CIVIC MASTER PLAN

CITY of BEAUFORT, SOUTH CAROLINA

ADOPTED 2/11/2014

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This Civic Master Plan was prepared for

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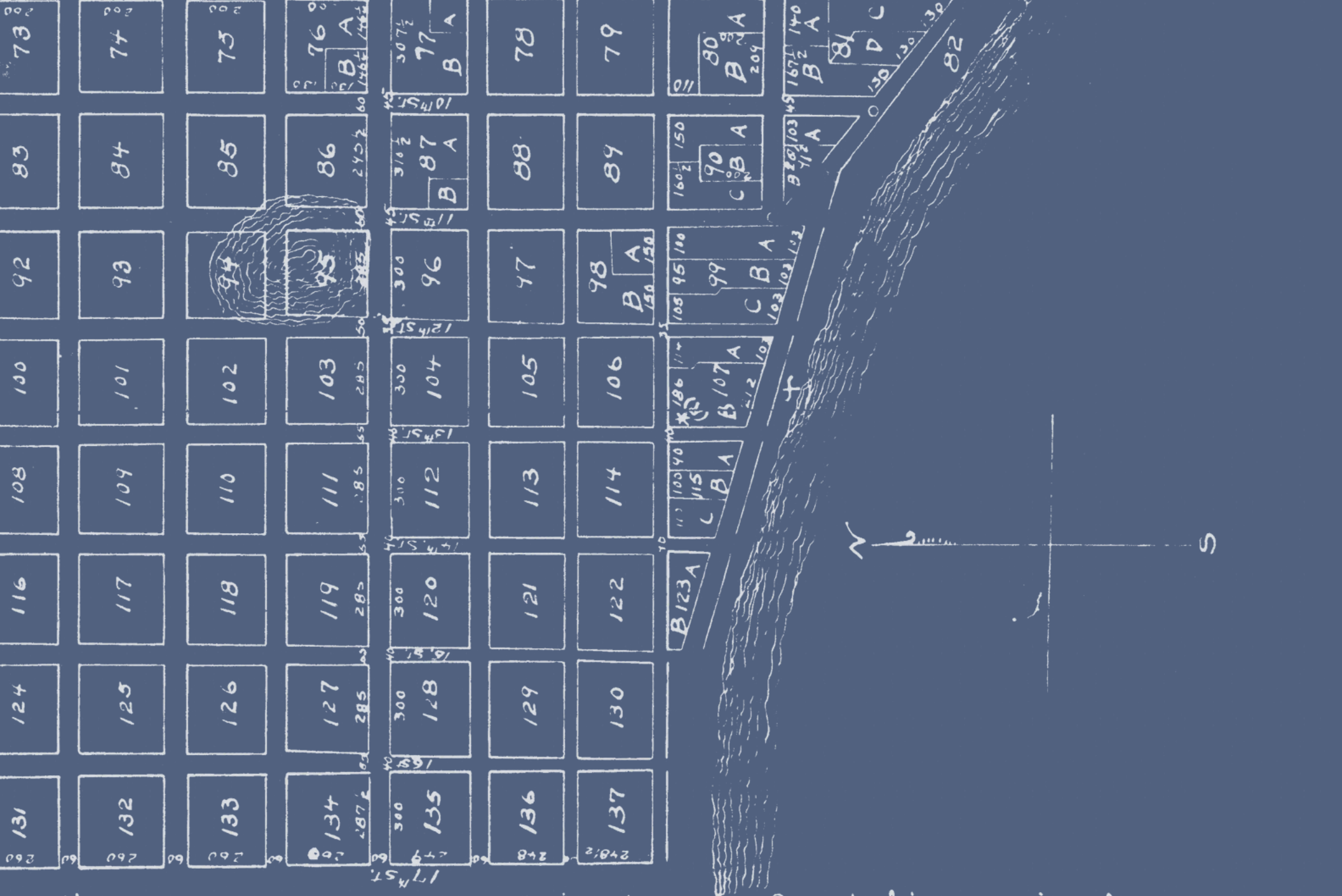

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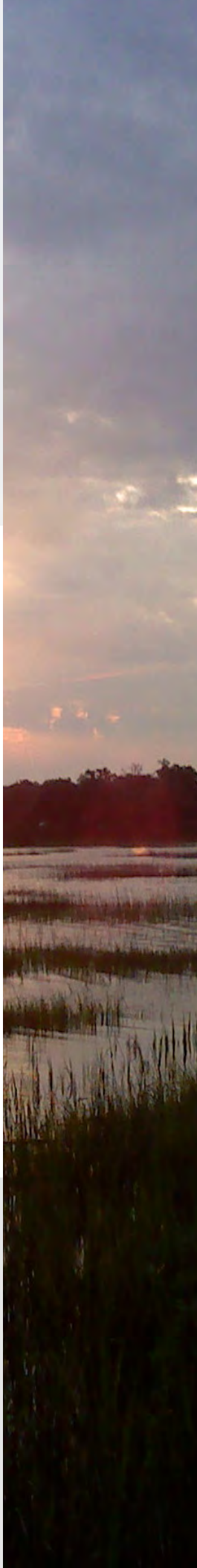
1

A Civic Vision Enabled

A tangible sense of history is central to Beaufort's identity. The way the city is laid out, the manner in which it has been built, rebuilt and extended over three hundred years, and its fundamental relationship to its natural environment of sea, marsh and farmland, underpins its citizens' sense of identity and place in a fast-changing, globalizing world.



1.1 The Planning Context: Past, Present and Future 5

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1.4 Transect-Based Planning 16

How to Use This Plan

The purpose of the Civic Master Plan is to identify and prioritize the allocation for public investment in the City of Beaufort's infrastructure. In the context of this plan, "infrastructure" means the utility, public service and transportation systems that provide essential services, as well as the network of open spaces, institutional buildings, and natural areas–including plazas, parks, museums, schools and greenways–that complete the city's public realm.

The Civic Master Plan is organized into eleven chapters that elucidate an overall vision for Beaufort's future, the specific projects that form this vision, as well as the steps for implementation of this vision. This chapter establishes the historic, strategic, and regulatory context that enabled the creation of this Civic Master Plan. The most substantial part of the plan, in chapters 2-9, catalogs and illustrates each major redevelopment project opportunity by type and location. Chapter 10 lays out a suggested regulatory framework that will guide development to fulfill the Civic Master Plan vision. Finally, Chapter 11 summarizes the project recommendations in Chapters 2-9 with guidance for cost and prioritization.

The Civic Master Plan is intended to:

- Anticipate future development and facilitate the establishment of an appropriate regulatory framework to ensure the long-term vision;
- Plan sustainably for necessary infrastructure improvements, and prioritize such improvements to leverage private development where possible; and
- Identify key redevelopment areas that require special attention by the city.

City actions that would use this Plan:

- Development Code Amendments
- Comprehensive Plan updates
- Rezoning Applications
- Discretionary Development Reviews by Regulatory Boards/Commissions
- Annual Budgeting Process/Capital Improvements Plan
- Grant Applications
- Direction to related organizations in implementing priorities (e.g., Beaufort County Open Land Trust, Beaufort County, BJWSA, SC DOT, Other Utility Companies)

A Note About the Conceptual Plans/Illustrations: While plans and renderings depicting specific development and redevelopment scenarios are included throughout this plan document, they are intended to function as conceptual–not regulatory–guides for future development. Generally speaking, these illustrations depict appropriate scale, massing, and orientation of buildings as one possibility for how future redevelopment may occur.

While many of the conceptual projects depicted are already permitted under the current zoning standards (e.g., height, use, setbacks, density), others will require changes in the regulatory structure and may require review by an appointed board to permit their construction. Additionally, it should be so noted that all projects are dependent on willing builders/developers, willing land owners, and a viable market.

1.1 The Planning Context: Past, Present and Future

A tangible sense of history is central to Beaufort's identity. The street grid established in the 18th century and extended over three hundred years, and its fundamental relationship to its natural environment of sea, marsh and farmland underpins its citizens' sense of identity and place in a fast-changing, globalizing world.

This sense of history and place is critical to Beaufort's role as a distinct and significant player in the economy and identity of the Lowcountry. With well-established institutions and businesses, the city serves as an important secondary urban center and tourist destination to the larger markets in Charleston, South Carolina and Savannah, Georgia.

As in many American cities, a progressive detachment from history and sense of place can be seen in the changing townscape of Beaufort. The developments built in the last fifty years are scaled to the automobile, not the person, and were often designed with generic buildings and landscapes that create a built environment virtually indistinguishable from hundreds of other places across the country. Within this new complex urban form, of both the very best of walkable urbanism and some of the most auto-oriented suburban sprawl, Beaufort struggles to define itself economically in today's challenging and dynamic marketplace, and could – without a cohesive plan for the future – become no more than a stopover for the region in the future.

While a modern Beaufort must be more than simply an extension of its historic framework, there is an opportunity to reintegrate lessons from historical patterns of growth into new developments, and into the redevelopment of areas submerged in the placeless patterns of the late 20th century. A living sense of history does not try to turn back the clock and reenact the past; instead it seeks out principles and precedents which are as relevant today as they were one hundred, or even three hundred, years ago. These principles may involve the siting and orientation of buildings to minimize the use of expensive energy, or the

design of public space that is scaled for people and where cars can gain convenient access without dominating. This approach looks to create new developments that carefully honor and respect history while allowing for legitimate expressions of modern culture.

While very specific to Beaufort's past, present and future, the recommendations of this Civic Master Plan are based on a series of planning and design principles most easily identified as "traditional urbanism": a time-tested arrangement of public spaces, buildings, and corridors that allows residents to walk to meet their daily needs. These different types of public space, including residential streets, boulevards, squares, plazas, parks, playgrounds and other natural landscape areas, all demonstrate a common respect for human scale. While accommodating the car, and incorporating today's large commercial structures in locations where appropriate, this method of urban design always emphasizes the pedestrian-friendly environment.

This human-scale development is essential in reconnecting Beaufort and its citizens to their Lowcountry prominence and the community's historic precedent. It also sets the foundation for increased future prosperity, with growth encouraged first in areas already developed with existing infrastructure, and development in new areas managed in ways that protect the city's precious historic and natural landscapes.

Image Source: Historic Beaufort Foundation

1.2 Plan Origins

The 2009 "Vision Beaufort" Comprehensive Plan included a wealth of information about targeting public investment, establishing community design objectives, pursuing potential catalyst projects, and most importantly, implementing the vision that will guide Beaufort into the next decade of growth and development. Additionally, the Comprehensive Plan accomplished two important shifts in policy:

- First, it eliminated the annexation of low-density and land-consuming development as the primary means for city growth, and replaced these outdated ideas with a vision of growth and resiliency through infill and redevelopment.
- Second, it prioritized, edited and consolidated several years' worth of unfulfilled planning efforts with contradictory and outdated concepts, and created a single, coherent set of policy guidelines.

Upon adoption of the Comprehensive Plan, Beaufort's City Council gave the city's Redevelopment Commission the following tasks: 1) conduct an audit of existing policies and conditions; 2) translate the Comprehensive Plan vision into specific parcel-level plans for public and private investment; and 3) implement a new form-based regulatory framework for development. The City Council also created the Office of Civic Investment to provide professional support to the Redevelopment Commission in completing these tasks, and to manage cross-department and cross-agency redevelopment projects.

Under the direction of the Redevelopment Commission, the Office of Civic Investment coordinated the Civic Master Plan process to develop a detailed plan for public investment based on the framework adopted in the Comprehensive Plan. The intention was to avoid generic "place-less" development in favor of sustainable development that is unique to Beaufort. This initiative recognized that each of the city's neighborhoods contains its own unique history, character, and physical attributes which should be respected and emphasized in future development

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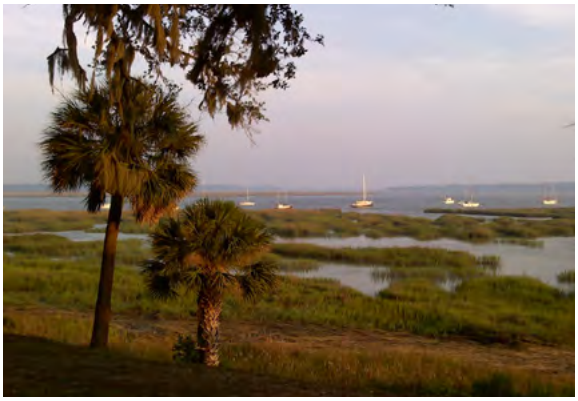
Image Source: www.polawanaisland.com



This Civic Master Plan is the result of extensive collaborative efforts, including an intensive public input process. It establishes general principles and standards for all public and private development, and provides a guide for identifying and promoting investment within the city.

The plan presents proposals graphically to provide residents and businesses with a conceptual vision of development options, and to serve as a tool to stimulate a range of development and/or redevelopment opportunities throughout Beaufort. Additionally, the plan illustrates proposals that seek good financial returns for property owners in contemporary market conditions, while establishing design standards and qualities that are compatible with those found in the older, historic parts of the community. In this way, a distinct regional image and character can be (re)established over time, in a way that sets Beaufort apart from other communities, and attracts residents and businesses seeking a distinctive place to live and work.

The plan is a compilation of long-term visions and short- to medium-term tools and strategies, all coherently presented within one document. Like many community plans, this plan is expected to generate discussion points, establish budget priorities, and create implementation objectives for the city over the next generation. In fact, the comprehensive nature of this effort, along with the timing of its occurrence at Beaufort's 300-year anniversary, marks a milestone for the city. The Civic Master Plan lays the groundwork for a prosperous and resilient Beaufort for another 300 years to come.

VISION BEAUFORT: 2009 COMPREHENSIVE PLAN

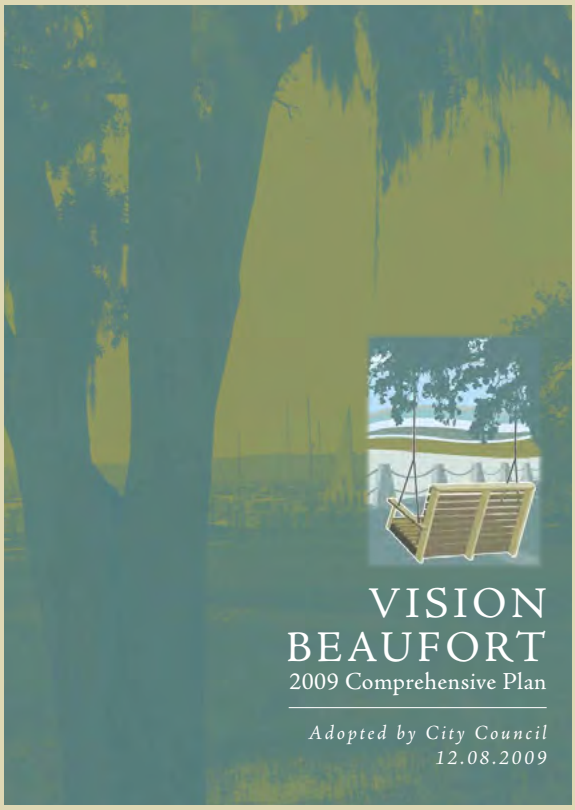
In 2009, the City of Beaufort adopted "Vision Beaufort," a comprehensive plan that articulated a vision for the growth and development of the city. In completing the plan, a broadly inclusive public participation process was used to ensure that the vision established in the plan was shared by a wide variety of Beaufort citizens, and truly reflective of the aspirations of the general public, elected officials, city staff, the development and business community.

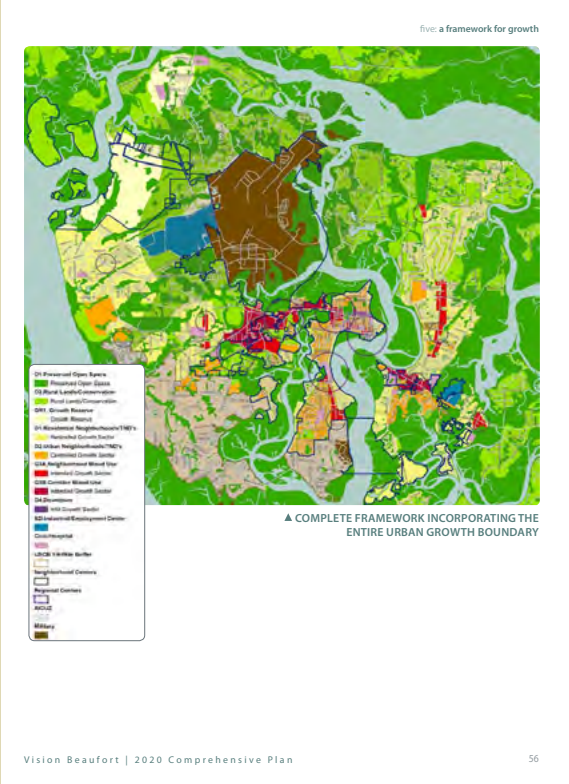
In the Comprehensive Plan, the City of Beaufort and its citizens envisioned a city with:

- Beautiful, stable **neighborhoods;**
- A common **community vision;**
- A sustainable **economic** base;
- **Transportation** options and convenient access to services and destinations;
- **Attractive** and **vital** community gateways and corridors;
- Natural resources that balance **protection** with **public access** and **enjoyment;**
- A balance between **preservation** and **sensitive infill** and redevelopment of our historic core;
- A **predictable development process** for citizens and developers alike; and
- A **welcoming** atmosphere to all people.

To help achieve this vision, the plan committed to building upon and protecting Beaufort's assets and strengths of:

- Natural beauty and open spaces;
- Unique community design and historic atmosphere;
- Access to local goods, services, and cultural amenities;
- Military presence, hospital, and higher education institutions; and
- Community interaction and small community feel.





▲ 2009 COMPREHENSIVE PLAN

1 Sustainability

The activities of the City of Beaufort will consider the balance of social, environmental, and economic sustainability principles for both the community and the private property owner with all of our decisions.

2 Regionalism

We are committed to the implementation of the ***Northern Beaufort County Regional Plan*** as a guideline for our regional decisions and future urban form and we will continue to engage and coordinate in regional planning activities. Our planning will extend to the established urban growth boundary and will tie together all areas of the community in a cohesive manner.

3 Natural Infrastructure

We must protect our environmental resources as fundamental to the natural ecosystem and our quality of life. We will utilize innovative and context-sensitive solutions to conserve and protect our natural resources including our salt marshes, marsh islands, coastal waters, and marine resources; trees, forests, and wildlife habitats; and open space preservation.

4 Growth

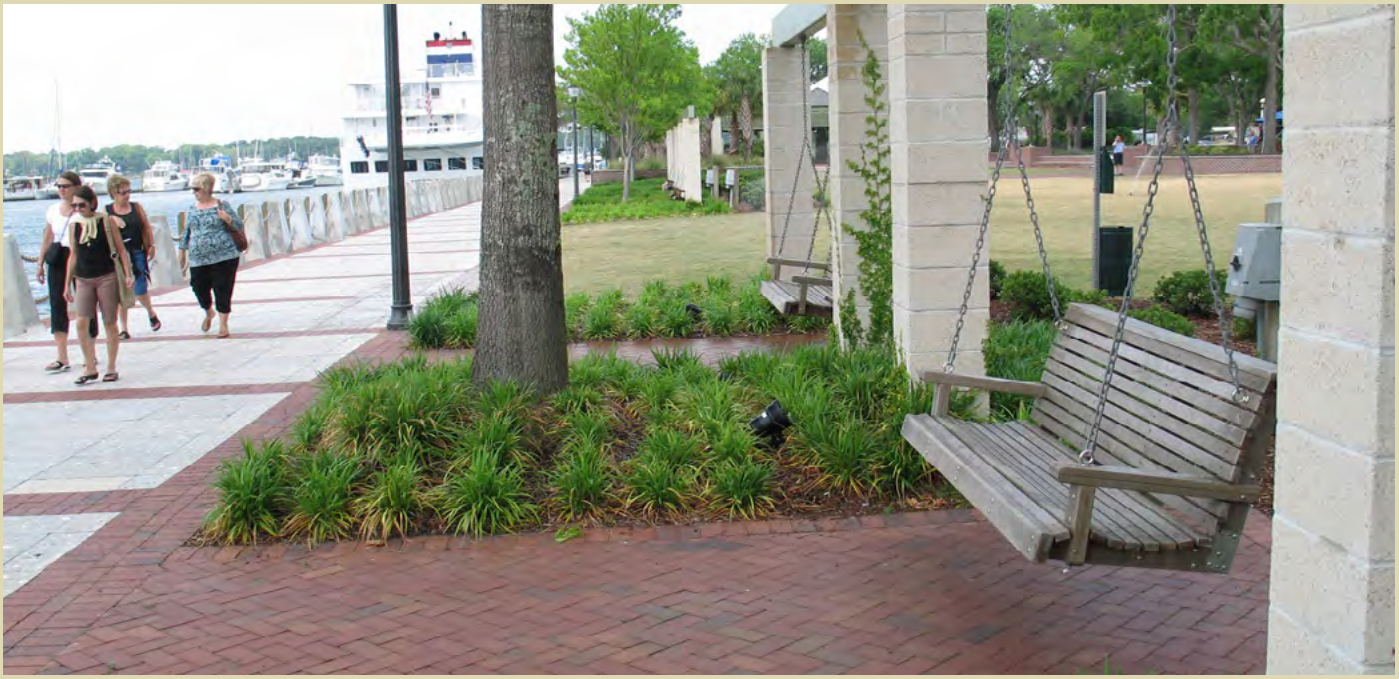
We must encourage growth within our urban service area by primarily focusing on the regeneration of our current assets through infill and redevelopment. Development in our urban growth boundary shall be sensitively focused on a conservation ethic with a compact and efficient built form that could be serviced with municipal services in the future.

5 Economic Development

A strong, vibrant, and healthy economy will be achieved through a successful economic development program in order to ensure the long term success and viability of the City of Beaufort. We must support the continuation and expansion of our primary economic engines - tourism, the military, healthcare,and education - while also seeking to expand opportunities for the arts and the recruitment of creative/knowledge-based industries.

6 Access and Mobility

Our citizens and visitors need a transportation system that integrates regional solutions with a fine-grained local network of choices that accommodate the automobile, pedestrians, bicyclists, and water-based travel.



7 Urban Form

The city will maintain its distinct urban form by encouraging growth and development using the model of walkable, urban, mixed-use neighborhoods established by the historic core of the city.

8 Neighborhoods

We believe that all our neighborhoods, including the downtown, must be vibrant and diverse and thus require consistent and continual public and private attention, maintenance and re-investment. Our neighborhoods should be reinforced in all planning and infrastructure projects.

9 Parks & Public Open Spaces

The city will permanently preserve and expand a community-wide parks, recreation and open space network that serves the entire city from the neighborhood playground to the regional reserve.

10 Historic and Cultural Resources

Beaufort is a living, dynamic community and must balance the protection of its abundant natural, cultural, institutional and historic resources with managed growth that adds to the community's character for future generations without degrading those resources which we value.

11 Social Diversity

We will maintain and celebrate the integrated ethnic and socioeconomic diversity of the community. To this end, we are committed to the provision of affordable and workforce housing throughout the city.

12 Hazard Mitigation

As a coastal community, we will feel the direct impacts of tropical storm activity and flooding. We must be prudent in our preparation for these expected hazards and mitigate against the loss of property to the greatest extent practical.

13 Climate Change

We must participate in solutions that reduce or avoid potential impacts to our regional and global climate and in turn we must adapt to those conditions which are likely to be inevitable, most specifically sea level rise.

14 Resource Efficiency

We will manage our consumption of renewable and non-renewable resources including energy and water and will continue to reduce our total waste stream. In addition we will be supportive of community activities that promote resource efficiency and the production of alternative energy and innovative water use and protection practices.

15 Fiscal Sustainability

The city, as a provider of urban services, must focus on long-term solvency with each incremental decision. Capital investments should leverage future benefits and must consider the impact on long term operational costs prior to their implementation. Perhaps most importantly, we will constantly seek efficient and innovative ways in which to deliver services and maintain our assets.

16 Adequacy of Infrastructure and Facilities

The contiguous extension of our corporate boundaries will be considered to the extent that the provision of city services can be economically and efficiently provided and will be subject to the adequate availability and timely construction of community infrastructure and public facilities.

17 Planning & Implementation

We will continue our history of thoughtful, detailed planning and will include practical implementing elements to leverage our ideas with actions. Success is bred not from what we say but what we accomplish.

1.3 The Sector Plans, Process and Content

The first steps of the Civic Master Plan process involved collecting information through meetings with individuals, groups, and organizations, gaining data through on-the-ground, parcel-level surveys, and reviewing previously completed plans, reports, and studies.

Then, for planning purposes, the city was divided into five manageable sectors:

Sector 1 The Historic District and Environs: The Point, Downtown, The Bluff, The Northwest Quadrant, Pigeon Point, Higginsonville

Sector 2 The Northern Portion of the Lower Peninsula: Salzer/Marsher Farm, Depot, Hundred Pines, the Technical College of the Lowcountry (TCL) campus and the Hospital district

Sector 3 The Southern Portion of the Lower Peninsula: Cottage Farm, Jericho Woods, Spanish Point, Royal Oaks and Mossy Oaks

Sector 4 Areas within the city limits west of Ribaut Road and Battery Creek Road: western portions of Boundary Street, the Burton area, the Robert Smalls Parkway, Parris Island Gateway corridors, the Salem Farms area, and the Marine Corps Air Station

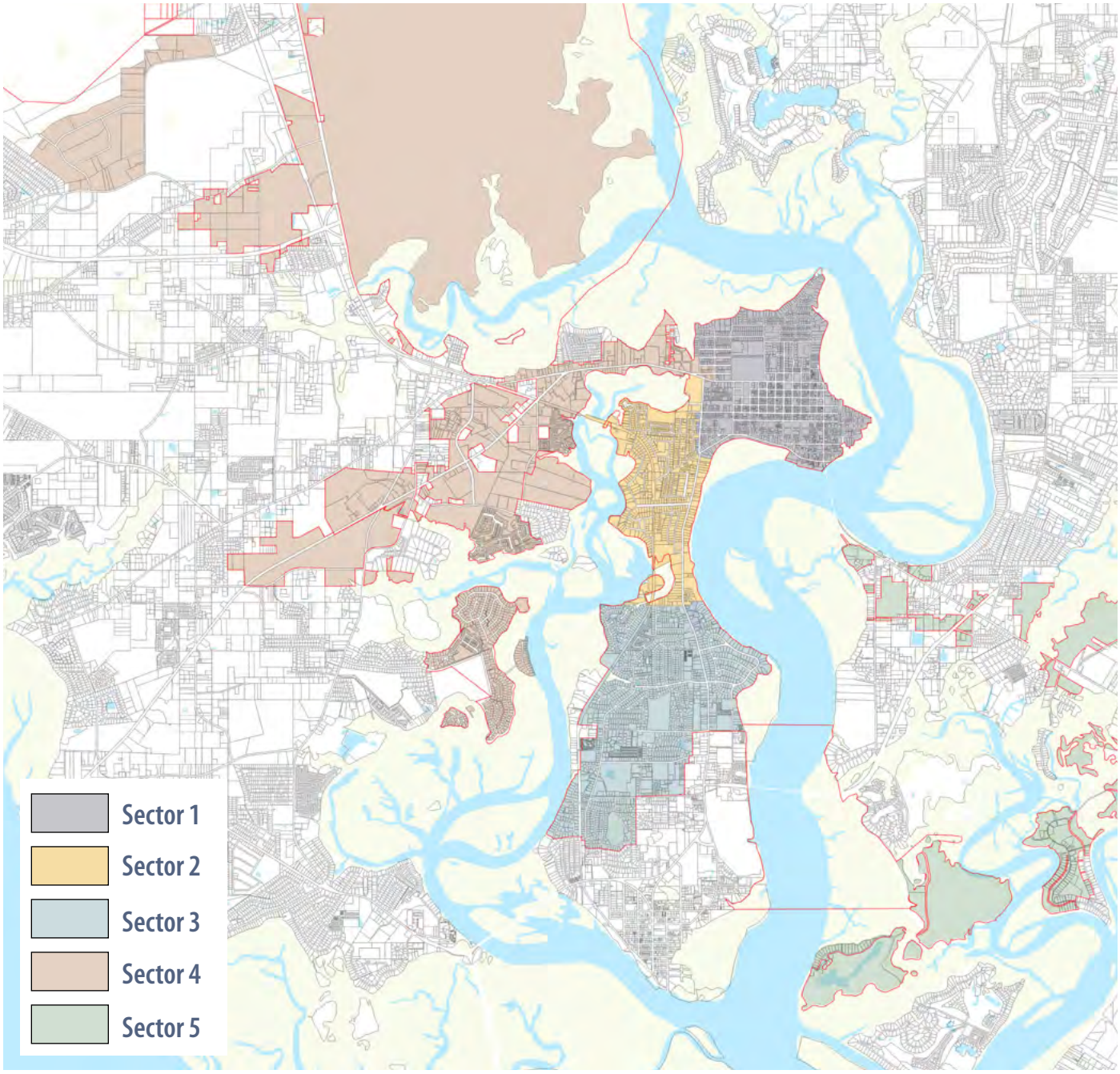
Sector 5 Lady's Island and Whitehall.

The Sector Plans were developed through extensive public participation from key stakeholders, elected officials and the general public. The five geographic areas were grouped together into a sequence of three major public processes: Sector 1; Sectors 2 and 3 combined; and Sectors 4 and 5 combined. Each public process utilized a series of public preparatory meetings to discuss issues and establish key facts and information, followed by a week-long charrette, or detailed public design workshop. Each of the three charrettes were held in public venues within the community, so that citizens could participate in conversations with the designers, planners and traffic specialists, monitor and check on progress, and comment on the proposals as they evolved.

Each Sector Plan includes the following elements:

- A synoptic survey of each lot in Sector 1-3 documenting lot size, lot coverage, building conditions, setbacks, building height, public frontage/streetscape, and private frontage.
- Physical development/redevelopment plans to the parcel level with conceptual development alternatives that demonstrate the preferred lot arrangements, building typologies and frontages;
- Physical infrastructure plans illustrating preferred street sections for all streets and required improvements;
- Natural systems plans illustrating preferred stormwater management techniques, open space protection/preservation, water access, watercourse buffers, and other natural areas;
- Civic infrastructure plans identifying opportunities to improve, expand, and/or inject new community facilities/amenities;

▲ EXAMPLE OF SYNOPTIC SURVEY



THE BEAUFORT SECTOR MAP A Sector is a planning area of the City of Beaufort. Sector boundaries were determined based on neighborhood locations, types of development, and natural features. The Office of Civic Investment devised the sector boundaries for the purpose of study over two years. Sector 1 encompassed the Downtown Beaufort Peninsula. Sector 2 and 3 included the Beaufort neck and Southern Peninsula. The final sectors, Sector 4 and 5, include the future growth periphery area for the City of Beaufort.

- Civic investment strategies identifying capital and operating needs for the sector and prioritizing improvements and investments;
- Calibration of transect-based districts to the parcel-level; and
- Extensive illustrations providing a visual palette from which to market various development/ redevelopment opportunities at the parcel level.

The planning of Sector 1 was predicated by the need to redefine the perception of the commercial area of downtown Beaufort beyond the few blocks along Bay and Port Republic Streets, a very narrow and constrained area that offers few opportunities for phyiscal expansion. The Civic Master Plan process therefore introduced an expanded view of the downtown commercial area extending along Boundary Street, Bladen Street, Carteret, and Charles Streets. Expanding the idea of "downtown," eliminated previous pressures to force every Beaufort destination into a few blocks. These use of these corridors are organizing elements gives rise to greater organization amongst the surrounding neighborhood blocks and provides pathways and destinations for residents to enjoy and be served by beyond the two blocks of Bay Street.

Sectors 2 and 3 were combined into one study area for the purpose of analysis. Sector 2 was defined as all the neighborhoods east of Battery Creek, up to and including the campuses of the Technical College of the Lowcountry and Beaufort Memorial Hospital. Sector 3 incorporated the neighborhoods south of the two campuses as far as the municipal boundary with the Town of Port Royal. Sectors 2 and 3 combined represent a peninsula with the main corridors of Ribaut Road and the Spanish Moss Trail. These two campuses, centrally located between the two residential sectors, represented the highest employment concentration in the City of Beaufort. Just as the Civic Master Plan "reconsidered" what constituted downtown, so too did it "reconsider" what it means to live and work on a peninsula. The Plan's focus aimed at providing amenity and connection to the greater community and natural environment by creating stronger access to the waterfront through parks and retained views.

Sector 4 extended along Boundary Street from City Hall past Highway 170 to Burton, and southwest

along Highway 170. It included all municipal land on the west side of Battery Creek, mostly suburban and servicing the largest portion of the community's general shopping needs.

Sector 5 covered the area of the city that extends onto Lady's Island to its east, with Sea Island Parkway and Highway 802 serving a series of business and planned developments on marsh islands and providing access to Sectors 1 and 3 via major bridges. Sector 5 is largely a suburban environment and the location of a significant portion of the community's higher-end shopping.

And finally, once a full draft of the Plan was prepared, the Redevelopment Commission held an additional series of public workshops both for public sectors and the overall community to gather further public input. In total, the city conducted more than a hundred public evaluation forums over the past 2½ years in the form of week-long charrettes (3), open public workshops (17), neighborhood walking tours, numerous small group and individual discussions.

1.4 Transect-Based Planning

In order to fulfill the goals of place-based community design adopted in the 2009 Comprehensive Plan, the Civic Master Plan uses a methodology known as "transect-based planning." The rural-to-urban transect is a conceptual development continuum that places the highest-density downtown core at one end and the pristine natural environment at the other. This organization allows a grouping of place types along the transect, including variations that are urban, sub-urban, and rural in character. From a regulatory standpoint, transect-based planning means designating future development according to an area's current context and characteristics, not simply by what uses are allowed there (see Section 10.1 for more information about regulatory implementation.)

The maps at the end of this chapter show the framework of development opportunities identified through the Civic Master Plan process, as well as the corresponding green and mobility infrastructures that underpin those opportunities. The elements of these maps combine to form a cohesive, citywide plan for Beaufort's future that identifies future centers and corridors of higher-intensity development, as well as spaces for preservation and restoration of the natural landscape. In terms of the rural-to-urban transect, these place types make up the two extreme ends of the development spectrum. Within this range, this plan also maps existing and future neighborhoods and suggests infill projects that will preserve the existing character while also providing opportunities for new residents and businesses.

Thinking of Beaufort in terms of the rural-to-urban transect provides the city, its leaders, and its citizens with improved, context-sensitive planning tools to manage future growth, redevelopment and investment.

THE CIVIC MASTER PLAN VISION:

Celebrates the waterfront and the city's natural environment

Imagines mixed-use and walkable neighborhoods connected by greenways and urban corridors

Enables residents to live locally with the option of walking or biking to meet their daily needs

Positions the community for an era beyond our current pattern of dependence on cars

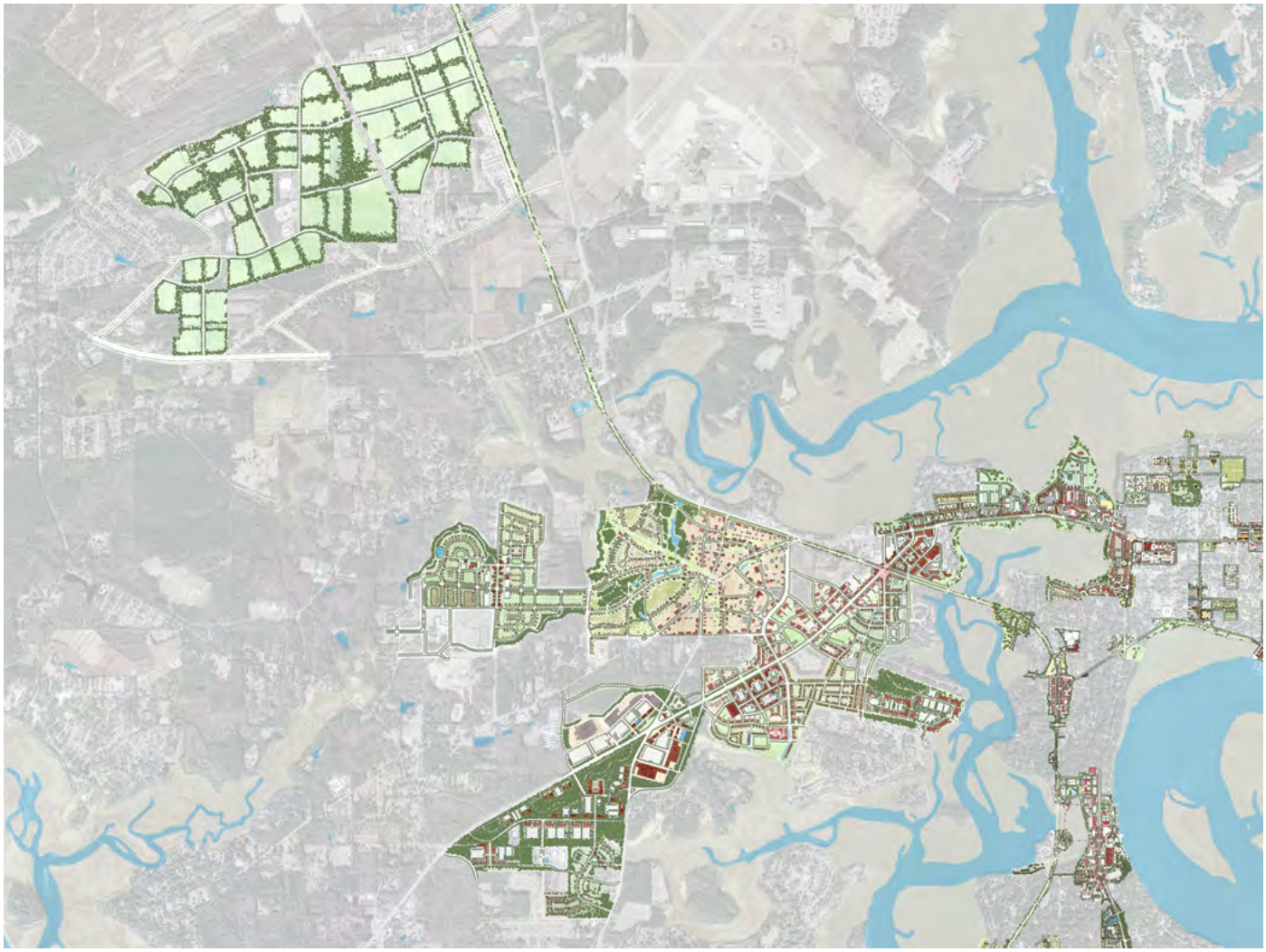
Establishes a green infrastructure of parks and greenways on a local and regional scale

Envisions regional connections to strengthen Beaufort's economy and cultural institutions

Engages a wide variety of people and lifestyles across a broad socio-economic spectrum

Preserves Beaufort's historical and architectural legacy without compromising opportunities for new development

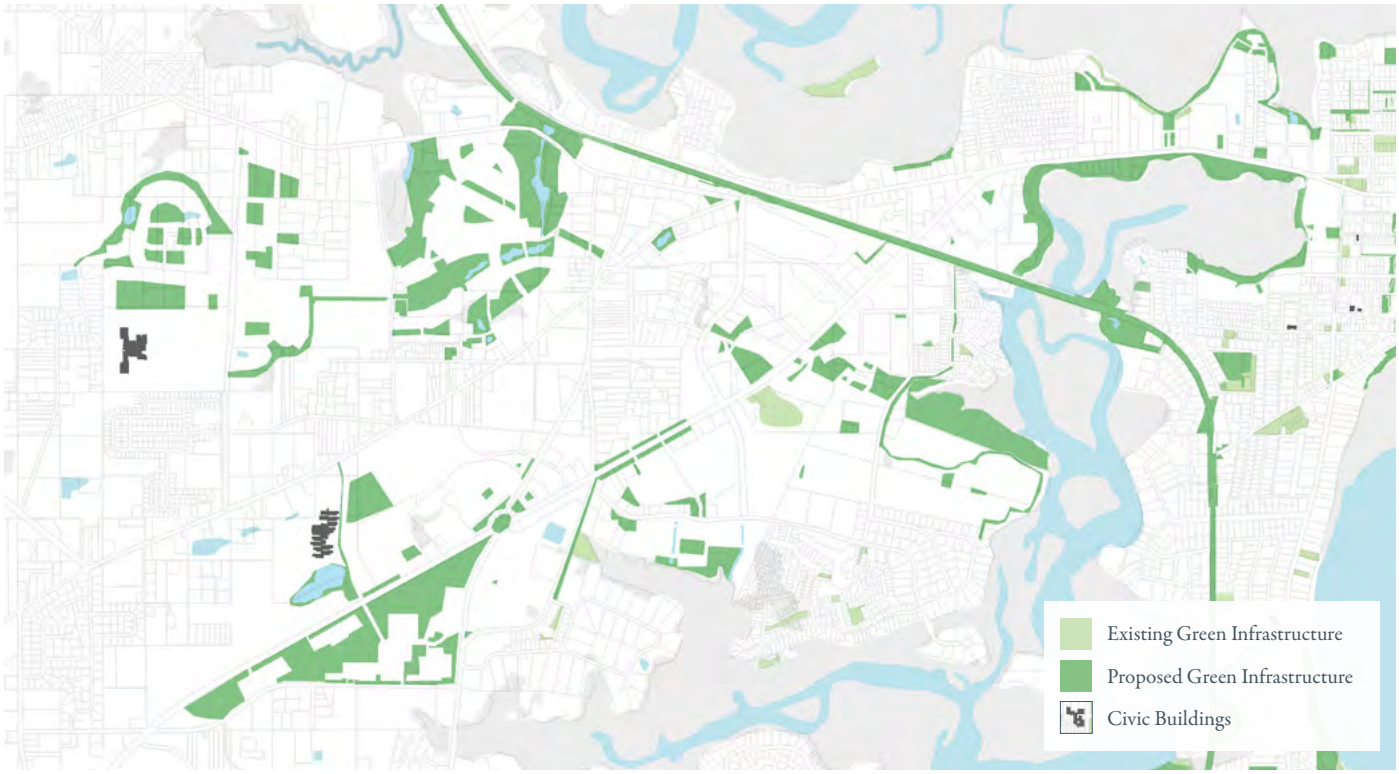
▲ **CONCEPTUAL DEVELOPMENT OPPORTUNITIES SECTORS 1-3**



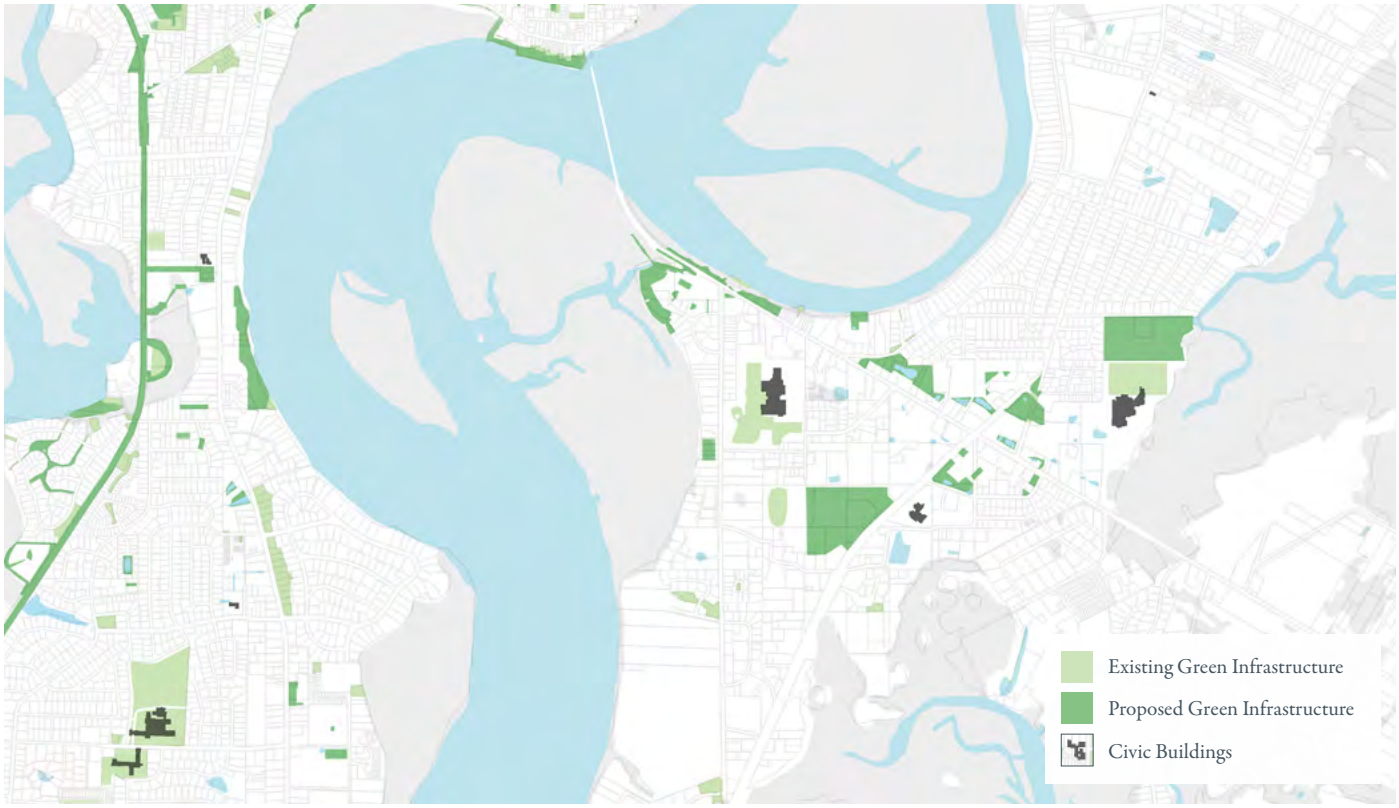
▲ CONCEPTUAL DEVELOPMENT OPPORTUNITIES SECTOR 4

▲ CONCEPTUAL DEVELOPMENT OPPORTUNITIES SECTOR 5

▲ **IDENTIFIED GREEN INFRASTRUCTURE OPPORTUNITIES IN SECTORS 1-3**

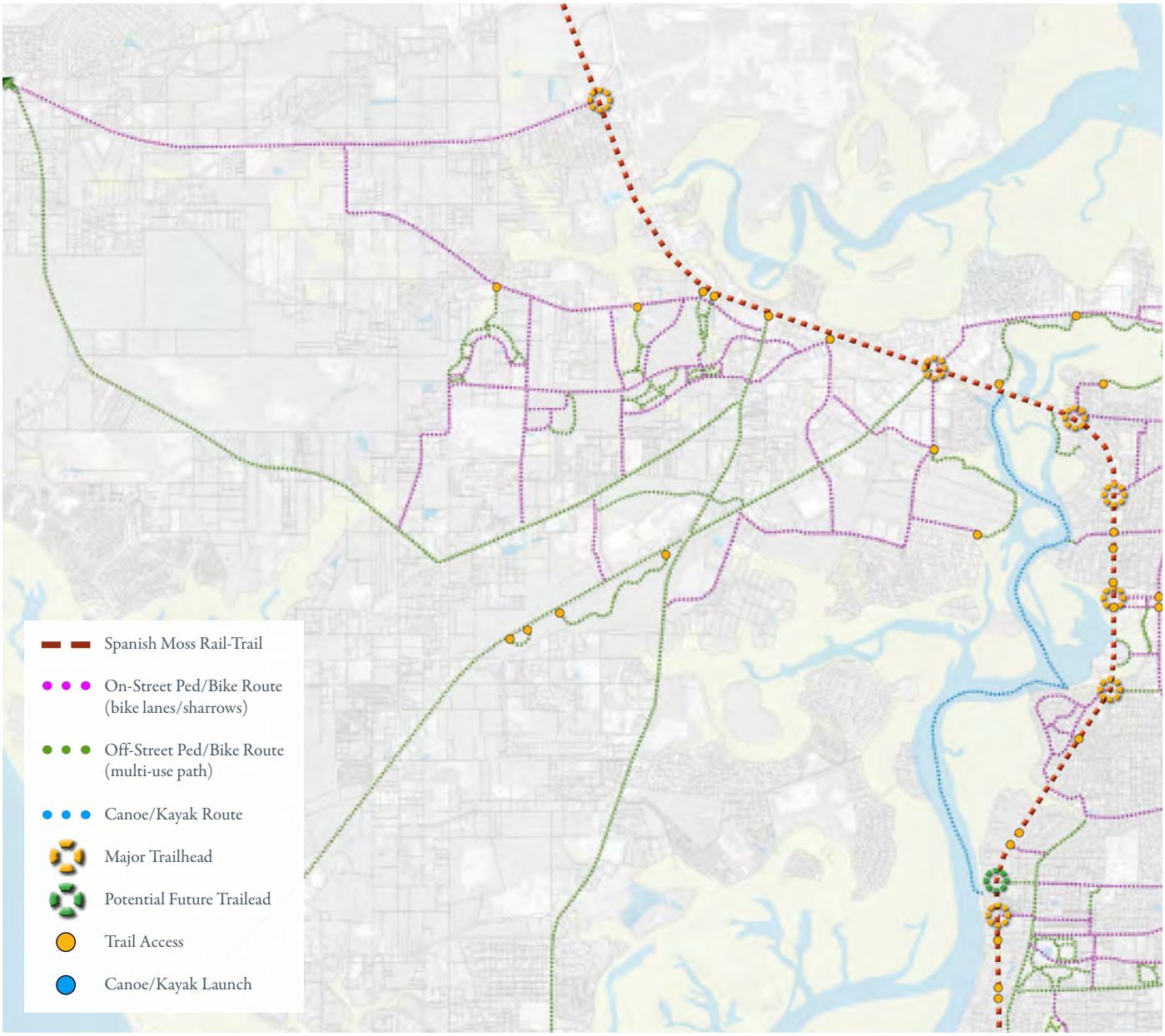


▲ IDENTIFIED GREEN INFRASTRUCTURE OPPORTUNITIES IN SECTOR 4



▲ IDENTIFIED GREEN INFRASTRUCTURE OPPORTUNITIES IN SECTOR 5

▲ **CONCEPTUAL MOBILITY INFRASTRUCTURE PLAN SECTORS 1, 2, 3, & 5**



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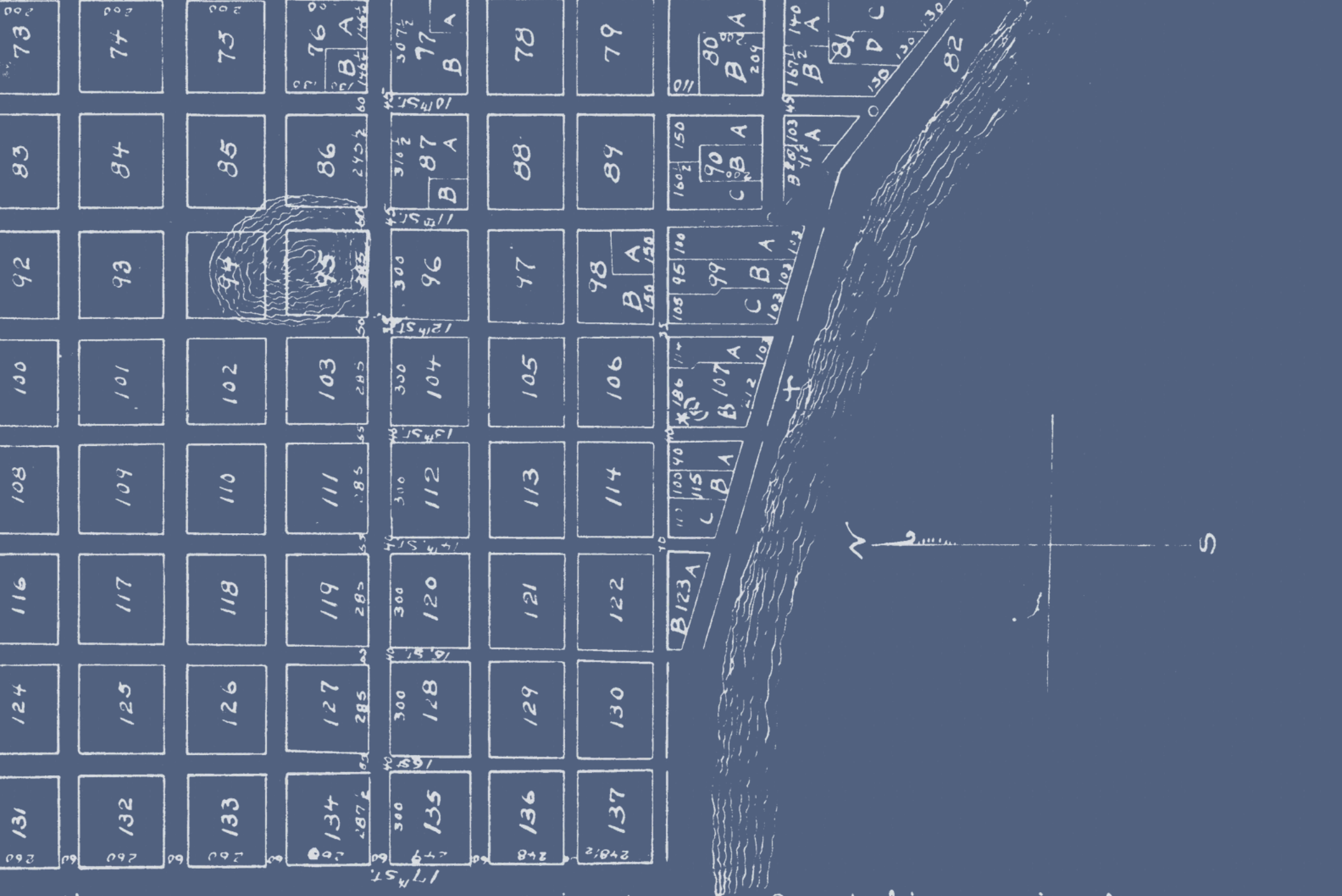

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2

The Public Waterfront

Expand public access to the waterfront and waterways for residents and visitors.

PRINCIPLES

1: CONTINUOUSLY SEEK OUT OPPORTUNITIES TO IMPROVE/ENHANCE ACCESS AND VIEWS OF THE WATER

2: EXTEND THE HENRY C. CHAMBERS WATERFRONT PARK WESTWARD ALONG THE MARSH WITH A BOARDWALK AND NEW ACCESS POINTS FROM BAY STREET

3: IMPROVE THE EXISTING MARINA AND EXPAND THE DAY DOCK FACILITIES

4: INTEGRATE WATERFRONT ACCESS WITH THE REGIONAL TRAIL SYSTEM

5: REDEVELOP THE MARINA PARKING TO EXTEND THE WATERFRONT PARK AND CREATE LASTING ECONOMIC VALUE FOR THE CITY

6: IMPROVE LINKAGES TO WATERFRONT PARK FROM BAY STREET

7: CREATE A WATERFRONT PARK AND BOARDWALK/TRAIL SYSTEM ALONG THE WATER'S EDGE ON LADY'S ISLAND

8: CONTINUE TO OPEN UP VIEWS FROM BOUNDARY STREET TO THE MARSHES OF BATTERY CREEK TO THE SOUTH AND THE ALBERGOTTI CREEK TO THE NORTH

KEY INITIATIVES

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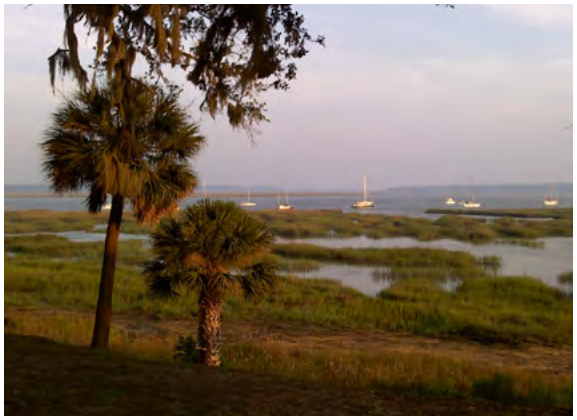
Image Source:: www.polawanaisland.com



Beaufort's waterfront forms the essential backdrop of the community's identity, and it is here where its legacy began and will endure in the future. In the city's early history, the water was the main livelihood of the city and its only connection to the world beyond. While industry is no longer prominent along the water's edge, the water is still a critical component of the daily lives of Beaufort's residents and visitors as both the surrounding horizon and an escape from dry land. Today, some of the city's most distinguishing features are its highly-used Henry C. Chambers Waterfront Park and the preserved vistas across marshes and waterways.

The strategies in this chapter articulate a vision for a publicly accessible, world-class waterfront environment that will further enhance Beaufort's identity as a historic, riverside community. Through resourceful planning and implementation, the city will build upon its heritage along the water to fully enjoy its Lowcountry geography and become a remarkable waterfront city.

From a geographical standpoint, current public access to the water is fairly limited, particularly outside of the historic core. At present, approximately 55% of the 2.3 miles of waterfront in the historic downtown core is publicly accessible. By contrast, only 1.5 miles of the 20 miles (approximately 10%) of shoreline outside of the historic core is open to the public.

To improve waterfront accessibility, the city and its partners will use a wide variety of tools including, but not limited to the following:

- purchase of private land for public use;
- conservation and viewshed easements;
- public access easements;
- subdivision regulations; and
- private negotiation of public access and connectivity.

The Redevelopment Commission should develop a comprehensive waterfront management plan that integrates the urban design and use criteria recommendations in this plan and the Waterway Commission Report of October 2003.

2.1 Regional Waterfront Connectivity Plan

Sector: All

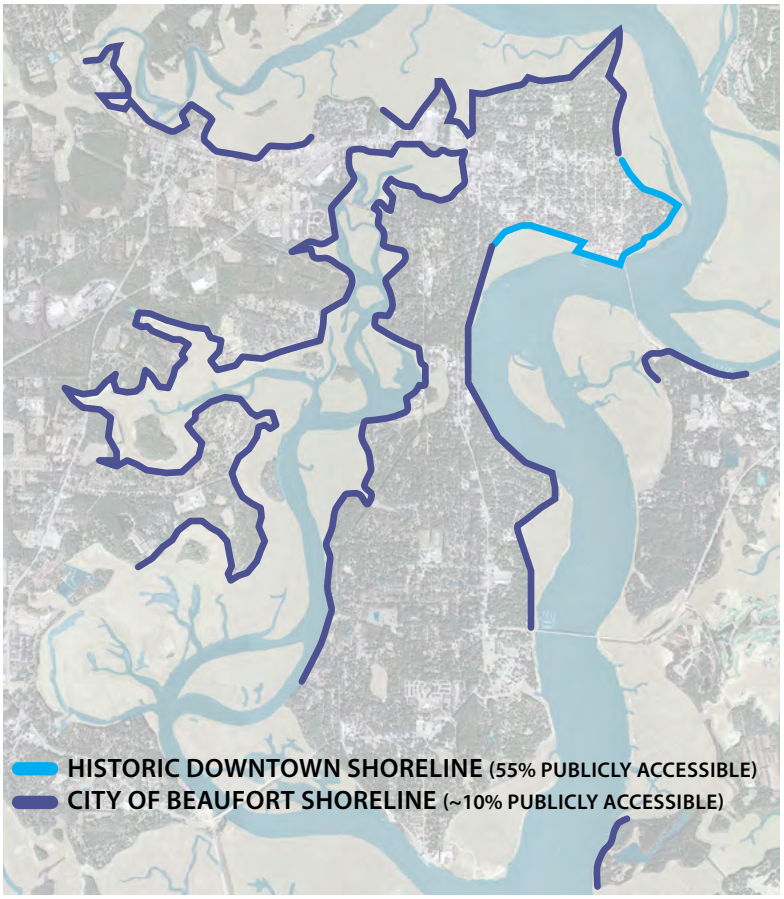
See Also: 5.4

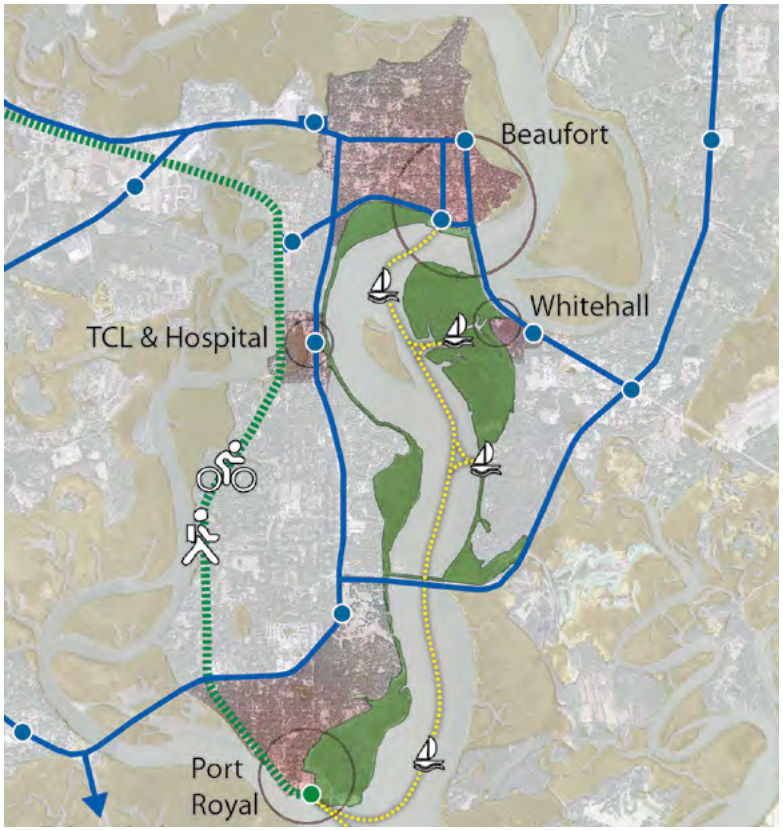
On a typical day at the Beaufort Waterfront, one observes friends strolling at the river's edge, people eating on restaurant patios, families enjoying the park, and couples sitting on bench swings. Although these waterfront activities are treasured pastimes, they do not provide interaction with the water itself. Moreover, these activities are all clustered within the 1/3 mile of shoreline at the Henry C. Chambers Waterfront Park without touching the other 20 miles of shoreline within the city.

Historically, Beaufort's identity was characterized by much more active engagement with the water. Only in the past 60 to 75 years has the role of the waterfront shifted from an active port and thoroughfare to simply a pleasant natural amenity.

While passive recreational use will continue to be a significant asset, the Beaufort waterfront of the future will be rediscovered as a crucial active link to the rest of the world. Over the next half-century, what happens on the water will play an increasingly important role in the life of the city as water transport becomes a practical alternative to automobile travel for people as well as goods and commodities.

The Regional Framework Diagram illustrates a proposed system of local water taxi ports connecting sites along the Beaufort River to the regional centers of Hilton Head, Charleston, and Savannah. This diagram also proposes the creation of the Beaufort River Regional Greenway and Parks System. Stretching from the Henry C. Chambers Waterfront Park in Beaufort to The Sands Beach area in Port Royal, this expansive parks system provides frequent opportunities to interact with the Beaufort River and its adjacent tidal marshes. Canoe and kayak launches, boardwalks, fishing piers, bird watching platforms, and swimming areas would provide a variety of ways to enjoy life on the





▲ REGIONAL FRAMEWORK DIAGRAM

water. Additionally, the Spanish Moss Trail and a regional bus system would provide convenient multi-modal connections from inland locations to this one-of-a-kind parks system.

2.2 Marina Parking Lot Redevelopment

Sector: 1

Project Type: Public | Private

Civic Investment Required: Waterfront Park Expansion and Parking Structure

The marina area parking lot provides the greatest opportunity for transformative development along Beaufort's historic waterfront. The most underutilized space in downtown, the marina area occupies the crucial point between the regional amenities of the Henry C. Chambers Waterfront Park, the Bay Street shopping district, and the proposed Bay Street Boardwalk (see Section 2.5). In its existing condition as a three-acre asphalt lot, the marina is prime land in the middle of downtown for redevelopment that would extend the popularity of the Henry C. Chambers Waterfront Park.

▲ **CONCEPTUAL DEVELOPMENT FOR DOWNTOWN**

The conceptual marina redevelopment scheme shown on the opposite page creates a new destination that complements the Henry C. Chambers Waterfront Park. Market-style buildings, derived from the traditional vernacular of the Lowcountry, define new public spaces that extend the pedestrian environment along the waterfront. The development is comprised of new mixed-use buildings accommodating a variety of shopping, dining, housing, lodging, and boat service uses in a manner that is compatible in mass and scale to the surround area. This variety would enliven the Beaufort marina experience for visitors arriving by land or by water.

Additionally, this plan proposes a new prominent building and public plaza that would terminate the western vista along the retail district and provide an attractive expression of civic pride. Approaching the marina district from the Henry C. Chambers Waterfront Park, visitors would be presented with a striking transition from a broad, passive, recreational use to a much more intimate and active market environment.

Image Source: bing.com

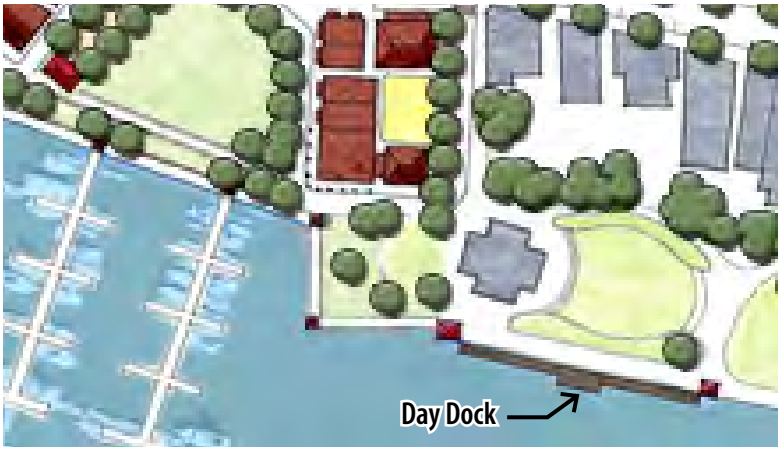
▲ EXISTING MARINA

Parcel #	Parcel ID #	Acres	Owner
1	R120 004 000 0973 0000	2.1	City of Beaufort
2	R120 004 000 0972 0000	1.2	City of Beaufort
3	R121 004 000 0971 0000	0.86	City of Beaufort

Private property that may be redeveloped, subject to property owner participation

▲ MARINA REDEVELOPMENT PROJECT SITE

▲ CONCEPTUAL VIEW OF BAY STREET LOOKING WEST TOWARDS CHARLES STREET



▲ CONCEPTUAL DAY DOCK PLAN LOCATION

2.3 Marina Improvements

Sector: 1

Project Type: Public | Private

Civic Investment Required: Day Dock

In addition to the landward-side of the marina site redevelopment proposed in the previous section, this plan also envisions improvements to the marina facilities on the water. This active urban waterfront area would continue to engage a myriad of water-related activities with additional boat slips, an expanded mooring area, and lengthened day docks. In addition to serving the local community, this area would also allow Beaufort to become a destination for boaters from Charleston, Savannah, Hilton Head Island, and beyond.

Recommendations for improvements include a new high-quality recreational, low-maintenance day dock of approximately 250 feet and a new water sports center that consolidates existing functions associated with the marina. It would also accommodate dry/racked storage for kayaks and boats, public restrooms, office and retail areas, laundry and shower areas, outdoor observation and gathering spaces, and indoor multi-function space.

2.4 Henry C. Chambers Waterfront Park Gateway Improvements

Sector: 1

Project Type: Public

Civic Investment Required: Gateway Features

The Henry C. Chambers Waterfront Park is a spectacular public amenity that draws locals and tourists alike to downtown Beaufort. However, there is a disconnect between the building frontages along Bay Street and the park itself. The current park gateways, with the exception of a formal entry from the marina parking lot and West Street, are not well demarcated. While brick walkways are provided at Scott Street (to the west of the Beaufort Bank building) and the entrance at Charles Street, these entrances are not sufficiently welcoming or well-lit in the evening.

In order to better connect the urban shopping environment of Bay Street to the waterfront, this plan suggests the installation of gateway signs and visual elements such as archways and special lighting at strategic locations. Additionally, a new green at the West Street entrance would provide space for smaller events, evening music, and street vendors that would increase activity in the park. These improvements would make the Henry C. Chambers Waterfront Park more accessible to the rest of the downtown area.

▲ KEY GATEWAYS TO WATERFRONT PARK

Conceptual gateway treatment options from Bay Street to the Waterfront Park ranging from more sculptural elements to conventional trailblazing signage (right)

▲ WEST STREET ACCESS TO THE WATERFRONT PARK

▲ SCOTT STREET ACCESS TO THE WATERFRONT PARK

2.5 Bay Street Boardwalk

Sector: 1

Project Type: Public

Civic Investment Required: Bay Street Boardwalk

See Also: 3.7; 4.6

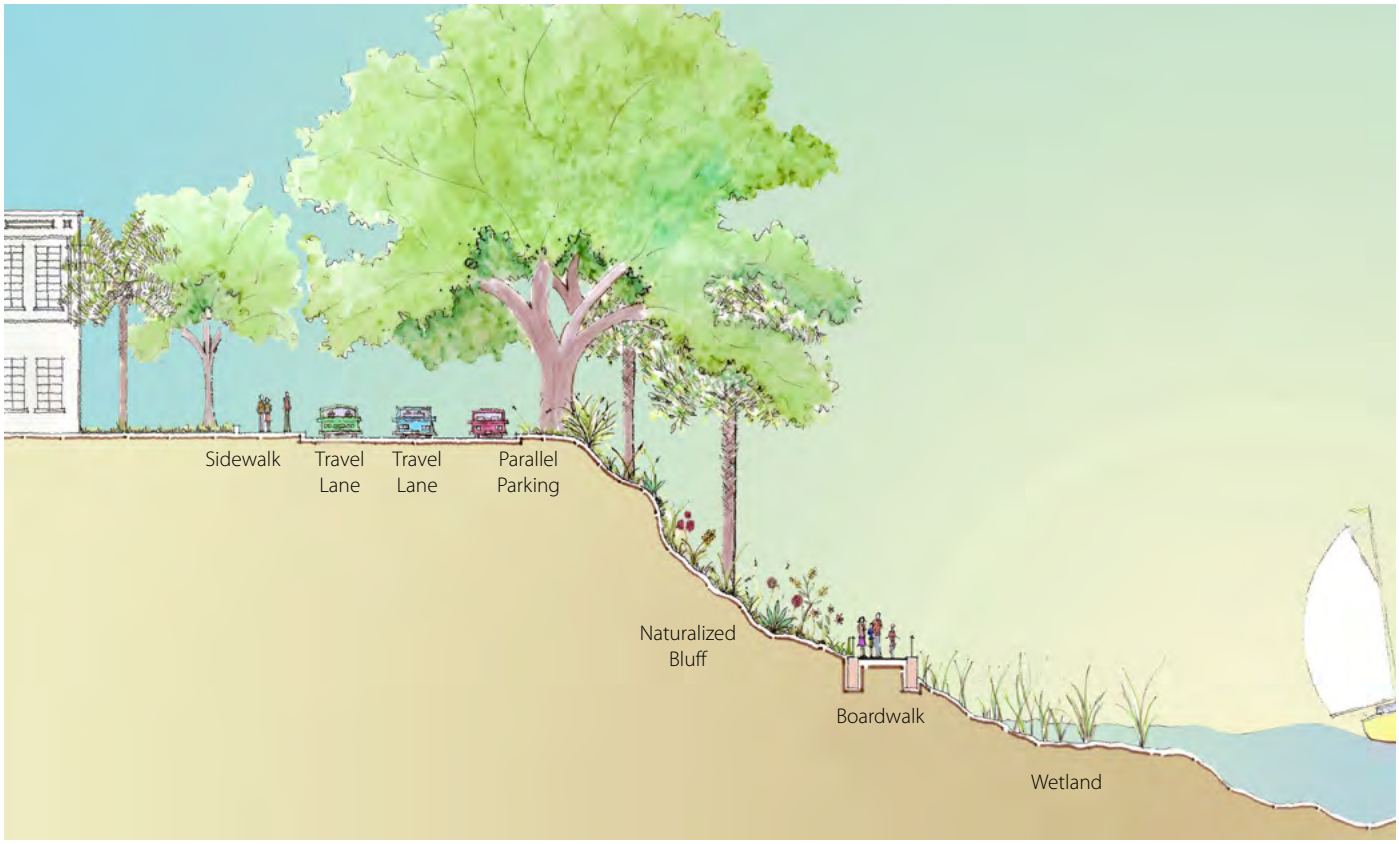
The bluff to the west of the Henry C. Chambers Waterfront Park is an under-utilized asset that has the potential to be a truly great public space. This plan proposes a pathway extension to the west that would create a logical connection from the existing park and marina to Beaufort Elementary. This connection would be made with a boardwalk and gravel path in a former road bed using low-impact construction techniques to weave through the salt marshes at the river's edge. It would preserve the natural setting of the bluff with periodic access points and unobstructed visual overlooks from Bay Street and would be a key component in the development of a regional parks and greenway system.

▲ CONCEPTUAL BOARDWALK ACCESS ON BAY STREET

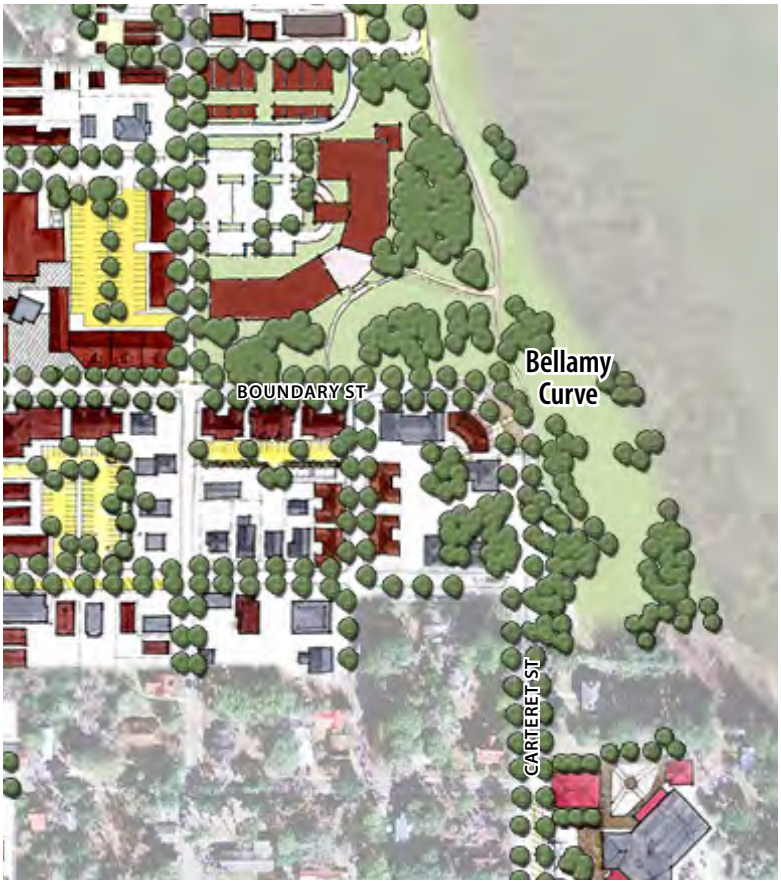
▲ EXISTING CONDITIONS

▲ CONCEPTUAL ILLUSTRATION OF BOARDWALK ALONG THE MARSH (looking east toward downtown)

▲ CONCEPTUAL PLAN OF BAY STREET BOARDWALK



▲ CONCEPTUAL SECTION OF THE BOARDWALK ALONG THE MARSH



▲ CONCEPTUAL PLAN FOR BELLAMY CURVE

2.6 Bellamy Curve

Sector: 1

Project Type: Public

Civic Investment Required: Bellamy Curve Improvements

See Also: 3.8

The present overlook known as Bellamy Curve at the transition from Boundary Street to Carteret Street is one of the most prominent and beloved vistas in the city. Though there is a sidewalk along the street edge, this site provides no other amenities, such as seating for residents and visitors, to relax and enjoy the changing of the tides. The proposed improvements include a change in pavement texture and/or color to help highlight the importance of the turn as well as some limited seating along the edge of the sidewalk within the right-of-way but away from the edges of the view corridor.

▲ CONCEPTUAL VIEW OF BELLAMY CURVE FROM MARSH (looking west down Boundary Street)

2.7 Lady's Island Waterfront Access

Sector: 5

Project Type: Public | Private

Civic Investment Required: Factory Creek/Vista Waterfront Access Expansion and Whitehall Waterfront Park

See Also: 6.6

The conceptual plan for the Whitehall tract on Sea Island Parkway, across from the historic downtown area, proposes a substantial public park along the water's edge. To provide contrast between this park and the more formal Henry C. Chambers Waterfront Park across the river, this parkland would be designed in a more naturalistic manner, emphasizing the preservation of existing trees and a gradual connection to the waterfront, rather than as a bulkhead design.

▲ CONCEPTUAL PLAN FOR WHITEHALL AND THE VISTA AREA

▲ CONCEPTUAL ILLUSTRATION OF THE WHITEHALL AREA WATERFRONT PARK

Across Sea Island Parkway from Whitehall, adjacent to the existing Vista public waterfront access and boat launch, the conceptual plan illustrates how the Open Land Trust's recent acquisition of three developed properties along Sea Island Parkway will transform this area. The existing buildings at the approach to Wood's Bridge have already been removed to re-open the view onto Factory Creek. These combined properties will become a passive public park, conserved in perpetuity by the Open Land Trust. Called Project Vista II, it will also feature a native plant demonstration plot installed by local garden clubs.

Additionally, a widened sidewalk along Sea Island Parkway, on-street parking, and pedestrian crosswalks at key intersections would offer connections to the future Whitehall Main Street and Town Center, located across the street at the redeveloped intersection of Meridian Road, Sea Island Parkway, and the existing public boat ramp. The boat ramp would be expanded by 50 feet on either side, doubling the number of trailer parking spots to thirty-six.

The Vista property acquisitions serve as the Lady's Island anchor for a system of waterfront parks and walkways proposed for Beaufort and Port Royal. The reclaimed open space along Sea Island Parkway ties into the larger proposed system through its direct connection via Wood's Bridge, to the west, and its connection to Whitehall's conceptual waterfront park, to the south.

▲ CONCEPTUAL WATERFRONT ACCESS FROM MOSSY OAKS ROAD

2.8 Mossy Oaks Waterfront Access

Sector: 3

Project Type: Public

Civic Investment Required: Mossy Oaks Waterfront Park and Garden

See Also: Section 5.2

Currently, only 1% of the shoreline on Battery Creek along the western portion of the Beaufort/Port Royal peninsula permits public access. A large, mostly undeveloped parcel of land along Battery Creek, between Brotherhood Road and Mossy Oaks Road, would be a key location for a new public waterfront park, adding 500 feet of public shoreline. The depth of water at this location, during both high and low tide, makes it an ideal spot to provide a public canoe and kayak launch, and its location adjacent to the Spanish Moss Trail provides multi-modal accessibility. In addition to the water access, ample bike parking, public showers and restrooms, and a 2-acre community garden would provide a variety of activities for neighborhood residents and visitors.

2.9 Boundary Street Waterfront Access

Sector: 4

Project Type: Public | Private

Civic Investment Required: Battery Creek Marsh Trail/Boardwalk, Battery Creek Marshfront Parks, Belt Buckle Park, 1st Street Curve, Beaufort River Viewshed and Public Access

See Also: 8.1

For decades, the Boundary Street area disregarded its proximity to the water's edge. The low density, suburban development pattern largely paved and piped the existing natural environment; the resultant buildings walled-off access to the marshes in favor of loading docks and dumpster storage. The

city, through the Boundary Street Plan adopted in 2006, declared the restoration of public access and viewsheds to both the marsh and river areas an essential priority to spur the redevelopment of this corridor and to ensure a high quality of life for the entire community.

The Boundary Street Plan identifies a number of key civic improvements to facilitate an improved waterfront, ranging from small access points at the ends of streets to larger park spaces. Most of the identified park spaces are informal in nature, largely reverting the present development pattern to a naturalist form. Some would provide direct public access while others are designed as vistas that may be enjoyed while passing by on the street. In addition, where it is practical, these restored areas may be designed to reduce the volume and improve the quality of stormwater flowing into the marshes.

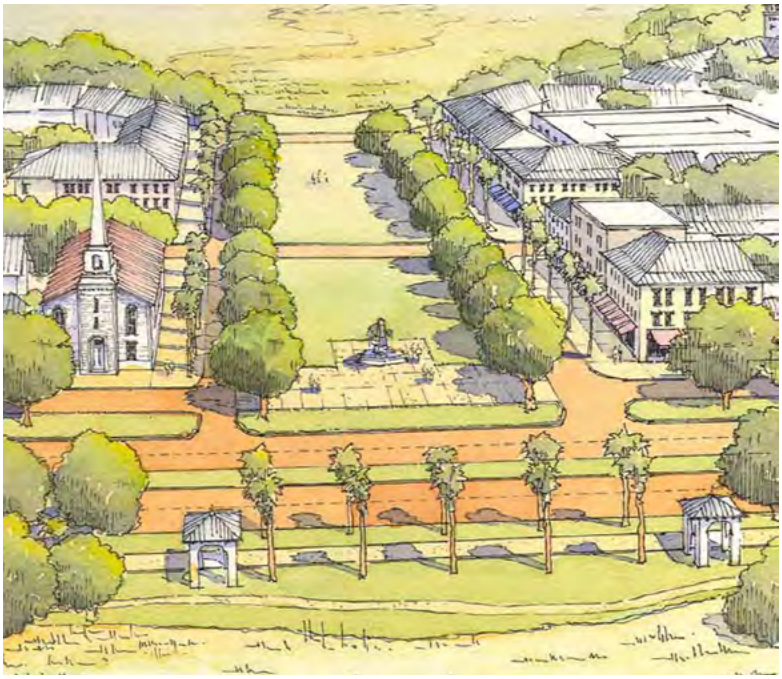


Image Source: Dover, Kohl and Partners

▲ CONCEPTUAL ILLUSTRATION OF BELT BUCKLE PARK

▲ CONCEPTUAL BOUNDARY STREET WATERFRONT ACCESS

▲ CONCEPTUAL PLAN FOR TCL/BMH WATERFRONT ACCESS

2.10 TCL/BMH Waterfront Access

Sector: 2/3

Project Type: Public | Private

Civic Investment Required: TCL Waterfront Park and Trail System and BMH Waterfront Park and Trail System

The conceptual redevelopment scheme for the narrow isthmus of land occupied by the campuses of Beaufort Memorial Hospital (BMH) and the Technical College of the Lowcountry (TCL) shows a new integrated network of waterfront amenities. Kate Gleason Park on the BMH campus is adjacent to a deep water access point along the Beaufort River, which would provide an ideal point for active engagement with the water, including a canoe and kayak launch. On the other side, the TCL campus would have a new boardwalk connection across Battery Creek to Polk Island and a direct link to the Spanish Moss Trail.

▲ CONCEPTUAL WATERFRONT ACCESS FROM TCL AND BEAUFORT MEMORIAL HOSPITAL (looking west)

The trail networks on both sides of Ribaut Road, in combination with the spine of the Spanish Moss Trail, would create a wellness walk that could be integrated with health and physical therapy programs provided by BMH and TCL. This unique public waterfront network, like virtually no other in the country, would lend a grand visual prominence to these institutions that would open the waterfront to the entire community, rather than relegating these views to the service alleys.

2.11 Battery Creek Marshfront Park

Sector: 2

Project Type: Public | Private

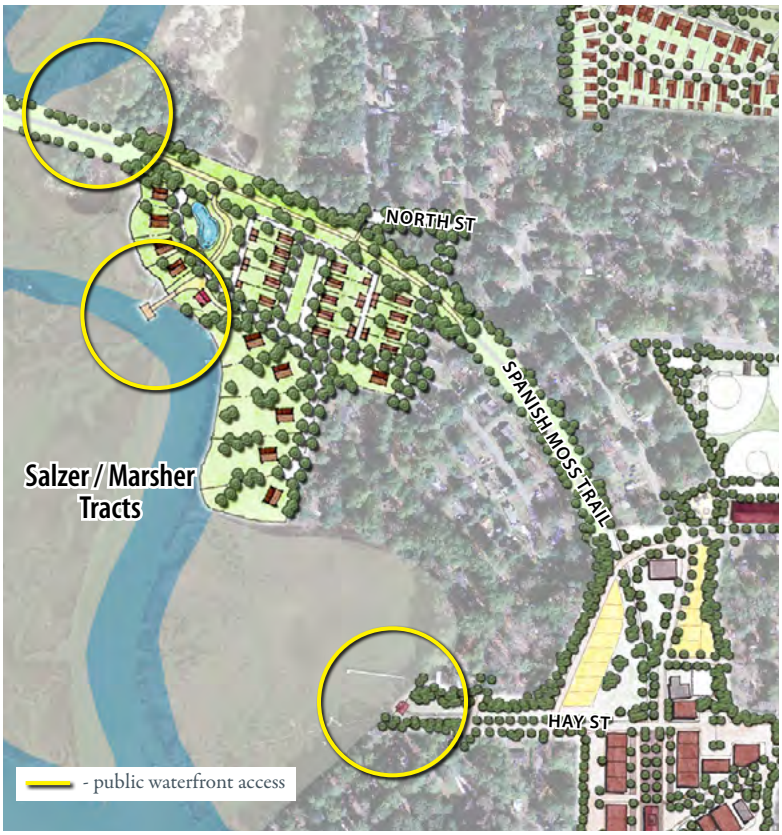
Civic Investment Required: Marsh Road Waterfront Park, Harvey Property Waterfront Park/Trail and Spanish Moss Trail - Phase 2

See Also: Section 5.2

The views across the marsh from Boundary Street are framed by the natural edges of the waterfront to the east and south. The preservation of these environmentally-sensitive areas and the creation of a continuous, low-impact trail network would ensure public access for generations to come. The proposed network would begin to the west of Marsh Road, follow the western perimeter of the Beaufort County Government campus, and extend across a new residential neighborhood on the Harvey property. The trail system would continue to the west along North Street where it would reconnect with the Spanish Moss Trail by the Salzer/Marsher tracts.

Small boardwalks extending along the tidal marshes of Battery Creek would provide opportunities for bird watching, fishing, picnicking, and a place to tie up a canoe or kayak during high tide. Although these connections to the aquatic environment are costly, the educational and recreational value of Beaufort's changing tidal landscapes would be a unique and significant public amenity.

