactive policies, provides an implementation plan, and offers funding sources that apply to each jurisdiction and will improve the bicycle and pedestrian network throughout the county.**

Several initiatives went into building the plan, including a public surveying exercise, public mapping exercise, and input collection from each participating municipality. Nearly 2,000 members of the public responded to the survey and mapping exercises. **Over 60% of the respondents indicated access to bicycle and pedestrian facilities is an important factor in deciding where to live and work.** Yet, almost half of them reported that though they have an interest in cycling or walking, they often don't because of concerns about the lack of safe facilities and wayfinding. This same group reported wanting walking or biking to be their primary mode of transportation. Clearly, there is a need and desire for a better, more interconnected network of bicycling and pedestrian infrastructure throughout Beaufort County. **The**

objective of this plan is to provide Beaufort County residents with a connected, safe network that meets the needs of all of its diverse users.

During the mapping exercise, the needs of the community were identified. The top six areas reported as needing safe bicycle and pedestrian routes or improvements are:

1. Downtown Beaufort to the Spanish Moss Trail (Beaufort)
2. May River Road (Bluffton)
3. Sams Point Road/Brickyard Road/Middle Road (Lady's Island)
4. Buck Island Road between Bluffton Parkway and US 278 (Bluffton)
5. SC 170 connecting the Northern and Southern halves of Beaufort County
6. Main Street (Hilton Head Island)

Input gathered from the public and collaborative feedback between local jurisdictions developed three major themes that the plan seeks to address. **Creating more connections** between neighborhoods, economic hubs, civic areas, and existing bicycle and pedestrian trails. **Developing a Spine and Spur framework** for building a network where a primary spine route connects northern and southern Beaufort County and smaller spur routes connect the spine to destinations. And **targeting the "interested but concerned" group** of riders and walkers for outreach efforts and education to promote bicycle and pedestrian transportation.

In total, 139 miles of trails and sidewalks, costing approximately \$84 million to build, were identified and included in the

plan. The completed network will include four types of bicycle and pedestrian facilities:

- On-road facilities, like protected bike lanes
- Road-separated multi-use paths, like the Spanish Moss Trail
- Low volume/low speed bike-friendly streets
- Sidewalks

In order to successfully build the network, the plan recommends important policies that will ensure the primary themes are addressed and all residents and visitors in Beaufort County have access to safe bicycle and pedestrian paths.

Critical policies that will support successful implementation include:

1. Adoption of *Beaufort County Connects: Bicycle and Pedestrian Plan 2021* by resolution within each jurisdiction and incorporation into their respective Comprehensive Plans.
2. Creation of a staff position within Beaufort County government whose primary responsibility is to oversee the implementation of *Beaufort County Connects 2021* and collaborate with jurisdictions and local, state, and federal agencies to secure funding for and manage development of paths.
3. Consideration of a 2022 ballot initiative to re-impose the 1% capital project sales tax to continue to fund transportation improvements including complete streets and multi-use paths. Additionally, establishment of a regular schedule for future referendums to continue funding these initiatives.

4. Coordination with the Lowcountry Area Transportation Study (LATS) during the update to the Long Range Transportation Plan to incorporate the projects listed in *Beaufort County Connects 2021* and advocate for a target percentage of funding to be devoted to bike and pedestrian facilities.

Additionally, the plan calls for the creation of a Bicycle and Pedestrian Advisory Committee to assist the County and County's bicycle and pedestrian coordinator in planning, funding, development, and implementation of the facilities and programs included in *Beaufort County Connects 2021* to result in increased safety and use of bicycle and pedestrian transportation and recreation.

Important funding sources have been identified to provide a firm financial foundation for the plan, including, but not limited to, federal discretionary grants, community development block grants, capital project sales tax, LATS, foundation grants, and local accommodations taxes. It is imperative that diverse sources of funding are sought and maintained to ensure a consistent revenue stream for developing the projects included in this plan.

Ultimately, *Beaufort County Connects 2021* is a bold, aggressive plan designed to provide a safe, interconnected, and efficient bicycle and pedestrian network for Beaufort County. It will require ongoing collaboration between all jurisdictions, advocacy groups, advisory

committees, and a coordinator to be successfully implemented. Fortunately, *Beaufort County Connects 2021* provides the routes, policies, programs, and funding sources to achieve the desired outcome – an enhanced quality of life, improved public health, economic access and opportunity, and equity for people of all races, genders, ages, abilities, and economic statuses throughout Beaufort County.

CHAPTER 1:
INTRODUCTION

WHY PLAN FOR PEDESTRIANS AND BICYCLISTS? —

There are things that immediately come to mind when one imagines the unique natural and built environments of Beaufort County – **sprawling salt marshes, rich local culture and history, canopy roads, and small-but-bustling downtowns.** In recent years, the beginnings of a connected multi-use pathway network have found a place on the list of amenities that make the County a highly sought after place to live and visit. The crowds of people that use the Spanish Moss Trail and the extensive pathway network on Hilton Head Island stand as proof that **people, residents and visitors alike, want access to a safe and connected bicycle and pedestrian network.**

“[Cycling] is by far my favorite activity [on] Hilton Head. I've never seen anything so remarkable...”
 “...The trails are beautiful, diverse and functional. They're also safe and well-marked. **This is what it should be like in every community.**”

-Trip Advisor Review,
September 2020



The benefits of bicycle and pedestrian infrastructure extend to all aspects of a community. From physical/mental health and social bonding, to tourism dollars, job creation, and emissions reductions, we can vastly improve the state of the region and the quality of life of its residents by taking bold, consistent steps to provide pathway access to all.

TRANSFORMING TRANSPORTATION

Bicycle and pedestrian facilities are a vital component of Beaufort County's regional transportation network. A connected network of multi-use paths promotes healthier lifestyles, improves real estate values, attracts knowledge based-industries, and **provides an alternative mode of transportation for all residents.**

This is a critical time to implement bike and pedestrian facilities:

- Traffic volumes on Lady's Island are increasing at a rate of 1.6% annually based on data from the last 10 years.
- On Sea Island Parkway near Meridian Road, traffic increased by 12% between 2009 and 2019; just east of the Lady's Island Drive intersection, traffic increased by 24%.
- On US 21 south of Laurel Bay Road, average daily traffic increased 16%.
- In Port Royal on the Russell Bell Bridge, average daily traffic increased 33%.
- In Bluffton, traffic increased by 20% on May River Road and by 35% on US 278.

It is now commonly understood that new or widened roads attract more traffic. This is a concept known as **"induced demand"** and is often

summarized with a quote usually attributed to the great American urbanist Lewis Mumford: **"Building more roads to prevent congestion is like a fat man loosening his belt to prevent obesity."** There has to be another way and fortunately, there is - focusing on multi-modal transportation in order to include transit, cycling, and walking. We need to change and broaden our focus from traffic management to mobility. And, it is important to remember that as we implement capital projects, **we need to build communities through transportation, not transportation through communities.**



THE NEED TO MOVE

Not-for-profit hospitals are required to conduct a Community Health Needs Assessment (CHNA) every three years. Beaufort Memorial Hospital (BMH) prepared a CHNA in 2016 and 2019. These documents provide important information on the current well-being of the community and health needs going forward.

South Carolina ranks number 12 in the nation for the rate of adult obesity. Not surprisingly then, obesity is a problem here in Beaufort County. Morbidity data collected for the County in 2013 indicated that 21% of the adult population was obese. By 2019, that number had increased to 23%—almost one in four adults. Excessive weight has been identified as a causal factor in the development of heart disease, diabetes,

hypertension, and stroke. Obesity is even more common in children. A 2018-2019 study at a Beaufort County middle school shows 34%, 44% and 43% of 3rd, 5th, and 8th

According to the Center for Disease Control (CDC), getting enough physical activity could prevent **1 in 10** premature deaths.

graders respectively are overweight or obese.

The problems associated with excessive weight are not going unnoticed. In 2016, BMH conducted a survey and asked respondents (542) what the five most significant health problems in their community were. Obesity or being overweight was the most frequently cited problem, with 64% of respondents indicating this as a significant health issue. Coming in second and third, 52% of respondents ranked diabetes as a major problem, and 51% said high blood pressure was a significant concern. Obesity is a contributing factor to both these serious health conditions.

The Hospital's 2019 CHNA asked a similar question regarding the community's top ("most pressing") health problems. Of the 1,683 respondents, 43% identified obesity as one of the top health issues in the County. Only the cost of health care was listed by more participants as a concern.

As noted in the Executive Summary of the 2019 report, while Beaufort County ranks much better than many counties in the state (i.e., the state that is 12th in the rate of adult obesity!), ". . .there are very definite areas of concern where intervention is needed to circumvent continued increases in morbidity and potential increases in mortality, especially from preventable causes."

The need for movement couldn't be clearer. It's time to get out the bike and ride!

HOW WALKING AND BIKING CAN IMPROVE OUR HEALTH



Benefits for Children

- Reduces risk of depression
- Improves aerobic fitness
- Improves muscular fitness
- Improves bone health
- Promotes healthy development and growth
- Improves attention and some measures of academic performance



Benefits for Adults

- Lowers risk of high blood pressure
- Lowers risk of stroke
- Improves aerobic fitness
- Improves mental health
- Improves cognitive function
- Reduces arthritis symptoms
- Prevents weight gain



Benefits for Healthy Aging

- Improves sleep
- Reduces risk of falling
- Improves balance
- Improves joint mobility
- Extends years of active life
- Helps prevent weak bones and muscle loss
- Delays onset of cognitive decline

Access Benefits

A connected bicycle and pedestrian network provides **safer, shorter trips to key destinations** for people who are unable or unwilling to drive. Increasing access to the network increases access to employment opportunities and daily necessities.

“Nearly **one-third of the U.S. population**—including children, older adults, people with disabilities, low income people, women, and rural residents—**are transportation disadvantaged** (e.g., they are unable to transport themselves or purchase transportation).”
-American Public Health Association



Economic Benefits

A 2017 study found that cyclists spent \$83 billion on trip-related sales and \$97 billion in retail sales nationally. The study also found that tourism spending contributed to the creation of 848,000 jobs.

In 2018, the Bureau of Economic Analysis estimated the economic output of outdoor tourism to be \$734 billion, of which \$96 billion can be attributed to bicycling retail sales.

In Beaufort, the Spanish Moss Trail attracts **40,000 annual visitors**, and **24% of those live beyond a 50-mile radius** of Beaufort, stimulating tourism and recreation-related spending.

Community Benefits



When we provide cyclists and pedestrians access to a trail network, we open up greater opportunities for access to history, culture, and nature and **improve quality of life** and sense of place for residents and visitors. Giving residents the ability to walk to work and stores can bolster employment opportunities and lessen financial constraints. Connected networks don't just link people to destinations, **they allow people to connect with each other.**

A study by the Rails-to-Trails Conservancy stated greenhouse gas emissions in the U.S. are expected to rise to 9.7 billion tons in 2030 from 7.2 billion tons in 2005. Scientists suggest annual emissions must be reduced by 1.2 billion, the same amount attributed to personal transportation each year, to address the effects of greenhouse gases. Connected bicycle and pedestrian facilities provide residents and visitors the ability to choose their mode of transportation for short trips, **reducing carbon emissions.**

Environmental Benefits



A SAFER ROUTE

BICYCLE INFRASTRUCTURE MAKES CYCLING SAFER

The design of streets greatly influences the overall safety of cycling. The safest streets are those with cycling-specific infrastructure.

PROTECTED BIKE LANES POSE **90% LESS CHANCE OF INJURY** AS RIDING ON MAJOR STREETS WITH PARKING!

2016 data from the National Highway Traffic Safety Administration confirms that walkers and bikers make up 18.2% of all traffic fatalities. **Proactive policies, infrastructure planning, and education** are imperative to improving safety conditions for bicyclists and pedestrians. For example, by implementing those elements, the state of Oregon experienced a 31% decrease in bicyclist fatalities and a 47% increase in bicyclist commuters from 2012-2016.

Improving safety conditions for pedestrians and bicyclists will be critical to promoting walking and bicycling in Beaufort County. Concerns over safety are justified. According to the 2019 South Carolina Traffic Collision Fact Book, one pedestrian is killed in the state every 2.2 days and one bicyclist every 13.5 days. In Beaufort County, during the three-year period between 2018 and 2020, nine pedestrians were killed and four cyclists died in crashes.

In 2021, South Carolina was ranked as the 7th most dangerous state in the United States for pedestrians as outlined in the report “Dangerous by Design” published by The National Complete Streets Coalition and Smart Growth America. This is a worsening of the state’s already poor rating in the 2019 report, when the state was ranked 10th. South Carolina’s continued place on the top ten list underscores the profound lack of pedestrian infrastructure in the state.

Between 2009 and 2017, South Carolina experienced over 9,000 crashes involving pedestrians and 1,112 pedestrian fatalities. Accidents did not affect the population equally. Although the state was approximately 27% African American at the time, 47% of those involved in pedestrian crashes were African American.



With regard to bicyclists, the report, “South Carolina Pedestrian and Bicycle Crash Analysis 2009-2017” noted there were 146 bicycle fatalities statewide between 2009 and 2017. In the “Bike Friendly State Report Card” prepared by the League of American Bicyclists, South Carolina ranked low, at 42 out of the 50 states and with regard to fatalities for bike commuters, ranked 46 out of 50, where 50 is the worst. Locally, Beaufort County ranked third among all 46 counties in the state for most bicycle crashes per 1,000 people. Again, the impacts were not experienced evenly across the population. While African Americans made up only 27% of the population, they were involved in nearly 40% of the bicycle crashes over the nine-year period.

Pedestrian and bicycle crashes and fatalities have gone up considerably in recent years. Pedestrian fatalities alone have increased by 45% between 2010 and 2019, and 2019 saw the highest numbers of pedestrian deaths since 1990. Action will be needed at all levels of government--with participation from nonprofit and community groups--to address this growing safety concern. From building “complete streets,” making signalized intersection improvements, implementing a Vision Zero program to educate the public on safe driving and cycling techniques, to promoting walking and cycling events, much more can and needs to be done to improve the environment for pedestrians and cyclists in the County.

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PROJECT MISSION AND OBJECTIVES

The mission of the Bicycle and Pedestrian Task Force is to **identify routes, recommend facility types, and suggest policies and ordinances** that will foster **safer, more accessible walking and bicycling** in Beaufort County for residents and visitors.

Objectives

- Establish walking and biking as **routine, efficient, safe, and equitable** options for both transportation and recreation.
- Expand the integrated network of sidewalks, multi-use paths, and on-street bicycle **connections** linking people to destinations like jobs, schools, parks, monuments, and adjacent communities.
- Enhance **quality of life, public health, economic opportunity, and equity** for people of all economic statuses, races, genders, ages, and abilities.

OVERVIEW OF EXISTING TRAIL NETWORK

Beaufort County, with its flat terrain and warm climate, has great potential to increase and improve opportunities for walking and cycling. While the county's historic communities of Beaufort, Bluffton, and Port Royal were compactly built with the pedestrian in mind, much of the growth in the last 50 years has been automobile centric, with low-density development and separated land uses. Yet, progress has recently been made to construct safe pedestrian and cycling routes to residential and retail areas and employment destinations.

Previous and Ongoing Regional Pathway Efforts

Hilton Head Island: Since the 1970s, the Town of Hilton Head Island has been a regional leader in



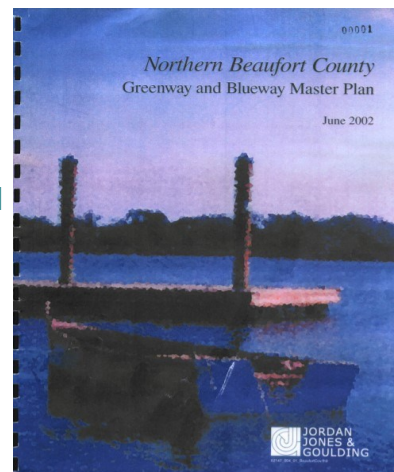
developing off-road multi-use paths, with over 60 miles of public paths and another 50 miles in

gated communities. The paths connect the island's residential, commercial, and resort destinations and are a top amenity for residents and visitors.

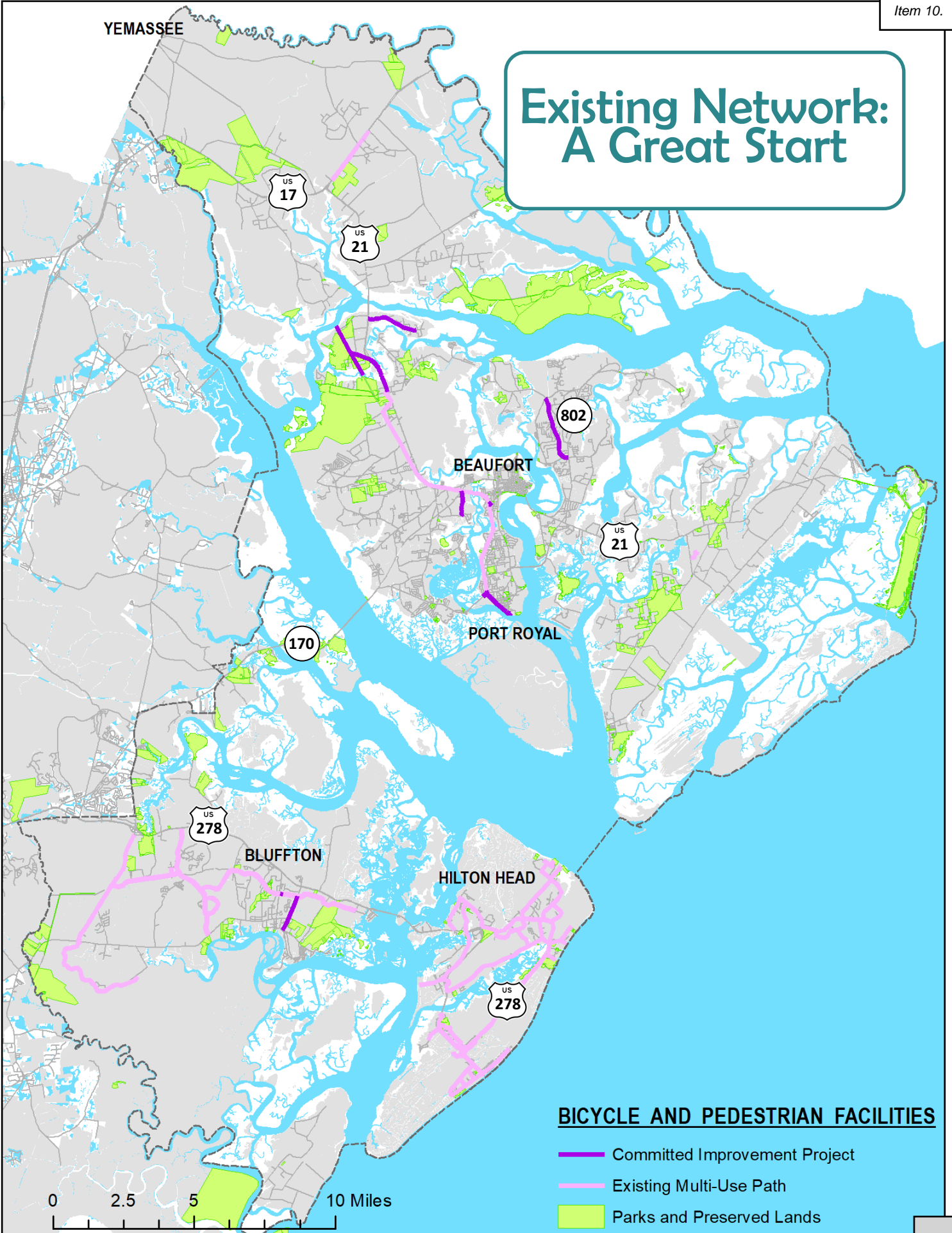
Southern Beaufort County: In the Bluffton area, over 22 miles of multi-use paths have been developed as part of the construction of the Buckwalter, Bluffton, and New Riverside Parkways, and the widening of SC-170, US-278 and SC-46. This network connects many residential areas with businesses, schools, and employment centers. In addition, the Town of Bluffton

has improved sidewalks to advance the walkability of Old Town Bluffton and to provide safe routes to area schools (Simmonsville, Buck Island, and Red Cedar streets).

Northern Beaufort County: In northern Beaufort County, approximately 10 miles of the Spanish Moss Trail have been constructed primarily on the right-of-way of the former Port Royal Railroad. Along with serving an important regional recreational need, the Spanish Moss Trail connects residential areas with businesses, retail and tourist destinations, and major employers, like the Marine Corps Air Station and Beaufort Memorial Hospital. Additional improvements include walkways over the Woods Memorial and McTeer Bridges and multi-use paths along Boundary Street.



Existing Network: A Great Start



BICYCLE AND PEDESTRIAN FACILITIES

- Committed Improvement Project
- Existing Multi-Use Path
- Parks and Preserved Lands

SPOTLIGHT: SPANISH MOSS TRAIL



You'll find history and nature everywhere in Beaufort County, even out on the trail. Beaufort County's Spanish Moss Trail follows the path of the historic Magnolia Line, chartered in 1856. Starting at the historic Kinghorn Warehouse (ca 1915) at the Depot trailhead, the Trail passes along marsh, over tidal creeks, and through hardwood forests. During a ride along its 10-mile length, you are as likely to see some of the area's abundant wildlife--dolphins, wading birds, and bald eagles--as you are other walkers and cyclists.

The Magnolia Line, constructed in 1870, ran south from Yemassee to Port Royal on the Beaufort River. The extension to Augusta, Georgia opened in 1873. The ownership of the railroad changed hands several times over the decades until 1985 when the

South Carolina State Ports Authority purchased the track and established a new Port Royal Railroad. Business along the line was minimal however, and operations ended in November 2003.



AJPierro Photography

In November 2009, Beaufort-Jasper Water & Sewer Authority acquired the right-of-way to use as a utility corridor. In a visionary move in January 2011, the Authority granted a surface easement to Beaufort County to develop 16 miles of the corridor as a recreational trail to be named the Spanish Moss Trail.

In 2012, the Friends of the Spanish Moss Trail was founded by community leaders as a private non-profit corporation to advocate for the development of the Spanish Moss Trail. The Friends partnered with the PATH Foundation of Atlanta to develop a master plan for a 16-mile trail. PATH, an organization with 25 years of experience building over 300 miles of trails, outlined a phased plan to build a 12-foot wide concrete trail designed for the enjoyment of bikers, runners, walkers, and nature enthusiasts of all stages of life. The inaugural project, a one-mile section of trail between the Depot trailhead and Allison Road, was completed in November 2012.

After that, and with strong public support, it was “full steam ahead.” Today, ten miles of the Trail are open and used by over 50,000 residents and visitors a year. The trail provides a trip through a variety of Lowcountry habitats, from salt marsh, tidal creek, bottomland swamp, to hardwood forest. The trail traverses a variety of human habitats as well, from suburban residential neighborhoods, small industrial enclaves, to protected land around the Marine Corps Air Station.

The Trail is known for its views of the marsh, the bridges over tidal creeks, and glimpses of wildlife like

mink, winter ducks, roseate spoonbills, osprey, and of course, deer. The quirky, abandoned “Pickle Factory” provides a reminder of the area’s agricultural past.

The next phase of construction is the much-anticipated extension of the Trail to the Sands Beach in Port Royal and then from Clarendon Road to the Whale

Beautiful trail in excellent condition ... this has been one of the most enjoyable rides my wife and I have made in the US. Highly recommend it and suggest you take your time....

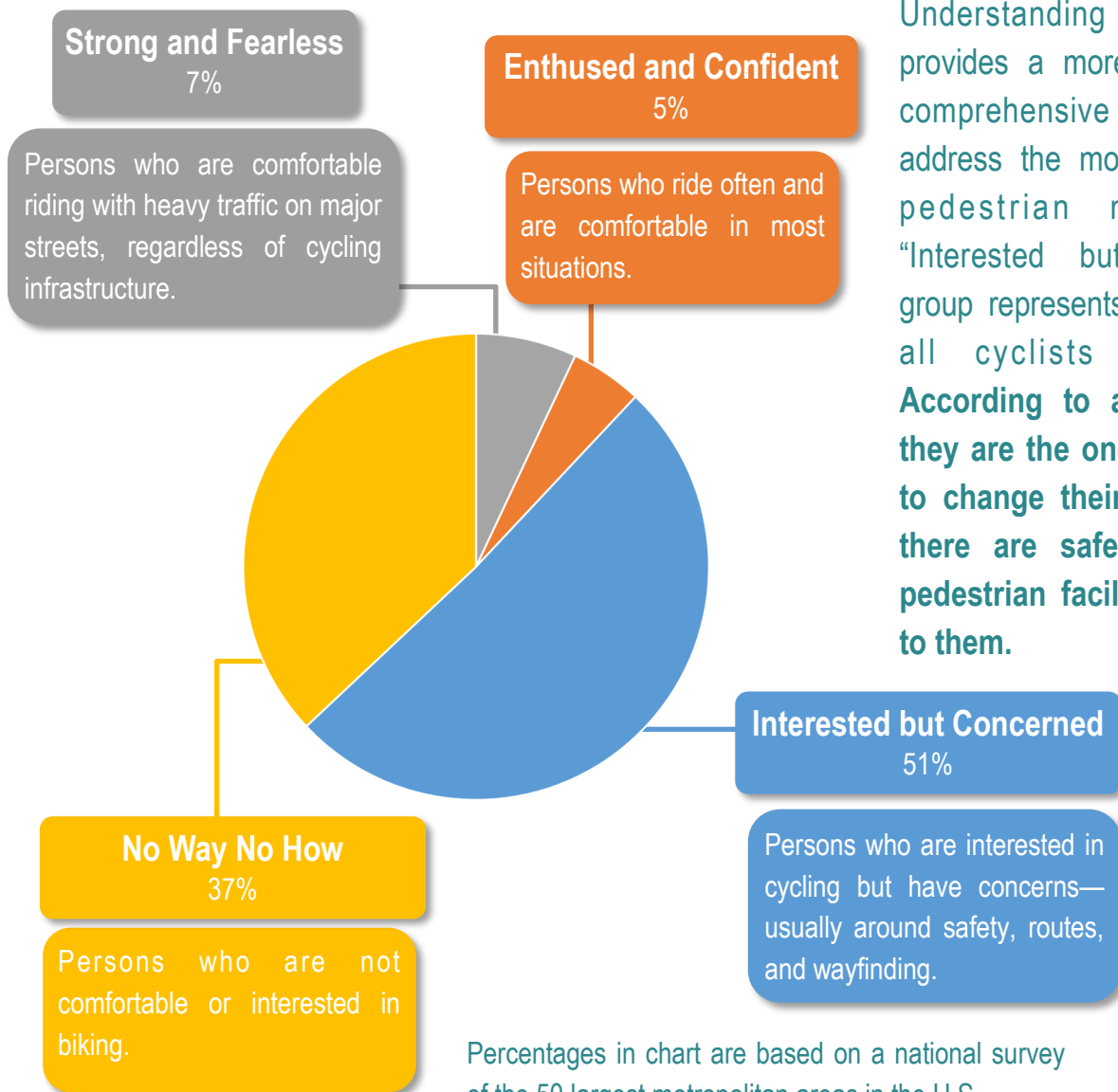
-Review from TrailLink

Branch River--bringing the Lowcountry a connected 16-mile Trail. A spur to historic Downtown Beaufort is currently being designed. As with so much of trail implementation, the downtown connector is a partnership effort between Beaufort County, the City of Beaufort, and The Friends.

Recognizing the gem that is the Spanish Moss Trail, in 2020, *Outside Magazine* named the Trail one of the ten best walking trails in America. Truly, the Spanish Moss Trail has become one of the County’s greatest assets.

USER TYPES

Cycling is increasing nationally as a transportation and recreation choice. **From 2000 to 2019, bicycle commuting rates increased 58% nationally and 88% in communities that have invested heavily in bicycle infrastructure.** When considering bicycle facilities, it is important to understand what types of investments have the greatest potential to promote cycling. To better understand the needs of cyclists, we relied on four commonly used cyclist categories based on comfort level and willingness to consider cycling a viable transportation mode.



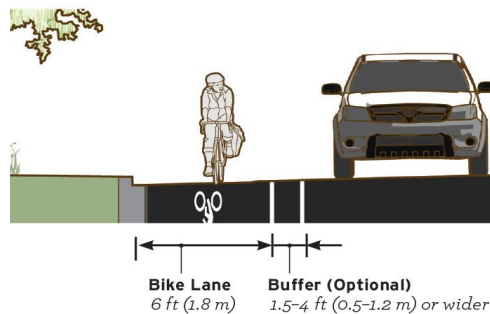
Understanding user types provides a more efficient and comprehensive network to address the most bicycle and pedestrian needs. The “Interested but Concerned” group represents about half of all cyclists nationwide. **According to a 2016 study, they are the ones most likely to change their habits when there are safe bicycle and pedestrian facilities available to them.**

Percentages in chart are based on a national survey of the 50 largest metropolitan areas in the U.S.

FACILITY TYPES

In order to meet the mission and objectives of this plan, emphasis must be placed on serving the needs of the “Interested but Concerned” group with a comprehensive network of multi-use paths and bike friendly streets. For the purposes of this plan, there are four general types of bicycle and pedestrian facilities:

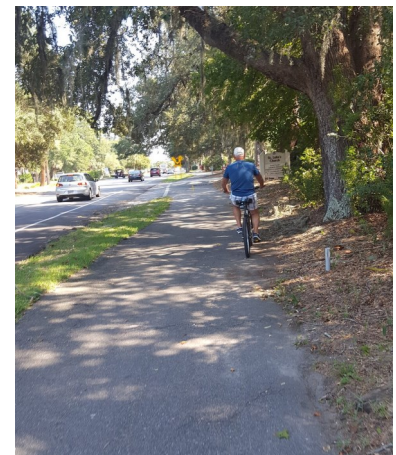
On-Road Facilities: On-road facilities, including shared lanes, paved shoulders, bike lanes, and protected bike lanes (“cycle tracks”), are primarily used by the “strong and fearless” and “enthused and confident” types of cyclists. While paved shoulders greatly improve safety, especially where



there are higher speeds or traffic volumes, inadequate shoulder width and presence of rumble strips frequently stand in the way for even the most fearless cyclists. Adequate, paved on-

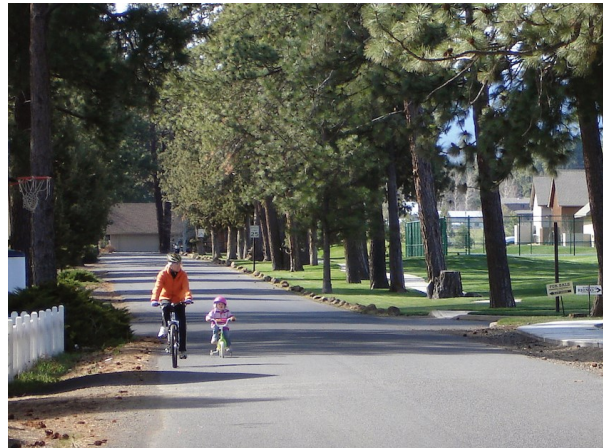
road facilities should be targeted for rural and suburban areas. On lower speed urban streets, designated bike lanes have the potential to increase the number of “interested but concerned” cyclists.

Multi-Use Paths: Multi-use paths are pedestrian/bikeways that are typically separated from motorized traffic by an open space or barrier and are either within the highway right-of-way or within an independent right-of-



way. When designed correctly, multi-use paths provide the greatest level of comfort and safety for cyclists and pedestrians and have the greatest potential to increase ridership among “interested but concerned” cyclists, including children and the elderly. They also provide safe facilities for cyclists and pedestrians with no other transportation choices.

Bike-Friendly Streets: Bike-friendly streets are low volume/low speed streets that provide a safe environment for bicyclists. Included in this category is the “Bicycle Boulevard”, which is optimized for bicycle travel with treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossings. These treatments allow through movements for cyclists while discouraging similar through trips by nonlocal motorized traffic. Maximum traffic speeds should not exceed 25 MPH.



Sidewalks: The primary purpose of sidewalks is to provide a safe path for pedestrians that is separated from vehicular traffic by on-street parking or a planting strip. Width of sidewalks should be a minimum of 5 feet in low density residential areas and increase in width in areas of high pedestrian traffic. Sidewalks should be prioritized where they provide safe and convenient access for pedestrians to schools, parks, retail, and services.

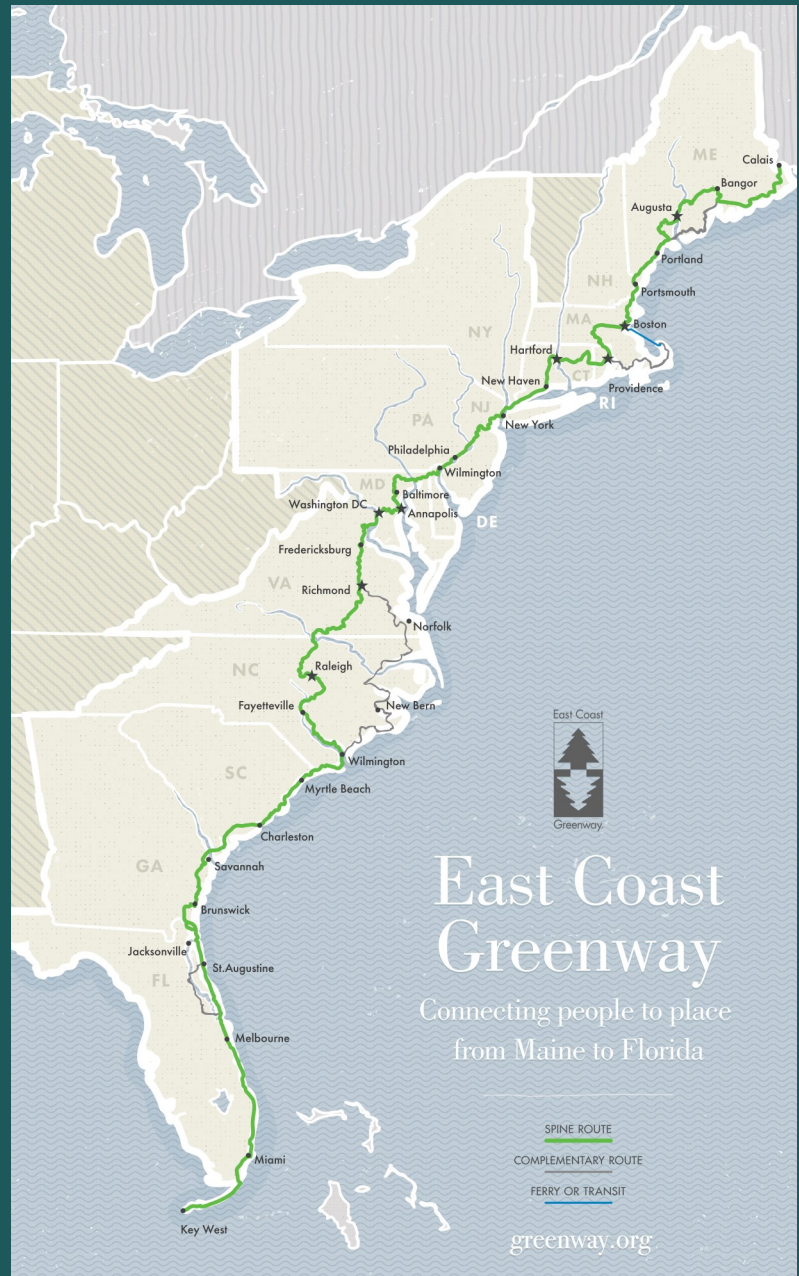
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SPOTLIGHT: EAST COAST GREENWAY

In coastal South Carolina, 20% of the spine route of the East Coast Greenway (ECG) has been completed as a paved, traffic-separated, multi-use path. Beaufort County features three completed segments of the ECG spine route: the Gardens Corner Greenway, the Spanish Moss Trail, and the SC-170 side path. Completed segments are those that meet the requirements described in the *Greenway Guide* (www.greenway.org/design-guide) and are typically 10-12' wide paved trails, also known as greenways, sidepaths, and multi-use paths.

The East Coast Greenway (ECG) is an envisioned 3,000-mile, non-motorized trail system connecting cities, towns, and natural areas from Maine to Florida. The non-profit East Coast Greenway Alliance coordinates efforts to complete and promote the ECG.

When completed, the ECG will consist of a network of locally developed multi-use paths, rail-trails, and similarly non-motorized facilities, linked to form a continuous spine trail passing through more than 450 communities in fifteen coastal states and Washington DC.





Above: The multi-use path along SC 170 in Okatie is an approximately 4.5 mile segment of the ECG stretching from US 278 to SC 46.



Left: The Spanish Moss Trail makes up 10 miles of the ECG spine route through Beaufort County and will account for a total of 16 miles when fully developed.

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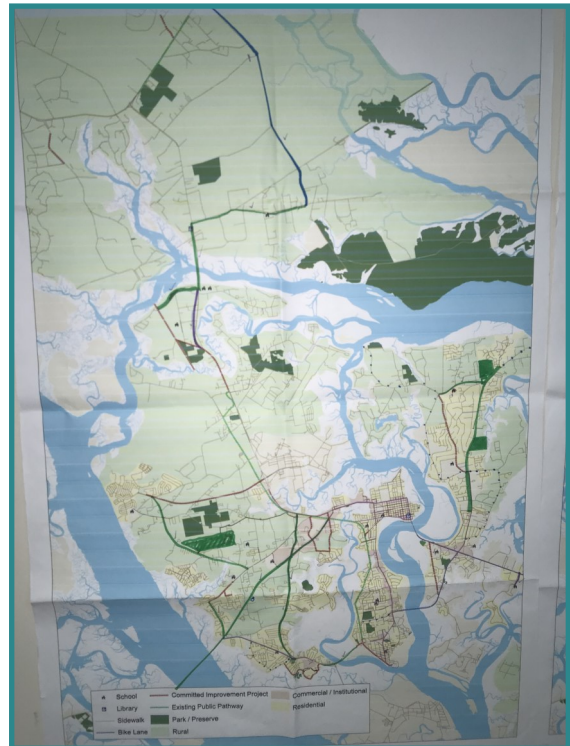
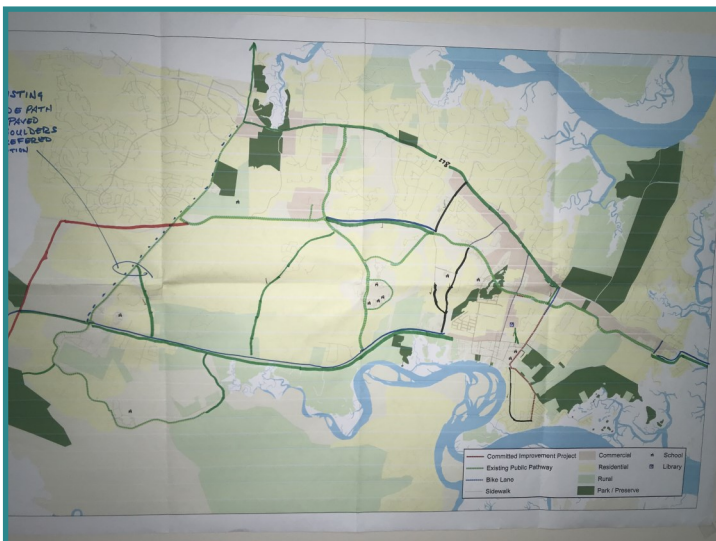
CHAPTER 2:

PROCESS AND PUBLIC INPUT

TASK FORCE PROCESS OVERVIEW

In the fall of 2019, Beaufort County Planning staff assembled a Bicycle and Pedestrian Task Force comprised of local and regional planners representing various municipalities and organizations, as well as pathway and cycling advocates from across the County. The initial goal of this group was to **identify the most urgent needs for facilities in the existing bicycle and pedestrian network, recommend future projects to address those needs, and develop consistent policies for what types of bicycle and pedestrian facilities are appropriate for urban, suburban, and rural areas of the County.** The group soon decided this effort was critical enough to result in a stand-alone Bicycle and Pedestrian Plan.

The task force worked to identify the areas of greatest need in the existing network using maps of existing pathways, committed future pathways, and landmarks such as schools, parks, libraries, and major employers. The group then performed a mapping exercise and created a list of potential pathway projects to meet its objectives. Over the course of several months, the initial project list was reworked to address additional gaps and ensure efficiency of the proposed network.



Proposed facilities ranged from multi-use paths, to sidewalks, to protected bike lanes based on the needs of the community. Once the task force had an established list of projects, focus shifted to engaging the public.

PUBLIC INPUT SURVEY

In the summer of 2020, the County released an online survey to gain public input regarding citizens' walking and cycling habits and desires. The survey was available from the first week of July until the first week of August on the County website and was advertised by the participating municipalities and by advocacy groups including the Coastal Conservation League, the Sea Island Coalition, and Bike Walk Hilton Head Island. The survey consisted of two parts:

- A multiple-choice question and answer section; and
- A mapping exercise in which respondents were asked to indicate improvements or new facilities they would like to see.

A total of 1,946 people responded to the survey. Of the almost 2,000 respondents, 57% identified as female, 42% as male, with the remainder choosing not to identify as a particular gender. Over 70% of the respondents were adults over 55. Almost 42% were over 65.

In general, people feel safe walking in their neighborhood. When asked if they felt safe walking in their community, almost 80% of all participants responded yes. The areas where people did not feel safe walking were on Lady's Island, where almost 30% stated they did not feel safe walking, and in Burton, zip code 29906, where approximately 24% indicated they did not feel safe walking. Okatie and City of Beaufort respondents felt the most comfortable walking, with 89% in Okatie and 88% in Beaufort stating they felt safe walking in their neighborhood.

Residents feel a little less comfortable when on a bike, but in general, still feel safe. Slightly over 75% of those responding indicated they felt safe cycling in their community, while one in four people stated the opposite. Lady's Island was again the area where the highest percentage of respondents indicated they did not feel safe cycling (45.5%). The Burton area (zip code 29906) also

had a higher than average percentage of residents feeling uncomfortable riding (33%). In contrast, The Town of Hilton Head Island had the highest percent of respondents that felt safe riding (80%). This reflects the extensive investments the Town has made in bike paths and promoting Hilton Head as a Bike Friendly Community.

To encourage people to walk more, it is important to identify what impediments there might be to traveling on foot. Respondents were given a list of eight items and asked to identify which of these stopped them from walking as much as they'd like. The top three issues identified were:

- not enough sidewalks;
- motorists don't exercise caution; and
- the places they need to go are beyond walking distance.

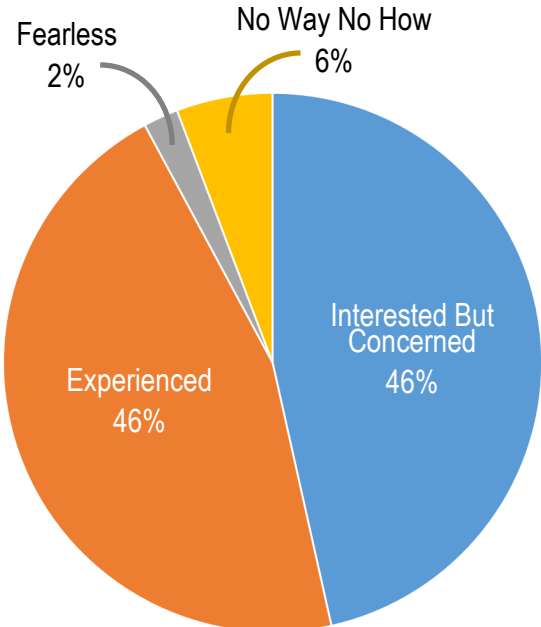
These findings have important implications for the County's comprehensive land use planning effort. Promoting a policy of "complete streets" at the state and local level will help ensure that new roads and road improvements provide safe, convenient places for pedestrians to walk. Making the design of streets "context sensitive" will help control vehicle speeds. Promoting mixed-use, walkable developments will put people close to shopping and services, and provide safe means of access for pedestrians and cyclists.

Issues that were not major impediments were inadequate accommodations for people with disabilities, lack of enforcement of traffic laws, and safety/security concerns.

Survey results indicate that investments in cycling infrastructure and cycling programs could have major payoffs. Only 6% of participants stated they had no interest in cycling. When asked to rate their experience and interest in cycling, 46% of participants stated they were interested in cycling but had concerns with safety, routes, and wayfinding. Expanding cycling infrastructure and targeting education and promotional events at this large segment of the population could greatly expand the cycling community

ADDITIONAL SURVEY FINDINGS

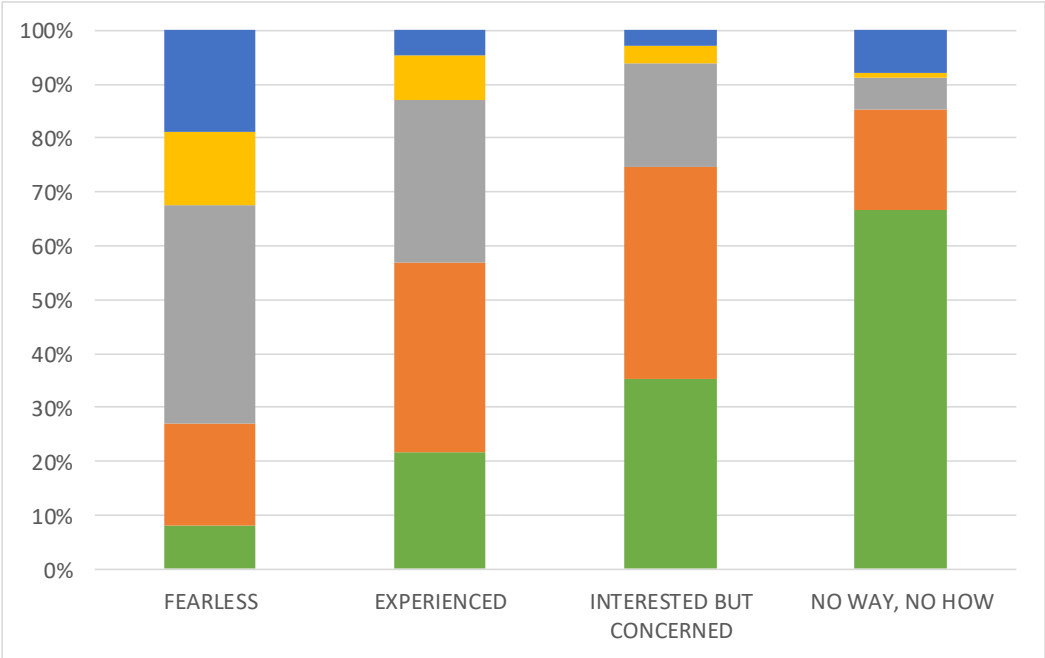
All survey respondents were asked questions about safety, comfort, and existing facilities:

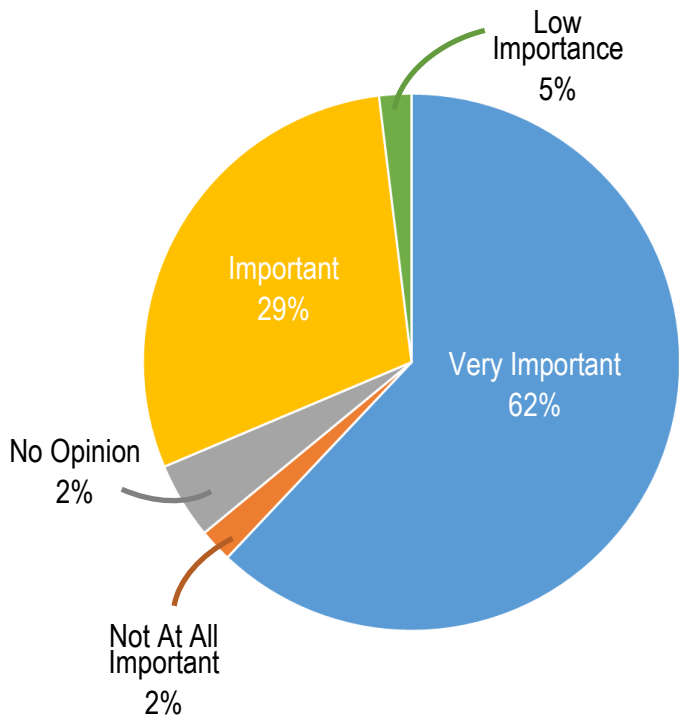


When asked to identify the type of cyclist closest to their own comfort level, over 46% of respondents self-identified as “Interested but Concerned.” **Almost 50% of that group would like walking or biking to be their primary mode of transportation.**

At what traffic speed do you feel unsafe riding a bicycle in mixed traffic (by cyclist type)?

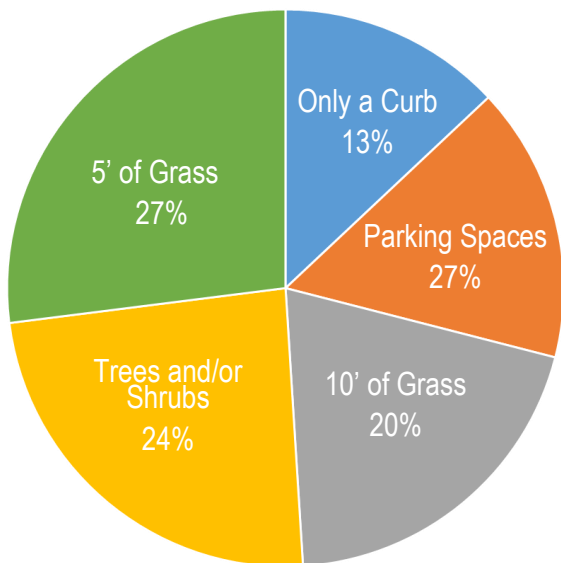
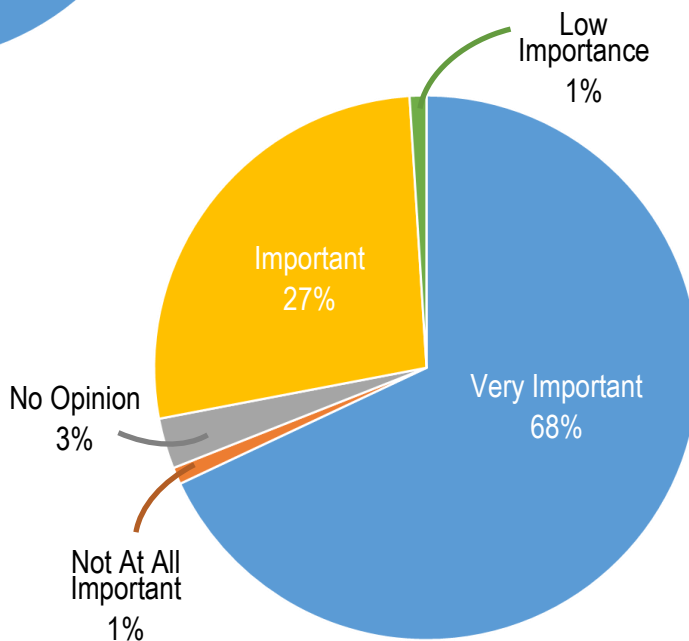
- Never Uncomfortable
- 55 MPH or higher
- 45 MPH or higher
- 35 MPH or higher
- 25 MPH or higher





How important are bikeability and/or walkability in your choice of where to live or work?

How important is it for county and local governments to invest in bicycle and pedestrian systems?



I feel safe when “insert option here” separates the sidewalk from the road.

MAPPING EXERCISE FINDINGS

Next, respondents were asked to identify bicycle and pedestrian routes most in need of facilities and/or existing infrastructure in need of improvements. Respondents were also able to give written descriptions of their recommendations.



Responses in Northern Beaufort County focused on major corridors and connections between downtown Beaufort, the Town of Port Royal, and Lady's Island/St. Helena Island out to Hunting Island.

Similarly, Southern Beaufort County respondents frequently identified routes between established residential areas and newer commercial development, between Bluffton and Hilton Head Island, and heading north on SC-170.



MAJOR THEMES

MAKING CONNECTIONS:

Respondents frequently mentioned connecting neighborhoods, commercial locations, civic areas, and existing bicycle and pedestrian trails.

SPINE AND SPUR:

Many responses suggested using certain portions of existing trails and planning efforts as a “backbone” or “spine” to the regional network. Several others mentioned creating “spurs” or “loops” from the spine out to destinations.

Other important themes included:

- Safety improvements.
- Wayfinding and signage for bicycle and pedestrian access.
- Education initiatives including a phone app with route-making capabilities, safety resources, and updates on regional bicycle and pedestrian planning efforts.

TOP MENTIONED ROUTES / IMPROVEMENTS

1. Connection from Spanish Moss Trail to Downtown Beaufort
2. May River Road
3. Sams Point Road / Brickyard Point Road / Middle Road
4. Buck Island Road between Bluffton Parkway and US 278
5. SC 170 connecting Northern and Southern Beaufort County
6. Main Street (Hilton Head Island)

CHAPTER 3:

PROJECT PRIORITIZATION

PRIORITIZATION METHODOLOGY

After collecting public input, the Task Force developed a process for prioritizing the proposed recommendations using the “Making Connections” and “Spine and Spur” themes resulting from the public input survey. Several precise criteria were also used in the decision-making process. Project prioritization does not preclude implementing projects on an opportunistic basis, where cost-efficiencies or new project partnerships become available.

Therefore, the results of the prioritization process are intended as a flexible framework for seeking funds to design and engineer the highest priority projects.

GUIDING PRINCIPLES

Making Connections:

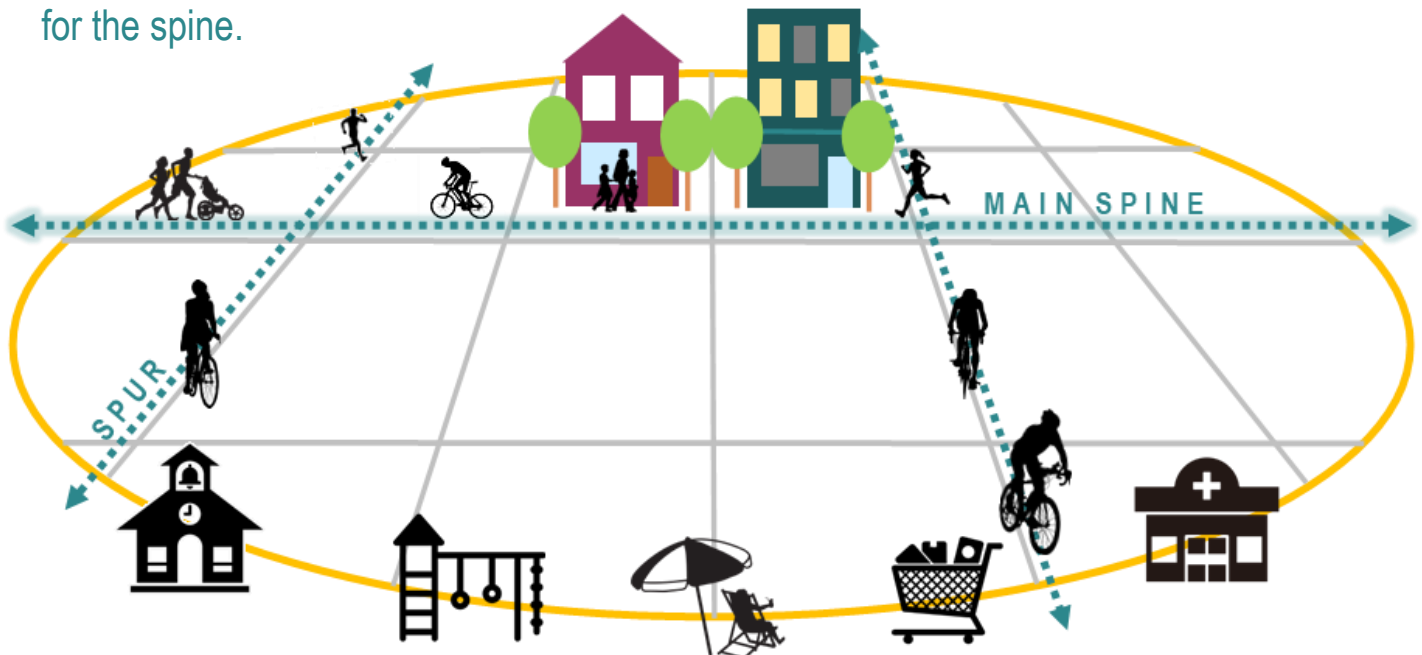
This plan aims to connect residents and visitors to jobs, schools, parks, shopping, nature, and other destinations in the region. Recommended projects have been prioritized on their merit in relation to this goal.

Target the “Interested but Concerned”:

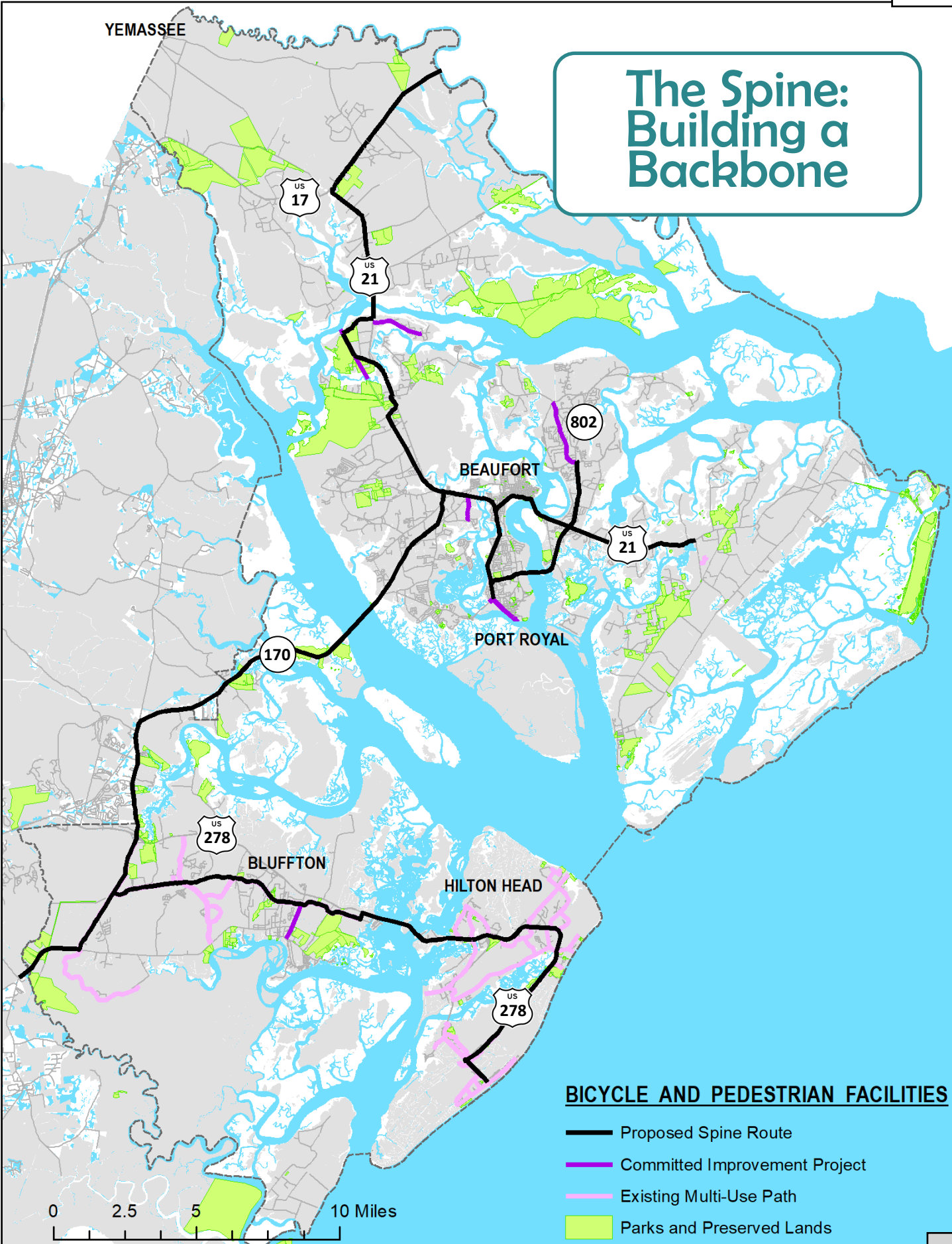
46% of users in Beaufort County are “Interested but Concerned” and most likely to change their habits. Multi-use paths, signage, and educational opportunities through schools programs, pamphlets, or other publications are critical pieces of the puzzle in making more people feel “Enthused and Confident.”

Spine and Spur Approach:

This approach identifies a central “spine” of the network and strives to add connected “spurs” that reach into communities and provide safe, efficient access to the existing network. Beaufort County has an existing pathway network in the Spanish Moss Trail, Bluffton Parkway, and throughout Hilton Head Island that should be used as the basis for the spine.



The Spine: Building a Backbone



POLICY AND PROGRAM RECOMMENDATIONS

Policies supporting non-motorized travel are as important to improving walking and bicycling conditions as are engineering projects. Policies and programs are crucial in developing a culture where walking and bicycling are every day activities, and support for these transportation alternatives is institutionalized. Non-infrastructure recommendations fall into two categories--- policy recommendations that are implemented by County leadership and staff; and program recommendations, implemented by a variety of governmental and nonprofit partners.

These recommendations have been developed using the nationally recognized five “E’s” strategy for better walking and bicycling accommodation. This is a holistic approach to



pedestrian and bicycle planning that considers engineering, encouragement, education, and evaluation/planning activities implemented in an equitable fashion.

The Five “E’s” are:

Equity: A bicycle and walk-friendly community for everyone;

Engineering: Creating safe and comfortable pedestrian and bicycle facilities;

Education: Educating pedestrians, bicyclists, and motorists to ride and drive;

Encouragement: Creating a strong multi-modal culture that welcomes and celebrates walking and biking; and

Evaluation & Planning: Planning for walking and bicycling as safe and viable transportation options.

