



PORT ROYAL 2030

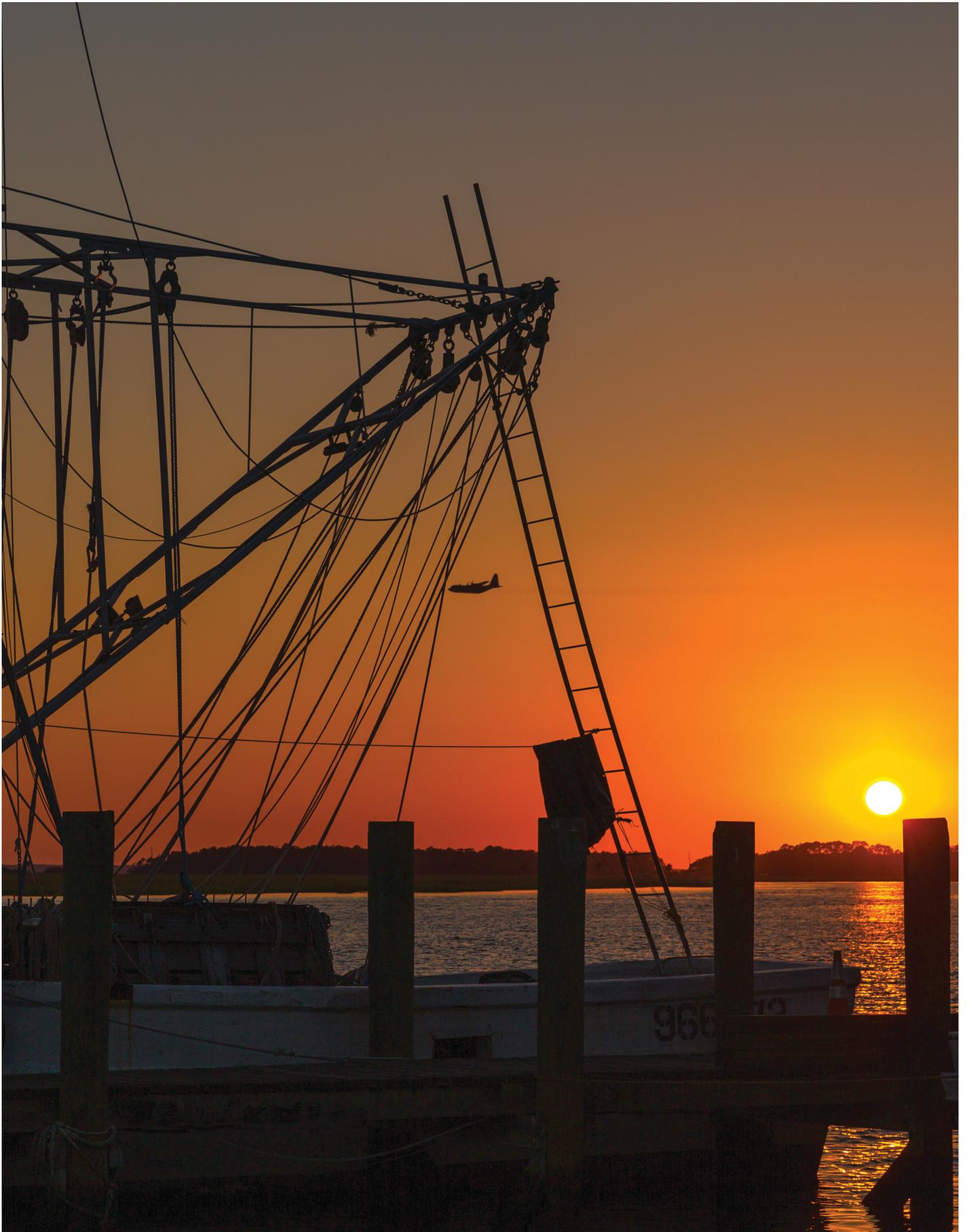
COMPREHENSIVE PLAN

10.18.2021



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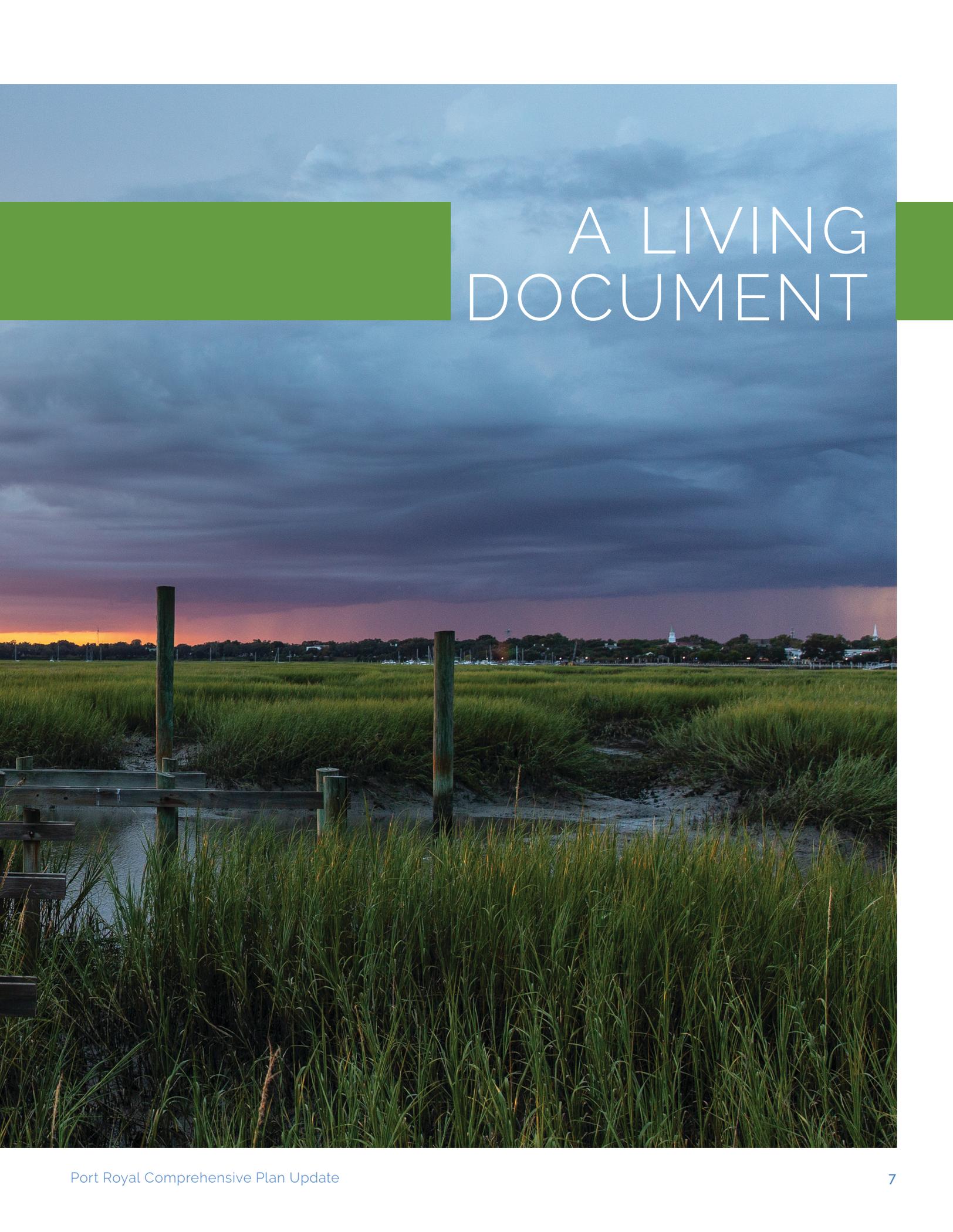
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A LIVING DOCUMENT

NOTICE TO ALL PERSONS WHO READ THIS DOCUMENT

THIS DOCUMENT HAS BEEN PREPARED WITH THE FOLLOWING CONDITIONS EXISTING DURING ITS TIME OF PREPARATION:

- THE CORONA VIRUS HAD RESTRICTED ALL FACE TO FACE GATHERINGS, INCLUDING COMMITTEE MEETINGS AND PUBLIC COMMENT SESSIONS.
- TO OFFSET THE IMPACT OF LIMITED PUBLIC INPUT, THE COMMITTEE CHOSE TO SEND COMMENT CARDS TO ALL RESIDENTIAL ADDRESSES, POINTING OUT THE WEB SITE WHERE CITIZENS COULD PARTICIPATE IN A SURVEY OF THEIR UNDERSTANDING OF THE PLAN AND ITS IMPACT.
- THE PORT PROPERTY, REFERRED TO HERE AS GREY GHOST PROPERTY, CONSISTS OF APPROXIMATELY 50 ACRES OF WATERFRONT INDUSTRIAL, COMMERCIAL, MARINA AND RESIDENTIAL PROPERTIES THAT ARE IN A PLANNED UNIT DEVELOPMENT COVERED BY A SEPARATE DEVELOPMENT AGREEMENT. THUS, NOT APPLICABLE TO THIS DOCUMENT, ALTHOUGH INTERCONNECTIONS BETWEEN STREETS AND THE PROPERTY HAVE BEEN REVIEWED.
- THE POPULAR SPANISH MOSS BIKE TRAIL AT PRESENT ENDS AT RIBAUT RD. SINCE NO CROSSING OF THE ROAD IS FIRM, THE EXACT LOCATION OF THIS POPULAR AMENITY INTO THE OLD VILLAGE OF PORT ROYAL AND ON TO THE EDGE OF THE WATERFRONT IS NOT DETERMINED.
- THIS DOCUMENT CONTAINS GREAT DETAIL REGARDING THE IMPACT OF COASTAL FLOODING ON THE TOWN AND ITS SURROUNDS. IT SHOULD BE NOTED THAT THE CONSULTANT PREPARING THE COMPREHENSIVE PLAN HAD JUST PREVIOUSLY DEVELOPED A COMPREHENSIVE PLAN FOR THE REGION THAT FOCUSED ON DEALING WITH THE FUTURE OF THE AREA AS IT ADDRESSES FLOODING. THIS REGIONAL PLAN EXTENDED FOR 25 YEARS, WHERE THE LOCAL COMP PLAN DEALS ONLY WITH A DETAILED 5 YEAR OUTLOOK AND A LESS DETAILED 10 YEAR OUTLOOK.
- MAPS ON THIS PLAN ARE EXTREMELY DETAILED AND CONTAIN VERY RELEVANT DETAIL, THEREFORE FOR BEST RESULTS, VIEW THESE DOCUMENTS ON A LARGE SCREEN DEVICE.
- THIS DOCUMENT IS PRESENTED IN MID 2021, AND IS WELL INTO THE FIVE YEAR UPDATE IN 2025. THE 2025 UPDATE SHOULD ADDRESS THE SHORTCOMINGS OF THIS 2020 DOCUMENT, MORE PUBLIC INPUT, BETTER UNDERSTANDING OF THE IMPACT OF THE PORT DEVELOPMENT AND TOWN GROWTH PROJECTIONS.

SUBMITTED BY THE 2020/21 COMPREHENSIVE PLAN COMMITTEE

PORT ROYAL 2030

A Living Document for A Resilient Future

In 2019, the Town of Port Royal, South Carolina with its consultant team initiated a community-oriented effort to update the Town’s Comprehensive Plan. **Port Royal 2030** will be the Town’s playbook for long-term success, outlining achievable strategies and action items to guide city leaders as they make decisions that will impact Port Royal’s residents over the next 10 years.

WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan is a formal planning document, adopted by resolution to provide aspirational and strategic continuity across time and to support successive public bodies with a shared community vision.

A Comprehensive Plan establishes the framework to focus future public and private investments. It also describes the actions that are needed to realize its community derived vision. Because a comprehensive plan is developed through a citizen-driven process, it creates political and societal accountability for its success.

CRITICAL GOALS OF THE PLAN

- Integrate existing plans and initiatives into a community-wide vision for the future.
- Create a resource to inform policy decisions.
- Set priorities and responsibilities.
- Outline specific goals and strategies to achieve the vision..
- Align Strategic Plans, Capital Improvement Plans (CIP), Budgets, and Department Action Plans.
- Used by Staff and Leadership to initiate tasks and make decisions.

WHY IS IT NEEDED?

To reap the rewards of its ongoing success and to build a Town that attracts people to live, create, do business and recreate here.

WHAT DOES IT INCLUDE?

Port Royal 2030 Comprehensive Plan includes goals, strategies, focal area plans, and implementation measures that reflect the community-driven process that created the Plan.

The Plan is a starting point – where vision is articulated, and implementation is identified. It lays the framework for future action but purposefully does not resolve all these goals, plans, and measures. The Plan itself identifies and coherently describes what further work must be done by the community to realize an agreed upon vision.

HOW TO USE IT

As the Town’s playbook for success, this document consists of written recommendations supported by maps, definitions and action items to guide city leaders in making decisions that will impact Port Royal over the next 10 years.

It should be used when departments are making plans for the year, when budgets are being created and to influence the town’s focus and work for the coming years.

OUR PRINCIPLES

Port Royal 2030 is the result of engaged citizens and stakeholders contributing to a vision that will enable Port Royal a resilient future for the next 10 years with shared commitment, focus, and hard work.

The following principles, derived from previous planning efforts, dialogue with the Technical Committee and community, captures what Port Royal is now and in the future:

PORT ROYAL'S PRINCIPLES:

The following principles guide our actions and policies. They represent fundamental truths that we don't waver on as we initiate policies, codes, plans, designs and construction projects.

We place high value on our public realm:

Our sense of community, character, pride and sense of place is defined by the design quality of our public realm, which includes our streets, parks, parking areas, public spaces, water, and our natural resources.

We are a place where people can walk and bike:

Our streets are for people, and not dominated by cars, and are designed appropriate to their context and to maximize mobility, safety, comfort, connectivity and a place to shop, park, stroll, greet friends, and hold a parade.

