

Lady's Island Plan

Written Comments on the Surveys from the February 21, 2018 Public Meeting

Guiding Principle 1

- Current development has already diluted what was once unique infrastructure
- Recognizing that the area surrounding _____ Street and _____ Street is in need of reconfiguration. Should _____ a green light for a “bypass” using _____ Street to alleviate traffic congestion.
- Annexing has caused Lady's Island to lose its identity as a community. Is the village center the intersection of Something Point and Lady's Island Drive? Beaufort has Bay Street, Port Royal has Paris Avenue, Lady's Island has???
- Protect the marshes. Consider DHEC's _____ buffer instead of 50. Less population density.
- White Hall may be the only project that may provide this “village center” concept. Hard to do elsewhere _____ in-place development
- Agree with the exception of urbanizing village. Please don't put your “urban nodes” in our suburban, quiet community
- Traffic must be accounted for
- Village centers (plural?)? How many centers must Lady's Island accommodate> One centered on Sea Island Parkway and Sam's Point is enough. Residential neighborhoods as in Oyster Bluff, are out of character and should not be allowed or Lady's Island will be another Bluffton.
- Sprawl is a risk that should be avoided
- Coordination between planning, schools, etc. Housing closer to schools to give the opportunity to unite.
- Free Lady's Island – keep tax dollars here. Solve third bridge
- Already established
- Rather than retention, I believe it should be enhanced and expanded; there is room for improvement. I agree that balance is important.
- What makes LI unique is it is AN ISLAND surrounded by marshes and wetlands – where is protecting the environment in these principles. Managing run off, reducing impervious surfaces should be number 1!
- Urbanizing village centers needs to be supplemental with decentralized commercial areas in areas of population concentration
- Don't make it something that is unrealistic
- Oyster Cove ruins the feel of Lady's Island
- Minimum lot size
- How do you measure balance 3 given traffic congestion, there is already too much commercial and residential development.
- We can't all live in the same place.

Guiding Principle 2

- Development will have to be limited or we will be overwhelmed
 - Keep in mind the density developers desire is not ideal to keep the “character” of Lady’s Island intact.
 - The use of land/space needs a long term view rather than letting it fill up with whatever the next developer with money wants to do – i.e. Walmart, housing – i.e. Oyster Cove
 - What is inspired development?
 - May be hard to achieve NOW given previous “uncontrolled” growth and development
 - Traffic must be accounted for
 - Consideration for low income development
 - Buzzwords. Inspiring to whom? “Functional patterns of development” means nothing to me. Must be explained.
 - No to apartments, yes to better food, yes to bike paths, complete the bridge to bridge running and biking trail
 - Only roads and shopping
 - Inspired is subjective and setting a bar on quality can infringe upon property rights, the market will drive this.
 - There has been a reoccurring theme of building businesses close to the road and making it more pedestrian friendly – I don’t agree. LI and Sam’s Point are vehicle corridors, not pedestrian.
 - As long as there are functional off the road wide bike/pedestrian paths
 - New residents bring a dynamic of their own.
 - Oyster Bluff does not represent this – Bulldozing the area and adding more gas stations doesn’t give me much confidence that county is prepared to put this in action.
- Approved PUDs are an ongoing problem.

Guiding Principle 3

- Major roadways should be the ____ of traffic
- Very important – traffic flow is getting worse as more people live here. Zoning has not left space to add needed turning lanes at the intersections. Other transportation – the airport is an important asset to the area that does not seem to get recognition. It provides transportation services by UPS, FedEx, golfing, sightseeing and many more benefits. Add a term to northern Lady’s Island to our stature if no money in the budget?
- Lady’s Island is a quagmire. Fix road system – have to live with it.
- Strongly agree but given realities of terrain available for additional road – this may also be hard to achieve. Routes around SC802/US21 intersection need – or other ly-passes – alternative routes.
- Don’t build roads such that they will support over building or too much density
- Does “road network” include possible new bridges on/off the Lady’s Island/St. Helena Island (eg. A bridge from MCAS area to brickyard or Warsaw Island)
- New bridges at Brickyard to Hwy 21/hurricane evacuation. New bridge from Cat to St. Helena
- Decrease speed limit ass more traffic lights

- Lady's' island Drive is not safe and family friendly for bicycling. Hopefully this is not the visual of density meant for the network.
- Don't care for island corridor group, just be smart
- Bridge in, shopping, meter to woods trail
- I agree but not familiar with corridor study recommendation
- After the environment, reasonable traffic management should be number 2. If we trash the environment and we can't move around and get on/off the island, LI will be unlivable.
- I do not agree with some of the recommendations, including the street designs and too much focus on the corridors on pedestrian better than vehicular usage. There are not that many residential areas near the village center, and no one walks in 90 degree heat in the summer
- Greater use of traffic circles to keep traffic moving but at a slow pace – also eliminates ugly overhead lights and wires.
- I agree with better travel ways but I own my home on Millee Drive and it would affect my front yard with all the traffic. It's already a busy street and it would make it worse.
- As long as it avoids busy streets through "family neighborhoods"
- Encourage speed calming measures. Suggest use of traffic circles.
- For access to service, recreation and healthcare emergencies
- More concrete is not the answer
- Let both lanes from Sam's Point cross the intersection. It's a problem to have the right land as a right turn only lane. Or just as a right turn land at the Walgreens corner.
- Vital!
- Drivers already use the roads shown in the study, improvements will make only a small change.
- Density is key.
- Connecting options is important; I strongly disagree with widening roads. That is proven to not work in the long run. Sam's Point Road has become raceway and is ugly.

Guiding Principle 4

- Swamp Rabbit Trail in Greenville - restaurants, shops, bike rental
- Bike – Especially need on Sam's Point (north on SC 802) and also on Middle Road. Pedestrian – Again given demographics, it may be pipe dream right now.
- A network of pedestrian and bike friendly but not every street has to have on both sides. Also incorporate more pervious materials for trails.
- There is no Downtown area. No need for sidewalks and bike path when you have to drive everywhere.
- Too late now, too many car, trucks and traffic
- These bicycle friendly streets should be family friendly trails
- Yes but no massive tax increases to pay for it. Third bridge is more important
- Would be great to have water connectivity and waterway entry points
- This is sorely needed

- Given the demographics of Lady's Island walkability may be theoretically desirable but not feasible as practical matter
- Particularly across Meridian Road
- This is almost the most important issue effecting quality of life in semi-urban to urban locations
- Take a real look at where and how people live now. They can't walk or ride bike to work or shopping. Consider real life and not theory.
- Beaufort needs clearly marked bike lanes. Sam's Pt Rd is so dangerous for pedestrians. I don't know how folks can even check their mail!
- Important for safety – traffic congestion is key to many accidents. Busier roadways also make it difficult to navigate around pedestrians.
- Multi use trails are a poor option over dedicated bike and pedestrian lanes.
- Currently not at all pedestrian friendly.
- Multi-modal neo classical is not a silver bullet.
- These need to be a priority.

Guiding Principle 5

- ?
- Don't need more expensive stores. Don't need another grocery store at Sam's Pint/Sea Island intersection (old Publix location). Walkability can be achieved only with smart traffic options (see principles 3&4)
- Include residential?
- Mixed use center/node probably okay on Sea Island. Parking west of Sam's Point. Please don't try to urbanize any other parts of the island!
- At what cost in land use?
- Sprawl can be encouraged by mix centers if not carefully handled
- Not currently pedestrian-friendly
- Downtown Beaufort is where we go to walk
- This should be fleshed out with thorough input from property owners in these areas, planning for this without buy-in is a waste.
- Hard to understand what getting at here
- This description is difficult to understand
- We need no more large/big box on grocery stores – no Harris Sector which will put food out of business.
- Great idea to accommodate aging in place and sense of neighborhood
- Something other than more – gas stations/convenience stores
- Where is this going to take place? Sams Pt + Sea Island Parkway will not be walkable in my lifetime and probably in my children's.
- Would rather see commercial area stay on (21 which is on 802)

Guiding Principle 6

- Define the growth limit
- Disagree to annexation if you mean Beaufort City
- Everyone that wants to come here may not be able
- Someone is going to have to “explain” the annexation process. Right it has all the appearances of a land grant for tax purposes – beneficiary = City of Beaufort
- Bring the urban growth boundary in closer. Maintain the suburban, bedroom community character of the island.
- We need another bridge off and on
- Maintain existing infrastructure
- Define the capacity then stick to it! Exceed the capacity and the island is a wreck.
- Just keep City of Beaufort out
- Growth strategy is important as long as it does not infringe upon private property rights. The role of government is to provide the infrastructure to support private development.
- I feel we have exceeded the capacity of travel infrastructure already. School capacity is maxed out too. We need to limit growth.
- And controlled/restricted growth
- The new pipe being installed to divert St Helena sewage to Port Royal tells us every thing we need to know about the sewage system. They’re sending our sewage to an area that will also be over build.