▲ CONCEPTUAL WATERFRONT ACCESS FROM MARSH ROAD AND WATERFRONT PARK AND HARVEY PROPERTY



▲ CONCEPTUAL WATERFRONT ACCESS FROM SPANISH MOSS TRAIL

▲ CONCEPTUAL WATERFRONT ACCESS FROM HARVEY PROPERTY

▲ CONCEPTUAL ILLUSTRATION OF COUNTY GOVERNMENT CAMPUS REDEVELOPMENT PLAN

2.12 Preserved Waterfront Views

Sector: 1

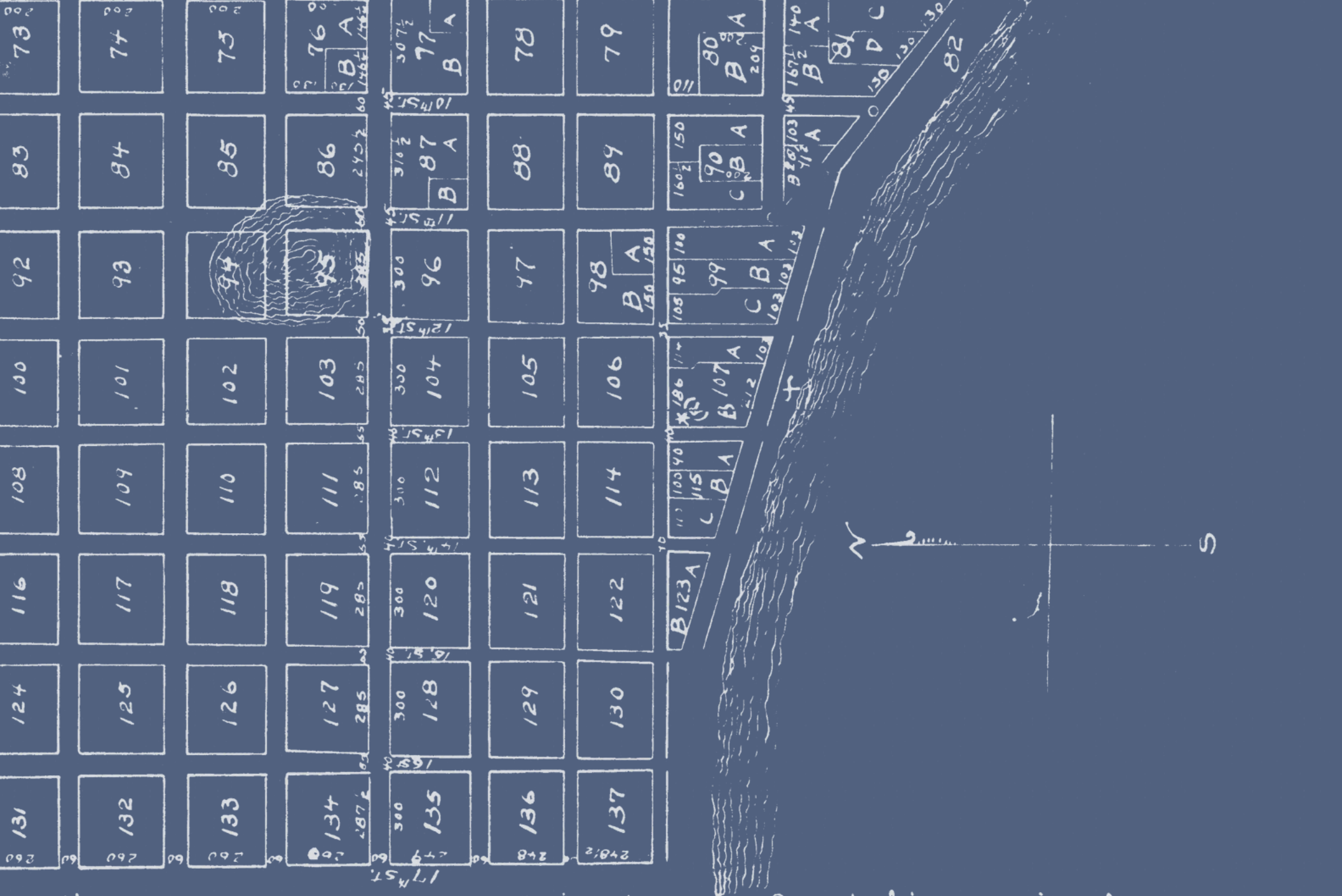
Project Type: Public | Private

Civic Investment Required: Preservation of Waterfront Views

For years, the city, in partnership with the Beaufort County Open Land Trust, has successfully preserved a number of key vistas on small remnant parcels as well as at the end of street rights-of-way, particularly in the historic district. This plan continues this prioritized action by seeking out other opportunities where opportunities might exist throughout all of areas of the city. Given the lack of any available viewsheds in Sectors 2, 3, and 4, these areas should be prioritized to the extent that available property and resources permit. It is important to note that these areas are specifically for viewshed protection for passive enjoyment by pedestrians and are not intended to provide any boat access.

▲ PRESERVED WATERFRONT VIEWS

▲ CONCEPTUAL ILLUSTRATION OF WATERFRONT ACCESS IN A SINGLE FAMILY NEIGHBORHOOD



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3

Celebrating & Expanding The Downtown

COMMON GROUND

The historic, mixed-use downtown of the Bay Street area, Carteret Street, Bladen Street and Boundary Street (east of Ribaut Road) are unique and diverse, and require consistent and continual public and private attention, maintenance, infill and reinvestment to achieve their full potential.

PRINCIPLES

1: PRESERVE AND PROTECT THE HISTORIC FABRIC OF THE COMMUNITY AND THE CHARACTER OF THE NATIONAL HISTORIC LANDMARK DISTRICT

2: ENCOURAGE SENSITIVE INFILL AND REDEVELOPMENT TO INCREASE ECONOMIC ACTIVITY AND POPULATION DENSITY

3: EXPAND THE PERCEPTION OF DOWNTOWN TO INCLUDE CARTERET STREET, BOUNDARY STREET (EAST OF RIBAUT ROAD), CHARLES STREET, AND BLADEN STREET AS MIXED-USE CORRIDORS PROVIDING NEIGHBORHOOD AND COMMUNITY GOODS AND SERVICES

4: MAXIMIZE PARKING RESOURCES TO FOSTER INCREASED COMMERCE AND REAL ESTATE VALUE

5: INCREASE VISIBILITY OF PORT REPUBLIC STREET MERCHANTS

6: COORDINATE SIGNS AND WAYFINDING THROUGHOUT THE ENTIRE DOWNTOWN AREA

KEY INITIATIVES

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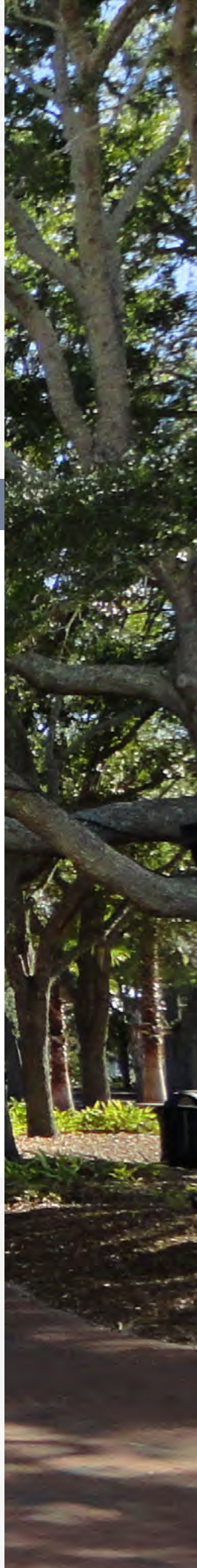


3.1 National Historic Landmark District

Sector: 1

Project Type: Public | Private

Civic Investment Required: Various

See Also: 6.2

Beaufort's nationally recognized historic, architectural and cultural heritage provides the city with unique character and a cherished quality of life. In 1974, the 304 acre National Register Historic District was recognized with the special designation as National Historic Landmark. The successful legacy of historic preservation requires constant attention to maintaining existing contributing buildings and introducing appropriately scaled infill that ensures the evolution of Beaufort as a living and working city.

The challenge for the community is how best to re-knit areas and neighborhoods that have suffered from inappropriate development and neglect while ensuring the architectural and historic integrity is maintained. To this end, this plan anticipates and encourages sensitive infill, renovation, and restoration in a manner that is consistent with the Beaufort Preservation Manual, the Historic Preservation Plan, the Northwest Quadrant Design Principles and other relevant documents.

Therefore, this plan is intended to continue the economically positive influence of historic preservation, conservation and revitalization of the contributing structures of the National Historic Landmark District. Within the National Historic Landmark District, Beaufort will continue its 300 year evolution as a living and growing city through the careful encouragement of infill of vacant sites and the redevelopment of non-contributing properties in a manner consistent with its scale and character.

In both revering the past and accommodating the future, the city will continue to serve as a model community worthy of its nationally prominent and award winning status.

▲ COMPLETED RESTORATION OF FACADE

▲ CONCEPTUAL VON HARTEN BUILDING FACADE IMPROVEMENTS - CARTERET STREET

▲ CONCEPTUAL FACADE IMPROVEMENTS

3.2 Redefining & Expanding "Downtown"

Sector: 1

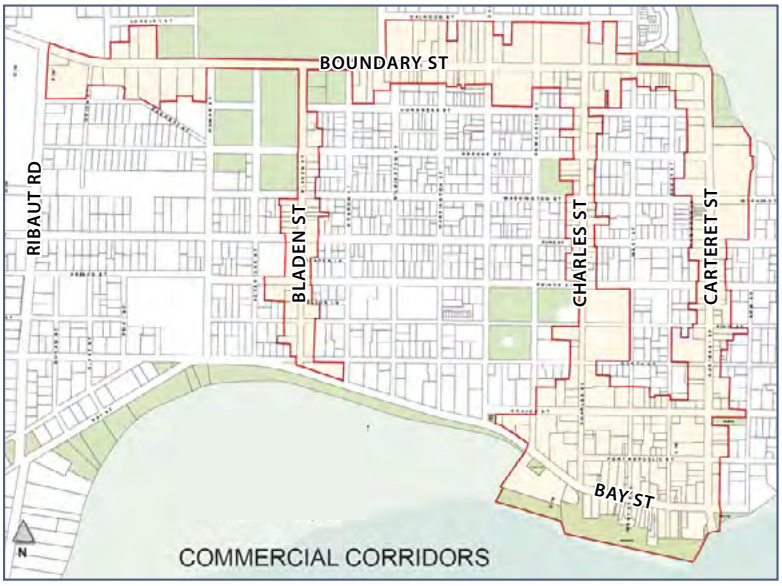
Project Type: Public | Private

Civic Investment Required: Streetscaping

See Also: 5.6; 10.2

The emotional core of Beaufort has long been the three blocks of Bay Street between Charles and Carteret Streets. Even with all of its amenities, this area is too geographically constrained to fully serve the greater community with the range of goods and services normally expected in a vibrant and robust downtown. In the last few decades, this area has emerged as a primarily entertainment- and tourist-oriented destination with small shops, art galleries, and restaurants but has struggled with providing more neighborhood-oriented services. Additionally, the commercially zoned corridors of Boundary (east of Ribaut Road), Carteret, Charles and Bladen Streets have struggled to flourish in a manner that is complimentary to the Bay Street core.

An economic study by the city's finance office in 2012 demonstrated that while the historic core generated approximately $16,710 per acre (net of operating expenses), the other commercial corridors (Boundary, Carteret, Charles and Bladen) yielded only $2,888 per acre. Therefore, there are two appropriate ways to grow these areas - encourage more development to expand the potential tax base and/or better maximize the existing building stock for better performing economic activity.



▲ **EXISTING COMMERCIAL CORRIDORS**

Clearly the greatest potential for real physical growth is in the secondary corridors in the downtown area - Carteret, Charles, Bladen, and Boundary Streets. These areas also represent the greatest opportunity for providing services for the surrounding neighborhoods. With less historic fabric to serve as a precedent, these corridors would include variations on traditional design that reflect contemporary building practices. Any historic fabric can be preserved and restored alongside sensitive infill and redevelopment to replace outmoded, non-contributing structures with buildings that are modern in their programming, but that fit the area's architectural context.

The perception of downtown Beaufort needs to expand beyond its Bay Street core and into a continuous vibrancy that connects to other parts of the city. Five streets in the Sector 1 study area (Boundary, Bladen, Charles, Carteret and Ribaut) are re-imagined in this plan as mixed-use corridors that form the broad and extensive foundation of a reinvigorated downtown district. As key streetscape investments in these corridors create a series of places and experiences that attract more residents and businesses, both historic and new neighborhoods within this corridor framework will begin to fill with new places to live, work, and shop.

On the surface, this expansion of downtown would be only a change in perceived boundaries. More profoundly, this expansion would mean a greater variety of businesses and institutions, and a diversity of residents (from young children to university students to the elderly) that downtown could serve. It would also mean a shift in the modes of travel available, streets that would remain active and populated for a longer period each day, and an increased breadth of basic needs and services that could be accomplished by residents within walking distance to their homes.

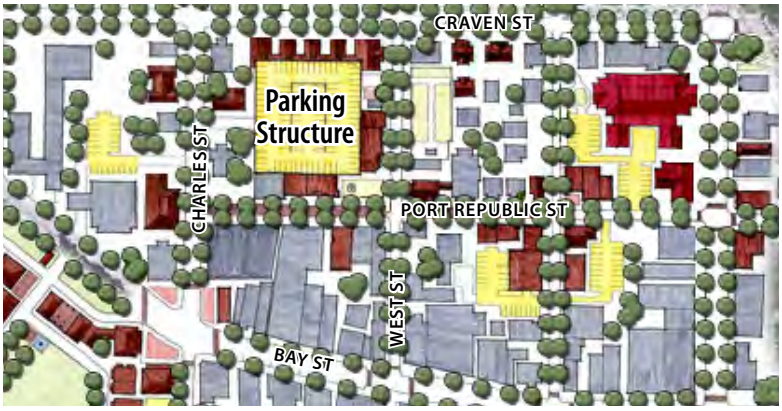
3.3 Port Republic Street

Sector: 1

Project Type: Public | Private

Civic Investment Required: Port Republic Festival Street

This plan proposes infill commercial development along Port Republic Street to extend the shopfront environment of Bay Street through downtown. New retail opportunities would be facilitated by a civic investment that transforms Port Republic Street into a festival street that can be easily closed off to vehicular traffic and function as an event space. The new Port Republic Street design would not have a raised curb, but would instead utilize consistent decorative paving from building face to building face with intermittent bollards to separate pedestrians from vehicular circulation. This mix of pedestrian and vehicular environments at an intimate scale would slow traffic speeds and better serves the retail character of the area.



▲ CONCEPTUAL ALTERNATIVE INFILL DEVELOPMENT

▲ EXISTING CONDITIONS

▲ CONCEPTUAL ILLUSTRATION OF INFILL DEVELOPMENT ALONG PORT REPUBLIC STREET (looking west)

▲ CONCEPTUAL LOCATION OF A PARKING STRUCTURE

▲ EXISTING CONDITIONS (view from Craven Street Looking East)

The conceptual infill scheme for this area also imagines a prominent new commercial building on a current parking lot at the west end of Port Republic Street along Charles Street to provide a visual terminus of this pedestrian-oriented area.

3.4 Parking Structure

Sector: 1

Project Type: Public | Private

Civic Investment Required: Parking Structure

See Also: 2.2

Acknowledging the existing parking issues in downtown that will be exacerbated by additional attractions, one conceptual location this plan illustrates is a parking structure in the middle of the block bound by Port Republic Street, Craven Street, Charles Street, and West Street. As shown in the rendering below, the parking structure would be concealed with ground floor uses or with mixed-use buildings to shield the parking area from view.

On Port Republic Street and West Street, a new commercial space would activate the street for pedestrians. On Craven Street, apartment units would line the parking structure and create

▲ CONCEPTUAL PARKING STRUCTURE LINER BUILDINGS WITH SIDE COURTYARDS (OPTION A)

an appropriate transition to the residential neighborhoods north of the downtown area.

The parking deck would replace the surface parking spaces displaced by new development on the Marina site (see Section 2.2) and provide convenient access to downtown. The structure could accommodate approximately 280 vehicles and promote a vibrant retail environment where visitors park once and then walk between shops. All together, the parking deck would alleviate a parking problem, support businesses, residents and visitors, and extend the Bay Street commercial core to the north without ruining the historic streetscape with concrete walls.

Why Is a Parking Structure Needed in Downtown Beaufort?

According to a recent parking study, the City of Beaufort's parking demand will increase by approximately 100 spaces (less than 10% of the current demand) in the next 5-10 years. However, the anticipated redevelopment of existing surface lots will create a much greater need for new parking spaces in the future and drive demand for a new parking structure.

A parking structure will support the downtown infill development described in the Civic Master Plan in a central, walkable location.

3.5 Carteret Street

Sector: 1

Project Type: Public | Private

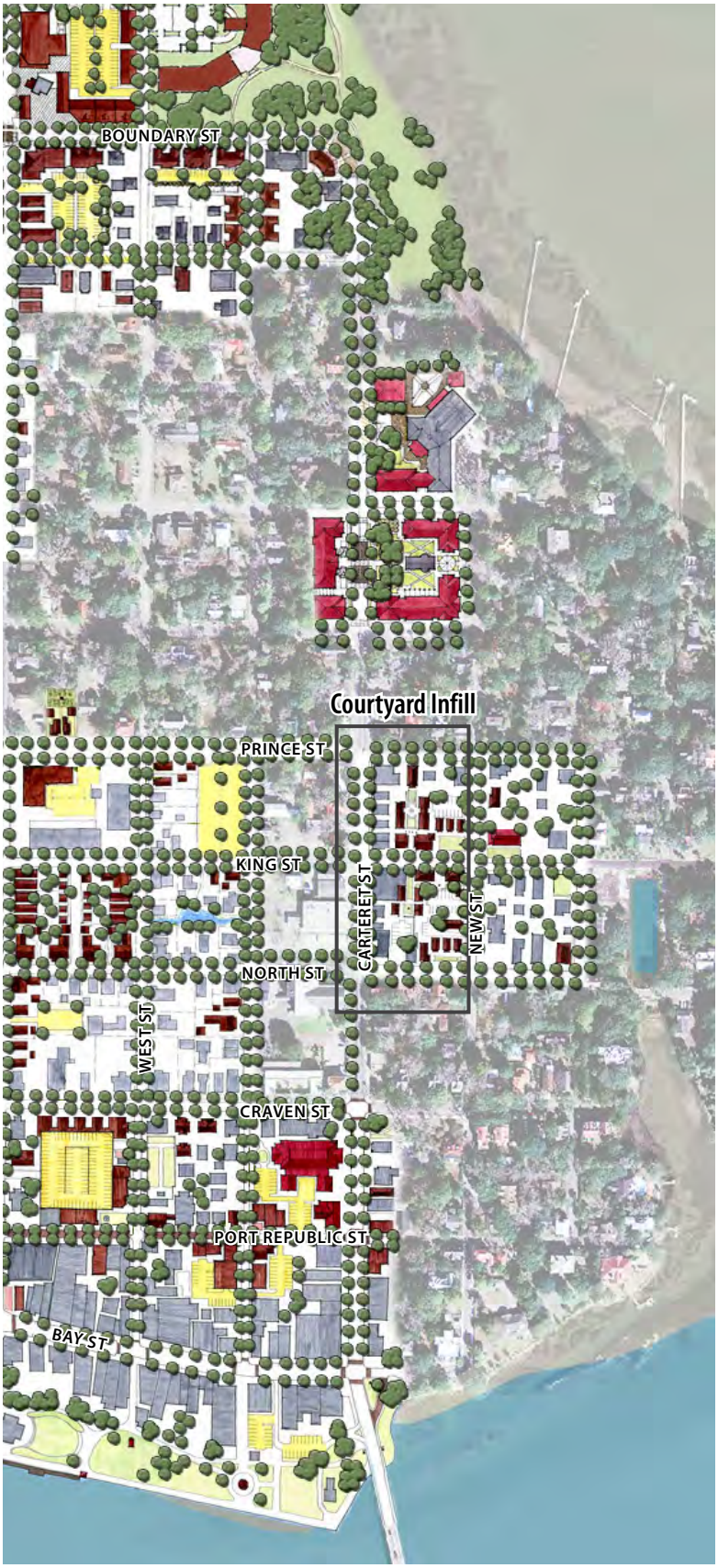
Civic Investment Required: Minor Streetscape Improvements

See Also: 2.6; 7.1; 10.2

Carteret Street Corridor

The Carteret Street corridor begins where Boundary Street (east of Ribaut Road) meets Bellamy Curve, and connects to Lady's Island via the US 21 (Business)/Sea Island Parkway Bridge. It is the most significant north-south corridor in downtown Beaufort, and connects key project sites, like Old City Hall, and institutions, like USCB and the Beaufort County Library. Carteret Street has two vehicle travel lanes for the majority of its length, with on-street parking on either side. Carteret Street supports a fairly wide variety of service businesses, including real estate offices, insurance and financial planning firms, and attorney's offices. It also supports several restaurants, a hotel, and religious facilities such as Carteret Street United Methodist and St. Peter Catholic Church chapel.

▲ CONCEPTUAL PARKING STRUCTURE LINER BUILDINGS WITH SIDE COURTYARDS (OPTION B)



▲ CONCEPTUAL REDEVELOPMENT ALONG CARTERET

This plan recommends minor streetscape improvements in order to support continued growth, an increased variety of commercial uses, a greater density of residential development, and an expanded institutional presence. These improvements include wider sidewalks, more plentiful plantings, and generous crosswalks that are clearly marked with alternative paving treatments (see 10.2 for details).

Courtyard Infill

Part of the envisioned commercial growth along the Carteret Street corridor is a neighborhood-scale, commercial infill project organized around a courtyard. Located on the two blocks bounded by Carteret Street, New Street, Prince Street, and North Street, this compound is currently comprised of several independent buildings that house business and neighborhood services.

The conceptual redevelopment plan shown at right proposes a series of interior courts and inviting mid-block spaces created through the thoughtful infill of the block perimeters. A variety of business support functions could occupy the compound, from graphic design and production, to research and development entities associated with the primary business (and possibly USCB), to administrative functions. The compound would also include a limited amount of residential uses associated with visiting clients and consultants, interns, etc.

▲ CONCEPTUAL COURTYARD INFILL

▲ **CONCEPTUAL COURTYARD INFILL** (view looking south)

3.6 Charles Street

Sector: 1

Project Type: Public | Private

Civic Investment Required: Minor Streetscape Improvements

The Charles Street corridor is a primary north-south connection through the historic downtown Beaufort peninsula that serves as more of a local neighborhood street than Carteret Street. It supports limited commercial and mixed-use development within a primarily residential urban fabric. The northern terminus of Charles Street occurs at Pigeon Point Park, just past the Boundary Street (east of Ribaut Road) Redevelopment District. At its southern terminus, Charles Street meets Bay Street at one of the most critical intersections in all of Beaufort.

The Charles and Bay intersection is the crucial point where the Bay Street shopping district, Waterfront Park, the conceptual Bay Street Boardwalk, and the conceptual Marina redevelopment all meet. It is therefore an extremely prominent intersection, and along with the intersection of Bay Street and Carteret Street serves as a primary anchor for the historic core area.

Between the two crucial anchors at the north and south ends of Charles Street, the corridor is punctuated by several significant civic uses and conceptual redevelopment opportunities, including (from north to south) St. James Orthodox Church, Washington Street Park, the Baptist Church of Beaufort, the Parish Church of St. Helena, the Post Office block redevelopment, the downtown parking structure, and the Port Republic festival street.

The conceptual development of a civic node at the intersection of Charles Street and King Street is anchored by a redeveloped Post Office site. The current design of the Post Office – a low, angular, building set back from the street and surrounded by a moat of parking, is emblematic of urban dysfunction and poor civic design in cities and towns all over the country. Instead, a conceptual redevelopment alternative of the Post Office block is designed to reinforce the streetscape with a perimeter of buildings, while parking and a stormwater bio-swale (runoff drainage course) are

Image Source: bing.com

▲ EXISTING POST OFFICE SITE ALONG CHARLES ST

▲ CONCEPTUAL REDEVELOPMENT OF POST OFFICE

provided on the interior of the block. Across from the Post Office site, extensions of the Parish Church of St. Helena Education Center and the Baptist Church of Beaufort reinforce the intersection as a civic and religious node.

Between new civic anchors and conceptual project sites, a general strategy of low-intensity, mixed-use infill would activate the Charles Street corridor with commercial uses that respect the primarily residential neighborhoods in the adjacent blocks. Larger, mixed-use anchor buildings along Charles Street south of Craven would act as a transition to the Bay Street shopping area. Charles Street would maintain its neighborhood character with only one travel lane in each direction. Where the right-of-way is sufficient, on-street parking, wider sidewalks and formal planting strips could be provided.

3.7 Bladen Street

Sector: 1

Project Type: Public | Private

Civic Investment Required: North Street Realignment and Plaza, Boardwalk Gateway

See Also: 2.5; 4.6

The Bladen Street corridor runs north-south between Boundary Street and Bay Street and acts as a neighborhood connection within downtown. The city recently completed streetscape improvements along Bladen Street including sidewalk bulb-outs at intersections, new street trees, and lighting that define two travel lanes and two lanes of on-street parking.

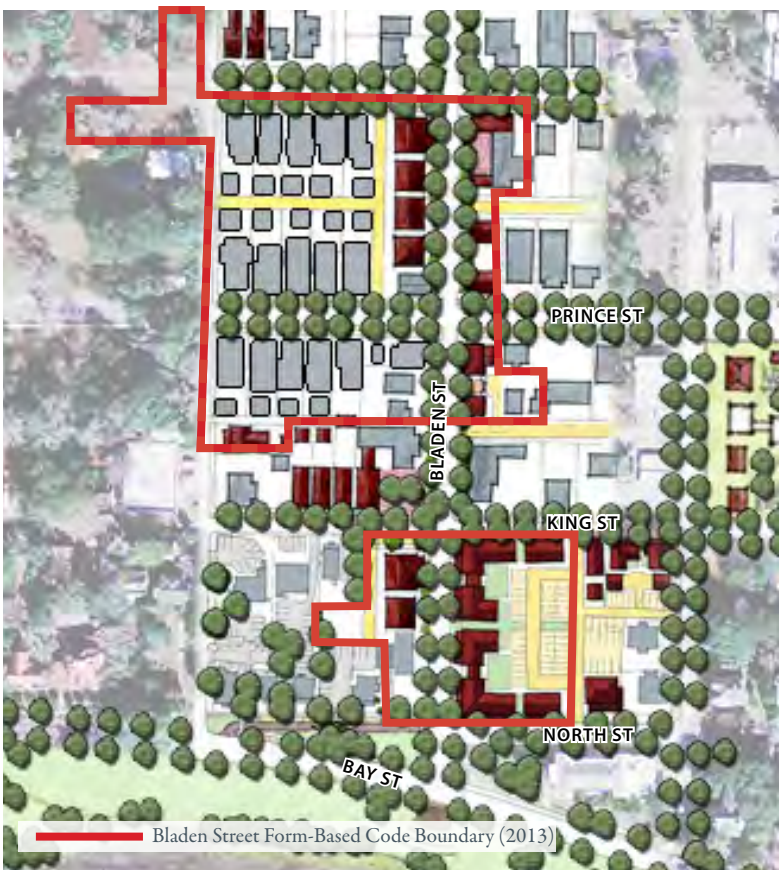
These infrastructure improvements are expected to stimulate strategic neighborhood infill buildings along the corridor. The conceptual infill plan for this corridor shows a mix of neighborhood commercial uses and housing, including options for seniors. The scale and density of the infill development would be the greatest along Bladen Street, and more residential in character on adjacent blocks.

The current southern terminus of Bladen Street occurs at an awkward three-way intersection with North Street and Bay Street. The reorientation

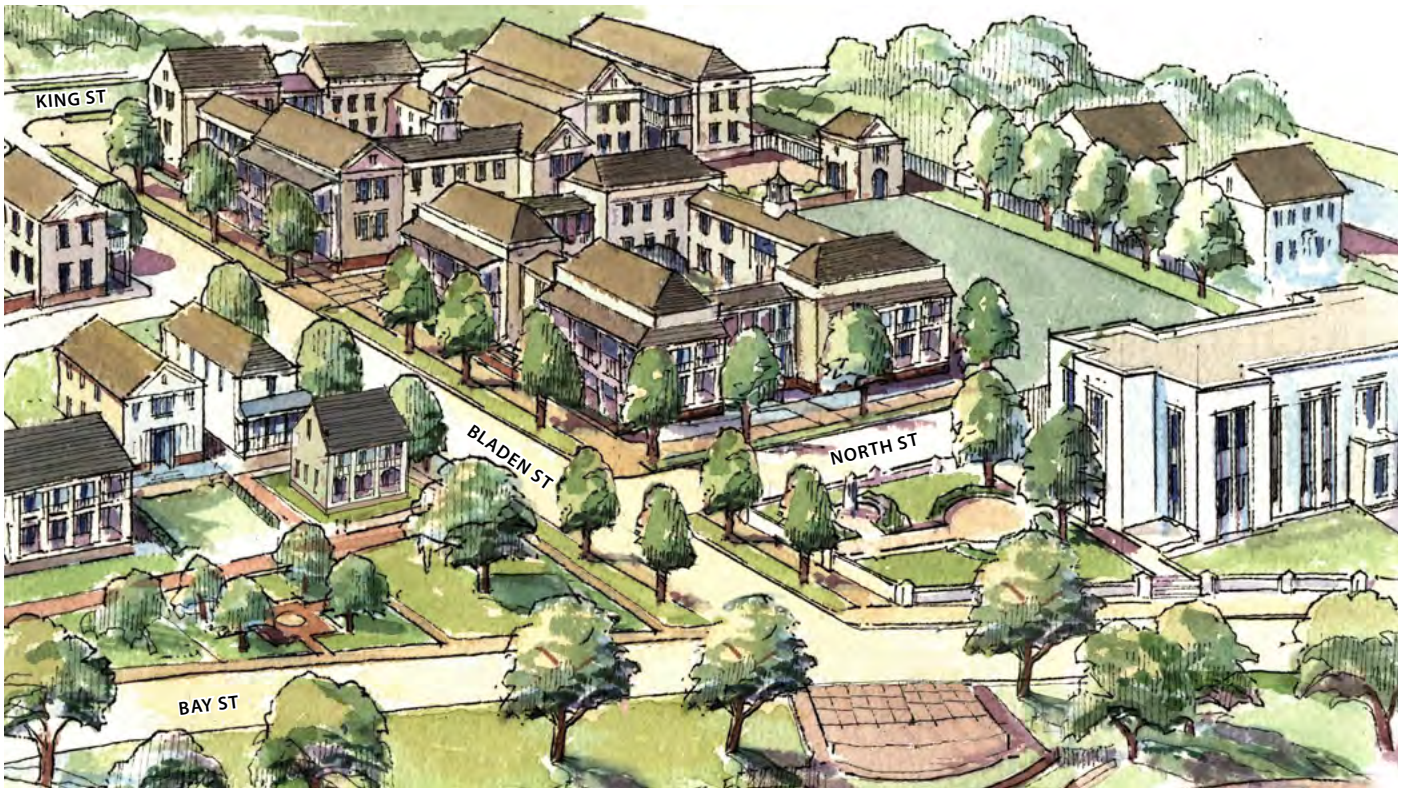
of North Street at this intersection and creation of a new public plaza on the north side of Bay Street, would bring new focus to the old Federal Courthouse building. The scale and density of the infill development would be the greatest along Bladen Street, and more residential in character on adjacent blocks. Bladen Street would be characterized by small-increment buildings, similar to those seen along North Street, with appropriate street frontage of porches, galleries & stoops. They may be connected in the rear to achieve the necessary use and circulation pattern. The remainder of the block, directly north of the Courthouse, continues to be used as parking, with two existing structures preserved on the south

Image Source: bing.com

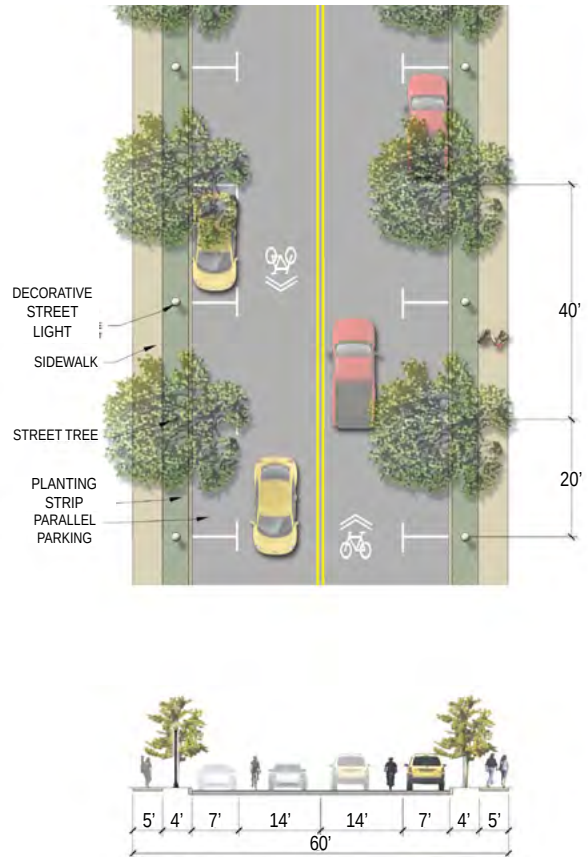
▲ EXISTING CONDITIONS



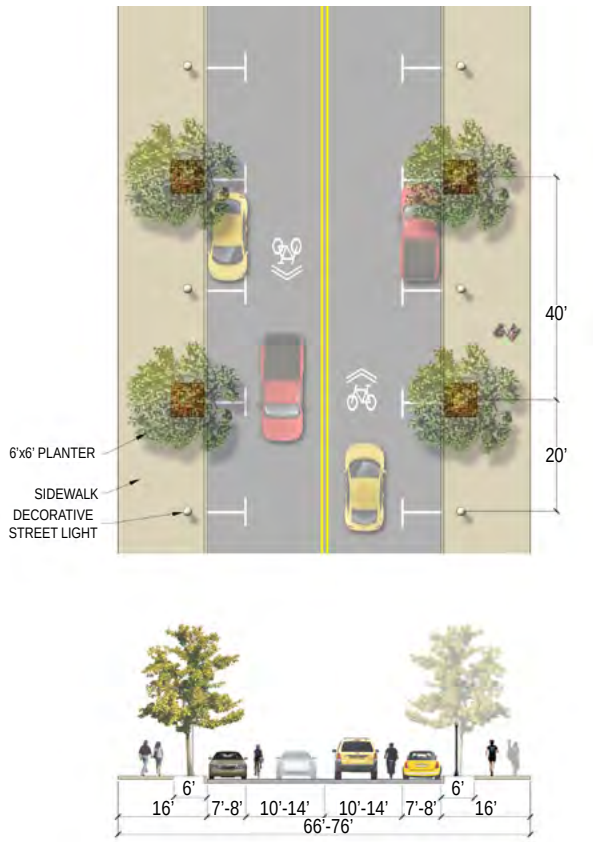
▲ CONCEPTUAL REDEVELOPMENT - BLADEN STREET



▲ CONCEPTUAL SENIOR HOUSING INFILL DEVELOPMENT OPPORTUNITIES ALONG BLADEN STREET



▲ CONCEPTUAL BOUNDARY STREET (EAST) PHASE 1 IMPROVEMENTS



▲ CONCEPTUAL BOUNDARY STREET (EAST) PHASE 2 IMPROVEMENTS

3.8 Boundary Street (East of Ribaut Road) & Bellamy Curve

Sector: 1

Project Type: Public | Private

Civic Investment Required: Streetscape Improvements & Road Diet, Bellamy Curve Park Improvements, USCB Housing Expansion

See Also: 2.6; 7.1; 8.1

east corner. The Boundary Street corridor (east of Ribaut Road) is the most significant east-west corridor in the downtown Beaufort peninsula, connecting sites like City Hall, the Boys & Girls Club of Beaufort, and USCB. (For more information about redevelopment strategies related to USCB, see Section 7.1).

Streetscape Improvements

For most of its length, the Boundary Street east of Ribaut Road corridor contains four travel lanes, two in each direction, but inadequate accommodation for pedestrians and bicyclists. The existing development context along this portion of Boundary Street has higher-intensity uses than other downtown corridors, but more of a neighborhood context than the western portion of Boundary Street.

This plan proposes reducing the number of vehicular travel lanes in this portion of the corridor from four to two, one in each direction, with a center turn lane and on-street parking on either side. This road diet technique would encourage a more pedestrian-friendly atmosphere with convenient parking to serve new buildings that are built to the sidewalk.

In addition to the road diet, a portion of Boundary Street, from Union Street to Hamar Street, offers the opportunity to provide a slip lane on the south side of the corridor. This would create an urban boulevard configuration, allowing for easier access

▲ BOUNDARY STREET ROAD DIET

to off-street parking, encouraging slower traffic speeds, and enhancing the pedestrian realm for existing buildings currently set back from the street. The road diet and slip lane improvements would convert the primarily vehicular function of Boundary Street into a complete street, promoting pedestrian activity, bicycling and more significant economic development.

Neighborhood Commercial

The Boundary Street corridor (east of Ribaut Road) is an essential center for neighborhood commercial activity in the central portion of the downtown Beaufort peninsula. Currently, the corridor is marked by large gaps between buildings, surface parking lots, and vacant buildings. In the conceptual redevelopment alternative shown below, new retail opportunities strategically fill the gaps along Boundary Street with quality buildings that are close to the street.

A public investment in Boundary Street east of Ribaut Road will stimulate new businesses to cater to the under-served Pigeon Point, Higginsonville, Northwest Quadrant and Old Commons neighborhoods. With streetscape improvements that allow residents to walk comfortably down a tree-lined Boundary Street connected to downtown, new shopfronts will locate to provide essential services and everyday needs.

▲ CONCEPTUAL PLAN OF BOUNDARY STREET REDEVELOPMENT (EAST OF RIBAUT ROAD)

Bellamy Curve

Bellamy Curve is a unique gateway into downtown Beaufort and is an inspiring public space on the banks of the Beaufort River.

The buildings that line the inside of the curve continue the walkable pattern of storefronts, housing, and educational buildings along Boundary Street. The two to two-and-a-half story architecture of the buildings provide for an appropriate transition and gateway through the USC-Beaufort campus and into National Historic Landmark District. Their prominent features include a series of porches that take advantage of the long views across the curve.

▲ CONCEPTUAL VIEW LOOKING EAST TOWARDS BELLAMY CURVE AT CHARLES STREET

▲ CONCEPTUAL ILLUSTRATION OF INFILL AT BELLAMY CURVE

3.9 Streetscape & Retail Strategies

Sector: 1

Project Type: Public | Private

Civic Investment Required: Streetscaping and Wayfinding Signs

Retail & Merchandising Plan

The retail and merchandising strategy for downtown Beaufort is twofold: First, use simple pedestrian amenities to improve the character of the streetscape; Second, expand the mix of commercial uses in downtown to serve local residents more effectively.

In terms of streetscape character, there are several simple and inexpensive investments that would improve the public realm of the downtown retail area. Replanting street trees, adding light fixtures with banners and flowering baskets, marking building entryways with benches and other amenities, and adding awnings over blank windows would help to invigorate the public spaces of downtown.

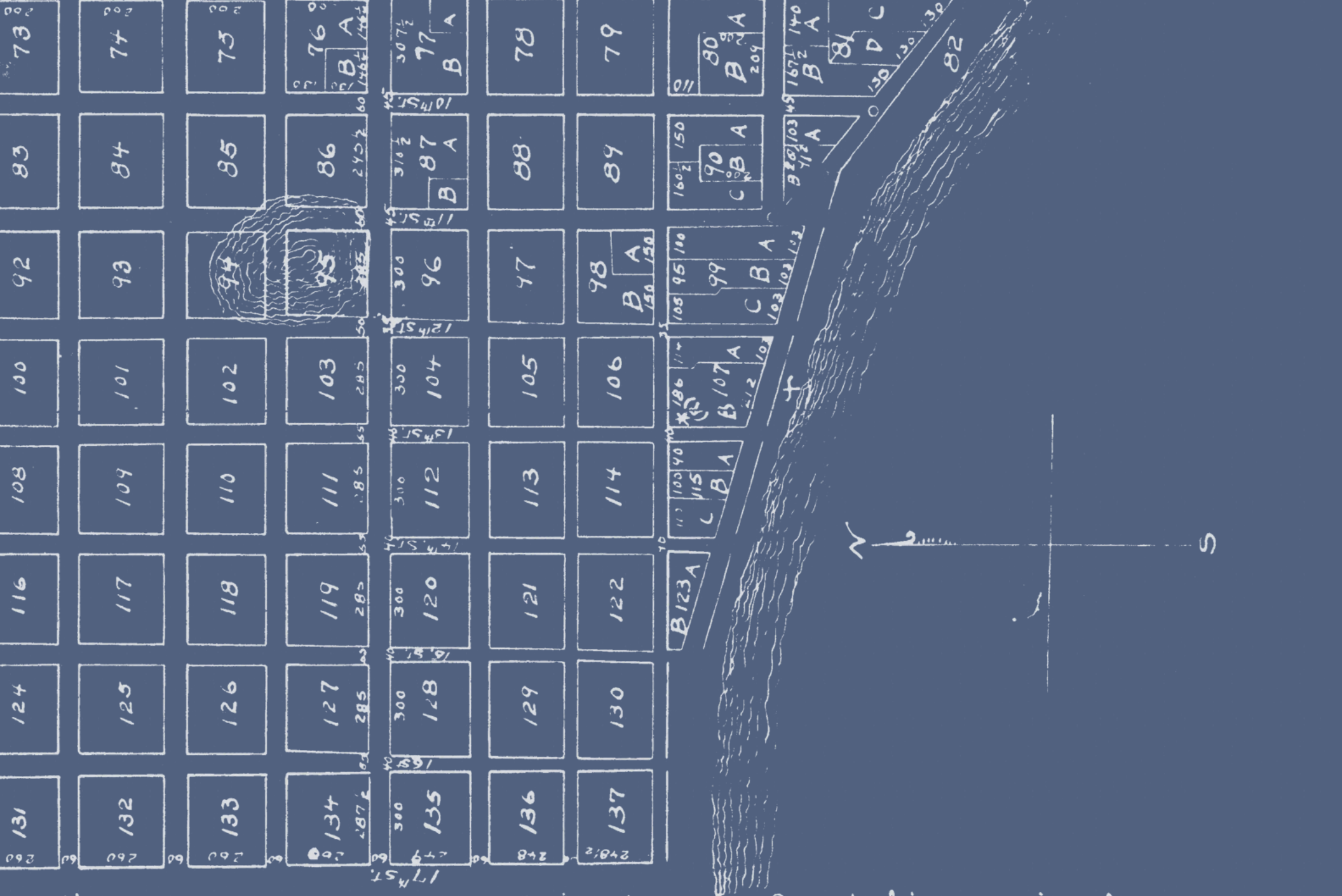
Over the long term, broadening the mix of commercial goods and services in downtown will better serve local residents and make this area an everyday destination. At one time, downtown included neighborhood-serving retail, like hardware stores, pharmacies, grocers, and produce markets. Today, it is an almost exclusively tourist-driven niche-market. As more people move into housing closer to downtown, the retail environment should naturally move to serve these markets within a walkable distance. The ultimate goal is a diversity of retail, professional offices, restaurants, and neighborhood services that attract regional tourism but also serve the local population in Beaufort effectively.

Wayfinding

One pedestrian amenity that would improve the experience of downtown Beaufort is a more effective system of wayfinding. Beaufort has many parks, retail areas, and other attractions beyond Bay Street and Waterfront Park that many casual visitors miss entirely. An effective system of signs–one that reflects the local vernacular and is appropriately scaled to serve pedestrians–would unify the different areas of downtown and encourages visitors to wander beyond Bay Street.

The images presented are conceptual only and are intended to illustrate the types and range of signs, not the final design.

▲ **WAYFINDING TYPOLOGIES FOR DOWNTOWN BEAUFORT** (illustrative only)



y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

4

Protecting & Expanding Natural Infrastructure

Our natural resources – our salt marshes, marsh islands, coastal waters, marine resources, and trees – and our public spaces – our parks, viewsheds, and gardens – are essential to the community's quality of life and will be preserved, protected, and expanded.

PRINCIPLES

1: EVERY HOME SHOULD BE WITHIN WALKING DISTANCE OF A PARK OR SQUARE

2: LEVERAGE THE INVESTMENT IN PARKS AND SQUARES WITH SURROUNDING/ADJACENT PRIVATE DEVELOPMENT

3: DESIGN NEW PARKS AND EXPAND EXISTING PARKS WITH LONG-TERM MAINTENANCE COSTS IN MIND

4: THE PRODUCTION OF FOOD AND OTHER AGRICULTURAL ACTIVITIES AT ALL SCALES SHALL BE ENCOURAGED IN THE COMMUNITY

5: THE MANAGEMENT OF STORMWATER SHALL BE CONTEXT SENSITIVE AND CAREFULLY INTEGRATED INTO THE DESIGN OF EACH SITE

6: PROTECT AND EXPAND THE URBAN TREE CANOPY

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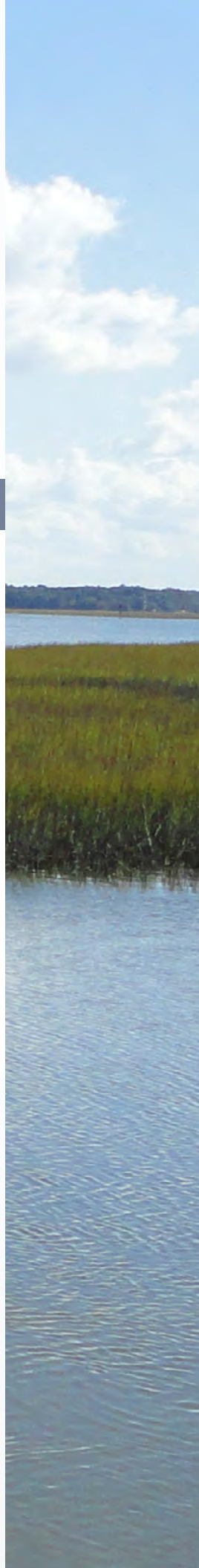


It is impossible to separate the history and identity of Beaufort from its rich natural setting. The tidal marshes and live oaks that punctuate the landscape are as much a part of the character and emotion of Beaufort as any feature of the city's built environment. Places like Waterfront Park, the Arthur Horne Nature Park, and various pocket parks connect residents and visitors to nature as they experience downtown and the city's many neighborhoods. It is common to see visitors strolling along Bay Street, enjoying the view of the marsh and the enormous live oak trees. These natural features are just one component of a critical linked network of open space and natural infrastructure in the City of Beaufort.

Through the Civic Master Plan, Beaufort will build on its existing natural infrastructure by enhancing and connecting open space to aesthetically improve the city, provide greater access and opportunity for recreation, encourage healthy lifestyles, and address drainage and stormwater management issues throughout the city.

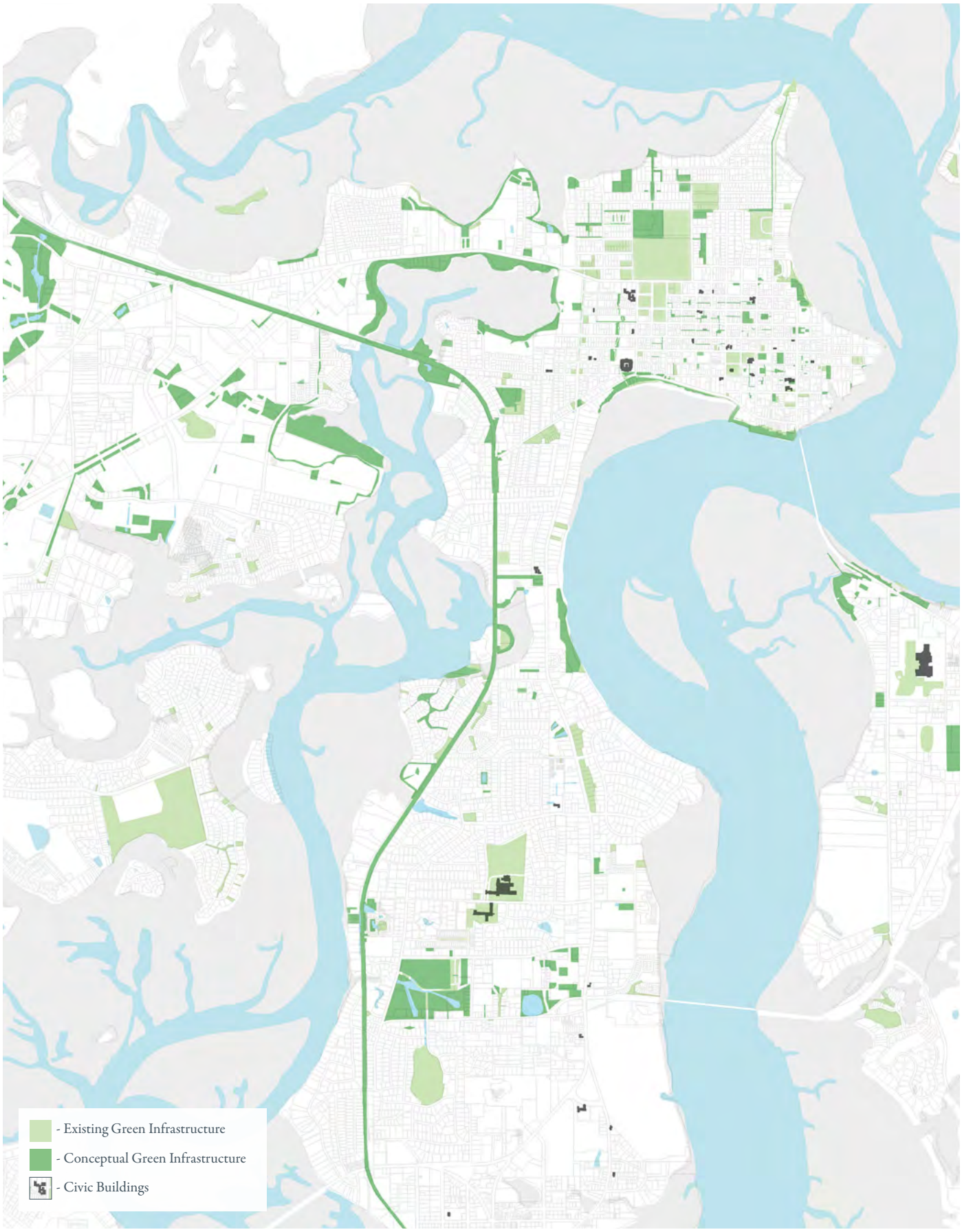
Protecting and expanding Beaufort's natural infrastructure involves a variety of techniques including strategic improvements to the city's existing parks, the development of new parks and preservation areas in key locations, the introduction of a community-wide urban agriculture system, and the provision of natural stormwater infrastructure.

4.1 Parks & Squares

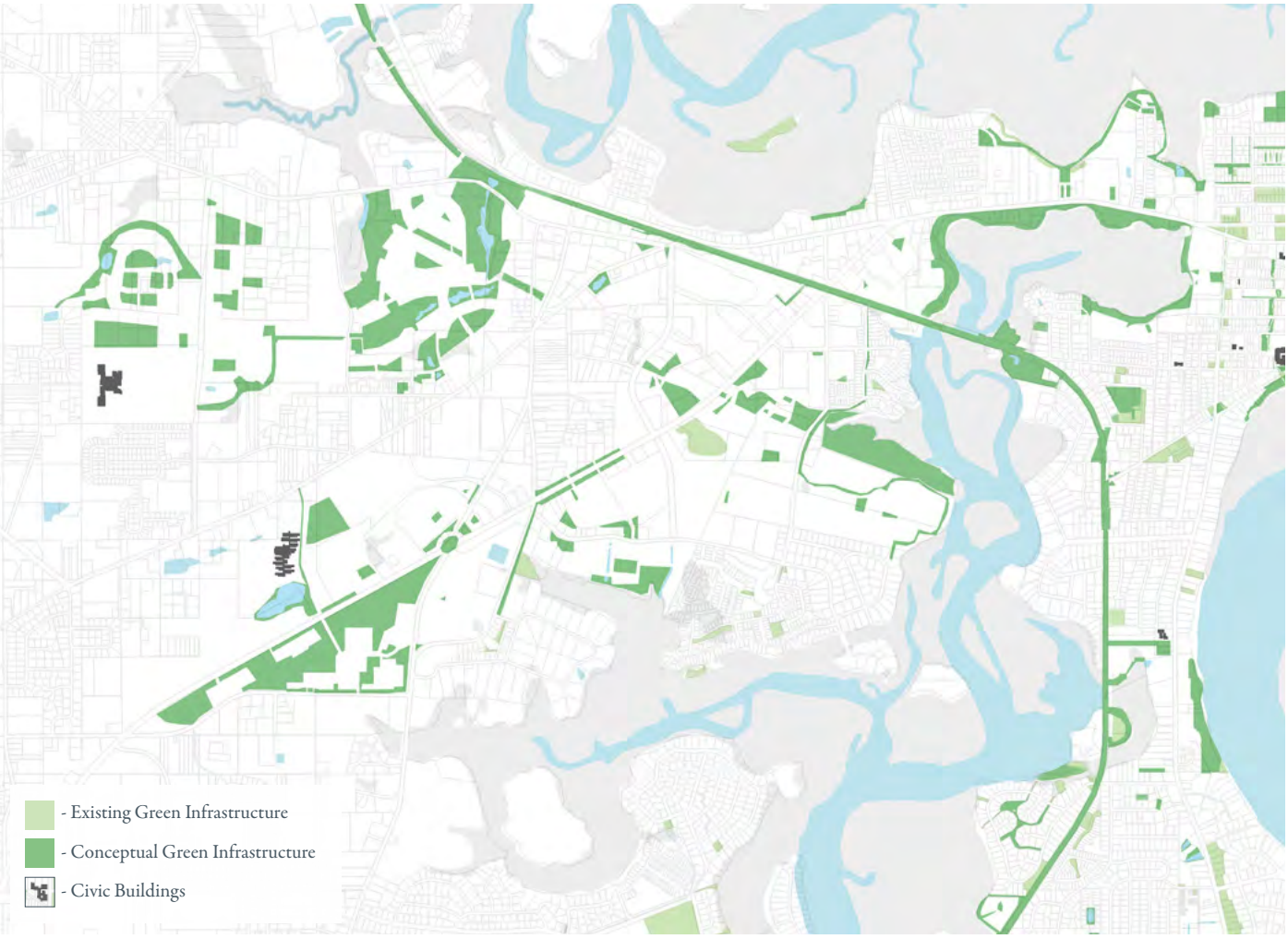
Sector: All

Beaufort's public parks and squares host a wide variety of valuable activities, from daily meetings over coffee, to annual festivals that enrich the Beaufort experience for residents and visitors alike. In addition to serving critical social and cultural functions, the city's parks and squares provide important natural functions such as stormwater management, habitat conservation and micro-climate regulation.

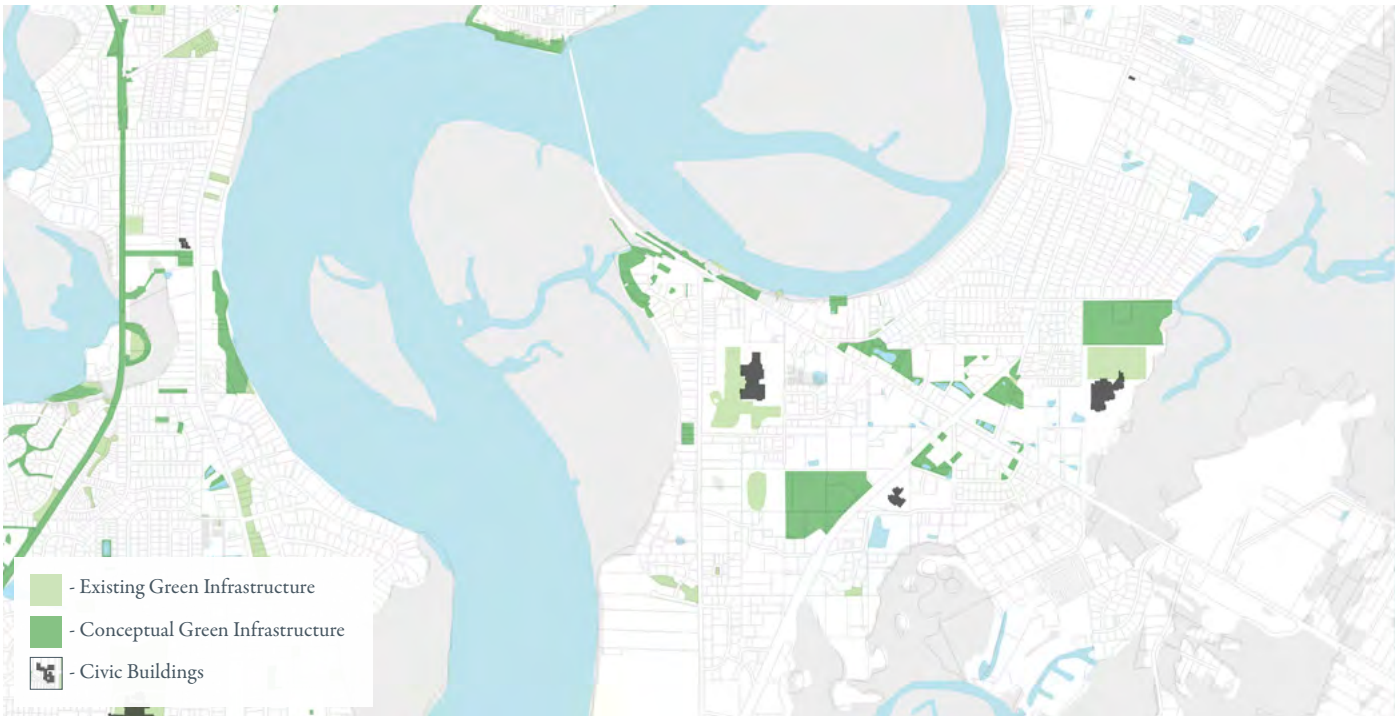
The Civic Master Plan seeks to establish and improve parks and squares throughout the city so that all homes and businesses are within a 5-minute walk of these amenities. In order to achieve this



▲ **CONCEPTUAL GREEN INFRASTRUCTURE OPPORTUNITIES SECTORS 1-3**



▲ CONCEPTUAL GREEN INFRASTRUCTURE OPPORTUNITIES SECTOR 4



▲ CONCEPTUAL GREEN INFRASTRUCTURE OPPORTUNITIES SECTOR 5

goal, the plan connects the natural infrastructure of Beaufort through streetscape improvements, stormwater management enhancements, the provision of new open space in key locations, and new investment in existing open space. Each of these techniques is an integral part of an overall natural infrastructure strategy that will provide meaningful access to parks and squares for all Beaufort residents.

4.2 Washington Street Park

Sector: 1

Project Type: Public

Civic Investment Required: Washington Street Park Improvements

Washington Street Park is an important neighborhood gathering place for residents in the Northwest Quadrant, but the park's facilities are dated and need improvement. However, some components of the play equipment that date back to the original construction of the park hold historical significance to local community members and should be preserved.

The conceptual redevelopment scheme shown below includes new picnic shelters, restrooms sited at the corners of the park, and play equipment strategically located for easy supervision of children. Other improvements include both active and passive recreational uses including a basketball court, an amphitheater, and an open lawn for common activities. The new basketball court is located so as not to disrupt adjacent homes.

4.3 Boundary Street Tennis Center

Sector: 1

Project Type: Public

Civic Investment Required: Boundary Street Tennis Center Improvements

The Boundary Street Tennis Center occupies the block bounded by Boundary, Bladen, Congress and Monson Streets. It includes seven tennis courts with limited seating and a small parking area along Monson Street. This plan proposes minor improvements to this facility such as more formalized parking areas along Congress and Monson Streets and the construction of two small buildings to provide restrooms, lockers and concessions. These additions will encourage greater use of the Tennis Center and ensure that it continues to be an effective facility for active recreation.

▲ CONCEPTUAL WASHINGTON STREET PARK

▲ CONCEPTUAL BOUNDARY STREET TENNIS CENTER

▲ CONCEPTUAL BASIL GREEN PARK IMPROVEMENTS

▲ CONCEPTUAL IMPROVEMENTS TO PIGEON POINT PARK

4.4 Basil Green Park

Sector: 1

Project Type: Public

Civic Investment Required: Basil Green Park Improvements

Basil Green Park, located in the Pigeon Point neighborhood, is one of the most popular and frequently used parks in Beaufort. At roughly 10 acres, the park includes three baseball/softball fields and a multi-use field typically used for soccer. Many sports teams play in the park on the weekends and several nights a week during spring, summer, and fall. In recent years, parking has become a problem. The proposed conceptual plan shows how the parking areas can be reorganized to handle large crowds. An extension of Godfrey Street in the existing city-owned right-of-way would provide a connection to the Pigeon Point neighborhood to the east and more opportunity for on-street parking. The plan also recommends the fields be reoriented to create new pavilions, a new soccer field and an entry drop-off point.

4.5 Pigeon Point Park

Sector: 1

Project Type: Public

Civic Investment Required: Pigeon Point Park Improvements

See Also: 3.6

With its ample playground equipment and a wide lawn for field sports, Pigeon Point Park is especially valuable for children and young families. At approximately 7 acres, the majority of the park is covered by an impressive live oak tree canopy. Recent improvements to the park include a circle drive with formal pervious parking areas and access to Pigeon Point Road, new restroom facilities, brick paver paths throughout the park, and new playground equipment.

The conceptual improvement plan for the park focuses on improving access and connectivity to the surrounding neighborhood. An alley between Pigeon Point Road and Newcastle Street would create a direct connection to Basil Green Park and provide an opportunity to create alley-serviced accessory dwelling units on the lots fronting Emmons Street to the north. A trail extension to the south meets Charles Street and provides a direct pedestrian/bicycle connection to the Bay Street area downtown through the streetscape improvements proposed along that corridor.

4.6 Horse Trough Park

Sector: 1

Project Type: Public

Civic Investment Required: Horse Trough Park Improvements, North Street/Bladen Street Improvements

See Also: 2.5; 3.7

Horse Trough Park is the small triangular parcel of land in front of the historic Beaufort County Courthouse building. It is located in The Bluff neighborhood at the three-way intersection of Bay Street, Bladen Street and North Street. The conceptual redevelopment alternative for this area shows a reconfiguration of North Street at this intersection to create a new public plaza on the north side of Bay Street and extend Horse Trough Park. Much like the Port Republic Street section, North Street in this block would have a flush curb and be paved with a special material such as brick, allowing it to be closed periodically for events and activities. This park extension, along with the recent streetscape improvements along Bladen Street, would spur the mixed-use redevelopment proposed at the southern end of Bladen Street. Horse Trough Park could then serve as a gateway to the proposed Bay Street Boardwalk and provide a connection to Waterfront Park and the regional trail system.

Image Source: bing.com

▲ EXISTING CONDITIONS

▲ CONCEPTUAL PLAN OF HORSE TROUGH PARK

▲ CONCEPTUAL VIEW OF HORSE TROUGH PARK

▲ CONCEPTUAL BAY STREET / RIBAUT ROAD INTERSECTION PARK

Image Source: bing.com

▲ BURROUGHS AVE EXISTING CONDITIONS

▲ CONCEPTUAL PLAN OF BURROUGHS AVE SCHOOL AND PARK

4.7 Bay Street/Ribaut Road Intersection Park

Sector: 1 & 2

Project Type: Public | Private

Civic Investment Required: Bay/Ribaut Park Improvements

See Also: 8.2

The intersection of Ribaut Road and Bay Street is a primary gateway to downtown Beaufort for residents and tourists, but the current design does not function as an entryway. The northeast corner of the intersection, owned by the Beaufort Open Land Trust, is currently the location used to informally hang banners announcing upcoming festivals and events in the town. The proposed conceptual plan for this area formalizes this prominent intersection with permanent mountings for event banners, the creation of a landscape park area, the preservation of key mature trees, and a small walking path. Additionally, the plan proposes the use of highly-visible stormwater management techniques, such as bio-swales and rain gardens, to treat and filter the runoff from Ribaut Road and the areas north of Bay Street and also serve as a community education showpiece.

4.8 Burroughs Avenue Park /School

Sector: 2

Project Type: Public

Civic Investment Required: Burroughs Avenue Park Improvements

See Also: 5.2; 9.1

Burroughs Avenue Park is a 4.5 acre park associated with the Holy Trinity Classical Christian School near the Depot Area. The park includes three little league baseball fields, a basketball court and a small playground. The conceptual redevelopment scheme for this area reconfigures the school building on the site in order to frame the street, emphasize the streetscape, and open the area behind the building

for a small parking lot. The ball fields and basketball court remain, while the small playground in the southwest portion of the block would be improved with upgraded play surfaces and playground equipment. An extension of Bull Street to the west would provide a critical connection to the Spanish Moss Trail, allowing children to safely and easily get to the school and park from neighborhoods along the trail.

4.9 Depot Plaza

Sector: 2

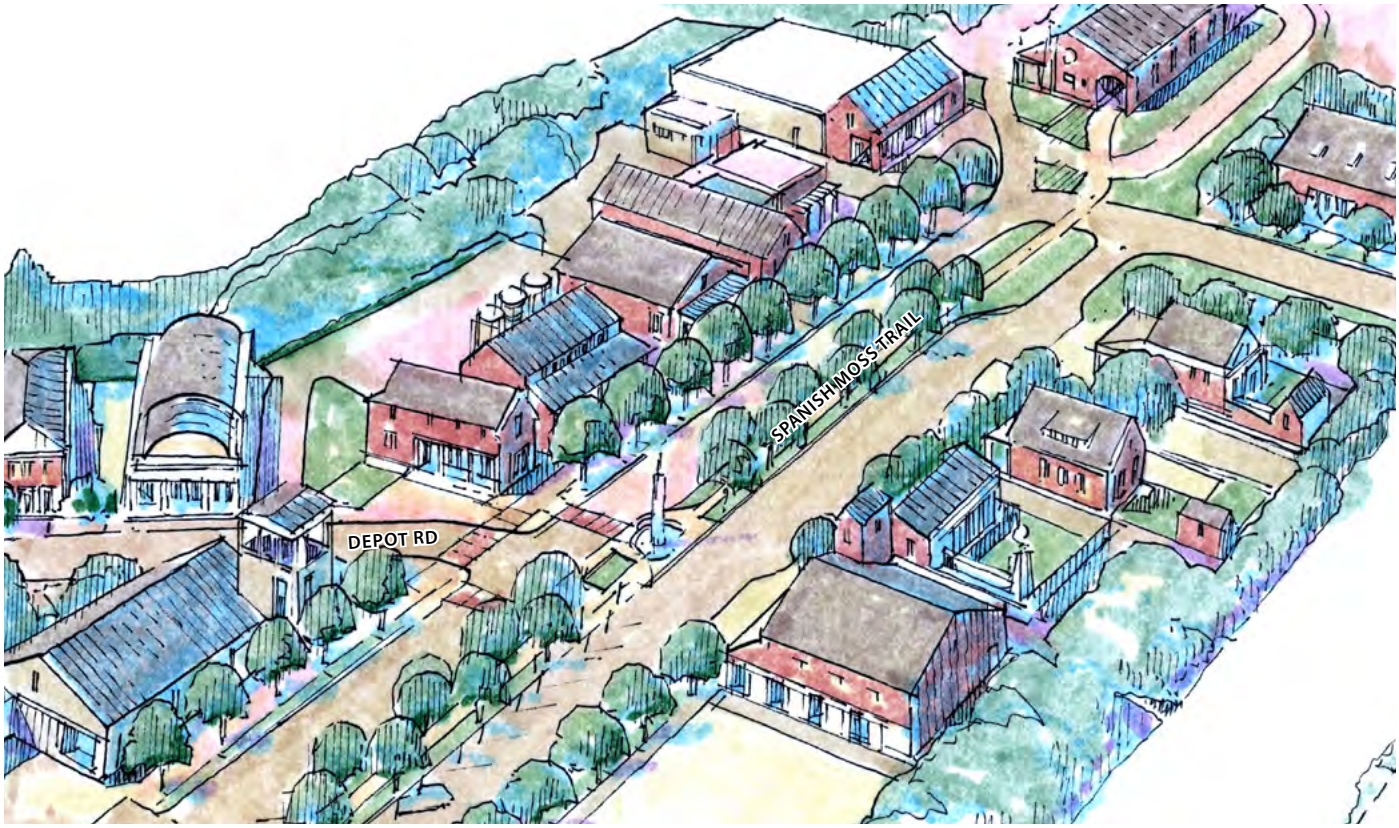
Project Type: Public

Civic Investment Required: Depot Plaza - Phase 2

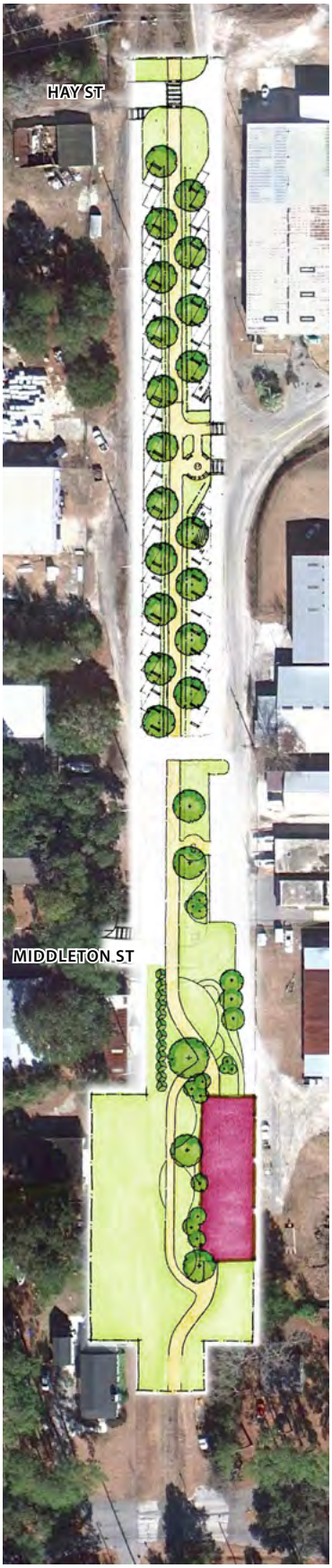
See Also: 5.2; 9.1

The Depot Building on Depot Road was renovated as part of the first phase of the Spanish Moss Trail construction. A conceptual development alternative for this area proposes leveraging the trail and building reconstruction to create a

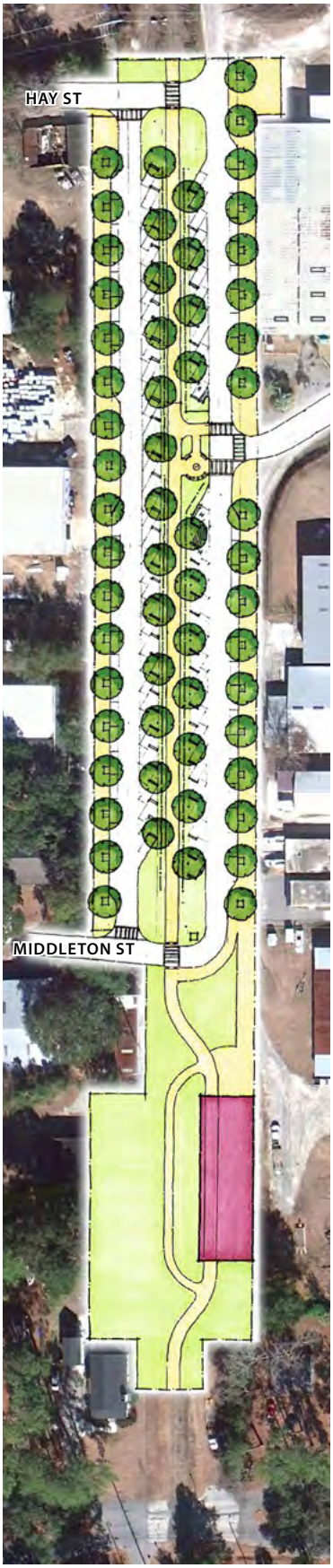
▲ RENOVATED DEPOT BUILDING



▲ CONCEPTUAL ILLUSTRATION OF DEPOT REDEVELOPMENT WITH CIVIC SPACE



▲ CONCEPTUAL INTERIM PLAN



▲ CONCEPTUAL BUILD-OUT CIRCULATION

signature public square within the Depot Area. Both new buildings and restored older buildings would define an intimate civic space centered on the trail, running from Hay Street to the old Depot Building. These buildings would be similar in scale and character to the existing area, so as not to overwhelm the single family residential atmosphere. Hay and Middleton Streets would remain small and exclude trucks for continued neighborhood use.

A new pavilion would terminate the visual approach down Depot Road from Ribaut, a worthy compliment to the preserved, historic Depot building. These two structures would provide picnic and seating areas, bicycle lockers and other amenities for trail users.

▲ CONCEPTUAL PLAN OF DEPOT AREA REDEVELOPMENT

4.10 Southside Park

Sector: 3

Project Type: Public

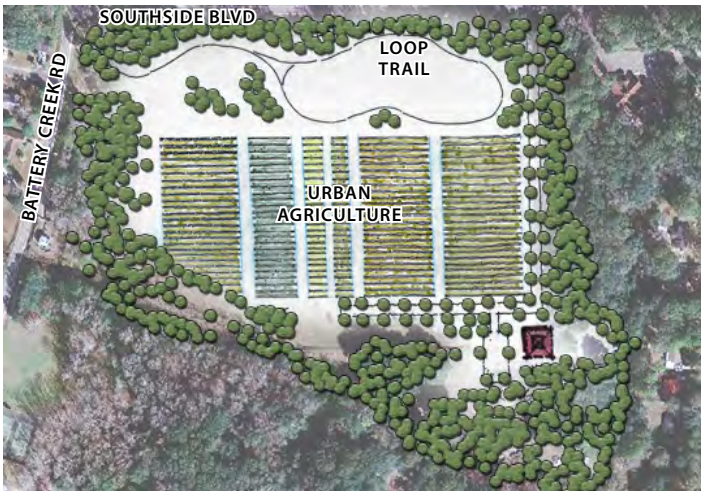
Civic Investment Required: Southside Park Improvements

See Also: 6.4

At nearly 50 acres, Southside Park is the largest recreational space in the City of Beaufort. In the short term, this area could provide an opportunity for urban agriculture, allowing productive use of the land and contributing to a movement for local food production. In the long term, the park's substantial area would allow it to accommodate a wide variety of activities and programs to cater to different user groups.

As shown below, the long-term conceptual redevelopment plan for Southside Park includes 1.5 miles of trails, a multi-use green that can be divided into multiple playing fields, tennis courts, basketball courts, playgrounds, and an open air pavilion. The addition of homes fronting the park would frame the area and provide natural surveillance through 24-hour users. However, unless the property covenants with Beaufort - Jasper Water & Sewer Authority (BJWSA) is amended to permit non-public use, new homes would have to be located on adjacent property.

The massive area of the park also provides an opportunity for Southside Park to serve as a key stormwater management and water quality asset. The conceptual plan shows large reconstructed wetlands throughout the park that would retain stormwater before slowly releasing it to Battery Creek. Pervious parking areas and a large tall-grass meadow would provide further opportunities for stormwater infiltration. Together with Arthur Horne Nature Park and the Ivy Lane bioswales, this integrated water management strategy would be a step toward remediating the Battery Creek waterway.



▲ CONCEPTUAL IDEA OF URBAN AGRICULTURE AS A TEMPORARY USE IN SOUTHSIDE PARK

▲ CONCEPTUAL PLAN FOR LONG-TERM REDEVELOPMENT OF SOUTHSIDE PARK

▲ CONCEPTUAL PLAN FOR ARTHUR HORNE NATURE PARK

▲ CONCEPTUAL PLAN FOR WADDELL GARDENS NATURE PRESERVE

4.11 Arthur Horne Nature Park

Sector: 3

Project Type: Public

Civic Investment Required: Arthur Horne Nature Park Improvements

The conceptual plan shows the addition of public amenities to Arthur Horne Nature Park, which is owned by the county, so that the park may more effectively serve its purpose as a passive recreation area and stormwater management asset. The proposed amenities include an elevated boardwalk that meanders beneath the tree canopy in the old-growth swamp and is marked with species identification signs that offer a layer of education to the walk. Strategically positioned bioswales along Ivy Lane detain water from the swamp and drain into newly reconstructed wetlands in Southside Park, and eventually, to Battery Creek.

4.12 Waddell Gardens Nature Preserve

Sector: 3

Project Type: Public

Civic Investment Required: Waddell Gardens Nature Preserve Improvements

While low-lying parcels along Waddell Road to the west of Ribaut Road are unsuitable for development, they provide an ideal location for a combined passive recreation area and stormwater retention pool for the greater stormwater management system of southern Beaufort. The dedication of this area as a nature preserve and stormwater system would allow the surrounding area to accommodate redevelopment with a greater degree of flexibility than would otherwise be possible. Trails surrounding the stormwater retention feature would connect to adjacent development and provide an opportunity to observe native plant species and wildlife within this dedicated habitat area.

4.13 Burton Wells Park

Sector: 4

Project Type: Public

Civic Investment Required: None

Burton Wells Park is a large park west of the Beaufort city limits operated by Beaufort County Parks and Leisure Services. It offers the best selection of active recreation facilities in the area, including five baseball/softball fields, three soccer fields, a football field, racquetball courts, a basketball gymnasium and a fitness center. No specific improvements are recommended at this time, although future development on the western edge of Beaufort should be planned to provide adequate connections to this regional resource.

Image Source: bing.com

▲ EXISTING BURTON WELLS PARK

▲ TRAILHEAD PARK IN CHARLOTTE, NC

4.14 Beaufort Plaza Parks

Sector: 4

Project Type: Public | Private

Civic Investment Required: Beaufort Plaza Parks, Spanish Moss Trail - Trailhead Park

See Also: 5.2; 8.1; 8.3

The planned redevelopment of the Beaufort Plaza area, near the intersection of Boundary Street and Robert Smalls Parkway, offers the opportunity for the inclusion of small park spaces integrated at focal points throughout a larger development. As shown in the conceptual redevelopment scheme below, a particular focus would be given to the intersection of the Spanish Moss Trail and Robert Smalls Parkway. (See section 8.3 for details about proposed redevelopment in this area).

▲ ILLUSTRATIVE PLAN OF BEAUFORT PLAZA AND SPANISH MOSS TRAIL

4.15 Sams Point Road Park

Sector: 5

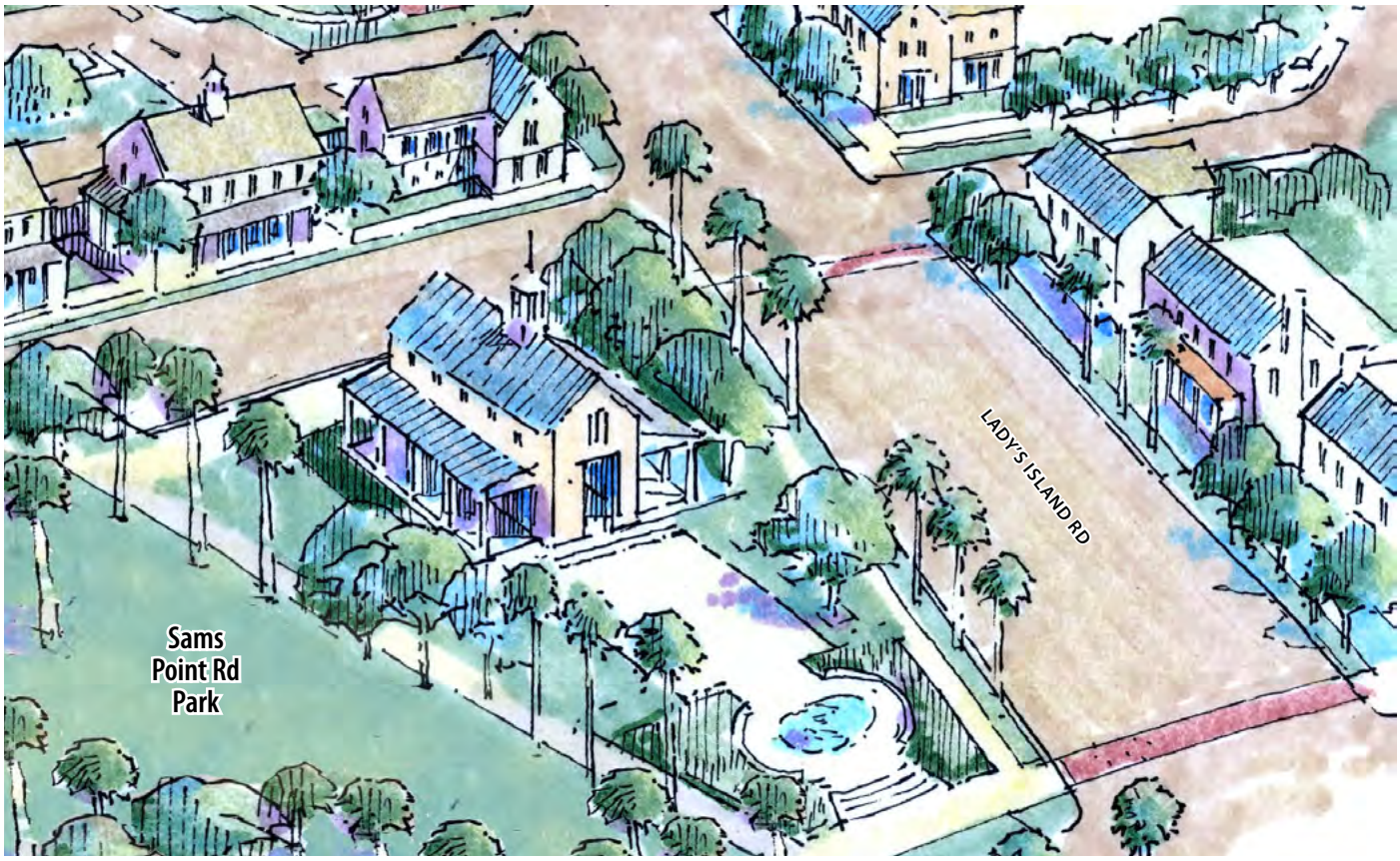
Project Type: Public | Private

Civic Investment Required: Sams Point Road Park Improvements

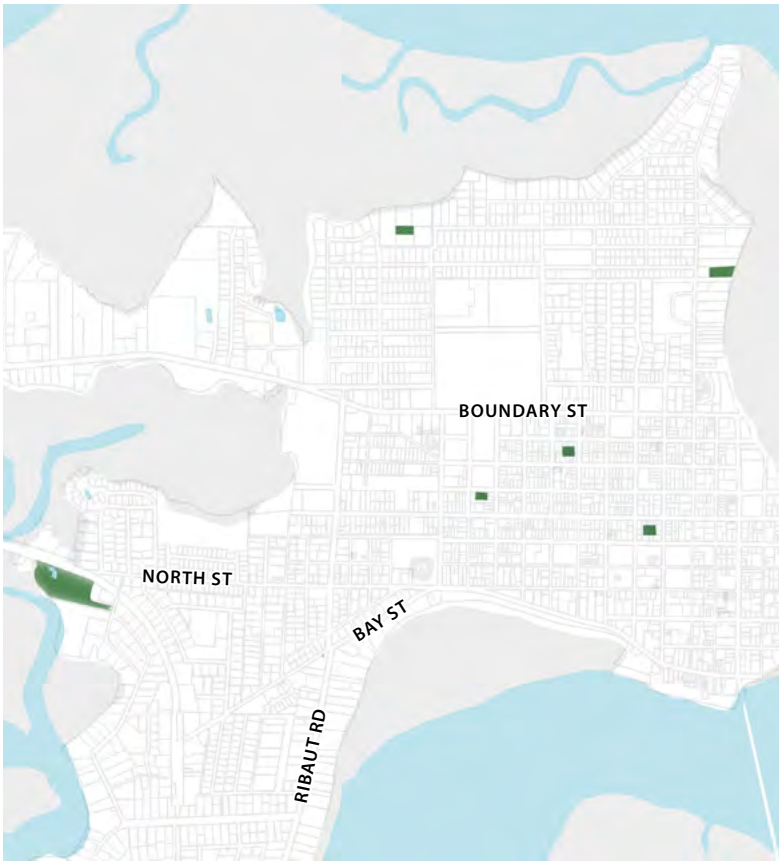
See Also: 6.6

The conceptual redevelopment of the Lady's Island Village Center area, located at the intersection of Sea Island Parkway and Lady's Island Drive, proposes the construction of a park along Sam's Point Road. The small park would include a public pavilion and a one-acre lawn that may host small performances and temporary markets. New adjacent commercial and multi-family development would define the edges of the space and bring activity throughout the day.

▲ CONCEPTUAL SAMS POINT ROAD PARK



▲ CONCEPTUAL ILLUSTRATION OF SAMS POINT ROAD PARK



▲ POTENTIAL LOCATIONS FOR COMMUNITY GARDENS IN SECTOR 1

4.16 Urban Agriculture/ Community Gardens

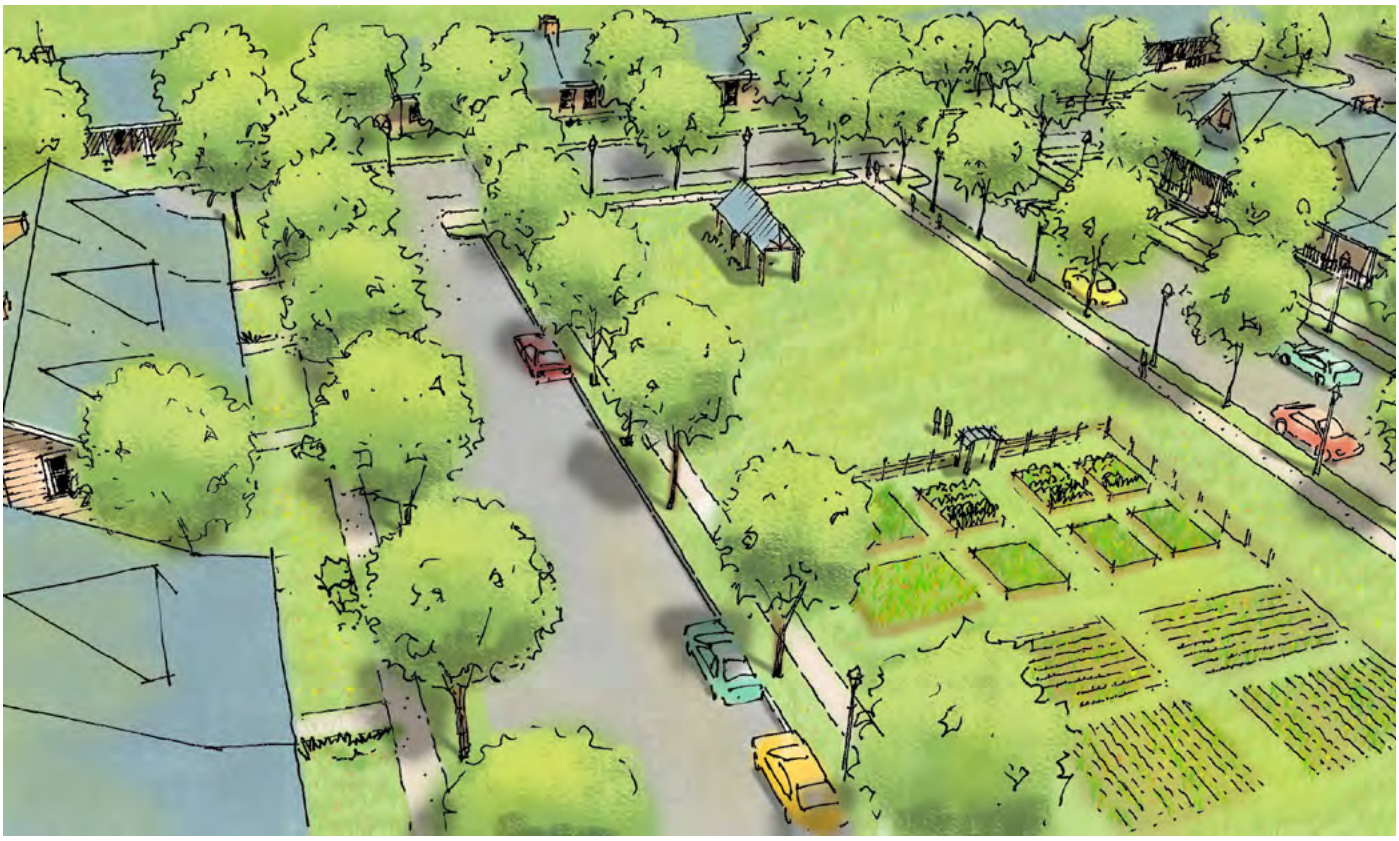
Sector: All

Project Type: Public | Private

Civic Investment Required: None

See Also: 4.10; 6.4; 9.3

Community gardens provide productive open space, allow residents to grow their own food, promote social interaction, and encourage healthy eating and active lifestyles. The Civic Master Plan envisions the creation of community gardens strategically positioned throughout Beaufort's neighborhoods in vacant or under-utilized areas. Ideally, every residence in Beaufort would have access to garden plots within a 5-minute walk. These gardens can also become an integrated part of the city's neighborhood stormwater management systems, providing stormwater infiltration areas and cisterns for rainwater irrigation.



▲ EXAMPLE OF A COMMUNITY GARDEN WITHIN A NEIGHBORHOOD

4.17 Urban Tree Canopy and Overhead Utilities

Sector: All

Project Type: Public | Private

Civic Investment Required: None

See Also: 10.2

The preservation of the urban tree canopy, comprised largely of the majestic Live Oaks, is as critical to the character of the community as is the water and the historic resources. In recent years, the largest threat to the preservation of this canopy is both development activity as well as trimming practices by utility companies. The development regulations will continue to balance the preservation of significant and/or "legacy trees" on a site by site basis.