We have high quality neighborhood developments:

Our developments strive for quality, permanence, durability, efficiency, reinforce traditional neighborhood structure, and are constructed with quality designs and materials that aren't sacrificed for affordability.

Our urban form is important to our sense of place and quality of life:

Our developments promote a mix of marketable land uses, human scaled design, harmonious orientation of buildings to public space and the natural environment, and the ceremonious placement of civic buildings.

Our built environment is in harmony with the natural environment:

The built environment is designed, engineered, built, and maintained to best practices to promote, work with and minimize impacts on the natural environment.

Our buildings respond to our Low Country climate and way of life:

Buildings incorporate time-tested elements that conserve energy and extend durability, houses have porches, shopfronts provide awnings, canopies and colonnades to protect pedestrians from sudden storms and the hot sun.

We value our natural and built landscapes:

Our streets, neighborhoods and developments are shaded by our native canopy trees, our gardens use native plant materials, we use sustainable landscape practices and our urban and natural forest canopy is protected.

We value connectivity:

Our streets and trails form an interconnected, walkable scaled, rational network that provides several convenient routes that are bikeable and walkable to destinations such as parks, open spaces, shops, work and school.

We are inextricably linked with our water:

Our recreation, economics, culture and community life are shaped by our connection to, protection and maintenance of our marshes, creeks, ocean and coastal waterways.

We are fiscally responsible:

Our government services are fiscally responsible and maximize return on investment, and we support entrepreneurial ventures, education and development that will strengthen our local economy.

We promote equity for our citizens:

Our citizens have access to a diverse range of dignified affordable and market rate housing choices to rent or purchase, and easy access to community amenities, parks, open spaces, education, assistance and services.

We are regional partners:

We promote working in partnership within our region to maximize economic development, promotion, education, infrastructure service, environmental stewardship, transportation, health and safety and connectivity.

We value reuse and infill development:

We understand that it is more cost effective and energy efficient to develop land that is already serviced than it is to develop large tracts of greenfield land and we have shaped our policies and incentives toward that.

We respond positively to environmental change:

We recognize our future depends upon our creative, holistic, integrative approach to linking zoning, spatial planning, spatial equity, environmental preservation, water management, infrastructure connectivity and economic development to our growth management planning.

PORT ROYAL'S OPPORTUNITY

Port Royal will continue to evolve based on its deep appreciation and connection with the natural environment, traditional town planning principles that are applied town-wide, equitable access for our citizens to housing, parks, open spaces and services.

A PLACE OF BALANCE AND HARMONY:

Very few places on earth have the attributes of Port Royal. Its history as a port town, the indelible landscape of the low country, the easy vibe of its old village, its marshes and waterways, historic buildings, the Naval Hospital and its position next to Parris Island provide it a character, sense of place and history that demands it carefully balance growth and preservation. This is a small and delicate place, and its evolution needs to be carefully considered so that the balance and harmony that make it special is not lost to ubiquitous “could be anywhere-ness”.

With the creation of this Comprehensive Plan Update, Port Royal will continue to evolve based on its deep appreciation and connection with the natural environment, traditional town planning principles that are applied town-wide, equitable access to housing, parks, open spaces and services. It recognizes the need for forward looking planning that address the impacts that rising flood waters and major storms have on the health, safety and welfare of our citizens and the economic, social, environmental impacts these events have on our town and region. It also recommends ways that balance between the built and natural environment can be achieved, while also accommodating growth and housing affordability.

The key to the future is to enable everyone to feel part of Port Royal. This includes continued efforts to make the large arterial roadways, such as Ribaut Road, Parris Island Gateway, and Robert Smalls Parkway, that bisect the town more livable with safer crossings, slower speeds, multipurpose paths, streetscape, access management and gateway elements. It includes “place-based” planning to help guide the development of the western portions of Port Royal into a stronger community and

coordinating those plans with Beaufort County so that this part of town evolves into a more complete place, with humane streets, parks and open spaces, connectivity and walkable destinations. It also includes considering those things that bring people together such as parks, water access points, open spaces and gathering areas and creating a framework for them that enable more people to be able to walk to more things.

It is also very important to actively participate in the opportunity that the proposed Naval Hospital site closure brings to its use as a community asset and the development of the Port of Port Royal as a new destination and economic development opportunity. Leveraging the Spanish Moss Trail with adjacent compatible land uses and higher levels of connectivity will take advantage of that important piece of public infrastructure. Focusing on vacant infill lots and their feasibility for attractive housing density, mixed use, and housing that is affordable for Port Royal residents will enable population growth, diversity and affordability to happen on land that is already serviced with infrastructure and established neighborhood character.

This Comprehensive Plan looks out 10 years. It describes specific principles, strategies and actions that together enable Port Royal to act on its established principles and values, articulated in the Masterplan for Port Royal and the previous Comprehensive Plan. The plan considers that growth is desired and inevitable but must be accomplished in ways that support the Town's vision of traditional town planning, environmental harmony and access and fairness for its citizens. This harmony is to be accomplished by the application of tried and

true urban planning principles and channeling development toward land that is the most suitable for it based on economic, cultural, social and environmental principles. As said in the Masterplan for Port Royal "grow more but grow more of what Port Royal is; in this way the Town will become more complete and improve without losing its identity".

The Plan also acknowledges that it is highly woven into Beaufort County and shares roadways and borders with the City of Beaufort. With that in mind, high levels of cooperation and collaboration need to be maintained within the region so that individual identities are allowed to be expressed within a common perspective about open space, roadways, waterways, housing, storm water management and those things that cross jurisdictional boundaries.

Finally, it describes ways in which town planning can occur that is at a higher level of detail so that walkability and other desired principles are better ensured.

With focus and effort, as well as regional collaboration, Port Royal can lead itself into the future with a clear vision and action plan. Investing in new public infrastructure, incentivizing more affordable housing, focusing development to land of the highest suitability, and making hard choices about how to protect and preserve the very environmental systems that can help mitigate harm will enable Port Royal's citizens to enjoy the quality of life offered by its unique landscape and culture for generations to come. It will be the highest expression of one of our most important values, which is that our lives are inextricably linked with our land and waters.

PREVIOUS PLAN REVIEW:

Several important planning efforts were reviewed as part of preparing the 2020 Comprehensive Plan Update to ensure that outstanding items were understood and incorporated.

Masterplan for Port Royal (1995)

The master plan for Port Royal, created by Dover Kohl, describes traditional urban design principles and key projects within the old village that should be undertaken to preserve as well as improve the town's character and urban form.



Shell Point Regional Plan (2000)

The Shell Point Plan creates policies for the ongoing development of the Shell Point Community in the western portion of Port Royal. It describes the inclusion of street connectivity, parks, and neighborhoods.

Robert Smalls Parkway Joint Corridor Plan (2004)

The Planning Departments of the City of Beaufort, Town of Port Royal and Beaufort County have prepared a joint plan for the Highway 170 Corridor between the Broad River Bridge and the intersection of Highway 170 and Highway 280. The purpose of this plan is to recognize Robert Smalls Parkway as the Gateway to Northern Beaufort County and to provide access management, enhance aesthetics, and promote a safe flow of traffic.

Northern Beaufort Regional Plan (2007)

The Northern County Regional Plan is a growth management plan created in collaboration between Beaufort County, the City of Beaufort, the Town of Port Royal and the Town of Yemasee. It provides regional goals and delineates an urban growth boundary that preserves land area for rural uses.

The Port of Port Royal Regulating Documents (2011-2012)

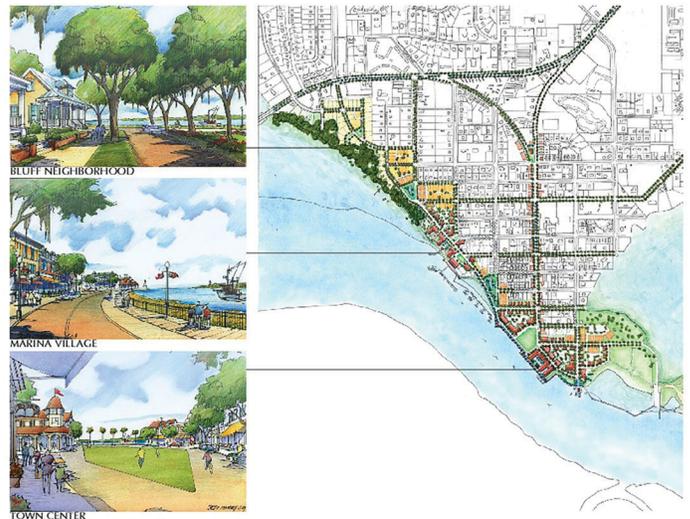
The 51 acre Port Royal Tract is the existing South Carolina State Ports Authority Port of Port Royal property totaling approximately 317 acres located at the end of Paris Avenue and bordered by Battery Creek to the south. Redevelopment of the Port of Port Royal property represents an opportunity to redefine a major connection to the water within the Town of Port Royal and Beaufort County. The regulating documents define the parameters around which the development will occur.

2010 Comprehensive Plan (with 2014 Update)

The Comprehensive Plan creates the vision for Port Royal and describes strategies and actions based on a community driven process.

Beaufort County Hazard Mitigation Plan 2015 Update (2015)

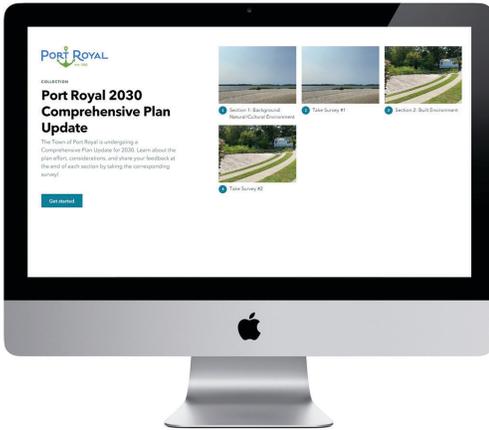
This plan provides a comprehensive analysis of Beaufort County and Port Royal's vulnerability to risks associated with environmental and climatic events.







COMMUNITY PROCESS



Engaging the Community

The Plan was prepared during Covid-19, which required social distancing and virtual community workshops. Regardless of these obstacles, it was shaped around a continuous and multi-faceted cycle of input with stakeholders and the public, designed to aggregate feedback from a diverse group of voices within the town. Over the course of the Plan's development, there were multiple opportunities for the public to provide input, voice concerns, and to comment on and shape in progress plan materials.

Technical Advisory Committee

The Planning Team met regularly with the Technical Advisory Committee and Planning department to solicit feedback throughout the process and, during the development of the Draft Plan.

Web and Media Presence

The Comprehensive Plan was developed alongside a 24/7 web presence via the town website that allowed free and open access to key plan documents as well as a platform for the public to interface with and react to the Plan's development. The plan was advertised and reported on in a variety of local media, including press releases, email, and the Town's social media platforms.

Public Online Surveys

The Plan was influenced by a two part public survey, conducted both online and in a live virtual workshop. The surveys evaluated citizen satisfaction with existing Town services and qualities and offered a glimpse into public preferences for prioritizing future investment.

Public Workshops

A two-part virtual Public Workshop was conducted with the community. The first focused on framing the background of the plan, vision, natural environment and resilience. The second focused on the built environment, covering equity, transportation, growth, land use, and housing. Both sections offered the community the chance to share ideas and priorities through live polling and through live chat function.

In addition, public workshops, both in-person and virtual, held for the Beaufort County Comprehensive Plan and Green Print Plan have influenced this Plan.

All workshop recordings were published online and translated into a user-friendly format for viewers to navigate and respond to survey questions at their own pace in the format of Story Maps.

Live Virtual Polling

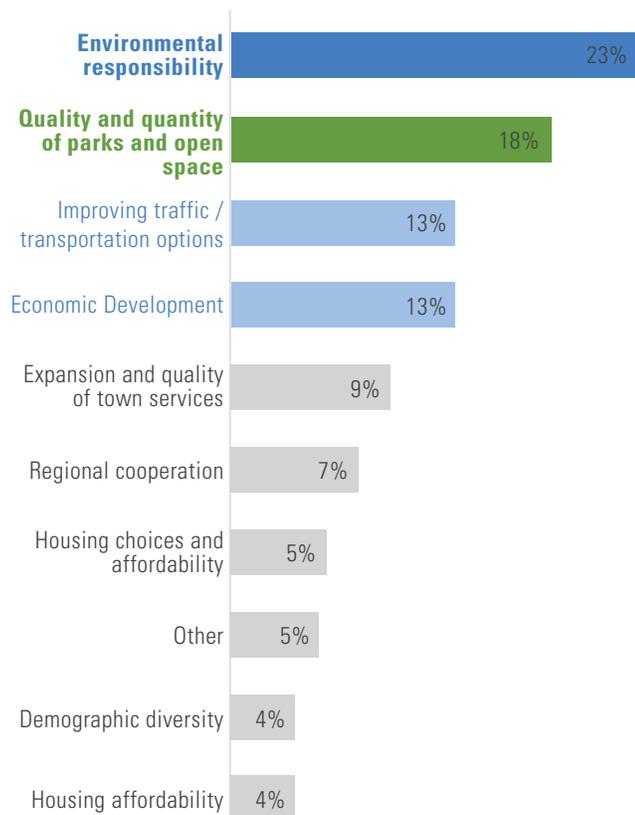
The live virtual workshop engaged in a polling technology that recorded live audience opinion in response to a series of structured questions that delved into the Plan's themes, goals, and strategies. The technology offered the Planning Team a chance in real time to visualize public opinion. This method also allows the opportunity for all those attending to provide input equitably.

