

A meeting of the Beaufort-Port Royal Metropolitan Planning Commission (MPC) was held on **August 19, 2019 at 5:30 p.m.** in the Beaufort Municipal Complex, 1911 Boundary Street. In attendance were Chairman Mike Tomy; Commissioners Jim Crower, Robert Semmler, Caroline Fermin, and Bill Bardenwerper; City of Beaufort Director of Community & Economic Development David Prichard; Linda Bridges, Town of Port Royal planning director, and Rob Merchant, county planning director. Commissioner Judy Alling was absent.

In accordance with the South Carolina Code of Laws, 1976, Section 30-4-80(d) as amended, all local media were duly notified of the time, date, place, and agenda of this meeting.

Chairman Tomy called the meeting to order at 5:30 p.m. and led the Pledge of Allegiance.

### **MINUTES**

**Voting on the July 29, 2019 special work session and regular meeting minutes was tabled until the next meeting because the commissioners did not receive the minutes in advance of the meeting.**

### **REVIEW OF PROJECTS FOR THE CITY OF BEAUFORT**

**REZONING ONE PARCEL OF PROPERTY IN THE VICINITY OF 2811 BOUNDARY STREET**, further identified as District R120, Map 26, and Parcel 146A – The current zoning is T5-UC (Urban Corridor); the requested zoning is T5-UC/RMX (Regional Mixed-Use).

*Applicant: OP Acquisitions, LLC*

Mr. Prichard read from the staff report. Staff supports this request, he said, and feels this is appropriate zoning. The commission had no questions of staff.

Commissioner Semmler asked if this applies to the Caliber Collision Center, which is next to the marsh. **Heather Spade** said this is “the property in front of that.”

There was no public comment, so Chairman Tomy closed that portion of the meeting.

**Commissioner Fermin made a motion to recommend rezoning the parcel to RMX. Commissioner Bardenwerper seconded the motion.**

**Commissioner Fermin withdrew the motion and Commissioner Bardenwerper his second.**

**Commissioner Fermin made a motion, second by Commissioner Semmler, to recommend rezoning the parcel to T-5 UC/RMX.**

Chairman Tomy said he hates to see another parking area for used cars, but that is included in this. Mr. Prichard said the applicant wants more flexibility, which this zoning offers. **The motion passed unanimously.**

### **REVIEW OF PROJECTS FOR THE TOWN OF PORT ROYAL**

**REZONING UNDEVELOPED PARCELS AT HAMRICK DRIVE AND BROAD RIVER DRIVE,** further identified as District 112, Map 33B, Parcels 90A, 137, and 138 – The current zoning is T3-Suburban Neighborhood (SN); the requested zoning is T3-Neighborhood (N).

Ms. Bridges read from the staff report and pointed out a map in the commissioners' packets. The 3 parcels total about 15 acres and all have one owner; they are undeveloped and currently zoned T3-Suburban Neighborhood. The property was annexed into the Town of Port Royal in 2001 and was zoned General Residential at that time, she said.

T3-Neighborhood is the proposed zoning, Ms. Bridges said, and she read an excerpt from the code about the uses and intent of that zoning. She pointed out property surrounding the subject property that is in unincorporated Beaufort County.

Both the town and the county have T3-N surrounding the subject property, Ms. Bridges said. There is a public park surrounding the northern part of the parcel. There are public services, a school, and commercial and office uses north of these parcels.

Ms. Bridges told the commissioners that she'd provided standards for T3-N. She reviewed the Future Land Use map from the town's Comprehensive Plan.

Ms. Bridges asked the commissioners to look at the applicant's narrative statement. The zoning is only a part of property development, she said; stormwater regulations, trees regulations, and building codes "would come into play" as well. There are no "environmental issues of note," she said, or issues with delivery of services.

Letters about the rezoning request were sent to property owners in the area surrounding the subject property, Ms. Bridges said.

Ms. Bridges said a woman who was unable to attend the meeting had expressed concern about traffic on Board River Drive, environmental issues, and increased crime in her neighborhood, as well as concerns about additional impervious surface increasing area stormwater problems.