More critically, the interference of overhead with the city's tree canopy continues to be an operational challenge. In the short term, the city will continue dialogue with utility providers and their tree trimming crews to encourage more sensitive practices. Over the long term, when funding allows, it is the desire of the city to relocate overhead utilities to underground vaults and duct banks. This is most logically achieved when streetscape projects are undertaken. However, there may also be opportunities to bury such lines on a block by block basis through either the use of property assessments and/or other non-standard funding resources.

▲ URBAN AGRICULTURE AS PART OF A CONCEPTUAL NEIGHBORHOOD IN THE BURTON AREA

▲ EXAMPLES OF COMMUNITY GARDENS

▲ ON-SITE STORMWATER MANAGEMENT EXAMPLES

4.18 Natural Stormwater Infrastructure System

Sector: All

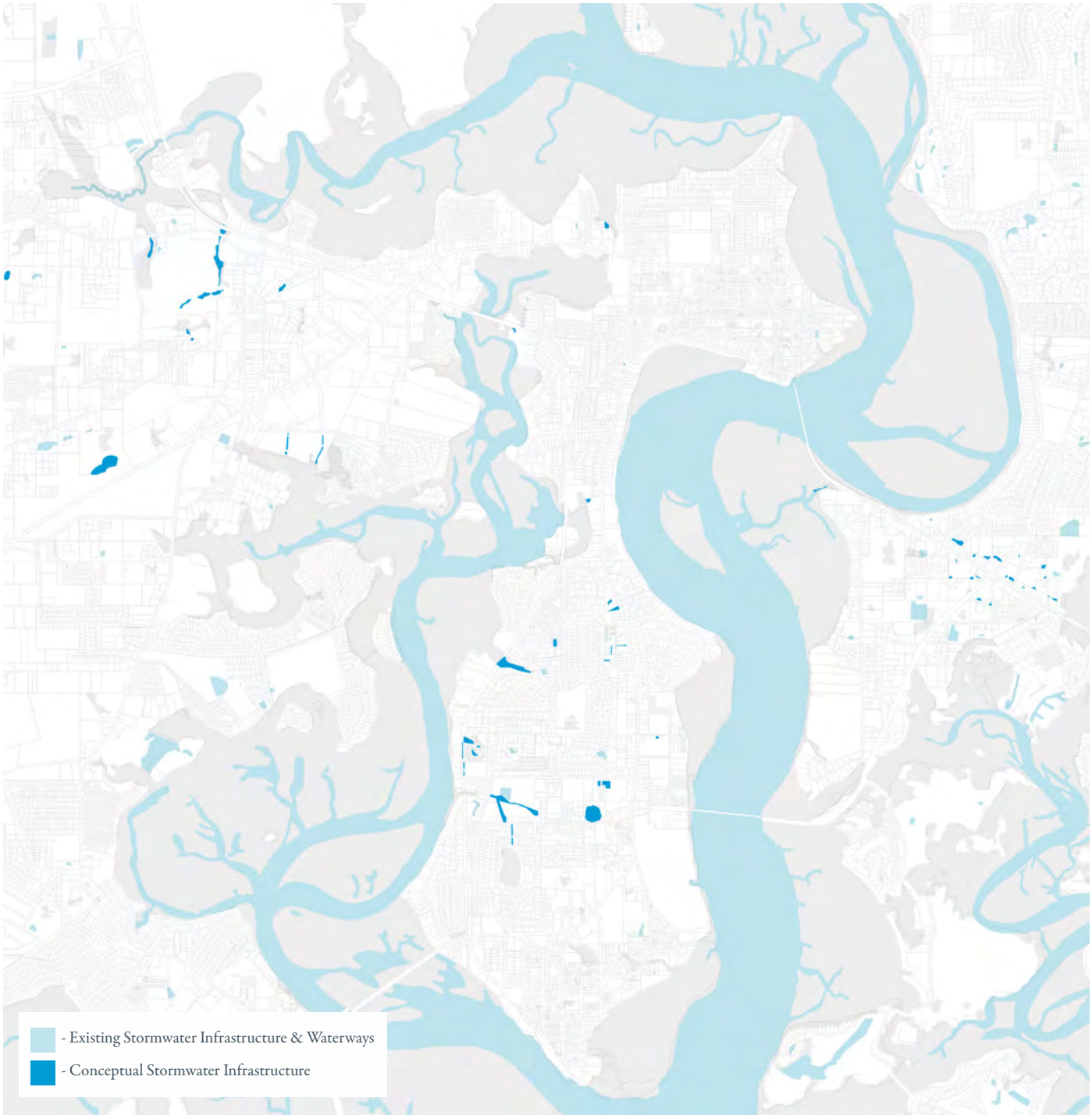
Project Type: Public

Civic Investment Required: Site Specific Stormwater Improvements

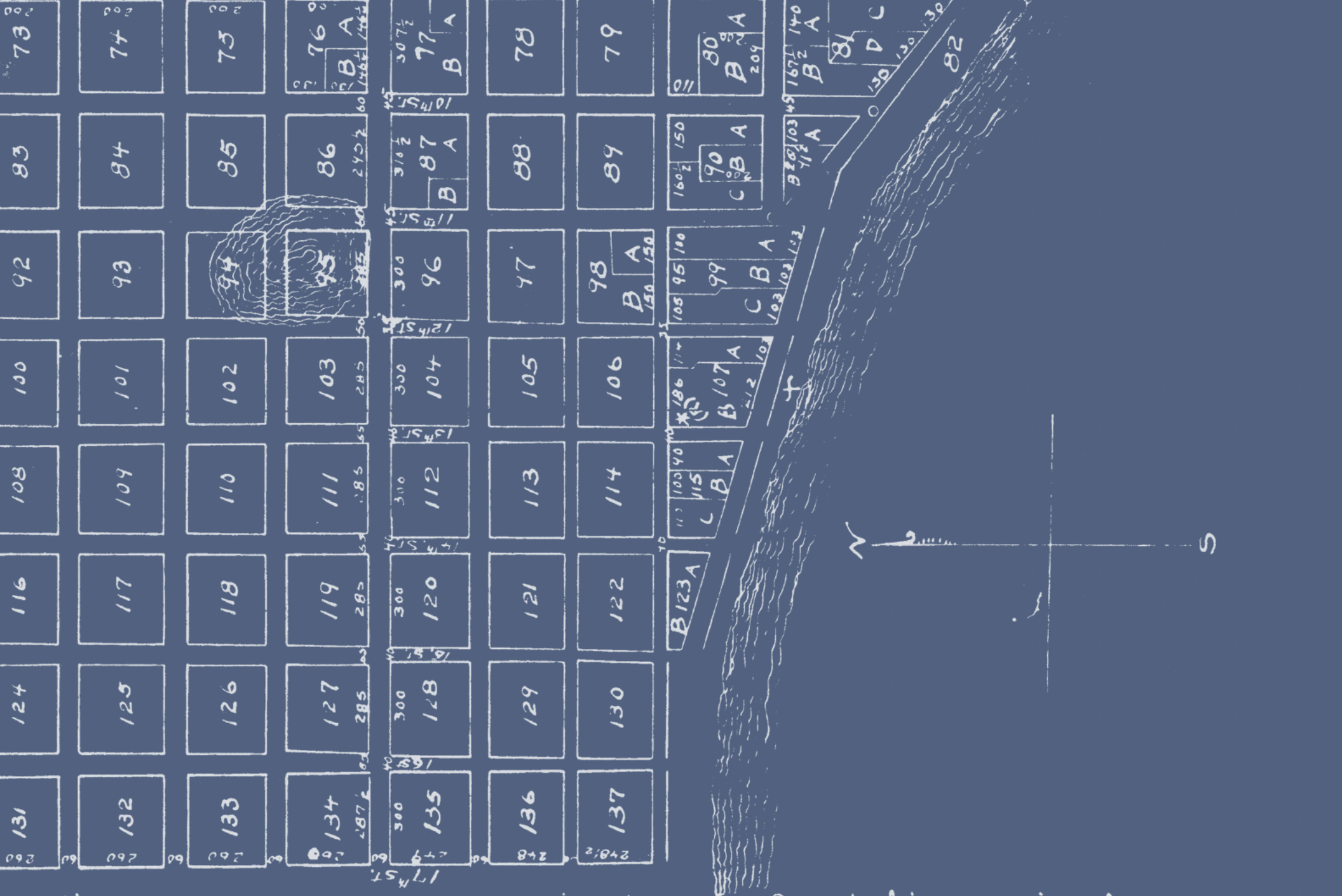
Beaufort's unique geography and hydrology require special attention to the management of stormwater runoff, including a community-wide strategy as well as a specific localized response.

In addition to Beaufort's parks, nature preserves and community gardens, the Civic Master Plan recommends the incorporation of passive stormwater management techniques throughout the city. Streetscape improvement projects in strategic locations should include bioswales within the planting strip to receive runoff from streets and adjacent development. Pervious pavement treatments in parking areas, sidewalks and plazas would accommodate development while increasing the available area for stormwater infiltration. Larger development projects should include rain gardens, constructed wetlands, and other stormwater retention facilities as passive amenities.

In addition to addressing water quantity issues, each of these features would help to improve water quality by filtering stormwater runoff before it is conveyed to storm sewers and transported to the adjacent waters of Beaufort River, Battery Creek and Albergotti Creek. Certain portions of these waters have been designated as impaired because of a lack of water quality protections in the existing stormwater system. Over time, the use of natural stormwater infrastructure will help to clean impaired waters and strengthen Beaufort's tidal ecosystems.



▲ **NATURAL STORMWATER INFRASTRUCTURE OPPORTUNITIES SECTORS 1-5**



y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

5

Community Mobility at Our Speed

TECH. COLLEGE
OF THE
LOWCOUNTRY
-
BEAUFORT
MEMORIAL
HOSPITAL

We will enhance our local and regional transportation system with a fine-grained network of choices that accommodates pedestrians, bicyclists, boaters, and motor vehicles.

PRINCIPLES

1: STREETS ARE THE MAIN CIVIC INFRASTRUCTURE OF THE CITY AND SHOULD BE DESIGNED ACCORDING TO THEIR CONTEXT

2: THE HISTORIC STREET GRID NETWORK PROVIDES CHOICES WHICH ENHANCE MOBILITY AND CREATE DEVELOPMENT VALUE AND SHOULD SERVE AS A MODEL FOR DEVELOPMENT

3: OUR QUALITY OF LIFE IS MEASURED BY HOW WE GET AROUND WITHOUT OUR CARS - THEREFORE FACILITIES FOR PEDESTRIANS, BICYCLISTS, AND BOATERS SHOULD BE GIVEN EQUAL OR BETTER PRIORITY AS WE REINVEST IN OUR TRANSPORTATION SYSTEM

4: EVERY STREET IMPROVEMENT PROJECT WILL CONSIDER THE NEEDS OF ALL USERS IN ITS DESIGN - TRANSIT, AUTOMOBILES, BICYCLISTS, AND PEDESTRIANS

5: STREETS WILL BE DESIGNED TO MOVE TRAFFIC EFFICIENTLY, SAFELY AND SLOWLY THROUGH OUR COMMUNITY

6: THE SPANISH MOSS TRAIL WILL BE THE BACKBONE OF OUR MOBILITY INFRASTRUCTURE FOR NON-MOTORIZED TRAVEL

KEY INITIATIVES

5.1 Streets & Public Spaces 88

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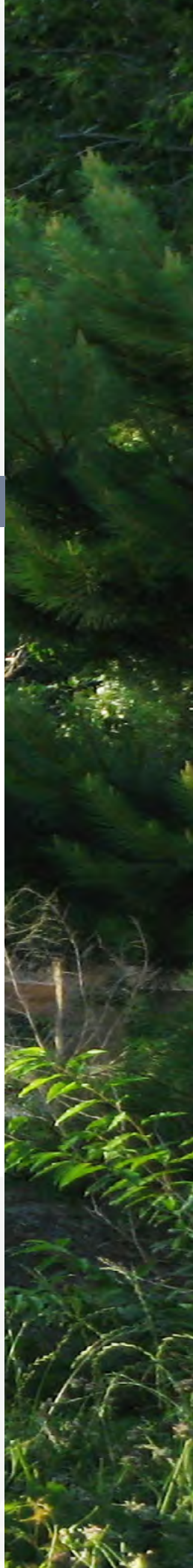


The 2009 Comprehensive Plan includes a goal to improve community mobility by expanding the transportation choices available to residents, workers, and visitors in Beaufort. This plan takes the next step by detailing where and how the public transportation network should be improved.

The Civic Master Plan embraces the characteristic relaxed pace of the Lowcountry, and proposes a fine-grained network of convenient transportation options that accommodate the movement of people and goods.

5.1 Streets & Public Spaces

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3; 3.5 – 3.8; Chapter 8; 10.2

Beaufort's streets comprise the great majority of publicly-owned land in the city. As such, Beaufort's streets serve as much more than thoroughfares: they define the civic experience of residents, workers, and visitors. While Waterfront Park and similar public spaces host major festivals, Beaufort's streets are the public spaces where everyday encounters connect neighbors and create the basis of community.

The Civic Master Plan seeks to establish streets as attractive public spaces that convey traffic efficiently and encourage new development opportunities. The Street Infrastructure Plan detailed in Section 10.2 assigns a street classification to every street segment in Beaufort that meets these criteria. Each street classifications is designed to illustrate all of the components that contribute to the character and function of that street, including the width of travel lanes, planting strips, sidewalks, landscaping, and general expectations for fronting development.

Collectively, these street classifications create a coherent hierarchy of roadways in Beaufort that protect the character of streets as public spaces and respond to the surrounding neighborhood context, while ensuring an efficient movement of people, bicycles and cars throughout the city.

5.2 Spanish Moss Trail

Sector: 2, 3 and 4

Project Type: Public | Private

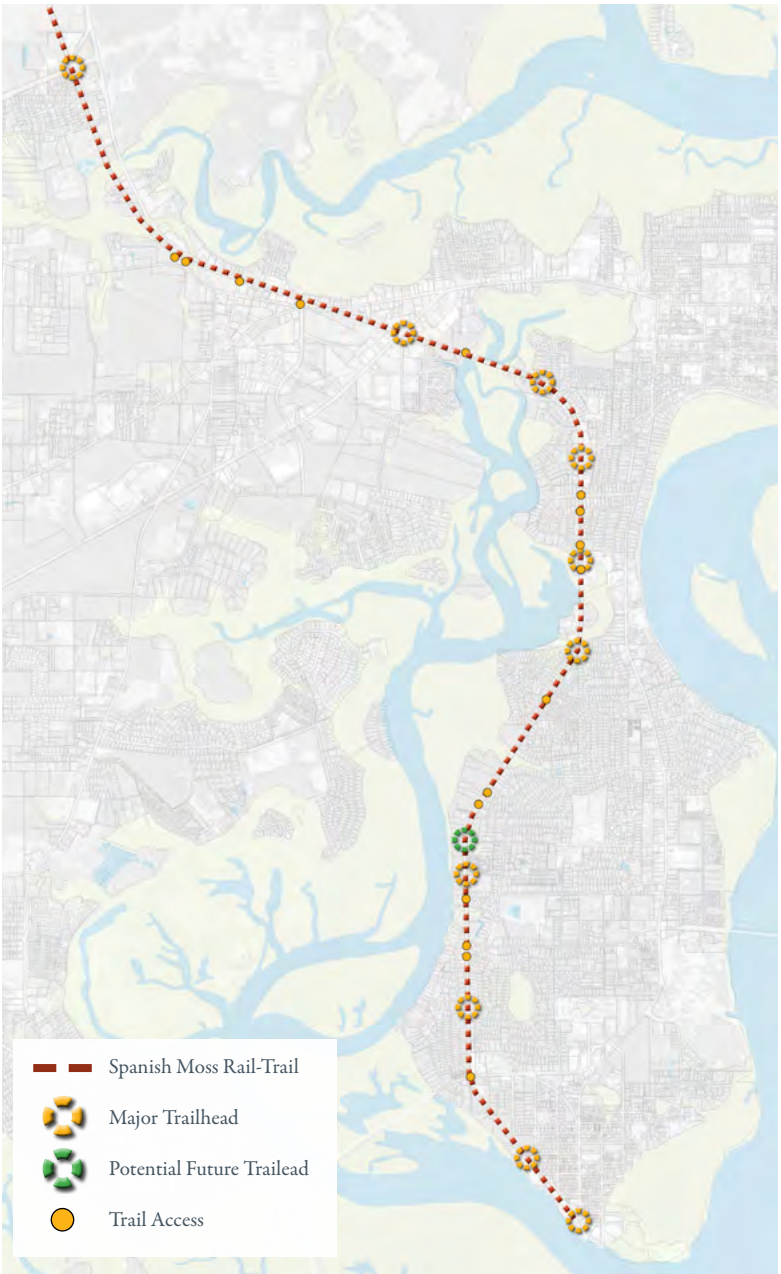
Civic Investment Required: Spanish Moss Trail

See Also: 2.10; 2.11; 4.8; 4.9; 4.14; 6.3; 9.1

The Spanish Moss Trail is a proposed multi-use path that will create a continuous route through Beaufort for cyclists and walkers. The first mile of the trail, from Depot Road to Allison Road, was completed in late 2012 and has quickly become a popular travel route and leisure stroll for Beaufort residents of all ages. The full build-out of the Spanish Moss Trail will be a transformative amenity, providing a new gateway to Beaufort's lush natural environment, improving public health, and catalyzing redevelopment in neighborhoods adjacent to the trail. The trail will connect homes, workplaces, parks, churches and schools, providing noteworthy opportunities for recreational users and daily commuters moving throughout Beaufort, Port Royal, and Beaufort County.

The Civic Master Plan proposes pedestrian and cyclist-focused infrastructure improvements throughout the city, such as widened sidewalks, bike lanes, sharrows, and multi-use paths to improve access to the Spanish Moss Trail. By building connections to this primary pathway, the Spanish Moss Trail will become the spine of a whole network of non-motorized transportation opportunities.

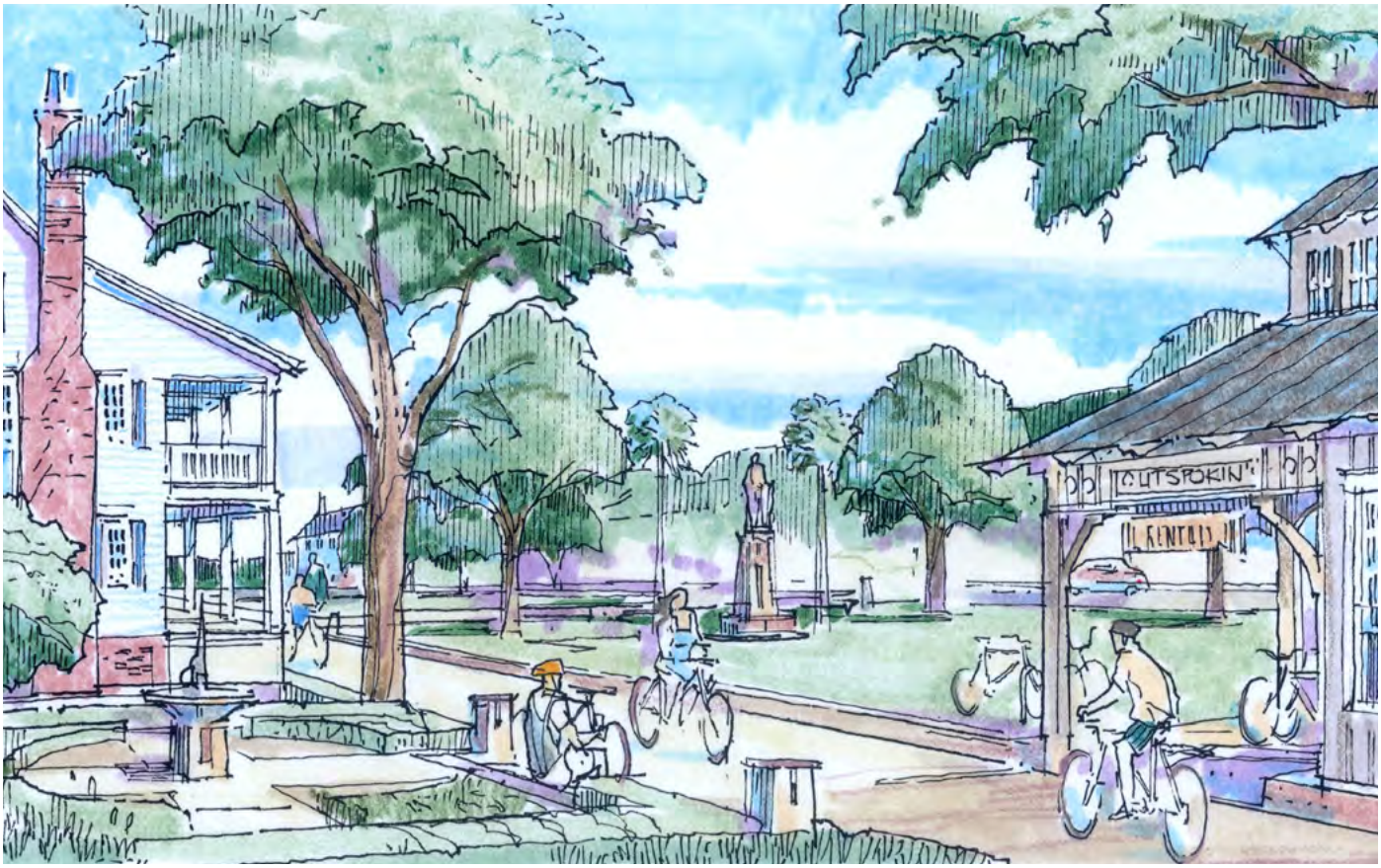
The plan proposes new high-activity nodes along the trail as opportunities for new trail-focused retail (e.g., bicycle rentals and sales, coffee shops), recreational amenities (e.g., small parks and playgrounds), and programmed activities (e.g., races, festivals), that are compatible with the surrounding neighborhoods. Where the trail runs adjacent to private property, new housing and mixed-use development would front the trail in order to serve the increasing number of people who embrace a lifestyle that includes bicycling and walking.



▲ SPANISH MOSS TRAIL DIAGRAM

Image Source: spanishmosstrail.com/blog

▲ SPANISH MOSS TRAIL IN FRONT OF THE RENOVATED DEPOT BUILDING



▲ CONCEPTUAL ILLUSTRATION OF SPANISH MOSS TRAIL

Image Source: spanishmosstrail.com, photo by Sarah Welliver

▲ SPANISH MOSS TRAIL, TOWARDS ALLISON ROAD

5.3 Pedestrian & Bicycle Infrastructure

Sector: All

Project Type: Public | Private

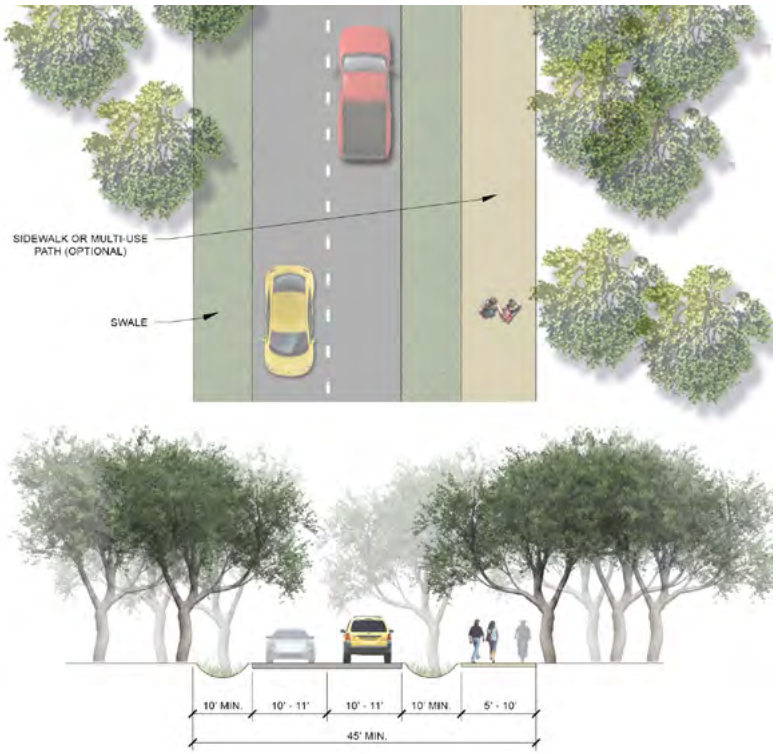
Civic Investment Required: Various

The average distance a typical person is willing to walk – to get to work, go to lunch, travel between errands, etc. – is between ¼ and ½ mile, or about a five to ten minute walk. This distance is often referred to as the "pedestrian shed." Housing, shopping, workplaces, and recreational amenities, traditionally integrated within mixed-use neighborhoods at a pedestrian scale, are the building blocks of successful cities around the country.

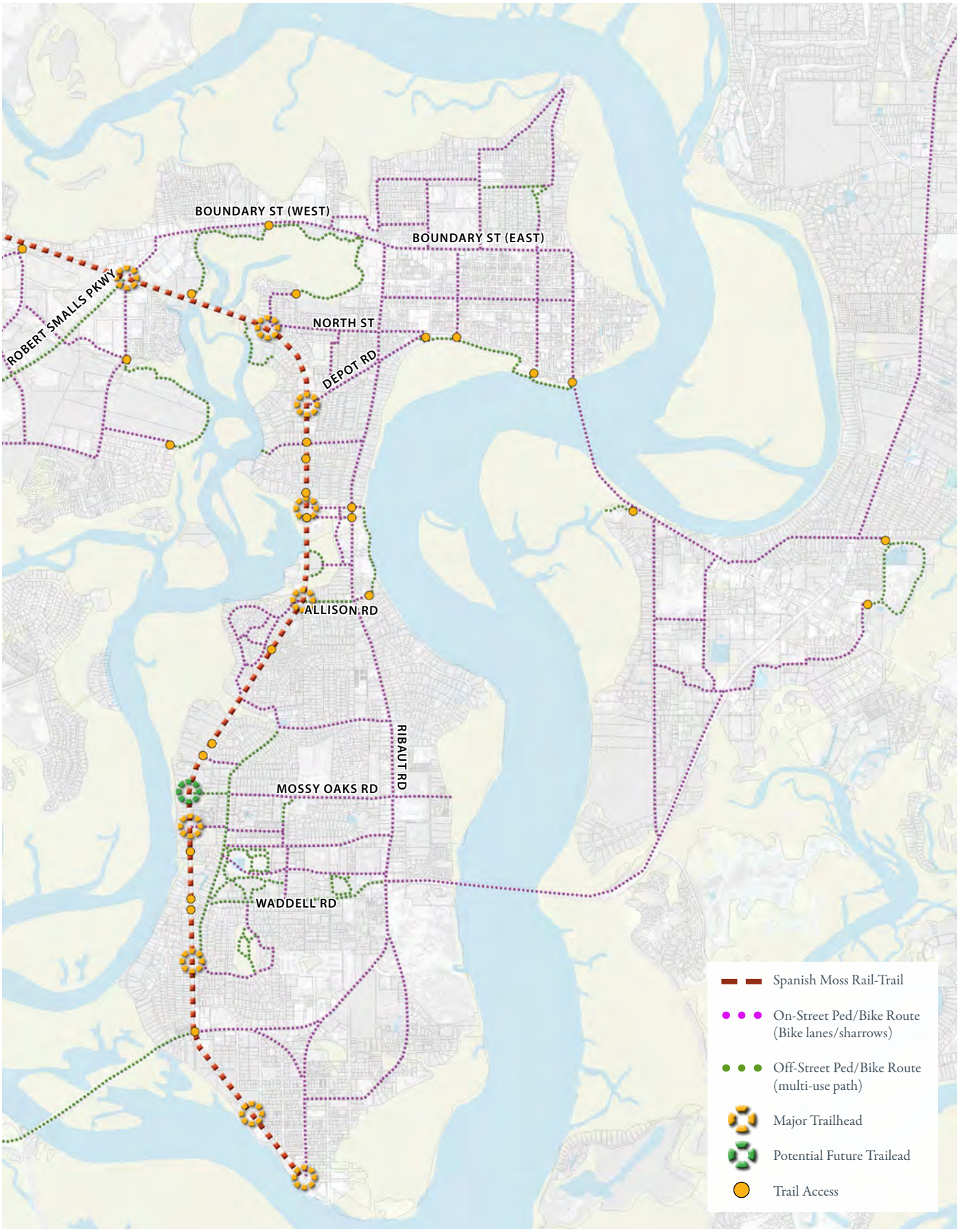
This plan proposes the creation of neighborhoods that operate within the traditional idea of the pedestrian shed to enable a walkable lifestyle, decrease automobile dependency, improve public health, increase social interaction, and ultimately result in more vibrant and sustainable cities. The use of "bike sheds," also espoused by this plan, expands this idea to include urban design techniques that cater to bicycle users and extends the ability of communities to accommodate the growing number of people who prefer and/or depend upon non-motorized modes of transportation.

Although ¼ to ½ mile may be the average, the actual distance of each pedestrian or bike shed varies widely based on the design of the infrastructure. Safe, attractive streets designed for walking and bicycling mean larger pedestrian and/or bike sheds because they encourage longer walking or biking trips.

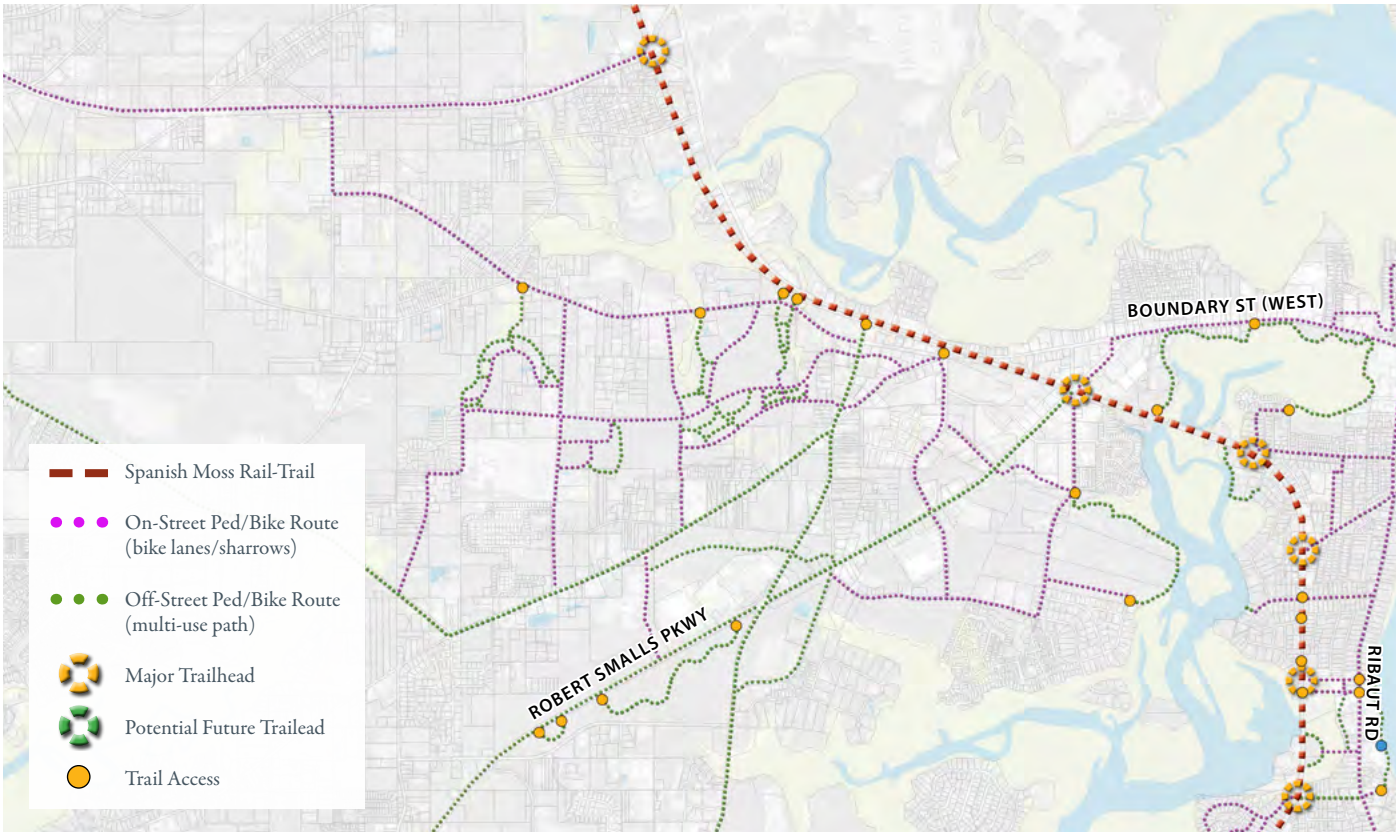
Effective non-motorized infrastructure design is included in this plan through two critical components: first, this plan dedicates space within the public right-of-way designed for the exclusive use of pedestrians and cyclists; second, this plan designs these sidewalks, bike lanes, and multi-use paths as amenities that will catalyze development along the corridors where they are located. For example, a multi-use path on Old Jericho Road



▲ CONCEPTUAL MULTI-USE TRAIL ON OLD JERICHO RD



▲ **PROPOSED PEDESTRIAN AND BICYCLE INFRASTRUCTURE SECTORS 1, 2, 3, 5**



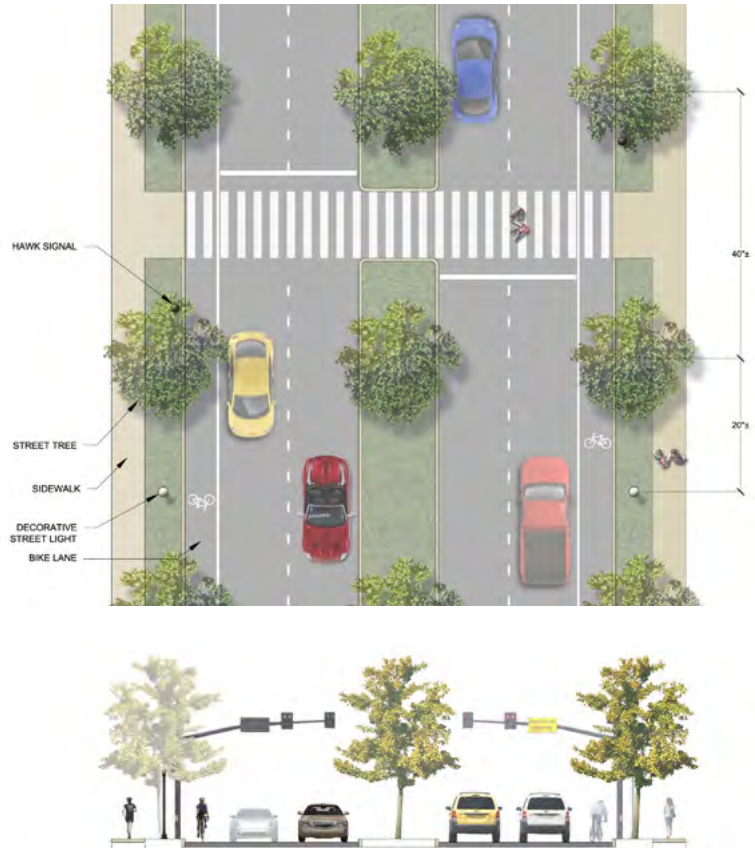
▲ PROPOSED PEDESTRIAN AND BICYCLE INFRASTRUCTURE SECTOR 4

Midblock Crossings

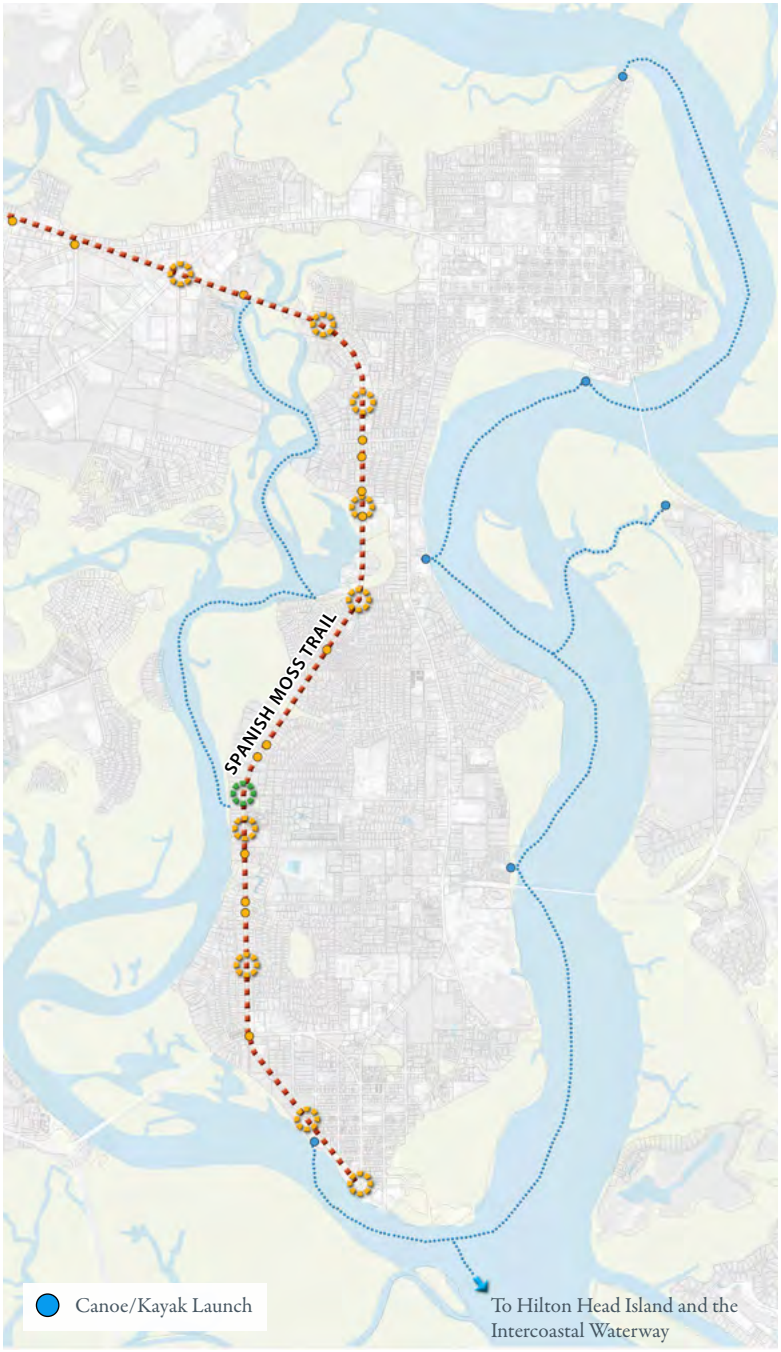
At certain locations it may be appropriate to install midblock crossings to support Beaufort's growing pedestrian/bicycle network. Midblock crossings can compliment other pedestrian and bicycle infrastructure improvements and are most beneficial in areas with long block lengths and/or areas that have particularly high pedestrian/bicycle activity.

Areas in Beaufort where midblock crossings might be appropriate include the TCL/BMH campuses, the County Government Complex, the Belt Buckle Park/Battery Creek Marshfront area, and various mixed-use neighborhood centers throughout Beaufort.

In order to be safe and effective, midblock crossings should be identified with bold marking features and/or raised on "speed tables" from the adjacent pavement grade. In some situations, pedestrian-activated traffic signals, referred to as "HAWK Signals", may be necessary to stop traffic and provide safe passage for pedestrians across fast-moving thoroughfares. (See illustration at right).



▲ CONCEPTUAL PEDESTRIAN-ACTIVATED MIDBLOCK CROSSING



▲ **WATER TAXI ROUTES DIAGRAM**

would utilize the existing road bed to provide a scenic, shady path through grand old live oak trees.

This type of civic investment can trigger a positive feedback loop that reinvigorates a neighborhood: increased property values and sidewalk traffic bring new homes, which bring more residents, which attracts retail development, which further increases sidewalk traffic, which spurs reinvestment on nearby sites, and so on.

Collectively, the proposed pedestrian and bicycle infrastructure improvements will support a more sustainable built environment, more lively neighborhoods, and new opportunities for redevelopment. They also have the potential to strengthen the tourism industry by opening new routes to historic Beaufort and expanding tourism opportunities beyond the downtown core.

5.4 Boat Access/Water Taxi

Sector: All

Project Type: Public | Private

Civic Investment Required: Day Dock Expansion

See Also: 2.1; 2.2; 2.3

For the first 150 years of Beaufort's history, the Beaufort River was the city's lifeblood, providing the primary connection for transportation of goods and people throughout the Atlantic Seaboard. The opening of the "Magnolia Line" railroad in 1871, followed by the construction of a reliable roads system throughout the American Southeast, diminished the importance of the Beaufort River for commerce and personal transportation over time.

The Civic Master Plan proposes to reinvigorate the Beaufort waterfront and reemphasize Beaufort's long-standing legacy of water travel with an expanded day dock and the introduction of a regional water taxi system. These improvements, envisioned within the Beaufort Marina (see sections 2.1, 2.2, and 2.3), provide tourists and commuters connections to regional destinations, such as Hilton Head Island, Charleston and Savannah, while also serving to reinvent the significance of the Beaufort River.

5.5 Connectivity

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3 – 3.8; Chapter 8; 10.2

In general, well-connected street networks, with small blocks and few cul-de-sacs, produce better communities than their disconnected, dead-end counterparts. Cities with strong connectivity typically have greater efficiency and capacity to convey traffic, enhanced safety for pedestrians, bicycles and automobiles, greater ability to accommodate walkable/bikeable lifestyles and a more attractive, edifying public realm.

Given Beaufort's inflexible geographic constraints, establishing a connected and coherent street hierarchy is especially critical. The Beaufort River, Battery Creek and Albergotti Creek severely limit the connections that can be made between different parts of the city. Neighborhoods with frequent cul-de-sacs exacerbate this situation and force traffic onto a small number of high volume streets, decreasing overall system capacity and safety, increasing infrastructure maintenance cost and traffic delays, and hampering the public realm. This is not to say that every cul-de-sac is inappropriate and must be connected somehow to the grid, but in certain situations strategic connections should be made that will substantially improve the connectivity of Beaufort as a whole.

The Civic Master Plan identifies strategic connections that should be made in order to improve local mobility. Eliminating cul-de-sacs is often met with concerns on behalf of the adjacent neighbors or property owners regarding dramatic increases in traffic volumes and general loss of privacy. This is of particular concern in residential neighborhoods with low traffic volumes. In reality, establishing connections typically improves the surrounding neighborhood by increasing accessibility to community amenities, shopping areas and civic uses. While it is true that connecting cul-de-sacs increases the traffic volume on the connected segments, these increases are usually so slight and localized that adjacent neighbors and property-owners seldom notice an appreciable difference. The benefits of establishing greater connectivity through strategic connections far outweigh any issues of increased local traffic volumes.

Combined with a future development strategy that promotes a mix of land uses and complete streets that serve all users, the connectivity improvements proposed by this plan would create a coherent and connected street hierarchy that will enable Beaufort residents to live locally and accomplish their daily needs within a short walking, biking, or driving distance.

5.6 Streetscape Improvements

Sector: All

Project Type: Public

Civic Investment Required: Various

See Also: 3.3 – 3.8; Chapter 8; 10.2

This plan proposes streetscape improvements throughout Beaufort in order to retain value in thriving neighborhoods and stimulate private investment to reinvigorate struggling neighborhoods. Streetscaping projects can be completed incrementally by incorporating new designs as repaving projects are undertaken, through a targeted approach that prioritizes corridors for redevelopment, and as part of the land development process.

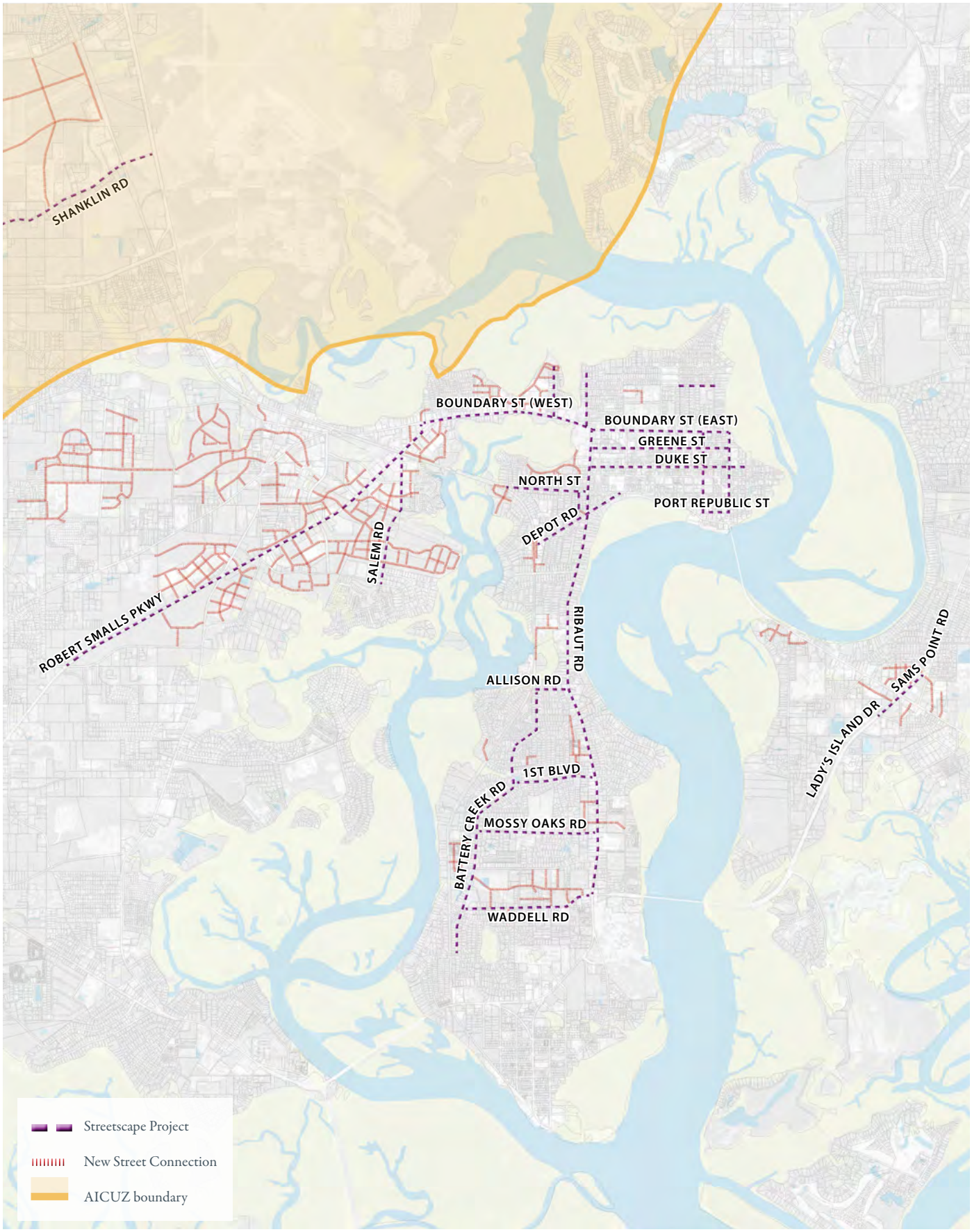
The streetscape improvements proposed by this plan encompass a range of strategies and design techniques, including road diets, crosswalks, bike lanes, sharrows, on-street parking, planted medians, street furniture, and installation of signs and lighting. Each proposed streetscape design is tailored to the unique traffic needs and development expectations of the surrounding area. These streetscape improvements are designed to promote safe and convenient access and travel for all users - pedestrians, bicyclists, transit riders, and people of all abilities.

The following pages show a conceptual framework for proposed streetscape improvements.

▲ ILLUSTRATION OF CONCEPTUAL MULTI-USE PATH ALONG ALLISON RD

Critical Components for Complete Streets in Beaufort

Building the appropriate street section is like pulling components from a "kit of parts." Depending on how many modes of travel the street right-of-way can accommodate, there are a variety of options and arrangements for design. For example, sidewalks are more comfortable to walk on when there is a landscaped buffer that protects from high speed traffic. On-street parking can also function as a buffer. Center medians act to slow traffic, provide pedestrian refuge, add shade, and a center turn lane. Below are a few examples of how this kit of parts can be assembled.

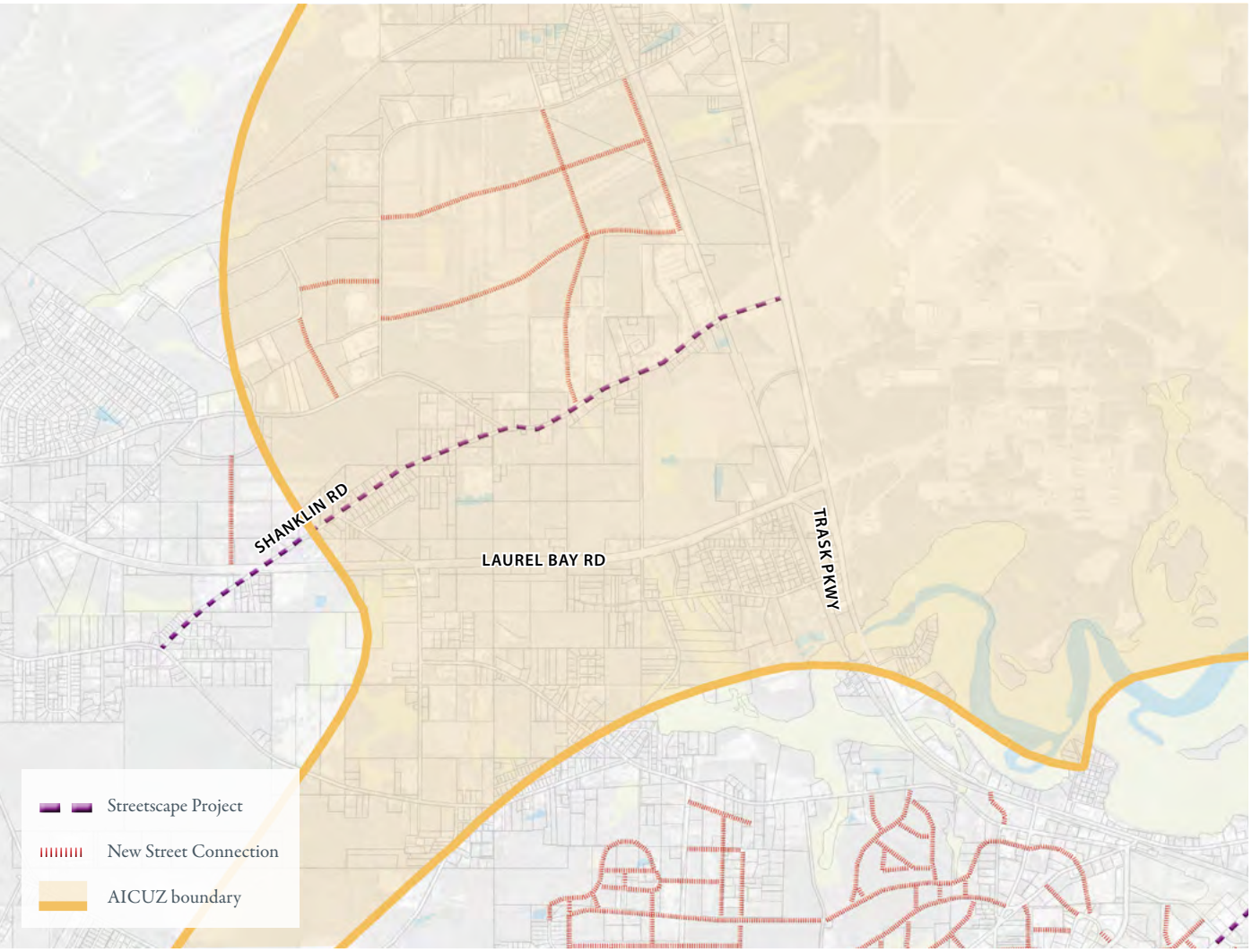


▲ **PROPOSED STREETSCAPE IMPROVEMENTS SECTORS 1, 2, 3, 5**

Proposed Streetscape Improvement Projects		
Sector	Street Name	Section Reference(s)*
1	Port Republic Street	3.3
1	Carteret Street	3.5
1	Charles Street	3.6
1	Duke Street	10.2
1	Greene Street	10.2
1	Boundary Street (east of Ribaut Road)	3.8
4	Boundary Street (west of Ribaut Road)	8.1
4	Greenlawn Drive	10.2
2/3	Ribaut Road	8.2
1	North Street	10.2

Proposed Streetscape Improvement Projects		
Sector	Street Name	Section Reference(s)*
2	Heyward Street	10.2
2	Depot Road	10.2
2	Allison Road	10.2
3	First Boulevard	10.2
3	Mossy Oaks Road	10.2
3	Waddell Road	10.2
3	Battery Creek Road	10.2
5	Lady's Island Drive	8.4
4	Robert Smalls Parkway	8.3
4	Deanne Drive	10.2
4	Shanklin Road	10.2

*Note: Additionally, all streetscape designs are shown in Section 10.2



▲ PROPOSED STREETSCAPE IMPROVEMENTS SECTOR 4

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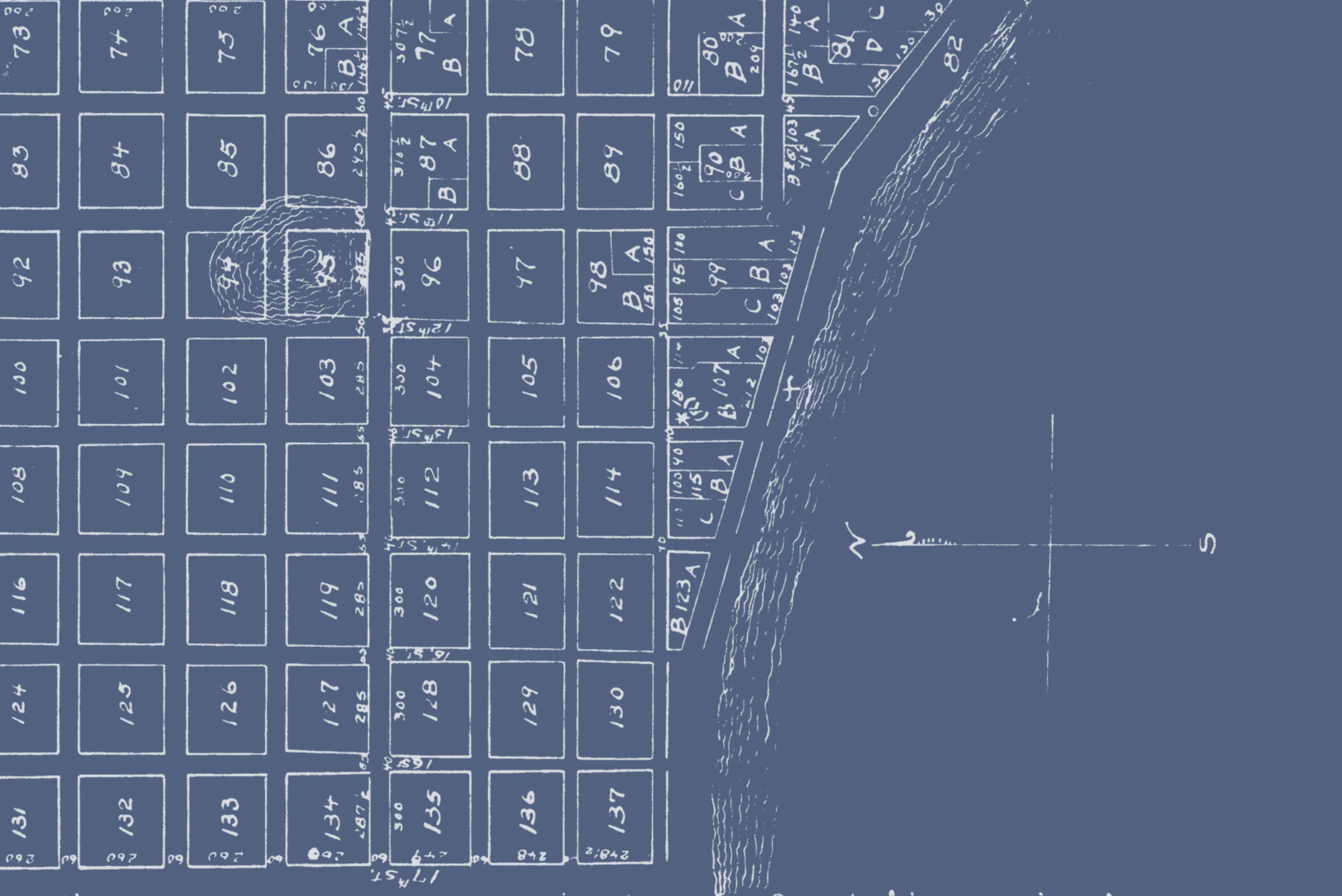


y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

6

A City of Walkable Neighborhoods

The city will maintain its distinct urban form by encouraging growth and development using the resilient model of walkable, urban, mixed-use neighborhoods established by the historic core of the city.

PRINCIPLES

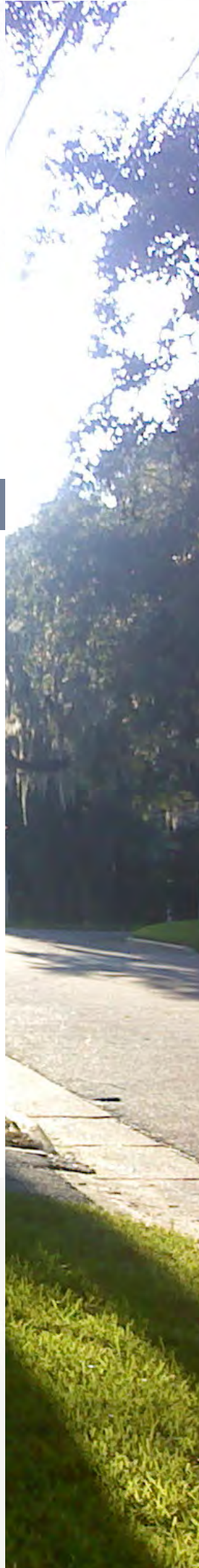
1: OUR HISTORIC NEIGHBORHOODS WILL CONTINUE TO BE PROTECTED AND CONSERVED TO ENSURE THEIR VITALITY AND ENJOYMENT FOR FUTURE GENERATIONS

2: OUR NEIGHBORHOODS WILL EVOLVE TO ACCOMMODATE INCREASING HOUSING DENSITIES AND NEW BUILDING TYPES

3: OUR NEIGHBORHOODS WILL BE BASED ON A NETWORK OF SMALL BLOCKS THAT SUPPORT A WIDE RANGE OF HOUSING TYPES AND SIZES

4: WE WILL ENCOURAGE SENSITIVE NEIGHBORHOOD INFILL TO SUPPORT A THRIVING ECONOMY

5: THE CITY WILL CONTINUE TO SUPPORT AND ADVOCATE FOR A WIDE RANGE OF HOUSING CHOICES AS A MEANS TO SUPPORT OUR DISTINCT MIX OF HOUSEHOLDS AND INCOMES



KEY INITIATIVES

6.1 Building Patterns for Walkable Neighborhoods 104

6.2 Sector 1 Neighborhood Strategies 108

6.3 Sector 2 Neighborhood Strategies 118

6.4 Sector 3 Neighborhood Strategies 121

6.5 Sector 4 Neighborhood Strategies 127

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6.1 Building Patterns for Walkable Neighborhoods

The character and form of buildings along a street are important determinants in creating walkable environments. Successful pedestrian environments are created intentionally through the careful use of appropriate building types, frontages, setbacks, mass, scale and materials.

There are many streets throughout Beaufort's historic core and older neighborhoods that embody the principles of walkable neighborhoods. Buildings are set near to the sidewalk or street, with primary entrances typically oriented toward the street. Corner stores provide necessary goods and services for local residents. On commercial streets, storefront windows create visual interest for those walking by. Generous porches and porticoes allow interior activities to spill out of buildings and invigorate the streetscape. Traditional materials and architectural detailing enrich the streetscape environment and provide a consistency of form. All of these features contribute to a strong sense of place, comprised of pedestrian-friendly streets that continue to be its most resilient model of urban form.

With this is in mind, neighborhood plans have been crafted for areas throughout all five sectors in the City of Beaufort. Each plan is uniquely tailored to the existing context of the neighborhood. In some cases, significant changes are envisioned, transforming the character of dilapidated areas and reinvigorating neglected neighborhoods. In other cases, only subtle strategic changes are proposed, building on the existing strength of vibrant, healthy neighborhoods to create more choices for residents. In all cases, the proposed strategies focus on preserving or creating walkable neighborhoods, with a variety of building types reminiscent of the city's historic downtown core.

Issues of scale and compatibility of development as it relates to existing neighborhoods are critical to the success of any neighborhood. The plan responds to these issues by utilizing in its narrative and planning building patterns that are derived from precedents found in the Lowcountry and tailored to the unique context of individual neighborhoods.

Unlike architectural style, which relates primarily to the external appearance of a structure through its construction details (e.g., material selection and application, roof forms, window patterns), building patterns assume a generally neutral canvas on which various styles (e.g., Federal, Classical Revival, Greek Revival, Italianate, Queen Anne, Gothic Revival, Craftsman, Modern) may be applied. As a result, building patterns are therefore more concerned with the overall building's interaction with the public realm including its expression of mass, scale, configuration of its volumes, and its placement on a lot relative to the fronting street or public space.

The patterns below are drawn from the traditional patterns of development found throughout the city and its immediate environs and are considered models for neighborhood redevelopment and infill strategies. Their forms can accommodate many uses subject to the underlying zoning. Building patterns other than those listed below may be appropriate for certain areas of the city, such as the commercial corridor sections of Ribaut Road, Boundary Street and Robert Smalls Parkway.

Outbuilding/Accessory Unit

Historically referred to as carriage houses or servant's quarters, accessory dwelling units have long been a part of Beaufort's built environment. As the name implies, this type of housing unit is located within an accessory building, typically situated behind the primary residential structure on the property, and served by secondary streets, driveways, or mid-block alleys. Accessory units are an ideal way to accommodate affordable housing and increased density without changing the character of the neighborhood.

Detached House

Detached houses in Beaufort vary widely in scale but are typically 1-2½ stories in height. Within this range, there are several consistent features that help to define Beaufort's traditional vernacular, including shallow hip and gabled roofs, raised porches and the use of wood siding and tabby as primary materials. Such building forms are adaptable to a wide variety of lot configurations and frontages. Some specific typologies, such as the I-House, Gable Front, Center Hall, and Side Hall are characteristic of historic Beaufort detached houses. Within this broader category are the Bungalow/Cottage and Beaufort House.

Bungalow/Cottage

Historically, smaller one to one-and-a-half story cottages were the primary form of modest residential buildings in a number of neighborhoods in Beaufort. Notable in the Northwest Quadrant, but also scattered throughout the rest of the Historic District, as well as Pigeon Point, Higginsonville, and other areas of the city, these buildings take on a number of typologies, or specific configurations. Ten different specific types including Freedmen's Cottage, Shotgun, and Hall and Parlor, are found in the Northwest Quadrant alone, each evolving over time, based on need, income level and economic conditions of the time. They typically have porches facing

▲ THE BEAUFORT HOUSE

▲ 1 STORY COTTAGE

▲ ACCESSORY UNIT

▲ DETACHED HOUSES IN A BLOCK

▲ 1 ½ STORY COTTAGE

Image Source: Joel Newman

the street, fit well on small to mid-sized lots and may be placed close to the street or have a small front yard. These types may also be organized around a common open space to create a bungalow or cottage court. Though they are not appropriate in every context, bungalow courts can be especially useful on very deep lots or awkwardly shaped blocks.

The Beaufort House

The Beaufort House is a detached house building type unique to Beaufort. Typically these are some of the larger houses that characterize the National Historic Landmark District neighborhoods of the Point and the Bluff. They express a number of architectural periods and styles while maintaining common elements including a southern orientation, T-Shape, raised first floor, single or double porches with an odd number of bays that often wrap the house, high ceilings and shallow hipped roofs. There are a few historical variants but by and large this type is well represented in the historic district. Though clearly residential in form, this building type has proven to be adaptable to a variety of uses including one and two family dwellings, multi-family units, and some limited office and retail uses where permitted.

Multi-Family House

Similar in character and scale to the larger houses in The Point, Old Commons, and The Bluff, multi-family houses are extremely flexible in terms of use and location. Multi-family houses may accommodate a variety of uses: single-family residential; apartments (typically 4 to 8 units depending on size); office; and mixed-use with retail on the ground floor and residential or office above. Regardless of the use(s) accommodated within the building, the outward appearance of this building type reflects the character of the large historic homes treasured by Beaufort residents. Some of the Beaufort Houses, and other detached houses have even evolved into multi-family houses. Multi-family houses are appropriate in many locations and are compatible in established single-family neighborhoods as well as in mixed-use neighborhood centers.

Townhome

While there is not a historic precedent in the use of townhomes in Beaufort proper, this urban pattern has been adapted for use in the last few decades from places like Savannah and Charleston to accommodate a lower maintenance lifestyle. The units in a row of townhomes front the same street or public space and are frequently served by a rear alley or parking area. Townhomes are well-suited for transition areas located between lower density, single-family residential neighborhoods and higher density mixed-use neighborhood centers. As townhomes do not typically have much of a yard or exterior private space, that they are located close to public amenities such as parks, water, and/or shopping districts.

Live-Work Unit

Live-Work units can be stand-alone buildings, or attached units (similar to townhomes). They have ground floor space specifically designed and used for commercial purposes. Owners of such units operate small businesses on the ground floor and live in the upper floor(s). Instead of porches or stoops at the building entry, the ground floor frontage of new live-works is typically designed with storefront windows and/or awnings. Live-work units are two to three stories in height, and typically served by a rear alley or parking area. This versatile building type can be used effectively in a wide variety of contexts, but is most frequently constructed along commercial or mixed-use corridors and in transition areas located between single-family residential communities and neighborhood centers. Existing, and often historic, buildings in these types of areas are successfully adapted to serve as live-work buildings as well.

Apartment Building

Apartment buildings are larger multi-family structures, typically 2 to 4 stories in height, which contain apartments and associated amenities. Because of their size and scale, this building type is best suited for dense neighborhood centers and mixed-use corridors. Depending on the surrounding context, the careful use of porches, balconies, roof lines and materials allow apartment buildings to reflect the character of typical Beaufort neighborhoods or mixed-use, main street areas. Apartment buildings are most effective in enhancing the public realm when they are built close to the street and mixed with a variety of other building types, as opposed to being concentrated within large apartment building complexes.

Mixed-Use/Main Street Building

Mixed-use/main street buildings are emblematic of the character that currently exists along Bay Street in downtown Beaufort. They are located in areas that are intended to have the highest intensity of development and the greatest concentration of pedestrian activity. Although they can take on a variety of sizes (2+ stories) and scales (from narrow lots to large portions of blocks), mixed-use/main street buildings share several distinguishing characteristics: A zero setback alignment; a storefront and awning frontage; and ground floor retail use and upper floor residential or office use.

▲ DETACHED HOUSE AS A TWO FAMILY DWELLING

▲ APARTMENT BUILDING

▲ TOWNHOME

▲ LIVE-WORK UNITS

Image Source: islandpacket.com

▲ MULTI-FAMILY HOUSE (GRACE WHITE HOUSE)

▲ MIXED-USE / MAIN STREET BUILDING

6.2 Sector 1 Neighborhood Strategies

Sector: 1

Project Type: Public | Private

Civic Investment Required: Various

See Also: 3.5; 3.6; 3.8; 7.1; 7.5

The Point and The Bluff

The Point and The Bluff neighborhoods offer the greatest collection of well-maintained historic homes, 18th and 19th century architecture and private gardens in Beaufort. This plan's primary recommendations for these neighborhoods are to preserve their historic character and to encourage continuing investment to maintain the many historic properties.

The success of these areas continues to be tied to the success of the preservation of these areas as well as their proximity to Beaufort's waterfront and downtown. Additionally, some limited development is proposed at the neighborhood edges along Carteret Street, Bay Street and Bladen Street, with commercial and mixed-use buildings, as well as development associated with University of South Carolina - Beaufort, placed in strategic locations. The plan also proposes uses that accommodate tourists, such as bed and breakfasts and historic inns, to be mixed in with higher-density infill development on the marina parking lot. In all cases, development should be regulated to ensure historically-appropriate design that enhances the overall neighborhood character.

Old Commons

The Old Commons neighborhood is a relatively narrow community between Carteret Street and Charles Street. As such, this plan recommends that future improvements of the Old Commons neighborhood be guided by the plans for these two corridors, as well as the plan for the Boundary Street corridor (east of Ribaut Road). The neighborhood should grow through steady and responsive infill, incorporating low-impact development techniques to mitigate the stormwater problems on certain low-lying blocks.

▲ NEIGHBORHOODS IN SECTOR 1

Northwest Quadrant

The Northwest Quadrant is a historically African-American community, with rich history and architecturally unique housing. Scattered between the historic houses are vacant and poorly-maintained properties that have become a blight on the community.

The conceptual redevelopment case study shown in this section focuses on a specific two-block area bounded by Wilmington Street, Harrington Street, Greene Street, and Duke Street. It should be noted, however, that the design techniques shown in this case study are meant to serve as illustrative tools for redevelopment that are applicable to blocks throughout the larger Northwest Quadrant area.

This plan proposes strategic stabilization of struggling properties, ongoing preservation and careful infill to create new value in the neighborhood. There are numerous lots currently available for infill in this area. The first phase within a typical neighborhood block would be to infill the perimeter of the block with houses that are representative of historic Beaufort and also incorporate some modern building types with appropriate architectural detailing, mass and scale. The second phase looks at developing the interior and mid-block spaces throughout the neighborhood. New neighborhood commercial development occurs on Charles and Bladen Streets though a number of historic structures along Prince and King are also home to small businesses.

The block structure of the Northwest Quadrant creates ample but underutilized backyard areas. In fact, many of the blocks were originally built with service alleys that have become overgrown and impassable. The neighborhood plan utilizes these mid-block spaces for accessory dwelling units, community gardens, and passive stormwater management facilities, with the alleys restored to their original use. This allows the streetscape and character of the area to be maintained, while allowing a slightly higher density, and an alternative source of income for existing residents. This is important to not only promote growth and development but to retain long time residents and provide them with opportunities to maximize the value of their properties.

Image Source: bing.com

▲ **EXISTING NORTHWEST QUADRANT**

Vacant lots and dilapidated homes beyond repair represent an opportunity to accommodate a significant amount of growth through infill redevelopment within Beaufort's block network in the Northwest Quadrant.

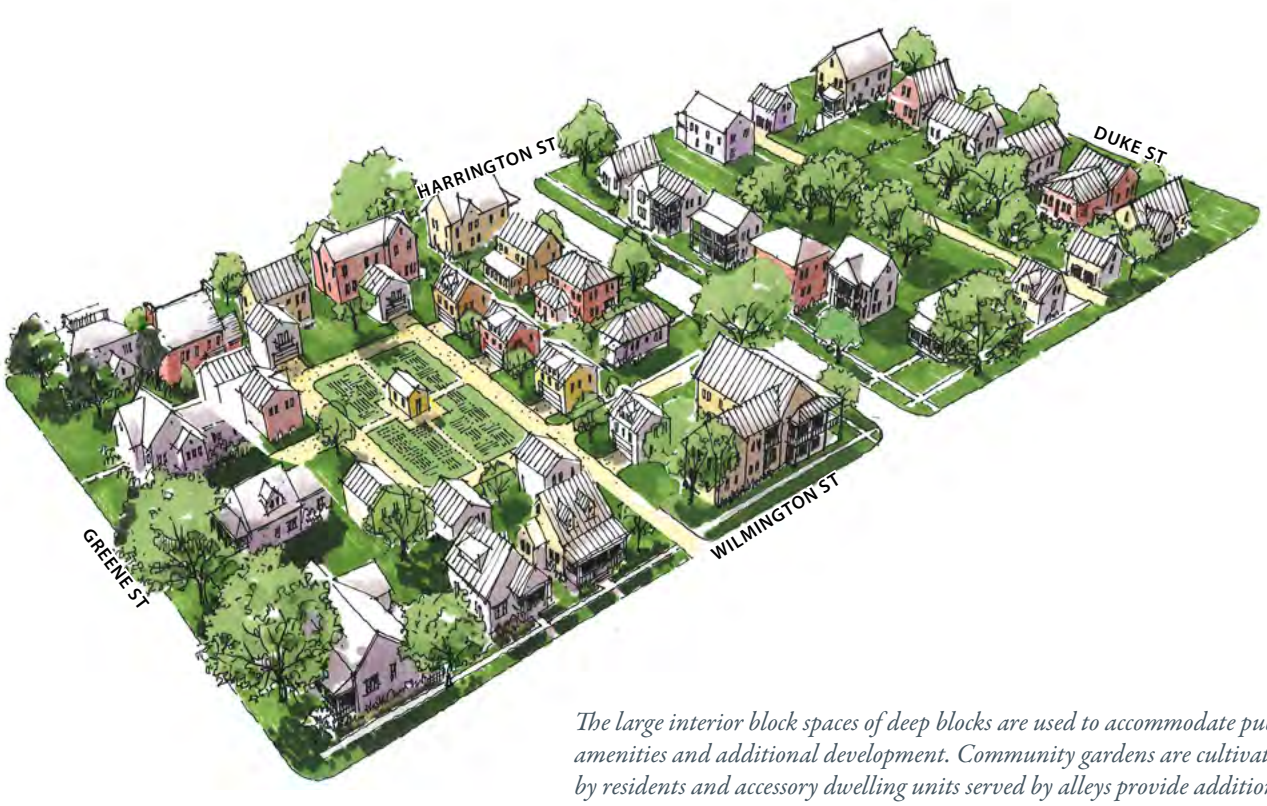
▲ **CONCEPTUAL INFILL OF NORTHWEST QUADRANT**

▲ EXISTING CONDITIONS

Existing conditions for a two block area in the Northwest Quadrant with scattered historically contributing homes on medium-sized lots amidst vacant lots.

▲ CONCEPTUAL PHASE 1

Historic homes are repaired and new homes are built in vacant lots to fill in neighborhood blocks. Lots are designed with homes close to the street to reinforce the streetscape environment and new homes are built using traditional Lowcountry vernacular to complement the aesthetic of their historic counterparts.



The large interior block spaces of deep blocks are used to accommodate public amenities and additional development. Community gardens are cultivated by residents and accessory dwelling units served by alleys provide additional housing for grandparents, kids returning from college, and young professionals who need a small space to rent.

▲ CONCEPTUAL PHASE 2

Image Source: Joel Newman

Image Source: Joel Newman

▲ EXAMPLES OF NEW HOUSING INCORPORATING CONTEMPORARY DESIGN ELEMENTS, MODERN MATERIALS, MASSING AND SCALE THAT ARE APPROPRIATE TO THE HISTORIC DISTRICT

▲ EXISTING JAIL SITE

▲ EXISTING JAIL BUILDING

▲ CONCEPTUAL INFILL OF FORMER JAIL SITE

Former Beaufort County Jail Site and King Street Area

The conceptual redevelopment plan for the former Beaufort County Jail provides another example for neighborhood revitalization through phased infill. The former jail is a beautiful Art Deco building that has been vacant and neglected for decades. It shares a block with the Department of Health and Environmental Control (DHEC) offices. The adjacent blocks, occupied by the old School Board building and the County Health Center, are also underused and are included as part of this local redevelopment area.

The conceptual redevelopment plan for this area proposes adaptive reuse of the distinctive jail building as a restaurant, boutique hotel, or condo units. Through a phased approach, the DHEC offices could be replaced with supportive mixed-use buildings, and the County Health Center and old school board building sites could be redeveloped in a manner that is consistent with its context. This new housing could also provide an ideal location for seniors looking to live within walking distance to amenities in the heart of the city. Significantly, this redevelopment could be completed while also preserving the existing mature trees and small park areas along Wilmington Street.

▲ EXISTING PARKING LOT LOOKING EAST ALONG KING STREET

▲ CONCEPTUAL REDEVELOPMENT OF PARKING LOT WITH TWO STORY, MIXED-USE, RESIDENTIALLY-SCALED STRUCTURES AND A WIDE PLANTING STRIP

Pigeon Point/Basil Green

The Pigeon Point neighborhood provides a variety of recreational opportunities within the downtown Beaufort area, including the Basil Green Complex, Pigeon Point Park, and the Pinckney Park/Boat Landing. This plan proposes connecting these amenities – to one another and to the rest of Beaufort – through greenways and bike lanes that will firmly establish the Pigeon Point neighborhood as the city's recreational hub.

The conceptual plan for this area, as shown below, proposes the redevelopment of Basil Green Park and nearby infill development along Woodward Avenue, Lafayette Street, and Emmons Street to anchor the western portion of the Pigeon Point neighborhood. The Boundary Street (east of Ribaut Road) corridor plan would guide development along the neighborhood's southern boundary (see Section 3.8 for details).

To the northwest of Basil Green Park is a large vacant lot currently owned by the city. The conceptual plan below illustrates how this lot could be subdivided to expand housing options in the area and provide an opportunity for young families to live near the park. The city is currently working to put six new single-family houses on this lot.

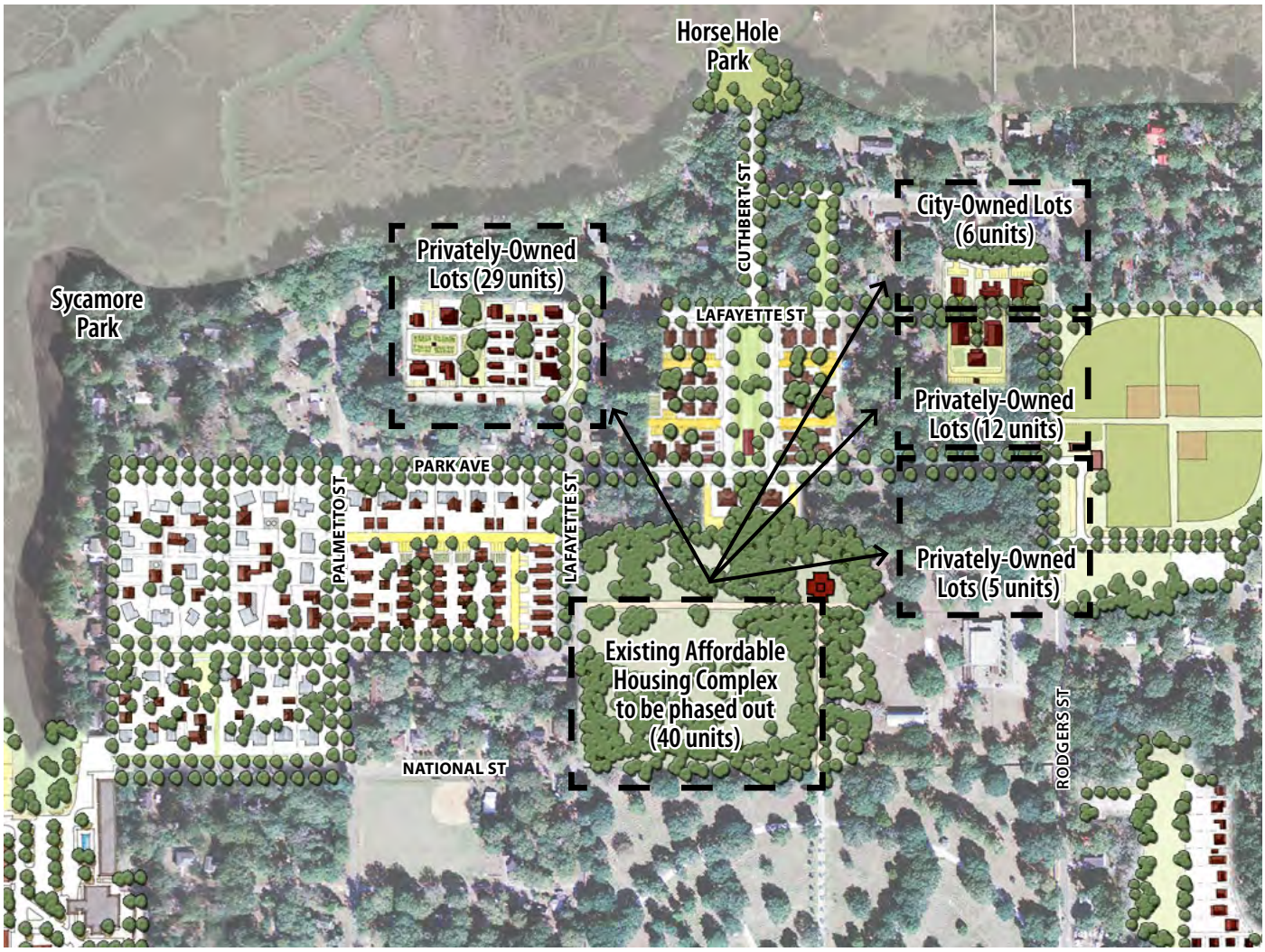
▲ CONCEPTUAL INFILL AND REDEVELOPMENT OF PIGEON POINT AND BASIL GREEN AREA

Higginsonville

While a large portion of the Higginsonville neighborhood is occupied by the expansive Beaufort National Cemetery, this plan proposes a conceptual redevelopment plan that would take advantage of this network of residential streets that wrap the cemetery and provide convenient access to Albergotti Creek, the Basil Green Complex, and amenities along Boundary Street,

This plan proposes strengthening Higginsonville's relationship to Albergotti Creek and the Beaufort River through to two small waterfront parks, Sycamore Park and Horse Hole Park. This would require that the city acquire the two privately-owned parcels where Sycamore Park would be located, at the northwest corner of the downtown peninsula. Improvements to the existing Horse Hole park could also be tied to a new green space at the south side of Lafayette Street that would act as a pedestrian extension of Cuthbert Street and neighborhood focal point that leads directly north through Horse Hole Park and to the waterfront.

The plan also recommends a strategy of incremental infill housing development within Higginsonville's residential blocks, including a variety of housing options that could replace the current affordable housing units if the cemetery expands to the north. Proposed accessory dwelling units would be built at the rear of residential lots to allow for a greater density without changing the character of the street or neighborhood. Several blocks would include bungalow courts, in which small homes are arranged around interior public open spaces (see 6.1 for example). This traditional arrangement would allow a more efficient use of Higginsonville's block structure, create more affordable housing units, promote civic engagement, and provide more housing choices within the city.



▲ CONCEPTUAL INFILL AND REDEVELOPMENT OF HIGGINSONVILLE

▲ CONCEPTUAL ILLUSTRATION OF CIVIC SPACE IN HIGGINSONVILLE

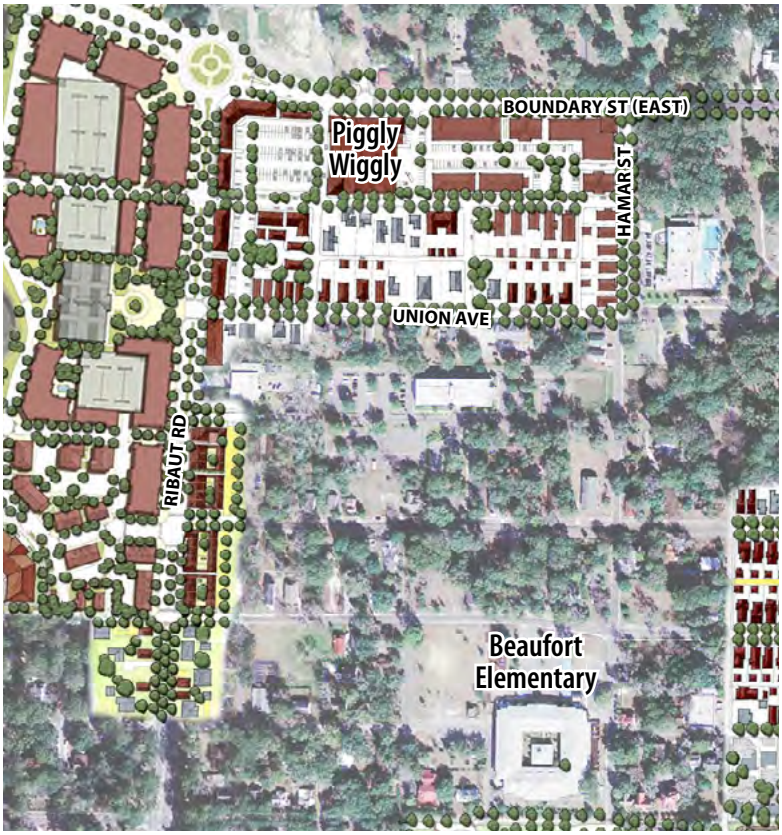
▲ CONCEPTUAL EXAMPLE OF BUNGALOW COURT INFILL

Dixon Village

Dixon Village contains a mix of residential blocks, commercial strips, and a few remnant industrial properties. It is anchored in the southeast corner by Beaufort Elementary School and in the northwest corner by the Piggly Wiggle shopping complex.

This plan recommends that future development along the perimeter of the neighborhood be guided by the conceptual corridor plans for Ribaut Road (see 8.2) and Boundary Street (east of Ribaut Road; see 3.8), including the redevelopment plan proposed for the Piggly Wiggly shopping center (shown in 8.2).

As shown in the conceptual redevelopment plan at right, this plan proposes that the rest of the Dixon Village neighborhood grow through incremental infill development. The elementary school is an attractive amenity for young families, and new development projects should target housing opportunities that would allow households to buy into the neighborhood at an affordable price point.



▲ CONCEPTUAL REDEVELOPMENT OF DIXON VILLAGE

▲ ILLUSTRATION OF PIGGLY WIGGLY SHOPPING CENTER REDEVELOPMENT CONCEPT *(Looking east)*

6.3 Sector 2 Neighborhood Strategies

Sector: 2

Project Type: Public | Private

Civic Investment Required: Spanish Moss Trail, Public Park

See Also: 4.7; 5.2; 7.2; 8.2; 9.1

Harvey Property

The Harvey Property is a forested parcel of land located on Battery Creek near the Beaufort County complex. It is one of the largest undeveloped properties with waterfront access in the city. As such, preserving public access to the water is a primary consideration in the conceptual development plan for this property.

This plan envisions the creation of a public park and waterfront trail along the northern edge of the property, linking with a trail system that would creates a 2.5 mile loop around the headwaters of Battery Creek and connect to the Spanish Moss Trail. The plan recommends that a small portion of the property be included as part of the redevelopment of the Beaufort County complex to the northeast. As shown below, the plan proposes that the majority of the Harvey Property be developed with single-family homes. These homes could be arranged around a community center with a pier that extends into Battery Creek, providing a the focal point for the development.

▲ CONCEPTUAL NEIGHBORHOOD PLANS - SECTOR 2

▲ **ILLUSTRATION OF HARVEY PROPERTY CONCEPTUAL DEVELOPMENT PLAN**

▲ **ILLUSTRATION OF HARVEY PROPERTY CONCEPTUAL DEVELOPMENT PLAN** *(Looking north)*

Image Source: bing.com

▲ EXISTING SALZER / MARSHER TRACTS

Salzer / Marsher Tracts

To the southwest of the Harvey Property, across the Spanish Moss Trail, are the Salzer / Marsher tracts. This area enjoys waterfront access on Battery Creek and beautiful views across the tidal marshes, but is relatively isolated from the rest of the city. As a result, only a few large residential lots occupy the area.

The construction of the Spanish Moss Trail and the introduction of new street connections would open this area up for redevelopment. The conceptual plan for this area proposes footpaths that connect the Spanish Moss Trail to waterfront parks, with piers extending into Battery Creek. These parks would act as the centers of new housing clusters that would incorporate waterfront access, open space, and links to the Spanish Moss Trail, making them highly desirable units likely to generate considerable value within the Beaufort real estate market. Option 1 below illustrates 26 single family lots, while Option 2 illustrates a variety of lot sizes.