KEY TAKEAWAYS FROM THE COMMUNITY SURVEYS:

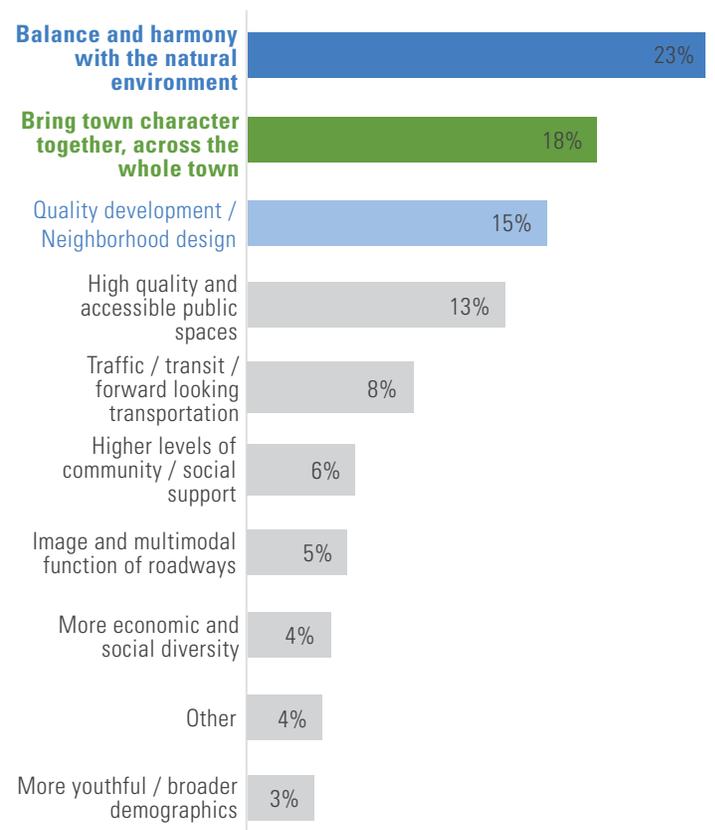
Words that describe the community's ideal vision for Port Royal:

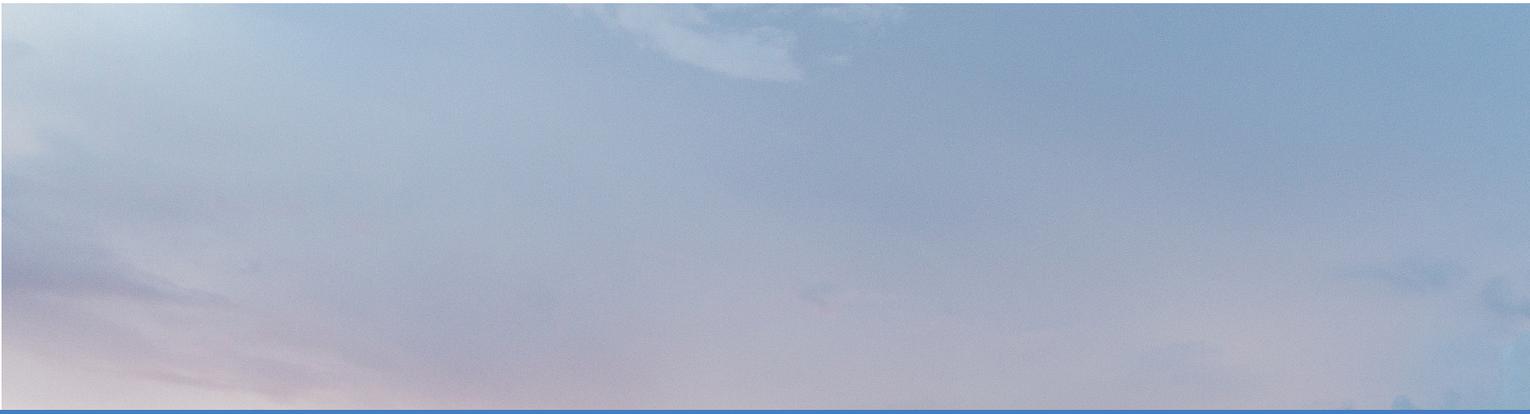


The topics the community thinks are most important to focus on in this Plan:



Key to the community's vision for Port Royal:







A VISION FOR THE FUTURE

HARMONY WITH OUR LAND AND WATERS

We are a community that values its environmental responsibility and our actions work in harmony with our unique landscapes and waters that include oak hammocks, marshes, cypress wetlands, beaches and the Port Royal Sound.

FROM THE COMMUNITY:

When asked what was key to their vision of Port Royal and most important to focus on in the plan, the community's top responses for each were:

- 1 Balance and harmony with the natural environment
- 2 Environmental responsibility

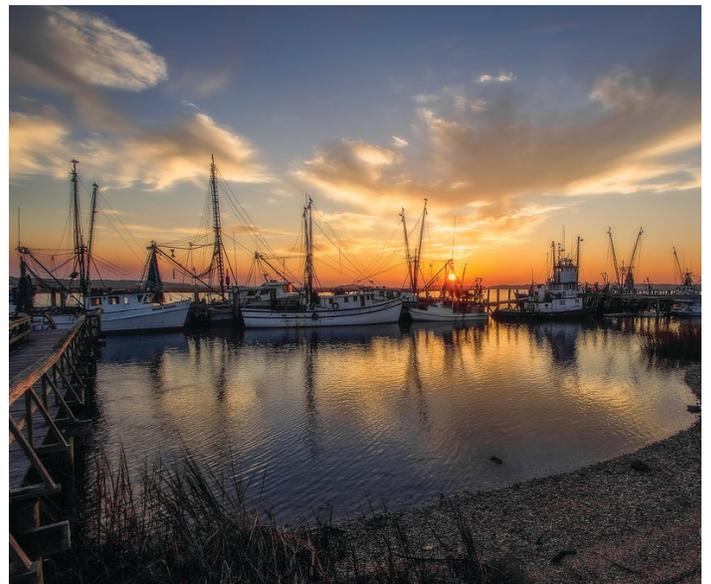
PRINCIPLES:

- Life in harmony with our land and waters.
- Our built environment is in harmony with the natural environment.
- We value our natural and built landscapes.
- We value and protect our marshlands.
- We are inextricably linked with our water.



STRATEGIC ACTION ITEMS:

- Show critical environments that are to be protected from the Green Print Plan as a layer on town zoning maps to create awareness, to protect them and to align zoning and development codes to these environmental layers.
- Create a Passive Parks strategic plan based on areas focused for preservation from the Green Print Plan, water access areas, scenic view areas, areas not impacted directly by automobile traffic, areas accessed by trails, areas that are not home to threatened or endangered habitats and areas that are not develop-able or adjacent to development.
- Create a Green Infrastructure Framework plan, in conjunction with the Green Print and Passive Park Plan that considers the connectivity of naturalized storm water, protection of natural storm water areas, districted storm water, and bio retention areas.
- Integrate green infrastructure strategies into the planning, engineering and construction of infrastructure.
- Work with Beaufort County Rural and Critical Lands to secure funding to implement the Green Print Plan.
- Integrate environmental protection and preservation measures such as restrictions on development, building, grading, use of septic, land uses, buffers, and setbacks into existing zoning codes and onto the zoning map in order to eliminate future development in environmentally sensitive or harmful areas.
- Create a Sea Level Rise Overlay to describe areas vulnerable to sea level rise. Match development and building restrictions to the overlay.
- Create a “Blue Print” map that describes existing and targeted locations and priorities for public boat accesses to the water for varying types and levels of infrastructure development.
- Create an urban and natural forest inventory in GIS for use in managing canopy protection.
- Use the Port Royal Rookery as an educational tool to encourage conservation and protection of native birds, wildlife and habitats.



PROTECTED LANDS BY OWNERSHIP TYPE

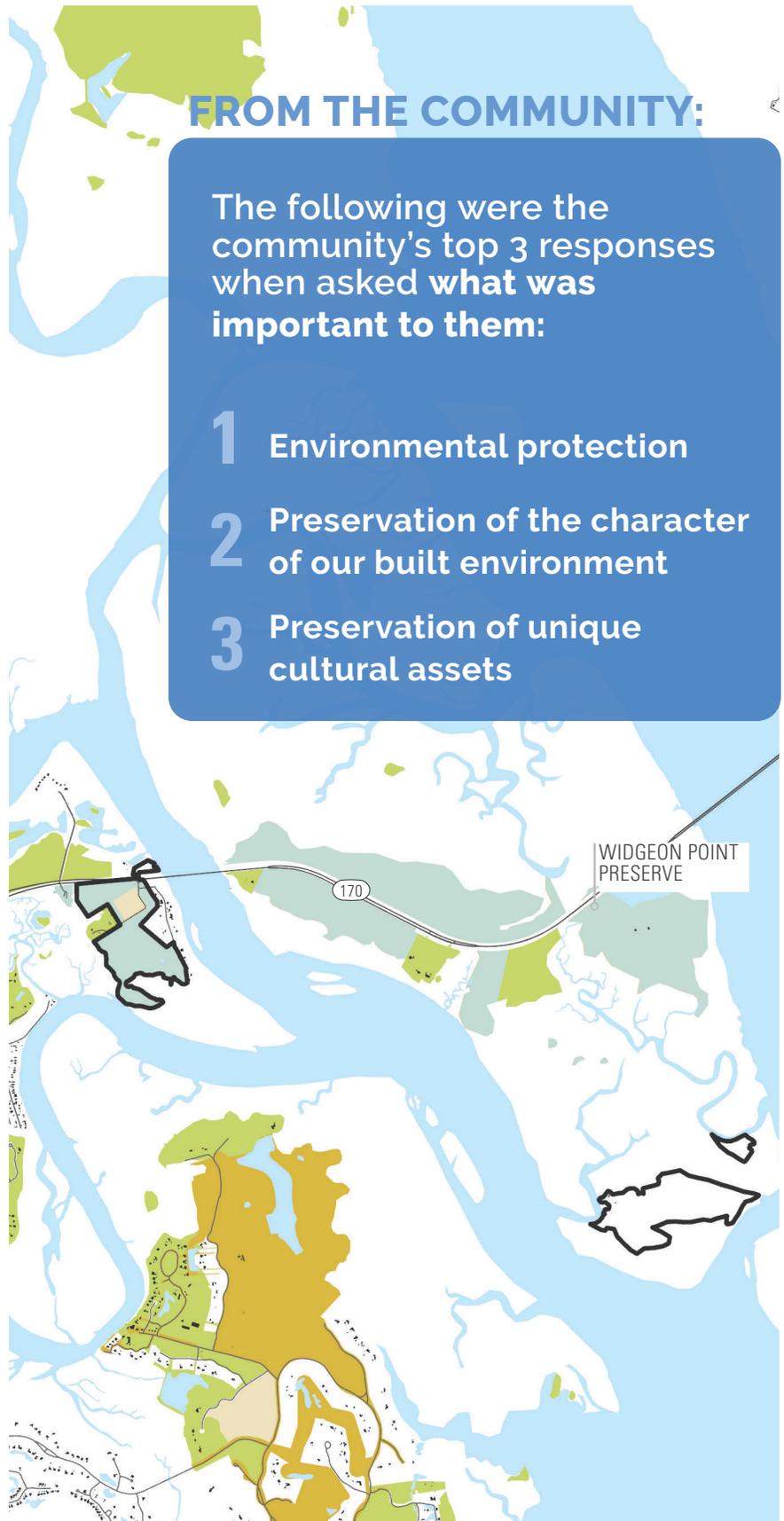
Beaufort County's Rural and Critical Land Preservation Program is active in protecting sensitive lands throughout the county, and has protected 160 acres on Lemon Island, Widgeon Point, a scenic and recreational amenity for Port Royal.

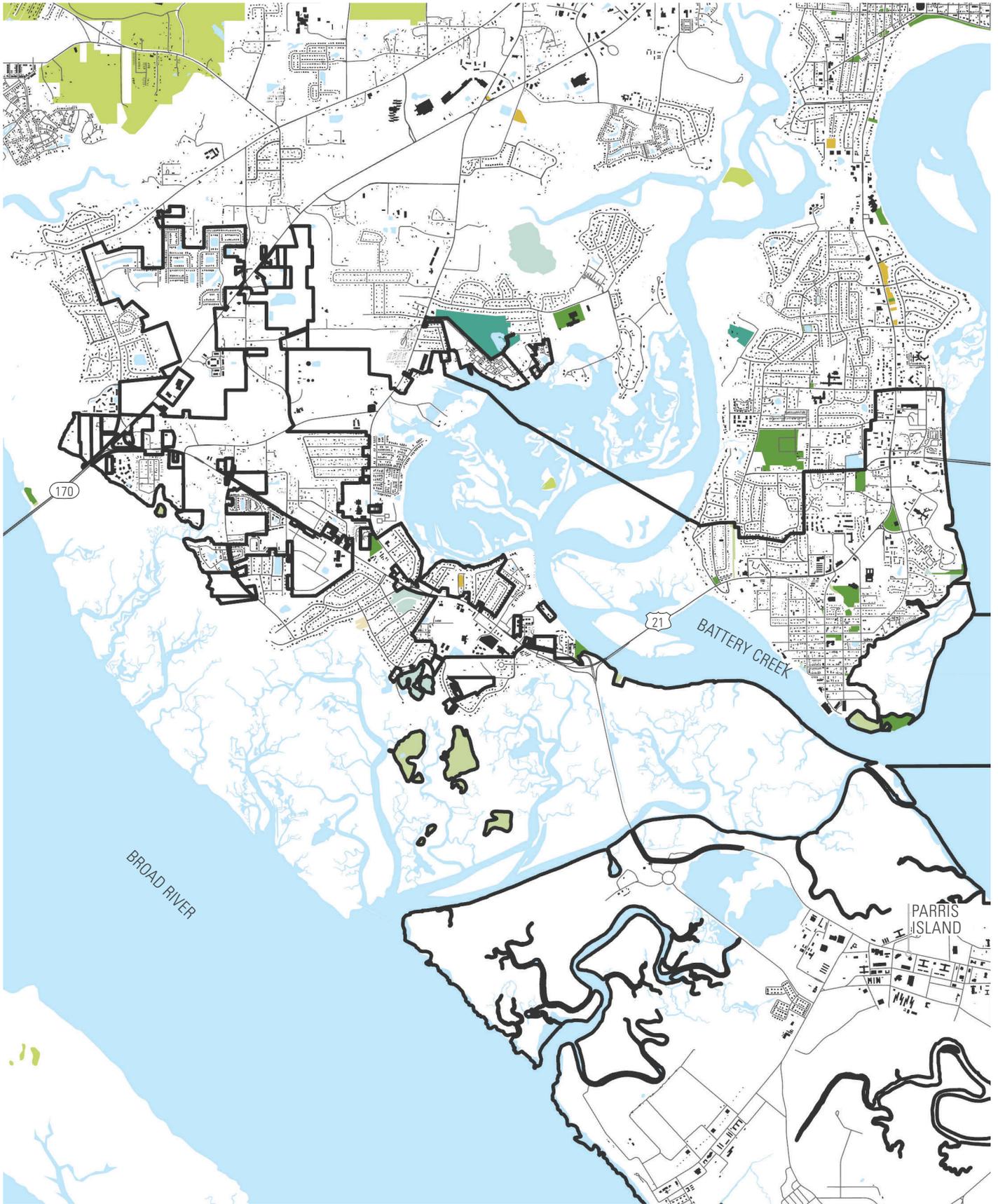
Continuing to protect environmentally sensitive areas, preserving character and historical and cultural assets is a priority for Port Royal. These assets are critical to the economy and way of life that makes the Town so unique.