POLICY RECOMMENDATIONS

- 1 Encourage each jurisdiction on the Bicycle and Pedestrian Task Force to adopt Beaufort County Connects 2021 by resolution and incorporate the document into their respective comprehensive plans. **(Evaluation & Planning)**
- 2 Adopt the Immediate, Mid-, and Long Term project list in this plan. **(Engineering)**
- 3 Use the Prioritization Matrix in this plan to further evaluate each proposed project, ensuring that the implementation process focuses on projects of most merit to the connectivity of the regional bicycle and pedestrian network. **(Engineering)**
- 4 Develop a funding strategy and anticipated annual revenue stream for bicycle and pedestrian projects that includes Accommodations Tax, Guideshare funds, Capital Project Sales Tax, dedicated local funding, and state and federal grants. **(Evaluation & Planning)**
- 5 Create a staff position within the Beaufort County government whose primary responsibility is to oversee the implementation of the Beaufort County Connects 2021. **(Evaluation & Planning)**
- 6 Consider a 2022 ballot initiative to re-impose a 1% capital project sales tax to fund transportation improvements that include complete streets and multi-use paths and establish a regular schedule for future referendums. **(Equity, Evaluation & Planning)**
- 7 Encourage local jurisdictions to adopt a Complete Streets policy that requires all streets to be planned, designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, and transit riders of all ages and abilities. All future transportation projects should adhere to the Complete Streets policy in an appropriate urban, suburban, or rural context. **(Equity, Engineering)**
- 8 Encourage municipalities and SCDOT to make Complete Streets policies mandatory in all new construction and repair projects. **(Equity, Evaluation & Planning)**
- 9 Identify streets where Shared Lane Markings (“sharrows”) should be added to improve conditions for bicyclists. Work with SCDOT, the County, and municipalities as appropriate to have these added. **(Equity, Evaluation & Planning)**
- 10 Work with Lowcountry Area Transportation Study (LATS) during the update of the Long Range Transportation Plan to incorporate bicycle and pedestrian projects in the Beaufort County Connects 2021 and advocate for a target percentage of funding to be devoted to bicycle and pedestrian facilities. **(Equity, Evaluation & Planning)**

- 11** Identify rural roads with moderate to high traffic volumes where paved shoulders are needed. Work with SCDOT to include paved shoulders as part of road repaving. **(Equity, Evaluation & Planning)**
- 12** Establish an agreement with local utilities for use of utility corridors as walking and bicycling paths. **(Equity, Evaluation & Planning)**
- 13** Revise the Community Development Code to require that path corridors are reserved, dedicated, or constructed in new developments where path corridors are shown in an adopted plan or where a property connects to an existing or proposed greenway. **(Equity, Evaluation & Planning)**
- 14** Actively engage with the Beaufort County School District for their assistance in planning and implementing sidewalks and pathways so that children can walk or bike to school. **(Equity, Evaluation & Planning)**
- 15** Advocate for state funding for the Safe Routes to School Program in concert with the Beaufort County School District. **(Equity, Evaluation & Planning)**
- 16** Develop a non-profit organization to advocate for pathway projects in Beaufort County and work to raise private donations. **(Encouragement, Evaluation & Planning)**
- 17** Work with the Friends of the Spanish Moss Trail to expand their role to advocate and raise private donations for pathway projects that connect to the trail. **(Encouragement, Evaluation & Planning)**
- 18** Endorse the Vision Zero Policy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. **(Equity)**
- 19** Install pedestrian facilities such as crosswalks, countdown signals, and curb ramps at all intersections where there is an existing sidewalk or planned sidewalk or trail. **(Equity, Evaluation & Planning)**
- 20** Provide raised medians or pedestrian refuge islands, where practical, at crosswalks on streets with more than three lanes, especially on streets with high volumes of traffic. **(Equity, Evaluation & Planning)**
- 21** Require bicycle parking in all new commercial, civic, government, and multi-family land uses. Encourage municipalities to have similar requirements. **(Equity, Evaluation & Planning)**
- 22** Work with the East Coast Greenway to develop a strategy to complete the East Coast Greenway trail through Beaufort County. **(Evaluation & Planning)**
- 23** Encourage the SC Legislature to adopt a Safety Stop bill that allows bicyclists to treat a stop sign as a yield sign if the cyclist has slowed down to a speed that would allow them to stop if needed. Studies have shown that Safety Stops are safer and more efficient for the cyclist. **(Equity, Evaluation & Planning)**
- 24** Encourage large employers to provide showers and clothes lockers at work to promote commuting by bike. **(Equity, Evaluation & Planning)**

PROGRAM RECOMMENDATIONS

- 1** Establish a Bicycle and Pedestrian Advisory Committee to assist the County in the planning, funding, development, and implementation of facilities and programs that will result in the increased safety and use of bicycle and pedestrian travel as a mode of transportation and recreation. **(Education, Encouragement, Evaluation & Planning)**
- 2** Support or partner with municipalities on bike sharing and e-scooter programs in an effort to promote cycling and mobility. **(Equity, Encouragement)**
- 3** Sponsor, support, and/or promote national events that promote walking and cycling **(Education, Encouragement)**:

 - **National Bike Month.** National Bike Month is a chance to showcase the many benefits of bicycling and encourage more people to give biking a try.
 - **Bike-to-Work Day.** Bike-to-Work Day promotes the bicycle as an option for commuting to work by providing route information and tips for new bicycle commuters.
 - **Car-Free Day.** Car Free Day, an international day to celebrate getting around without cars, coincides with the beginning of the school year and is the perfect way to kick-off programs that promote bicycling and raise awareness for environmental issues.
- **Earth Day.** Earth Day can encourage residents to help the environment by bicycling to destinations and staying out of their cars and provides an excellent opportunity to educate people of all ages in the community.
- 4** Become a designated Walk Friendly Community. This program recognizes communities that have shown a commitment to improving and sustaining walkability and pedestrian safety through comprehensive programs, plans, and policies. **(Encouragement)**
- 5** Become a designated Bicycle Friendly Community. This program provides a roadmap to improving conditions for bicycling and guidance to help improve the community by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. **(Encouragement)**
- 6** Consider participating in the Open Streets Program to temporarily open selected streets to pedestrians by closing them to cars. **(Education, Encouragement)**

- 7 Encourage and support events hosted by private non-profit groups that promote walking and cycling such as bike rodeos, weekend walkabouts, lunchtime bicycle rides, cycle the bridges, ride to beach, etc. **(Education, Encouragement)**
- 8 Support and partner with private nonprofit groups, such as Eat Smart Move More South Carolina, that focus on helping communities create healthy eating and active living options. **(Education, Encouragement)**
- 9 Develop an education program similar to Charleston's **Bike Right, Drive Right Campaign** to educate both bicyclists and motorists on safe and respectful sharing of our roads. **(Education)**
- 10 Develop a regional wayfinding program. **(Encouragement)**
- 11 Develop an interactive bike map that outlines bike routes and bike parking. **(Encouragement)**
- 12 Support the School District in implementing a Walk and Bike to School day. **(Education, Encouragement)**
- 13 Conduct county-wide pedestrian and bicycle counts on a regular basis. **(Evaluation & Planning)**
- 14 Encourage training courses for law enforcement officers on state and local laws for motorists, bicyclists, and pedestrians to focus enforcement of speeding and failing to yield the right-of-way to pedestrians and bicyclists, as

well as bicyclists and pedestrians failing to follow traffic signs and signals and wrong way riding on the road. **(Education)**

POTENTIAL PARTNERS

The following agencies, institutions, and organizations have been identified as potential partners in implementing the Beaufort County Connects 2021:

Agencies and Institutions:

Department of Defense, SC DOT, SC DHEC, Beaufort County PALS, Beaufort County School District, Beaufort County Libraries, City of Beaufort Public Works, Town of Port Royal Public Works, Town of Bluffton Engineering, Town of Hilton Head Island, USCB, TCL, Palmetto Breeze, Beaufort Memorial Hospital, Hilton Head Regional Health Care, Coastal Carolina Hospital

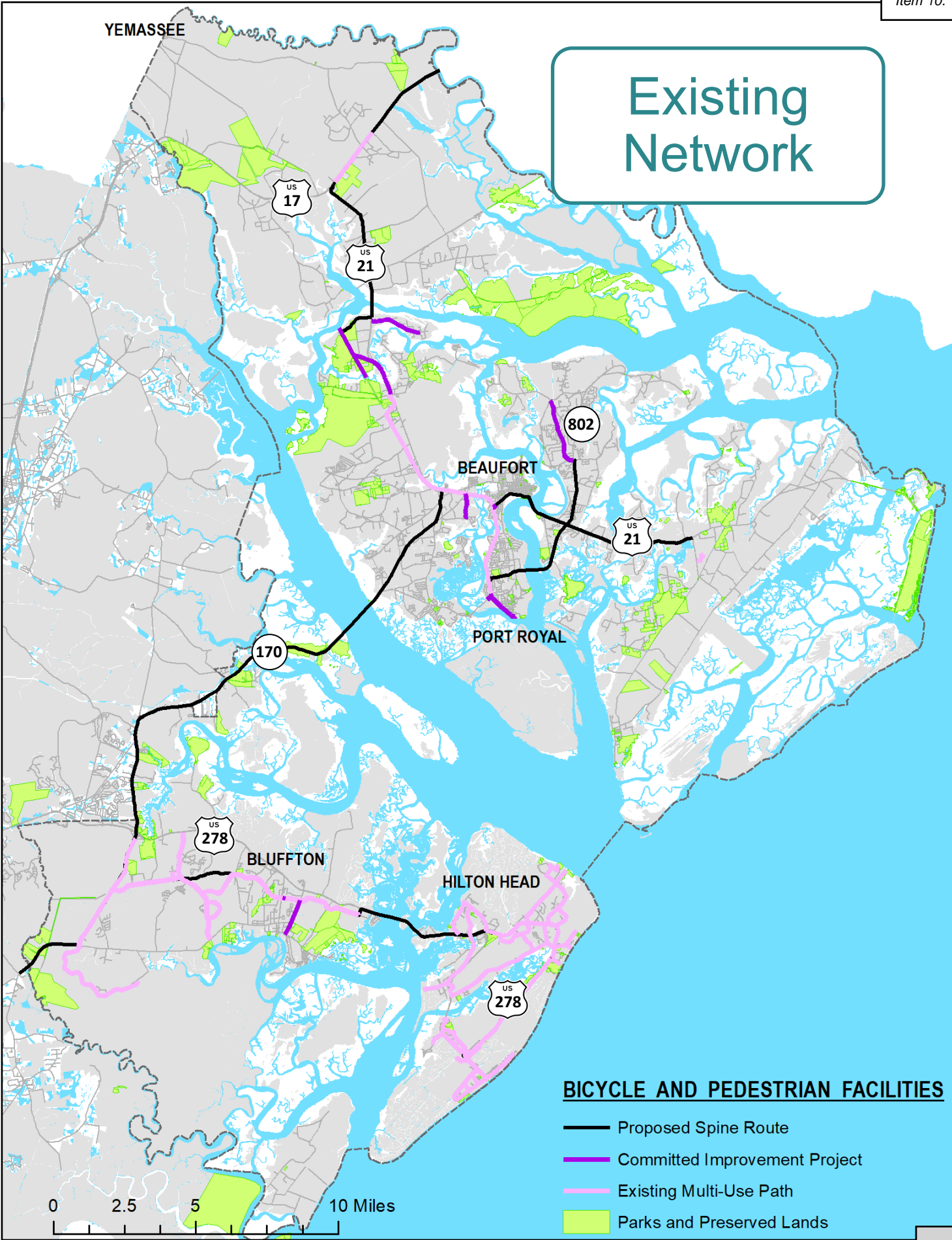
Nonprofits: Eat Smart Move More South Carolina, Coastal Conservation League, Friends of the Spanish Moss Trail, Bike Walk HHI, YMCA, AARP, Diabetes Association, Palmetto Cycling Coalition, Sun City Cycling Club, Hilton Head Island Bicycling Club, EZ Riders Bicycle Club, Kickin' Asphalt Bicycle Club, Chain Gang Bicycle Club

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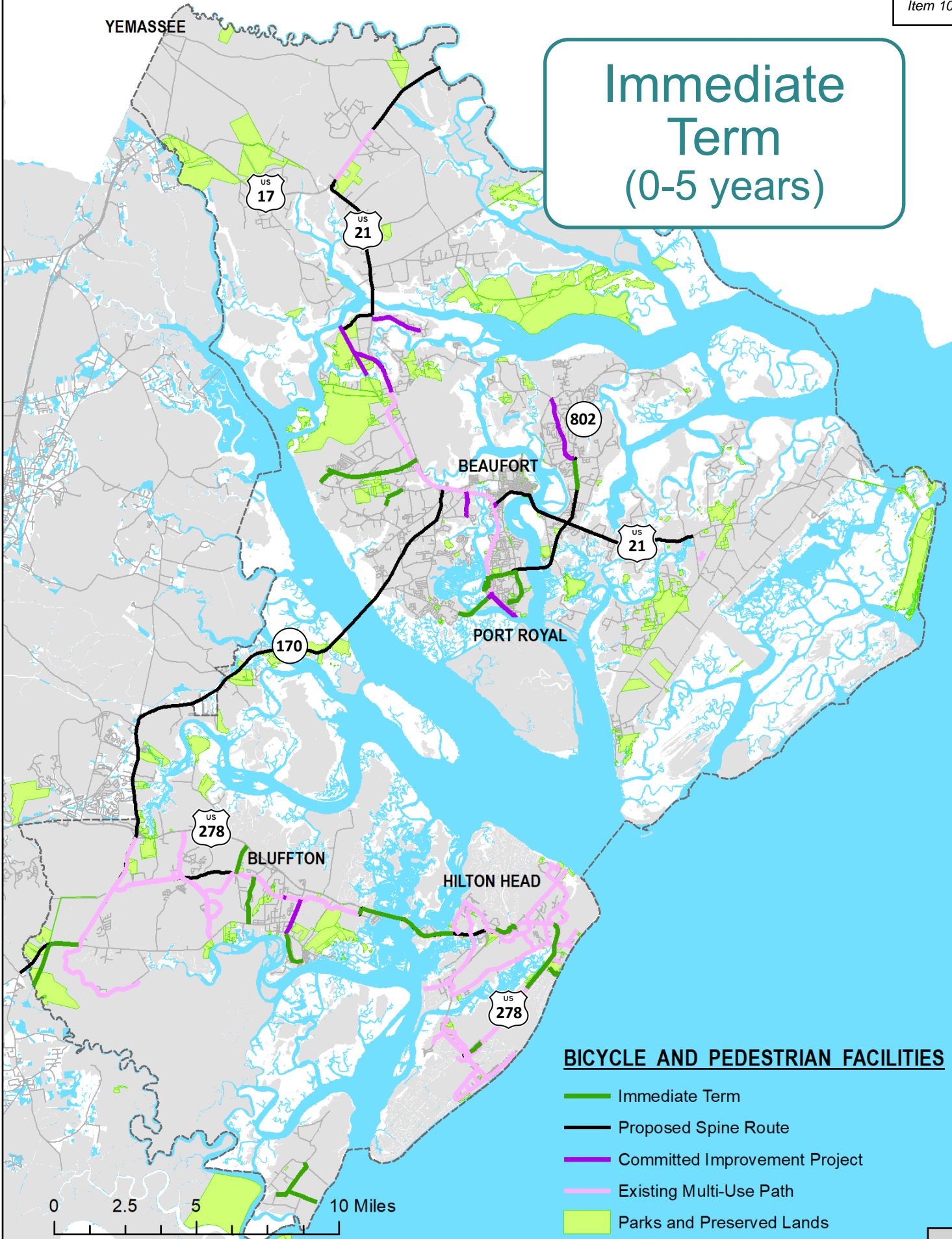
MAPPING A NETWORK

The next pages of this plan tell a story through maps. Beginning with the existing bicycle and pedestrian network in Beaufort County and proposed spine routes, each subsequent map visualizes how infrastructure improvements and new bicycle and pedestrian projects will expand upon the current network. Each project has merit as part of the “Spine” or a connected “Spur” of the network, and each is designated as one of three levels of priority: Immediate Term (0-5 years), Mid-Term (5-10 years), and Long Term (10+ years).

Existing Network



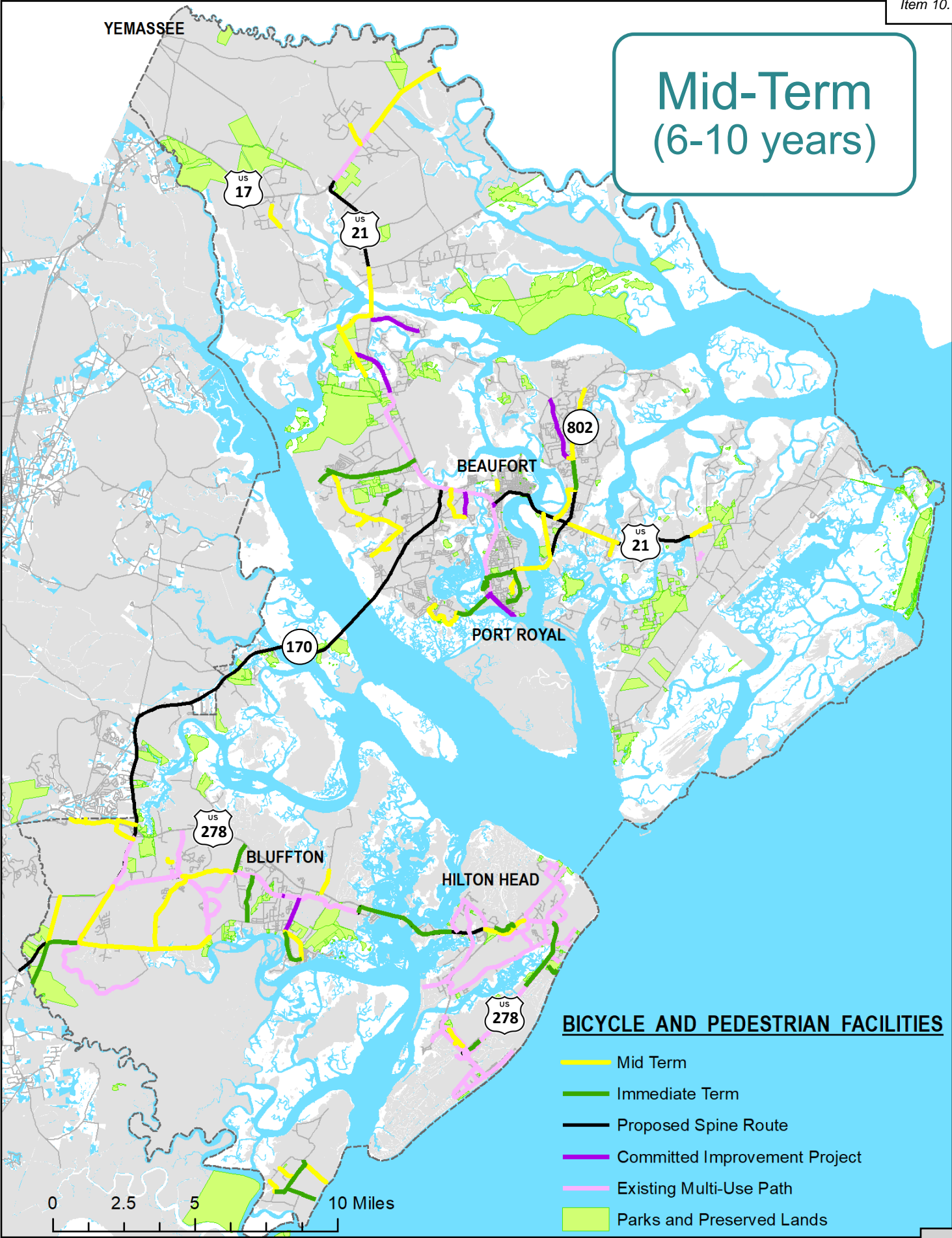
Immediate Term (0-5 years)



Project	Length (mi)	Approximate Costs	Operation (yearly)	Jurisdiction(s)
Spanish Moss Trail from Clarendon to Whale Branch	3.0	\$1,500,000	\$19,500	Beaufort County
Laurel Bay Rd	3.4	\$3,900,000	\$22,100	Beaufort County
Rugrack Rd from Joseph Shanklin Elementary to Laurel Bay Rd (Sidewalk)	0.5	\$150,000	\$3,250	Beaufort County
Pine Grove Rd / Burton Wells Rd	0.9	\$1,000,000	\$5,850	Beaufort County
Russell Bell Bridge from Spanish Moss Trail to Broad River Dr	1.3	\$650,000	\$8,450	Beaufort County, Port Royal
Waddell Rd /Battery Creek Rd / Riverside Dr from Ribaut Rd to Spanish Moss Trail (Bike Lane)	1.0	\$750,000	\$6,500	City of Beaufort, Town of Port Royal
Sams Point Rd from Wallace Rd to southern terminus of Middle Rd Pathway	1.1	\$550,000	\$7,150	Beaufort County, City of Beaufort
Lady's Island Dr to Port Royal Elementary / Live Oaks Park via Old Shell Rd / 14th St	1.3	\$650,000	\$8,450	Beaufort County
New River Liner Trail from Hwy 46 south to New River (Paving)	1.5	\$750,000	\$9,750	Beaufort County, Town of Bluffton
SC-46 from New River Park to New River Linear Trail	0.6	\$300,000	\$3,900	Beaufort County, Town of Bluffton
Buck Island Rd from Bluffton Pkwy to US-278	1.0	\$500,000	\$6,500	Beaufort County, Town of Bluffton
Alljoy Rd	1.6	\$750,000	\$10,400	Beaufort County, Town of Bluffton
School Rd (Crush and run path)	1.6	\$584,000	\$10,400	Beaufort County
Beach Rd from School Rd to terminus (Crush and run path)	1.2	\$438,000	\$7,800	Beaufort County
Main Street from Wilborn Rd to Whooping Crane Way	1.1	\$1,200,000	\$6,875	Town of Hilton Head Island, Beaufort County
Shelter Cove Lane from US 278 Bus to Shelter Cove Park	0.2	\$225,000	\$1,250	Town of Hilton Head Island
Woodhaven Drive/Lane, Phase I Boggy Gut Pathway	0.2	\$225,000	\$1,250	Town of Hilton Head Island
US 278 Bus E from Mathews Dr to Dillon Rd	1.1	\$1,200,000	\$6,875	Town of Hilton Head Island
Singleton Beach Rd from Chaplin Park to Collier Beach Park	0.4	\$300,000	\$2,500	Town of Hilton Head Island
US 278 Bus E from Arrow Rd to Village at Wexford	0.4	\$400,000	\$2,500	Town of Hilton Head Island
US 278 from Squire Pope Rd to Bridges (SCDOT Project)	1.5	N/A*	\$9,375	Town of Hilton Head Island, Beaufort County
US 278 from Jenkins Island to Mainland (SCDOT Project)	1.8	N/A*	\$11,250	Town of Hilton Head Island, Beaufort County
Chaplin Linear Park	1.2	\$2,150,000	\$9,825	Town of Hilton Head Island
TOTAL	27.9	\$18,172,000	\$181,700	

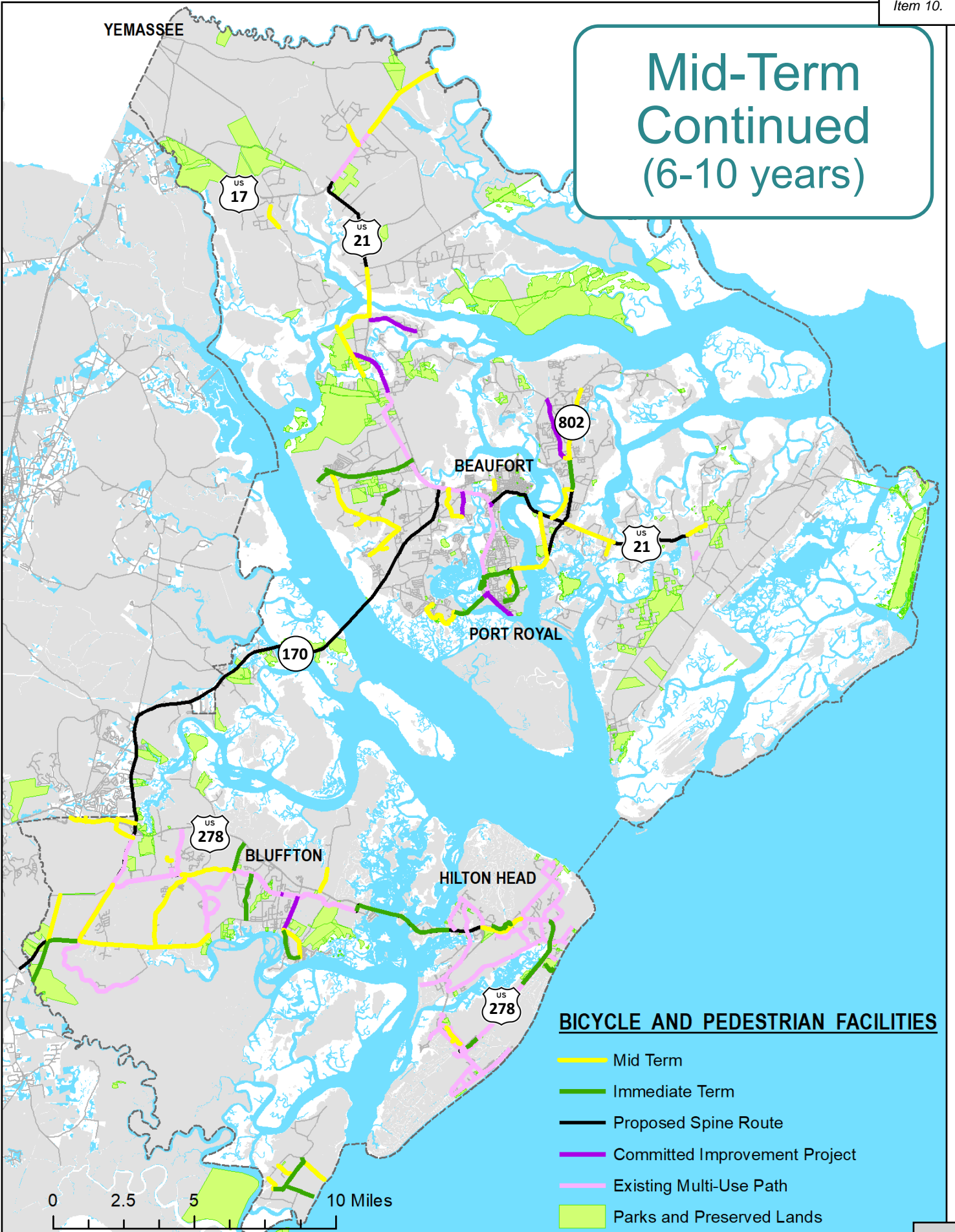
*Final alignment and facility improvements not known at this time

Mid-Term (6-10 years)



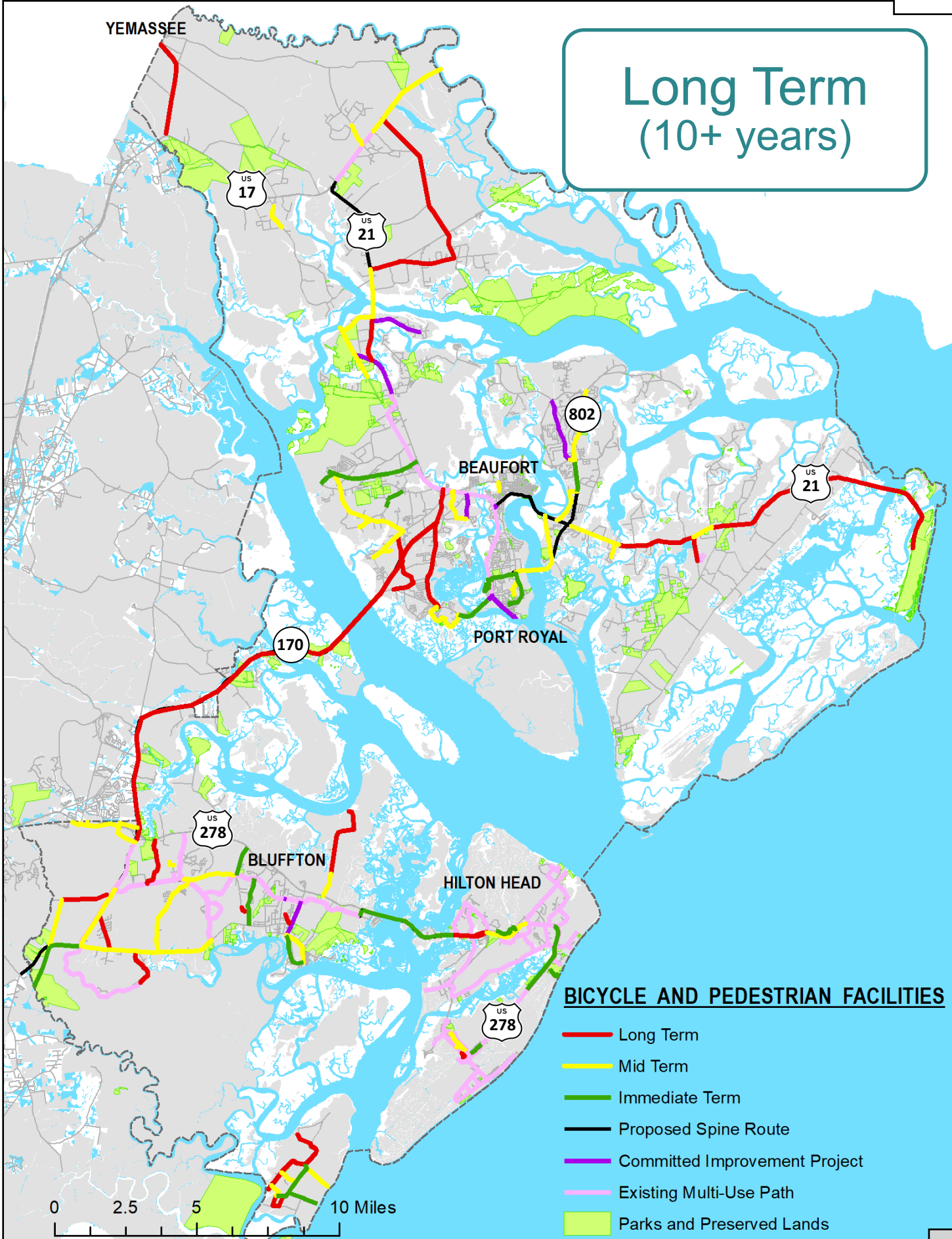
Project	Length (mi)	Approximate Costs	Operation (yearly)	Jurisdiction(s)
Big Estate Road from Hwy 17 to Big Estate Circle	1.4	\$2,000,000	\$9,100	Beaufort County
US-17 from Big Estate Rd to Harriet Tubman Bridge	3.0	\$1,000,000	\$19,500	Beaufort County
Seabrook Rd from US-21 to Spanish Moss Trail	1.3	\$1,000,000	\$8,450	Beaufort County
US-21 from Seabrook Rd to Keans Neck Rd	1.7	\$850,000	\$11,050	Beaufort County
US-21 from Detour Rd to Seabrook Rd (Sidewalk)	1.6	\$480,000	\$10,400	Beaufort County
Broad River Drive	1.7	\$2,000,000	\$11,050	Beaufort County, Town of Port Royal
Burton Wells Park to Habersham Market	0.5	\$250,000	\$3,250	Beaufort County
Wallace Rd and Sunset Blvd	1.5	\$750,000	\$9,750	Beaufort County, City of Beaufort
Joe Frazier Rd from Broad River Blvd to Laurel Bay Rd	3.5	\$1,800,000	\$22,750	Beaufort County
Sams Point Rd from traffic circle to Springfield Rd	2.5	\$1,250,000	\$16,250	Beaufort County
Meridian Road	1.6	\$1,750,000	\$10,400	Beaufort County, City of Beaufort
US-21 from Sams Point Way to Airport Cir	0.8	\$400,000	\$5,200	Beaufort County, City of Beaufort
Chowan Creek Bluff from US-21 to Lady's Island Elementary (Sidewalk)	0.4	\$230,000	\$2,600	Beaufort County, City of Beaufort
Marsh Road from Duke St o Boundary St (a portion to be boardwalk for marsh protection)	0.3	\$150,000	\$1,950	Beaufort County, City of Beaufort
Burton Hill/Old Salem Road	1.4	\$2,000,000	\$9,100	Beaufort County, City of Beaufort
MLK Jr Blvd to St. Helena Elementary School	0.8	\$400,000	\$5,200	Beaufort County
Broad River Blvd/Riley Road	1.1	\$750,000	\$7,150	Beaufort County, Town of Port Royal
McTeer Bridge Protected Bike Lanes	1.0	\$300,000	\$6,250	Beaufort County
TOTAL	26.1	\$17,360,000	\$169,400	

Mid-Term Continued (6-10 years)



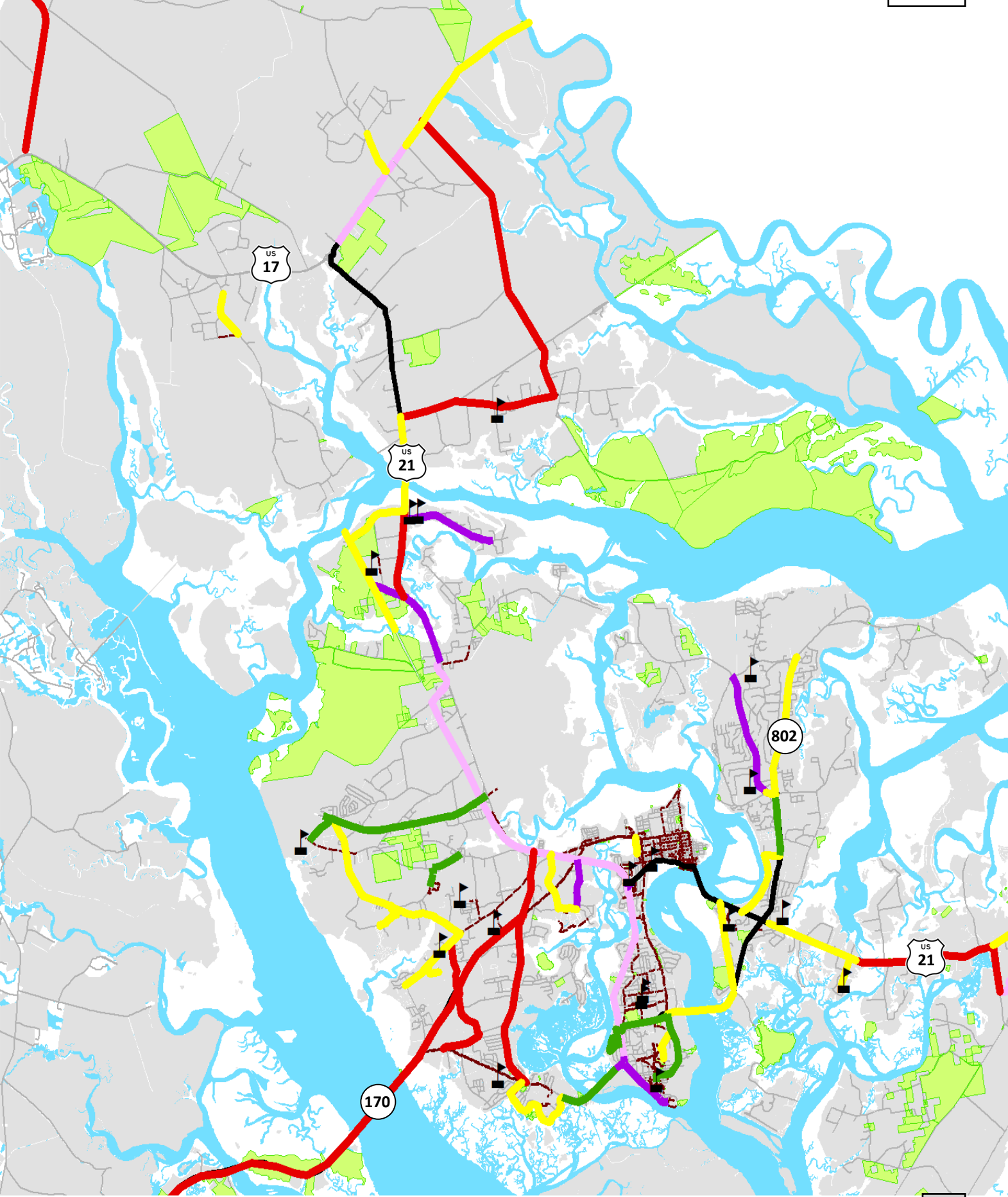
Project	Length (mi)	Approximate Costs	Operation (yearly)	Jurisdiction(s)
Naval Park to Cypress Wetlands	0.4	\$200,000	\$2,600	Town of Port Royal
Shell Point Rd from Broad River Dr to Savannah Hwy	1.6	\$800,000	\$10,400	Beaufort County, Town of Port Royal
Okatie Center Blvd N & S and US-278 from SC-170 to University Blvd	2.2	\$1,100,000	\$14,300	Beaufort County
Northbound side of SC-170 from SC-46 to Bluffton Pkwy	2.3	\$1,700,000	\$14,950	Beaufort County, Town of Bluffton
New River Linear Trail from SC-46 to Del Webb Trailhead (Paving)	1.8	\$900,000	\$11,700	Beaufort County
Old Miller Rd / Lake Point Dr Connection	0.4	\$3,000,000	\$2,600	Beaufort County, Town of Bluffton
Sawmill Creek Rd (Sidewalk)	0.7	\$350,000	\$4,550	Beaufort County
SC-46 from traffic circle to Buckwalter Pkwy	4.8	\$2,400,000	\$31,200	Beaufort County, Town of Bluffton
Ulmer Road/Shad Road	1.3	\$2,000,000	\$8,450	Beaufort County, Town of Bluffton
US 278 Bus E from Gardner Dr to Jarvis Park Dr	1.4	\$1,800,000	\$8,750	Town of Hilton Head Island
Arrow Rd R/W Pathway from Bristol Sports Arena to Target Rd	0.9	\$950,000	\$5,625	Town of Hilton Head Island
Archer Rd Pathway	0.2	\$200,000	\$1,250	Town of Hilton Head Island
Lagoon Rd/Ibis St Pathway from Avocet St to North Forest Beach Dr	0.8	\$800,000	\$4,690	Town of Hilton Head Island
Benjies Point Rd from School Rd to Haig Pt (Crush and run path)	0.5	\$182,500	\$3,125	Beaufort County
Church Rd (Crush and run path)	0.6	\$219,000	\$3,900	Beaufort County
Turtle Beach Rd from Oak Ridge Ln to terminus (Crush and run path)	1.0	\$365,000	\$6,500	Beaufort County
TOTAL	20.9	\$16,966,500	\$134,590	

Long Term (10+ years)



Project	Length (miles)	Approximate Costs	Operation (yearly)	Jurisdiction(s)
Castle Hall Rd from Wall St to US-17	3.5	\$1,750,000	\$22,750	Town of Yemassee
US-21 from Keans Neck Rd to US-17	3.3	\$1,700,000	\$21,450	Beaufort County
US-21 from Airport Cir to MLK Jr Blvd	3.7	\$1,850,000	\$24,050	Beaufort County
US-21 from St. Helena Elementary to Hunting Island Dr	9.5	\$4,750,000	\$61,750	Beaufort County
Parris Island Gtwy from Savannah Hwy to US-21	4.3	\$2,200,000	\$27,950	Beaufort County, City of Beaufort, Town of Port Royal
SC-170 from Broad River Bridge to Spanish Moss Trail	5.4	\$2,700,000	\$35,100	Beaufort County, City of Beaufort, Town of Port Royal
Grober Hill Rd and Castle Rock Rd from Savannah Hwy to Broad River Blvd (Bike Lane)	2.6	\$780,000	\$16,900	Beaufort County, Town of Port Royal
SC-170 from Callawassie Dr to Broad River Bridge	4.8	\$2,400,000	\$31,200	Beaufort County, Jasper County
SC-170 from Cecil Reynolds Dr to Oldfield Way	4.0	\$2,000,000	\$26,000	Beaufort County, Jasper County
SC-170 from Oldfield Way to Callawassie Dr	3.8	\$1,900,000	\$24,700	Beaufort County, Jasper County
Gibbet Rd	1.3	\$650,000	\$8,450	Beaufort County, Town of Bluffton
From Old Palmetto Bluff Rd to SC-46	1.0	\$500,000	\$6,250	Beaufort County, Town of Bluffton
5A (Future Bluffton Pkwy)	1.8	\$900,000	\$11,700	Beaufort County, Town of Bluffton
Hampton Pkwy from Bluffton Pkwy to US-278	1.7	\$850,000	\$11,050	Beaufort County, Town of Bluffton
From Bruin Rd to Bluffton Community Library via Hawkes Rd	0.3	\$150,000	\$1,950	Beaufort County, Town of Bluffton
From Future Bluffton Pkwy to US-278	1.6	\$800,000	\$10,400	Beaufort County, Town of Bluffton
Sawmill Creek Rd from US-278 to Trask Boat Landing (Bike Lane)	3.5	\$262,500	\$22,750	Beaufort County
Island West / Buckwalter Place Connector Path	0.3	\$150,000	\$1,950	Beaufort County, Town of Bluffton
US 278 from Gumtree to Squire Pope Rd	1.0	\$1,200,000	\$6,250	Town of Hilton Head Island
US 278/US 278 Bus from Sea Pines Circle to Welcome Center	0.3	\$150,000	\$1,875	Town of Hilton Head Island
Jonesville Rd	1.1	\$1,250,000	\$6,875	Town of Hilton Head Island
Martinangele Rd Easement to Prospect Rd to Benjies Pt Rd to School Rd (Crush and run path)	1.0	\$365,000	\$6,250	Beaufort County
Cooper River Landing Rd and Haig Point Rd from Freeport Marina to Daufuskie Island Boat Landing (Bike Lane)	3.5	\$1,750,000	\$22,750	Beaufort County
TOTAL	63.3	\$31,007,500	\$410,350	

*Final alignment and facility improvements not known at this time



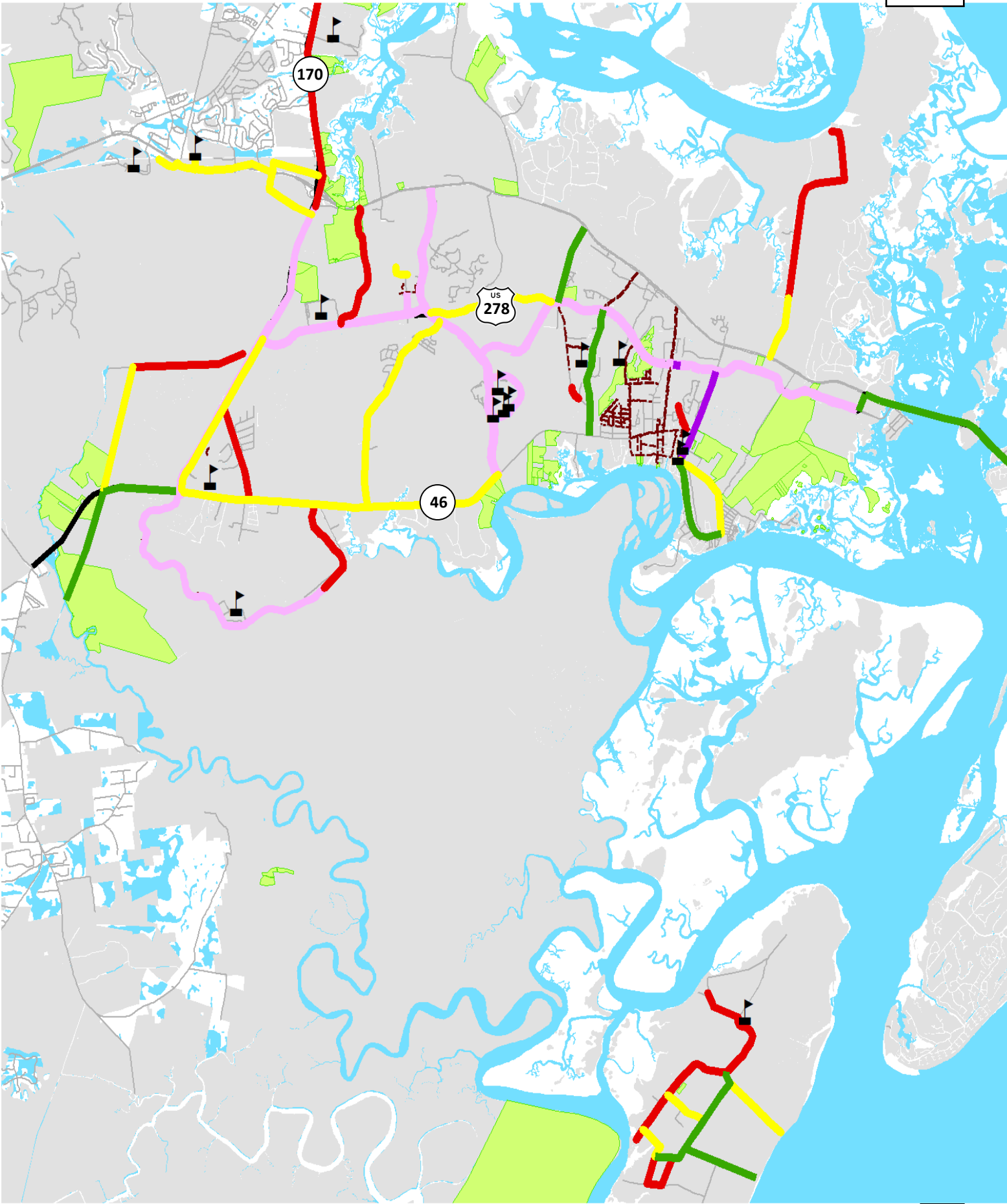
NORTHERN BEAUFORT COUNTY

The pathway network in Northern Beaufort County begins at the north end of the County on the Gardens Corner Greenway, which is part of the East Coast Greenway. From there, pedestrians and cyclists will be able to safely travel the US 21 corridor into historic Downtown Beaufort. In town, users can explore the City of Beaufort and the Town of Port Royal on local roads or via the Spanish Moss Trail. The completed pathway network will take residents and visitors from the Waterfront Park in Beaufort, across the Woods Memorial Bridge to the multi-purpose pathways on Lady's Island. Cyclists and pedestrians will then be able to continue across St. Helena Island, and on to Hunting Island State Park. Returning to Beaufort, users can rejoin the East Coast Greenway, now adjoining the SC 170 corridor, and cross the Broad River Bridge into Southern Beaufort County.



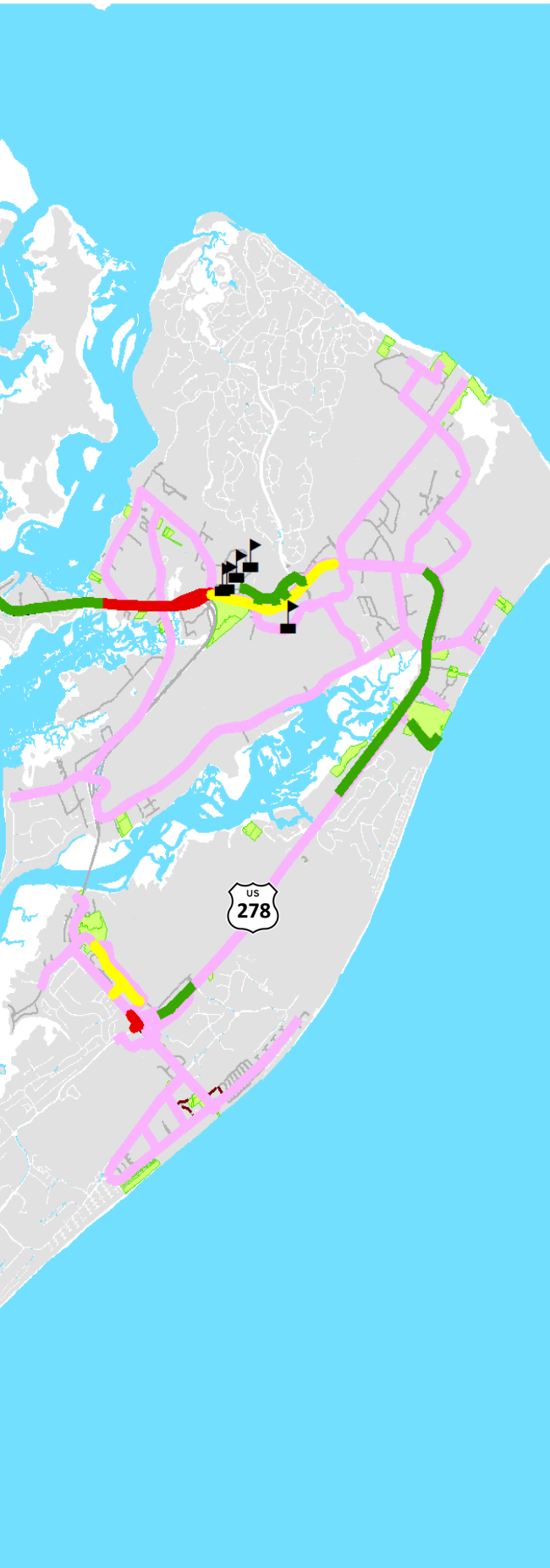
BICYCLE AND PEDESTRIAN FACILITIES

-  Long Term
-  Mid-Term
-  Immediate Term
-  Proposed Spine Route
-  Committed Improvement Project
-  Existing Multi-Use Path
-  Existing Sidewalks
-  Schools
-  Parks and Preserved Lands



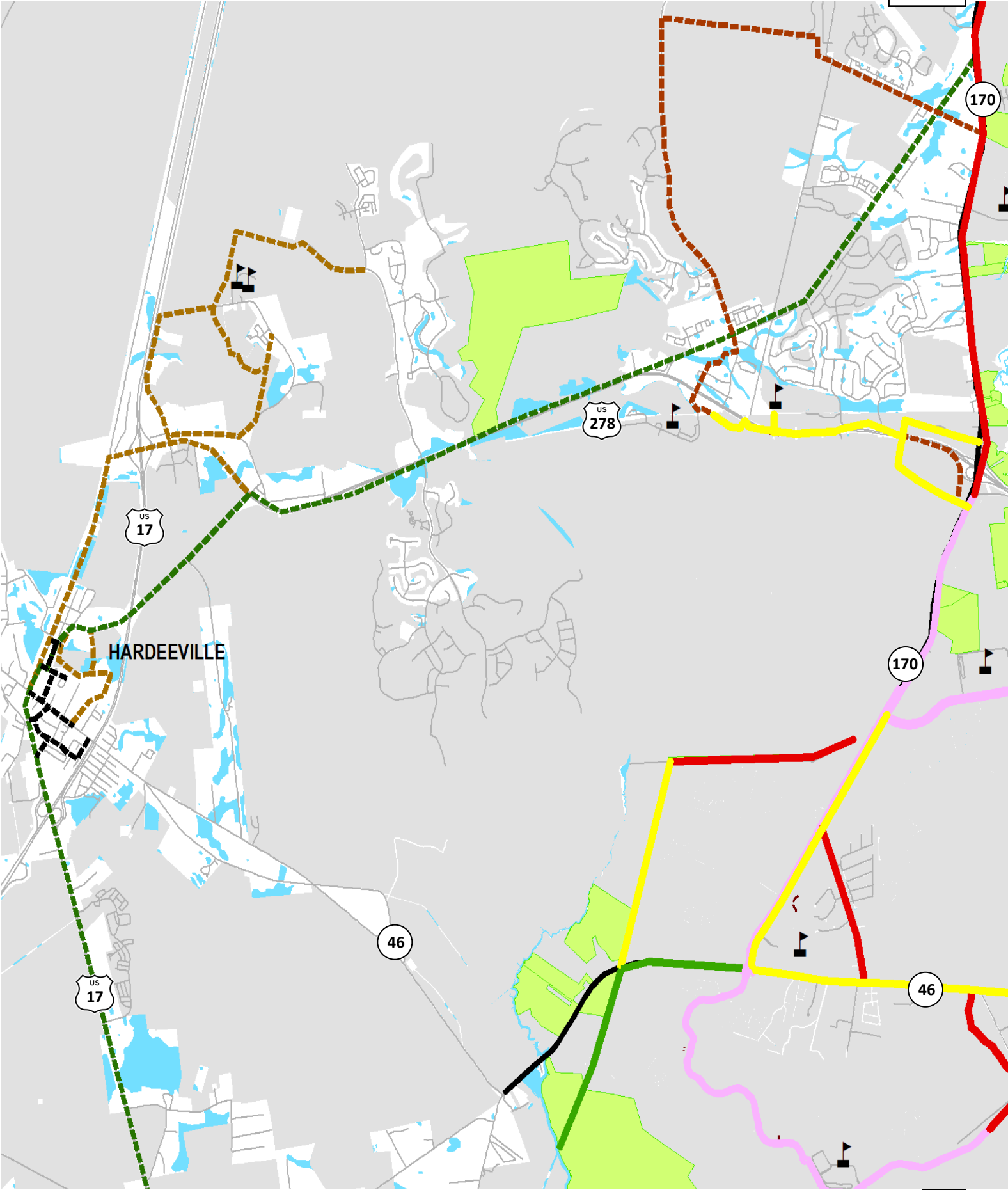
SOUTHERN BEAUFORT COUNTY

The network continues into Southern Beaufort County over the Broad River Bridge on the East Coast Greenway along SC 170. The trail continues through Okatie before crossing US 278. From there, users can continue on the East Coast Greenway to Savannah. Before crossing into Jasper County, users can take a side trip along the New River Linear Trail. Bikers and walkers interested in continuing their Beaufort County explorations will want to turn east onto the Bluffton Parkway multi-use path. Old Town Bluffton will be accessed from the path along Burnt Church Road. While in Old Town, a walk (or ride) through Brighton Beach is a must-do. Back on the Bluffton Parkway Side Path, the Town of Hilton Head is just over the J. Byrnes Bridge. On Hilton Head, over 60 miles of trails crisscrossing the island await pedestrians and bicyclists in this Gold-rated “Bicycle Friendly Community.”



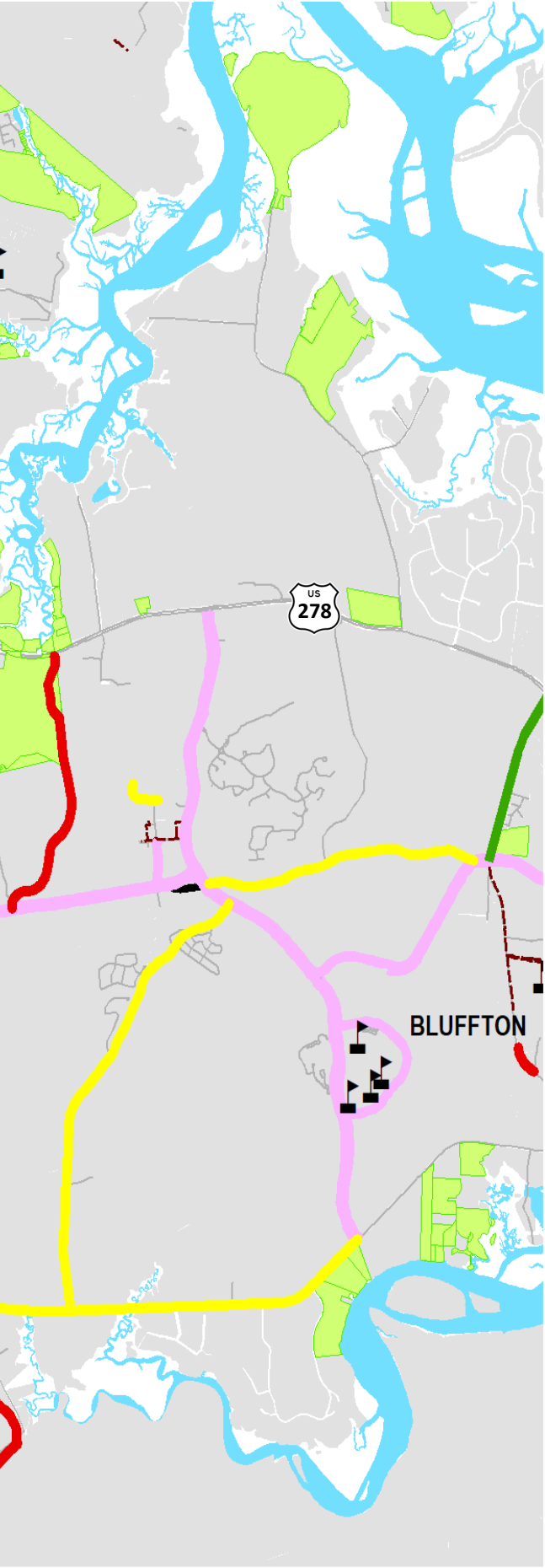
BICYCLE AND PEDESTRIAN FACILITIES

- Long Term
- Mid-Term
- Immediate Term
- Proposed Spine Route
- Committed Improvement Project
- Existing Multi-Use Path
- - - Existing Sidewalks
- Schools
- Parks and Preserved Lands



JASPER COUNTY CONNECTIONS

The success of this plan relies on regional cooperation between Jasper County, Beaufort County, and Hardeeville. Shared facilities begin at Snake Rd and SC 170 along the East Coast Greenway. At Argent Blvd, bikers and walkers can branch off into Jasper County along the proposed Hardeeville extension of the East Coast Greenway. From there, they can visit destinations like Sergent Jasper Park, downtown Hardeeville, and the Hardeeville Recreation Complex before continuing south to Georgia. At Short Cut Rd on SC 170, students and professors living along the corridor can use the proposed Sand Shark Trail to access both the TCL New River and the USC Bluffton campuses. Additional connections to the campuses are north and south of US 278 on Okatie Center Blvd N & S. This same network will tie into the Coastal Carolina Hospital, providing staff, visitors, and patients access to jobs and medical services.



BICYCLE AND PEDESTRIAN FACILITIES

- - - - - Hardeeville Proposed Sand Shark Trail
- - - - - Hardeeville Proposed East Coast Greenway
- - - - - Hardeeville Proposed Sergent Jasper Trail
- - - - - Hardeeville Proposed Sidewalks
- Long Term
- Mid Term
- Immediate Term
- Proposed Spine Route
- Committed Improvement Project
- Existing Multi-Use Path
- Schools
- Parks and Preserved Lands

PRIORITIZATION MATRIX

This prioritization matrix should be used by the bicycle and pedestrian coordinator and any future oversight committee to further evaluate each project, ensuring that the implementation process focuses on projects of most merit to the connectivity of the regional bicycle and pedestrian network over the long-term life of this document.

Criteria	Definition	Rank	Measurement
Connectivity	Does the project overcome barriers or fill gaps in the bicycle and pedestrian network?	High	Project closes gap between existing facilities
		Low	Project does not close gap between existing facilities
Safety	Does the project provide an immediate safety improvement where collision data, speed, and/or street design indicate potential safety concerns?	High	Project location has a significant crash history, high speeds, and a street design that indicates a potential safety concern
		Medium	Project location has two of the following qualities: a significant crash history, high speeds, and a street design that indicates a potential safety concern
		Low	Project location has one of the following qualities: a significant crash history, high speeds, or a street design that indicates a potential safety concern
Accessibility	Does the project modify a completely non-accessible route or enhance accessibility along routes that already have some level of access?	High	Project provides or enhances access along a route with no or limited access
		Low	Project does not provide or enhance access along a route with no or limited access

Criteria	Definition	Rank	Measurement
Demand	Is it likely that walkers and bikers will use the facility? Will the project attract new walking and biking trips for existing destinations?	High	Project will attract new trips, and it is likely walkers and bikers will use the facility
		Low	Project will attract new trips, or it is likely that walkers and bikers will use the facility
Ease of Implementation	Does the project require easements, property acquisition, or additional right of way? Does the project have jurisdictional/stakeholder support? Is the project a strong contender for grant funding?	High	Project is feasible, has political/stakeholder support, and is a strong contender for grant funding
		Medium	Project has two of the following qualities: is feasible, has political support, and is a strong contender for grant funding
		Low	Project has one of the following qualities: is feasible, has political support, and is a strong contender for grant funding
Cost	What are the capital, operating, and maintenance costs of the improvement?	High	Construction and operating costs over 10 years are <\$750,000
		Medium	Construction and operating costs over 10 years are between \$750,000 and \$1,250,000
		Low	Construction and operating costs over 10 years are >\$1,250,000
Equity	Does the project improve access for underserved populations?	High	Improves access for underserved populations
		Low	Does not improve access for underserved populations

POTENTIAL FUNDING SOURCES

This table outlines sources of funding for pathway projects in Beaufort County. The recommended bicycle and pedestrian coordinator will use Chapter 4 of this plan as a guideline for prioritizing and funding projects. Many projects will require several funding sources from multiple levels of government (federal, state, local) and private sources.

