

Appendix 4-C

Shell Point Community Preservation Plan

The Shell Point Regional Plan is a joint effort between Beaufort County and the Town of Port Royal to plan for the future of the Shell Point Region in a manner that will be consistent across jurisdictional boundaries. The plan originated with the Shell Point residents who expressed an interest in having more say in zoning and land development decisions that had an impact on the quality of life in their neighborhood. On February 28, 2000, Beaufort County Council amended its Comprehensive Plan and Zoning and Development Standards Ordinance to designate the neighborhood as a Community Preservation District. The Town of Port Royal, a key player in the future of the Shell Point Region, became a joint partner in the planning process.

Purpose

The purpose of the Shell Point Plan is to serve as a policy document for the development of the Shell Point Community. As a policy document appended to both the Beaufort County Comprehensive Plan and the Town of Port Royal Comprehensive Plan, the Shell Point Regional Plan is to be used to guide zoning, subdivision, facilities funding, design and community development decisions for both governing bodies.

Future Land Use

***Goal:** To guide future growth in the Shell Point Community to be consistent with the goals of the Port Royal and Beaufort County Comprehensive Plans while protecting the existing residential areas from the adverse impacts of incompatible land uses.*

The Future Land Use Plan proposes three future land use classifications – Community Commercial, Neighborhood Commercial, and Residential. The location of the following future land use classifications can be found on **Map #1**:

Community Commercial: This Future Land Use classification contains retail and service businesses that primarily serve Shell Point area residents, but also may serve those in Port Royal, Mossy Oaks, and the Broad River Bluff neighborhoods. Businesses are meant to be accessible by car and foot. Buildings are encouraged to locate in proximity to and address the street. Requiring the parking areas to locate at the sides and rear of buildings will achieve this goal. In addition, franchise architecture is discouraged. Buildings should reflect the architectural character of the Lowcountry. Innovative, high-quality design and development is encouraged.

Neighborhood Commercial: These commercial uses should be of a size, scale and type that will serve the surrounding neighborhood, and will not create a negative impact on the quiet and safety of the surrounding residential areas. The size, scale and architecture of buildings should be compatible with that of the surrounding residential areas. Businesses are meant to be accessible by car and foot.

Residential Infill Development: To protect the integrity of existing neighborhood residential areas, infill development in existing subdivisions shall be compatible with the surrounding neighborhood. Larger parcels (5 acres and above) have option to incorporate mixed uses and housing types by using the Planned Community Option.

Planned Communities: In order to further the Traditional Neighborhood Development goals of both the County's and Town's Comprehensive Plan, this plan offers, for parcels 5 acres or greater, a Planned Community option that incorporates a mix of uses and housing types arranged in a pedestrian scale. Planned Communities would be permitted as a Special Use or Conditional Use in the areas designated as Residential in the Future Land Use Map (**Map #1**) and would require the submission of a master plan and review by an appointed board. **Map #2** provides a conceptual layout of a hypothetical Planned Community. The following elements apply to Planned Communities:

- The internal street network needs to be interconnected and individual block sizes need to be small. The individual developments must connect to the established road network of the surrounding neighborhood and provide stub streets to future developments. Streets will equitably serve the needs of the pedestrian, the bicycle, and the automobile.
- 15% of the gross site area shall be set aside as open space. Open space includes parks, greens, trails, etc. Planned Communities shall work around natural features such as wetlands and mature forests. Public access to the marsh front is encouraged through the use of public docks and the termination of streets at the marsh front.
- A 25-foot wide, thickly vegetated buffer between established neighborhoods and incompatible uses within the Planned Community will be required. A buffer is not required if uses and intensity at edges of Planned Developments are at the same scale as surrounding developed neighborhoods.
- All lots share a frontage line with a street or square. Average lot frontage width must be narrow enough to allow for a pedestrian scale of development.
- Individual houses should address the street by incorporating such elements as porches and front stoops. Unless Vehicular access to dwellings should be via alleys with garages and parking pads located at the rear of the principle dwelling. Where this is not possible, garages and parking pads are to be located behind the front wall of the principle dwelling. Accessory Dwelling Units are permitted and encouraged.
- Within the Planned Community, similar land categories shall generally front across streets. Dissimilar categories shall abut at rear lot lines.
- A maximum of 30% of the Planned Community may be designated for commercial use. Parking lots shall be located at the rear and sides of commercial buildings. Small retail shops, barber shops, medical and dental offices, ice cream parlors, coffee shops, bakeries, delis, with building footprint limited to 5,000 square feet.

Parks, Natural Resources, and Wetlands

Goal: *To provide for recreational, aesthetic and fitness opportunities for Shell Point Area residents by enhancing the current park facilities and improving connections between residential neighborhoods and existing parks.*

Goal: *To encourage the preservation of sensitive ecological areas and marsh access through careful site plan review and selective public purchases.*

Improvements to Shell Point Park: Shell Point Park occupies 14 ½ acres in the vicinity of Broad River Drive. The park is owned and maintained by the Beaufort County Parks and Leisure Service (PALS) and currently contains a walking trail, two tennis courts and an open field that is used for soccer. This plan proposes to provide additional amenities that are consistent with the passive nature of Shell Point Park.