EXISTING PROTECTED LANDS BY OWNERSHIP TYPE

- Private
- County or Local Government
- Non-Governmental Organization [NGO]
- No Data
- Rural + Critical Lands Program
- Rural
- Nature Preserve
- State or Municipal Park

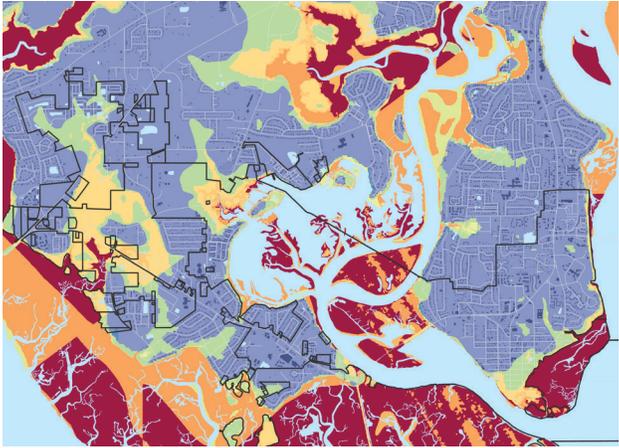
Source: Beaufort County and The Nature Conservancy



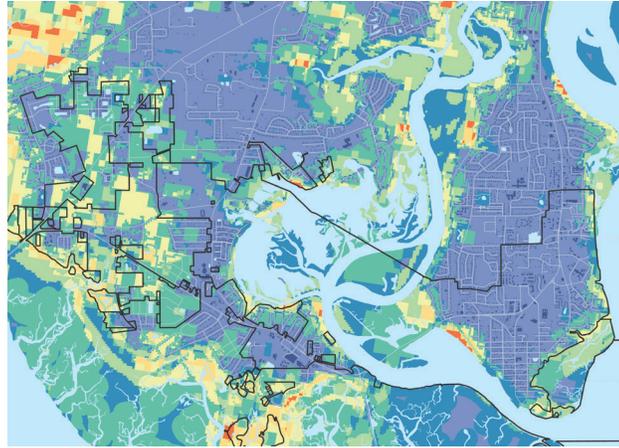


BEAUFORT COUNTY GREEN PRINT FINDINGS

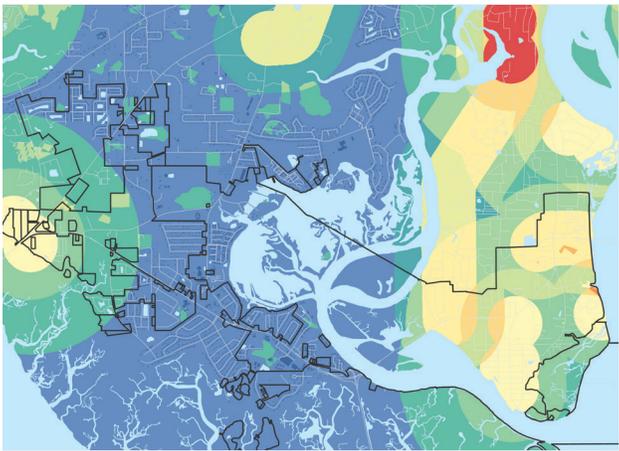
RESILIENCY



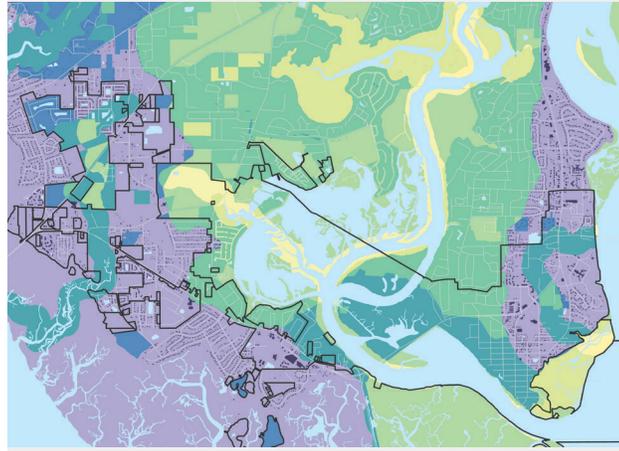
HABITAT



CULTURAL LANDSCAPES



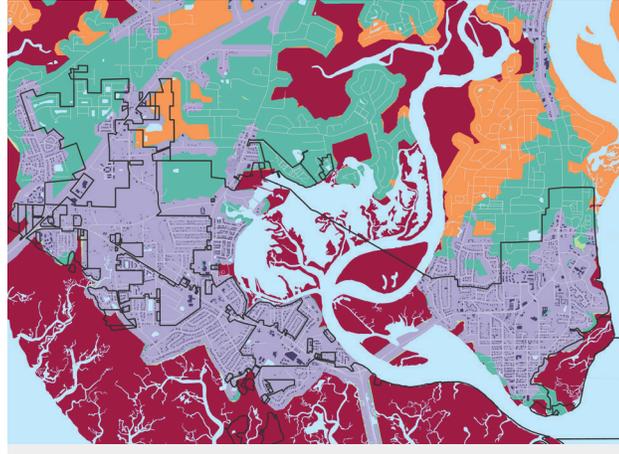
WATER QUALITY



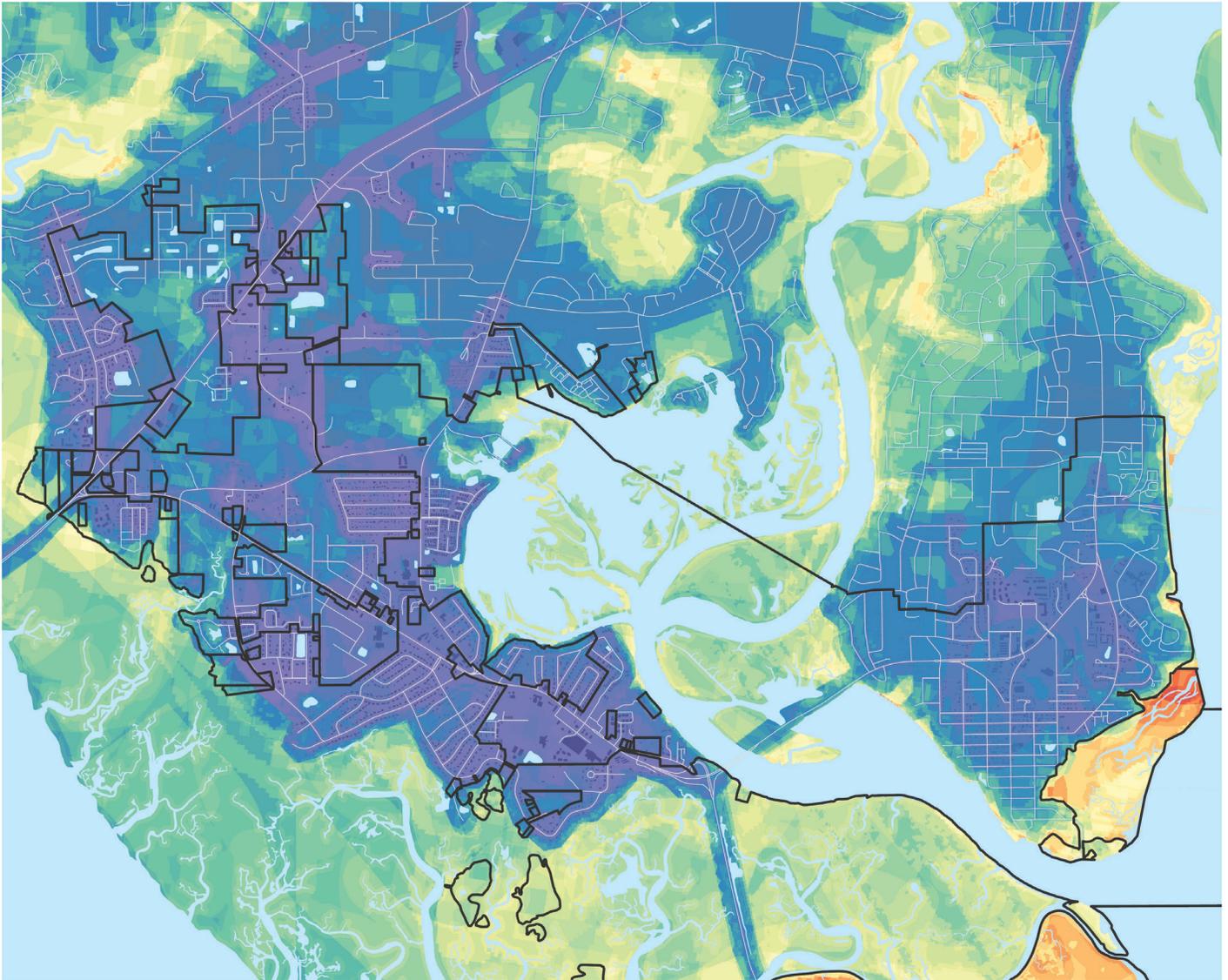
CONNECTIVITY



PASSIVE RECREATION



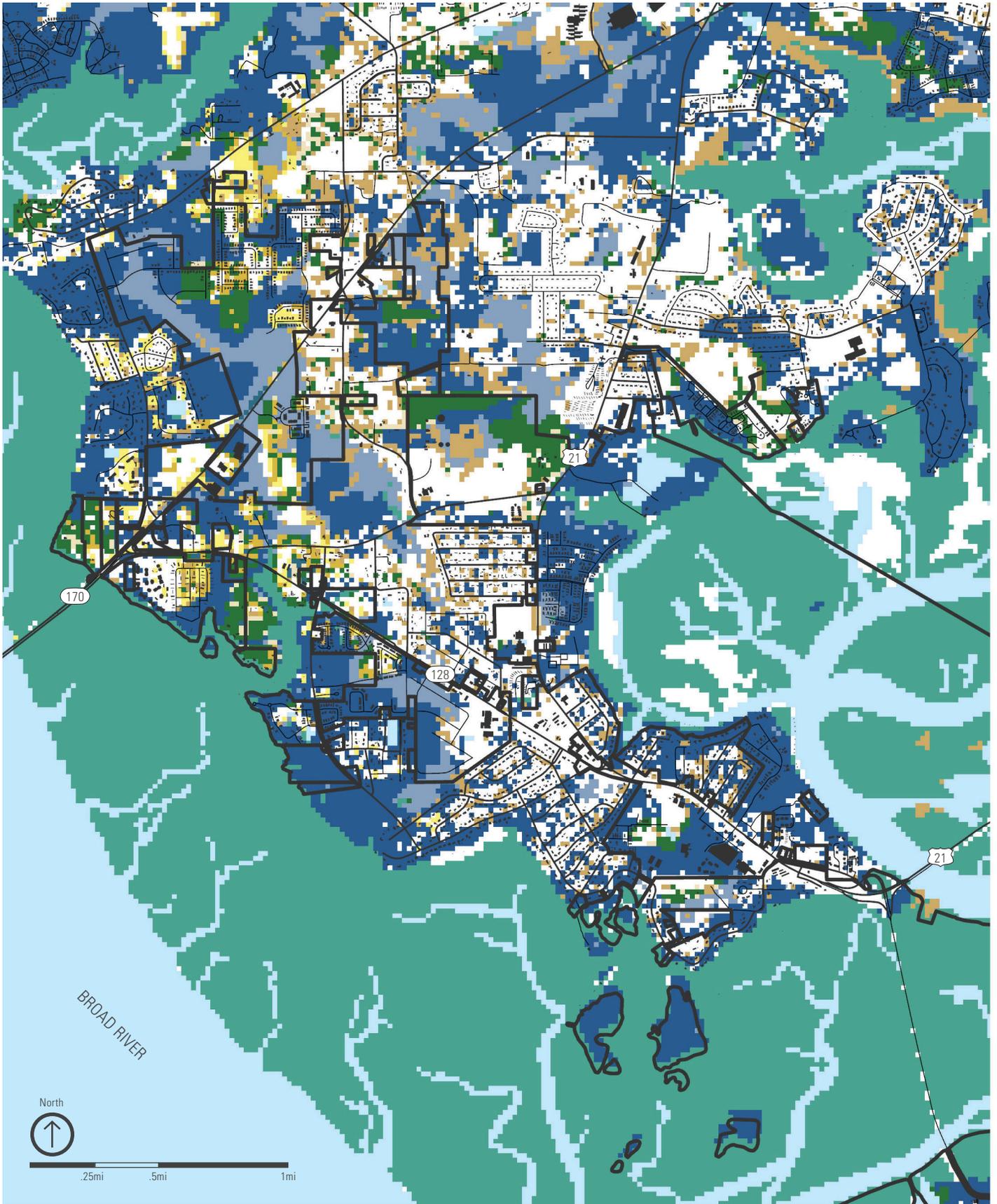
COMPOSITE GREEN PRINT PRIORITY MAP / PORT ROYAL



The prioritization model for Green Print takes into account factors related to the categories of resiliency, habitat, cultural landscapes, water quality, connectivity, and passive recreation. When combined on this prioritization map, we are able to see those areas that are more critical to protect and areas that are less critical to protect based on these categories.