POTENTIAL FUNDING SOURCE	POTENTIAL ANNUAL REVENUE	PROJECT TYPES
Local Accommodations Tax	Up to \$500,000	Small projects, local matches for grants
Capital Project Sales Tax	Up to \$1 million annually (assume successful referendum every 10 years with \$10 million dedicated to bicycle and pedestrian projects)	Large projects, small projects
LATS	Up to \$3 million annually (assume small % to fund bicycle and pedestrian projects in County)	Small projects
LCOG Federal Transportation Dollars	Assume small % of annual Guideshare funds for bicycle and pedestrian projects in County	Small projects in Sheldon or St. Helena Island
SCPRT Recreational Trails Program	\$50,000 (assume successful \$100,000 grant every two years)	Very small projects, trailheads, other enhancements
SCDOT Transportation Alternative Program	\$250,000 (assume successful grant every two years)	Small projects
Private Funding	N/A	Matching local grants, maintenance, enhancement
RAISE Discretionary Grants	2019 avg. award: \$17.4 million 2020 max.: \$25 million/project	Largest projects
AARP Livable Communities Grants	Average in 2018: \$10,000	Very small projects
Foundation Grants	N/A	Diverse projects and programs
Community Development Block Grant	\$200,000 - \$500,000	Medium projects

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CHAPTER 4:

IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

RECOMMENDATION	Each jurisdiction represented on the Bicycle and Pedestrian Task Force should be encouraged to adopt the Beaufort County Connects 2021 by resolution and incorporate the document into their respective comprehensive plans.	Adopt the Immediate, Mid-, and Long Term project list in this plan.	Use the Prioritization Matrix in this plan to further evaluate each proposed project, ensuring that the implementation process focuses on projects of most merit to the connectivity of the regional bicycle and pedestrian network.
INVESTMENT	Low	Low	Low
TIME FRAME	Short	Short	Ongoing
PARTNER(S)	County Council, Municipalities, LATS	County Council, Municipalities, LATS, Nonprofits	County Planning & Zoning Department, County Engineering Municipalities, LATS
INITIATED			
COMPLETE			

IMPLEMENTATION PLAN

RECOMMENDATION	Develop a funding strategy and anticipated annual revenue stream for bicycle and pedestrian projects that includes Accommodations Tax, Guideshare funds, Capital Project Sales Tax, dedicated local funding, and state and federal grants.	Create a staff position within the Beaufort County government whose primary responsibility is to oversee the implementation of the Beaufort County Connects 2021.	Consider a 2022 ballot initiative to re-impose a 1% capital project sales tax to fund transportation improvements that include complete streets and multi-use paths and establish a regular schedule for future referendums.
INVESTMENT	Low	Low	Low
TIME FRAME	Short	Short	Short
PARTNER(S)	County Council, Municipalities, LATS	County Council	County Council, Municipalities
INITIATED			
COMPLETE			

RECOMMENDATION	Encourage each local jurisdiction to adopt a Complete Streets policy that requires all streets to be planned, designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, and transit riders of all ages and abilities.	Encourage municipalities and SCDOT to make Complete Streets policies mandatory in all new construction and repair projects.	Identify streets where Shared Lane Markings (“sharrows”) should be added to improve conditions for bicyclists. Work with SCDOT, the County, and municipalities as appropriate to have these added.
INVESTMENT	Low	Low	Low
TIME FRAME	Short	Ongoing	Ongoing
PARTNER(S)	County Council, Municipalities, LATS	County Planning & Zoning Department, County Engineering, Municipalities, SCDOT, Nonprofits	County Planning & Zoning Department, County Engineering, Municipalities, SCDOT, Nonprofits
INITIATED			
COMPLETE			

IMPLEMENTATION PLAN

RECOMMENDATION	Work with LATS during the update of the Long Range Transportation Plan to incorporate bicycle and pedestrian projects in Beaufort County Connects 2021 and advocate for a target percentage of funding to be devoted to bicycle and pedestrian facilities.	Identify rural roads with moderate to high traffic volumes where paved shoulders are needed. Work with SCDOT to include paved shoulders as part of road repaving.	Establish an agreement with local utilities for use of utility corridors as walking and bicycling paths.
INVESTMENT	Low	Low	Low
TIME FRAME	Short	Short	Mid-
PARTNER(S)	County Planning & Zoning Department, LATS, Municipalities	Beaufort County Engineering, Beaufort County Planning & Zoning, SCDOT	County Council, Municipalities, SCDOT, Dominion Energy
INITIATED			
COMPLETE			

RECOMMENDATION	Revise the Community Development Code to require that path corridors are reserved, dedicated, or constructed in new developments where path corridors are shown in an adopted plan or where a property connects to an existing or proposed greenway.	Actively engage with the Beaufort County School District for their assistance in planning and implementing sidewalks and pathways so that children can walk or bike to school.	Advocate for state funding for the Safe Routes to School Program in concert with the Beaufort County School District.
INVESTMENT	Low	Low	Low
TIME FRAME	Short	Ongoing	Ongoing
PARTNER(S)	County Planning & Zoning Department, County Council	School District, County Planning & Zoning Department, County Engineering, Municipalities	County Planning & Zoning Department, County Engineering, Municipalities, SCDOT, School District, LATS
INITIATED			
COMPLETE			

IMPLEMENTATION PLAN

RECOMMENDATION	Develop a non-profit organization to advocate for pathway projects in Beaufort County and work to raise private donations.	Work with the Friends of the Spanish Moss Trail to expand their role to advocate and raise private donations for pathway projects that connect to the trail.	Endorse the Vision Zero Policy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
INVESTMENT	Low	Medium	Low
TIME FRAME	Mid-	Ongoing	Short
PARTNER(S)	County Planning & Zoning, Municipalities	Friends of the Spanish Moss Trail, County Planning & Zoning, County Engineering	County Council, Mayors, County Planning & Zoning, County Engineering, Local Law Enforcement Agencies
INITIATED			
COMPLETE			

RECOMMENDATION	Install pedestrian facilities such as crosswalks, countdown signals, and curb ramps at all intersections where there is an existing sidewalk or planned sidewalk or trail.	Provide raised medians or pedestrian refuge islands, where practical, at crosswalks on streets with more than three lanes, especially on streets with high volumes of traffic.	Require bicycle parking in all new commercial, civic, government, and multi-family land uses. Encourage municipalities to have similar requirements.
INVESTMENT	Medium	Medium	Low
TIME FRAME	Mid-	Mid-	Short
PARTNER(S)	County Engineering, SCDOT, Municipal Engineering Departments	County Engineering, SCDOT, Municipal Engineering Departments	County Planning & Zoning Department, Municipalities
INITIATED			
COMPLETE			

IMPLEMENTATION PLAN

RECOMMENDATION	Work with the East Coast Greenway to develop a strategy to complete the East Coast Greenway trail through Beaufort County.	Encourage the SC Legislature to adopt a Safety Stop bill that allows bicyclists to treat a stop sign as a yield sign if the cyclist has slowed down to a speed that would allow them to stop if needed.	Encourage large employers to provide showers and clothes lockers at work to promote commuting by bike.
INVESTMENT	Medium	Low	Low
TIME FRAME	Short	Ongoing	Ongoing
PARTNER(S)	County Planning & Zoning, County Engineering, SCDOT, East Coast Greenway Alliance, LATS	Local Delegates, Advocacy Groups	Advocacy Groups
INITIATED			
COMPLETE			

RECOMMENDATION	Establish a Bicycle and Pedestrian Advisory Committee to assist the County in the planning, funding, development, and implementation of facilities and programs that will result in the increased safety and use of bicycle and pedestrian travel as a mode of transportation	Support or partner with municipalities on bike sharing and e-scooter programs in an effort to promote cycling and mobility.	Sponsor, support, and/or promote national events that promote walking and cycling: National Bike Month, Bike-to-Work Day, Car-Free Day, Earth Day
INVESTMENT	Low	Low	Low
TIME FRAME	Short	Ongoing	Ongoing
PARTNER(S)	County Planning & Zoning, County Engineering	County Planning & Zoning, Municipalities	County Planning & Zoning, Municipalities, Nonprofits
INITIATED			
COMPLETE			

IMPLEMENTATION PLAN

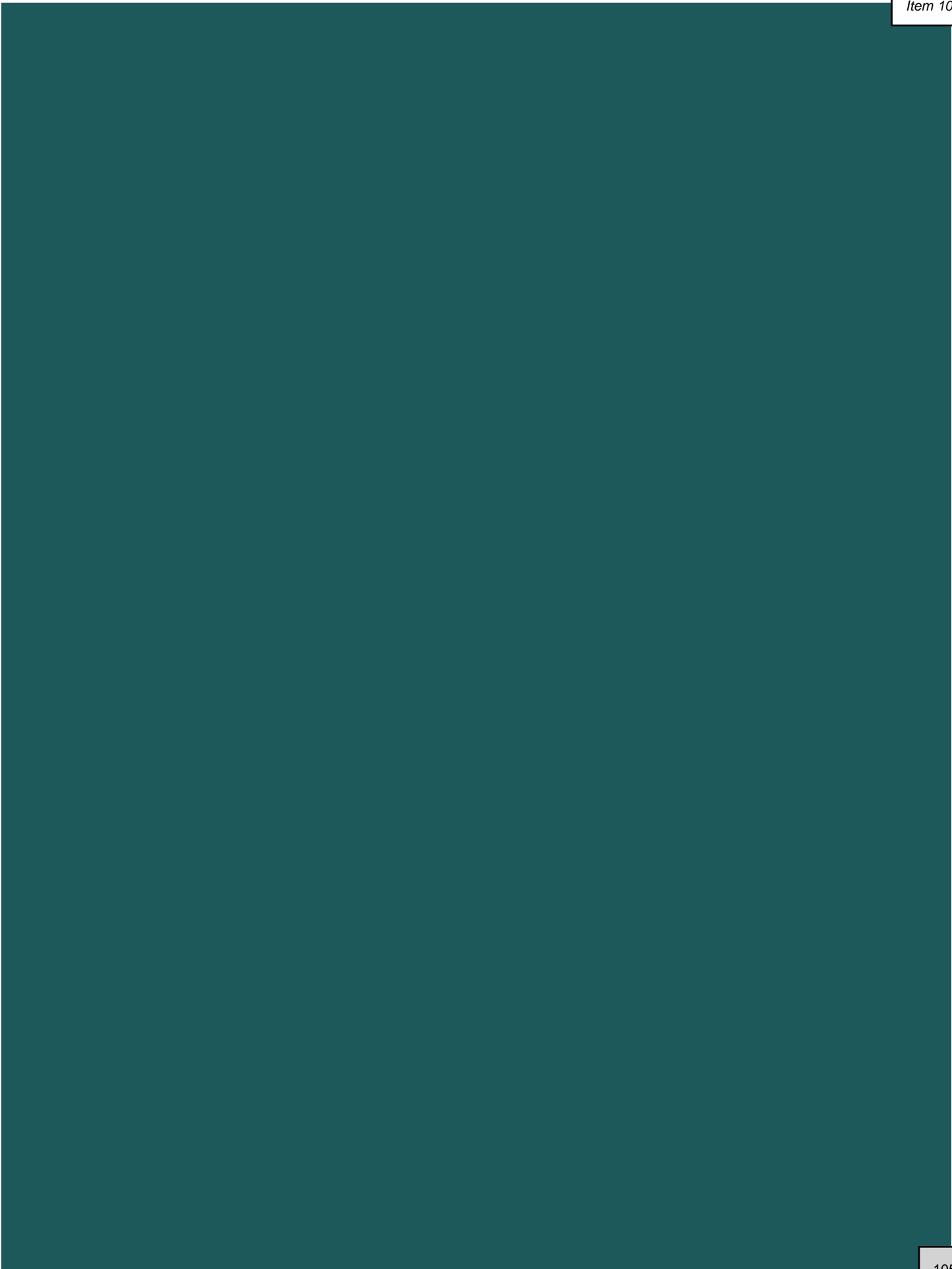
RECOMMENDATION	Become a designated Walk Friendly Community.	Become a designated Bicycle Friendly Community.	Consider participating in the Open Streets Program to temporarily open selected streets to pedestrians by closing them to cars.
INVESTMENT	Low	Low	Low
TIME FRAME	Mid-	Mid-	Mid-
PARTNER(S)	County Council, County Planning & Zoning, County Engineering, Nonprofits	County Council, County Planning & Zoning, County Engineering, Nonprofits	County Council, County Planning & Zoning, County Engineering, Nonprofits
INITIATED			
COMPLETE			

RECOMMENDATION	Encourage and support events hosted by private non-profit groups that promote walking and cycling such as bike rodeos, weekend walkabouts, lunchtime bicycle rides, cycle the bridges, ride to beach, etc.	Support and partner with private nonprofit groups, such as Eat Smart Move More South Carolina, that focus on helping communities create healthy eating and active living options.	Develop an education program similar to Charleston's Bike Right, Drive Right Campaign to educate both bicyclists and motorists on safe and respectful sharing of our roads.
INVESTMENT	Low	Low	Low
TIME FRAME	Ongoing	Ongoing	Ongoing
PARTNER(S)	County Council, County Planning & Zoning, Municipalities, Nonprofits, School District, Beaufort Memorial Hospital	County Council, County Planning & Zoning, Municipalities, Nonprofits, School District, Beaufort Memorial Hospital	Local Law Enforcement Agencies, Nonprofits, School District
INITIATED			
COMPLETE			

IMPLEMENTATION PLAN

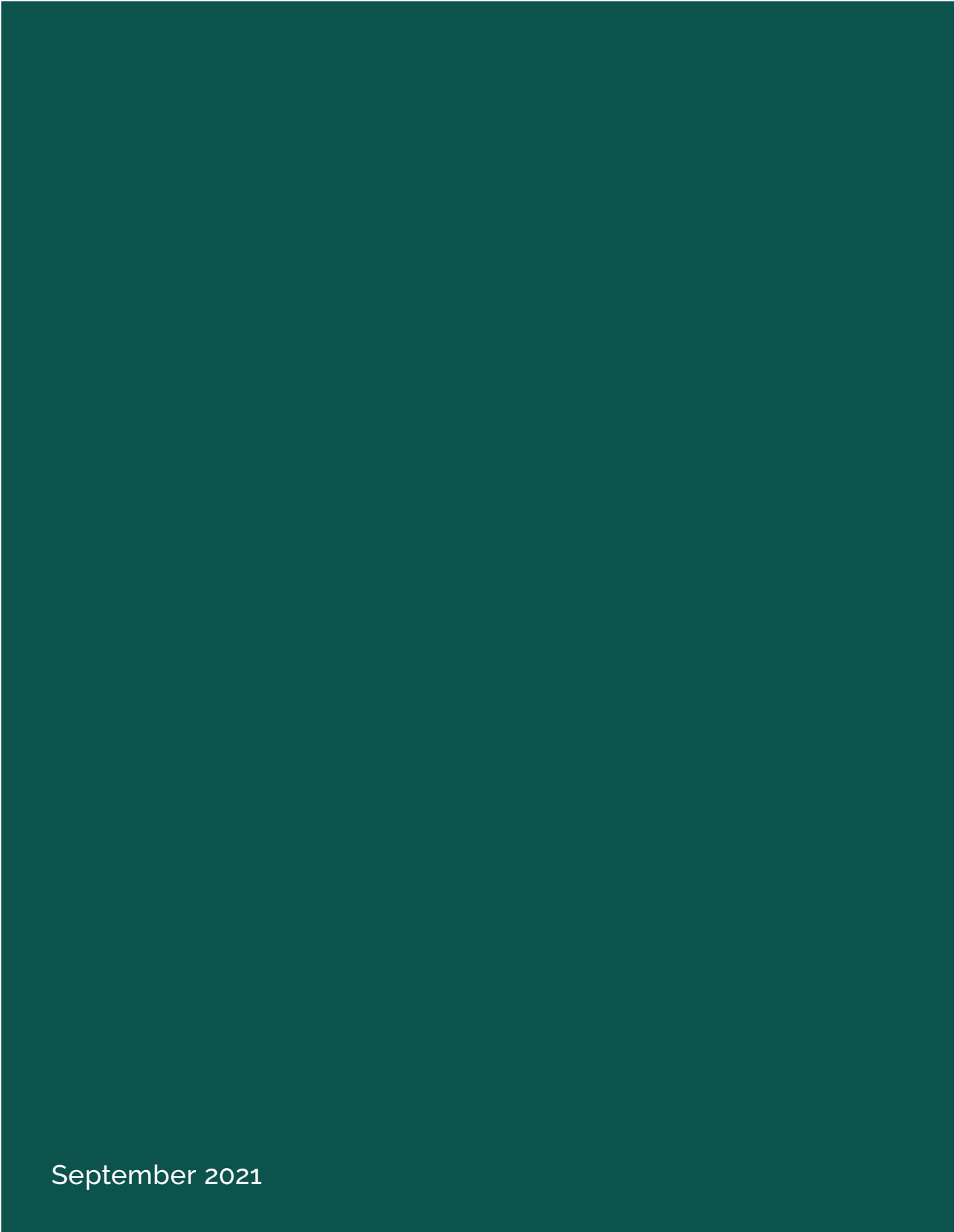
RECOMMENDATION	Develop a regional wayfinding program.	Develop an interactive bike map that outlines bike routes and bike parking.	Support the School District in implementing a Walk and Bike to School day.
INVESTMENT	Medium	Low	Low
TIME FRAME	Mid-	Mid-	Short
PARTNER(S)	County Planning & Zoning, County Engineering, SCDOT,	County Planning & Zoning, County GIS, SCDOT, Municipalities	County Planning & Zoning, School District, Local Law Enforcement
INITIATED			
COMPLETE			

RECOMMENDATION	Conduct county-wide pedestrian and bicycle counts on a regular basis.	Encourage training courses for law enforcement officers on state and local laws for motorists, bicyclists, and pedestrians.	
INVESTMENT	Medium	Low	
TIME FRAME	Ongoing	Short	
PARTNER(S)	County Planning & Zoning, County Engineering	County Planning & Zoning, Local Law Enforcement Agencies	
INITIATED			
COMPLETE			





2040 COMPREHENSIVE PLAN



September 2021

ACKNOWLEDGMENTS

County Council

Joe Passiment, Jr., Chairman
 Paul Sommerville, Vice-Chairman
 Chris Hervocho
 York Glover, Sr.
 Alice Howard
 Stu Rodman
 Larry McElynn
 Brian Flewelling
 Logan Cunningham
 Gerald Dawson
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Planning Commission

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Support from:

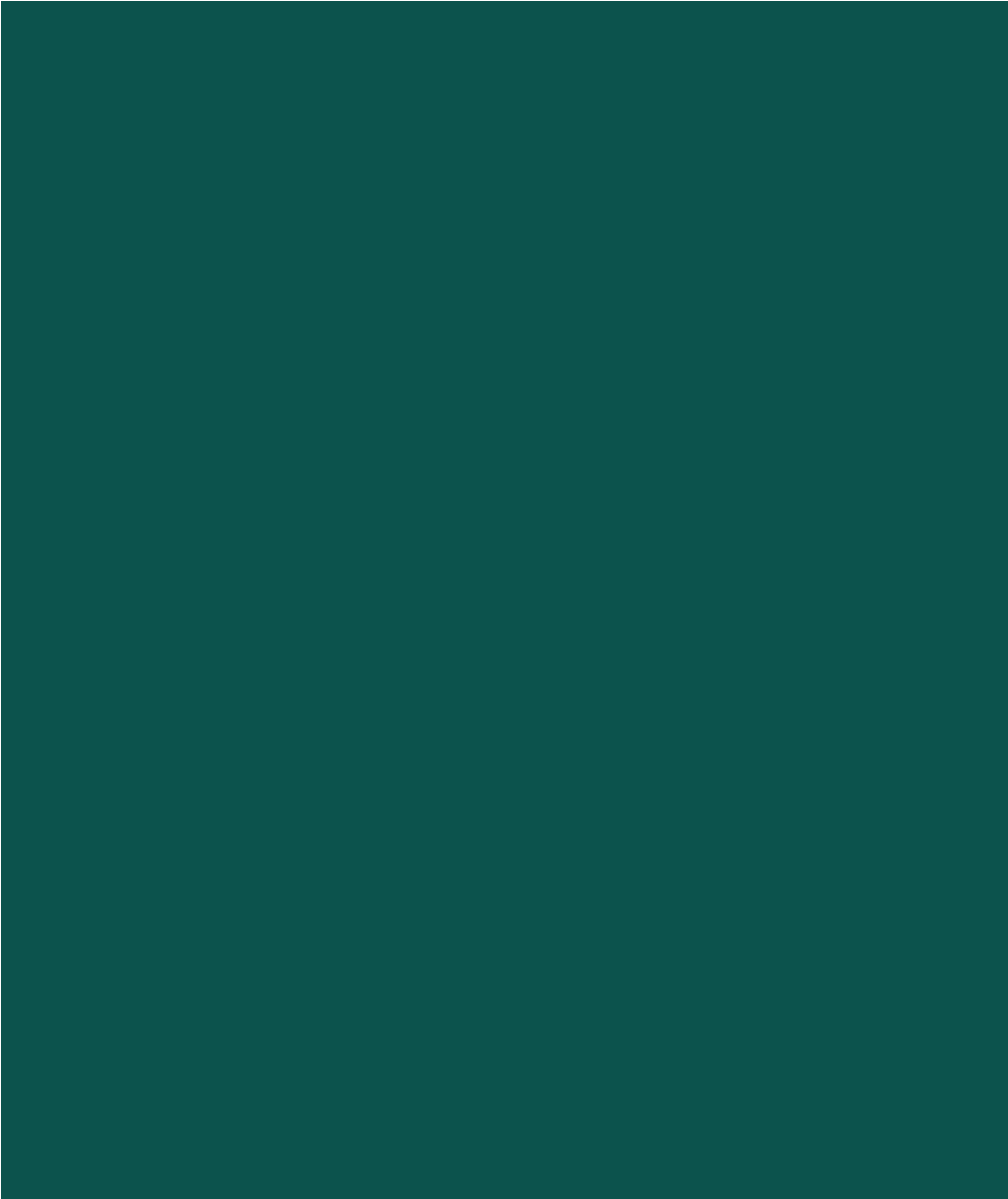
Beaufort County, the Rural and Critical Lands Program, and the people of Beaufort County



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INTRODUCTION

BEAUFORT COUNTY'S OPPORTUNITY: RESILIENCE, EQUITY, & PLACE

Beaufort County has the key ingredients that provide for a high quality of life. The unique character of the Lowcountry--the distinctive blend of the natural and built environment--set it apart from other places. The area's character, community, environment, sense of place, and history are cherished by its citizens and should be preserved and protected. At the same time, there is a need to promote economic opportunity and equitable access to jobs, housing, and services for all its residents to enjoy.

This Comprehensive Plan is being created in a time of change that is challenging the status quo. Growth continues to provide opportunities as well as challenges. The COVID-19 pandemic has altered how we live, shop, gather, and conduct business. Storm events are getting stronger and more frequent, which is causing more people and expensive infrastructure to be impacted by higher levels of flooding. Development is pushing into our natural environment, and we are losing our tree canopy. Habitats and the quality of our waterways are being threatened. More and more, our underserved populations are not able to equitably share in the region's opportunities and economy. Fortunately, the citizens and leadership of Beaufort County are determined to address these issues and create the tools needed to overcome current challenges.

Beaufort County has created a vision and the regulatory tools it needs to balance economic development, resource protection, and growth

in a form that creates quality places. With the Comprehensive Plan, Greenprint Plan, transect-based zoning, cultural overlays, and various small area and corridor plans, it has a healthy toolbox from which to guide the growth of its built environment.

There remains however, an opportunity to more completely organize the toolbox to help achieve the County's vision for the future. With this Comprehensive Plan, a more direct link is created between planning for prosperity, environmental and economic resilience, equitable community services and infrastructure, and preservation of the unique place that is the Lowcountry.

Balance can be achieved by including goals, strategies, and specific actions that will enable all citizens increased access and choices related to health, safety, quality of life, education, recreation, and jobs. Growth can occur together with resource protection and resilience planning. It does not need to be an either-or decision.

By considering these two concepts in unison, and creating clarity about how to accomplish both, Beaufort County can move forward confident that it is protecting the health, safety, and welfare of its citizens; the assets that support its economy; and the opportunity for a better life for its citizens.

This Comprehensive Plan looks out 20 years and recognizes the impact that growth has on the convenience, sense of place, and character of the region. It describes specific principles, strategies, and actions that enable Beaufort County to act on

With this Comprehensive Plan, a more direct link is created between planning for environmental and economic resilience, the equitable sharing in community services, infrastructure, prosperity and quality of life, and the preservation and promotion of the unique place that is the Lowcountry.

collaboration be maintained within the region so that local identities can be expressed within a framework of shared goals regarding infrastructure, environmental protection, growth, economic development, and affordable housing.

With focus and effort, as well as regional collaboration, Beaufort County can move forward with a clear vision and action plan that honors its principles and values. By investing in new public infrastructure, creating incentives for affordable housing, focusing development on land of the highest suitability, and making hard choices about how to protect the very environmental systems that can help mitigate harm, future generations will be able to enjoy the quality of life and economic prosperity offered by Beaufort County's unique landscape and culture.

its established principles and values as described in the many visionary plans that it has created.

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.

The Plan acknowledges that the County is inextricably linked to its municipalities and adjacent counties, sharing roads, waterways, habitats, and open spaces which do not follow jurisdictional boundaries. This requires that high levels of cooperation and

THE 2040 COMPREHENSIVE PLAN

The 2040 Comprehensive Plan is a county-wide planning document that outlines goals, policies, and implementation strategies developed with a thorough public engagement process. The purpose of the 2040 Comprehensive Plan is to enable government officials and citizens to anticipate and constructively respond to growth and change; to encourage the development of a vibrant built environment and a healthy natural environment; and to provide equitable opportunities for all citizens to enjoy a high quality of life.

Critical Goals of the Plan

- Integrate existing plans and initiatives into a community-wide vision for the future.
- Create a resource to inform policy decisions.
- Set priorities and responsibilities to be used by Staff and Leadership to initiate tasks and make decisions.
- Outline specific goals and strategies to achieve the vision.
- Align Strategic Plans, Capital Improvement Plans, Budgets, and Department Action Plans.

Why Is It Needed?

A comprehensive plan is required by state law in all jurisdictions that have zoning. The comprehensive plan sets out a vision for the future, establishes goals, and recommends actions to achieve those goals. It links long range vision with local programs and policies.

The comprehensive plan informs County government activities to ensure Beaufort County maintains its high quality of life, unique landscape, access to nature, Lowcountry aesthetic, and expands economic opportunities. When implemented, the comprehensive plan will enable the County to reap the rewards of its ongoing success and to build a community

that attracts people to live, work, and play. This plan looks out into the future 10 years. After five years, the plan should be reviewed and revised after 10 years.

What Does It Include?

The Beaufort County Comprehensive Plan 2040 conveys a vision, goals, strategies, and actions derived through a collaborative “community-based” planning process.

It includes Implementation and Action Planning, which provides an opportunity for County staff, leadership, private sector interests, and citizens to hold each other accountable to act on it.

The Comprehensive Plan focuses the capital investment, human capacity, and the shared commitment that is needed for the County to realize its vision and manage its growth toward an even more viable and sustainable future. Consistent with state statute, the Comprehensive Plan consists of elements which analyze growth and guide future development and projects.*

Because of the unique approach undertaken by the County in the adoption of this Comprehensive Plan, the standard elements are woven into integrative Themes that better articulate Beaufort County’s priorities for achieving economic, social, and environmental sustainability.

Required Elements For South Carolina Comprehensive Plans*



POPULATION

Consider historic trends, projections, household numbers and sizes, educational levels, and income.



ECONOMIC DEVELOPMENT

Consider labor force characteristics, employment and residence, and analysis of the economic base.



NATURAL RESOURCES

Consider coastal resources, slope, agricultural and forest land, plant and animal habitats, parks and recreation areas, scenic views, wetlands and soils.



CULTURAL RESOURCES

Consider historic buildings, structures, districts, natural/ scenic sites and archaeological resources.



COMMUNITY FACILITIES

Consider water/ sewage system and wastewater treatment; solid waste collection and disposal, fire protection, emergency medical services, government facilities; education and cultural facilities.



HOUSING

Consider location, types, age, condition of housing, owner and renter occupancy, and affordability.



LAND USE

Consider existing and future categories, including residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped.



TRANSPORTATION

Consider facilities including major road improvements, new roads, transit projects, pedestrian and bicycle projects, and other elements of a network in coordination with land use.



PRIORITY INVESTMENT

Analyze the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommend projects for needed public infrastructure and facilities such as water, sewer, roads, and schools.



RESILIENCE

Consider strategies for the long term viability, maintaining quality of life and health, safety and welfare for future generations.



Look for these icons throughout the document to keep track of how each element is addressed

HOW TO USE THIS DOCUMENT

Each of the core values, strategies, and actions included in this document are important in order for the County to achieve its vision. In that sense, this Comprehensive Plan is a living document that needs to be used and updated regularly. To be effective, the Plan needs to influence the actions of County departments and encourage collaboration and cooperation between them. The Plan is a starting point, where vision is articulated, themes are established, strategies are identified, and action items are defined.

A Tool for Decision Making: First and foremost, the Comprehensive Plan should serve as a reference tool that is referred to regularly, and should be the foundation for the County's internal actions and interactions with its neighboring municipalities and counties. The Core Values and Strategies in each element serve as these tools for decision making.

A Plan for Action: The plan also outlines specific action items in each element and a Capital Improvements Plan that achieve the core values and strategies. These action items are intended to be implemented within a ten year time. While this plan provides specific steps for future action, it purposefully does not resolve all of its core principles, and strategies with specific actions.

The Comprehensive Plan describes actions in terms of immediate activities that begin with adoption of the plan, typically completed within the first year; short-term activities that start within one to three years of the plan's adoption; mid-term activities that begin three to ten years after the plan's adoption; and long-term activities that extend beyond ten years and may overlap into the next Comprehensive Plan Update.

Three **concepts** are woven throughout **Thematic Chapters** that address Beaufort County's greatest opportunities within the 2040 Comprehensive Plan, which are: **Resilient, Equitable, and Unique to Place:**

Resilient — Able to adapt and thrive in a dynamic coastal environment and changing economy.

Equitable — Ensuring all neighbors have fair and equal access to safety, quality of life, health, amenity and opportunity.

Unique to Place — Preserving and promoting a built and natural environment that is of the Lowcountry way of life.

Within the Thematic Chapters, each recommended strategy is highlighted with a capital letter R (Resilient), E (Equitable), or P (Place) to represent each of these concepts.

BEAUFORT COUNTY ATLAS

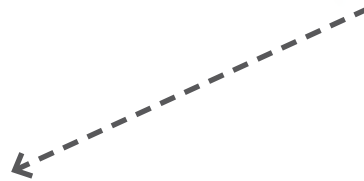
A living document in a simple template that can be updated over time. The starting reference point for current and future Beaufort County planning projects.



PEOPLE OF BEAUFORT COUNTY



County Comprehensive Plan references County



BEAUFORT COUNTY COMPREHENSIVE PLAN

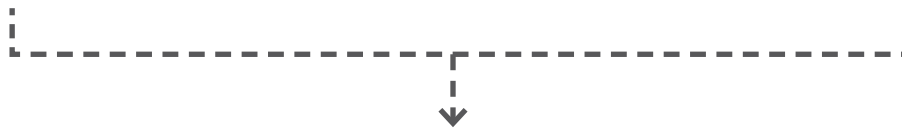
A simple and visual comprehensive plan update with succinct analysis and concrete recommendations organized by theme.

County Comprehensive Plan and Green Print Plan reference each other.



GREENPRINT PLAN

A simple and visual Green Print Plan update with succinct analysis and concrete recommendations organized by theme.



MUNICIPAL COMP PLANS



PARKS AND RECREATION PLANS



SOUTHERN LOWCOUNTRY ORDINANCE AND DESIGN MANUAL



TRANSPORTATION PLANS

PROCESS: CAPTURING COMMUNITY VISIONS & GOALS

The planning process was conducted during the time of social distancing associated with the COVID-19 pandemic, which shaped the way community engagement was conducted with most of the interaction being virtual and web-based.

The process was organized in stages. The initial phase analyzed Beaufort County’s existing environment, its role within the region, social and economic conditions, and projected growth.

Initial efforts also included evaluating the action items of existing plans and policies to determine what has been done, what was not relevant anymore, and what still needed to be done to avoid duplication of efforts.

Later stages shaped the strategy and vision for the Plan around a process of extensive community outreach and engagement that had to respond to the realities of being conducted during a pandemic.

Public surveys, in-person and virtual community workshops, focus groups, and planning exercises helped establish goals, strategies, metrics, and implementation steps. In-person workshops occurred around the County and tried to reach as many citizens as possible through outreach and promotion.

The Plan was drafted, expanded, and ultimately finalized through an iterative process of continuous feedback between the consultant team, community, and County staff. Public comments were integrated in response to additional public workshops that asked the public to evaluate and prioritize the Plan’s key strategies.

The Comprehensive Plan process was led by the County’s Planning Department, with support from all the County’s departments. Several stakeholder groups helped shape the plan’s focus.





COMMUNITY VOICES OF INPUT

1.4K



STORYMAP & CONTENT VIEWS

2.5K



STAKEHOLDER TOUCHPOINTS

47+



METHODS OF ENGAGEMENT

12

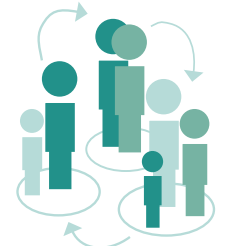
WITH COMMUNITY EMPHASIS ON



PRESERVING ENVIRONMENT & RURAL CHARACTER



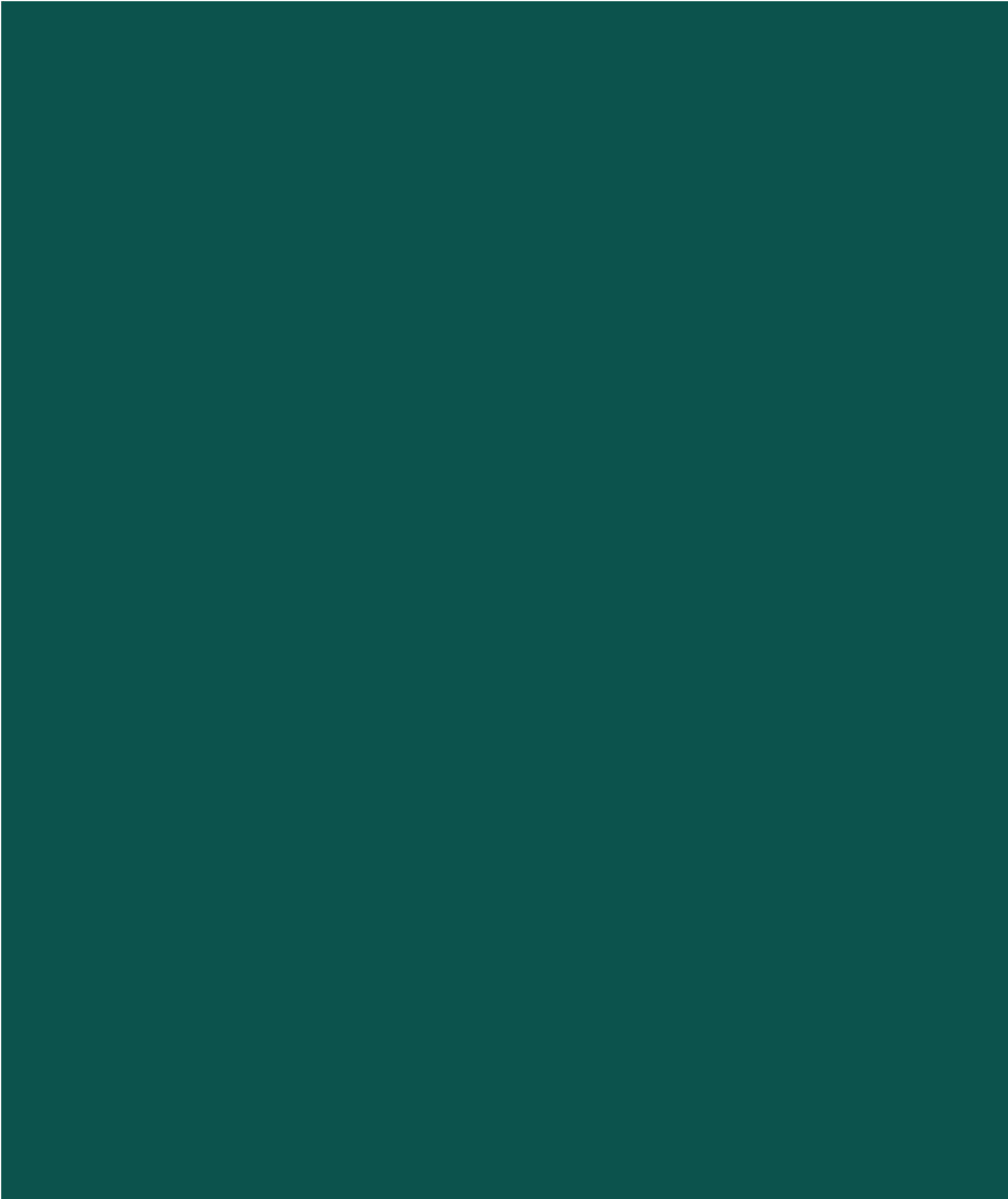
RESILIENT CULTURE & ECONOMY



GROWTH MANAGEMENT & COLLABORATION



Beaufort County Comprehensive Plan Public Workshops, 2020



THEMES

Three **concepts** are woven throughout **Thematic Chapters** that address Beaufort County's greatest opportunities within the 2030 Comprehensive Plan, which are: **Resilient, Equitable, and Unique to Place:**

Resilient — Able to adapt and thrive in a dynamic coastal environment and changing economy.

Equitable — Ensuring all neighbors have fair and equal access to safety, quality of life, health, amenity and opportunity.

Unique to Place — Preserving and promoting a built and natural environment that is of the Lowcountry way of life.

Within the Thematic Chapters, each recommended strategy is highlighted with a capital letter R (Resilient), E (Equitable), or P (Place) to represent each of these concepts.



Photo source: Port Royal

NATURAL ENVIRONMENT

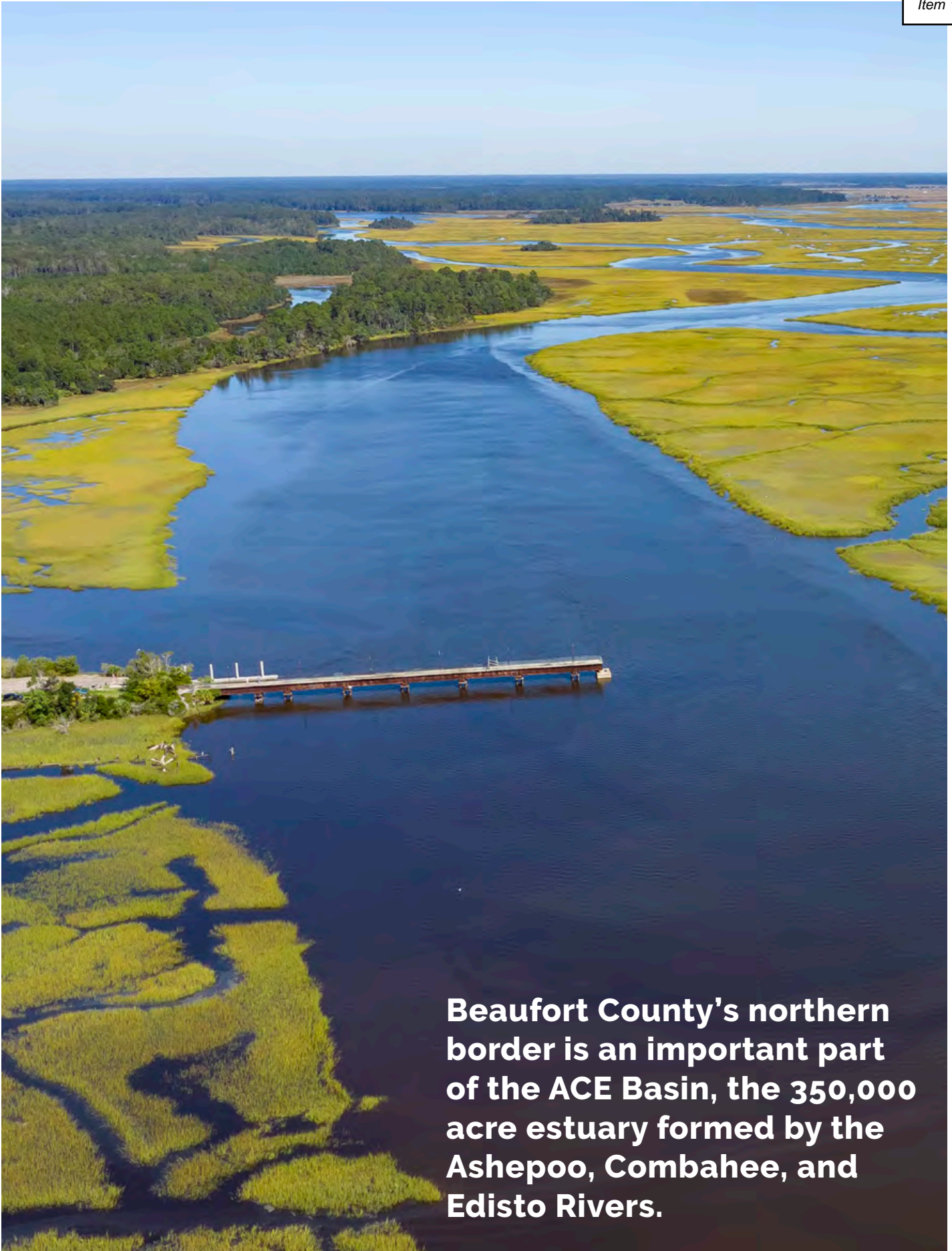
Natural resources protected for recreation, rejuvenation, hazard mitigation, and environmental health.

CORE VALUES

- 1** We value our unique and complex natural environment as a source of life, recreation, economy, culture and sense of place.
- 2** We make efforts to preserve our critical natural environments to preserve the quality of life for future generations.
- 3** We balance development with the preservation of our natural systems.
- 4** We depend on clean water to support our economy and lifestyle.
- 5** We prepare for environmental changes and meet those challenges head on.
- 6** We are leaders in the region and pursue environmentally responsible development.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.



Beaufort County's northern border is an important part of the ACE Basin, the 350,000 acre estuary formed by the Ashepoo, Combahee, and Edisto Rivers.

Photo source: Design Workshop

CONTEXT

Beaufort County has a treasured natural environment, primarily made up of the Port Royal Sound, and including expansive saltmarshes and tidal waters, sub-tropical maritime forests of live oaks and palmettos, towering pines, forested wetlands of cypress and tupelo, and over 30 miles of beaches.

Beaufort County residents and visitors have a great attachment to the local environment and have fought hard to preserve and protect it. The County has developed advanced stormwater standards to prevent flooding and protect water quality. They have developed requirements to protect specimen trees, habitats, beaches and dunes, and endangered species. They have also been very aggressive in securing and preserving open space.

However, there are still many challenges ahead. Development has not slowed and the County will continually need to reevaluate and update its policies and regulations to make sure that its water quality and resource protection goals are met. As growth continues, land becomes more scarce and challenging to develop, reinforcing the importance of prioritizing future acquisitions of open space and the preservation of greenways and wildlife corridors to connect natural areas.

Additionally, the County needs to continue to cooperate with its neighbors on natural resource planning, achieving baseline environmental standards, and retrofitting stormwater management systems in older developments.

Adding to the challenge, Beaufort County is experiencing the effects of stronger storm events and rising sea levels. Impacts include higher levels of flooding, property damage, loss of business and infrastructure, displacement, and significant drain on local and federal budgets.

Sea level rise also affects environmental systems, including erosion of protective beach landforms, marsh migration, loss of wildlife habitat, potential for prolonged flooding, and the salinization of freshwater wetlands and aquifers, which alters their ecological balance and function.

These impacts can be reduced by planning in harmony with the natural environments that are “designed” to accommodate them. Resiliency planning will prevent costly recovery expenditures and lessen fears of devastation or economic ruin from coastal or storm flooding. Locating homes and businesses outside the path of destructive flooding will lead to a safer, economically, and socially sustainable future.

Several coastal community comprehensive plans and resiliency plans were studied to determine current best practices, including:

Norfolk, Virginia, Virginia Beach, New Orleans, Broward County Florida, Charleston, South Carolina, Boston, Washington DC, and Miami, Florida.

Given the strides the County has taken to preserve and protect its natural resources, the following strategies are needed to face future challenges:

- » Continue to reevaluate and update water quality and natural resource protection standards.
- » Work cooperatively with neighboring jurisdictions to protect valuable resources.
- » Implement tools to aid the conservation of sensitive environments and landscapes.
- » Study and minimize the probable impacts of sea level rise on public assets, infrastructure, operations, and the environment.
- » Continue to aggressively conserve and begin to restore critical habitats and their ecosystem services.



Photo source: Design Workshop

STRATEGIES & ACTIONS

R NE 1. STUDY, MONITOR, ADDRESS, AND PROTECT VITAL NATURAL RESOURCES, AND PRIORITIZE CONSERVATION EFFORTS.

- Monitor and study the impacts of rising sea level on salt marshes.
- Identify opportunities to facilitate marsh migration and target vulnerable areas for conservation.
- Establish project standards and regulations for permitting living shorelines as an alternative to bulkheads and revetments as erosion control techniques through collaboration with DHEC/OCRM.
- Collect and compile baseline data on water quality standards on the sub-watershed level, including the Port Royal Sound. Continue to support short- and long-term monitoring of the Sound to identify any changes. Work towards centralizing and standardizing the collection and analysis of water quality to be easily accessible.
- Continue to implement the Stormwater Utility with priority placed on encouraging property owners in older moderate- and high-density developments that predate the adoption of stormwater standards in Beaufort County to retrofit facilities to meet current standards.

- Provide a mechanism to allow high-density developments to reduce the impact of nitrogen pollution by encouraging property owners to retrofit stormwater management devices in older non-conforming developments within the same sub-watershed.
- Continually reevaluate and update the Stormwater BMP manual to increase the use of Low Impact Development (LID) and incentivize preservation of trees and preservation and restoration of natural spaces that serve these functions naturally and at no cost.
- Continually evaluate how stormwater standards can be modified to help reduce FEMA flood insurance rates through the Community Rating System (CRS).
- Continue to fund the Rural and Critical Lands Preservation Program (RCLPP) and use the Greenprint map to assist in prioritizing land purchases and conservation easements.
- Work toward a network of open spaces coordinating RCLPP lands with other preserved lands and open space set asides.
- Protect mature and specimen trees and plant new trees when property is developed or redeveloped.
- Build on the current partnership with Clemson Extension to promote the value of tree protection and proper tree care and promote other Extension public education programs such as Master Naturalist and Master Gardner to help residents restore and protect the area's natural resources.
- Preserve groundwater quality by reducing and eliminating heavy usage of groundwater resources in the County.

NE1. ACTIONS

NE 1.1. Monitor effectiveness of existing ordinances and programs and update as necessary to protect water quality and natural resources.

NE 1.2. Seek referendums on additional funding for the Rural and Critical Lands Preservation Program every four years.

NE 1.3. Require new developments and encourage existing developments to adopt a tree management plan.

NE 1.4. Support Port Royal Sound Foundation's application to the EPA's National Estuary Program to recognize the local and national importance of the Port Royal Sound, drawing support and funding for conservation and research on our vital coastal resources. Seek partnership with Port Royal Sound Foundation to monitor water quality and provide educational opportunities for the community about the importance of keeping our waterways healthy.

NE 1.5 Evaluate the time period that a property owner must wait after clear cutting property before applying for a development permit.

R NE 2. USE THE GREENPRINT PLAN AND GREENPRINT PRIORITY MAPPING TO ENSURE THAT NEW DEVELOPMENT SUPPORTS RESOURCE CONSERVATION.

- Create awareness of potential impacts of development.
- Identify areas critical for flood control and natural resource protection, as well as higher ground that may be more suitable for development.
- Use the Greenprint Overlay in review of proposed development and land use plans, infrastructure plans, parks and recreation plans, and transportation plans.

STRATEGIES & ACTIONS

NE2. ACTIONS

NE 2.1. Provide critical environmental systems maps on the County website.

NE 2.2. Update environmental systems mapping (five-year cycle) to reflect ongoing research and actual conditions of flooding and sea level rise.

R **NE3. MONITOR AND STUDY ENVIRONMENTAL HAZARDS TO BEST UNDERSTAND POTENTIAL IMPACTS AND PLAN APPROPRIATELY.**

NE3. ACTIONS

NE 3.1. Install and monitor tidal gauges at several locations in Beaufort County, including the Port Royal Sound Foundation’s Maritime Center, to provide a thorough representation of tidal activity across the county. Seek partners to assist in funding and managing tidal gauges, including ACE Basin NERR, Palmetto Bluff Conservancy, Lowcountry Institute, S.C.

NE 3.2. Install groundwater monitoring wells at various locations including agricultural areas and low-lying communities that rely on septic systems.

NE 3.3. Adopt comprehensive water plans for vulnerable areas of the County by studying and analyzing how stormwater, sea level rise, and storm surge interact in an area determined by geographic and geological conditions. Understand and quantify to what degree salt marshes reduce local flooding and storm surge impacts, implement planning to incorporate these natural buffers as hazard reduction tool.

NE 3.4. Engage residents in the Community Collaborative Rain, Hail, and Snow Network (CoCoRaHS) program through collaboration with

the Office of the State Climatologist and the National Weather Service

R **NE 4. BUILD AT HIGHER ELEVATIONS TO AVOID IMPACT OF INCREASED FLOODING.**

- Enact ordinances and policies that direct new development to a height or location resilient to coastal flooding caused by increasingly intense storm events, king tides, and rising sea levels.
- Consider increasing low-impact development (LID) standards, increasing buffers, limiting septic systems, and reducing density for low-lying areas and areas identified on the Greenprint Priority Mapping.
- Periodically evaluate freeboard requirements and/or Base Flood Elevations (BFE) to ensure that new structures are built to address existing flood risks and projected future risks due to sea level rise.
- Incentivize land purchases in flood-prone areas for open space preservation.
- Apply for grant funding—DOT, EPA, CDBG, FEMA, etc.—to develop a sustainable, resilient solution to address current and future flooding of the Warsaw Island Causeway.

NE4. ACTIONS

NE 4.1. Adopt a coastal resilience overlay district to require notification prior to real estate closings of the vulnerability of property to coastal flooding in low lying areas.

NE 4.2. Adopt additional feet of freeboard above BFE as well as uniform policies for adjacent properties outside the flood area.

NE 4.3. Review the County's Community Rating Service (CRS) program and makes changes to regulations and programs as appropriate with the goal of improving the County's CRS rating. Every improvement in the CRS rating saves flood policy holders 5% in premiums.

R NE 5. ASSIST VULNERABLE COMMUNITIES AND CONDUCT HAZARD MITIGATION PLANNING.

- Identify local communities that are at the highest risk to the impacts of coastal flooding and sea level rise. Develop criteria for identifying when the County intervenes, either through policy and/or funding regarding flooding and sea level rise impacts to public, quasi-public, and private infrastructure and individual properties to ensure equitable and proportional responses.
- Fully incorporate and integrate future sea level rise and climate change impacts into emergency management and hazard mitigation plans.

NE5. ACTIONS

NE 5.1. Develop a flood, sea level rise, and climate change roadshow program to connect with community groups, homeowners' associations, professional organizations not already served by existing programs, and other similar organizations for community outreach and education. Partner with public agencies such as Sea Grant and nonprofit groups such as the Port Royal Sound Foundation and the Gullah/Geechee Sustainability Think Tank in development of the program.

NE 5.2. Maintain an ongoing collaborative working group, similar to the Sea Level Rise Task Force, for discussions and feedback

involving recommendations and other proactive activities related to sea level rise and resilience.

NE 5.3. Hire a Resilience Officer to oversee hazard mitigation planning in the county, including, but not limited to, assisting vulnerable communities, applying for grants, creating outreach education programs, and continually assessing hazard risks and creating policies to mitigate them.

R NE 6. EXPAND COMMUNITY-LEVEL CLIMATE CHANGE SCIENCE OUTREACH AND EDUCATION.

- Improve communication and outreach to the public about the science and projected impacts of flooding, sea level rise, and climate change.

NE6. ACTIONS

NE 6.1. Develop a county-level website that houses Beaufort County specific flooding and sea level rise information, including housing reports, outreach materials, the GIS portal that has sea level rise mapping, and other data sources. This website can potentially count as Community Rating System outreach credit if National Flood Insurance Program information is included.



Photo source: Design Workshop

CULTURE

Historic, cultural, and scenic resources protected for future generations.



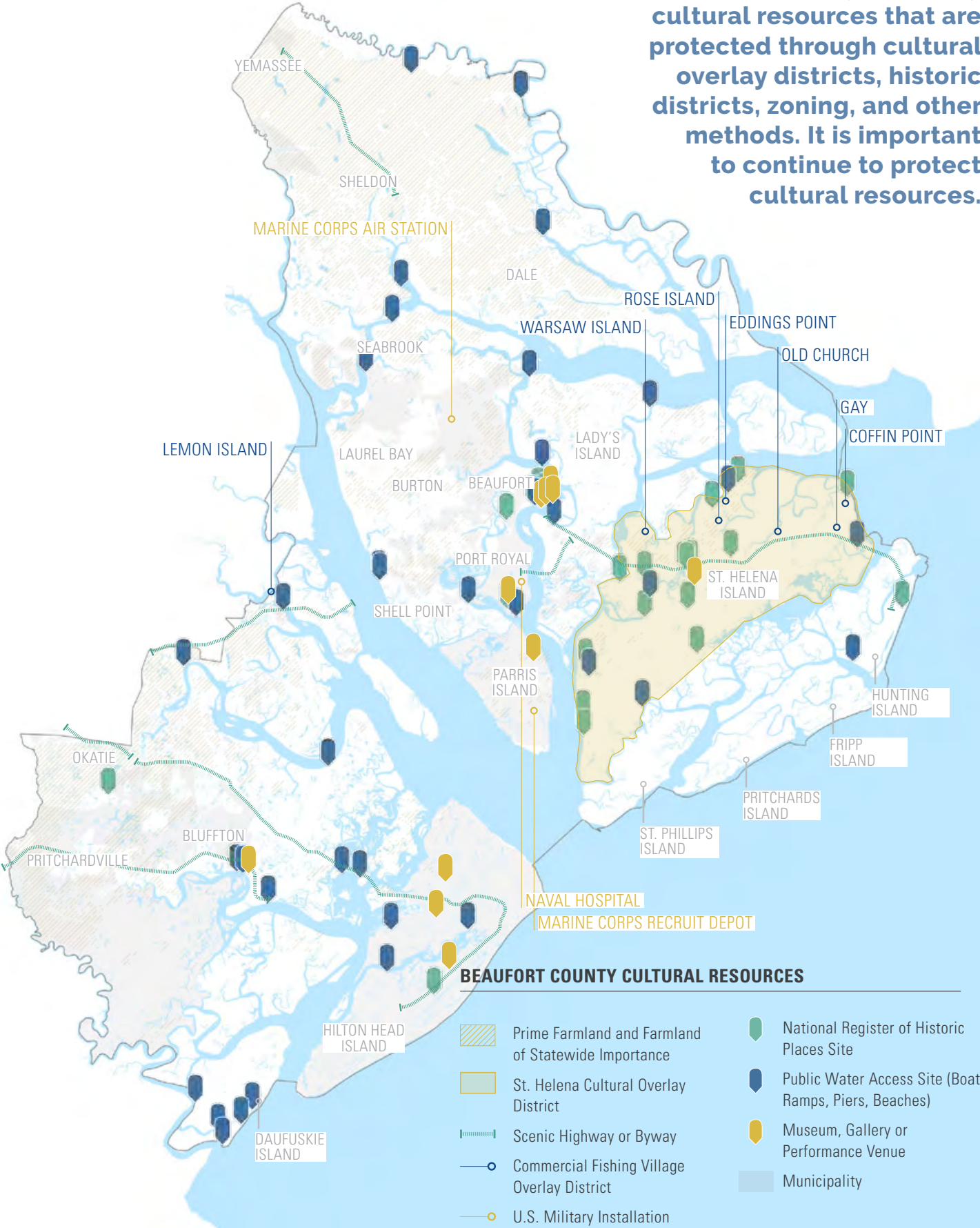
CORE VALUES

- 1 We know that cultural diversity is what makes us a strong and healthy community. We believe in protecting culturally significant communities and resources through sensitive place-based planning and community engagement.
- 2 We understand that the assorted geographies of the County have varied demographic make-ups, needs, and lifestyle preferences.
- 3 We preserve and promote our cultural, ethnic, and socioeconomic diversity within our approach to planning the built environment.
- 4 We know that the County's attractiveness as a destination to live, work, and vacation, and its consequent economic well-being, are directly related to its historic character and unique quality of life.
- 5 We want local communities to have a strong voice in their future planning.
- 6 We believe that our major cultural resource is our people.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

Beaufort County has many cultural resources that are protected through cultural overlay districts, historic districts, zoning, and other methods. It is important to continue to protect cultural resources.



CONTEXT

Beaufort County is one of America's historic and cultural treasures. The County is home to the second oldest city in South Carolina and boasts two of four National Historic Landmark Districts in the state. Beaufort County is the birthplace of the Reconstruction Era.

The County is home to several significant Gullah/Geechee communities. Farming, fishing, and forestry have been an important part of life in the County for generations. The County's abundant resources—land and water—have provided jobs, sustenance, and places to recreate and reflect.

Many residents of Beaufort County, especially the Gullah/Geechee community, have traditionally relied on local waters as a food source. Some residents have used water resources as a source for small-scale commercial fishing enterprises.

We know that the County's attractiveness as a destination to live, work, and vacation, and its consequent economic well-being, are directly related to its historic character and unique quality of life.

These resources include the County's rich agricultural heritage, the people's relationship to the water, the area's scenic roadways, and the County's unique Gullah/Geechee history. Each of these components is vital to the region's identity. They add to the quality of life for residents; drive the local tourism economy; and make the County an attractive place to live or invest.

Beaufort County has grown rapidly over the past 20 years. Growth has brought economic development, educational opportunities, and improvements in public facilities and services. This growth has spread along shorelines and across farmland and forest.

As waterfront property has developed, access to the water for commercial, recreational, and subsistence purposes has diminished. Forested land has been consumed by new subdivisions. Vernacular architecture is being lost to production housing. New residents, bringing suburban lifestyles, have supplanted residents practicing a rural way of life. More people mean more cars. Traffic congestion has become a major public concern. As a result, roads have been widened to four, even six lanes to ease traffic flow. Many two-lane, tree-shaded "canopy" roads, have been replaced by suburban arterials.

Beaufort County bears a great responsibility to be good stewards of its cultural and historic resources. Therefore, this chapter offers the following strategies to protect the County's unique historic, cultural, and scenic resources:

- Enhance access to the water for all users.
- Preserve historic, cultural, and archaeological resources.
- Promote the preservation of agriculture and forestry.
- Protect the County's rural landscape and way of life.



Photo source: Design Workshop

STRATEGIES & ACTIONS

R C 1. PROTECT AND ENHANCE THE TRADITIONAL LOCAL SEAFOOD INDUSTRY BY PROACTIVELY WORKING TO PRESERVE EXISTING WORKING WATERFRONTS AND ALLOWING FOR THE EXPANSION OF COMMERCIAL FISHING OPERATIONS WHERE APPROPRIATE.

- Enhance boat landings and other County-owned waterfront properties to serve the diverse needs of subsistence, commercial, and recreational boaters and fishermen. Such enhancements include providing fishing piers, crabbing docks, and improved boat landing facilities.
- Consider the use of the Rural and Critical Land Preservation Program to protect working waterfronts by purchasing development rights; or, where deemed appropriate, consider the acquisition of working waterfronts with a long-term lease arrangement to continue active private operation of the waterfront.
- Explore the feasibility of using some County waterfront properties to support the traditional seafood industry by allowing

the location of private seafood processing facilities and other supporting services. This should only be considered where sufficient land is available and where such activities would not interfere with public access to the water, or endanger other seafood harvesting.

- Pursue funding sources such as OCRM Coastal Access and BIG Grants, the DNR Water Recreational Resource Fund, and consider local revenue-generating sources such as boat landing user fees at certain landings to fund improvements to water access facilities.
- Work with OCRM and DHEC to form a Commercial Seafood Advisory Committee made up of representatives of the local seafood industry, dock owners, seafood distributors, along with representatives of local governments, the Gullah/Geechee Fishing Association, and SC Sea Grant to continually monitor the status of Beaufort County's local seafood industry.
- Prioritize conservation of the Port Royal Sound to ensure health and sustainability of commercial seafood species (shrimp, shellfish, crab, offshore finfish) that rely on its live oyster reefs and tidal mud flats. Seek partnership with Port Royal Sound Foundation to provide educational opportunities for the community about the importance of our local seafood industry.

C1. ACTIONS

C 1.1. Improve access to the water at Fort Frederick, Jenkins Creek Boat Landing, and Station Creek Boat Landing.

C 1.2. Develop a comprehensive study of Beaufort County's boating needs. Develop a list of improvements necessary to accommodate existing and future requirements and identify partnerships with municipalities to improve access to the water near jurisdictional boundaries.

C 1.3. Build a kayak launch at Fort Frederick and develop a blueway trail on the Beaufort River and associated creeks

R C 2. PRESERVE AND PROTECT THE COUNTY'S HISTORIC AND CULTURAL LANDSCAPES AND WATERWAYS.

- Develop a heritage tourism plan, in partnership with the Gullah/Geechee Cultural Heritage Corridor and the local Gullah/Geechee community that balances public access with private traditions, and economic development with the protection of cultural landscapes and lifeways. Explore land conservation strategies, development ordinances, and grant programs that can support plan implementation.
- Explore regional and national partnerships to take advantage of National Park Service and other initiatives to protect cultural landscapes against the impacts of climate change. This cultural inventory and vulnerability assessment should be aligned with a St. Helena Island comprehensive water study and plan, and should inform Rural and Critical Land priority purchases.
- Prioritize land conservation strategies and development ordinances that protect the quality of water bodies that are critical to Beaufort County cultural lifeways – including working waterfronts and public and traditional water access points. Protect and identify opportunities to improve water access for subsistence fishing and other traditional uses. Prioritize land conservation strategies and development ordinances that protect shorelines and critical habitat.
- Develop public education programs and curricula to share information about impacts of sea level rise and promote strategies that protect at-risk ecosystems, communities and cultural landscapes. Partner with public agencies such as Sea Grant, and nonprofit groups such as the Port Royal Sound Foundation and the Gullah/Geechee Sustainability Think Tank in development of programs.

STRATEGIES & ACTIONS

- Recognize scenic highways and byways as important cultural resources and develop appropriate protection measures. Consider nominating Old Sheldon Church Road, and US 21 from Chowan Creek to Folly Road on St. Helena Island, both currently State Scenic Byways, as National Scenic Byways.
- Work with other public agencies and nonprofit agencies to preserve and restore the buildings at Penn Center.
- Educate the public about the Port Royal Sound's integral role in establishing and sustaining the rich history of our county-attracting early explorers, facilitating the start of Reconstruction, supporting thriving industries and more- as well as its continued intricate relationship with our Lowcountry lifestyle today.
- Explore regional partnerships with jurisdictions sharing waterways to promote holistic protections and policies.
- Encourage the efforts of private nonprofit groups such as the Beaufort County Historical Society, and public agencies such as the Reconstruction Area National Historical Park and USCB to preserve and educate the public on the County's unique history. Partner with the municipalities on efforts to preserve and promote local historic resources.

C2. ACTIONS

C 2.1. Partner with the Town of Hilton Head Island to plan and implement the Historic Mitchelville Freedom Park.

C 2.2. In partnership with community members, including the Gullah/Geechee Sea Island Coalition and the St. Helena Island Cultural Protection Overlay District Committee, conduct a baseline cultural resource inventory and vulnerability assessment of buildings, archaeological sites, traditionally used roads,

waterways, water access points, fishing areas, burial sites, and sacred grounds to inform protection and stewardship practices for Gullah/Geechee communities.

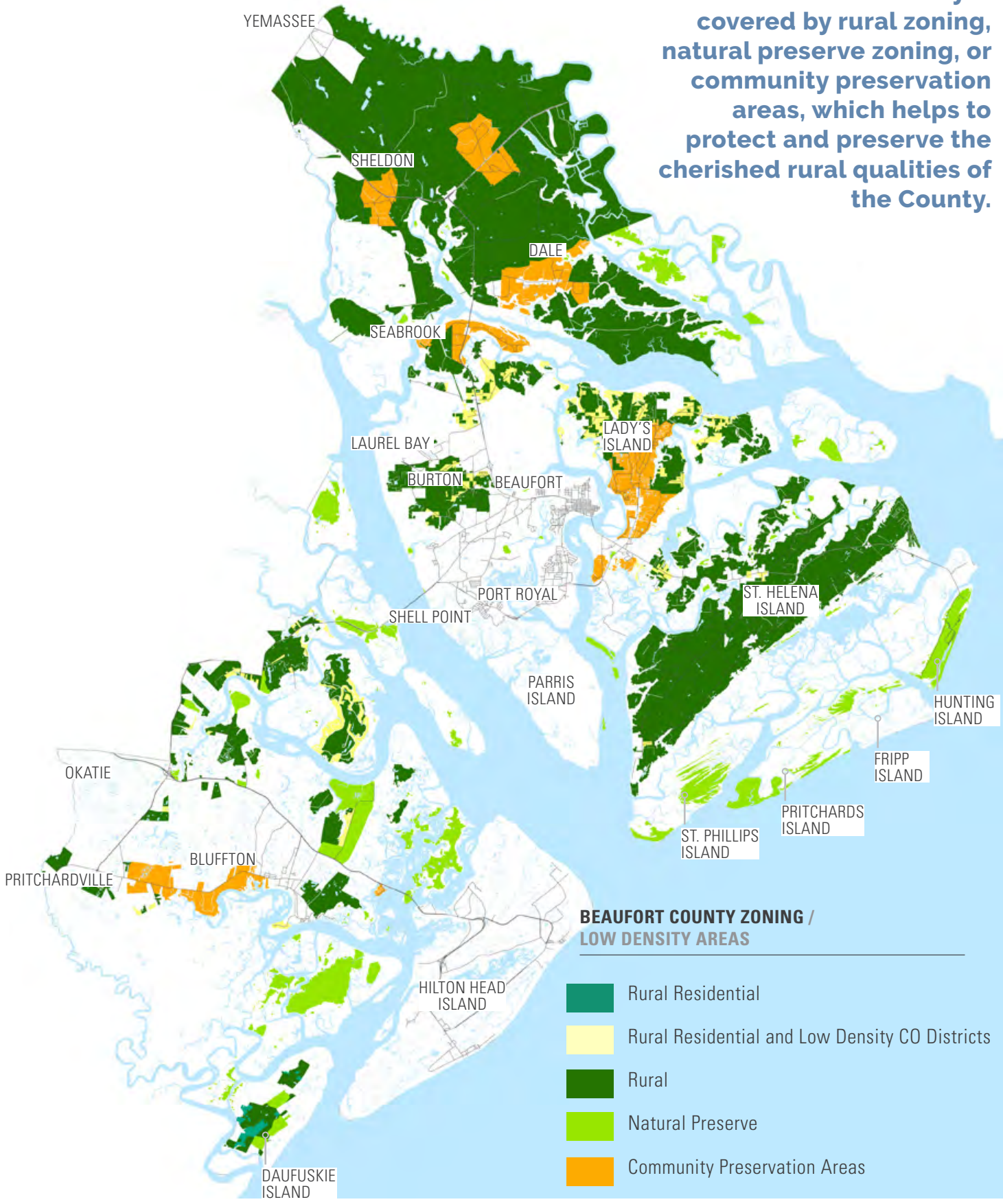
P C 3. CONTINUE TO EMPHASIZE THE PROTECTION OF HISTORIC AND ARCHAEOLOGICAL RESOURCES THROUGH A COMBINATION OF PLANNING, DATA GATHERING, LAND USE REGULATIONS, AND LAND ACQUISITION.

- Coordinate with the SC Department of Archives and History on projects that trigger state and federal permits.
- Review development plans to determine the location of archaeological and historic resources and the potential impact of development.
- Identify ways to protect older vernacular structures, many of which are located in rural areas, to preserve an important component of the historic built environment and as a source of affordable housing.
- Pursue the acquisition of significant archaeological and historic sites via the Rural and Critical Land Preservation Program.
- Consider additional protections for historic cemeteries including acquisition by public or nonprofit entities, easements, and buffer requirements.

C3. ACTIONS

C 3.1. Update the Beaufort County Above Ground Historic Resources Survey.

A significant portion of Beaufort County is covered by rural zoning, natural preserve zoning, or community preservation areas, which helps to protect and preserve the cherished rural qualities of the County.



STRATEGIES & ACTIONS

E C 4. PROMOTE THE PRESERVATION AND VIABILITY OF AGRICULTURE AND FORESTRY.

Where suitable, consider the lease of County-owned properties to family farms or small growers who are interested in actively farming the land. Promote sustainable agricultural practices (crop diversity, low use of pesticides, protection of soil quality, cover crops, etc.). Make active agriculture a condition of the lease.

- Continue to partner with the USDA and other agencies and organizations to match local funds for the preservation of farmland.

C4. ACTIONS

C 4.1. Use the Rural and Critical Land Preservation Program to promote active agriculture and the preservation of agricultural lands, and continue to target the purchase of development rights on active agricultural lands.

E C 5. SUPPORT LOCAL MARKETING INITIATIVES DESIGNED TO INCREASE THE PROFITABILITY OF SMALL-SCALE FARMING BY CONNECTING LOCAL GROWERS WITH CONSUMERS.

- Encourage the use of locally grown produce by adopting a local food purchasing program. This includes area grocery stores, local restaurants, institutions such as schools, and local food banks.
- Create a coalition consisting of Beaufort County, the Rural and Critical Land Preservation Program, Penn Center, the Coastal Conservation League, and local growers, to advocate for local agriculture,

and identify policies, programs, and actions to further local agriculture.

- Encourage community gardens and farms in urban and suburban areas by removing regulatory barriers.
- Urge HOAs to accept native plantings in lieu of lawns. This would not only support the pollinator population we depend on for farming, but benefit stormwater and biodiversity while saving property owners' money.

C5. ACTIONS

C 5.1. In conjunction with Clemson Extension, create a website with information on locally grown produce, and retail and restaurants using locally sourced food. The web site should promote organizations that advocate local foods such as Lowcountry Local First and Fresh on the Menu.

E C 6. SUPPORT THE PRESERVATION OF THE COUNTY'S RURAL LANDSCAPE AND WAY OF LIFE.

Support existing organizations that promote cultural resource protection, such as the South Carolina Coastal Community Development Corporation, the Gullah/Geechee Sea Island Coalition, the Cultural Protection Overlay District Committee, the Corners Community Preservation District Committee, the Lowcountry Alliance, and Penn Center.

- Encourage collaboration between the various public and private non-profit groups working to preserve the County's rural landscapes and way of life.
- Continue to recognize the importance of policies such as low-density rural zoning and family compounds in preserving and

enhancing the traditional land use patterns associated with rural Beaufort County and the Gullah/Geechee community.

- Develop a suite of policy, land conservation, land stewardship, and incentive programs that offer greater protection to Heirs' properties in partnership with the Center for Heirs' Property Preservation and the Pan-African Family Empowerment & Land Preservation Network.
- Explore local and regional partnerships to support local farmers and create demonstration models for sustainable, culturally significant, and environmentally resilient farming practices.
- Consider the designation or creation of a County liaison position to assist rural property owners.

C6. ACTIONS

C 6.1. Periodically evaluate Beaufort County's rural land use policies, including family compound uses, to determine that they are accomplishing the policy goals of preserving the rural landscape and way of life, and that they are fair and equitable to local residents and property owners.

C 6.2. Develop a brochure designed to help small rural landowners understand how to subdivide and transfer land. The brochure should explain family compounds, policies for small rural landowners, home occupation and home business provisions, cottage industry provisions, resources for heirs' property, etc.



Photo source: Design Workshop

SPOTLIGHT: ST. HELENA

St. Helena Island is home to Beaufort County's largest Gullah/Geechee community. Gullah/Geechee communities are comprised of descendants of enslaved people brought from West Africa. The historic isolation of the County's barrier islands was crucial to the survival of this culture. As in other parts of the Southeast, Gullah/Geechee culture is under extreme stress from rapid coastal development, population growth, lack of recognition, and financial hardship. Growth has the potential to substantially alter the traditional social and cultural character of Beaufort County's Gullah/Geechee community, as new residents bring different values and customs.

The existing Cultural Protection Overlay (CPO) District protects St. Helena Island from gentrification that

would result in a greater demand for services and higher property values, making it more difficult and costly to maintain the traditional rural lifestyle on the Island.

Beaufort County's Gullah/Geechee communities face other unique challenges brought on by increased development pressure. When the County was primarily rural, large tracts of agricultural and forested land, regardless of ownership, provided the Gullah/Geechee community with access to waterways, oyster beds, hunting grounds, and other elements of the natural environment that were lifelines for the community. New development, especially along high-value waterfront property, has limited entry to these traditional hunting and fishing

grounds. In addition, many of the older cemeteries, which play an important role for the Gullah/Geechee community, are located within the original plantations, on private property, making them difficult to access.

Beaufort County’s Gullah/Geechee community makes evident that the region’s cultural resources are not just the historic sites, waterways, sacred grounds, farmlands, open spaces, hunting grounds, and the land on which traditional events have occurred. The most important cultural resource is the people themselves.

The primary threat to the long-term viability of Beaufort County’s Gullah/Geechee communities is land development. Implementing land use policies that concentrate growth in urban areas and protect rural land from suburban development, are the most important actions the County can take to protect its unique Gullah/Geechee heritage.

ST. HELENA STRATEGIES

- Reevaluate the CPO District by assessing whether additional land use restrictions are necessary to meet the intent of the district. Consider the addition of specific design standards that reinforce historic Gullah/Geechee development patterns and character. Include diverse representation on the steering committee that may be formed to guide the process. Ensure public input from all segments of the community.
- Explore the possibility of a Gullah/Geechee Heritage Enterprise Zone to allow cottage industries, and offer heritage tax credits for culturally significant businesses/industries.
- Explore tax credits and grants to help property owners in the CPO District fund housing restoration and adaptive reuse of commercial buildings.
- Explore the potential to base property tax assessment on the land’s current use rather than its market value within the CPO District.

- Ensure open access to waterways for traditional Gullah/Geechee fishing families. Work in collaboration with the Open Land Trust and the Rural and Critical Land Program to place easements on these locations in perpetuity to enhance the cultural landscape, working waterfronts, and continuation of Gullah/Geechee traditions.
- Ensure that the Gullah/Geechee burial areas that were mapped in 1999, and any identified subsequently, are platted and protected from development. Consider exempting these properties from stormwater fee assessment and taxation where possible.
- Define the Corners Community as a hub of commerce and culture, and implement design guidelines and land conservation strategies to protect its character and create scenic buffers. Promote a safe pedestrian environment in the Corners Community and other gathering places on St. Helena Island that serve the Gullah/Geechee community.
- Encourage residents challenged by high utility bills to seek assistance through energy assistance programs administered by Beaufort-Jasper EOC.