- **Recommended Park Improvements:** Please refer to **Map #3** for the location of the recommended improvements listed below.
 - 1) Provide a playground in the western portion of the Park near Broad River Drive.
 - 2) Construct restroom facilities near the parking area where the existing septic system can be utilized.
 - 3) Provide a more formalized parking area constructed of a pervious material. The parking lot will need to be situated so that the existing septic system drain field is not affected.
 - 4) Construct a picnic shelter in the vicinity of the parking area. The shelter should be placed beneath the existing tree canopy with minimal removal of overstory trees. The shelter should be connected to the existing trail network.
 - 5) Extend the existing trail network into the undeveloped, County-owned wooded area at the eastern end of the park. The trail should be constructed with minimum removal of vegetation. This plan recommends that this portion of the trail be constructed of a pervious material such as wood chips.
 - 6) Provide signage at the eastern park entrance off of Broad River Drive.
- **Establish a direct pedestrian and vehicular link from Parris Island Gateway (SC 280/802) to Shell Point Park:** The recommended location of this access is through the Midtown Shopping Center (Bi-lo) property. This location provides a direct link to the existing parking area. A sign at the future Parris Island Gateway entrance is recommended.
- **Explore the future use of the existing stormwater detention ponds at the Lowcountry Medical Group and Midtown Shopping Center sites:** These ponds offer an excellent opportunity for a public/private partnership that would, in effect, expand the park boundaries. Issues that need further study include ways to lessen the liability that the ponds present. Some recommended solutions include decreasing the bank slope to prevent persons from being trapped in the pond or providing impenetrable wetland vegetation at the pond perimeter to prevent entry.
- **Monitor parking demand at the western end of the park:** There is currently no formal parking at the western end of Shell Point Park along Broad River Drive. The installation of a playground may increase the demand for parking in this area. The average number of vehicles informally parking in this area should be monitored by the Shell Point Regional Planning Committee to determine whether the future provision of a parking lot is warranted.

Improvements to Battery Creek Boat Landing: The Battery Creek Boat Landing provides one of the finest marsh views in this part of the County. This plan recognizes that the Battery Creek Boat Landing receives heavy use by boaters, but is underutilized

as a passive recreation area. Please refer to **Map #4** for the location of the recommended improvements listed below.

- Provide a combined picnic pavilion and restroom facility: The location of this facility should provide views of Battery Creek and the Russell Bell Bridge. A small-scale pavilion with two picnic tables is recommended. Picnic tables are recommended for the wooded area surrounded by the parking lot.
- Stabilize the riverbank in the area south of the boat ramp: This portion of the riverbank is eroding and sending trees into Battery Creek. Stabilizing the riverbank would help preserve the only available County-controlled area of high ground where views of the creek can be enjoyed. It is recommended that PALS work with the Beaufort County Planning Department to devise an effective and environmentally sensitive solution to this problem.
- Provide a vegetative buffer along the Battery Creek Marina property line: It is recommended to screen from view the outdoor boat storage area of the Marina. Native shrubs such as wax myrtle and yaupon holly and vines such as Carolina jessamine would be most effective and require little maintenance once established. Additional river buffer vegetation along the riverbank is also recommended.
- Formalize the parking area: A clear delineation of parking areas is recommended to protect natural areas and to keep vehicles adequately set back from the riverbank.

Improvements to Jericho Park: This five-acre property was acquired by the County from the Federal Government in the 1970's with the stipulation that it be used only for recreational uses. The PALS department has recommended that it be used as a passive park. This parcel is one of a series of parcels that was used to provide water to the Marine Corps Air Station and the Parris Island Depot. **Map #5** shows the location of the improvements described below.

- Installation of a parking area, trails, and picnic tables: Development of this small park is meant to be as non-intrusive as possible. Designated parking for several cars, two or three picnic tables, and an interpretive trail is recommended for this park.
- Pump House Restoration: There is a pump house located on the southeast corner of this property. This structure may be eligible for the National Register of Historic Places. This plan recommends that historic designation for this site, along with the other remaining wells and pump houses associated with the provision of water to Parris Island be pursued by the Beaufort County Planning Department in conjunction with the Parris Island Museum. Pursuant to historic designation, the pump house should be restored and an historical marker should be provided.

Pleasure Boat Landing: There is a 2 ½ acre parcel in the Shell Point Subdivision near the intersection of Broad River Drive and Shell Point Road that was designated in the original plat to be used as a “pleasure boat landing” for the subdivision residents. This parcel has never been developed and offers the opportunity to provide marsh front access for neighborhood residents. This plan recommends that the Shell Point Neighborhood Association explore the feasibility of developing this site as a private park for use by subdivision residents and guests. A boat landing is not practical for this site due to its distance from deep water. A small dock to be used for launching kayaks, crabbing, and marsh viewing is recommended.

