

Lady's Island

PLAN 2018



FINAL VERSION

ACKNOWLEDGMENTS

NORTHERN BEAUFORT COUNTY REGIONAL PLAN IMPLEMENTATION COMMITTEE

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HOW TO USE THIS PLAN

The plan is organized into several interrelated elements that work together to support future planning and implementation efforts for Lady's Island.

EXECUTIVE SUMMARY

The Executive Summary is the synopsis of the plan; explaining the major themes, goals and actions that evolved throughout the planning process. The details of these key concepts can be found in the plan's three sections.

1

FOUNDATION

The Foundation provides the background information and trends which create the groundwork for the plan. It also provides a summary of community input that helped direct planning efforts.

2

PLAN RECOMMENDATIONS

The Plan Recommendations consists of the core strategies and recommendations to direct the future of development and preservation in Lady's Island.

3

IMPLEMENTATION

The Implementation serves as a "how to" guide to achieve the plan recommendations. It includes the priority actions and implementation matrix to track progress and completion.

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THE LADY'S ISLAND STUDY AREA



EXECUTIVE SUMMARY

This plan summarizes the results of a broad-based community planning process for Lady's Island. It was developed through a collaborative effort between Beaufort County, the City of Beaufort, the Town of Port Royal, multiple community organizations, advocacy groups, and many citizens. This plan includes a summary of the forces and trends influencing the island, a vision that reflects the values of the community, guidelines for new development, recommendations for managing growth relative to infrastructure, and actions needed to make the plan a reality.

This is first time that a plan has been prepared just for Lady's Island.

There are many plans prepared by many agencies that apply to Lady's Island – but this is the first time that it has been addressed as an entity. Beaufort County and the City of Beaufort have worked hard and effectively to coordinate planning efforts, but it is difficult for the public to navigate through the multiple documents prepared by the two local governments. Intense growth pressures on the island are bringing new urgency to the people who care about the future of Lady's Island. This plan is designed to integrate the strategies and actions from these jurisdictions into one cohesive document.

But this effort is more than just a synthesis of existing plans. It takes a fresh look at the island, and it concludes that new approaches and ideas are needed. Growth pressures continue on the island, and efforts are needed to manage growth beyond what is in existing plans. Otherwise growth may overwhelm the island's natural and infrastructure systems.

This will not be an easy task, and it will require long-term cooperation between many organizations. There is no switch that can be flipped to stop growth. There is no single easy fix. Growth management requires continued planning and implementation that crosses boundaries and disciplines. There is a lot of hard work ahead.

VISION

Lady's Island is the gateway to the Sea Islands, but a place that people are coming to, not just traveling through. It will be a diverse community boasting a planned mixture of rural areas; stable, residential and mixed-use neighborhoods; and dispersed village centers hosting small businesses and local institutions. Natural resources will abound: water views, access and natural resource protection are all important to quality of life. A well-planned network of connected roadways serving motorists as well as pedestrian and bicycle traffic will join the island and its surroundings. New development will respect the human scale of the island and the character of Lowcountry life. Lady's Island will be a place where smart development complements the limitations of island geography, driven by supportive governments and active residents working together to achieve this shared vision for the island.

COMMON GOALS

This plan is organized around a framework of vision, goals, objectives, and actions. It integrates and synthesizes an understanding of the growth and development trends and forecasts with the values of the community. The development trends and community input results are each summarized in the plan. The common goals summarized below are the basis for more detailed objectives and recommendations for specific actions in this plan.

COMMON GOAL 1: QUALITY OF PLACE

The goal is that Lady's Island have a built environment with exemplary design quality that meets the living needs of its residents through strong neighborhoods and mixed-use business centers built to last for generations.

COMMON GOAL 2: CONNECTIONS

The goal is that connections tie places together with transportation and other public facilities. Lady's Island neighborhoods, business centers, natural areas, and water are connected to each other and well served with public facilities.

COMMON GOAL 3: PROTECTED NATURE

The goal is that natural resources are preserved and protected, giving residents the opportunity to live in a quintessential Lowcountry landscape with majestic live oaks, marsh views and river access.

COMMON GOAL 4: ACTIVE STEWARDSHIP

The goal is that growth and change of Lady's Island is managed responsibly by the City of Beaufort and Beaufort County in collaboration with local civic organizations.

PLANNING THEMES

There are several major planning themes that this plan embraces that will require a reexamination and adjustments to planning practices on Lady's Island. These major planning themes are:

MANAGE GROWTH

The amount of growth that could happen under current policies and regulations would likely exceed the capacity of infrastructure and natural systems on the island. With a current population of approximately 15,000 potentially growing to 18,000-22,000 by 2035, based on trends and existing policies, new measures are needed to manage growth. For example, growth should not be built at densities beyond current available infrastructure and should follow the recommendations of current plans and codes. Additionally, stronger regulations are needed to discourage development in flood-prone and low-lying areas. Finally, the footprint of urban and suburban growth will be limited by reducing the existing growth boundaries. This prevents the expansion of growth beyond current limits.

CREATE A WALKABLE LADY'S ISLAND CENTER

The community should renew and strengthen the commitment to a mixed use, pedestrian friendly Lady's Island center.

STRENGTHEN NEIGHBORHOODS

Stronger efforts are provided to manage the form of new development to reinforce and protect existing neighborhoods and business districts.

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MANAGE TRAFFIC CONGESTION

Construction of the improvements, and other similar road and connectivity enhancements, called for in the Lady's Island Corridor Study should be implemented.

IMPROVED BICYCLE AND PEDESTRIAN SYSTEM

A connected island-wide network of pedestrian and bicycle facilities should be implemented.

REQUIRE ADEQUATE PUBLIC INFRASTRUCTURE

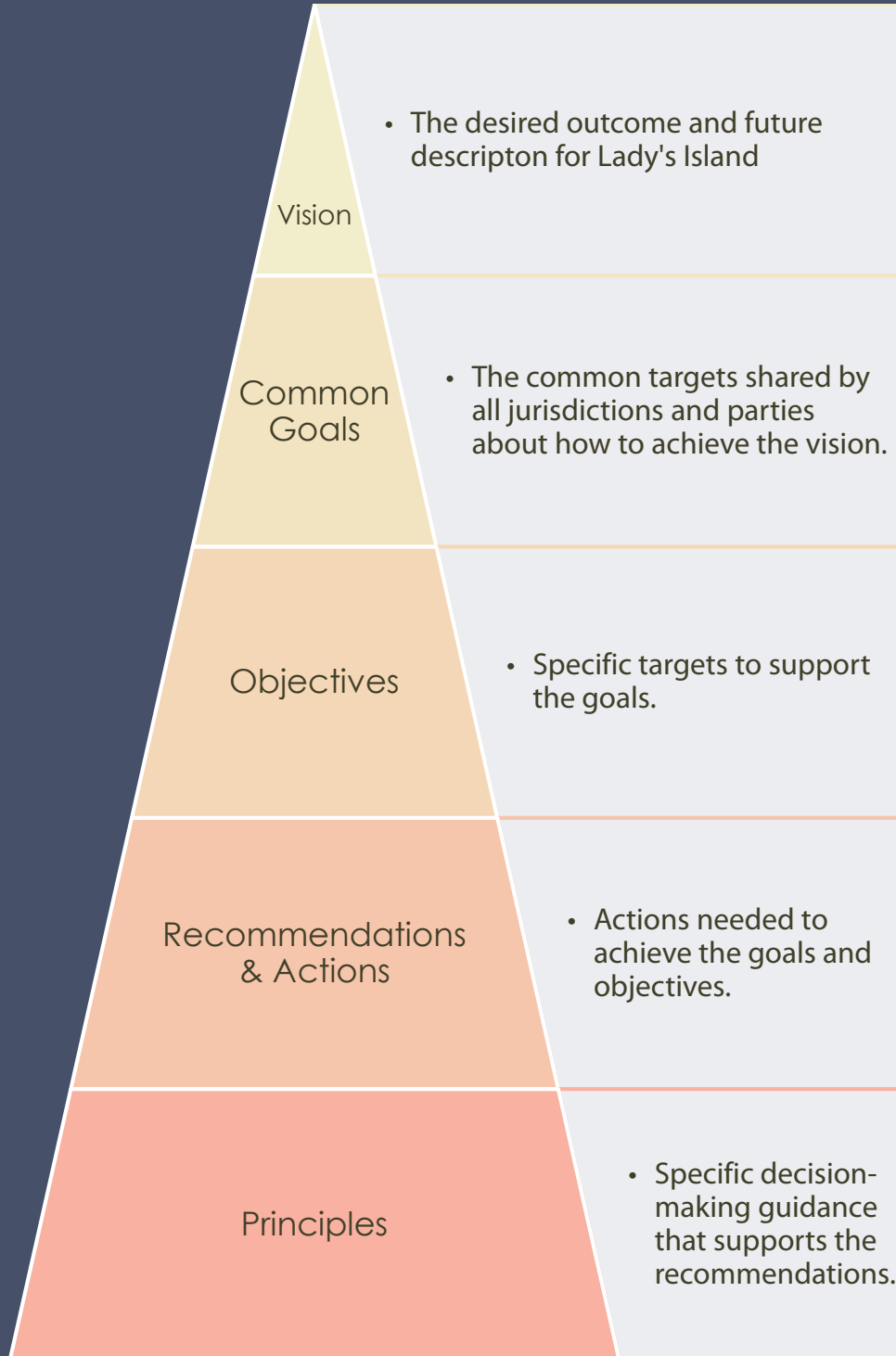
Development regulations should link growth to adequate public facilities and reduce environmental impacts, by promoting sewer connection requirements and adding excess dirt fill limitations to low lying land regulations.

IMPROVE TRANSPARENCY IN DECISION MAKING

An improved and transparent development review process is critical to building community trust and engagement.

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PLAN TERMINOLOGY AT A GLANCE



PROCESS

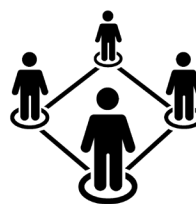
This plan is a testament to collaboration.

A variety of citizen, business, and environmental interests came together with Beaufort County, the City of Beaufort, and the Town of Port Royal under the leadership of the Northern Beaufort County Regional Plan Implementation Committee. The process of preparing this plan has forged new and better relationships across boundaries that bode well for continued collaboration. The community has come together with a sense of purpose and optimism about the future.

The leadership of the plan was overseen by a citizen based steering committee that spent many hours studying, meeting, debating, deliberating, and consulting with the community. The steering committee oversaw this process from beginning to end. While it was supported by professional planning staff from Beaufort County, the City of Beaufort and the Town of Port Royal, as well as consultants, the steering committee set the tone and direction of the plan.

This plan followed an open and deliberative process that included:

- Effective leadership, management, and public engagement.
- Listening to the citizens of Lady's Island about what is important to them.
- Learning about the forces and trends shaping the island.
- Establishing a vision, goals, and objectives.
- Focusing on priority recommendations.
- Preparing an action plan.



IMPLEMENTATION

This plan identifies actions needed to make this vision a reality. The Lady's Island Subcommittee of the Northern Beaufort County Regional Plan Implementation Committee will be responsible for the oversight of the implementation of this plan.

The Implementation Plan is organized in six action-oriented categories. Each category lists a set of strategic actions to ensure effective implementation of the plan, addressing the major planning themes set out previously.

Implementation Categories and Actions

LEADERSHIP

- Adopt and endorse the plan
- Develop an intergovernmental/interorganizational commitment to implement the plan
- Establish implementation leadership

CIVIC ENGAGEMENT

- Implement the recommendations for improvements in the civic engagement process as it relates to development review and implementation

COMMUNITY CONNECTIONS

- Implement Phase One Transportation Projects
- Study and identify implementation strategies for Phase Two Transportation Projects
- Develop and island-wide bicycle and pedestrian network
- Support public transportation improvements
- Consider other transportation modes
- Continue to explore funding sources

Continued on next page



COMMUNITY FORM

- Assess the city and county comprehensive plans, land use regulations, and other tools and revise them to bring them into conformity with the community form principles

GROWTH MANAGEMENT

- Match provision of sewer or septic to development density
- Consider policies and regulations to limit dirt fill
- Consider the establishment of a Sea Level Rise Overlay Zone
- Modify the growth boundary
- Monitor growth trends to ensure infrastructure concurrency
- Continue to purchase land and conservation easements to reduce potential for future growth.
- Consider other growth management tools

STREETScape

- Plan for and implement a comprehensive streetscape design for Sea Island Parkway and Lady's Island Drive/Sam's Point Road

ECONOMIC REUSE

- Identify economic development opportunities to develop strategies and recruit businesses to promote productive use of outdated or underutilized commercial properties

PLAN MONITORING

- Monitor this plan on the same schedule as city and county comprehensive plans

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PART 1: FOUNDATION

This section summarizes the background information that is the foundation for the plan. It includes a summary of the growth trends, land use issues, and community attitudes that have and will continue to shape how the island develops. These include:

- Population trends and forecasts, and land use opportunities and constraints.
- Existing community plans that apply to Lady's Island.
- The results of public comments that came from various citizen engagement surveys and forums.

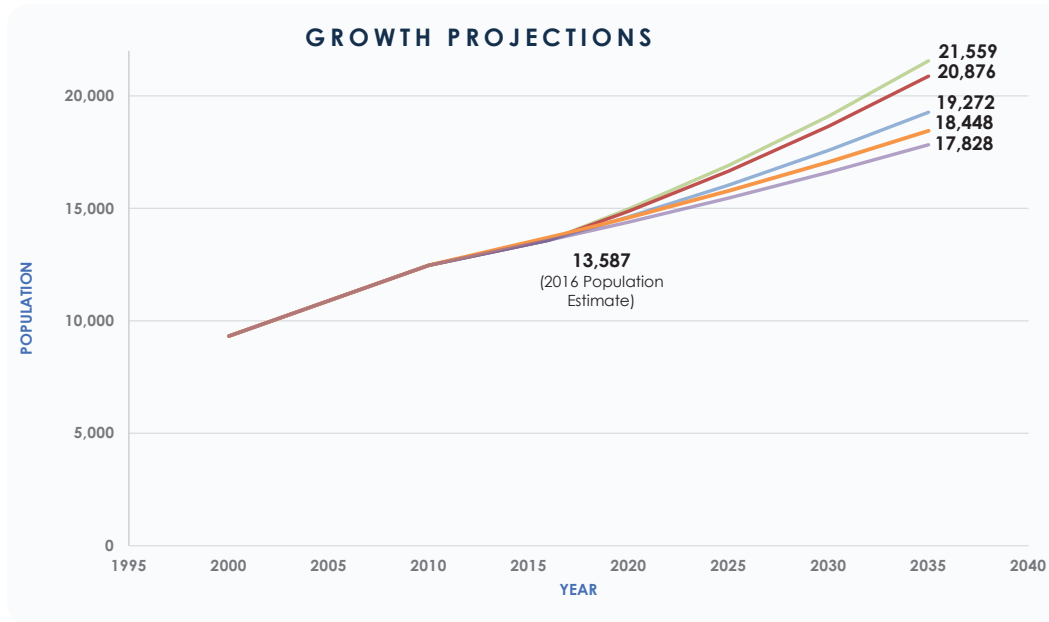


GROWTH TRENDS AND LAND USE

Lady’s Island has grown and will continue to grow. The key is to manage that growth.

Population Growth Trends

The Island’s residential population has grown by nearly 2.5 percent annually since the year 2000, with noticeable impacts on community character, environmental protection, transportation options, and affordability. The analysis that follows provides a snapshot of development trends on Lady’s Island designed to address and inform the land use decision-making process. The analysis includes population projections which help illustrate how much potential growth the island could see in the coming years, the development status which provides a snapshot of development, and a projected build-out analysis of the island.



- Esri Projections
- Woods & Poole Projections
- State of SC Projections
- Building Permit Trend Projections
- Census Trend Projections

Population Projections

No one can predict the future, but population projections help to show how much growth the community can expect based on certain assumptions. This chart above shows multiple growth projection scenarios. All of them indicate that growth is likely to continue.

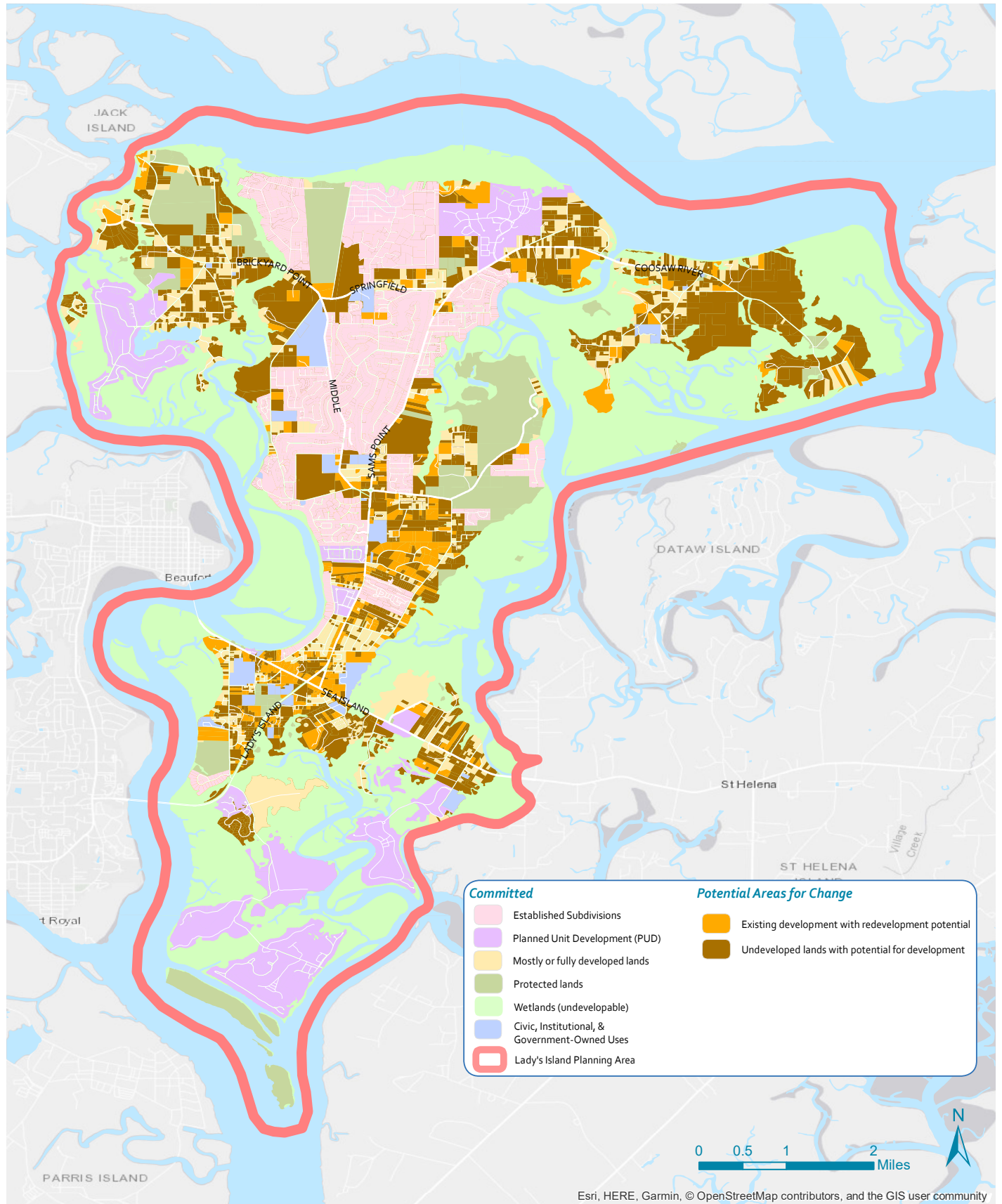
Development Status

This snapshot is a first step to understanding how much growth could occur, where it is most likely to take place, and with what mix of uses and intensity. The development status analysis helps answer the following questions:

- What areas are likely to stay the same? (i.e., environmental areas, protected lands, established neighborhoods)
- What areas already have entitlements for redevelopment? (i.e., established neighborhoods with existing platted lots and Planned Unit Developments (PUDs))
- Where are potential areas for change?
 - Development potential in undeveloped areas
 - Redevelopment potential in currently developed areas



DEVELOPMENT STATUS MAP



Classifying the land into committed or potential areas for change is the first step in the development status analysis. The Development Status map includes both committed lands that are already developed or in the development process and are potential areas for change.

COMMITTED LANDS

Committed lands are lands that are unlikely to change in character, use, or intensity, and can be understood as follows:

- Established subdivisions are primarily residential neighborhoods where most of the lots have houses on them.
- Planned Unit Developments (PUDs) include lands that have been approved for specific types and intensities of development.
- Mostly or fully developed lands include buildings that are unlikely to undergo major redevelopment.
- Protected lands and wetlands are likely to be conserved as natural or rural uses.
- Civic, institutional, & government-owned uses are unlikely to include new commercial or residential growth.

POTENTIAL AREAS FOR CHANGE

Potential areas for change can be understood as follows:

- Existing development with redevelopment potential are areas where the rules and market conditions could result in additional development or redevelopment of existing properties.
- Undeveloped lands with potential for development are parcels with no buildings where development is permitted.