Chairman Tomy confirmed that engineering would take care of any run-off issues. Ms. Bridges said the town has its own stormwater engineering consultant and uses the county's stormwater standards. City water is used in the area, she said. The commercial properties on Parris Island Gateway have sewer, as does an apartment complex and

Lowcountry Medical, but there are some residences in the area without sewer, she said.

Commissioner Semmler said this “looks like the proverbial donut hole.” Ms. Bridges pointed out the parcels comprising a park adjacent to the parcel, then pointed out all of the subject parcels and said the park is a “neighbor.”

Ms. Bridges said duplexes are allowed in both T3-SN and T3-N, but cottage courts, mansion apartments, and landmark buildings are allowed in T3-N.

Ms. Bridges said she believes “the entire portion” is in the flood plain. Chairman Tomy said he believes the whole neighborhood is, too. Commissioner Semmler said they’ve had property like this before that was filled in. Ms. Bridges said there wouldn't be run-off from Shell Point Farms. Property to the north of the subject property was probably permitted in 2002 or 2003, when the stormwater regulations were not as stringent, she said. She also believes that some of the stormwater methods that were designed were not maintained as they should have been.

Ms. Bridges told Commissioner Semmler that the Northern Regional Planning Implementation Committee is reviewing the fill ordinance. The Town of Port Royal should be taking up the question, and it might be an adopted protocol in the town, too, she said.

**Steve Burris**, the property owner, showed the site as it is now. About 40 buildings were proposed, and they would be duplexes, which would “realistically” be a total of 74 or 76 units, he said.

The law doesn't allow a developer or owner to run more water off the property than is already there, so if they build more impervious surface, they have to engineer it to take care of that, subject to the review of the Town of Port Royal engineer, Dr. Burris said.

The canal problem, Dr. Burris said, occurred because when Shell Point was developed, there were not adequate pipes under the crossings, so now the water runs over the roads in a storm and “backs up on this property.” The problem is coming from “all the development upstream on that canal,” he said.

Dr. Burris said in the original plan, every current property owner would share “a fence with a new lot owner,” with a “duplex right at the back door.” The residents asked if there were a way to avoid building “right up to the fence,” so he looked into it, seeking to meet the development goal of 76 units but reconfiguring it to “leave a nice green space” to separate the current residents from the development. None of the residents of the dwelling units on one side of Broad River would “share a fence with a landowner,” and on the other side, he would eliminate dwelling units in three places, so the property owners wouldn't have “a unit on each side of their existing property.” He has “tried to eliminate as much of the contiguous property as [he] can,” concentrating

the density elsewhere.

The rezoning would allow the different types of dwelling units that Ms. Bridges had described, Dr. Burris said, so instead of just duplexes and single-family dwellings, “there would be a minimum of three” units and a “maximum of six” units, which gives the developer the same number of units they had with “40 lots next to all the neighbors.” He said he’s requesting this rezoning to provide a buffer and some space for the current residents, which would better meet the existing neighborhood’s needs.

Dr. Burris told Chairman Tomy he’d be bringing in sewer. There is a line that he pointed out that runs along Broad River Drive to the end of Hamrick Road. He will do whatever is most practical to serve the community’s needs. He has some septic tank permits for the first couple of lots on the end, but since he is “doing the whole property,” he has decided to bring in sewer.

Commissioner Crower said he’s confused about the traffic pattern. Dr. Burris said there could be “a flow-through” traffic pattern. He showed what would be permitted if he met the stormwater and other requirements.

Chairman Tomy asked a timeline for development. Dr. Burris said he would start architectural plans, etc. to “accomplish the rezoning” with the town, but if he doesn’t accomplish that, he will go through with the original plan.

**John Kaczowka**, 405 Broad River Drive, said he represents himself and neighbors at 404, 399, and 400 Broad River Drive who were unable to attend the meeting. He read from a statement about his concerns. [*The statement is attached to these minutes by way of entering it into the record. – steno.*]

The property owner does not reside in the neighborhood, Mr. Kaczowka said.