The article in this week’s Island News states that St. Helena treatment plant is “maxed out” this is the most important element we should use to show the growth of Lady’s Island.

- It hasn’t been managed since the first plan was developed. I don’t expect that to change.
- Do not agree with annexation.
- Why does there have to be more annexation

No more bridge to evacuate – they need to be included in _____ capacity.

Guiding Principle 7

- But numbers must be limited
- Please take a look at Sea Pointe Apartments on _____ Road. Affordable housing does not always equal beneficial to area.
- Carbon foot print – everyone does not need 3-4000 square feet. Tiny homes can be spectacular.
- I think this is a great principle but don’t see White Hall as a great example. Was there a cry for housing there prior to each developer (though-out the years) deciding that there was a need for housing there?
- The island should maintain its predominantly, suburban style 1/3 of acre per dwelling or more. Any diversity of housing should be concentrated close to downtown Beaufort along Sea Island Parkway.
- Also healthcare – not sure where available healthcare fits in there, but some consideration of available access to healthcare besides travel to Beaufort/Bluffton/Charleston/Savannah.
- Including affordable housing

- Also financially diverse options
- Yes but needs to be of quality construction and must be attractive.
- Let market drive this
- Public will decide
- I would include affordability in the diverse population demographic
- In addition to aging, workforce/affordable housing should be considered
- Too much emphasis on multifamily will negatively impact the feel of Lady's Island.
- Somehow this seems in conflict with emphasis on walkability/bike friendly
- Variety is vital to creating and maintaining community
- Also consider existing economic diversity of population
- Low income and senior condos need to be added to the scope of the plan.
Minimum lot sizes must be reestablished. 1/3 acre minimum would limit growth.
- Given the limited number of ways to get on and off the island (2) and the fact that we are in a hurricane area, certain housing types are not a good idea to encourage. Senior housing has to be evacuated during storms. Traffic congestion and bridge closures delay emergency vehicles.

Guiding Principle 8

- Most important!
- Believe that 8, 9, 10, are all inter-related and will take very sensitive and knowledgeable planning to overcome close to achieving 8,9, and 10.
- Are current zoning laws (i.e. setbacks) strong enough to do the above (protect)?
- We cannot preserve the unique character without this.
- But must be realistic and allow smart process that are not so cost prohibitive that it eliminates workforce housing
- Protection of natural resources is critical; however existing tree ordinances can be too onerous on private property owners
- This should be number 1
- But don't go overboard
- This is why those of us from here and new returning have stayed connected and are coming back
- Yes. So don't let any more developers ripe the land like they did for Oyster Cove. Lady's Island is about trees!
- We must not further disturb/destroy the eco system.
This must be the ultimate growth limiting factor.
- Need to protect estuary.
- More than any other concern, protection of the environment.
- This is extremely important to me

Guiding Principle 9

- This does seem to be a go ahead to condemn something property to create “scenic” spaces on roadways.
- We don’t need any private off limit neighborhoods
- We cannot preserve the unique character of Lady’s Island without doing this
- More boat landing
- There are a lot of people with no or limited access to water. Especially fishing. Most of our waterfront is private property.
- Include land that is preserved from development (natural spaces on the water)
- It exists
- On public land
- The whole western end of Whitehall should be a park!
- More access for other than motor boating
- Important regionally, but not highest priority matter
- Very important and could help alleviate traffic to Hunting and Fripp.
- Very few parks on the island. None is planning.
- Limit funding??
- Too many people have no access and therefore minimal appreciation of what our impacts are on the marshes + water + wildlife

Guiding Principle 10

- Too many buildings on small lots and paved driveways and _____ pools effect drainage.
- LEED, solar
- See above – do current setback requirements recognize this need?
- This is a must. Make Lady’s Island the cutting edge example of an eco-village.
- Green construction cost too much. End product is worse.
- Absolute necessity
- Within reason
- Building codes address this and are already overreaching
- But don’t go overboard
- Critical to preserve the environment that is the _____.
- First and foremost, infrastructure needs to perform properly – tested and proved technologies
- Like Crystal Lake! Remember bike and pedestrian is greener than vehicles.
- There are serious areas of flooding along Sam’s Pt
- Build on high ground only
- Stop allowing low areas to be filled. It just pushes the problem onto someone else.

Guiding Principle 11

- Public Schools need tax support
- This can only be achieved via studies done before development – while what has appeared to have been done in the past. Example is belated 2015/2016 Traffic study – too late.

- Not sure what meant by “public facilities”.
- Key is ability to provide
- Use City of Beaufort taxes from Lady’s Island on Lady’s Island or give it back to Lady’s Island and create City of Lady’s Island.
- County should own this
- Would depend on the expense to maintain them
- Public infrastructure yes. Other public facilities only if there are funds to adequately operate or maintain
- Development should not exceed school capacity
- But you cannot put all the responsibilities for upgrades on the next developer to bring forward a project; it is a problem that has developed over time, and many are responsible.
- Including water, power, sewer
- Infrastructure needs to be in place before development begins.

Guiding Principle 12

- Town of Port Royal needs to get with the program
- Good luck!
- Remove Town at Port Royal. They have no money people there do not understand growth. Leave Port Royal behind.
- What’s the limit on city annexation followed by intensive, congestive, voracious development?
- Whatever
- Northern Beaufort County issues should not be beholden to southern Beaufort County views.
- The cities are impacting our lives on LI but citizens who like here have no apparent say – no vote
- Lady’s Island should have a post office
- Despite what was stated by presenters; developers still play them against each other. Beaufort City driven by the tax revenues.
- Keep city off of LI
- I am very frustrated with the fact that Beaufort City has a huge impact on Lady’s Island and our quality of life but I have no voting voice

Guiding Principle 13

- Rural and critical lands, conservation easements
- This is a different one to manage as I imagine in most cores there will be a tendency to side with public interest vs property rights (individual).
- Get the zoning in place, including down zonings where necessary, so that the build out is in portion to the limited infrastructure.
- This principle is an oxymoron
- Difficult to do – is public interest challenges my property I probably will not considerate it very balanced.

- I still believe the taxpaying landowners if blocked by public intent should be allowed in some way to be paid value based on development rights.
- Good luck!
- South Carolina is a liberty state. Keep Lady's Island lean
- Error towards rights of individuals
- There are already process and procedures for this – zoning, building, codes, development, process, etc. Another layer is NOT needed.
- If property rights mean LI is overdeveloped we all lose development rights. Should be purchased by land trust where it makes sense.
- Too often the few vocal county-grown heirs interfere with individual property rights using time delays to kill projects.
- We all need to apply the concepts for “reasonableness”
- When individual property owners can overbuild and add more traffic it impacts our lives where are our rights? The developers aren't effected – maybe a little less profit, then they move on and we are still living with their mess.
- Individual rights at property owners must be protected vs opinions lot/the general public
- All of Sam's Point before the circle should be commercial. The residences seem very out of place.
- Property owners must comply with the will of the community.
We need more government control of what can be built.
- Public interest should outweigh individual.
- Not everybody can live here!
- It seems like rights of individuals to do what they want with their property because of the owner's “rights” despite what the impact is to other citizens and environment. 20 years ago it may not have been a major impact but they have waited and the island is not the same and that needs to be part of decision.