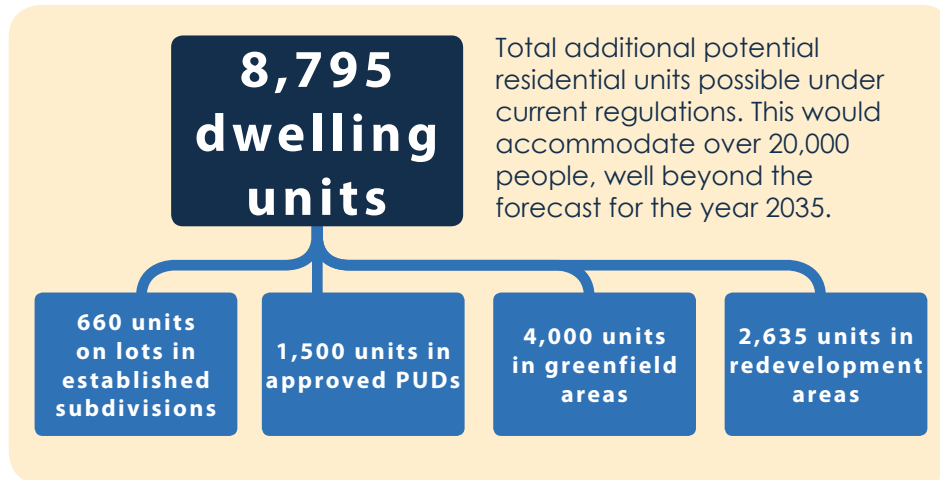
BUILD-OUT

Understanding the capacity for growth under current policies and regulations.

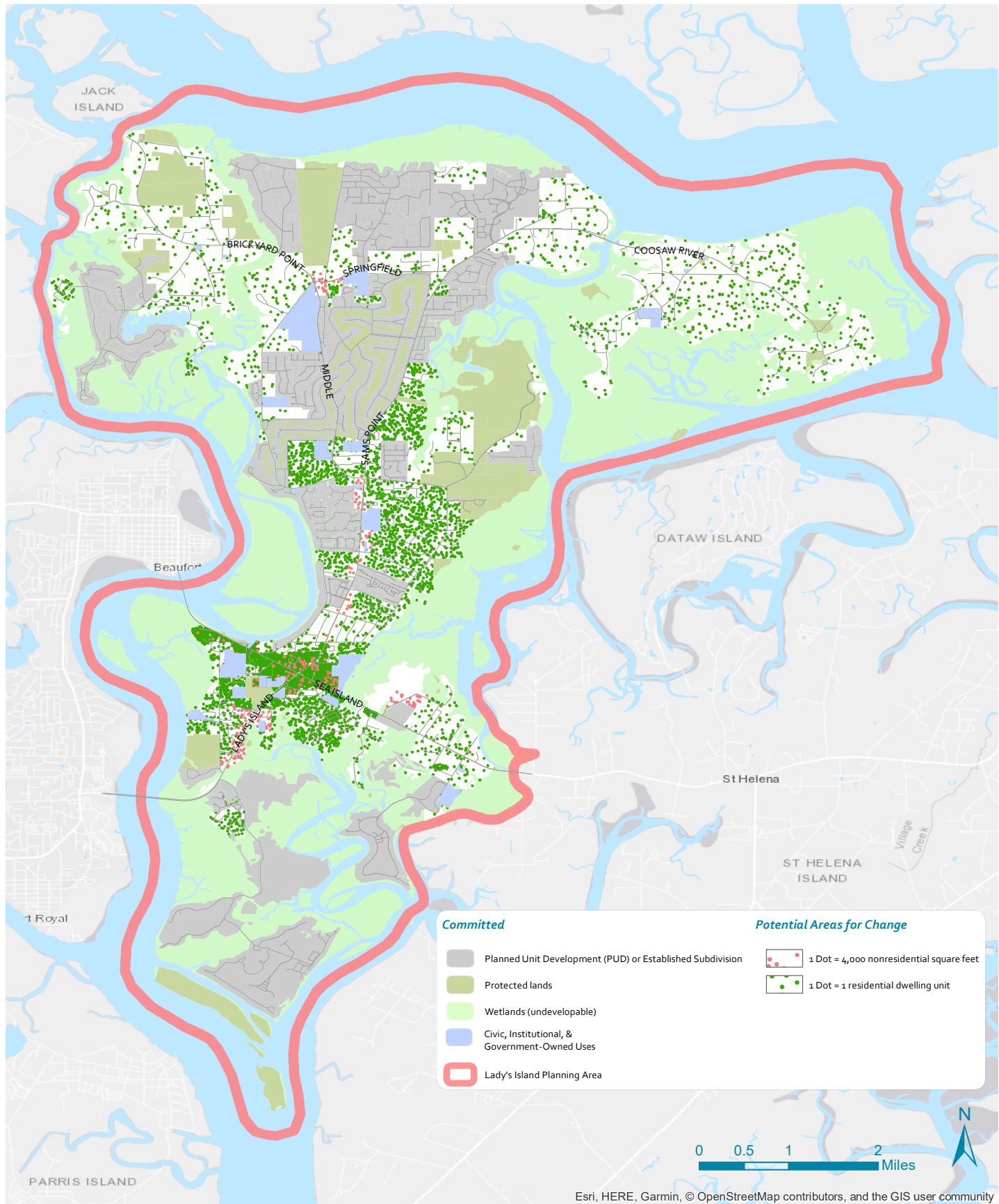
The Build-Out map uses the Development Status map and “fills in” the potential areas for change with the amount of development that is most likely under the existing rules. This analysis describes a potential future assuming no change to current land use policies. The Build-Out map shows where and generally how much residential and nonresidential development is most likely to occur in potential areas for change. It illustrates that the potential build-out exceeds the 2035 forecast of 4,000 - 7,500 people.

Note that this analysis involved calculating the theoretical amount of development that is most likely under existing zoning and entitlements. The Land Use Analysis Memorandum (located in the Appendix) contains a full description of the methodology used in these calculations. These numbers are not intended to shock, and they are not likely to occur within the next generation, but they do point to the importance of good and long-term growth management strategies.

Potential Residential & Commercial Growth

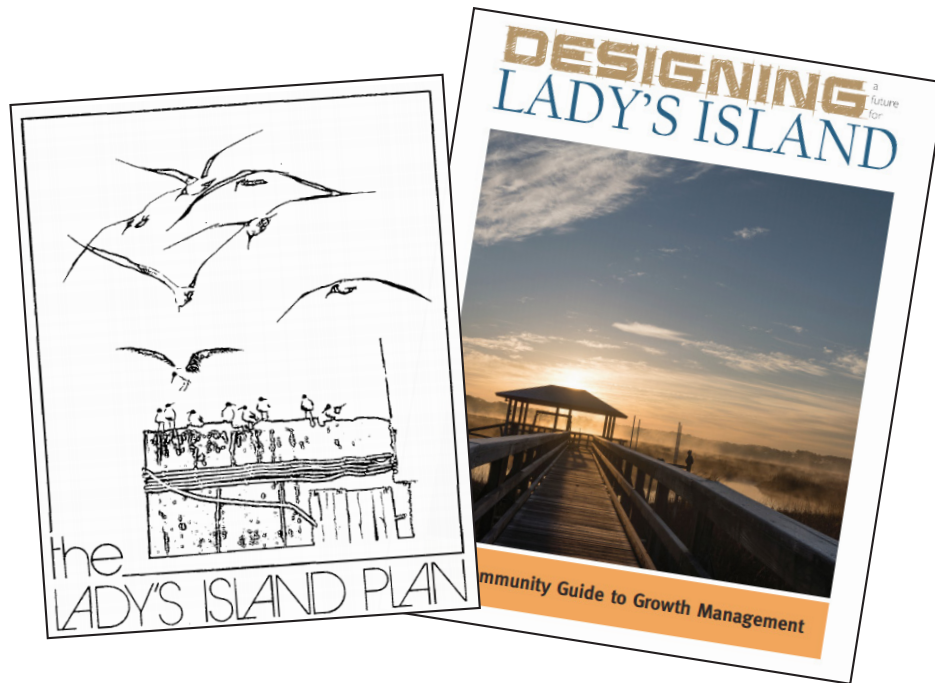


BUILD-OUT MAP



EXISTING PLANS

There has been a great deal of planning forethought on Lady's Island over the years, but this planning has occurred in multiple settings by multiple agencies. Most of the land is in unincorporated Beaufort County, but the Sea Island Parkway corridor is primarily in the City of Beaufort. While the corridor is a small share of the overall island area, it houses the bulk of the businesses that serve the island and connects the eastern sea islands to the mainland. Whatever happens in the corridor has an outsized impact on the rest of the island.



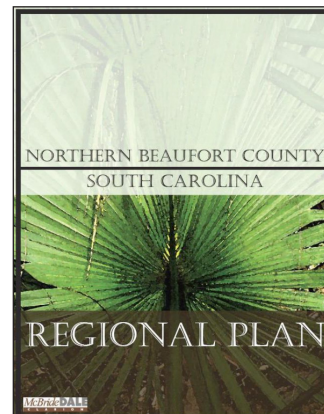
1 NORTHERN BEAUFORT COUNTY REGIONAL PLAN

The 2007 regional plan was a collaborative planning effort among Beaufort County, the City of Beaufort, and the Town of Port Royal. It recognized the critical need for these jurisdictions to work together. The two greatest achievements of this plan were the establishment of growth boundaries and the creation of the Northern Beaufort County Plan Implementation Committee.

The growth boundaries represent a depiction of where urban or suburban growth is planned to occur, and where rural land uses are intended to be preserved. Currently all of Lady's Island is within the growth boundary, including areas currently planned for rural uses. This creates uncertainty and opens the door to the possibility that those rural uses and densities might be converted to suburban densities in the future.

The implementation committee was established to oversee plan implementation and other issues affecting the three jurisdictions. This Lady's Island Plan is an example of multi-jurisdictional planning envisioned in the regional plan – no single jurisdiction can plan for or address the issues facing the island, rather a collaborative effort is needed.

Other recommendations in the regional plan are valid and relevant to Lady's Island, including the importance of interconnecting neighborhoods with transportation links, preserving rural character and densities, restricting development in Air Installation Compatible Use Zone (AICUZ) areas, and promoting compatible infill.



2 BEAUFORT COUNTY COMPREHENSIVE PLAN



Beaufort County adopted the county-wide plan in 2010. Lady's Island is a small part of the overall county area, but the plan includes many policies and recommendations that are relevant and valid for Lady's Island. These include the importance of protecting existing rural areas and protecting natural resources, each of which are strongly supported by Lady's Island citizens.

It also recognizes the need to manage growth so that it does not exceed the capacity of infrastructure (mainly roads). The need to manage growth with the capacity of the island to absorb that growth is a central theme of this plan.



3 CITY OF BEAUFORT COMPREHENSIVE PLAN AND CIVIC MASTER PLAN

The city *Comprehensive Plan* adopted in 2009 and *Civic Master Plan* adopted in 2014 are two pillars of City of Beaufort planning. As it relates to Lady's Island, the city's *Comprehensive Plan* focused on the commercial corridor. Two key policies in the *Comprehensive Plan* relative to this effort are the emphasis on creating a walkable Lady's Island Crossroads and the creation of a cohesive and connected street network, bikeway and trail system. Each of these are high priorities for this plan as discussed in later chapters. The *Comprehensive Plan* also promotes water viewshed protection and calls for planning to prepare for sea level rise, both of which are important policies.

The *Civic Master Plan* goes deeper into the design aspects of the commercial corridor. It contains more detailed recommendations for infill, street connectivity, street typologies (desired street cross sections), pedestrian friendly design, and other village design issues. The recommendations for the Lady's Island Crossroads are the basis for the Lady's Island Crossroads policies in this plan. The concepts of connected patterns of development, buildings that address the street, more mixtures of uses including housing in the Sea Island Parkway corridor, and strong pedestrian orientation are all critical ideas endorsed in this plan.

The recommendation in the *Civic Master Plan* for an island-wide network of bike and pedestrian trails is also endorsed and expanded in this plan.

4 DESIGNING LADY'S ISLAND

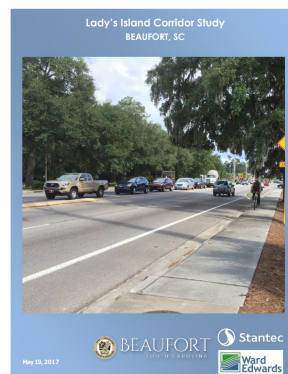
This “Community Guide to Growth Management” was the result of a grass-roots effort lead by the Sea Island Coalition and the South Carolina Coastal Conservation League in 2017. It grew out of a community forum attended by over 400 people. Designing Lady’s Island calls for future growth and planning to be guided by five principles that are an important influence on this plan.

1. *Inspired Development* raises the bar on development quality and is embedded in the development principles contained in the planning areas framework in this plan.
2. *Connected Transportation* calls for an integrated transportation system as reflected in this plan.
3. *Character Enhancement* promotes the need to preserve rural landscapes and natural resources, each of which are core principles of this plan.
4. *Sunlight and Predictability* recognizes the importance of a fair and predictable development process as further promoted under the recommendations for improved civic engagement in this plan.
5. *Community Involvement* also reinforces the idea of a process in which all interested citizens can be engaged.



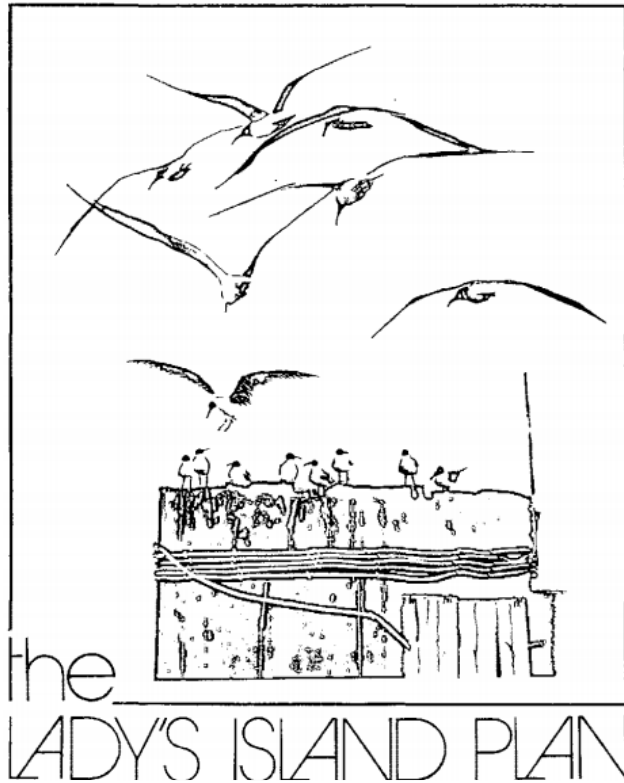
5 LADY'S ISLAND CORRIDOR STUDY

This 2017 study examines traffic conditions and recommends improvements to the Sea Island Parkway and adjacent roads to improve congestion, reduce delays, improve safety, and enhance bicycle and pedestrian accommodations. It includes road improvements, improvements to the main intersection of US 21 and SC 802, alternative routes, improvements to school connections, new traffic signals, new turn lanes, raised medians to better manage access, traffic calming recommendations, and improved bike and pedestrian connections. It recommends improvements at a cost of \$28 million that would provide acceptable levels of service for the next several decades based on forecasted growth. As noted in the previous section, however, the potential for growth under existing regulations could theoretically exceed the forecasts for the next 20 years.



6 LADY'S ISLAND VILLAGE PLAN

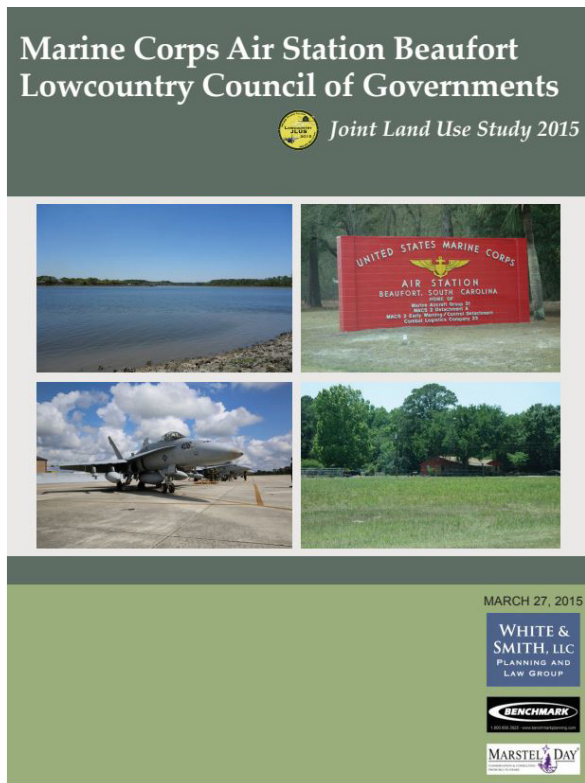
This plan was prepared 20 years ago, it embodies many of the same planning principles that are still envisioned, including the importance of human scale and pedestrian friendly environment. This illustrates the long-standing desire to promote a village center for people, not just automobiles. This plan was not adopted by the city or county, and was generally not implemented.



7 CITY OF BEAUFORT AND BEAUFORT COUNTY ZONING CODES

Both the city and county have recently updated their zoning codes and zoning maps. The codes were developed based on extensive design charrettes. Both codes are form-based that emphasize mixtures of uses, the relationship of buildings to streets, and a multi-modal approach to street design. These two code update efforts were coordinated with, and are consistent with each other.

8 LOWCOUNTRY JOINT LAND USE STUDY (JLUS) PLAN



The JLUS is a collaborative effort that looks at how the Beaufort community and the Marine Corp Air Station (MCAS) can manage land use so that the critical mission of MCAS can continue in a safe and effective way. This is relevant to Lady’s Island because the Air Installation Compatible Use Zone (AICUZ) noise contours extend onto northern Lady’s Island. As discussed elsewhere, the rural land uses on the northern part of the island are proposed to remain. The presence of the AICUZ noise contours reinforces the need to protect that rural land use pattern.

9 BEAUFORT COUNTY AIRPORT MASTER PLAN UPDATE

The Beaufort County Airport is a general aviation airport located on Lady’s Island. The airport occupies approximately 110 acres and is owned by the county. The current Airport Master Plan that has been adopted by County Council addresses a number of capital projects including a full parallel taxiway, increased runway safety areas, obstruction removal in the Runway 7 approach, hangar construction, a runway extension, and other facility improvements.





First Public Meeting: February 21, 2018

CITIZEN INPUT

This plan was shaped by an engaged community at several key steps along the way.

The February 23, 2017 community forum conducted as part of the Designing Lady's Island process was not technically part of this planning process, but its results had a major influence. Its approximately 400 participants were the spark that set the tone and started the process that resulted in this planning effort.

The February 21, 2018 public meeting held at Beaufort High School involved approximately 100 people working together through hands-on exercises to identify planning issues and opportunities.

An online survey was conducted that tested reactions to draft goals and objectives. Approximately 200 participated in the survey with a highly favorable approval of the goals and objectives.

The April 18, 2018 open house at Lady's Island Elementary School provided an opportunity for approximately 120 people to react to the plan in-process. The planning team received valuable and positive input and feedback on planning ideas and concepts.

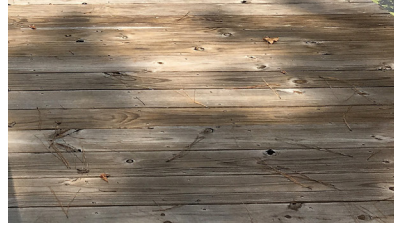
Between July 19 and August 7, 2018, a second survey was published and solicited community feedback about life on Lady's Island. Over 600 unique responses were received. The survey concluded the top two opportunities in Lady's Island are improvements to traffic congestion and continued provision of open space.

Public Priorities

The following were the overall public priorities that came out of this process¹:

- Natural Resource Protection.
- Public Access to Open Spaces and Water.
- Green Infrastructure.
- Uniquely Lady's Island.
- Managed Growth.
- Connected and Efficient Road Network.
- City - County Coordination.
- Balance of Public Interest and Property Rights.
- Pedestrian and Bicycle Friendly Streets.
- Adequate and Concurrent Public Facilities.
- Inspired Development and Redevelopment.
- Housing Choices.
- Mixed Use Centers and Nodes.

¹. These are not listed in order of priority, since different citizen input forums yielded different priorities.



PART 2: PLAN RECOMMENDATIONS

This section of the plan establishes the future direction for development and preservation activity on Lady's Island. The following elements work together to provide guidance to the elected and appointed officials in the decision-making process.

SECTION ELEMENTS

2.1 COMMON GOALS AND OBJECTIVES

The common targets shared by all jurisdictions and parties about the future framework for Lady's Island.

2.2

COMMUNITY FORM

The recommendations and guidelines for the physical pattern and character of development and open spaces on the island.

2.3

CIVIC ENGAGEMENT

The recommendations and guidelines to ensure future development and preservation happens with full civic input and consideration.

2.4

TRANSPORTATION

The recommendations and guidelines for the design and maintenance of the transportation networks on the island.

SECTION 2.1

COMMON GOAL 1: QUALITY OF PLACE

The goal is that Lady's Island have a built environment with exemplary design quality that meets the living needs of its residents through strong neighborhoods and mixed-use business centers built to last for generations.