Greenways: The County is in the early stages of assembling a Beaufort County Greenway Master Plan. Shell Point needs to be an integral part of that Master Plan by providing connections from the City of Beaufort, the Town of Port Royal, Burton and eventually to South of the Broad River. By utilizing existing easements, sidewalks, neighborhood roads, and potential acquired easements or property a series of connections throughout the community can be realized. The following specific elements below are shown on **Map #6**.

- **BJWSA Water Line Easement:** The Beaufort-Jasper Water Sewer Authority has a water line easement that extends from the Shell Point Area near the Bonaire Estates Subdivision all the way to Burton Wells Park and north to Laurel Bay Road. This easement should be an integral element in a countywide greenways network.
- **System of wetlands between Baynard and Scipio Roads:** A series of tidal wetlands extend from the Broad River Marsh into Shell Point Area beyond Savannah Highway (SC 802). This plan recommends that public access be provided along this natural amenity and be integrated into the countywide greenways network.

Preservation of Wetlands and Marsh Views: Several properties exist in the Shell Point area that should be protected for environmental quality issues (i.e. migratory waterfowl and songbird roosting and nesting habitat), critical wetlands and passive public access to the tidal creeks and marshes that surround Shell Point. This plan recommends that Planned Communities be evaluated so that public access and views of the marsh are set aside through the provision of public docks, parks and street vistas. The neighborhood or community as a whole could provide funding and possibly partner with the County and/or Town to purchase areas of ecological significance and public access points.

Transportation

Goal: *To promote safe and convenient vehicular travel on neighborhood roads and along state highways while enhancing the aesthetic appeal of their connection with the community.*

Improvements to 280/802 Intersection: This plan recognizes that this intersection is rife with problems and eventually will warrant a traffic signal or some other solution. It is recommended that Beaufort County, the SC Department of Transportation and neighborhood residents work together to strike a solution to this intersection that will provide the following:

- An orderly flow of traffic coming from Port Royal and proceeding to the Broad River Bridge via Savannah Highway (SC 802).
- A reduction of conflicts with local streets in the vicinity of the intersection (Cypress St., Grafton, Dr. and Shell Point Road).
- Consideration of an alternative form of intersection such as a traffic circle.

Improvements to Baynard/Shell Point Road Intersection: This intersection currently has one stop sign for eastbound traffic from Shell Point Road extension. There is no protection for traffic continuing west across the intersection to Shell Point Road extension. Two possibilities could correct this problem:

- A "Through Traffic Yield" sign for westbound traffic continuing toward the Shell Point extension would not adversely affect the more voluminous traffic turning northbound onto Baynard from Shell Point.
- A Stop Sign could be placed on the southbound side of Baynard to protect vehicles that would continue westbound along Shell Point (there are only five homes on this extension).

802 Savannah Highway Cross-section: The SC Department of Transportation currently has no plans to widen Savannah Highway (SC 802). However, this highway provides an important link to those traveling from Port Royal and Lady's Island to Southern Beaufort County. It is highly likely that it will be widened at some future date as the County continues to grow. This plan recommends that future widening include landscaped medians along the entire length of the segment, pedestrian walkways set apart from the roadway, and street trees (**Map #5**).

Street Connectivity: This plan recommends that future subdivisions and developments be evaluated on their effectiveness in establishing an interconnected grid network of local streets. This goal will be facilitated through the development review process when Planned Communities and other subdivisions are evaluated.

Vistas: Select advantageous highway views and promote the preservation and enhancement of vistas at these locations. The intention is to retain visual reinforcement of the natural setting of the region, even in the face of road widening or site development. Several vista opportunities are at locations where creek and wetland incursions abut and traverse three segments of SC 802, two segments of Grober Hill Road and one wide vista remains on SC 280 just north of Picket Fences.

Economic Development and Community Enhancement

Goal: *To provide for the economic development of marginalized commercial properties by offering the greatest amount of site plan flexibility, providing for shared parking, and making public sector investments that optimize private sector opportunities.*