▲ CONCEPTUAL PLAN SALZER / MARSHER TRACTS OPTION 1

▲ CONCEPTUAL PLAN FOR SALZER / MARSHER TRACTS OPTION 2

6.4 Sector 3 Neighborhood Strategies

Sector: 3

Project Type: Public | Private

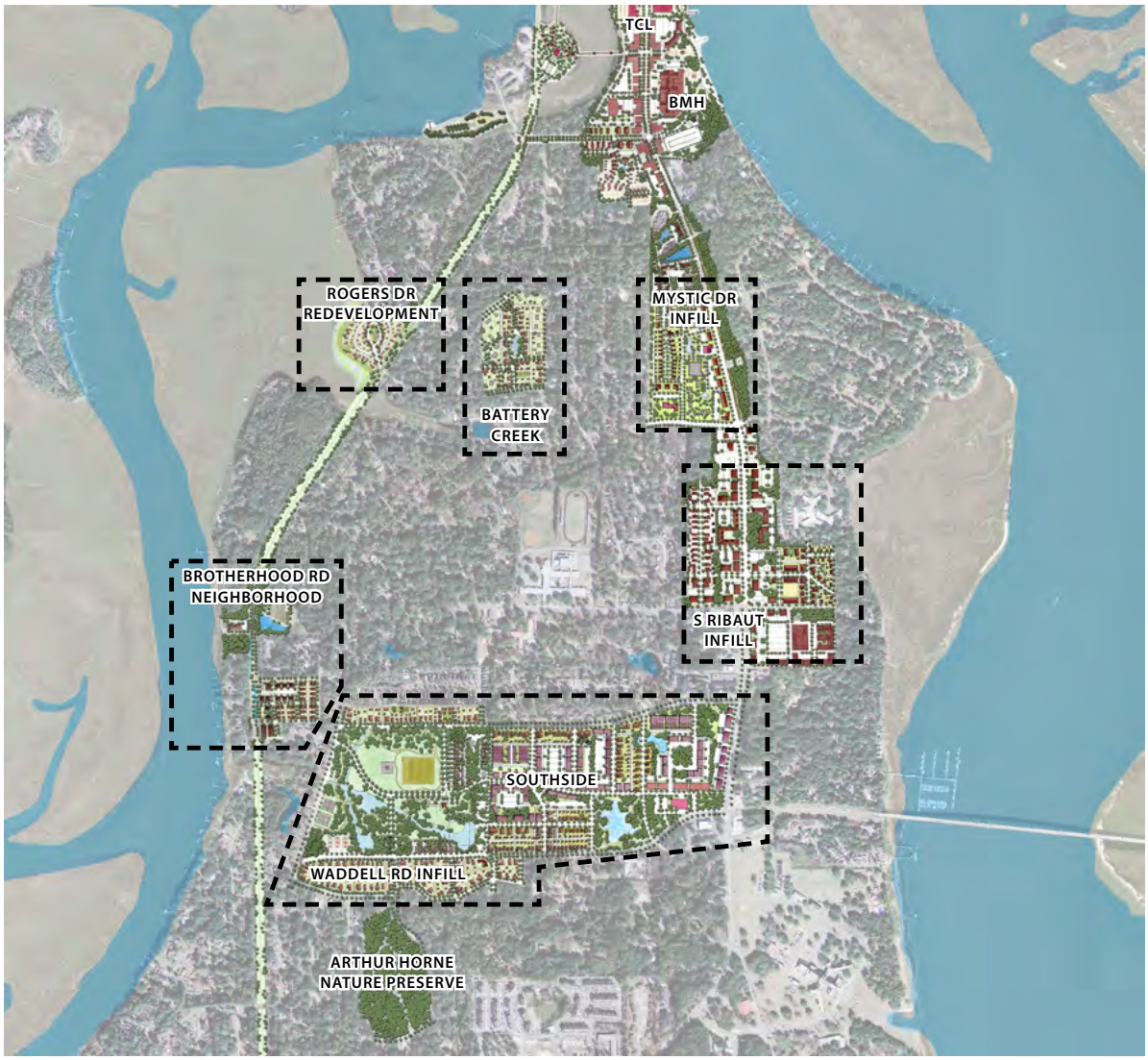
Civic Investment Required: Various

See Also: 4.10; 4.11; 4.12; 5.2; 7.3; 8.2

Brotherhood Road Redevelopment Plan

In the southeastern part of Beaufort, just north of Southside Park, two aging and out-dated multi-family residential complexes front either side Brotherhood Road. Located adjacent to the proposed Spanish Moss Trail route (see 5.2), these properties could provide a desirable location for new housing that is convenient to several natural amenities.

The conceptual redevelopment plan at right proposes a variety of single- and multi-family housing types that frame the trail and extend the surrounding street network. Townhomes and single family lots would be served by rear alleys, allowing streets to be unimpeded by driveways and garages. Community gardens and community buildings would be integrated adjacent to the Spanish Moss Trail, creating an amenity for residents as well as trail users. Stormwater bioswales would also be incorporated into the design in order to manage runoff from the development through passive, environmentally-conscious filtration.



▲ CONCEPTUAL NEIGHBORHOOD PLANS - SECTOR 3

▲ CONCEPTUAL REDEVELOPMENT PLAN OF BROTHERHOOD ROAD

Mystic Drive Neighborhood Infill

The Mystic Drive infill plan illustrates an ideal pattern of redevelopment in the largely vacant area of land between Ribaut Road and Mystic Drive in southern Beaufort. The plan preserves several single family homes, existing businesses and the Cornerstone Christian Church, while creating a new connection from Ribaut Road to Mystic Drive and providing new opportunities for development.

Proposed mixed-use development along the western edge of Ribaut Road accommodates medical office uses, similar to what currently exists in the area, a new fire station, as well as housing and retail uses that serve the Battery Creek neighborhoods, to the west, and the Spanish Point neighborhood, across Ribaut Road to the east. A transition in building height and scale occurs – from the mixed-use corridor along Ribaut Road to the single family residential neighborhood along Mystic Drive– so that infill development complements the surrounding neighborhoods.

Rodgers Drive Redevelopment

The conceptual Rodgers Drive redevelopment plan engages an underutilized parcel located immediately south of the existing Cottage Farms neighborhood. The property is located along the proposed Spanish Moss Trail and has superb access and views to the tidal marshes of Battery Creek. It is currently occupied by a mobile home park and is likely to face redevelopment pressure in the near future.

This plan envisions single-family homes organized around a preserved community structure and oriented to maximize views to Battery Creek. Public space would be preserved along the tidal marshes and includes a pier that extends over the water. Finally, an extension of Dover Lane into the Rodgers Drive redevelopment would provide another connection for the isolated Cottage Farms neighborhood, which currently functions as a large cul-de-sac with one entry point. Providing another connection to the broader grid would improve access from Cottage Farms to the Spanish Moss Trail, decrease the response time of emergency services, and reduce traffic volume on Allison Road.

▲ CONCEPTUAL PLAN OF MYSTIC DRIVE INFILL

▲ CONCEPTUAL REDEVELOPMENT PLAN FOR ROGERS DRIVE

Image Source: Bing.com

▲ EXISTING CONDITIONS

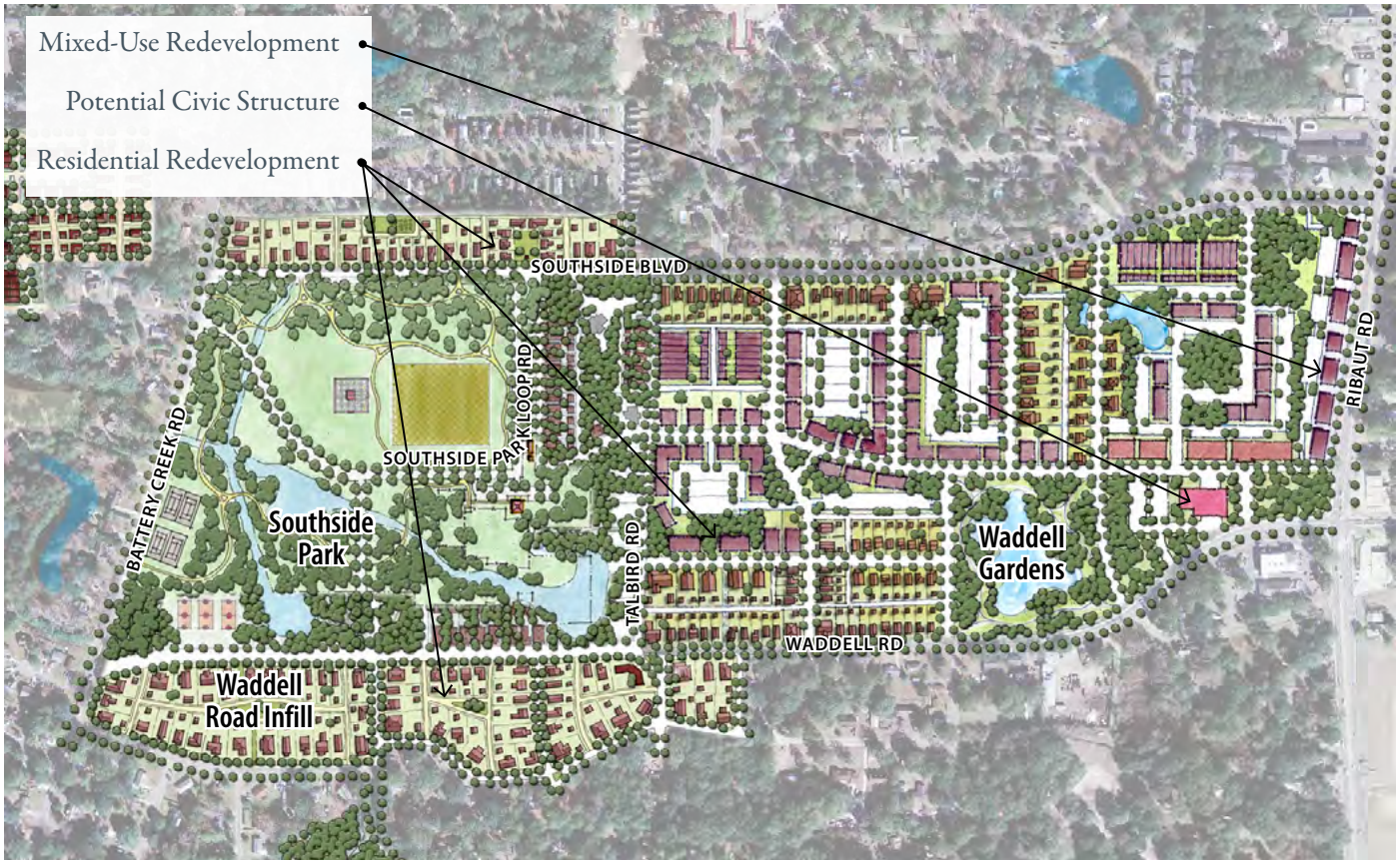
Battery Creek Road Redevelopment

This plan re-imagines the current subdivision organized around a small closed-off area of Battery Creek Road as a connected part of the greater network. New connections to Center Drive West and Acorn Hill Avenue would join the existing infrastructure and open the awkward interior spaces of blocks for infill housing development. New alleys would accommodate small residential lots and allow for greater lot coverage to be devoted to building space rather than driveways. The current stormwater management facility would be preserved and landscaped with native plants to provide an attractive focal point for the area.

▲ CONCEPTUAL REDEVELOPMENT PLAN FOR BATTERY CREEK ROAD

Image Source: Bing.com

▲ SOUTHSIDE NEIGHBORHOOD EXISTING BIRD'S EYE AERIAL VIEW



▲ CONCEPTUAL SOUTHSIDE NEIGHBORHOOD REDEVELOPMENT PLAN & WADDELL ROAD INFILL PLAN

Southside Park Redevelopment

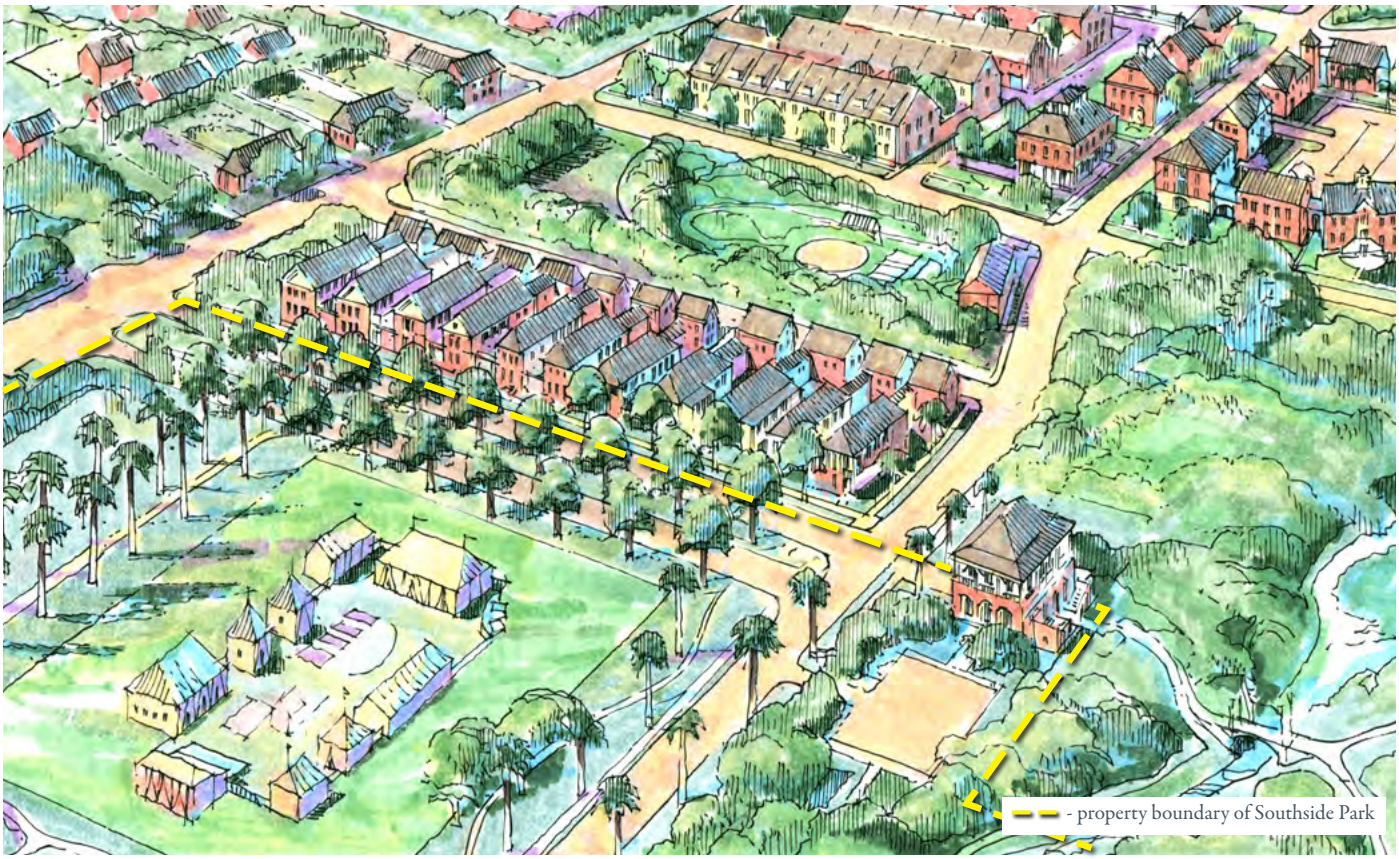
In addition to the proposed improvements to Southside Park (see 4.10), this plan recommends redevelopment of vacant and underutilized parcels around the park to provide for a variety of housing options (shown on the preceding page). A more regular pattern of housing would be introduced next to the park between Talbird Road and the Southside Park Loop Road. This intervention would capitalize on the demand for housing adjacent to the park, and offer more security within the park by providing "eyes on the park" through 24-hour use by residents.

This plan also recommends that the southern portion of the Southside Park Loop Road be extended to provide a continuous connection from Battery Creek Road through the park to the redeveloped blocks to the east. Additionally, new housing along the northern edge of the park would capitalize on an existing alley and reinforce the streetscape edge along Southside Boulevard.

These proposed connections would also allow new development in the large block bound by Ribaut Road, Southside Boulevard, Talbird Road and Waddell Road. This plan proposes new multi-family housing options on the interior of the block, with a focus on creating a consistent streetscape environment to frame the park. Low-lying areas, such as the Waddell Gardens Nature Preserve, would be preserved to accommodate stormwater runoff and provide wildlife habitat areas.

Waddell Road Infill and Redevelopment

This plan envisions new single-family redevelopment in the neighborhood along Waddell Road, between Southside Park and Arthur Horne Nature Park, stimulated by improvements to those parks and the Spanish Moss Trail. The plan proposes extending Harvey Road from Ivy Lane through Grinkley Place to meet Sergeant Drive, creating a continuous street and completing the block structure in the area. A system of rear alleys would be introduced to allow rear-access garages and to emphasize an attractive streetscape environment along Waddell Road and the streets to the south. Small interior block spaces between the rear alleys would provide ideal spaces for small playgrounds and dog runs.



▲ CONCEPTUAL ILLUSTRATION OF RESIDENTIAL INFILL AND REDEVELOPMENT ADJACENT TO SOUTHSIDE PARK

6.5 Sector 4 Neighborhood Strategies

Sector: 4

Project Type: Public | Private

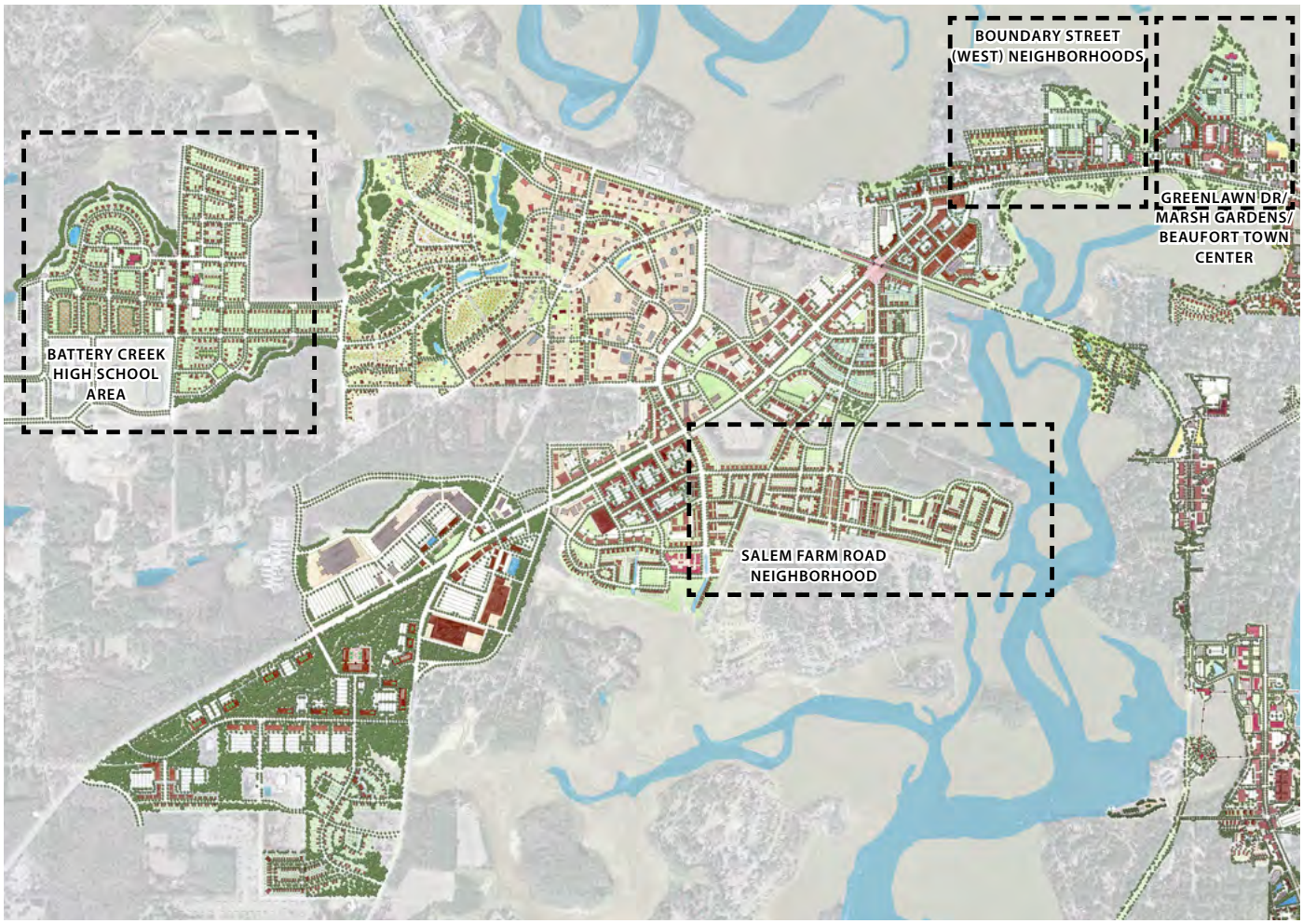
Civic Investment Required: Various

See Also: 8.1

Greenlawn Drive / Marsh Gardens / Beaufort Town Center

Greenlawn Drive extends north from Boundary Street (west of Ribaut Road) along a small peninsula of land stretching out into the marshes of Albergotti Creek. Currently the dominant use in the area is parking; approximately eight acres of uninterrupted parking lots serve the strip retail of Beaufort Town Center, with more parking lots for individual buildings to the east and west.

The conceptual redevelopment plan for this area– in conjunction with the ongoing streetscape project for this portion of Boundary Street (see 8.1) – proposes retrofitted buildings that define the street edge along Boundary Street and throughout the internal street network of the peninsula. Recently constructed buildings, existing hotels and a major big box tenant would be maintained on the site and complemented by new mixed-use development. The northern portion of the redevelopment area would transition from mixed-use along Boundary Street to multi-family housing to small-lot single family development toward the water. The edges of the peninsula would be maintained as a linear public park that winds along the tidal marsh. The northern tip of the peninsula would be defined by a large structure intended to serve as a civic use or possibly an assisted living facility with views and access to the marsh.



▲ CONCEPTUAL NEIGHBORHOOD PLANS - SECTOR 4

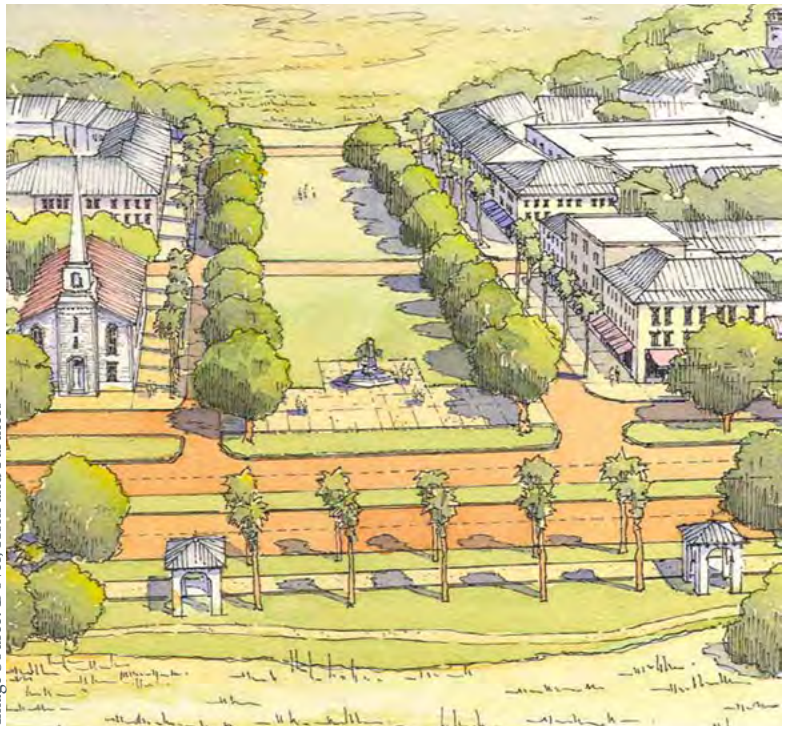


Image Source: Dover, Kohl and Partners

▲ ILLUSTRATION OF BELT BUCKLE PARK

Boundary Street (West) Neighborhoods

Set between Polk Village to the west and Beaufort Town Center to the east, the conceptual redevelopment plan proposed for the area along Hogarth Street would take advantage of its location between the marsh and the mixed-use shopping environment along Boundary Street (west of Ribaut Road). The largely-vacant tract located behind two hotels would be a strategic location for a medium-density neighborhood comprised of small lot and attached building types similar to the Midtown area near Bladen Street (see 3.7). With direct access to the marshes of Albergotti Creek and the conceptually-planned Belt Buckle Park (see 8.1), the framework of parks and civic space in this area is well-suited to support a large number of housing units at a walkable scale.

▲ CONCEPTUAL REDEVELOPMENT PLAN BOUNDARY STREET (WEST) NEIGHBORHOODS

Battery Creek High School Area

Due to the prevalence of infill opportunities that utilize existing infrastructure, it is not expected that greenfield development will be necessary to accommodate future growth in Beaufort for an extended period of time (perhaps even 20+ years). The focus of the Civic Master Plan is neighborhood revitalization strategies that seek to leverage resources in support of Beaufort's existing neighborhoods. That said, some development schemes have been presented in Beaufort's peripheral areas to provide an instructive example for greenfield development whenever that need should arise.

The small neighborhoods near Battery Creek High School, west of the Beaufort city limits, present such an example. The conceptual redevelopment plan for this area proposes key road connections to establish a coherent street network and link previously isolated neighborhoods. Blocks are developed incrementally, and large portions of land would be used as small hobby farms until development pressure necessitates further residential development.

Even in the beginning stages of this process, important decisions concerning the location and design of infrastructure will determine the future character of this neighborhood. Significant

Image Source: Bing.com

▲ EXISTING CONDITIONS

▲ CONCEPTUAL ILLUSTRATION OF BATTERY CREEK HIGH SCHOOL AREA

▲ CONCEPTUAL PLAN FOR BATTERY CREEK HIGH SCHOOL AREA

▲ CONCEPTUAL ILLUSTRATION OF HOBBY FARMS ON INDIVIDUAL LOTS

Image Source: bing.com

▲ EXISTING CONDITIONS

locations at the termination of vistas should be set aside for civic sites. Neighborhood centers should be established by allowing limited commercial and mixed-uses in central locations that are within walking distance to the majority of homes. Parks and trail needs should be identified and critical connections should be made to existing regional systems. This care and attention to detail at the outset will ensure that the incremental development which is expected to occur in the future will contribute to a vibrant, sustainable community.

Salem Road Neighborhood

Located just to the south of Beaufort Plaza and within walking distance of the Boundary Street, the area along Salem Road is envisioned as a series of walkable, mixed use neighborhoods. As shown in the conceptual plan below, in addition to connecting the neighborhoods to the north and the south, the plan proposes a connection to the water's edge along Battery Creek as a natural amenity for the community. While the wetlands and poor soil conditions along the northern half of the Salem Farms tract preclude significant development, these constraints could afford the ability to preserve a large open space along the waterfront that can be opened for public access and enjoyment, similar to the historic pattern of downtown Beaufort.

▲ CONCEPTUAL PLAN OF SALEM ROAD NEIGHBORHOOD

6.6 Sector 5 Neighborhood Strategies

Sector: 5

Project Type: Public | Private

Civic Investment Required: Various

See Also: 2.7; 8.4

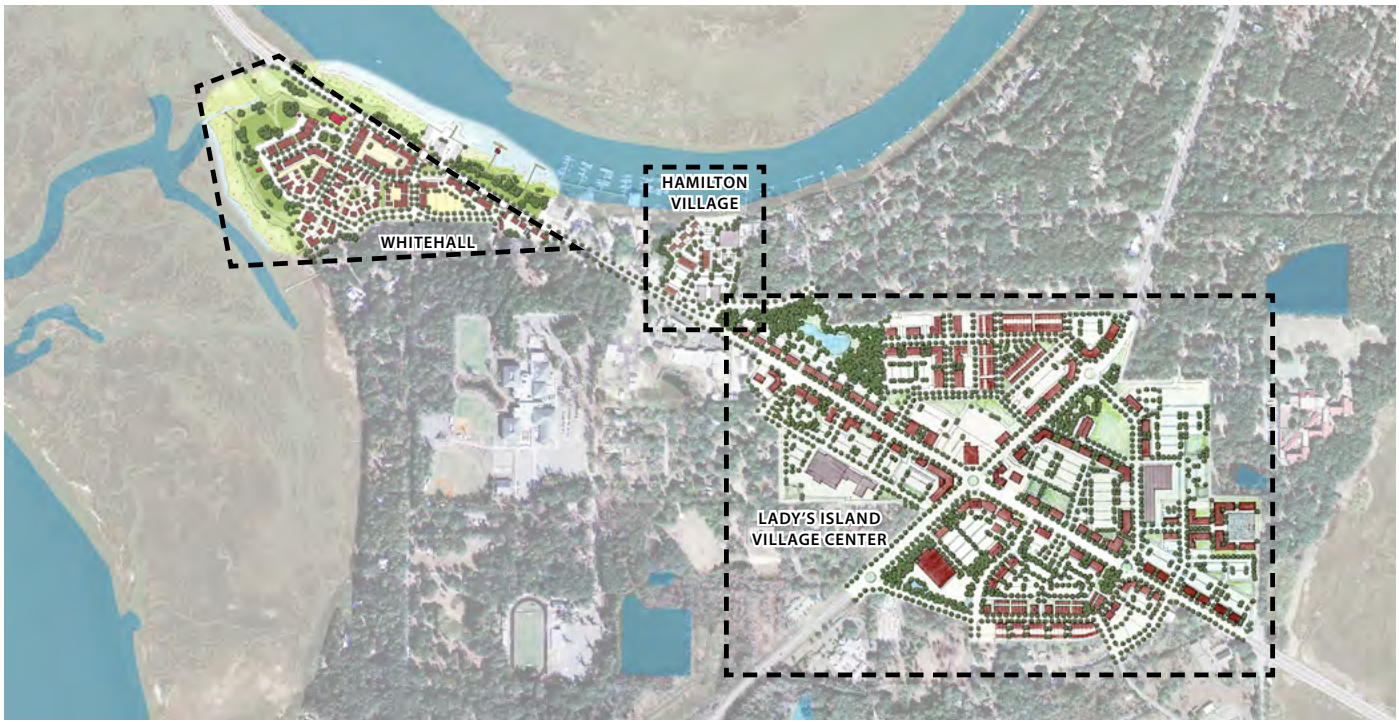
Whitehall

The old Whitehall Plantation property, currently vacant, sits directly across the river from downtown Beaufort near the bridge from Carteret Street to Lady's Island (US Business Route 21). The property offers impressive views of the Beaufort River, with downtown Beaufort just beyond.
(See 2.7 for details about proposed waterfront access in this area).

The conceptual plan for Whitehall envisions a traditional neighborhood, with the northwestern tip of the property preserved as public open space for the regional parks and greenway system. The plan illustrates one major entrance to the property, marked by a civic or religious structure, and a public green defined by townhouses and mixed-use buildings. The town center green would include a diversity of uses, while land closer to the river would be primarily residential, including apartment buildings, townhouses, and single-family houses. A public dock would provide another connection to downtown Beaufort or other destinations from the river. Developed using this approach, the Whitehall property would become a logical extension of downtown that compliments, but does not compete with, the historic core.

Image Source: Bing.com

▲ BIRD'S EYE AERIAL OF WHITEHALL PROPERTY



▲ CONCEPTUAL NEIGHBORHOOD PLANS - SECTOR 5

▲ CONCEPTUAL PLAN FOR WHITEHALL AND THE VISTA AREA (SEE 2.7 FOR VISTA AREA DETAILS)

▲ CONCEPTUAL ILLUSTRATION OF THE WHITEHALL AREA NEIGHBORHOOD

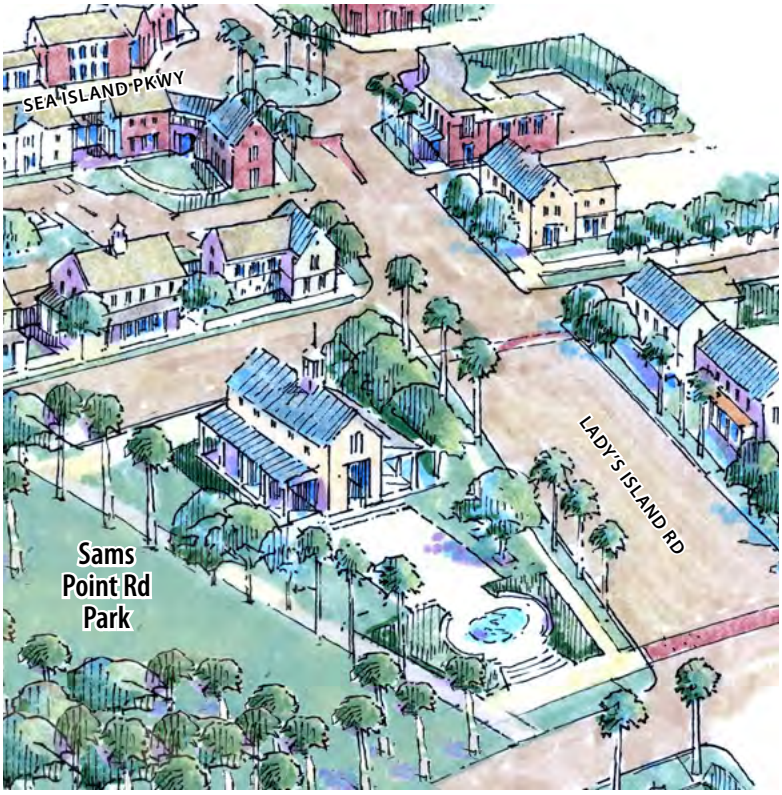
Hamilton Village

Hamilton Village is a small area along the Beaufort River within the limited land on Lady's Island that is currently within Beaufort's jurisdiction. The area is adjacent to the Lady's Island Marina, has waterfront access, and is within walking distance to the Whitehall redevelopment area and the Lady's Island Village Center.

The conceptual plan for Hamilton Village recommends higher density residential and limited commercial uses that would capitalize on the desirability of the waterfront location. Building forms would be designed to create a consistent, attractive streetscape environment, and a pedestrian friendly network of streets would tie into nearby activity centers.

▲ CONCEPTUAL PLAN OF HAMILTON VILLAGE

▲ CONCEPTUAL ILLUSTRATION OF TOWNHOMES AROUND A SMALL PARK (see next page for location)



▲ CONCEPTUAL ILLUSTRATION OF LADY'S ISLAND VILLAGE CENTER

Lady's Island Village Center

Lady's Island Village Center is a regional commercial center at the intersection of Sea Island Parkway and Lady's Island Drive/Sams Point Road. Existing development in the area is typical of a suburban strip pattern of retail, catering almost exclusively to automobile traffic. Over time, infill development and redevelopment will create a more connected and coherent pattern of circulation through the area and reinforce the streetscape with building types that define a consistent urban street edge to improve the pedestrian environment and general aesthetics. Nearby residential development as well as mixed-use buildings within Lady's Island Village Center, will bring more housing to the area at a walkable density. The perimeter of parking lots set aside for existing shopping centers will be gradually filled in to create real urban blocks that cater to pedestrians and bicyclists, in addition to those travelling by car from elsewhere. Finally, the development of Sams Point Road Park will begin to provide a civic anchor and focal point for redevelopment in the area, creating a sense of identity and opportunity for recreation.

▲ CONCEPTUAL PLAN OF LADY'S ISLAND VILLAGE CENTER REDEVELOPMENT

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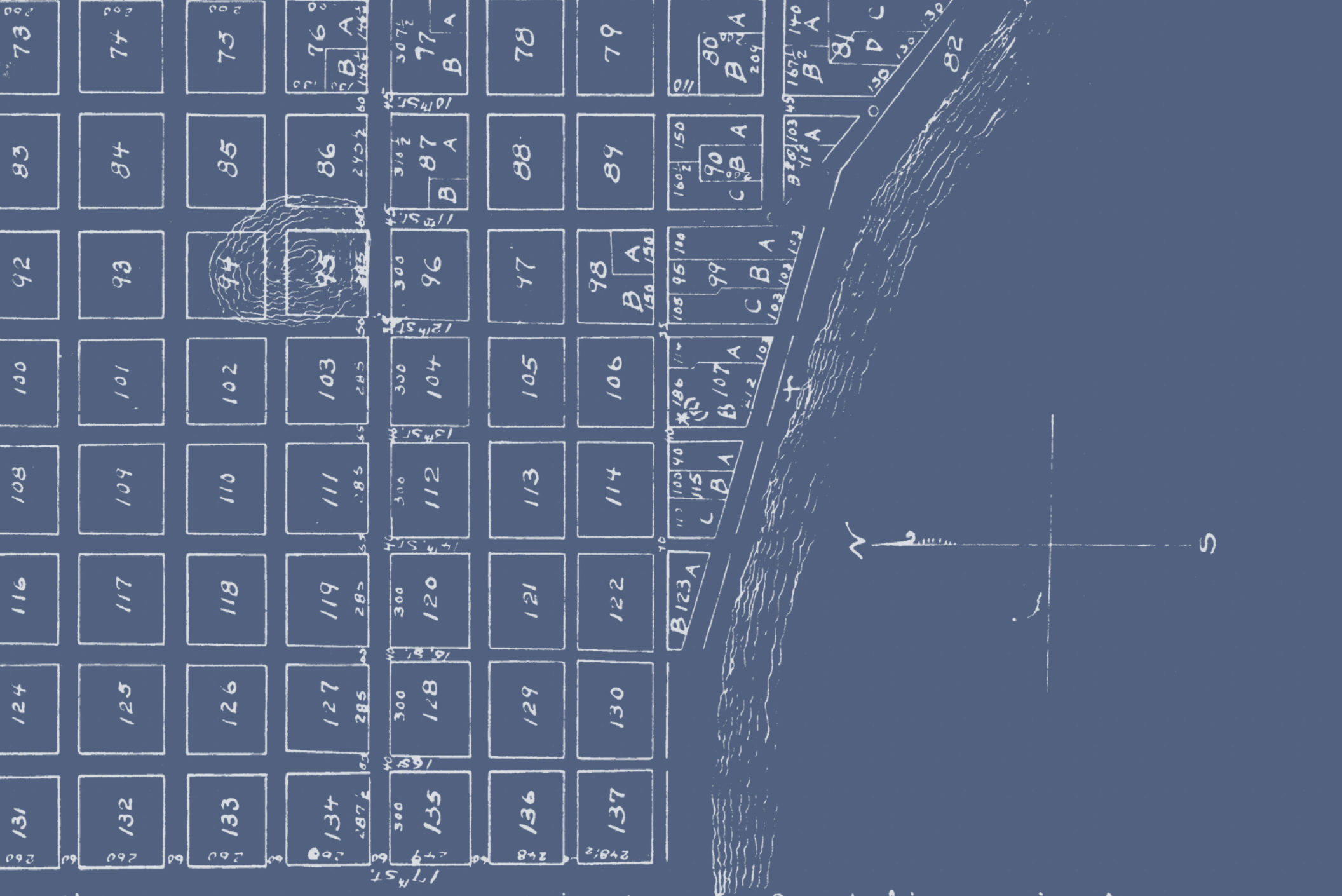

y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

7

A City of Grand Civic Institutions

The physical growth and programmatic expansion of our educational institutions, religious organizations, military installations, and health care facilities are critical to our economic base and our long-term quality of life.

PRINCIPLES

1: SUPPORT THE EXPANSION OF USC-BEAUFORT'S FOOTPRINT ON THEIR EXISTING CAMPUS ALONG CARTERET STREET AND AROUND BELLAMY CURVE TO BOUNDARY STREET

2: SUPPORT THE EXPANSION OF THE TECHNICAL COLLEGE OF THE LOWCOUNTRY AND BEAUFORT MEMORIAL HOSPITAL AS PROMINENT EMPLOYERS AND CIVIC LANDMARKS

3: COORDINATE THE PARKING NEEDS OF THE TECHNICAL COLLEGE OF THE LOWCOUNTRY AND BEAUFORT MEMORIAL HOSPITAL TO MINIMIZE IMPERVIOUS SURFACE AND DRIVEWAYS

4: SCHOOLS AND CHURCHES ARE IMPORTANT CIVIC INFRASTRUCTURE FOR OUR WALKABLE, URBAN FABRIC AND SHOULD BE ENCOURAGED AS INTEGRAL AND COMPATIBLE ELEMENTS OF OUR NEIGHBORHOODS

5: LOCAL GOVERNMENTS IN NORTHERN BEAUFORT COUNTY WILL WORK TOGETHER TO PROVIDE PUBLIC SERVICES THROUGH THE EFFICIENT AND STRATEGIC LOCATION OF FACILITIES

6: THE ENCOURAGEMENT OF GROWTH AND THE PROTECTION FROM ENCROACHMENTS AT MARINE CORPS AIR STATION-BEAUFORT WILL ENSURE THE CONTINUED POSITIVE IMPACT OF THE AREA'S MILITARY PRESENCE.

KEY INITIATIVES

7.1 University of South Carolina - Beaufort 141

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7.6 Churches & Other Religious Buildings 152

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As a mid-size regional center, attracting and maintaining successful institutions is crucial to Beaufort's competitiveness in a global economic environment. The social and economic leverage that major institutions provide is becoming increasingly important as our national economy continues to shift away from manufacturing to professional, service, and administrative jobs. Communities with strong civic institutions attract "Creative Class" professionals, as well as other individuals, such as active retirees, seeking the programs and services offered by such facilities. They also tend to have a competitive advantage when new businesses and residents are considering quality of life in their relocation decisions.

Beaufort already has a strong institutional presence through three major institutions: The University of South Carolina at Beaufort (USCB), The Technical College of the Lowcountry (TCL), and Beaufort Memorial Hospital (BMH). In spite of recent turbulent economic cycles, these institutions continue to provide local stability and regional significance to the city. Along with Beaufort's numerous churches, schools, and civic organizations, these major institutions lend a prominent social and economic identity to complement the striking geographic characteristics that frequently define the city.

This plan facilitates the growth and expansion of these civic institutions as a means to economic stability within the city by encouraging more compact and efficient development practices, better use of constrained campuses, and advocating for continued programmatic cooperation between the major institutions. Additionally, this plan seeks to break down the various campus barriers by encouraging each institution to think of the city as an extension of their campus though the construction of various off-site elements, such as student and workforce housing, classroom space, general office use, and park areas.

7.1 University of South Carolina - Beaufort

Sector: 1

Project Type: Public | Private

Civic Investment Required: Boundary Street(east of Ribaut Road) Road Diet, Bellamy Curve Improvements

See Also: 2.6; 3.5; 3.8

Located south of Bellamy Curve in the National Historic Landmark District, the University of South Carolina - Beaufort (USCB) occupies one of the most prominent corners in Beaufort. USCB is the primary institutional stakeholder and anchor of the downtown peninsula. Due to its unique location, USCB has the notable potential for growth along two of Beaufort's most prominent corridors: Boundary Street (east of Ribaut Road) and Carteret Street (to the south). This strategic location facilitates additional growth along these corridors, contributing a valuable consistency of streetscape and quality of the public realm to the city.

The conceptual plan for the university, as shown at right, recommends a historic, academic quad-style design organized around the existing buildings on campus and along Carteret Street. Parking would be accommodated in small interior lots on blocks and on newly improved streets in the blocks surrounding USCB.

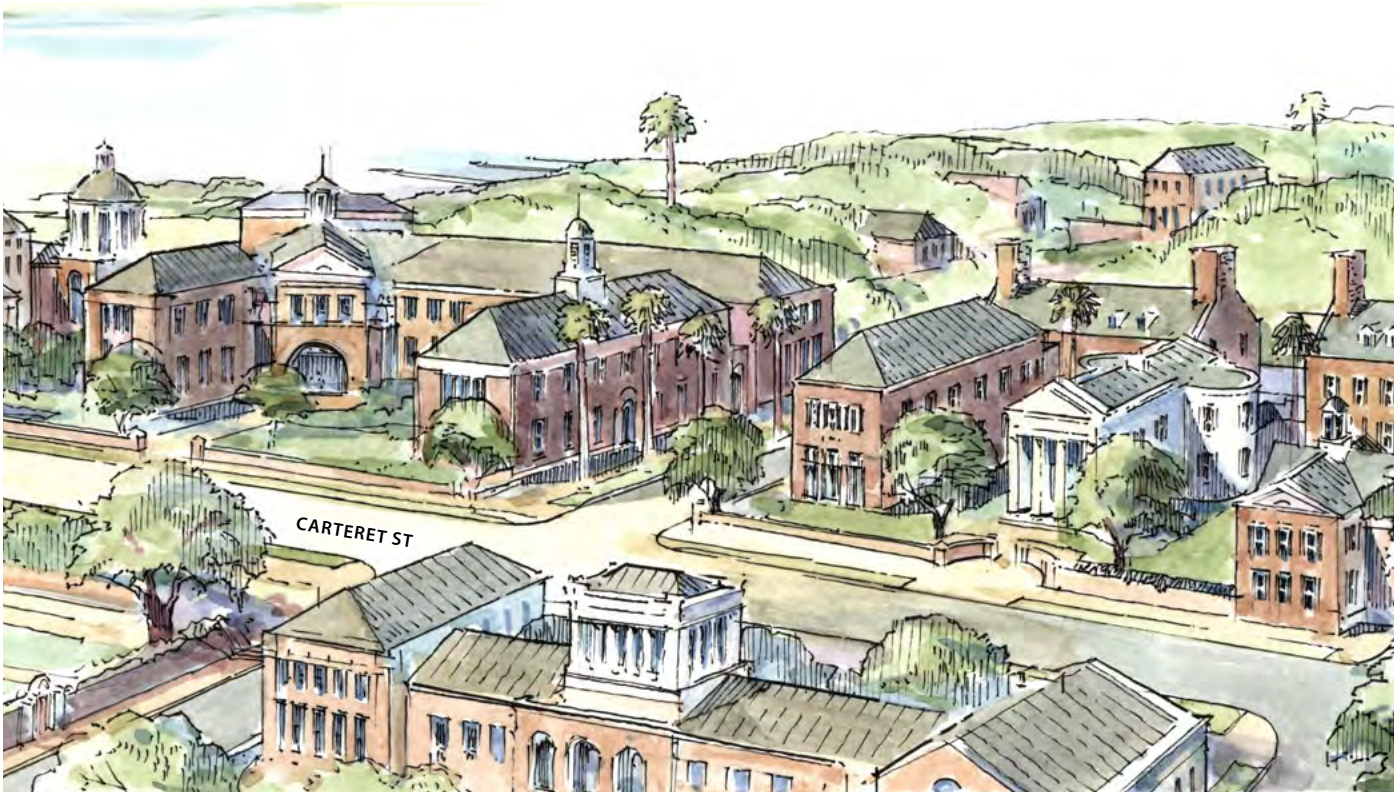
In the short term, the plan proposes housing for 200 to 400 resident students within walking distance of the campus and adds 30,000 to 50,000 square feet of classroom, faculty office, and recreational space. As a vital component of the plan, the campus would partner with the city to utilize adjacent property along the Beaufort River to create a civic, public amenity focused at Bellamy Curve (see 2.6 for details).

Parking for this expansion can be accommodated with strategically located interior parking lots and organized and improved on-street parking. Careful management will be necessary to ensure that such parking does not unduly burden the existing residents in the area.

▲ EXISTING USCB BUILDING

▲ CONCEPTUAL PLAN FOR USCB & BELLAMY CURVE

▲ **VIEW OF BELLAMY CURVE FROM MARSH WITH CONCEPTUAL INFILL** (looking west down Boundary Street)



▲ **USCB - CONCEPTUAL ILLUSTRATION OF ADDITIONAL ACADEMIC BUILDINGS AND HOUSING**

In the long term, the continuous growth of the campus population would support mixed-use infill and redevelopment along Boundary Street (east of Ribaut Road) and Carteret Street. This would, in turn, stimulate positive reinvestment in retail and service businesses along these corridors and in rehabilitation efforts in the surrounding residential neighborhoods.

The Boys and Girls Club building located at the corner of Boundary Street and Newcastle Street in the Northwest Quadrant neighborhood would provide a specific opportunity for adaptive reuse by USCB. Both the location near proposed student housing and the potential to create a western anchor for the USCB campus along the Boundary Street corridor (east of Ribaut Road) make this building an especially attractive long-term option. More detailed recommendations for the redevelopment of this block are discussed in Chapter 4 of this plan.

▲ POTENTIAL USCB STUDENT CENTER AND STUDENT HOUSING ALONG BOUNDARY STREET

▲ ILLUSTRATION OF CONCEPTUAL MIXED-USE BUILDINGS WITH UPPER STORY STUDENT HOUSING ALONG BOUNDARY STREET (looking east towards Bellamy Curve)

7.2 Technical College of the Lowcountry

Sector: 2

Project Type: Public

Civic Investment Required: Ribaut Road Improvements

See Also: 2.10; 5.2; 7.3; 8.2

The Technical College of the Lowcountry (TCL) and Beaufort Memorial Hospital occupy the most geographically constrained portion of the Beaufort/Port Royal peninsula. Pinched between the waters of the Beaufort River and Battery Creek, these two civic institutions line Ribaut Road on an isthmus that is just over $^{1}/_{10}$ of a mile wide at its narrowest point. Together, these institutions and their associated redevelopment strategies represent a major employment center and provide a key opportunity for coordinated redevelopment.

The conceptual plan for TCL proposes a more traditional campus environment with a generous academic lawn stretching west from Ribaut Road to the Spanish Moss Trail. The lawn would create a focal point within the campus that could function as a flexible event space and informal gathering space, and provide a vital connection to the Spanish Moss Trail. The lawn would be framed by academic buildings and punctuated by a large quad at the corner of Reynolds Road and Ribaut Road.

Parking needs and bike lockers would be accommodated in a parking deck with direct access to Reynolds Road and the Spanish Moss Trail.

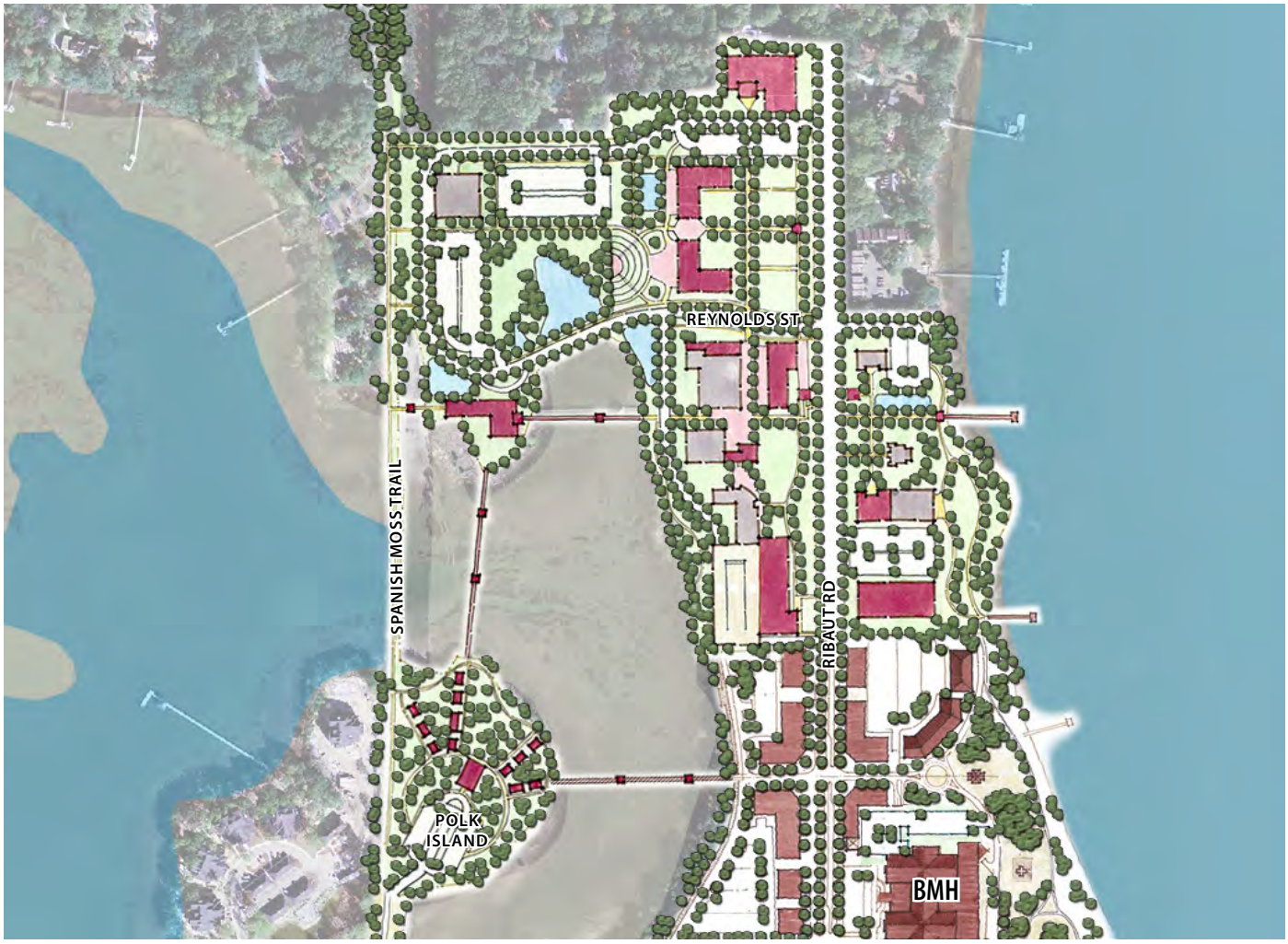
Housing, for students and faculty, would be provided primarily in facilities located across Ribaut Road along the Beaufort River. Bookstores, coffee shops, restaurants and other commercial uses would be accommodated in mixed-use buildings along Ribaut Road and cater to TCL students and faculty, employees and patients of Beaufort Memorial Hospital to the south, and the surrounding neighborhoods.

This traditional arrangement of buildings around a formal campus lawn would create a primarily pedestrian environment, while the mixture of residential, academic, medical and commercial uses transforms the area from a strictly commuter environment into a vibrant all-hours destination.

▲ **CONCEPTUAL ILLUSTRATION OF TCL GATEWAY ALONG RIBAUT ROAD**

Image Source: bing.com

▲ EXISTING CONDITIONS - TCL



▲ CONCEPTUAL TCL MASTERPLAN

Image Source: bing.com

▲ EXISTING CONDITIONS - BMH

▲ CONCEPTUAL PLAN OF BMH - PHASE 1

7.3 Beaufort Memorial Hospital

Sector: 3

Project Type: Public

Civic Investment Required: Ribaut Road Improvements, Allison Road Improvements

See Also: 2.10; 5.2; 7.2; 8.2; 10.2

The conceptual plan for Beaufort Memorial Hospital (BMH) proposes a long-term vision for accommodating significant campus growth within the very constrained land area around the hospital campus.

In phase one, two new medical office buildings at the intersection of Allison Road and Ribaut Road would create a southern entrance into the hospital campus. Large surface lot behind these building, provides additional parking for the hospital.

Phase two proposes a new hospital tower, additional medical office buildings and a parking structure.

Trails along the Beaufort River would offer pedestrian connections throughout the BMH campus and the nearby TCL campus.

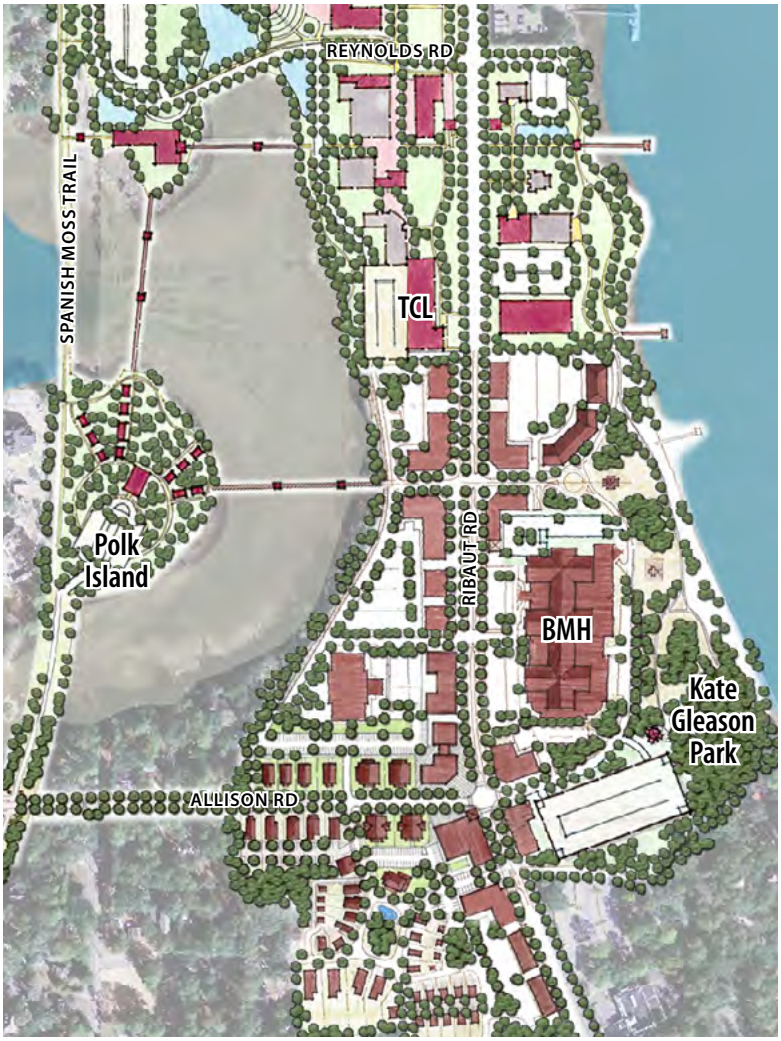
New medical offices and mixed-use buildings would be arranged with parking on the interior of blocks to create a consistent streetscape environment along Ribaut Road and offer attractive frontages along the Beaufort River. The building types proposed are intended to create a seamless transition from the hospital campus to the academic environment of TCL to the north,

Currently, pedestrians, bicyclists and cars are in clear competition for space within the constrained land around BMH. This plan proposes a circulation strategy that focuses on complete streets that effectively accommodates all of these users as a key step toward future redevelopment. (For details about streetscape improvements to Ribaut Road, see Section 8.2).

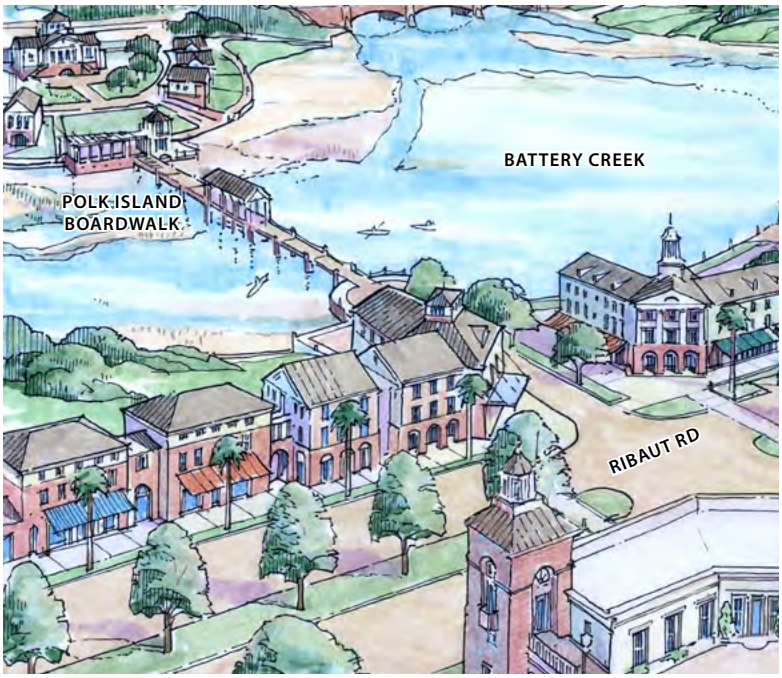
The connection to the Spanish Moss Trail via Allison Road is also a critical component for redevelopment in this area. This plan recommends streetscape improvements to Allison Road that

would emphasize the pedestrian connection from the major employment center at BMH to the major pedestrian/bicycle corridor along the Spanish Moss Trail. This would encourage more non-motorized commutes and establish an important local open space network connecting the Spanish Moss Trail, TCL, BMH, Kate Gleason Park, Battery Creek and the Beaufort River.

Directly across Battery Creek from BMH, Polk Island is a small, undeveloped property with limited accessibility. Approximately 5 acres in size, Polk Island would be an ideal location to accommodate a private conference/retreat center with 10 to 12 overnight cabins and a main dining and meeting facility. As shown at right, this longer-term plan proposes the construction of a boardwalk in conjunction with this development to tie this conference and event space to the two institutions. While automobile access to Polk Island is somewhat restricted, this boardwalk and the Spanish Moss Trail would tie the conference center into a robust system of local trails and open spaces.



▲ CONCEPTUAL PLAN OF BMH - PHASE 2



▲ CONCEPTUAL ILLUSTRATION OF TCL & BMH REDEVELOPMENT ALONG RIBAUT ROAD

▲ CONCEPTUAL RIBAUT ROAD HEADQUARTERS (FINAL SITE TBD)

▲ CONCEPTUAL BOUNDARY STREET STATION (FINAL SITE TBD)

▲ CONCEPTUAL BEAUFORT PLAZA STATION (FINAL SITE TBD)

7.4 Fire & Public Safety

Sector: All

Project Type: Public

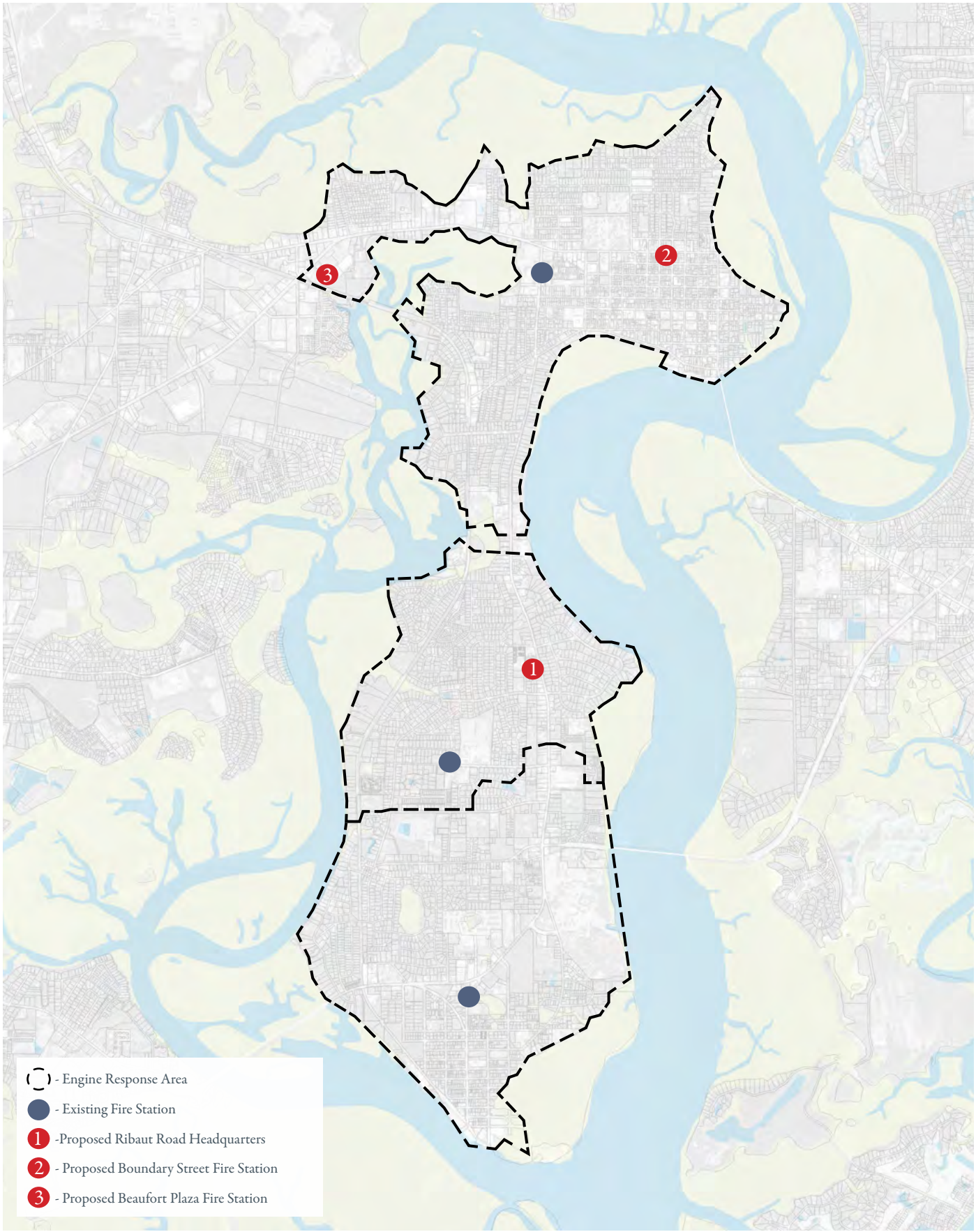
Civic Investment Required: Boundary Street (east of Ribaut Road) Fire Station, Ribaut Road South Fire Station, Beaufort Plaza Fire Station

See Also: 8.2

The Beaufort Fire Department provides fire services to the City of Beaufort, Town of Port Royal and surrounding areas. As Beaufort and Port Royal grow in area and population, new public safety facilities will be required to provide an adequate level of service to area residents. As shown at right, this plan proposes several potential locations for the construction of new fire and public safety stations.

Current data indicates that a new fire department headquarters will be needed within the next five years. The intersection of Ribaut Road and First Boulevard has been identified as an ideal location for this facility because it offers quick response times via the Ribaut Road corridor to locations in Beaufort and Port Royal. Several potential sites near this intersection would be suitable for a new headquarters.

Moving the fire department headquarters from its current location on Ribaut Road near Boundary Street to a site near the intersection of Ribaut Road and First Boulevard may temporarily increase response times to the downtown Beaufort peninsula and the Beaufort Plaza area. In order to provide effective fire coverage throughout the city – especially given expected population growth – new neighborhood fire stations would be also be required. Two specific sites have been identified to meet this need: 1) in Beaufort Plaza along the Spanish Moss Trail, and 2) at the southeast corner of Boundary Street and Church Street near the current Boys and Girls Club building. These sites are ideally spaced to provide adequate coverage to different parts of the city and are located next to civic uses that would complement their function.



▲ EXISTING AND PROPOSED FIRE STATION LOCATIONS

7.5 Elementary/ Secondary Schools

Sector: All

Project Type: Public | Private

Civic Investment Required: None

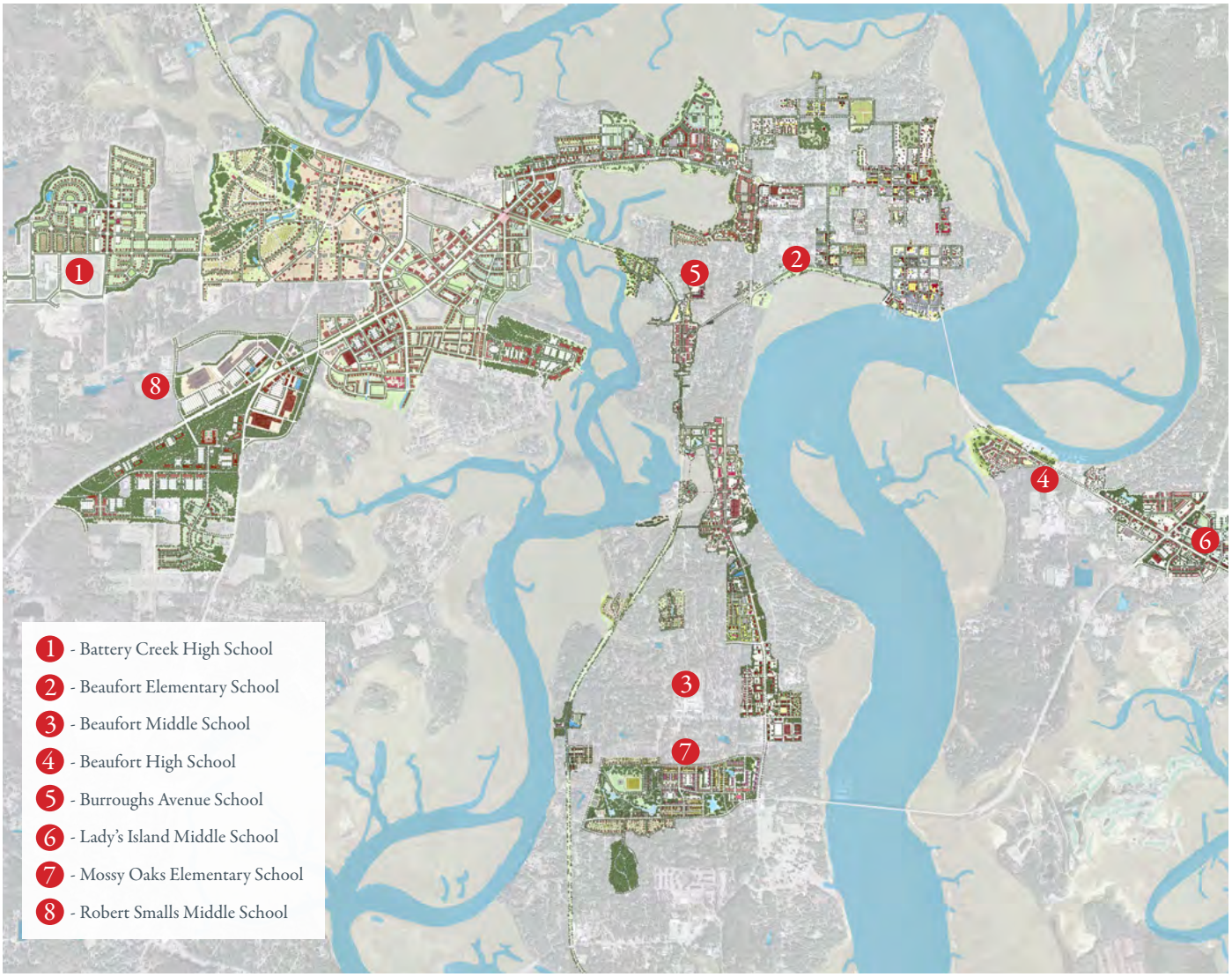
See Also: 2.8; 5.2; 6.2; 6.5

Beaufort Elementary School

Beaufort Elementary School is located in downtown Beaufort at the corner of Bay Street and Hamar Street. The school enrolls approximately 650 students because it also functions as a magnate and a Montessori school, and is open to county-wide enrollment. Most of these students are dropped off and picked up from the school by car, creating a challenging situation for the management of traffic patterns and overall circulation during peak hours. This plan proposes more collaboration with the City of Beaufort Police Department to manage the traffic situation, and encouraging infill residential housing in downtown in order to provide more opportunities for families with school-age children to live within walking-distance of the school. This will help to eventually transition Beaufort Elementary back to functioning as a neighborhood school.

Beaufort Middle School and Mossy Oaks Elementary School

Beaufort Middle School and Mossy Oaks Elementary School are located on Mossy Oaks Road near the intersection with Duncan Drive. The



▲ SCHOOL LOCATIONS

conceptual plan for this area emphasizes streetscape improvements for Mossy Oaks Road in order to make it a safe environment for students to walk or bike to school.

Potential improvement strategies include the addition of planting strips, bike lanes, a reduction in travel lane width, and planted medians – especially at intersections – to shorten crossing distances. As a possible alternative to some of these improvements, an off-street multi-use path could be constructed within the current width of the Mossy Oaks Road right-of-way, linking the schools to the Spanish Moss Trail.

Establishing this direct connection to the Spanish Moss Trail would provide safe bicycle and pedestrian access to students throughout Beaufort. In the short-term, trail heads at Broome Lane and Brotherhood Road would provide nearby access to the Spanish Moss Trail. Over the long-term, this plan proposes creating a park and major trail head by extending Mossy Oaks Road to meet the Spanish Moss Trail (see 2.8 for details). This would establish Mossy Oaks Road as a primary east-west pedestrian/bicycle connection across the southern Beaufort peninsula, linking the neighborhoods along the Spanish Moss Trail to the two schools, Battery Creek, and the Beaufort River.

Burroughs Avenue School

Located north of the Depot Road area near the Spanish Moss Trail, the Burroughs Avenue school facility previously served Riverview Charter School, and is currently occupied by the Holy Trinity Classical Christian School. The school functions as a civic anchor within the surrounding residential neighborhood, and this plan recommends that this property be supported and maintained as a school environment with active park facilities. Additionally, a more direct pedestrian and bicycle connection to the future Spanish Moss Trail extension should be created to support both students and neighborhood residents.

In the longer term, as the school building ages and needs to be repaired or replaced, the conceptual plan for this area proposes that the school building be sited closer to the sidewalks along Burroughs Avenue and Bull Street to create a more consistent streetscape environment.

▲ EXISTING CONDITIONS - MOSSY OAKS RD

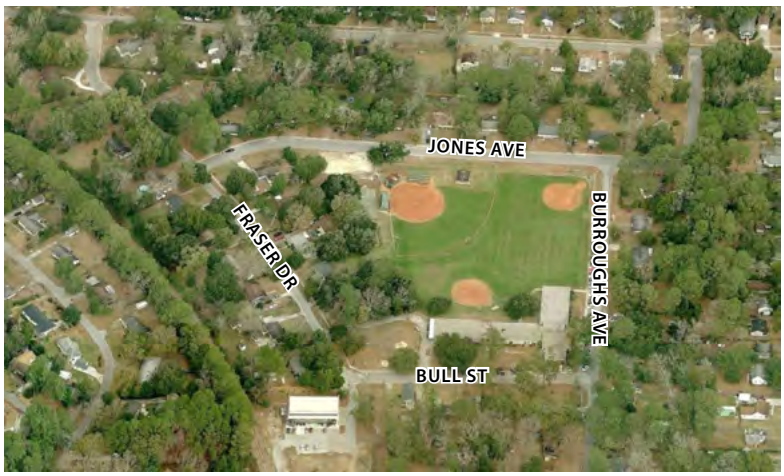


Image Source: bing.com

▲ EXISTING CONDITIONS - BURROUGHS AVE SCHOOL

▲ CONCEPTUAL PLAN OF BURROUGHS AVE SCHOOL AND PARK

7.6 Churches & Other Religious Buildings

Sector: All

Project Type: Private

Civic Investment Required: None

The religious traditions of the Lowcountry are intertwined with the history of Beaufort, as indicated by the city's numerous historic churches and places of worship. Many of these institutions are the civic heart of the city's neighborhoods and will continue to serve this function in the future.

In many instances, the Civic Master Plan suggests unspecified civic uses within neighborhoods. Typically established in prominent locations, these civic sites are ideally suited to accommodate new church congregations as the focal point of neighborhood redevelopment. Encouraging places of worship on these prominent sites would apply traditional notions of community design to Beaufort's neighborhoods, allow churches to function as civic anchors, and satisfy the growing demand for religious expression that is expected to accompany Beaufort's growing population.

▲ EXAMPLE CHURCH SITE

Image Source: bing.com

▲ SOME EXISTING RELIGIOUS BUILDINGS IN DOWNTOWN BEAUFORT

7.7 Marine Corps Air Station-Beaufort

Sector: All

Project Type: Private

Civic Investment Required: None

See Also: 9.2

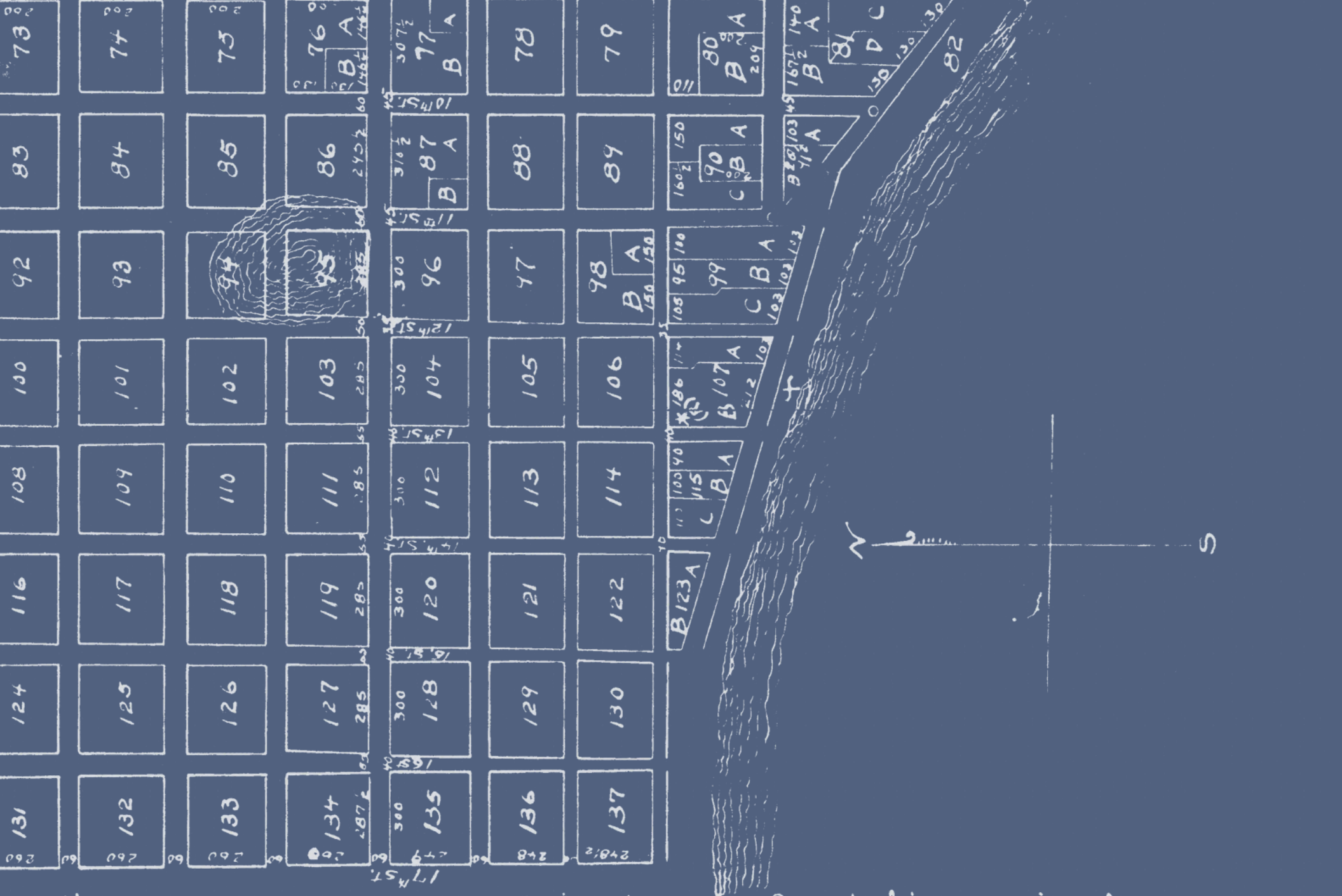
Since its inception in 1943, the military's presence in Beaufort has been a strong and stabilizing element to the area's economy, balancing the ebbs and flows of tourist seasons with the consistency of a large number of squadrons stationed at the Marine Corps Air Station-Beaufort (MCAS-Beaufort), training and weekly graduations at Marine Corps Recruit Depot-Parris Island (MCRD Parris Island), and the services provided at the Naval Hospital Beaufort. As an important part of the Tri-Command, MCAS-Beaufort covers more than 6,900 acres and is home to more than 700 Marines and Sailors with 600 civilian personnel who support six Marine Corps F/A-18 squadrons.

Beginning in January, 2014, MCAS-Beaufort will also be home to two training and three operational squadrons for the new Marine Corps F-35B Lightning II Joint Strike Fighters. This expansion of mission is expected to attract hundreds of highly-skilled jobs to the area through additional civilian staff and off-base support industries.

The most critical planning and land development strategy in this area is to avoid encroachments of non-compatible land uses around the Air Station. The Air Installation Compatible Use Zone (AICUZ) and the Accident Potential Zone (APZ) – in both their current form (as of July 2013) and with expected changes in the coming years – are critical tools in the management of the surrounding lands.

The AICUZ is recommended by the Department of Defense to address issues of noise and potential accidents associated with the operation of the air station. Certain development is permitted within this zone, but with specific height restrictions and limitations on the number and concentration of people allowed within each facility. The city and the county enforce the zoning in the AICUZ and the FAA building height regulations within their respective boundaries. This plan has been prepared with these important tools in mind as a means to guide future land development and land protection activities.

▲ **ENTRANCE TO MCAS-BEAUFORT**



y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

8

Mixed-Use Corridors of Vibrant Activity

1 BEAUFORT TOWN CENTER
MOE'S
southwest grill
E QUEEN ST

Our gateway corridors are hubs for regional mobility, shopping, dining and services that are mixed use in nature and accommodate pedestrians, bicyclists and motor vehicles in a safe and attractive manner.

KEY STRATEGIES

1: THE DESIGN OF THE STREETSCAPE ALONG MIXED-USE CORRIDORS SHALL BE SUPPORTIVE OF ITS USE AND FUNCTION

2: THE GROUND FLOOR FRONTAGE OF ALL STRUCTURES IN THE MIXED-USE CORRIDORS SHALL ENCOURAGE PEDESTRIAN ACTIVITY WITH CLEAR ENTRIES FROM THE PUBLIC SIDEWALK, A HIGH PERCENTAGE OF STOREFRONT ALONG THE FRONTAGE, AND AWNINGS/CANOPIES FOR WEATHER PROTECTION

3: PARKING AREAS WILL NOT BE LOCATED ALONG FRONTAGES AND WILL BE INTERCONNECTED WITH ADJACENT PARKING AREAS TO MINIMIZE DRIVEWAYS

4: REGIONAL CORRIDORS SUCH AS TRASK PARKWAY (US 21), BOUNDARY STREET (WEST OF RIBAUT), ROBERT SMALLS PARKWAY (SC 170), RIBAUT ROAD AND SEA ISLAND PARKWAY ARE INTENDED TO PROVIDE OVERALL MOBILITY THROUGH THE COMMUNITY FOR CARS, BICYCLISTS AND PEDESTRIANS

5: WHERE ON-STREET PARKING IS NOT PRACTICAL, AN ENHANCED SIDEWALK, BICYCLE NETWORK, AND MORE SUBSTANTIVE LANDSCAPING WILL BE PURSUED

6: THOUGH SOME CORRIDORS WILL BE AUTO-ORIENTED BY THE NATURE OF THE STREETS AND THE LACK OF PLANNED ON-STREET PARKING, THE CAREFUL PLACEMENT OF BUILDINGS AND RELATED PEDESTRIAN AND BICYCLE FACILITIES IS CRITICAL

KEY INITIATIVES

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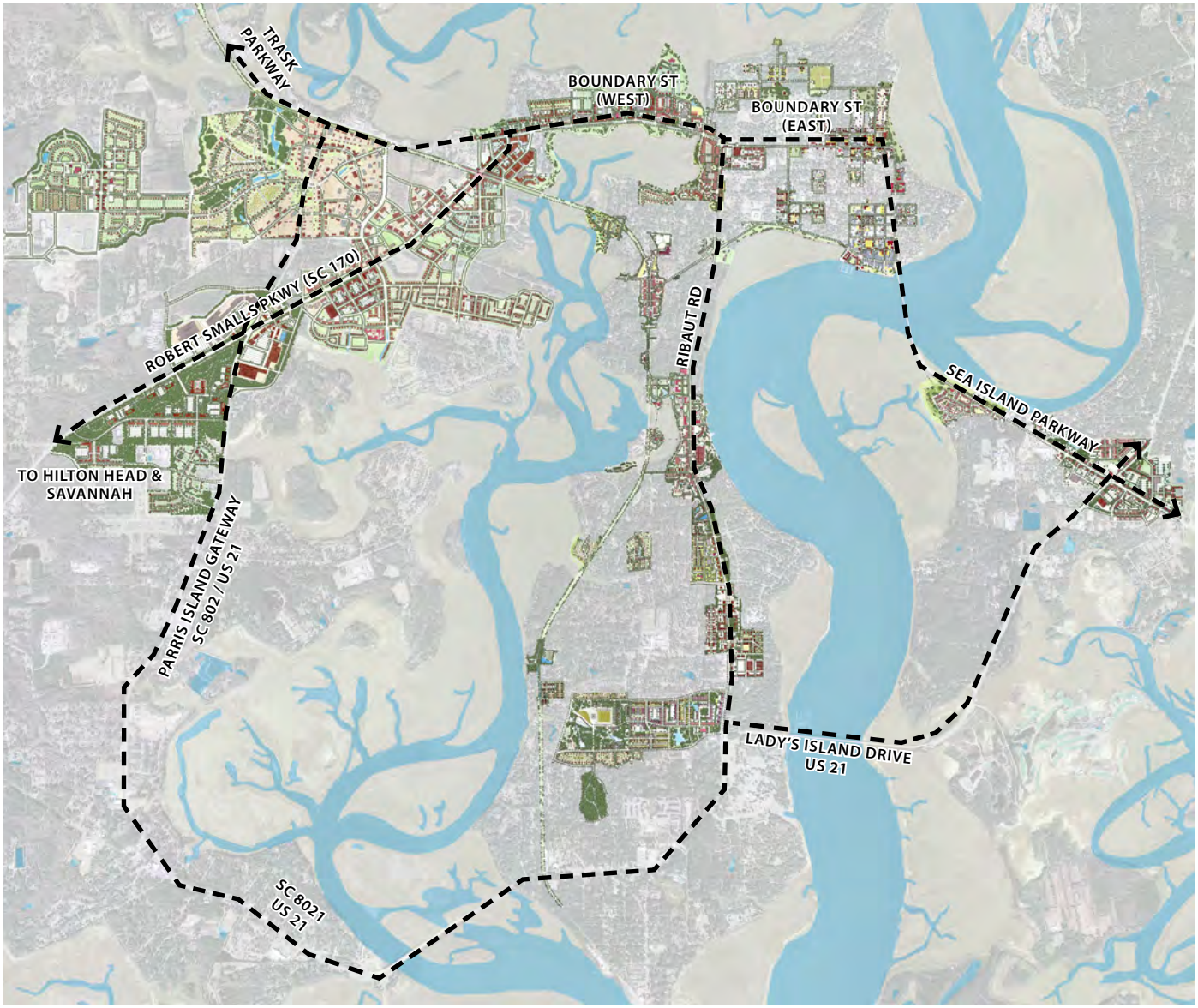
8.2 Ribaut Road.....167

8.3 Robert Smalls Parkway 172

8.4 Sea Island Parkway and Lady's Island Village Center.....176



▲ **OVERVIEW MAP OF MAJOR CORRIDORS**

During the Civic Master Plan process the four corridors discussed in this chapter–Ribaut Road, Boundary Street, Robert Smalls Parkway and Sea Island Parkway–were examined as corridors of special significance. Together, these streets make up the primary arterial network that connect the city and the region. They also present some of the most noteworthy opportunities for significant urban development in the city.

All of these streets are typical 20th century urban arterials that were designed with a narrow focus on traffic capacity. This chapter reimagines each of these arterials as mixed-use urban corridors that permit people to walk and bicycle comfortably in the shade of trees along streets lined with shopfronts, offices, housing, and prominent civic institutions. The street designs and conceptual redevelopment opportunities presented in this chapter have been carefully designed and detailed to balance the needs of pedestrians, bicyclists and automobiles at different points along their corridors.

As civic investment projects, the transformation of these streets will require collaboration between the city and the South Carolina Department of Transportation (SCDOT) in order to make the physical street improvements that will spur new private development and redevelopment projects along these corridors.