LANDCOVER / SC LAND GAP ANALYSIS



This map shows land cover as mapped for the SC-GAP project for use in modeling vertebrate distributions and to have a detailed land cover data set for the state. Land cover maps include the state's natural and man-made vegetation types.

Outside of marsh and emergent wetlands, Port Royal's land cover is largely defined by:

58.8 acres
Maritime and Wet
Evergreen Forest

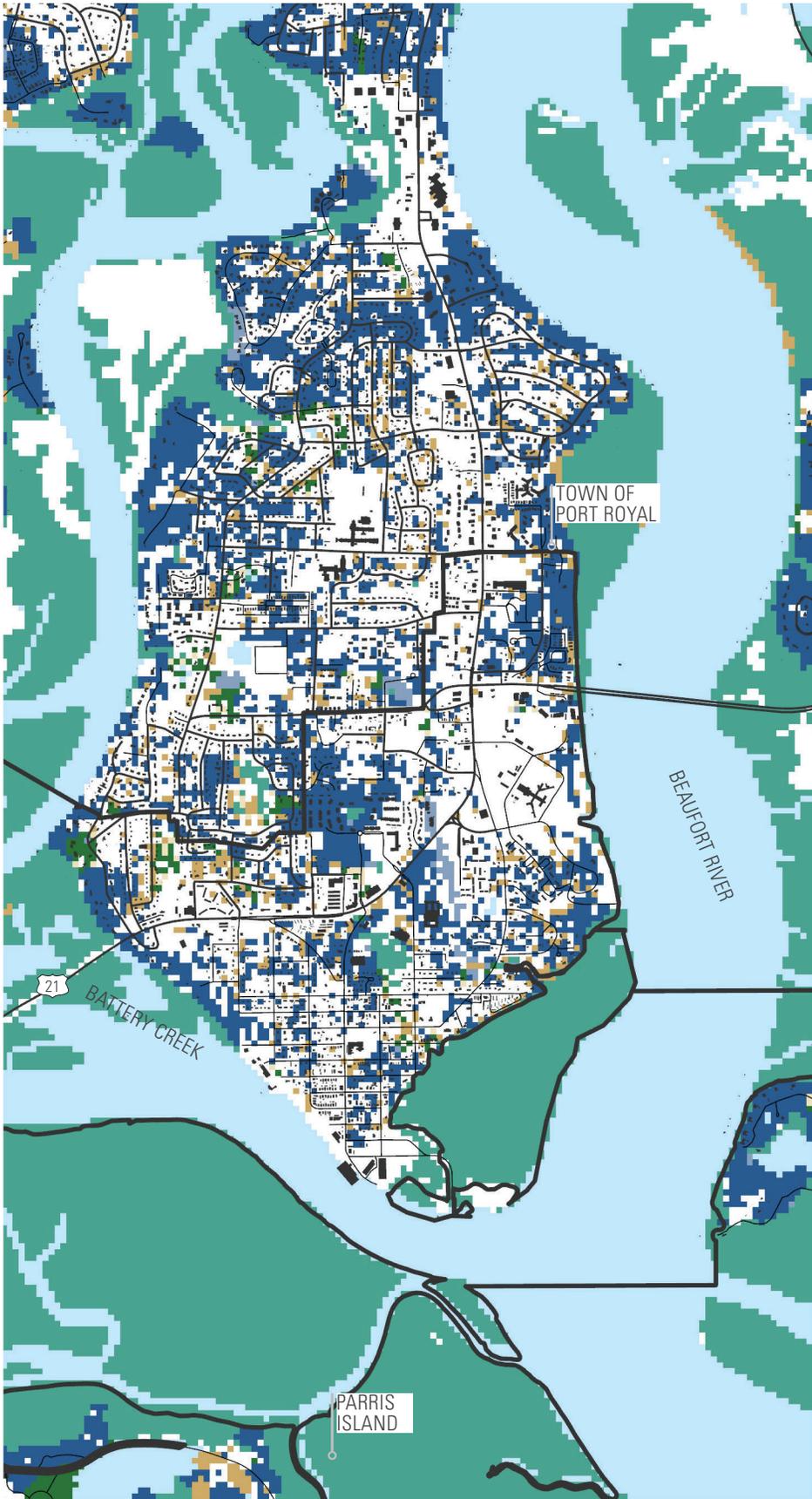
40.8 acres
Urban Residential

22.2 acres
Closed Canopy
Evergreen Forest

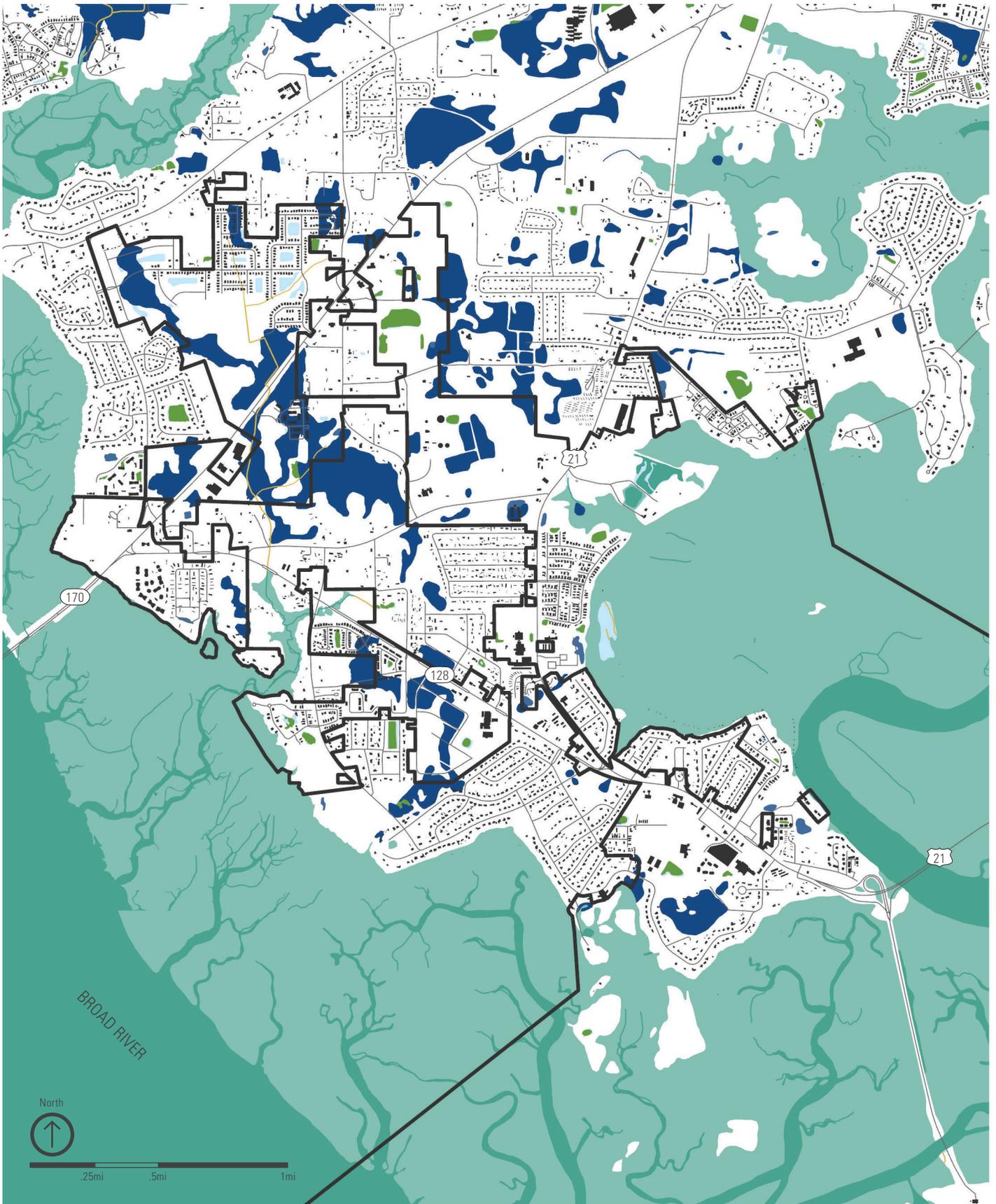
LANDCOVER / SC LAND GAP ANALYSIS

- Open Fresh Water and Marine Water
- Marsh / Emergent Wetland
- Maritime and Wet Evergreen Forest
- Swamp + Floodplain Forest
- Closed Canopy Evergreen Forest
- Pine Woodland
- Scrub/Shrub Thicket
- Grassland/Pasture
- Urban Residential

Source: SC DNR



Harmony with Our Land and Waters
WETLANDS MAP



Port Royal's wetlands not only provide habitat for wildlife and expansive views offering recreation and quality of life for visitors, they also help to mitigate flooding, recharge groundwater, and improve water quality.

SALTWATER WETLANDS

The Town of Port Royal relies on the USACE (United States Army Corps of Engineers) program for protection of its saltwater wetland habitats.

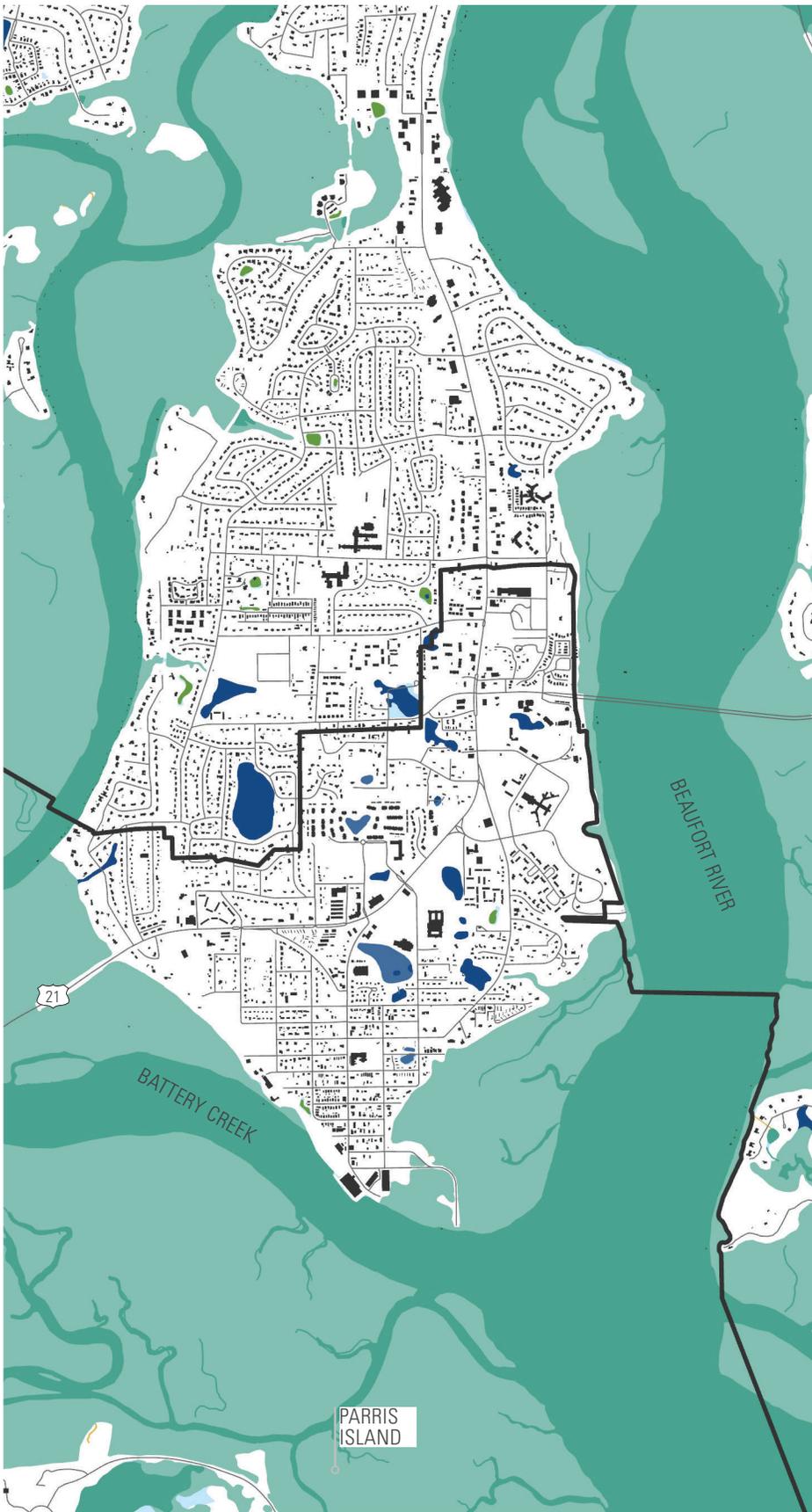
FRESHWATER WETLANDS

While saltwater (estuarine and marine) wetlands are protected federally, freshwater wetlands are not. Port Royal should continue to work to protect and restore freshwater wetlands where possible.