Other

- The Beaufort County Council for Again has identified transportation for the aging as a huge problem it's their considered anywhere in their planning?
- If there's any data into the process that look at where people live on the island and where they work and shop. This data could give some insight regarding what causes that indicated large percentage of Lady's Island residents worked at MCAS. This gives support for a possible bridge from Lady's Island to MCAS area. Knowing why people on the island travel to wherever might be good input.
- Buy development rights from large land holders to limit growth
- The Beaufort area needs a bus system!
- All excellent guiding principles.

Written Comments on the On-line Surveys

- Please consider the option of a bridge off the north end of the island to facilitate travel to Edisto and Charleston. This would significantly reduce traffic in the Downtown/Boundary Street corridor, and thus relieve pressure on the Woods Bridge, and the Sea Island Pkwy/Lady's Island Drive intersection. (2)
- These are all questions written to generate agreement. How come no real choices?
- Thank you for this venue to submit opinions.
- Local businesses must be consulted before recommendations are made.
- City of Beaufort should not use Lady's Island as an ATM. Sunset Blvd, a stately and elegant street, should not be used as an expressway.
- The city shouldn't use the term managed growth as a Attempt to stunt progress.. This need to be a place for all generations not just the over 50 crowd. We are losing our young intelect to locations that provide better opprotunities.. We need to think of intiative ways we can use our natural beauty and unique location to our advantage.
- We need more access to the mainland, bridges for emergency evacuation.
- 1, 3, 6, 8, 9 are higher on my list of principles.
- No more development until the developers pay for the infrastructure and impact fees to support increased demand on governmental services.
- Minimize changes. Fewer professional buildings. Retain as much nature as possible. New bridge to town. Better enforcement of dog leash law.
- My hope is "not" to run out the lower income families that have lived on the islands all their generations. Stop "blocking" off access to all waterways. Stop allowing "fences" all over and really STOP this "urban growth" idea of putting all property on the road with parking in the back. STOP the idea of not wanting a yard. I love property with a front, a side and a back yard. I hate building up against each other. I live on Lady's Island; not Boston.
- MY FATHER AND I STARTED THIS DEVELOPMENT IN THE LATE SEVENTIES WITH BILL MASSALOUN AND Richard GRAY AND HAVE DONE SO SINCE. WE PROVIDED A REGIONAL RETENTION POND AND TRAFFIC LIGHTS AT HIGH SCHOOL FOR ALL. I WOULD BE INTERESTED IN YOUR NEW PLAN SINCE MY BROTHER MERRITT PATTERSON DID THE ORIGINAL PLAN YEARS AGO.
- I don't trust any of the people and groups involved with these projects on Lady's Island~we need more roads because housing developments and businesses were approved before thought was given to how the property owners would move around on existing roads! The people and groups with power and money will do what they like to RUIN THE PERSONALITY of Lady's Island, and will give NO thought to opinions of residents ie: who told them we WANTED to be improved upon and developed on Lady's Island? Go to Bluffton and leave us as we are: HAPPY! Obviously, judging by the ideas I voted on here, roads are not a priority, but will be incorporated as profitable additions are built. There is a charm on Lady's Island that cannot be improved upon, and that charm includes homes and trees that already exist with their own personalities which we treasure!

- Consider all growth that changes the beauty and hometown feeling of the Island. No more Oyster Points. A couple of nice restaurants so we could stay on the island and not go downtown. Save bridge traffic.
- Need more action and less BS from Beaufort city council and Beaufort County Council. Also the planners and Developers are killing our wonderful Beaufort area with way too much density building. The developers should pay big time impact fees way before they are allowed to build. We have too many cars and trucks on our roads now which have deceased our quality of living here in Beaufort. I have been coming to this area for over 70 years and I'm not happy with the lack of growth management. Poorly done
- traffic
- The area in front of the Woods Bridge when leaving or entering Lady's Island should be landscaped and maintained. As a member of Lady's Island Garden Club, we have planted more than 350 daffodils and the area at one time was maintained with pine straw which protected the bulbs from the heat but in the past two years that area is full of weeds and bare ground. The bulbs have burned up in the heat and are hardly performing. We would love a water source at the Welcome sign so it can be properly landscaped and maintained.
- Thank you for allowing input for those of us unable to attend meetings. Please do not allow Beaufort to become "little Bluffton." The gated communities and retail have ruined what used to be a lovely little town; Bluffton has zero sense of community. Never go there until I absolutely have to. Why people move here to get away from the northeast and midwest, and then try to recreate it here is beyond me.
- The serene beauty of this area needs to be maintained, and not grown merely for the increase in taxes. We DO NOT need to become another Bluffton or Hilton Head. Reducing government waste and improving the current infrastructure should be accomplished BEFORE any new building takes place. In other words, lets not put the cart before the horse.
- One of my major concerns is the traffic situation and how our roadways will be capable of handling the additional traffic from the proposed development. I do not have confidence that a workable plan has been adopted to address this issue for the many single family dwellers who choose to make Lady's Island their home. The Woods bridge, Beaufort High population and sports complexes and further proposed nursing home facilities impacting Meridian Road are also existing factors that must be considered.
- No short-cut was spared in this study; put the northern bypass, eminent domain options and flyovers to the voters. Multi-use trails are a non-starter for safe cycling. Routing industrial level traffic through a residential area is irresponsible; no amount of traffic calming can justify the risk.
- Seems like most/ALL the guiding principles could be answered STRONGLY AGREE. The issue will be to MAXIMIZE or PRIORITIZE these in a BALANCE that creates the safe, clean, productive, vibrant, affordable and accessible community we all want for Lady's Island. FAR TOO MUCH has already occurred with apparently little consideration for the principles mentioned, realizing MANY of the recent changes were "done deals" decades ago and before the planning began. I have owned property on Lady's Island since the '70s and I have watched far too many terrible,

ugly mistakes. Preachin' to the choir I know and I do not envy your task, but PLEASE listen to people and help us maintain our Lowcountry feel and beauty. Let's make Lady's Island a comfortable place for residents and not worry too much about luring more people to crowd our tiny island!

- A percentage of all new residential needs to be workforce and/or affordable housing and needs to be a developer requirement at time of plat and/or site plan approval. Advertised, more frequent public meetings at reasonable times (ie weekend and or after working hours) to encourage public participation in planning and development process.
- Cluster commercial shopping in Sams Point Rd area. Will limit trips to intersection of Lady's Island Drive and Sea Island Parkway; Development of family friendly bike path along Island Causeway from Cat Island to McTeer Bridge. Bike paths are expansive parks that consume minimal real estate. Restrict development along Island Causeway the land area around the roadway is a natural under appreciated gem. Develop the parking area by McTeer Bridge as a park. People informally park there now to walk the bridge. Make the area around the bridge more welcoming than it is now. Make the actual bridge more aesthetically pleasing for those that regularly hike the bridge (maybe potted plants, barrier between roadway and bike trail). Control development along Lady's Island Drive. Lots are for sale now (not sure of zoning) but development should not be the priority in the area. Redefine the bike-way and sidewalks on Lady's Island Drive (neither of which are maintained now). Make that area more family friendly and jog-able. Overall slow down the traffic but most importantly on LI Drive where it is used like an interstate with cars traveling thru at 65 mph and higher.
- Developing and building continue apace, but we don't see any concurrent traffic accommodations - and by "traffic," we mean walking traffic and cycling traffic as well as vehicular traffic. Getting on and off the island(s) at critical times of the day is already an outsized problem for such a small town. We can only shudder to think what it's going to be like when that dense housing ghetto on Sams Point is fully occupied, much less what will happen if/when Whitehall gets green-lighted. As appalling as it was - and is - that the Sams Point horror was allowed to happen, it is nothing compared to what is being planned for Whitehall, not only because of the beauty of place that will forever be lost but also because of its location that simply cannot accommodate the traffic in and out. For the sake of all that we hold dear here, please somebody stop this.
- None, thank you.
- Stop changing land laws that's forcing black land owners of there property
- You will notice that I strongly agree with preserving private property rights. Regarding development on LI, that horse has already left the barn... Much of the talk about the development of Whitehall was to "restrict" it. While I didn't agree with changing the zoning to allow a more dense development than what it was currently zoned for, I fully support their right to fully develop it to its current zoning. Seems we are "reacting" to potential development rather than being "proactive" to it. It's not like Lady's Island and the increase in people moving to the area just fell from the sky...
- Enforcement of all guiding principles across "all" of Ladys Island!