**Gerald Eller**, 387 Broad River Drive, this a wetland, and a stream behind it is full most of the time. The wetlands absorb most of the water from storms, he said. If they were filled in for apartments or other dwellings, the water would have come into his yard, as it nearly did during Hurricane Irma. Mr. Eller is concerned “the neighbors will be flooded out” if this property is developed.

**Joe Simpson**, 505 Hamrick Drive, said he’d brought 17 photos of the flood zone, which he handed to the commissioners. There is “an extensive wildlife refuge” on the subject property, with deer and other animals that come up to his property. A lot of fill would have to be brought in, he said, if it is developed into multi-family residences. Water is already running onto his property, Mr. Simpson said.

Chairman Tomy said engineering standards would need to be met, and the developer would have to retain any water onsite. He asked Mr. Simpson if he had talked to the

county about resolving the issue of water coming onto his property from the developments that are north of it. Mr. Simpson said that's "a concern," and he's been speaking with the neighbors who live "on the Shell Point side on Baynard" where it "connects to Shell Point Farms." They have "substantial run-off into their backyards right now from Shell Point Farms," he said, and he believes that development was engineered to the county's standards.

"The entrance and exit points are on the little dirt road," Mr. Simpson said, so he is concerned about "the volume of traffic" and about crime; therefore, he opposes "any development in that area." He hopes the commissioners will take the current residents of single-family homes into consideration and the privacy they would lose with a large development in their backyards.

**Marina Michaels**, 306 Shell Park Circle, said there was "a lot of activity back there," and now, every time it rains, she has water in her backyard; the swale behind her house "is always full now," which it wasn't when she moved there 7 years ago. She doesn't think engineering will help, because even in the park, the sidewalk is under water on "one whole side . . . after a good rain."

There are a lot of wildlife and birds on the subject property, Ms. Michaels said. "Section 8 housing brings in a crime element already," she feels, and that would spread if there were further development, so she is opposed to this project.

**Leila Kent**, 301 Shell Park Circle, said that a couple of years ago, her whole neighborhood was trying to get on sewer because they were all having problems with septic, but "we couldn't afford the \$30,000 mortgage we'd have to take out to put in the sewage." This is a bad problem throughout her neighborhood, and she thinks "any more development is just going to enhance the problem we already have." Ms. Kent asked the MPC to "please consider what this is going to do to our neighborhood."

**Matt DeVito**, 501 Hamrick Drive, said his property is on the ditch line. It is a tidal ditch, and it's full at every high tide, he said; excess water goes into the empty lot now. If the property is developed, the water would have to be retained on it, but there will be no buffer zone, especially at high tide, he said. Mr. DeVito said his property floods during heavy rains at high tide now, so he is concerned it will be worse with development.

Chairman Tomy said that the developer could develop this property now, but he is putting up an option to put green space between the neighbors and the development, which might help with some concerns. Mr. DeVito said he understands that the development will happen whether the rezoning happens or not, but there are also concerns about excess traffic because the road currently isn't wide enough. Chairman Tomy said he thinks the owner is not currently at that point with the engineering.

**Cindy McAlhaney**, 290 Broad River Drive, said she is currently dealing with trash that

comes over to her property from the Bi-Lo parking lot, and it's difficult to deal with the traffic at the school in the morning. There are no speed bumps. This development would bring in more people, she said, and she's concerned about that. At Parris Island Gateway, half of the people who go to Bi-Lo turn on Broad River Drive first, and then turn in to the shopping center, Ms. McAlhaney said.

**Susan Hollingsworth**, representing the resident at 507 Hamrick Drive, said her mother knew there would be more neighbors at some point, but not this many.

**Trey Smith**, 615 Broad River Drive, showed property his family has owned and property he has purchased. He's not opposed to the rezoning but is concerned about "what the rezoning would bring in." He asked for rezoning to build a fish pond two years ago and said he has been going through hell trying to get it, including the bond and expenses.