ST. HELENA ACTIONS

- Reevaluate the CPO District by assessing whether additional land use restrictions are necessary to meet the intent of the district. Consider the addition of specific design standards that reinforce historic Gullah/Geechee development patterns and character. Include diverse representation on the steering committee that may be formed to guide the process. Ensure public input from all segments of the community.
- In partnership with the Sea Level Rise Task Force, commission a comprehensive water study and plan for St. Helena Island that considers stormwater, sea level rise, and

storm surge to better define the risks posed by climate change and new development and recommend strategies to protect against these threats. Engage the Gullah/Geechee community, Penn Center, local churches, area businesses, and local non-profits such as the Friends of Fort Fremont, in preparation of the plan. This study should be aligned with County-wide Gullah/Geechee cultural inventory and vulnerability assessments.

- Consider prohibiting Mining/Resource Extraction within the Cultural Protection Overlay zone and revising conditions for Mining in the CDC to require that the presence of Prime Farmland as defined by the USDA be considered in the decision to approve a permit for mining. Consider a spacing requirement for mines.
- Support nonprofit organizations, such as the Center for Heirs' Property Preservation and PAFEN, with expertise in resolving heirs' property issues. Encourage establishment of local offices in Northern Beaufort County and expansion of their programs throughout the County. Consider partnering with the municipalities to provide support for these groups by applying for grant funds, Accommodations Tax and Hospitality Tax Revenues (if appropriate), and local funds to expand efforts in the area.
- Work with DOT to address road and drainage conditions on state-owned roads on St. Helena Island.
- Ask residents to develop a specific list of areas (addresses) where drainage is an issue. Have these areas assessed by the Stormwater Utility Board and projects developed as appropriate to address concerns. Consider grant funding, including CDBG and EPA, for projects.
- Develop a strategy to permanently address maintenance and safety improvements to "legacy roads" and private roads serving low-and moderate-income property owners. Consider grant programs and public

service projects to address immediate maintenance needs

- Ensure that St. Helena residents are included in the planning process for the Parks and Recreation Master Plan. Consider equity issues in development of that plan.
- Assess the condition of existing recreation facilities on St. Helena Island. Develop plans for improvements and add funding costs to CIP. Apply for grant funding for improvements as appropriate.
- Review recreation programs on St. Helena Island. Ensure that programs are addressing community needs and that programs are expanded beyond pre-pandemic levels.
- Work with Penn Center to develop an MOU and lease agreement in order for the County to take a more active role in maintaining MLK Park on St. Helena Island and including applying for grants for park improvements.



Community Meeting on St. Helena

Photo source: Design Workshop



Photo source: Design Workshop

ECONOMY

A resilient economy poised for a sustainable future.

CORE VALUES

- 1 We value our unique and complex natural environment as a source of life, recreation, economy, culture, and sense of place.
- 2 We support industries that are clean and environmentally friendly. We are forward-looking and will take advantage of evolving innovative economic opportunities.
- 3 We prepare our workforce with the skills needed to meet the needs of emerging opportunities.
- 4 We value our military relationships and recognize their importance to our culture and economy.
- 5 We recognize that the County is made up of unique natural and cultural environments and we position economic development opportunities that fit those locations.
- 6 We are business friendly and create the incentives needed to attract new businesses that support our principles.
- 7 We recognize the need to locate jobs nearer to where people live, to reduce time spent commuting.
- 8 We recognize that regional cooperation and coordination will expand opportunities for us all.
- 9 We support the growth and success of our municipalities and collaborate on growth management and land use issues.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

CONTEXT

Beaufort County's economy has traditionally been based, directly or indirectly, on its natural and cultural resources. Agriculture, forestry, tourism, resort development, even the presence of the military, is the result of the County's unique blend of geography, nature, and culture.

This is still generally true today, with the existing economic drivers being tourism, the military, the retirement industry, residential development, education, and healthcare. All these industries continue to be vital to the economic sustainability of the community.

The County's mild climate, vast and varied water resources, like those of the Port Royal Sound, its ties to the military, and its attractive built environment, have drawn a large influx of new residents, keeping Beaufort County one of the fastest growing counties in South Carolina. Access to safe and healthy waterways on the Port Royal Sound is instrumental in building a link between the County's natural resources and economic development by connecting people and businesses to water-based recreation and industry. Resort, residential, and commercial development has greatly expanded the service-related workforce. Ongoing growth has created the need for infrastructure improvements and additional County services, which require more revenue.

The long-term success and viability of Beaufort County depends upon the creation of a larger, more diversified tax base and creating quality jobs for County residents. Beaufort County has the highest per capita income in the state; however, the County lags behind the state and the nation in average annual wages.

The County is fortunate to have a solid foundation in the military. This positions the area well to attract new business from the aeronautics and other supporting industries. In addition, the County's three military installations create a pool of exiting and retiring service members who bring considerable talent and skills to the local workforce, skills that are especially attractive to the technology and aerospace industries.

At the same time, these individuals often need assistance in transitioning into the civilian workforce. To date, Beaufort County has weathered the periodic threat of base closures; however, a new peril in the form of climate change and rising sea levels is emerging.

Bringing new types of businesses to the area to diversify the economy is critical. New industries should be targeted to build on the region's strengths, including knowledge-based, green industries, and the visual and performing arts.

Comprehensive education and workforce training is needed to better prepare County residents for these and other emerging job opportunities. The future depends on quality job creation that allows citizens to remain or settle in Beaufort County with employment that requires knowledge, talent, and training, and compensates with higher-paying jobs.

Regional cooperation will be necessary to maintain a strong economic outlook moving forward. Most of the growth in the region has been centered in Beaufort County, primarily in the Hilton Head and Bluffton area. As the southern portion of the County has started to build-out, growth has been pushing into Jasper County. The proposed Port of Jasper and associated development will stimulate further growth in Jasper County and the 278 Corridor.



Spanish Moss Trail is a County-wide recreation asset

Photo source: Design Workshop I

Growth, and expansion through annexation, in both Jasper and Hampton Counties, have a direct impact on the natural environment, roads, and character and quality of life in Beaufort County. Continuing to coordinate land use and development, natural resource and open space planning, transportation, and emergency services is key to ensuring a healthy economic future.

It is important for Beaufort County to develop a sustainable economic base, offering opportunities to all its residents. Therefore, this chapter offers the following strategies to develop a resilient economy moving forward:

- Support existing industries and develop new employment sectors.
- Educate the workforce.

- Grow jobs close to where people live.
- Foster collaboration among governments and between agencies.

STRATEGIES AND ACTIONS

R E 1. SUPPORT AND ENHANCE EXISTING ECONOMIC DRIVERS.

- Protect the natural environment, manage growth, and support infrastructure improvements to preserve the region's attractiveness.
- Support the growth of the tourism and hospitality industries by protecting and preserving the qualities that make Beaufort County an attractive place to visit.
- Grow the supply chain for the tourism and hospitality industry so that goods and services can be provided locally rather than by outside businesses. This would provide local jobs and improve the efficiency of and reduce costs to the region's hotels and resorts.
- Promote the Port Royal Sound and its position as the driving force behind environmental tourism, real estate development, and invaluable ecological services. Take steps to ensure that the protection of the Sound is thoughtfully integrated into these endeavors to ensure long-term cohesion and sustainability of industries and our waterways.

E1. ACTIONS

E 1.1. Seek partnership with Port Royal Sound Foundation to educate the community about the Port Royal Sound as a critical economic driver for the community and the importance of keeping it healthy.

R E 2. RECOGNIZE THAT THE MILITARY IS A VITAL COMPONENT OF THE COUNTY'S HISTORY, CULTURE, AND ECONOMY.

- Support the Greater Beaufort Chamber of Commerce's Military Affairs Committee's efforts to promote and lobby for the retention and expansion of the military installations in Beaufort County.
- Work cooperatively with the City of Beaufort and the Town of Port Royal to implement the recommendations of the 2015 Lowcountry Joint Land Use Study (JLUS), and continue to enforce standards within the AICUZ contours that discourage development that would adversely affect the mission of the Marine Corps Air Station Beaufort (MCAS).
- Support Beaufort County's three military bases by providing affordable off-base housing for active-duty military personnel and their families and providing educational opportunities and other amenities to support military families.

E2. ACTIONS

E 2.1. Continue to partner with the Marine Corps to preserve open space around MCAS to protect the facility from undesirable encroachment. This partnership expands the County's efforts to preserve rural and critical land while ensuring the ability of MCAS to remain militarily viable and vital to the national defense. Continue to partner with the Marine Corps to ensure the other strategies and actions within this plan are compatible with the mission of MCAS Beaufort.

E 2.2. Implement transfer of development rights program to compensate affected property owners within the MCAS Airport Overlay District.

E.2.3. Support implementation of the recommendations of the Military Installation Resilience Review being conducted for the County's military facilities.

R E 3. TARGET AND RECRUIT NEW INDUSTRIES.

- Target industries that build on the region's strengths and diversify the local tax base. These industries include aerospace and defense; tourism and hospitality supply chain; health and bio-related fields; knowledge-based industries; and green industries. Develop flexibility with the business license fee program for target industries.
- Support the Beaufort County Economic Development Corporation's efforts to purchase properties and to develop spec buildings by assisting in identifying candidate properties; providing financial support; assisting in off-site transportation improvements; and overcoming regulatory barriers to sites that meet other locational criteria.
- Ensure that there is a sufficient quantity of appropriately located, zoned and environmentally suitable land for non-retail commercial uses such as business parks, research and development centers, product assembly, distribution centers, cottage industries, and light to moderate industrial uses.

E3. ACTIONS

E 3.1. Provide the Beaufort County Economic Development Corporation with a list of properties meeting locational requirements for office and light industrial uses on a regular basis.

E 3.2. Purchase approximately 30 acres in 3 or 6 acre tranches in each local jurisdiction within Beaufort County through the Beaufort County Economic Development Corporation, to provide ample space for companies wishing to expand or move to Beaufort County.

R E 4. DEVELOP INCENTIVES FOR BUSINESSES TO EXPAND OR LOCATE IN THE COUNTY.

- Create incentives-tied to the County's target industries and designed to stimulate private investment in the development of appropriate sites near Beaufort County's two airports.
- Reduce the County's personal property tax rates for registered, County-based aircraft.
- Consider the standardization of competitive business license fee rates and classifications across Beaufort County and each of its municipalities.

E4. ACTIONS

E 4.1. Provide more flexibility in commercial zoning districts to permit smaller non-retail commercial uses such as small assembly facilities and light industrial operations, or contractor's offices that do not adversely impact surrounding retail uses.

E 4.2. Create incentives, such as an accelerated building permit process, height and density bonuses and fee reductions and waivers, for commercial and industrial projects that intend to meet either LEED or Energy Star standards.

R E 5. ESTABLISH LOCATIONAL CRITERIA FOR NEW BUSINESSES.

- Locate jobs close to municipalities, outside of environmentally sensitive land and land prone to flooding, and close to the highest concentrations of households to reduce impacts on traffic and commute times.
- Encourage the planning, development, and permitting of mixed-use developments that will attract young professionals.

STRATEGIES AND ACTIONS

E5. ACTIONS

E 5.1. Target land purchases to incentivize the location of new employers in walkable mixed-use communities such as Buckwalter Place.

E 6. DEVELOP A HIGHLY SKILLED AND WELL-TRAINED WORKFORCE.

- Work with educational partners, both within and outside of Beaufort County, including universities, colleges, and trade schools, to tailor their educational programs to the County's unique economic opportunities that support the knowledge-based economy and green industry technologies.
- Support and enhance programs such as TWEAC, TCL's Transitioning Military Training Program, and institutions such as USCB and the military bases, that assist individuals leaving the military in enhancing the skills needed for employment in the public and private sectors.
- Involve youth in implementation of the plan and actively recruit the input of students in future planning efforts. Serve as guest speakers in classrooms. Invite students to observe Planning Commission and County Council meetings. Partner with teachers to invite presentation of planning-related student projects at Planning Commission meetings.

R E 7. CREATE A BUSINESS-FRIENDLY ENVIRONMENT.

- Identify properties that are currently under municipal or County control that can be offered to relocating businesses.

- Review and update state and local incentives on a regular basis to attract the right industries for the region as well as keep pace with the changing face of business and industry.
- Support green and sustainable development projects that meet economic development requirements, by streamlining the review processes, as well as creating fee reductions and waivers, and building height or density bonuses.
- Add a specified definition for Knowledge-intensive businesses to the list of businesses qualified for the state Jobs Tax Credit.
- Promote state and federal brownfield clean-up programs including the state Brownfields/Voluntary Cleanup Program (VCP) that allows a non-responsible party to acquire a contaminated property with state Superfund liability protection for existing contamination by agreeing to perform an environmental assessment and/or remediation. Financial incentives including tax credits are available to property owners who enter into the VCP. Encourage property owners to apply for funding through the Brownfields Cleanup Revolving Loan Fund.
- Clarify the home business and home occupation standards in the CDC and update the Cultural Protection Overlay to broaden the cottage industries standards.

R E 8. FORGE REGIONAL AND STATE PARTNERSHIPS AND COLLABORATION.

- Support legislation that would amend the current South Carolina economic development qualifying criteria from a Per Capita Income base to an Average Regional Wage base, which would more accurately

reflect the income levels of the region's working population.

- Coordinate incentives between counties and municipalities in the region to create a level playing field.
- Maintain and grow partnerships and shared priorities with Jasper and Hampton Counties to include economic development, land use, transportation, and signage.
- Provide an additional tax credit in Multi-County Park agreements for companies whose new construction meets LEED and Energy Star standards. The tax credit should be based on the level of green building certification.

P **E 9. RECOGNIZE THE IMPORTANCE OF THE VISUAL AND PERFORMING ARTS COMMUNITY AS A KEY COMPONENT OF QUALITY OF LIFE AND SOURCE OF ECONOMIC DEVELOPMENT.**

- Support the planning, development, and permitting of a visual and cultural arts community, which is essential to attracting and retaining young professionals and enhancing quality of life.
- Provide local matching funds to the Community Arts Grant Fund to support individual artists, art education programs, and local arts organizations.
- Continue to support the creation of venues, classrooms, and galleries to showcase new and emerging local artists.
- Continue to provide space in libraries and other County buildings to display the work of local artists.



Photo source: Design Workshop

MOBILITY

Innovative, multimodal, and cost effective infrastructure that sustains a high quality of life..

CORE VALUES

- 1 We understand our roads support our community character and sense of place.
- 2 We believe that context-sensitive “Complete Streets” should define the design of all of our roads.
- 3 We believe that a healthy, multimodal approach to transportation provides choices to residents and visitors, especially the most vulnerable.
- 4 We want innovative transportation management solutions to be integrated into transportation planning.
- 5 We work collaboratively with our neighboring jurisdictions to create common approaches to mobility and connectivity.
- 6 We believe our roads express our landscape and should be harmonious with our environment.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

CONTEXT

Traffic congestion on Beaufort County's roads is one of the most noticeable indicators of the adverse impacts of new growth. As a result, Beaufort County has invested heavily in improving its transportation network over the last 15 years.

Examples of large-scale, highly-visible improvements include the Bluffton Parkway; the widening of US 278 from SC 170 to the bridge to Hilton Head Island; the widening of the McTeer Bridge and Lady's Island Drive; and the widening of US 17 from Gardens Corner to the county line.

These projects were made possible through a resolute effort to raise local funds through impact fees and the capital project sales tax and leverage state and federal transportation funds.

While the county and the region will continually need to improve its road network to keep up with new growth, several factors challenge the sustainability of the current levels of commitment to fund and implement large-scale transportation improvements:

- **Fiscal Constraints:** The limited availability of tax dollars to fund large-scale transportation improvements and competition with other public needs, such as schools, parks, and public safety facilities.
- **Environmental and Geographical Constraints:** Beaufort County's unique physical environment limits the construction of new roads.
- **Quality of Life Constraints:** Even if the County had unlimited resources to address traffic congestion issues, many citizens would object to continual road widening or grade separated intersections as eroding the character and aesthetics of the Lowcountry.

Therefore, as Beaufort County continues to grow, its approach to addressing

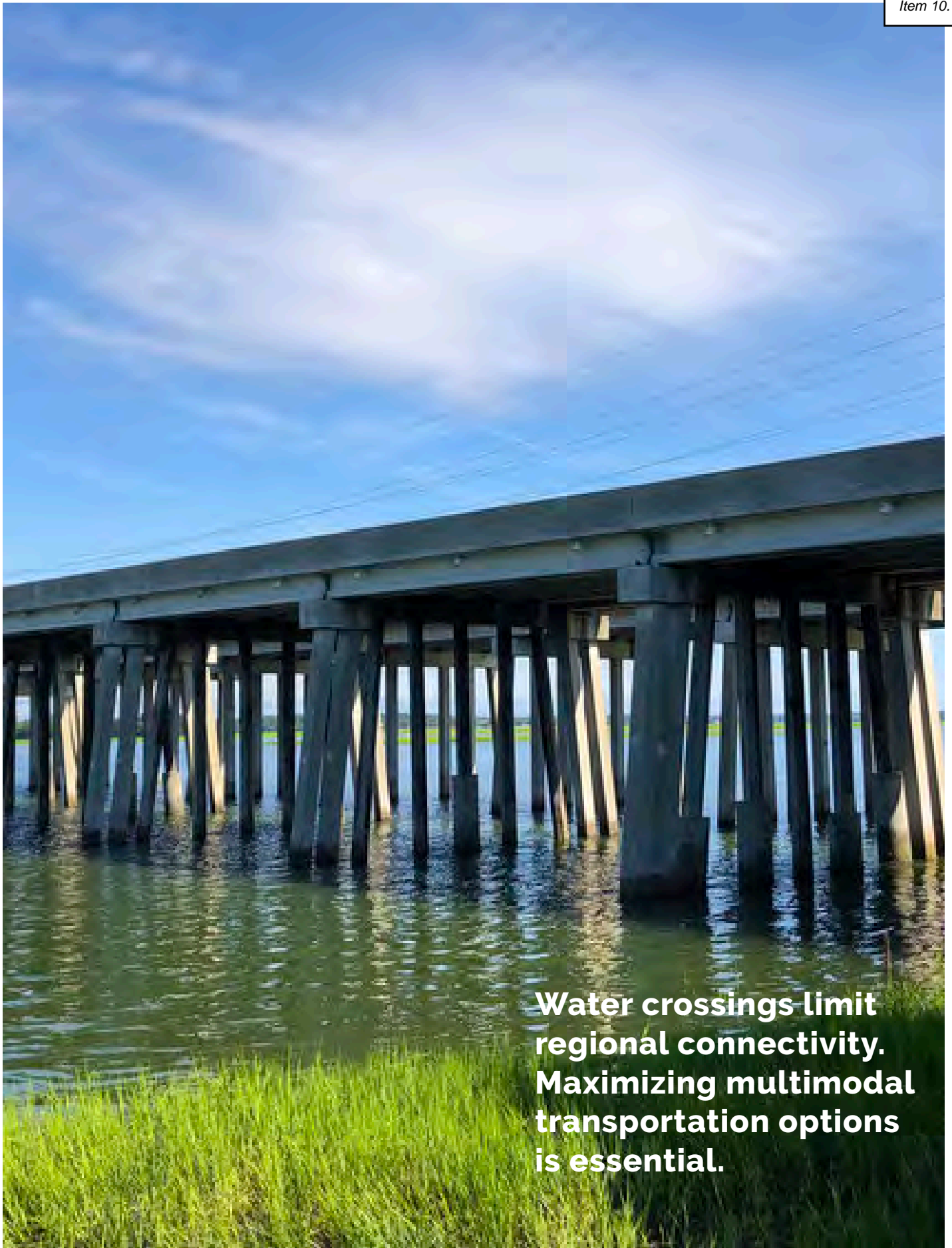
transportation infrastructure will need to shift its focus away from large scale transportation and toward smaller scale network improvements that preserve and increase the efficiency of the road network. Such projects include intersection improvements, turning lanes, parallel roads, and intelligent transportation systems (ITS).

In addition to small scale network improvements, it is important to promote other modes of transportation such as transit, water-based transportation, walking, and cycling in order to reduce automobile dependency.

Over time, improving other modes of transportation will not only reduce vehicle miles travelled (VMTs), but increase the quality of life by creating transportation choices.

Therefore, this chapter offers the following strategies to maximize the efficiency of the county's road network while promoting policies and alternative transportation choices to reduce our dependence on automobile transportation.

- Work cooperatively and regionally to implement needed road improvements.
- Maximize the efficiency of the existing road network.
- Adopt a Complete Streets Policy.
- Promote a diversity of transportation mode choices including water taxis/ferries.
- Encourage walkable and transit-ready development.
- Develop transportation improvements that enhance the County's sense of place.



Water crossings limit regional connectivity. Maximizing multimodal transportation options is essential.

Photo source: Beaufort County

STRATEGIES AND ACTIONS

P M 1. ADOPT A COMPLETE STREETS POLICY.

- All streets shall be planned, designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- All future transportation projects should adhere to a Complete Streets Policy in an appropriate urban, suburban, or rural context.
- Support and fund projects and programs that promote a diversity of transportation choices such as transit, cycling, and walking.
- Through LATS Metropolitan Planning Organization, develop a shared regional commitment to develop complete streets, and to work with SCDOT to convert state highway corridors into multimodal corridors.

M1. ACTIONS

M 1.1. Formally adopt a Complete Streets policy that requires all streets to be planned, designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. All future transportation projects should adhere to the Complete Streets policy in an appropriate urban, suburban, or rural context.

M 1.2 Prepare corridor master plans so that major arterial and state highways can evolve into complete streets.

R M 2. MAINTAIN AND ENHANCE A SAFE, EFFICIENT, REGIONAL ROAD NETWORK.

- In order to maintain an acceptable quality of life in the region, conditions on the regional road network outside of urbanized areas should not fall below LOS "D". Within urban areas, consider using a different metric to evaluate mobility such as multi-modal LOS or accessibility.
- Continue to work cooperatively with the municipalities, neighboring counties, LATS, and DOT to identify, fund, and implement needed road improvements. The funding strategy should use revenue from Guideshare funds, impact fees, capital projects sales tax, and grant opportunities.
- Develop a network of secondary streets to improve levels of service at failing intersections.
- Approach each road widening as a last resort to be considered after alternative strategies have been deemed inadequate to address transportation needs.

M2. ACTIONS

M 2.1. Develop a funding strategy and implement the transportation projects in the 10-year Capital Improvements Program.

M 2.2. Update impact fees every five years to insure that future development is paying for its impact on the transportation network.

M 2.3. Place an initiative on the 2022 ballot to reimpose a 1% capital project sales tax to fund transportation improvements that includes roads and multi-use pathways. Establish a regular schedule for future referendums.

M 2.4 Include needed transportation improvements in the LATS Long Range



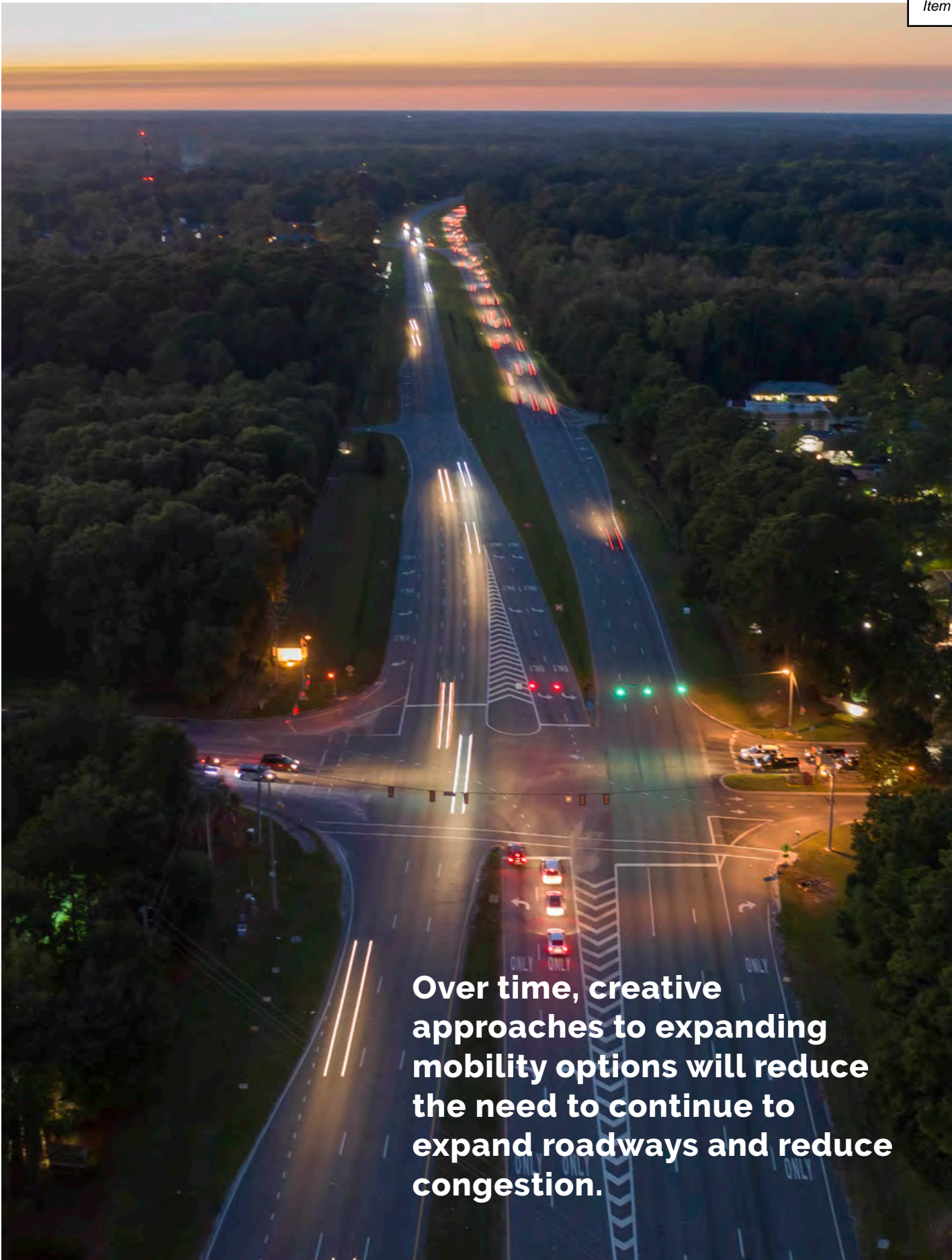
Roadway designs can provide environmental curtains that preserve habitat connectivity

Photo source: Design Workshop

Transportation Plan to insure maximum utilization of Guideshare funding for county transportation projects.

R M 3. PRESERVE AND ENHANCE NETWORK EFFICIENCY BY ADOPTING, APPLYING AND ENFORCING POLICIES TO MANAGE ACCESS AND REDUCE VEHICLE MILES TRAVELED (VMTS)

- Adopt land use policies that encourage internal trip capture and promote development whose location and density are suitable to support public transit and other alternative modes of transportation.
- Consider to use and improve on the following VMT reduction strategies – access management, improving secondary road network, promoting alternative transportation modes, and Intelligent Transportation Systems (ITS – as an alternative to road widening. Approach road widening as a last resort to be considered after alternative strategies have been deemed inadequate to address transportation needs.
- Support improvements to existing rail infrastructure and expansion of passenger service serving the County.
- Identify opportunities and incentives for improving/expanding marine access and transport services, e.g., ferry services, water taxis, public dockage services, and kayak launches.



Over time, creative approaches to expanding mobility options will reduce the need to continue to expand roadways and reduce congestion.

Photo source: Design Workshop

STRATEGIES AND ACTIONS

P M 4. PROMOTE CONTEXT SENSITIVE TRANSPORTATION IMPROVEMENTS THAT ENHANCE THE LOCAL ENVIRONMENT.

- Use context-sensitive design principles in the development and redesign of all streets and roads.
- Coordinate billboards, signage, landscape, streetscape standards for roads that cross jurisdictional boundaries, such as along the SC 170 corridor and the SC 462 corridor.
- Explore design standards and innovative road construction techniques to protect tree canopies and vegetated buffers, link wildlife habitat, and preserve wetlands.

E M 5. PRIORITIZE BICYCLING AND WALKING TO CONNECT RESIDENTS WITH JOBS, SCHOOLS AND OTHER DESTINATIONS; PROVIDE SAFE FACILITIES THAT BENEFIT PERSONS OF ALL ECONOMIC STATUSES, AGES, AND ABILITIES.

- Develop a funding strategy and anticipated annual revenue for trail projects that includes Accommodations Tax, Guideshare funds, Capital Project Sales Tax, dedicated local funding, and state and federal grants.
- Develop a non-profit to advocate pathway projects in Beaufort County and raise private donations.
- Work with Friends of the Spanish Moss Trail to expand its role to advocate and raise private donations for pathway projects that connect to the Trail.

- Work with DOT to identify projects in the preliminary engineering state to incorporate bike / pedestrian improvements.
- Advocate for state funding for Safe Routes to School beginning with state delegation.
- Work with SCDOT to widen shoulders and provide adequate width to the right of rumble strips.
- Work with LATS during the update of the Long Range Transportation Plan to incorporate bicycle and pedestrian projects in the plan and advocate for a target percentage of funding to be devoted to bicycle and pedestrian facilities.

M5. ACTIONS

M 5.1. Complete the Spanish Moss Trail and make continuous progress on other greenway, trail, sidewalk, and bicycle lane projects.

M 5.2. Dedicate a staff position to plan and implement bicycle and pedestrian facilities.

M 5.3 Develop a funding strategy and implement the bicycle and pedestrian projects in the 10-year Capital Improvements Program.

M 5.4 Adopt “Beaufort County Connects 2021”, the Bicycle/Pedestrian Plan for the County.

E M6. SUPPORT THE DEVELOPMENT OF BUS RAPID TRANSIT FEATURES IN HIGH-DEMAND CORRIDORS, SUCH AS OFF-BOARD FARE COLLECTION, PLATFORM LEVEL BOARDING, AND DEDICATED LANES AND STOPS SHELTERED FROM AUTOMOBILE TRAFFIC.

M6. ACTIONS

M6.1. Increase the numbers of park and ride locations along major transportation routes that connect employees with their jobs.

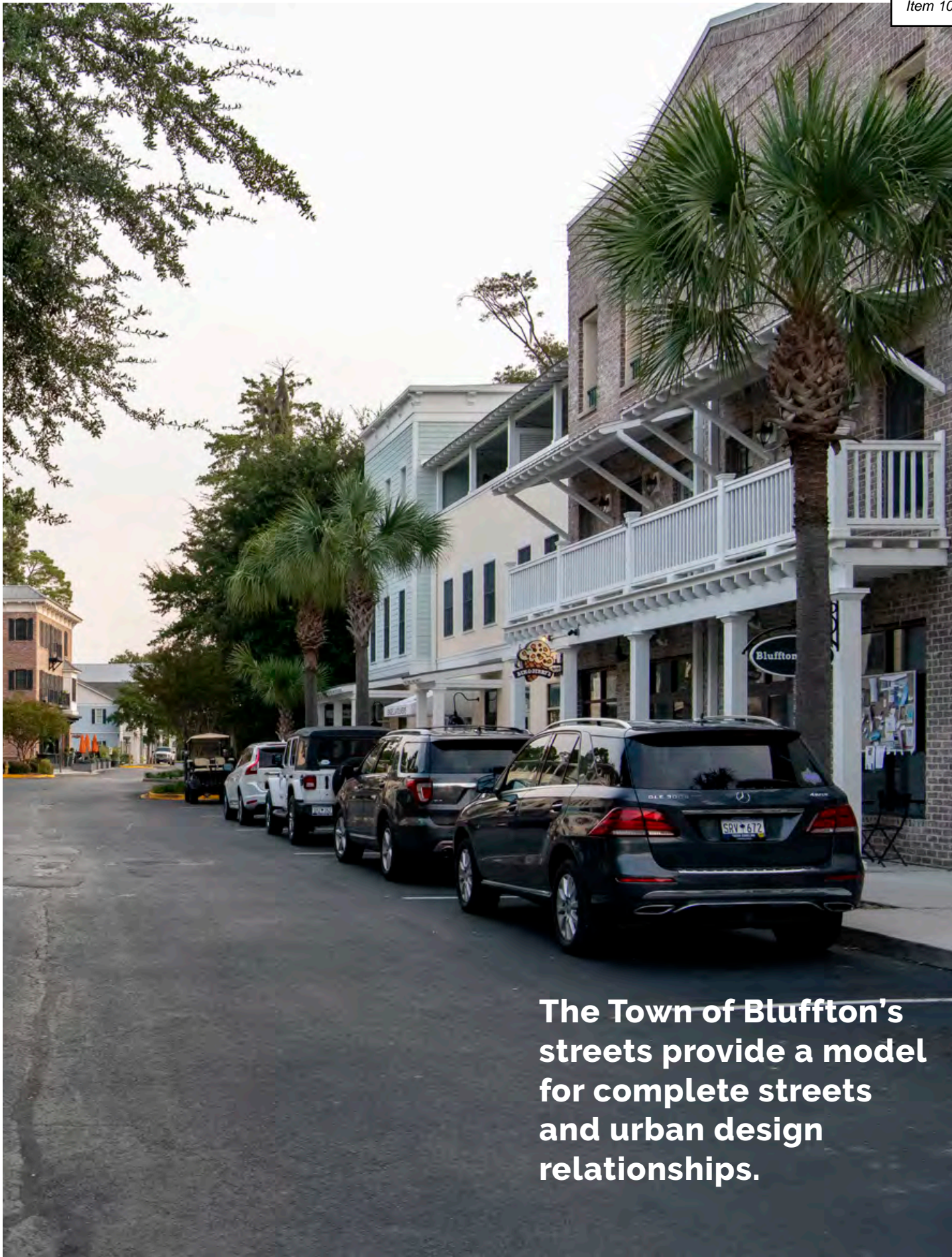
M6.2. Promote the use of transit to reduce seasonal and local traffic and provide opportunities for employees to access job opportunities.

M6.3. Support Palmetto Breeze’s efforts to establish a fixed-route bus service between Hilton Head Island and Bluffton and in the Beaufort/Port Royal area. Consider adding stops in the Sheldon/Seabrook areas.

M6.4. Incentive “transit- ready” development projects that cluster moderate to high density residential development, retail, services and employment centers within walking distance of transit stops.

R M 7. UPGRADE AIRPORTS.

- Support the enhancement of the Hilton Head Island Airport and the Beaufort Executive Airport to support economic development and tourism in the region.
- Consider the impacts of airport improvements on the environment, MCAS Beaufort, and the surrounding community.



The Town of Bluffton's streets provide a model for complete streets and urban design relationships.

Photo source: Design Workshop

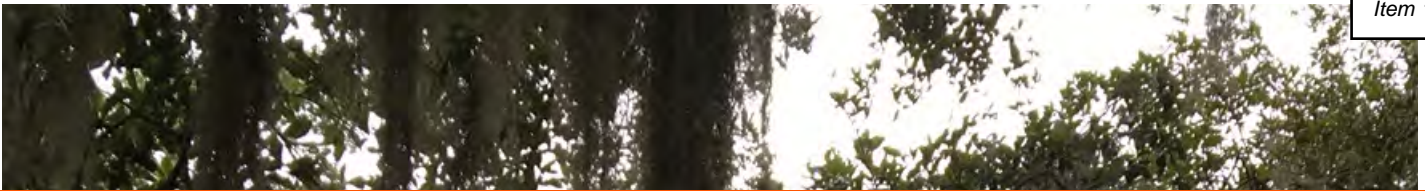


Photo source: Design Workshop

HOUSING

Promote quality, affordable housing available and accessible to all residents.



CORE VALUES

- 1** We provide the support needed for our citizens to access a happy and successful life.
- 2** We want our citizens to have equitable access to high quality services, amenities, education and infrastructure.
- 3** We desire safe, stable neighborhoods.
- 4** We know our population is aging and also becoming more diverse.
- 5** We believe a community should offer a mix of housing types available to residents of varying incomes, ages, and abilities.
- 6** We understand the need to ensure housing that is affordable to our workforce.
- 7** We believe that diversity in housing, in neighborhoods, and in people, adds to resiliency.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

CONTEXT

Beaufort County is the most affluent county in South Carolina in terms of median household income. This wealth is not spread evenly, however, but varies greatly across the county's diverse population and geography. The median income for African-American and Hispanic households is significantly lower than for the County as a whole. According to the Centers for Disease Control (CDC) Social Vulnerability Index (SVI), Beaufort County has areas of high vulnerability related to housing and transportation, especially in its more rural areas. Median income on St. Helena Island in 2019 was only two-thirds that of the County as a whole (\$44,190 in Census Tract 11.02 verses \$68,377 for the County). The Sheldon and Seabrook areas (Census Tracts 1 and 2) had the lowest median income in the County in 2019, at \$38,395 and \$42,466 respectively.

Attaining affordable housing is a problem for both renters and homebuyers. According to the Beaufort County, South Carolina Housing Needs Assessment by Bowen National Research, in 2017, 47.4% of Beaufort County renters are "cost-burdened," or paying more than 30% of their income toward housing. Northern unincorporated Beaufort County had the highest number of cost-burdened renters at 55.9%. Over 33% of Beaufort County homeowners are paying more than 30% of their income toward housing, which is significantly higher than the statewide average of 23%. Slightly over 70% of the available housing inventory for sale is priced above \$300,000, while only 10% of the inventory is available for less than \$200,000.

The situation is even more difficult for very low-income residents. While about 18% of Beaufort County residents can afford a \$500 per month rent, only 6.3% of the rental housing market is listed at or below that price.

Government subsidized housing currently has 280 families on the waiting list. The one-bedroom wait list is the longest and the wait time is almost three years. The wait list for Housing Choice Vouchers (formerly Section 8) has over 1,000 families on it and is not expected to open for additional applications until 2023 or later.

The greatest projected growth by household age group is expected to occur among seniors, which creates the need for senior-based housing, health care and programs, assisted living facilities and continuing care facilities. Many housing developments within the County do not provide parks, open spaces, and amenities, which requires people to travel to enjoy public recreational opportunities. Many residents have to drive--often long distances--to get to their workplace, which congests roadways, utilizes land for parking, and lengthens the workday.

Beaufort County will need to have an active role in affordable housing in order to build a sustainable future for tourism and other major industries, protect its military bases, and continue to be a desirable place to live for people of all income levels. A comprehensive affordable housing approach will:

- Foster the creation of affordable housing near jobs, services and public transit.
- Reduce regulatory barriers to the creation of affordable housing.
- Establish an ongoing funding source to address housing needs.
- Partner with non-profit agencies and the private sector.
- Work regionally to address affordable housing needs.



More and more it is critical to position housing out of harm's way of coastal flooding.

Photo source: Design Worksh

STRATEGIES AND ACTIONS

E H 1. DEVELOP POLICIES FOR THE APPROPRIATE LOCATION AND QUALITY OF AFFORDABLE HOUSING.

- Locate affordable housing in infill sites that are accessible to employment, services, schools, parks, and public transportation.
- Encourage affordable housing to be located in mixed-income, mixed-use, walkable communities.
- In rural areas, affordable housing strategies should be focused on the rehabilitation of existing dwellings for low-/moderate-income homeowners, eliminating barriers to expanding existing family compounds, and assisting families in clearing titles to heirs' property.
- Support efforts to enable older adults and seniors to transition into housing to meet their specific needs. Ensure that senior housing is located in walkable communities or near transit so that seniors can access shopping and services without the necessity of a car.

H1. ACTIONS

H 1.1. Create affordable housing location criteria and weighting to refine affordable housing location mapping included in the Comprehensive Plan. Update every five years.

R H 2. REDUCE REGULATORY BARRIERS TO THE DEVELOPMENT OF AFFORDABLE HOUSING.

- Expand on existing affordable housing density bonuses. Explore other regulatory

incentives including the fast tracking of permits, etc.

- Continue to support a waiver or reduction of impact fees for eligible affordable housing projects. Continue to explore other programs that reduce development costs for affordable housing without compromising quality.

H2. ACTIONS

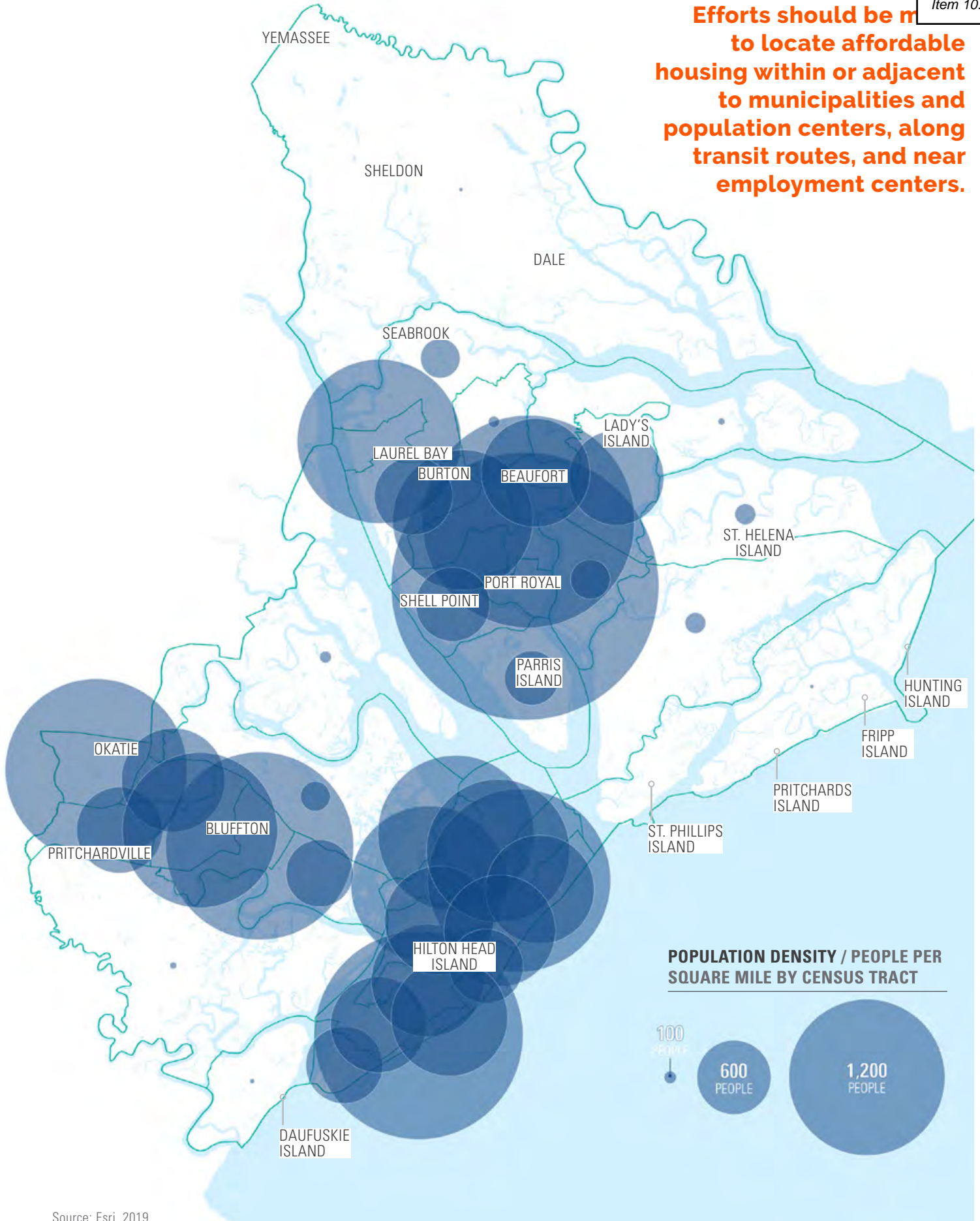
H 2.1. Work to eliminate barriers to developing affordable and workforce housing by periodically evaluating and updating the Community Development Code.

H 2.2. Expand on the existing density bonuses in the Community Development Code to incentivize the creation of affordable housing by the private sector. Consider expanding the required affordability period beyond 25 years.

R H 3. AGGRESSIVELY PURSUE THE DEVELOPMENT OF AFFORDABLE HOUSING.

- Use the recommendations from the 2018 Housing Needs Assessment to inform which affordable housing projects to support or pursue.
- Develop and maintain partnerships with non-profit organizations to expedite the construction of new affordable housing and provide programs that address needs such as down payment assistance. Such partnerships include purchasing of land, innovative financing, providing local matches to grant applications, and providing technical assistance.
- Support state efforts to enact legislation enabling local jurisdictions to adopt inclusionary zoning regulations that link

Efforts should be made to locate affordable housing within or adjacent to municipalities and population centers, along transit routes, and near employment centers.



Source: Esri, 2019

STRATEGIES AND ACTIONS

the production of affordable housing to development of market rate housing.

- Establish an ongoing dedicated funding source to assist in local affordable housing initiatives. The County should consider establishing a housing trust fund in order to pool limited resources, manage dedicated funding, and to prioritize and manage affordable housing initiatives. Consider securing state legislation in order to adopt a real estate transfer fee to fund housing initiatives.
- Consider re-establishing the Affordable Housing Task Force or a similar group to serve as a public advisory committee to the housing coordinator to help bring diverse perspectives to the table and avoid duplication of programs and services.

H 3.5. Consider prohibiting short term rentals as the primary use of the property in certain residential zones; i.e., only permit short term rentals in conjunction with 4% properties.

H 3.6. Review zoning districts to determine if appropriate opportunities exist to incorporate more “missing middle housing.”

H3. ACTIONS

H 3.1. In cooperation with local municipalities and Jasper County, create a Regional Affordable Housing Trust Fund and provide annual funding to support affordable housing needs in the Lowcountry.

H 3.2. Consider establishing an Affordable Housing Land Trust to acquire and hold land. The land is leased to others to build affordable units, with the land remaining in ownership of the trust. Since land is taken out of the market, the impact of land appreciation is removed, therefore enabling long-term affordable housing.

H 3.3. Hire a housing coordinator for Beaufort County to implement the policies of this plan.

H 3.4. Seek funding through the Home Investment Partnership Program (HOME) and the Community Development Block Grant (CDBG) Program to rehabilitate substandard housing and create new affordable housing.



New housing should be designed to reflect the character and climate of the region and promote broad housing choices.

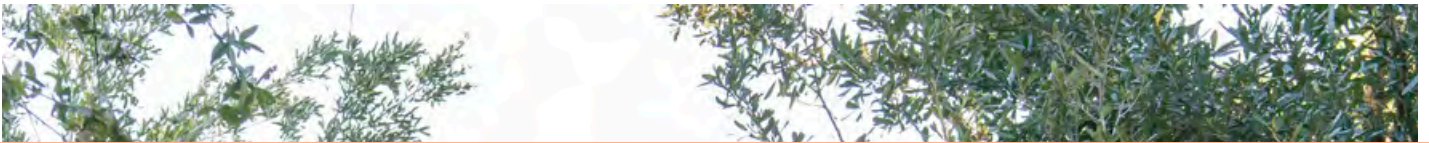


Photo source: Design Worksh

COMMUNITY FACILITIES

High quality, resilient community facilities and services for all residents.



CORE VALUES

- 1** We desire equitable access to quality facilities and services for all residents.
- 2** We believe critical facilities should be located outside of vulnerable, flood-prone areas.
- 3** We develop new community facilities in concert with Place Type Overlay future land use designations.
- 4** We believe in promoting green building practices and reducing the environmental impact of County facilities.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

CONTEXT

As growth continues at a rapid rate, Beaufort County faces a significant challenge to meet the need for equitable distribution of services and community facilities to all of its citizens. Access to recreation, schools, water and sewer utilities, and public health and safety services should be expanded as the County works to accommodate its population growth, especially in Southern Beaufort County. Examples of recent successes include the development of nine existing and planned Passive Parks; 10 constructed miles of the Spanish Moss Trail in Northern Beaufort County; enhancements to boat public boat ramps and fishing piers; a successful bond referendum to renovate school facilities and add classroom space; and additional EMS facilities, vehicles, and staff.

The County will need to address several factors as it continues the expansion of community facilities to meet the demands of new growth:

- **Accessibility:** Ensure the population is served fairly and has equitable access to schools, parks, and public health and safety facilities. Consider what levels of service are appropriate relative to the density of identified areas.
- **Environment:** Locate future community facilities away from areas that are prone to flooding, and retrofit existing facilities to maximize their resilience to sea level rise and increased flooding.
- **Place Type Areas:** Balance the development of future community facilities with the varying densities and characters of local communities, and the natural environment.

Beaufort County has a responsibility to provide quality facilities and services to all of its citizens while continuing to expand its environmental stewardship efforts. Therefore, this chapter sets forth the following strategies to guide the development and enhancement of future and existing community facilities and ensure that the County:

- Provides quality facilities and services throughout the County.
- Develops resilient public infrastructure.
- Promotes energy efficiency in County operations.
- Expands the public health and safety service network.



Interpretive parks in Port Royal

Photo source: Port Royal



Interpretive parks in Port Royal

Photo source: Port Royal

STRATEGIES AND ACTIONS

R CF 1. DEVELOP RESILIENT AND EQUITABLE PUBLIC FACILITIES, INFRASTRUCTURE, AND PROGRAMS.

- Develop policies to locate public infrastructure in areas resilient to coastal flooding. This includes developing a strategy to inventory and retrofit vulnerable existing critical infrastructure..
- Ensure that the design of new public facilities enhances the community's sense of place.
- Evaluate availability and quality of public facilities and programs.

CF1. ACTIONS

CF 1.1. Map and analyze locations of existing vulnerable critical infrastructure using projected future conditions. This includes developing an inventory of low-lying public facilities and critical infrastructure, including roads, sewer, water, public buildings, and stormwater infrastructure.

CF 1.2. Develop policies that require the design and location of future capital improvements and critical infrastructure to account for projected sea level rise and lifespan of structure.

R CF 2. EXPAND THE USE OF GREEN BUILDING DEVELOPMENT AND OPERATIONS PRACTICES TO REDUCE CONSUMPTION OF NATURAL RESOURCES, PROMOTE ENERGY EFFICIENCY, AND REDUCE POLLUTION.

- Evaluate all County operations and policies to promote energy efficiency and to reduce energy consumption, including where future facilities are located.

- Continue to expand the provision of online services, where practical, to reduce or eliminate the need for the public to travel to County facilities.
- Develop commuting policies and incentives for County employees such as telecommuting, carpooling, and alternative commuting modes such as walking, cycling, and transit.
- Support Green Building by requiring future County buildings and additions to be LEED certified; encourage other local governments and agencies to adopt similar policies; and provide tax or other incentives to the private sector for LEED buildings.
- Evaluate existing and future land use regulations, design standards, and building codes to ensure that they do not place unreasonable barriers to providing site and building features designed to merit LEED credits (e.g., rain barrels, cisterns, and green roofs).
- Provide support to local agencies that administer low-income weatherization programs such as the Weatherization Assistance Program offered through the US Department of Energy.
- Continually reevaluate development regulations to remove any unnecessary regulatory barriers that deter local renewable energy generation.
- Assist private communities in overcoming barriers placed by restrictive covenants.

CF2. ACTIONS

CF 2.1. Conduct an energy audit for all County facilities (existing, undergoing renovation, and under design). The County should consider entering into an energy performance contract with an Energy Service Company to perform the audit and implement the improvements.



Palmetto Breeze provides an option for commuters

Photo source: Beaufort County

The Audit should include an evaluation of the feasibility of using renewable energy, such as wind and solar, to reduce energy costs in County facilities

CF 2.2. Install electric vehicle charging stations at every Council facility that houses a sizeable workforce or has high public visitation.

E **CF 3. EXPAND WATER AND SEWER SERVICES TO AREAS OF NEED WITHIN URBANIZED OR URBANIZING AREAS.**

- Support the extension of public water in the Seabrook/Stuart Point CP, Dale CP, the Pritchardville CP, and other rural communities that are currently served by private wells by working with both BJWSA and, in the northern most part of the county, Lowcountry Regional Water System (LRWS). Prioritize

communities within designated urban growth boundaries. Promote Clemson Extension’s “Be Septic Safe Program” to owners of septic tanks to prevent groundwater contamination and extend the life of septic tanks.

- Work with the Lowcountry Council of Governments, Deep Well Project, and other agencies to pursue grants to assist low- and moderate-income residents with laterals and tap fees.
- Restrict the expansion and location of new regional sewage collection and transmission facilities in rural areas except where a documented public health or environmental safety issue has been identified.

Beaufort County's rich history can become part of the educational experience of residents and visitors.

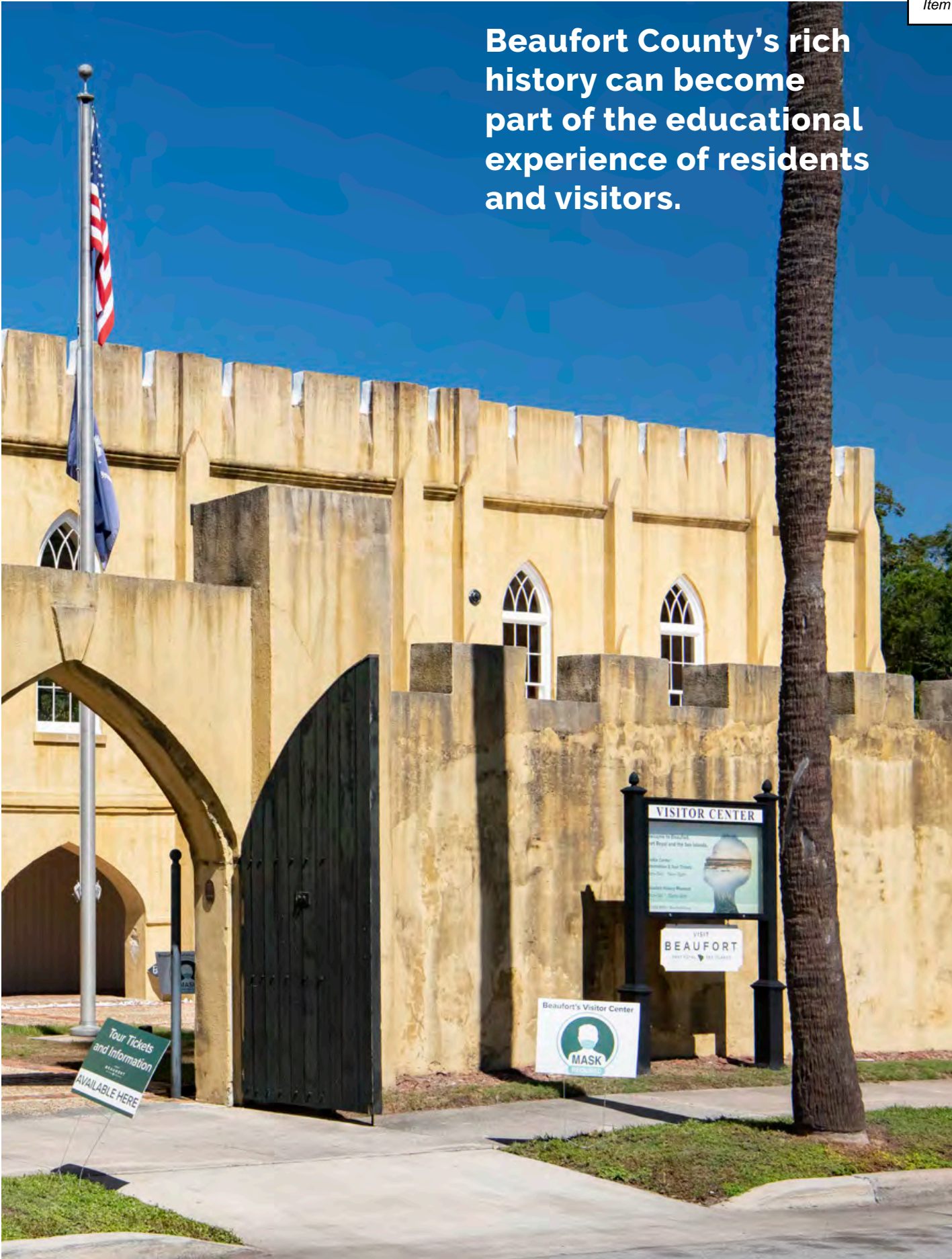


Photo source: Design Workshop

CF3. ACTIONS

CF 3.1. Adopt county-wide policies that limit residential density for developments that are not served by public sewer.

CF 3.2. Work with BJWSA to identify and prioritize areas with the highest concentration of on-lot septic systems for connection to sewer if these neighborhoods are within urbanized areas or within designated growth boundaries.

R CF 4. CREATE A COMPREHENSIVE PLAN FOR SUSTAINABLE WASTE REMOVAL AND DISPOSAL.

- Design and implement a plan for provision of multiple disposal alternatives, including composting, for the County.
- Continue efforts to form alliances with neighboring counties to develop alternative methods for waste disposal and recycling.
- Initiate the placement of a transfer station and a Material Recovery Facility (MRF) in Beaufort County to provide an alternative to disposal and recycling at the Hickory Hill Landfill and MRF. Ensure appropriate siting to avoid impacting communities and sensitive habitats.
- Explore means of initiating mandated curbside pick-up for solid waste and recycling in Districts 6, 7, and 9, and encourage the Town of Hilton Head to provide or require curbside pick-up.
- Explore an exclusive franchise system, allowing haulers to bid on servicing an entire Solid Waste District or a designated area within the Solid Waste District if not feasible for one hauler to service the entire district. This will help to reduce costs for citizens and decrease truck traffic in residential neighborhoods.
- Pursue recycling options for yard waste as an alternative to placement in a construction and demolition landfill or incineration.

- Expand options to help the public dispose of toxic items such as household hazardous waste that degrade water quality.

CF4. ACTIONS

CF 4.1. Install trash compacting equipment to increase the efficiency and capacity of County high usage convenience centers.

CF 4.2. Design and implement a plan for sustainable waste removal and disposal for the County, including multiple disposal alternatives, like various recycling streams and composting.

E CF 5. DEVELOP LIBRARIES THAT FIT WITH CURRENT TRENDS IN PROGRAMMING AND ARE DESIGNED TO SERVE THE VARYING NEEDS OF THE CITIZENS OF THE COUNTY.

- Establish a Level of Service of 1.0 square foot per capita building space and two collection items per capita.
- Expand the bookmobile program to meet the needs of residents who are unable to physically travel to a branch location.
- Expand on-line services for e-books, audio books, music streaming, and other services.

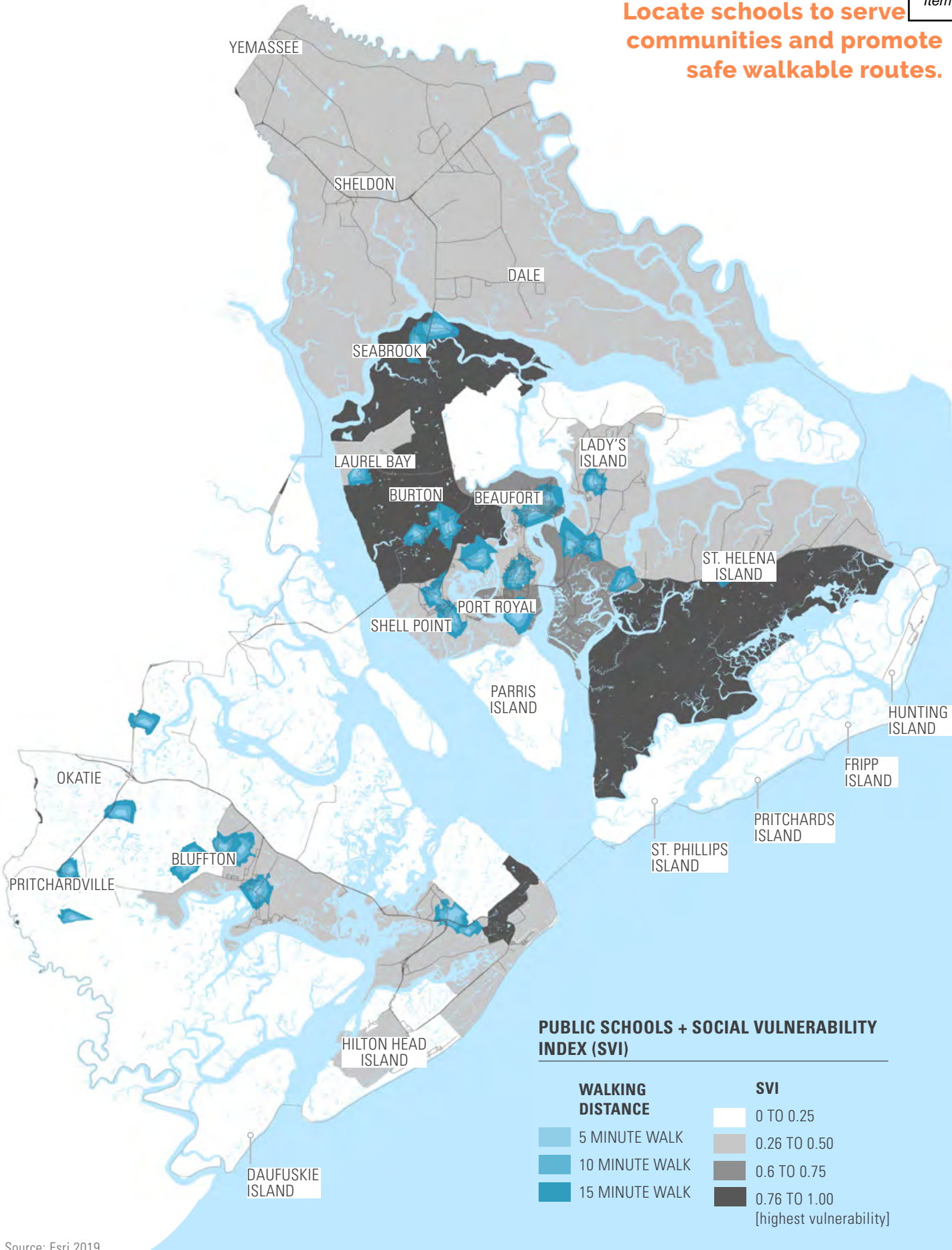
CF5. ACTIONS

CF 5.1. Review and update Impact Fees every five years.

CF 5.2. Renovate and repair the Beaufort, Hilton Head Island, Lobeco, and Bluffton facilities to meet current operational needs.

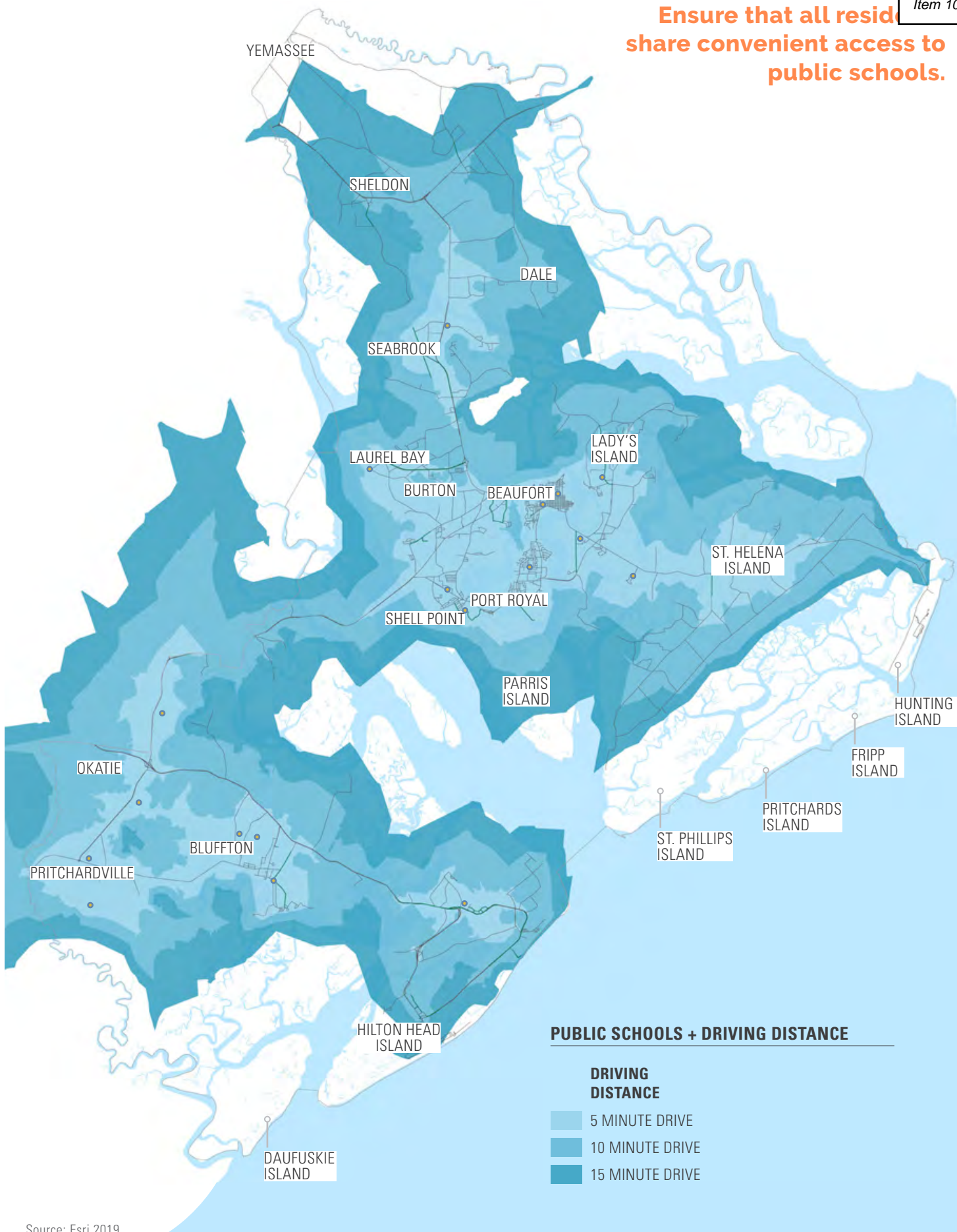
CF 5.3. Develop two additional library facilities: one 12,000 - 15,000 square foot facility in the Okatie area, and one 3,000 - 5,000 square foot facility at Burton Wells Park.

Locate schools to serve communities and promote safe walkable routes.



Source: Esri 2019

Ensure that all residents share convenient access to public schools.



Source: Esri 2019

E CF 6. ENSURE THAT SCHOOLS ARE PLANNED FOR AND LOCATED TO SERVE THE COUNTY'S DIVERSE POPULATION FAIRLY AND TO THE SAME HIGH LEVEL OF QUALITY.