OBJECTIVES

1. ***Inspired Development and Redevelopment.*** Inspiring, functional patterns of development within the developed areas of Lady's Island that support small businesses, new residents, and community interaction.
2. ***Housing Choices.*** A variety of housing choices that meet the diverse needs of a changing and aging population.
3. ***Mixed-Use Centers and Nodes.*** A series of context sensitive walkable, mixed-use places for different retail and commercial needs for area residents.
4. ***Parks.*** Active and passive parks providing recreation opportunities and public gathering spaces.
5. ***Public Realm.*** Streets that reflect the character of the community through enhanced streetscape and design.

SECTION 2.1

COMMON GOAL 2: CONNECTIONS

The goal is that connections tie places together with transportation and other public facilities. Lady's Island neighborhoods, business centers, natural areas, and water are connected to each other and well served with public facilities.

OBJECTIVES

1. ***Connected and Efficient Road Network.*** An integrated network of streets that enhances Lady's Island's sense of place while preserving the ability of Lady's Island and St. Helena residents to get on and off the island, including but not limited to the recommendations in the Lady's Island Corridor Study.
2. ***Pedestrian and Bicycle Friendly Streets.*** A network of multi-use trails and pedestrian and bicycle friendly streets that make walking and cycling a safe and efficient transportation choice for island residents.
3. ***Adequate and Concurrent Public Facilities.*** Growth tied to the ability to provide concurrent and adequate public facilities such as sewer, utilities, schools and roads.
4. ***Public Transportation.*** Public transportation that fits the scale and needs of Lady's Island including bus connections to the mainland and transportation for the elderly services and health care.
5. ***Public Access to Open Spaces and Water.*** Physical and visual access to water and open spaces for recreation and public enjoyment.

SECTION 2.1

COMMON GOAL 3: PROTECTED NATURE

The goal is that natural resources are preserved and protected, giving residents the opportunity to live in a quintessential Lowcountry landscape with majestic live oaks, marsh views and river access.

OBJECTIVES

- 1. *Natural Resource Protection.*** Preserved and plentiful natural environmental resources including salt marshes, marsh islands, coastal waters, marine resources, trees, forests, and connected wildlife habitats.
- 2. *Trees and Vegetation.*** Extensive mature and new trees, natural vegetation, and landscaped developments that exemplify the sea island environment.
- 3. *Open Space.*** Preserved and connected open spaces that provide visual and natural breaks from the built environment.
- 4. *Green Infrastructure.*** Environmentally sensitive infrastructure that follows green and sustainable infrastructure best practices and recognizes the risks of rising sea levels and storm surge in vulnerable areas.

SECTION 2.1

COMMON GOAL 4: ACTIVE STEWARDSHIP

The goal is that growth and change of Lady's Island is managed responsibly by the City of Beaufort and Beaufort County in collaboration with local civic organizations.

OBJECTIVES

1. **Long View.** A clearly defined and coordinated pattern of growth and annexation that respects the ultimate capacity of the island's infrastructure, public services and natural resources, including emergency evacuation needs.
2. **Municipality and County Coordination.** Coordination of development and public facility decisions between the City of Beaufort, the Town of Port Royal, and Beaufort County in a transparent and inclusive manner.
3. **Civic Infrastructure.** Strong partnerships between local governments and local and regional civic organizations representing residential, business, environmental, minority, and other interests.
4. **Balance of Public Interest and Property Rights.** Respect for the need to balance the public interest in managing growth and development with the rights of individual property owners.
5. **Fiscal Sustainability.** Living and growing within the means of local government to fund infrastructure and public facilities in a fiscally responsible and sustainable manner.

SECTION 2.2

COMMUNITY FORM

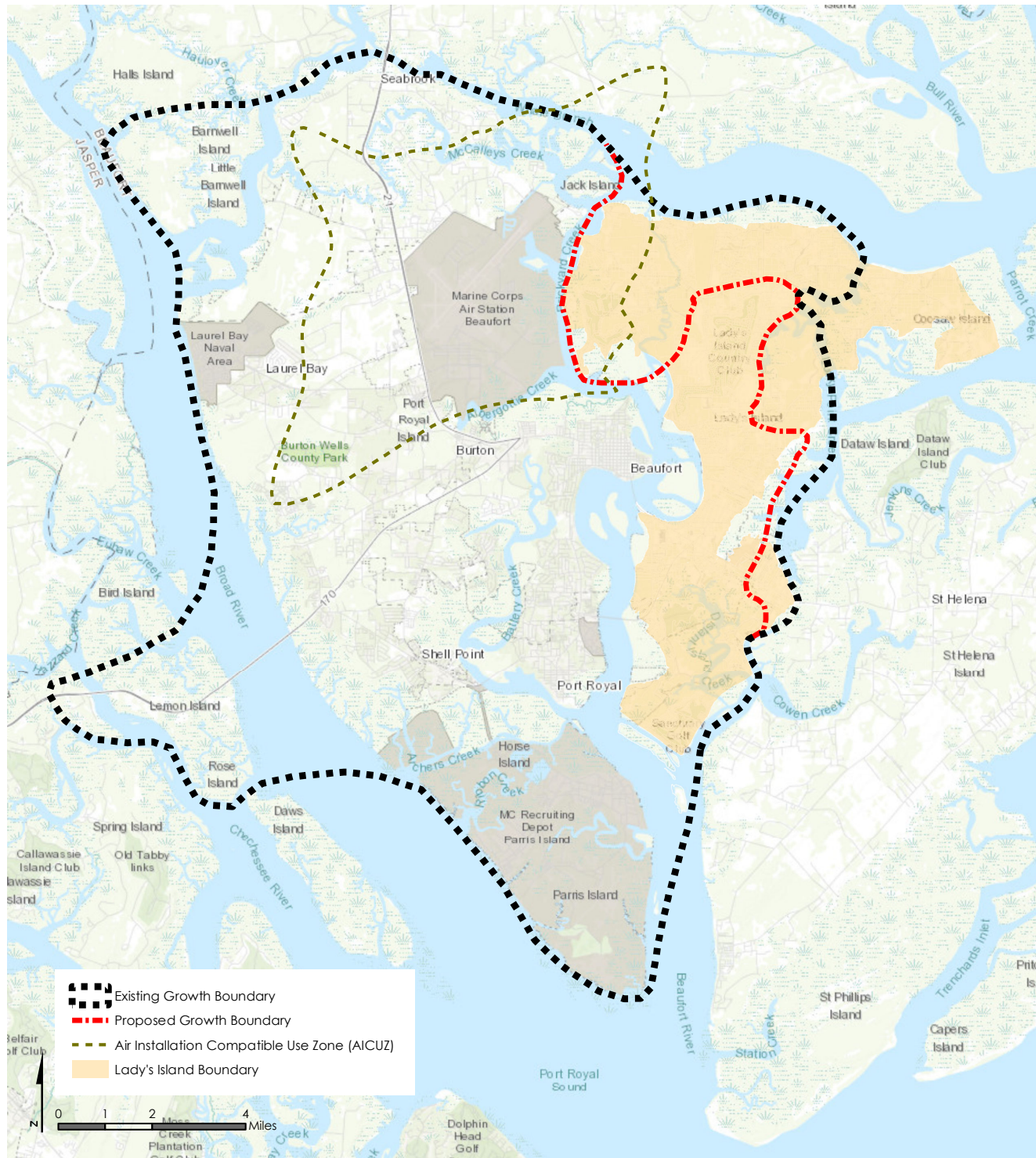
This plan does not address proposed future land use at a parcel-specific level – that has already been done through the city and county comprehensive plans and recent updates to the land use regulations. There was an extensive amount of thought and consideration to new zoning maps for both jurisdictions, and there was substantial coordination between the two jurisdictions.

This plan addresses community form at two levels, including at an island-wide level and at a neighborhood and business district level.

Island Wide: As a coastal sea island, Lady's Island has a finite capacity for new growth and development. There are limits to how much growth the natural environment can absorb. There are limits to how much growth existing infrastructure can accommodate and there are limits to how much infrastructure can be expanded without changing the character of the island. That capacity is difficult to quantify, but the community recognizes that the island is already on a path that threatens to exceed that capacity. Growth must be managed now to avoid more serious problems in the future. Lady's Island has experienced a significant amount of growth over the past several decades, and there is a substantial amount of growth yet projected in the future, as described in the Foundation section of this plan.

This plan recommends the growth boundaries that were first established in the Northern Beaufort County Regional Plan, and later adopted as part of the city and county comprehensive plans, be modified to prevent future urban growth in rural areas and limit the geographic footprint of suburban or urban density growth.

PROPOSED GROWTH BOUNDARY MAP



GROWTH BOUNDARY: The Growth Boundary is the area identified in the Northern Beaufort County Regional Plan that is envisioned as future growth area (within the boundary) and land that is envisioned to remain rural in character and density (outside the boundary).

Specifically for Lady's Island, the growth boundary is used to protect and preserve the community's rural areas and manage the growth of suburban and urban areas.

Neighborhoods and Business Districts: Having addressed the overall “footprint” of urban and suburban development and contrasting rural development, this plan identifies a series of neighborhood-level building blocks, with recommendations that supplement the more detailed provisions of the two land development codes. It looks at how individual development decisions should ultimately add up to a cohesive whole, all targeting the desire, not just for high quality individual developments, but for high quality places that reinforce and strengthen existing urban, suburban, and rural forms of development.

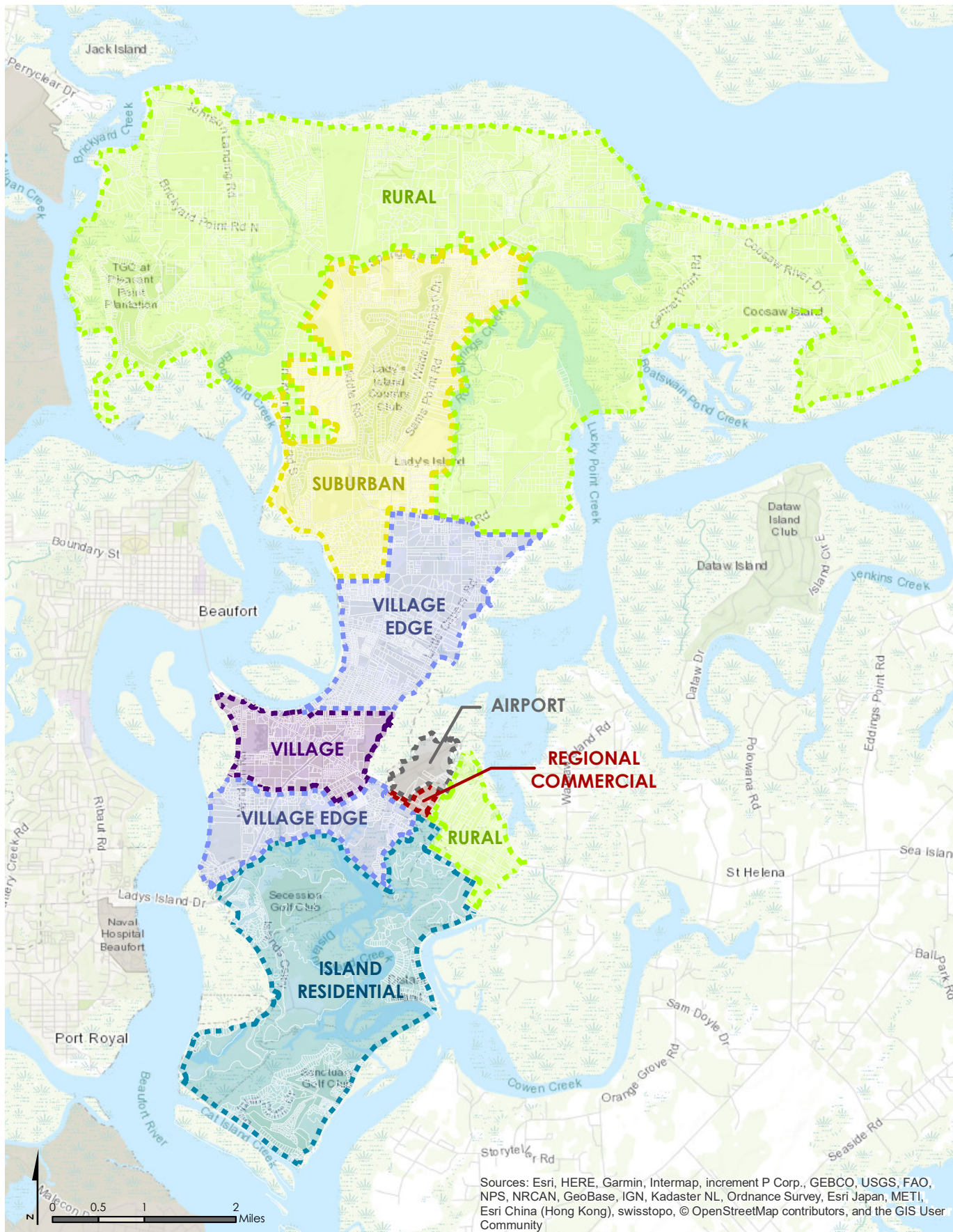
Community Form Principles

To better assist decision-making about infill, development, and preservation measures in the study area, seven distinct community forms have been identified and unique principles are provided for each.

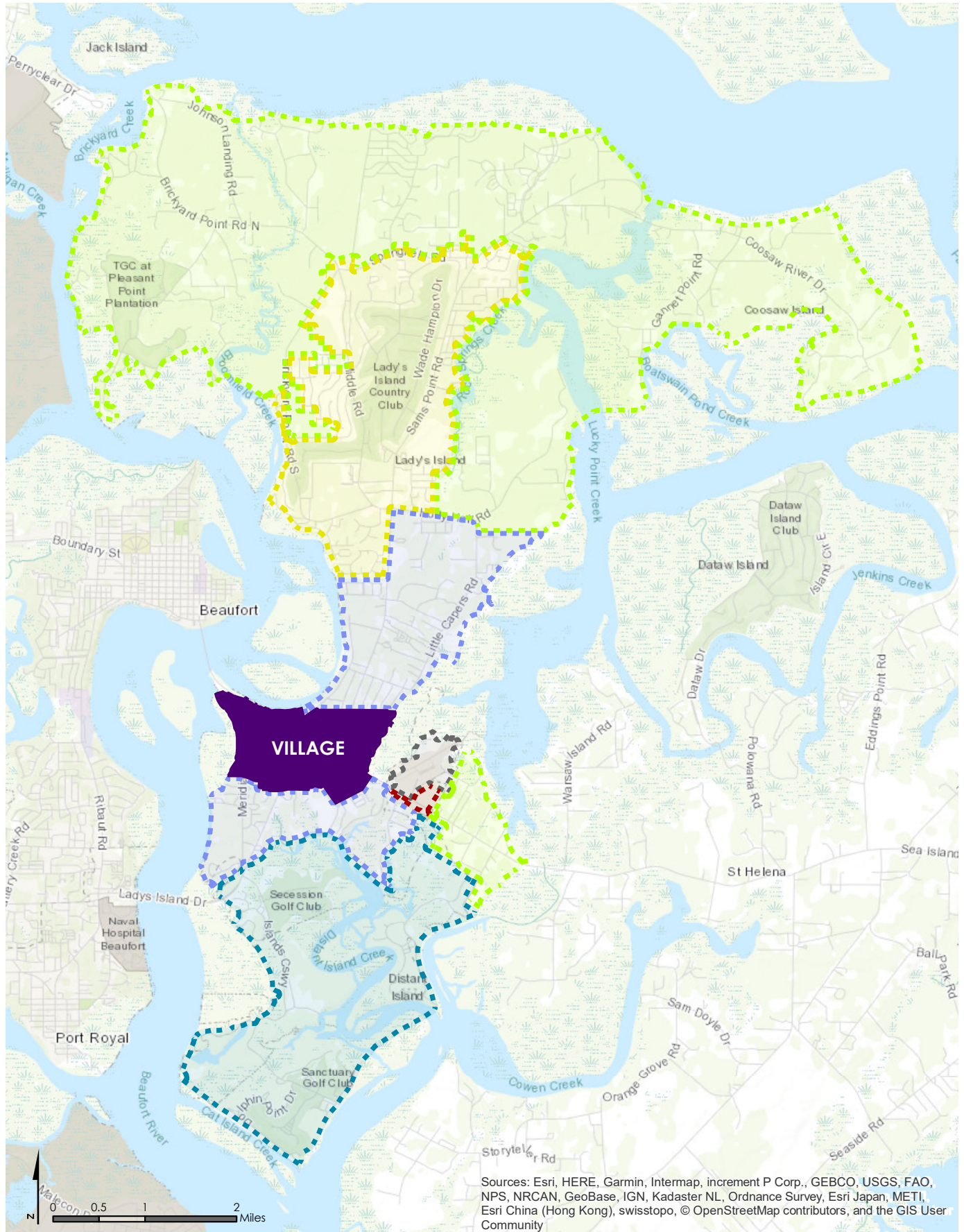
Community Form Areas



COMMUNITY FORM AREAS MAP



VILLAGE - FORM AREA MAP



VILLAGE

The Village has long served the residents of Lady's Island and the islands to the east, along with residents of Beaufort and Port Royal. As such, it is both a local business district and a regional gateway. The village consists of several sub-areas: Lady's Island Crossroads, Village Corridor, and Village Neighborhood.

The village includes a diverse mix of uses including freestanding businesses on small lots, small strip centers, large format grocery stores, professional offices, residential uses, and others. It has a complex mixture and configurations of large and small parcels. The area has a unique quality and charm. It includes small scale and historic restaurants and older single-family homes, mixed with newer automobile dependent strip centers. In certain places, such as at the western end of the corridor, it has a sea island beach community feel, while in other places it has a suburban retail feel. Its unique character is difficult to define, as it changes from one parcel to the next and has evolved differently over time, but it is nonetheless valued by locals.

As the focal point for Lady's Island, there is great interest in ensuring that as property in the area redevelops that it do so in such a way that a unique sense of place is respected, and a village is created. The area is the focal point of Lady's Island and no one wants to see it end up being a generic automobile dependent suburban commercial strip.

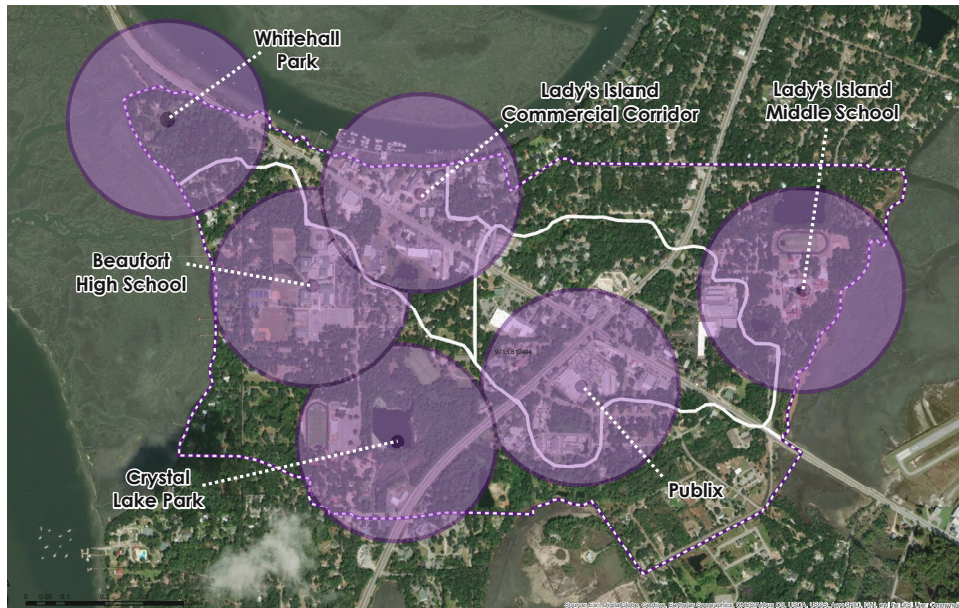
In addition to providing access to the businesses, Sea Island Parkway is a critical arterial that carries regional traffic. The village concept must be balanced with the need to maintain adequate capacity for regional traffic. It is also a hurricane evacuation route, which needs to be considered as well.

There is a long history of planning for the village. Key plans include the 1999 Lady's Island Village Plan (that resulted in the Lady's Island Community Preservation Committee) and the 2014 City of Beaufort Civic Master Plan. The City of Beaufort and Beaufort County recently coordinated updates to their development codes, in part to implement the recommendations in the Civic Master Plan. Key common concepts that come from those plans include: a desire for a mixture of compatible uses, building forms that address but do not overwhelm the street, pedestrian orientation and walkability, connected streets and circulation, improved and managed access, and streets that are designed for multiple modes of transportation with a human scale.

Traffic circulation and congestion has long been a concern in the village. Most recently the cities and county endorsed recommendations for road improvements proposed in the 2017 Lady's Island Corridor Study (a.k.a. the Stantec study). The study calls for a mix of improvements to existing roads, and additional new roads, to provide alternative routes, improvements to school connections, new traffic signals, additional turn lanes, raised medians in certain places, traffic calming approaches, and improved bike/ pedestrian facilities.

There is consensus that the future village should be high quality with a unique sense of place, but there is no simple definition for what that means. There is no one-size-fits-all solution. The answer is more complex: it should be neither fully urban nor suburban – it should be a hybrid mix of both. It should be a series of mixed use clusters that fit within their location in the corridor.