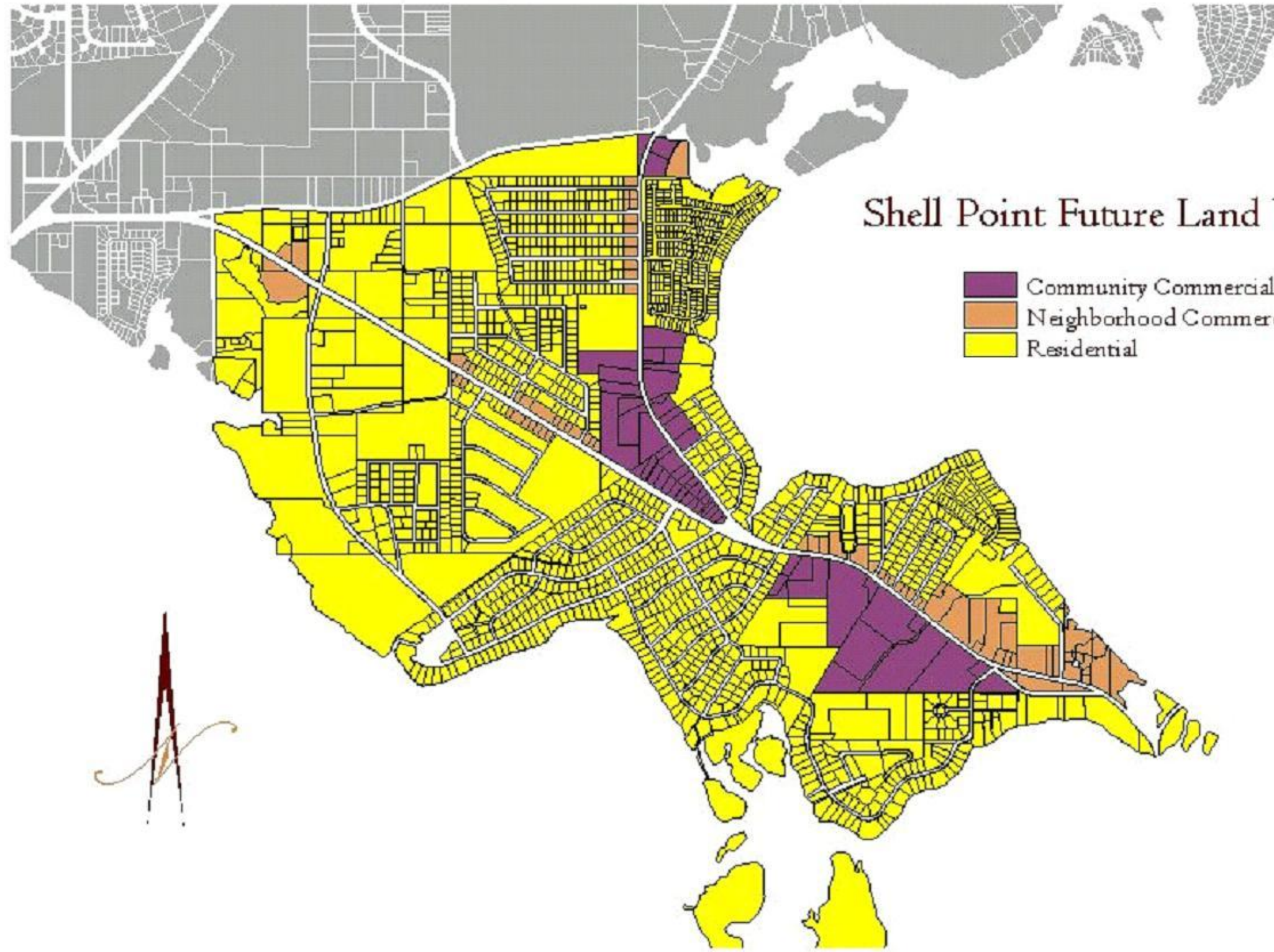
Shell Point Plaza Area: The Shell Point Plaza area at the intersection of Parris Island Gateway (SC 280) and Savannah Highway (SC 802) is the traditional and geographical center of the Shell Point Community. In order to strengthen the civic and commercial qualities of this area, this plan recommends the following projects (refer to **Map #5**):

- **Future Library Branch Location:** The Beaufort County Department of Library Services, in their long term Capital Improvements Plan (1999), proposes to construct a library branch to serve the Shell Point, Burton, Broad River and Chechessie areas when population has reached a threshold to warrant a new branch. The Library is also interested in relocating its administrative offices to this future branch. The Library has outlined several criteria for site location that include access and visibility from an arterial highway, proximity to commercial properties, access to sewer and water, and avoidance of flood prone areas. This plan recommends locating the library branch in proximity to Shell Point Plaza and Jericho Park. This location would give the library visibility on two highway corridors, spur commercial redevelopment in the Shell Point Plaza area, and give greater visibility to Jericho Park. This site is also outside of the floodplain. At a minimum, the site

should accommodate 20,000 square feet of library space and 15,000 square feet of office space.