- Conduct an analysis to ensure that school quality and access is balanced equitably across the County so that every student has access to educational opportunity.
- Coordinate the timing and siting of future school facilities through Intergovernmental Agreement, coordinated funding, coordinated growth projections, and coordinated land use planning to project future facility needs.
- Encourage cooperation between the School District and other community facility providers (parks, libraries, fire protection) to coordinate future land purchases to serve mutual needs.
- Maintain and expand coordination with the school district to ensure that major development proposals do not have an adverse impact on current school capacity.
- Seek future school sites that are in close proximity or within residential areas so that more children can walk to school.

CF6. ACTIONS

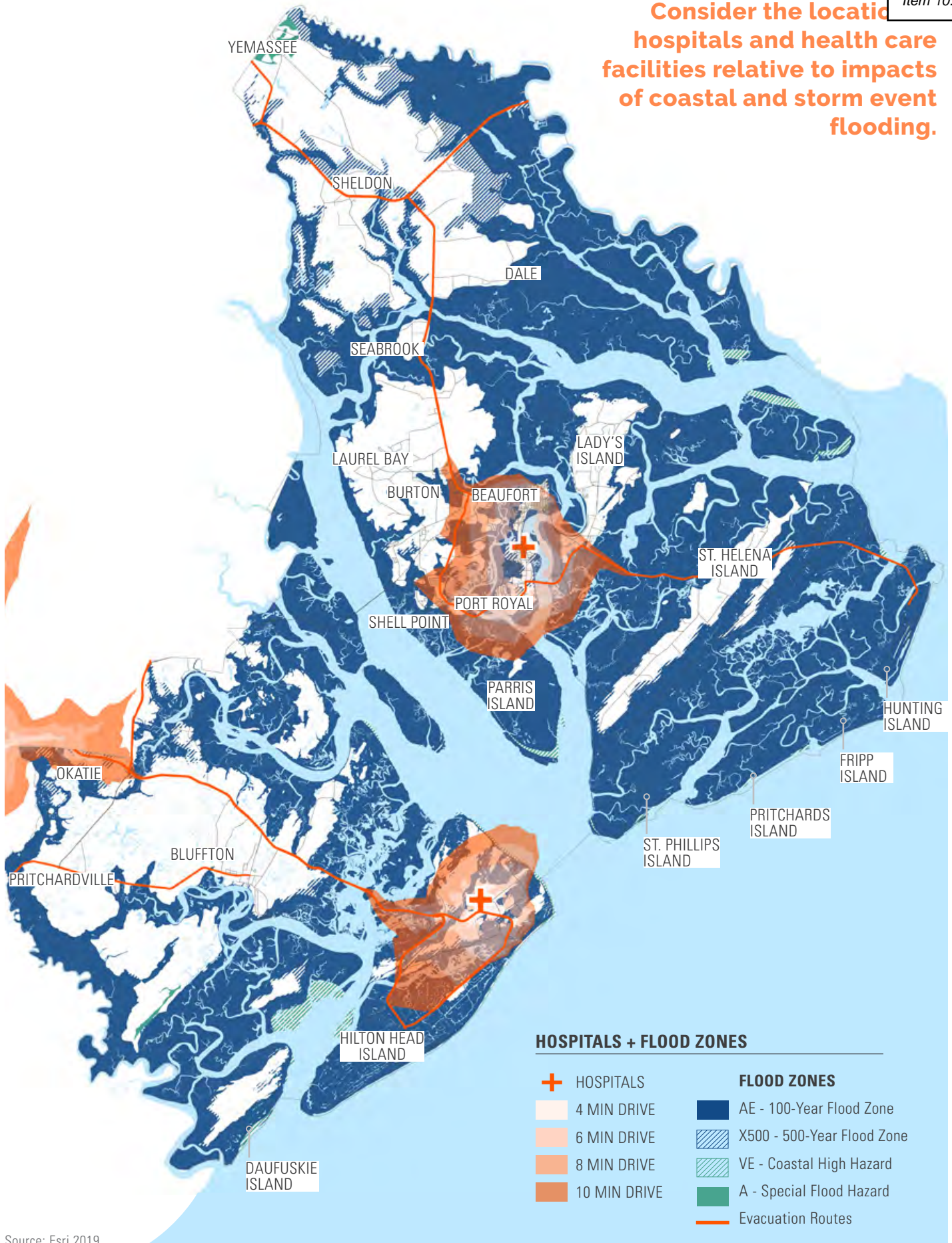
CF 6.1. Establish "Safe Routes to Schools" standards and routing plans, consistent with recommendations of Bike and Pedestrian Task Force, that require a strong pedestrian orientation in residential areas so that pedestrian ways are available for children to safely walk to school.

CF 6.2. Adopt school impact fees for Southern Beaufort County.







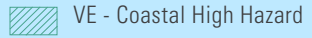

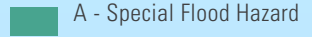
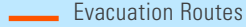
E CF 7. ESTABLISH A PUBLIC HEALTH AND SAFETY NETWORK THAT CREATES ACCESSIBILITY ACROSS THE COUNTY.

- Provide updated land use and population projections to be used by the fire districts to project future capital needs.
- Support the fire districts' efforts to improve ISO ratings by providing excellent dispatching services, improving and enforcing building codes, and supporting public water improvements in areas with lack of fire hydrants and/or inadequate water pressure.
- Continue the cooperative relationship between the Burton Fire District and the City of Beaufort and the Town of Port Royal, and the Lady's Island/St. Helena Fire District and the City of Beaufort, in providing high quality, cost effective fire services.
- Use the South Carolina Hurricane Plan to provide a framework of local actions necessary for emergency operations to respond to hurricanes and tropical weather events threatening the County. Work cooperatively with municipalities, inland counties, and the State to ensure that emergency evacuation times are minimized.
- Consider the geographic reach of law enforcement so that there is equitable coverage county-wide.
- Include the EMS administrative offices, training center and storage space needs in the planned Law Enforcement Center (LEC) complex.
- In addition to EMS, other related departments including the Dispatch System, Emergency Services, and Traffic Management should be housed in the new LEC to allow for efficient communication regarding shared requirements.

Consider the location of hospitals and health care facilities relative to impacts of coastal and storm event flooding.



HOSPITALS + FLOOD ZONES

- | | | | |
|---|--------------|---|--|
|  | HOSPITALS |  | FLOOD ZONES
AE - 100-Year Flood Zone |
|  | 4 MIN DRIVE |  | X500 - 500-Year Flood Zone |
|  | 6 MIN DRIVE |  | VE - Coastal High Hazard |
|  | 8 MIN DRIVE |  | A - Special Flood Hazard |
|  | 10 MIN DRIVE |  | Evacuation Routes |

Source: Esri 2019

CF7. ACTIONS

CF 7.1. Renovate the existing Emergency Medical Services (EMS) headquarters on Depot Road to meet the needs of the administration for parking, training and storage. The facility's design, circulation, and security measures need to be context sensitive to the adjacent Spanish Moss Trail.

CF 7.2. Expand or replace the EMS station located at the shared Bluffton Fire District Station on William Pope Drive near Sun City to adequately accommodate EMS's personnel and operational space needs.

CF 7.3. Construct either an extension to the existing Detention Center facility or a new facility to accommodate anticipated operational demand. The facility needs to house specific special populations such as inmates with addiction or mental health issues. The operational costs of an additional facility should be studied to determine if a true benefit would be derived from adding to the existing facility or constructing a new one.

CF 7.4. Construct a new Law Enforcement Center to ensure that there is adequate space to house existing and future law enforcement personnel.

CF 7.5. Build an appropriate facility to house the Emergency Management Department within or attached to the proposed Law Enforcement Center.

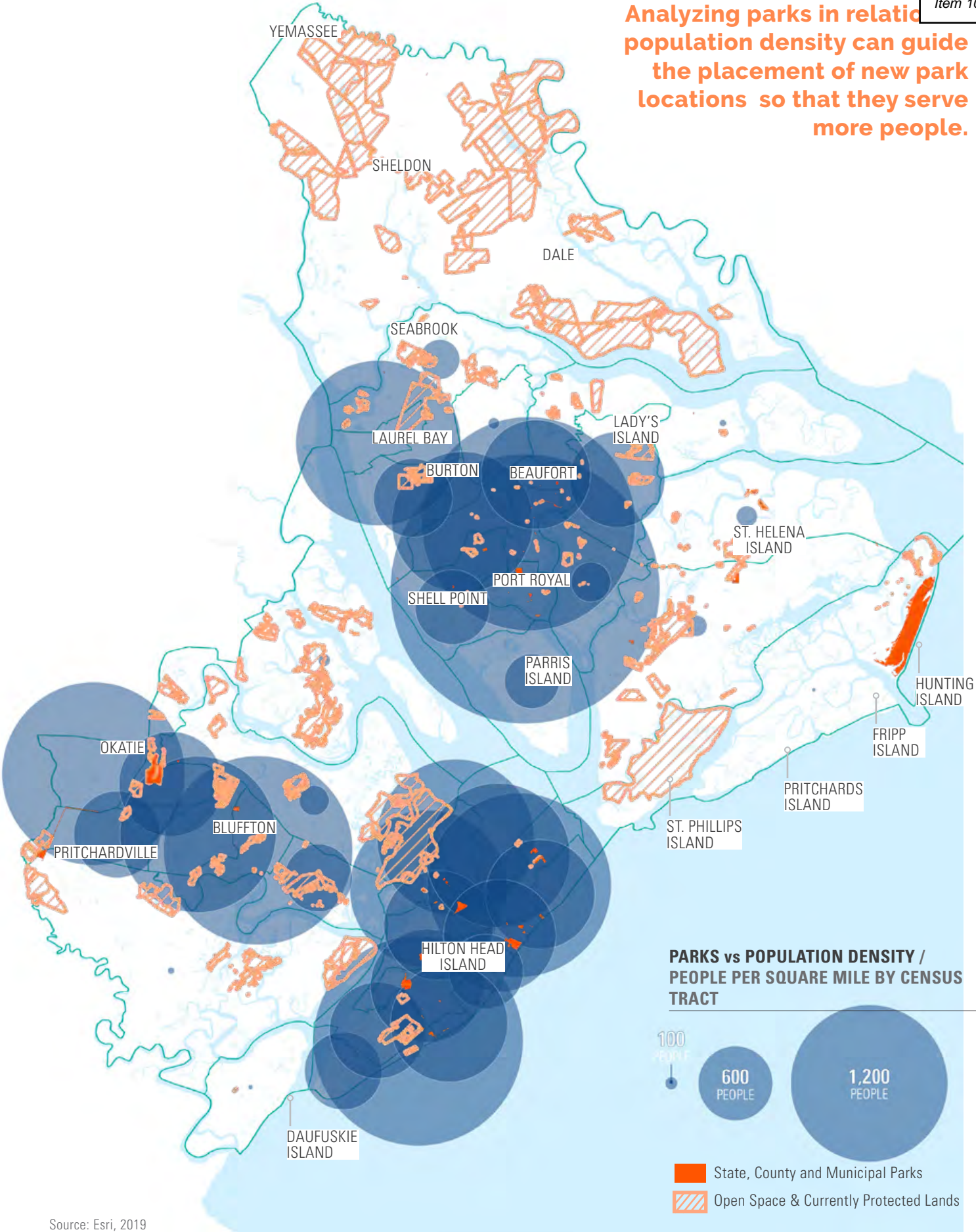
CF 7.6 Work with BJWSA to provide additional fire hydrants on Warsaw Island, extending and replacing lines as necessary. Apply for grant funding as appropriate, including CDBG. Identify other rural areas where lack of fire hydrants or water supply pose safety concerns. Request that BJWSA include water service improvements in rural areas in their CIP.

CF 7.7. Work with BJWSA to install water lines and fire hydrants on Seabrook Road and Stuart Point Road on Port Royal Island. Apply for grant funding as appropriate, including CDBG.

E CF 8. PROVIDE PARKS AND OPEN SPACES TO MEET THE NEEDS OF CITIZENS.

- Ensure, based on establishing acceptable metrics, that passive and active parks are programmed for the diverse demography of the County,
- Locate new parks where people can access them safely by walking and biking and serve population centers; make improvements as needed for better access at existing parks.
- Link passive and active parks planning with Greenprint planning and complete streets planning.
- Increase public access to the water by improving access on waterfront and marshfront properties currently owned by the County or other public entities; by purchasing additional waterfront and marshfront properties through the Rural and Critical Land Preservation Program; and by providing incentives to encourage public access to the water in private developments.
- Pursue park facilities that generate revenue via user fees. These facilities include water parks, campgrounds, tennis facilities, and picnic shelters.
- Review the current park management organizational structure and make recommendations for reorganization if warranted.
- Develop a strategy to address park needs by expanding on existing funding options and seeking new sources of funding, including revenue-generating park programs.
- Pursue facilities in active parks that generate revenue via user fees. These facilities include water parks, campgrounds, tennis facilities, and picnic shelters.

Analyzing parks in relation to population density can guide the placement of new park locations so that they serve more people.



Source: Esri, 2019

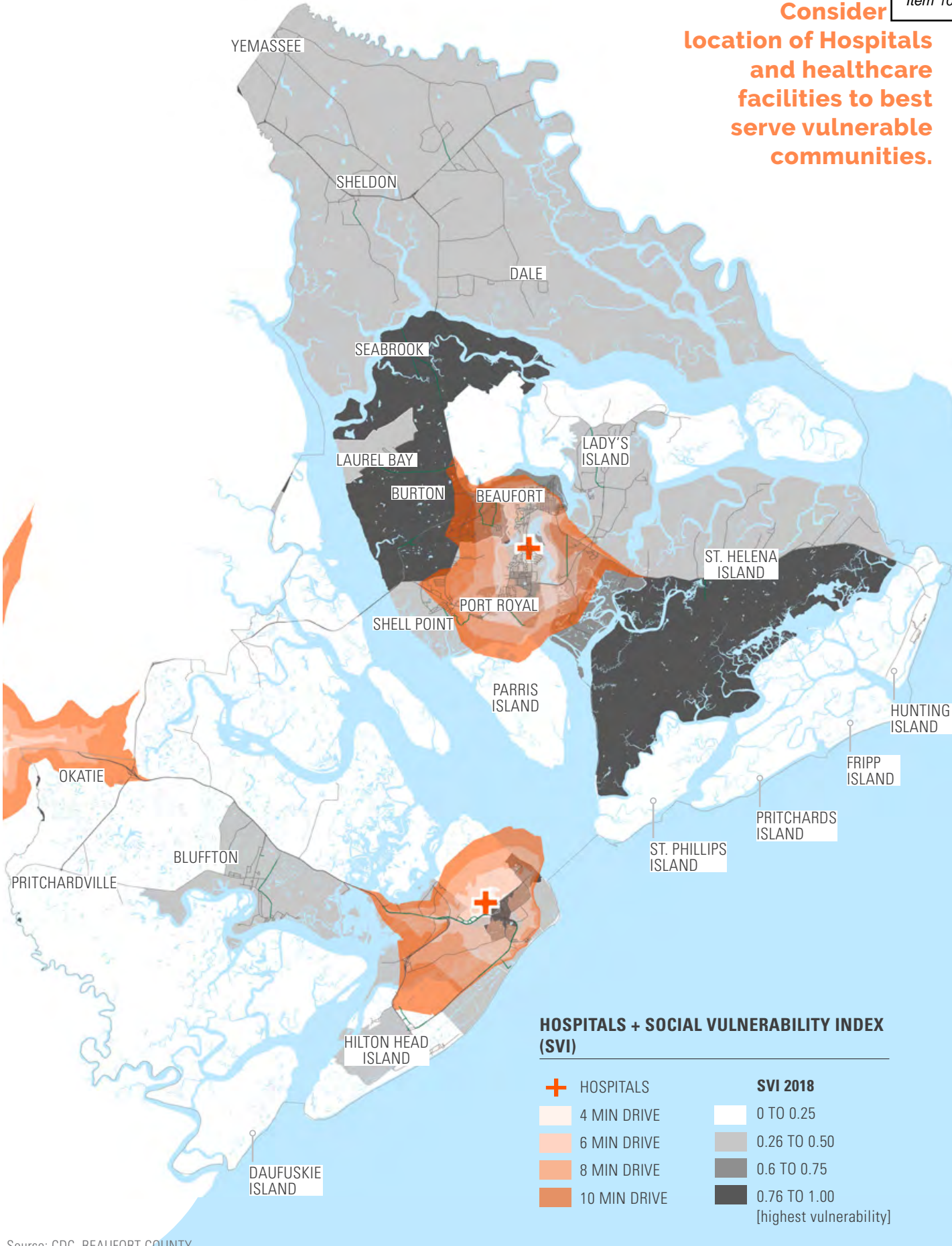
CF8. ACTIONS

CF 8.1. Create a Parks and Recreation Master Plan that establishes acceptable metrics for accessibility and programming. Ensure public participation from all areas of the County and segments of the community in the planning effort. Consider incorporating new uses in parks as appropriate such as splash pools, horseback riding, mountain bike trails, community gardens, camping, and ice skating.

CF 8.2. Implement the recommendations of the Parks and Recreation Master Plan according to the prioritization and timeline outlined in the document.

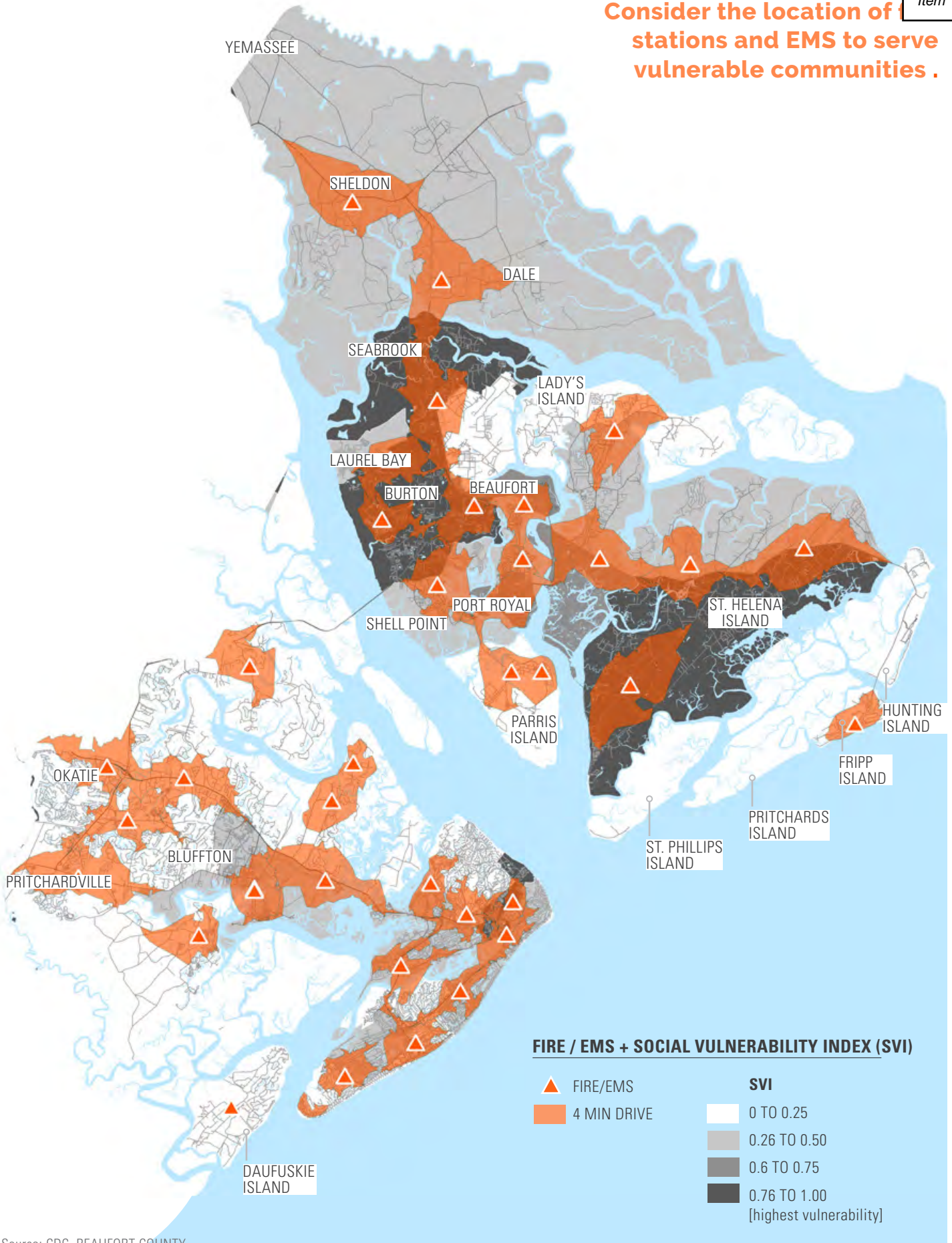
CF 8.3. Maintain a passive parks manager position to oversee the development of passive parks on Rural and Critical Land Preservation properties. Actively pursue the development of passive parks.

Consider location of Hospitals and healthcare facilities to best serve vulnerable communities.



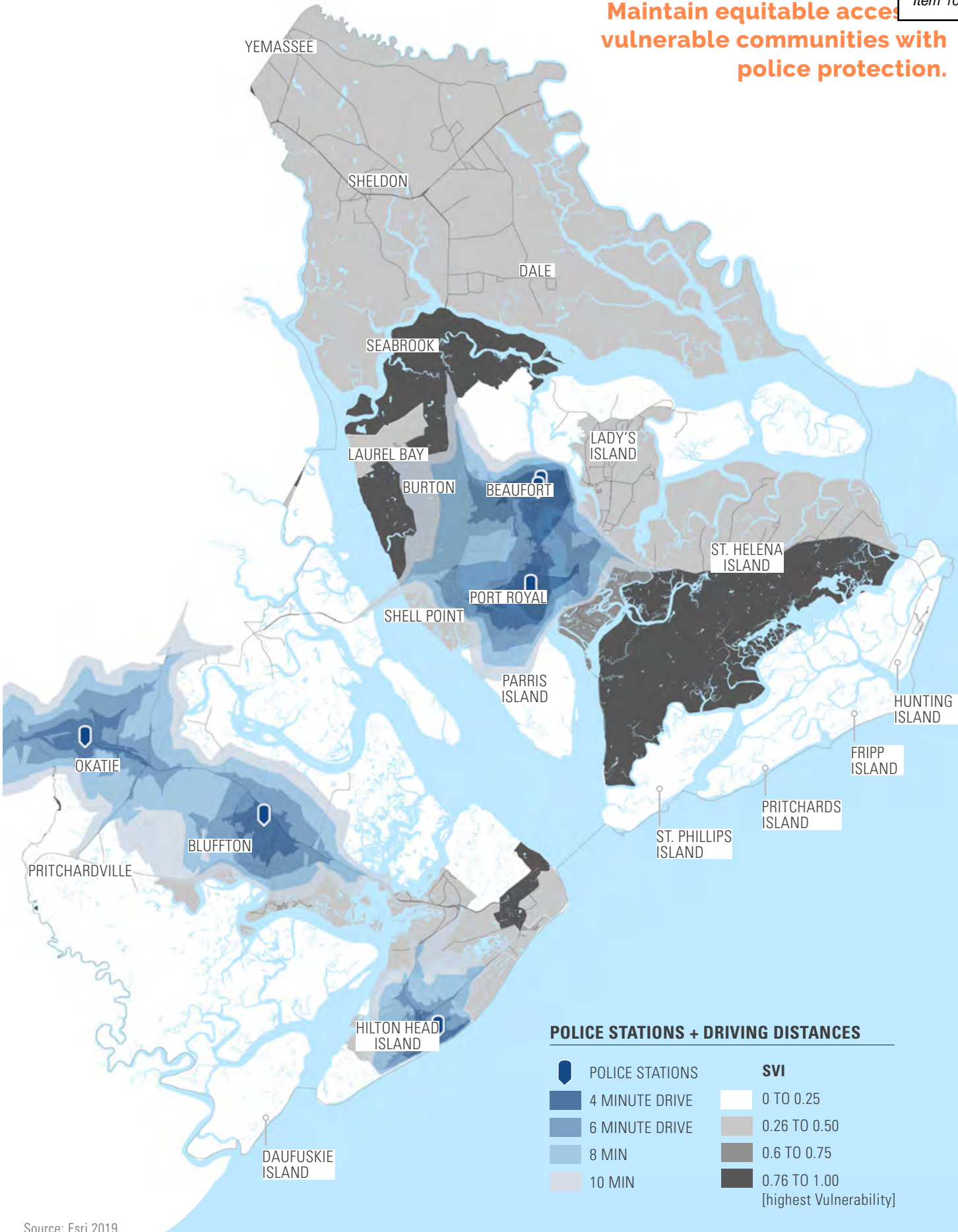
Source: CDC, BEAUFORT COUNTY

Consider the location of fire stations and EMS to serve vulnerable communities .



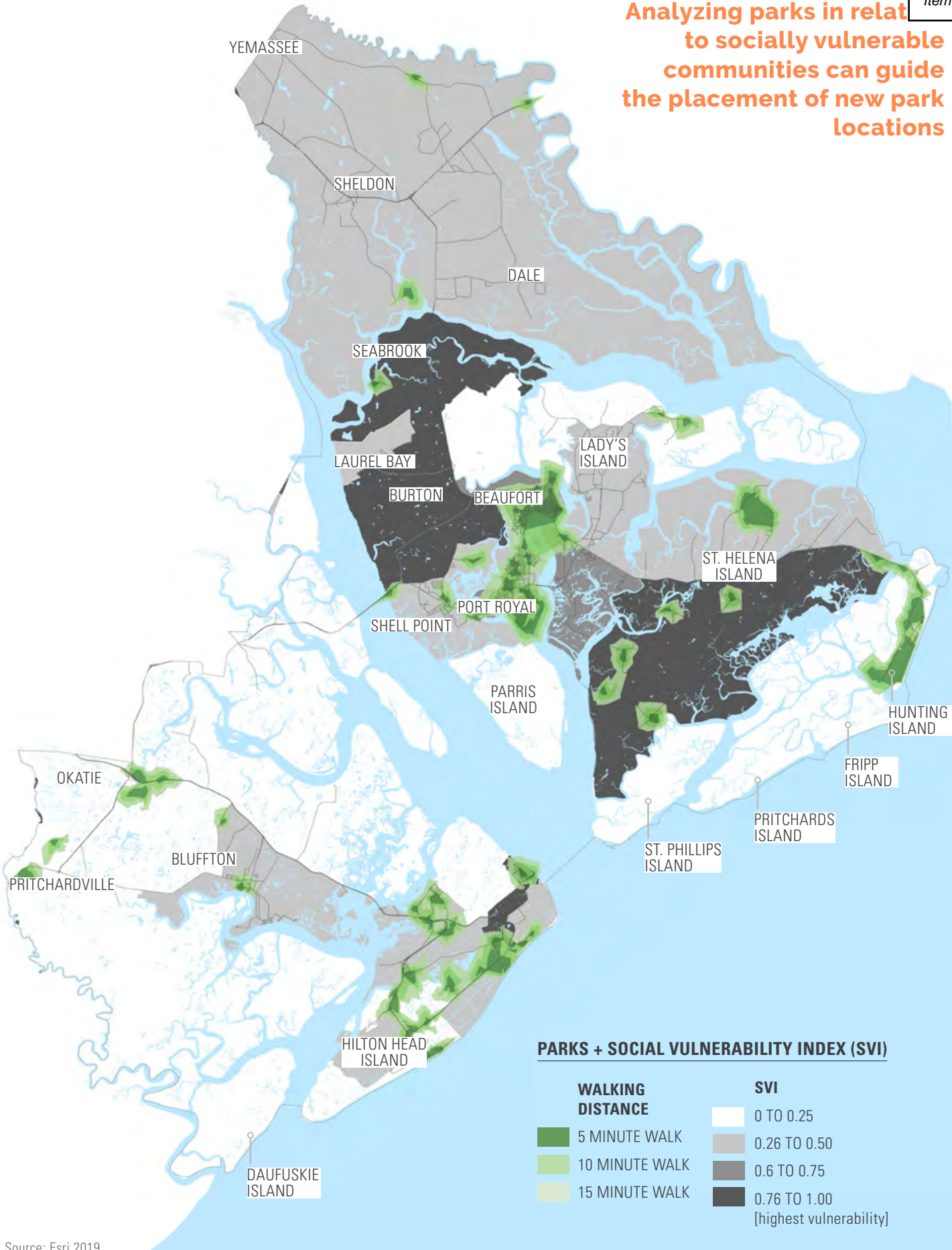
Source: CDC, BEAUFORT COUNTY

Maintain equitable access to vulnerable communities with police protection.



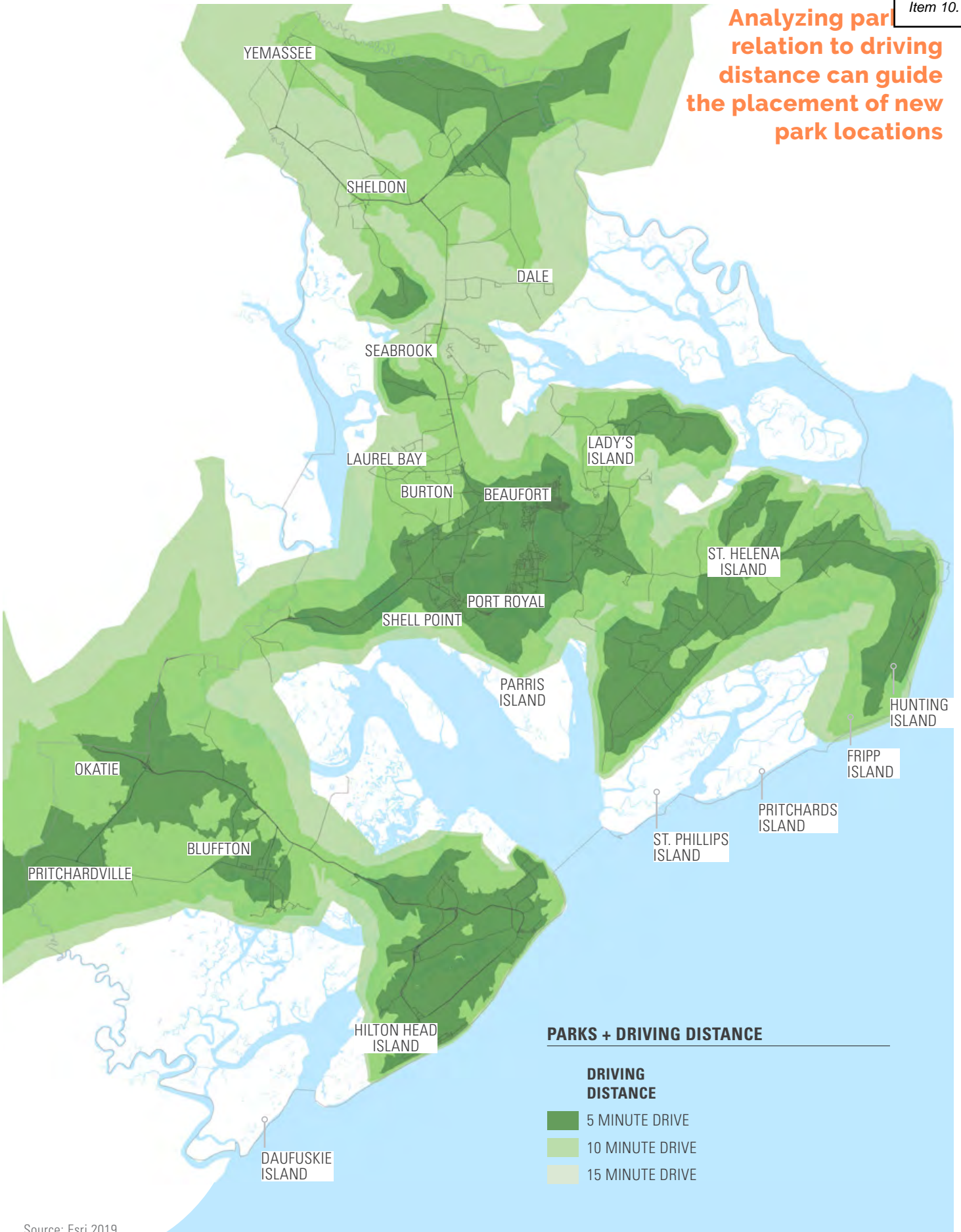
Source: Esri 2019

Analyzing parks in relation to socially vulnerable communities can guide the placement of new park locations



Source: Esri 2019

Analyzing park relation to driving distance can guide the placement of new park locations



Source: Esri 2019

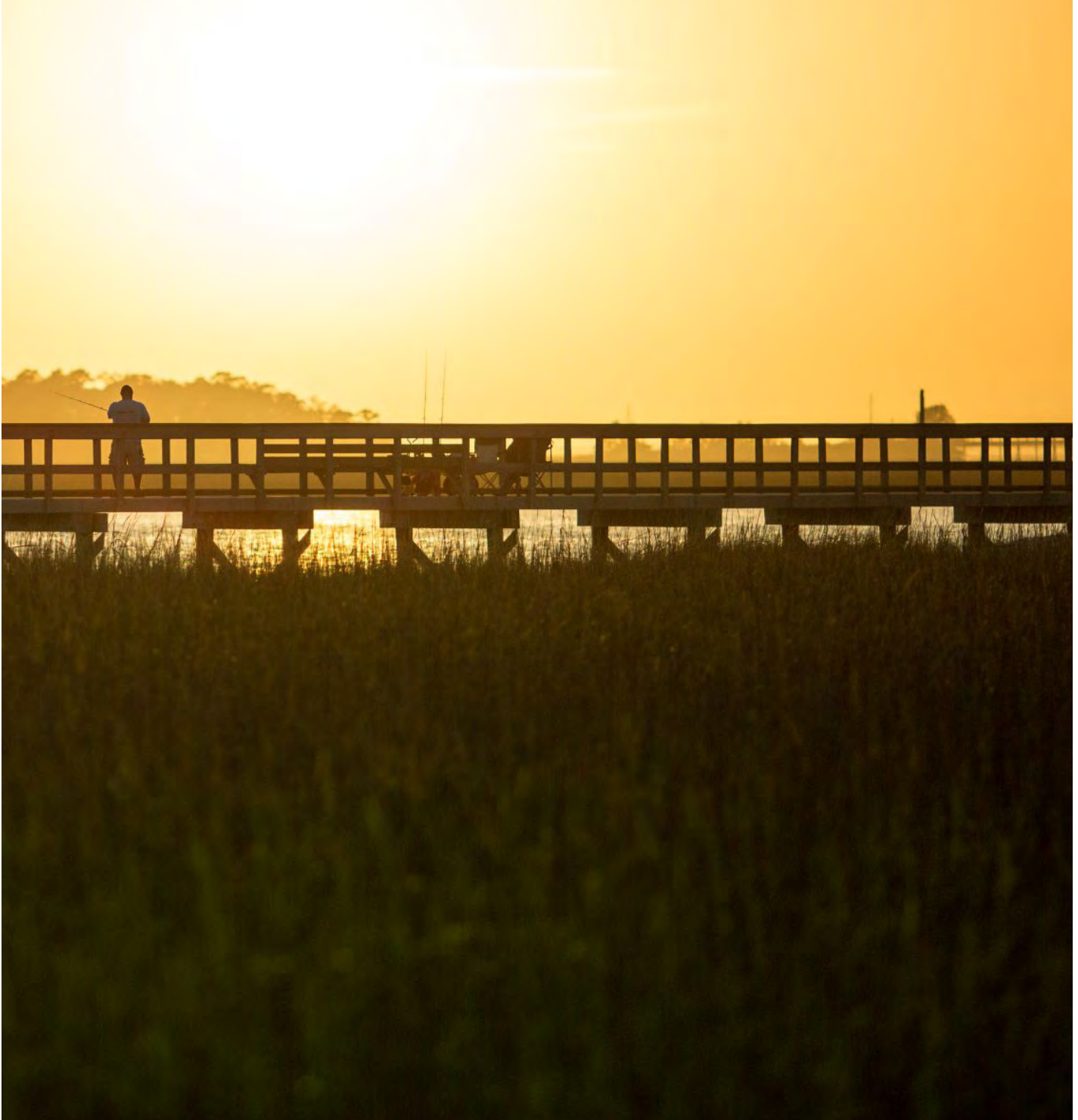
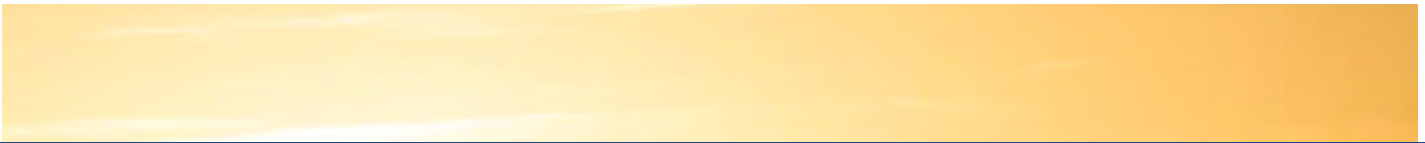


Photo source: Port Royal

BUILT ENVIRONMENT

Diverse, quality neighborhoods that support community life, work in balance and synergy with our natural environment, promote health and wellness, enable diversity, and enhance quality of life.



CORE VALUES

- 1** We desire a built environment that is in harmony with our natural environment.
- 2** We believe that development should be focused where it is best suited from an environmental, economic, infrastructure, and community service standpoint.
- 3** We desire development that supports and expresses our climate, landscape history, character, and lifestyle, and which promotes traditional town and neighborhood planning principles.
- 4** We respect private property and the ability for land-owners to profit from their land.
- 5** We preserve and promote our cultural, ethnic and socioeconomic diversity within our approach to planning the built environment.
- 6** We collaborate regionally to coordinate the development of the built environment and the protection of our natural environment.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

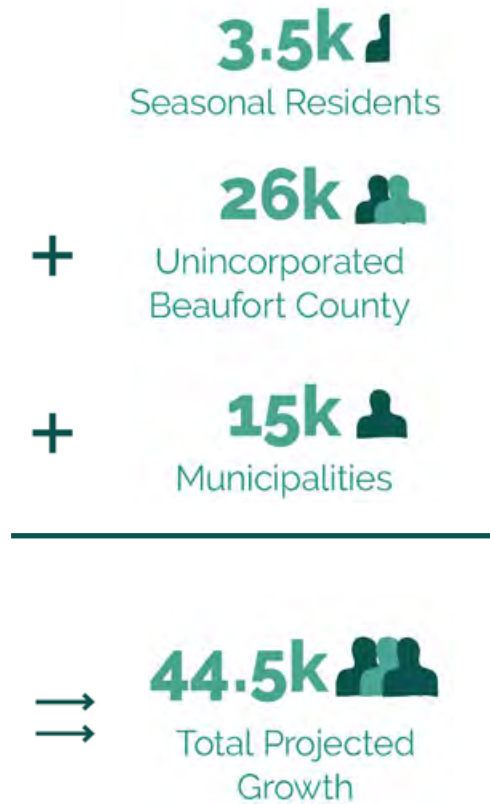
CONTEXT

Beaufort County is known for the detailed planning work it has done over the last 20 years. The County has defined where and how it wants to grow, and is implementing its long range plans through its Community Preservation Districts, rural zoning, special overlay zones, and transect-based design standards.

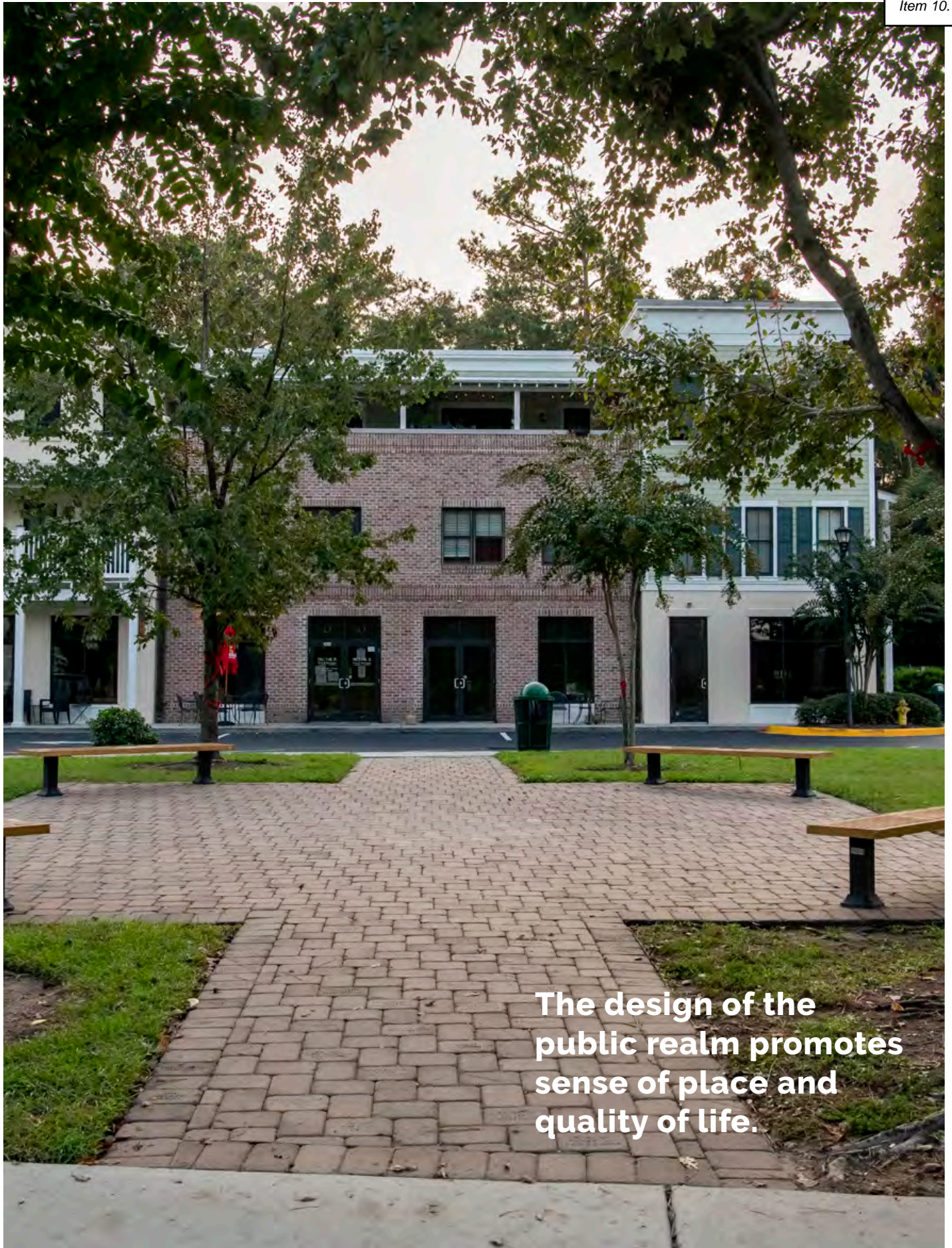
The County and its municipalities will continue to experience significant growth over the next decade. According to the most current estimates, the County is expected to add over 44,000 people by 2030. Of those, approximately 15,000 are assumed to be within the municipalities and 26,000 within unincorporated areas of the County. Fortunately, there is remaining land within existing PUDs and large subdivisions in the County and the municipalities that can absorb a significant quantity of this growth. Focusing on infill development (development on vacant lots within existing developed areas) will accommodate growth where infrastructure already exists. There is also zoned land serviced by infrastructure located adjacent to the municipalities and existing growth areas that is available for future growth. Given the available land that is already serviced, or near services, it is possible through education, development standards, and overlays, that the County can continue to grow while protecting rural areas and valuable natural and cultural resources.

Future growth in Jasper County, especially in Hardeeville, and also in the Town of Yemassee, will have a direct effect on Beaufort County’s future from a transportation, natural resource, and service delivery standpoint. Working with Jasper County, Hardeeville, and Yemassee on shared values, policies, and standards will help reduce these impacts.

Future considerations could include additional growth boundaries, environmental corridors, complimentary zoning, collaborative growth modeling, density sharing, joint environmental stewardship, mutual commitments toward alternative modes of transportation, and other growth management concepts that would benefit the County and the region.



Source: The 2045 Low Country Council of Government transportation modelling assumptions



The design of the public realm promotes sense of place and quality of life.

GROWTH & POPULATION DATA

Beaufort County's rapid growth rate is a relatively recent phenomenon in its 240-year history.

Population	
Total Population	187,117
Land Area (sq mi)	576.0
Population Density	324.8
Change in Population 2010-2020	15.3%
Population Age 18 and Over	81.1%
Race Alone ¹	
White	69.9%
Black or African American	14.9%
American Indian and Alaska Native	0.4%
Asian	1.3%
Native Hawaiian and Other Pacific Islander	0.1%
Some Other Race	5.7%
Two or More Races	7.6%
Hispanic Origin	
Hispanic or Latino	12.5%
Not Hispanic or Latino	87.5%
Housing	
Total Housing Units	98,068
Occupied Housing Units	77.9%
Group Quarters ²	
Group Quarters Population	4.4%
Institutional Group Quarters Population	0.3%
Non-Institutional Group Quarters Population	4.1%

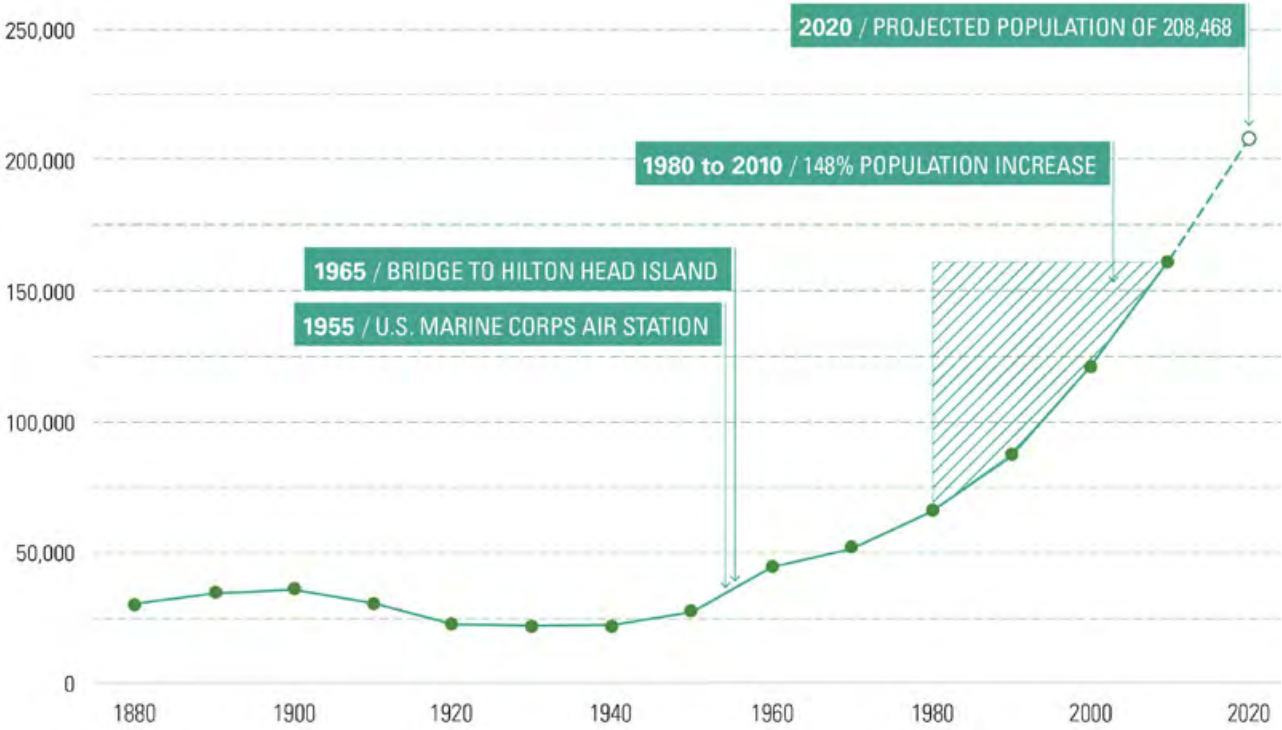
Beaufort County's population has grown significantly in the last 20 years and it's expected to continue. Much of the growth is being driven by people moving to the area from outside the county and is changing the racial and ethnic makeup of the county.

While overall the population is becoming older and more affluent, changes in prosperity and economic opportunity have not been evenly distributed across the county.

This recent rapid population growth and projected trends has policy implications for equity, public facilities, transportation, affordable housing, water quality, and natural and cultural resources.

For more detailed information on Beaufort County's population, reference the Beaufort County Atlas.

BEAUFORT COUNTY POPULATION GROWTH OVER TIME



PLANNING FOR AND MANAGING GROWTH

Beaufort County has a long history of planning for orderly and place-based growth. It has many tools in place that guide development and protect the built and natural environment. The municipalities that make up the County use similar and complementary codes and policies, which creates continuity in design and character.

And the county keeps growing! It is expected that by 2030, the population for Beaufort County will be near 224,970. And while this number sounds concerning, the analysis conducted for the 2040 Comprehensive Plan demonstrates that projected growth can be accommodated while also balancing the protection of natural and cultural resources.

Key to achieving this balance is directing growth away from sensitive natural areas and instead, targeting developed areas where infrastructure and services already exist.

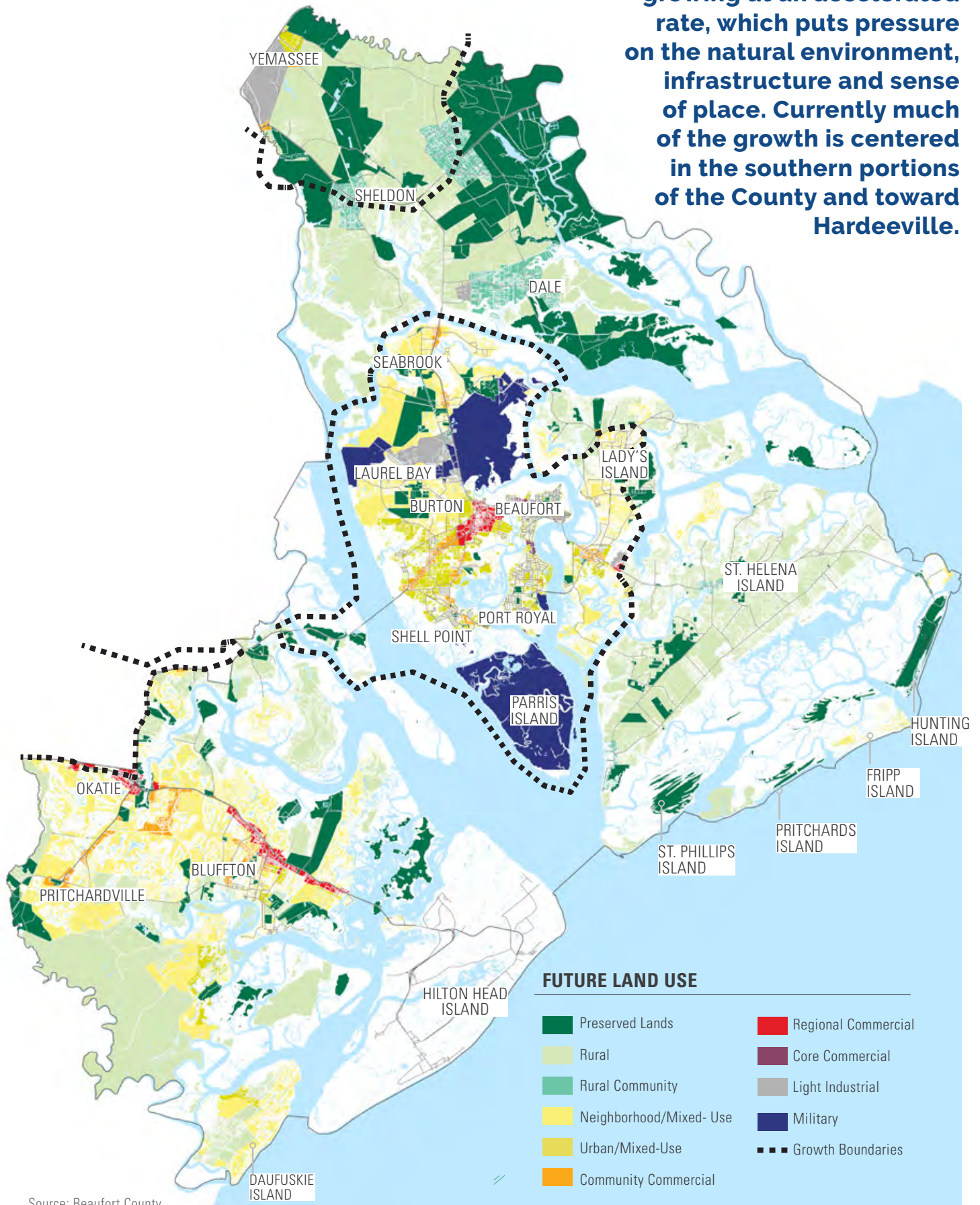
This Plan provides several strategies which are outlined below to further refine how, where, and in what form Beaufort County can continue to grow.

Ongoing coordination between Beaufort County and Jasper County on shared principles, standards, limits of growth, and natural resource protection, will benefit all citizens and visitors to the region. After all, it is the unique sense of place, natural environment, and culture that fuels the economy.

Beaufort County’s growth management strategy begins with a future land use map that guides land use policies and development decisions. The strategy is further refined by place type areas and growth corridors that provide more specific direction on the character and intensity of development with an emphasis on place making. Ultimately, the Greenprint Overlay is applied to establish balance and harmony between the built and natural environment.



The County has growing at an accelerated rate, which puts pressure on the natural environment, infrastructure and sense of place. Currently much of the growth is centered in the southern portions of the County and toward Hardeeville.



Source: Beaufort County

FUTURE LAND USE DEFINITIONS

Beaufort County's primary tool for managing growth is its future land use map. This Future Land Use Map provides the geographic framework to guide the County's land use policies and development decisions.

Rural Future Land Uses

Preserved Lands: This land use category includes all public parks; and public and private lands that are preserved through conservation easements.

Rural: Rural areas should retain their rural character with low-density residential development, supporting small scale commercial development, and agricultural land uses. The maximum gross residential density in rural areas is one dwelling unit per three acres, except for undeveloped rural marsh islands that are not accessible by car. These island shall have a maximum gross residential density of one dwelling unit per ten acres. Rural areas should not be targeted with the development of major public infrastructure or the extension of public sewer service except where a documented health, safety, and/or welfare condition warrants such an expansion.

Rural Communities: Rural communities are proposed to serve the surrounding rural area with small-scale retail and service uses and low to moderate density residential.

Community-based planning is recommended to protect the unique qualities of these areas. Gross density should be approximately one dwelling unit per acre; however, slightly higher densities may be permitted in a rural center as part of a community plan.

Urban/Suburban Land Uses

Neighborhood Mixed-Use: Moderate-density residential is the primary use, with some supporting neighborhood retail establishments. New development is encouraged to be pedestrian-friendly, have a mix of housing types, a mix of land uses and interconnected streets. The maximum gross residential density is approximately two dwelling units per acre with some denser pockets of development.

Urban Mixed-Use: Future development should be compatible with the type and mix of land use currently found in the municipalities with an emphasis on infill and redevelopment and walkable, mixed-use communities. Gross residential densities are between two and four dwelling units per acre with some denser pockets of development.

Community Commercial: Community commercial uses typically serve nearby residential areas. An example of a community commercial use is a shopping district anchored by a grocery store.

Regional Commercial: Regional commercial uses are those uses which due to their size and scale will attract shoppers and visitors from a larger area of the county and outside the county. Typical uses include "big box" retail uses, chain restaurants, and supporting retail.

Core Commercial: Core commercial areas include downtown Beaufort, Bluffton, and Port Royal and are oriented as a traditional main street with a pedestrian scale and zero lot line development.

Light Industrial: Uses in this category include, but are not limited to, business parks, research and development centers, product assembly, distribution centers, cottage industries, and light and heavy industrial uses.

Military: This land use category includes all military installations including Parris Island and the U.S. Marine Corps Air Station.

Air Installation Compatible Use Zone (AICUZ): This overlay is based on the Air Installations Compatible Use Zone Study for MCAS Beaufort 2013. Residential development and places of assembly (e.g., churches, schools, etc.) should be highly limited in these areas. Light industrial, commercial, and agricultural uses are considered appropriate to this area.

Future Land Use Overlays

Growth Boundaries: Growth boundaries are a regional land use strategy that identify those areas where municipalities are likely to grow and provide services over the planning horizon period of 20 years. The areas of the county beyond the growth boundary are considered to be rural areas that should be preserved in accordance with the rural future land uses identified in this section.

Cultural Protection Overlay (CPO): The CPO applies to St. Helena Island and promotes the long-term protection of the Gullah/Geechee community by restricting incompatible development, such as gated communities, resorts, and golf courses. The CPO should be periodically reassessed to determine whether additional land use restrictions are necessary to meet the intent of the district.

1. IDENTIFY LAND AREAS MOST “SUITABLE” FOR DEVELOPMENT OR PRESERVATION

WETLANDS & HYDRIC SOILS



PROJECTED SEA LEVEL RISE



FLOOD ZONES



PLANNED UNIT DEVELOPMENTS



AREAS OUTSIDE THIS STUDY



PARCELS < 0.5 ACRE (MINIMUM LOT SIZE FOR SEPTIC)



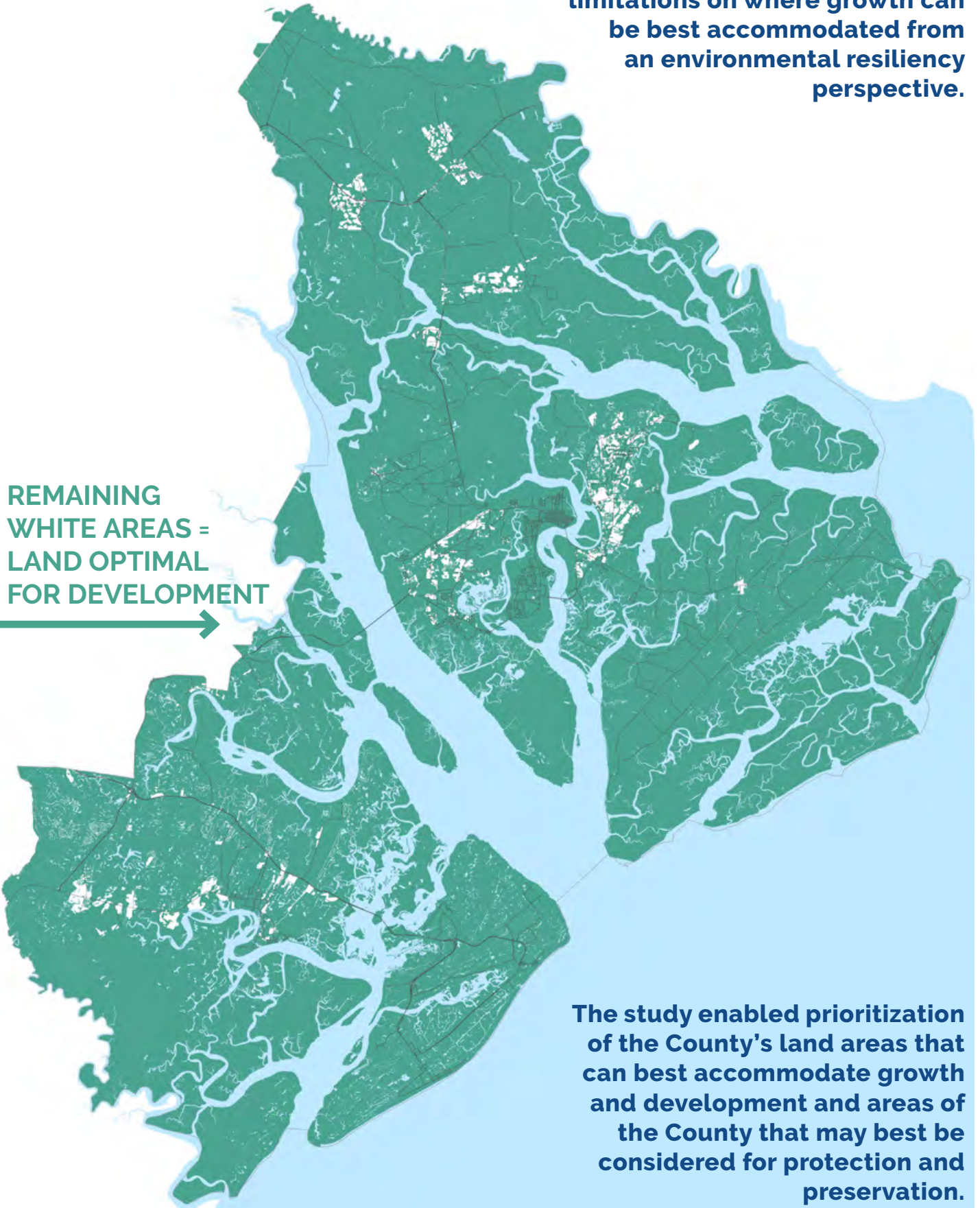
PROTECTED LANDS



RURAL + PROTECTED ZONING



A land suitability analysis created in GIS to map potential limitations on where growth can be best accommodated from an environmental resiliency perspective.



The study enabled prioritization of the County's land areas that can best accommodate growth and development and areas of the County that may best be considered for protection and preservation.

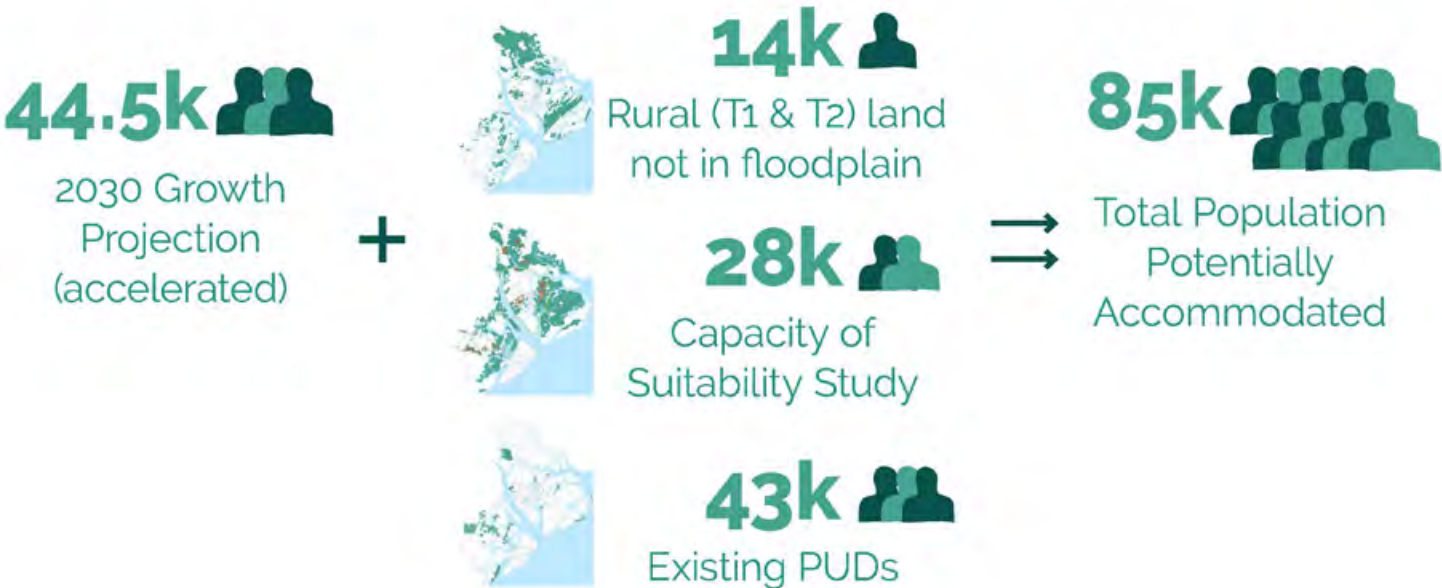
2. LEVERAGE “SUITABLE” LAND AREAS AND EXISTING CAPACITY OF PLANNED UNIT DEVELOPMENTS

As part of understanding how growth can best be accommodated, a “build-out” projection was created based on existing zoning. This was done to determine how much population growth could be absorbed by residentially-zoned land, that was considered the “most suitable” for new development or redevelopment. Part of that analysis included inventorying the available undeveloped capacity of the existing PUDs and subdivisions.