The realization of a village vision will likely take decades to occur. It will be complex and evolving. Its progress should be monitored and evaluated constantly. Change is always a challenge and growing pains will be inevitable. The key will be for the city and county to work cooperatively with each other and with the community, to monitor the change and be prepared to adjust policies and regulations.



A Walkable Village

The Village should be a series of nodal destinations with a compact walkable distance filled with homes.

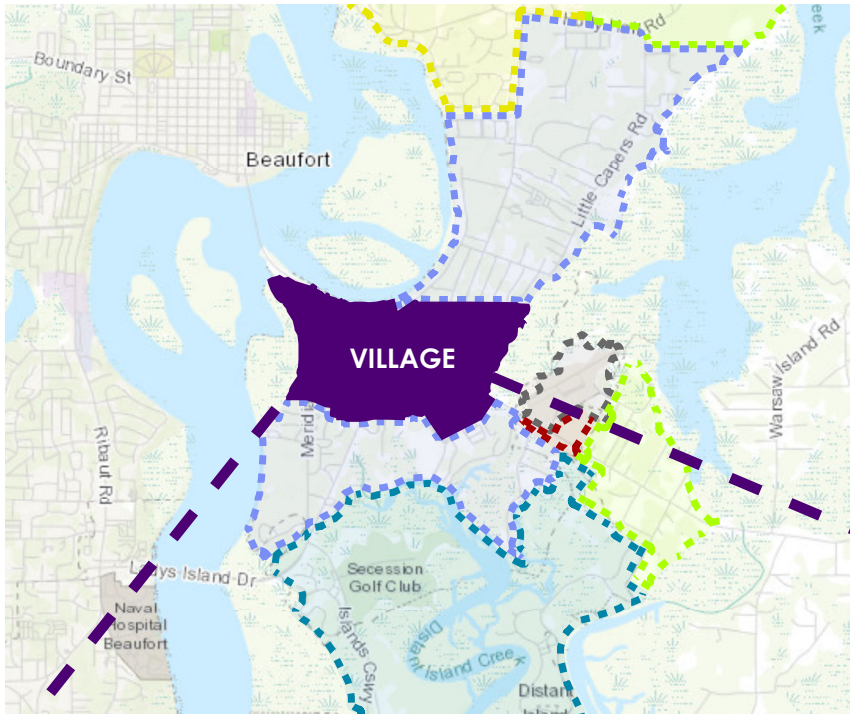
The map (above) illustrates the concept of walkable 1/4 mile pedestrian sheds within the Village. There is no hierarchy between these nodal destinations.

Village Principles

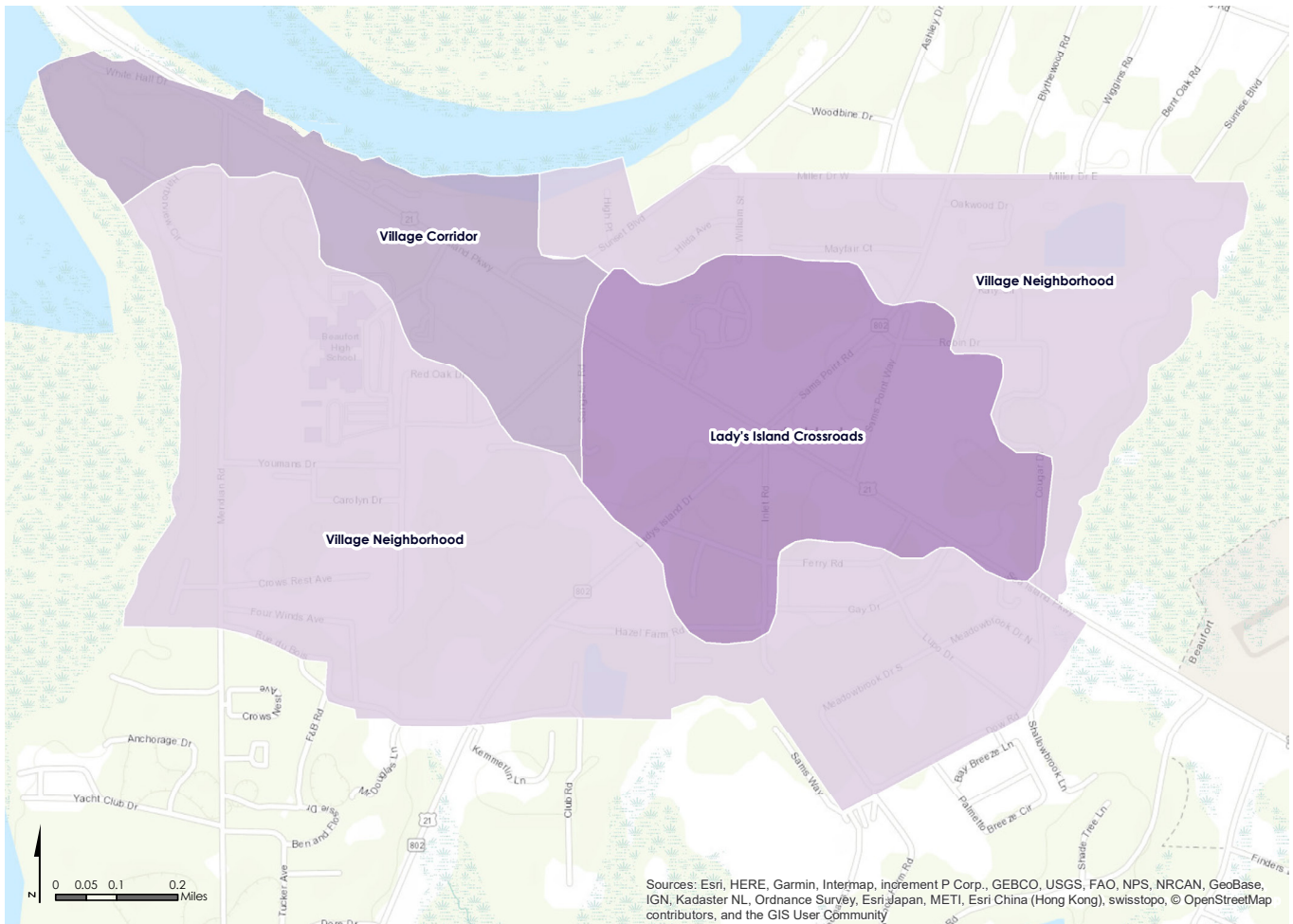
In addition to the Common Goals on pages 28-31, the following are principles that apply to the overall village, followed by principles that are targeted to the sub-areas.

1. Encourage uses at a scale that reflects the historic pattern of development.
2. Encourage compatible mixtures of uses, including commercial, residential, office, and personal services.
3. Walkability is critical - within individual developments, between developments, and integrated with pedestrian friendly streets that connect to adjacent neighborhoods. Establish off-street connections between adjacent parcels for vehicular, pedestrian, and bicycle traffic to create a connected and coherent pattern of development.
4. Connect sidewalks and bike trails with nearby residential neighborhoods.
5. Design new development or redevelopment within the context of each site and surrounding area. No one design concept will apply to all sites.
6. Address the street with incrementally-scaled buildings, with the parking at the side or rear, rather than one continuous row of zero lot line buildings that would be found in a traditional town or city main street.
7. Reflect the small-scale character of the corridor in the design and form of buildings should. No one building type or scale is appropriate for all locations.
8. Encourage new residential uses. The village should be a place where people live, shop, work, socialize, are entertained, and meet daily needs.
9. Retain a village scale and design rather than a "city" feel. The dominant image should be a small scale and tree dominated corridor, even as it accommodates higher densities in a context sensitive manner.
10. Locate and design multi-story buildings permitted under the development codes to respect the village scale and heritage of the area.
11. Integrate development with the transportation systems. Sites should be designed to connect pedestrian and bicycle facilities and should help advance opportunities for transit where possible.
12. Require high quality site planning and design, particularly related to extensive native landscape, small scale signage, Lowcountry building design and materials, sensitive parking lot designs, and green infrastructure.
13. Preserve existing trees as much as feasible as part of new commercial development, including existing street trees as well as trees on site.
14. Implement the streetscape improvements identified in the civic master plan.

VILLAGE REFERENCE MAP



VILLAGE SUBAREAS - FORM AREA MAP



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community

LADY'S ISLAND CROSSROADS

The Lady's Island Crossroads is currently the most intensive part of the Village and the businesses within are predominately auto-oriented. Each business is typically paired with a parking lot.

The four quadrants around the Sea Island Parkway and Lady's Island Drive/Sams Point Road intersection are a challenge. Those roads, as currently configured, are not pedestrian friendly and they carry heavy regional traffic. While there is a desire that at some point in the future they can be converted to a design that is more pedestrian friendly, in the foreseeable future each those quadrants are encouraged to accomplish a pedestrian friendly environment and mixture of uses. While it is not feasible now to envision extensive pedestrian traffic from one quadrant to another, each quadrant can individually have its own mixed-use pedestrian form.

Lady's Island Crossroads Principles

In addition to the Common Goals on pages 28-31, and the Village Principles on page 39, the following are principles that apply to the targeted Lady's Island Crossroads sub-area.

1. Four small focal points within each of the cornering blocks should provide pedestrians with a sufficient means of travel, rather than creating one focal point at the intersection of Sea Island Parkway and Lady's Island Drive.
2. Larger buildings, such as grocery stores or hardware stores may be located away from the street, but smaller "liner" buildings along the front of the lot are encouraged to create a street building presence.



Source: Pictometry

VILLAGE CORRIDOR

There are many small-scale businesses within the Village Corridor that reflect a beach island character, such as local restaurants and a marina. The future development in this area could provide a new sense of walkability along Sea Island Parkway and create a meaningful entry from historic downtown Beaufort.

Village Corridor Principles

In addition to the Common Goals on pages 28-31, and the Village Principles on page 39, the following are principles that apply to the targeted Village Corridor sub-area.

1. Encourage small scale walkable uses.
2. Encourage residential use either on or adjacent to the corridor.
3. Match the existing character of the corridor with any new building development. Tree preservation is especially important to the character of the area.
4. Encourage/maintain small scale ground signs.
5. Encourage parking to be located to the side or rear of buildings.
6. Create connections to the Lady's Island Crossroads and surrounding neighborhoods with multimodal transportation such as bike trails/lanes and sidewalks.
7. Maintain viewsheds and access to the water. Buildings should address the water as well as Sea Island Parkway.
8. Promote integration of parks and other recreational spaces.



Source: Google

VILLAGE NEIGHBORHOOD

The Village Neighborhood surrounds the Lady's Island Crossroads businesses. In comparison to other neighborhoods in Lady's Island, this area has higher residential density and more mixed-use development. The neighborhood is experiencing some pressure to increase in density due to the proximity to businesses and the density allotment within the zoning code. There is also an opportunity to better integrate and link Crystal Lake into the neighborhood.

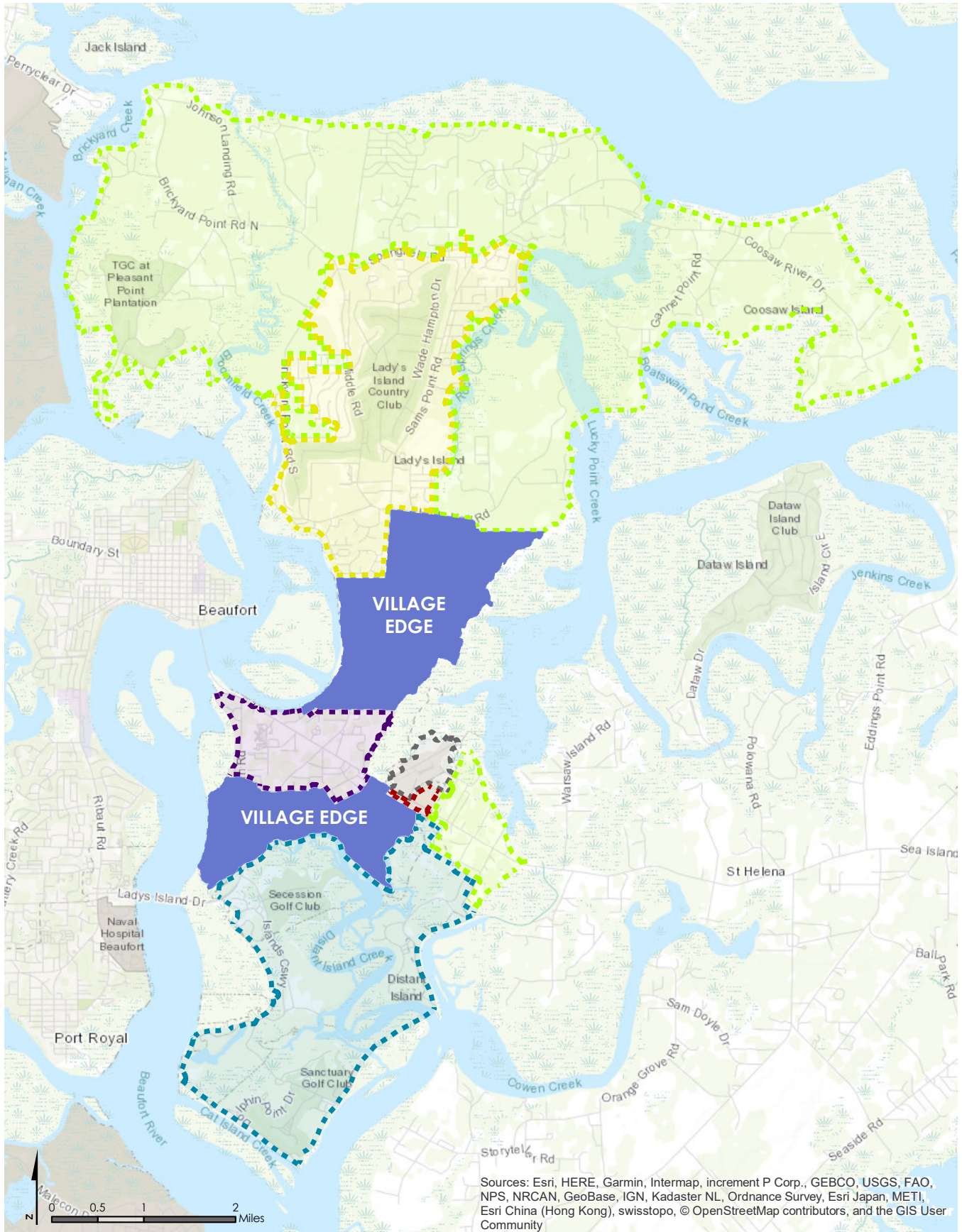
Village Neighborhood Principles

In addition to the Common Goals on pages 28-31, and the Village Principles on page 39, the following are principles that apply to the targeted Village Neighborhood sub-area.

1. Balance infill and increased density with the existing character of the neighborhood.
2. Promote bicycle and pedestrian connections. This neighborhood is within a walkable distance to many shops and restaurants. This should be emphasized by introducing new sidewalks and bike paths/lanes that make the area more walkable.
3. The structure and design of new buildings should be compatible to the existing character of the area.
4. Provide pedestrian and road connections from existing parks (Crystal Lake, Lady's Island Boat Landing), schools and civic spaces to residential and commercial areas, maximizing the public benefit of these amenities.
5. Promote cohesive development with existing churches and schools through effective communication efforts.



VILLAGE EDGE - FORM AREA MAP



VILLAGE EDGE

The Village Edge refers to the areas adjoining the Village. These serve as transition areas with residential homes and public spaces such as churches, parks, and school buildings.

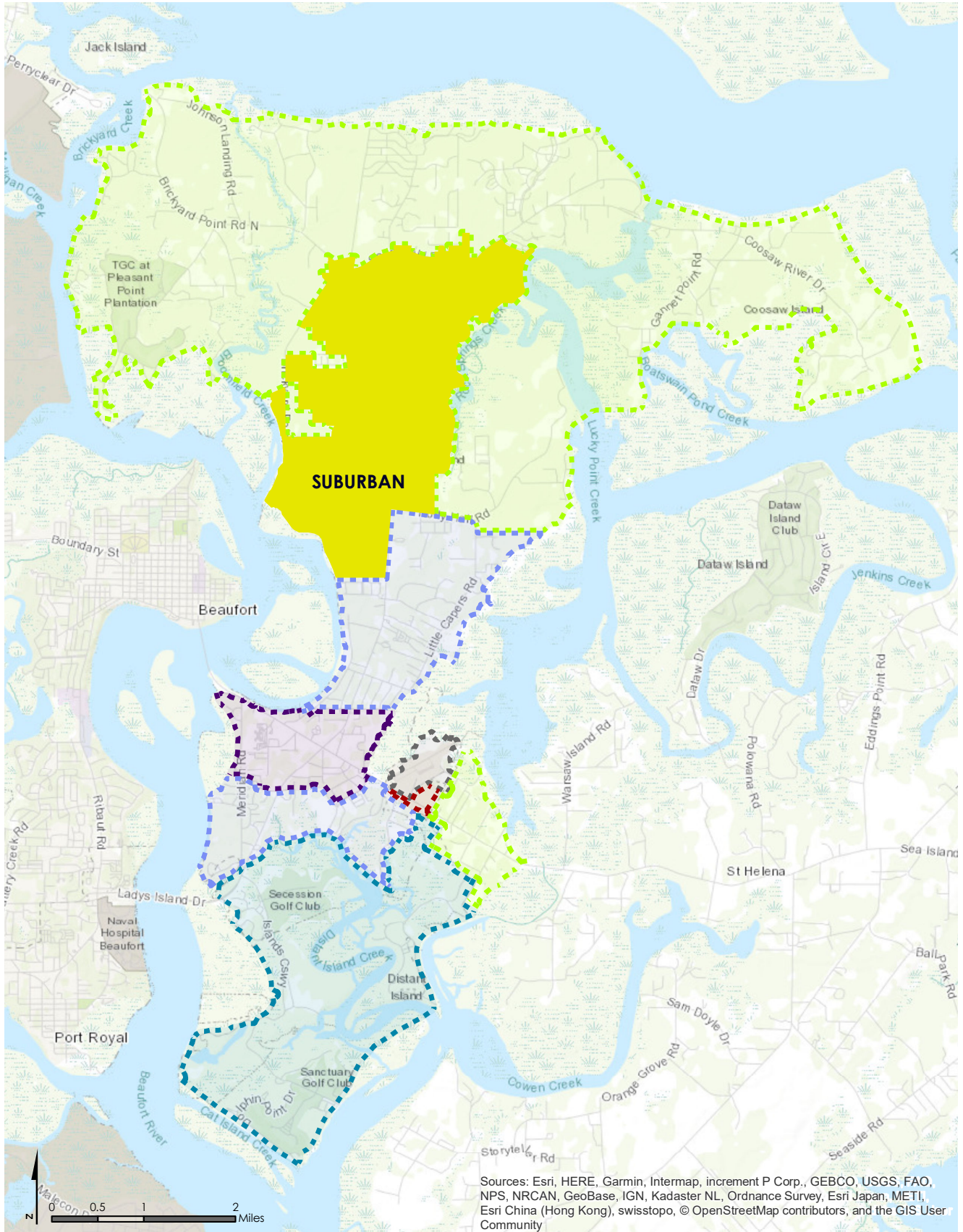
These transition areas are candidates for infill development because of the vacant or underutilized land that is available. Since there is open space available and there is the ability to build, the transition areas will likely feel the pressure to develop further.

Village Edge Principles

In addition to the Common Goals on pages 28-31, the following are principles that are targeted to the Village Edge form area.

- 1.** Provide connections between residential neighborhoods, business clusters and recreational space. In addition to the existing automobile connections, walking and bicycle traffic is encouraged. This can be accomplished by implementing new sidewalks and bike lanes which can be independent or located in a shared lane.
- 2.** Respect the existing traditional neighborhood development pattern. This includes connecting vehicle pathways and avoiding dead-end streets.
- 3.** Encourage the preservation of trees, natural resources, open and community spaces in these areas to balance new development.
- 4.** Reflect compatible character in the design and form of buildings. Complement the existing surrounding area with new infill development and redevelopment.
- 5.** Reinforce the transition between the more intensive mixed-use pedestrian environment of the Village area to the south and the more automobile oriented Suburban area to the north through sensitive street and streetscape design, including design features such as pedestrian crossings, sidewalk design, lighting, and landscaping.
- 6.** Require sanitary sewer before development can begin, if two or more residential units per acre of land is proposed.