▲ RIBAUT ROAD TODAY

▲ BOUNDARY STREET TODAY

▲ ROBERT SMALLS PARKWAY TODAY

Three Lanes vs. Four lanes - The Benefits of Road Diets

Across the country, communities are finding "road diets," or the reconfiguration of existing streets by reducing vehicular lanes and adding other roadway accommodation, extremely beneficial. The goal of such streetscape modifications is to create a complete street that addresses pedestrians, cyclists and surrounding development, as well as vehicular traffic. There are a variety of factors that determine whether a road diet is an appropriate design solution, including the number of travel lanes, traffic volumes, turn movements, the presence of parallel routes, connections to non-motorized networks, and expectations for the character and intensity of fronting development.

Typical streetscape modifications that may be included in a four-to-three lane road diet include:

Wider sidewalks

The incorporation of bike lanes or multi-use paths

Greater landscape buffer between cars, cyclists and pedestrians

The addition of on-street parking in neighborhood center areas

Dedicated transit lanes and shelters

Pedestrian refuge island at crosswalks

Planted medians

It is not feasible to incorporate all of the streetscape modifications listed above through a one-lane reduction in pavement width. As such, it is important to carefully select and tailor the proposed improvements to the goals of the corridor as a whole, and to individual portions of roadway based upon the expectations for surrounding development.

Many communities across the country are implementing this technique to improve both the operation of the roadway and the character of the surrounding area. When used effectively, benefits of a road diet include:

Greater mobility and accessibility by non-motorized forms of transportation

Better control of traffic speeds (i.e. traffic calming)

Greater consistency of traffic movement

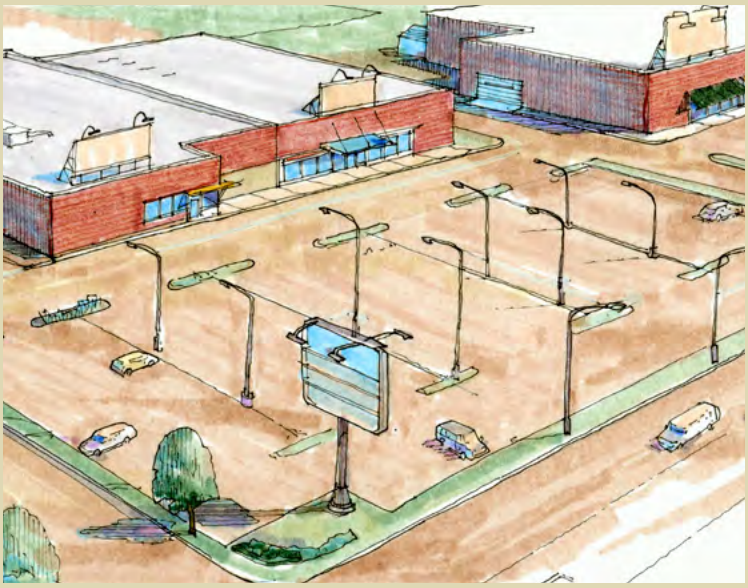
Greater reliability and efficiency of transit

Improved road safety

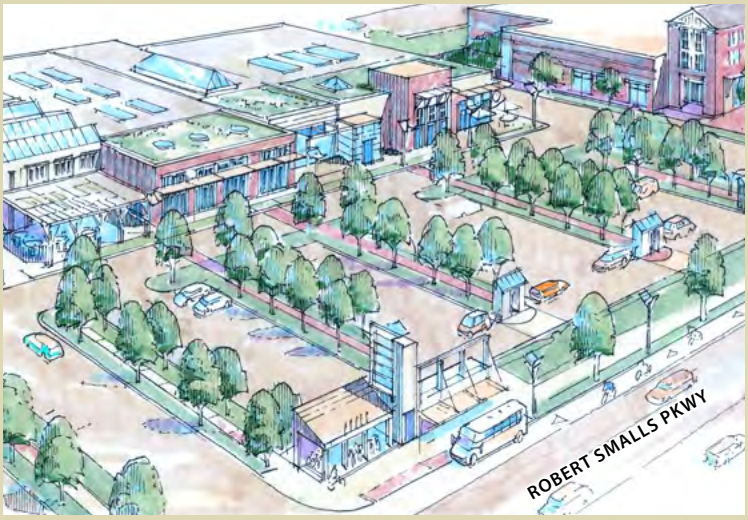
A more attractive and consistent streetscape environment

Economic development along the corridor

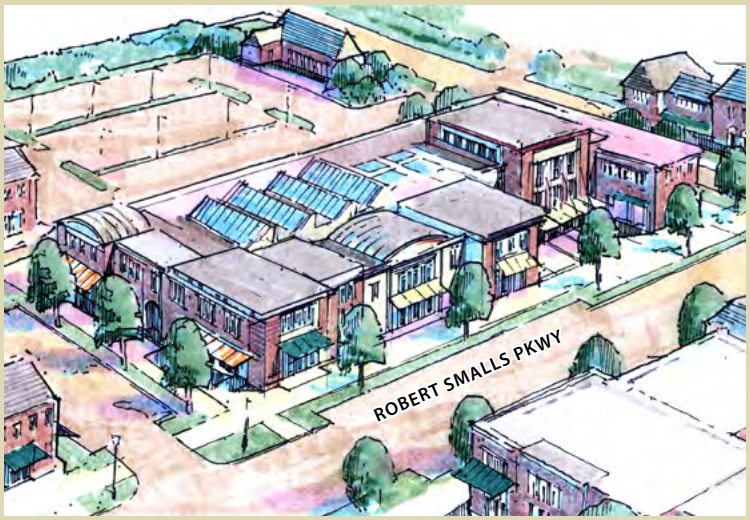
Source: FHWA



▲ CONCEPTUAL STRIP MALL – EXISTING



▲ CONCEPTUAL STRIP MALL REPAIR – PHASE 1



▲ CONCEPTUAL STRIP MALL REPAIR – PHASE 2

Conceptual Strip Mall Retrofit Example

The series of images at left shows a phased approach to transforming an ordinary auto-oriented strip mall area into a lively neighborhood center; this approach is relevant to all of the corridors discussed in this chapter. The goal of this type of strategic redesign is to allow property owners to gradually build value by increasing curb appeal and attracting new tenants, while also creating new spaces that encourage community gatherings.

- **Existing:** As it stands today, this strip mall is dominated by a treeless, empty parking lot.

- **Phase 1:** The first level of design intervention shows building facade improvements, the addition of shade trees, and new buildings sited at the street edge to engage new sidewalks. On-street parking helps to slow traffic and acts as a buffer to pedestrians from the lanes of car traffic.

- **Phase 2:** The second phase of redevelopment fills the existing parking lot with buildings and moves the parking lot to the rear. Retail, office, and housing uses are all mixed in the same block so that people can live, work, and shop within the same neighborhood. The street is further refined to fully accommodate people walking, bicycling, and driving. Altogether, this block becomes part of a vibrant, memorable community.

8.1 Boundary Street (West of Ribaut Road)

Sector: 4

Project Type: Public | Private

Civic Investment Required: Boundary Street Streetscape Improvements

See also: 2.9; 3.8; 4.14; 5.2; 8.3; Boundary Street Master Plan

In accordance with the Boundary Street Master Plan (BSMP) adopted in 2006, the city is seeking to transform Boundary Street (west of Ribaut Road) from a five-lane strip commercial corridor into a complete, compact, and connected, mixed-use district that supports a more walkable, livable, and sustainable community with multi-modal forms of transportation. The overall Boundary Street infrastructure plan combines a number of integrated projects including a realigned intersection of Boundary Street and SC 170, a landscaped median, wide sidewalks, a multi-use path, a new Main Street through Beaufort Plaza, and an extension and improvement of the current Polk/First Street that parallels Boundary Street.

Polk Street serves as integral element in the BSMP by providing a new east-west connection that can be used by the residents who live and work on the north side of Boundary Street. Over time, these improvements are expected to trigger new residentially scaled, mixed-use development to complement the surrounding Polk Village neighborhood. In turn, Polk Village will see a resurgence in its desirability as it will have waterfront access along the marshes of the Beaufort River and be within walking distance of the vibrant and attractive Boundary Street corridor.

The BSMP also calls for the conversion of existing commercial lots on the south side of the street along the marsh areas into permanently protected open space. In addition, mobility between parcels on the north side will be facilitated by an interconnected series of driveways and a shared access driveway across the frontage to improve on-site circulation and minimize driveway cuts along Boundary Street over time.

This plan proposes that where the Spanish Moss trail intersects the corridor at Beaufort Plaza it is extended to serve the commercial areas along Boundary Street and the neighborhoods to the north. As in the BSMP, a roundabout in front of City Hall will eventually replace the current intersection of Ribaut Road and Boundary Street to help improve overall traffic flow and reduce travel speeds through the area.

Over time, as the area between Neil Road and Ribaut Road continues to redevelop, this plan will help to guide new street connections through the area to form a fine-grained network that accommodate new mixed-use development. This street network will provide choices for those moving through this corridor in a car, on a bike, or walking.

The following two pages show an informational flyer used to update citizens about the Boundary Street project (for west of Ribaut Road).

Image Source: bing.com

▲ EXISTING CONDITIONS ALONG BOUNDARY STREET (WEST OF RIBAUT ROAD)

PROJECT INFORMATION

RETROFITTING SUBURBIA

Jean Ribaut Square Montage

Phase 1

Phase 3

Phase 2

Phase 4

WHAT IS TIGER III?
Transportation Investment Generating Economic Recovery (TIGER) is a supplementary discretionary grant program included in the American Recovery and Reinvestment Act of 2009. TIGER grants are awarded to transportation projects that have a significant national or regional impact.

Projects are chosen for their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities, increase energy efficiency and reducing greenhouse gas emissions, improve the safety of U.S. transportation facilities and enhance the quality of living and working environments of communities through increased transportation choices and connections. The Department also gives priority to projects that are expected to create and preserve jobs quickly and stimulate increases in economic activity.

Source: USDOT

Boundary Street Redevelopment

Boundary Street Redevelopment

Boundary Street Redevelopment

The Boundary Street Redevelopment District has a unique level of broad regional support from the public and private sectors. Over the last five years, the City of Beaufort and Beaufort County have undertaken an extensive planning, design, engineering, and public financing effort that has led to a completion of a substantial amount of the required plans and construction documents in order to implement this project, including but not limited to the Boundary Street Master Plan, Boundary Street Form-Based Code, Boundary Street Redevelopment Plan, Beaufort County One Percent (1%) Transportation Sales and Use Tax, and related Boundary Street Redevelopment District design and engineering documents.

To date, $9 million in public sector funding has been committed by Beaufort County as additional funds to implement this project via the citizens of Beaufort County approval of the Beaufort County One Percent (1%) Transportation Sales and Use Tax that included the Boundary Street Redevelopment District as a project within the aforementioned program. The estimated cost to develop and construct this infrastructure project is $30 million.

The $12.635 million in TIGER III funds are essential to the retrofit of this suburban, strip corridor into a complete, compact and connected mixed use district that supports a more walkable, livable, and sustainable community with multimodal forms of transportation.

Public Input During Boundary Street Charrette

Boundary Street Regulating Network

▲ **INFORMATIONAL FLYER FOR THE BOUNDARY STREET (WEST OF RIBAUT ROAD) PROJECT**

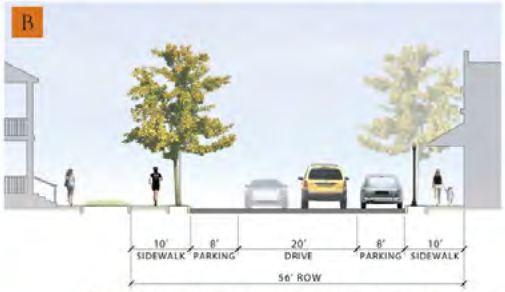
JUNE 1999	Gateway Corridors Redevelopment Plan Established TIF II by City of Beaufort
2006	1% Sales Tax Adopted to Fund Improvements $13,000,000 Citizen Investment
2006 PRESENT	New Development on Boundary Street $48,000,000 Private Investment
JUNE 2006	Boundary Street Master Plan Adopted
FEB 2007	Boundary Street Redevelopment District Code Adopted
2008	Traffic Impact Analysis & Feasibility Study
2009	Boundary Street Redevelopment District TIF Overlay Adopted
2010	Beaufort City Hall Complete $23,000,000 Public Investment
2012	Redevelopment Commission Boundary Street Redevelopment District $12,635,000 TIGER III Federal Investment
OCT 2012	National Environmental Policy Act (NEPA) Deadline
MARCH 2013	Complete Right of Way Acquisition
JUNE 2013	Boundary Street Construction Begins
JUNE 2013	DOT Fund Obligation Deadline for TIGER III
OCT 2014	Boundary Street Redevelopment District Substantial Construction Work Complete
DEC 2014	Final Project Closeout

Boundary Street Master Plan

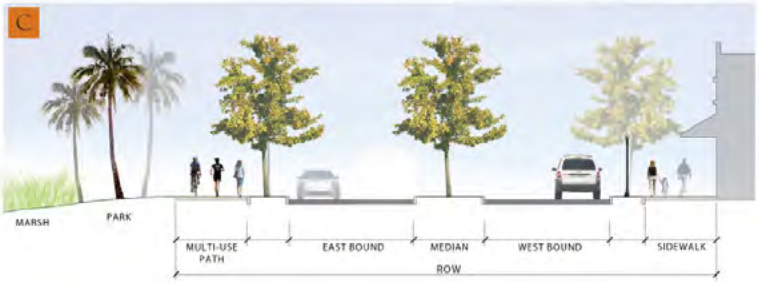
COMPLETE STREETS
For communities to be walkable, streets must be designed with pedestrian comfort and safety as critical goals along with the safe and efficient flow of traffic and other considerations, such as the accommodation of emergency vehicles, parking, utilities, and stormwater. The focus for street design should be on design speed rather than the volume of traffic and the level of service, especially in urban areas.

STREET DESIGN
In addition, streets should be typically narrower than conventional streets and arranged in an interconnected, gridded network; intersections should be carefully considered, and such design details as tighter curb radii should be implemented.

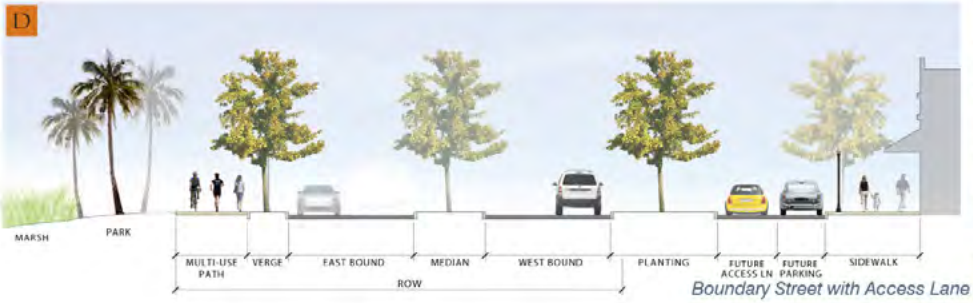
"Main Street" within Beaufort Plaza Shopping Ctr Redevelopment



Parallel Street with Proposed Public Vistas to Marsh



Boundary Street



Boundary Street with Access Lane

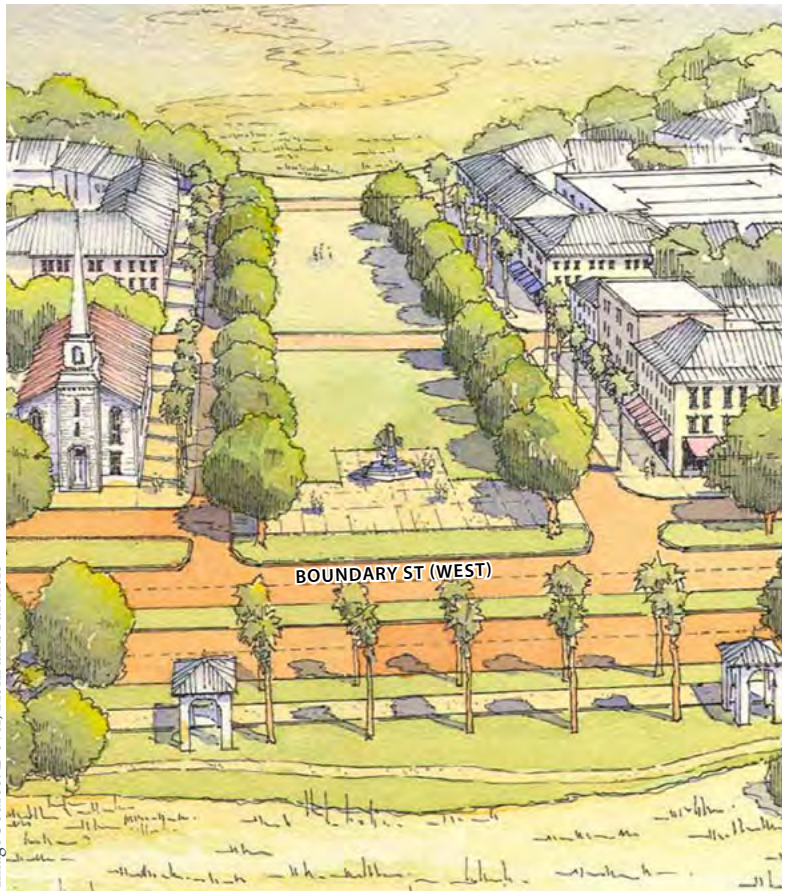


Image Source: Dover, Kohl and Partners

▲ CONCEPTUAL ILLUSTRATION OF BELT BUCKLE PARK

Redevelopment Strategies

The Civic Master Plan recommends redevelopment strategies as set out in the Boundary Street Master Plan, with only minor modifications to account for recent development and planned improvements as a result of the awarded TIGER funds. The intent of this plan is to provide guidance that will create a cohesive environment, even as infill development occurs incrementally over a long period of time.

As in the Boundary Street Master Plan, this plan proposes that large strip centers be redeveloped with mixed-use buildings that are sited to embrace the street edge along the newly created road networks. Parking would be located on the interior of blocks and screened from the public realm by infill buildings.

A primary focus of the redevelopment strategy is to open public access to the waterfront. As such, a continuous marshfront park is proposed along Albergotti Creek to the north, and the small area along the Battery Creek marshes to the south would be preserved as a public park (see 2.9 for details). Civic buildings would be positioned at key points along the corridor, including as an anchoring feature within the proposed Belt Buckle Park.

▲ CONCEPTUAL ILLUSTRATION OF BOUNDARY STREET REDEVELOPMENT

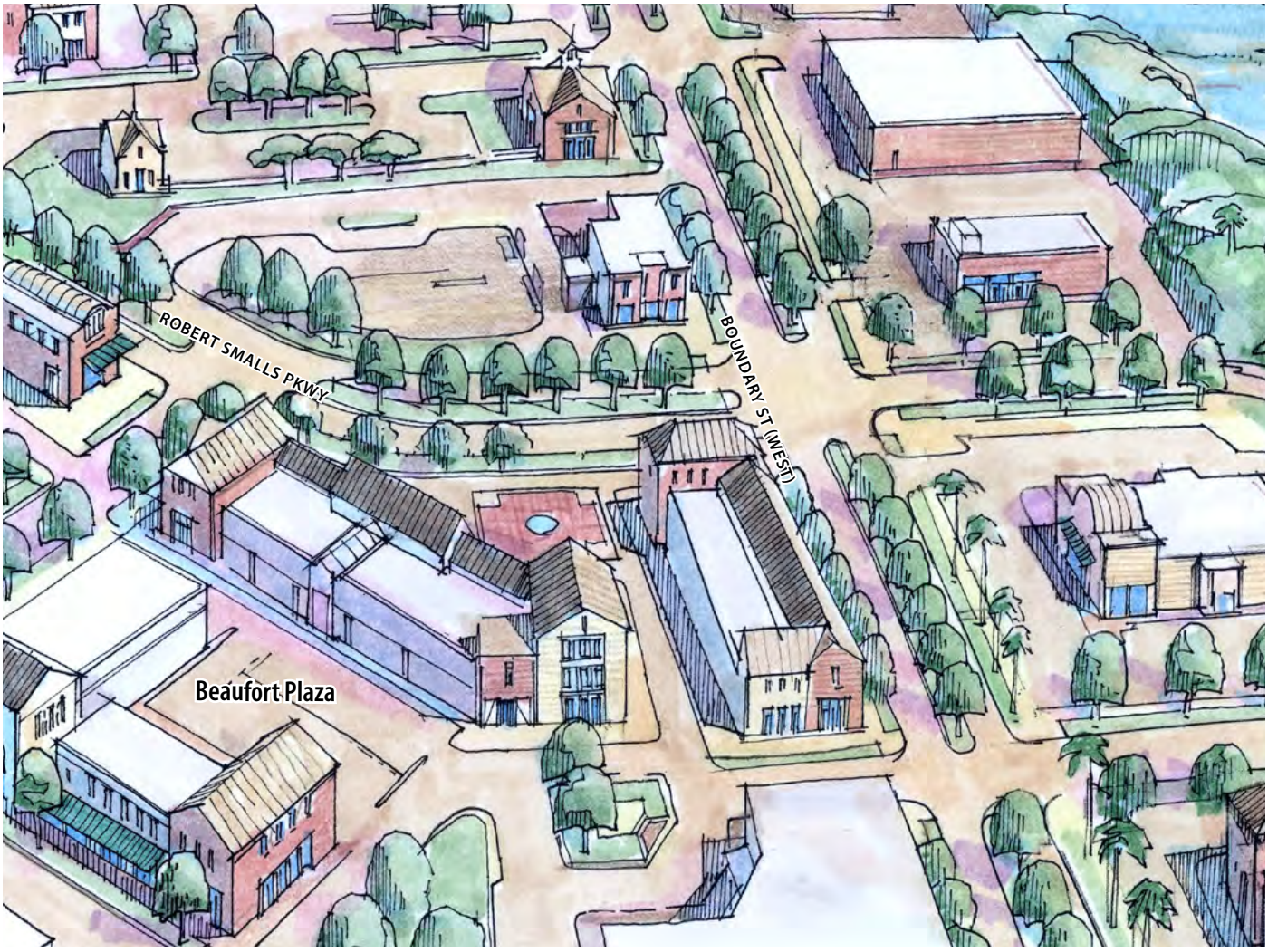
Deanne Drive/Beaufort Plaza

Beaufort Plaza is a parking-dominated strip center at the intersection of Boundary Street and Robert Smalls Parkway. This plan proposes the extension of Deanne Drive across the Spanish Moss Trail and through the existing Beaufort Plaza parking area connecting these areas and creating incremental infill development opportunities. Major tenants would be maintained on the site, redevelopment would reinvigorate the area, and a new streetscape environment would cater to pedestrians and bicyclists as well as automobile users.

Deanne Drive is the first point where the Spanish Moss Trail crosses a street on the western side of Battery Creek. It is also the point at which the Spanish Moss Trail begins to ascend toward the pedestrian bridge over Robert Smalls Parkway (see 4.14 and 8.3 for details). This plan proposes that Beaufort Plaza serve as a major trailhead, marking the transition point between the commercial intensity of the Beaufort Plaza area to the north of the trail and the primarily residential uses to the south.

▲ CONCEPTUAL PLAN OF BEAUFORT PLAZA REDEVELOPMENT

▲ CONCEPTUAL REDEVELOPMENT ALONG RIBAUT RD CORRIDOR (SOUTH OF ALLISON ROAD)



▲ CONCEPTUAL ILLUSTRATION OF BEAUFORT PLAZA REDEVELOPMENT

8.2 Ribaut Road

Sector: 1, 2 and 3

Project Type: Public | Private

Civic Investment Required: Ribaut Road Streetscape Improvements

See Also: 7.2; 7.3; 7.4

Streetscape Improvements

Following the same planning model as Boundary Street, this plan suggests a series of alternatives to improve Ribaut Road from its intersection with Boundary Street to the city limits at Mossy Oaks Road in order to improve the conditions for pedestrians and cyclists. Previously, this corridor functioned as US 21 but it has been downgraded with the re-designation of US 21 through Parris Island Gateway. As a result, this is no longer a truck route and GPS devices will help to shift regional traffic through Port Royal to the McTeer Bridge to the south.

The current configuration of the corridor is heavily dominated by vehicular traffic – even though it traverses a residential area – with infrequent sidewalks and no bicycle facilities in the corridor. Additionally, both the Beaufort Memorial Hospital and the Technical College of the Lowcountry have facilities on both sides of Ribaut Road, but it is very challenging for pedestrians to cross the street. The city has long managed speeds in the corridor through an artificial speed limit – one that is set well below the actual design speed. Over time this plan advocates for appropriate lane widths, bicycle and pedestrian facilities, landscaping, and lighting that is appropriate to a mixed-use corridor with a moderate amount of traffic.

Regardless, this plan affirms the city's desire to improve the overall pedestrian and bicyclist mobility in the Ribaut Road corridor, maintain adequate vehicular capacity for both normal operations and emergency access to the hospital facilities, and improve the overall aesthetics for this primary city gateway. These goals will form the basis for a specific corridor plan in the future that will combine the technical capacity and access requirements of the roadway with the long term desires of the community.

▲ EXAMPLE OF A PEDESTRIAN-FRIENDLY, MIXED-USE ENVIRONMENT

▲ PROPOSED IMPROVEMENT AREAS

1 Boundary Street to Bay Street

This portion of Ribaut Road between Boundary Street and Bay Street will serve a wide variety of development contexts, from single family residential, to mixed-use, to the County Government Complex. As such, the pedestrian environment must be improved from its current configuration with sidewalks located directly behind the curb. Planting strips are required to buffer pedestrians from travel lanes. Improved pedestrian crossings at intersections, as well as potential mid-block crossings at the County Government Complex, will enhance overall accessibility and mobility. Finally, with the dedication of additional right-of-way, on-street parking could be incorporated within the street to serve adjacent development and manage travel speeds.

2 Bay Street to Reynolds Street

Between Bay Street and Reynolds Street, fronting development along Ribaut Road is primarily single family residential. The current street configuration includes 4 lanes of fast-moving traffic and sidewalks located at the back of curb–only on one side of the street for most of the corridor– without sufficient buffer from moving vehicles. This configuration is not conducive to the speed of traffic and the pedestrian/bicycle activity that typically occurs along residential streets. Therefore a road diet from 4 travel lanes to 2 travel lanes with a center median/turn lane is highly recommended in this portion of Ribaut. This will improve safety for automobile turning movements into residential driveways and allow right-of-way to be allocated for bike lanes and for planting strips between the sidewalk and travel lanes.

3 Reynolds Street to Allison Road

Two major institutions, Beaufort Memorial Hospital (BMH) and the Technical College of the Lowcountry (TCL), occupy this stretch of Ribaut Road from Reynolds Street to Allison Road. The significant pedestrian activity that these two anchors generate is not adequately supported by the current configuration of Ribaut Road. Planting strips are required to buffer pedestrians from travel lanes. A multi-use path is required along the west side of the corridor to serve the student population of TCL and create a pedestrian/bicycle loop with the nearby Spanish Moss Trail. Improved pedestrian crossings, including mid-block crossings with pedestrian-activated traffic signals at key points create a better connection between BMH and TCL. As these institutions grow and redevelop, it may be appropriate to include slip roads with diagonal on-street parking. This would provide more immediate parking for each institution and transform Ribaut Road into a pedestrian-friendly multi-way boulevard.

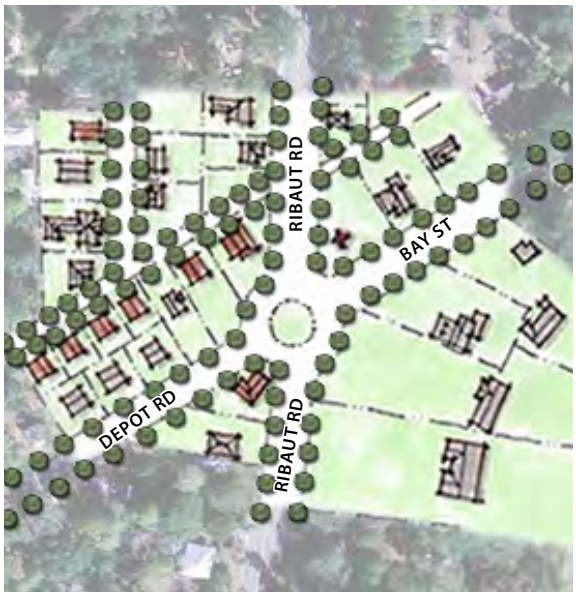
4 South of Allison Road

South of the institutional centers of BMH and TCL, Ribaut Road serves a diverse range of development types. The wide right-of-way in this area is currently dedicated almost entirely to the automobile, and must be reconfigured to accommodate pedestrians and bicyclists. Bike lanes are required on both sides of street to serve experienced bicyclists. This bike route will serve a primarily utilitarian function for bicycle commuters and compliment the primarily recreational function of the Spanish Moss Trail on the other side Port Royal peninsula. Planting strips are also required to buffer bicycle and automobile traffic from pedestrians.

Redevelopment Strategies - North Ribaut Road

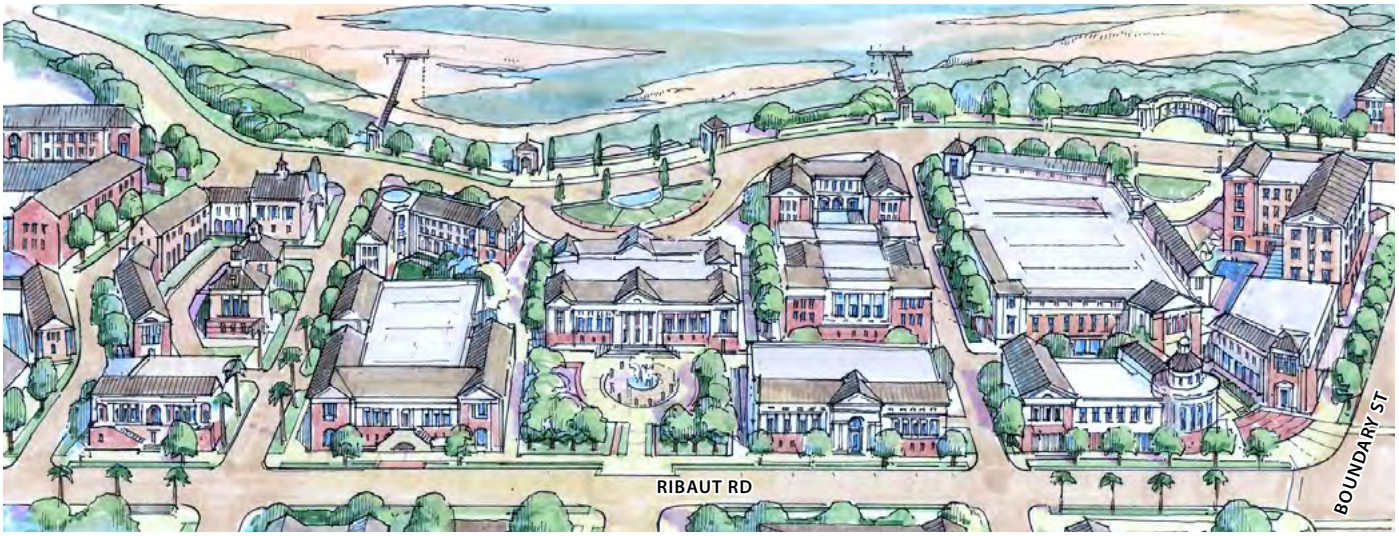
The Civic Master Plan envisions future development along Ribaut Road to follow the pattern of development set by the new City Hall complex: buildings that front the street with little or no setback from the sidewalk and parking located to the rear of buildings. Framing the street this way provides a more consistent, streetscape environment that encourages walking, accommodates a mix of uses, and increases sidewalk activity.

The existing Piggly Wiggly grocery store at the southeast intersection of Ribaut Road and Boundary Street provides essential goods to the surrounding neighborhoods, but meets both Ribaut Road and Boundary Street with a parking lot. The conceptual plan for this area recommends that future redevelopment accommodate growth for the grocery store and introduce commercial infill buildings closer to the street. A proposed roundabout would emphasize the civic significance of the site, provide a prominent gateway feature, and move traffic through the busy intersection at slower, more consistent speeds. Based on the preliminary traffic volumes, the roundabout would likely have two lanes and pedestrian refuge spaces.



▲ CONCEPTUAL ROUNDABOUT AT RIBAUT ROAD & BAY STREET

▲ RIBAUT ROAD (NORTH) CONCEPTUAL CORRIDOR REDEVELOPMENT



▲ CONCEPTUAL REDEVELOPMENT OF COUNTY GOVERNMENT COMPLEX

▲ CONCEPTUAL REDEVELOPMENT OF RIBAUT ROAD AND BOUNDARY STREET

Redevelopment Strategies - South Ribaut Road

South of Allison Road, the illustrative plan proposes a gradual transformation into a walking-friendly neighborhood corridor anchored by a fire station and new housing opportunities. Buildings would be set close to the street with parking areas to the side and rear of the building. Over time, the underutilized parking areas and single-story structures would transition to more economically viable small and medium-sized multi-story buildings. Given the proximity of Allison Road to two major employers–TCL and the Hospital–this area could support higher-density housing. One of the key public investments in this area would be a Fire Station that would serve as a the city's prominent civic building in this area (see 7.4 for details).

▲ RIBAUT ROAD (SOUTH) CONCEPTUAL CORRIDOR REDEVELOPMENT

8.3 Robert Smalls Parkway

Sector: 4

Project Type: Public | Private

Civic Investment Required: Multi-Use Path, Spanish Moss Trail

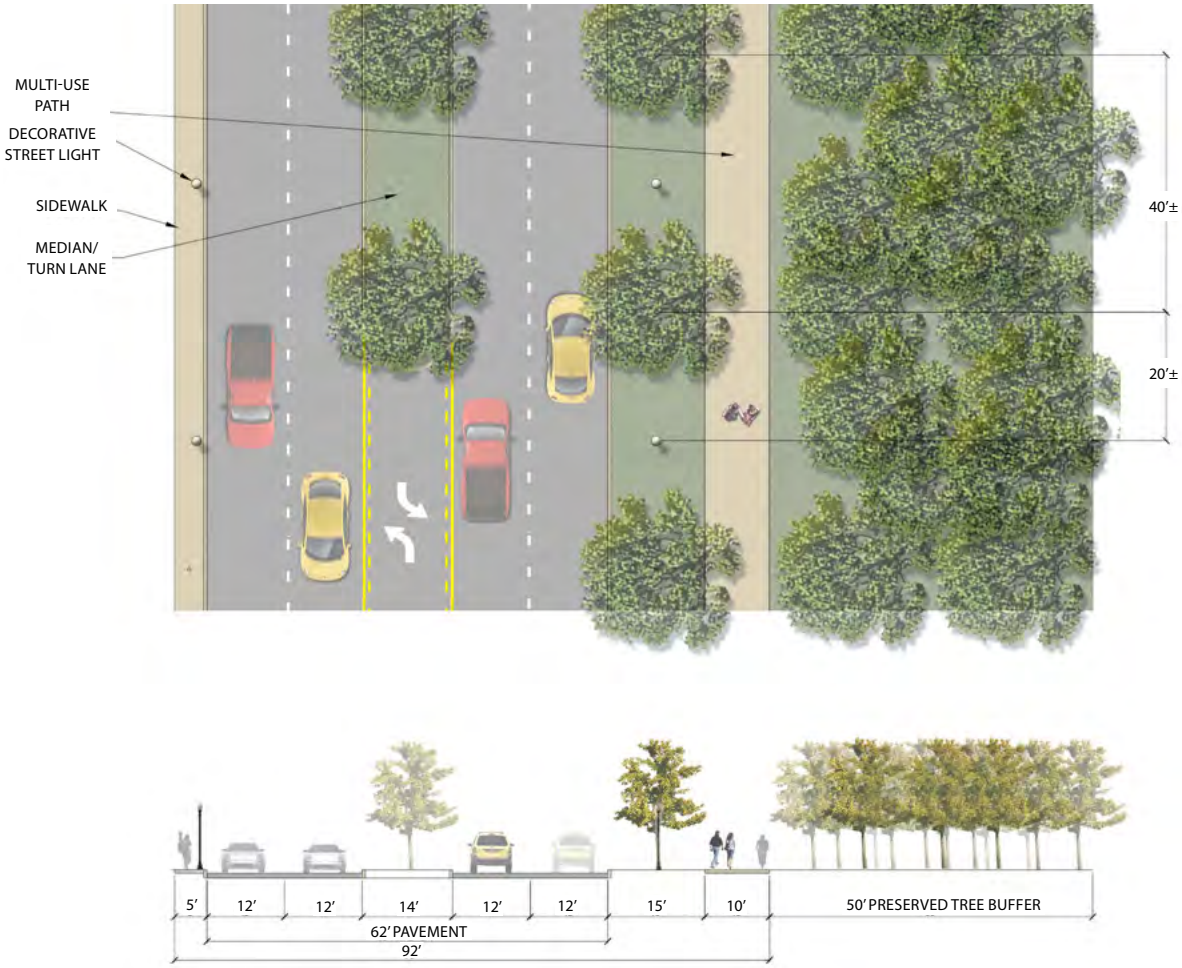
See Also: 4.14; 5.2

Streetscape Improvements

Robert Smalls Parkway (SC 170) extends southwest from Boundary Street into Beaufort County and provides the most direct connection from Beaufort to Hilton Head Island and Savannah, Georgia. This high speed regional corridor has no fewer than five lanes of vehicular traffic for its entire length. Although sidewalks are included along much of the corridor, there is no planting strip to separate pedestrians from fast-moving vehicles, and crosswalks are almost nonexistent.

The Civic Master Plan recommends the installation of an off-street multi-use path with a wide landscaped separation from vehicular travel lanes in order to provide a comfortable, safe and beautiful option for pedestrians and cyclists. This multi-use path would connect to the Spanish Moss Trail at Beaufort Plaza (see 8.1 for details), where the path would take a more urban form as a treed sidewalk alongside shop fronts. Moving away from Beaufort Plaza, the path would transition into preserved forest areas alongside Robert Smalls Parkway, retaining the existing mature trees for future generations while allowing development opportunities as well.

Robert Smalls Parkway is the most significant obstacle for users of Spanish Moss Trail to cross because of the speed and volume of traffic. This plan proposes a pedestrian bridge to provide a gateway



▲ CONCEPTUAL ROBERT SMALLS PARKWAY STREETSCAPE IMPROVEMENTS

to the Beaufort Plaza area and allow trail users to easily navigate an otherwise dangerous intersection. (Conceptual illustrations of the pedestrian bridge are below). An alternative paving treatment beneath the bridge would define a long plaza, and mixed-use buildings would activate the new civic space. The combination of the bridge and plaza would transform Robert Smalls Parkway from a potential obstacle into a major trailhead for the Spanish Moss Trail while also serving as a visual gateway into the Boundary Street area and Downtown Beaufort. (See 8.1 for details about how the pedestrian bridge ties into the transformation of Beaufort Plaza).

Redevelopment Strategies

This plan recommends that redevelopment along the Robert Smalls Parkway corridor focus new buildings that line the edges of existing parking lots to face the improved streetscape and multi-use path. This incremental infill would introduce new uses to the area that are currently lacking, especially housing. Civic sites would also be established in key locations – like the intersection of Robert Small Parkway and Parris Island Gateway – to provide focal points for development and encourage greater social interaction. These uses would gradually transform Robert Smalls Parkway into a more attractive, vibrant, mixed-use corridor.

▲ ILLUSTRATION OF PEDESTRIAN BRIDGE OVER ROBERT SMALLS PARKWAY - OPTION A

▲ ILLUSTRATION OF PEDESTRIAN BRIDGE OVER ROBERT SMALLS PARKWAY - OPTION B

▲ CONCEPTUAL ROBERT SMALLS PARKWAY CORRIDOR - CROSS CREEK INFILL ALTERNATIVE

▲ CONCEPTUAL PLAN OF ROBERT SMALLS VILLAGE VISION

A 100-Year Vision: Robert Smalls Village

One function of this Civic Master Plan is to envision Beaufort for generations to come if public investment projects today create both a sense of place and real economic value for the city. In the case of Robert Smalls Parkway, streetscape improvements and a commitment to traditional patterns of development could be the first steps toward a new community at the convergence of Parris Island Gateway and Robert Smalls Parkway.

A focus on developing a fine-grained street network coupled with a combination of preserving natural areas and encouraging infill development along renewed corridors would lay the groundwork for future Beaufortonians to prosper. The illustrative plan at left and the rendering to the right depict a long-term possibility of how Robert Smalls Parkway could one day evolve into Robert Smalls Village.

▲ CONCEPTUAL ROBERT SMALLS PARKWAY CORRIDOR AND BEAUFORT PLAZA

▲ CONCEPTUAL ILLUSTRATION OF ROBERT SMALLS VILLAGE VISION

8.4 Sea Island Parkway and Lady's Island Village Center

Sector: 5

Project Type: Private

Civic Investment Required: None

See Also: 2.7; 6.6

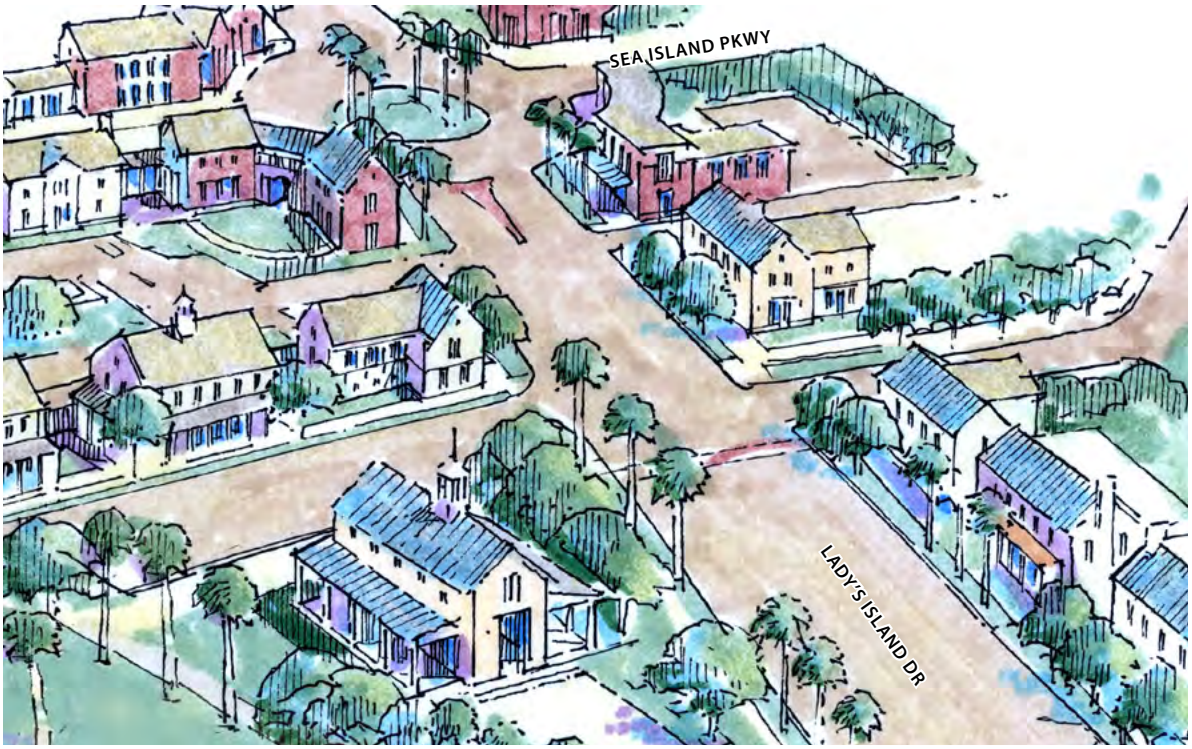
Streetscape Improvements

As Carteret Street extends south from downtown Beaufort across the Beaufort River, it becomes Sea Island Parkway, the primary thoroughfare to Lady's Island, St. Helena Island and Hunting Island. Sea Island Parkway is primarily a four-lane rural thoroughfare with scattered sidewalks in the more developed areas near the Beaufort River.

Proposed streetscape improvements are limited to the Lady's Island Village Center area located west of the Beaufort County Airport; the areas beyond this point quickly transition to a rural road with sparse development and little need for additional infrastructure. Along Sea Island Parkway, this plan recommends widening sidewalks and installing planting strips to buffer the sidewalks from vehicular travel lanes. In some areas, on-street parking may be appropriate to serve new development located at the edge of the sidewalk. A series of roundabouts is also proposed to calm traffic through the Lady's Island Village Center and create focal points for redevelopment.

Redevelopment Strategies

The conceptual plan for Lady's Island Village Center focuses on creating a more connected and coherent pattern of circulation and reinforcing the streetscape with walkable development that defines a consistent street edge. Beaufort High School continues to be a prominent, yet secluded civic presence in this area. The proposed plan for the Whitehall area and Hamilton Village seek to complement the mixed-use walkable character of downtown Beaufort by echoing this pattern directly across the Beaufort River. (See 6.6 for more detail about each of these areas.)



▲ CONCEPTUAL ILLUSTRATION OF LADY'S ISLAND VILLAGE CENTER

▲ EXISTING STRIP CENTER

Building Redevelopment Strategies

As streetscape improvements create redevelopment opportunities, there will not be one building type or scale that is appropriate for all locations. The two illustrations below show options for how the strip center at left could be redeveloped to create a more pedestrian-friendly destination. The multi-story building option frames the street and allows for vertical mixing of uses: retail on the ground floor and offices or housing above. Multi-story buildings will not be economically viable in all locations, and the one-story building option shows a configuration that establishes a similarly attractive place that may be more appropriate for some locations, such as at mid-block.

▲ ONE-STORY BUILDING OPTION

▲ MULTI-STORY BUILDING OPTION

▲ CONCEPTUAL ILLUSTRATION OF LADY'S ISLAND HOUSING INFILL

▲ CONCEPTUAL PLAN OF LADY'S ISLAND DEVELOPMENT - PHASE I

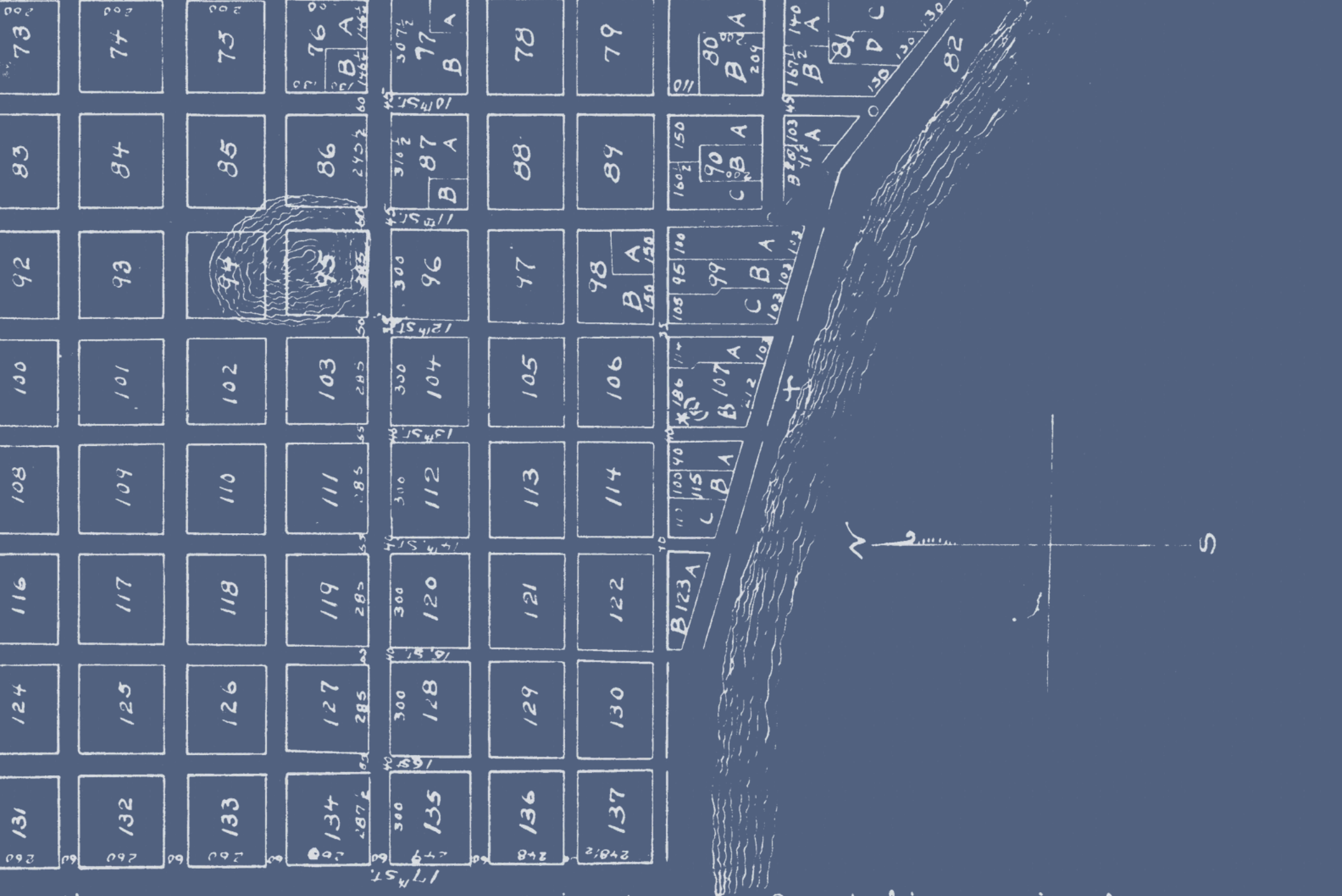
▲ CONCEPTUAL PLAN OF LADY'S ISLAND DEVELOPMENT - PHASE I - VILLAGE CENTER

▲ CONCEPTUAL PLAN OF LADY'S ISLAND DEVELOPMENT - PHASE I - WHITEHALL AND VISTA

▲ CONCEPTUAL PLAN OF LADY'S ISLAND DEVELOPMENT - PHASE 2

▲ CONCEPTUAL PLAN OF LADY'S ISLAND DEVELOPMENT - PHASE 2 - VILLAGE CENTER

▲ CONCEPTUAL PLAN OF LADY'S ISLAND DEVELOPMENT - PHASE 2- AIRPORT JUNCTION PUD



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Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

9

Districts for Economic Development Activity

A strong, vibrant, and healthy economy will be achieved through a successful economic development program in order to ensure the long term success and viability of the City of Beaufort. We must support the continuation and expansion of our primary economic engines – tourism, the military, healthcare, and education – while also seeking to expand opportunities for the arts and the recruitment of creative- and knowledge-based industries.

PRINCIPLES

1: THE ATTRACTION AND CREATION OF JOBS THAT EXPORT GOODS AND SERVICES OUTSIDE OF OUR REGION IS CRITICAL TO OUR LONG-TERM ECONOMIC STRATEGY

2: JOB CREATION IN BEAUFORT WILL BE BEST SERVED BY RESERVING STRATEGIC SITES AND THROUGH THE ENHANCEMENT OF OUR ENTIRE COMMUNITY TO MAKE US AN ATTRACTIVE LOCATION

3: WE WILL CONTINUE TO WORK WITH OUR PARTNERS – THE MILITARY, BEAUFORT MEMORIAL HOSPITAL, TECHNICAL COLLEGE OF THE LOWCOUNTRY, AND THE UNIVERSITY OF SOUTH CAROLINA-BEAUFORT – TO FIND INNOVATIVE WAYS IN WHICH TO LEVERAGE THEIR PRESENCE AND RESOURCES TOWARDS DEVELOPMENT THAT ATTRACTS A SUSTAINABLE JOB BASE

4: BEAUFORT WILL SEEK TO OFFER A MYRIAD OF BUILDING AND DEVELOPMENT OPTIONS FOR JOB CREATION – FROM SUBURBAN BUSINESS PARKS AND LOW-SCALE BUILDINGS, TO LARGE-SCALE SITES FOR CAMPUS BUILDINGS, TO MORE URBAN PATTERNS THAT ARE INTEGRATED INTO THE CITY'S WALKABLE, MIXED-USE FABRIC

5: PARCELS IDENTIFIED FOR JOB CREATION LOCATED IN THE AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ) WILL BE CONSIDERED FOR LOW-DENSITY, LOW-SCALE COMMERCIAL AND MANUFACTURING OPERATIONS ONLY

KEY INITIATIVES

9.1 Depot Road Area 185

9.2 Commerce Park 187

9.3 Burton Industrial Area 189

9.4 Strategic Opportunity Sites 191

Definitions

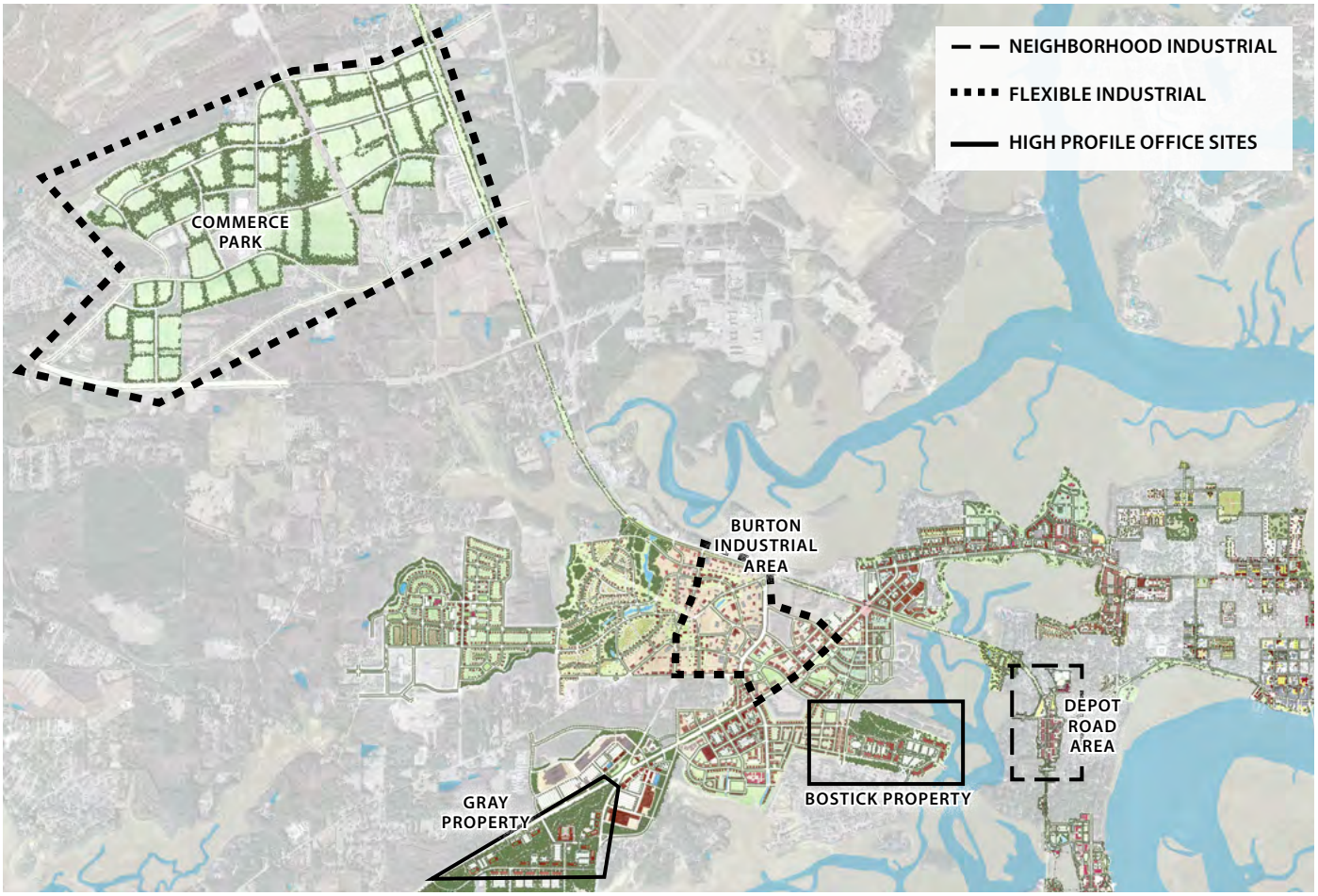
Neighborhood Industrial: The assembly, fabrication, production or processing of goods and materials using processes that ordinarily do not create noise, smoke, fumes, odors, glare, or health or safety hazards outside of the building and are visually undifferentiated from an office building or a residentially-scaled garage. These typically involve the work of artisans, craftspeople or small service operations that are wholly contained within the building but perhaps have a storage/loading bay for smaller shipping and deliveries on single-axle trucks.

Flexible Industrial: A primarily utilitarian structure that accommodates the manufacturing, assembling, finishing, cleaning or developing of any product or commodity. Such sites and buildings typically must accommodate large truck deliveries on a frequent basis and have storage/loading bays. Additionally, they may have external storage for raw materials and various related equipment as well as related office space.

High Profile Office Sites: Locations along major corridors with good visibility and accessibility to attract large office users in a multi-story, large floor plate, corporate office format.

Industrial complexes, manufacturing facilities and employment campuses are important economic engines and job creators. Depending on the expected scale and intensity, these uses may be accommodated within walkable urban settings or within large commercial/industrial complexes. Typically these facilities are most successful near major thoroughfares, within receptive development context, and adjacent to other synergetic uses.

The Civic Master Plan identifies five areas within the City of Beaufort, representing a wide range of development contexts, that are especially well-equipped to serve these employment-based uses: Depot Road Area; Commerce Park; Burton Industrial Area; and properties owned by the Gray and Bostick families.



▲ POTENTIAL ECONOMIC DEVELOPMENT LOCATIONS

9.1 Depot Road Area

Sector: 2

Project Type: Public | Private

Civic Investment Required: Depot Plaza, Depot Road Streetscape

See Also: 4.9; 5.2

Since the Port Royal Railroad was deactivated in 2006, the Beaufort Depot Area has become a neglected "back of house" district squeezed between residential neighborhoods. Beneath its rough character, the Depot Road Area continues to support a number of successful light industrial and service operations. Additionally, the recent opening of the Spanish Moss Trail, running through the Depot building itself, has already begun to bring a new level of activity to the area with residents of all ages walking, biking, and rolling through daily (see Section 5.2 for details).

Over time, there is an opportunity to build on both the Depot Area's eclectic industrial past and the Spanish Moss Trail's new infusion of energy in a manner that supports the immediate neighborhoods and the greater community. Many other aging industrial areas around the country that are intersected by major trail systems–such as the Swamp Rabbit Trail in Greenville, South Carolina; the South End Rail-Trail in Charlotte, North Carolina; the Tobacco Trail in Durham, North Carolina; the Libba Cotten Bikeway in Carrboro, North Carolina; and the Springwater Corridor in Portland, Oregon–have seen a tremendous level of new life and value creation as a result. For example, recent studies in Greenville, South Carolina have indicated that businesses along the trail have seen a 30-85% increase in sales/revenue (http://greenvillerec.com/studies-surveys) directly attributable to the trail's proximity indicating a substantial economic impact. This fiscal success is connected to the creation of new neighborhood amenities, such as the Swamp Rabbit Café and Grocery. This bakery, coffee shop and purveyor of locally-sourced food re-established a previously abandoned building adjacent to the trail in an older neighborhood two miles from the downtown and created a new hub of activity.

To this end, this plan anticipates similar opportunities and interest in uses and activities in the Depot Area that are complementary to this rapidly-emerging trail corridor and are also compatible and protective of the surrounding neighborhood. One possibility includes the regeneration of the aging–but economically viable–industrial buildings as incubator spaces for small business startups, back office operations, and artists

Image Source: bing.com

▲ EXISTING DEPOT AREA

▲ CONCEPTUAL REDEVELOPMENT PLAN

and craftspeople (e.g. custom woodworkers, cabinet shops, ironworkers and other similar artisans) with small scale fabrication, storage, and sales. Like the Swamp Rabbit Trail and others like it across the country, it is reasonable to foresee demand for small-scale businesses and facilities to support trail users such as bicycle rentals, restrooms, and small grocers/sundries as well as infill housing in a live-work arrangement to take advantage of the trail as a regional amenity. Over time it is also reasonable to expect that demand may also support the construction of new structures that are consistent in scale with the existing buildings.

While these characteristics would make the Depot Area a prime opportunity for redevelopment , this plan does not anticipate major redevelopment in this area until a few key issues are resolved. First, the current haphazard parking configurations, partially addressed by the first phase of trailhead parking, must continue to be resolved. With an active trail through the area, it has become even more important to formalize the area where motor vehicles circulate and park so as not to conflict with trail users and the neighborhood. This discussion with all the stakeholders should begin as soon as possible.

Second, and perhaps most importantly, the current Limited Industrial zoning classification permits a wide variety of manufacturing and industrial uses which are not necessarily conducive to a quiet and prosperous neighborhood (e.g. aviation services, light industrial services, and even waste related services as a Special Exception) and does little in the way of creating an economic and social amenity for both the neighborhood and the community as a whole. The city also recognizes that many of the residents of the neighborhood surrounding the Depot Area have expressed concern about how this vision might impact the quiet nature of the area.

To accommodate this emerging vision, this plan recommends a discussion with Depot Area stakeholders and the community at large with the goal of creating a special zoning district that helps to manage some level of expected change. At a minimum it needs to anticipate trail-generated use and activity, differentiate it from the more conventional industrial areas elsewhere in the city, and ensure compatibility with the peaceful nature of the established neighborhoods. In consultation with stakeholders, the city will convene a group of interested parties within the next twelve months as new sections of the trail are completed.

▲ **SWAMP RABBIT CAFE & GROCERY, GREENVILLE, SOUTH CAROLINA**

9.2 Commerce Park

Sector: 4

Project Type: Public | Private

Civic Investment Required: Commerce Park Public Infrastructure Improvements

See Also: 7.7

Recognizing that not all development types are able to embody the mixed-use, walkable character that the Civic Master Plan seeks to create throughout the majority of the City of Beaufort, this plan proposes setting aside the existing Commerce Park to accommodate certain important employment centers that are more auto-oriented, require very large buildings, and benefit from an industrial park setting.

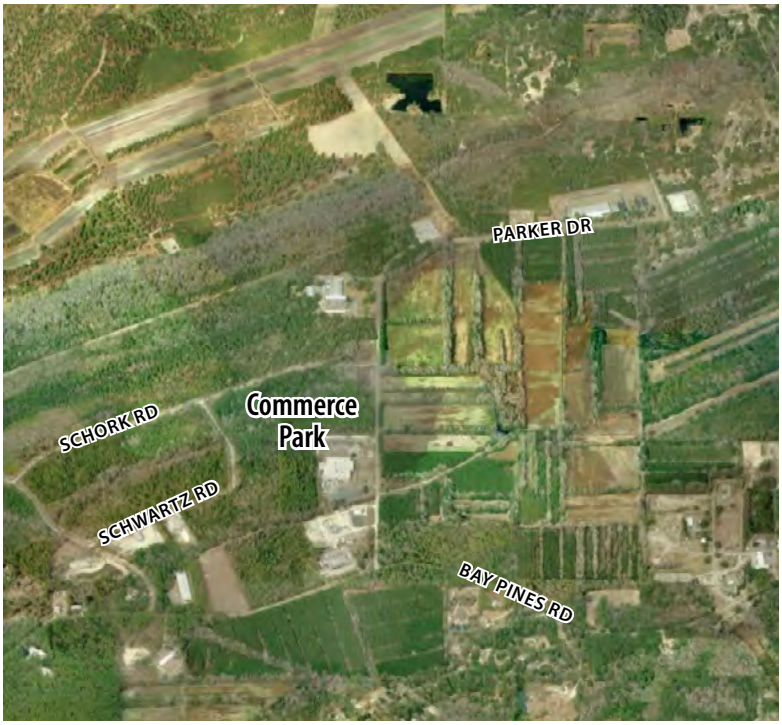
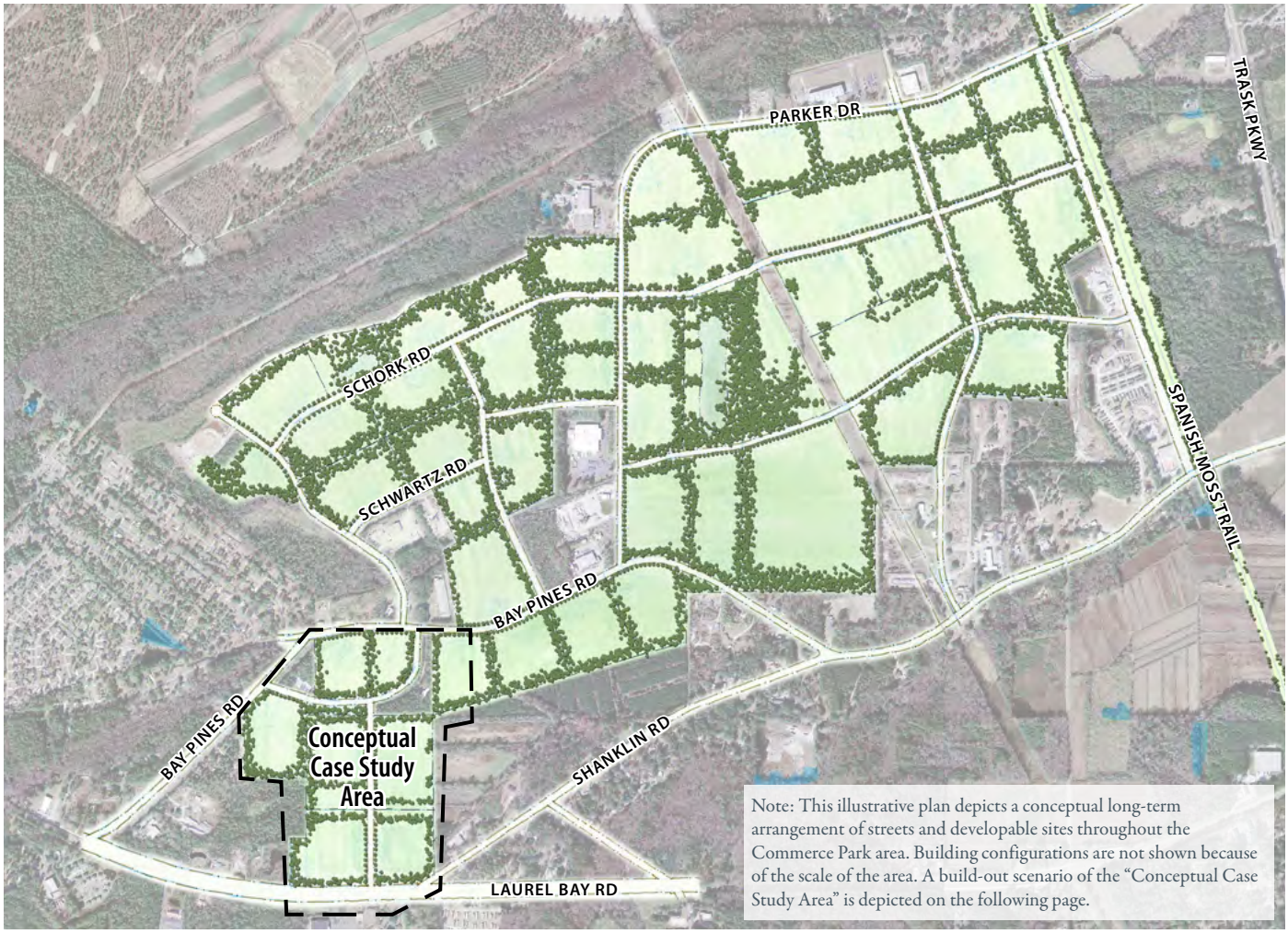


Image Source: bing.com

▲ EXISTING CONDITIONS



Note: This illustrative plan depicts a conceptual long-term arrangement of streets and developable sites throughout the Commerce Park area. Building configurations are not shown because of the scale of the area. A build-out scenario of the "Conceptual Case Study Area" is depicted on the following page.

▲ CONCEPTUAL PLAN OF COMMERCE PARK

▲ CONCEPTUAL CASE STUDY OF SMALL-SCALE, MULTI-TENANT, FLEX-INDUSTRIAL BUILDINGS

The Commerce Park is owned by the city, and ideally situated with direct access to US 21. The Civic Master Plan envisions that future Commerce Park development will accommodate large-scale commercial and industrial operations. The conceptual plan for the Commerce Park proposes a variety of lot sizes to be established in order to support a diverse group of tenants. Given the established access routes and large tracts of available land, the Commerce Park is well-suited for larger and more intensive industrial operations that are not necessarily appropriate in other parts of the city.

One limiting factor for development in the Commerce Park area is the presence of the Air Installation Compatible Use Zone (AICUZ) associated with the Beaufort Marine Corps Air Station. Commercial and industrial development is permitted within this zone, but with specific height restrictions and limitations on the number and concentration of people allowed within each facility. Future plans will be in accordance with the AICUZ regulations. (For more information, see Section 7.7).

▲ CONCEPTUAL ILLUSTRATION OF FLEX-INDUSTRIAL DEVELOPMENT

9.3 Burton Industrial Area

Sector: 4

Project Type: Private

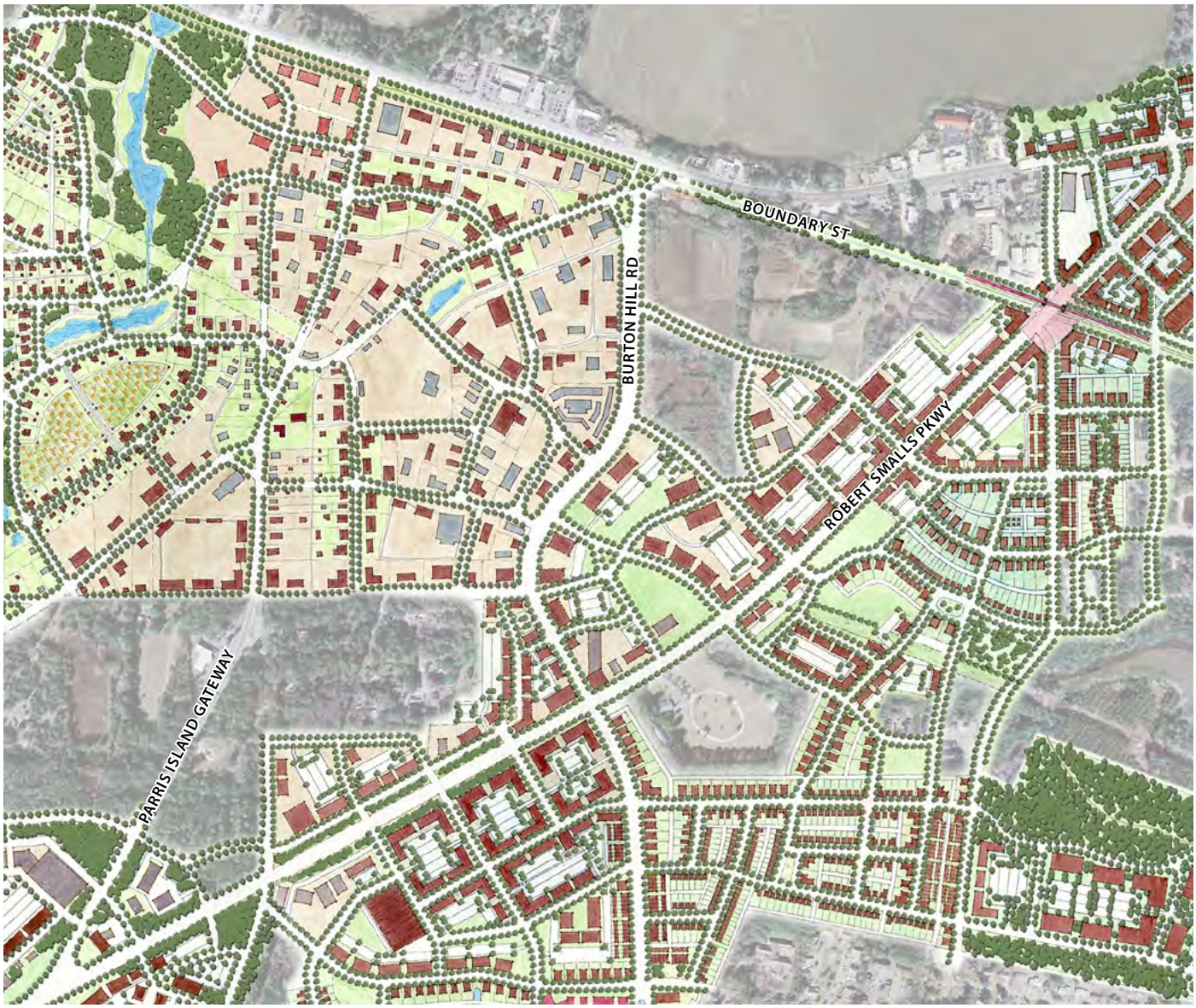
Civic Investment Required: None

See Also: 8.3

The Burton Industrial Area is located on the western edge of the City of Beaufort, in the area generally bound by Boundary Street, Robert Smalls Parkway and Parris Island Gateway. Currently, it is a disorganized collection of industrial flex spaces

Image Source: bing.com

▲ EXISTING CONDITIONS



▲ CONCEPTUAL PLAN OF BURTON INDUSTRIAL AREA

Image Source: bing.com

Image Source: bing.com

▲ EXISTING CONDITIONS

that lacks a connected street network. The access provided by bordering thoroughfares offer the potential for the continued development of this area as an industrial employment center.

To support future development, the Civic Master Plan proposes the creation of a more coherent and connected street network in this area. Burton Hill Road would become the primary focus for internal development, while Parris Island Gateway would create a prominent external edge for infill development. The scale of buildings would range between the neighborhood-scaled incubator buildings in the Depot Area and the large-scale industrial complexes at Commerce Park. In reality most industrial and manufacturing operations fall within this wide range of building scales, and it is anticipated that the Burton Industrial Area may accommodate a great diversity of uses and building types.

In contrast to the Commerce Park, the Burton Industrial Area is not limited by the presence of the Air Installation Compatible Use Zone (AICUZ) associated with the Beaufort Marine Corps Air Station, which means that this area offers more potential opportunities for mixed-use development.

▲ CONCEPTUAL PLAN OF GRAY PROPERTY

9.4 Strategic Opportunity Sites

Sector: 4

Project Type: Private

Civic Investment Required: None

The Gray Property along Robert Smalls Parkway (SC 170) and the Bostick Property adjacent to Battery Creek provide unique opportunities for large employment centers within the city.

Gray Property

The Gray Property is bound by Robert Smalls Parkway, Parris Island Gateway and Goethe Hill Road, and is about 100 acres in size. It has excellent accessibility to and visibility along Robert Smalls Parkway (SC 170).

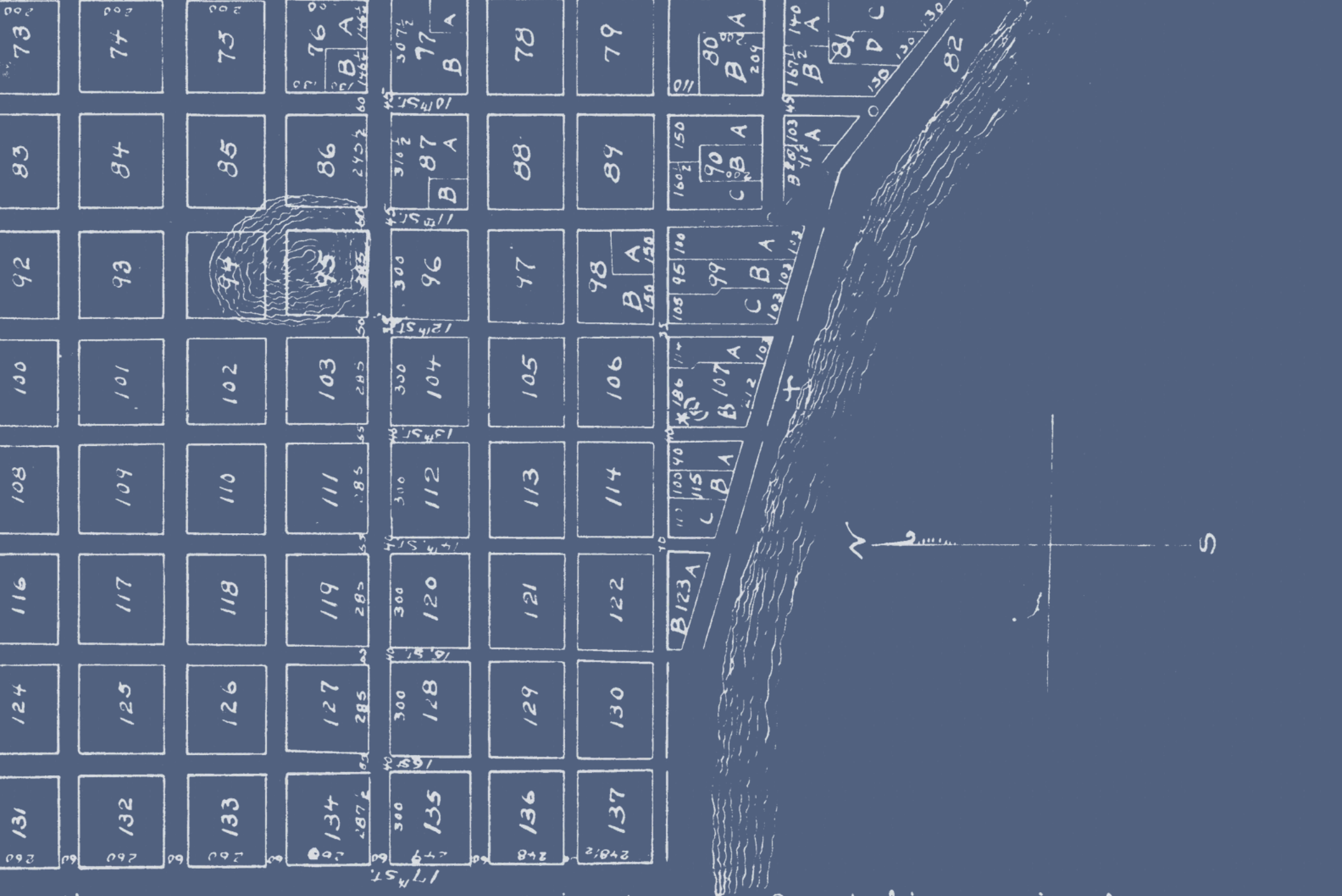
The conceptual plan for this property is includes several major corporate headquarters within an office campus setting and preserves generous amounts of the existing forested land on the site. Tucked amidst the tree canopy, large office buildings connected by a few entrance drives and parking areas, accommodate large numbers of employees. Multi-use paths weave throughout the office campus and connect to the path along Robert Smalls Parkway and eventually to the Spanish Moss Trail. This non-motorized transportation network encourages employees to commute on foot or bicycle, despite the traditionally auto-oriented building arrangement of the office campus.

Bostick Property

The Bostick Property is an undeveloped peninsula of land located south of Beaufort Plaza on Salem Road, and the eastern edge of the property opens on Battery Creek. While it has excellent views of the creek and tidal marshes, the north and east sides of the property contain wetlands and are unsuitable for development. However, the highland provides an excellent site for development along Battery Creek.

The conceptual plan for this property proposes a large employment campus on the developable portion nearest the marsh. The nearby neighborhoods would offer a variety of housing types that may serve as workforce housing. This arrangement would allow residents to live within easy walking or biking distance to work, while offering the type of controlled office park atmosphere that many employers seek.

▲ CONCEPTUAL PLAN OF BOSTICK PROPERTY



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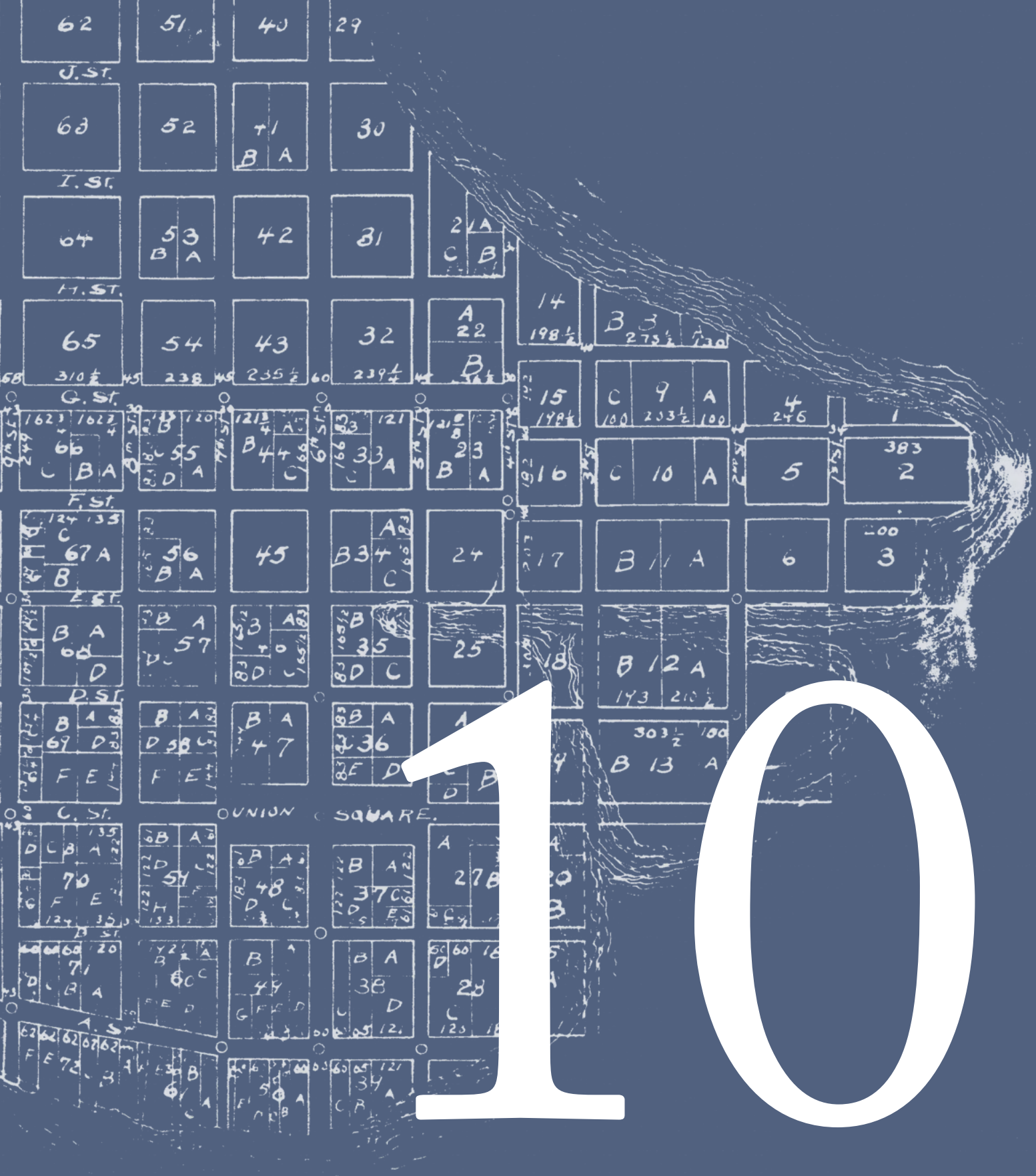


10

Regulatory Framework

We will update our regulatory framework to support the precise block-by-block development recommendations established in the Civic Master Plan and which has been articulated by its citizens throughout the past decade of planning efforts: to implement the broad vision for a vibrant, sustainable Beaufort with high quality private investment and a robust, interconnected transportation system that accommodates pedestrians, bicyclists, transit and automobiles.

KEY INITIATIVES

10.1 Transect-Based Implementation Strategies . 196

10.2 Street Infrastructure Plan 205

10.3 Proposed Zoning Changes for the National Historic Landmark District 232

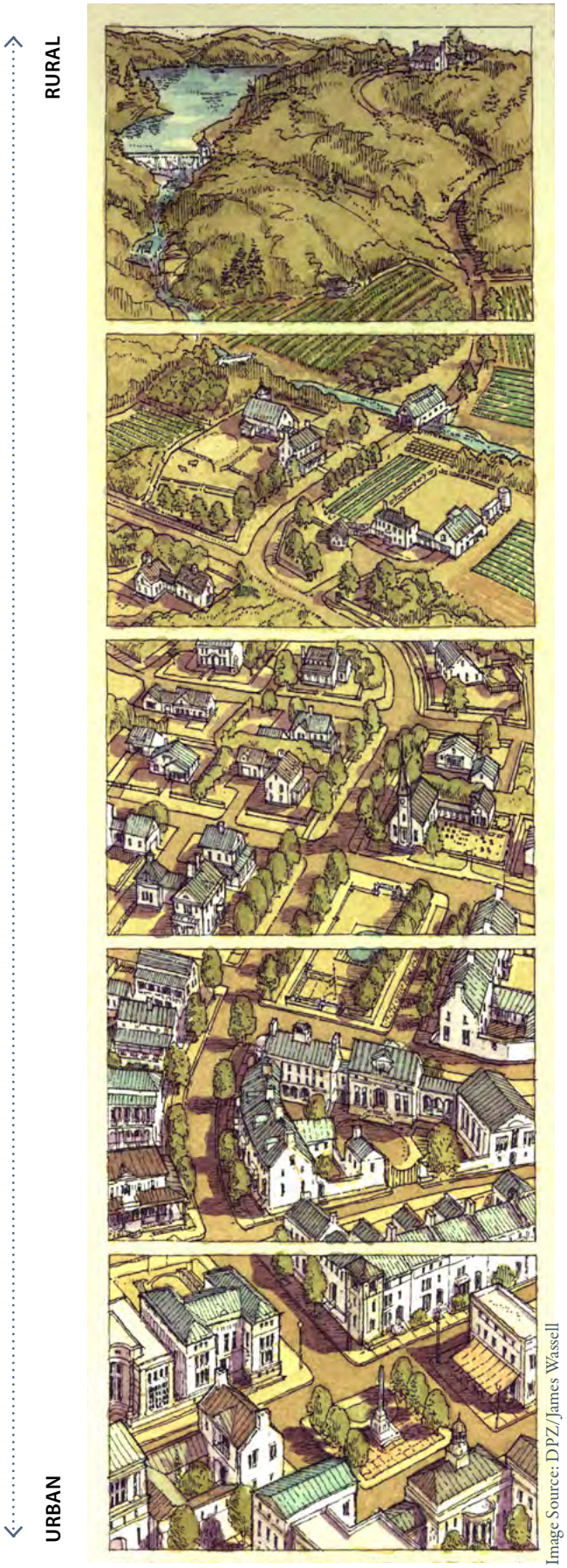


Image Source: DPZ/James Wassell

▲ RURAL-TO-URBAN TRANSECT

10.1 Transect-Based Implementation Strategies

A new Beaufort Code

One of the priorities for implementation of the "Vision Beaufort: 2009 Comprehensive Plan" (see Section 1.2 for more information) was to update the UDO to utilizes more form-based code tools. As a first step, the City of Beaufort entered into a contract with Beaufort County in 2010 as part of a county-wide form-based code effort. The outcomes of this effort provided the overall framework for a future form-based code for the city.

Form-based codes differ from conventional zoning codes by regulating the built environment through a context-sensitive approach to the relationship between the public and private realms, rather than focusing chiefly on the segregation of different types of land use. Whereas the current UDO is organized by a range of single-use zoning districts that are residential, commercial, industrial or special-purpose, form-based codes are organized by the rural-to-urban transect.