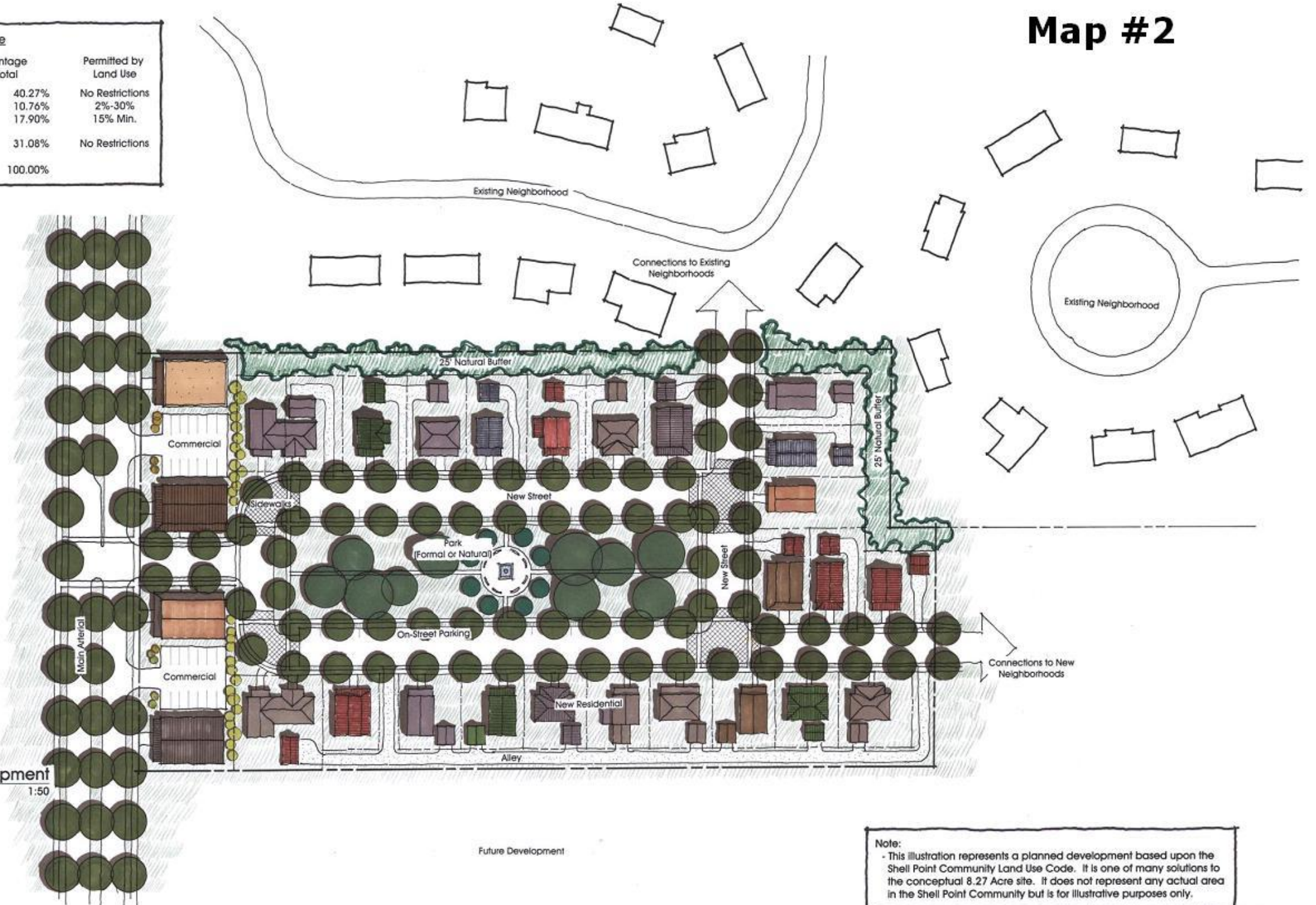
- **Shared Parking Facility:** As a library branch is developed in this area, a shared parking facility serving the library, park and nearby businesses should be considered. This would help promote well-planned commercial redevelopment in the area and reduce site costs for individual businesses.
- **Future Street:** A street running along the southern property line of Jericho Park connecting Parris Island Gateway to Savannah highway is recommended. This would provide access to the future library branch and park from both highways.

Battery Creek Boat Landing/Marina Boulevard: There is an interesting mixture of commercial, residential and recreational land uses in the vicinity of the Battery Creek Boat Landing. This area was adversely affected by the construction of the Russell Bell Bridge and the widening of Parris Island Gateway. This plan proposes to assist in the revitalization of this area by providing better visibility from Parris Island Gateway and removing some of the awkward elements that resulted when the road bed of Parris Gateway was shifted to the south. Refer to **Map #4** for the location of the following improvements.



Map #2

Planned Unit Development: Land Use Table			
Area	Land	Percentage of Total	Permitted by Land Use
Residential	3.33 Ac.	40.27%	No Restrictions
Commercial	0.89 Ac.	10.76%	2%-30%
Open Space (Park and Buffers)	1.48 Ac.	17.90%	15% Min.
Street R.O.W.	2.57 Ac.	31.08%	No Restrictions
Total	8.27 Ac.	100.00%	



Note:
 - This illustration represents a planned development based upon the Shell Point Community Land Use Code. It is one of many solutions to the conceptual 8.27 Acre site. It does not represent any actual area in the Shell Point Community but is for illustrative purposes only.