- New development needs to preserve existing landscape & provide more green space. Clear cutting and housing density like in Oyster Bluff should not be allowed. New development should be halted until traffic & safety issues are addressed, especially on 802 where new businesses are going in. I wished Beaufort had the funds to purchase Whitehall Plantation coastal acres for a park.
- This is a horribly written and skewed survey. It is very obvious the answers you are seeking to build your case. Some people want growth and progress!
- Fix secondary roads
- One thing I would like to see is to remove "Share the Road". I would like to see an actual bike lane for bicycles. Share the road world is in the imagination. Reality is a car going 25, 35, 40, 45 Is not compatible with a bicycle. Creates unnecessary accidents. Car driver irritated for having to slow to 5 miles an hour and bicycle rider stressed out because he/she is holding up traffic. Bicycles need their own lane and cars need their own lane. Share the Road, is a disaster waiting to happen. It is a towns idea of trying to save money by not adding an individual bike lane.
- Stop the growth, both commercial development and cookie-cutter house development like Parker's and Oyster Bluff.
- Would like save egress from Lost Island Rd. Access Road to stop light at Wal-mart.
- The promise of paved roads for many years, hasn't happened
- Annexation must be slowed down and looked at carefully on a case by case basis by sea island coalition, not just beaufort city planners looking for bigger tax base.
- We should develop small scale flexible public transportation such as shuttles that are dependable and easy to get around Lady's island
- Traffic is already a problem. Your guiding principle that somewhat addresses it doesn't convey its importance. It's all well and good to "gush" about the revised Whitehall plan, but its impact on traffic on both Meridian and Sea Island Parkway continues to be ignored. Are we just going to wait for the accidents?
- Like downtown Beaufort, keep chain stores off Lady's Island. Focus on keeping LI green. Expand access to the shorelines and nature areas. Limit commercial and residential development. Don't turn us into Hilton Head.
- Lamentably, I was not able to attend the live session Feb 21st as we had house guests with us (visiting from South Africa). However, I have listened with great interest to the archived video of the briefing. I make two headline observations here: 1) Let's ensure that the processes through which plans are solidified, adopted and then implemented, are as streamlined as possible - I assess that we (Beaufort County) are at risk of being perceived to have burdensome processes and regulations, rendering our area as "unappealing" to developers. Watch carefully for neighboring areas (municipalities or counties) seeming far more appealing than Beaufort - but again, tasteful, sensitive growth is the watch phrase here. 2) It seems that there is a lack of attention or coordination to the inclusion of "commercial economic development", which I argue is an engine for growth - with the proviso that such development is also conducted under the umbrella of [at least] the guiding principles noted in this survey. I am connected to many in our community concerned with [commercial] economic development, and it seems to me that

there is a gulf between commercial and home-centric "development" efforts, and one needs to examine cause and effect, since without economic growth, our area will stagnate - with obvious undesirable consequences. I would be delighted to be included in further activities, as may be appropriate. You can also find me on LinkedIn at <https://www.linkedin.com/in/chris-hook-a8a887>.

- Traffic study's need to include routes through The Town of Port Royal
- How will the enormous planned growth of Lady's Island, whose inhabitants and visitors have to cross one of only two bridges available to get anywhere else, have an affect on Port Royal and Beaufort roads in the near and more distant future? Will our Beaufort and Port Royal roads become so congested that we begin to resemble the traffic issues of Hilton Head Island?
- You should take into account the impacts to surrounding areas of decisions and activities. For example, the increased traffic from/to Ladys Island has created severe traffic congestion at the McTeer bridge at certain times of the day.
- That is the easiest survey to take....motherhood, apple pie, baseball, yes I have stopped beating my wife, come on...ask the tough questions....who pays for what, how many more taxes are you willing to pay....who manages the process of growth? Who is willing to sell their property at market price to accommodate all the paving that is required to move traffic safely from point a to point b.....
- Should plan for third bridge, Woods and McTeer won't handle growth, unfair to route so much traffic through Port Royal
- Lady's Island growth must take into account the impact on the infrastructure of Port Royal. If Lady's Island residents can not conveniently get on and off the island, any infrastructure improvements on the island will be for naught.
- What happens to Lady's Island if sea levels or weather patterns change that make living on Lady's Island no longer feasible? What zoning restrictions and code requirements are factored into development plans should sea levels rise to cover most of the island? What evacuation plans are necessary to handle more people needing to leave the island and where do they go? What happens to insurance costs for the rest of the County if parts of the area are no longer livable?
- I attended the 2/21 meeting at BHS and wanted to offer some comments/observations. 1. I "strongly agreed" with the printed principles, but candidly wasn't sure what some of them really meant (eg what public facilities, what Lady's Island charm). By enlarge, what I hear from everyone is: I want lots of "greenspace", and do something about traffic. 2. I am not sure we have enough data regarding who is moving to Lady's Island - is it retirees, is it younger families who work? These two demographics require entirely different wants/needs. If it is younger families, where are they working, how do they travel to work? Perhaps real estate folks could provide some data. 3. Woods Bridge/McTeer Bridge and approaching roadways are always going to be a traffic bottle neck. We need an alternative route on/off Ladys Island - perhaps the northern bridge route to MCAS area/US 21. 4. We need another commercial area like Lady's Island/Sea Island Parkway at the North end of island. with groceries/restaurants/hardware/Walmart type store (Target?). Perhaps this could be near the

"alternative route" on/off island. 5. Need to identify greenspace opportunities/bike/jogging paths and incorporate greenspace plans in every new development and roadway. (What about securing the greenspace of the abandoned golf course between Middle and Brickyard roads). 6. I saw no mention of planning for transportation for the elderly to services and healthcare. The Beaufort Council for the Aging has identified this as a huge problem for Beaufort County. 7. FUNDING!!! We can plan all we want to but if no funding plans it is a waste of time. How about a property owners tax to fund greenspace projects and ongoing costs? How about a sales tax collected by all businesses on Lady's Island to fund road projects. How about steep developer impact fees (\$10,000 per lot/new house permit) to fund road improvements. We know from history the SCDOT will not be much help in funding road projects - need to produce funds to fund our own 8. Need to insure some "incentives" for developers to build lower cost housing somewhere on Lay's Island. This growth in population will require workers in the service industry. Don't want to be like Hilton Head/Bluffton where have lots of jobs for service industry but no workers to fill them. 7. Need to look ahead to impact of growth on St. Helena Island and impact on Lady's Island. It is just a matter of time before the grow moves to St. Helena. Perhaps the "alternative route" off of Lady's Island could be extended to St. Helena Island in some way and funnel traffic around Lady's Island..

- The content, presentations by Govt and the Consultant were spot on, and I really think the Guiding Principles are a great starting point. Having all these parties working together, in concert and in public, is an important aspect that will help ensure success on Ladys Island. Everyone - Govt, Interested Organizations, and Citizens all need to realize this is an iterative process, we will need to repeat certain steps and conduct a number of such sessions as the process evolves. No one should ever say, "We already did that!" because certain processes bear repeating.

Last night's format gave citizens a concrete method to provide feedback, and I daresay the Govt and Consultant will gain a great deal from the data, once it is tabulated.

Future participants need to do a better job of listening to instructions, such as "provide a high level summary" instead of a repetitive laundry list of things like, "We need money." Moderators need to have courage to step in and redirect, just as I did at the recent Whitehall hearing when a citizen broke many protocol rules of the MPC, which could have spiraled out of control.