SUBURBAN - FORM AREA MAP



SUBURBAN

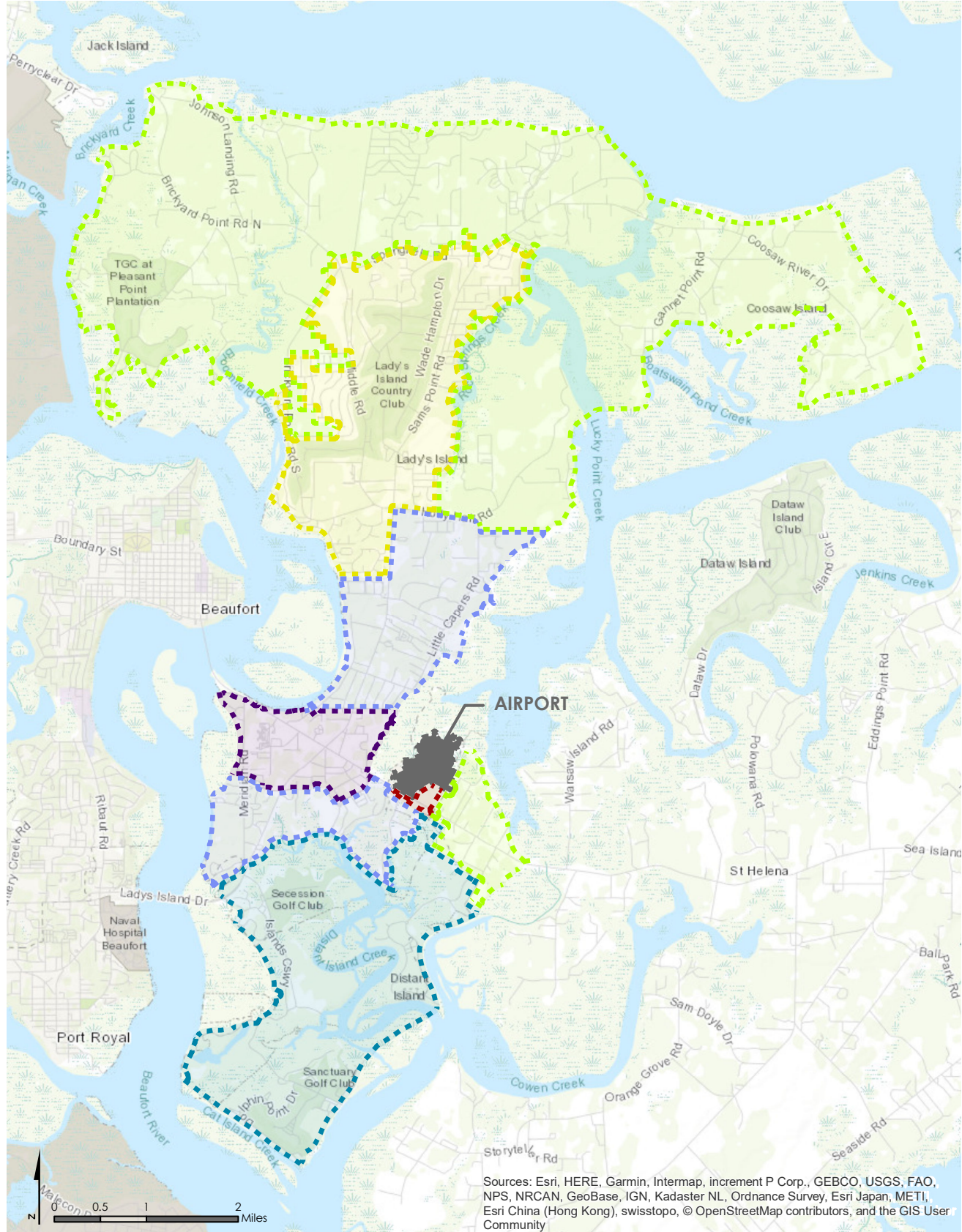
The Suburban area in Lady's Island is similar to the Village Edge areas in that they are both majority residential areas. However, unlike the Village Edge, the suburban area already has an established development pattern. There is little room for new development, therefore substantial changes are not expected to be made to the area. Unlike the traditional neighborhood development pattern, roads in the suburban development pattern are curvilinear with frequent cul-de-sacs.

Suburban Principles

In addition to the Common Goals on pages 28-31, the following are principles that are targeted to the Suburban form area.

1. Connect residential blocks to business clusters and natural spaces with pedestrian pathways such as bike lanes and/or sidewalks in order to further develop walkability.
2. Respect the character of the existing development - coordinate with its surrounding patterns to keep the development of the area consistent.
3. Incorporate block size standards to restrict the length of streets to increase connectivity.
4. Potential vehicular connections should be explored as development or redevelopment occurs, and opportunities for future vehicular connections should not be precluded in the design of new developments.
5. Preserve open space as part of the development process.
6. Require sanitary sewer before development can begin, if two or more residential units per acre of land is proposed.
7. Tree preservation should be a priority in this area as well as open and community space protection.
8. Limit fill dirt on flood prone and low-lying properties.

AIRPORT - FORM AREA MAP



AIRPORT

The Airport is an important economic asset for the county. There is light industrial potential in this area, especially for businesses that need general aviation access.

There is a master plan in place for the airport that includes the possibility of a runway extension, but there are concerns about the impact that an expansion would have on the area. This Lady's Island Plan 2018 recommends that no runway extension be considered.

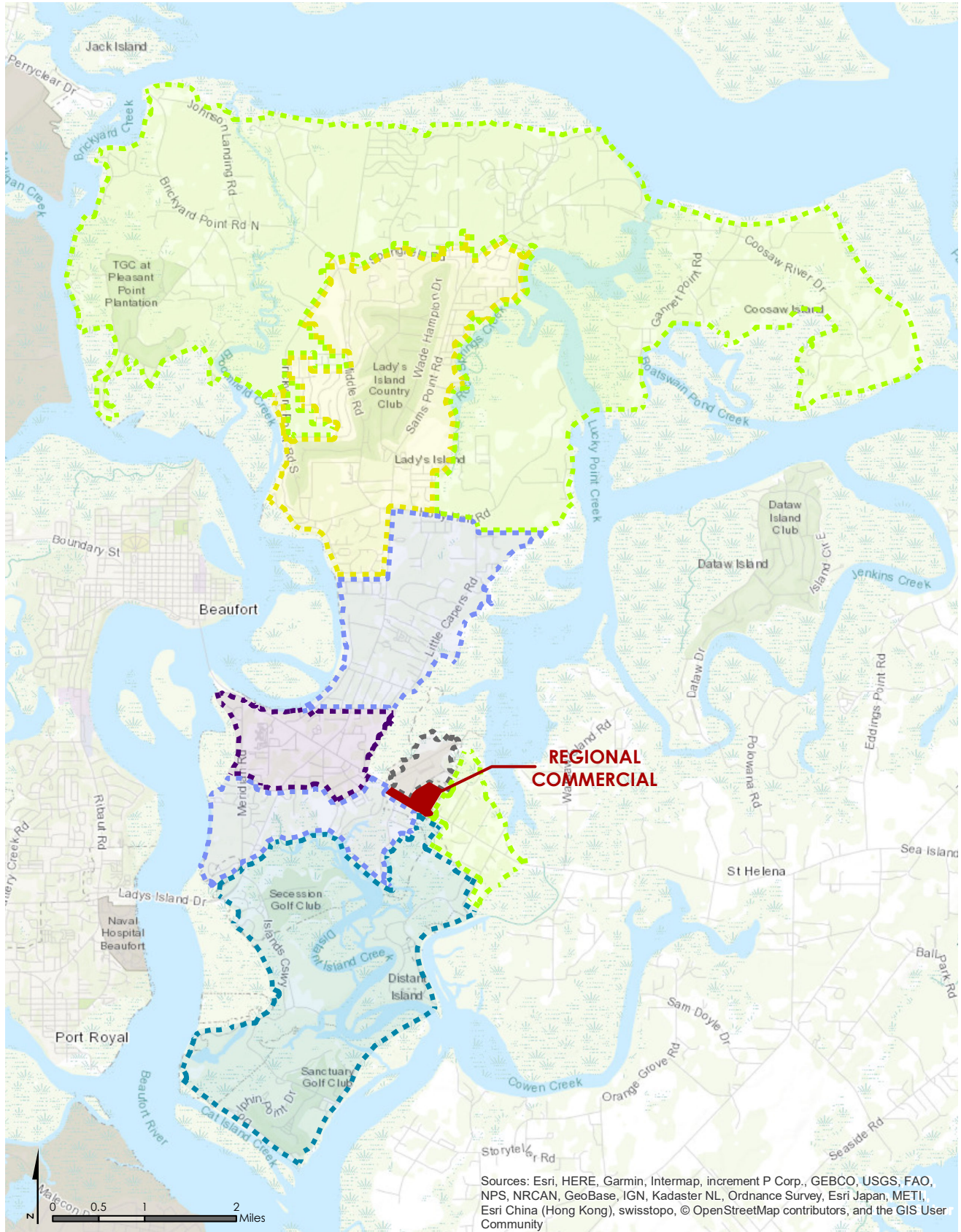
Airport Principles

In addition to the Common Goals on pages 28-31, the following are principles that are targeted to the Airport form area.

1. Recognize the economic benefit of the airport.
2. Coordinate with airport master planning.
3. Encourage compatible light industry and agricultural-related industrial uses but ensure that traffic is managed.
4. Support and protect the existing packing plants and cooling sheds as an important part of the Lady's Island/St. Helena agricultural community.



REGIONAL COMMERCIAL - FORM AREA MAP



REGIONAL COMMERCIAL

The Regional Commercial area contains the newly constructed Walmart and other future business developments that are entitled under the planned unit development. This site is a draw for both residents of Lady's Island and visitors from other areas of Beaufort County. The elevation of this site is low and will cause development complications in the future.

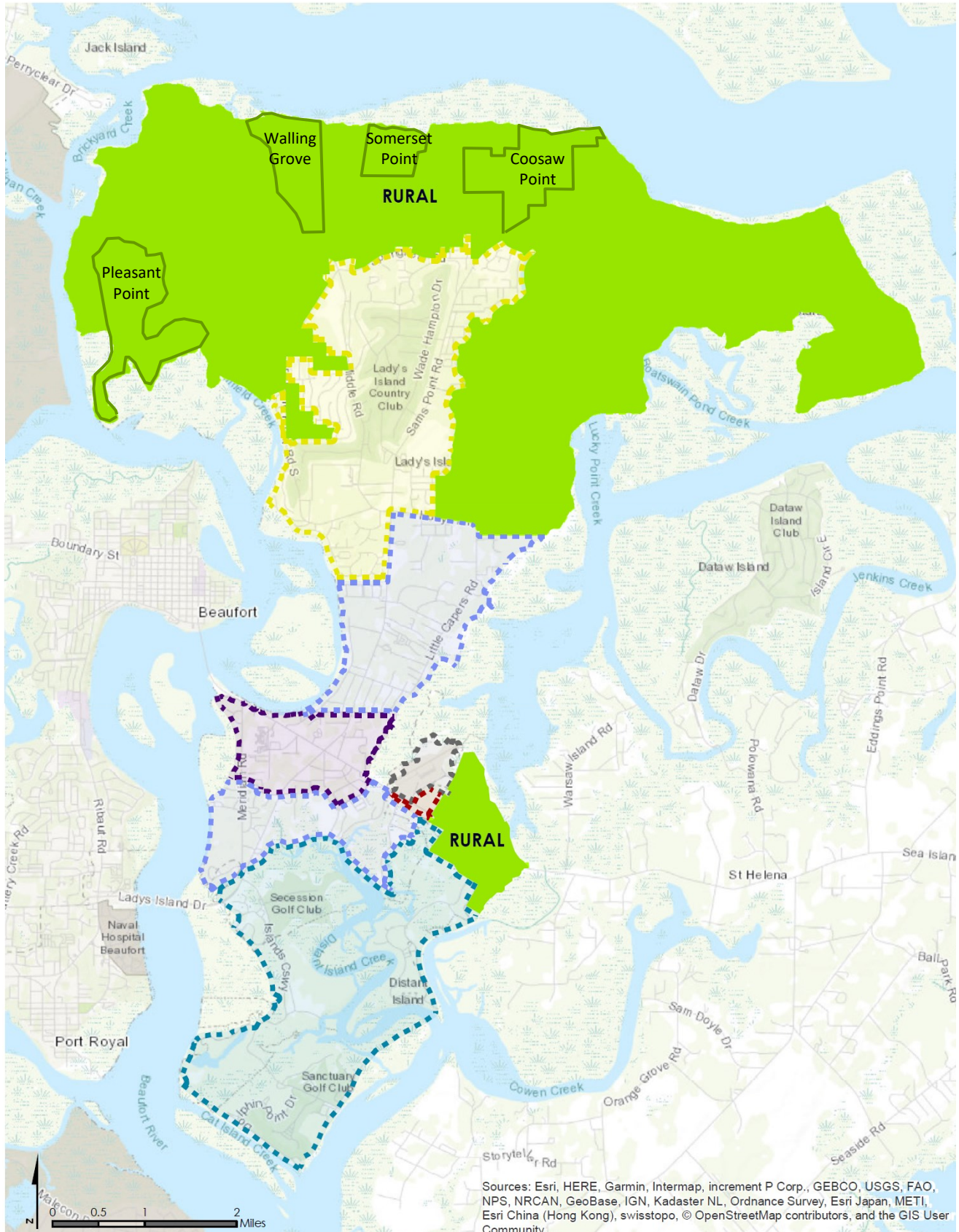
Regional Commercial Principles

In addition to the Common Goals on pages 28-31, the following are principles that are targeted to the Regional Commercial form area.

- 1.** Revisit design and density standards when and if existing development agreements expire for the planned unit developments, including consideration of reduced parking requirements and pavement coverage.
- 2.** Limit commercial development to the current approved geographic limit.
- 3.** Limit fill dirt on flood prone and low-lying properties.



RURAL - FORM AREA MAP



RURAL

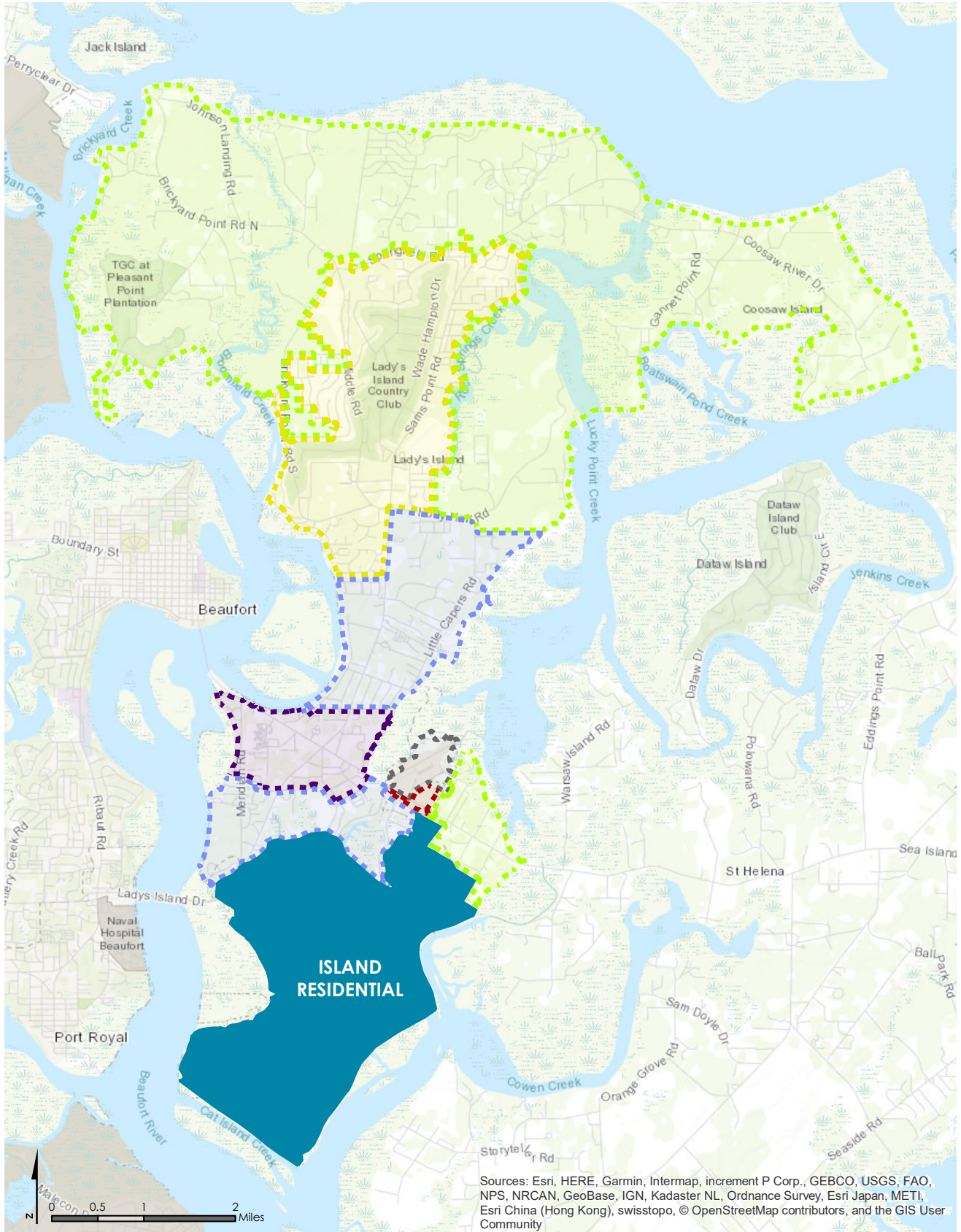
The Rural area encompasses the northern and eastern portions of the island. Most of the land is utilized as residential or agricultural property with a few exceptions that include churches and small-scale businesses. The Rural area has several existing residential subdivisions that are suburban in character. These include Pleasant Point, Walling Grove, Somerset Point, and Coosaw Point which were approved prior to the County adopting its Zoning and Development Standards Ordinance in 1999. This plan recommends no new similar developments in the Rural area. The conservation of the rural areas is an important aspect of the overall growth management strategy of the island.

Rural Principles

In addition to the Common Goals on pages 28-31, the following are principles that are targeted to the Rural form area.

1. Maintain the area at rural densities as currently established through zoning.
2. Recognize rural use as the long-term future of the area.
3. Further the Rural Policy Goals contained in the county comprehensive plan.
4. Utilize all tools and initiatives available to mitigate or prevent additional development in this portion of Lady's Island, such as: Rural and Critical Land Preservation Program, scenic easements, purchase of development rights, conservation subdivisions, limits on dirt fill.
5. Support community-based rural business and agricultural uses, such as working waterfront fishing villages that benefit local businesses and residents.
6. Avoid the construction of a third bridge in the northern rural area. While an additional access point into Lady's Island may improve access, it will also create new growth pressure along with a desire for more housing that will ultimately change the character of the rural north.
7. Tighten the growth boundary to exclude the rural area. Restricting future development in this area should preserve the existing open and agricultural space.

ISLAND RESIDENTIAL - FORM AREA MAP



ISLAND RESIDENTIAL

The Island Residential area is comprised of several planned unit developments that are at the south end of the island. Most of the land in this area already has zoning entitlement, primarily through PUD approvals and development agreements. This amenity-based area is predominately single-family, however some commercial and multifamily uses are also entitled here.

Island Residential Principles

In addition to the Common Goals on pages 28-31, the following are principles that are targeted to the Island Residential form area.

1. Revisit design and density standards when and if existing development agreements expire for the planned unit developments.
2. Consider the quality as well as the quantity of development in this area. There is one access point to both PUD communities therefore accommodating the traffic capacity is vital. Encourage lower density in future plans.
3. Encourage the preservation of the small area to the west of Lady's Island Drive.
4. Improve access on Lady's Island Drive to provide efficiency and safety.
5. Introduce bike lanes and safe sidewalks.
6. Limit fill dirt on flood prone and low-lying properties.
7. Preserve the views both to and from the waterfront.
8. Encourage the use of shared or community docks as an alternative to individual docks.
9. Consider increasing setback requirements from waterfront areas, both to preserve sensitive waterfront areas as well as to mitigate impacts of projected sea level rise.
10. Protect the unique wildlife habitat on the small "hummock" islands that are part of the Island Residential area.

SECTION 2.3

TRANSPORTATION

Lady’s Island’s geography and existing road network create real and tangible constraints to future growth. The Island is connected to the mainland by two bridges, while at the same time, provides the only means for residents of St. Helena Island (including Dataw, Harbor, and Fripp Islands) to access the mainland. Lady’s Island is also constrained by the intersection of Sea Island Parkway and Lady’s Island Drive/Sams Point Road, which is beginning to reach full capacity in the morning and afternoon peak hours. Removing these constraints by constructing additional bridges, or additional lanes along the island’s main corridors would be extremely expensive and erode the island’s character and sense of place.



Transportation Recommendations

1. Provide a network of secondary streets around the Lady's Island Crossroads to reduce traffic volumes around the island's main intersection and main corridors.