Shell Point Community Plan

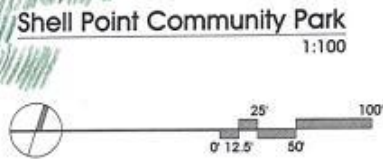
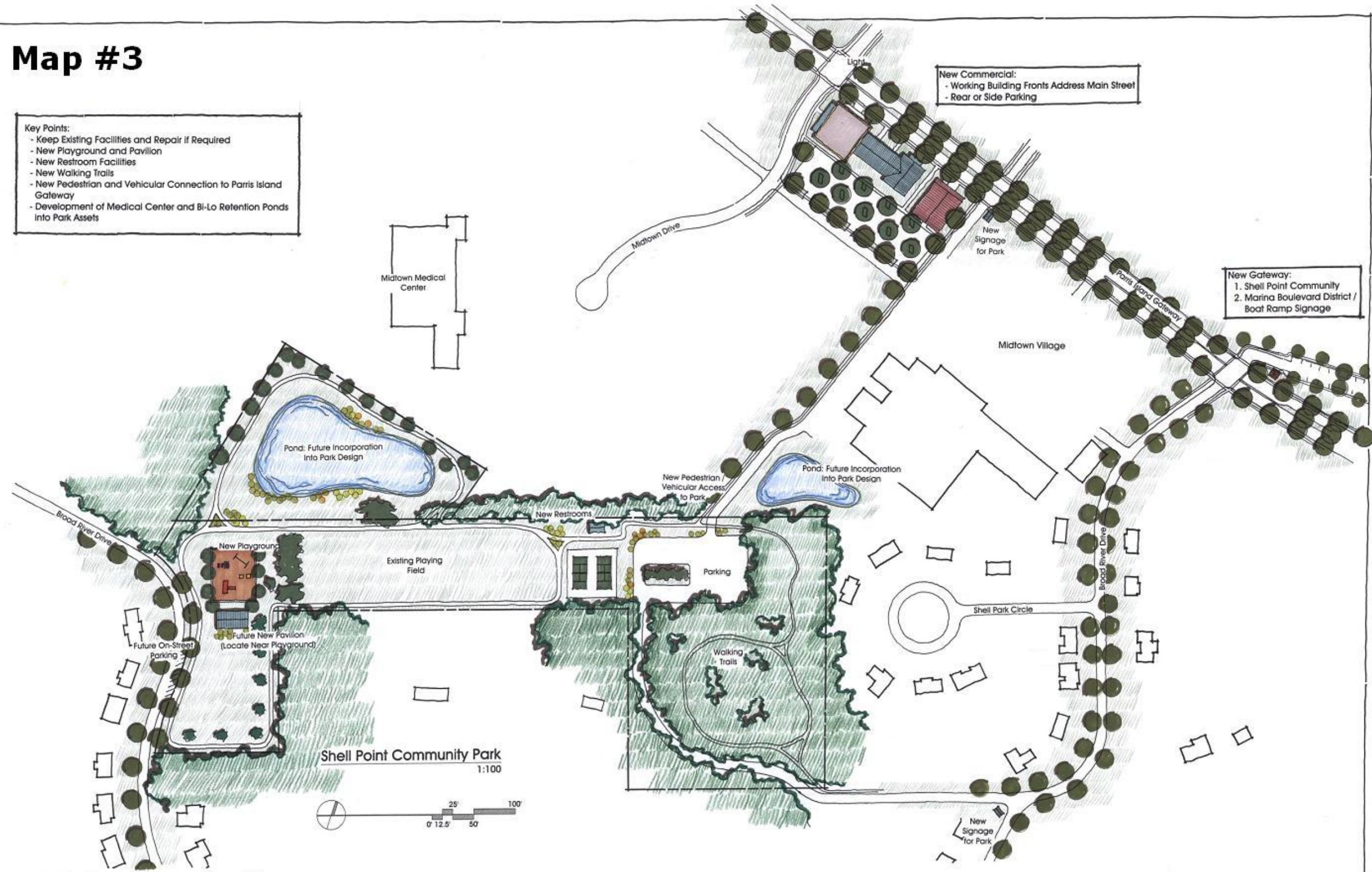
Beaufort County, South Carolina

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Conceptual Residential Development

Map #3

- Key Points:**
- Keep Existing Facilities and Repair if Required
 - New Playground and Pavilion
 - New Restroom Facilities
 - New Walking Trails
 - New Pedestrian and Vehicular Connection to Parris Island Gateway
 - Development of Medical Center and Bi-Lo Retention Ponds into Park Assets



Shell Point Community Plan

Beaufort County, South Carolina

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Shell Point Community Park

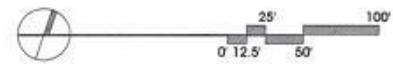


Gateway Perspective
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Gateway / Signage Prototype:
 - Use to Denote Marina Boulevard District
 - Use to Define Borders of Shell Point Community
 - Business Sponsorship Opportunities
 - Civic Display Uses

Shell Point Boat Landing
1:50

Key Points:
 - Reorganize Existing Layout
 - Add Basic Facilities
 - New "Water Oriented" Business District