Everyone should have a voice, but at my table I experienced the personal domination what was warned against during the instructions. Saying "don't dominate" and enforcing it are two separate matters. Domineering persons usually have selective-hearing.

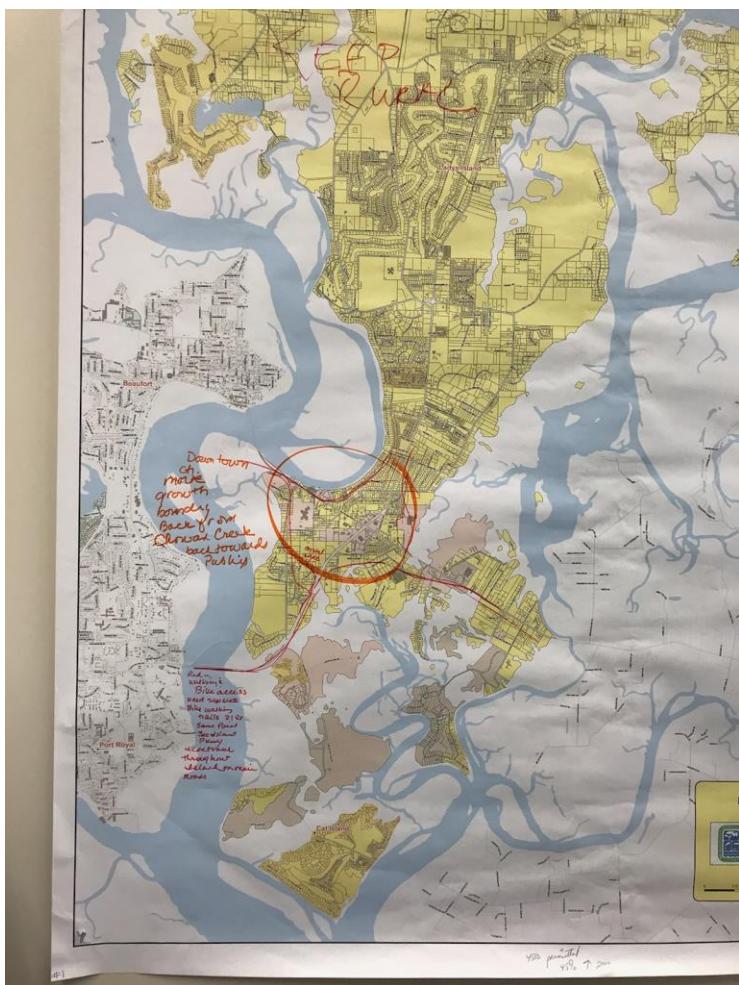
My greatest concerns are the missed opportunities relating to public relations, there was insufficient notice given for many who would have attended, there should have been reporters and photographers present, and at a minimum, a member photographer, who could have chronicled the event and posted photos online, and synopses could have been written, such as press releases, and provided to papers, hoping they will write a story after the fact. "If a tree falls in the woods and no one hears, does it make a sound?" PR is a specific area of my expertise, so please ask for my help when appropriate. I am thinking the 30 day timeline may be the culprit that led to insufficient leadtimes for scheduling.

Going forward, your Ladys Island initiative has the burden of believing you have done all in your power to ensure that an optimal number of taxpayers are aware of, and have the oppty, to be involved in the Ladys Island planning process. Whenever tax dollars are spent, there is an associated burden of ensuring those dollars are optimized for the citizens who fund the initiative. Last night was a great start, but it fell short of optimal promotion before, during and after the event. We should resolve to correct that going forward.

Now that Whitehall development plan has been approved, my online group has decided to expand its scope to encompass all of Ladys Island. Our 530 member group is now called, *CONCERNED CITIZENS OF LADYS ISLAND*. Use us to help achieve your goals!

Map Notes from Small Groups

Map #1



1.) Is there a vision for LI? Where are we going?

What is the character?

Don't want Mt. Pleasant.

Concerned becomes a suburb.

No Oyster Bluffs all over.

Green building Codes.

Main Points:

Nature of island- what is it?

Traffic

Useable property

Concerned about PUD renewals.

Annexation

Walkable – Connect Village center, walking and biking (separate from cars)

Centers – do we need more than one?

Traffic – other access roads around Sea I, LI Pkw and SP rd

Threats – filling land

traffic

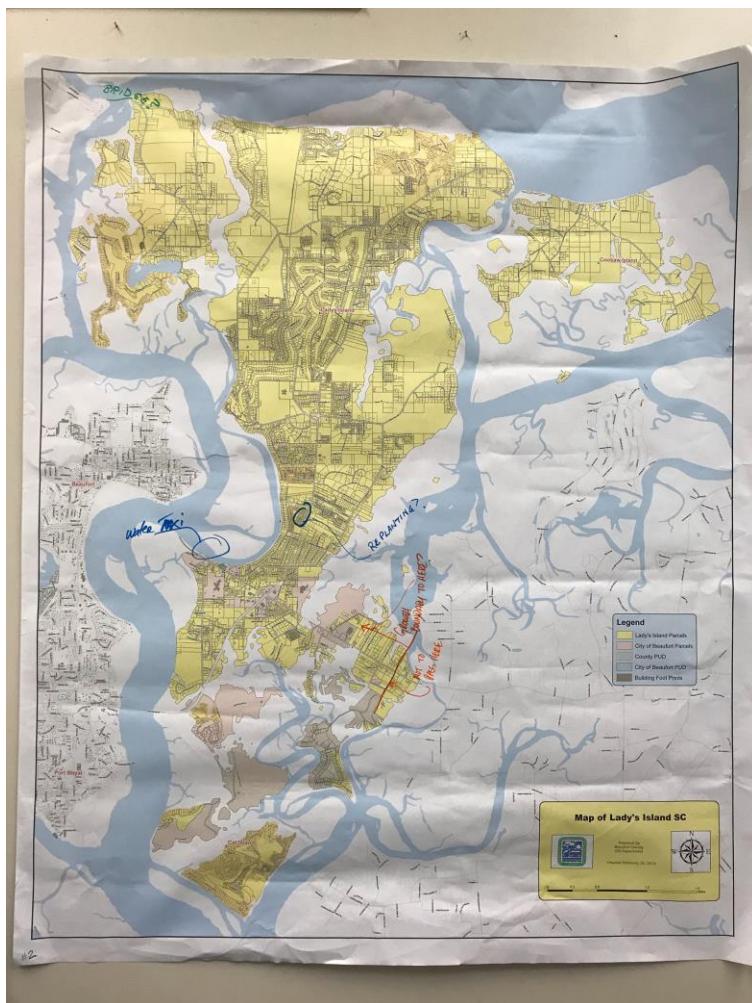
what infrastructure is needed to accommodate for growth