As a response to growing concerns about the island's transportation constraints, in 2016 the City of Beaufort and Beaufort County studied the most effective means of reducing traffic congestion along the Sea Island Parkway corridor and at the island's main intersection. The Lady's Island Corridor Study, prepared by Stantec and adopted in 2017, offers nine transportation improvements aimed at providing a comprehensive system of parallel roads and intersection improvements in the Lady's Island Crossroads. These proposed projects not only address traffic congestion, but enhance the character of the island by providing better connections between businesses, schools, parks and residential areas. The projects also provide pedestrian and cycling facilities as a component of each improvement, enhancing transportation options for island residents. This plan recommends the following strategies to provide a network of secondary streets in the Lady's Island Crossroads:

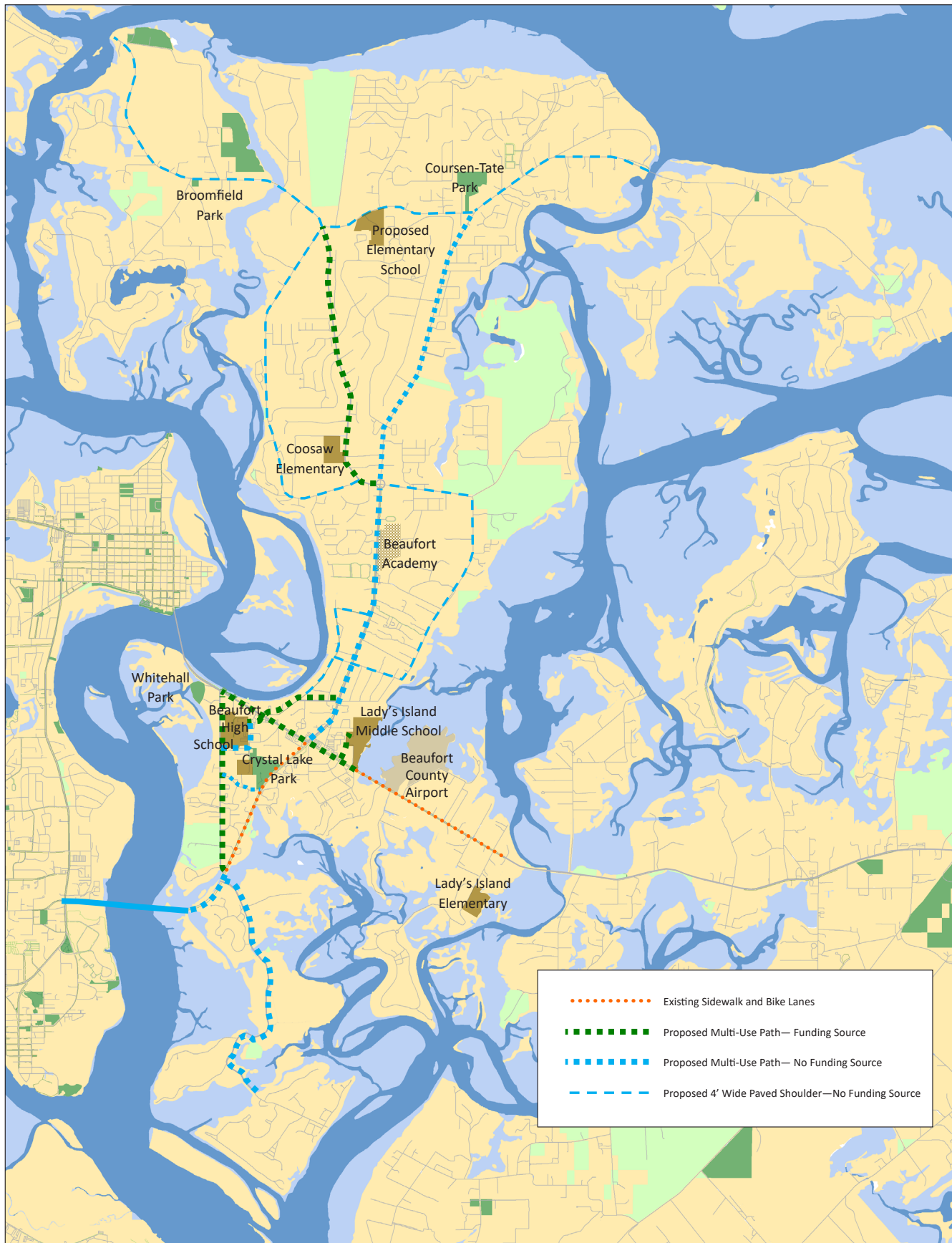
- Implement the recommendations from the Lady's Island Corridor Study.
- Implement other planned projects that further these objectives, such as the Whitehall Connector Path and the Meridian Road Multi-Use Path.
- Require connections and new streets for major development and redevelopment projects.
- Study additional projects that establish a network of streets in the Lady's Island Crossroads.

2. Provide safe walking and bike facilities to connect residents to shopping, employment, parks and schools.

Beyond the Lady's Island Crossroads, much of the island's development covers a large geographical area and is low to moderate density. This places many of the island's residents far beyond a 10 or 15 minute walk from shopping, employment, parks and schools. While walking is not a feasible transportation alternative for most residents, bicycling may be, if adequate and safe facilities were available. Multi-use pathways that are physically separated from motorized traffic provide the greatest level of comfort and safety and have the best potential to increase ridership among a large cross-section of the population. These facilities should be provided along the island's major roads where they can connect the greatest number of residents to shopping, employment, parks and schools. Where multi-use pathways are not optimum, such as along rural and low volume roads, paved shoulders at least 4 feet in width can provide a safe facilities for cyclists. The Bicycle and Pedestrian Plan map provides an island-wide bicycle and pedestrian plan and the projects are listed in the phased Proposed Transportation Improvements table.



LADY'S ISLAND BICYCLE AND PEDESTRIAN PLAN MAP



3. Promote public transportation and development patterns that support transit in key areas of the island, such as the Lady's Island Crossroads.

Like walking and cycling, public transportation provides an alternative transportation choice other than the private automobile. Palmetto Breeze currently offers fixed route (one trip to and from daily) and demand response service, but does not offer regularly scheduled bus service. Regularly scheduled transit works when bus stops are easily accessible to homes and destinations, or to other modes of transportation that a rider can take from their home or to their destination. This requires a network of sidewalks, safe street crossings, bicycle facilities, park and ride facilities and moderate to high-density mixed-use development. These policies are supported in this plan, especially in the Lady's Island Crossroads planning area. Therefore, this plan supports the establishment of regularly scheduled bus service to Lady's Island and calls for future development in the Lady's Island Crossroads to accommodate and support public transportation.



4. Strengthen rural protection by avoiding the need for a third bridge

There are currently two bridges that serve the island, including the Woods Memorial Bridge connecting to Beaufort and the McTeer Bridge connecting to Port Royal. Proposals for a third bridge on Lady's Island have been around for decades. Beaufort County Comprehensive Plan (2010) identifies the third bridge crossing as a link in the larger proposed northern bypass. It shows it as a possible long range but unfunded improvement, with a cost estimate of \$216,000,000. That cost is likely higher now.

The City of Beaufort Comprehensive Plan (2009) calls for the third bridge crossing to be explored and evaluated. It concludes that while it may play an important role in regional mobility, its cost makes it a low priority. It also notes concerns about potential environmental impact.

A third bridge could relieve traffic pressure on the two existing bridges. However, there is concern that a third bridge would likely encourage additional growth on Lady's Island and overwhelm the ability of the island's infrastructure and natural system to accommodate growth. A third bridge would place additional development pressure on the northern end of the island, which is proposed for low density rural development in county plans. Environmental impact is also a concern, especially if located at the northern end of the island. The impact on operations from encroachment on Marine Corps Air Station Beaufort is also a concern.

The third bridge crossing should be avoided if possible. It would change the character of the island and likely have unintended negative consequences. It would also be prohibitively expensive. According to the Northern Beaufort Bypass Environmental Assessment prepared by Thomas and Hutton in 2012, the cost of a two lane bridge was estimated at \$117,000,000. In addition, there would likely be substantial additional road improvements needed on Northern Lady's Island and north of the Air Station to accommodate the bridge. However, if growth continues indefinitely on the island, a third bridge may ultimately be needed. If growth is not managed properly and kept to sustainable levels, the need for a third crossing cannot be ignored.



Proposed Projects and Phasing

This plan incorporates the recommendations of many different plans and studies including the city's and county's comprehensive plans and capital improvements programs, the Beaufort Civic Master Plan, the 2011 charette conducted by Opticos as part of the development of the Beaufort County Community Development Code, and the Lady's Island Corridor Study. Transportation recommendations from these plans and studies were then compiled and prioritized and are included in the Proposed Transportation Improvements: Phase One table and identified as "Phase One" projects. Further projects were identified to address additional transportation needs and gaps. These projects are identified in the Proposed Transportation Improvements: Phase Two table as "Phase Two" projects.

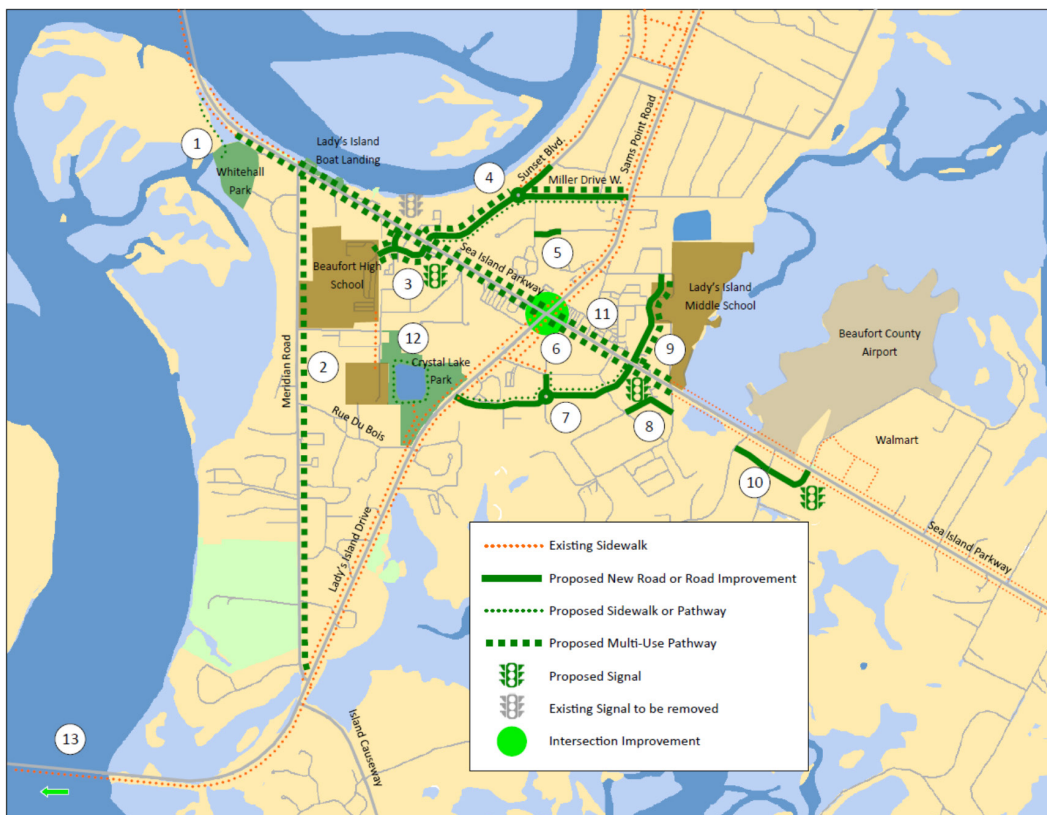


PROPOSED TRANSPORTATION IMPROVEMENTS – PHASE ONE TABLE

Project Number²	Project Name	Estimated Cost	Funding Source
1	Whitehall Connector Path	\$300,000	City of Beaufort/ Beaufort County
2	Meridian Road Multi-Use Path	\$1,135,000	Capital Project Sales Tax
3	Beaufort High School Access Realignment	\$1,792,000	Capital Project Sales Tax
4	Sunset Boulevard and Miller Drive West	\$4,842,000	Capital Project Sales Tax
5	Mayfair Court Extension	\$450,000	Capital Project Sales Tax
6	US 21/SC 802 Intersection Improvements	\$761,000	Capital Project Sales Tax
7	Hazel Farm Road and Gay Drive	\$2,984,000	Capital Project Sales Tax
8	Meadowbrook Drive Extension	\$777,000	Capital Project Sales Tax
9	New Lady's Island Middle School Access	\$1,483,000	Capital Project Sales Tax
10	US 21 Airport Area and Frontage Road	\$4,980,000	Capital Project Sales Tax
11	US 21 Business, US 21, and SC 802 Mainline Improvements	\$10,776,000	Capital Project Sales Tax
12	Crystal Lake Park Boardwalk Extension	\$1,000,000	Rural and Critical Lands Preservation Program
13	US 21/Ribaut Road Intersection Improvements	\$1,500,000	Undetermined

2. Project numbering does not connote priority but references the project's location on the following map.

TRANSPORTATION IMPROVEMENTS: PHASE ONE MAP



Source: Pictometry

PROPOSED TRANSPORTATION IMPROVEMENTS – PHASE TWO TABLE

Project Number	Project Name
1	Beaufort High School Pathway Connector
2	Crystal Lake Boardwalk/Pathway Connector
3	Rue Du Bois Multi-use Path
4	Island Causeway Multi-Use Path
5	US 21/Island Causeway Intersection Improvements
6	Lady's Island Middle School Pathway Connector
7	Robin Drive Sidewalk
8	Sams Point Road Multi-Use Path
9	Lady's Island Drive Multi-Use Path

TRANSPORTATION IMPROVEMENTS: PHASE TWO MAP



Source: Google



Source: Google

SECTION 2.4

CIVIC ENGAGEMENT

Most citizens interact with the planning world when specific developments are proposed, and it is important for development review to be transparent and fair to all. The process should balance the rights of citizens to have their voices heard early in the review process with the need for predictability and timely action for developers.

This plan addresses the issue of multiple visions, plans, processes, review boards, and regulations that are the result of being in two jurisdictions.

While these two jurisdictions have worked extensively to coordinate policies and regulations, it can be frustrating to citizens. Confusion and frustration create a perception by citizens that their voices are not being heard and breeds mistrust. There have been complaints by citizens about inadequate notice of proposals and a lack of information and understanding about how to engage in the process. The citizen survey results showed that the public is frustrated with a perceived lack of transparency. There is the sense that by the time the community learns about a proposed development it is too late to have a meaningful opportunity to comment. On the other hand, there have also been complaints by developers about the time that it takes to get approvals and the lack of predictability in the review process.



Local government staff are in the middle of the process. They work with developers as they try to move projects forward and with citizens trying to track and comment on projects. Staff is on the front line of this process and often experience public and developer frustration first hand, but their first and primary obligation is to follow city or county policies and regulations. The city and county have adopted codes that have clearer, more specific, and less discretionary standards. This means that once zoning is in place there is less opportunity for public comments if standards are met.

A better system is needed – more transparency, fairness, and predictability are desired by all. However, there is consensus that improvements should not result in more layers of bureaucracy, more complexity in the process, or a longer review process.

Civic Engagement Recommendations

1. *Improve public notice.*

Improved technology is available that can address an important part of the problem. Beaufort County is in the process of implementing online software improvements related to development review. These should be completed, and the City of Beaufort is encouraged to implement the same improvements. These online improvements should address:

- Access to development proposals as soon as applications are filed.
- Access to development review documentation and public communications related to the proposal.
- More timely access to agendas and related materials for public meetings before reviewing boards.
- The ability for citizens to register for notifications of new applications and updates.



2. *Strengthen the Lady's Island Community Preservation Committee (CPC).*

The CPC has historically served as a citizen-based development review body. Its role should be expanded and formalized as the central clearinghouse for community input and non-governmental development review on Lady's Island. This should include:

- Establishing a role for the CPC in pre-applications may be required by providing a forum for developers and citizens to discuss proposed development in concept form prior to formal submission.
- Defining the types of applications that would be referred to the CPC. Specifically, this should not include by-right developments where there is little discretion involved, rather focusing on developments that require discretionary approvals by local governments.
- Defining how developers are encouraged to engage with the CPC early in the process to improve the process for both developers and citizens.
- Clarifying its role for all of Lady's Island, including both county and city jurisdictions.
- Encouraging the City of Beaufort to bring discretionary approvals before the CPC on a voluntary basis.
- Formalize appointment process that adequately provides representation for a cross section of the island residents and interests. This serves to expand the focus of an existing group and clarifies its members and duties.
- Make periodic updates to the Northern Beaufort County Regional Plan Implementation Committee.

3. Providing a method of commenting by the CPC to city and county agencies.

The process will need to be designed to recognize that some projects are permitted by-right and some projects involve discretionary approval, and the process must be approached accordingly. The key in any case is for there to be adequate notice and transparency.

- Establishing thresholds for the sizes of development that the CPC reviews, related to factors such as project size or proximity to environmentally sensitive areas.
- Delegate a role for monitoring the quality of development under existing regulations with the ability to suggest improvements to the development process or standards.
- Formalizing how CPC members get appointed, including the types of professions, interests and organizations that are represented on the CPC.
- Formalizing regularly scheduled meetings.
- Consideration of CPC representation on city, county, or regional planning boards.
- Defining the relationship between the CPC and other community-based organizations interested in local growth and development issues.
- Establishing a website that would serve as the clearinghouse of information, linked to city and county development portals.

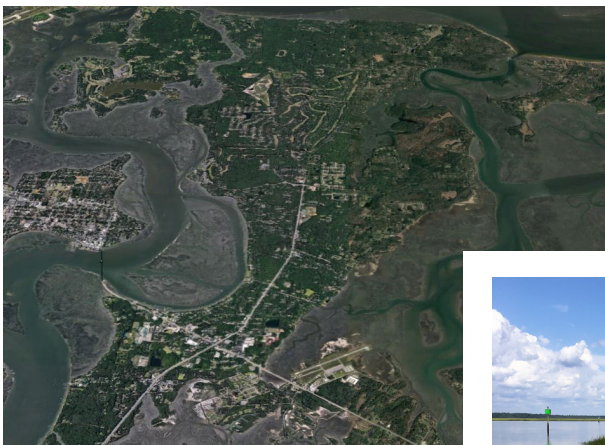
4. Educate the public.

Education is needed for the public to better understand how the development process works for citizens to have a more meaningful opportunity to be heard. This should include:

- A citizen's guide to easily understand the complex development process unique to Lady's Island (using technology such as the online software suggested in the Civic Engagement recommendation #1).
- A coordinated communication strategy between existing community organizations (Community Preservation Committee, Lady's Island Business and Professional Association, Sea Island Corridor Coalition, Coastal Conservation League and others) that provides clarity to the public about their respective roles in the development review process.
- Periodic surveys to gauge the level of citizen understanding and satisfaction with the process.



Source: Google



Source: Google

PART 3: IMPLEMENTATION

This plan was prepared under the leadership of the Northern Beaufort County Implementation Committee. It furthers the policies and intent of the Northern Beaufort County Regional Policy Plan by promoting intergovernmental coordination and collaboration on issues that transcend jurisdictional boundaries. Lady's Island is in two different jurisdictions and the City of Beaufort and Beaufort County must work together for planning to be effective. Port Royal, while not a part of Lady's Island, also has a strong stake in planning because what happens on Lady's Island impacts Port Royal directly.

Implementation of this plan will be coordinated by the Lady's Island Subcommittee of the Northern Beaufort County Plan Implementation Committee. Implementation will involve a mixture of actions by the municipalities, the county, and other local and regional civic organizations.

Implementation Themes

- LEADERSHIP
- CIVIC ENGAGEMENT
- TRANSPORTATION
- COMMUNITY FORM
- GROWTH MANAGEMENT
- STREETScape
- ECONOMIC REUSE
- PLAN MONITORING

LEADERSHIP

Adopt and endorse the plan

Encourage the adoption and endorsement of this plan by all jurisdictions and organizations that will be needed to make it a reality. For a community based and multi-jurisdictional plan such as this, the adoptions and endorsements are important for community buy-in and commitment. At a minimum, the following adoptions and endorsements should be pursued:

- Adoption of this plan by the Northern Beaufort County Implementation Committee as a part of the Northern Beaufort County Regional Plan.
- Adoption of this plan by Beaufort County and the City of Beaufort as a part of their comprehensive plans.
- Endorsement of this plan by the Town of Port Royal.
- Endorsement of this plan by the Lady's Island Business and Professional Association, the Sea Island Corridor Coalition, and the Coastal Conservation League.

Develop intergovernmental/interorganizational commitment to implement the plan

Encourage written commitments to implement the plan. These could be in the form of memoranda of understanding, a plan charter that is agreed to by multiple entities, resolutions of support, or other tools. The key is to gain as much commitment to follow-through as possible.



Establish implementation leadership

Establish the leadership necessary to oversee implementation of the plan, including:

- Establish Lady's Island subcommittee of the Northern Beaufort County Implementation Committee with responsibility for overseeing the implementation of this plan. This group should have representation from at least the same organizations represented on the Lady's Island Steering Committee that oversaw preparation of this plan, as well as other agencies such as the Beaufort County School District.
- Designate a staff technical group to support the subcommittee, with commitment and representation by the City of Beaufort, the Town of Port Royal, and Beaufort County.
- Prepare an implementation work plan with schedule and milestones.

CIVIC ENGAGEMENT

Implement the recommendations for improvements in the civic engagement process as it relates to development review and implementation

The Civic Engagement section of this plan lays out a series of steps designed to improve the ability of the local governments, citizens, and developers to work together in the review of development proposals, including as more fully described in that section:

- Improving public notice.
- Expanding the role of the Community Preservation Committee (CPC) in the development review process.
- Providing an improved method of commenting by the CPC to city and county agencies.
- Educating the public.



TRANSPORTATION

Implement Phase One Transportation Projects

- **Implement the Lady's Island Corridor Study:** The recommendations of this study are designed to improve throughput capacity of Sea Island Parkway and Lady's Island Drive by improving the road network around the main island intersection. This addresses both goals because the road network improvements have the added benefit of enhancing the sense of place of the Lady's Island Crossroads by providing greater connectivity and implementing complete streets (sidewalks and pathways).
- **Implement additional planned projects:** There are additional sidewalk and pathway projects with identified funding sources. These projects will add to the connectivity and walkability goals of the Lady's Island Crossroads. In addition, improvements to the Ribaut Road/Lady's Island Drive intersection will improve roadway efficiency on and off the island while benefitting the Town of Port Royal, which experiences congestion at this intersection at peak hours.

Study and identify implementation strategies for Phase Two Transportation Projects

- **Implement phase two road improvements:** This Plan identifies improvements at the intersection of Lady's Island Drive and Island Causeway.
- **Implement phase two pathway and sidewalk improvements:** This Plan identifies a series of multi-use paths and sidewalk improvements.