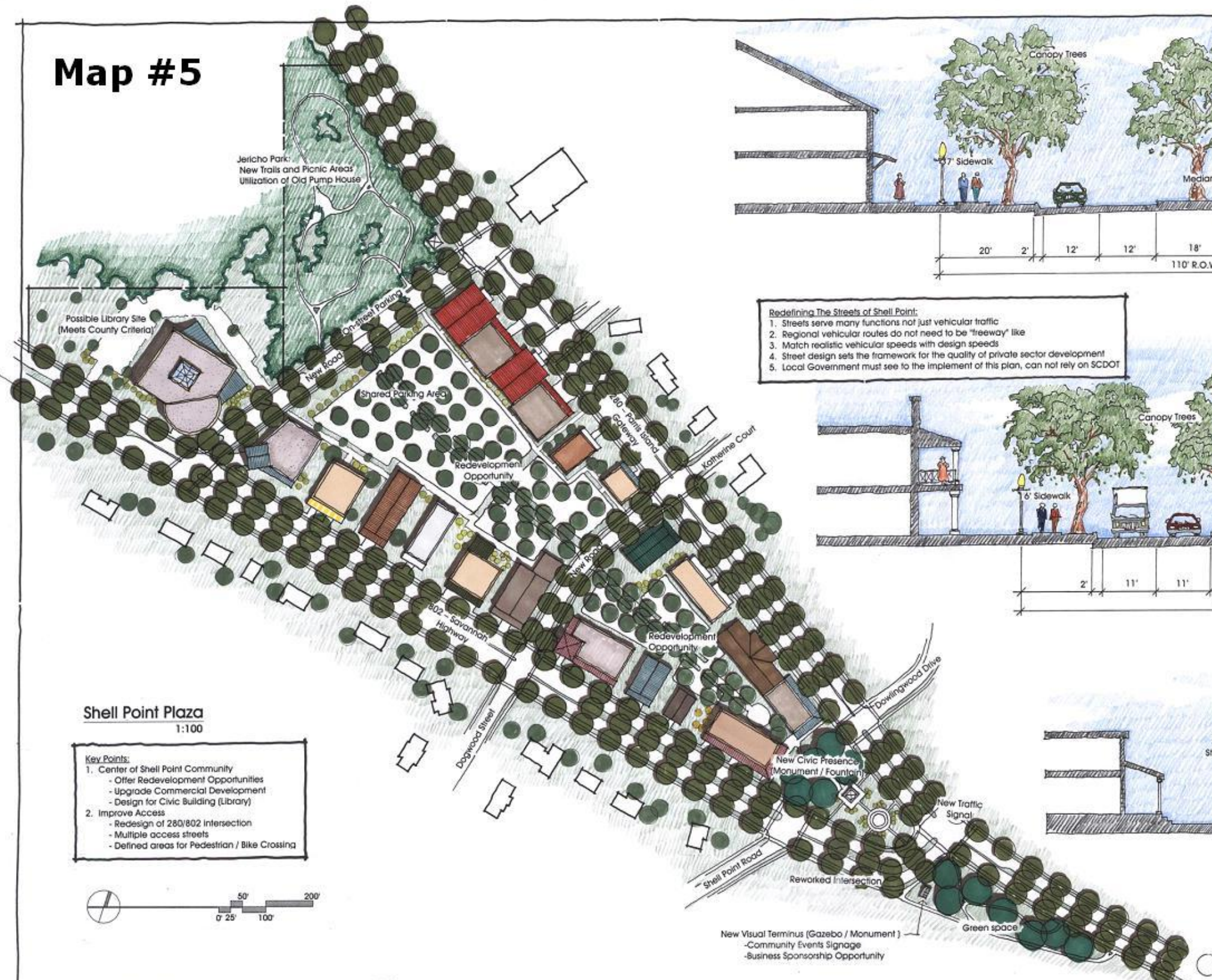
Shell Point Community Plan

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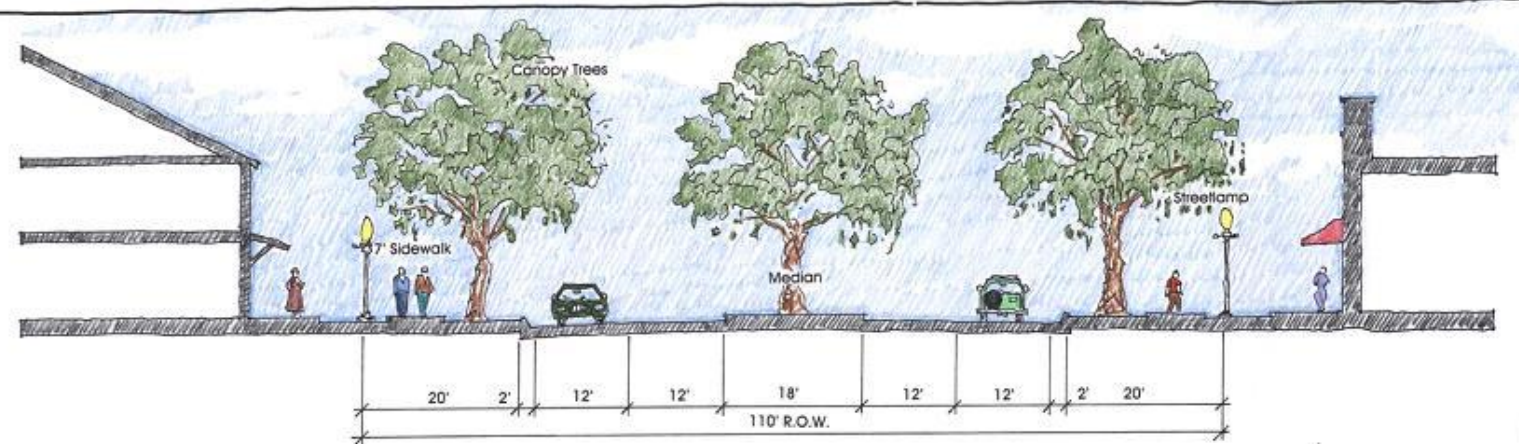
Shell Point Boat Landing