The Rural-to-Urban Transect

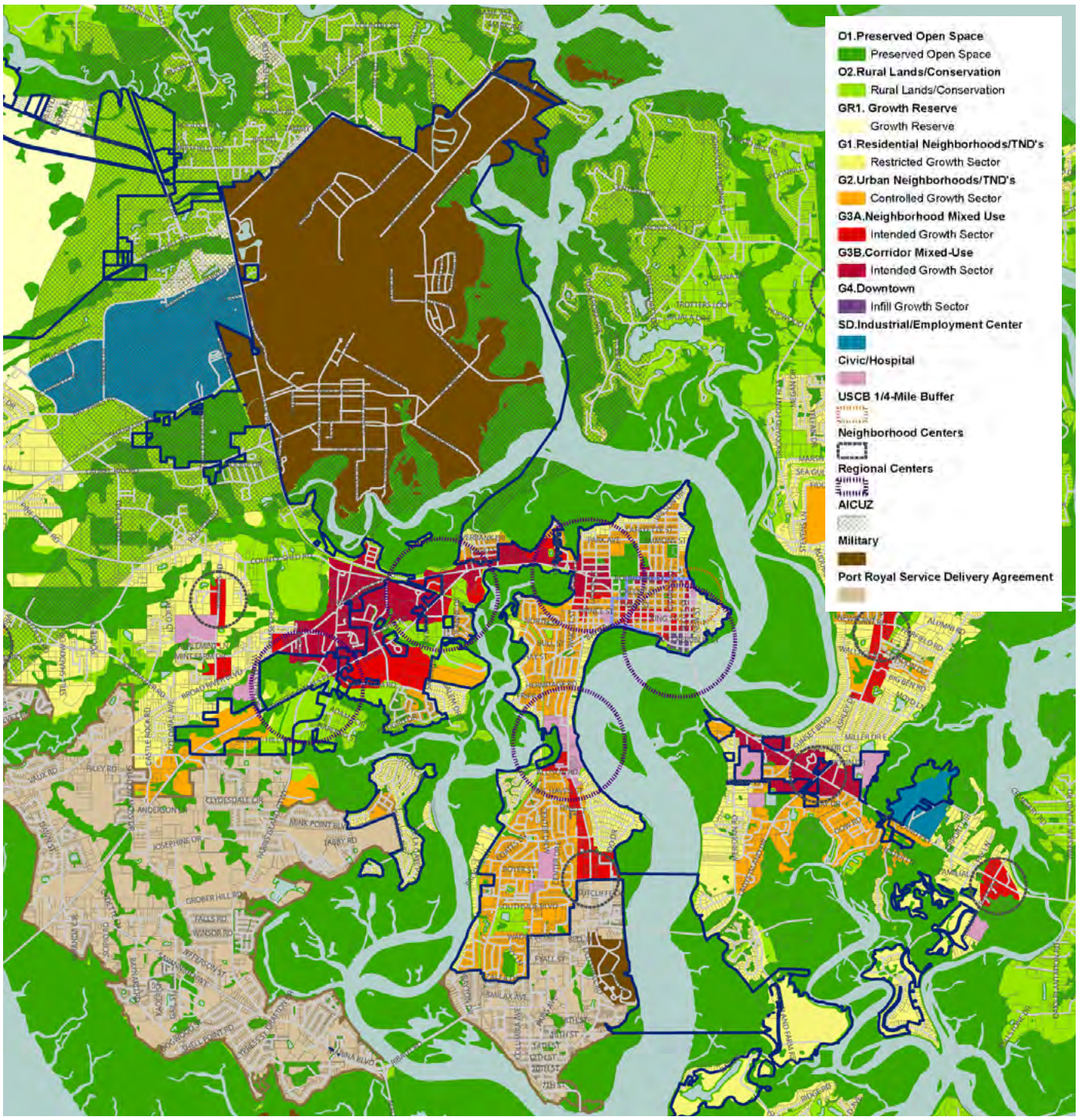
A transect-based planning method was used throughout the Civic Master Plan process to establish a range of place types for Beaufort (see Section 1.4 for details.) The transect is a method of classifying the natural and built environments as a continuum of conditions, ranging from natural and rural lands to urban centers. When using development regulations to implement a planning vision, the transect groups compatible buildings, public spaces, and infrastructure by scale and intensity of use, while still allowing the development of neighborhoods where residents and workers can walk to work, school, and daily errands.

For example, a public space at the edge of the city may be a large regional park with hiking trails, while a public space in the city center may be a more intimate square where markets and events take place. Similarly, a residence near the edge may be on a large lot set back from the street, while a residence in the downtown may be a condominium in a four-story building.

Transect-Based Place Types

The Civic Master Plan establishes the framework for a future form-based code through four levels of development intensity. These levels within the transect range from T1-Natural Preserve at the low end to T5-Downtown Core/Urban Corridor at the high end. In a form-based code, these transect-based place types will translate directly to form-based districts that regulate the mix of uses, building design, density, height, street design, the design of parks and open space, parking, and other components of the city fabric.

Additionally, these place types translate intuitively to the implementation of the Growth Framework Plan (from the Comprehensive Plan) that identifies areas for conservation and designates different

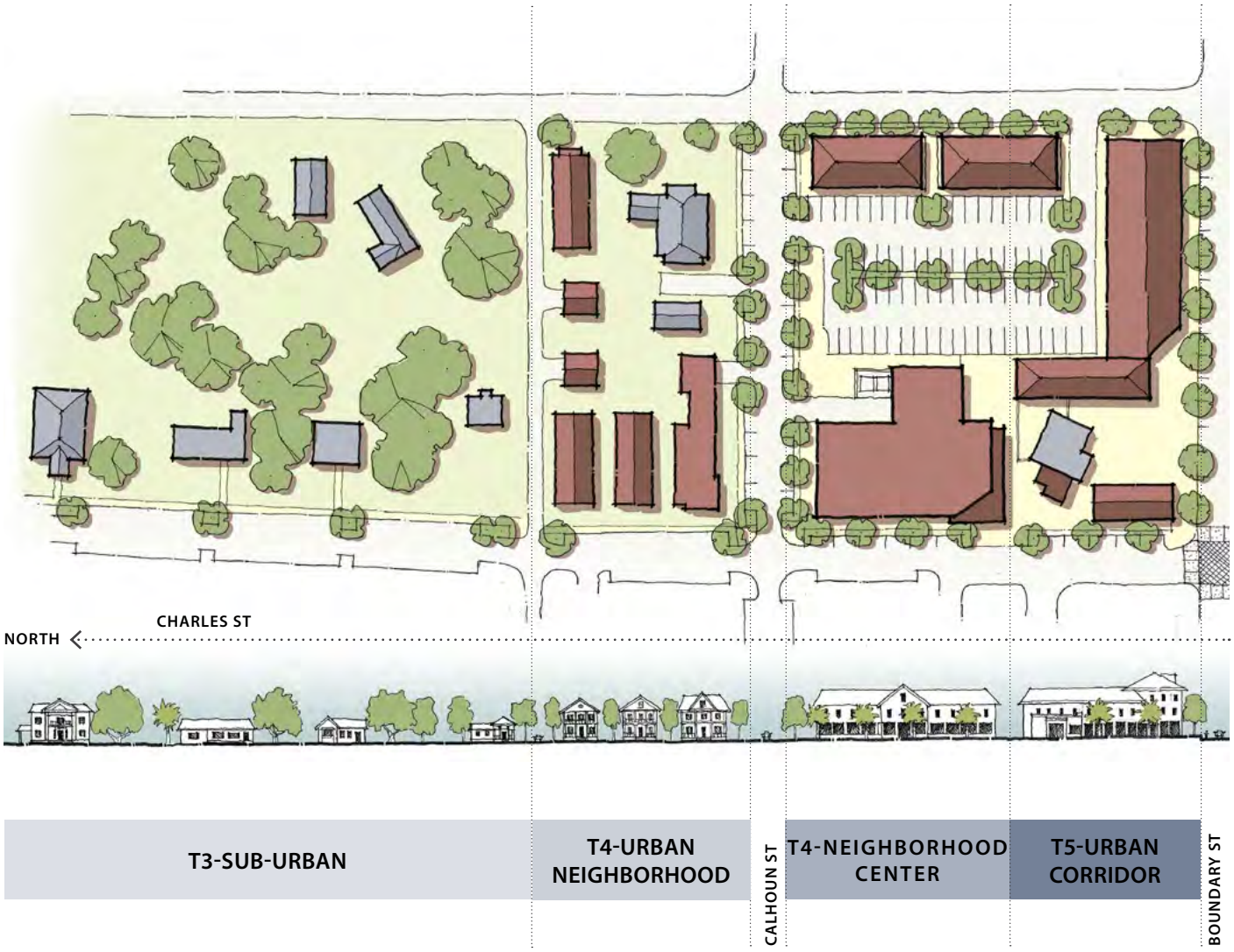


▲ GROWTH FRAMEWORK PLAN (FROM 2009 COMPREHENSIVE PLAN)

types of growth centers. By grouping compatible land uses – like corner stores and schools within residential neighborhoods – rather than strictly separating residential and non-residential areas, the application of transect-based place types will encourage the development of new mixed-use, walkable neighborhoods that complement Beaufort's historic character.

The diagram along the bottom of these pages provides a sample application of how Transect-based place types can be applied to existing neighborhoods to shape future development. This particular example is taken from the section of Charles Street from Pigeon Point at the west end to Washington Street at the south end. Beginning at the Pigeon Point section, this area exemplifies the sort of lower-density residential development with larger street setbacks and yards of the T3-Sub-urban place type. Moving south toward Boundary Street, the building height and lot coverage increase, stepping up the transect successively to T4-Urban Neighborhood, T4-Neighborhood Center, and then peaking at T5-Urban Corridor along Boundary Street. Further south beyond Boundary Street, the density steps back down the transect gradually to less-intense urban neighborhood areas, characterized by T4-Neighborhood Center and T4-Urban Neighborhood.

The Charles Street example does not demonstrate the full range of the rural-to-urban transect, but one can imagine that if this example were extended along an axis to the north, the Pigeon Point neighborhood would be generally T3-level development, with the last layer of development– larger lots that overlook the marsh – classified



▲ **SAMPLE APPLICATION OF TRANSECT-BASED PLACE TYPES ALONG CHARLES STREET**

as T3-Edge. In general, preserved open spaces along the marsh will be classified as T1-Natural Preserve to preclude future development. T2-level development is generally considered rural areas that include working lands and farmhouse-type buildings, but since Beaufort does not have these types of land, the Beaufort Transect skips the T-2 level.

The following pages give detailed descriptions and imagery for each transect-based place type. (For more information about building types, see Section 6.1.)

T1–Natural Preserve

Natural Preserve is intended to preserve areas that contain sensitive habitats, open space, and limited agricultural uses. This place type typically does not contain buildings, with the exception of small civic buildings or interpretive centers.

Examples of Natural Preserve include Pigeon Point Park, Arthur Horne Nature Preserve, and the Spanish Moss Trail.

T2–Rural

Rural areas are made up of lands in an open, cultivated, or sparsely settled state. Planning for future development within the City of Beaufort does not include any rural place types, and inclusion of T2-Rural here is for illustrative purposes only.

Image Source: Beaufort County Planning Department

T3–Edge

The T3-Edge is at the fringe of the city where larger-lot residential areas meet adjacent waterways. While almost exclusively residential, civic and park functions are also complementary to the character within the T3-Edge.

Examples of T3-Edge include the houses and inns facing the water in The Bluff neighborhood and around the perimeter of Battery Point.

T3–Sub-Urban

T3-Sub-Urban is single-family residential in character with less development than other place types within the city. While almost exclusively residential, civic and park functions are also complementary to the character within T3-Sub-Urban place types.

Examples of T3-Sub-Urban include the Royal Oaks and Mossy Oaks neighborhoods.

T3–Neighborhood

T3-Neighborhood is residential in character, and includes a mixture of residential and civic uses. Residential units are an assortment of sizes including cottages, small houses, duplexes, village houses, and bungalow courts.

Examples of T3-Neighborhood include Higginsonville, Jerico Woods, and Dixon Village.

T4–Urban Neighborhood

T4-Urban Neighborhood is a fairly low-intensity, mixed-use district composed primarily of residential development. A wide range of building types exist in T4 Urban Neighborhood including, but not limited to, single-family houses, townhouses, bungalow courts, mansion houses, and live-work units.

Examples of T4-Urban Neighborhood include portions of Bladen Street and Charles Street.

T4–Historic Neighborhood

T4-Historic Neighborhood is a fairly low-intensity place type that encompasses Beaufort's historic residential neighborhoods. It contains single and two-family houses that are characterized by generous front porches and historic architectural detailing.

Examples of T4-Historic Neighborhood include The Point and The Commons.

T4–Neighborhood Center

T4-Neighborhood Center is a medium-intensity, mixed-use place type composed primarily of attached, mixed-use development. A wide range of building types exist in T4-Neighborhood Center including, but not limited to, mansion houses, apartment buildings, mixed-use buildings.

Examples of T4-Neighborhood Center include portions of Carteret Street and Boundary Street near Bellamy Curve.

T5–Downtown Core

T5-Downtown Core consists of higher density, mixed-use buildings that accommodate retail, offices, and apartments located in the historic downtown area. A tight network of streets lined with shopfronts defines this district as a very walkable area. Buildings are set very close to the street in order to define the public realm.

T5-Downtown Core is exemplified by the downtown area around Bay Street and Carteret Street.

T5–Urban Corridor

T5-Urban Corridor consists of taller, higher density, mixed-use buildings that accommodate retail, offices, and apartments located along primary thoroughfares. A tight network of streets lined with shopfronts defines this district as a highly walkable area. Buildings are set very close to the street in order to define the public realm.

Examples of T5-Urban Corridor include portions of Boundary Street, including Beaufort Town Center.

10.2 Street Infrastructure Plan

See Also: Chapter 5 and Chapter 8

The primary goal of the Street Infrastructure Plan is to create a street network which offers safe and convenient access for all users (pedestrians, bicyclists, drivers and transit riders) of all ages and abilities.

The following pages outline street standards that promote a complete street system by tailoring street design to its intended users and development context. For example, it would be unnecessary and inappropriate to construct a commercial main street in a remote, rural area, just as it would be inappropriate to build a dirt road in the middle of downtown.

Typical Street Sections

During the synoptic survey and charrette processes, the defining characteristics of Beaufort's streets were documented within a wide range of neighborhood types. From these observations, several typical street designs that capture the unique vernacular of Beaufort's streets have been identified.

The Street Infrastructure Plan applies specific expectations for streetscape characteristics to every street segment in the city. Each street type identified on the Street Infrastructure Plan maps corresponds to a street section diagram on the following pages that establishes the specific standards for that street.

Specific Street Sections

In certain instances, portions of streets have been marked as "Other" on the Street Infrastructure Plan maps. These street segments have been specifically designed through the Civic Master Plan process with details that deviate from the typical street sections to respond to specific environmental, neighborhood, or development opportunities. Each of these specific street sections are included in this chapter following the typical street sections that apply to most streets throughout Beaufort.

In some cases, a specific street section may apply only to a portion of a single street. In other cases, a specific street section may apply to multiple streets. The applicability of each specific street section is detailed in a corresponding table.

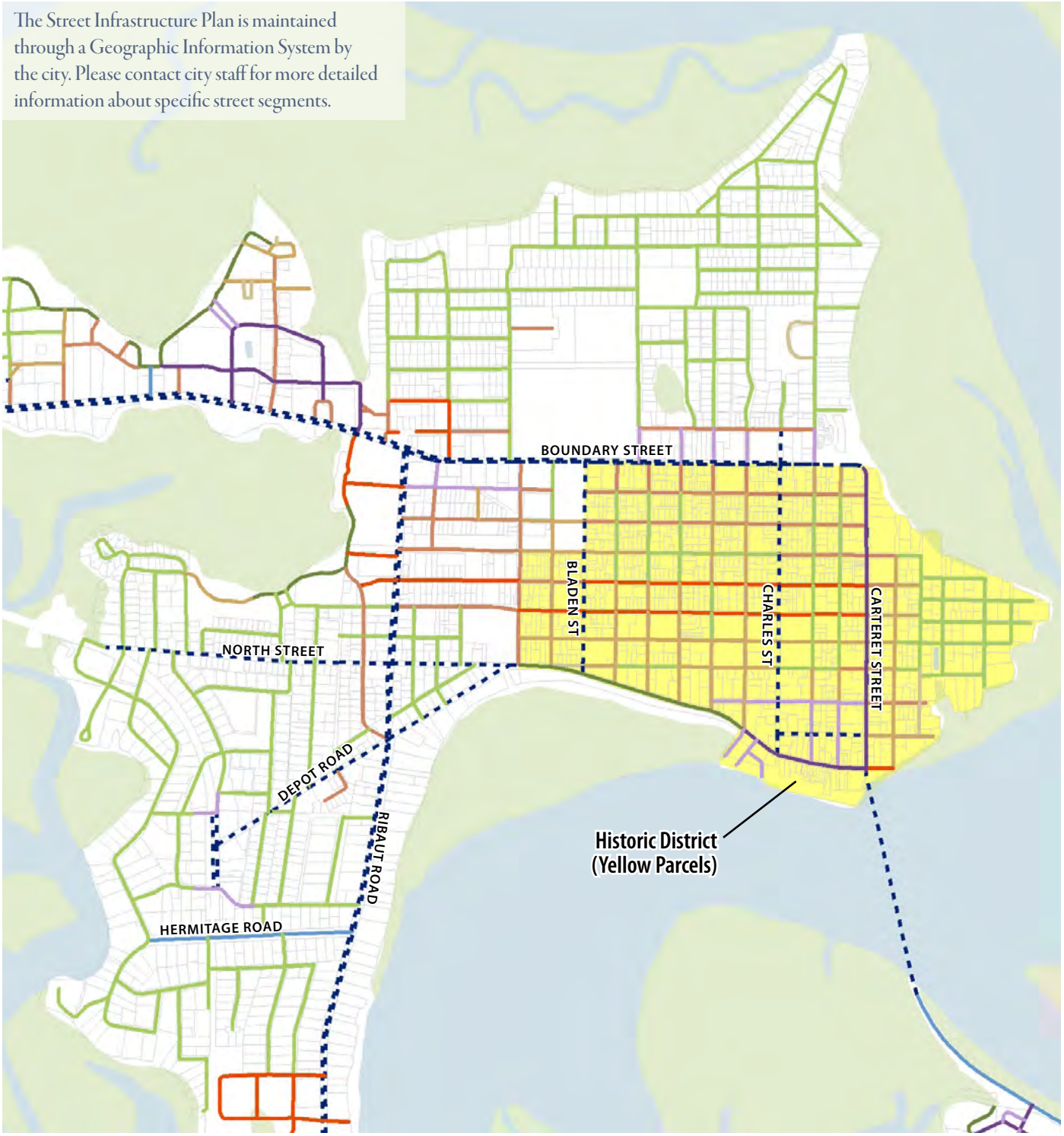
Overhead Utilities

It is the intention of this plan to continue the city's pursuit of the burying of overhead utilities as a part of each street improvement project where funding permits. Where lines cannot be buried, the city will continue to work with the utility providers to replace or eliminate dead lines, unused equipment, and aging poles to improve the overall aesthetics of the entire city.

Military Roads

Some streets have been identified as "Military Roads" in the Street Infrastructure Plan. These streets have been left to the discretion of their associated military authority.

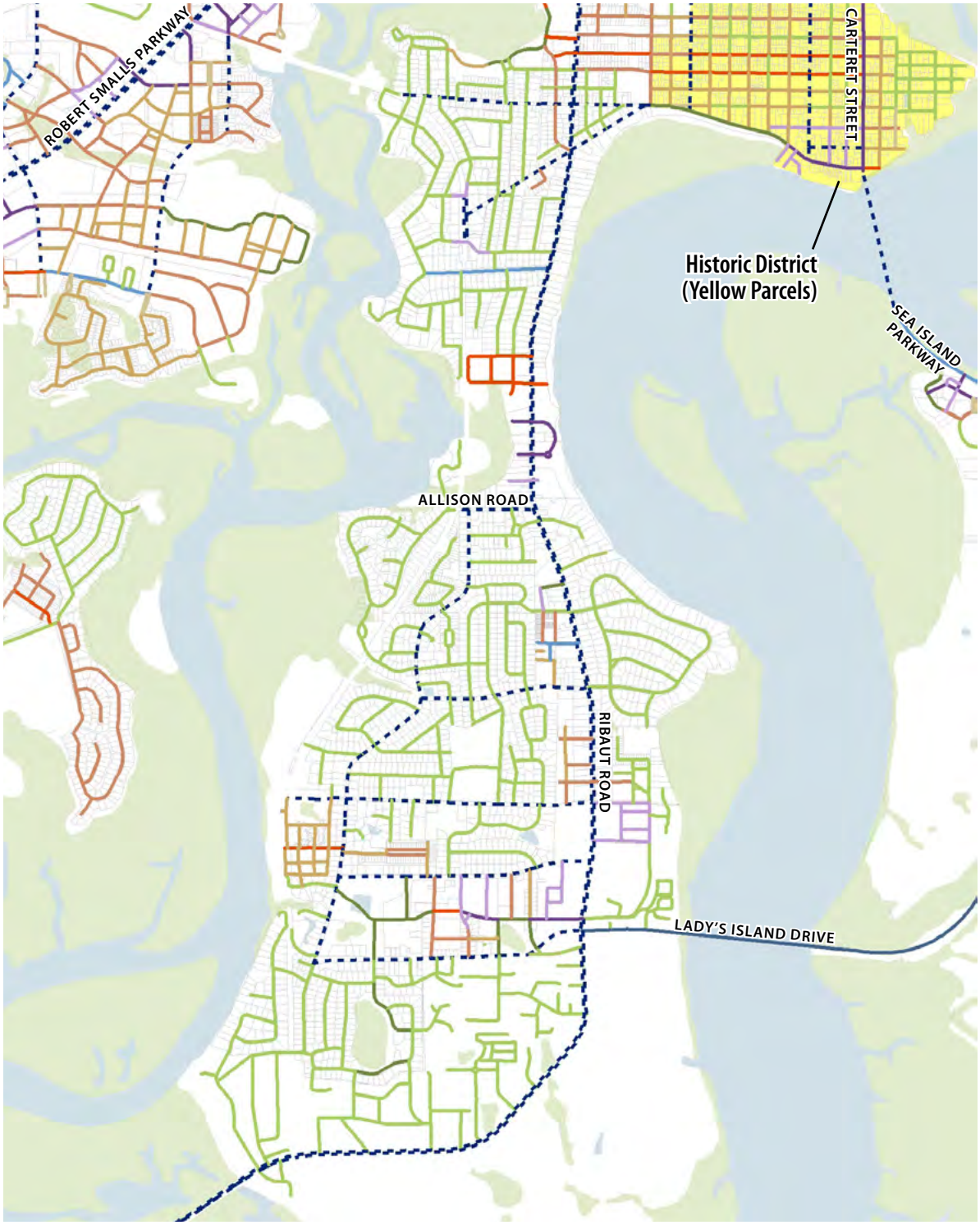
The Street Infrastructure Plan is maintained through a Geographic Information System by the city. Please contact city staff for more detailed information about specific street segments.



▲ STREET INFRASTRUCTURE PLAN SECTOR 1

LEGEND

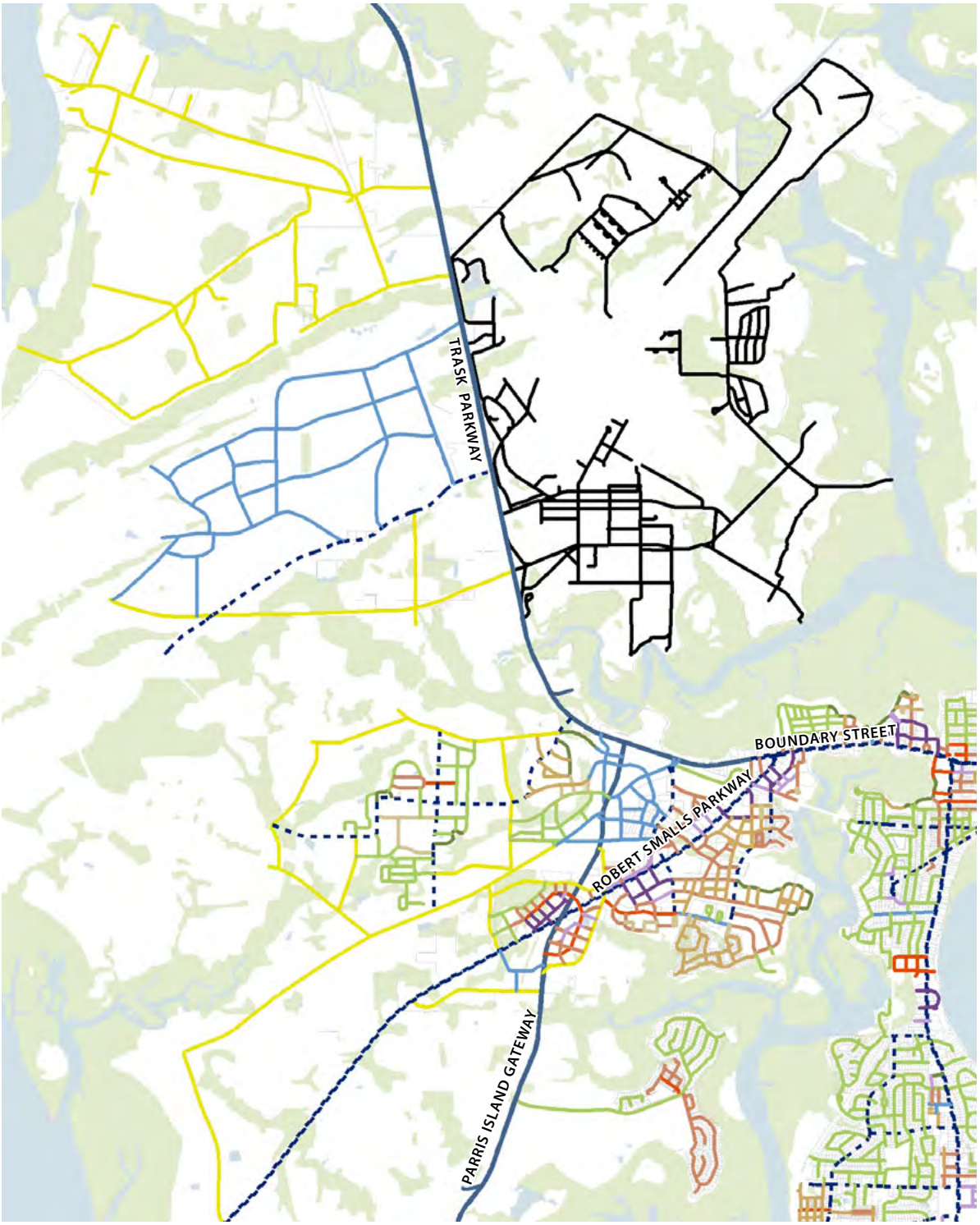
- Major Thoroughfare
- Boulevard
- Main Street 1 - Primary
- Main Street 2 - Limited
- Commercial Alley
- Avenue
- Neighborhood Street 1 - General
- Neighborhood Street 2 - Yield
- Neighborhood Street 3 - Lane
- Rear Lane
- Parkway
- Low Impact Development Road
- Rural Road
- Military Roads
- Other (specific street section)



▲ STREET INFRASTRUCTURE PLAN SECTORS 2 & 3

LEGEND

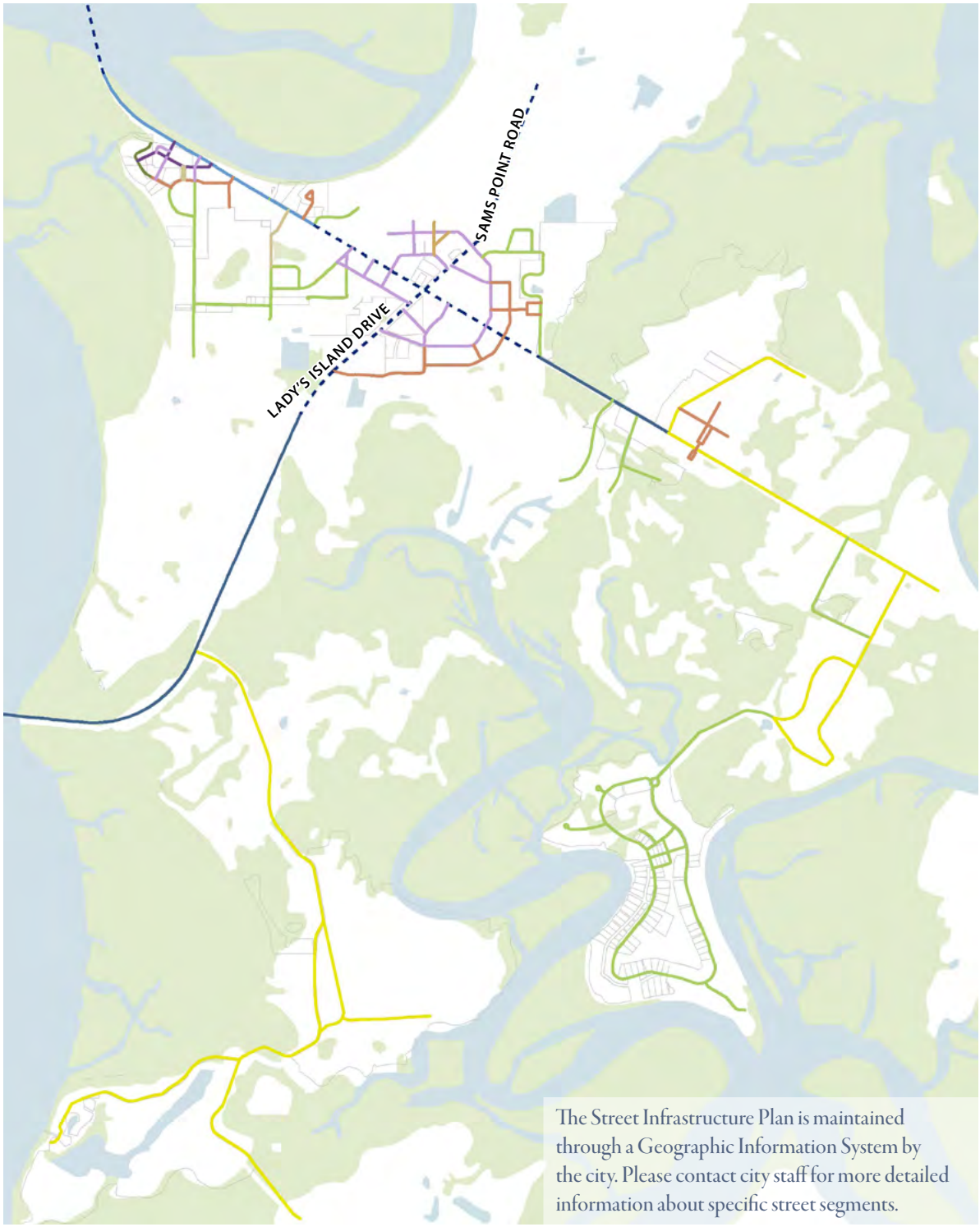
- Major Thoroughfare
- Boulevard
- Main Street 1 - Primary
- Main Street 2 - Limited
- Commercial Alley
- Avenue
- Neighborhood Street 1 - General
- Neighborhood Street 2 - Yield
- Neighborhood Street 3 - Lane
- Rear Lane
- Parkway
- Low Impact Development Road
- Rural Road
- Military Roads
- Other (specific street section)



▲ **STREET INFRASTRUCTURE PLAN SECTOR 4**

LEGEND

- Major Thoroughfare
- Boulevard
- Main Street 1 - Primary
- Main Street 2 - Limited
- Commercial Alley
- Avenue
- Neighborhood Street 1 - General
- Neighborhood Street 2 - Yield
- Neighborhood Street 3 - Lane
- Rear Lane
- Parkway
- Low Impact Development Road
- Rural Road
- Military Roads
- Other (specific street section)



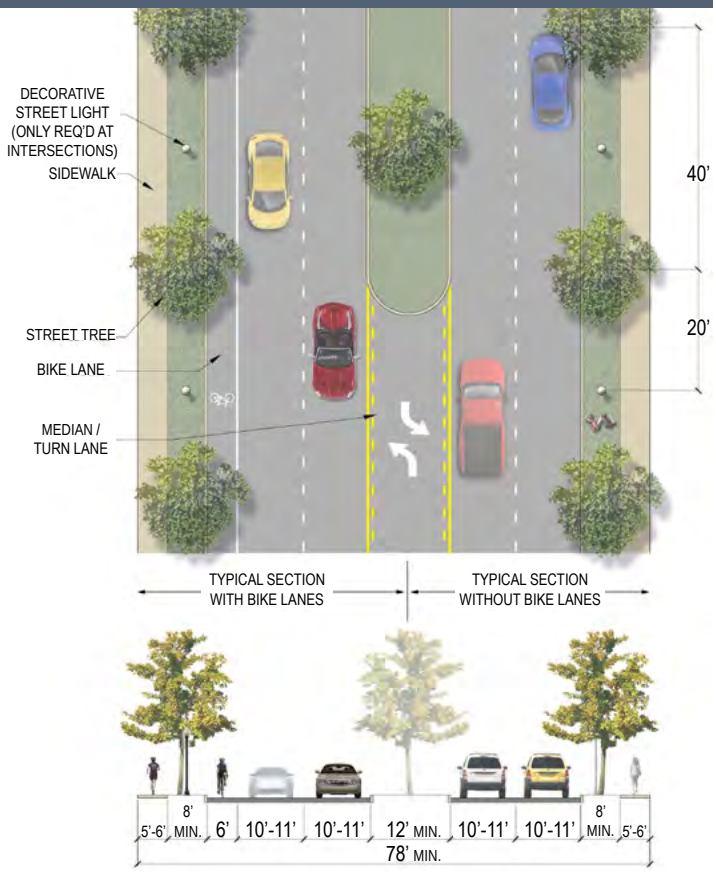
The Street Infrastructure Plan is maintained through a Geographic Information System by the city. Please contact city staff for more detailed information about specific street segments.

▲ **STREET INFRASTRUCTURE PLAN SECTOR 5**

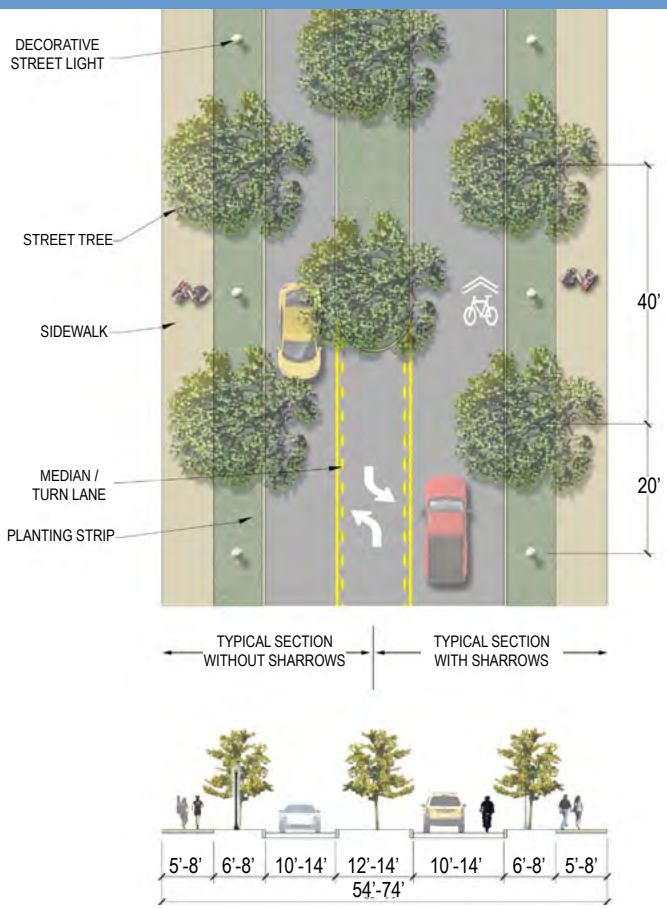
LEGEND

- Major Thoroughfare
- Boulevard
- Main Street 1 - Primary
- Main Street 2 - Limited
- Commercial Alley
- Avenue
- Neighborhood Street 1 - General
- Neighborhood Street 2 - Yield
- Neighborhood Street 3 - Lane
- Rear Lane
- Parkway
- Low Impact Development Road
- Rural Road
- Military Roads
- Other (specific street section)

	Major Thoroughfare (MT: 78 ft +)
Description	The primary purpose of this street type is to facilitate the movement of cars between regional destinations. As such, the application of this street type is limited to a few major corridors in the rural areas of Beaufort.
Curb Type	Curb or open swale
Right-of-Way Width	78 feet minimum
Traffic Lanes (Pavement Width)	4 lanes (10 to 11 feet each) & Center turn lane/median (12 feet min.)
Movement (Design Speed)	Limited Access (45 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Bike lanes (6 feet each) as needed
Sidewalk (Width)	2 sides (5 to 6 feet each)
Planter Type (Width)	Planting strip (8 feet minimum) & Planted median (12 feet minimum)
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan



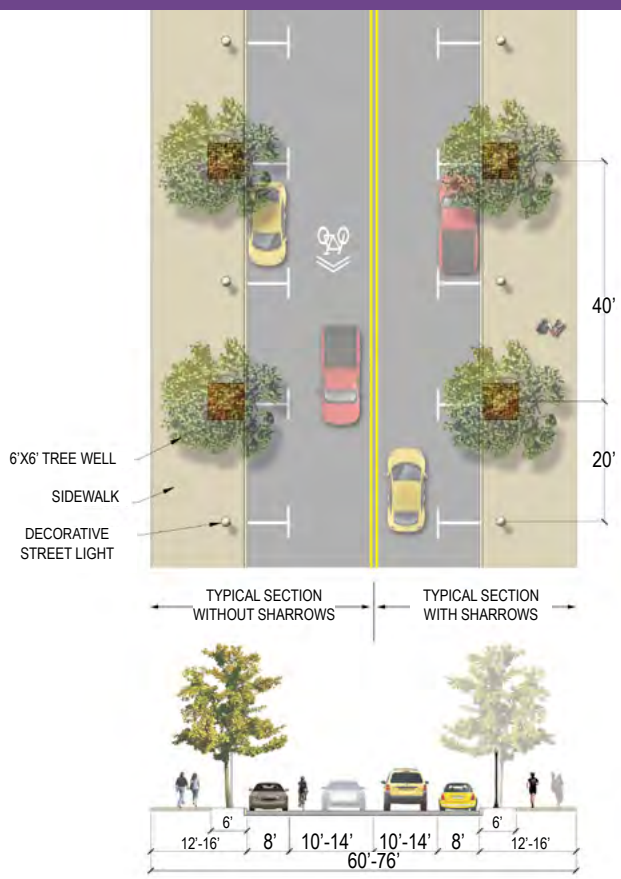
	Boulevard (BV: 54 ft - 74 ft)
Description	This street type is most commonly applied to neighborhood connectors where on-street parking is not necessary and at entrances to residential neighborhoods. It can be adapted to both urban and suburban conditions depending on the access needs of fronting properties. This street type is also appropriate for use in industrial areas and is applied throughout the Commerce Park area of Beaufort.
Curb Type	Curb
Right-of-Way Width	54 to 74 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each OR 14 feet each w/ sharrows)
Movement (Design Speed)	Moderate (30 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Sharrows as needed (14 feet shared lanes)
Sidewalk (Width)	2 sides (5 to 8 feet each)
Planter Type (Width)	Planting strip (6 to 8 feet) & Planted median (12 to 14 feet)
Street Trees	40 feet on-center average in planting strips and median
Specific Applicability	For Hermitage Road, the only proposed improvements are the installation of sharrow markings. For other usage of this section, please refer to the Street Regulating Plan.



Main Street 1 - Primary (MS1: 60 ft - 76 ft)

Description	This street type is intended to serve Beaufort's Main Street corridors. These streets are designed to accommodate the highest density of residential and commercial use and the greatest concentration of pedestrian activity.
Curb Type	Curb
Right-of-Way Width	60 to 76 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each OR 14 feet each w/ sharrows)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each)
Bike Facilities	Sharrows as needed (14 feet shared lanes)
Sidewalk (Width)	2 sides (12 to 16 feet each)*
Planter Type (Width)	Tree wells (6 feet by 6 feet)*
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan

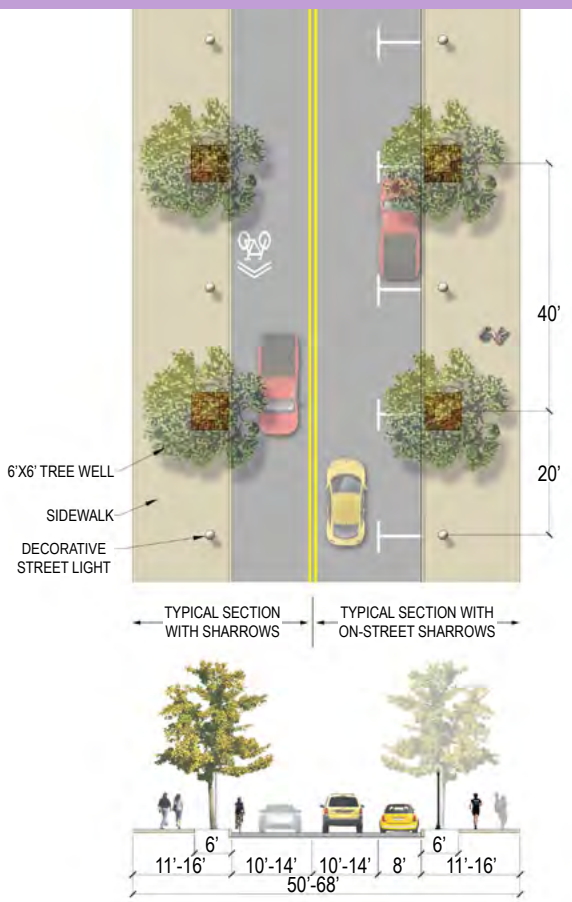
** In the Historic District the sidewalks should be as wide as possible within the existing right-of-way. In some instances, 5 - to 10-foot sidewalks may be the maximum possible within the existing right-of-way. Where the maximum possible sidewalk width is 10 feet or less, street trees in tree wells should not be required.*



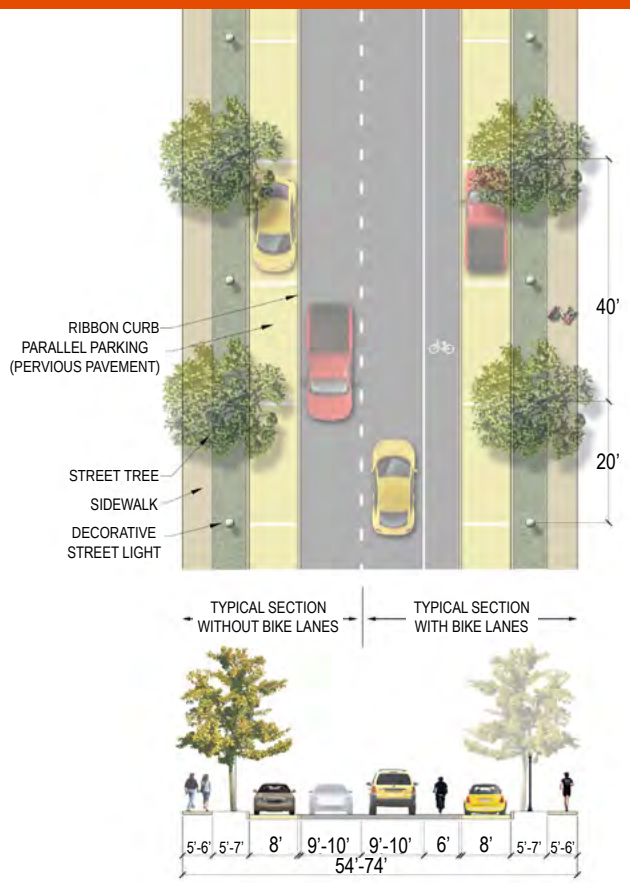
Main Street 2 - Limited (MS2: 50 ft - 68 ft)

Description	This street type is designed for situations where adjacent development calls for a commercial street typology, but the right-of-way is not wide enough to accommodate a Type I Main Street. This street type is also appropriate for the blocks between residential neighborhoods and mixed-use corridors /districts, as they can quickly transition to another street type within the span of a block or less.
Curb Type	Curb
Right-of-Way Width	50 to 68 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each OR 14 feet each w/ sharrows)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	1 side parallel parking (8 feet)
Bike Facilities	Sharrows as needed (14 feet shared lanes)
Sidewalk (Width)	2 sides (12 to 16 feet each)*
Planter Type (Width)	Tree wells (6 feet by 6 feet)*
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan

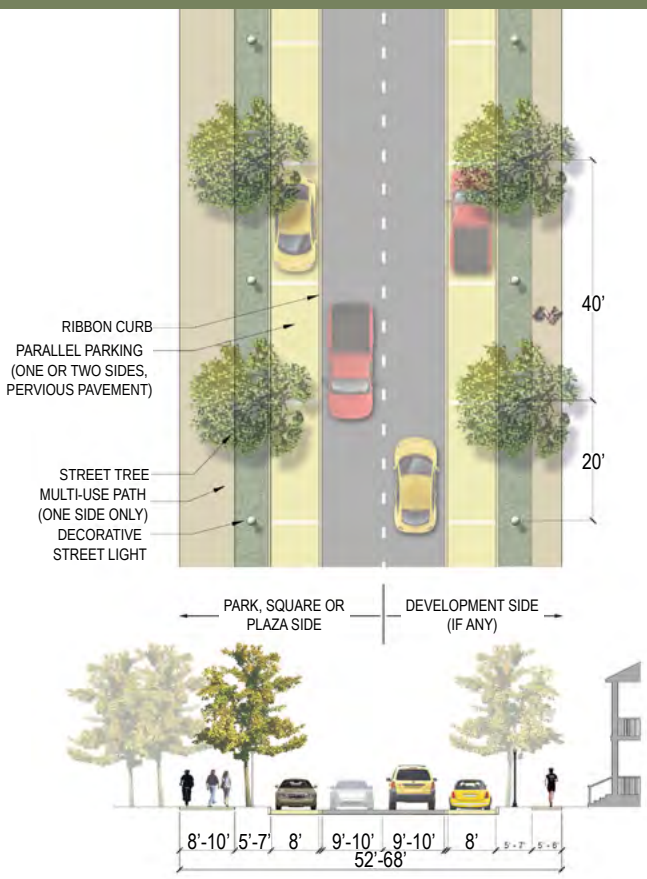
** In the Historic District the sidewalks should be as wide as possible within the existing right-of-way. In some instances, 5 - to 10-foot sidewalks may be the maximum possible within the existing right-of-way. Where the maximum possible sidewalk width is 10 feet or less, street trees in tree wells should not be required.*



	Avenue (AV: 54 ft - 74 ft)
Description	Appropriate in both residential and commercial contexts, avenues serve as a primary neighborhood connector, often terminating at prominent buildings or plazas. The on-street parking they provide helps to support activity in neighborhood and employment centers.
Curb Type	Curb
Right-of-Way Width	54 to 74 feet
Traffic Lanes (Pavement Width)	2 lanes (9 to 10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each) - Pervious pavement preferred
Bike Facilities	Bike lanes (6 feet each) as needed
Sidewalk (Width)	2 sides (5 to 6 feet each)
Planter Type (Width)	Planting strip (5 to 7 feet)
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan



	Parkway (PW: 52 ft - 68ft)
Description	Parkways are intended to be fronted on at least one side by a park, square, plaza, river or marsh. If such park/natural spaces front only one side of the street, Parkways are suitable to support a broad range of development types on the opposite side, including residential, commercial, mixed-use and civic buildings. Parkways accommodate pedestrians and bicyclists through a multi-use path located on any one side of the street which is fronted by a park/natural space. Where right-of-way is sufficient, Parkways provide parallel parking on both sides of the street. If the right-of-way is constrained, parallel parking is required on one side of the street only, preferably on the side of the street with fronting development.
Curb Type	Curb
Right-of-Way Width	52 to 68 feet
Traffic Lanes (Pavement Width)	2 lanes (9 to 10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each) where R.O.W is sufficient, OR 1 side parallel parking (8 feet, preferably on development side). Pervious pavement preferred for all parallel parking
Bike Facilities	Multi-use path, must be on park side
Sidewalk (Width)	2 sides (5 to 8 feet, and 8 to 10 feet multi-use path)
Planter Type (Width)	Planting strip (5 to 7 feet each)
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan



Neighborhood St. 1 - General (NS1: 50 ft - 62 ft)

Description	Type 1 Neighborhood Streets are the most common urban street type in Beaufort. These versatile streets are typically unmarked in residential neighborhoods to allow for informal parking, but can be striped with bike lanes and/or a lane of on-street parking as necessary in more urban situations. As Beaufort's neighborhoods begin to fill in and intensify over time, this street type with its formal curbs and sidewalks may be applied as the logical next step in urbanization from Low Impact Development roads with their open swale drainage.
Curb Type	Curb
Right-of-Way Width	50 to 62 feet
Traffic Lanes (Pavement Width)	2 lanes (30 to 36 feet total) - Marked or Unmarked
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	Informal - 1 side only if bike lane is included
Bike Facilities	Signed route or bike lane (5 feet) as needed
Sidewalk (Width)	2 sides (5 to 6 feet each)
Planter Type (Width)	Planting strip (5 to 7 feet)
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan

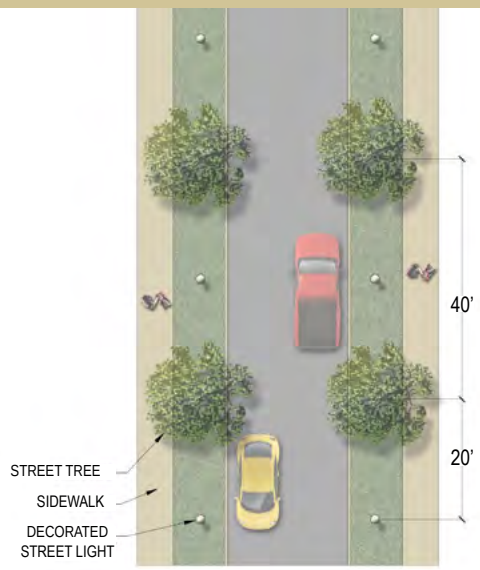
Neighborhood St. 2 - Yield (NS2: 40 ft - 50 ft)

Description	Type 2 Neighborhood Streets are primarily intended to serve single-family structures in residential neighborhoods. The traveled way for cars is slightly narrower than a Type 1 Neighborhood Street, calming traffic and allowing for a yield flow of cars between vehicles parked on the street.
Curb Type	None
Right-of-Way Width	40 to 50 feet
Traffic Lanes (Pavement Width)	2 lanes (24 feet total) - Unmarked
Movement (Design Speed)	Yield Flow (25 MPH)
Parking Lanes (Width)	Informal - parking allowed on one side
Bike Facilities	Signed route as needed
Sidewalk (Width)	1 or 2 sides (5 to 6 feet each)*
Planter Type (Width)	Planting strip (5 to 7 feet)
Street Trees	40 feet on-center typical but can vary to accommodate existing trees where possible
Specific Applicability	See Street Regulating Plan

** In the Historic District sidewalks should only be constructed as needed.*

Neighborhood St. 3 - Lane (NS3: 38 ft - 46 ft)

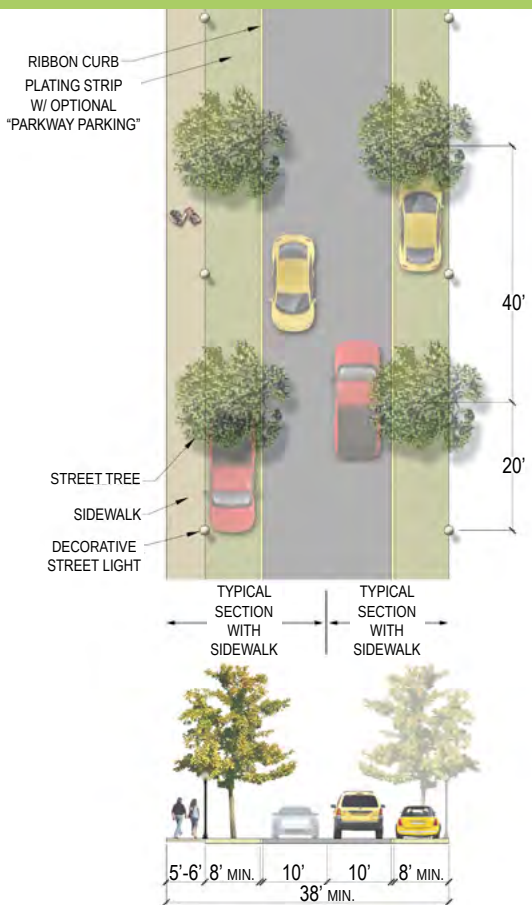
Description	Type 3 Neighborhood Streets are small residential lanes intended to provide direct access to the front of a limited number of single-family structures. This street type should be used in situations where the right-of-way is too constrained for other typical street types, and is ideally paired with a Rear Lane that provides off-street parking access to the rear of lots.
Curb Type	Curb
Right-of-Way Width	38 to 46 feet
Traffic Lanes (Pavement Width)	2 lanes (9 to 10 feet each) - Unmarked
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Signed route as needed
Sidewalk (Width)	1 or 2 sides (5 to 6 feet each)
Planter Type (Width)	Planting strip (5 to 7 feet) - May be waived if R.O.W. is not sufficient
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan



Low Impact Development Rd. (LID: 38 ft +)

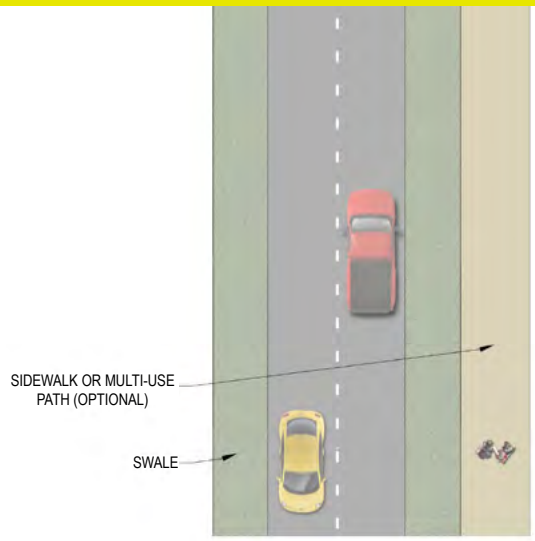
Description	In areas where a formal curb and sidewalk treatment is not needed to support adjacent development, this street type provides adequate infrastructure while allowing for the passive infiltration of stormwater at the street edge. In addition to providing drainage, the planting strip area may be reinforced to allow for on-street "parkway parking" between required street trees. Sidewalks should be provided as necessary where the right-of-way is wide enough to accommodate them.
Curb Type	None
Right-of-Way Width	38 feet minimum*
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	Optional "parkway parking" w/in planting strip area (8 feet each side)
Bike Facilities	Signed route as needed
Sidewalk (Width)	Optional (5 to 6 feet each)
Planter Type (Width)	Planting strip (8 feet minimum - may be used for "parkway parking")*
Street Trees	40 feet on-center average
Specific Applicability	See Street Regulating Plan

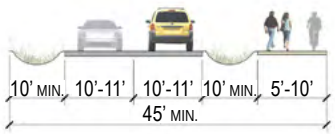
** In the Historic District the minimum permitted right-of-way width should be decreased as necessary, by eliminating a planting strip from one side of the street, to accommodate existing corridors that are particularly narrow. (Example: King Street)*



Rural Road (RR: 45 ft +)

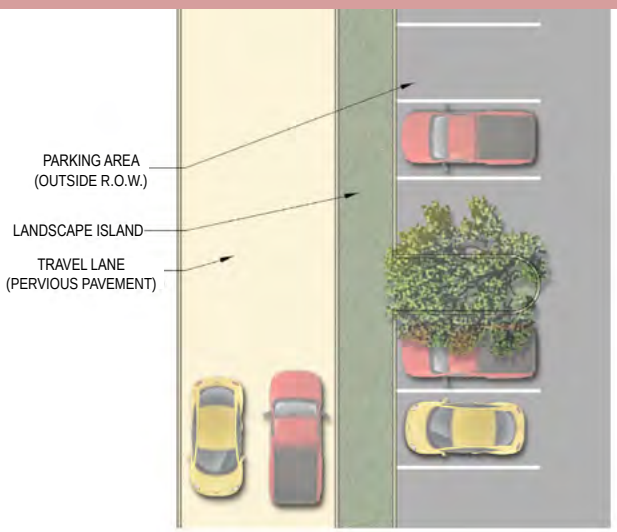
Description	This street type is widely applied throughout Beaufort's rural areas in instances where adjacent development does not require the support of substantial infrastructure. As such, the Rural Road street type includes only limited pedestrian accommodation and open swale drainage.
Curb Type	Open swale
Right-of-Way Width	45 feet minimum
Traffic Lanes (Pavement Width)	2 lanes (10 to 11 feet each) - May include center turn lane
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Multi-use path - Optional
Sidewalk (Width)	1 side (5 feet or 10 feet with multi-use path)
Planter Type (Width)	Planting strip (10 feet minimum)
Street Trees	N/A
Specific Applicability	See Street Regulating Plan

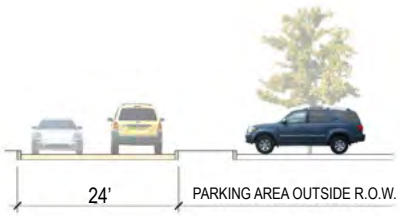




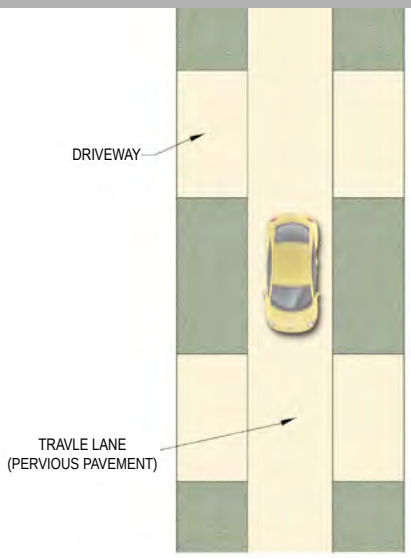
Commercial Alley (CA: 24 ft)

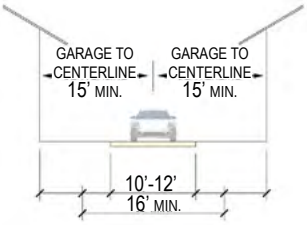
Description	This street type is intended to be privately maintained and is used most frequently as an access lane for off-street parking and loading areas. Although primary building entrances should always be located along the major fronting street and any large off-street parking areas, in certain situations adjacent structures may include secondary/service entrances that allow direct access from rear commercial alleys.
Curb Type	None
Right-of-Way Width	24 feet
Traffic Lanes (Pavement Width)	2 lanes (24 feet) - Pervious pavement preferred
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	N/A
Sidewalk (Width)	N/A
Planter Type (Width)	Parking area landscape islands (varied width)
Street Trees	Located within parking area landscape islands
Specific Applicability	See Street Regulating Plan

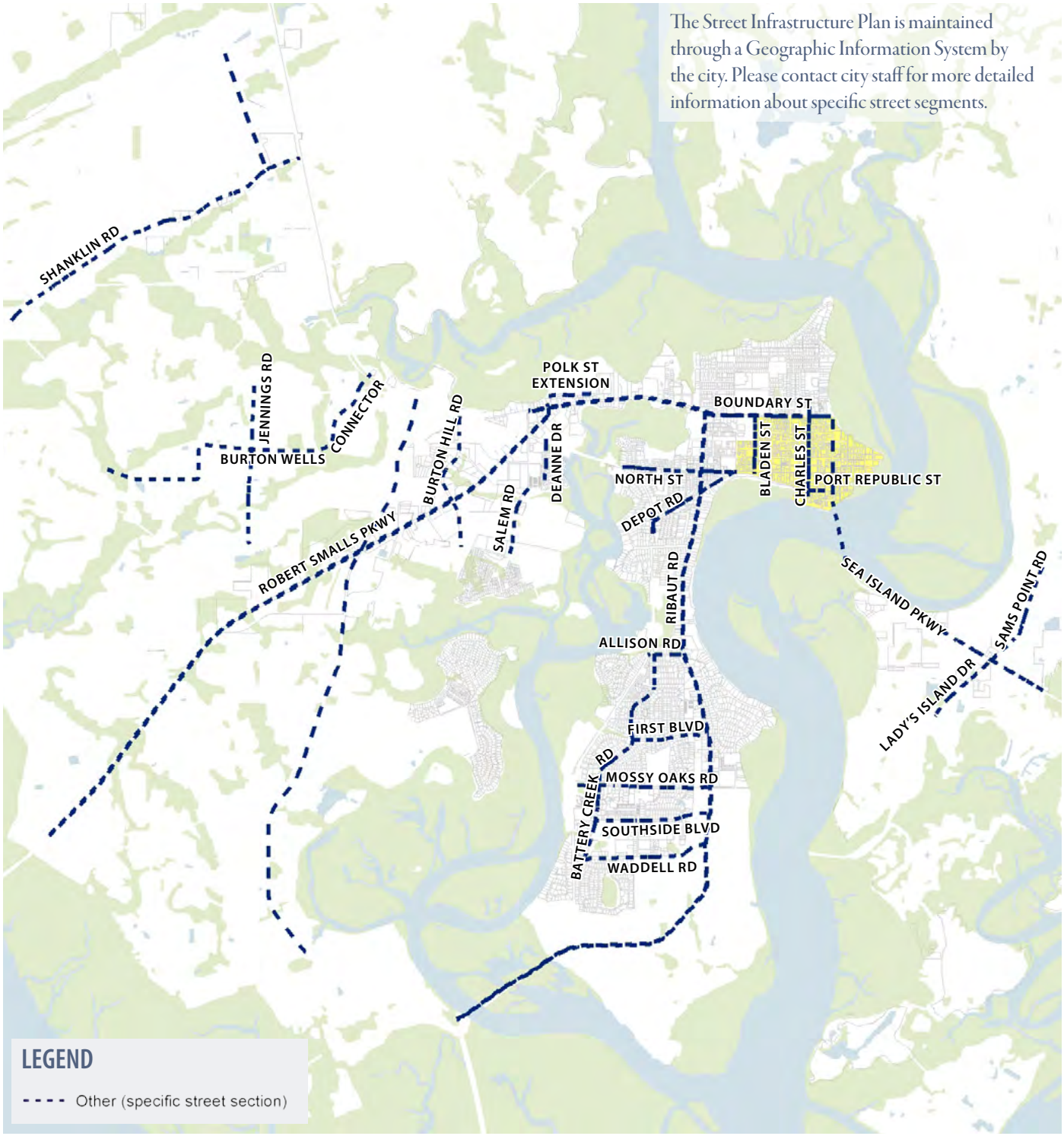




	Rear Lane (RL: 16 ft)
Description	This street type is intended to be privately maintained and provide indirect, limited access to the rear of residential properties. It is not intended to accommodate through traffic but may accommodate city services such as garbage and recycling collection. Utilities, either above ground or underground, may be located in Rear Lanes to provide service connections to adjacent properties.
Curb Type	None
Right-of-Way Width	20 feet minimum
Traffic Lanes (Pavement Width)	1 lane (10 to 12 feet) - Pervious Pavement
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	N/A
Sidewalk (Width)	N/A
Planter Type (Width)	N/A
Street Trees	N/A
Specific Applicability	See Street Regulating Plan





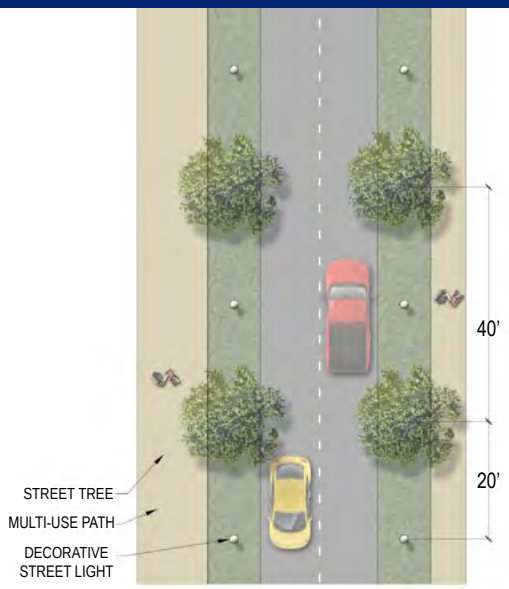


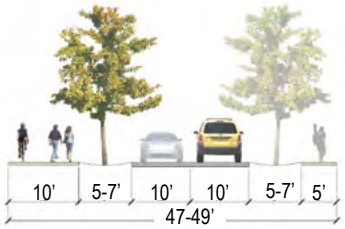
▲ STREET INFRASTRUCTURE PLAN - OTHER STREETS WITH SPECIFIC SECTIONS

Specific Street Sections

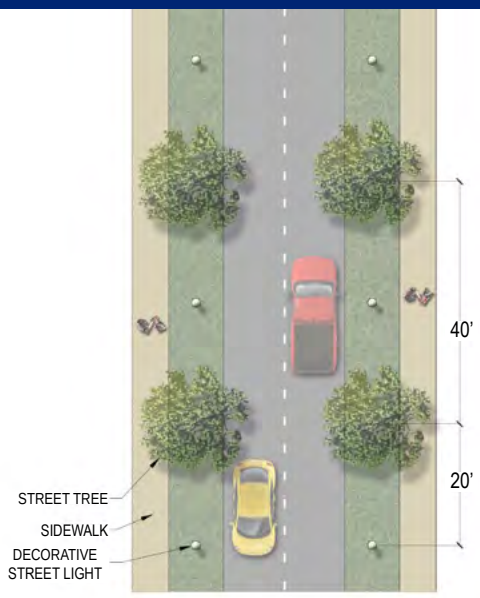
All of the street segments marked as "Other" in the Street Regulating Plan (illustrated in the map above) have been assigned one of the specific street sections on the following pages. These street sections were carefully designed during the Civic Master Plan process to address unique site-specific considerations. As such, these street sections are specifically tailored to a unique development context and deviate from the standards enumerated in the typical street sections. In some cases, a specific street section may apply only to a portion of a single street. In other cases, a specific street section may apply to multiple streets. The applicability of each specific street section is enumerated in its corresponding table.

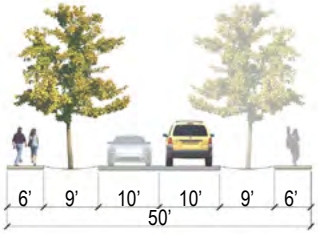
	Allison Rd. (ST: 47-49 ft)
Specific Applicability	• Allison Road - entire length
Curb Type	Curb
Right-of-Way Width	47-49 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Multi-use path primarily on south side
Sidewalk (Width)	2 sides (5 feet on north side, 10 feet multi-use path primarily on south side)
Planter Type (Width)	Planting strip (5-7 feet)
Street Trees	40 feet on-center average
Phasing	Phase 1: South side of travel-way Phase 2: North side of travel-way



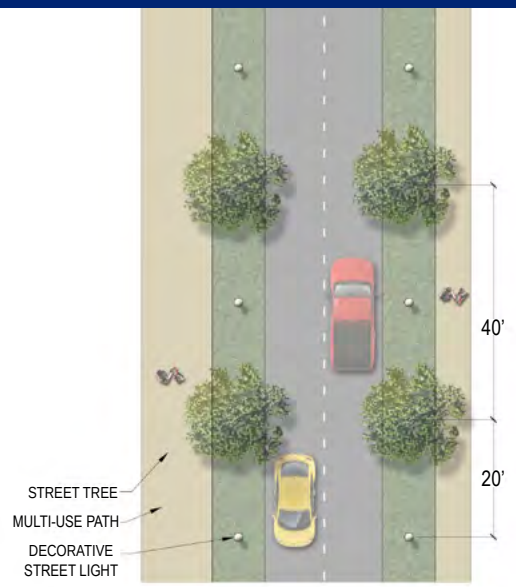


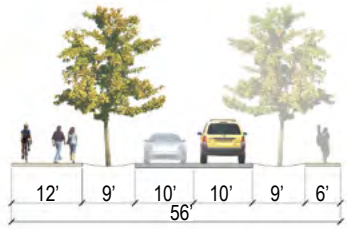
	Battery Creek Rd. A (RD: 50 ft)
Specific Applicability	• Battery Creek Road from Allison Road to First Boulevard
Curb Type	Open swale
Right-of-Way Width	50 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	N/A
Sidewalk (Width)	2 sides (6 feet each)
Planter Type (Width)	Planting strip (9 feet)
Street Trees	40 feet on-center average



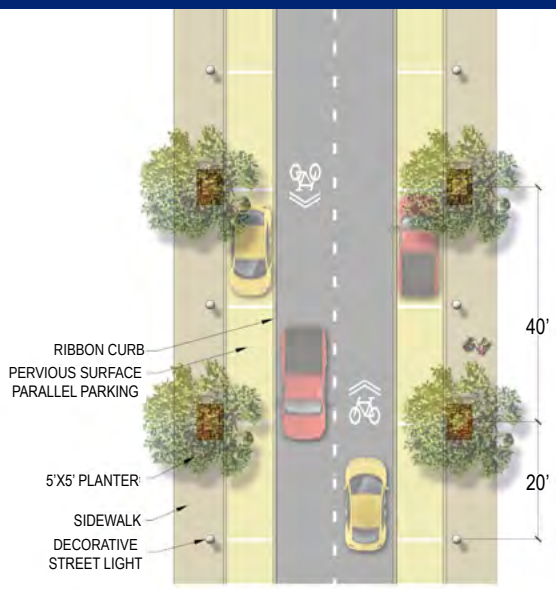


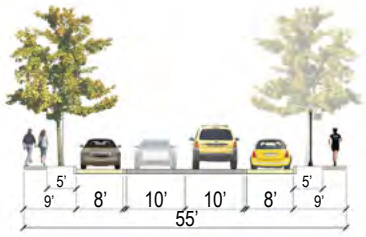
	Battery Creek Rd. B (RD: 56 ft)
Specific Applicability	• Battery Creek Road from First Boulevard to Waddell Road
Curb Type	Curb
Right-of-Way Width	56 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Multi-use path, West side only
Sidewalk (Width)	2 sides (6 feet on East side, 12 feet multi-use path on West side)
Planter Type (Width)	Planting strip (9 feet)
Street Trees	40 feet on-center average



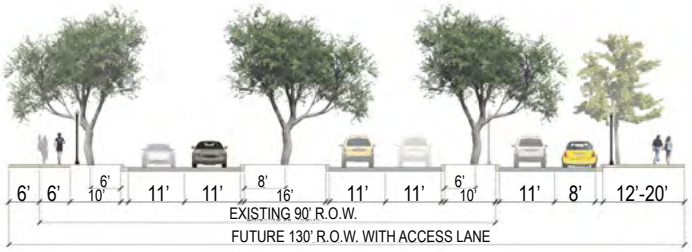


	Bladen St. & Charles St. B (ST: 55 ft)
Specific Applicability	• Bladen Street - entire length • Charles Street from Duke Street to Calhoun Street
Curb Type	Curb
Right-of-Way Width	55 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each) - Pervious pavement
Bike Facilities	Sharrows
Sidewalk (Width)	2 sides (9 feet each)
Planter Type (Width)	Planters (5 feet by 5 feet)
Street Trees	40 feet on-center average

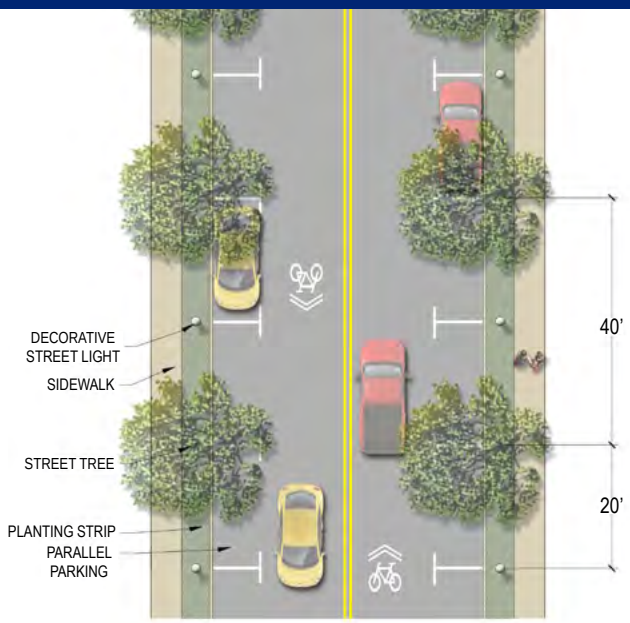


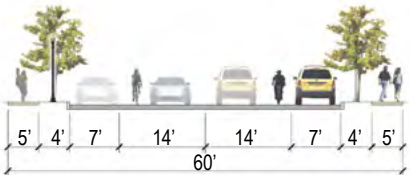


	Boundary St. 1 - West of Ribaut Rd. (BLVD: 90 ft - 130 ft)
Specific Applicability	• Boundary Street Context Zone 1 (West of Ribaut Road)
Curb Type	Curb
Right-of-Way Width	90 feet for current improvements, 130 feet for future improvements
Traffic Lanes (Pavement Width)	4 lanes (11 feet each) and 1 future access lane (11 feet)
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	1 side future parallel parking (8 feet)
Bike Facilities	N/A
Sidewalk (Width)	1 side (6 feet) for current improvements 2 sides (12 to 20 feet) for future improvements
Planter Type (Width)	Planting strip (10 feet) & Planted median (16 feet)
Street Trees	40 feet on-center average

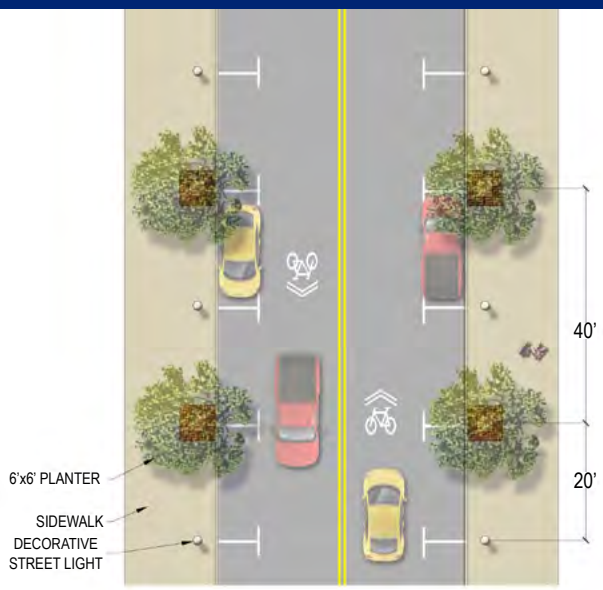


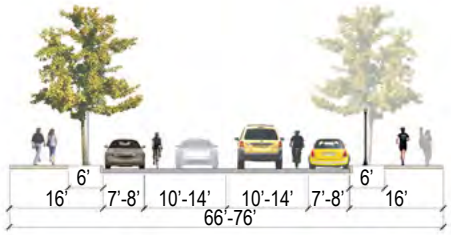
	Boundary St. 2A - East of Ribaut Road (ST: 60 ft)
Specific Applicability	• Boundary Street (from Ribaut Road east to Carteret Street) - intended to be applied as a preliminary Phase 1 condition in the redevelopment of the Boundary Street corridor. The final phase condition is illustrated in "Boundary St. A2" below.
Curb Type	Curb
Right-of-Way Width	60 feet
Traffic Lanes (Pavement Width)	2 lanes (14 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (7 feet each)
Bike Facilities	Sharrows (14 feet shared lanes)
Sidewalk (Width)	2 sides (5 feet each)
Planter Type (Width)	Planting strip (4 feet)
Street Trees	40 feet on-center average



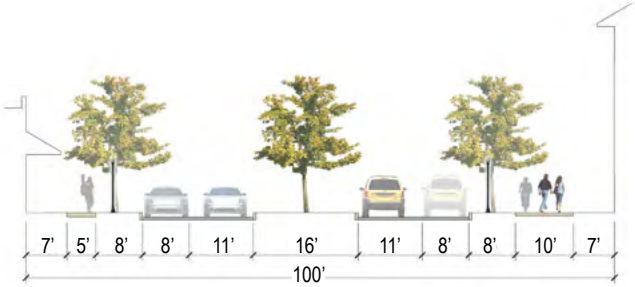


	Boundary St. 2B - East of Ribaut Road (ST: 66 ft - 76 ft)
Specific Applicability	• Boundary Street (from Ribaut Road to Carteret Street) - intended to be applied as a final Phase 2 condition in the redevelopment of the Boundary Street corridor. The preliminary phase condition is illustrated in "Boundary St. 2A" above.
Curb Type	Curb
Right-of-Way Width	66 to 76 feet
Traffic Lanes (Pavement Width)	2 lanes (10 to 14 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (7 to 8 feet each)
Bike Facilities	Sharrows (10 to 14 feet shared lanes)
Sidewalk (Width)	2 sides (16 feet each)
Planter Type (Width)	Tree wells (6 feet by 6 feet)
Street Trees	40 feet on-center average

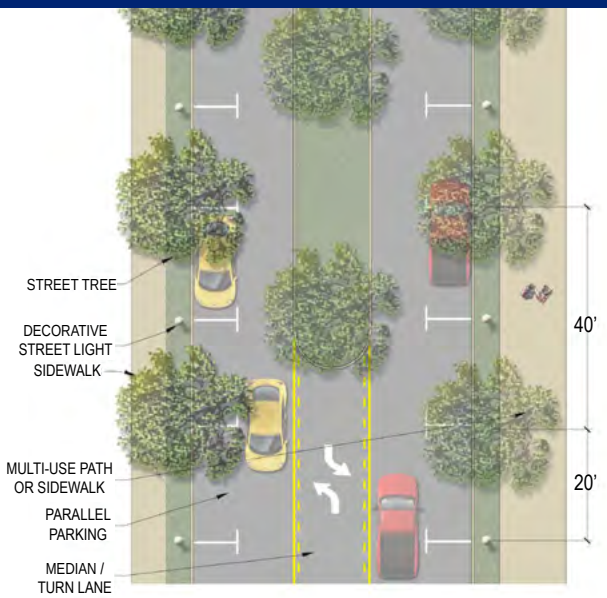


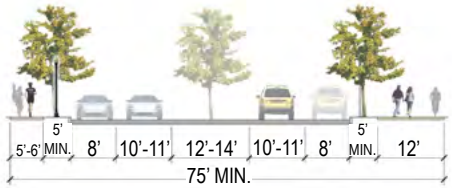


	Burton Hill Rd. (BLVD: 100 ft)
Specific Applicability	• Burton Hill Road - entire length
Curb Type	Curb
Right-of-Way Width	100 feet
Traffic Lanes (Pavement Width)	2 lanes (11 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet)
Bike Facilities	Multi-use path
Sidewalk (Width)	Sidewalk on west side (5 feet), Multi-use path on east side (10 feet)
Planter Type (Width)	Planting strip (8 feet) & Planted median (16 feet)
Street Trees	40 feet on-center average

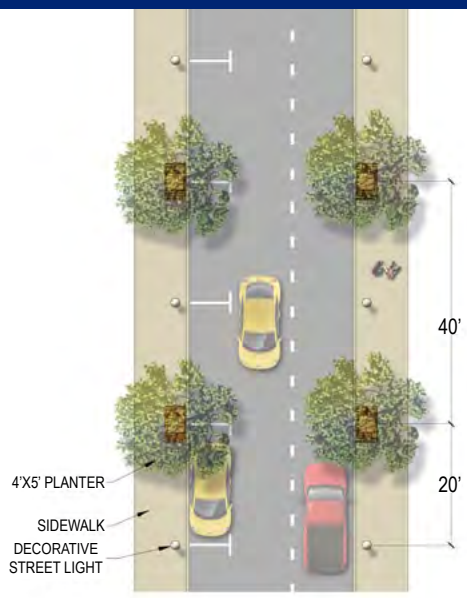


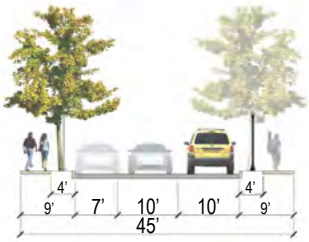
	Burton Wells Connector (BLVD: 75 ft +)
Specific Applicability	• Future Burton Wells connector from Burton Wells Park (extending from Burton Wells Drive) to Boundary Street
Curb Type	Curb
Right-of-Way Width	75 feet minimum
Traffic Lanes (Pavement Width)	2 lanes (10 to 11 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet)
Bike Facilities	Multi-use path
Sidewalk (Width)	Sidewalk on south side (5 to 6 feet), Multi-use path on north side (12 feet)
Planter Type (Width)	Planting strip (5 feet minimum) & Planted median (12 to 14 feet)
Street Trees	40 feet on-center average



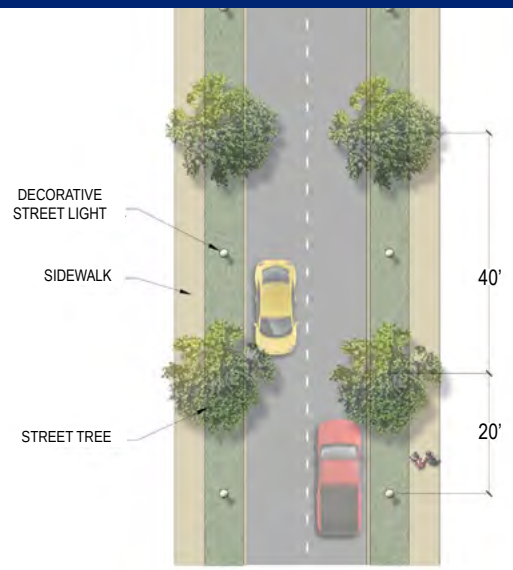


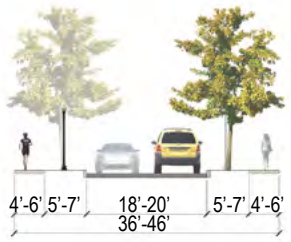
	Charles St. A (ST: 45 ft)
Specific Applicability	• Charles Street from Bay Street to Duke Street (See also: Bladen St. / Charles St. B)
Curb Type	None
Right-of-Way Width	45 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	1 side parallel parking (8 feet)
Bike Facilities	N/A
Sidewalk (Width)	2 sides (9 feet each)
Planter Type (Width)	Planters (4 feet by 5 feet)
Street Trees	40 feet on-center average



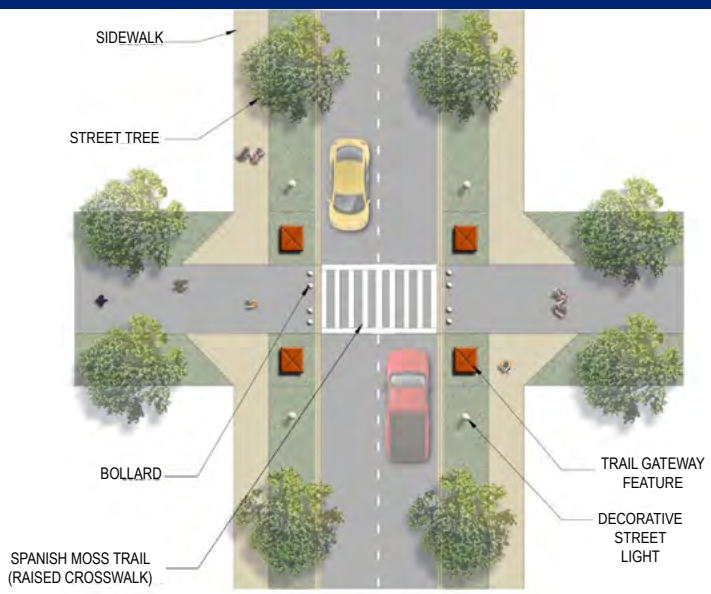


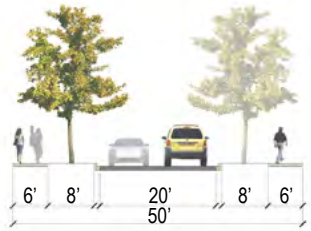
	Deanne Dr. A (ST: 36 ft - 46 ft)
Specific Applicability	• Deanne Drive - existing street & future connection to Beaufort Plaza across the Spanish Moss Trail
Curb Type	Curb
Right-of-Way Width	36 to 46 feet
Traffic Lanes (Pavement Width)	2 lanes (9 to 10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	N/A
Sidewalk (Width)	2 sides (4 to 6 feet each)
Planter Type (Width)	Planting strip (5 to 7 feet)
Street Trees	40 feet on-center average





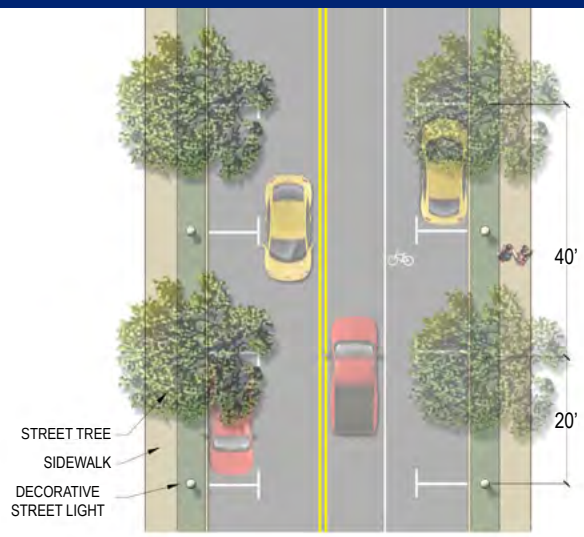
	Deanne Dr. B (ST: 50 ft)
Specific Applicability	• Deanne Drive - at future intersection with Spanish Moss Trail
Curb Type	Curb
Right-of-Way Width	50 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	N/A
Sidewalk (Width)	2 sides (6 feet each)
Planter Type (Width)	Planting strip (8 feet)
Street Trees	40 feet on-center average

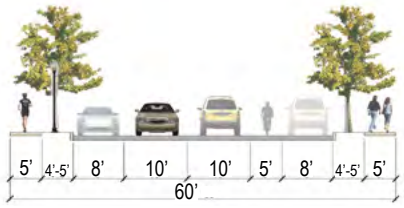




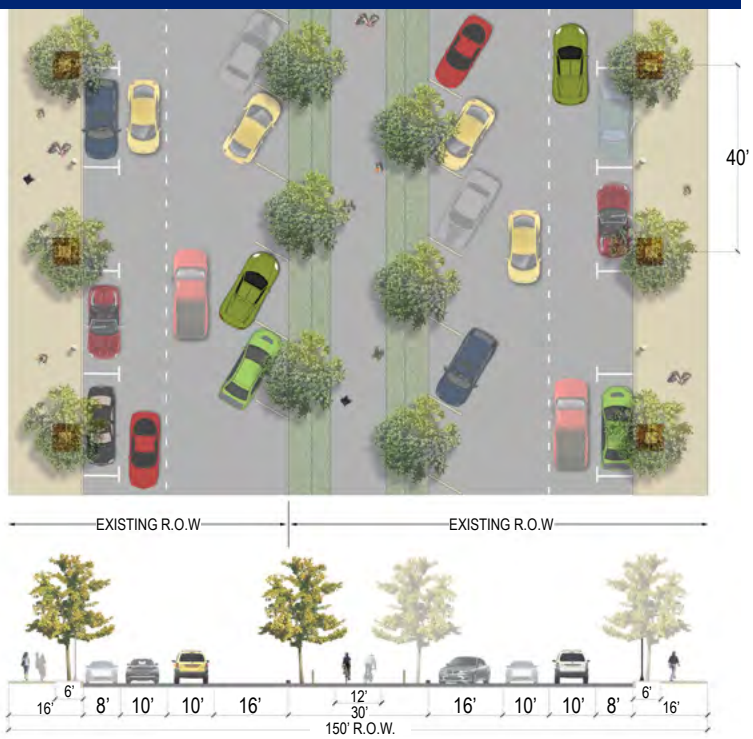
DEANNE DRIVE AT SPANISH MOSS TRAIL

	Depot Rd. B (ST: 60 ft)
Specific Applicability	• Depot Road from Burroughs Avenue to Depot Road redevelopment area (See also: North St. / Depot Rd. A)
Curb Type	Curb
Right-of-Way Width	60 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each)
Bike Facilities	1 side (5 feet) - South side
Sidewalk (Width)	2 sides (5 feet each)
Planter Type (Width)	Planting strip (4 to 5 feet)
Street Trees	40 feet on-center average