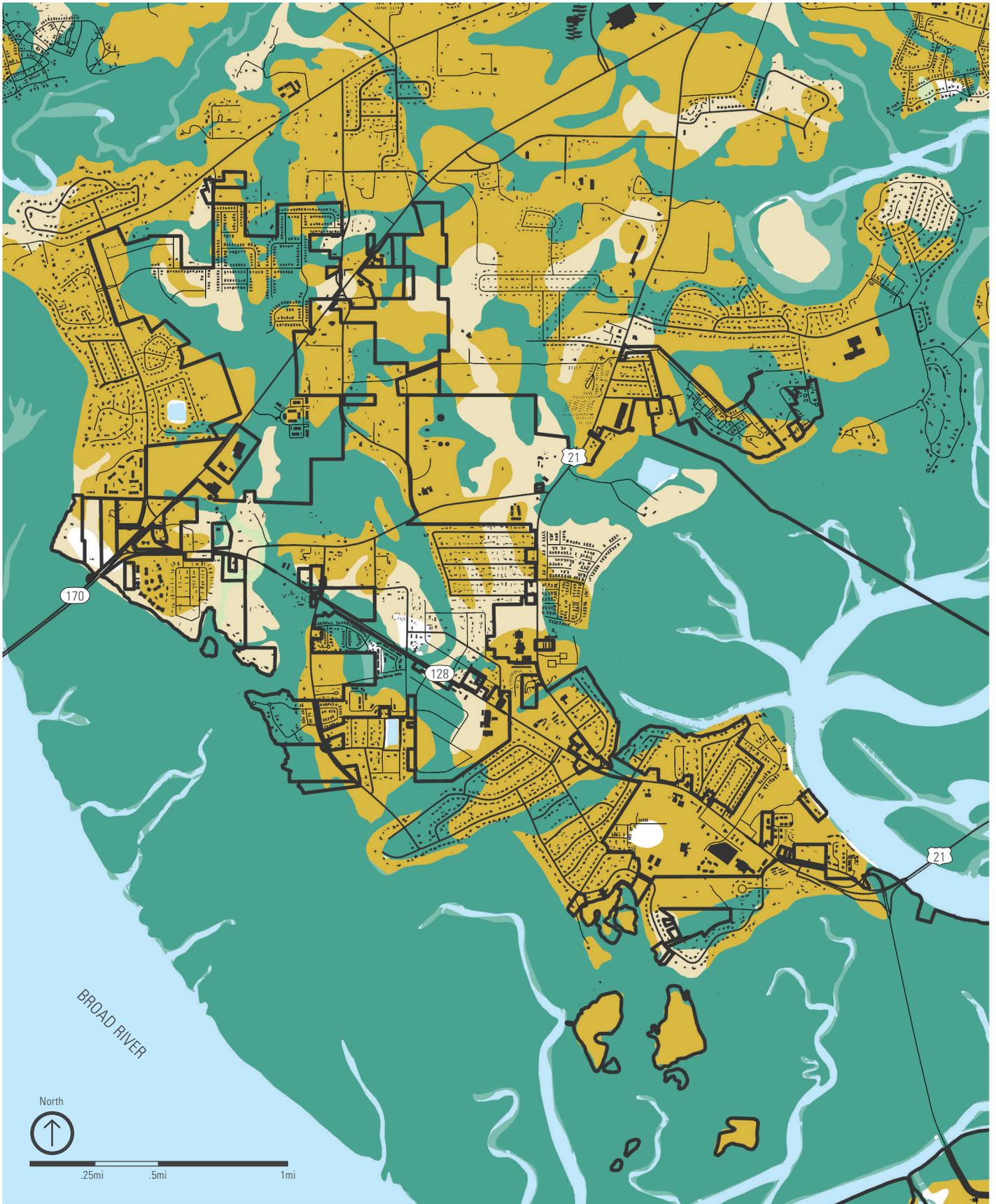
WETLAND BY TYPE

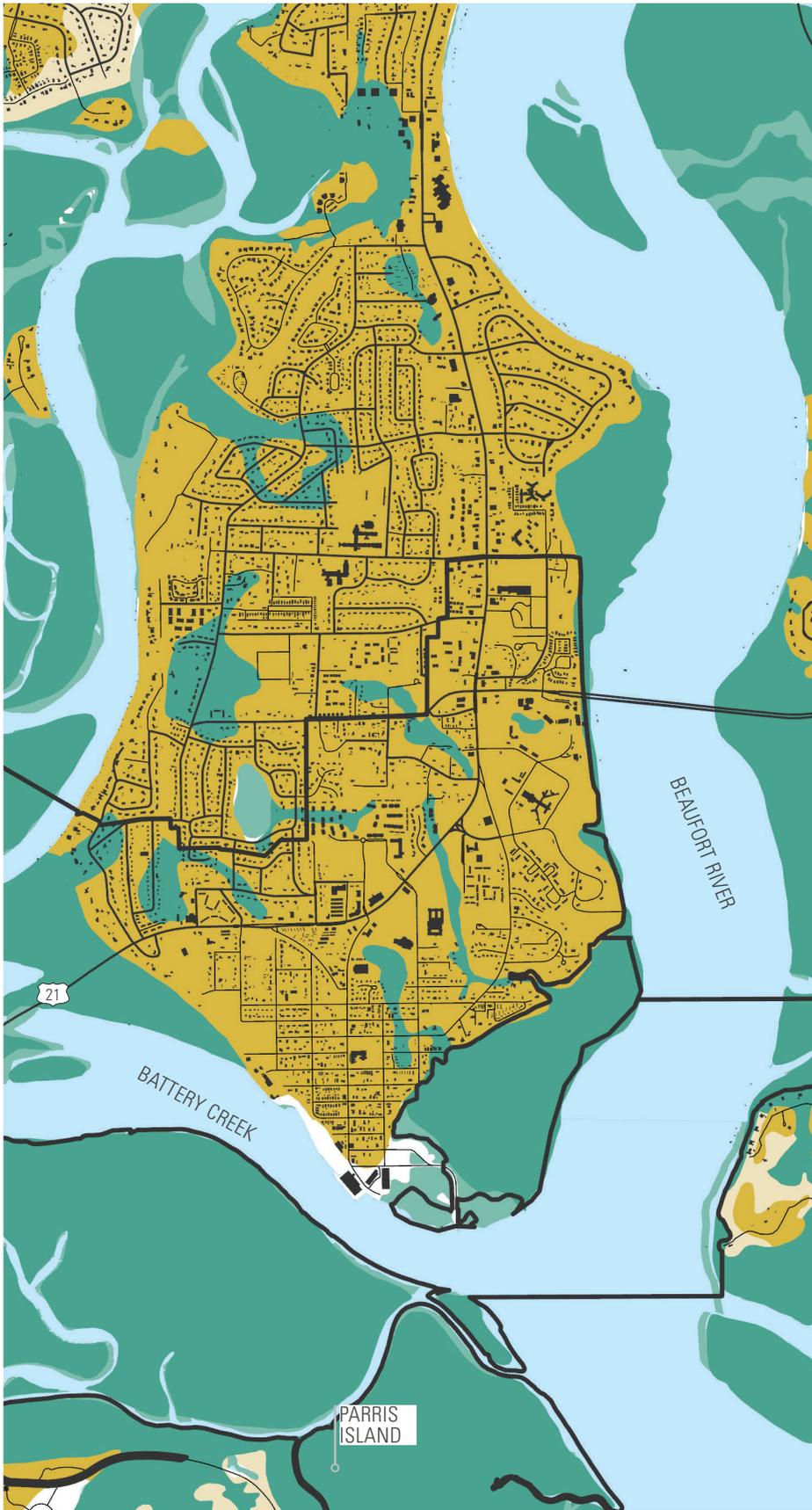
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond or Lake

Source: National Wetlands Inventory



SOILS





Port Royal soils provide many challenges to stormwater management, on-site septic systems, and construction in general.

HYDRIC SOILS

Much of Port Royal is defined as Hydric Soils, soils that are sufficiently wet in the upper part to develop anaerobic conditions during the growing season.

FARMLAND OF STATEWIDE IMPORTANCE / PRIME FARMLAND

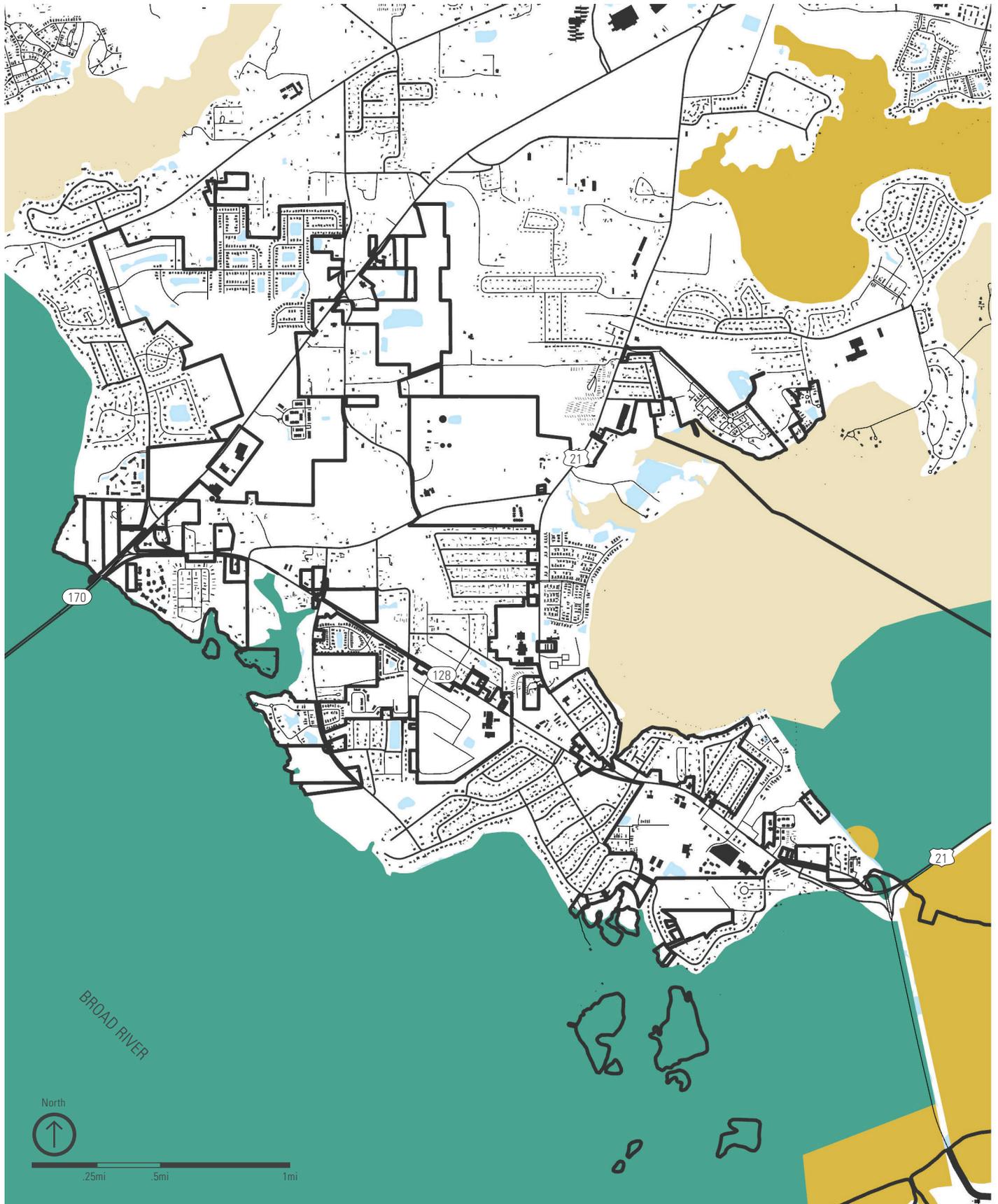
Farmland of Statewide Importance, indicates soil that is favorable for the production of food and is available for farming. Prime farmland (if irrigated), a designation provided by the US Department of Agriculture (USDA) means that if soils are irrigated and protected from flooding during the growing season, they are favorable for growing. However, much of these soils are in urban built-up areas.

SOILS

- Hydric Soils (NRCS USDA)
- Prime Farmland (if irrigated)
- Farmland of Statewide Importance

Source: NRCS USDA GIS

SHELLFISH BED HARVEST CLASSIFICATION



Issues with water quality have created prohibited areas for harvesting shellfish for human consumption, an added reason for Port Royal to continue to seek efforts to improve water quality.

The South Carolina Department of Health and Environmental Control (DHEC), assigns management areas with water quality classifications for public health protection.

Approved areas (shown in teal on the map) are typically open for harvesting shellfish and must not exceed an established water quality standard.

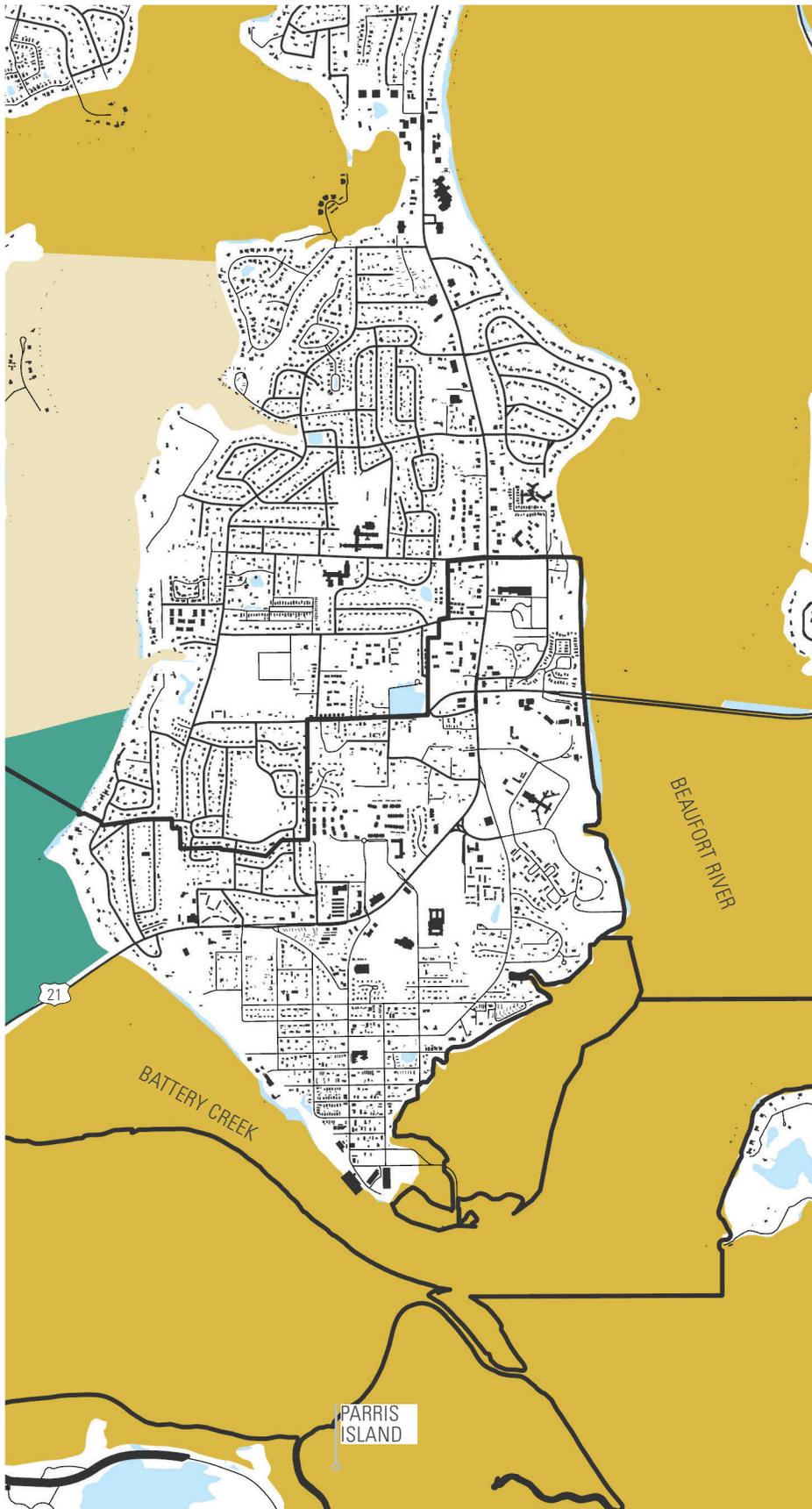
Restricted areas (in light yellow on the map) exceed Approved area water quality standards and are typically closed for harvesting, except by special permit.