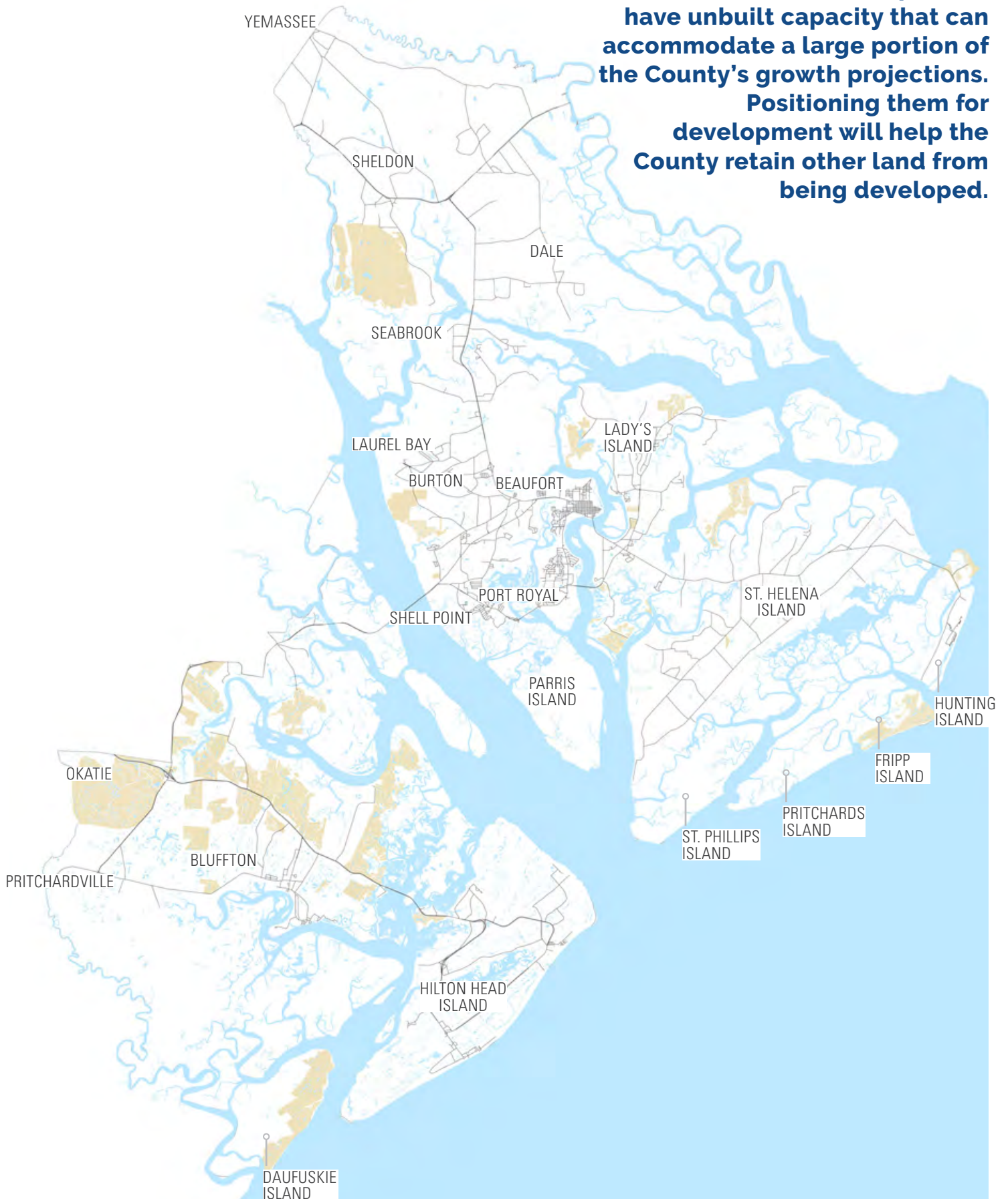
In total, the existing PUDs and subdivisions can accommodate close to 43,000 people based on available lot inventories prepared by the municipalities and the County when using county-wide average people per household. The suitable land that is zoned single family can accommodate an additional 28,000 people.

This amount, along with rural zoned land, completely accommodates the projected growth within the Long Range Transportation Plan’s model for the Comprehensive Plan period.

These numbers suggest that the County and its municipalities can achieve balance between growth and environmental protection.



**The County's and municipal
Planned Unit Developments
have unbuilt capacity that can
accommodate a large portion of
the County's growth projections.
Positioning them for
development will help the
County retain other land from
being developed.**









3. CREATE CONCENTRATED GROWTH CORRIDORS






Some areas of the County such as along US 278, SC 170, and areas adjacent to the municipalities may benefit from enhanced area planning to ensure that they are providing a complimentary mix of uses; affordable housing and are anticipating the potential of increased transit use over time.

As an example, a plan for US 278 can promote the inclusion of “Transit Ready Nodes” that prepare the corridor for the potential for regular fixed-route transit service (and eventual Bus Rapid Transit) services to link Bluffton and Hardeeville to jobs and amenities closer to the coast in Hilton Head. Doing so would alleviate traffic and promote a multimodal sense of place along the corridor.

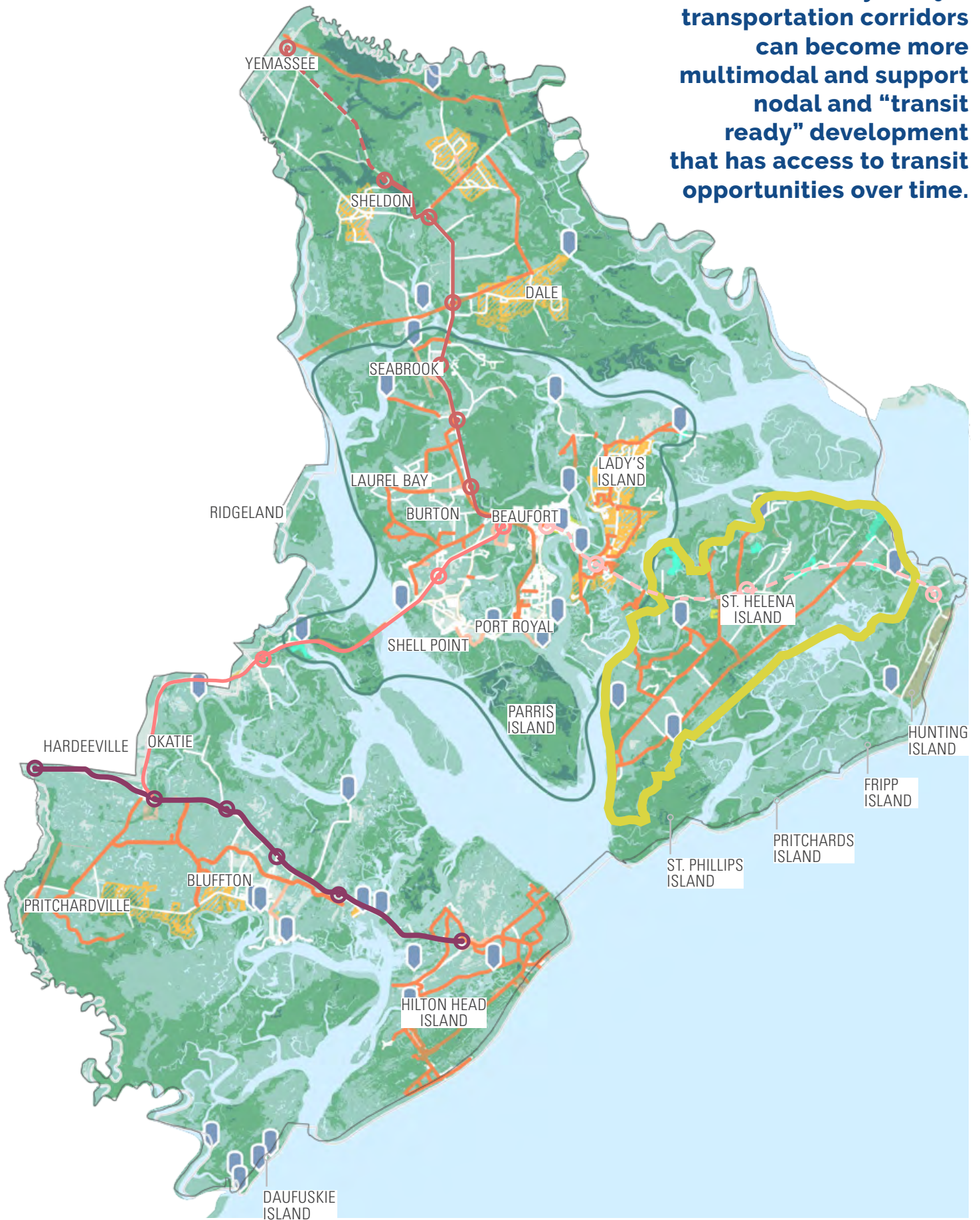
GREENPRINT OVERLAY AND TRANSIT

-  Existing North Beaufort County Growth Boundary
-  Greenprint Overlay
Highly Developable (Lowest Priority for Conservation) to Least Developable Highest Priority for Conservation)
-  Public Water Access
-  Trails
-  County Bike-Ped Task Force: Proposed Paths
-  Palmetto Breeze Route

POTENTIAL FUTURE TRANSIT

-  Potential BRT Corridor
-  Potential Bus Commuter Line (Dashed to Rural Nodes)
-  Potential Bus Commuter Line (Dashed to Rural Nodes)
-  Potential Bus Commuter Line
-  Potential Bus Stops with 1500ft walking radius

The County's major transportation corridors can become more multimodal and support nodal and "transit ready" development that has access to transit opportunities over time.



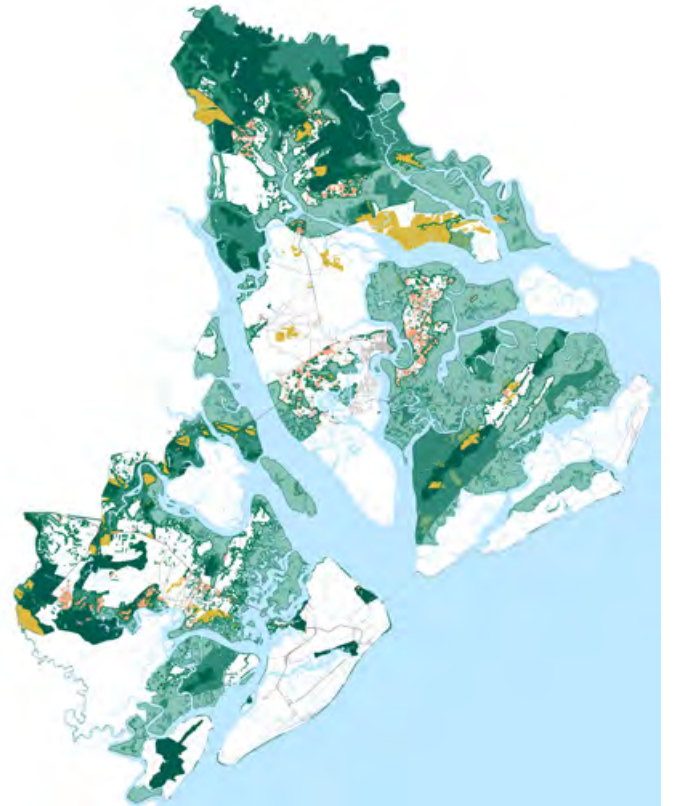
4. DESIGNATE AREAS FOR SENDING AND RECEIVING TRANSFER OF DEVELOPMENT RIGHTS

Based on the Greenprint Priority mapping, land areas can be designated as sending areas (where residential density is transferred from elsewhere) and receiving areas (where residential density is added). This tool enables lands that are within the Greenprint priority areas to participate economically while also reducing development within critical environments.



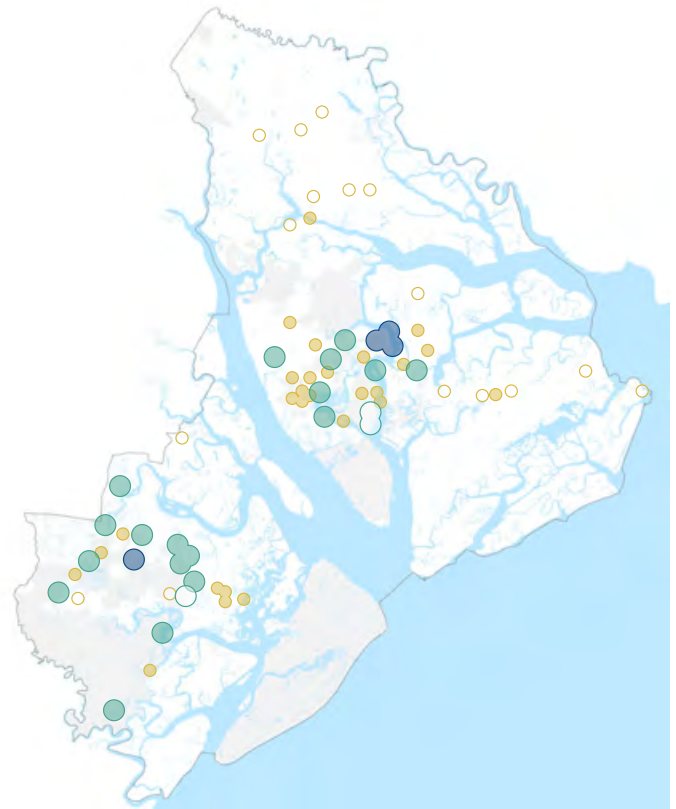
5. ESTABLISH DEVELOPMENT / CONSERVATION POLICIES BASED ON THE GREENPRINT OVERLAY MAP

Based on the Greenprint Overlay Map, zoned land areas can be further restricted to match their development standards with their natural environmental condition. These areas could be subject to new tools, policies, and codes that support a balanced approach to developing within or near sensitive and critical natural resources, protect people from rising flood waters, help preserve water quality, and reduce damages from major storm events.



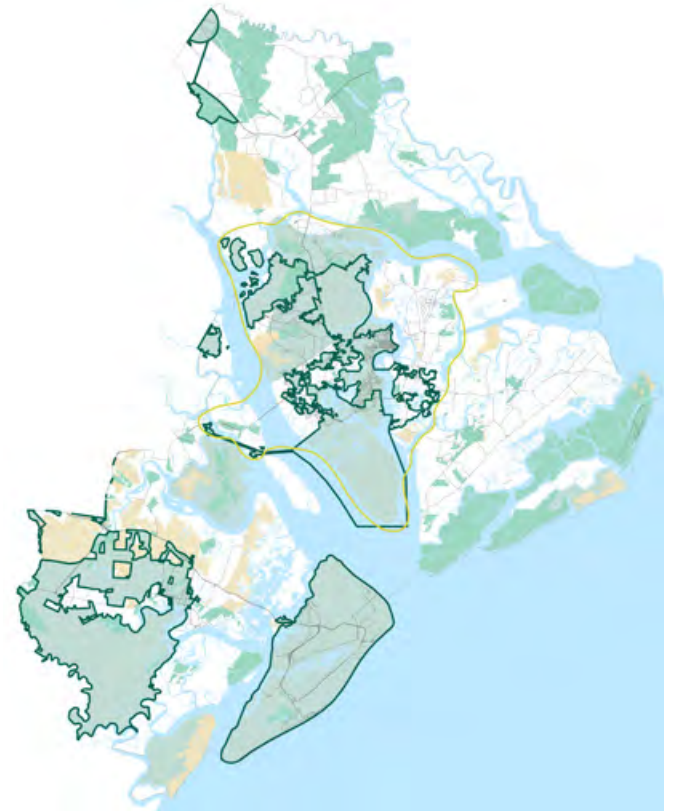
6. DESIGNATE ADDITIONAL PLACE TYPE AREAS OR COMMUNITY PRESERVATION AREAS

Community-based plans that promote mixed-use, walkable places have been successful in Dale, St. Helena Island, Lady's Island, and Seabrook in building on local character and promoting growth in proximity to existing settlements. Additional areas of the County could be considered for this type of community-based planning so that a clearer vision is established for critical areas of the County where detailed planning has not yet occurred.



7. EXPAND GROWTH MANAGEMENT POLICIES

Some fast-growing jurisdictions in other places around the country have placed annual limits on growth and/or restricted where growth can occur, tying growth to an important metric such as maintaining jobs to housing balance based on their desire to retain a particular character and quality of life. This could be considered as a way to protect adjacent counties or municipalities from sprawling development and to time development with the availability of infrastructure and services.



8. INTEGRATE THE GREENPRINT PLAN

The Greenprint Plan is the open space plan for Beaufort County. It promotes environmental health and cultural landscape preservation by protecting Beaufort County's open space for the betterment of its ecology, economy and quality of life.

The 2020 Greenprint Plan was developed in tandem with this Comprehensive Plan, presenting a unique opportunity to coordinate the plans' processes and recommendations for accommodating environmental hazards associated with sea levels and increased flooding, guiding development to places where it will work best with the natural environment, protecting environmentally and culturally precious areas of the County, and reinforcing the community vision for the Comprehensive Plan to establish balance and harmony between the built and natural environments.

The Greenprint Plan informs the Comprehensive Plan by:

- Clearly showing how future growth and the natural environment can coexist.
- Becoming a tool for the County to evaluate development proposals based on open space criteria.
- Enabling landowners, developers, and builders to be better informed about how various areas of the county are prioritized for growth and preservation.
- Influencing how and where transportation, housing, future land uses, economic development, and public facilities are located.

- Becoming the starting point for more criteria, prioritization, policies, and programs that encourage land preservation and bolster economic benefits of owning and developing land.

A Composite Priority Land Map was generated by weighting the environmental criteria of the Greenprint Composite Priority Land model.

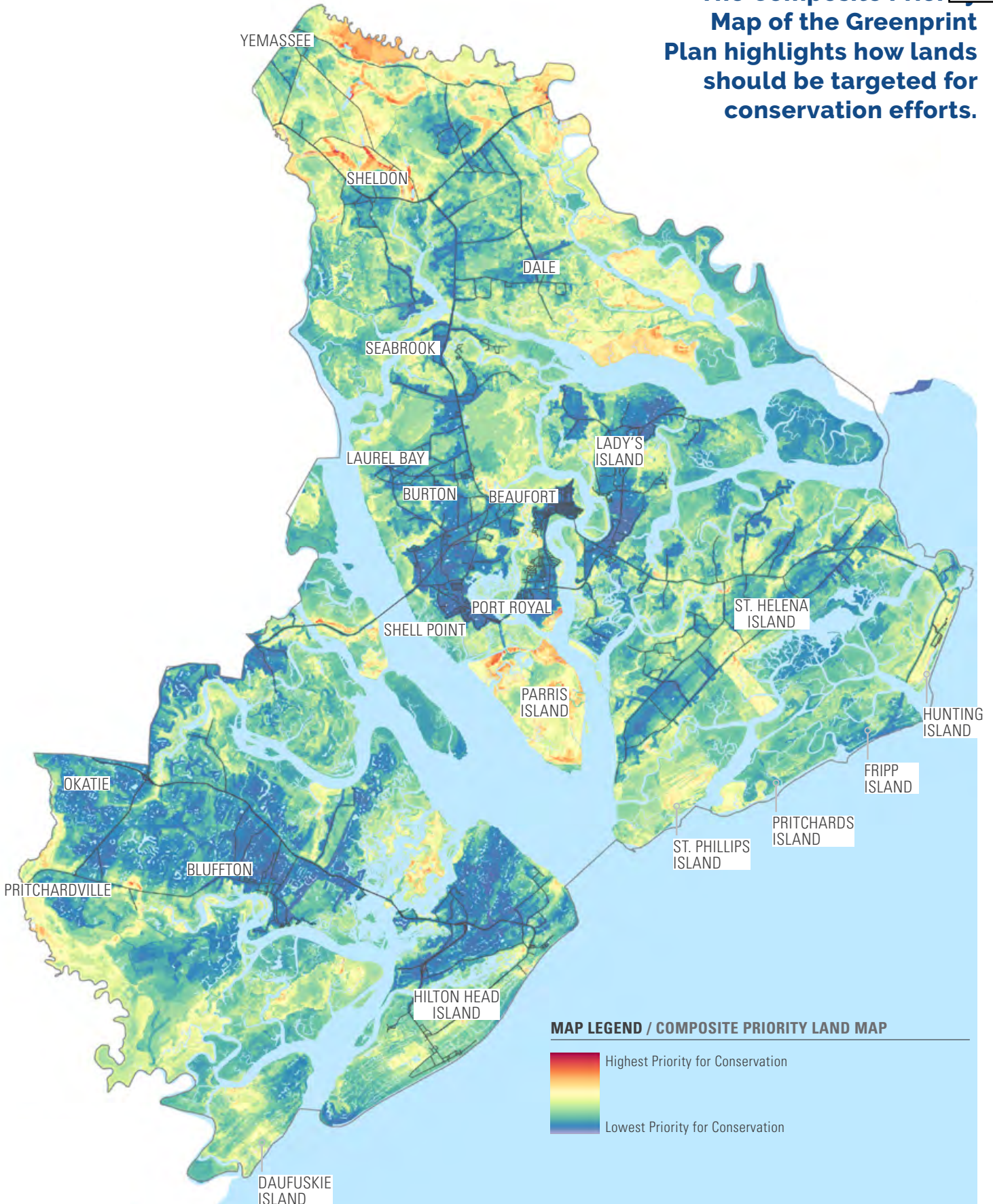
The Greenprint Overlay Map reflects the open space values of Beaufort County residents and can be a powerful tool to guide Future Land Use, growth management planning, and the development of strategies, policies, plans, and overlays that define appropriate development types, densities, and standards within and adjacent to the priority areas.

By refining conservation and development approaches based on the Greenprint Overlay Map, Beaufort County can ensure its future growth is strategic, meeting the demands of population growth while protecting the natural environment that is key to the County's identity and sense of place.



Refer to Section 4.1 of the Greenprint Plan for more information about the prioritization model and mapping criteria.

The Composite Priority Map of the Greenprint Plan highlights how lands should be targeted for conservation efforts.



CROSS WALK TO COMPREHENSIVE PLAN: GREENPRINT OVERLAY MAP

The Greenprint Overlay is derived from the Greenprint Plan’s prioritization mapping model. Because the model was informed by GIS data and community input, the Greenprint Overlay Map reflects the open space values of Beaufort County residents and can be a powerful tool to guide Future Land Use, growth management planning and the development of strategies, policies, plans and overlays that define appropriate development types, densities and standards within and adjacent to the priority areas.

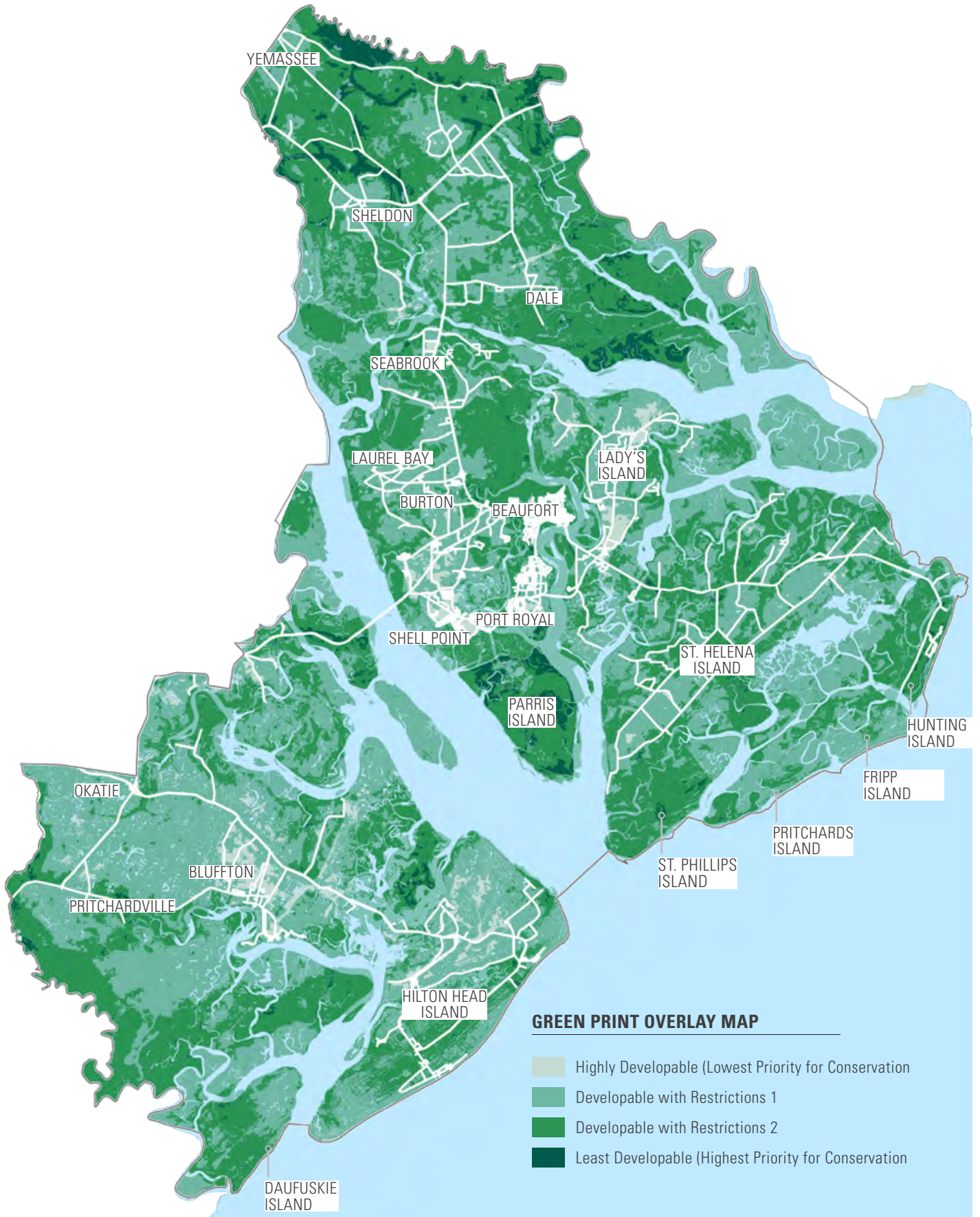
The Greenprint Overlay Map is a consolidation of the environmental priorities, divided into four zones based on the Greenprint Composite Priority Land Map. The four zones represent different levels of environmental priority along with different levels of need for protection and conservation.

The darkest green zones representing areas most in need of protection and the lightest green zones represent areas with the least priority for protection and the most suitable for development.

This four-tiered overlay informs how new development should be positioned, where conservation-oriented development standards should be applied, and where focused conservation efforts should be prioritized.

Future land use planning should utilize the four tiered overlay when determining where and how to develop. It should also inform the creation of specific codes and overlays that will guide development as described in the table below.

Highly Developable	Lands that are the lowest priority for preservation, generally upland, and away from flooding associated issues.	Lands within these areas can and should support high levels of development intensity to support growth, employment and affordable housing goals.
Developable with Restrictions 1	Lands located close to or within lower level priority preservation environments	Lands within these areas can but with additional Low Impact Development (LID) standards and buffers to limit the impact to the critical environments they are adjacent to.
Developable with Restrictions 2	Lands located close to or within higher priority preservation environments and closer to highest priority preservation environments	Lands within these areas should only support limited development at low levels of intensity, conservation based development and the highest levels of Low Impact Design (LID) and sustainable development practices
Least Developable	Lands within highest priority preservation environments	Lands within these areas should only be preserved and not be developed



GREEN PRINT OVERLAY MAP

- Highly Developable (Lowest Priority for Conservation)
- Developable with Restrictions 1
- Developable with Restrictions 2
- Least Developable (Highest Priority for Conservation)

Source: Beaufort County, Design Workshop

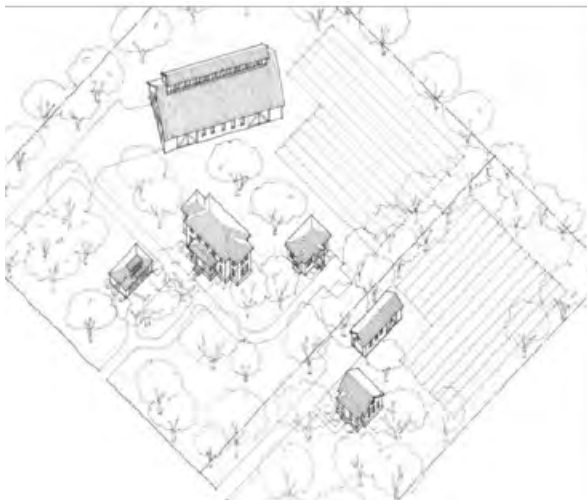
COUNTY ZONING IS BASED ON A RURAL-TO-URBAN TRANSECT



T1 Natural



T3 Edge & T3 Hamlet Neighborhood



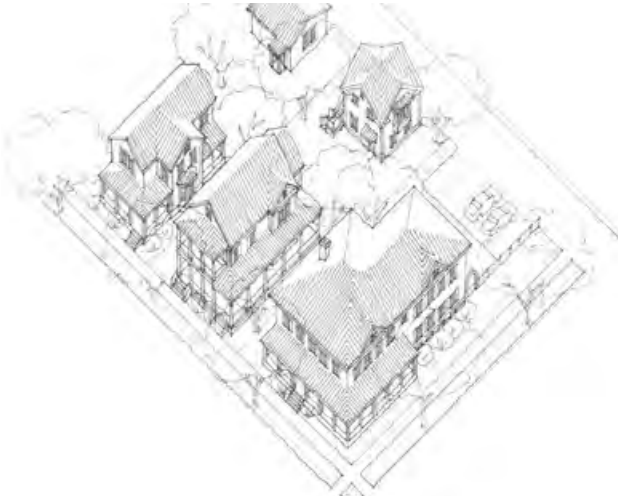
T2 Rural, Rural Neighborhood, Open & Rural Center Zoning



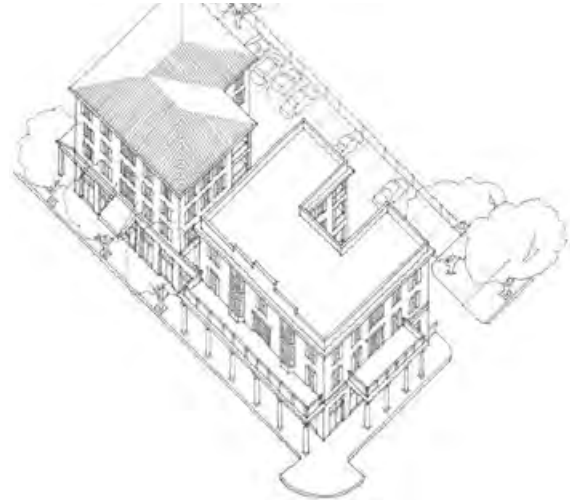
T3 Neighborhood Zoning

RURAL

Existing Transect Based Zoning can be further refined to better harmonize with the four-tiered Greenprint Overlay system to ensure balance and harmony with the natural environment.



T4 Hamlet Center



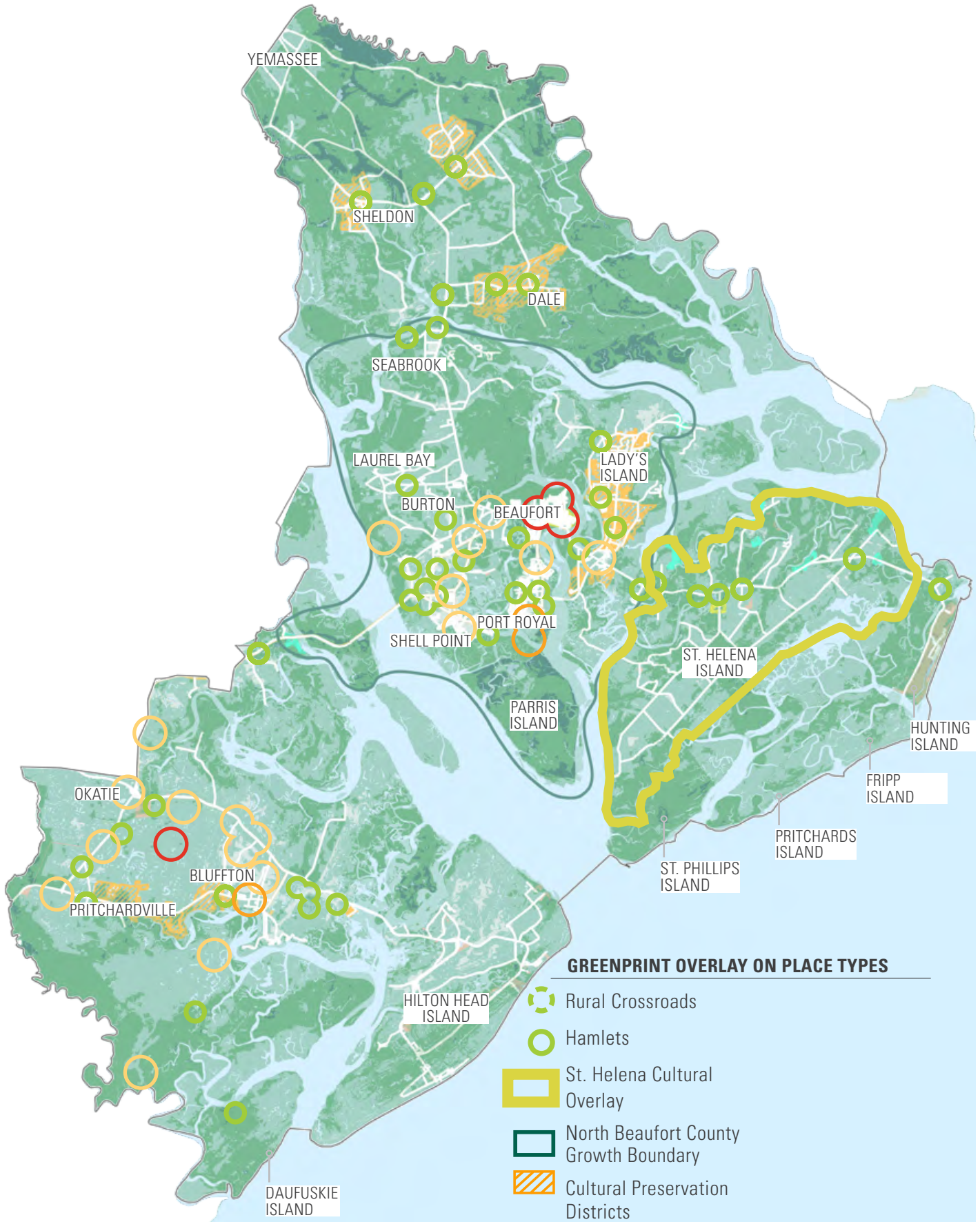
T5 Urban Center (in municipalities only)



T4 Neighborhood Center, Village Center & Mixed Use Zoning

County and Municipal Zoning Codes include the use of Transect Based Zoning, Place Types, and a Uniform Development Ordinance to define the nature and character of land use and development. These tools help retain the County’s sense of place and character and ensure best practices in community and neighborhood development.

URBAN



STRATEGIES AND ACTIONS

R BE 1. CHANNEL NEW GROWTH INTO MUNICIPALITIES, EXISTING DEVELOPMENTS, AND PUDS THAT HAVE CAPACITY TO GROW, IN ORDER LIMIT GREENFIELD DEVELOPMENT AND PRESERVE ENVIRONMENTALLY SENSITIVE LANDS.

- Promote Infill Development and Redevelopment within the municipalities and in immediately adjoining areas in order to limit greenfield development. Make PUDs and subdivisions that are only partially developed a priority.
- Continue active engagement with the municipalities and neighboring counties on regional cooperation and planning. Use the Southern Lowcountry Regional Board (SOLOCO) and the Northern Beaufort County Regional Plan Implementation Committee to promote this cooperation.
- Revise the growth boundaries on Lady's Island to reflect the recommendations of the Lady's Island Plan 2018. Work with the City of Beaufort and Town of Port Royal to revise the growth boundaries on Port Royal Island to reflect the emphasis on infill and redevelopment.
- Work with all local governments in and adjacent to the County, to establish growth boundaries.
- Maintain and enhance rural land use policies for areas outside of growth boundaries.

BE1. ACTIONS

BE 1.1. Regularly inventory platted vacant lots in existing PUDs and subdivisions, and create an inventory of lots ideal for infill development.

BE 1.2. Formalize a regional planning program between Beaufort County, Jasper County, and the City of Hardeeville that recognizes the mutual benefit of coordinated planning along jurisdictional boundaries.

BE 1.3. Develop a SC 170 Area Plan in conjunction with the City of Hardeeville and Jasper County that defines a growth framework for the corridor and addresses issues of joint concern such as transportation and environmental protection.

BE 1.4. Work with the Town of Yemassee to develop a consistent growth management strategy for the area of the County north of US 17. The strategy should include a mutually agreed upon growth boundary.

R BE 2. ALLOW GROWTH TO MIRROR RECOMMENDATIONS OF GREENPRINT PLAN PRIORITY MAPPING (NO DEVELOPMENT, LOW IMPACT DEVELOPMENT, PRESERVING MOST CRITICAL PROPERTIES, ETC.).

- Use the Greenprint overlay that designates areas of environmental importance, such as the floodplain, to craft development standards that protect the natural environment and use to review all development and land use proposals.
- Use regulatory tools such as rural zoning, open space set-aside requirements, buffers and natural resource protection standards, as the primary tools to protect areas of environmental importance. Use land purchase and the purchase of conservation easements for the most critical properties.

P BE 3. CREATE POLICIES THAT ARE COMPATIBLE WITH THE LOCATION, CULTURE, AND ACCESSIBILITY OF AREAS TARGETED FOR GROWTH.

- Use Place Type Overlay to identify areas of the County where walkable urbanism is appropriate. Scale Place Types appropriately based on their location within the County, from most urban to most rural. The urban to rural hierarchy shall be city, town, village, hamlet, and rural crossroads.
- Create community or small area plans for areas of the County that do not have one, such as St. Helena Island, Sheldon, and Dale, using a community-based process to promote and ensure access to basic services, parks, economic opportunities and affordable housing.
- Prepare a mixed-use development plan, using a community-based process, to support walkable and “bus transit-ready” development patterns along major roads such as US 278, Bluffton Parkway, and the Okatie Highway to reduce traffic over time.

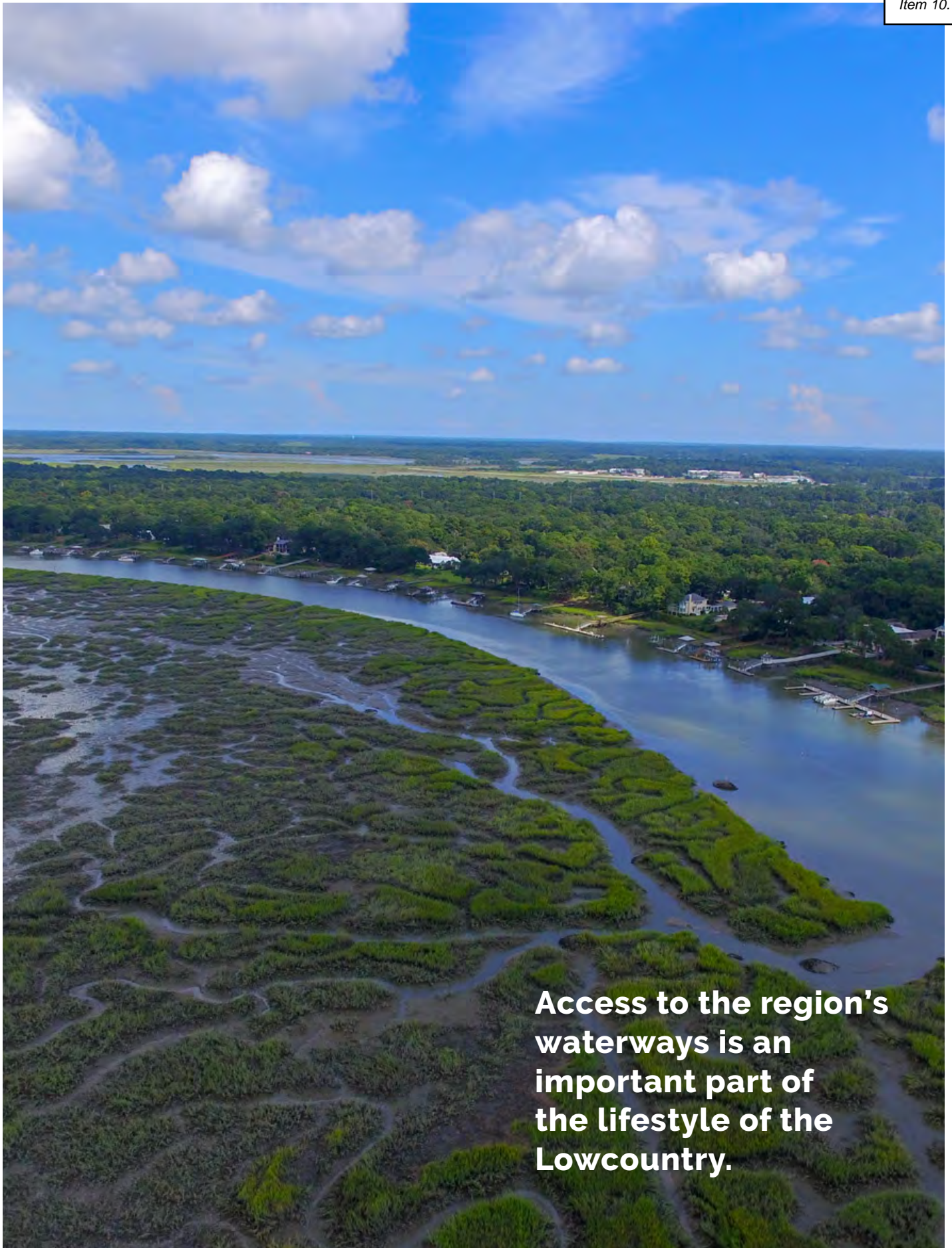
R BE 4. ENSURE THAT COUNTY LAND USE REGULATIONS AND POLICIES CREATE RESILIENT, EQUITABLE COMMUNITIES WITH A SENSE OF PLACE REFLECTIVE OF THE COUNTY’S UNIQUE CHARACTER.

- When adopting new land use policies or regulations, consider the impact, including unintended consequences, on low-income and minority communities. Periodically review existing policies.
- Continue the ban on new PUDs.

BE₃ ACTIONS

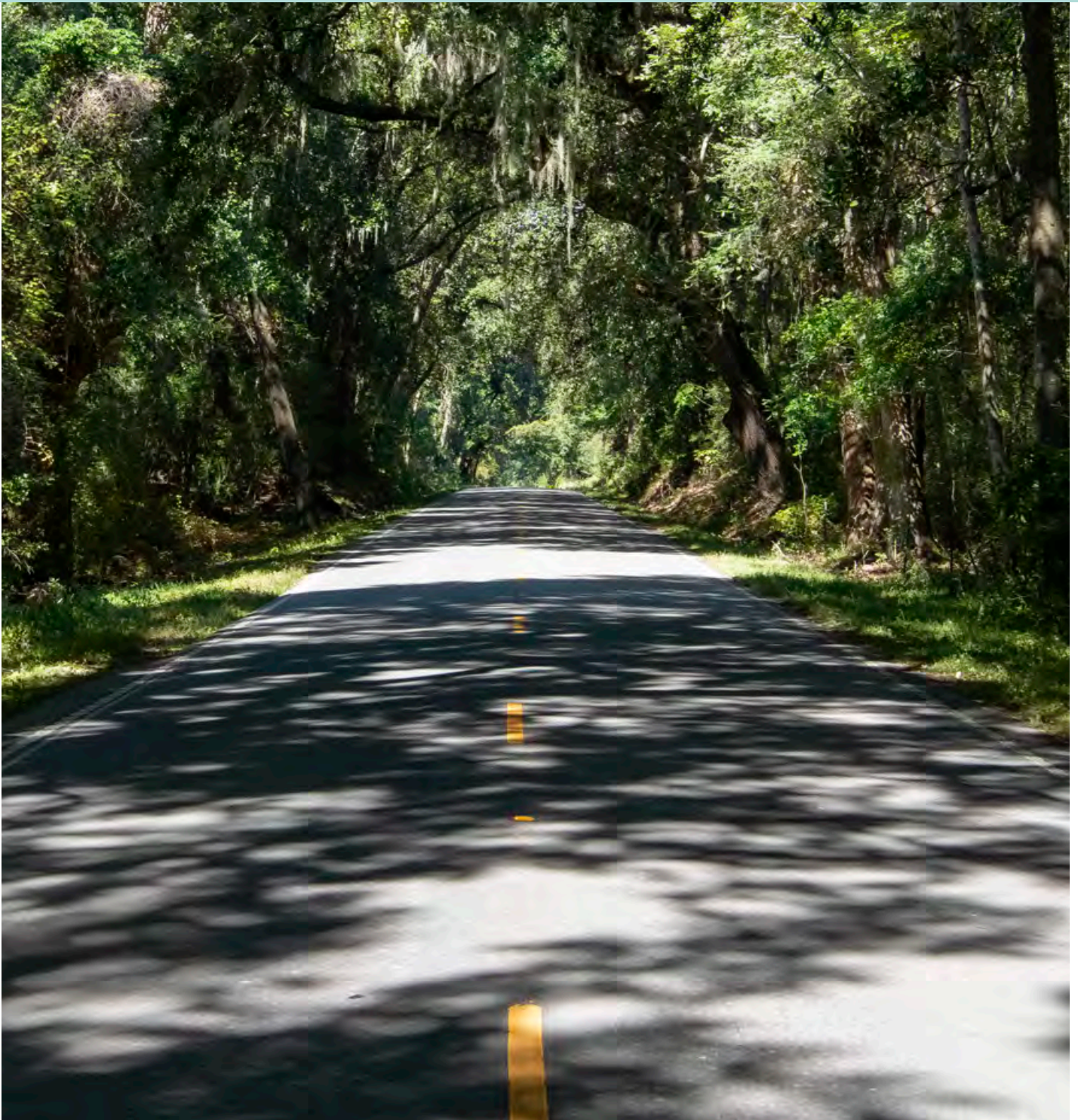
BE 3.1. Reevaluate the effectiveness of existing place-making implementation tools such as the Place Type Overlay District in the Community Development Code, and make revisions as necessary.

BE 3.2. Initiate a prototype community-based Place Type implementation plan that involves property owners, business owners, and other stakeholders to serve as a vision for other areas of the county where walkable urbanism is appropriate.



Access to the region's waterways is an important part of the lifestyle of the Lowcountry.

Photo source: Design Works



Scenic roadway with tree canopy in Beaufort County

Photo source: Design

FOCUSED PLANNING AREAS

A county comprising diverse, connected neighborhoods with equitable access to services and amenities where residents have a strong voice in their future.



PRINCIPLES

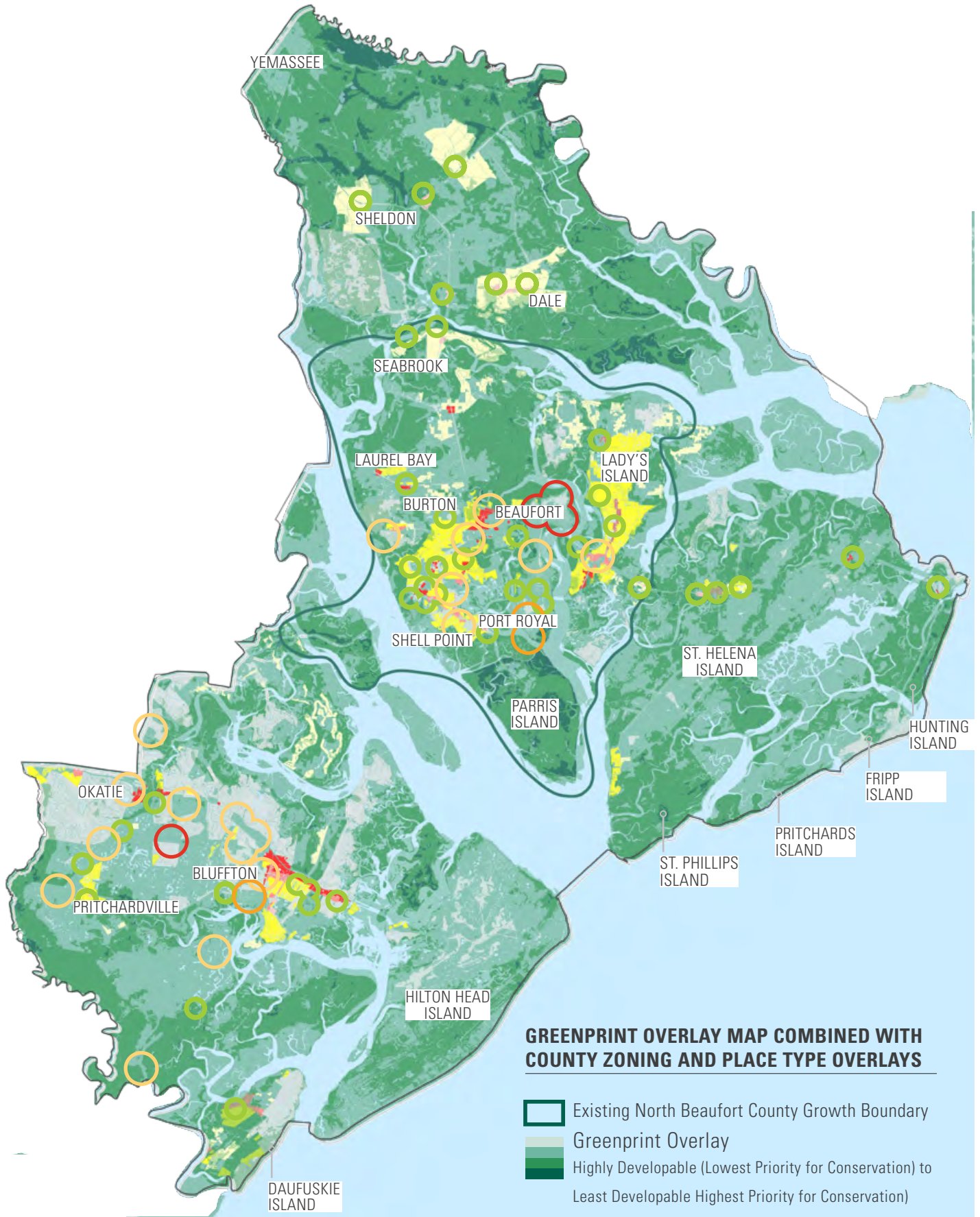
- 1** We value our rural heritage and our unique and complex natural environment as a source of life, recreation, economy, culture, and sense of place.
- 2** We believe in allowing local communities to determine their vision and to define their growth.
- 3** We believe development should be done in balance with preserving our natural systems.
- 4** We understand our economy and lifestyle depend upon the diversity of the places and cultures that make up our County.
- 5** We believe that all areas of the County deserve access to infrastructure, community services, mobility, and economic prosperity, regardless of where they are located.



Refer to the County Atlas, Greenprint, Action Playbook, and other supporting documents with more information.

RURAL

URBAN



CONTEXT

Beaufort County has many unique places with different characters, history, cultures, and landscapes. In recognition of this, the County created Place Type Overlay (PTO) Zone Standards within its Community Development Code.

The PTO Zone is intended to create and reinforce walkable, urban environments with a mix of housing, civic, retail, and service choices. The PTO is made up of three place types:

- Rural Crossroads Place Type. 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. Historic examples of rural crossroads include Pritchardville and the Corners Community on St. Helena Island.
- Hamlet Place Type. Hamlets are typically larger and more intense than rural crossroads and are often located at the edge of the rural and urban condition. A hamlet often has a small, pedestrian-oriented main street with surrounding and supporting residential fabric that is scaled to the size of a pedestrian shed (the distance a person would walk in five minutes, generally a quarter-mile). The main street and surrounding residential fabric transitions quickly into agricultural uses or the natural environment. A historic example of a hamlet includes the original settlement of Bluffton along Calhoun Street. The community of Habersham began as a hamlet.
- Village Place Type. Villages are made up of clusters of residential neighborhoods of sufficient intensity to support a central, mixed-use environment. The mixed-

use environment can be located at the intersection of multiple neighborhoods or along a corridor between neighborhoods. Habersham is a good example of a hamlet that is evolving into a village.

Defining Beaufort County's future growth with the use of Place Types, the Greenprint Overlay Map, and transect zoning, will help achieve the community's vision of achieving balance between the built and natural environment, as well as:








- Improve the built environment and human habitat.
- Promote development patterns that support safe, effective, and multi-modal transportation options, including auto, pedestrian, bicycle, and transit. This will minimize vehicle traffic by providing for a mix of land uses, walkability, and compact community form.
- Provide neighborhoods with a variety of housing types to serve a diverse population.
- Remove barriers and provide incentives for walkable urban projects.
- Promote the greater health benefits of a pedestrian-oriented environment.
- Reinforce the character and quality of local communities, including crossroads, neighborhoods, hamlets, and villages.
- Reduce sprawling, auto-dependent development.
- Protect and enhance real property values.
- Reinforce the unique identity of Beaufort County that builds upon the local context, climate, and history.

The Focal Area Plans that follow recognize the value of Place Types and promote their use across the County.

FUTURE LAND USE: MULTIMODAL PLACE TYPES

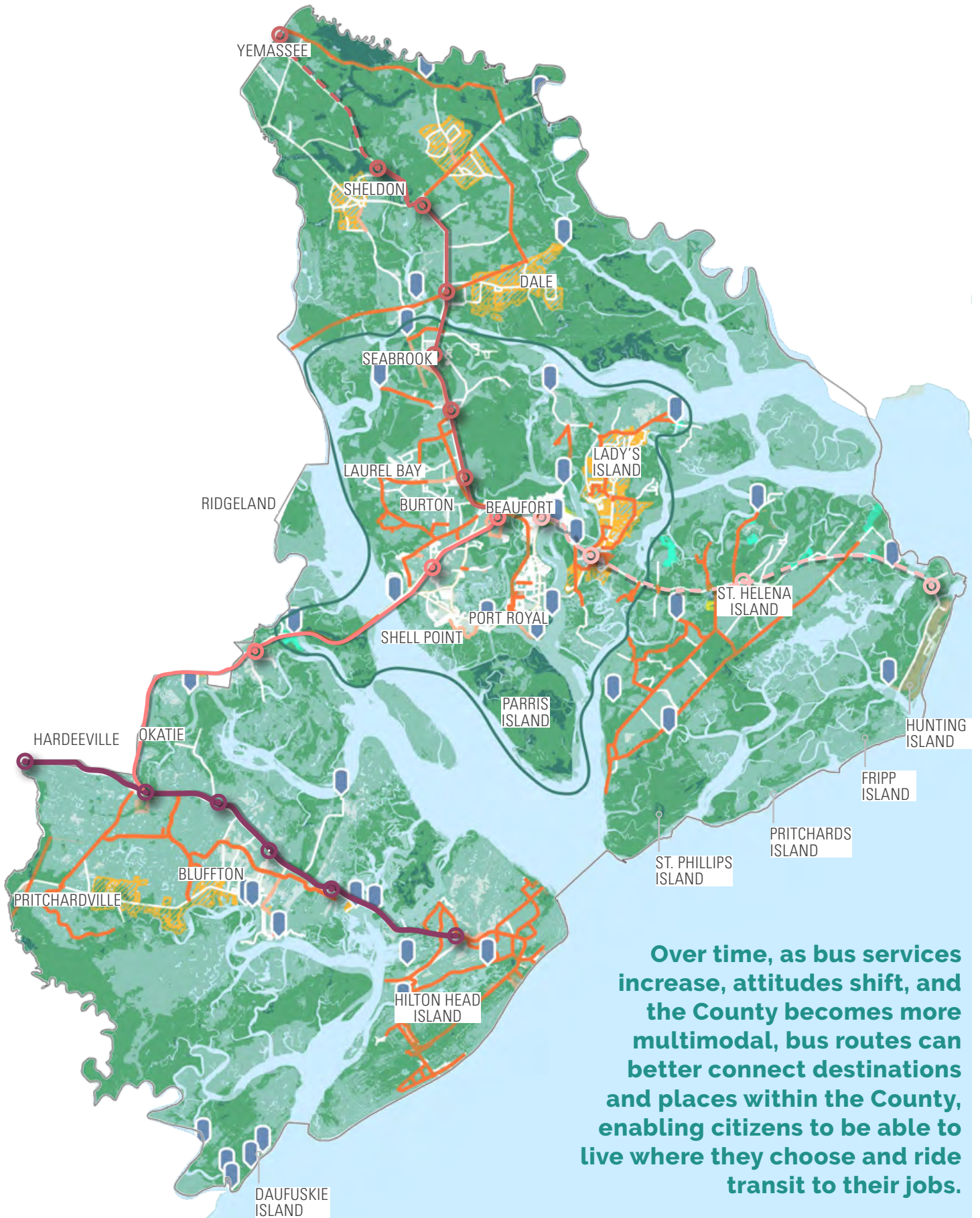
The use of bus transit is growing in Beaufort County and presents an important opportunity for the future. By linking municipalities, Place Types, and areas of concentrated growth, employment, or attraction, transit can help alleviate traffic along the County’s major roads, enable workers to equitably access job opportunities, and provide tourists transportation choices while visiting the County. Palmetto Breeze has been actively integrating new ideas, such as the Hilton Head Trolley, to best fit transit to users. Place Types might also be developed in areas where water transit is or may become available.

GREENPRINT OVERLAY MAP AND TRANSIT

-  Existing North Beaufort County Growth Boundary
-  Greenprint Overlay
-  Highly Developable (Lowest Priority for Conservation) to Least Developable Highest Priority for Conservation
-  Public Water Access
-  Trails
-  County Bike-Ped Task Force: Proposed Paths
-  Palmetto Breeze Route

POTENTIAL FUTURE TRANSIT

-  Potential BRT Corridor
-  Potential Bus Commuter Line (Dashed to Rural Nodes)
-  Potential Bus Commuter Line (Dashed to Rural Nodes)
-  Potential Bus Commuter Line
-  Potential Bus Stops with 1500ft walking radius

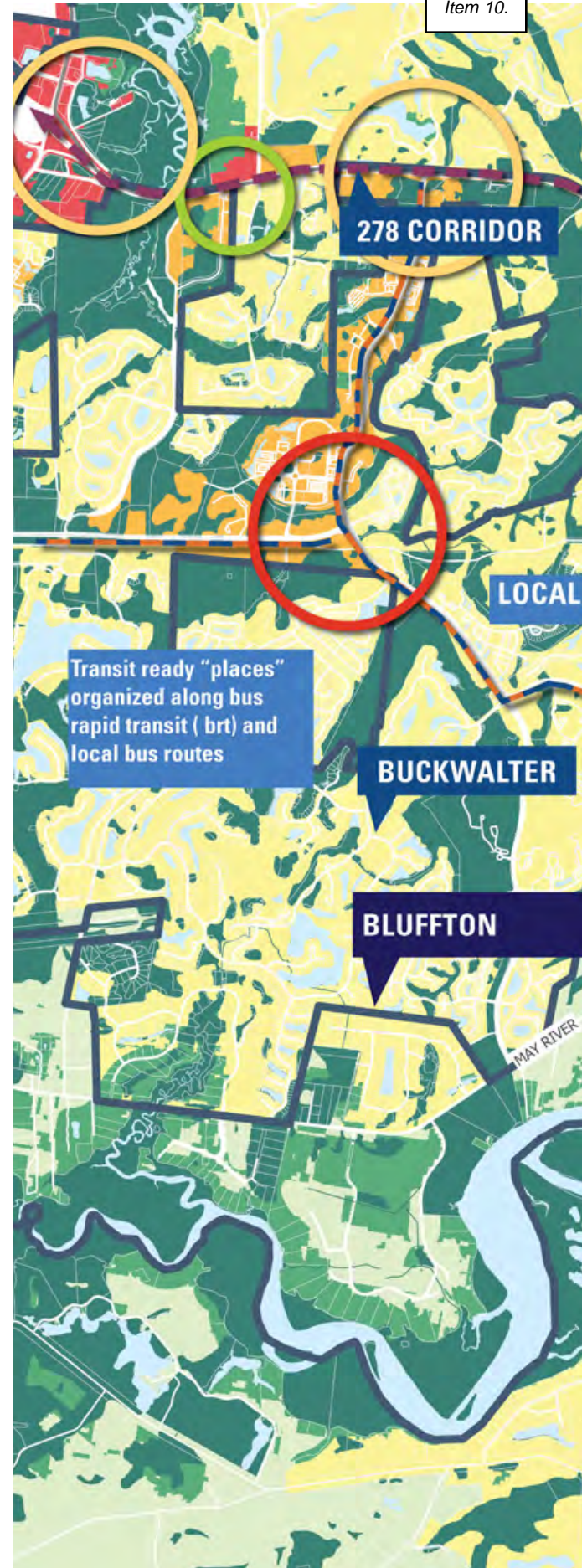


Over time, as bus services increase, attitudes shift, and the County becomes more multimodal, bus routes can better connect destinations and places within the County, enabling citizens to be able to live where they choose and ride transit to their jobs.

US 278 CORRIDOR

As the numbers of residents and commuters increase in southern Beaufort County, traffic pressure continues to grow along the US 278 Corridor. Compounded with heavy tourist traffic and the growth of Hardeeville and Jasper County, congestion will continue to build and affect quality of life and the tourism industry in the area.

Establishing Fixed-Route Transit and planning for transit-ready nodes that support mixed-use development are possible solutions to this challenge. By guiding growth to transit-ready nodes, the County and its municipalities can attain affordable housing goals while promoting internal trip capture and developing a higher quality gateway through southern Beaufort County.



BASE MAP LEGEND

Greenprint Overlay

Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes, Wetlands and Preserved Lands)

Historic Districts

Fishing Villages

Palmetto Breeze Route

Place Type Overlays

Rural Crossroads

Hamlets

Villages

Towns

Cities

Proposed Trolley Route

Proposed Bus Route

Future Land Use

Rural

Rural Community

Neighborhood/Mixed-Use

Urban/Mixed-Use

Community Commercial

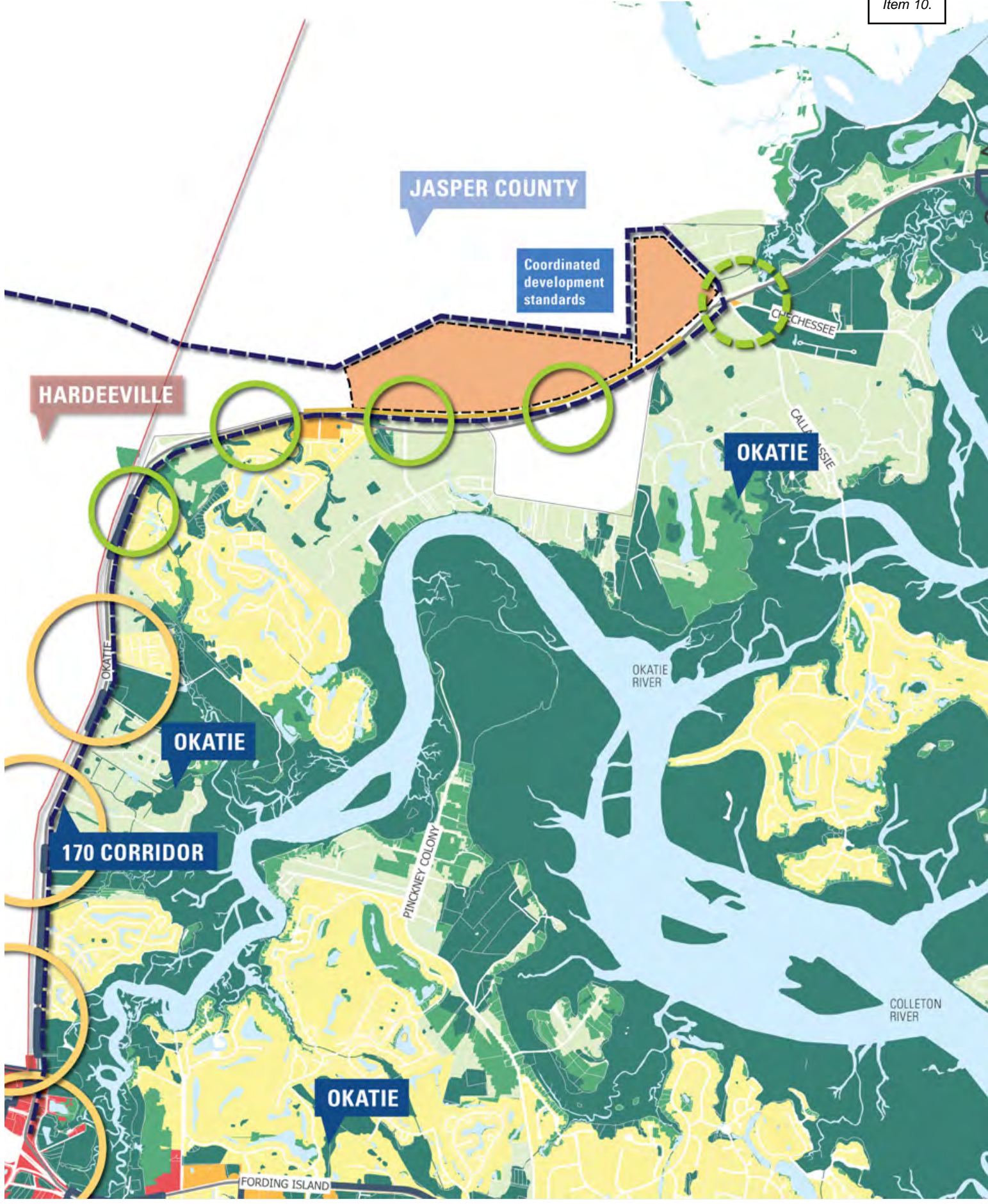
Regional Commercial

Core Commercial

Light Industrial

Military





SC 170 CORRIDOR

The SC 170 Corridor is an important part of the image and character of the County. Concerns about signage, sprawling development, traffic management, and the loss of rural lands is of concern to the residents that use this road for their primary access.

Cooperation between Beaufort County, Hardeeville, and Jasper County are key components of a shared community vision for this corridor. The corridor should have jointly planned policies and standards related to design, land use, placemaking, landscape, environmental buffers, and signage. It is also important to establish agreements on the limits of urbanization and growth in Hardeeville and Jasper County.

Establishing Place Types that coincide with major intersections, consistent buffers of native vegetation, joint review of proposed plans along the corridor, and agreement on access management standards will lead to a corridor with walkable mixed-use nodes at intervals, natural buffers between the road and development, compatible land uses across jurisdictions, and safer, better managed traffic.



JOINT 170 CORRIDOR PLANNING STANDARDS:

- Continuous access management standards.
- Multipurpose trail both sides.
- 50' tree and landscape protection buffer both sides.
- 35 mph posted speed limit.
- Landscaped center median.
- Signalized intersections and crosswalks at major intersections.
- Beaufort County's "Place Type" standards applied at regular intervals to create nodal development patterns.
- Coordinated development standards.
- Coordinated open space linkages.
- Coordinated streetscape standards.
- Coordinated billboard signage standards.

BASE MAP LEGEND

Greenprint Overlay

Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes, Wetlands and Preserved Lands)

Historic Districts

Fishing Villages

Palmetto Breeze Route

Place Type Overlays

Rural Crossroads

Hamlets

Villages

Towns

Cities

Proposed Trolley Route

Proposed Bus Route

Proposed Urban Growth Boundary

Future Land Use

Rural

Rural Community

Neighborhood/Mixed- Use

Urban/Mixed-Use

Community Commercial

Regional Commercial

Core Commercial

Light Industrial

Military

BEAUFORT & PORT ROYAL

The adoption of the 2020 Beaufort County Comprehensive Plan in concert with the Port Royal Comprehensive Plan provided an opportunity to establish shared planning principles.