Require connections and new streets for major development and redevelopment projects.

- **Use existing plans as guides:** These plans include the City of Beaufort Civic Master Plan and the results of the 2011 workshop conducted by Opticos.

Develop an island-wide bicycle and pedestrian network

The following framework should be used in the prioritization and implementation of bicycle and pedestrian facilities:

- **Multi-use pathways (12 foot wide min.):** To be used to connect larger neighborhoods with each other and commercial areas.
- **Paved shoulders (4 foot min.):** To be used in more rural areas or low volume collectors.
- **Combination bike lanes and sidewalks:** To be used on heavily traveled arterials where it is not practical to provide multi-use pathways.

Support public transportation improvements

- **Fixed Route Service:** Work with Palmetto Breeze and Lowcountry Council of Governments to establish a regularly scheduled transit route that connects island residents to employment centers, shopping and services in northern Beaufort County.
- **“Transit-Ready” Development:** Encourage “Transit-Ready” development (mixed-use, moderate density, walkable development) in the Lady's Island Crossroads.
- **Park and Ride:** Consider the option of a park and ride site in the Lady's Island Crossroads.

Consider other transportation modes

- **Ferry Service:** Recognize ferry service as a possible alternative mode of transportation to reduce demand on the island's road network and bridges.
- **Beaufort County Airport Lady's Island:** Support projects that enhance the Beaufort County Airport at Lady's Island's role as a General Aviation facility.
- **Additional Methods:** Other new and innovative transportation methods may come about and should be evaluated for use on Lady's Island in the future.



Continue to explore funding sources

Funding for transportation infrastructure has been and always will be a challenge. There are many potential sources of funding, but it is unlikely that any of them will be sufficient. The city and county should constantly explore possible funding sources such as:

- Capital projects sales tax,
- Updated impact fees (such as school and traffic impact fees),
- Real estate transfer fees,
- State and federal grants,
- Tax increment financing,
- Business improvement districts,
- Consider the need for changes to state enabling legislation as needed.

COMMUNITY FORM

Assess the city and county comprehensive plans, land use regulations, and other tools and revise them to bring them into conformity with the community form principles

The planning principles contained in the community form address many issues that are normally expressed in comprehensive plans and land use regulations. Principles related to the building relationship of streets, pedestrian connections, open space preservation, natural resource protections, and others should be incorporated into the development standards. The city and county plans should be assessed and modified to bring them into conformance with the principles for individual planning areas.

GROWTH MANAGEMENT

Enact policies and programs to manage growth on Lady's Island. This plan recommends that the first four items are implemented sequentially according to their priority.

Priority 1: Match provision of sewer or septic to development density

When public sewer is not available, residential density should be limited to no more than 1 unit per 2 acres or base zoning, whichever is less dense. If density increases, connection to public sewer is encouraged.

Priority 2: Consider policies and regulations to limit dirt fill

Enact a city and county and city development code to regulate and minimize dirt fill on flood prone or low-lying properties, where use of dirt fill would enable development that could not otherwise occur. This reduces future development risk in flood prone areas.

Priority 3: Consider establishment of a Sea Level Rise

Overlay Zone

Enact a Sea Level Rise Overlay Zone that, at a minimum, would require disclosure when real estate is transferred that is located in low-lying areas.

Priority 4: Modify the growth boundary

Limit the geographic expansion of growth by revising the growth boundaries as shown on the Proposed Growth Boundary map (page 33). Modify the Northern Beaufort County Regional Plan and the city and county comprehensive plans to reflect the growth boundary modification. This will help preserve the rural character and limit the amount of growth that will ultimately occur on the island. Rural zoning is recommended outside the growth boundary with no foreseeable increase in rural densities.

Discourage increases in residential and commercial densities not already envisioned in existing city and county regulations. Adopt appropriate design standards that accommodate existing density and potential density increases with the least impact. Review densities in future land use plans with each comprehensive plan update.

Monitor growth trends to ensure infrastructure concurrency

If growth is occurring at a pace that is unsustainable and outpacing the ability to provide timely and adequate infrastructure, policy changes should occur to limit or pause growth and/or accelerate infrastructure investment in schools, sewer or emergency services.

Purchase land and conservation easements

Utilize the Rural and Critical Lands Preservation Program to purchase land and conservation easements to both protect natural resources and reduce the potential for future development. Target properties that have high potential and probability to be developed.

Consider other growth management tools

Additional tools could be considered to keep growth on Lady's Island within a sustainable capacity and mitigate impacts of growth as it occurs. These could include:

- Improving standards for mitigating the impact of development such as environmental impacts analyses;
- Consideration of additional provisions of ensuring that schools, water and sewer and public infrastructure facilities are available at the time of development;
- Change the threshold requirements for impact analysis of significant new development and develop appropriate controls in response;
- Improving tools to permanently preserve open space during the development process;
- Consider improved impact fees;

- Improving standards for protection of resources unique to sea island habitat and environments including buffers, setbacks and resource ordinances;
- Catalog, review and monitor existing PUD's and their development agreements and promote improved development plans;
- Improving overall input and communication with schools and the community on future growth.

STREETSCAPE

Plan for and implement a comprehensive streetscape design for Sea Island Parkway and Lady's Island Drive/Sam's Point Road

Ensure that the roadway improvements recommended in the Lady's Island corridor Study are designed in such a way as to not preclude additional improvements to the streetscape, including ensuring that adequate right-of-way is reserved.

ECONOMIC REUSE

Explore economic development opportunities to develop strategies and recruit businesses to promote productive use of outdated or underutilized commercial properties

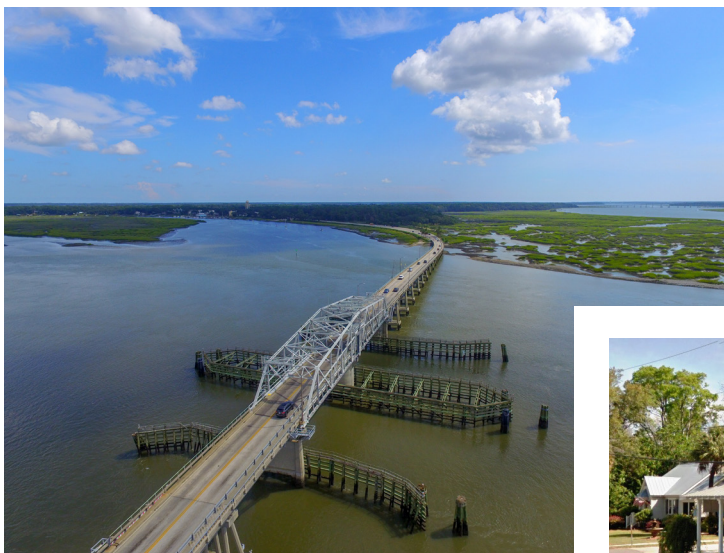
Conduct a thorough analysis of economic development opportunities for outdated or underutilized commercial properties along major corridors.

PLAN MONITORING

Monitor his plan on the same schedule as city and county comprehensive plans

Economic, demographic, and development trends have changed greatly in the past twenty years, and it is possible if not likely that the next twenty years will be just as unpredictable. This plan should be monitored and updated regularly to keep up with changes.

- Monitor growth on Lady's Island relative to forecasts that are the basis of infrastructure planning and report the results on an annual basis to the Northern Beaufort County Implementation Committee.
- Report on the status of implementation of the plan to the Northern Beaufort County Implementation Committee on an annual basis.
- Update this plan every five years.



IMPLEMENTATION ACTION MATRIX

COST

\$

Low

Negligible costs.

\$\$

Medium

Costs primarily related to administrative or staff relative resources.

\$\$\$

High

Costs that include capital or infrastructure costs.

TIMELINE

○

Short-Term

Actions that could be accomplished in the immediate future.

○○

Mid-Term

Actions that could be accomplished in one to three years.

○○○

Long-Term

Actions likely to take more than three years to accomplish.

DEGREE OF DIFFICULTY



Easy

These actions would require relatively little time, money, or expertise to enact.



Moderate

These actions would require a moderate commitment of time, money, or expertise to enact and would require some shift at an administrative level.



Challenging

These actions involve multiple agencies and interests, departments, or layers of regulation and action. They likely require a significant (multi-year) commitment of time, significant money, and complex expertise to enact.

ACTION	COST	TIMELINE	DEGREE OF DIFFICULTY
LEADERSHIP			
Adopt and endorse the plan	\$	○	
Develop intergovernmental/ interorganizational commitment to implement the plan	\$	○	
Establish implementation leadership	\$	○	
CIVIC ENGAGEMENT			
Implement the recommendations for improvements in the civic engagement process as it relates to development review and implementation	\$\$	○	
TRANSPORTATION			
Implement Phase One Transportation Projects	\$\$\$	○○	
Study and identify implementation strategies for Phase Two Transportation Projects	\$\$\$	○○○	
Require connections and new streets for major development and redevelopment projects	\$\$\$	○○○	
Develop an island-wide bicycle and pedestrian network	\$\$\$	○○○	
Support public transportation improvements	\$\$	○○○	
Consider other transportation modes	\$\$\$	○○○	
Continue to explore funding sources	\$	○○	

ACTION	COST	TIMELINE	DEGREE OF DIFFICULTY
COMMUNITY FORM			
Assess the city and county comprehensive plans, land use regulations, and other tools and revise them to bring them into conformity with the community form principles	\$	○	
GROWTH MANAGEMENT			
Match provision of sewer or septic to development density	\$	○	
Consider policies and regulations to limit dirt fill	\$	○	
Consider establishment of a Sea Level Rise Overlay Zone	\$	○	
Modify the growth boundary	\$	○○	
Monitor growth trends to ensure infrastructure concurrency	\$	○○	
Purchase land and conservation easements to reduce potential future growth	\$\$\$	○○○	
Consider other growth management tools	\$	○○○	
STREETSCAPE			
Plan for and implement a comprehensive streetscape design for Sea Island Parkway and Lady's Island Drive/Sam's Point Road	\$\$\$	○○	

KEY

COST	TIMELINE	DEGREE OF DIFFICULTY
Low \$	Short-Term ○	Easy
Medium \$\$	Mid-Term ○○	Moderate
High \$\$\$	Long-Term ○○○	Challenging

ACTION	COST	TIMELINE	DEGREE OF DIFFICULTY
ECONOMIC REUSE			
Explore economic development opportunities to develop strategies and recruit businesses to promote productive use of outdated or underutilized commercial properties	\$\$		
PLAN MONITORING			
Monitor this plan on the same schedule as city and county comprehensive plans	\$\$		

APPENDIX

Re: Land Use Analysis Memorandum , Lady's Island Plan 2018

Date: 10/1/2018

Background

The choices that we make today will impact the community's character tomorrow. Lady's Island has experienced a significant amount of growth over the past several years. The Island's residential population has grown by nearly 2.5 percent annually since the year 2000, with noticeable impacts on community character environmental protection, transportation options, and affordability.

In order to address these issues and inform the land use policy decision-making process, this land use analysis provides a snapshot of development trends on Lady's Island.

The analysis includes *population projections*, which help illustrate how much potential growth the Island could see in the coming years, the *development status*, which provides a snapshot of development, and a *build-out analysis* of the Island.

On March 20, 2018, the Steering Committee for the area plan received a presentation on the Lady's Island Development Status and Theoretical Build-Out Analysis. Based upon feedback from the committee and staff, final edits were made and trade-offs were explored.

Population Projections

No one can predict the future, but population projections help to show how much growth the community can expect. This information is useful when the community asks the question: *Where will all of the new residents live by the year 2035?*

Policies can play a role in making sure that growth is accommodated, while addressing potential impacts, such as those listed in the graphic on page 2.

The Lady's Island Growth Projections (chart on page 2) shows multiple growth projection scenarios. All of them indicate that growth is likely to continue.

With a population of nearly 14,000 people in 2016, the Island is projected to grow to between nearly 18,000 and just over 21,500 people by the year 2035.

What are the impacts of potential growth?

Communities across the Southeastern United States are experiencing growth and development, including Lady's Island.



Community Character



Traffic Congestion



Quality of Life

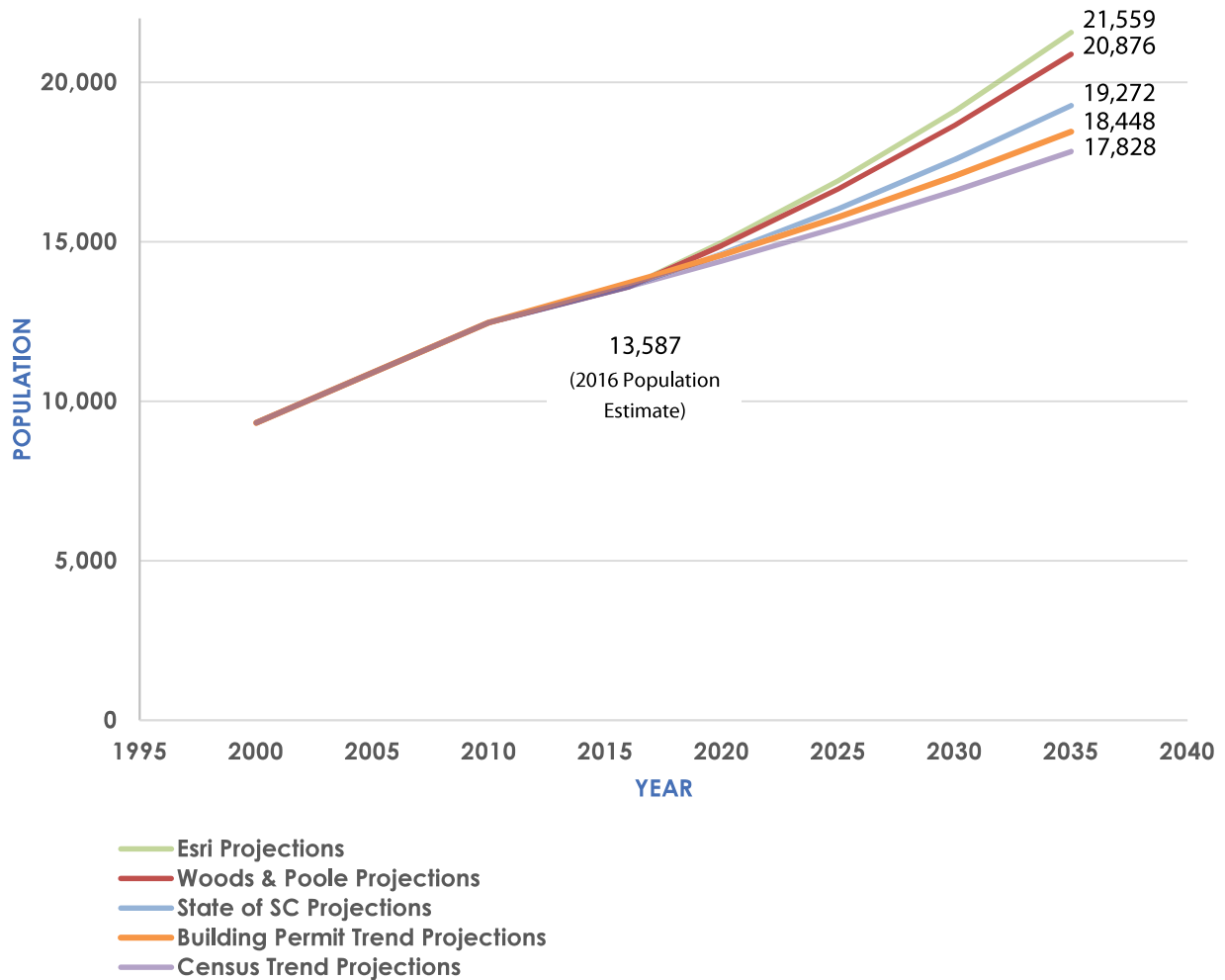


Natural Systems



Infrastructure Capacity

Lady's Island Growth Projections



Development Status

Determining a snapshot of development on Lady's Island is a first step to understanding how much growth is likely to occur, where it is most likely to take place, and with what mix of uses and intensity. The development status analysis helps answer the following questions:

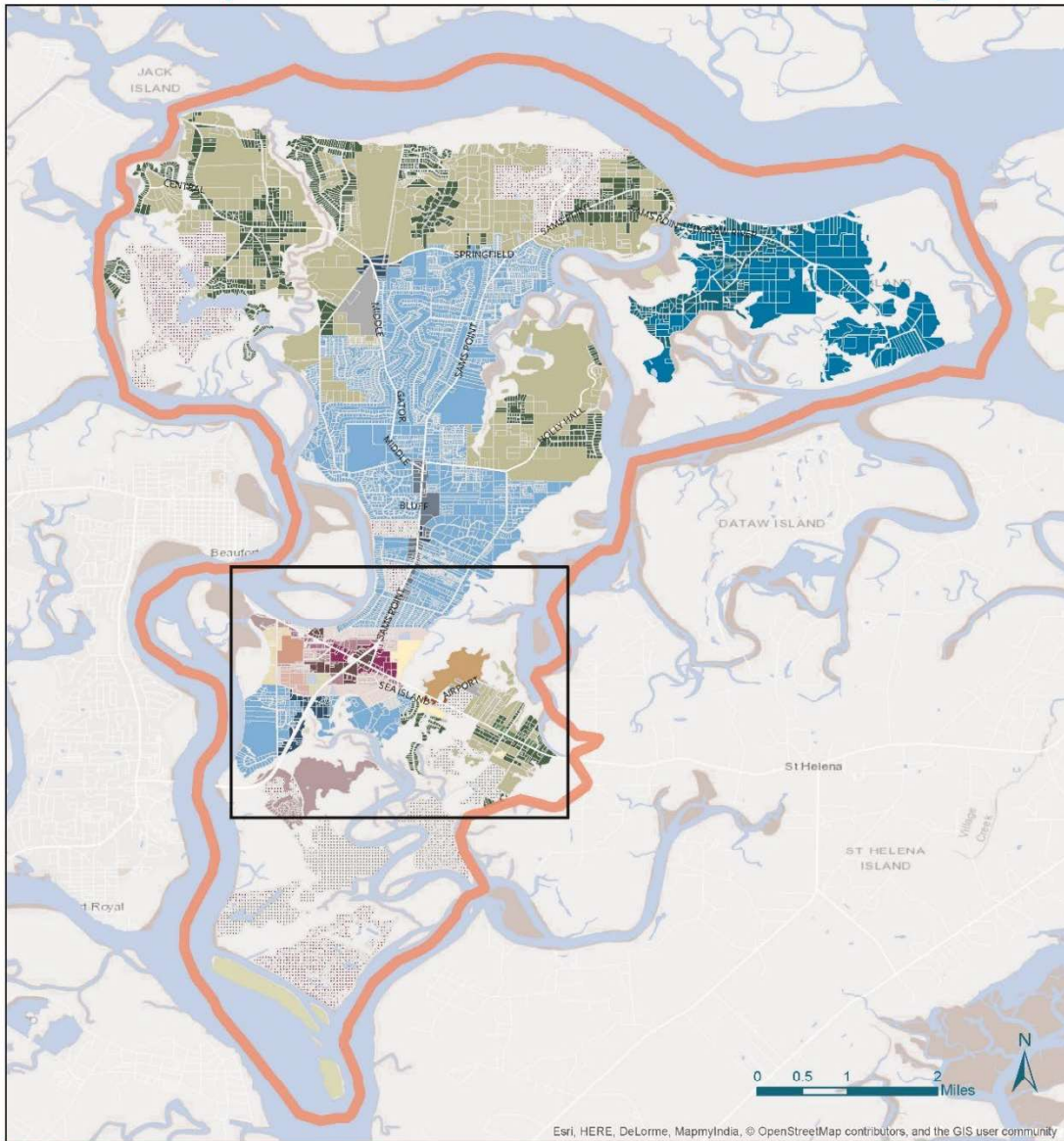
- **What areas are likely to stay the same?** (i.e., environmental areas, protected lands, established neighborhoods)
- **What areas already have entitlements for redevelopment?** (i.e., established neighborhoods and PUDs)
- **Where are potential areas for change?**
 - Development potential in undeveloped areas
 - Redevelopment potential in currently developed areas

The current zoning and protected lands on Lady's Island are important inputs to the development status map. These maps include information about the intensity of development likely under the current rules and land that is expected to include no new residential or commercial development in the future.

The development status map includes both *committed lands* that are already developed or in the development process and *potential areas for change*. These development statuses are described below.

See the development status maps on the following pages.