Mr. Smith would like to know what the development would look like. He saw "pictures of the 76 duplexes," then "a re-draw" of the plans. He said if the property is rezoned, he'd like there to be conditions, not "jamming in as many homes" as possible. He asked if Dr. Burris would be doing the development, or if Dr. Burris wanted to have it rezoned in order to sell the property to another developer.

Mr. Smith discussed crime at the apartments in the area; he has called the police many times about what goes on there late at night, so he is concerned about more crime with more apartments.

Chairman Tomy closed the public comment section.

Dr. Burris discussed a storage facility he'd rezoned and redeveloped, and another development that went through annexation and rezoning with the MPC. He said he might be the developer of all or part of this project, but he might not.

Dr. Burris said Hamrick Drive is "a 50-foot roadway." The county has about 18 feet of pipe on the 50' right-of-way, he said, and it's "a very poor design," where water backs up on the properties. He pointed out the existing canal and "the first dam," which isn't big enough to handle all of the water. There is a lot of trash in the culverts, he said. Dr. Burris pointed out other dams and said the flooding problems are not the fault of the property he is talking about developing but of "poor design from the state and the county standpoint."

Dr. Burris said they are not here to discuss whether or not he can develop the property, but whether it can be rezoned to move the bulk of that development away from the existing neighbors and allow as much green space as possible there.

Commissioner Bardenwerper asked about plans for parking for the units under both the current and proposed zoning. Dr. Burris said the Town of Port Royal requires specific lot

sizes. With T3-SN zoning, there is either a 2-car garage (one space for each unit) or a parking pad behind each duplex, with a driveway beside the duplex.

Commissioner Bardenwerper asked how wide the lots are. The minimum requirement is 75' x 100', a member of the public said. Commissioner Bardenwerper said, subtracting the driveway, each unit in the duplex would be 30 feet wide, and Dr. Burris said, "or less." The Town of Port Royal requires parking to be behind each unit. He then indicated a "sample of rear parking" on a drawing for T3-N zoning. Street parking would be for guests only, he said.

Commissioner Bardenwerper said detention controls the rate of runoff, so there has to be a system the water can drain into, and given the nature of the area, he's not sure the duplex plan could be "a given." The development in the area took place before there was stormwater management there, he said. Chairman Tomy said engineering would decide if it was a detention or retention system. Commissioner Bardenwerper said it's likely to be detention. This is difficult because the commissioners have to guess at what there will be with design and engineering, he said; they have to look at what they could do "theoretically."

Dr. Burris said what he's presenting is a "concept," and it is "totally conditional." He believes the law says that "if you provide any impervious surface to the property, you have to retain 100%" of the stormwater, "up to a certain amount" for a period of time and then release it somewhere.

An unidentified member of the public said the elevation on the creek side is higher than the other elevation, so she asked if the water would be "pumped uphill."

Dr. Burris said there are probably bumps on Broad River Drive that are higher than the road, but the marsh is above the property under discussion. Multiple pipes would greatly increase the outflow of the water across that road, he said. He pointed out the lots where the water backs up when there is a storm. This is not because of the subject property, Dr. Burris said, but because the water has nowhere to go.

Chairman Tomy asked Ms. Bridges if there have been discussions with the county about controlling stormwater runoff from commercial properties in this area and about installing speed bumps. Ms. Bridges said the development of the northern commercial properties, including the widening of Parris Island Gateway, added impervious surface, and then there was further commercial development, which did more of the same. She didn't know that "the path of travel for stormwater" was off of the commercial development on Parris Island Gateway until Dr. Burris pointed it out, so now the town and Beaufort County are aware of that.

All the north of the Broad jurisdictions are in partnership with each other on the stormwater issue, which is a regional issue, Ms. Bridges said, and they're "playing catch-

up” on redesign and maintenance of their stormwater systems now.

Ms. Bridges said speed bumps are not a recognized solution for SCDOT on a road like this one is. The speed limit is 30 mph on Broad River Drive. The town or Beaufort County do not have the opportunity to put speed bumps there, so SCDOT would have to do that, and they wouldn't think of that as one of the first things to do on a 30 mph road.