Property owner's rights – what legislation will impact

Restructure village to be walkable

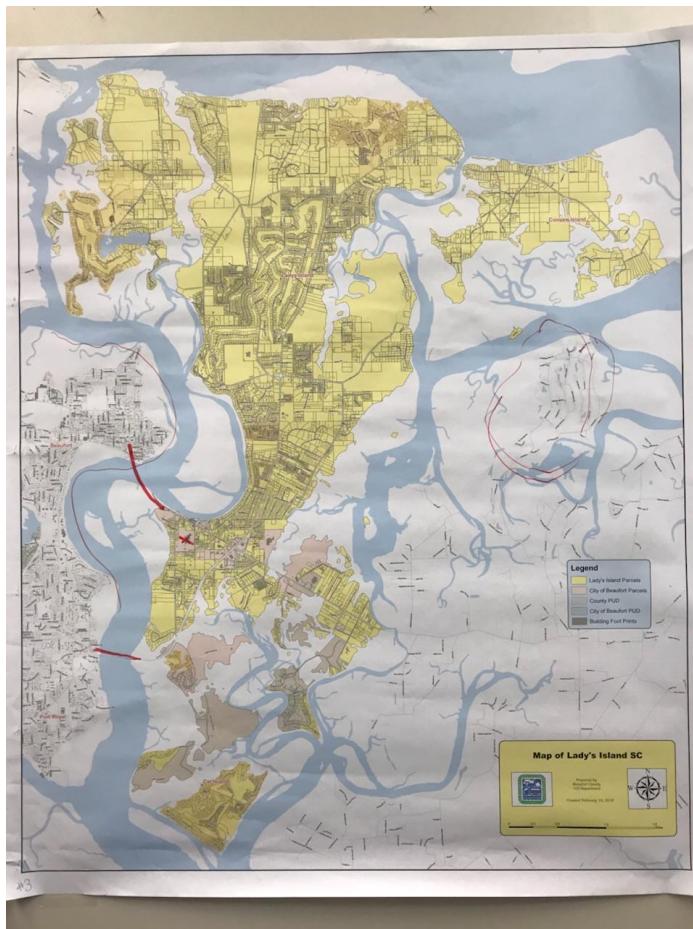
Retain rural character to the north

Map 2



- L.I. Identity
- Alt. Routes around island
 - Golf cart
 - Bikes
 - Water
- Third Bridge?
 - Brickyard
- Parks at water – picnics
- Other issues
 - Annexation – why
 - When – makes no sense
- Previously planned
 - Why not Enforced
 - Who enforced
- Lady's Island as its own entity?
- Oyster Bluff
 - Mitigation
 - Replant?
 - Penalties
- Traffic Study?
- Why leave LI?
 - Choices
 - Selection
- Public Transportation
 - Water Taxi

Map 3



Capacity, Capacity, Capacity

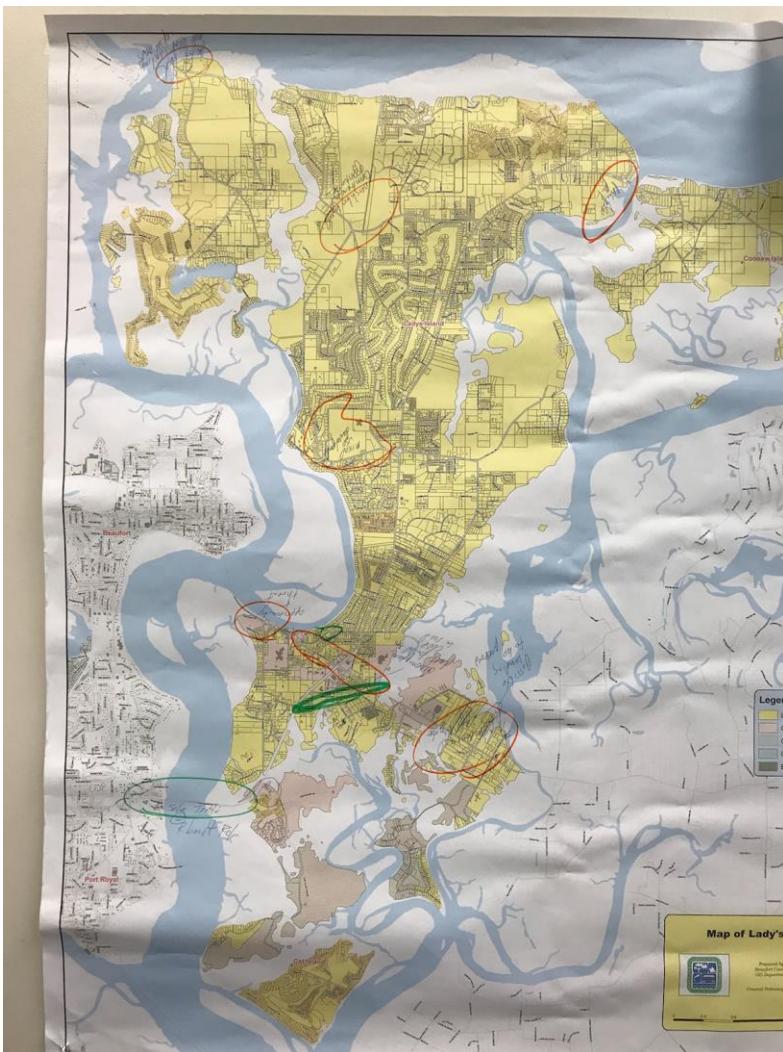
don't increase capacity zone for maxing out what we have and no more

1. Lady's Island should maintain its suburban bedroom character defined by low density (predominantly) residential uses.
2.
 - a. Limit dense urban development within the sea island pkwy corridor west of the intersection of (21) and sams point road
 - b. Continue to provide funding for rural and critical lands investment
 - c. Maintain property values by encouraging quality developments incorporating lowcountry vernacular on suburban style lots
3. Biggest threat: white hall

Miller → Meridian → Cane Island

- a. 0.01 cent sales tax referendum
 - i. Road improvements leads to unwanted development
 - ii. Biggest threat not passing \$

Map 4



Did we miss anything:

- Focus of money to fund

Is there a burning issue:

- Traffic
 - 2 to the point BFT
 - Proposal for 3rd bridge

What specific suggested:

- Traffic issue
- Funding
- Shared access and interconnected between development or commercial
- Incentive to encourage better redevelopment

- Walkability of Whitehall and boat landing area
- What to do with Meridian Road traffic entering Highway 21
- Park at foot of bridge
- Suggest commercial center out at Coosaw Point. Gas food. To reduce car trip
- Stop new tradition development with building against the road.
- Where can you make road improvements
- Edisto area great opportunity (shop at Sea Side Farm in Mount Pleasant)
- Preserving the PUC at Green Health
- Freddy White property at Birch PT for park
- Attaining property at Lucy Creek for park. Need public access at board
- Public landing behind station need to be addressed

How to pay for road:

- Concern to much Mutte family will change the island character
- Boat landing properties
- Park at landing
 - Lucy Creek landing
 - Hard entry Lonel Road
 - Bevel at Lady's Island
 - Foot of McTeer Bridge
 - Good commercial are at Coosaw Creek, to stop traffic in village area

Map 5



What did we miss?

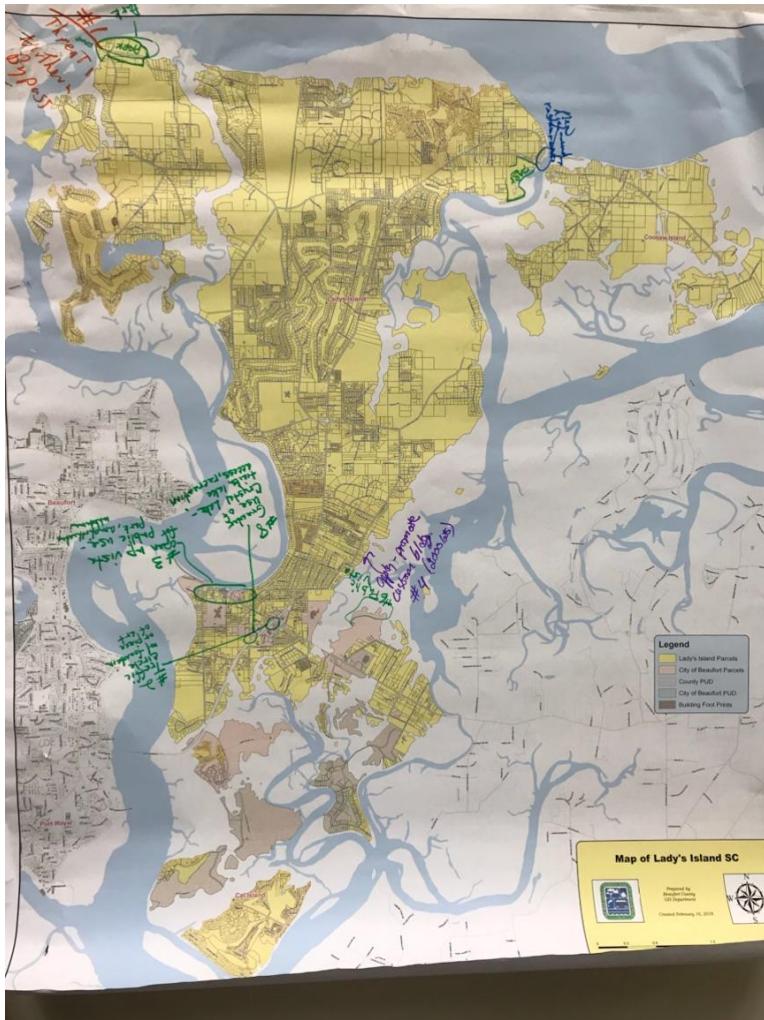
- Green infrastructure is an important and should stay. E.g. Whitehall can implement some of this principle.
- Order of the principals. Environmental principles should be #1.
- Importance of redeveloping and reshaping what has already been built. Emphasis on mitigating environmental impacts and increasing connectivity and bike/pedestrian infrastructure.
- Tree reservation
- Manage growth vs. limiting growth

Traffic

- The situation is not sustainable
- New Bridge? Alternative route to Fripp/Hunting
- Commercial space redesign to attract new restaurants, etc.
- Bridge to bridge cycling loop similar to Spanish Moss Trail.
- Middle ground between managed development and freedom/property rights
- Ferry/water taxi system?