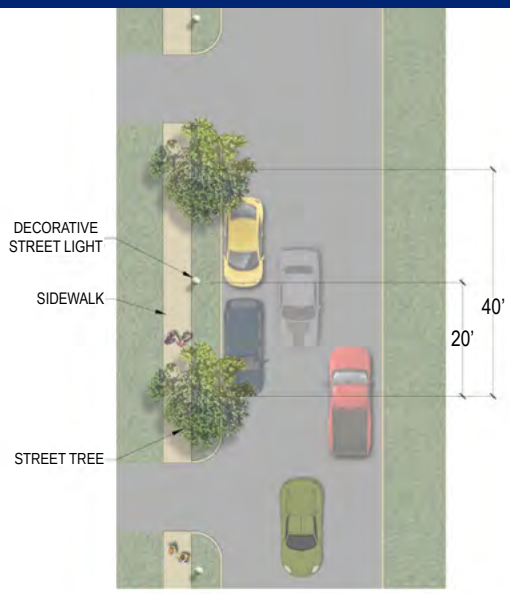


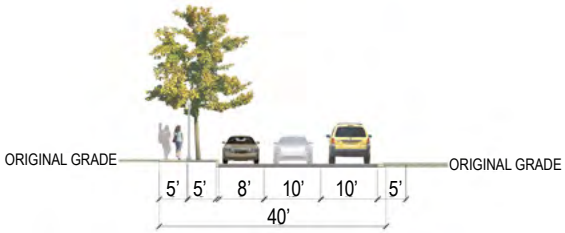


	Depot Rd. C (ST: 90 ft - 150 ft)
Specific Applicability	• Depot Road redevelopment area (Hay Street to Middleton Street) - intended to be built in phases begininning with the existing 90-foot right-of-way and eventually replicating on the west side of the Spanish Moss Trail within an expanded 150-foot right-of-way (See also: North St. / Depot Rd. A).
Curb Type	Normal curb on development side, flush curb on trail side*
Right-of-Way Width	90 feet, expanding to 150 feet
Traffic Lanes (Pavement Width)	2 lanes, expanding to 4 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	Parallel parking (7 feet) on development side, 30 degree diagonal parking (16 feet) on trail side
Bike Facilities	Spanish Moss Trail
Sidewalk (Width)	Development side (16 feet each), Spanish Moss Trail (12 feet)
Planter Type (Width)	Tree wells (6 feet by 6 feet)
Street Trees	40 feet on-center average

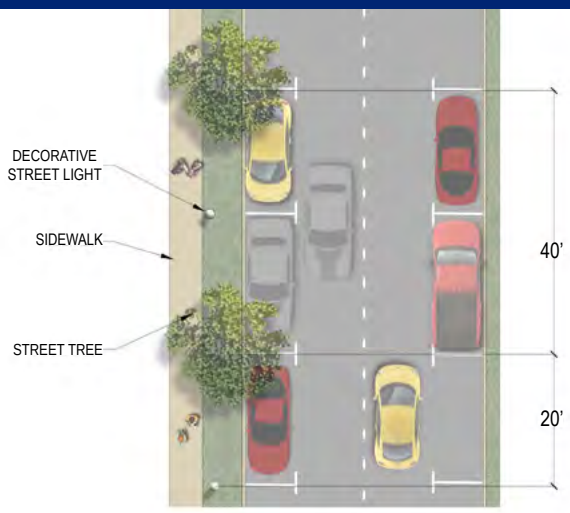


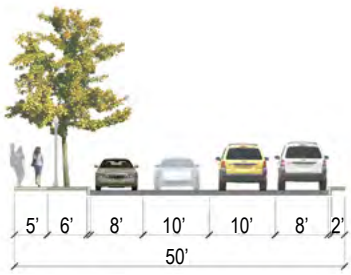
	First St. A (ST: 40 ft)
Specific Applicability	• First Street from Westview Avenue to Hogarth Street
Curb Type	Normal curb on North side, Roll curb on South side
Right-of-Way Width	40 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	North side only parallel parking (8 feet)
Bike Facilities	N/A
Sidewalk (Width)	North side only (5 feet)
Planter Type (Width)	Planting strip (5 feet)
Street Trees	North side only, 40 feet on-center average



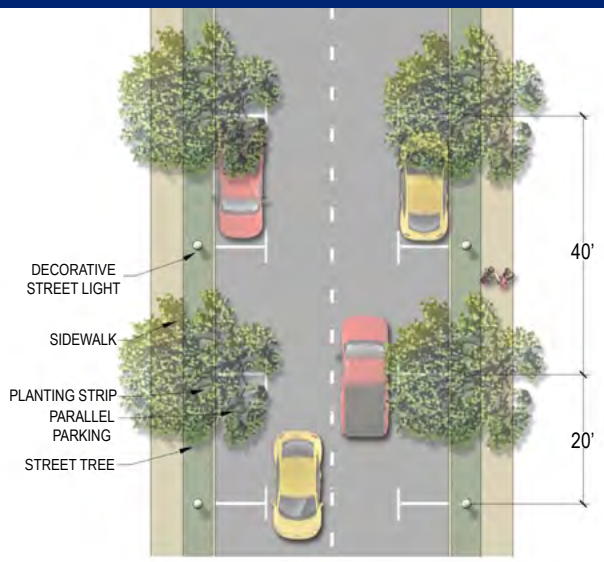


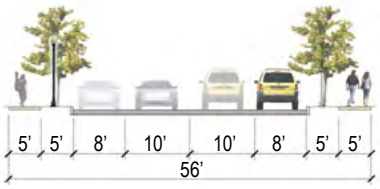
	First St. B (ST: 50 ft)
Specific Applicability	• First Street future extension from Boundary Street to Westview Avenue
Curb Type	Curb
Right-of-Way Width	50 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each)
Bike Facilities	N/A
Sidewalk (Width)	North side only (5 feet)
Planter Type (Width)	Planting strip (6 feet on North side, 2 feet on South side)
Street Trees	North side only, 40 feet on-center average



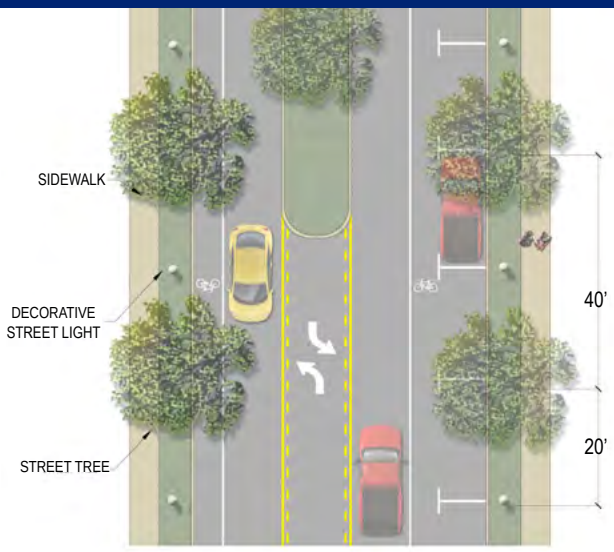


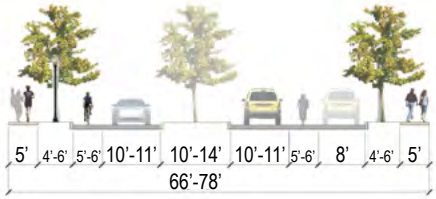
	Jennings Rd. B (ST: 56 ft)
Specific Applicability	• Jennings Road - intended to be used in the proposed Jennings Road neighborhood center near Battery Creek High School
Curb Type	Curb
Right-of-Way Width	56 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	2 sides parallel parking (8 feet each)
Bike Facilities	N/A
Sidewalk (Width)	2 sides (5 feet each)
Planter Type (Width)	Planting strip (5 feet)
Street Trees	40 feet on-center average



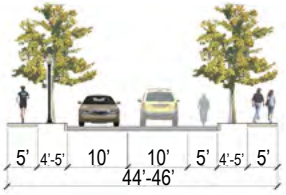


	Mossy Oaks Rd. (BLVD: 66 ft - 78 ft)
Specific Applicability	• Mossy Oaks Road from Ribaut Road to Battery Creek Road
Curb Type	Curb
Right-of-Way Width	66 to 78 feet
Traffic Lanes (Pavement Width)	2 lanes (10 to 11 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	1 sides parallel parking (8 feet)
Bike Facilities	Bike lanes
Sidewalk (Width)	2 sides (5 feet each)
Planter Type (Width)	Planting strip (4 to 6 feet)
Street Trees	40 feet on-center average

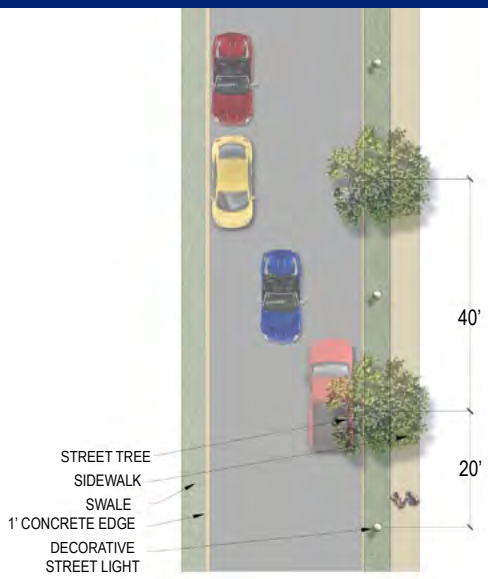


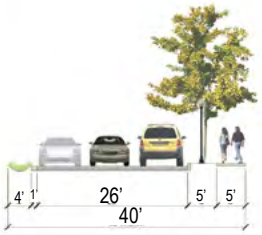


	North St. & Depot Rd. A (ST: 44 ft - 46 ft)
Specific Applicability	• North Street - entire length • Depot Street from Ribaut Road to Burroughs Avenue
Curb Type	Curb
Right-of-Way Width	44 to 46 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	1 side (5 feet) - South side of Depot Rd. and North side of North St.
Sidewalk (Width)	2 sides (5 feet each)
Planter Type (Width)	Planting strip (4 to 5 feet)
Street Trees	40 feet on-center average

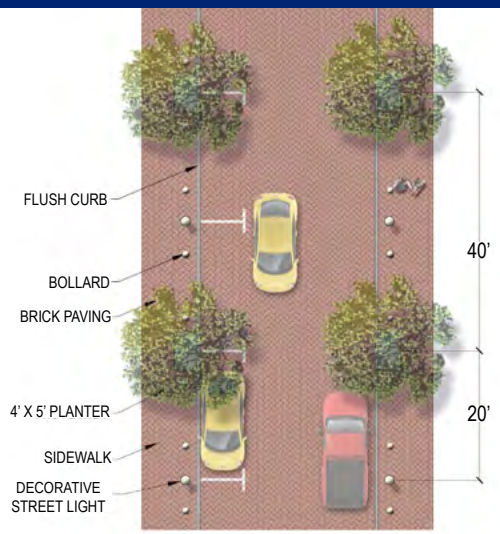


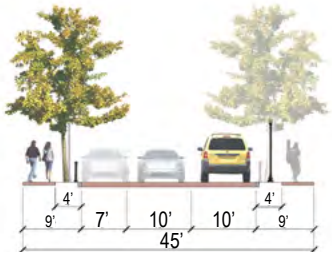
	Polk St. Extension (ST: 40 ft)
Specific Applicability	• Polk Street Extension connecting to Robert Smalls Parkway across Boundary Street
Curb Type	Curb/1' Concrete edge with small swale
Right-of-Way Width	40 feet
Traffic Lanes (Pavement Width)	2 lanes (9 feet each)
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	1 side parallel parking (8 feet)
Bike Facilities	N/A
Sidewalk (Width)	1 sides (5 feet)
Planter Type (Width)	Planting Strip (5 feet)
Street Trees	40 feet on-center average



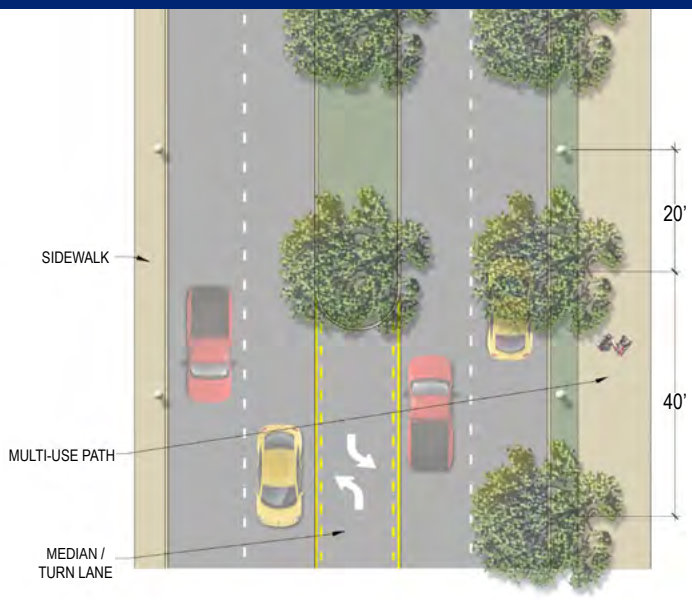


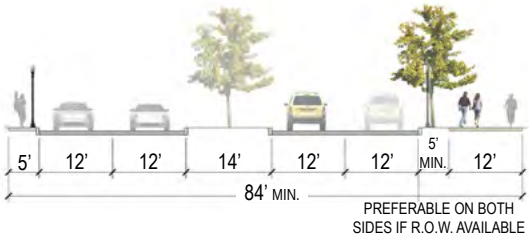
	Port Republic St. (ST: 45 ft)
Specific Applicability	• Port Republic Street from Charles Street to Carteret Street
Curb Type	Flush curb
Right-of-Way Width	45 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each) - brick pavers
Movement (Design Speed)	Slow (25 MPH)
Parking Lanes (Width)	1 side parallel parking (7 feet)
Bike Facilities	N/A
Sidewalk (Width)	2 sides (9 feet each) - brick pavers
Planter Type (Width)	Tree wells (4 feet by 5 feet)
Street Trees	40 feet on-center average



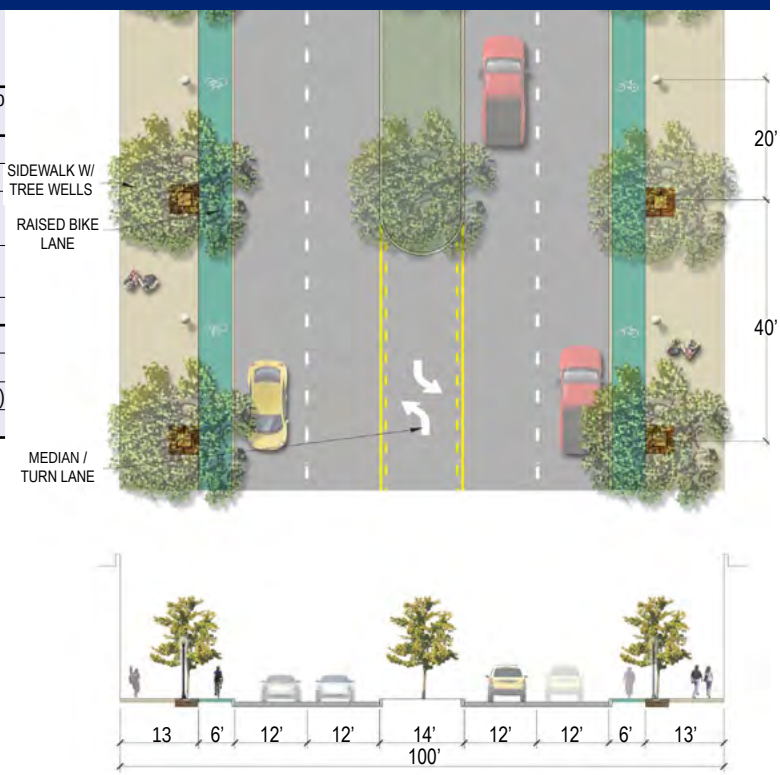


	Robert Smalls Pkwy. (BLVD: 84 ft +)
Specific Applicability	• Robert Smalls Parkway - entire length
Curb Type	Curb
Right-of-Way Width	84 feet minimum
Traffic Lanes (Pavement Width)	4 lanes (12 feet each)
Movement (Design Speed)	Limited Access (45 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Multi-use path
Sidewalk (Width)	2 sides (5 feet and 12 feet multi-use path)
Planter Type (Width)	Planting strip (5 feet minimum) & Planted median (14 feet)
Street Trees	40 feet on-center average

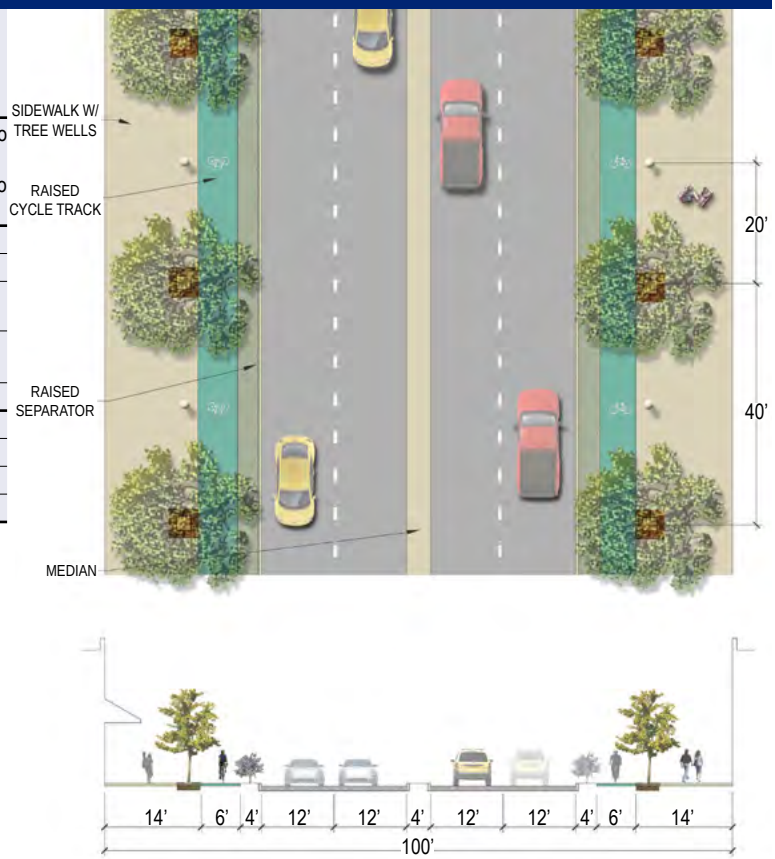




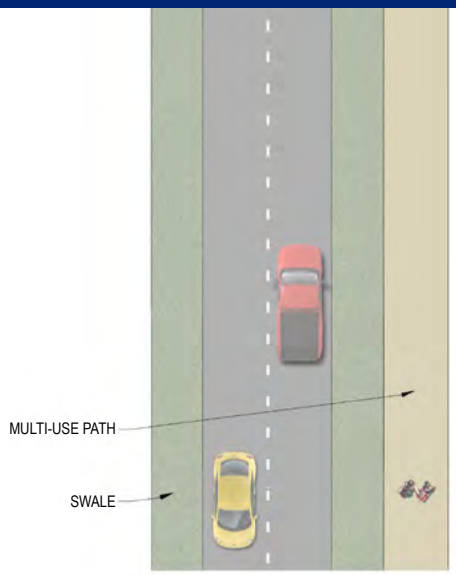
	Sams Point Rd. (BLVD: 100 ft)
Specific Applicability	• Sams Point Road from Sea Island Parkway to Miller Drive
Curb Type	Curb
Right-of-Way Width	100 feet
Traffic Lanes (Pavement Width)	4 lanes (12 feet each)
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Raised cycle track (6 feet each)
Sidewalk (Width)	2 sides (13 feet each)
Planter Type (Width)	Tree wells (6 feet by 6 feet) & Planted median (14 feet)
Street Trees	40 feet on-center average

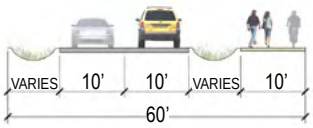


	Sea Island Pkwy. & Lady's Island Dr. (BLVD: 100 ft)
Specific Applicability	• Sea Island Parkway from Youmans Drive to Cougar Drive • Lady's Island Drive from Sea Island Parkway to Rue Du Bois
Curb Type	Curb
Right-of-Way Width	100 feet
Traffic Lanes (Pavement Width)	4 lanes (12 feet each)
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Raised cycle track (6.5 feet width each)
Sidewalk (Width)	2 sides (16 feet each)
Planter Type (Width)	Tree wells (6 feet by 6 feet)
Street Trees	40 feet on-center average

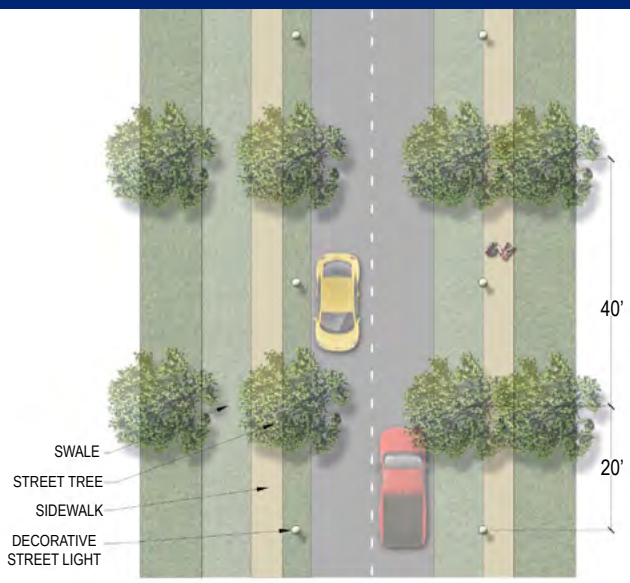


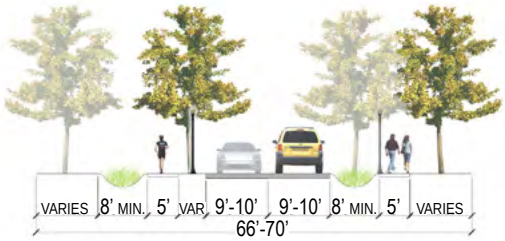
	Shanklin Rd. & Salem Rd. (RD: 60 ft)
Specific Applicability	• Shanklin Road - entire length • Salem Road - intended to be used along undevelopable land South of Moss Street
Curb Type	Open swale
Right-of-Way Width	60 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Multi-use path, East side only
Sidewalk (Width)	1 sides (10 feet multi-use path on East side)
Planter Type (Width)	Planting strip (varied width)
Street Trees	N/A



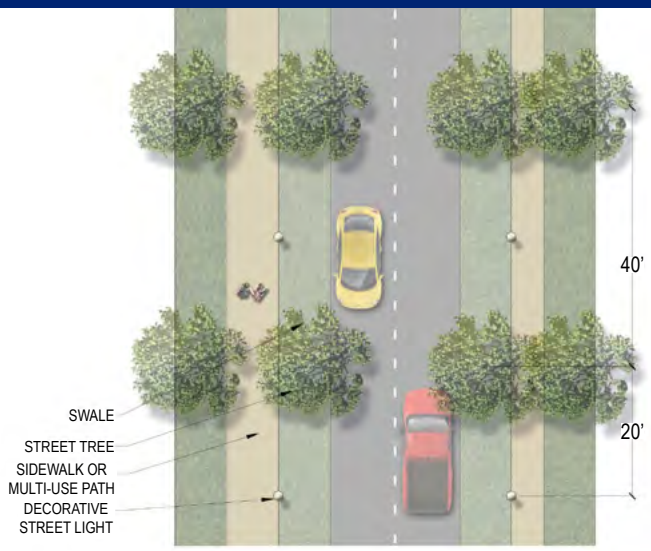


	Southside Blvd. & First Blvd. (ST: 66 ft - 70 ft)
Specific Applicability	• Southside Boulevard - entire length • First Boulevard - entire length
Curb Type	Open swale
Right-of-Way Width	66 to 70 feet
Traffic Lanes (Pavement Width)	2 lanes (9 to 10 feet each)
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	N/A
Sidewalk (Width)	2 sides (5 feet each)
Planter Type (Width)	Planting strip (varied width)
Street Trees	40 feet on-center average

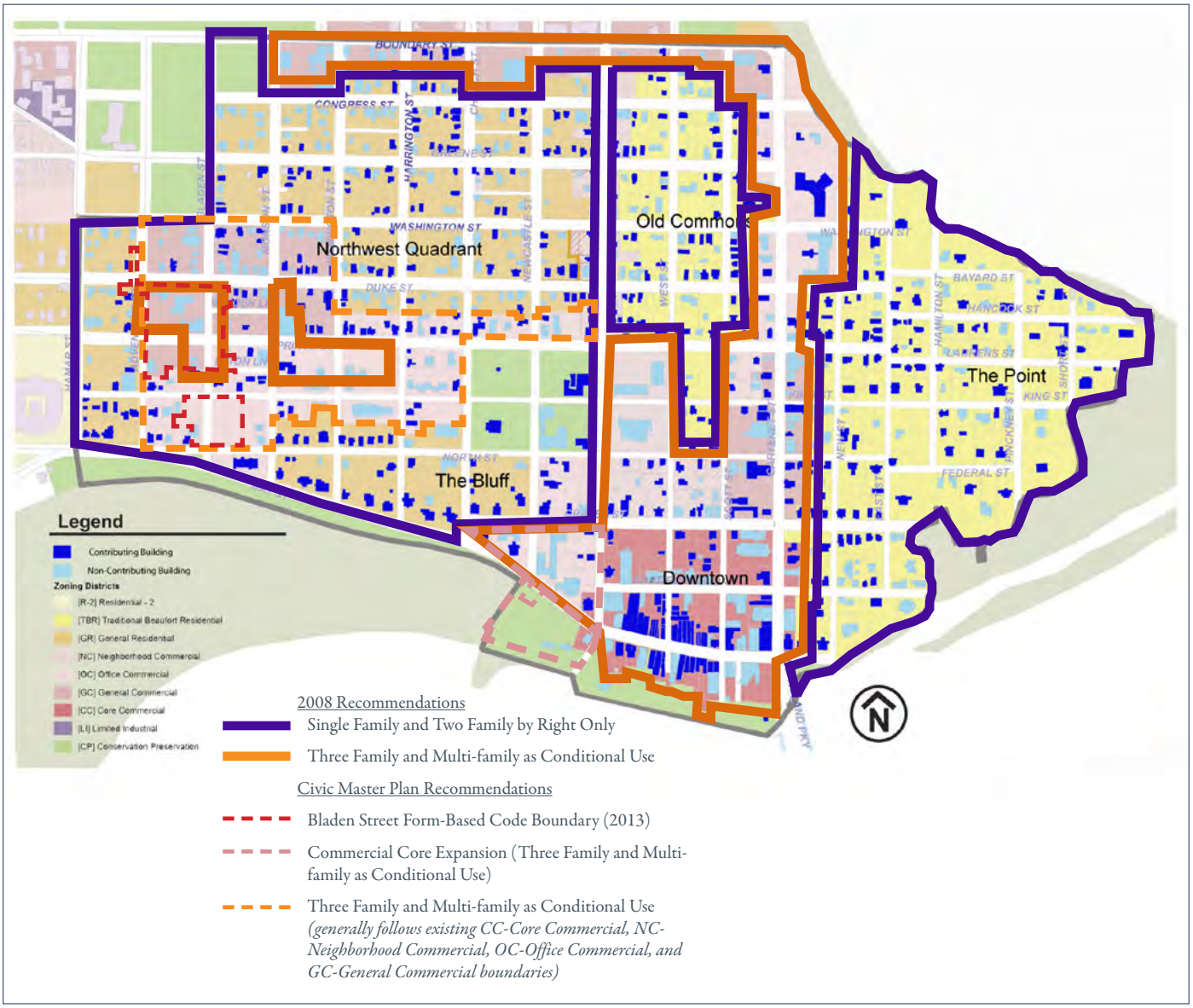




	Waddell Rd. & Jennings Rd. A (RD: 60 ft - 68 ft)
Specific Applicability	• Waddell Road - entire length • Jennings Road - intended to be used along the portions of Jennings Road NOT located in the Jennings Road neighborhood center near Battery Creek High School
Curb Type	Open swale
Right-of-Way Width	60 to 68 feet
Traffic Lanes (Pavement Width)	2 lanes (10 feet each)
Movement (Design Speed)	Moderate (35 MPH)
Parking Lanes (Width)	N/A
Bike Facilities	Multi-use path, North side of Waddell Road only
Sidewalk (Width)	2 sides (5 feet and 12 feet multi-use path on Waddell Road, 5 feet each on Jennings Road)
Planter Type (Width)	Planting strip (8 feet minimum)
Street Trees	N/A



10.3 Proposed Zoning Changes for the National Historic Landmark District



Base Map Created by Lord Aeck Sargent

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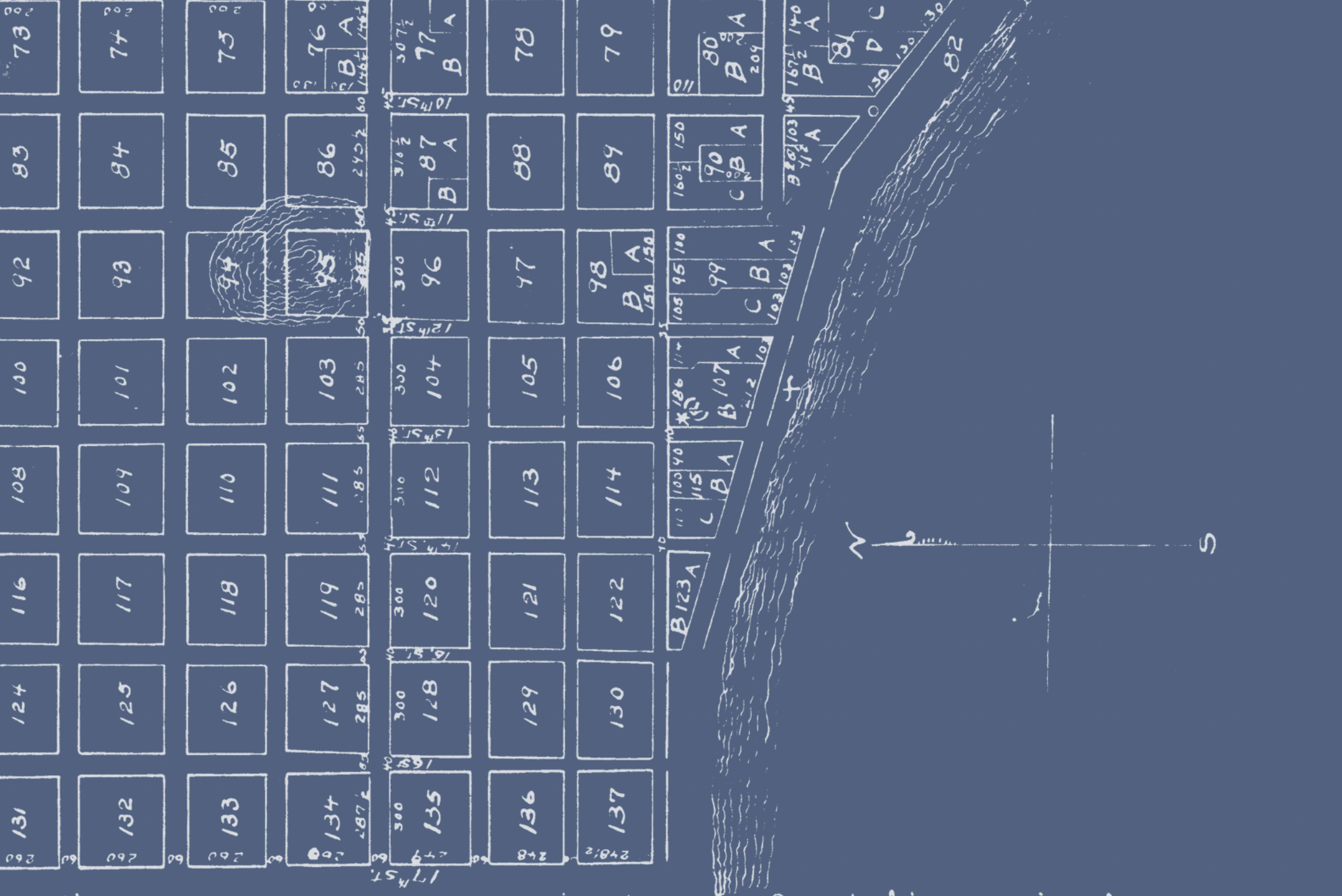


y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

11

Project Implementation

We will continue our history of thoughtful, detailed planning and will include practical implementation elements to leverage our ideas with actions. Success is bred not from what we say, but from what we accomplish.

- 2009 Vision Beaufort Comprehensive Plan

11.1 Sector 1 Projects 240

11.2 Sector 2 Projects 244

11.3 Sector 3 Projects 248

11.4 Sector 4 Projects 252

11.5 Sector 5 Projects 256

In order to implement the recommendations in the Civic Master Plan, the City of Beaufort's Redevelopment Commission will prioritize civic infrastructure projects and seek partnerships with private organizations ready to invest in the future of the city. These organizations may include both developers interested in expanding the city's economic base, as well as the non-profit agencies whose daily mission is to protect natural habitats, preserve historic neighborhoods, and improve social services.

Each section of this chapter compiles both the proposed infrastructure projects and corresponding development opportunities proposed in the Civic Master Plan by sector, and provides basic elements of the project – such as the site size and magnitude of cost – as well as a reference to the section(s) in this plan where the project is detailed. Where project costs are known or can be reasonably estimated they are so noted. Otherwise, investments are estimated on an order of magnitude scale as follows:

$ - $0 to $250,000

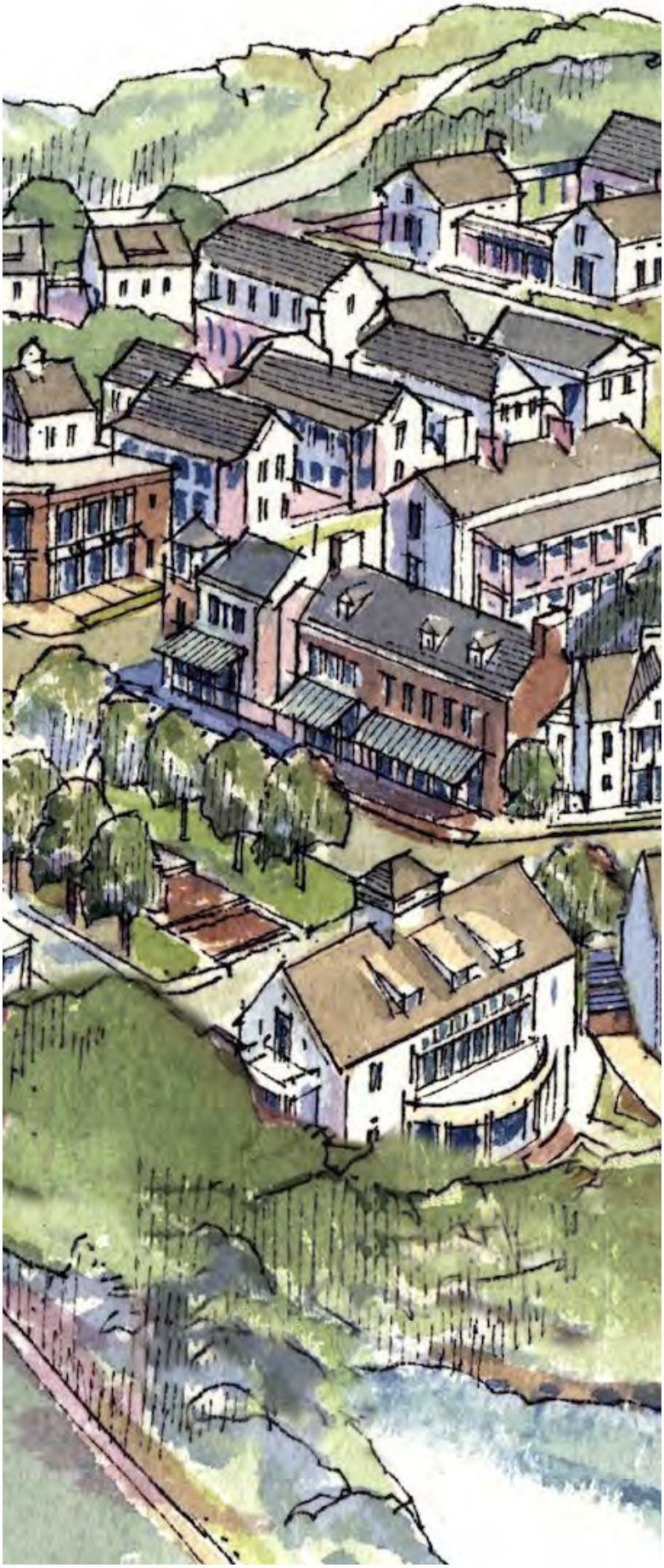
$$ - $250,000 to $500,000

$$$ - $500,000 to $1,000,000

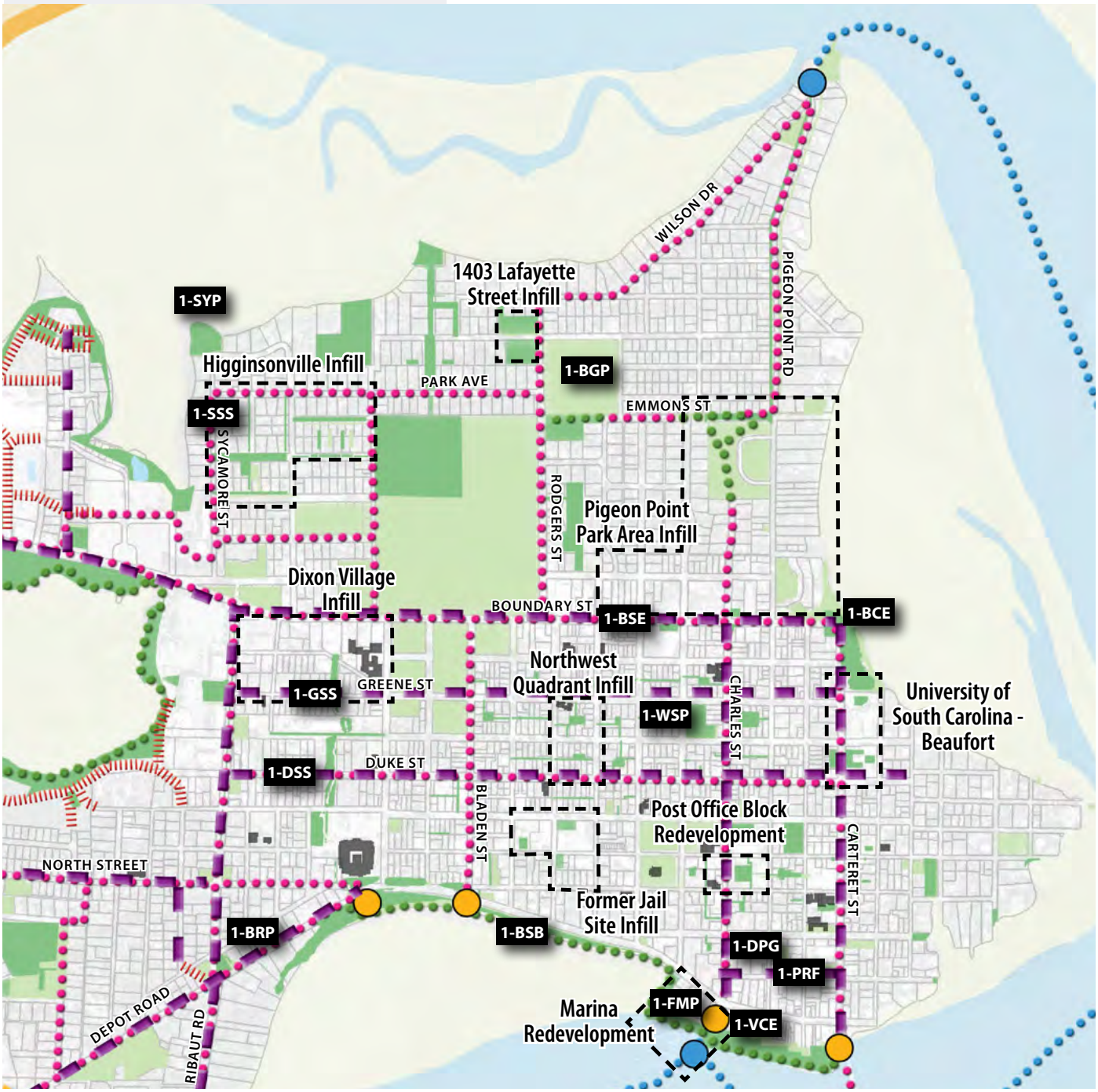
$$$$ - $1,000,000+

The following maps and tables begin to prioritize civic infrastructure investments by identifying the expected time frame for each project. The planning, management, and funding responsibilities of these projects are not meant to be undertaken by the city alone. Other partners may include – but are not limited to – Beaufort County, the Beaufort Open Land Trust, the South Carolina Department of Transportation, and other non-profit groups and governmental agencies.

Taken in isolation, the civic infrastructure projects identified in this plan will maintain critical systems for the general health and well being of the City of Beaufort. When viewed in concert with the conceptual development and redevelopment opportunities these projects become the catalysts for a new generation of investment in the city.



11.1 Sector 1 Projects



▲ SECTOR 1 CIVIC INFRASTRUCTURE PROJECTS

- Streetscape Project
- New Street Connection
- On-Street Ped/Bike Route (bike lanes/sharrows)
- Off-Street Ped/Bike Route (multi-use path)
- Existing Civic Buildings
- Existing Green Infrastructure
- Proposed Green Infrastructure
- Spanish Moss Trail
- Major Trailhead
- Potential Future Trailhead
- Trail Access
- Canoe/Kayak Route
- Canoe/Kayak Launch
- Air Installation Compatible Use Zone (AICUZ)

▲ SECTOR 1 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

Civic Master Plan References			Sector 1 Civic Infrastructure Projects		
Diagram Reference	Sector 1 Project Name	Section Reference	Project Schedule	Site Data	Estimated Cost
1-BCE	Bellamy Curve Enhancements	2.6/3.8	Years 6-10 (2019-2023)	Approximately 1.2 acres	$$
1-BGP	Basil Green Park Improvements	4.4	Years 1-2 (2014-2016)	Approximately 8.29 acres	$1,068,240
1-BRP	Bay & Ribaut Park Area	4.7	Years 3-5 (2014-2016)	Approximately 0.3 acres	$73,860
1-BSB	Bay Street Boardwalk	2.5	Years 6-10 (2019-2023)	Approximately 3,300 LF	$$
1-BSE	Boundary Street (East of Ribaut) Road Diet Phase 1	3.8	Years 1-2 (2014-2015)	Approximately 1,540 LF	$34,269
1-BSE	Boundary Street (East of Ribaut) Road Diet Phase 2	3.8	Years 1-2 (2014-2015)	Approximately 1,360 LF	$$
1-DPG	Downtown Parking Garage	2.2	Years 11-20 (2026-2033)	Approximately 2.32 acre redevelopment site	$$$
1-DSS	Duke Street Streetscape -Phase 1 (Bladen to Harrington)	5.6/10.2	Years 1-2 (2014-2015)	Approximately 1,015 LF	$675,990
1-DSS	Duke Street Streetscape - Phase 2 (Harrington to Charles)	5.6/10.2	Years 11-20 (2026-2033)	Approximately 1,050 LF	$$$$
1-DSS	Duke Street Streetscape -Phase 3 (Ribaut to Bladen)	5.6/10.2	Years 11-20 (2026-2033)	Approximately 1,950 LF	$$$
1-FMP	Farmer's Market Pavilion	2.2	Years 6-10 (2019-2023)	Part of Marina Redevelopment	$$
1-GSS	Greene Street Streetscape	5.6/10.2	Years 1-2 (2014-2015)	Approximately 5,200 LF	$3,463,200
1-PRF	Port Republic Festival Street Improvements	3.3	Years 6-10 (2019-2023)	640 LF of frontage along Port Republic Street	$$$
1-SYP	Sycamore Park	6.2	Years 3-5 (2014-2016)	Approximately 1.3 acres (2 properties)	$$
1-SSS	Sycamore Street Streescape	5.6/10.2	Years 3-5 (2014-2016)	Approximately 1,780 LF	$717,900
1-VCE	Visitor Center	2.2	Years 6-10 (2019-2023)	Either as Part of Marina Redevelopment or Downtown Parking Garage Development	$$$
1-WSP	Washington Street Park	4.2	Years 3-5 (2014-2016)	Approximately 1.15 acres	$$
–	Bicycle Improvements-Dedicated Bike Facilities	5.3	Years 1-2 (2014-2015)	Approximately 6,000 LF	$$
–	Bicycle Sharrows	5.3	Years 1-2 (2014-2015)	Approximately 19,250 LF with Marking every 230 feet (80)	$1,900 each = $152,000
–	Downtown Wayfinding Signage	3.9	Years 1-2 (2014-2015)	Approximately N/A	$-$$
–	National Historic Landmark District	3.1	On-Going	Stabilization, renovation, and restoration of individual contributing resources	varies
–	Pedestrian Crossings	5.3	Years 1-2 (2014-2015)	21 Crossings	$1,500 each + $13.50/LF

$ - $0 to $250,000

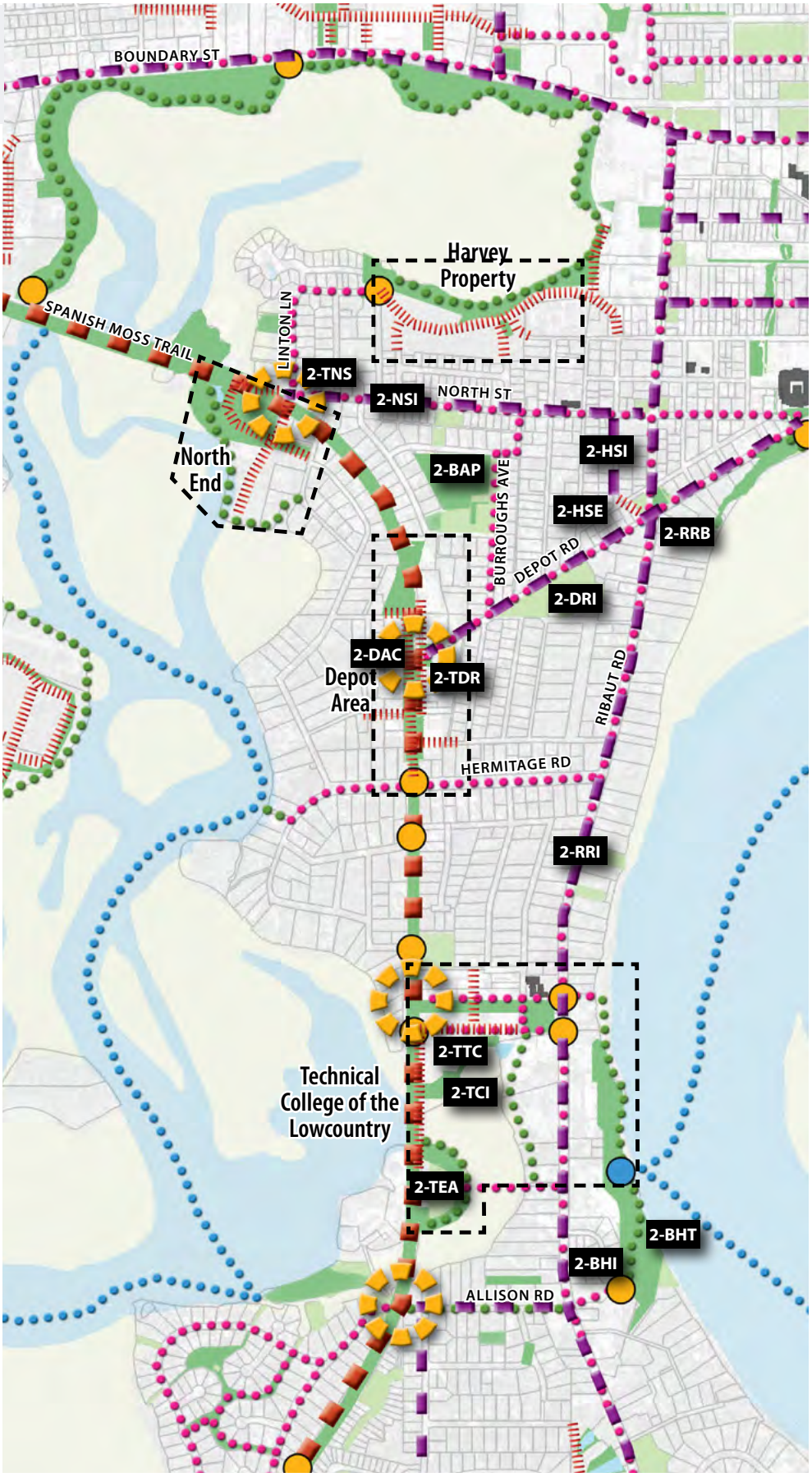
$$ - $250,000 to $500,000

$$$ - $500,000 to $1,000,000

$$$$ - $1,000,000+

Civic Master Plan References		Sector 1 Development/Redevelopment Project Information			
Sector 1 Project Name	Section Reference	Civic Investment Required	Approx. Site Acreage	Conceptual Development Opportunity Depicted in Plan (Final Yield Determined by Zoning)	RDC Action
1403 Lafayette Street Infill	6.2	• City-owned land	1.75 acres	• Multi-family housing: 24 units	Requires RDC Attention
Courtyard Infill	3.5	• Carteret Street Improvements	6 acres	• Commercial Mixed-Use: 16,000 square feet • Housing: 6 Units	Long-term redevelopment
Dixon Village Redevelopment	6.2	TBD	16.5 acres	• Single-family housing: 24 units • Multi-family housing: 32 units • Retail: 117,000 square feet • Office: 177,000 square feet	Long-term redevelopment
Former Jail Site Infill	6.2	TBD	5.5 acres	• Multi-family housing: 82 units • Single-family housing: 7 units • Retail/Office (jail building reuse)	Requires RDC Attention
Higginsonville Infill	6.2	TBD	19 acres	• Single-family housing: 35 units • Multi-family housing: 28 units • Outdoor pavilion	Requires RDC Attention
Marina Redevelopment	2.2/2.3	• Henry C. Chambers Waterfront Park Expansion • Downtown Parking Garage	3 acres	• Multi-family Housing: 30 units • Mixed Use: 30,000 square feet • Civic: 5 buildings	Requires RDC Attention
Northwest Quadrant Infill - Phase 1	6.2	• Greene Street streetscape improvements • Duke Street streetscape improvements	3.5 acres	• Duplex: 2 units • Single-Family housing: 4 units • Accessory dwellings: 2 units	Requires RDC Attention
Northwest Quadrant Infill - Phase 2	6.2	• Greene Street streetscape improvements • Duke Street streetscape improvements	3.5 acres	• Single-family housing: 10 units • Accessory Dwellings: 14 units	Requires RDC Attention
Pigeon Point Park Area Infill	6.2	TBD	36 acres	• Single-family housing: 48 units • Multi-family housing: 108 units • Office: 55,000 square feet • Retail: 57,000 square feet	Long-term redevelopment
Post Office Block	6.2	• Charles Street streetscape improvements • North Street streetscape improvements	3 acres	• Single Family and Two-Family Housing: 13 units	Long-term redevelopment
University of South Carolina - Beaufort	7.1	• Boundary Street Road Diet, • Bellamy Curve Improvements	5+ acres	• Student housing: 300-500 units • Classroom: 105,000 square feet	Long-term redevelopment

11.2 Sector 2 Projects



- Streetscape Project
- New Street Connection
- On-Street Ped/Bike Route (bike lanes/sharrows)
- Off-Street Ped/Bike Route (multi-use path)
- Existing Civic Buildings
- Existing Green Infrastructure
- Proposed Green Infrastructure
- Spanish Moss Trail
- Major Trailhead
- Potential Future Trailhead
- Trail Access
- Canoe/Kayak Route
- Canoe/Kayak Launch
- Air Installation Compatible Use Zone (AICUZ)

▲ SECTOR 2 CIVIC INFRASTRUCTURE PROJECTS

▲ SECTOR 2 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

Civic Master Plan References			Sector 2 Civic Infrastructure Projects		
Diagram Reference	Sector2 Project Name	Section Reference	Project Schedule	Site Data	Estimated Cost
2-BAP	Burroughs Avenue Park	4.8	Years 6-10 (2019-2023)	Approximately 4.42 acres	$$
2-BHI	BMHS Campus Expansion/ Improvements	7.3	Years 6-10 (2019-2023)	N/A	$$$$
2-BHT	Beaufort Memorial Hospital Fitness Trail	7.3	Years 3-5 (2014-2016)	Unknown	$
2-DAC	Spanish Moss Trail: Depot Area Rail Trail Amenity Center	4.9	Years 1-2 (2014-2015)	N/A	$
2-DRI	Depot Road Improvements (Sidewalks on South Side, Lighting, Bike Lanes)	9.1	Years 3-5 (2014-2016)	Approximately 2,000 LF	$$
2-HSE	Heyward Street Extension (Purchase of ROW for connection to Ribaut)	5.8	Years 11-20 (2026-2033)	Approximately 380 LF	$$
2-HSI	Heyward Street Improvements (New Street Section)	5.8	Years 6-10 (2019-2023)	Approximately 1,300 LF	$$
2-NSI	North Street Improvements	3.7	Years 11-20 (2026-2033)	Approximately 2,790 LF	$$
2-RRI	Ribaut Road Complete Street Improvements-Phase 1 (Boundary to Bay)	8.2	Years 6-10 (2019-2023)	Approximately 3,000 LF	TBD
2-RRI	Ribaut Road Complete Streets Improvement-Phase 2 (Bay St to TCL Campus)	5.8	Years 6-10 (2019-2023)	Approximately 4,000 LF	TBD
2-RRI	Ribaut Road Complete Street improvements-Phase 3 (TCL Campus to Port Royal)	5.8	Years 6-10 (2019-2023)	Approximately 9,630 LF	TBD
2-RRB	Roundabout at Ribaut Road & Bay/ Depot Streets	8.2	Years 6-10 (2019-2023)	N/A	$$
2-TCI	TCL Campus Expansion/ Improvements	7.2	Years 6-10 (2019-2023)	Unknown	$$$
2-TDR	Spanish Moss Trail Trailhead: Depot Road	4.7	Years 1-2 (2012-2013	N/A	$
2-TEA	TCL/BMHS Marsh Trail (Elliot St to Allison Rd)	2.10/ 5.3/ 7.2	Ongoing	Approximately 2,300 LF	$$
2-TNS	Spanish Moss Trail Trailhead: North Street	4.7	Years 1-2 (2012-2013	N/A	$
2-TTC	Spanish Moss Trail Trailhead: TCL	5.2	Years 1-2 (2014-2015)	N/A	$
–	Street Drainage Improvements	N/A	Years 11-20 (2026-2033)	N/A	$$$
–	Waterfront Access: General Access	2.10/2.11	Ongoing	N/A	$$

$ - $0 to $250,000

$$ - $250,000 to $500,000

$$$ - $500,000 to $1,000,000

$$$$ - $1,000,000+

Civic Master Plan References		Sector 2 Development/Redevelopment Project Information			
Sector 2 Project Name	Section Reference	Civic Investment Required	Approx. Site Acreage	Conceptual Development Opportunity Depicted in Plan (Final Yield Determined by Zoning)	RDC Action
Depot Road Area Infill	9.1	• Spanish Moss Trail: Trailhead at Depot Road • Spanish Moss Trail: Depot Area Rail Trail Amenity Center	20 acres	• Civic: 800 square feet • Single-family housing: 14 units • Mixed-use: 134,900 square feet	Requires RDC Attention
Harvey Property Development	6.3	• N/A	17 acres	• Single-family housing: 29 units • Senior housing: 136 units	Long-term redevelopment
Salzer / Marsher Tracts	6.3	• Spanish Moss Trail Phase 2 (Depot Road to Parris Island Gateway - SC 802/US 21) • Spanish Moss Trail Trailhead: North Street	14 acres	• Civic: 2,000 square feet • Single-family housing: 69 units	Long-term redevelopment
Technical College of the Lowcountry	7.2	• Ribaut Road Improvements	35 acres	• Main campus build-out: 512,000 square feet • Polk Island - Civic: 10,000 square feet (Polk Island) • Polk Island - Cottage housing: 12 units (potentially rental)	Long-term redevelopment

11.3 Sector 3 Projects

▲ SECTOR 3 CIVIC INFRASTRUCTURE PROJECTS

- Streetscape Project
- New Street Connection
- On-Street Ped/Bike Route (bike lanes/sharrows)
- Off-Street Ped/Bike Route (multi-use path)
- Existing Civic Buildings
- Existing Green Infrastructure
- Proposed Green Infrastructure
- Spanish Moss Trail
- Major Trailhead
- Potential Future Trailhead
- Trail Access
- Canoe/Kayak Route
- Canoe/Kayak Launch
- Air Installation Compatible Use Zone (AICUZ)

▲ SECTOR 3 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

Civic Master Plan References			Sector 3 Civic Infrastructure Projects		
Diagram Reference	Sector 3 Project Name	Section Reference	Project Schedule	Site Data	Estimated Cost
3-AHI	Arthur Horne Nature Preserve Improvements	4.11	Years 1-2 (2014-2015)	Approximately 17.5 acres	$
3-ARI	Allison Road Improvements	7.3	Years 1-2 (2014-2015)	Approximately 1,085 LF	$480,000
3-BCI	Battery Creek Road Improvements (Sidewalk)	5.6/10.2	Years 6-10 (2019-2023)	Approximately 10,400 LF	$$
3-FBI	First Boulevard Improvements (Sharrows/Bike Lanes & Sidewalks on North Side)	8.2	Years 6-10 (2019-2023)	Approximately 2,870 LF	$$
3-FSH	New Fire Station Headquarters	7.4	Years 1-2 (2014-2015)	Varies/Multiple Sites	$$
3-MOI	Mossy Oaks Road Improvements	5.6	Years 6-10 (2019-2023)	Approximately 4,260 LF	$$
3-MOW	Mossy Oaks Waterfront Access	2.8	Years 6-10 (2019-2023)	N/A	$$
3-RRI	Ribaut Road Complete Street Improvements (Allison Road to Lady's Island Drive)	8.2	Years 11-20 (2026-2033)	N/A	TBD
3-SPI	Southside Park-Step 1 (Final Planning/Engineering & Interim Use as Urban Farm)	4.10	Years 1-2 (2014-2015)	Approximately 8 acres	$$
3-SPI	Southside Park -Step 2 (Construction of Phase 1 Improvements)	4.10	Years 3-5 (2014-2016)	Approximately 20 acres	$$$
3-SPI	Southside Park-Step 3 (Construction of Final Phase)	4.10	Years 6-10 (2019-2023)	Approximately 20 acres (40 acres total)	$$
3-TAP	Spanish Moss Trail Phase 3 (Allison Road to Port Royal)	5.2	Years 6-10 (2019-2023)	Approximately 12,000 LF	$$
3-TAR	Spanish Moss Trail Trailhead: Allison Road	4.7/5.2	Years 1-2 (2014-2015)	N/A	$
3-TBS	Spanish Moss Trail Trailhead: Broad Street	5.2	Years 6-10 (2019-2023)	N/A	$
3-WGI	Waddell Gardens Nature Preserve Improvements	4.12	Years 11-20 (2026-2033)	Approximately 7.57 acres	$$
3-WRI	Waddell Road Improvements	6.4	Years 6-10 (2019-2023)	Approximately 4,687 LF	$$$

$ - $0 to $250,000

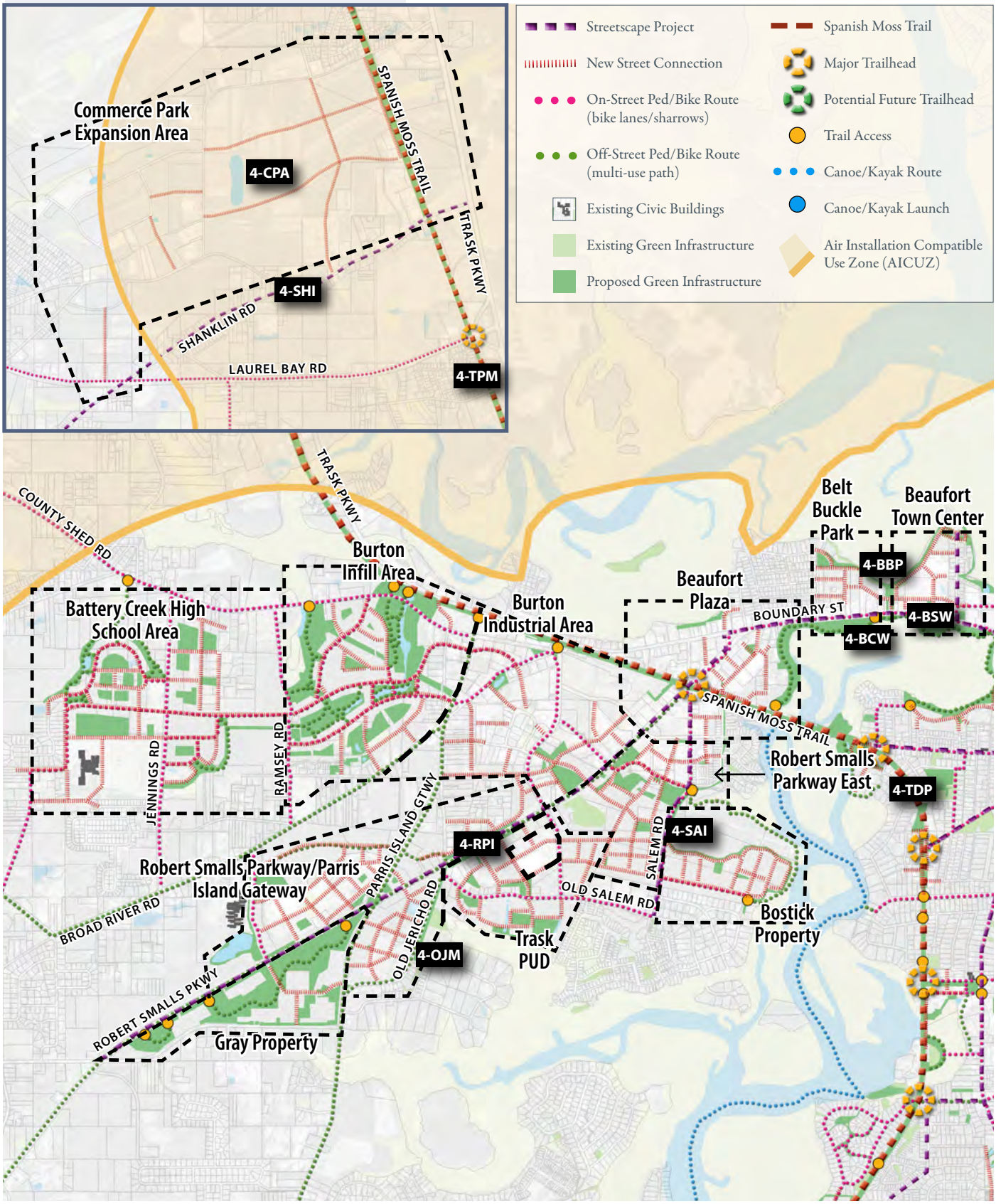
$$ - $250,000 to $500,000

$$$ - $500,000 to $1,000,000

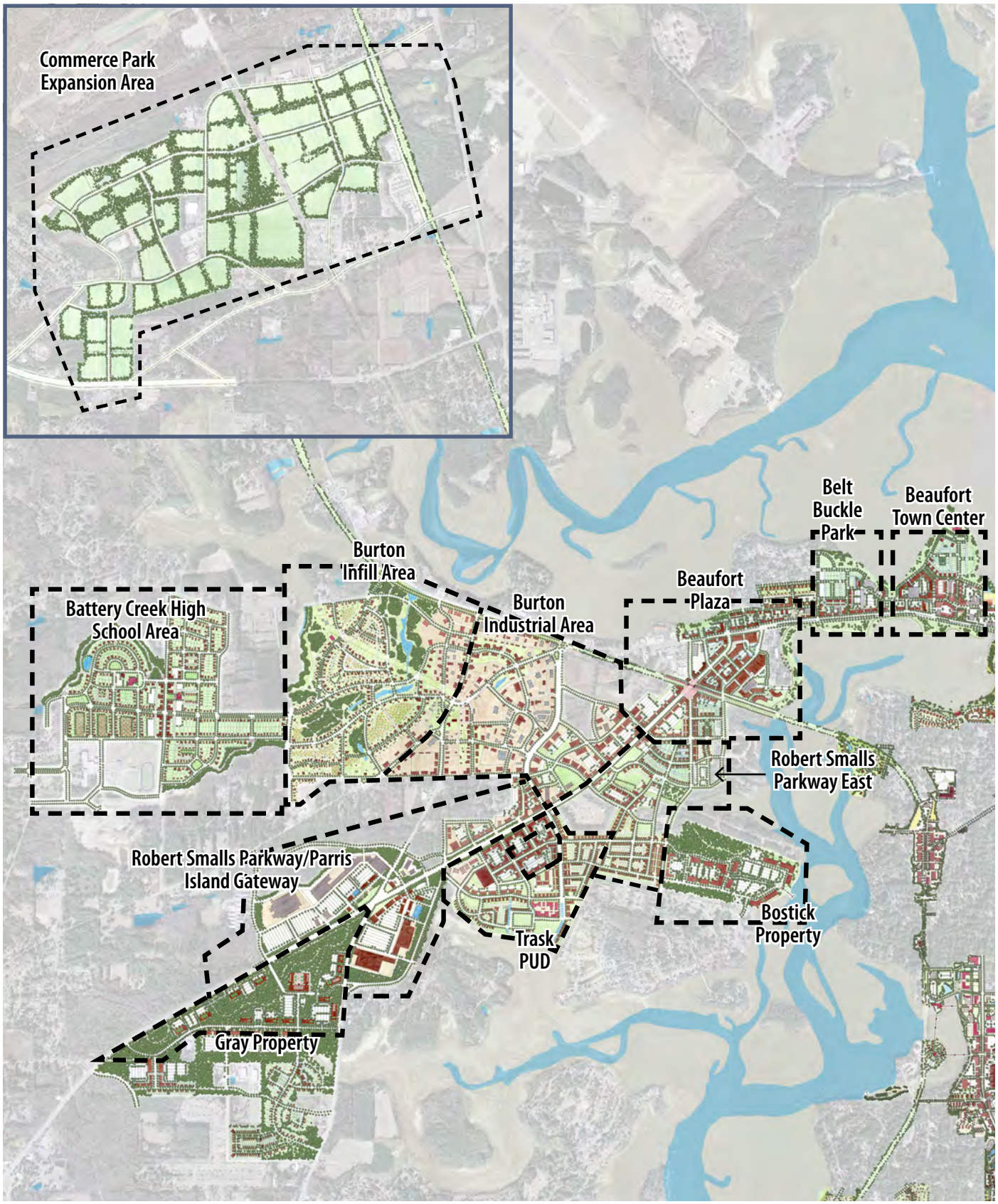
$$$$ - $1,000,000+

Civic Master Plan References		Sector 3 Development/Redevelopment Project Information			
Sector 3 Project Name	Section Reference	Civic Investment Required	Approx. Site Acreage	Conceptual Development Opportunity Depicted in Plan (Final Yield Determined by Zoning)	RDC Action
Allison Road Infill/ Redevelopment	6.4	• Allison Road Improvements • Spanish Moss Trail Trailhead: Allison Road	33 acres	• Office: 363,000 square feet • Retail: 117,000 square feet • Single-family housing: 27 units • Multi-family/student housing: 205 units • Senior housing: 176 units	Long-term redevelopment
Battery Creek Road Redevelopment	6.4	• TBD	15 acres	• Single-family housing: 35 units	Long-term redevelopment
Beaufort Memorial Hospital	7.3	• Ribaut Road Improvements • Allison Road Improvements	17 acres	• Hospital and Medical Offices: 370,000 square feet (5-story bed tower)	Long-term redevelopment
Brotherhood Road Redevelopment	6.4	• Spanish Moss Trail Phase 3 (Allison Road to Port Royal) • Mossy Oaks Waterfront Access	21 acres	• Single-family housing: 62 units • Multi-family housing: 121 units	Long-term redevelopment
Mystic Drive Infill	6.4	• Ribaut Road (South of Allison Road) improvements	27 acres	• Single-family housing: 65 units (attached) • Multi-family housing: 60 units • Retail: 67,500 square feet • Office: 82,500 square feet	Long-term redevelopment
Rodgers Drive Redevelopment	6.4	• Spanish Moss Trail Phase 3 (Allison Road to Port Royal)	6.5 acres	• Single-family housing: 35 units • Civic: 5,000 square feet	Long-term redevelopment
South Ribaut Road Neighborhood Infill	8.2	• Ribaut Road (South of Allison Road) improvements	56 acres	• Single-family housing: 27 units • Multi-family housing: 451 units • Live/Work: 14 units • Office/Retail: 148,150	Long-term redevelopment
Southside Neighborhood Redevelopment	6.4	• Southside Park - Step 1 (Final Planning/ Engineering & Interim Use as urban farm) • Southside Park - Step 2 (Construction of Phase 1 Improvements) • Southside Park - Step 3 (Construction of Final Phase) • Waddell Road improvements	143 acres	• Single-family housing: 125 units • Multi-family housing: 473 units • Office/Retail: 36,000 square feet • Civic: 18,000 square feet	Requires RDC Attention
Waddell Road Infill	6.4	• Southside Park - Step 1 (Final Planning/ Engineering & Interim Use as urban farm) • Southside Park - Step 2 (Construction of Phase 1 Improvements) • Southside Park - Step 3 (Construction of Final Phase) • Waddell Road improvements	18.5 acres	• Single-family housing: 62 units • Civic: 5,000 square feet	Long-term redevelopment

11.4 Sector 4 Projects



▲ SECTOR 4 CIVIC INFRASTRUCTURE PROJECTS



▲ SECTOR 4 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

Civic Master Plan References			Sector 4 Civic Infrastructure Projects		
Diagram Reference	Sector 4 Project Name	Section Reference	Project Schedule	Site Data	Estimated Cost
4-BBP	Belt Buckle Park	2.9/8.1	Years 11-20 (2026-2033)	Approximately 3.25 acres	$$$$
4-BCW	Battery Creek Marshes Viewshed and Waterfront Access	2.9	Years 3-5 (2014-2016)	Approximately 13 acres	$$$$
4-BSW	Boundary Street (West of Ribaut Road) Improvements	8.1	Years 1-2 (2014-2015)	Approximately 5,858 LF	$$$$
4-CPA	Commerce Park	9.2	Years 6-19 (2019-2032)	Approximately 557 acres	$$$$
4-OJM	Old Jericho Road Multi-Use Path	5.3	Years 11-20 (2026-2033)	Approximately 3,700 LF	$S
4-RPI	Robert Smalls Parkway Improvements	8.3	Years 11-20 (2026-2033)	Approximately 15,570 LF	$$
4-SAI	Salem Road Improvements	5.6/10.2	Years 11-20 (2026-2033)	Approximately 3,737 LF	$$
4-SHI	Shanklin Road Improvements	9.2	Years 11-20 (2026-2033)	Approximately 9,367 LF	$$
4-TDP	Spanish Moss Trail Phase 2 (Depot Road to Parris Island Gateways-SC 802/US 21)	5.2	Years 3-5 (2014-2016)	Approximately 22,387 LF	$$$
4-TPM	Spanish Moss Trail Phase 3 (Parris Island Gateway-SC 802/US 21 to MCAS/Clarendon/Shanklin Rd)	5.2	Years 11-20 (2026-2033)	Approximately 10,960 LF	$$$

$ - $0 to $250,000

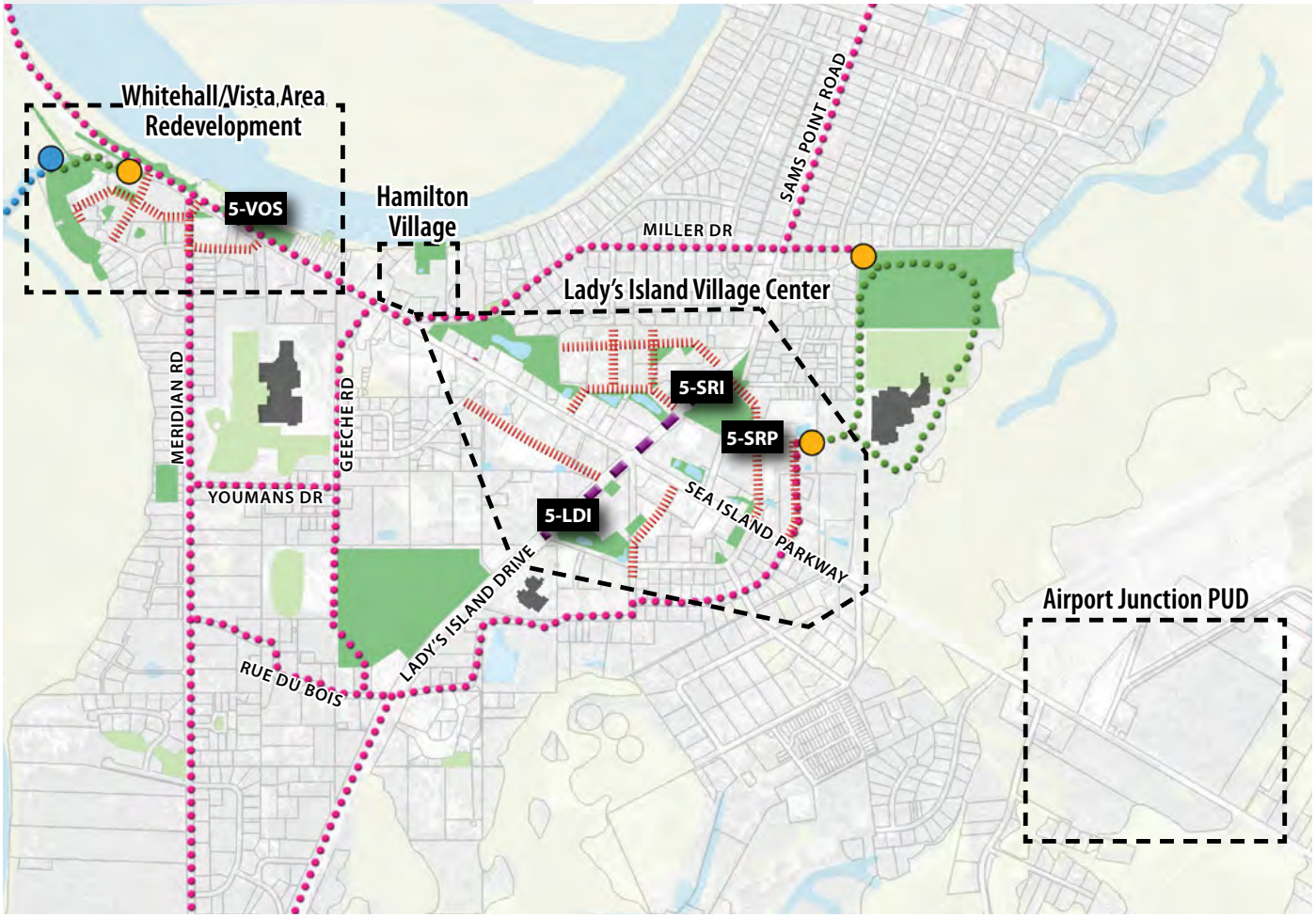
$$ - $250,000 to $500,000

$$$ - $500,000 to $1,000,000

$$$$ - $1,000,000+

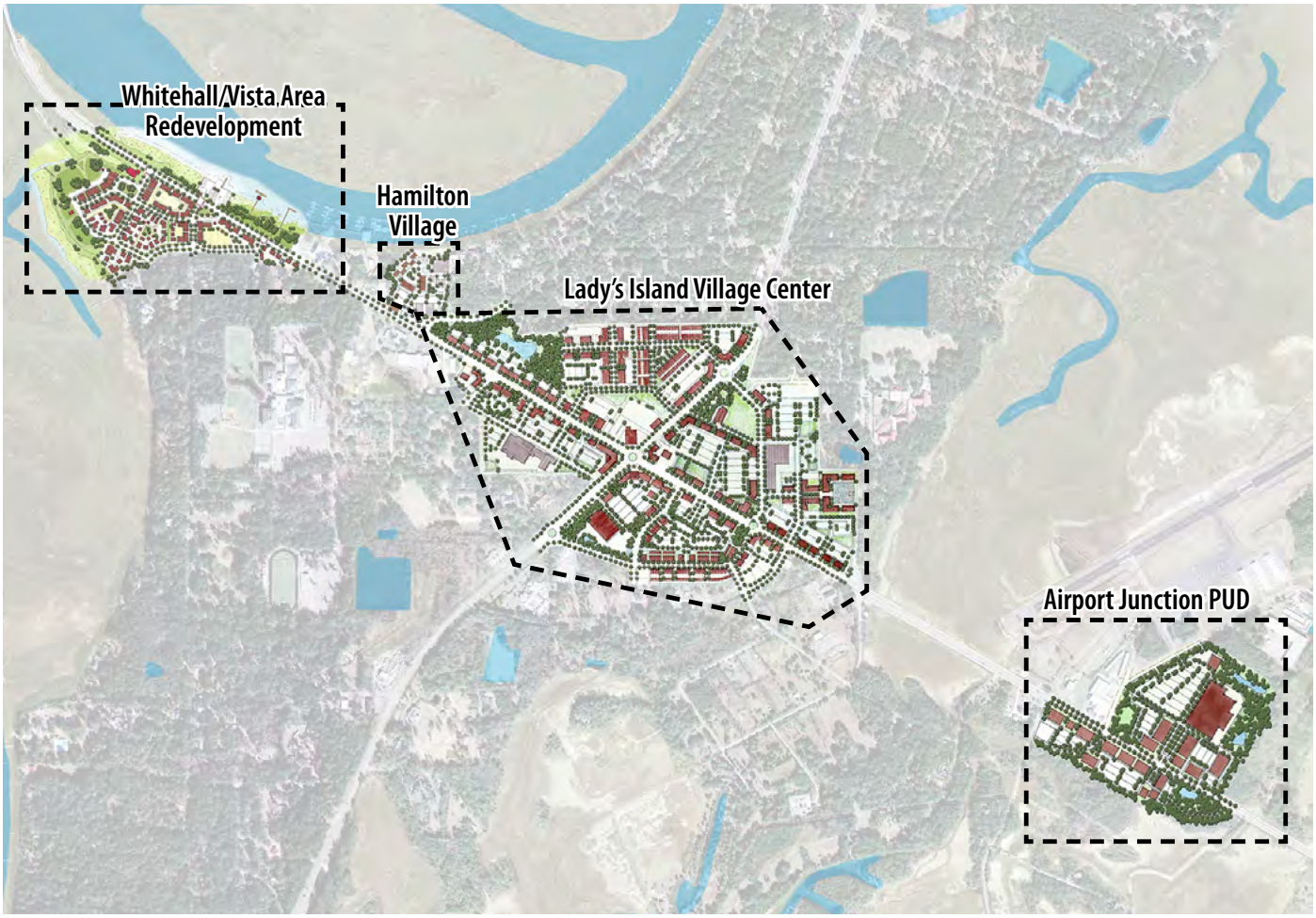
Civic Master Plan References		Sector 4 Development/Redevelopment Project Information			
Sector 4 Project Name	Section Reference	Civic Investment Required	Approx. Site Acreage	Conceptual Development Opportunity Depicted in Plan (Final Yield Determined by Zoning)	RDC Action
Battery Creek High School Area	6.5	TBD	205 acres	• Civic: 10,000 square feet • Single-family housing: 358 units • Multi-family housing: 179 units • Office/Retail: 26,000 square feet	Long-term redevelopment
Beaufort Plaza	8.1	• Spanish Moss Trail Phase 2 (Depot Road to Parris Island Gateway - SC 802/US 21) • Spanish Moss Trail Trailhead: Beaufort Plaza • Boundary Street (west of Ribaut Road) Improvements	130 acres	• Mixed-use/Office: 855,000 square feet • Retail: 555,000 square feet • Civic: 8,000 square feet • Multi-family housing: 300 units	Long-term redevelopment
Beaufort Town Center Redevelopment	8.1	• Boundary Street (west of Ribaut Road) Improvements • TBD	64 acres	• Single-family housing: 53 units • Multi-family housing: 104 units • Mixed-use: 420,500 square feet • Retail: 271,500 square feet	Approved PUD
Bostick Property (Strategic Opportunity Site)	9.4	• Salem Road Improvements	100 acres	• Office Campus: 760,000 square feet • Civic: 3,000 square feet	Requires RDC Attention
Burton Industrial Area	9.3	• TBD	212 acres	• Multi-family housing: 60 units • Office: 470,000 square feet • Retail: 70,000 square feet • Industrial: 370,000 square feet	Requires RDC Attention
Burton Infill Area	9.3	• TBD	266 acres	• Single-family housing: 202 units • Multi-family housing: 48 units • Civic: 6,000 square feet • Industrial: 128,000 square feet	Long-term redevelopment
Commerce Park Expansion Area	9.2	• Commerce Park Public Infrastructure Improvements • Shanklin Road Improvements	960 acres	• Expansion to 960 acres from existing 165 acre Commerce Park site	Requires RDC Attention
Gray Property (Strategic Opportunity Site)	9.4	• Robert Smalls Parkway Improvements	100 acre	• Office Campus: 800,000 square feet	Requires RDC Attention
Hogarth Street Neighborhood/Belt Buckle Park Area Redevelopment	6.5	• Boundary Street (west of Ribaut Road) Improvements • Belt Buckle Park	35 acres	• Single-family housing: 28 units (attached) • Multi-family housing: 36 units • Civic: 20,000 square feet • Retail: 55,000 square feet • Office/Mixed-use: 77,000 square feet	Requires RDC Attention
Robert Smalls Parkway/ Parris Island Gateway	8.3/10.2	• Multi-Use Path • Spanish Moss Trail Phase 3 (Parris Island Gateway SC 802/ US 21 to MCAS/ Clarendon)	148 acres	• Mixed-Use: 256,000 square feet	Long-term redevelopment
Robert Smalls Parkway East	8.3/10.2	• Multi-Use Path • Spanish Moss Trail Phase 3 (Parris Island Gateway SC 802/ US 21 to MCAS/ Clarendon)	96 acres	• Single-family housing: 43 units (attached) • Multi-family housing: 232 units • Mixed-use/Office: 185,000 square feet • Retail: 20,000 square feet	Long-term redevelopment
Trask Property PUD	N/A	• Robert Smalls Parkway Improvements	115 acres	• Retail: 228,300 square feet • Office/Mixed-Use: 141,900 square feet	Approved PUD

11.5 Sector 5 Projects



▲ SECTOR 5 CIVIC INFRASTRUCTURE PROJECTS

- Streetscape Project
- New Street Connection
- On-Street Ped/Bike Route (bike lanes/sharrows)
- Off-Street Ped/Bike Route (multi-use path)
- Existing Civic Buildings
- Existing Green Infrastructure
- Proposed Green Infrastructure
- Spanish Moss Trail
- Major Trailhead
- Potential Future Trailhead
- Trail Access
- Canoe/Kayak Route
- Canoe/Kayak Launch
- Air Installation Compatible Use Zone (AICUZ)



▲ SECTOR 5 CONCEPTUAL DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

Civic Master Plan References			Sector 5 Civic Infrastructure Projects		
Diagram Reference	Sector 5 Project Name	Section Reference	Project Schedule	Site Data	Estimated Cost
5-LDI	Lady's Island Drive Improvements	2.7/6.6	Years 11-20 (2026-2033)	Approximately 2,200 LF	$$
5-SRI	Sams Point Road Improvements	10.3	Years 11-20 (2026-2033)	Approximately 1,170 LF	$$
5-SRP	Sams Point Road Park	4.15	Years 11-20 (2026-2033)	Approximately 1 acre	$$

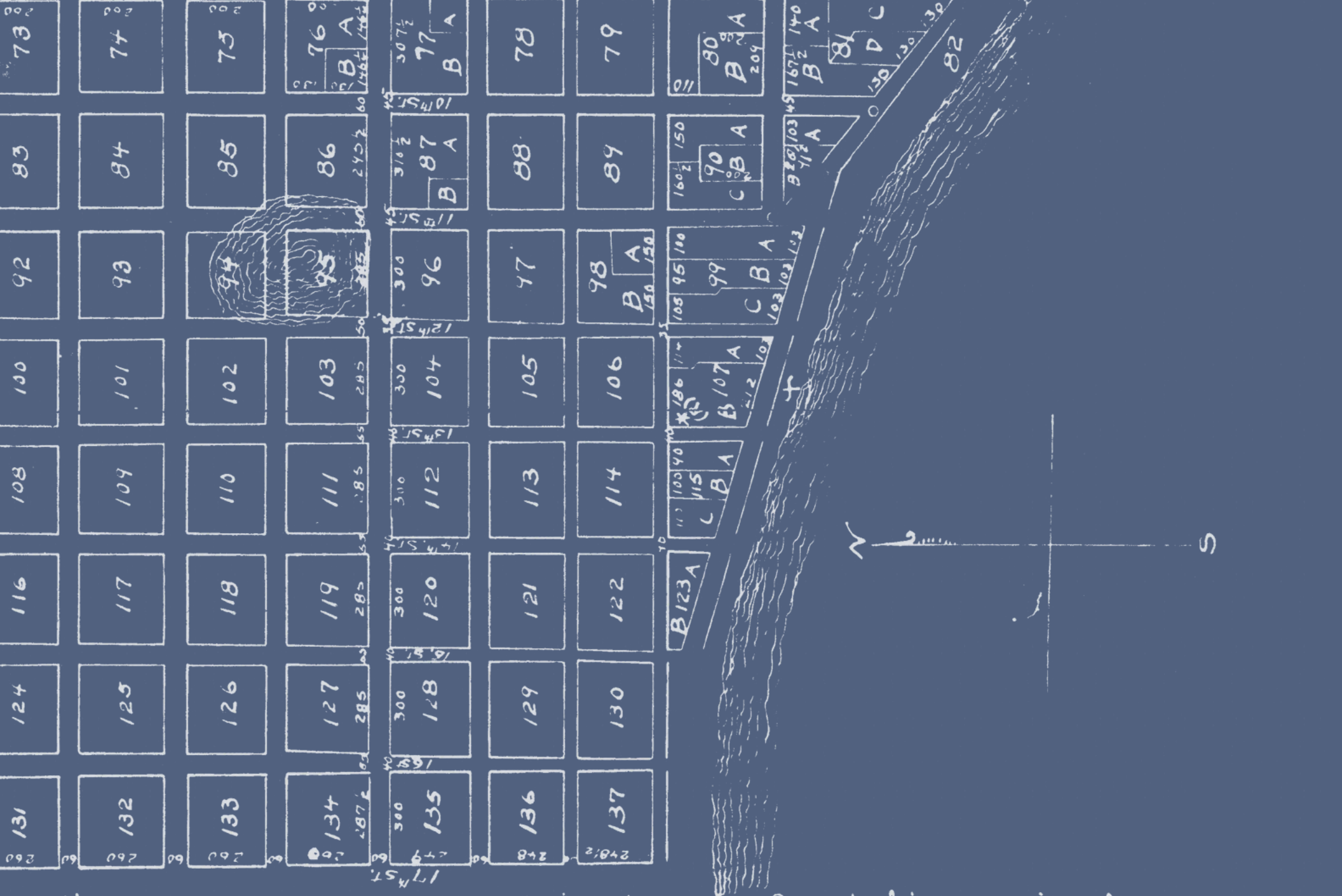
$ - $0 to $250,000

$$ - $250,000 to $500,000

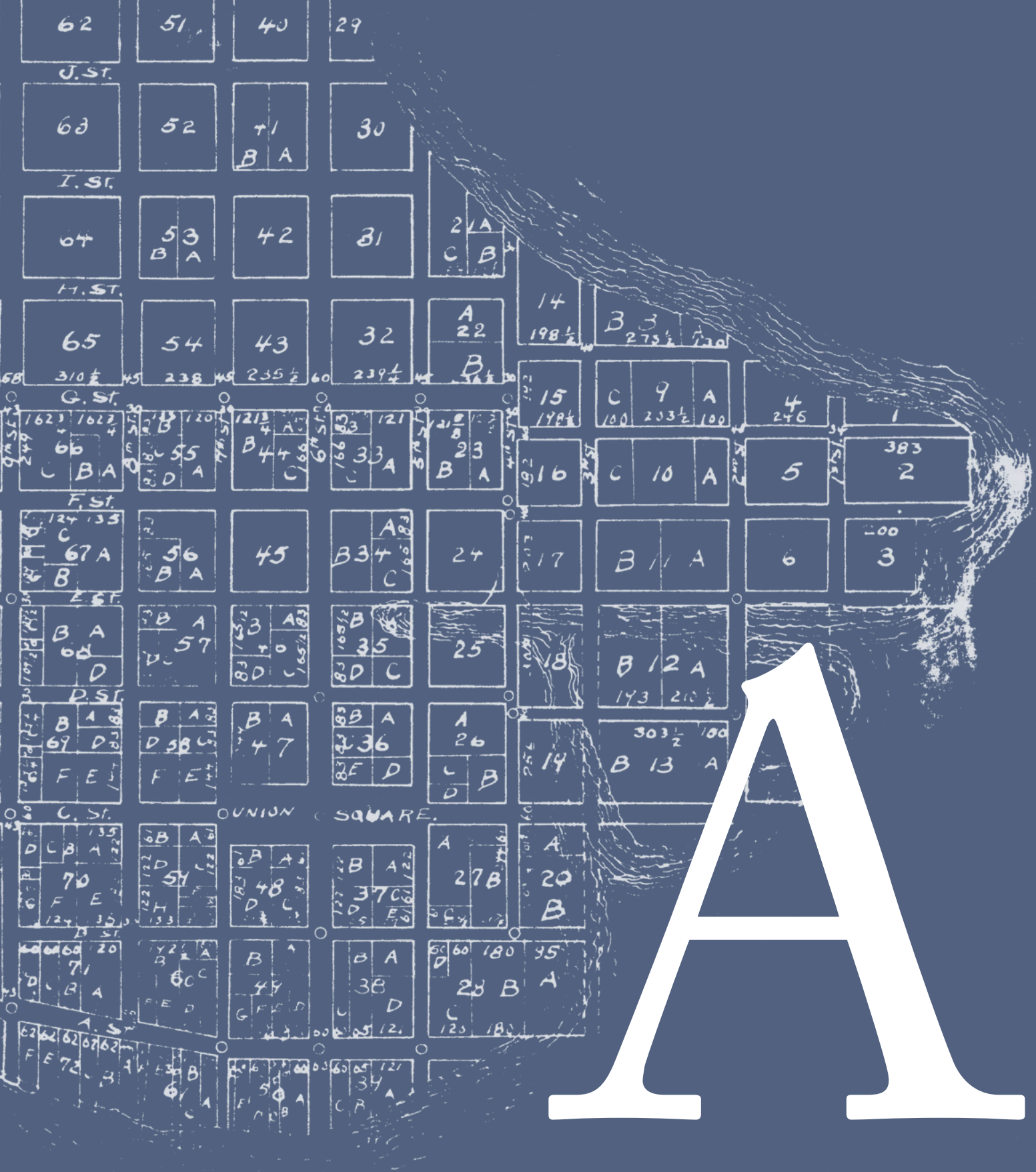
$$$ - $500,000 to $1,000,000

$$$$ - $1,000,000+

Civic Master Plan References		Sector 5 Development/Redevelopment Project Information				
Sector 5 Project Name	Section Reference	Project Type	Civic Investment Required	Approx. Site Acreage	Conceptual Development Opportunity Depicted in Plan (Final Yield Determined by Zoning)	RDC Action
Airport Junction PUD	N/A	Private	• N/A	150 acres	• Office/Mixed Use: 475,000 square feet • Retail: 240,000 square feet	Approved PUD
Hamilton Village Area Infill	6.6	Private	• N/A	7 acres	• Single-family housing: 20 units (attached) • Office: 5,000 square feet • Retail: 5,000 square feet	Long-term redevelopment
Lady's Island Village Center	8.4	Private	• Lady's Island Drive Improvements • Sams Point Road Improvements • Sams Point Road Park	128 acres	• Single-family housing: 100 units • Multi-family housing: 324 units • Civic: 15,000 square feet • Retail: 276,000 square feet • Mixed-use: 459,000 square feet • Office: 86,000	Long-term redevelopment
Whitehall/Vista Area Redevelopment	6.6	Private	• Vista II Civic/Open Space (already acquired by Open Land Trust)	45 acres	• Single-family housing: 13 units • Multi-family housing: 25 units • Civic: 4,000 square feet • Mixed-use: 35,000 square feet • Retail: 35,000 square feet	Long-term redevelopment



y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
uth Carolina, was adopted by the United States Direct Tax Commissioners for
t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters



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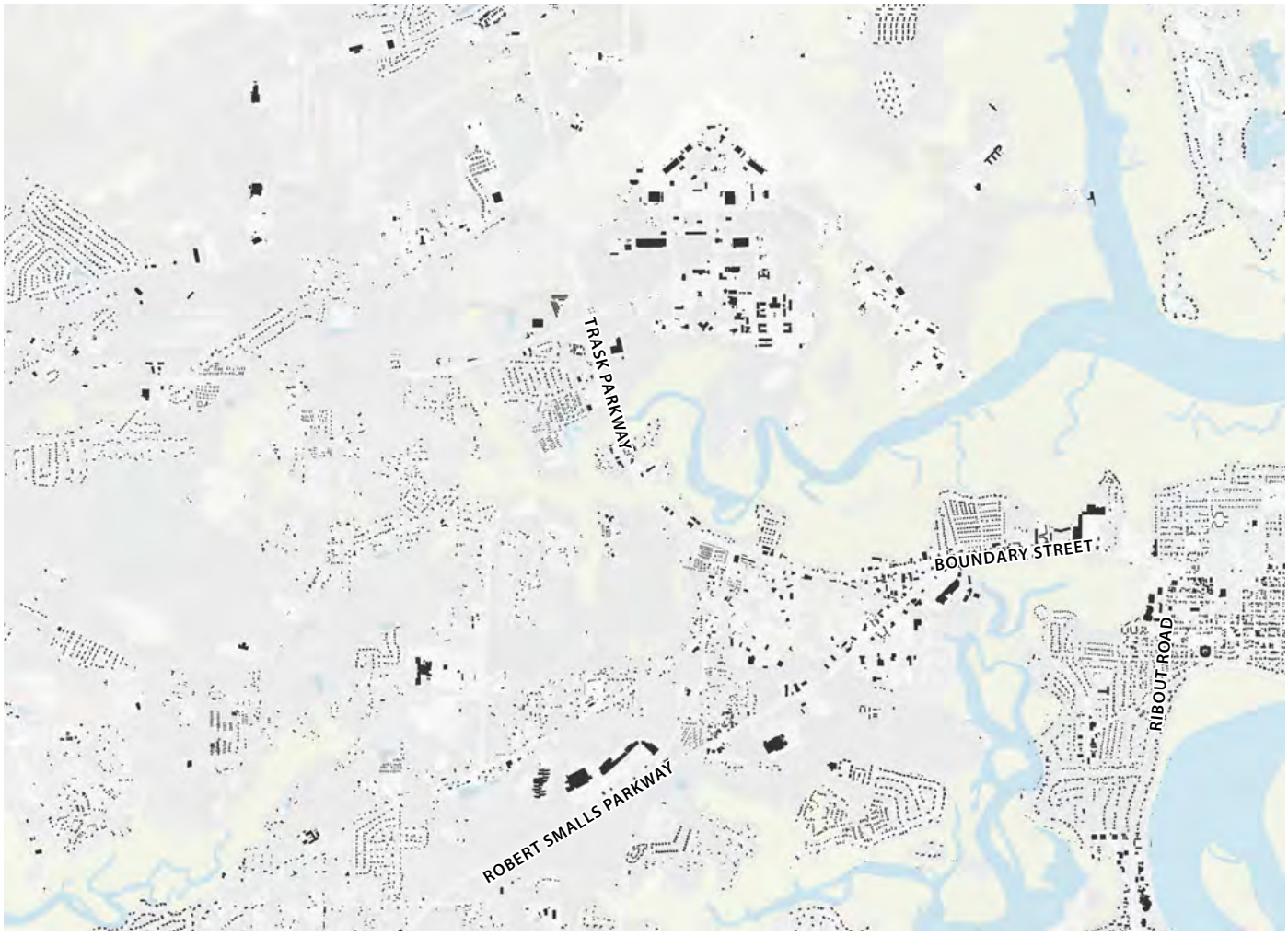
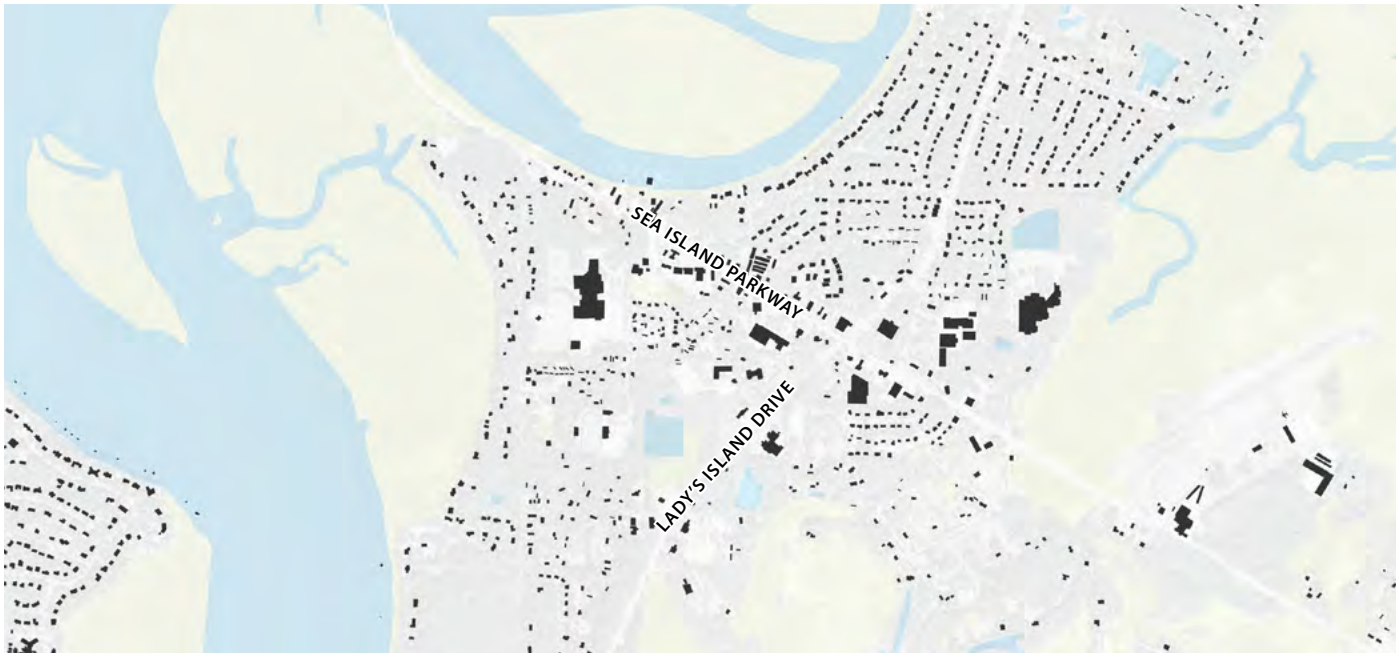


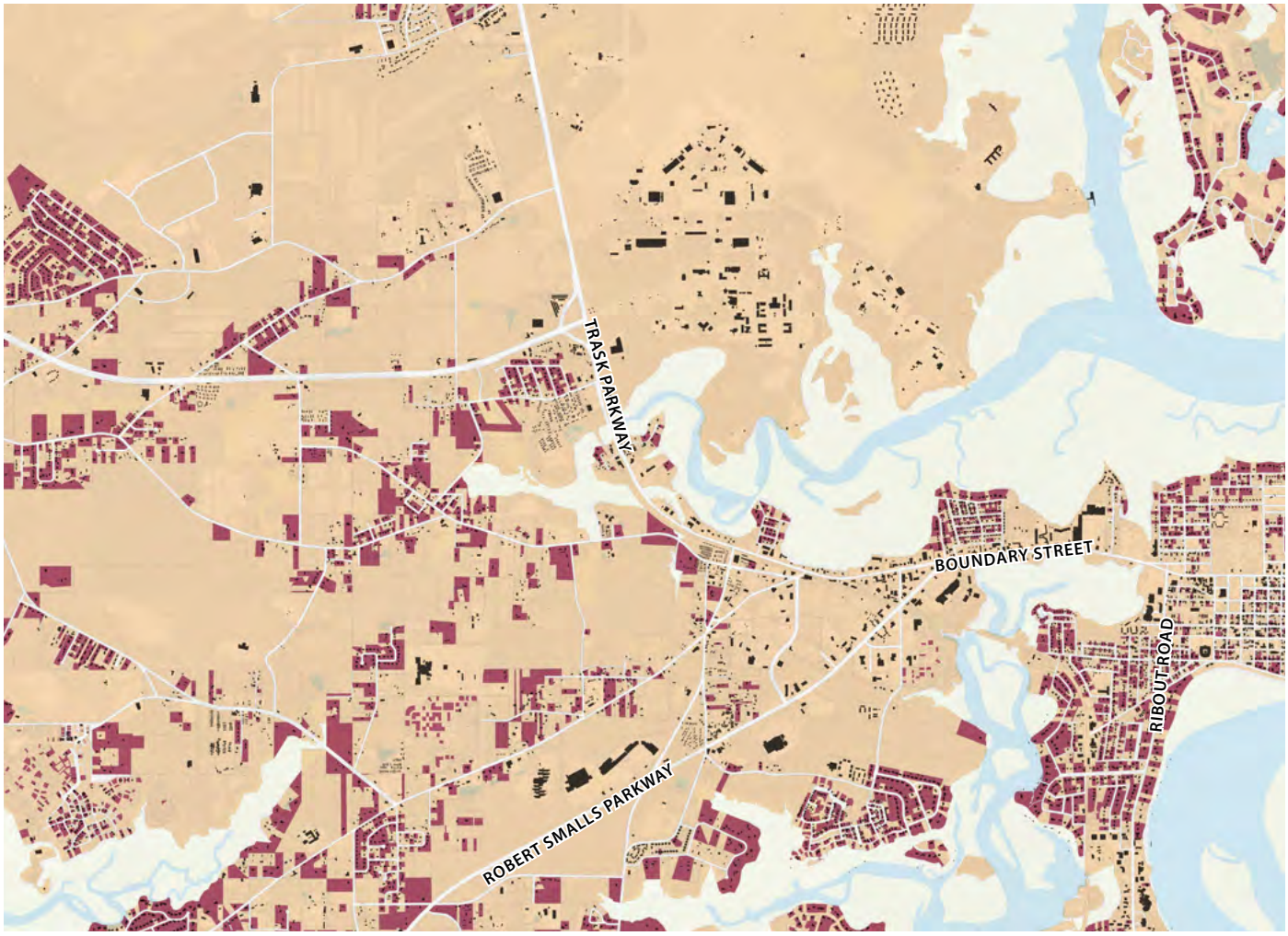
▲ BUILDING FOOTPRINTS SECTOR 4



▲ BUILDING FOOTPRINTS SECTOR 5

▲ 4% AND 6% TAX RATES SECTORS 1-3

*As of March 2013

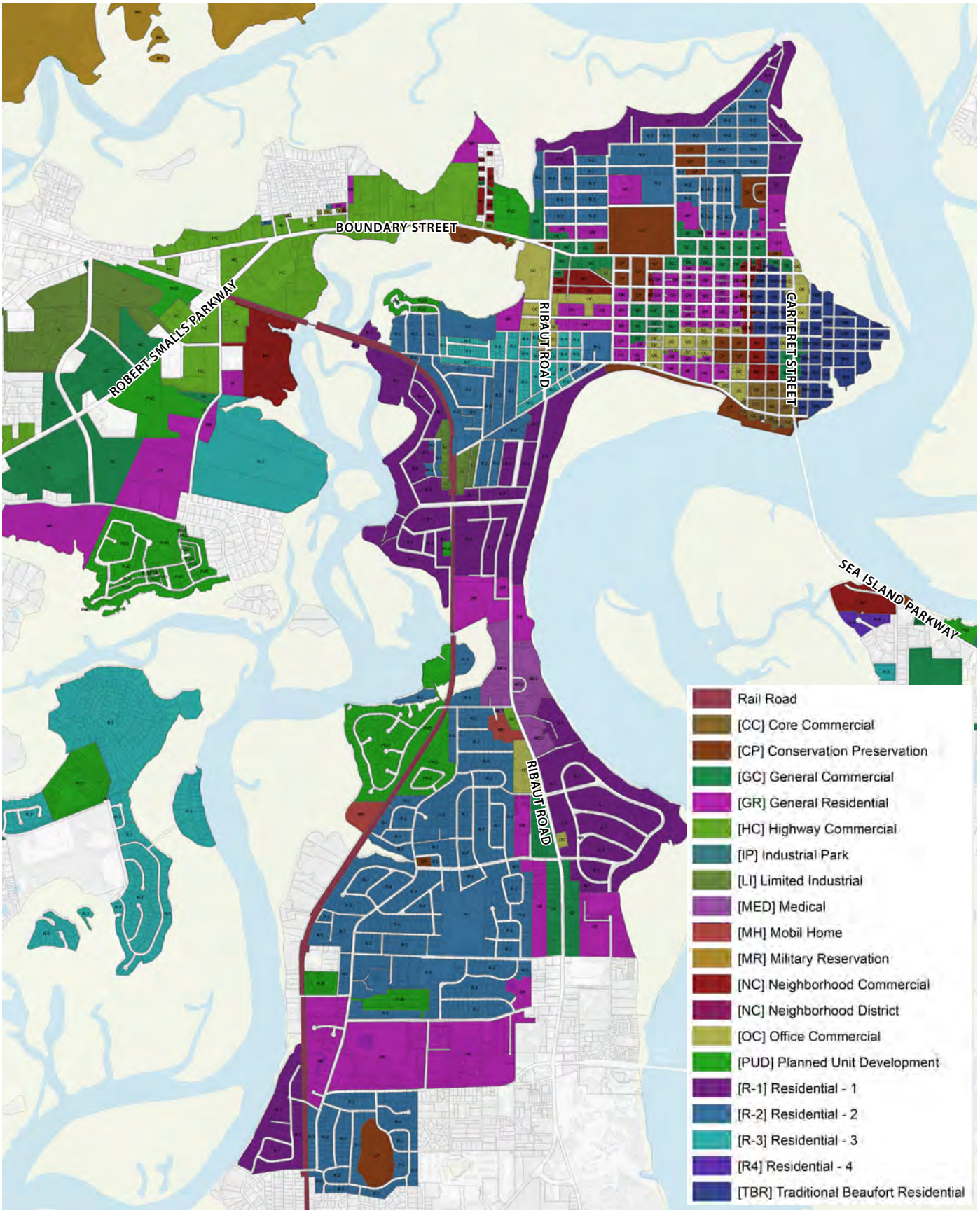


▲ 4% AND 6% TAX RATES SECTOR 4

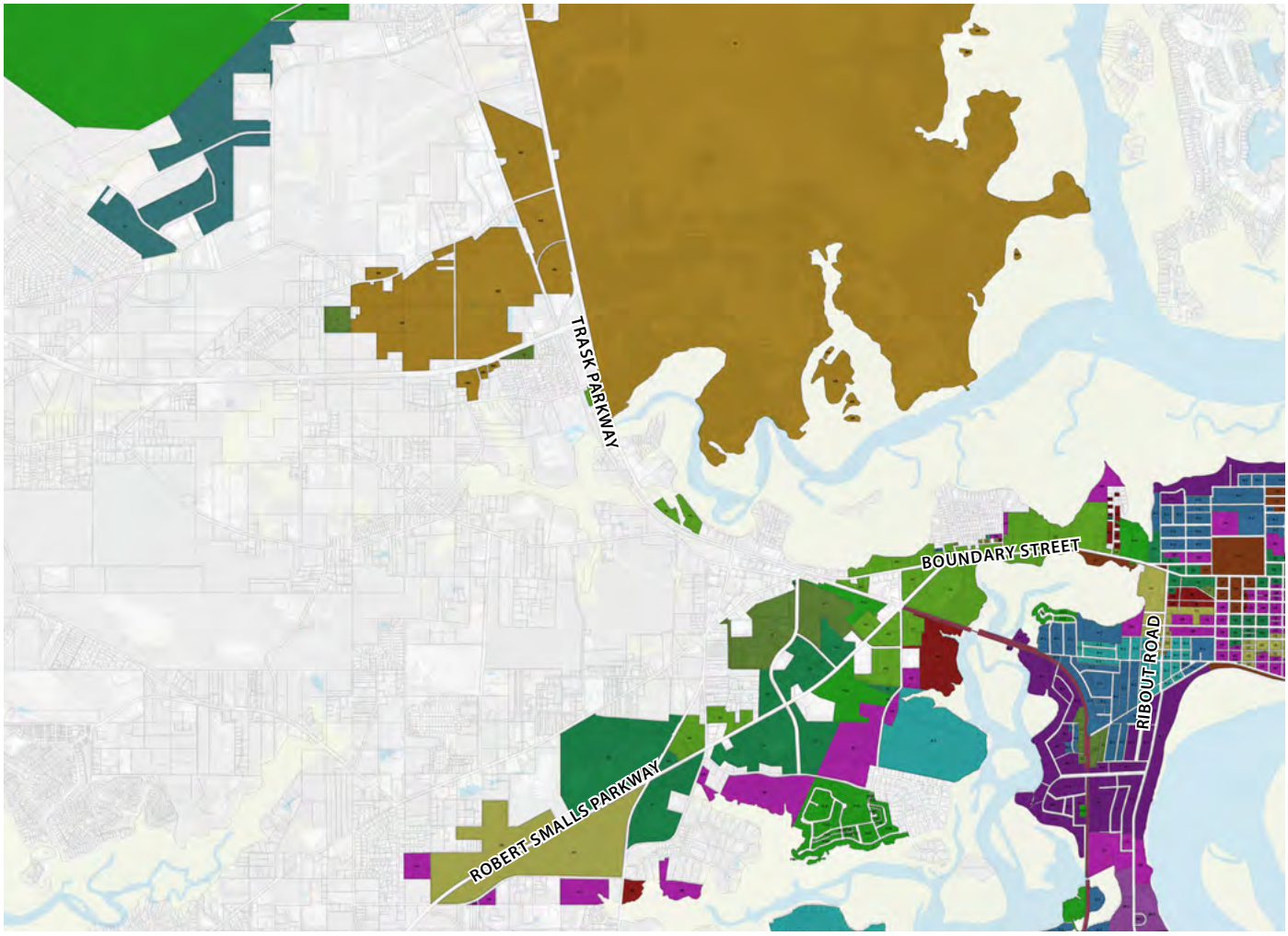
*As of March 2013

▲ 4% AND 6% TAX RATES SECTOR 5

*As of March 2013



▲ EXISTING ZONING SECTORS 1-3



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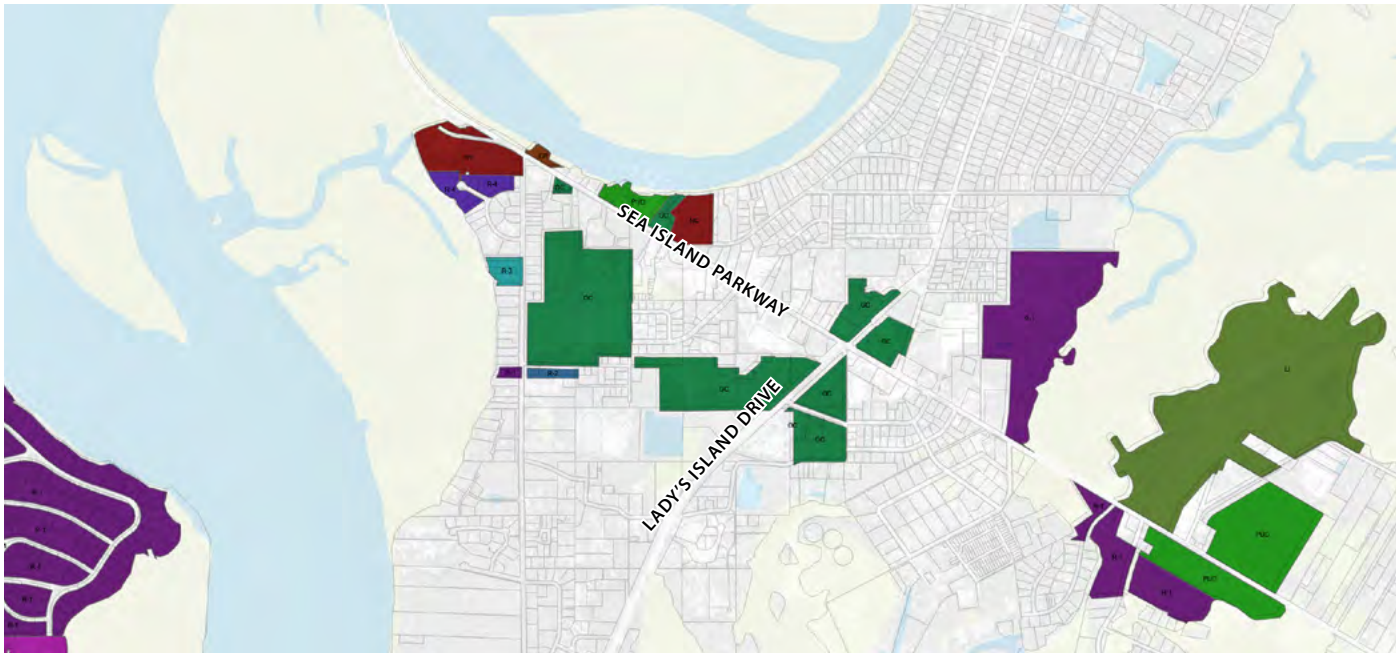

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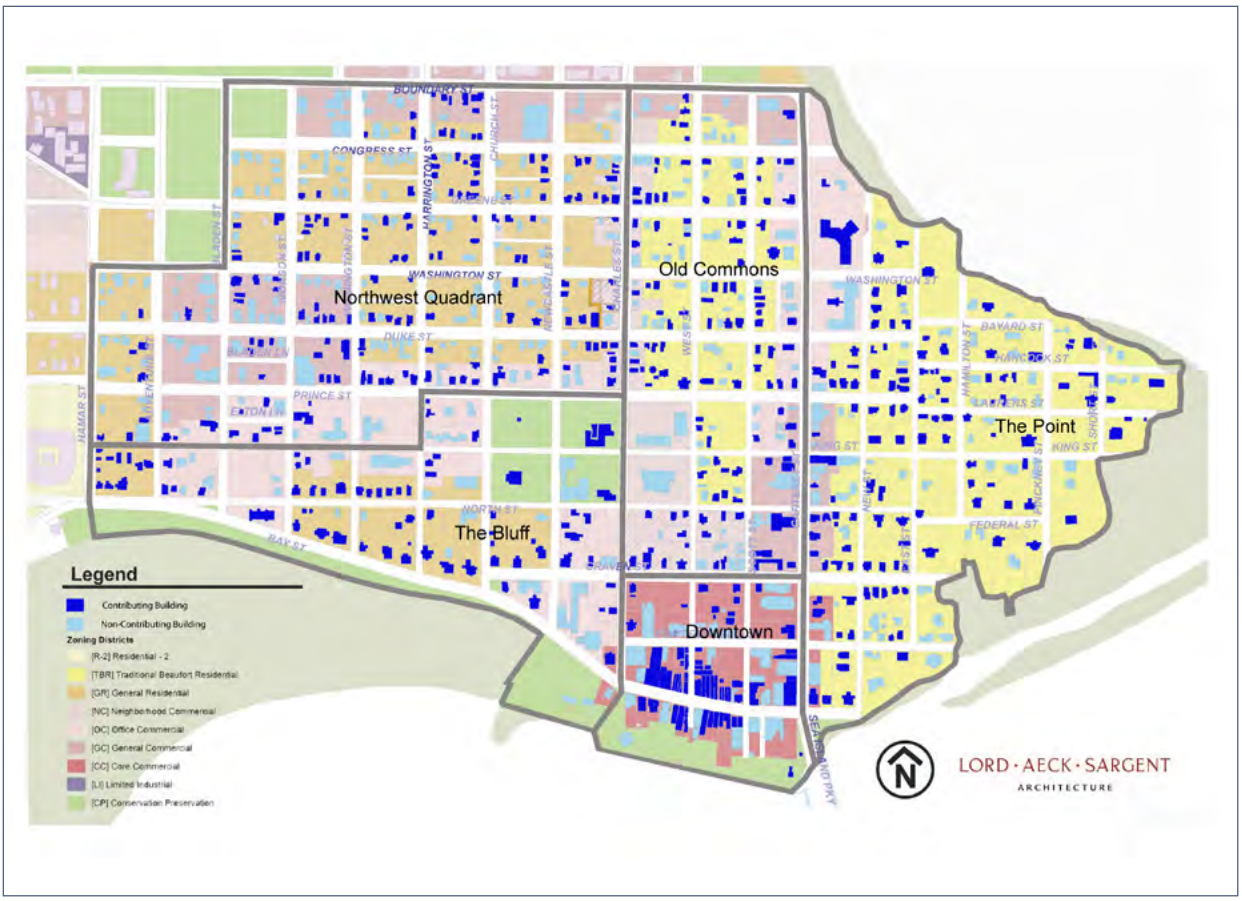
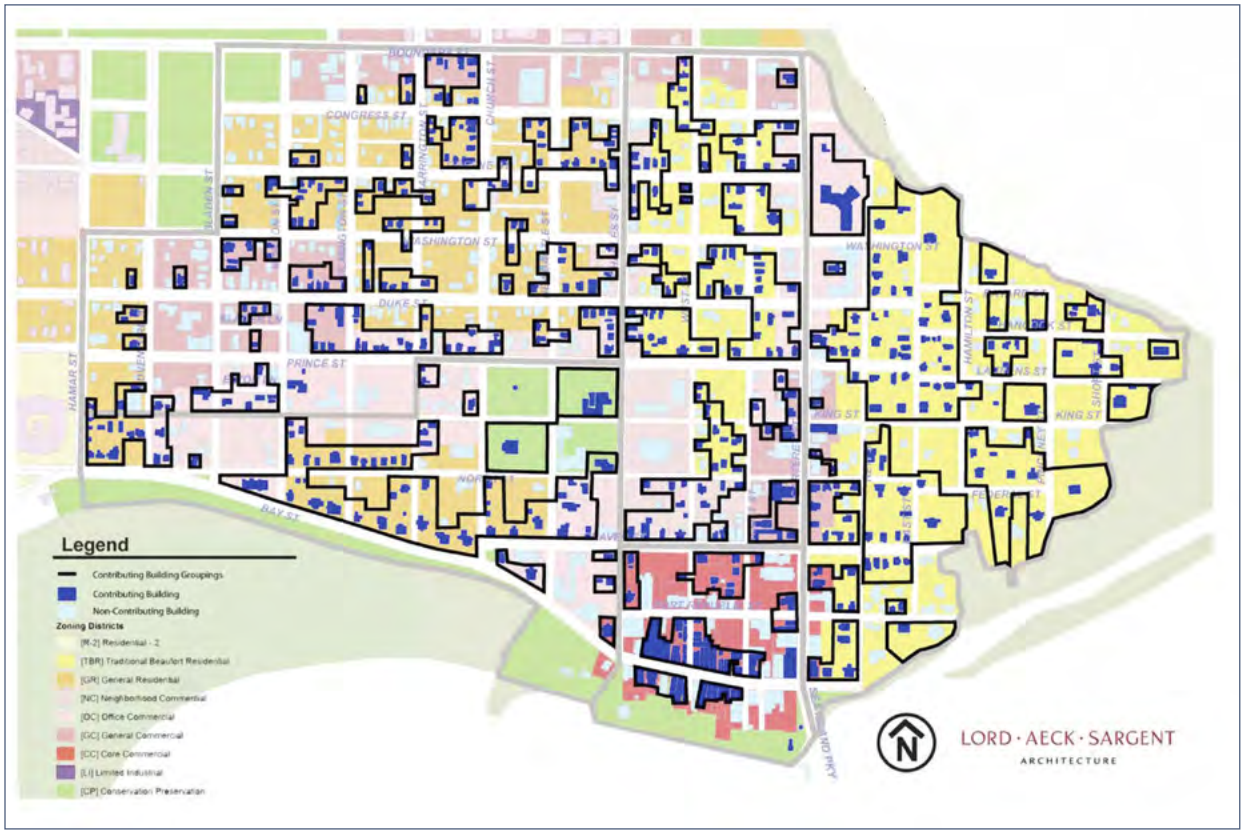


▲ NATIONAL HISTORIC LANDMARK DISTRICT - CONTRIBUTING BUILDINGS (2008)



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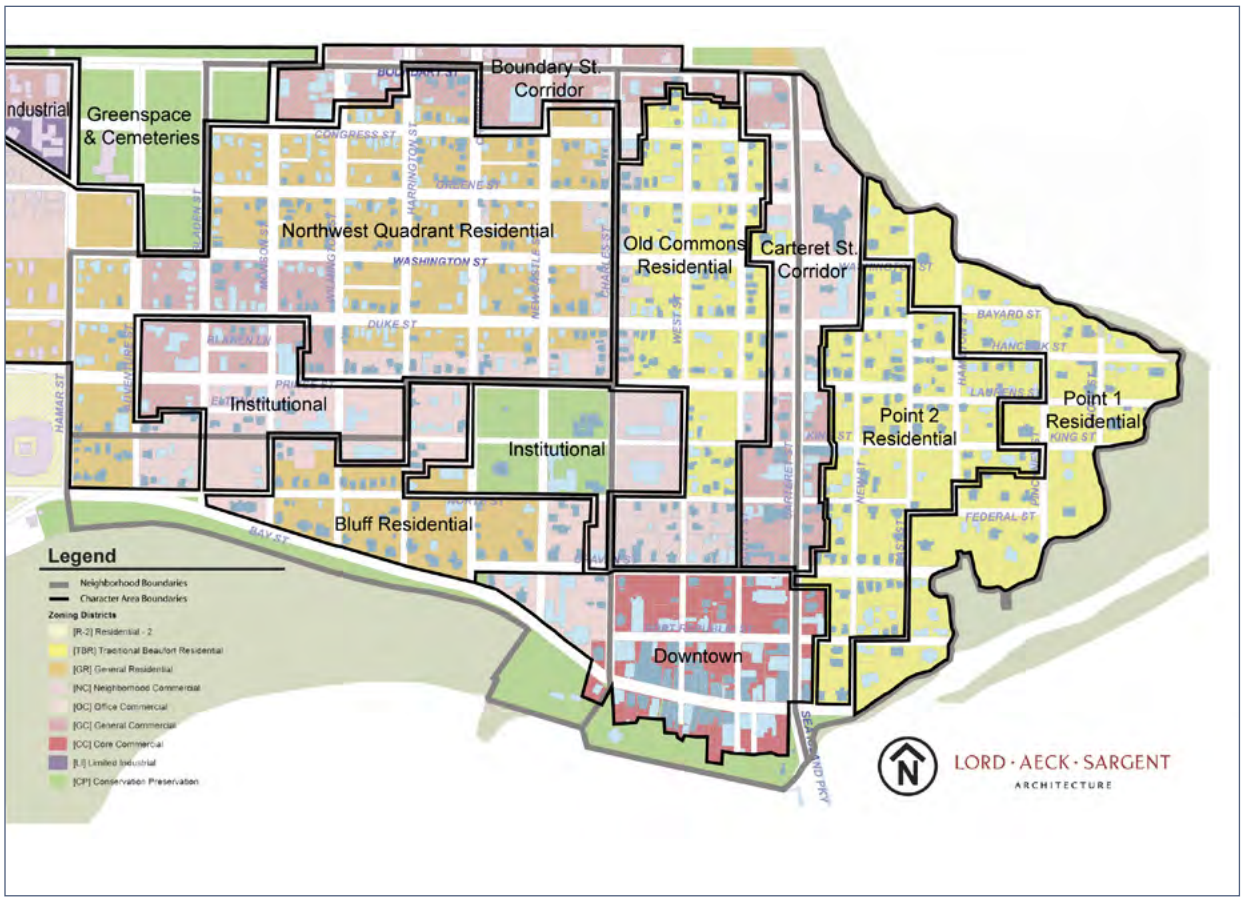
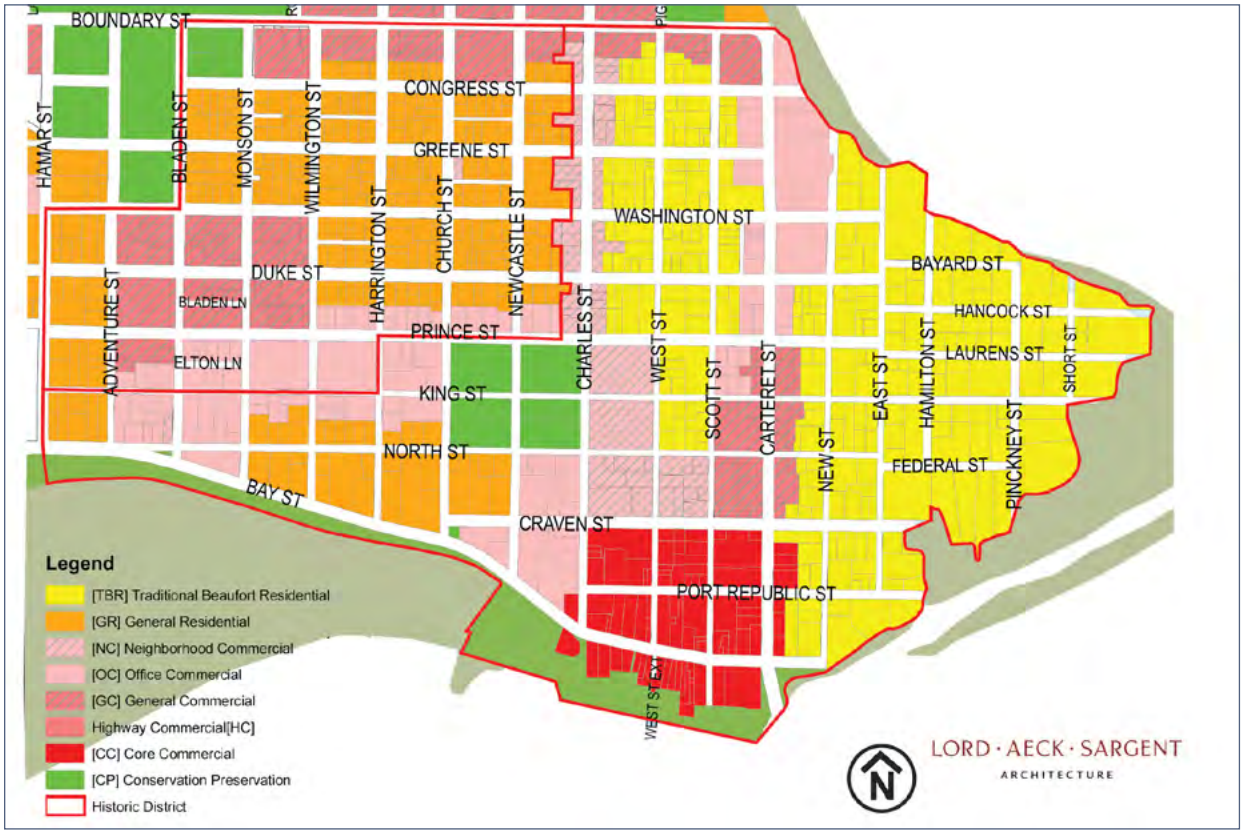
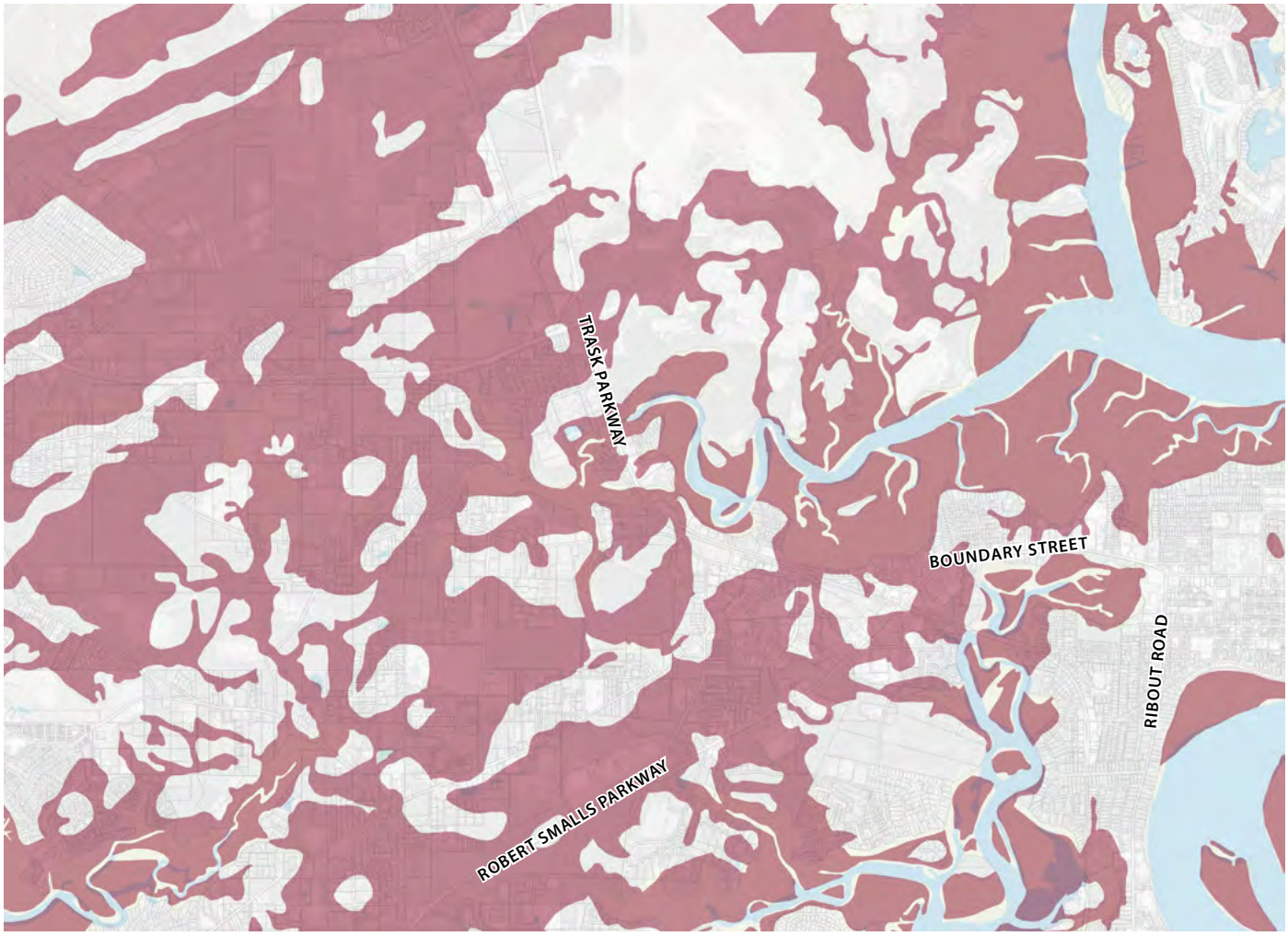


▲ NATIONAL HISTORIC LANDMARK DISTRICT - CHARACTER AREAS (2008)

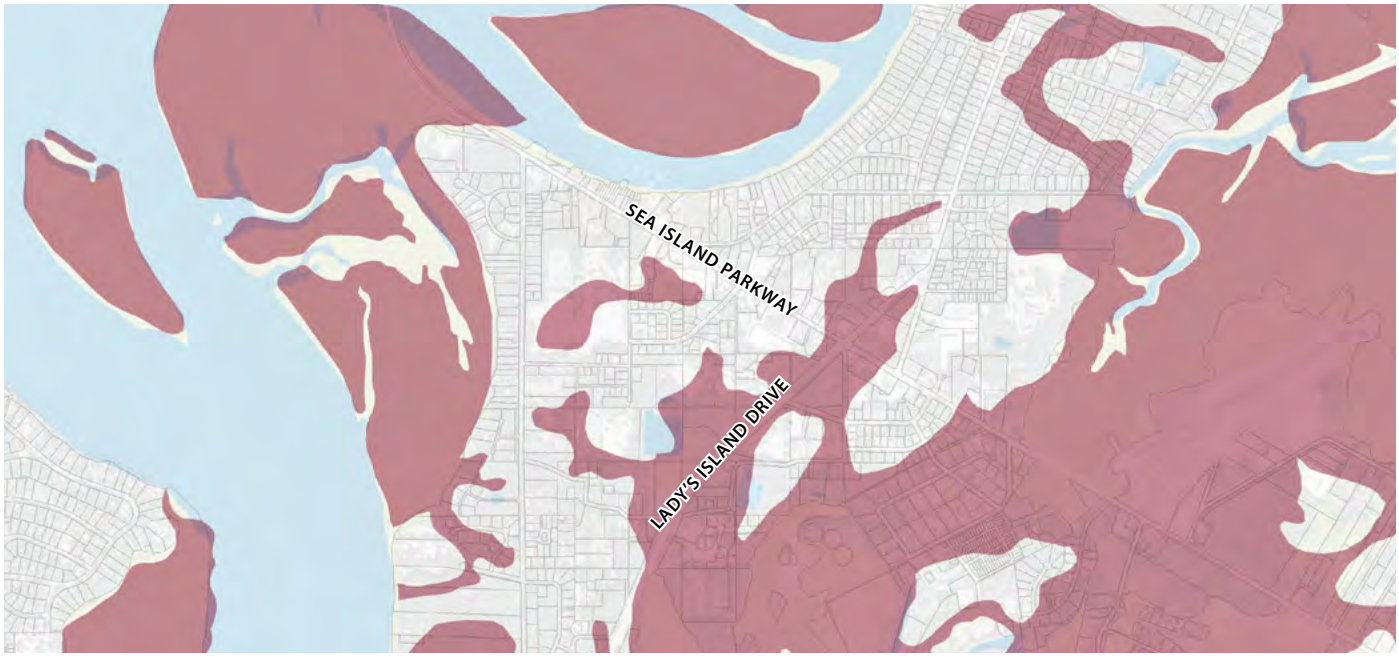


▲ NATIONAL HISTORIC LANDMARK DISTRICT - EXISTING ZONING (2008)

▲ SOIL CONDITIONS SECTOR 1-3



▲ SOIL CONDITIONS SECTOR 4



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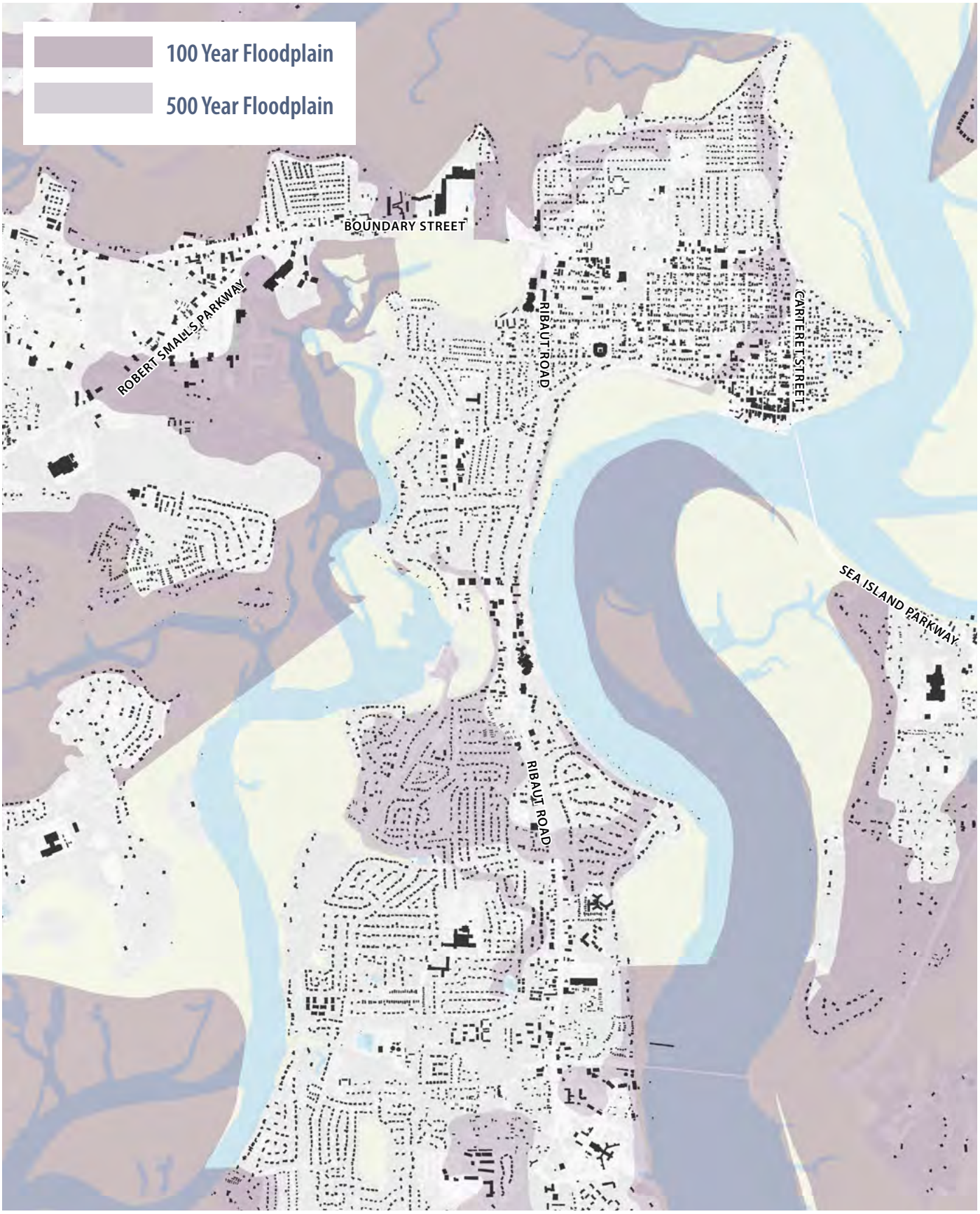
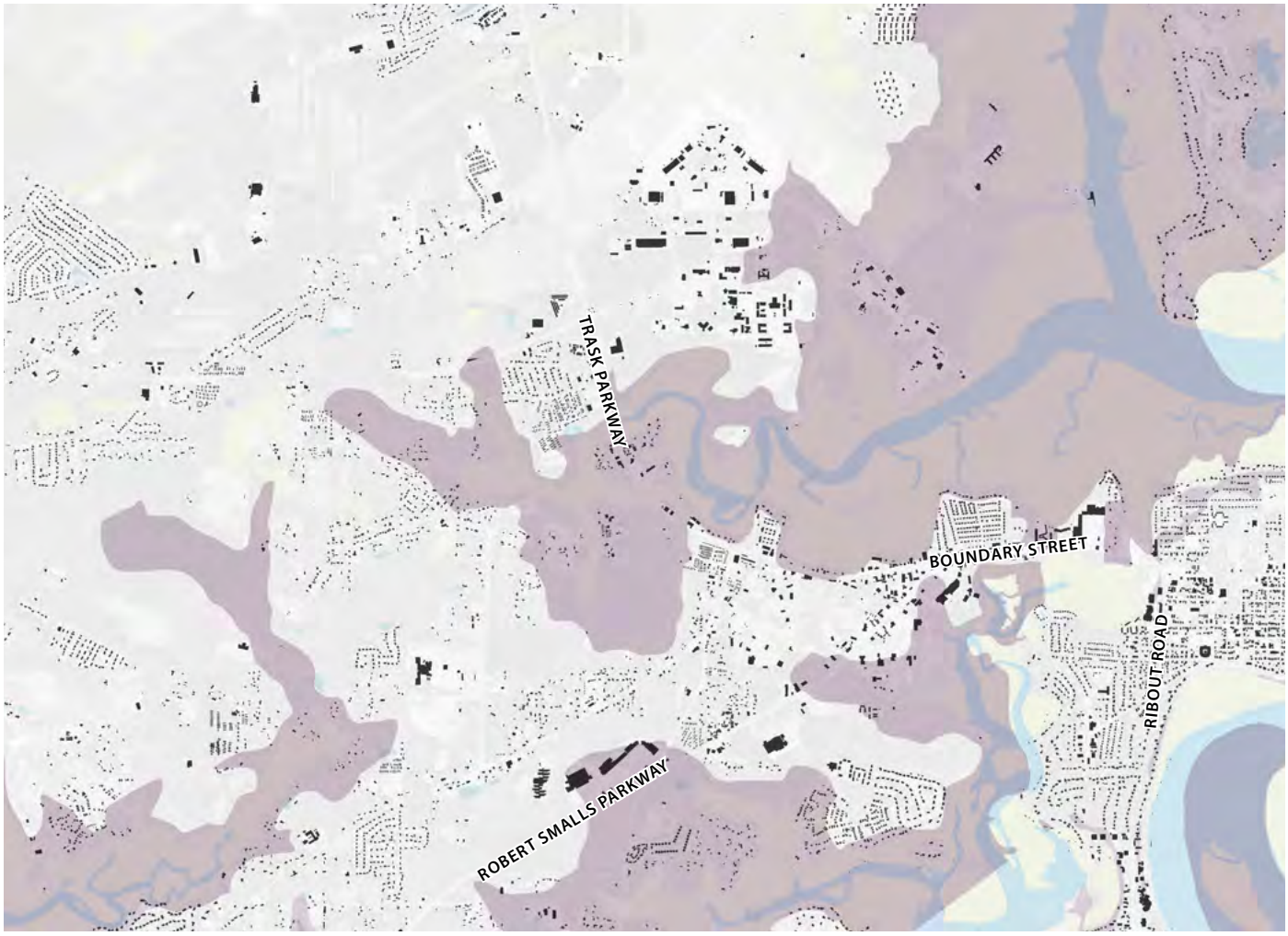
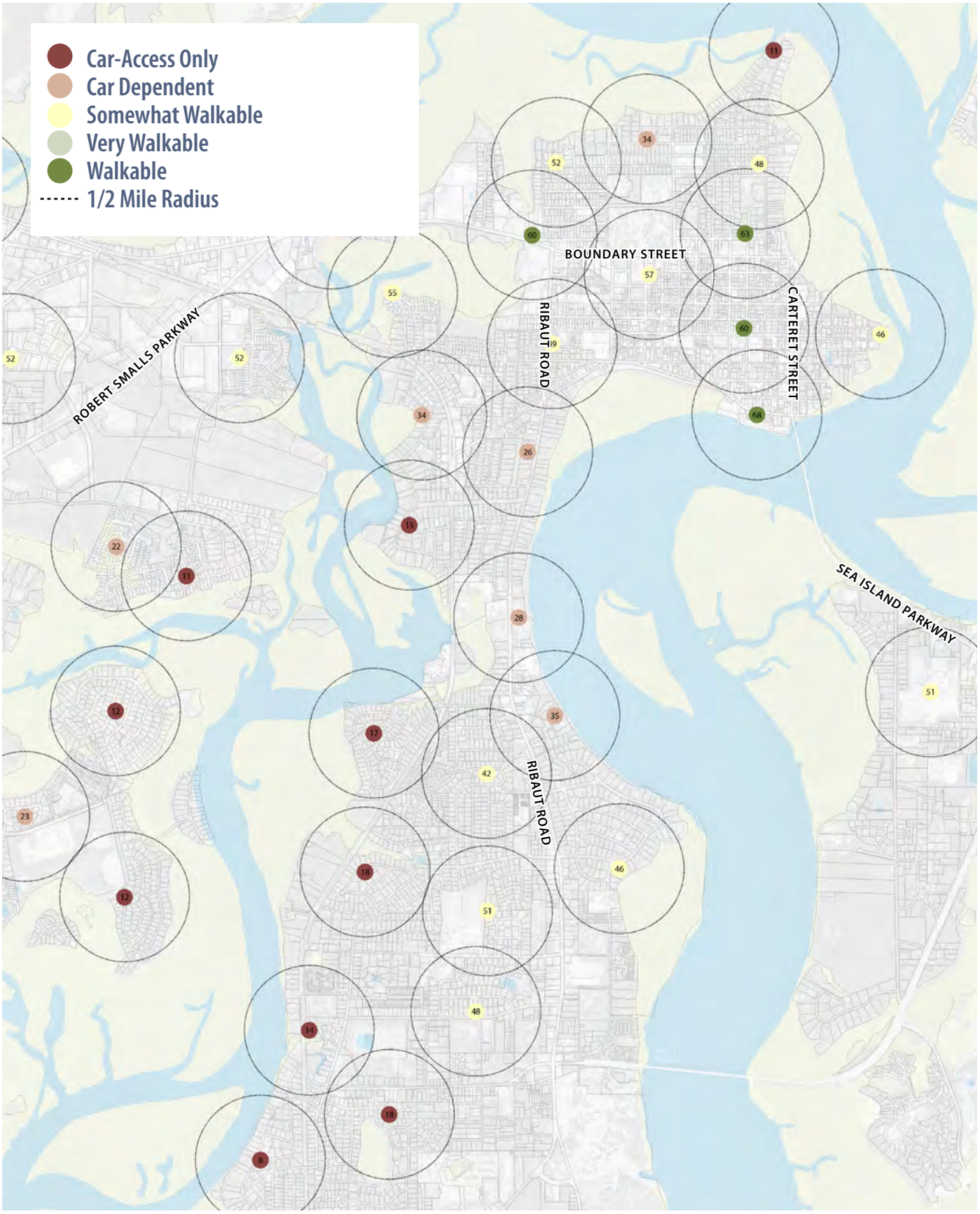


▲ **FLOODPLAIN SECTOR 1-3**



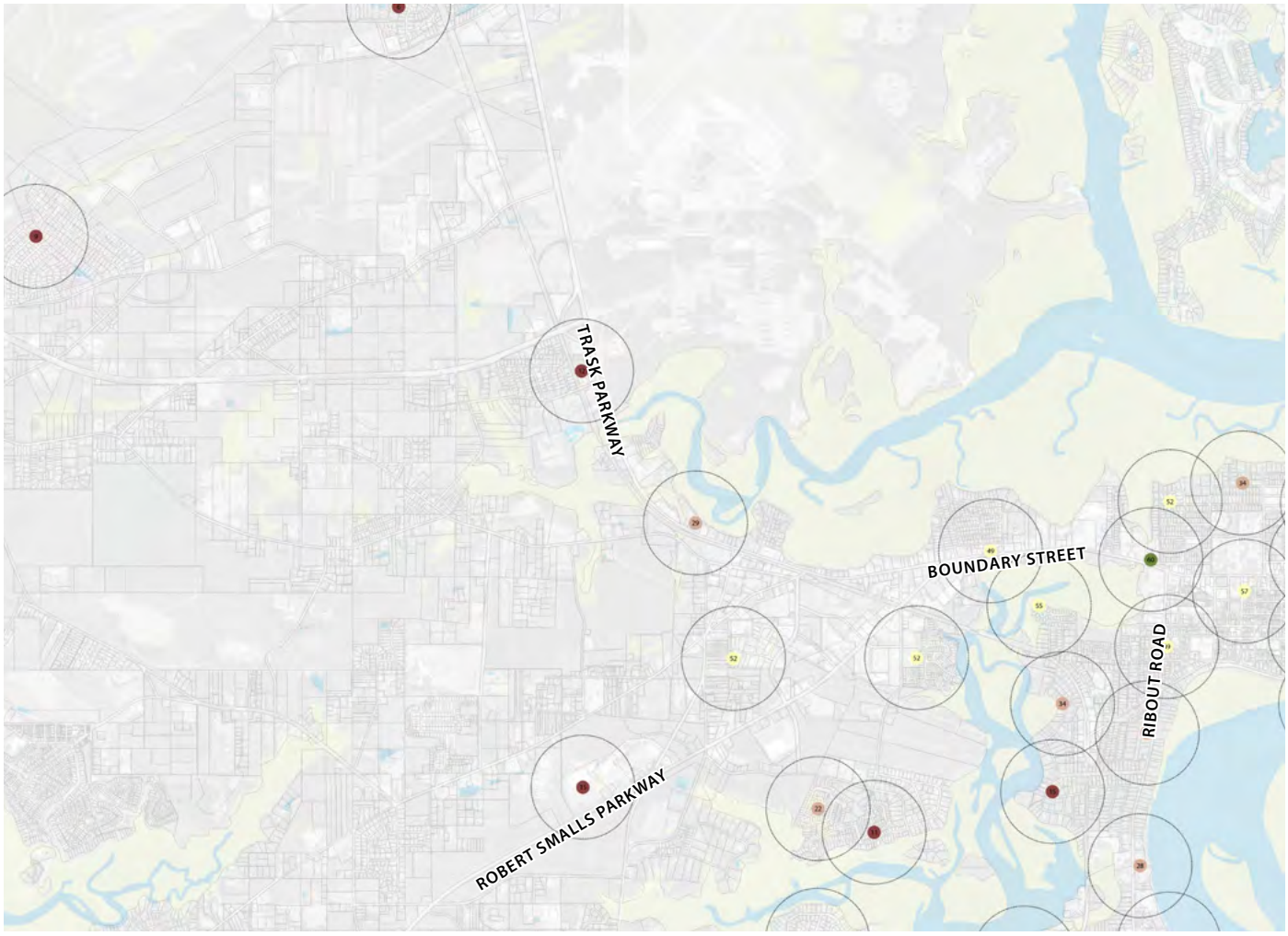
▲ FLOODPLAIN SECTOR 4

▲ FLOODPLAIN SECTOR 5



▲ EXISTING WALK SCORE SECTORS 1-3

*Based on data collected for the 2009 Comprehensive Plan



▲ EXISTING WALK SCORE SECTOR 4

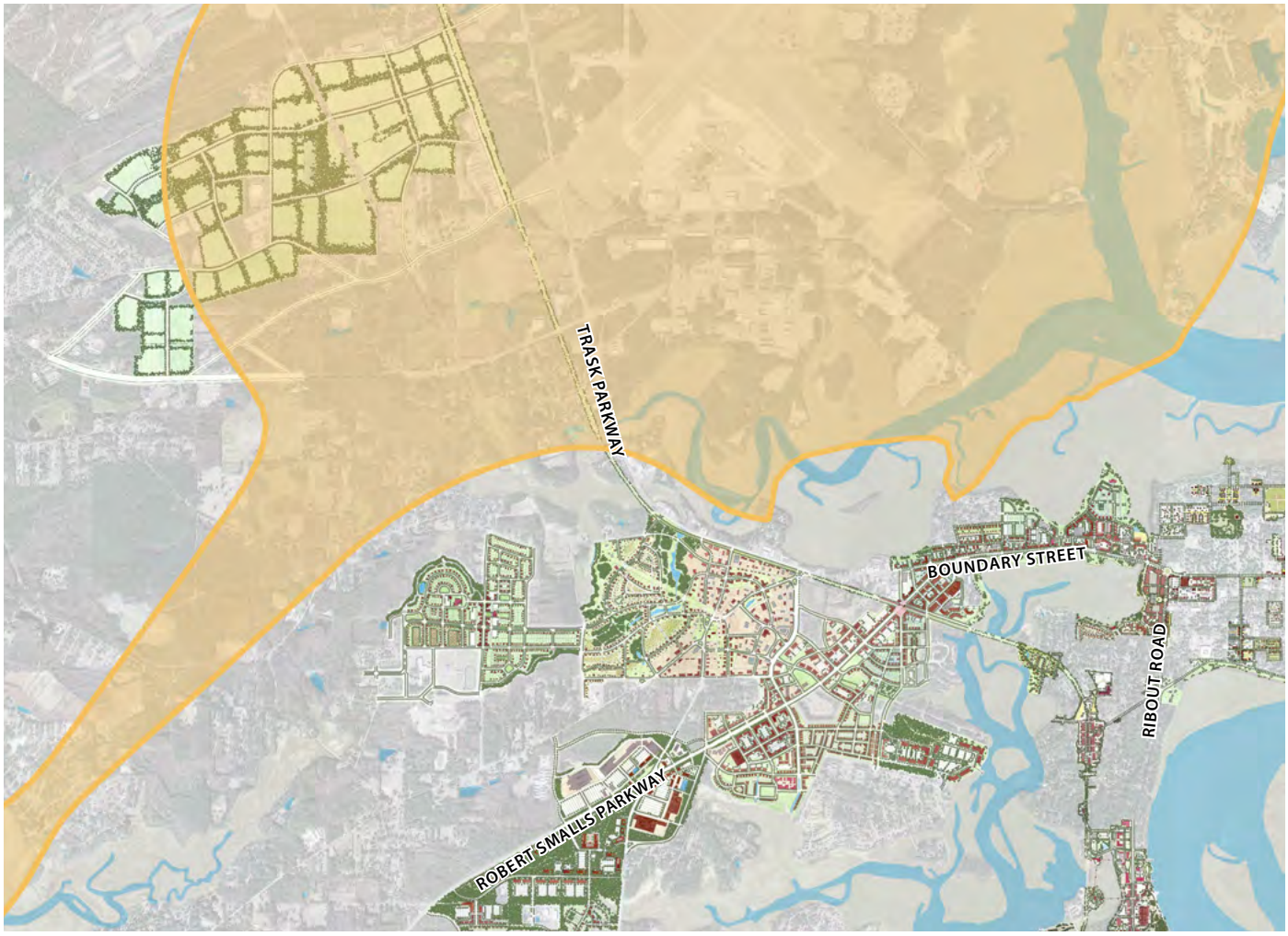
*Based on data collected for the 2009 Comprehensive Plan

▲ EXISTING WALK SCORE SECTOR 5

*Based on data collected for the 2009 Comprehensive Plan

▲ AICUZ* SECTOR 1-3

*Note: AICUZ-Air Installation Compatible Use Zone. The AICUZ boundary shown above is expected to change during the 2013 calendar year. See Section 7.7 for more information about the AICUZ and its role in this plan.



▲ AICUZ* SECTOR 4

▲ AICUZ* SECTOR 5

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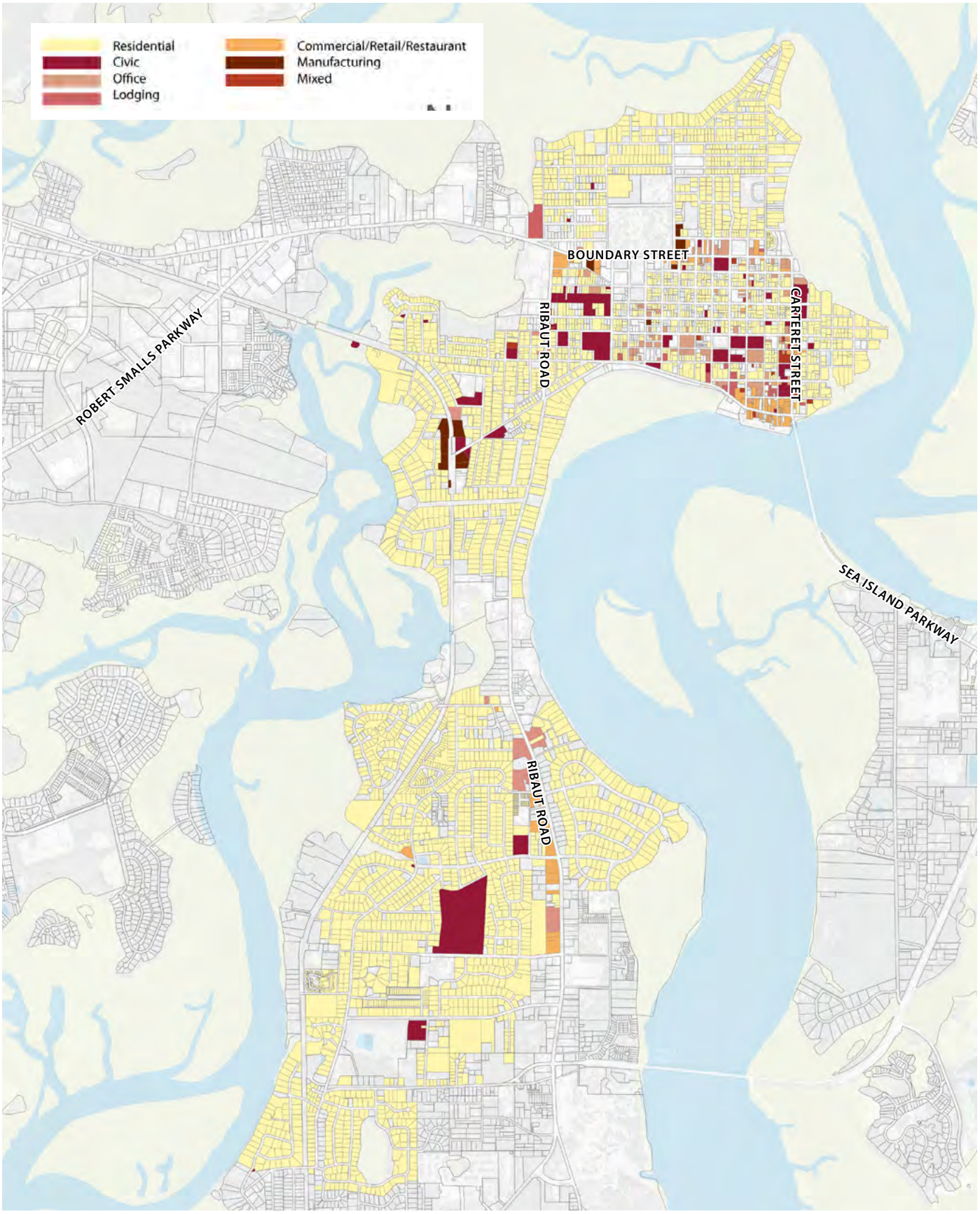
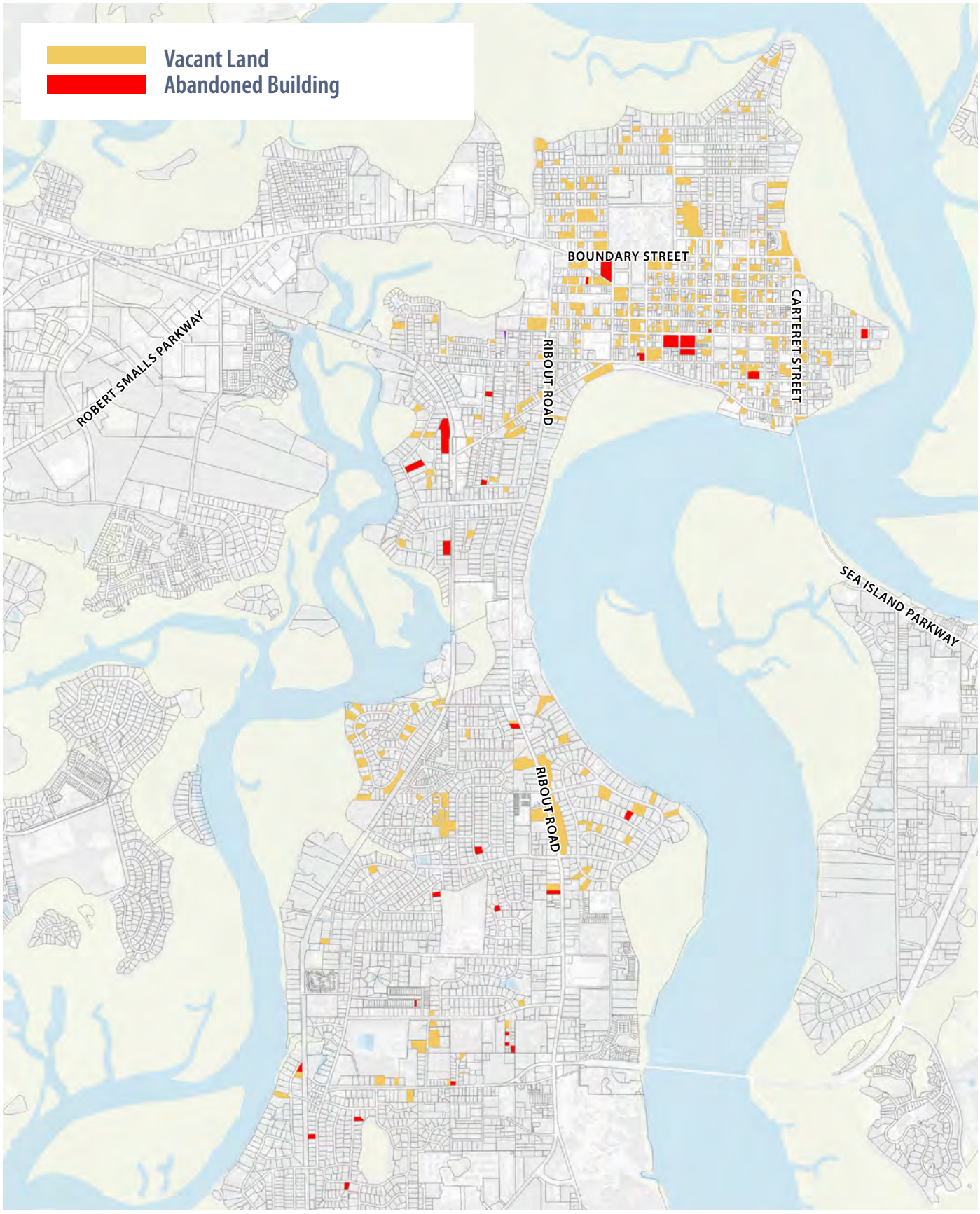
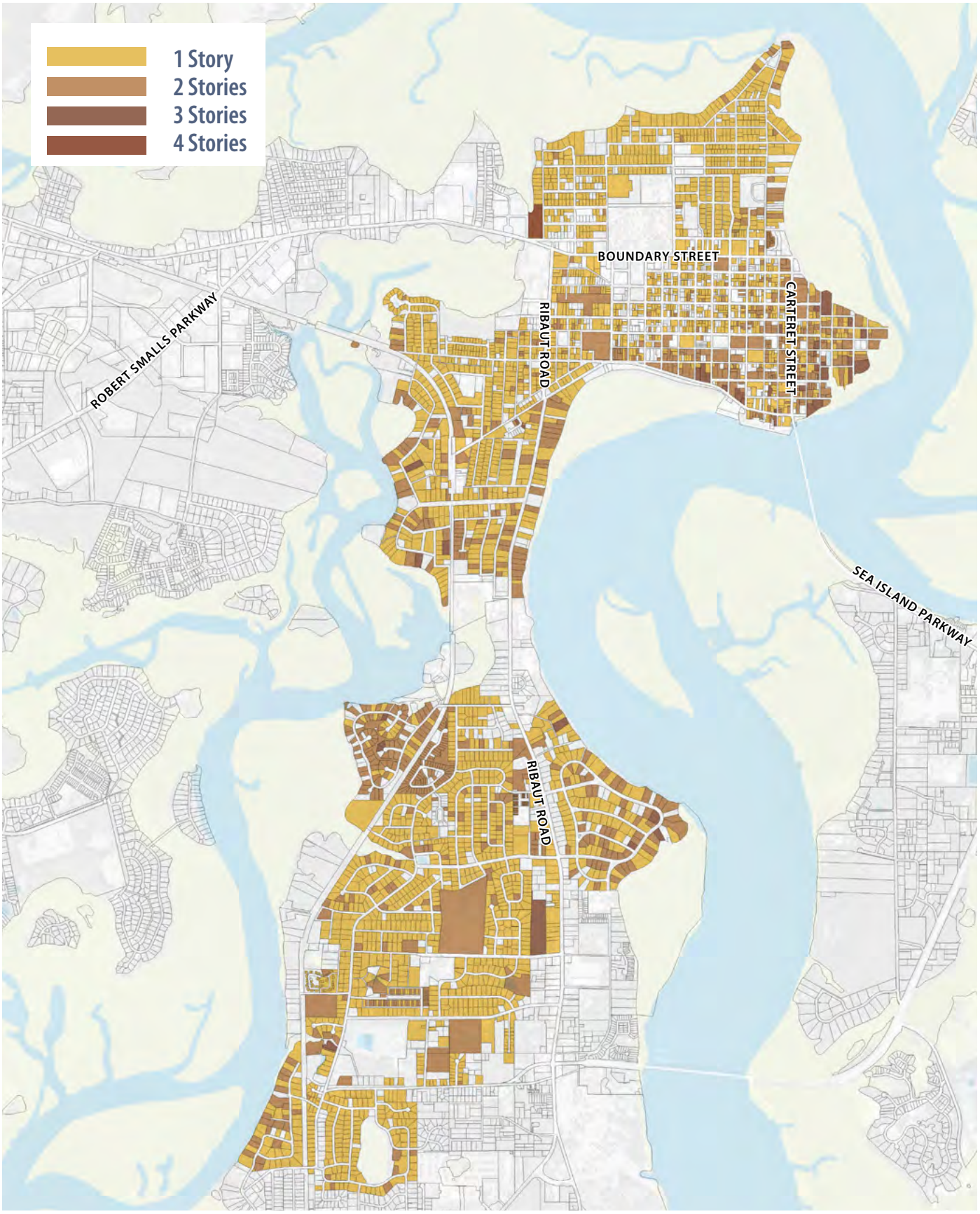


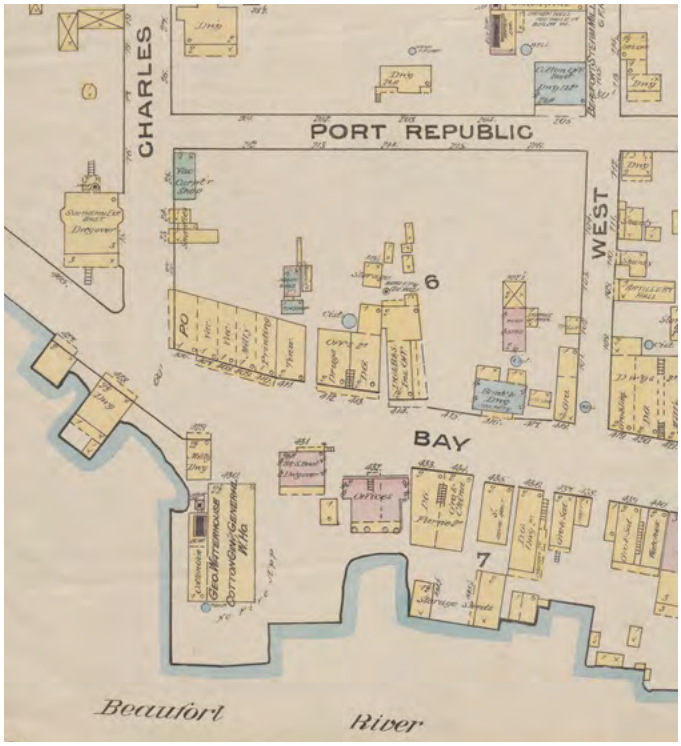
▲ EXISTING BUILDING USE SECTORS 1-3 AS OF 2011



▲ EXISTING VACANT LAND AND ABANDONED BUILDINGS SECTORS 1-3 AS OF 2011



▲ EXISTING BUILDING HEIGHTS SECTORS 1-3 AS OF 2011



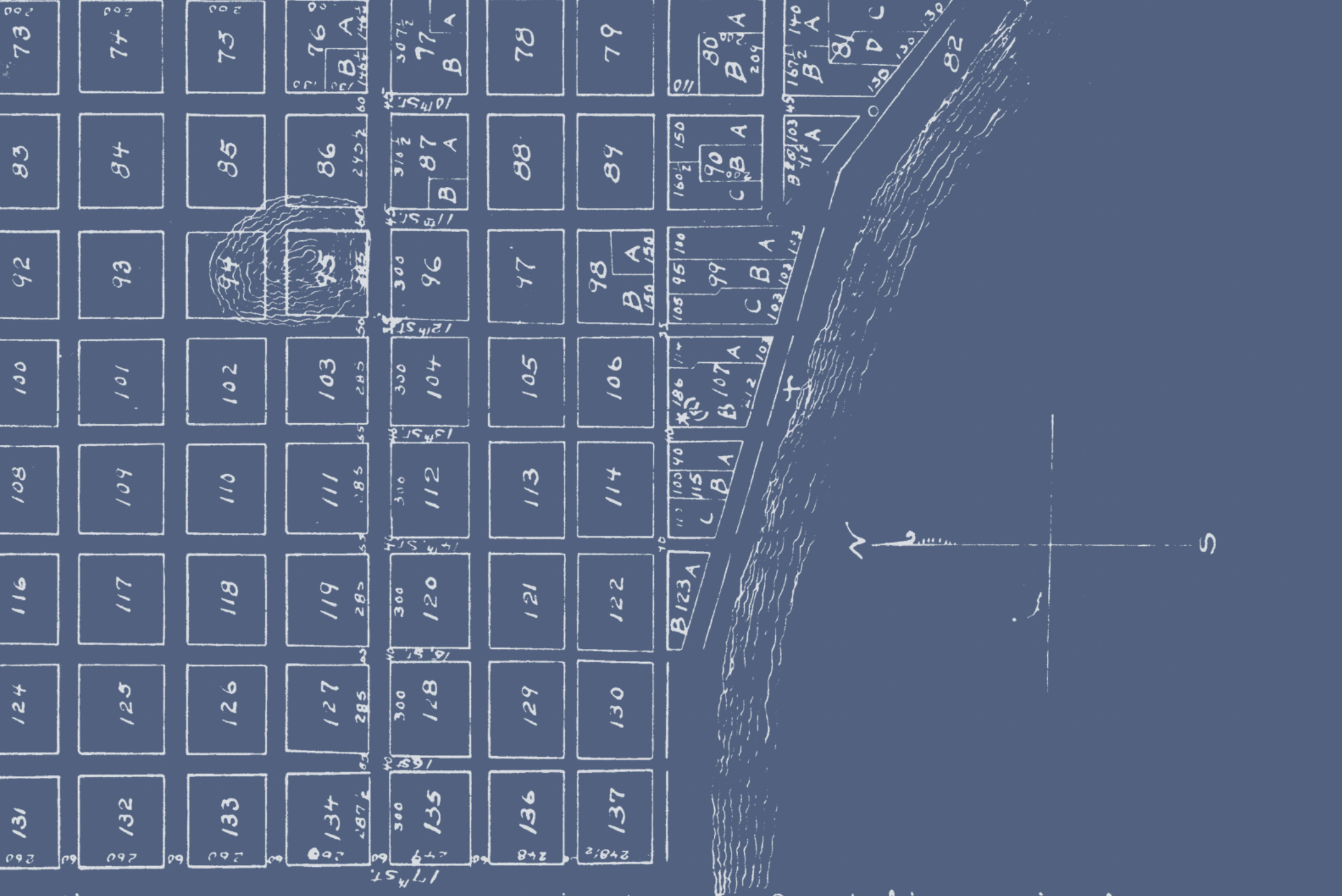
▲ 1884 SANBORN MAP OF MARINA AREA

▲ 1899 SANBORN MAP OF MARINA AREA

▲ 1924 SANBORN MAP OF BAY STREET FROM MARINA PARKING AREA TO CARTERET

▲ **HISTORIC DISTRICT STREETSCAPE EXISTING CONDITIONS SURVEY (OCTOBER, 2013)**

CHARLES ST
WEST ST
SCOTT ST
DIAGONAL GRAVEL PARKING FOR RESTAURANT
PAVED HEAD IN PARKING
WASHINGTON ST
PARALLEL PARKING PAVED AFTER CURB
PAVED HEAD IN PARKING
GRAVEL
BAYARD ST
GRAVEL
GRAVEL PARKING AT STREET EDGE
PARALLEL PARKING IN DIRT
PARALLEL PARKING
PARALLEL PARKING IN GRASS
DIAGONAL PARKING IN GRAVEL/DIRT
GRAVEL
GRAVEL, GRASS & DIRT YIELD PARKING
HANCOCK ST
GRAVEL
PAVED PARKING TO CURB/SW
GRAVEL
GRAVEL
PARALLEL YIELD
KING ST
HEAD IN PAVED
GRAVEL
SEMIFORMAL PARALLEL PARKING PAVED TO CURB
PAVED PARKING TO CURB/SW
SEMI-FORMAL YIELD PARKING
GRAVEL PARKING
GENERAL ST
HEAD IN PAVED PARKING
GRAVEL HEAD-IN AND PARKING AREA
HEAD IN PAVED
HEAD IN PAVED
YIELD PARKING PAVED TO CURB
PORT REPUBLIC ST
BAY ST



y certify, that the basis of this map or plat of the town of Beaufort in the Parish of St. Helena,
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t of South Carolina Nov. 3rd 1862, as appears from the record of the same
Record Book "A" of the Direct Tax Commissioners aforesaid, and said map or
de conformable to the said basis in its metes bounds, extensions and all matters

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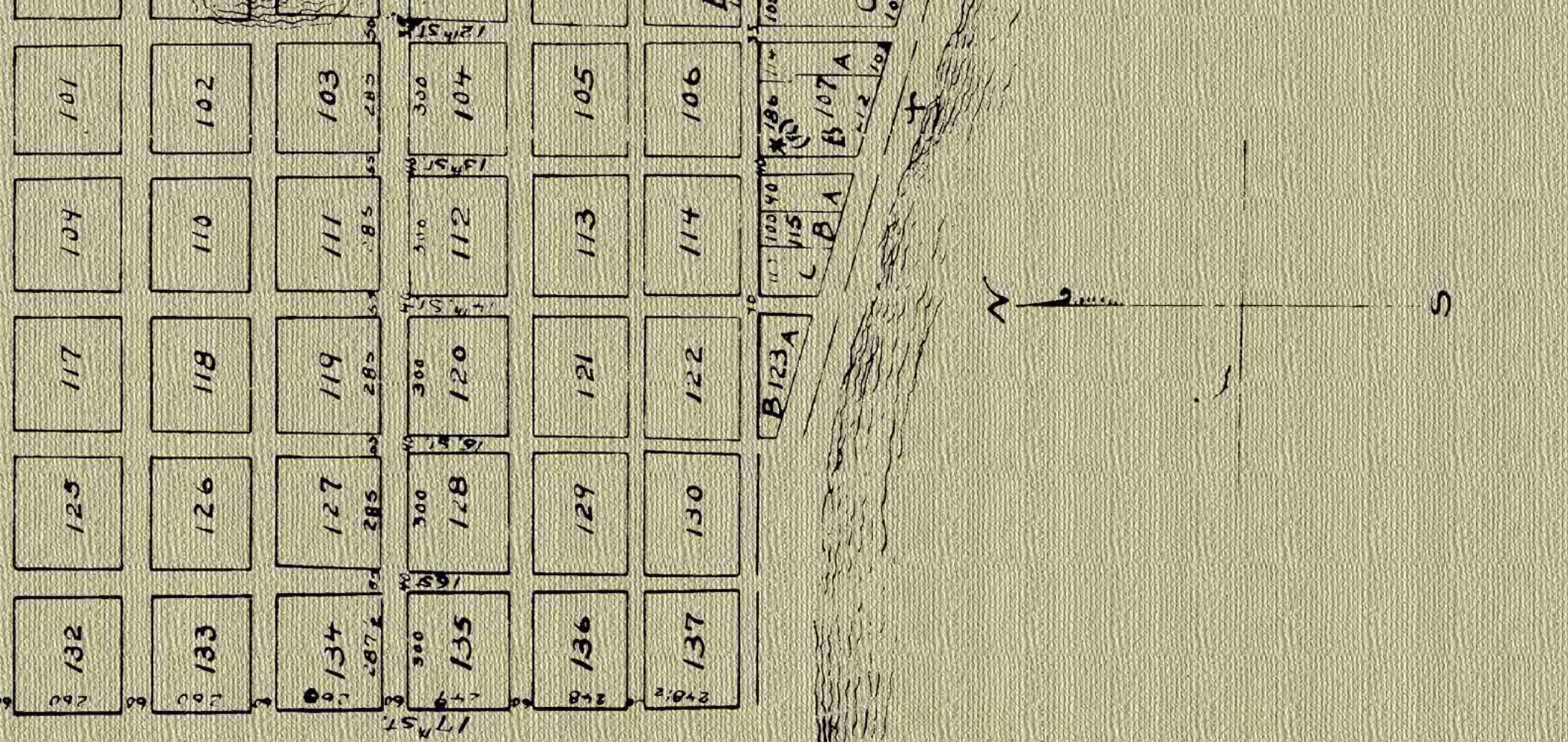

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