Chairman Tomy said he'd like to see the town have a conversation with the county and engineering since most of the commercial area is in Port Royal. He said he'd like engineering to take a look at it. Ms. Bridges said the application would probably move forward to town council next month, so she would advise the neighbors to attend those meetings. The town would bring appropriate staff to provide answers on stormwater, she said. Chairman Tomy said it would be great to have someone there to discuss what could be done.

Mr. Kaczowka discussed the neighborhood's past efforts and said they are asking for single-family development, not apartments, which “bring crime.”

Commissioner Semmler said a couple of years ago, he commented that they are running out of buildable lots in the Lowcountry, and the majority of those that remain are below the water line. The developer has the right to develop this property, he said, and they have to figure out how to “mitigate that” and not do more damage to the areas around the property, while maintaining the health and safety of the residents.

Commissioner Semmler said he's “very concerned about the fill.” He cited the example of Walmart and of the Taco Bell across from it, where it was done by-right, and the properties adjacent to them are flooding now. Addressing this isn't easy, he said, and whoever develops this shouldn't be allowed to raise the property above a certain level, which the MPC can't dictate, but he feels they should point it out to town council, which can. The culverts might have been the right size at one point, but there are a number of reasons they're inadequate now, Commissioner Semmler said, which adds to the backing up of stormwater. He agrees that the residents need to voice their concerns at town council.

Chairman Tomy said it's incumbent on the developer, the town, the county, and the city to develop a plan. Commissioner Semmler said it's the town that the developer needs to work with.

Chairman Tomy said there have been issues with crime and safety, so he would like the police chief's attention to be brought to that issue.

Commissioner Bardenwerper said the application doesn't look like there's a reasonable stormwater plan for a development, and he can't imagine how they are going to address the issue on this property. It could be done, but he also knows there are properties that

can't be developed, with or without the proposed zoning change. No one is present to speak, even theoretically, about how stormwater would be handled, Commissioner Bardenwerper said. He can't support rezoning and isn't convinced the property could be developed, and he doesn't feel the MPC has the information it needs to make an intelligent decision about this without first hearing from a stormwater expert.

Commissioner Semmler said town council would hear this application whether the MPC votes to recommend it or not. Commissioner Bardenwerper said he feels the commissioners "can't make a serious recommendation" because the question – Is there a practical way to develop this with the stormwater issues that are there? – presents "a gaping hole in our knowledge."

Chairman Tomy said Dr. Burriss wouldn't make an investment in engineering until he knows if the property is going to be rezoned; the MPC's job is to determine if it *should* be rezoned. Commissioner Bardenwerper said there are some basic, unanswered questions about a fundamental issue, and the residents have presented the commission with the knowledge that this is "a big problem over there."

Commissioner Bardenwerper asked Ms. Bridges about the MPC recommending that the applicant come back to the commission with more information. According to state legislation, Ms. Bridges said, "they have 30 days" before it would go to town council; there is a way to work "something out," but it's unlikely the town would engineer the project for the applicant, since it's not the jurisdiction's responsibility. There have been a fair number of these issues before, she said, and it's "chicken or egg" for the developer.

Commissioner Semmler said Dr. Burriss doesn't have to wait on the MPC's recommendation. Dr. Burriss said whether the property is rezoned or not, it can't "get any traction" with the Town of Port Royal unless a stormwater management plan is submitted and accepted. If the engineering "doesn't fly, we can't do the project," he said.

**Commissioner Semmler made a motion to recommend rezoning the property to T3-Neighborhood, with serious concerns about drainage, stormwater, and security enforcement. The motion failed for lack of a second.**

Commissioner Bardenwerper asked if Dr. Burriss would agree to wait 30 days for the MPC's recommendation, during which time he would provide the requested information about engineering and stormwater management to the MPC. Chairman Tomy said the MPC could make a motion to table if Dr. Burriss agreed to this "stay."