- Limit 4 lane roads
 - Lighter density zoning categories 1 per 5 acres? 1/10 acre and/or 1/25 acre
 - Expand and utilize existing transfer of development rights program (TDR)
 - TRANSIT

Map 6



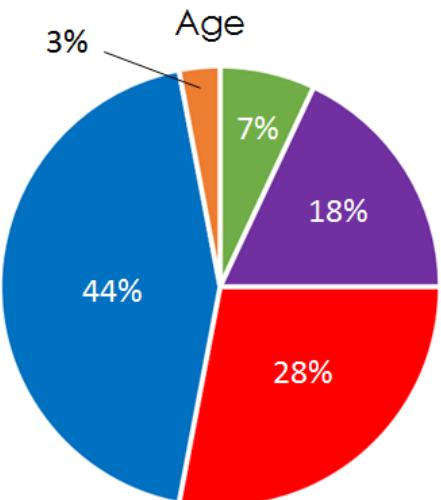
- That the process foster trust and communication between residents and government decision makers
 - The pattern of sprawl development that has undermined core principles if not managed properly
 - Keeping up with what we got (old bridges)
 - Put things on Lady's Island so residents don't have to leave Lady's Island – restaurants, etc.
 - Walkable village concept may not be appropriate at Sam's Point.²¹ (maybe at all considering demographics)

- Possible traffic circle as a solution – same as meridian
- Public space to enjoy outdoor activities near water – music, concerts, etc.
- Green – have environmentally friendly water management – impervious drainage
- Cluster parking – town spaces – pervious systems with trolley
- Medians – peds for walkability – particularly for crossing streets
- Alternative routes around major sea island intersections for traffic calming at the intersection (Sam's Point/21)

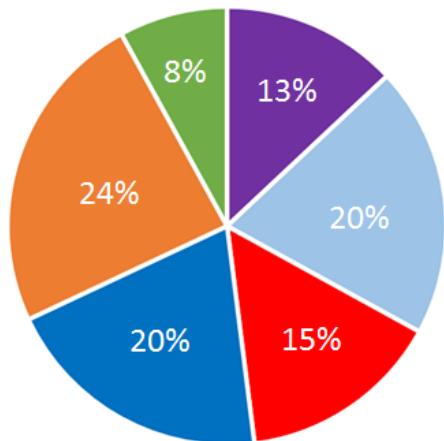
- Northern bridge – threat due to development/redevelopment
- Traffic circle (Sam's Point/21) – opportunity
- Opening up vista for public use (recreation, park) – opportunity
- 2000+ lots let to custom builder's development – opportunity
- Beautification – both entryways to the island- opportunity
- Just north of airport property – scenic vista – open to public – opportunity
- Brickyard develop park – opportunity
- Greater use of Crystal Lake – water sports – meeting place for the community oyster roasts – opportunity

Summary of Survey Results

Demographics



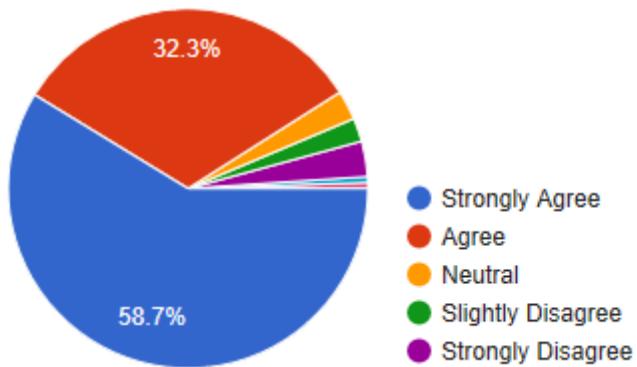
How Long Have you Live in Beaufort?



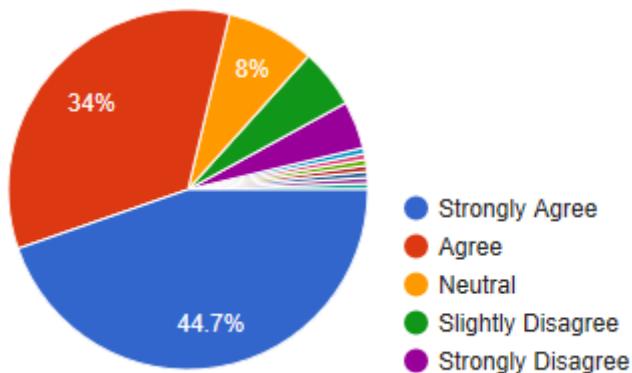
■ 25-34 ■ 35-49 ■ 50-64 ■ 65-79 ■ 80+ ■ 0-2 ■ 2-5. ■ 5-10. ■ 10-20. ■ 20+ ■ All my life!

Individual Principle Results

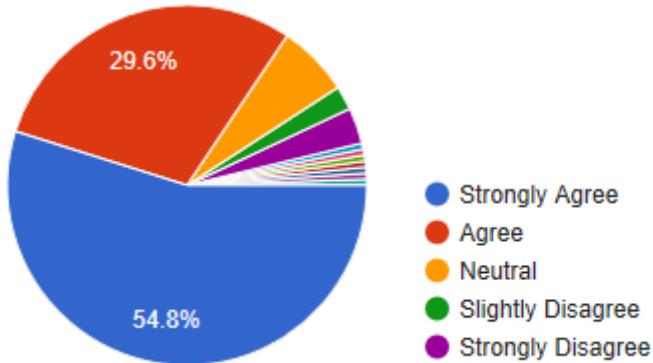
Principle 1: Uniquely Lady's Island



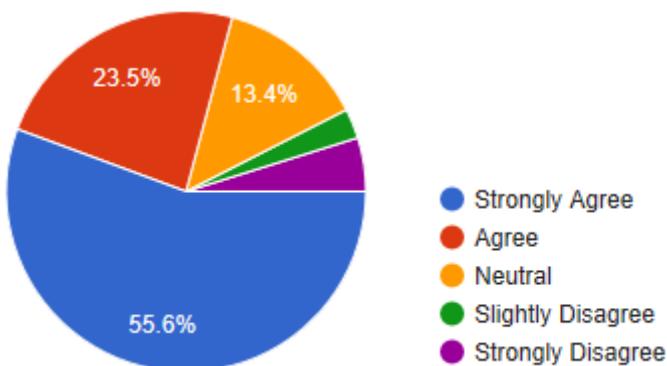
Principle 2: Inspired Development and Redevelopment



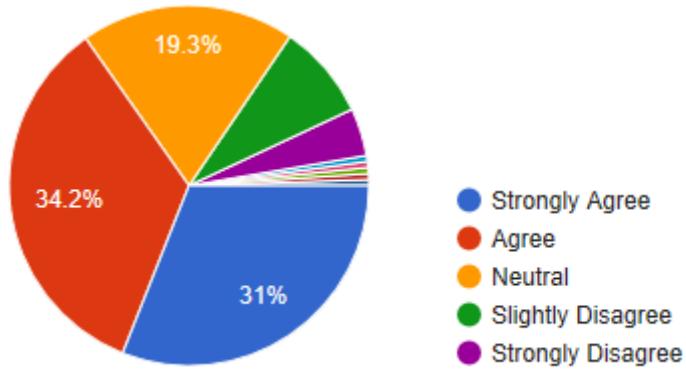
Principle 3: Connected and Efficient Road Network