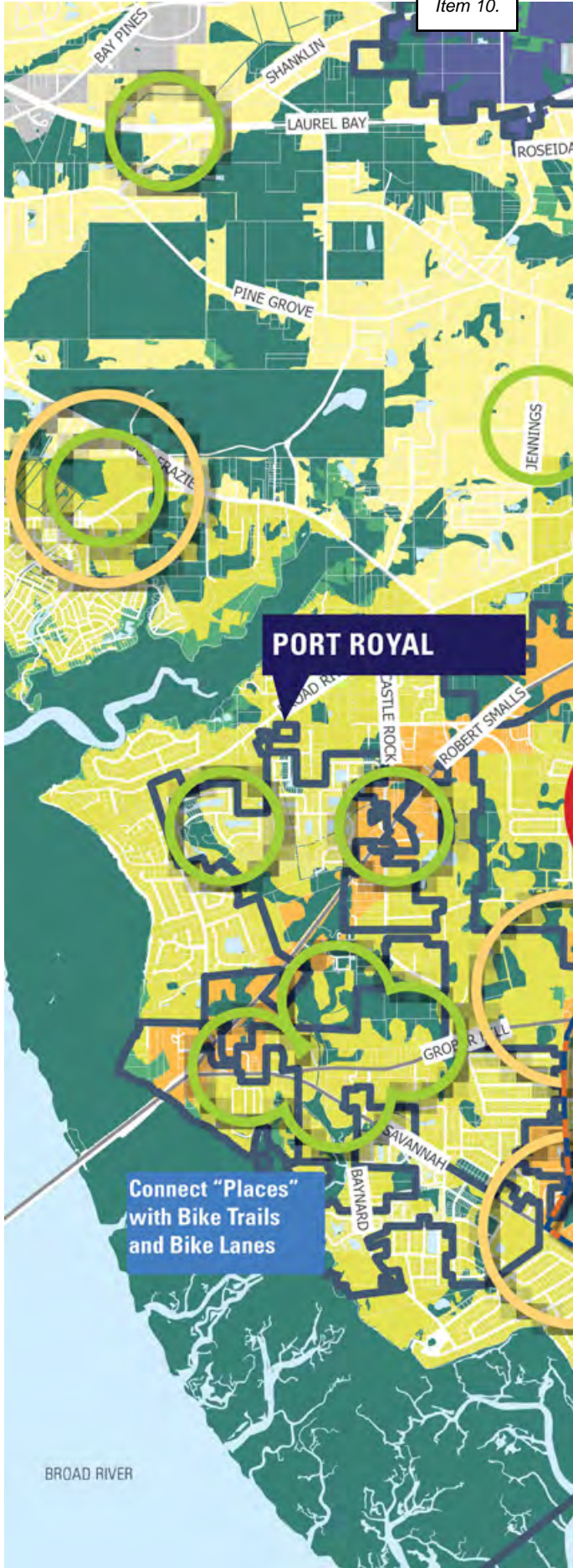
Within the Beaufort & Port Royal Focal Area, emphasis should be placed on redesigning roads to be safer, multimodal, and human-scaled. Additionally, plans for a Palmetto Breeze trolley service between Port Royal and Downtown Beaufort will be an asset to mobility and sense of place, and should be prioritized.

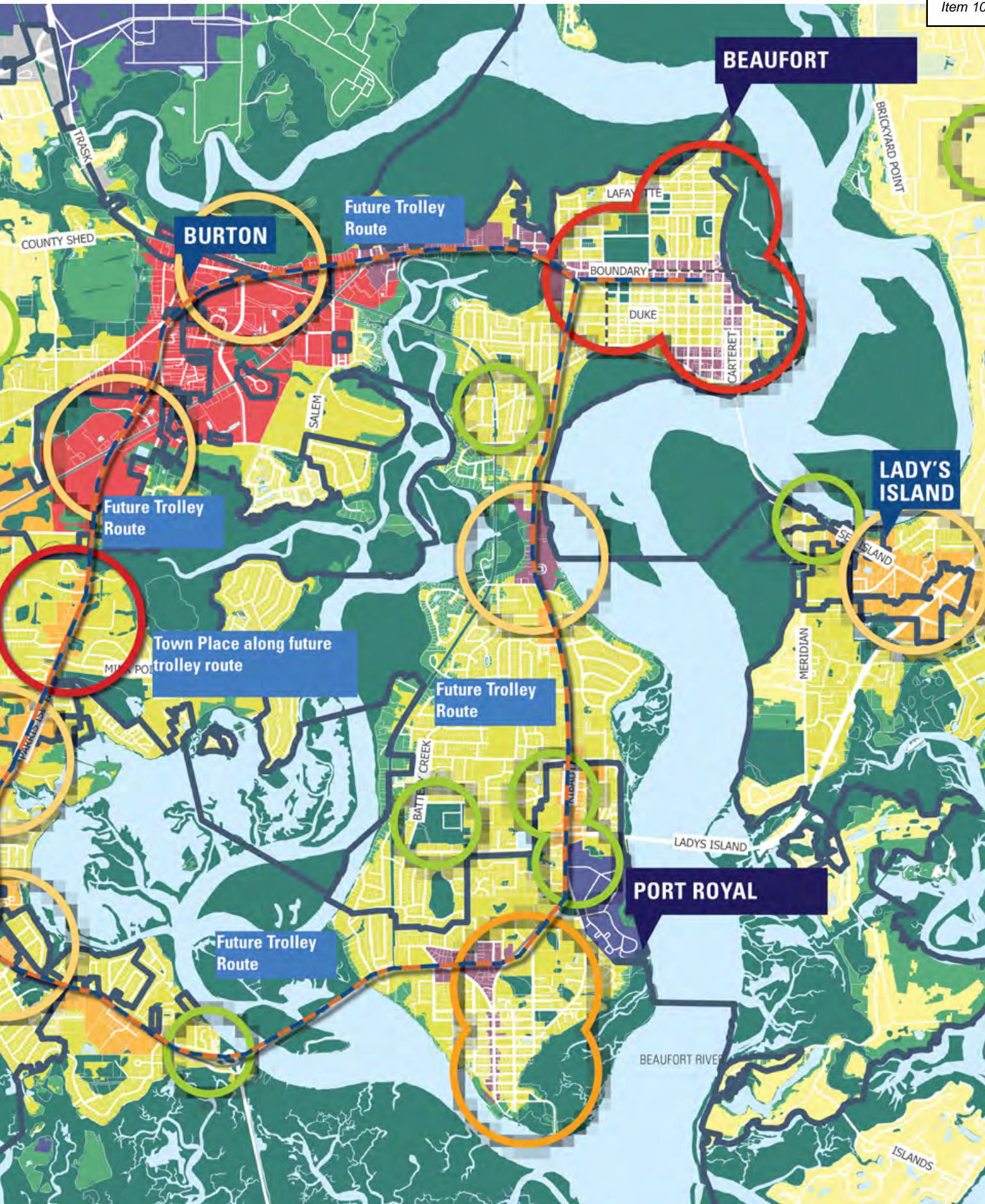
Growth management west of Port Royal should be informed by Place Types influenced by the Greenprint Overlay Map, existing transportation network, and potential of a trolley service. A new Town Place Type along Parris Island Gateway will add a walkable destination and place to live, establishing a sense of place and identity for this portion of the County.

Joint planning and cooperation, an annexation strategy, and shared development and infrastructure service standards are key to the execution of the Port Royal and Beaufort County plans.

BASE MAP LEGEND

- Greenprint Overlay**
- Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes, Wetlands and Preserved Lands)
- Historic Districts**
- Historic Districts
- Fishing Villages**
- Fishing Villages
- Palmetto Breeze Route**
- Palmetto Breeze Route
- Place Type Overlays**
- | | | |
|---|--|--|
| Rural Crossroads | Towns | Proposed Trolley Route |
| Hamlets | Cities | Proposed Bus Route |
| Villages | | |
- Future Land Use**
- | | |
|--|--|
| Rural | Regional Commercial |
| Rural Community | Core Commercial |
| Neighborhood/Mixed- Use | Light Industrial |
| Urban/Mixed-Use | Military |
| Community Commercial | |





BEAUFORT

BURTON

Future Trolley Route

Future Trolley Route

Town Place along future trolley route

Future Trolley Route

LADY'S ISLAND

PORT ROYAL

Future Trolley Route



LADY'S ISLAND

The “Lady’s Island Plan 2018” was adopted in April 2019. The plan was a collaborative effort between Beaufort County, the City of Beaufort, the Town of Port Royal, multiple community organizations, and local residents. The plan was prepared in response to the dramatic growth Lady’s Island has experienced over the last two decades, resulting in traffic congestion, threats to natural resources, and a loss of local character. The plan, adopted by both the County and the City of Beaufort, is especially important given that a good deal of land on Lady’s Island, particularly within the Island’s main commercial corridor, is in the City of Beaufort’s jurisdiction

Success is dependent on commitment and coordinated implementation between the County and the City of Beaufort, particularly for a master planning effort for the Village Center area to leverage the public improvements proposed for Sea Island Parkway.



The Lady’s Island Plan sets out four common goals that are developed into several planning themes:

- Manage growth
- Create a Walkable Lady’s Island Center
- Strengthen Neighborhoods
- Manage Traffic Congestion
- Improve the Bicycle and Pedestrian System
- Require Adequate Public Infrastructure
- Improve Transparency in Decision Making

BASE MAP LEGEND

Greenprint Overlay

- Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes and Wetlands)

⊞ Historic Districts

▭ Fishing Villages

— Palmetto Breeze Route

Place Type Overlays

- ⊞ Rural Crossroads
- ⊞ Hamlets
- ⊞ Villages
- ⊞ Towns
- ⊞ Cities
- Proposed Trolley Route
- Proposed Bus Route
- Existing Northern County Growth Boundary

Future Land Use

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

ST. HELENA ISLAND

St. Helena Island is one of Beaufort County’s greatest cultural and environmental assets and the people who live there want to ensure it remains that way. Planning for St. Helena must be a community-based process in order to protect the area’s unique Gullah / Geechee culture. Plans and programs must be developed carefully and thoughtfully so that the island way of life is maintained, while improving health, safety, and economic outcomes by ensuring the equitable delivery of community services.

Place Types have already been established, coinciding with logical places on the Island where people can gather, shop, eat, and recreate. Rural zoning also limits the nature, density, and type of development that can be considered. The Greenprint Overlay Map also supports the locations of the Place Types as well as the need to protect the natural environment and rural character. Opportunities do exist, so long as they are desired by the community, to better connect St. Helena with bike lanes, trails, greenways, water access points, and better bus service.

BASE MAP LEGEND

Greenprint Overlay

Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes and Wetlands)

Historic Districts

Fishing Villages

Palmetto Breeze Route

Place Type Overlays

Rural Crossroads

Hamlets

Villages

Towns

Cities

Proposed Trolley Route

Proposed Bus Route

St. Helena Cultural Overlay

Existing Northern County Growth Boundary

Future Land Use

Rural

Rural Community

Neighborhood/Mixed- Use

Urban/Mixed-Use

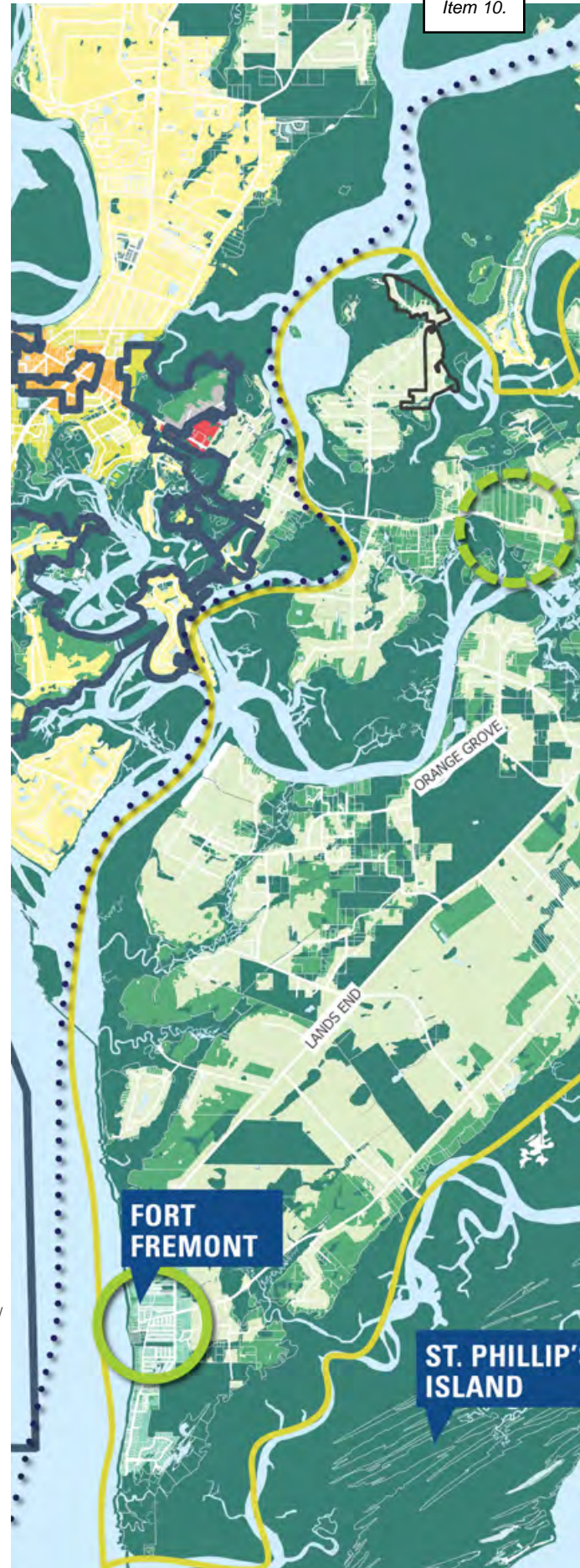
Community Commercial

Regional Commercial

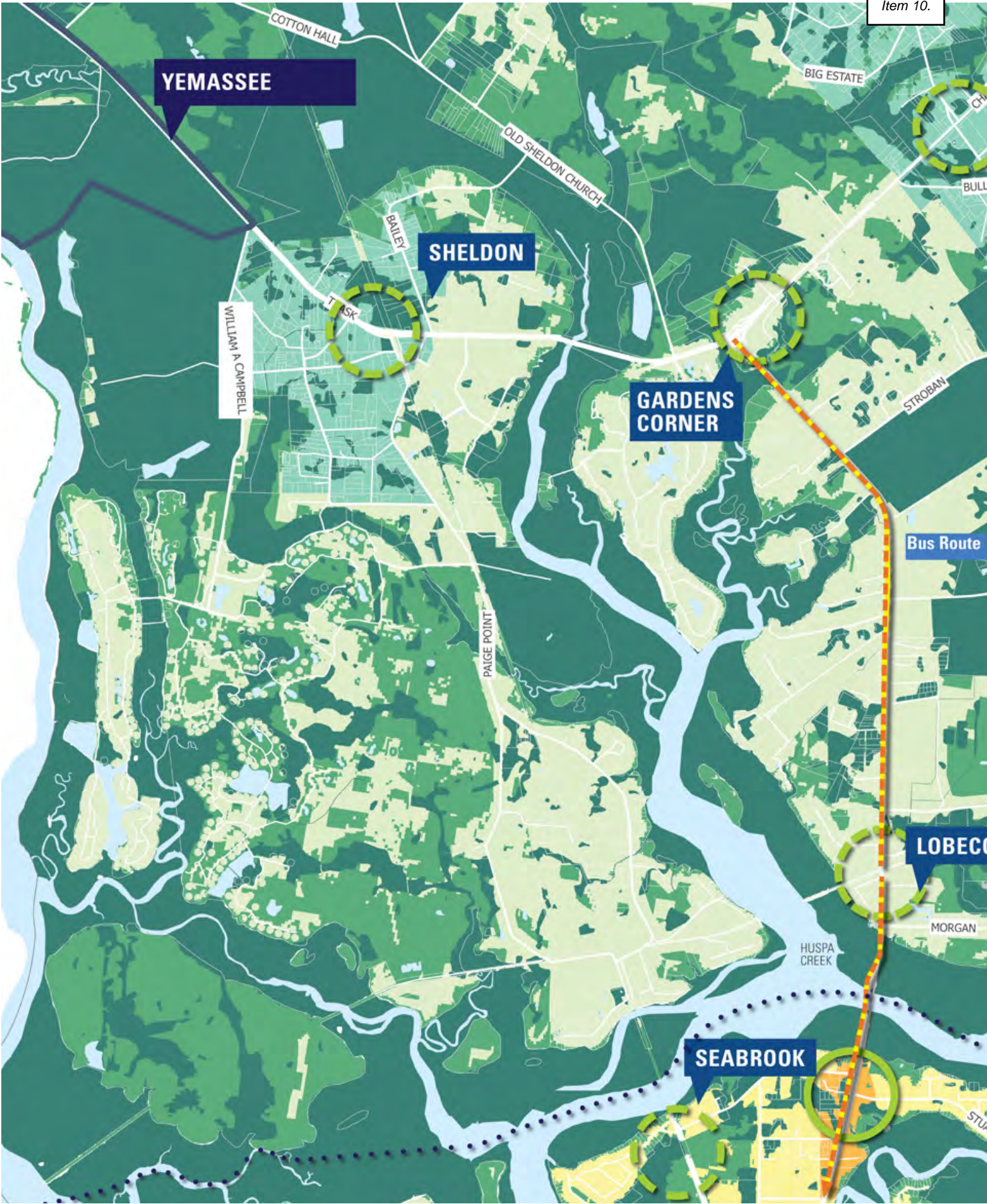
Core Commercial

Light Industrial

Military







SHELDON, DALE, GARDENS CORNER & LOBECO

The northern portion of Beaufort County is intentionally rural. Conservation efforts, zoning protections, sewer agreements, and growth boundaries have been put in place to protect the area from sprawling development. These efforts were taken to further the vision local residents had developed for their community’s future.

Yet, as Yemassee expands and develops, coordination between the Town and County will be essential to protecting the character and natural resources of the Sheldon and Gardens Corner area. Working with the Town to establish an urban growth boundary is an important first step in developing a successful growth management strategy for the area.

Furthermore, while the vision for Northern Beaufort County is to maintain its rural character, it should be noted that the land area that support the Place Types are also suitable for development based on the Land Suitability Analysis.



BASE MAP LEGEND

- Greenprint Overlay**
- Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes and Wetlands)
 - Historic Districts
 - Fishing Villages
 - Palmetto Breeze Route
- Place Type Overlays**
- Rural Crossroads
 - Hamlets
 - Villages
 - Towns
 - Cities
 - Proposed Trolley Route
 - Proposed Bus Route
 - Existing Northern County Growth Boundary
- Future Land Use**
- Rural
 - Rural Community
 - Neighborhood/Mixed- Use
 - Urban/Mixed-Use
 - Community Commercial
 - Regional Commercial
 - Core Commercial
 - Light Industrial
 - Military

YEMASSEE

With the recent annexations of Cotton Hall and Tomotley Plantations, it is clear that the Town of Yemassee plays an important role in the future growth of the region of the county located north of US 17.

Establishing a growth boundary and shared land use vision between Beaufort County and the Town of Yemassee are key components to a successful growth management strategy that allows the Town to grow and thrive while protecting historic properties and valuable natural resources that make up the ACE Basin. This plan proposes establishing rural crossroads along US 17 that would allow compatible commercial development to serve local residents along with visitors travelling through the region. The plan also identifies land located between Cotton Hall Road and the county line that has direct rail access and close proximity to Interstate 95. This property is well suited for industrial development.

Finally, a shared vision should include building on the region’s natural and historic assets. This includes protecting the scenic qualities of Old Sheldon Church Road, improving public access to the water, protecting environmentally sensitive and historic properties in the ACE Basin.



BASE MAP LEGEND

Greenprint Overlay

Highest Priority for Conservation: Developable with Restrictions 2 (light green) and Least Developable (dark green, including Marshes, Wetlands and Preserved Lands)

Historic Districts

Fishing Villages

Palmetto Breeze Route

Place Type Overlays

Rural Crossroads

Hamlets

Villages

Towns

Cities

Proposed Trolley Route

Proposed Bus Route

Proposed Urban Growth Boundary

Future Land Use

Rural

Rural Community

Neighborhood/Mixed- Use

Urban/Mixed-Use

Community Commercial

Regional Commercial

Core Commercial

Light Industrial

Military





2040 ACTION PLAN PLAYBOOK



THE 2040 ACTION PLAN

The 2040 Comprehensive Plan, once adopted, establishes the vision and shared direction for County economic, social, cultural, and environmental actions. It will serve as the foundation on which future plans and policies are grounded. It will act as the County's "playbook" and be referred to regularly as each department establishes its work plans for the year. It will guide the County's budget and be a tool to communicate goals to residents and investors who seek to further quality of life and strengthen the standard of living of Beaufort County. The Comprehensive Plan should be a living document, "dog eared" due to constant use and added to regularly by successive County Councils through ongoing community outreach.

Consistency with State Requirements

A comprehensive plan is required by state law in all jurisdictions that have zoning. The comprehensive plan sets out a vision for the future, establishes goals, and recommends actions to achieve those goals. It links long range vision with local programs and policies.

The comprehensive plan informs County government activities to ensure Beaufort County maintains its high quality of life, unique landscape, access to nature, and Lowcountry aesthetic, and expands economic opportunities. When implemented, the comprehensive plan will enable the County to reap the rewards of its ongoing success and to build a community that attracts people to live, work, and play.

This plan looks out into the future 20 years. After five years, the plan should be reviewed and updated. Consistent with state statute requirements, the Beaufort Comprehensive Plan Update includes consideration for the nine required elements that must be addressed in the development of a Comprehensive Plan.

These include:

- Population and demographics
- Economic development, labor, and workforce
- Natural resources

- Cultural resources
- Community facilities; water, sewer, fire, EMS, education, etc.
- Housing inventory, condition, types, and affordability
- Future land use
- Transportation, improvements, efficiency, safety
- Priority investments, immediate & long term public needs

The Beaufort County Comprehensive Plan Update, however, is formatted differently than a traditional comprehensive plan to better recognize and articulate the natural interrelationship and synergies between the required elements described above. The format chosen for the Plan is based on holistic "themes", inspired by the American Planning Association (APA) in its Sustaining Places: Best Practices for Comprehensive Plans. By doing that, the state required elements listed above are woven into the goals, strategies and actions of the themes that were created for the Plan and within the chapters that were created for each theme and not divided into their own individual chapters like they usually are.

Steps to Initiate Implementation of the Plan

- Once adopted, display the Plan in a location where it is easily accessible for day to day use.
- Conduct necessary educational discussions and create alignment between Staff, Departments, Planning Commission and County Council with the recommendations of the Comprehensive Plan.
- Advance the Action Plan by creating work plans, schedules, and responsibilities.
- Coordinate the Plan with Capital Improvement Plans (CIP) and the Strategic Plan.
- Coordinate the Action Plan with existing plans and studies or ones currently being created.
- Identify “low-hanging fruit” to enable items to be more readily implemented to establish momentum.
- Regularly set priorities for short, medium, and long-term actions based on yearly financial capabilities, the emergence of opportunities and ongoing community support.
- Manage the execution of the Action Plan by establishing a single point of contact who will oversee its implementation and identify key leaders from every department to champion it.
- Establish a method to monitor the progress of the Plan including a “dash board” and adherence to metrics.
- Conduct an annual report to County Council on the ongoing progress on the Plan.
- Evaluate and appraise the Plan every 5 years as required.
- Use the vision, goals and strategies of the Comprehensive Plan to influence future planning efforts.
- Coordinate the Plan with regional jurisdictions, towns, cities and counties.

Priority Investment Element Actions

The Priority Investment Act (Act No. 31 of 2007) requires the “analysis of federal and state funding for public infrastructure that may be available” to support the expenditures needed to implement the Plan. The funding needs required for implementation will be determined and prioritized through the CIP process. As described below, there are many ways that the Actions of the Plan can and will be funded. The following list describes possible revenue sources, both existing and potential, for how items described in the Action Plan might be funded:

- Real and Personal Property Taxes
- County Sales Taxes
- Capital Project Sales Taxes (CPST)
- Local Option Sales Taxes (LOST)
- Vehicle Taxes
- Utility User Charges (rates)
- Stormwater Utility Fees
- Business License Fees
- Utility Impact and Connection Fees
- Fees In Lieu of Development (parks)
- Permitting Fees (building and development)
- Development Agreements
- Tax Increment Financing (TIF)
- Revenue and General Obligation Bonds
- State and Federal Grant Funding
- Hospitality and Accommodations Tax

Implementing and Updating the 2040 Comprehensive Plan

The Comprehensive Plan Update, as well as the Action Plan located within it, should be viewed as a high-level document that provides broad guidance. It is not intended to be a rigid prescription for how to accomplish the vision or each goal or strategy. It is also a long term plan that will span several election and economic cycles. To this end, it allows those in charge of its implementation to determine the most appropriate courses of action to achieve its implementation, based on current best practices, staffing, funding, the nature of the task and current conditions. As to be expected, given their complexity, many of the goals and strategies of the Plan will require additional actions, prioritization, planning, community involvement, and funding, as well as ongoing review and evaluation.

The Comprehensive Plan will be reviewed at least every five years and updated at least every ten years as required. When the County conducts a review or update to the Plan, it will evaluate the need to update any or all of the required elements of the Plan, based on conditions at the time. To the extent the review necessitates an amendment to the Priority Investment Element or the other relevant elements of the Plan, the County will coordinate with adjacent and relevant jurisdictions and agencies, as required by the [South Carolina Planning Enabling Act](#).

The Action Plan

The Action Plan describes essential items to be acted upon and provides the Planning Commission and County Council a guide for future funding, planning and investment. The Action Plan focuses on tasks, derived from the process, that can chart a positive course for the County's future. Its plans and policies, near mid and long-term actions, and the identification of departmental responsibilities. It establishes the initial "Playbook" to follow to achieve the vision of the Plan. The following pages provide the actions that are being committed to for each Theme as part of the Action Plan of the 2040 Comprehensive Plan.

COORDINATION WITH THE CIP

By implementing the Comprehensive Plan in coordination with its Capital Improvement Plan (CIP) and the County Council Strategic Plan– the County will maintain alignment around prioritizing investment and expenditures, land use and growth management policies, economic development strategies, housing policies, delivery of services, infrastructure development, shared commitment and focus, as well as compatibility between the County's growth policies and those of the region, the Council of Government, and other units of local government and agencies with whom coordination is important.

COORDINATION WITH COUNTY COUNCIL STRATEGIC PLAN

The Comprehensive Plan should also be the inspiration for the Strategic Plan created annually by County Council, so that all three items – the Comprehensive Plan, the CIP and the Strategic Plan are working together to guide the County's actions, expenditures and priorities. In that respect, the Strategic Plan should be the tool that prioritizes the actions of the Comprehensive Plan each time one is created.

COORDINATION WITH OTHER PLANNING DOCUMENTS

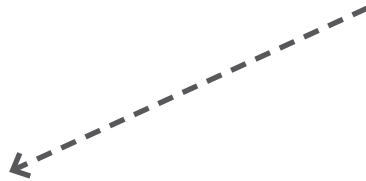
BEAUFORT COUNTY ATLAS

A living document in a simple template that can be updated over time. The starting reference point for current and future Beaufort County planning projects.



PEOPLE OF BEAUFORT COUNTY

↑ County Comprehensive Plan references County Atlas.



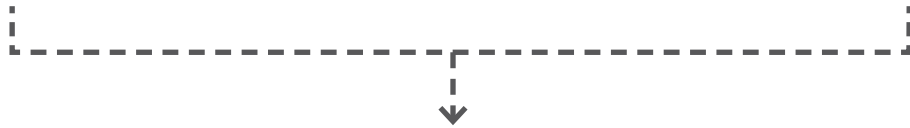
BEAUFORT COUNTY COMPREHENSIVE PLAN

A simple and visual comprehensive plan update with succinct analysis and concrete recommendations organized by theme.

County Comprehensive Plan and Green Print Plan reference each other.

GREENPRINT PLAN

A simple and visual Green Print Plan update with succinct analysis and concrete recommendations organized by theme.



MUNICIPAL COMP PLANS

PARKS AND RECREATION PLANS

SOUTHERN LOWCOUNTY ORDINANCE AND DESIGN MANUAL

TRANSPORTATION PLANS



2040 ACTION PLAN: NATURAL ENVIRONMENT

NE 1.1. Monitor effectiveness of existing ordinances and programs and update as necessary to protect water quality and natural resources.

NE 1.2. Seek referendums on additional funding for the Rural and Critical Lands Preservation Program every four years.

NE 1.3. Require new developments and encourage existing developments to adopt a tree management plan.

NE 1.4. Support Port Royal Sound Foundation’s application to the EPA’s National Estuary Program. Seek partnership with Port Royal Sound Foundation to monitor water quality and provide educational opportunities for the community about the importance of keeping our waterways healthy.

NE 1.5. Evaluate the time period that a property owner must wait after clear cutting property before applying for a development permit.

INVESTMENT

Medium

Low

High

Medium

Low

TIMING

3-6
years

Ongoing

1-3
Years

1-3
Years

1-3
Years

ENTITY

OCRM; Beaufort County Stormwater Utility, Water Quality Monitoring Program; County Planning & Zoning Department

County Council, Natural Resources Committee; Beaufort County Open Land Trust

County Planning & Zoning Department

Port Royal Sound Foundation; Beaufort County Stormwater Utility, Water Quality Monitoring Program; County Council

County Planning and Zoning

NE 2.1.

Provide critical environmental systems maps on the County website.

NE 2.2.

Update environmental systems mapping (five-year cycle) to reflect ongoing research and actual conditions of flooding and sea level rise.

NE 3.1.

Install and monitor tidal gauges at several locations in Beaufort County to provide a thorough representation of tidal activity across the county.

NE 3.2.

Install groundwater monitoring wells at various locations including agricultural areas and low-lying communities that rely on septic systems.

NE 3.3.

Adopt comprehensive water plans for vulnerable areas of the County by studying and analyzing how stormwater, sea level rise, and storm surge interact in an area determined by geographic and geological conditions.

Medium	Medium	High	High	High
1-3 Years	Ongoing	1-3 Years	1-3 Years	3-6 Years
County Planning & Zoning Department; County Floodplain Manager; SC Sea Grant Consortium; GIS Department	County Planning & Zoning Department; County Floodplain Manager; SC Sea Grant Consortium; GIS Department	DNR; NOAA; SC Sea Grant Consortium; LCOG; US DOD	DHEC, USGS	DHEC; USGS; County Planning & Zoning Department

2040 ACTION PLAN: NATURAL ENVIRONMENT

NE 3.4. Engage residents in the Community Collaborative Rain, Hail, and Snow Network (CoCoRaHS) program through collaboration with the Office of the State Climatologist and the National Weather Service.

NE 4.1. Adopt a coastal resilience overlay district to require notification prior to real estate closings of the vulnerability of property to coastal flooding in low lying areas.

NE 4.2. Adopt additional feet of freeboard above BFE as well as uniform policies for adjacent properties outside the flood area.

NE 4.3. Review the County’s Community Rating Service (CRS) program and make changes to regulations and programs as appropriate with the goal of improving the County’s CRS rating. Every improvement in the CRS rating saves flood policy holders 5% in premiums.

INVESTMENT	Low	Low	Low	Medium
TIMING	Ongoing	1-3 years	1-3 years	3-6 years
ENTITY	DNR; Beaufort County Floodplain Manager	County Planning & Zoning Department	County Planning & Zoning Department	County Planning & Zoning Department; County Floodplain Manager

NE 5.1. Develop a flood, sea level rise, and climate change roadshow program to connect with community groups, homeowners' associations, professional organizations not already served by existing programs, and other similar organizations for community outreach and education.

NE 5.2. Maintain an ongoing collaborative working group, similar to the Sea Level Rise Task Force, for discussions and feedback involving recommendations and other proactive activities related to sea level rise and resilience.

NE 5.3. Hire a Resilience Officer to oversee hazard mitigation planning in the county, including, but not limited to, assisting vulnerable communities, applying for grants, creating outreach education programs, and continually assessing hazard risks and creating policies to mitigate them.

NE 6.1. Develop a county- level website that houses Beaufort County specific flooding and sea level rise information, including housing reports, outreach materials, the GIS portal that has sea level rise mapping, and other data sources. This website can potentially count as Community Rating System outreach credit if National Flood Insurance Program information is included.

Low	Low	High	Medium
3-6 years	Ongoing	1-3 years	1-3 years
County Floodplain Manager; Port Royal Sound Foundation; Gullah/Geechee Sustainability Think Tank; SC Sea Grant Consortium	County Planning & Zoning Department; County Floodplain Manager; SC Sea Grant Consortium; municipalities	County Council	County Planning & Zoning Department; County Floodplain Manager; County Public Works Department; GIS Department

2040 ACTION PLAN: CULTURE

C 1.1. Improve access to the water at Fort Frederick, Jenkins Creek Boat Landing, and Station Creek Boat Landing..

C 1.2. Develop a comprehensive study of Beaufort County’s boating needs. Develop a list of improvements necessary to accommodate existing and future requirements..

C 1.3. Build a kayak launch at Fort Frederick and develop a blueway trail on the Beaufort River and associated creeks.

C 2.1. Partner with the Town of Hilton Head Island to plan and implement the Historic Mitchelville Freedom Park.

INVESTMENT

High

Medium

High

Low

TIMING

1-3
Years

1-3
Years

3-6
Years

3-6
Years

ENTITY

County Public Works Department; County Passive Parks Manager; County Capital Projects Department

County Planning & Zoning Department; Beaufort Sail & Power Squadron; Gullah/Geechee Fishing Association; municipalities

County Planning & Zoning Department; County Capital Projects Department; County Passive Parks Manager

County Planning & Zoning Department; County Capital Projects Department; Town of HHI; County Passive Parks Manager

C 2.2. In partnership with community members, including the Gullah/Geechee Sea Island Coalition and the St. Helena Island Cultural Protection Overlay District Committee, conduct a baseline cultural resource inventory and vulnerability assessment of buildings, archaeological sites, traditionally used roads, waterways, water access points, fishing areas, burial sites, and sacred grounds to inform protection and stewardship practices for Gullah/ Geechee communities.

C 3.1. . Update the Beaufort County Above Ground Historic Resources Survey.

C 4.1. Use the Rural and Critical Land Preservation Program to promote active agriculture and the preservation of agricultural lands, and continue to target the purchase of development rights on active agricultural lands. See the Rural and Critical Land Preservation Program to promote active agriculture and the preservation of agricultural lands, and continue to target the purchase of development rights on active agricultural lands.

Medium

Medium

Low

3-6
Years

3-6
Years

Ongoing

County Planning & Zoning Department; Gullah/Geechee Sea Island Coalition; Gullah Geechee Cultural Heritage Corridor

County Planning & Zoning Department

County Planning & Zoning Department; Beaufort County Open Land Trust; Rural and Critical Lands Preservation Board; Clemson Cooperative Extension

2040 ACTION PLAN: CULTURE

C 5.1. In conjunction with Clemson Extension, create a website with information on locally grown produce, and retail and restaurants using locally sourced food. The web site should promote organizations that advocate local foods such as Lowcountry Local First and Fresh on the Menu..

C 6.1. Periodically evaluate Beaufort County’s rural land use policies, including family compound uses, to determine that they are accomplishing the policy goals of preserving the rural landscape and way of life, and that they are fair and equitable to local residents and property owners.

C 6.2. Develop a brochure designed to help small rural landowners understand how to subdivide and transfer land. The brochure should explain family compounds, policies for small rural landowners, home occupation and home business provisions, cottage industry provision, resources for heirs’ property, etc..

INVESTMENT	Low	Low	Low
TIMING	Ongoing	1-3 Years	Ongoing
ENTITY	County Planning & Zoning Department; Clemson Extension	County Planning & Zoning Department; Planning Commission	County Planning & Zoning Department

2040 ACTION PLAN: ECONOMY

E 1.1. Seek partnership with Port Royal Sound Foundation to educate the community about the Port Royal Sound as a critical economic driver for the community and the importance of keeping it healthy.

E 2.1. Continue to partner with the Marine Corps to preserve open space around MCAS to protect the facility from undesirable encroachment. This partnership expands the County’s efforts to preserve rural and critical land while ensuring the ability of MCAS to remain militarily viable and vital to the national defense.”

E 2.2. Implement transfer of development rights program to compensate affected property owners within the MCAS Airport Overlay District.

C 2.3. Support implementation of the recommendations of the Military Installation Resilience Review being conducted for the County’s military facilities.

Low	Low	Medium	Low
Ongoing	Ongoing	3-6 Years	1-3 Years
Port Royal Sound Foundation, School District, Chamber of Commerce	County Planning & Zoning Department; BC Open Land Trust; Rural and Critical Lands Preservation Board; Marine Corps	County Planning & Zoning Department	County Planning & Zoning Department; Northern Regional Plan Implementation Committee; County Council; City of Beaufort; Town of Port Royal

2040 ACTION PLAN: ECONOMY

C 3.1. Provide the Beaufort County Economic Development Corporation with a list of properties meeting locational requirements for office and light industrial uses on a regular basis..

E 3.2. Purchase approximately 30 acres in 3 or 6 acre tranches in each local jurisdiction within Beaufort County through the Beaufort County Economic Development Corporation, to provide ample spaces for companies wishing to expand or move to Beaufort County..

E 4.1. Provide more flexibility in commercial zoning districts to permit smaller non-retail commercial uses such as small assembly facilities and light industrial operations, or contractor’s offices that do not adversely impact surrounding retail uses..

INVESTMENT	High	Low	Low
TIMING	Ongoing	6-10 Years	3-6 Years
ENTITY	County Planning & Zoning Department	County Council; Beaufort County Economic Development Corporation	County Planning & Zoning Department

E 4.2. Create incentives, such as an accelerated building permit process, height and density bonuses and fee reductions and waivers, for commercial and industrial projects that intend to meet either LEED or Energy Star standards.

E 5.1. Target land purchases to incentivize the location of new employers in walkable mixed-use communities such as Buckwalter Place.

Medium	High
3-6 Years	6-10 Years
County Planning & Zoning Department; Beaufort County Economic Development Corporation	Beaufort County Economic Development Corporation

2040 ACTION PLAN: MOBILITY

M 1.1. Formally adopt a Complete Streets policy that requires all streets to be planned, designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. All future transportation projects should adhere to the Complete Streets policy in an appropriate urban, suburban, or rural context.

M 1.2. Prepare corridor master plans so that major arterial and state highways can evolve into complete streets.

M 2.1. Develop a funding strategy and implement the transportation projects in the 10-year Capital Improvements Program..

M 2.2. Update impact fees every five years to insure that future development is paying for its impact on the transportation network.

INVESTMENT

Low

High

High

Medium

TIMING

1-3
Years

3-6
Years

6-10
Years

Ongoing

ENTITY

County Planning &
Zoning Department;
County Capital
Projects Department;
SCDOT

County Planning
& Zoning
Department;
County Capital
Projects
Department;
SCDOT

County Planning
& Zoning
Department;
County Capital
Projects
Department;
County Council
Finance
Committee

County Capital
Projects
Department;
County Council

M 2.3. Place an initiative on the 2022 ballot to reimpose a 1% capital project sales tax to fund transportation improvements that includes roads and multi-use pathways. Establish a regular schedule for future referendums.

M 2.4. Include needed transportation improvements in the LATS Long Range Transportation Plan to insure maximum utilization of Guidesshare funding for county transportation projects.

M 5.1. Complete the Spanish Moss Trail and make continuous progress on the greenway, trail, sidewalk, and bicycle lane projects..

M 5.2. Dedicate a staff position to plan and implement bicycle and pedestrian facilities.

Medium	Low	High	Medium
1-3 Years	1-3 Years	6-10 Years	1-3 Years
County Capital Projects Department; County Council; County Transportation Committee; LCOG; municipalities	County Planning & Zoning Department; County Capital Projects Department	County Planning & Zoning Department; County Capital Projects Department; City of Beaufort; Town of Port Royal; Friends of the Spanish Moss Trail	County Council

2040 ACTION PLAN: MOBILITY

M 5.3. Develop a funding strategy and implement the bicycle and pedestrian projects in the 10-year Capital Improvements Program..

M 5.4. Adopt “Beaufort County Connects 2021”, the Bicycle/Pedestrian Plan for the County.

M 6.1. Increase the numbers of park and ride locations along major transportation routes that connect employees with their jobs.

M 6.2. Promote the use of transit to reduce seasonal and local traffic and provide opportunities for employees to access job opportunities

INVESTMENT	High	Low	High	Low
TIMING	6-10 Years	1-3 Years	6-10 Years	Ongoing
ENTITY	ts Department; County Engineering Department; Bike/Ped Task Force; County Planning & Zoning Department	County Council; Municipalities	County Capital Projects Department; Palmetto Breeze	County Council; Palmetto Breeze; Chambers of Commerce (Beaufort, Bluffton, and Hilton Head)

M 6.3. Support Palmetto Breeze’s efforts to establish a fixed-route bus service between Hilton Head Island and Bluffton and in the Beaufort/Port Royal area. Consider adding stops in the Sheldon/Seabrook areas.

M 6.3. Incentivize “transit- ready” development projects that cluster moderate to high density residential development, retail, services and employment centers within walking distance of transit stops.

M7.1 Implement the recommendations from the 2010 Airport Layout Plan and Master Plan for the Hilton Head Island Airport.

M 7.2. Implement the recommendations from the 2014 Airport Layout Plan for the Beaufort Executive Airport..

High	High	High	High
3-6 Years	3-6 Years	6-10 Years	6-10 Years
County Council; Palmetto Breeze; Chambers of Commerce (Beaufort, Bluffton, Hilton Head, Port Royal, Yemassee)	County Planning & Zoning Department	County Airports Department; Airports Board; Town of Hilton Head; County Council	County Airports Department; Airports Board; City of Beaufort; County Council

2040 ACTION PLAN: HOUSING

H 1.1. Create affordable housing location criteria and weighting to refine affordable housing location mapping included in the Comprehensive Plan. Update every five years.

H 2.1. Work to eliminate barriers to developing affordable and workforce housing by periodically evaluating and updating the Community Development Code.

H 2.2. Expand on the existing density bonuses in the Community Development Code to incentivize the creation of affordable housing by the private sector. Consider expanding the required affordability period beyond 25 years.

H 3.1. In cooperation with local municipalities and Jasper County, create a Regional Affordable Housing Trust Fund and provide annual funding to support affordable housing needs in the Lowcountry.

INVESTMENT	Medium	Medium	High	High
TIMING	Ongoing	1-3 years	1-3 years	3-6 years
ENTITY	County Planning & Zoning Department; Human Services Department; County Housing Coordinator	County Planning & Zoning Department; Human Services Department; County Housing Coordinator; Area Homebuilders Associations	County Planning & Zoning Department; County Housing Coordinator; Area Home Builders Associations	County Planning & Zoning Department; Human Services Department, County Housing Coordinator; local municipalities; Jasper County

H 3.2. Consider establishing an Affordable Housing Land Trust to acquire and hold land. The land is leased to others to build affordable units, with the land remaining in ownership of the trust.

H 3.3. Hire a housing coordinator for Beaufort County to implement the policies of this plan.

H 3.4. Seek funding through the Home Investment Partnership Program (HOME) and the Community Development Block Grant (CDBG) Program to rehabilitate substandard housing and create new affordable housing.

H 3.5. Consider prohibiting short term rentals as the primary use of the property in certain residential zones; i.e., only permit short term rentals in conjunction with 4% properties.

H 3.6. Review zoning districts to determine if appropriate opportunities exist to incorporate more “missing middle housing.”

High	High	Medium	Low	Low
3-6 years	1-3 Years	Ongoing	1-3 Years	1-3 years
County Planning & Zoning Department; Human Services Department, County Housing Coordinator; local municipalities	County Council	Human Services Department; County Housing Coordinator; County Council; LCOG	County Planning & Zoning Department; County Council	County Planning & Zoning Department; Area Home Builders Associations

2040 ACTION PLAN: COMMUNITY FACILITIES

CF 1.1. Map and analyze locations of existing vulnerable critical infrastructure using projected future conditions. This includes developing an inventory of low-lying public facilities and critical infrastructure, including roads, sewer, water, public buildings, and stormwater infrastructure.

CF 1.2. Develop policies that require the design and location of future capital improvements and critical infrastructure to account for projected sea level rise and lifespan of structure.

CF 2.1. Conduct an energy audit for all County facilities (existing, undergoing renovation, and under design). The County should consider entering into an energy performance contract with an Energy Service Company to perform the audit and implement the improvements.

CF 2.2. Install electric vehicle charging stations at every Council facility that houses a sizeable workforce or has high public visitation.

INVESTMENT

High

Medium

High

High

TIMING

1-3
years

1-3
years

1-3
years

3-6
years

ENTITY

County Planning & Zoning Department; County Floodplain Manager; Stormwater Department

County Planning & Zoning Department; County Floodplain Manager; County Capital Projects

County Facility Management Department

County Facility Management Department; County Public Works Department

CF 3.1. Adopt county-wide policies that limit residential density for developments that are not served by public sewer.

CF 3.2. . Work with BJWSA to identify and prioritize areas with the highest concentration of on-lot septic systems for connection to sewer if these neighborhoods are within urbanized areas or within designated growth boundaries.

CF 4.1. Install trash compacting equipment to increase the efficiency and capacity of County high usage convenience centers.

CF 4.2. Design and implement a plan for sustainable waste removal and disposal for the County, including multiple disposal alternatives, like various recycling streams and composting.

Low	High	High	Medium
1-3 years	6-10 years	3-6 years	1-3 years
County Planning & Zoning Department; County Council	County Planning & Zoning Department; DHEC; BJWSA	County Solid Waste and Recycle Department	County Solid Waste and Recycle Department

2040 ACTION PLAN: COMMUNITY FACILITIES

CF 5.1. Review and update library Impact Fees every five years.

CF 5.2. Renovate and repair the Beaufort, Hilton Head Island, Lobeco, and Bluffton library facilities to meet current operational needs.

C 5.3. Develop two additional library facilities: one 12,000 - 15,000 square foot facility in the Okatie area, and one 3,000 - 5,000 square foot facility at Burton Wells Park..

CF 6.1. Establish “Safe Routes to Schools” standards and routing plans, consistent with recommendations of Bike and Pedestrian Task Force, that require a strong pedestrian orientation in residential areas so that pedestrian ways are available for children to safely walk to school.

INVESTMENT	Medium	High	High	High
TIMING	Ongoing	3-6 years	6-10 years	3-6 years
ENTITY	County Council, County Capital Projects Department, Beaufort County Library	County Capital Projects Department; County Facility Management Department; Beaufort County Library	County Capital Projects Department; County Facility Management Department; Beaufort County Library	County Planning & Zoning Department; Bike/Ped Task Force; Beaufort County Schools

CF 6.2. Adopt school impact fees for Southern Beaufort County.

CF 7.1. Renovate the existing Emergency Medical Services (EMS) headquarters on Depot Road to meet the needs of the administration for parking, training and storage. The facility’s design, circulation, and security measures need to be context sensitive to the adjacent Spanish Moss Trail.

CF 7.2. Expand or replace the EMS station located at the shared Bluffton Fire District Station on William Pope Drive near Sun City to adequately accommodate EMS’s personnel and operational space needs.

CF 7.3. Construct either an extension to the existing Detention Center facility or a new facility to accommodate anticipated operational demand. The facility needs to house specific special populations such as

inmates with addiction or mental health issues. The operational costs of an additional facility should be studied to determine if a true benefit would be derived from adding to the existing facility or constructing a new one..

Low	High	High	High
1-3 years	3-6 years	3-6 years	6-10 years
County Planning & Zoning Department; County Capital Projects Department; Beaufort County Schools	County Capital Projects Department; County Facility Management Department; Beaufort County Emergency Medical Services	County Capital Projects Department; County Facility Management Department; Beaufort County Emergency Medical Services	County Capital Projects Department; County Facility Management Department; Beaufort County Detention Center

2040 ACTION PLAN: COMMUNITY FACILITIES

CF 7.4. Construct a new Law Enforcement Center to ensure that there is adequate space to house existing and future law enforcement personnel.

CF 7.5. Build an appropriate facility to house the Emergency Management Department within or attached to the proposed Law Enforcement Center.

CF 7.6. Work with BJWSA to provide additional fire hydrants on Warsaw Island, extending and replacing lines as necessary. Apply for grant funding as appropriate, including CDBG. Identify other rural areas where lack of fire hydrants or water supply pose safety concerns. Request that BJWSA include water service improvements in rural areas in their CIP. Act on the recommendations of the Parks and Recreation Master Plan according to the prioritization and timeline outlined in the document.

INVESTMENT

High

High

High

TIMING

6-10
years

6-10
years

3-6
years

ENTITY

County Capital Projects Department; County Facility Management Department; Beaufort County Sheriff's Department

County Capital Projects Department; County Facility Management Department; Beaufort County Sheriff's Department; Beaufort County Emergency Management Services

BJWSA; DHEC; Lady's Island/St. Helena Fire District Commission; Burton Fire District Commission

CF 7.7. Work with BJWSA to install water lines and fire hydrants on Seabrook Road and Stuart Point Road on Port Royal Island. Apply for grant funding as appropriate, including CDBG.

CF 8.1. Create a Parks and Recreation Master Plan that establishes acceptable metrics for accessibility and programming. Ensure public participation from all areas of the County and segments of the community in the planning effort.

CF 8.2. Implement the recommendations of the Parks and Recreation Master Plan according to the prioritization and timeline outlined in the document.

CF 8.3. Maintain a passive parks manager position to oversee the development of passive parks on Rural and Critical Land Preservation properties. Actively pursue the development of passive parks.

High	High	High	Low
3-6 years	1-3 years	6-10 years	Ongoing
BJWSA; DHEC; Burton Fire District Commission; LCOG	County Planning & Zoning Department; County Parks and Recreation Department	County Planning & Zoning Department; County Parks and Recreation Department; County Council	County Planning & Zoning Department; Rural and Critical Lands Preservation Board

2040 ACTION PLAN: BUILT ENVIRONMENT

BE 1.1. Regularly inventory platted vacant lots in existing PUDs and subdivisions, and create an inventory of lots ideal for infill development.

BE 1.2. Formalize a regional planning program between Beaufort County, Jasper County, and the City of Hardeeville that recognizes the mutual benefit of coordinated planning along jurisdictional boundaries.

BE 1.3. Develop a SC 170 Area Plan in conjunction with the City of Hardeeville and Jasper County that defines a growth framework for the corridor and addresses issues of joint concern such as transportation and environmental protection.

INVESTMENT

Medium

High

High

TIMING

Ongoing

3-6
years

3-6
years

ENTITY

County Planning & Zoning Department

County Planning & Zoning Department; County Council; Jasper County; City of Hardeeville

County Planning & Zoning Department; County Council; Jasper County Planning & Building Department; City of Hardeeville Planning & Development Department, LATS

BE 1.4. Work with the Town of Yemassee to develop a consistent growth management strategy for the area of the County north of US 17. The strategy should include a mutually agreed upon growth boundary.

BE 2.1. Update the Greenprint Plan every five years.

BE 3.1. Reevaluate the effectiveness of existing place-making implementation tools such as the Place Type Overlay District in the Community Development Code, and make revisions as necessary.

BE 3.2. Initiate a prototype community-based Place Type implementation plan that involves property owners, business owners, and other stakeholders to serve as a vision for other areas of the county where walkable urbanism is appropriate.

Medium	High	High	High
1-3 years	Ongoing	1-3 years	3-6 years
County Planning & Zoning Department, County Council, Yemassee Town Council, Yemassee Planning	County Planning & Zoning Department; Rural and Critical Lands Preservation Board	County Planning & Zoning Department; Planning Commission	County Planning & Zoning Department; Planning Commission

2040 ACTION PLAN: ST. HELENA ISLAND

Reevaluate the CPO District by assessing whether additional land use restrictions are necessary to meet the intent of the district. Consider the addition of specific design standards that reinforce historic Gullah/Geechee development patterns and character.” Include diverse representation on the steering committee that may be formed to guide the process. Ensure public input from all segments of the community.

In partnership with the Sea Level Rise Task Force, commission a comprehensive water study and plan for St. Helena Island that considers stormwater, sea level rise, and storm surge to better define the risks posed by climate change and new development and recommend strategies to protect against these threats. This study should be aligned with County-wide Gullah/Geechee cultural inventory and vulnerability assessments.

Support nonprofit organizations, such as the Center for Heirs’ Property Preservation and PAFEN, with expertise in resolving heirs’ property issues. Encourage establishment of local offices in Northern Beaufort County and expansion of their programs throughout the County. Consider partnering with the municipalities to provide support for these groups by applying for grant funds, Accommodations Tax and Hospitality Tax Revenues (if appropriate), and local funds to expand efforts in the area.

INVESTMENT

Medium

High

Medium

TIMING

1-3
years

3-6
years

Ongoing

ENTITY

County Planning & Zoning Department; St. Helena Island Cultural Protection Overlay (CPO) District Committee; Gullah/Geechee Sea Island Coalition

County Planning & Zoning Department; DHEC; DNR; Gullah/Geechee Sea Island Coalition; Sea Level Rise Task Force

Municipalities; Center for Heirs’ Property Preservation; PAFEN; County Council; Gullah/Geechee Sea Island Coalition

Consider prohibiting Mining/Resource Extraction within the Cultural Protection Overlay zone and revising conditions for Mining in the CDC to require a spacing requirement for mines and that the presence of Prime Farmland as defined by the USDA be considered in the decision to approve a permit for mining.

Ensure that St. Helena residents are included in the planning process for the Parks and Recreation Master Plan. Consider equity issues in development of that plan.

Assess the condition of existing recreation facilities on St. Helena Island. Develop plans for improvements and add funding costs to CIP. Apply for grant funding for improvements as appropriate.

Review recreation programs on St. Helena Island. Ensure that programs are addressing community needs and that programs are expanded beyond pre-pandemic levels.

Low

Low

High

Medium

1-3
years

1-3
years

3-6
years

1-3
years

County Planning & Zoning Department

County Parks and Recreation Department; County Public Information Officer; Gullah/Geechee Sea Island Coalition

County Parks and Recreation Department; County Planning & Zoning Department; County Capital Projects Department

County Parks and Recreation Department

2040 ACTION PLAN: ST. HELENA ISLAND

Work with Penn Center to develop an MOU and lease agreement in order for the County to take a more active role in maintaining MLK Park on St. Helena Island and including applying for grants for park improvements.

Work with DOT to address road and drainage conditions on state-owned roads on St. Helena Island.

Ask residents to develop a specific list of areas (addresses) where drainage is an issue. Have these areas assessed by the Stormwater Utility Board and projects developed as appropriate to address concerns. Consider grant funding, including CDBG and EPA, for projects.

INVESTMENT

High

High

Medium

TIMING

1-3
years

3-6
years

1-3
years

ENTITY

Penn Center; County
Parks and Recreation
Department

SCDOT; County
Public Works
Department

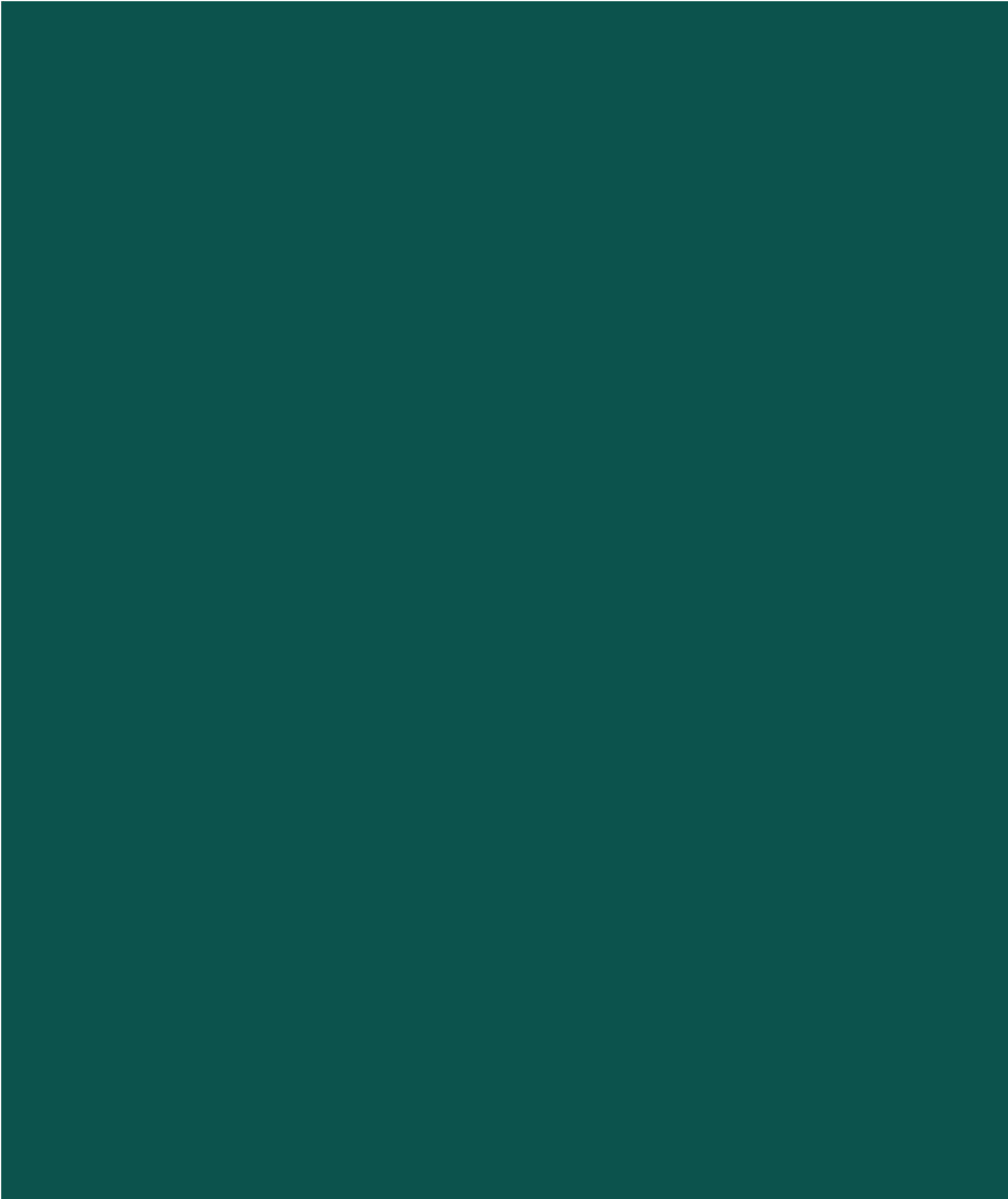
County Stormwater
Department; Stormwater
Utility Board

Develop a strategy to permanently address maintenance and safety improvements to “legacy roads” and private roads serving low-and moderate-income property owners. Consider grant programs and public service projects to address immediate maintenance needs.

High

3-6
years

County Public Works
Department; County
Engineering Department;
County Transportation
Committee



CAPITAL IMPROVEMENT PLAN

Beaufort County's Capital Improvement Plan (CIP) was developed by the Capital Projects Department collaborating with various departments County-wide to establish a complete list of capital needs. The plan was designed to identify major, infrequent, and nonrecurring projects over a 10-year period to include improvements to new and existing infrastructure along with maintenance of existing assets. The plan will be utilized to implement a capital improvement budget with development of the operating budget. County Council and staff will review the program, its direction, progress, and financing requirements on an annual basis.

The CIP is a living, breathing document. It is intended to be a guiding document to help program funding in a systematic approach. Different levels of funding are required for different stages of the project. The plan provides a holistic look of funding needs in the foreseeable future such that the Finance Department can implement the funding mechanisms needed for the right amount, at the right time, to successfully deliver the projects for Beaufort County. A successful plan not only provides a guide map but ensures the most efficient use of resources.

The Comprehensive Plan is updated every 10 years. It is Beaufort County's intent to update the Capital Improvement Plan every 5 years. This will allow the County to review the plan and assess whether projects are completed, new projects are warranted, and if projects need to be changed in scope or cost. Adjustments will be made on an annual basis to account for project development.