**Commissioner Bardenwerper made a motion to table the matter**, so Dr. Burriss could provide engineering information to the MPC. **Commissioner Semmler seconded**. Dr. Burriss clarified that the commissioners are saying he doesn't need an engineering plan

but to bring an engineer to the MPC meeting to say how stormwater could be managed.

Ms. Bridges said the Town of Port Royal probably couldn't bring the town's engineering consultant to the next meeting. **The motion passed 4-1, Commissioner Crower opposed.**

#### **REVIEW OF PROJECTS FOR BEAUFORT COUNTY**

**TEXT AMENDMENT to limit residential density to developments not located on public sewer in the Lady's Island Community Preservation District (LICP) and the Lady's Island Expanded Home Business District (LIEHB) (Appendix A, Division A.2 and A.3)**

Mr. Merchant said this is a text amendment for the Lady's Island Community Preservation District (LICP) and the Lady's Island Expanded Home Business District (LIEHB) to restrict residential density in these districts to 1 dwelling unit per 2 acres if the development is not served by public sewer. The current allowed density is 2 to 2.2 dwelling units per acre, he said.

This proposed amendment is recommended in the Lady's Island Plan as part of a strategy to manage growth on the island, Mr. Merchant said. It will control the development on Lady's Island to areas being served by public sewer.

Mr. Merchant said, "If you want to develop a major subdivision . . . you need public sewer," or the density would be one dwelling unit per 2 acres, which is "a much lower density that's more rural." There are many small, 1- or 2-acre subdivisions on Lady's Island, he said. A provision of this text amendment "would allow minor subdivisions to simply go down to a minimum lot size of a half-acre," without being required to connect to public sewer, so small property owners who wanted to subdivide wouldn't be "required at that level of development to tie into public sewer," Mr. Merchant said.

The Lady's Island Community Preservation Committee (CPC) heard this question this morning, and there was a concern that someone could string together "a bunch of minor subdivisions" to make a major subdivision in order to work around this, but there are provisions in the code that would make that difficult, which Mr. Merchant explained. (E.g., Once a property is subdivided using a minor subdivision, there's a five-year waiting period [which runs with the property, not the property owner] before it could be subdivided again.)

Mr. Merchant showed a map of the areas on Lady's Island that are currently served by public sewer. Until the late 1990s, development was done on septic centers, he said. Since then, development has determined where sewer goes, and he provided examples of that. New developments, then, have primarily been served by public sewer, Mr. Merchant said.

New Point is on septic systems, Mr. Merchant told Commissioner Bardenwerper.

Mr. Merchant said sewer isn't too far away, but it requires the installation of a pump station, which adds an expense to development.

The CPC unanimously supported this change today, Mr. Merchant said. After the MPC, it would go to the Beaufort County Planning Commission, then on to county council.

**Commissioner Fermin made a motion to recommend approval of the text amendment to limit residential density in developments in the LICP and LIEHB districts when public sewer is not available. Commissioner Bardenwerper seconded the motion.**

Commissioner Semmler said this supports the Lady's Island Plan, and it's something that should be considered in other parts of the county, including in some more urban areas.

Chairman Tomy said the Port Royal Sound Foundation is extremely concerned about runoff going in there, and "it's up to us to save" that "pristine" area. Commissioner Semmler said the previous application is a perfect example of this problem. Chairman Tomy said if city sewer is brought in for that development, others would be able to get on sewer.

Fire Chief **Reece Bertholf** said he'd just developed the fire station on Highway 170, and he "implored" the MPC "to find partners with the utility authority to help these people" because, even with the leverage of a municipality, it "cost another \$100,000" for the fire station "to go 700 feet" in order to get off of septic and onto sewer.

**The motion passed unanimously.**

#### **FIRE DEPARTMENT IMPACT FEE**

Chief Bertholf said he had prepared a memo for the commissioners, which was then distributed to them. He said he'd like to have an MPC work session on the ordinance and to look at the study and the capital improvement plan. There was general discussion about procedure and the content of the memo.