Map #5



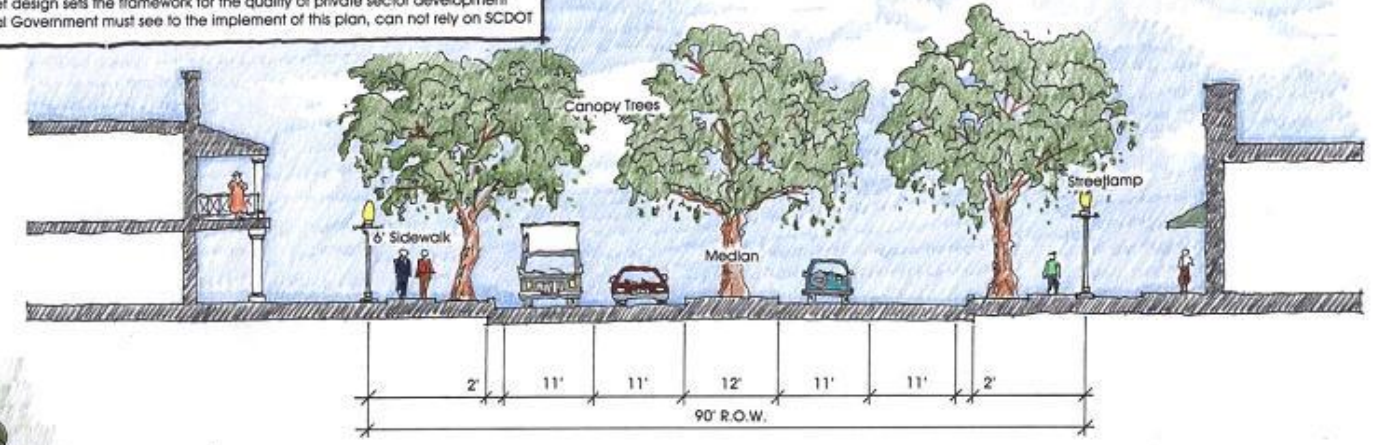
Shell Point Plaza 1:100

- Key Points:**
- Center of Shell Point Community
 - Offer Redevelopment Opportunities
 - Upgrade Commercial Development
 - Design for Civic Building (Library)
 - Improve Access
 - Redesign of 280/802 Intersection
 - Multiple access streets
 - Defined areas for Pedestrian / Bike Crossing

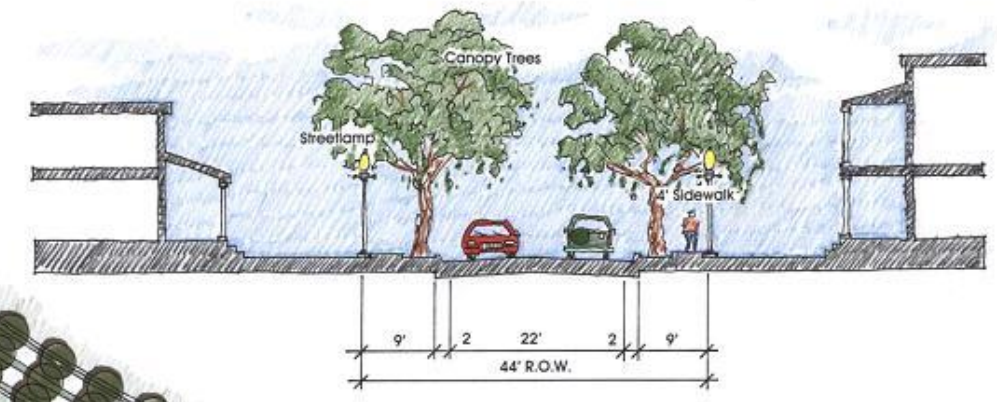


Savannah Highway Section
1:10

- Redefining The Streets of Shell Point:**
- Streets serve many functions not just vehicular traffic
 - Regional vehicular routes do not need to be "freeway" like
 - Match realistic vehicular speeds with design speeds
 - Street design sets the framework for the quality of private sector development
 - Local Government must see to the implement of this plan, can not rely on SCDOT



Parris Island Gateway Section
1:10



Residential Street Section
1:10

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Shell Point Plaza