	Location	Estimated Cost
ADMINISTRATIVE OFFICE SPACE		
New Arthur Horne Building	100 Ribaut Road Beaufort, SC 29902	\$ 6,000,000
Renovate New Arthur Horne Building	100 Ribaut Road Beaufort, SC 29902	\$ 6,000,000
New Administrative Building - North	100 Ribaut Road Beaufort, SC 29902	\$ 50,000,000
New Administrative Building - South	4819 Bluffton Pkwy Bluffton, SC 29910	\$ 11,000,000
Renovate Existing Myrtle Park	4820 Bluffton Pkwy Bluffton, SC 29910	\$ 5,000,000
Hilton Head Island Government Building Renovation	539 William Hilton Pkwy Hton Head Island, SC 29925	\$ 2,000,000
New Public Works Facility - Shanklin Road	120 Shanklin Road Beaufort, SC 29906	\$ 16,000,000
New Public Works Camp - St. Helena	25 Langford Road, St. Helena SC 29920 (former waterslide park)	\$ 250,000
Beaufort County Health Center Renovation	601 Wilmington Street Beaufort, SC 29902	\$ 370,000
Lowcountry DHEC Office Renovation	1407 King Street Beaufort, SC 29902	\$ 590,000
Daufuskie Island Renovation of Store and New Restrooms		\$ 335,000
Pool Improvements - Energy Conservation and Saltwater Conversion	Various Locations	\$ 570,000
Sheriff Office DNA Laboratory Addition		
Records Management Building Expansion	113 Industrial Village Rd. BIV #5	\$ 1,925,000
Warehouse Expansion		
Construction of 7,000 sf addition to the RM Warehouse (estimate \$250/ft ² and \$175,000 FFE)		
Specialized Equipment Replace Archive Writer		\$ 25,000
Voters Registration and Elections Building	113 Industrial Village Rd. BIV #4	
Additional Warehouse Space	John Galt Road	\$ 300,000
Additional Parking for Voters	John Galt Road	\$ 300,000
Human Services Renovation		\$ 3,000,000
Sea Trowler Resturant Renovation	35 Fording Island Road	\$ 3,000,000
Renovate Courthouse	100 Ribaut Road Beaufort, SC 29902	\$ 20,000,000
Justice Center South	4820 Bluffton Pkwy Bluffton, SC 29910	\$ 24,000,000
		\$ 150,665,000
AIRPORT - BEAUFORT EXECUTIVE		
Runway Safety Area Improvements RW 7 and 25 (incl wetlands mit cost)	39 Airport Circle Ladys Island, SC 29907	\$ 4,800,000
Taxiway Extension to Runway 25 (incl wetlands mit cost)	39 Airport Circle Ladys Island, SC 29907	\$ 6,000,000
Terminal Renovations	39 Airport Circle Ladys Island, SC 29907	\$ 500,000
Parking Lot Relocation	39 Airport Circle Ladys Island, SC 29907	\$ 1,500,000
		\$ 12,800,000
AIRPORT - HILTON HEAD ISLAND		
Commercial Service Terminal Renovation and Expansion	120 Beach City Road Hilton Head Isl., SC 29926	\$ 40,000,000
Commercial Service Ramp Expansion	120 Beach City Road Hilton Head Isl., SC 29926	\$ 4,700,000
New ARFF Vehicle	120 Beach City Road Hilton Head Isl., SC 29926	\$ 730,000
Runway and Taxiway Strengthening	120 Beach City Road Hilton Head Isl., SC 29926	\$ 12,000,000
Parking improvements	120 Beach City Road Hilton Head Isl., SC 29926	\$ 20,000,000
		\$ 77,430,000
BOAT LANDINGS		
County-wide Boat Landing Study		\$ 150,000
Ihly Farm	Ihly Farm Road Beaufort, SC 29906	\$ 1,500,000
		\$ 1,650,000
DISABILITY AND SPECIAL NEEDS		
Remodeling Building C and laundry room in Building B	100 Clear Water Way, Beaufort, SC 29906	\$ 65,000
Purchase/Build two new Community Training Homes	Various Locations South of Broad	\$ 900,000
Replacement of HVAC in Building A	100 Clear Water Way, Beaufort, SC 29906	\$ 50,000
Replacement of Irrigation	100 Clear Water Way, Beaufort, SC 29906	\$ 15,000
		\$ 1,030,000

2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
\$ 1,500,000	\$ 1,000,000			\$ 3,500,000	\$ 2,500,000					GO Bond
	\$ 15,000,000	\$ 30,000,000	\$ 5,000,000							GO Bond
				\$ 4,000,000	\$ 7,000,000					GO Bond
						\$ 5,000,000				GO Bond
	\$ 2,000,000									GO Bond
		\$ 2,000,000	\$ 7,000,000	\$ 7,000,000						GO Bond / Impact Fees
	\$ 50,000	\$ 75,000	\$ 125,000							PW Budget over multiple years
				\$ 370,000						GO Bond
					\$ 590,000					GO Bond
						\$ 335,000				GO Bond
							\$ 570,000			GO Bond
\$ 650,000	\$ 850,000	\$ 425,000								Impact Fees
	\$ 25,000									Impact Fees
										Impact Fees
\$ 150,000	\$ 150,000									GO Bond/Grants for Critical Infrastructure
\$ 150,000										GO Bond/Grants for Critical Infrastructure
		\$ 3,000,000			\$ 3,000,000					GO Bond
					\$ 2,000,000	\$ 5,000,000	\$ 10,000,000	\$ 3,000,000		GO Bond
						\$ 3,000,000	\$ 15,000,000	\$ 6,000,000		GO Bond
\$ 100,000	\$ 2,000,000	\$ 2,400,000	\$ 200,000							FAA, SCAC 95%, Airport 5%
				\$ 1,000,000	\$ 4,000,000	\$ 1,000,000				FAA, SCAC 95%, Airport 5%
\$ 100,000	\$ 300,000	\$ 100,000								Airport/County
		\$ 250,000	\$ 1,250,000							FAA, SCAC 95%, Airport 5%
\$ 15,000,000	\$ 18,000,000	\$ 7,000,000								FAA, SCAC \$21M, Airport \$19M
\$ 4,300,000										FAA, SCAC 95%, Airport 5%
\$ 730,000										FAA, SCAC 95%, Airport 5%
	\$ 2,000,000	\$ 6,000,000	\$ 4,000,000							FAA, SCAC 95%, Airport 5%
			\$ 5,000,000	\$ 5,000,000	\$ 10,000,000					Airport/County/Fees
\$ 150,000						\$ 700,000	\$ 800,000			A/H Tax
										GO Bond / Grants
\$ 65,000		\$ 450,000	\$ 450,000							DSN Fund
	\$ 50,000									GO Bond / Grants
\$ 15,000										DSN Fund
										DSN Fund

	Location	Estimated Cost
FACILITIES MANAGEMENT		
ADA modifications to facilities	Various Locations	\$ 240,000
Administration Building	100 Ribaut Road	
Fire alarm replacement		\$ 65,000
Barker Field-restroom renovations	70 Baygall Road	\$ 66,000
Beaufort Library-paint exterior/repair windows	311 Scott Street	\$ 90,000
BIV#3-generator	106 Industrial Village Road	\$ 70,000
BIV#1, 2 and 3-replace carpet	102 Industrial Village Road	\$ 60,000
BIV# 5-HVAC	113 Industrial Village Road	\$ 90,000
Courthouse	102 Ribaut Road	
Painting/finishes		\$ 65,000
Ceremonial courtroom bench millwork repairs		\$ 36,000
Replace acoustical tiles/panels/hard surfaces		\$ 135,000
HVAC/Energy management system		\$ 610,000
Led lighting		\$ 65,000
Generator		\$ 270,000
Daufuskie Island-restroom renovations	15 Haig Point Road	\$ 17,000
Detention Center	106 Ribaut Road	
Fire alarm upgrade		\$ 70,000
Misc. lock replacement/repairs		\$ 100,000
Replace VCT/flooring covering		\$ 250,000
Walk-in/refrigerator replacement		\$ 160,000
Stucco repairs		\$ 75,000
Repainting		\$ 170,000
EMS-carpet/painting	2727 Depot Road	\$ 56,000
FVS Garage-replace bay doors/roof repairs	120 Shanklin Road	\$ 140,000
HH Government Center-replace roof	539 William Hilton Parkway	\$ 70,000
Human Services Building	1905 Duke Street	
Repoint and seal brick veneer		\$ 300,000
Painting, lighting, flooring		\$ 160,000
Law Enforcement Center-replace flooring/renovate restrooms	2001 Duke Street	\$ 95,000
Mosquito Control Building-Minor renovations, roof replacement	84 Shanklin Road	\$ 150,000
Myrtle Park Building	4819 Bluffton Parkway	
Replace carpet		\$ 65,000
HVAC improvements		\$ 380,000
Generator		\$ 330,000
BWSAR Building-minor renovations	817 Paris Ave.	\$ 55,000
Public Works Building	120 Shanklin Road	
Roof replacement		\$ 330,000
HVAC replacement		\$ 65,000
Public Works Open Storage Building-replace roof	120 Shanklin Road	\$ 65,000
Senior Center-interior renovations	1408 Paris Ave.	\$ 40,000
DSN Clearwater-HVAC system	100 Clearwater Way	\$ 125,000
Burton Wells Center-HVAC/Energy Mgmt System	One Middleton Rec Drive	\$ 180,000
Buckwalter Rec Center-HVAC	900 Buckwalter Parkway	\$ 90,000
Lind Brown Center-flooring	1001 Hamar Street	\$ 60,000
S. O. Special Ops-Replace roof HVAC	1021 Okatie Highway	\$ 45,000
DNA Lab-replace roof, HVAC	111 Industrial Village Road	\$ 80,000
St. Helena Library-Replace HVAC	6355 Jonathan Francis Sr. Road	\$ 70,000
ECM's-LED lighting, HVAC Energy Mgmt	Various locations	\$ 250,000
		\$ 6,105,000

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000					
	\$ 65,000										
	\$ 90,000	\$ 66,000									
	\$ 70,000					\$ 60,000					
						\$ 90,000					
	\$ 65,000										
	\$ 36,000										
		\$ 135,000									
	\$ 610,000										
	\$ 65,000										
				\$ 270,000							
\$ 17,000											
\$ 70,000											
	\$ 50,000		\$ 50,000								
\$ 250,000											
\$ 160,000											
\$ 75,000											
\$ 170,000											
\$ 56,000											
\$ 140,000											
	\$ 70,000										
						\$ 300,000					
						\$ 160,000					
						\$ 95,000					
\$ 150,000											
\$ 65,000											
\$ 580,000											
	\$ 330,000										
						\$ 55,000					
\$ 330,000											
\$ 65,000											
	\$ 65,000										
				\$ 125,000							
		\$ 180,000									
		\$ 60,000									
						\$ 40,000					
						\$ 90,000					
						\$ 45,000					
						\$ 80,000					
						\$ 70,000					
\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000						

	Location	Estimated Cost
IT INFRASTRUCTURE		
Virtual Server Environment	Beaufort County IT Datacenter	\$ 317,000
Network Storage Environment	Beaufort County IT Datacenter	\$ 290,000
Core Routers	Beaufort County IT Datacenter	\$ 110,000
County Infrastructure Firewalls		\$ 117,000
Infrastructure Switching	Beaufort County IT Datacenter	\$ 715,000
County Infrastructure Compute	Beaufort County IT Datacenter	\$ 3,000,000
Infrastructure Phone System	Beaufort County IT Datacenter	\$ 200,000
County Infrastructure Wireless	Beaufort County IT Datacenter	\$ 340,000
Datacenter Switching	Beaufort County IT Datacenter	\$ 182,000
		\$ 5,271,000
LIBRARIES		
System-wide Improvements	Various Locations	
Replace Self-Checkout Machines		\$ 135,000
Install Public Computer Reservation and Print Vending Solution		\$ 100,000
Security Camera Installation		\$ 80,000
Replace/Upgrade all public and staff computers		\$ 120,000
Pritchardville/New Riverside - New Branch	May River / Buckwalter / New Riverside Area	\$ 6,700,000
Construction of 15,000 sf facility (estimate \$350/R2 and \$750,000 FFE)		
Bluffton Branch Library	120 Palmetto Way Bluffton, 29910	\$ 500,000
Phase II of renovations based on 2019 Space Study		
Hilton Head Branch Library	11 Beach City Road HHI, 29926	\$ 1,000,000
Renovations based on 2019 Space Study		
Renovation at Beaufort Branch Library Phase III	311 Scott Street Beaufort, SC 29902	\$ 75,000
Renovations/Add-on/Parking		
Replace Bookmobile South	11 Beach City Road HHI, 29926	\$ 150,000
Based on a 10 year lifespan, Bookmobile South (acquired in 2018) may need to be replaced in 2028/2029		
Replace Bookmobile North	311 Scott Street Beaufort, SC 29902	\$ 150,000
Based on a 10 year lifespan, Bookmobile North (acquired in 2017) may need to be replaced in 2027/2028		
Lobeco Branch Library	1862 Trask Parkway Seabrook, SC 29940	TBD
Existing lease agreement with Beaufort County School District expires December 31, 2025		
Burton Wells	64 Burton Wells Road Beaufort, SC 29906	\$ 3,000,000
Construction of 5,000 sf addition to Burton Wells Rec Center		
		\$ 12,010,000

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
\$ 317,000											GO Bond
	\$ 290,000										GO Bond
			\$ 110,000								GO Bond
	\$ 117,000										GO Bond
								\$ 715,000			
	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	IT General Fund
	\$ 200,000										Go Bond
		\$ 170,000							\$ 170,000		GO Bond
\$ 182,000											GO Bond
				\$ 85,000	\$ 50,000						Impact Fees
								\$ 50,000	\$ 50,000		Impact Fees
						\$ 80,000					Impact Fees
\$ 100,000	\$ 1,900,000	\$ 4,700,000	\$ 120,000								County IT/Library
											GO Bond / Impact Fees
			\$ 500,000								GO Bond/ Impact Fees
			\$ 1,000,000								GO Bond/Impact Fees
								\$ 75,000			County Facilities
								\$ 150,000			Impact Fees
							\$ 150,000				Impact Fees
				TBD							County Facilities
						\$ 800,000	\$ 1,700,000	\$ 500,000			GO Bond / Impact Fees

	Location	Estimated Cost
IT INFRASTRUCTURE		
Virtual Server Environment	Beaufort County IT Datacenter	\$ 317,000
Network Storage Environment	Beaufort County IT Datacenter	\$ 290,000
Core Routers	Beaufort County IT Datacenter	\$ 110,000
County Infrastructure Firewalls		\$ 117,000
Infrastructure Switching	Beaufort County IT Datacenter	\$ 715,000
County Infrastructure Compute	Beaufort County IT Datacenter	\$ 3,000,000
Infrastructure Phone System	Beaufort County IT Datacenter	\$ 200,000
County Infrastructure Wireless	Beaufort County IT Datacenter	\$ 340,000
Datacenter Switching	Beaufort County IT Datacenter	\$ 182,000
		\$ 5,271,000
LIBRARIES		
System-wide Improvements	Various Locations	
Replace Self-Checkout Machines		\$ 135,000
Install Public Computer Reservation and Print Vending Solution		\$ 100,000
Security Camera Installation		\$ 80,000
Replace/Upgrade all public and staff computers		\$ 120,000
Pritchardville/New Riverside - New Branch	May River / Buckwalter / New Riverside Area	\$ 6,700,000
Construction of 15,000 sf facility (estimate \$350/ft2 and \$750,000 FFE)		
Bluffton Branch Library	120 Palmetto Way Bluffton, 29910	\$ 500,000
Phase II of renovations based on 2019 Space Study		
Hilton Head Branch Library	11 Beach City Road HHI, 29926	\$ 1,000,000
Renovations based on 2019 Space Study		
Renovation at Beaufort Branch Library Phase III	311 Scott Street Beaufort, SC 29902	\$ 75,000
Renovations/Add-on/Parking		
Replace Bookmobile South	11 Beach City Road HHI, 29926	\$ 150,000
Based on a 10 year lifespan, Bookmobile South (acquired in 2018) may need to be replaced in 2028/2029		
Replace Bookmobile North	311 Scott Street Beaufort, SC 29902	\$ 150,000
Based on a 10 year lifespan, Bookmobile North (acquired in 2017) may need to be replaced in 2027/2028		
Lobeco Branch Library	1862 Trask Parkway Seabrook, SC 29940	TBD
Existing lease agreement with Beaufort County School District expires December 31, 2025		
Burton Wells	64 Burton Wells Road Beaufort, SC 29906	\$ 3,000,000
Construction of 5,000 sf addition to Burton Wells Rec Center		
		\$ 12,010,000

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
\$ 317,000											GO Bond
	\$ 290,000										GO Bond
			\$ 110,000								GO Bond
	\$ 117,000										GO Bond
								\$ 715,000			
	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 375,000	IT General Fund
	\$ 200,000										Go Bond
		\$ 170,000							\$ 170,000		GO Bond
\$ 182,000											GO Bond
				\$ 85,000	\$ 50,000						Impact Fees
						\$ 80,000		\$ 50,000	\$ 50,000		Impact Fees
			\$ 120,000								Impact Fees
\$ 100,000	\$ 1,900,000	\$ 4,700,000									County IT/Library
				\$ 500,000							GO Bond/ Impact Fees
			\$ 1,000,000								GO Bond/Impact Fees
								\$ 75,000			County Facilities
								\$ 150,000			Impact Fees
						\$ 150,000					Impact Fees
				TBD							County Facilities
						\$ 800,000	\$ 1,700,000	\$ 500,000			GO Bond / Impact Fees

	Location	Estimated Cost
PATHWAYS PROJECTS		
Stuart Point Road		\$ 1,500,000
Big Estate Road		\$ 2,000,000
Middle Road		\$ 1,500,000
Dr. Martin Luther King, Jr. Road		\$ 1,500,000
Meridian Road		\$ 1,750,000
Broad River Drive		\$ 2,000,000
Ribaut Road to Parris Island Gateway		\$ 750,000
Depot Road		\$ 725,000
Salem Road/Old Salem Road		\$ 1,500,000
Broad River Blvd/Riley Road		\$ 750,000
Burton Hill/Old Salem Road		\$ 2,000,000
Burnt Church Road		\$ 1,500,000
Bluffton Parkway		\$ 250,000
Ulmer Road/Shad Road		\$ 2,000,000
Laurel Bay Road Pathway Widening		\$ 3,900,000
Joe Frazier Road		\$ 1,800,000
Lake Point Drive and Old Miller Road Pathway Connection		\$ 3,000,000
Aljioy Road		\$ 750,000
Spanish Moss Trail Extension		\$ 750,000
Pine Grove Road/Burton Wells Road		\$ 1,000,000
Seabrook Road		\$ 1,000,000
US 17 Pathway Extension		\$ 1,000,000
Bruce K Smalls		\$ 750,000
Big Road		\$ 1,500,000
Detour Road		\$ 1,500,000
New River Linear Trail from Hwy 46 South to New River (paving)		\$ 750,000
SC46 from New River Park to New River Linear Trail		\$ 300,000
Buck Island Road from Bluffton Pkwy to US 278		\$ 500,000
Sams Point Road from Wallace Road to southern termini of Middle Road Pathway		\$ 550,000
Russel Bell Bridge from Spanish Moss Trail to Broad River Drive		\$ 650,000
Lady's Island Drive to Port Royal Elementary / Live Oaks Park via Old Shell Road / 14th Street		\$ 650,000
Rugrack Road from Joseph Shanklin Elementary to Laurel Bay Road (sidewalk)		\$ 150,000
Spanish Moss Trail from Clarendon to Whale Branch		\$ 1,500,000
New River Linear Trail from SC46 to Del Webb Trailhead (paving)		\$ 900,000
Sawmill Creek Road (sidewalk)		\$ 350,000
Okatie Center Blvd N & S and US278 from SC170 to University Blvd		\$ 1,100,000
Dr. Martin Luther King, Jr. Road to St. Helena Elementary School		\$ 400,000
Wallace Road and Sunset Blvd		\$ 750,000
Sams Point Road from traffic circle to Springfield Road		\$ 1,250,000
Burton Wells Park to Habersham Market		\$ 250,000
Shell Point Road from Broad River Drive to Savannah Hwy		\$ 800,000
US21 from Seabrook Road to Keans Neck Road		\$ 850,000
US21 from Detour Road to Seabrook Road (sidewalk)		\$ 480,000
McTeer Bridge Protected Bike Lanes		\$ 300,000
SC46 from traffic circle to Buckwalter Parkway		\$ 2,400,000
Northbound side of SC170 from SC46 to Bluffton Parkway		\$ 1,700,000
US21 from Sams Point Way to Airport Circle		\$ 400,000
Chowan Creek Bluff from US21 to Lady's Island Elementary		\$ 230,000
Old Miller Road / Lake Point Drive Connection		\$ 200,000
Marsh Road from Duke Street to Boundary Street (a portion to be boardwalk for marsh protection)		\$ 150,000
		\$ 54,235,000

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
	\$ 1,500,000										Sales Tax
				\$ 2,000,000							To be determined
		\$ 1,500,000									Sales Tax
	\$ 1,500,000										Sales Tax
				\$ 1,750,000							To be determined
				\$ 2,000,000							To be determined
	\$ 750,000										Sales Tax
	\$ 725,000										Sales Tax / Grants
		\$ 1,500,000									Sales Tax
			\$ 750,000		\$ 1,500,000						To be determined
					\$ 2,000,000						To be determined
				\$ 1,500,000							Impact Fees
	\$ 250,000										Sales Tax
						\$ 2,000,000					To be determined
				\$ 3,900,000							To be determined
						\$ 1,800,000					To be determined
						\$ 3,000,000					To be determined
		\$ 750,000									Sales Tax
		\$ 750,000									To be determined
		\$ 1,000,000									To be determined
			\$ 1,000,000								To be determined
			\$ 750,000								To be determined
			\$ 1,500,000								To be determined
			\$ 1,500,000								To be determined
			\$ 750,000								To be determined
		\$ 300,000									To be determined
				\$ 500,000							To be determined
		\$ 550,000									To be determined
		\$ 650,000									To be determined
	\$ 650,000										To be determined
	\$ 150,000				\$ 1,500,000						To be determined
						\$ 900,000					To be determined
								\$ 350,000			To be determined
									\$ 1,100,000		To be determined
					\$ 400,000						To be determined
						\$ 750,000					To be determined
								\$ 1,250,000			To be determined
					\$ 250,000						To be determined
							\$ 800,000				To be determined
							\$ 850,000				To be determined
				\$ 480,000							To be determined
							\$ 300,000				To be determined
								\$ 2,400,000			To be determined
									\$ 1,700,000		To be determined
						\$ 400,000					To be determined
						\$ 230,000					To be determined
									\$ 200,000		To be determined
					\$ 150,000						To be determined

	Location	Estimated Cost
PARKS AND RECREATION		
New Okatie Recreational Complex		\$ 530,000
Buckwalter Recreation Athletic Complex Expansion	905 Buckwalter Pkwy Bluffton, SC 29910	\$ 12,000,000
Buckwalter Recreation Center Improvements	905 Buckwalter Pkwy Bluffton, SC 29910	\$ 230,000
Bluffton Center Improvements	905 Buckwalter Pkwy Bluffton, SC 29910	\$ 565,000
Bluffton Pool Improvements	55 Pritchard Road Bluffton, SC 29910	\$ 650,000
MC Riley Complex Reconfiguration and Improvements	185 Goethe Road Bluffton, SC 29910	\$ 1,300,000
Agnes Major Improvements	21 Agnes Major Road Seabrook, SC 29940	\$ 555,000
Basil Green Complex Improvements	15000 Rodgers Street Beaufort, SC 29902	\$ 4,000,000
Battery Creek Pool Improvements	1 Blue Dolphin Dr. Beaufort, SC 29906	\$ 650,000
Beaufort High School Pool Improvements	84 Sea Island Pkwy Beaufort, SC 29907	\$ 650,000
Booker T. Washington Improvements	182 Booker T. Washington Circle Yemassee, SC 29945	\$ 225,000
Broomfield Ballfield Improvements	205 Brickyard Point Road N. Beaufort, SC 29907	\$ 225,000
Burton Wells Master Plan	64 Burton Wells Road Beaufort, SC 29906	\$ 12,000,000
Burton Wells Improvements	64 Burton Wells Road Beaufort, SC 29906	\$ 75,000
Coursen Tate Improvements	9 Springfield Road Beaufort, SC 29907	\$ 800,000
Dale Center Improvements	15 Community Center Road Seabrook, SC 29940	\$ 365,000
Downtown Tennis Court Improvements	1105 Bladen Street Beaufort, SC 29902	\$ 340,000
Gloria Potts Improvements	130 Seaside Road St. Helena, SC 29920	\$ 170,000
Lind Brown Improvements	1001 Hamar Street Beaufort, SC 29902	\$ 2,585,000
Metz Improvements	1812 National Street Beaufort, SC 29902	\$ 220,000
Part Royal Park Improvements		\$ 555,000
Scott Park Improvements	242 Scott Hill Road St. Helena, SC 29920	\$ 205,000
Shell Point Park Improvements	381 Broad River Road Beaufort, SC 29906	\$ 190,000
Southside Park Improvements	1408 Battery Creek Road Beaufort, SC 29902	\$ 110,000
Wesley Felix Improvements	179 Ball Park Road St. Helena, SC 29920	\$ 165,000
Lady's Island Community Park Phase II		\$ 1,800,000
		\$ 41,160,000
PASSIVE PARKS		
Fort Fremont Park Phase II - Interpretive Center	1126 State Road S-745 St. Helena, SC 29920	\$ 2,000,000
Widgeon Point Park	43 Okatie Hwy Okatie, SC 29909	\$ 1,300,000
Okatie Park Development		\$ 5,000,000
Develop Jones Tract Park		\$ 5,000,000
Develop Okatie Preserve	Hwy 278/170 Bluffton, SC 29910	\$ 4,000,000
		\$ 17,300,000

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
		\$ 530,000									PALS Impact Fees / Grants / Bonds
300,000	\$ 900,000	\$ 5,600,000	\$ 3,200,000	\$ 2,000,000							PALS Impact Fees / Grants / Bonds
			\$ 150,000				\$ 80,000				PALS Impact Fees / Grants / Bonds
	\$ 25,000	\$ 20,000		\$ 80,000	\$ 80,000	\$ 350,000	\$ 10,000				PALS Impact Fees / Grants / Bonds
	\$ 100,000	\$ 400,000	\$ 100,000	\$ 50,000							PALS Impact Fees / Grants / Bonds
			\$ 500,000	\$ 400,000	\$ 100,000	\$ 300,000					PALS Impact Fees / Grants / Bonds
	\$ 15,000	\$ 80,000	\$ 300,000	\$ 160,000							PALS Impact Fees / Grants / Bonds
	\$ 800,000	\$ 1,500,000	\$ 900,000	\$ 800,000							PALS Impact Fees / Grants / Bonds
			\$ 200,000	\$ 350,000	\$ 100,000						PALS Impact Fees / Grants / Bonds
				\$ 200,000	\$ 350,000	\$ 100,000					PALS Impact Fees / Grants / Bonds
		\$ 15,000		\$ 60,000	\$ 150,000						PALS Impact Fees / Grants / Bonds
		\$ 15,000				\$ 150,000		\$ 60,000			PALS Impact Fees / Grants / Bonds
				\$ 1,500,000	\$ 3,000,000	\$ 3,000,000	\$ 2,500,000	\$ 1,200,000	\$ 800,000		Funds Needed
	\$ 20,000	\$ 25,000	\$ 30,000								PALS Impact Fees / Grants / Bonds
	\$ 600,000				\$ 80,000	\$ 120,000					PALS Impact Fees / Grants / Bonds
			\$ 25,000	\$ 40,000	\$ 80,000	\$ 200,000	\$ 20,000				PALS Impact Fees / Grants / Bonds
\$ 60,000	\$ 200,000	\$ 80,000									PALS Impact Fees / Grants / Bonds
				\$ 80,000	\$ 30,000	\$ 60,000					PALS Impact Fees / Grants / Bonds
			\$ 25,000	\$ 700,000	\$ 500,000	\$ 1,200,000	\$ 160,000				PALS Impact Fees / Grants / Bonds
				\$ 220,000							PALS Impact Fees / Grants / Bonds
				\$ 250,000	\$ 100,000	\$ 80,000	\$ 125,000				PALS Impact Fees / Grants / Bonds
			\$ 65,000	\$ 80,000	\$ 60,000						PALS Impact Fees / Grants / Bonds
			\$ 50,000		\$ 80,000			\$ 60,000			PALS Impact Fees / Grants / Bonds
			\$ 50,000					\$ 60,000			PALS Impact Fees / Grants / Bonds
			\$ 65,000					\$ 100,000			PALS Impact Fees / Grants / Bonds
					\$ 1,000,000	\$ 800,000					PALS Impact Fees / Grants / Bonds
\$ 1,700,000	\$ 300,000										Rural & Critical
\$ 1,000,000	\$ 300,000										Rural & Critical
	\$ 1,000,000	\$ 3,000,000	\$ 1,000,000								GO Bonds
			\$ 800,000	\$ 3,200,000	\$ 1,000,000						GO Bonds
			\$ 2,000,000	\$ 2,000,000							

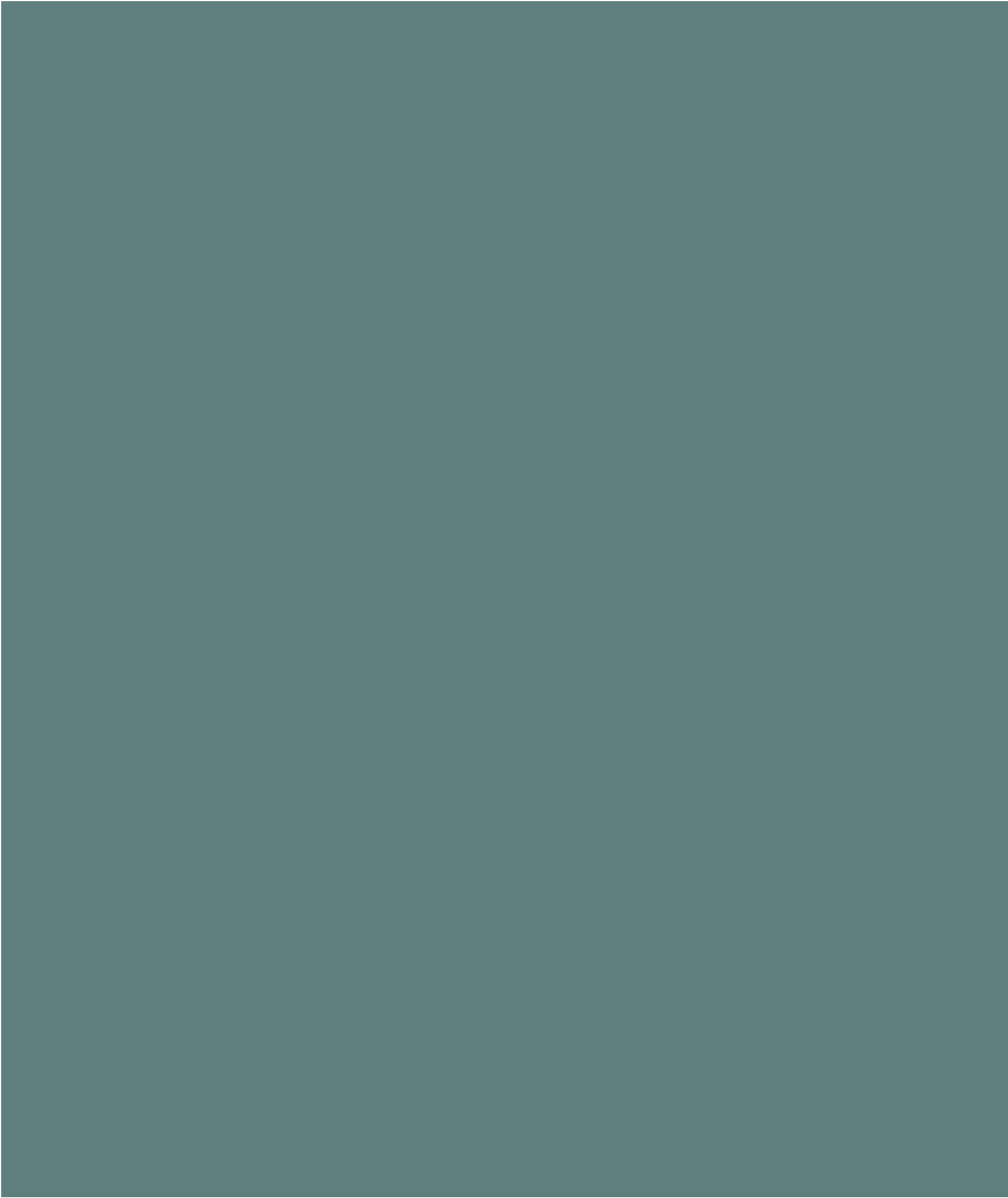
	Location	Estimated Cost
<u>PUBLIC SAFETY</u>		
New EMS Facilities	Various Locations	\$ 3,388,000
North Shanklin Facility		
South Station 31 Facility		
Cherry Point New Facility		\$ 1,300,000
Ladys Island/St Helena New Facility		\$ 1,300,000
Palmetto Bluff New Facility		\$ 1,300,000
Big Estate/Gardens Corner New Facility		\$ 1,425,000
Base Headquarters - Depot		\$ 6,000,000
Sun City Station	Various Locations	\$ 1,000,000
EMS Facility Renovations		
Parris Island Gateway, Burton FD		\$ 125,000
Kean Neck Road, Sheldon FD		\$ 100,000
Sea Island Parkway, Ladys Island/St Helena FD		\$ 50,000
Sam's Point Road, Ladys Island/St Helena FD		\$ 75,000
Shanklin Road Facility		\$ 25,000
Detention Center Expansion - Property Acquisition	100 Ribaut Road Beaufort, SC 29902	\$ 6,000,000
Transform Pre-class 16-bed open bay unit into modular cells	100 Ribaut Road Beaufort, SC 29902	\$ 250,000
Retrofit cell doors w/food pass entry	100 Ribaut Road Beaufort, SC 29902	\$ 485,000
Detention Center Expansion	100 Ribaut Road Beaufort, SC 29902	\$ 92,000,000
LEC, EM Complex	TBD	\$ 111,000,000
30 Acres for LEC, EM, EMS and MIS Complex		
Construction of 70,000 sf for LEC & EM Facility		
Sheriff's Office (50,000 sf)		
Emergency Management Center (20,000 sf)		
Sale of Depot Road Facility		\$ (500,000)
Station Alerting System	2001 Duke Street Beaufort, SC 29902	\$ 2,500,000
Old Federal Courthouse Renovation	1501 Bay Street Beaufort, SC 29901	\$ 3,000,000
Special Ops Building	HWY 170 Okatie, SC 29909	\$ 7,000,000
		\$ 237,823,000
<u>PUBLIC WORKS</u>		
Public Works		
Countywide Parking lot study analysis/assessment - Phase I (Study only)	Various Locations	\$ 100,000
Countywide Parking lot study analysis/assessment - Phase II (Repairs)	Various Locations	\$ 2,000,000
Mosquito Control	84 Shanklin Road Beaufort, SC 29906	
Biosafety Level 2 Surveillance Laboratory		\$ 600,000
10-Bay Pole Shelter		\$ 165,000
Stormwater		
Brewer Memorial Park Demonstration Wet Pond Project Feasibility		\$ 672,459
Salt Creek South M1		\$ 2,117,730
Shanklin Road M2		\$ 3,458,787
Mossy Oaks Watershed		\$ 220,404
Evergreen Tract Detention Basin		\$ 1,060,806
Rock Springs Creek 1		\$ 430,524
Lucy Point Creek (Tuxedo)		\$ 438,293
Albergotti Creek 2		\$ 602,447
Factory Creek I		\$ 68,727
Factory Creek II		\$ 66,390
Graves/Pepper Hall P3		\$ 500,000
Shell Point		\$ 98,000
Huspah Creek		\$ 595,000
Traffic Operations		
Traffic Operations ITS		\$ 65,000
Traffic Sign Shop	23 Shelter Church Road Beaufort, SC 29906	\$ 250,000
		\$ 13,509,567

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
2,257,500	\$ 967,500	\$ 163,000									GO Bond
	\$ 1,300,000										GO Bond
	\$ 1,300,000										GO Bond
			\$ 1,300,000								GO Bond
							\$ 1,425,000				GO Bond
	\$ 1,500,000	\$ 2,200,000	\$ 2,300,000								GO Bond / BTFD
30,000	\$ 500,000	\$ 470,000									GO Bond
		\$ 125,000									GO Bond
			\$ 100,000								GO Bond
			\$ 50,000								GO Bond
				\$ 75,000							GO Bond
	\$ 25,000										Budget
		\$ 1,500,000	\$ 3,200,000	\$ 1,300,000							GO Bond
	\$ 250,000										GO Bond
	\$ 485,000										GO Bond
								\$ 500,000	\$ 3,000,000		GO Bond
							\$ 6,000,000	\$ 80,000,000	\$ 25,000,000		GO Bond
											GO Bond
											GO Bond
					\$ (500,000)						
			\$ 1,500,000	\$ 1,000,000							
\$ 3,000,000							\$ 7,000,000				
			\$ 100,000								Public Works General Fund
			\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000			GO Bond / Grant
			\$ 200,000	\$ 400,000							Mos. Control General Fund
	\$ 165,000										Mos. Control General Fund
10,760	\$ 643,106										Stormwater Fees
36,098	\$ 248,496	\$ 823,424	\$ 823,424								Stormwater Fees
70,256	\$ 341,820	\$ 1,100,000	\$ 1,100,000								Stormwater Fees
15,404	\$ 205,000										Stormwater Fees
32,726	\$ 840,000										Stormwater Fees
	\$ 43,052	\$ 86,105	\$ 301,367								Stormwater Fees
	\$ 87,659	\$ 350,634									Stormwater Fees
					\$ 120,489	\$ 481,958					Stormwater Fees
	\$ 327										Stormwater Fees
	\$ 20,551										Stormwater Fees
	\$ 500,000										Stormwater Fees
43,750	\$ 54,250										Stormwater Fees
	\$ 227,000	\$ 368,000									Stormwater Fees
	\$ 65,000										1% Sales Tax
\$ 100,000	\$ 150,000										General Fund

	Location	Estimated Cost	
ROAD PROJECTS			
US 278 Bridge Widening 6-lane from Bluffton 5A to Jenkins Island		\$ 245,000,000	\$
US 278/SC170 Interchange - Ramp reconfiguration for added capacity		\$ 25,000,000	
US 278 Access Management		\$ 12,600,000	
SC 170 (US 278 to Tide Watch Dr.)		\$ 41,000,000	
SC 170 (Tide Watch Dr to Argent Blvd)		\$ 40,000,000	
SC 170 (Argent Blvd to SC 462)		\$ 10,000,000	
Buckwalter Parkway Access Management - Roadway Connectivity		\$ 10,000,000	
Bluffton Parkway Access Management - Roadway Connectivity		\$ 20,000,000	
SC 46 Widening (Jasper County Line to SC 170)		\$ 45,000,000	
SC 46 Widening (SC 170 to Buck Island Road)		\$ 40,000,000	
Burnt Church Road Widening (Bluffton Pkwy to Alljoy Road)		\$ 15,000,000	
Buck Island Road Widening (US 278 to Bluffton Parkway)		\$ 10,000,000	
Lake Point Drive / Old Miller Road Connection		\$ 2,000,000	
Innovation Drive		\$ 2,500,000	
16 Traffic Signals		\$ 8,000,000	
Rose Hill to Buck Island Road Connection		\$ 4,000,000	
Bruin Road Extension (Burnt Church Rd to Buckingham Plantation)		\$ 20,000,000	
Foreman Hill Road Improvements		\$ 1,000,000	
Bluffton Parkway 5B		\$ 50,000,000	
US 278 Widening (SC 170 to Jasper County Line)		\$ 20,000,000	
H.E. McCracken Circle		\$ 5,000,000	
Hampton Parkway Realignment		\$ 6,000,000	
Gum Tree Road (US 278 to Squire Pope Road)		\$ 20,000,000	
Gum Tree Interchange		\$ 35,000,000	
US 278 Access Road (Squire Pope Road to Gum Tree Road)		\$ 80,000,000	
Wilburn Rd/Bus Dr Improvements		\$ 6,000,000	
US 21/SC 802 Connector SE (Hazel Farms Road)		\$ 5,244,000	\$
US 21/SC 802 Connector NW (Sunset/Miller Road)		\$ 6,500,000	\$
US 21/SC 802 Intersection Improvement (Sea Island Pkwy/Sams Pt. Road)		\$ 2,500,000	\$
Sea Island Parkway Improvements		\$ 40,000,000	\$
Joe Frazier Road Improvements		\$ 7,000,000	
US 21 at US 128 (Savannah Hwy) Intersection Improvement		\$ 1,000,000	
US 21/SC 128 Intersecion Improvement (Ribaut Road/Lady's Island Drive)		\$ 1,000,000	
Spine Road-Port Royal Port		\$ 5,000,000	
10 Traffic Signals		\$ 5,000,000	
Port Royal Road Interconnectivity (Ribaut Rd to WestVine Dr)		\$ 2,000,000	
Boundary Street Connectivity (Polk St. Parallel Road)		\$ 6,000,000	
Calhoun Street		\$ 2,500,000	\$
Duke Street		\$ 1,750,000	
Boundary Street Improvements - Phase 2 (Neil Road to Albergotti Creek Bridge)		\$ 60,000,000	
Ribaut Road Improvements (Boundary Street to Parris Island Bridge)		\$ 60,000,000	
US 21 (Carteret St) Upgrades (Ribaut Rd to Woods Memorial Bridge)		\$ 10,000,000	
US 21 (Lady's Island Drive) Improvements (Lady's Island Bridge to US 21/Sea Island Parkway)		\$ 10,000,000	
US21 Improvements (Trask Parkway to Parris Island Bridge)		\$ 10,000,000	
SC 170 Access Management Connectivity NOB		\$ 4,000,000	
SC 170/US 21 Intersection Improvement		\$ 5,000,000	
US 21/SC 128 Intersecion Improvement (Ribaut Road/Old Savannah Hwy)		\$ 5,000,000	
SC 170 Robert Smalls Parkway (Boundary Street to Broad River Bridge)		\$ 8,000,000	
US 17A By-Pass (Yemassee)		\$ 10,000,000	
SC 68 Improvements (I-95 to US 17A)		\$ 5,000,000	
I-95 Exit 38 Improvements		\$ 5,000,000	
Beaufort - Yemassee Rail Trail		\$ 15,000,000	
		\$ 1,065,594,000	

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Funding Sources
2,000,000	\$ 11,000,000	\$ 25,000,000	\$ 67,000,000	\$ 80,000,000	\$ 60,000,000						1% Sales Tax/SIB
		\$ 15,000,000	\$ 10,000,000								1% Sales Tax/SIB
						\$ 12,600,000					Impact Fees / Grants
	\$ 2,000,000	\$ 15,000,000	\$ 24,000,000								Impact Fees / Grants
	\$ 2,000,000	\$ 13,000,000	\$ 12,500,000	\$ 12,500,000							Impact Fees / Grants
		\$ 2,000,000	\$ 4,000,000	\$ 4,000,000							Impact Fees / Grants
		\$ 2,000,000		\$ 2,000,000		\$ 2,000,000		\$ 2,000,000		\$ 2,000,000	Impact Fees / Grants
	\$ 4,000,000		\$ 4,000,000		\$ 4,000,000		\$ 4,000,000		\$ 4,000,000		Impact Fees / Grants
				\$ 10,000,000	\$ 20,000,000	\$ 10,000,000		\$ 10,000,000	\$ 25,000,000	\$ 10,000,000	
	\$ 3,000,000	\$ 7,000,000	\$ 5,000,000								Impact Fees / Grants
		\$ 1,000,000	\$ 6,000,000	\$ 3,000,000							Impact Fees / Grants
		\$ 2,000,000									Impact Fees / Grants
	\$ 2,500,000										Impact Fees / Grants
	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000			
					\$ 2,000,000	\$ 2,000,000					
								\$ 3,000,000	\$ 12,000,000	\$ 5,000,000	
							\$ 1,000,000				
					\$ 5,000,000	\$ 20,000,000	\$ 20,000,000	\$ 5,000,000			
		\$ 3,000,000	\$ 12,000,000	\$ 5,000,000							
					\$ 1,000,000	\$ 4,000,000					
						\$ 1,500,000	\$ 4,500,000				
		\$ 3,000,000	\$ 12,000,000	\$ 5,000,000							
				\$ 5,000,000	\$ 20,000,000	\$ 10,000,000					
							\$ 10,000,000	\$ 30,000,000	\$ 30,000,000	\$ 10,000,000	
			\$ 1,000,000	\$ 5,000,000							
744,000	\$ 3,500,000	\$ 1,000,000									
500,000	\$ 3,000,000	\$ 3,000,000									
500,000	\$ 2,000,000										
1,000,000	\$ 5,000,000	\$ 15,000,000	\$ 15,000,000	\$ 4,000,000							
			\$ 1,000,000	\$ 4,000,000	\$ 2,000,000						
			\$ 1,000,000								
	\$ 5,000,000										
	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	
	\$ 2,000,000										
	\$ 1,000,000	\$ 5,000,000									
500,000	\$ 2,000,000										
	\$ 250,000	\$ 1,500,000									
					\$ 6,000,000	\$ 25,000,000	\$ 20,000,000	\$ 9,000,000			
	\$ 6,000,000	\$ 25,000,000	\$ 20,000,000	\$ 9,000,000							
			\$ 4,000,000	\$ 6,000,000							
				\$ 4,000,000	\$ 6,000,000						
					\$ 4,000,000	\$ 6,000,000					
			\$ 2,000,000				\$ 2,000,000				
							\$ 5,000,000				
		\$ 5,000,000									
			\$ 4,000,000	\$ 4,000,000							
						\$ 3,000,000	\$ 7,000,000				
			\$ 1,000,000	\$ 4,000,000							
								\$ 5,000,000			
			\$ 1,500,000	\$ 1,500,000	\$ 6,000,000	\$ 6,000,000					

SOLID WASTE AND RECYCLING		
Bluffton Convenience Center Improvements	104 Simmonsville Road, Bluffton, SC	\$ 650,000
Hilton Head Convenience Center Improvements	26 Summit Drive, Hilton Head, SC	\$ 650,000
Shanklin Convenience Center Improvements	80 Shanklin Road, Beaufort SC	\$ 650,000
St. Helena Convenience Center Improvements	639 Sea Island Parkway, St. Helena Island SC	\$ 650,000
Household Hazardous Waste Facility	108 Shanklin Road, Beaufort SC	\$ 500,000
Upgrade White Goods Collection Area	80 Shanklin Road, Beaufort SC	\$ 250,000
MRF Facility - Phase 1 (Dual Stream)	104 Simmonsville Road, Bluffton, SC	\$ 2,000,000
New Tire Facility - South	104 Simmonsville Road, Bluffton, SC	\$ 300,000
MRF Facility - Phase 2 (Single Stream)	104 Simmonsville Road, Bluffton, SC	\$ 5,250,000
LCD Compost Site	TBD	\$ 2,500,000
MSW Transfer Facility	TBD	\$ 10,000,000
C&D Transfer Facility	TBD	\$ 10,000,000
Waste to Energy Facility	TBD	\$ 30,000,000
		\$ 63,400,000



APPENDIX

ORDINANCE NO. 2013 / 12

AN ORDINANCE TO CREATE THE SOUTHERN BEAUFORT COUNTY CORRIDOR BEAUTIFICATION BOARD TO ASSIST AND ADVISE BEAUFORT COUNTY COUNCIL IN DESIGN, IMPLEMENTATION, FUNDRAISING AND PROMOTION OF CORRIDOR BEAUTIFICATION ALONG HIGH VOLUME TRAFFIC CORRIDORS IN THE SOUTHERN AREAS OF BEAUFORT COUNTY

WHEREAS, Beaufort County desires to promote and enhance the aesthetic values of high volume traffic corridors in southern Beaufort County by the creation of the Southern Beaufort County Corridor Beautification Board (the "Board"); and

WHEREAS, the Board will advise and make recommendations to the Beaufort County Council in the planning, design, implementation, fundraising and promotion of corridor beautification, to include, but not be limited to, vegetative plantings, elements of landscape architecture, and lighting along certain county and state roads located in southern Beaufort county; and

WHEREAS, the Board shall create such technical subcommittees as may be necessary to adequately assist the Board in carrying out its functions; and

WHEREAS, County Council shall have the authority to exercise ultimate control over any County provided funds and any work that is to be performed on County controlled, owned, or maintained property; and

WHEREAS, the provisions contained in this Ordinance shall replace Beaufort County Resolution 2012/24 and to the extent necessary, Beaufort County Resolution 2012/24 is hereby revoked.

NOW, THEREFORE, BE IT ORDAINED, by Beaufort County Council that there is hereby created a Southern Beaufort County Corridor Beautification Board that shall be organized and operated according to the following Charter Provisions:

Section 1. The name of the organization shall be known as the Southern Beaufort County Corridor Beautification Board.

Section 2. The Board shall be comprised of the following membership:

- a) One member from County Council District 5
- b) One member from County Council District 6
- c) One member from County Council District 7
- d) One member from County Council District 8
- e) One member from County Council District 9
- f) One member from County Council District 10
- g) One member from County Council District 11

- h) One member nominated by the Town of Bluffton for appointment by County Council
- i) One member nominated by the Town of Hilton Head Island for appointment by County Council

Section 3. Any vacancy on the board will be filled in the same manner as provided for under Section 2-191 through 2-198 of the Beaufort County Code of Ordinances upon nomination of the respective member of County Council, the Town of Bluffton, or Town of Hilton Head Island depending upon the seat that is vacated.

Section 4. The members shall elect a Chairperson from its membership.

Section 5. The Board shall meet at the call of the Chairperson, at least quarterly, and shall be conducted in compliance with the South Carolina Freedom of Information Act. Minutes shall be kept of any meetings and the Board shall forward a copy of said minutes to the Beaufort County Council within thirty (30) days of their completion and adoption by the Board. A majority of the number of members on the board shall constitute a quorum for transaction of business at any meeting. A majority of those present and voting shall be required to decide any issue after a quorum has been established.

Section 6. The purpose of the Board will be to advise and make recommendation to the Beaufort County Council on the design, enhancement, implementation, maintenance and funding of aesthetic corridor spaces along certain roadways located in Southern Beaufort County.

Section 7. The Board shall submit a recommended annual budget to Beaufort County Council for review and adoption indicating all anticipated sources of revenue, all anticipated expenditures, and any remaining funds that have been carried over from previous years. Additionally, the Board shall advise and make recommendations to County Council on the expenditure of any and all County funds that may be appropriate to it as well as the design and implementation of any improvement projects that will occur on land owned, maintained, or subject to the control of Beaufort County Council.

Section 8. The Board may appoint such other standing, special, or advisory committees from time to time as it deems appropriate. Members of such committees may include Board members, as well as individuals representing specialized interests in areas that would be beneficial to the Board carrying out its purpose.

Section 9. The Board shall adhere to all conflict of interest prohibitions and disclosure requirements provided in South Carolina Code of Laws § 8-13-

700 *et seq.*, as well as any applicable provisions of the Beaufort County Purchasing Ordinance.

Adopted this 11th day of March, 2013.

COUNTY COUNCIL OF BEAUFORT COUNTY

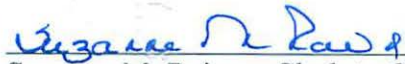
BY: 
D. Paul Sommerville, Chairman

APPROVED AS TO FORM:



Joshua A. Gruber, Staff Attorney

ATTEST:



Suzanne M. Rainey, Clerk to Council

First Reading: February 11, 2013
Second Reading: February 25, 2013
Public Hearing: March 13, 2013
Third and Final Reading: March 13, 2013



BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
APPROVAL OF APPOINTMENT
MEETING NAME AND DATE:
NATURAL RESOURCES COMMITTEE MEETING <ul style="list-style-type: none">OCTOBER 4, 2021
PRESENTER INFORMATION:
COMMITTEE CHAIRMAN HOWARD
ITEM BACKGROUND:
PLANNING COMMISSION ON OCTOBER 4, 2021 PARTIAL 1st TERM -SOUTHERN BEAUFORT COUNTY
PROJECT / ITEM NARRATIVE:
APPOINTMENT FOR ARMIN WAHL WITH A PARTIAL 1st TERM TO PLANNING COMMISSION WITH AN EXPIRATION DATE OF 2023
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
APPROVE, MODIFY OR REJECT
OPTIONS FOR COUNCIL MOTION:
MOTION TO (APPROVE, MODIFY, REJECT) REFER APPOINTMENT OF ARMIN WAHL TO PLANNING COMMISSION (SOUTHERN BEAUFORT COUNTY) TO COUNTY COUNCIL FOR FINAL APPROVAL.

APPLICATION

Beaufort County Boards/Commissions Application

Date Name

Beaufort County Voter Registration Number Occupation

Phone (Home) Phone (Office) Email

Home Address

City State Zip Code

Mailing Address

City State Zip Code

District Ethnicity

Presently Serving on a Board/Agency/Commission/Authority or Committee?

Yes No

BOARDS AND COMMISSIONS

Top Three Priorities: Please indicate by placing a "1", "2", or "3" alongside your choices.

Accomodations Tax (2% State)

Airports

Alcohol and Drug Abuse

Assessment Appeals

Beaufort County Transportation

Beaufort -Jasper Economic Opportunity

Beaufort -Jasper Water & Sewer

Beaufort Memorial Hospital

Bluffton Township Fire

Burton Fire

Coastal Zone Management Appellate (inactive)

Construction Adjustments and Appeals

Daufuskie Fire

Design Review

DSN

Economic Development Corporation

Forestry (inactive)

Historic Preservation Review

Keep Beaufort County Beautiful

Lady's Island / St. Helena Island Fire

Library

Lowcountry Council of Governments

Lowcountry Regional Transportation Authority

Parks and Recreation

Planning *

1

Rural and Critical Lands Preservation

Sheldon Fire

Social Services (inactive)

Solid Waste and Recycling

Southern Beaufort County Corridor Beautification

Stormwater Management Utility

Zoning

**Beaufort County Planning Commission
Supplemental Application Questionnaire**

This questionnaire will assist the County Council in assessing your qualifications and experience for the Planning Commission vacancy.

Please explain why you want to serve on the Planning Commission.

How and why projects are approved and denied in Beaufort County has always interested me. As Beaufort County continues to grow, I'd like to be a part of the process that guides that growth.

What qualifications, experience and expertise make you a good candidate for the Planning Commission?

I am particularly adept at "What If'ing" plans. I am detailed oriented and have a talent for analyzing plans and ensuring requirements are met and in compliance with laws and regulations.

What role do you feel the Planning Commission plays in making Beaufort County a desirable community in which to live and work?

I view the Planning Commission as the community's voice in the planning and decision making process in deciding which projects should and should not be approved and determining the path of Beaufort County's growth.

What do you believe are the most important planning issues facing the County during the next five years?

Affordable housing Transportation and infrastructure Schools to support the influx of new residents Preserving Beaufort County's character

What previous experience have you had in serving on a Planning Commission? Give some examples of the items typically handled by the Planning Commission.

none to date

Attachments

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 Wahl resume(final).pdf

Assessment Appeals

Beaufort County Transportation

Beaufort -Jasper Economic Opportunity

Beaufort -Jasper Water & Sewer

Beaufort Memorial Hospital

Bluffton Township Fire

Burton Fire

Coastal Zone Management Appellate (inactive)

Construction Adjustments and Appeals

Daufuskie Fire

Design Review

DSN

Economic Development Corporation

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Keep Beaufort County Beautiful

Lady's Island / St. Helena Island Fire

Library

Lowcountry Council of Governments

Lowcountry Regional Transportation Authority

Parks and Recreation

1

Planning *

Rural and Critical Lands Preservation

Sheldon Fire

Social Services (inactive)

Solid Waste and Recycling

Southern Beaufort County Corridor Beautification

Stormwater Management Utility

Zoning

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none to date

Attachments



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Wahl resume(final).pdf

Summary

Financial adviser with 7 years in the financial planning profession, dedicated to helping clients achieve their long term financial goals. Excels at analyzing complex problems and developing understandable, executable, and tailored solutions. Retired from the United States Marine Corps in 2014 with over 21 years of honorable service.

Skills

- Detailed Planning
- Coordinating Multiple Agencies
- Information Analysis
- Communications
- Problem Solving
- Critical Thinking

Experience

Financial Advisor

Edward Jones • Beaufort, SC
12/2014 - Present

- Trusted advisor to over 250 clients
- Advise clients on risks and benefits of each opportunity, providing documentation and thoughtfully addressing questions and concerns
- Understand client goals, comfort level with risk, and time horizon to develop comprehensive, but executable, plans.

Major

United States Marine Corps • Beaufort, SC
07/1993 - 11/2014

- Retired as a Major
- F/A-18D Weapons and Sensor Operator
- Officer in Charge of Safety and Standardization
- Deployed 7 times with tours in Somalia and Iraq
- Prior enlisted infantryman

Education

Military Studies

Marine Corps University • Quantico, Virginia
06/2010

- Masters Degree in Military Studies

Mathematics

University of Mississippi • Oxford, Mississippi
05/2001

- Graduated Magna Cum Laude
- Inducted into the Phi Beta Kappa and Phi Kappa Phi honor societies

Community Involvement

- Rotary of the Lowcountry member
- Leadership Beaufort Class of 2022 participant



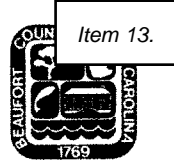
BEAUFORT COUNTY COUNCIL AGENDA ITEM SUMMARY

ITEM TITLE:
APPROVAL OF APPOINTMENT
MEETING NAME AND DATE:
NATURAL RESOURCES COMMITTEE MEETING <ul style="list-style-type: none">OCTOBER 4, 2021
PRESENTER INFORMATION:
COMMITTEE CHAIRMAN HOWARD
ITEM BACKGROUND:
RURAL AND CRITICAL LANDS PRESERVATION BOARD ON OCTOBER 4, 2021 PARTIAL 1st TERM -DISTRICT 9
PROJECT / ITEM NARRATIVE:
APPROVAL OF THE APPOINTMENT OF 2 INDIVIDUALS TO THE BEAUFORT COUNTY RURAL AND CRITICAL LANDS PRESERVATION BOARD <ol style="list-style-type: none">KENNETH FRAZIER - District 9 RepresentativeFORD BARTHOLOW – District 9 to represent District 8 (swap)
FISCAL IMPACT:
N/A
STAFF RECOMMENDATIONS TO COUNCIL:
APPROVE, MODIFY OR REJECT
OPTIONS FOR COUNCIL MOTION:
MOTION TO (APPROVE, MODIFY, REJECT) REFER APPOINTMENT OF KENNETH FRAZIER DISTRICT 9 AND FORD BARTHOLOW DISTRICT 8 (SWAP) TO RURAL AND CRITICAL LANDS PRESERVATION BOARD TO COUNTY COUNCIL FOR FINAL APPROVAL.

APPLICATION



COUNTY COUNCIL OF BEAUFORT COUNTY
County Boards, Agencies, Commissions, Authorities and Committees



County Council of Beaufort County selects citizens for service on Council appointed Boards, Agencies, Commissions, Authorities and Committees from a roster of individuals who have either volunteered or have been recommended for appointment. The Clerk to Council uses this form to keep an up-to-date roster of volunteers and to provide Council basic information about each volunteer.

Top Three Priorities: Please indicate by placing a "1", "2", or "3" alongside your choices.

BOARDS AND COMMISSIONS

- Accommodations Tax (2% State)
- Airports
- Alcohol and Drug Abuse
- Assessment Appeals
- Beaufort County Transportation
- Beaufort-Jasper Economic Opportunity
- Beaufort-Jasper Water & Sewer
- Beaufort Memorial Hospital
- Bluffton Township Fire
- Burton Fire
- Coastal Zone Management Appellate (inactive)
- Construction Adjustments and Appeals
- Daufuskie Island Fire
- Design Review
- Disabilities and Special Needs
- Economic Development Corporation
- Forestry (inactive)
- Historic Preservation Review
- Keep Beaufort County Beautiful
- Lady's Island / St. Helena Island Fire
- Library
- Lowcountry Council of Governments
- Lowcountry Regional Transportation Authority
- Parks and Recreation
- Planning *
- 1** Rural and Critical Lands Preservation
- Sheldon Fire
- Social Services (inactive)
- Solid Waste and Recycling
- Southern Beaufort County Corridor Beautification
- Stormwater Management Utility
- 2** Zoning

DATE: 6-23-21 NAME: Ford S. Bartholow

BEAUFORT COUNTY VOTER REGISTRATION NUMBER: [REDACTED]

OCCUPATION: Business Owner / Investment Management

TELEPHONE: (Home [REDACTED] Office) Same EMAIL: [REDACTED]

HOME ADDRESS: [REDACTED] STATE: SC ZIP CODE: 29910

MAILING ADDRESS: Same as above STATE: SC ZIP CODE: 29910

COUNTY COUNCIL DISTRICT: 1 2 3 4 5 6 7 8 9 10 11

ETHNICITY: Caucasian African American Other

Are you presently serving on a Board, Agency, Commission, Authority or Committee? Yes No

If "yes", what is the name of the board and when does term expire? _____

- Please return completed form and a brief resume' either Email or U.S. Mail:
 - o Email: boardsandcommissions@bcgov.net
 - o U.S. Mail: Clerk to Council, County Council of Beaufort County, P.O. Drawer 1228, Beaufort, SC 29901
- Applications without a brief resume' cannot be considered.
- Applications will be held **three (3) years** for consideration.
- All information contained on this application is subject to public disclosure.

YOU MUST BE A BEAUFORT COUNTY REGISTERED VOTER TO APPLY
YOU MUST ATTACH YOUR RESUME' WITH THIS APPLICATION TO BE CONSIDERED
An incomplete application will be returned

* Anyone submitting an application to serve on the Planning Commission must fill out the questionnaire on page 2.

Applicant's Signature: Ford S. Bartholow

Ford S. Bartholow

- Experience** 12/05-present **Longview Capital Partners, LLC**
Managing Partner
Private equity and corporate finance entity focusing on industrial and consumer product manufacturing enterprises. The firm's core competency is on operational excellence, cash cycle maximization and profitable growth.
- 4/99-12/05 **George K. Baum Merchant Banc, LLC** **Kansas City, Missouri**
Senior Managing Director
Co-Managing Partner of two private equity funds with approximately \$120 million Past board member of 14 privately-held companies and current board member of one privately-held company.
- 1994-1998 **Bank of America Capital Partners** **Chicago, Illinois**
Managing Director
Senior partner in one of Bank of America Securities' private equity partnerships, investing \$425 million in 45 privately-held companies
- 1987-1993 **Continental Bank NA** **Chicago, Illinois**
Managing Director, Capital Markets Group
Senior partner in one of Continental Bank's private equity partnerships. Prior to that position, was a corporate finance advisor to Continental Bank's clients in capital raising efforts.
- 1982-1987 **Arthur Andersen & Co.** **Chicago, Illinois**
Manager- Tax Division
Corporate merger and acquisition tax work, high net worth individual, partnership and family tax planning
- Education** 1983-1986 **Northwestern University** **Evanston, Illinois**
J.L. Kellogg Graduate School of Management- Masters of Business Administration
- 1978-1982 **University of Virginia** **Charlottesville, Virginia**
Bachelor of Science- Accounting
- Certified Public Accountant- State of Illinois**
Series 7 Examination
Accounting Mentor – new minority MBAs – Continental Bank NA
Asst. Coach – First Tee of the Low Country
Volunteer – South Carolina Adopt-a-Highway Program
Volunteer coach – grade school and high school basketball and football teams

Vaughn, Tithanie

From: Vaughn, Tithanie
Sent: Tuesday, June 29, 2021 2:10 PM
To: Grant, Latara
Subject: RE: Can you check

Thank you !

T. Vaughn
Senior Administrative Assistant to Clerk to Council
Beaufort County Government, SC
843-255-2182 (Office)



“ Change will not come if we wait for some other person or some other time. We are the ones we’ve been waiting for. We are the change that we seek.” Barack Obama

From: Grant, Latara <latara.grant@bcgov.net>
Sent: Tuesday, June 29, 2021 2:05 PM
To: Vaughn, Tithanie <tithanie.vaughn@bcgov.net>
Cc: Weitz, Kristina <kweitz@bcgov.net>
Subject: RE: Can you check

Good Afternoon,
Here is the information you requested:

[REDACTED]
Ford Bartholow: Active/ County Council 09
[REDACTED]

Best,
Latara Grant

Latara S Grant

Voters Registration and Elections Specialist
(843)255-6910 | Phone
(843)255-9429 | Fax

APPLICATION

Beaufort County Boards/Commissions Application

Date

08/21/2021

Name

Kenneth Frazier Jr

Beaufort County Voter Registration Number

Occupation

Chief of Technical Services

Phone (Home)

Phone (Office)

Email

Home Address

City

Bluffton

State

SC

Zip Code

29910

Mailing Address

City

Bluffton

State

SC

Zip Code

29910

District

9

Ethnicity

African American

Presently Serving on a Board/Agency/Commission/Authority or Committee?

Yes No

BOARDS AND COMMISSIONS

Top Three Priorities: Please indicate by placing a "1", "2", or "3" alongside your choices.

Accommodations Tax (2% State)

Airports

Alcohol and Drug Abuse

Assessment Appeals

Beaufort County Transportation

Beaufort -Jasper Economic Opportunity

Beaufort -Jasper Water & Sewer

Beaufort Memorial Hospital

Bluffton Township Fire

Burton Fire

Coastal Zone Management Appellate (inactive)

Construction Adjustments and Appeals

Daufuskie Fire

Design Review

DSN

Economic Development Corporation

Forestry (inactive)

Historic Preservation Review

Keep Beaufort County Beautiful

Lady's Island / St. Helena Island Fire

Library

Lowcountry Council of Governments

Lowcountry Regional Transportation Authority

Parks and Recreation

Planning *

1

Rural and Critical Lands Preservation

Sheldon Fire

Social Services (inactive)

Solid Waste and Recycling

Southern Beaufort County Corridor Beautification

Stormwater Management Utility

Zoning

**Beaufort County Planning Commission
Supplemental Application Questionnaire**

This questionnaire will assist the County Council in assessing your qualifications and experience for the Planning Commission vacancy.

Please explain why you want to serve on the Planning Commission.

What qualifications, experience and expertise make you a good candidate for the Planning Commission?

What role do you feel the Planning Commission plays in making Beaufort County a desirable community in which to live and work?

What do you believe are the most important planning issues facing the County during the next five years?

What previous experience have you had in serving on a Planning Commission? Give some examples of the items typically handled by the Planning Commission.

Attachments



Kenneth Frazier Jr Resume.pdf



sig_se_signature_1_odU3MNJ0m-1629559335359.png

KENNETH FRAZIER JR.

SUMMARY

Highly motivated, results-oriented leader with a proven ability in project managing major initiatives from development to delivery and support. Experienced leader adept in creating strong interdepartmental relationships and processes. Strong sense of customer service and teamwork, with solid communication and problem solving skills. Strong technical expertise, challenging the status quo to implement sound solutions.

PERSONAL STRENGTHS

Partnering and Relationship Management
 Communication
 Integrity
 Team Player
 Ownership and Personal Accountability
 Quality Focused

CAREER HIGHLIGHTS

Chief of Technical Services

May 2020 - Present

BJWSA, Okatie, SC

Oversee strategic and operational functions for Asset Management/GIS, Engineering and Information Technology departments. Responsibilities include planning, development, implementation and maintenance of the Authority's capital improvement program, water and sewer master plan, development policy and procedure program, IT strategic, lifecycle and continuity programs, as well as the asset management program. Additional accountabilities include new design and related construction of developer-funded capital projects, development of new and cost effective technical solutions, and determining and implementing policy, procedures, and continuous improvement initiatives.

Major Accomplishments:

Asset Management Program Development

Led organizational efforts to develop Asset Management program charter and framework, which will drive company's first board-adopted Asset Management program.

Director of Information Technology

July 2016 – May 2020

BJWSA, Okatie, SC

Oversaw daily operations for Helpdesk, Systems, Networking, GIS, Security and Database Administration functions. Responsibilities included planning, organizing, and execution of IT functions, including the development and alignment of new technical solutions to meet business objectives. Additional accountabilities included physical and cybersecurity programs, to include policies, procedures and operations; creation of IT Lifecycle plan, as well as establishing support service levels and standards, including metric-driven performance.

Major Accomplishments:**Payment Card Industry Data Security Standard (PCI DSS 3.2)**

Developed and executed plan of company's first successful PCI compliance attestation, in less than 7 months.

Remediation of IT Deficiencies Discovered By Financial Audit

Developed and executed plan to address 5 major deficiency areas, in less than 12 months, as identified by the prior year's financial audit. As a result, the audit firm noted to the BJWSA Board of Directors that the progress made was so substantial, that it wasn't expected for another 18-24 months. This also included the introduction of BJWSA's first Lifecycle Management Program in IT, where 80% of the equipment was well-beyond useful life.

IT Re-Alignment

Re-alignment of job roles and responsibilities, to include the introduction of career path progression in each area of discipline (Network, Systems, Desktop Support). Developed and executed training plans to strengthen skillset in IT, to include obtaining job-related, industry-recognized certifications.

Business Systems & Operations Support Manager January 2013 – July 2016

Hargray Communications, Hilton Head, SC

Stretch assignment as Interim Network Engineering Manager October 2015 – July 2016

Led Network Engineering team responsible for core network components, including implementing work, project, and capital management processes, creating departmental productivity measures and key performance indicators, identifying significant resource constraints, expanding departmental staffing, and creating the department's first HFC Capacity Planning and Management Process.

Business Systems & Operations Support Manager January 2013 – October 2015

Oversaw daily operations for Helpdesk, Systems, Networking, ISP, Database Administration and Billing functions. Responsibilities included personnel management, day-to-day support of all hardware and software applications, resource planning, resource development, and interfacing with business unit managers for all technology needs. Additional accountabilities included delivery and management of budget plans (under 1.5M annually), tracking actual to plan and reporting variances, creation of POs, receipting all invoices to POs, and tracking all IT payments. Responsible for all IT vendor management. Project managed the implementation of Monolith AssureNow (monitor of monitors) for all internal IT and Network Engineering devices. Invited to present Office 365 business case during Executive/Sr. Leadership Operational Review meeting, which received on-spot approval. Reduced IT expense budget by 15% overall in 2014 through multi-year negotiations with vendors. Led adoption of Microsoft Premier, which increased pro-active maintenance and support activities by 25% in 2014. Led infrastructure/network design and deployment activities in support of PCI DSS 3.1 compliance in 2015.

Major Accomplishments:**Payment Card Industry Data Security Standard (PCI DSS 3.1)**

Led team responsible for company's first successful PCI compliance attestation. Deliverables included network segmentation (both logical and physical), authored all required policies and procedures, as well as chaired the Information Security Advisory Board.

Monolith AssureNow Implementation

Project managed company's first monitor-of-monitors (MOM) implementation, in which the tool provided network fault and degraded condition visibility, as well as supported the rapid correlation of service impacting events to speed corrective action. This implementation resulted in a 65% increase (from 30% to 95%) of monitored network elements, as well as a 10% reduction in correlation of service impacting events.

Vaughn, Tithanie

From: Weitz, Kristina
Sent: Tuesday, August 24, 2021 2:49 PM
To: Vaughn, Tithanie
Subject: RE: Can you Check

His Physical and Mailing address are correct with us. He is active and in CC 9.

Kris

From: Vaughn, Tithanie <tithanie.vaughn@bcgov.net>
Sent: Monday, August 23, 2021 11:10
To: Weitz, Kristina <kweitz@bcgov.net>
Subject: Can you Check

Can you check

Kenneth Frazier, Jr.

VR# [REDACTED]

Thank you,

T. Vaughn
Senior Administrative Assistant to Clerk to Council
Beaufort County Government, SC
843-255-2182 (Office)



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