Commissioner Bardenwerper said there were a lot of questions last time, and a public comment from **Dick Stewart** about not having an impact fee for the whole city, but potentially "exempting the highest intensity areas." Commissioner Bardenwerper asked if Chief Bertholf had given any thought to the idea of having the impact fee in higher growth areas, rather than in the "urban corridor of our small city." Chief Bertholf said the city manager has taken those concerns into a meeting with Mr. Stewart. The city is "concerned [with] differentiating redevelopment districts based on" the idea that "governments should not be picking winners and losers," Chief Bertholf said. If the city provides incentives for one redevelopment corridor by exempting impact fees, he said, "we will get the same argument [about] some other redevelopment corridor." The basis of the impact fee study "uses the consumption-based approach," which is citywide and for both development and redevelopment. He added that they "could send this to open

discussion with both councils with a myriad of options,” Chief Bertholf said.

Chief Bertholf discussed the maximum allowable impact fee, saying the MPC could make its recommendation on that, which will then go to city and town councils.

Chairman Tomy said he’d like the city manager to be at further discussions. Chief Bertholf said that would happen.

Chairman Tomy said if incentive zones were identified and done appropriately, no one would know what developer was in an area, and it would close that gap without favoring one developer over another.

Commissioner Bardenwerper asked if it’s possible at the next work session to show the commissioners some of those “priority infill areas” that might “potentially be considered for exemption.”

#### **MPC WORK SESSION SCHEDULE**

Chairman Tomy said the commissioners need to decide when they will have their next work session, and if they would have them regularly. Mr. Prichard said regularly scheduled work sessions had been brought up.

Commissioner Semmler said he’d rather have work sessions before the regular meetings. There was discussion about the length of the meetings and the start time. Chairman Tomy said the city and town need to bring information to the table, including what the councils have done in the previous month. Commissioner Semmler said they should let the commissioners know “how we can help you.”

5:00 p.m. was decided as the start time. Mr. Prichard asked if that would be enough time to discuss the fire impact fee. Commissioner Semmler said he would like to take advantage of Dropbox and commenting on the materials using Track Changes. He feels they could get a lot done this way before the work sessions.

The 5:00 work session would begin with the next MPC meeting on September 16.

There being no further business to come before the commission, Chairman Tomy adjourned the meeting at 7:43 p.m.

We strongly oppose this proposed rezoning.

This property is part of the Hamrick Hill subdivision. It is surrounded by single family homes on lots that are 4 tenths of an acre or larger and are County zoned T3 Hamlet Neighborhood implementing the Comprehensive Plan goals of preserving the rural residential character of portions of Beaufort County, the City of Beaufort and Town of Port Royal. The original restrictions in county records identify this property solely for single family homes. The current owner should abide by them as we all have.

This property is low lying and any building built will have to be on a raised foundation which will make it equal to 3 stories or higher. These are pictures of the flooding that occurred on the property during a heavy rain on 11 June of this year.

Any developer would require sewage, which in turn would require a pump station to be built; the most likely location would be on the marshes of Archers Creek at the end of Hamrick Drive providing the current residence of Broad River Dr the vile odor of this station, and adding to the area's environmental impact.

This proposed rezoning will only add to the already existing traffic problems and speeding brought on by the Montessori School and a sharp increase in late night traffic and noise. Apartments also require additional parking for guests which will increase the runoff and soil contamination.

The impact on property values for our subdivision is also great Realtor.com states that a high rental concentration lowers property values by 14 percent third only to a strip club and a bad school.

The current owner does not reside in this neighborhood and his only interest in this rezoning is profit. His investment, of what most believe, to be less than 150 thousand will surely be recouped under the existing zoning as he is currently offering the property for 699 thousand. His shrewd manipulation of the Property Class Code to AgVac Forest has reduced the taxes from over 3 thousand to less than 150 dollars yearly for a property that has been bush hogged.

This proposed rezoning does nothing for the community and is simply a greedy attempt by the landowner for more profit. Please do not approve this propose rezoning.