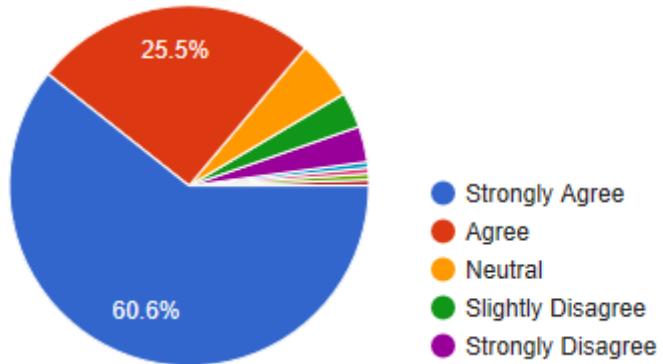
Principle 4: Pedestrian and Bicycle Friendly Streets



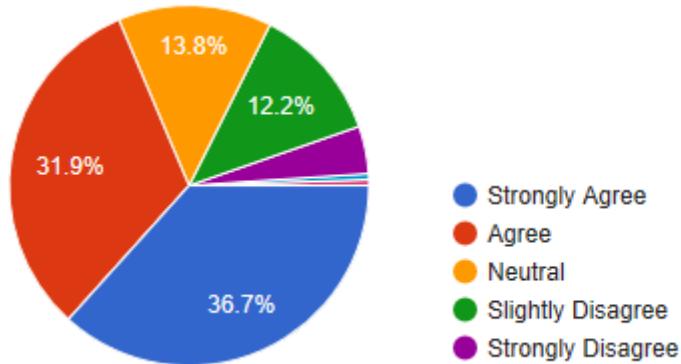
Principle 5: Mixed Use Centers and Nodes



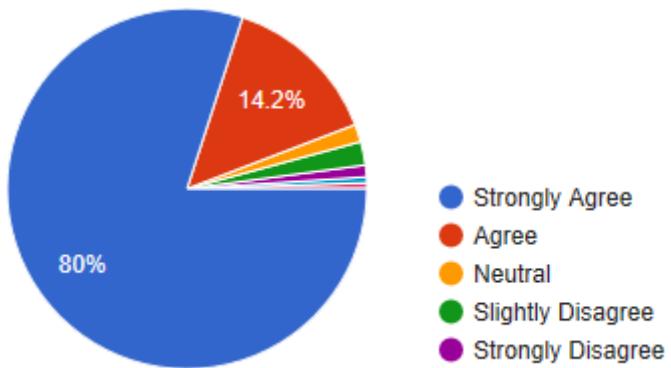
Principle 6: Managed Growth



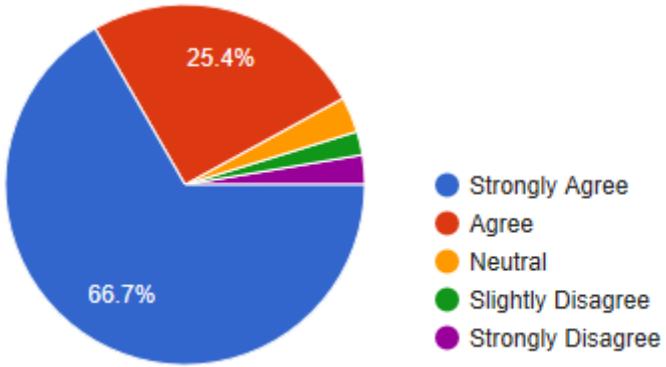
Principle 7: Housing Choices



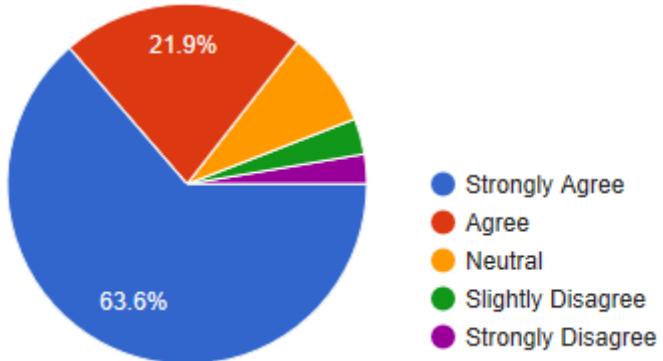
Principle 8: Natural Resource Protection



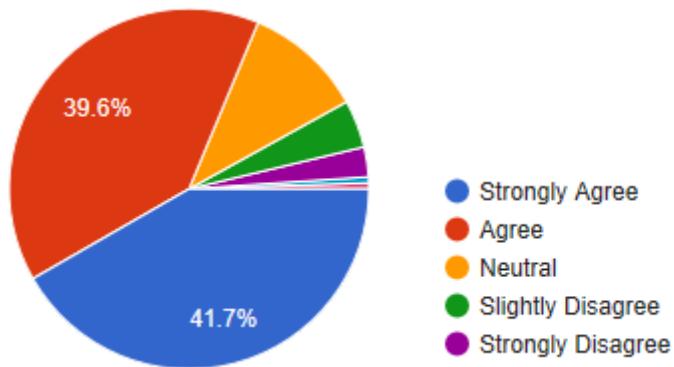
Principle 9: Public Access to Open Spaces and Water



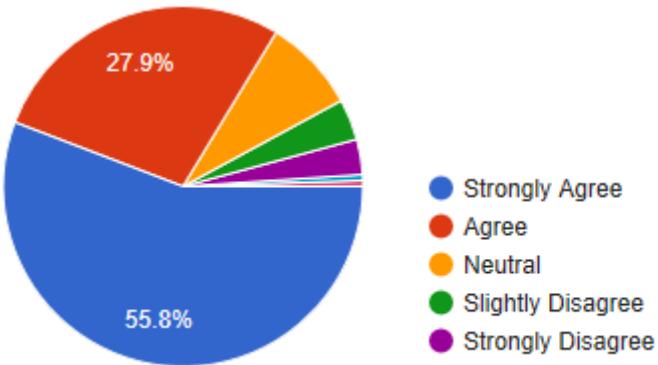
Principle 10: Green Infrastructure



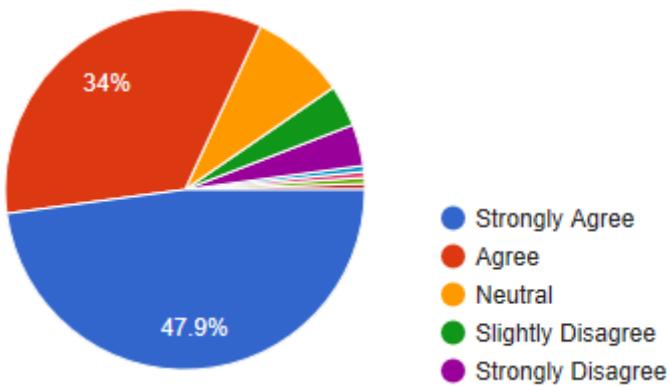
Principle 11: Adequate and Concurrent Public Facilities



Principle 12: City – County Coordination



Principle 13: Balance of Public Interest and Property Rights



Guiding Principles Ranked

Based on proportion of respondents "Strongly Agreeing" or "Agreeing"

1. Natural Resource Protection.
2. Public Access to Open Spaces and Water.
3. Green Infrastructure.
4. Uniquely Lady's Island.
5. Managed Growth.
6. Connected and Efficient Road Network.
7. City - County Coordination.
8. Balance of Public Interest and Property Rights.
9. Pedestrian and Bicycle Friendly Streets.
10. Adequate and Concurrent Public Facilities.
11. Inspired Development and Redevelopment.
12. Housing Choices.
13. Mixed Use Centers and Nodes.