Prohibited areas are closed for harvesting and include areas adjacent to wastewater discharges, marina facilities, or other areas with multiple sources of pollution.

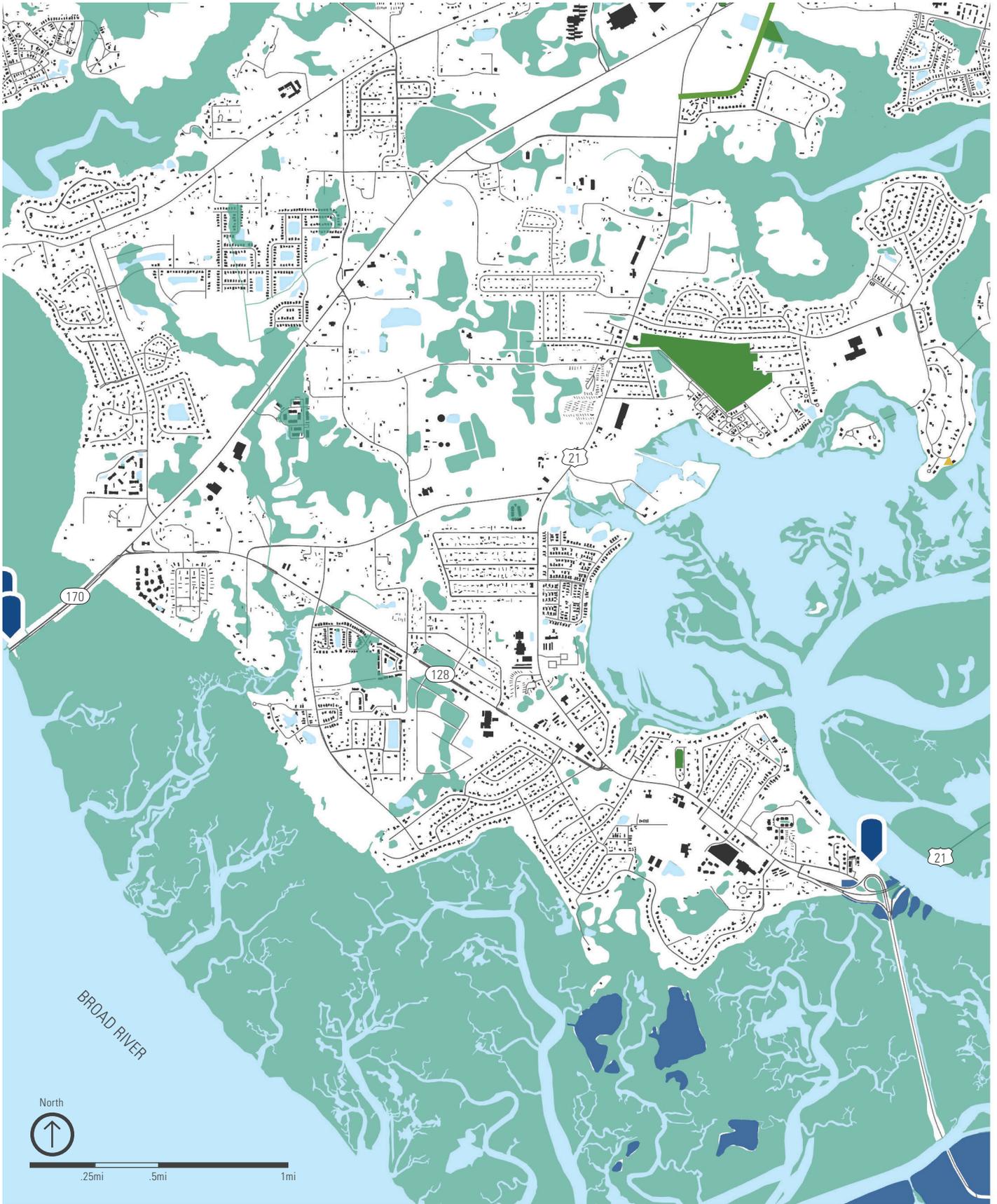
SHELLFISH BED HARVEST CLASSIFICATION

- Approved
- Prohibited
- Restricted

Source: Beaufort County, DHEC

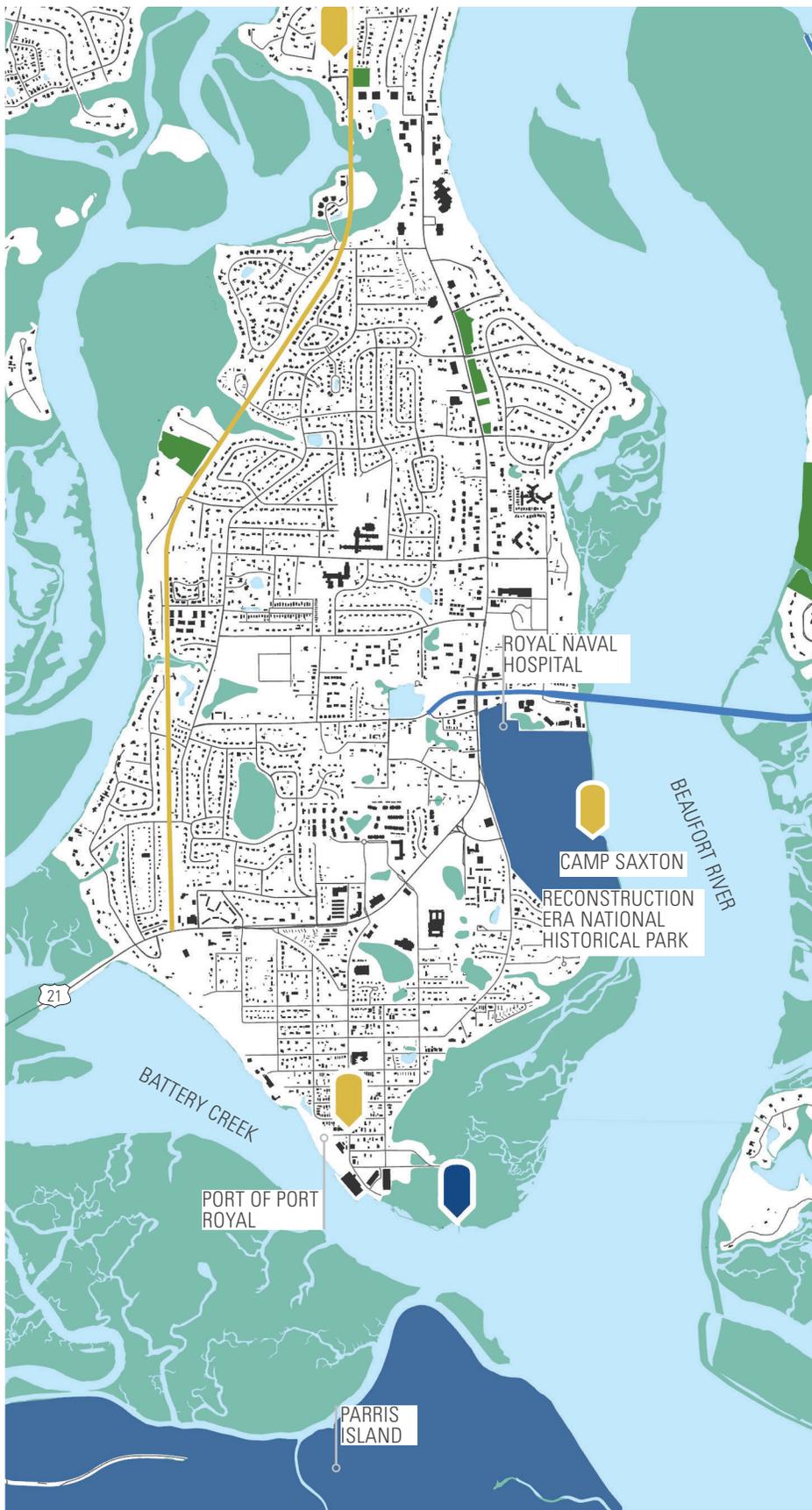


Harmony with Our Land and Waters
VISUAL + CULTURAL RESOURCES



Cultural sites link Port Royal's past history to its present and future, offering a unique perspective and sense of place.

Port Royal is home to several important historic sites, including Camp Saxton, the Reconstruction Era National Historical Park, and the Naval Hospital site.



CULTURAL + VISUAL RESOURCES

- Spanish Moss Trail
- Scenic Byway
- Canopy Road
- ▭ Historic Landmarks / Cultural Sites
- ▭ Public Water Access Points
- ▭ BCOLT Protected Lands
- ▭ Wetlands

Source: Beaufort County

TRANSPORTATION THAT SUPPORTS COMMUNITY LIFE

Our well-connected streets and trails are safe and comfortably located within a canopy of beautiful tree lined corridors and human scaled blocks that provide alternative choices related to walking, biking and alternative vehicles.

PRINCIPLES:

- We place high value on the quality of our public realm.
- We are a place where people can walk and bike.
- We value connectivity and promote interconnected streets and trails.
- We promote the use of alternative vehicles and alternative modes of transportation such as walking, biking, use of transit.

FROM THE COMMUNITY:

When asked about the **highest priority needs related to transportation**, the community's top 3 responses were:

- 1 Sidewalks
- 2 Bike Lanes
- 3 Multipurpose paths along major roadways



STRATEGIC ACTION ITEMS:

- Develop a comprehensive corridor master plan, design standards and regulations to improve Ribaut Road to a more safe, multi-modal, human scaled complete street.
- Revise and update, if necessary, and implement the recommendations of the Robert Smalls Parkway Corridor Plan.
- Create a town wide mobility plan that defines the location of connections, bike and pedestrian infrastructure, alternative vehicles, parking, crossings, transit stops.
- Analyze existing streets and current street cross sections to determine necessary revisions to make them into complete streets, with close attention paid to ensuring sidewalks and bike lanes.
- Analyze how Port Royal can best leverage connections to the Spanish Moss Trail and expand its influence and connectivity across town.
- Create bicycle and greenway connectivity to County and regional systems.
- Include in future plans, bike and pedestrian infrastructure on Bell Bridge to connect western Port Royal to eastern Port Royal.
- Implement innovative parking design and management strategies that offer spaces that are comfortable for all vehicle sizes, consider alternative vehicles, maximize parking efficiency, promote shared parking arrangements and that promote a safe street.
- Revise zoning code to require minimum street and trail connectivity between adjacent developments.
- Continue to update street standards to include best practices for designs based on complete streets.
- Create consistent gateway landscape, signage and urban design plans for the entrances into town.
- Continue to update street tree requirements to increase the quantity and quality of street trees town-wide on all street types.



With effort and cooperative planning and engineering, the major roadways that traverse Port Royal can become safer, easier to cross, support bike and pedestrian activity, and better knit the town together.

FROM THE COMMUNITY:

When asked about the areas **most in need of improvement**, the community's top 3 responses were:

- 1** Connecting to Spanish Moss Trail
- 2** Building complete sidewalk networks
- 3** Ribaut Road complete streets improvements

MAJOR ROADWAYS

Several major roadways provide access to and through Port Royal. Many are currently over-sized with wider or more lanes than needed, have wide continuous center turn lanes, and do not include important multimodal infrastructure such as adequately sized sidewalks, bike lanes, comfortable bus stops and street trees. Creating plans to improve these important streets into complete streets and to post reduced speed limits will be key to Port Royal's ability to honor its principles of being a walkable and bikeable community.

Ribaut Road

This is the main route for people coming from Beaufort. It is also a primary access to Ladies Island and to Parris Island. It is an important roadway that needs to accommodate car traffic as well as safe mobility for buses, bikes and pedestrians. This roadway creates a challenge for Port Royal, as it divides the community due to the size of its travel lanes and travel speed. Its current design does not support the role that this roadway needs to assume and items such as access management, lane diets, center medians, streetscape, multimodal and other complete streets techniques need to be designed into the roadway. It has 2 travel lanes each direction at 12 feet each, with a continuous center turn lane of 15 feet. Its Average Daily Trips (ADT) is between 30,000 and 35,000. A non-contiguous sidewalk exists along the edge of the roadway on both sides and walkers are not buffered from moving cars. Crosswalks occur at several major intersections but not all of them.