Lady's Island Current Zoning



Lady's Island Area Plan

prepared: March 15, 2018

Beaufort County Zoning Districts

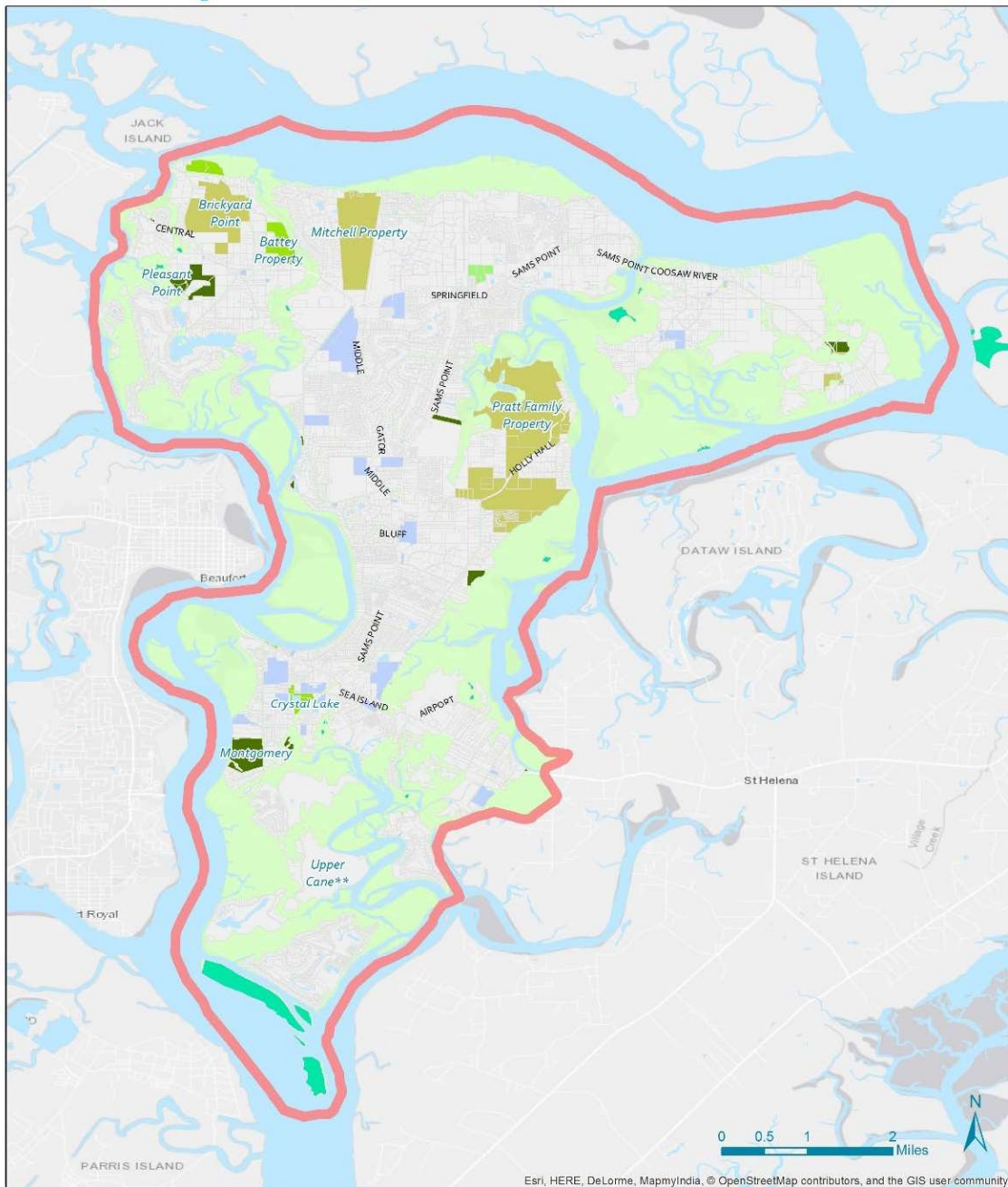
- Lady's Island Community Preservation
- Lady's Island Expanded Home District
- Lady's Island Neighborhood Activity Center
- Lady's Island Professional Office District
- Existing Planned Unit Development
- Industrial
- Hamlet Neighborhood
- Neighborhood
- Hamlet Center
- Hamlet Center Open
- Neighborhood Center

- Coosaw Island Rural
- Coosaw Island Rural Residential
- Natural Preserve
- Rural
- T2 Rural Center
- Rural Neighborhood
- T3 Edge

City of Beaufort Zoning Districts

- Institutional and Campus
- Limited Industrial
- Legacy Planned Unit Development
- Regional Mixed-Use
- T1 Natural Preserve
- T3 Suburban
- T4 Neighborhood
- T5 Urban Corridor
- Lady's Island Planning Area

Lady's Island Protected Lands



Lady's Island Area Plan

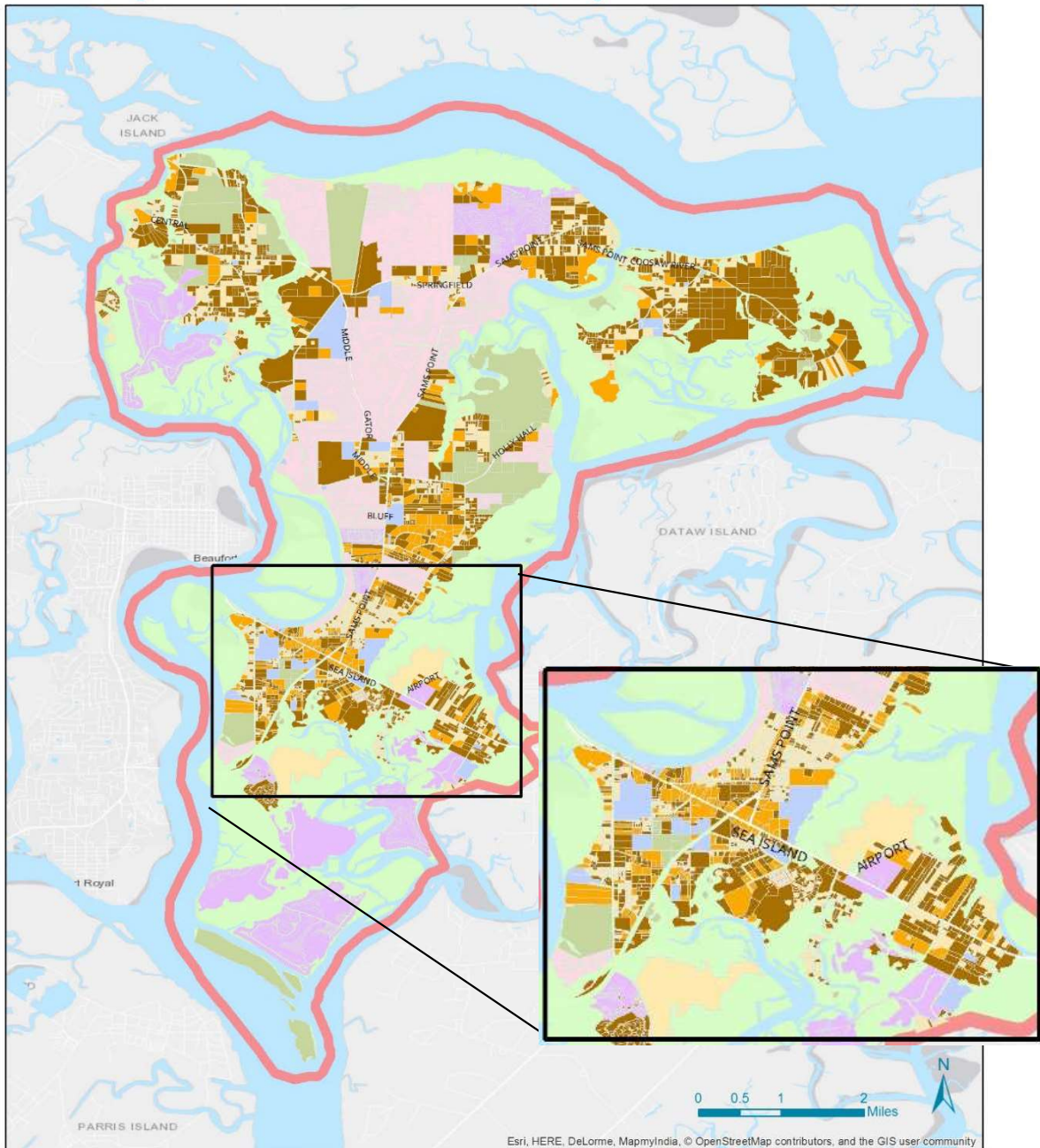
prepared: March 13, 2018

Protected Lands*

- Beaufort County Open Land Trust Properties
- Rural and Critical Land Preservation Program lands
- Public Parks
- Lands with private conservation easements
- Natural Preserve Zoning District
- Wetlands (Undevelopable)
- Civic, Institutional, and Government-Owned Uses
- Lady's Island Planning Area

*Note: Protected lands are assumed to include green elements. Other governmental and institutional lands are included in other maps. Some Protected Lands categories overlap. Natural Preserve Zoning District includes City and County data.
 **Note: A portion of the Upper Cane PUD is protected.

Lady's Island Development Status



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Lady's Island Area Plan prepared June 2, 2018

<p>Committed</p> <ul style="list-style-type: none"> Established Subdivisions PUD Mostly or fully developed lands Protected lands Wetlands (undevelopable) Civic, Institutional, & Government-Owned Uses Lady's Island Planning Area 	<p>Potential Areas for Change</p> <ul style="list-style-type: none"> Existing development with redevelopment potential Undeveloped lands with potential for development
---	--

Committed Lands

Committed lands are lands that are unlikely to change in character, use, or intensity, and include the following:

- **Established Subdivisions** are primarily residential neighborhoods where most of the lots have houses on them. Planned Unit Developments (**PUDs**) include lands that have been permitted for development.
- **Mostly or fully developed lands** include buildings that are unlikely to undergo major redevelopment.
- **Protected lands** and **Wetlands** are likely to be conserved as natural or rural uses.
- **Civic, Institutional, & Government-Owned Uses** are unlikely to include new commercial or residential growth.

Potential Areas for Change

Potential areas for change include the following:

- **Existing development with redevelopment potential** are areas where the rules and market conditions could result in additional development or redevelopment of existing properties.
- **Undeveloped lands with potential for development** are parcels with no buildings where development is permitted.

Build-Out Analysis

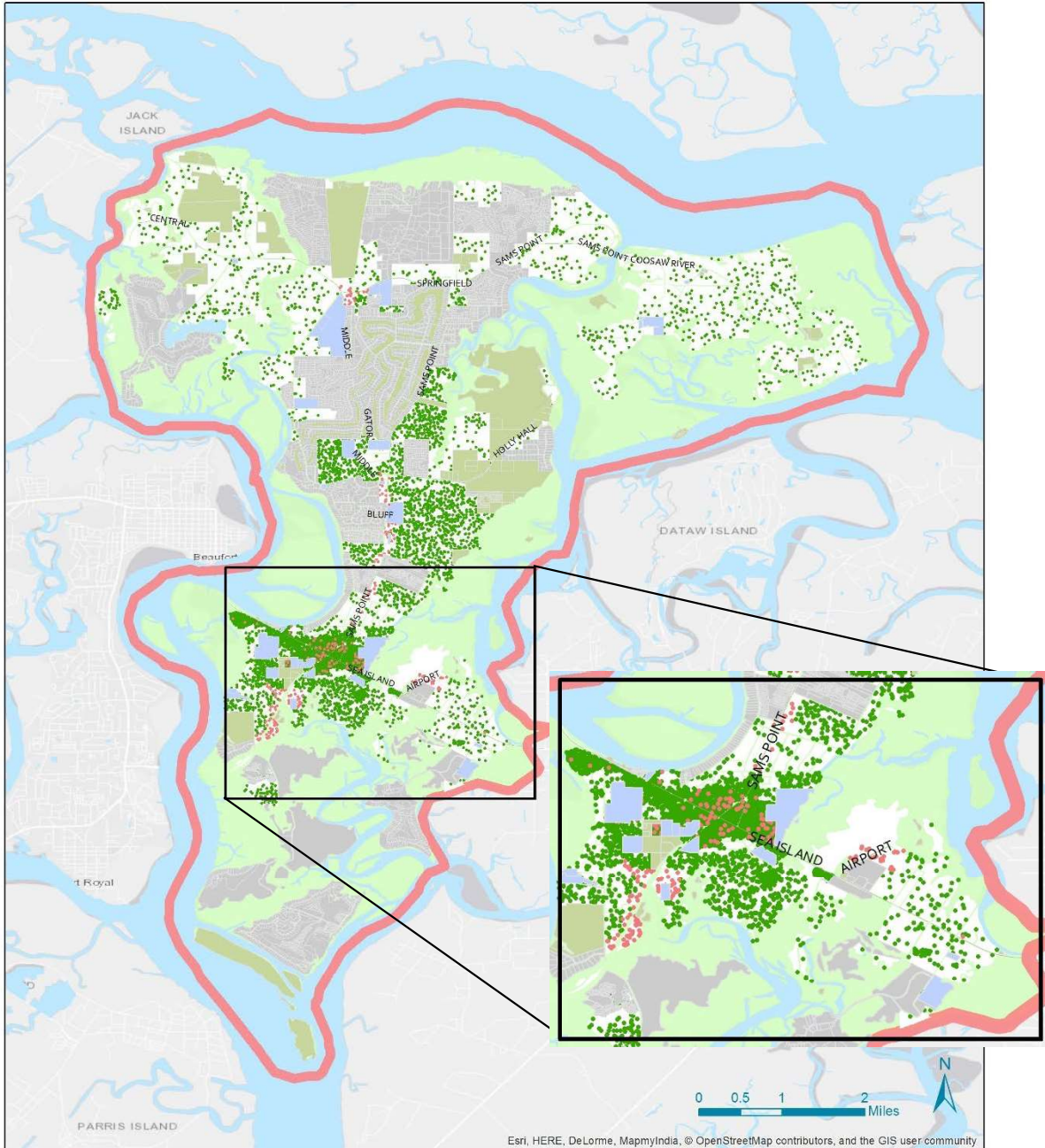
The build-out map uses the development status map and “fills in” the potential areas for change with the amount of development that is most likely under the existing rules and market conditions. This analysis describes a potential future with no change to current land use policies. The build-out map below shows where and generally how much residential and nonresidential development is most likely to occur in potential areas for change.

The analysis shows that new residential and nonresidential development potential is located in areas along Sea Island Parkway. Most of the nonresidential development potential is located in the Southern Area as portrayed on the map below.

About half of the potential new single family residential homes are located in the Northern and Middle Areas with the other half in the Southern Area. There are some existing neighborhoods where there is potential for infill residential development. There is also potential for multifamily and mixed use development in the Southern Area.

This analysis helps show the location and amount of potential development on Lady’s Island under current policies and market trends. The analysis is limited in scope--for example, it does not articulate the urban form that development might take--but it does provide a knowledge-foundation for making growth management decisions and other related policies on the Island.

Lady's Island Build-Out Map



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Lady's Island Area Plan

prepared: March 15, 2018

Committed

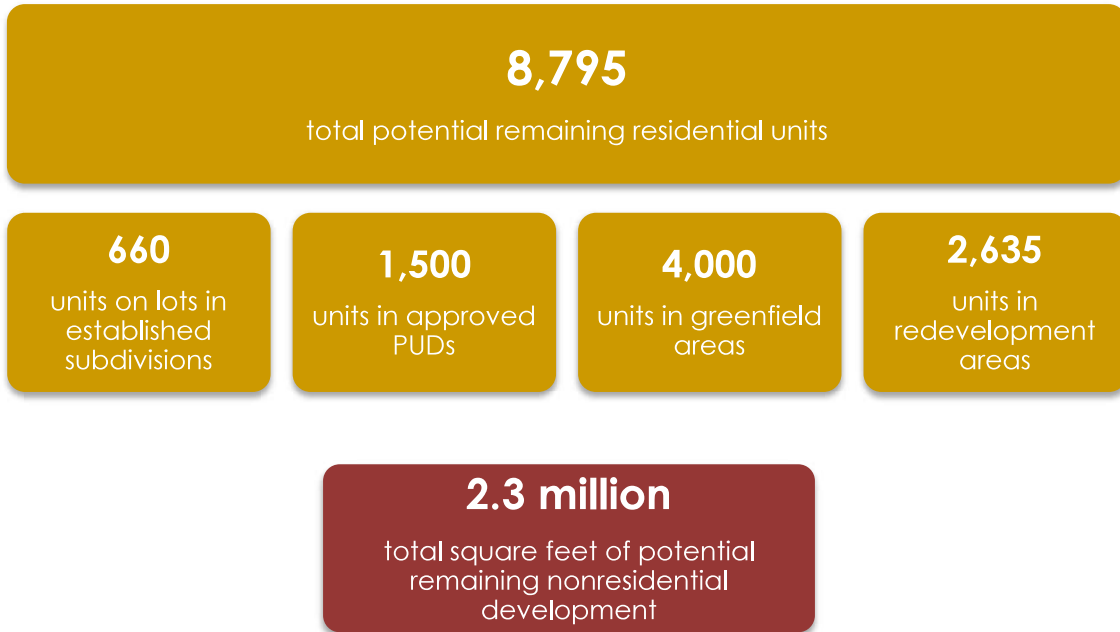
- PUD or Established Subdivision
- Protected lands
- Wetlands (undevelopable)
- Civic, Institutional, & Government-Owned Uses
- Lady's Island Planning Area

Potential Areas for Change

- 1 Dot = 4,000 nonresidential square feet
- 1 Dot = 1 residential dwelling unit

Build-Out by the Numbers

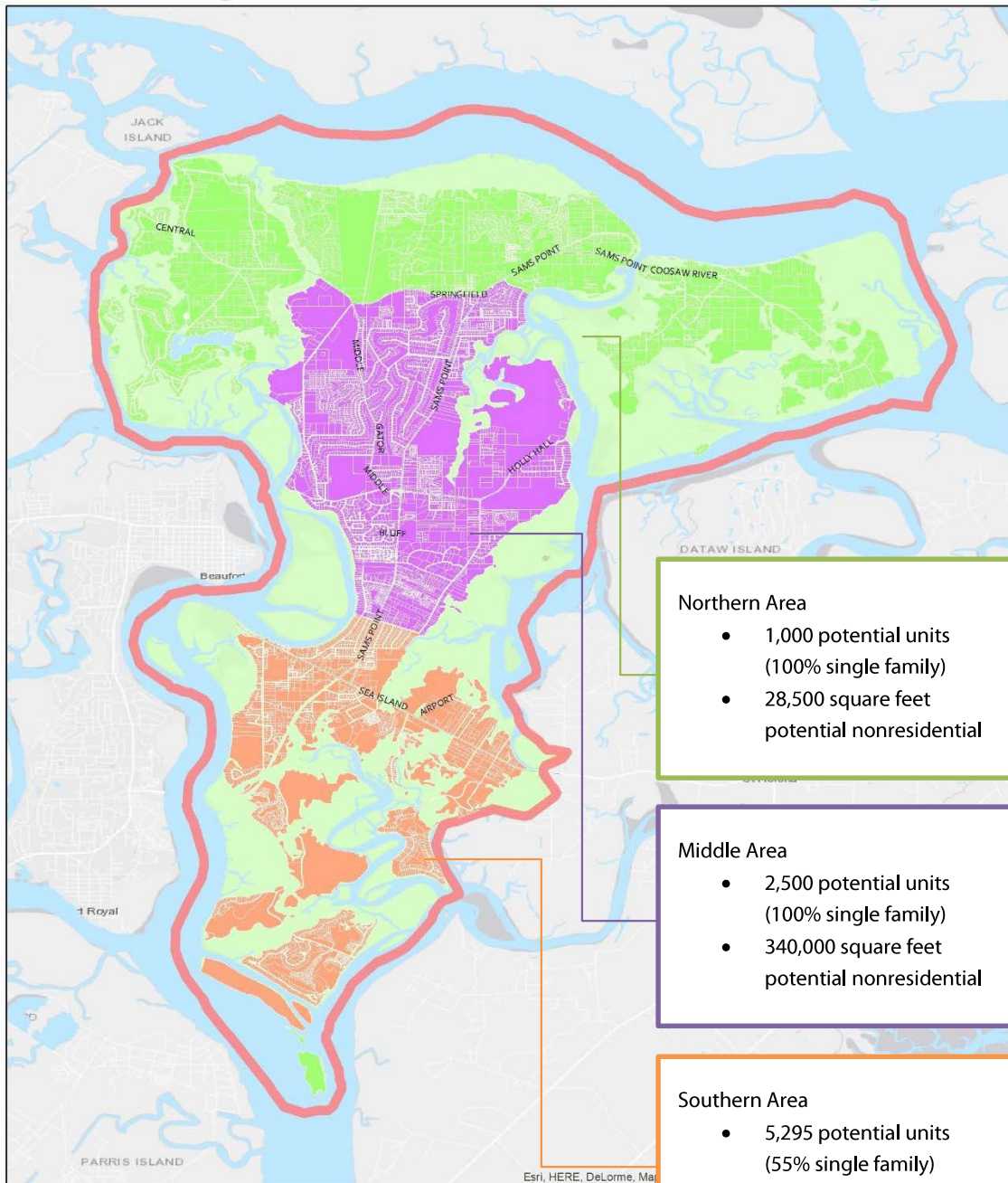
The following represents the build out numbers of residential and commercial areas.



Build-Out by Location

The following map illustrates how much growth each of these areas can likely accommodate.

Lady's Island Build-Out Map



Northern Area

- 1,000 potential units (100% single family)
- 28,500 square feet potential nonresidential

Middle Area

- 2,500 potential units (100% single family)
- 340,000 square feet potential nonresidential

Southern Area

- 5,295 potential units (55% single family)
- 1.9 million square feet potential nonresidential

Lady's Island Area Plan

Committed	Potential Areas for Change
PUD or Established Subdivision	1 Dot = 4,000 nonresidential square feet
Protected lands	1 Dot = 1 residential dwelling unit
Wetlands (undevelopable)	
Civic, Institutional, & Government-Owned Uses	
Lady's Island Planning Area	