Parris Island Gateway

Parris Island Gateway is a continuation of Ribaut Road after it crosses the Broad River and suffers from the same issues. It provides the major gateway into Port Royal from the west. Its design is generally the same, with 2 lanes of travel each direction and a continuous center turn lane with similar dimensions. This portion of roadway, however, does not have continuous sidewalks and there are fewer pedestrian crosswalks. Its Average Daily Trips (ADT) is calculated at 18,000. This road has more lanes than required to meet level of service should be evaluated to see if it can be reduced to two lanes in the stretch that spans between Savannah Highway and Robert Smalls Parkway. Unless evacuation requirements say otherwise, this road should be considered for road dieting.

Savannah Highway

Savannah Highway is a major route that ties to Parris Island Gateway to Robert Smalls Parkway and is a major route into town. Unfortunately, it too suffers from the same issues as Ribaut Road and Parris Island Gateway. Its design is generally the same, with 2 lanes of travel each direction and a continuous center turn lane and similar dimensions. This portion of roadway, however, does not have continuous sidewalks and there are fewer pedestrian crosswalks. Its Average Daily Trips (ADT) is calculated at 16,000. This road should also consider reducing into a smaller road section with fewer lanes.

Robert Smalls Parkway

Robert Smalls Parkway is an important link between Okatie Highway and Boundary Street. Like the previous discussed roadways, it has two lanes of travel each

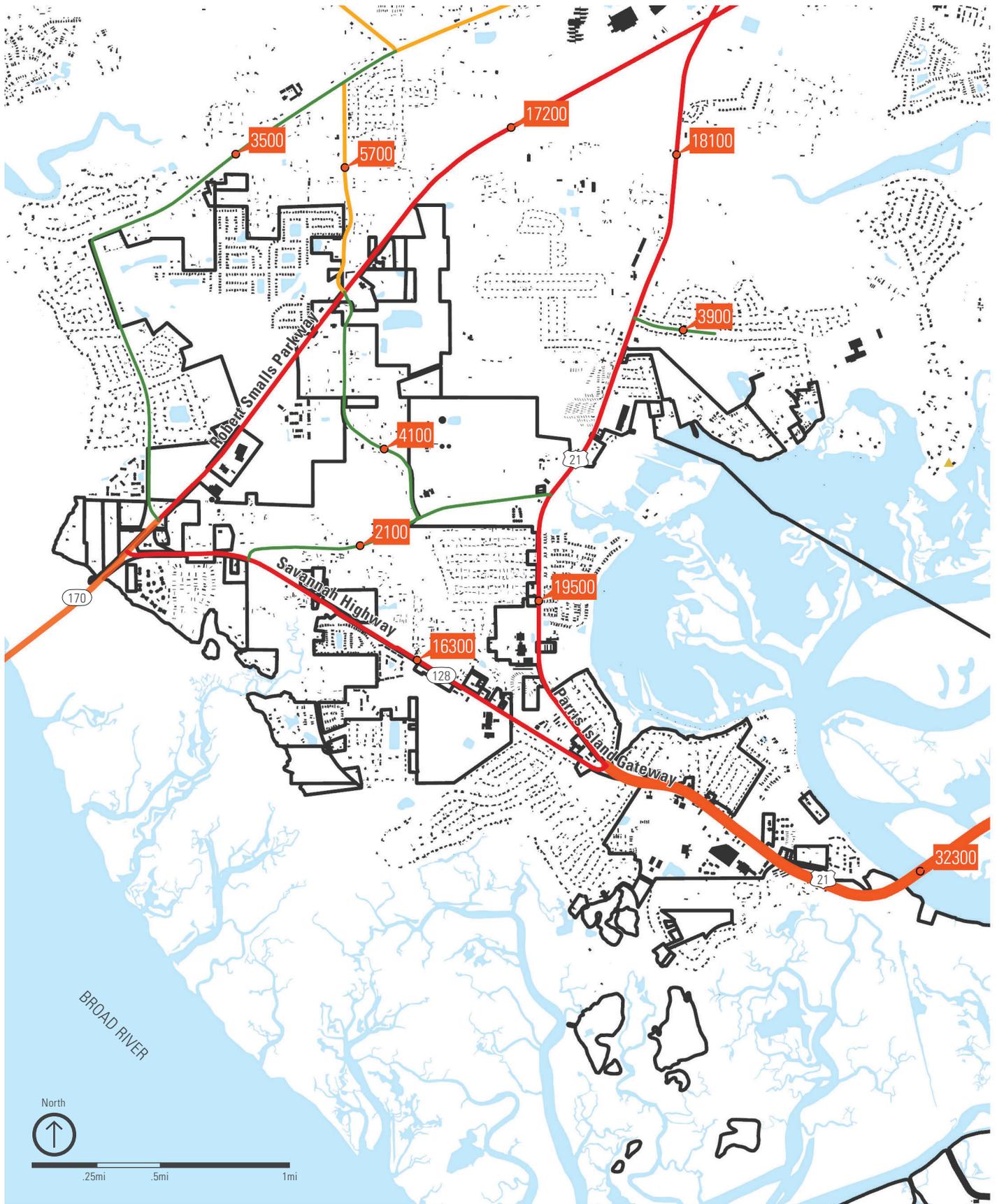
direction and a continuous center turn lane. Its current design does not support the role that this roadway needs to assume and items such as access management, lane diets, center medians, streetscape, multimodal and other complete streets techniques need to be designed into the roadway. Its Average Daily Trips is calculated at 17,200.

Grober Hill Road / Castle Rock Road / Broad River Road and Josephine Drive

These four roads are two lane rural roads that create connections between Robert Smalls Parkway, Savannah Highway to Parris Island Gateway (north). It does not carry significant traffic at 2,100 Average Daily Trips, but would be significant as part of a bike and pedestrian system within the western portion of Port Royal. Planning for the inclusion of complete streets elements would make these roadways significant assets to the quality of life of Port Royal's rural and lower density communities.



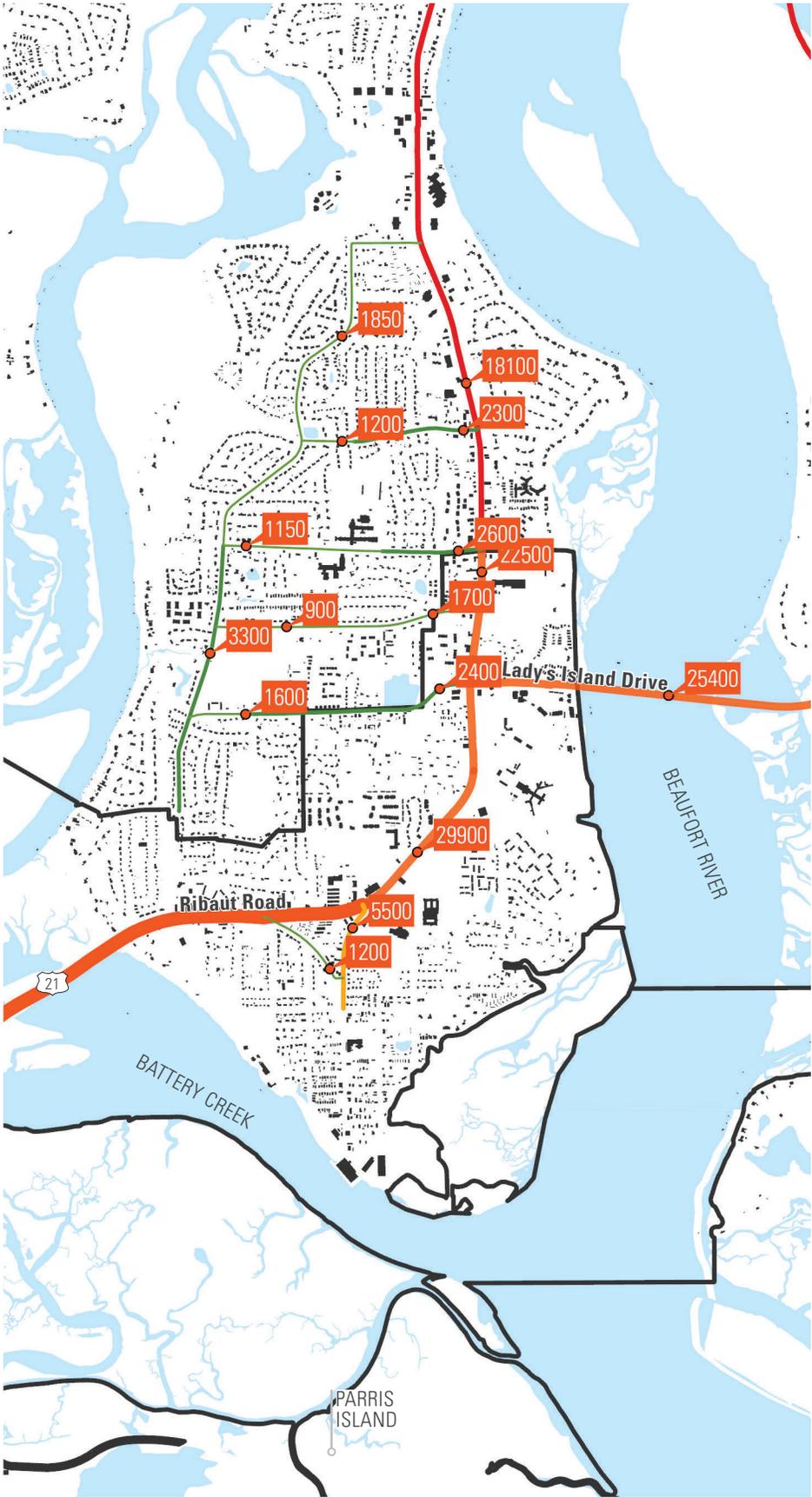
Transportation that Supports Community Life
ANNUAL AVERAGE DAILY TRAFFIC



0.25mi 0.5mi 1mi

Annual Average Daily Traffic Counts are provided by South Carolina Department of Transportation.

Many roadways, such as Robert Smalls Parkway and the north portion of Parris Island Gateway, are currently over-sized based on ADT and do not include multi-modal infrastructure, such as sidewalks, bike lanes, trees, and access.

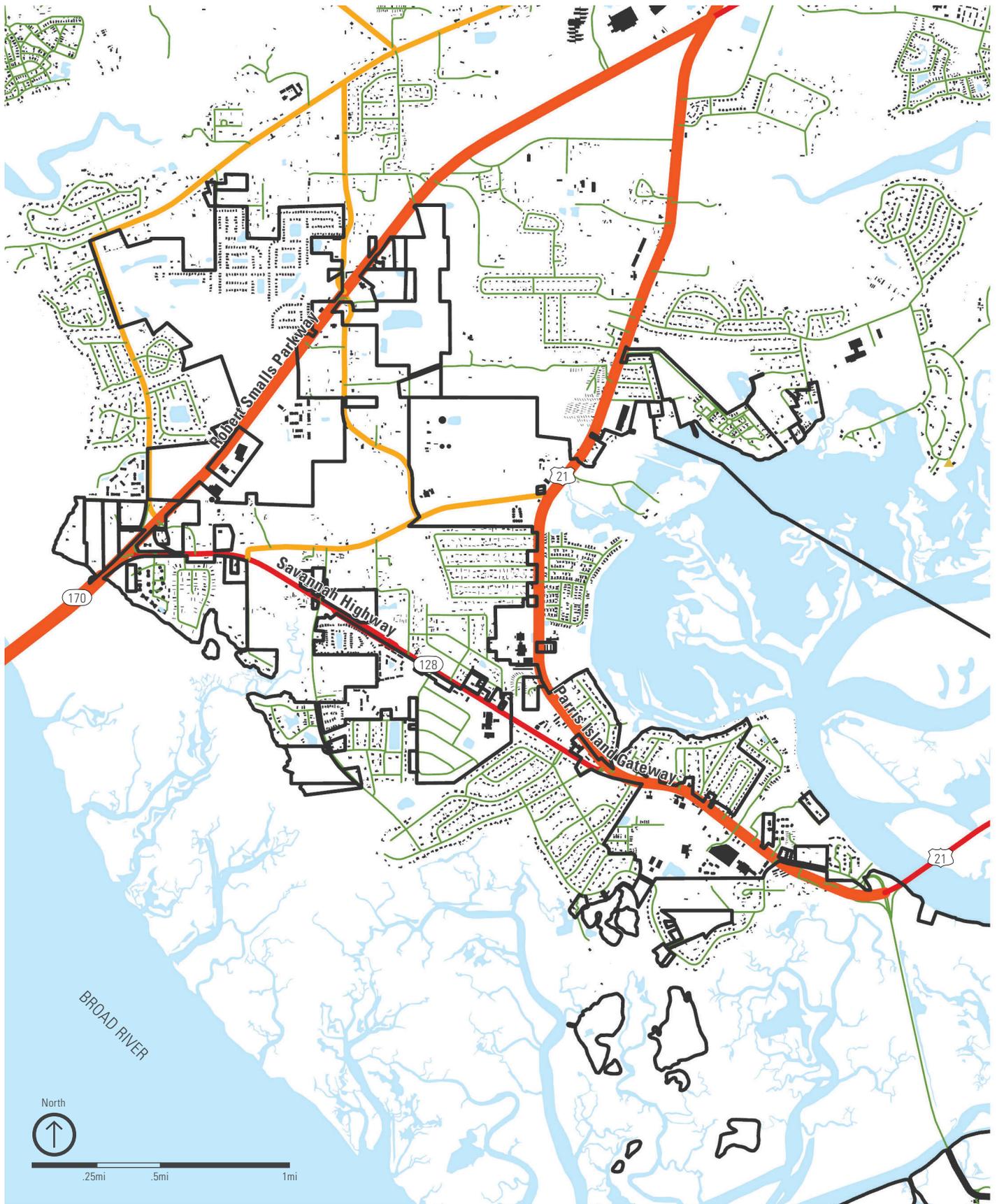


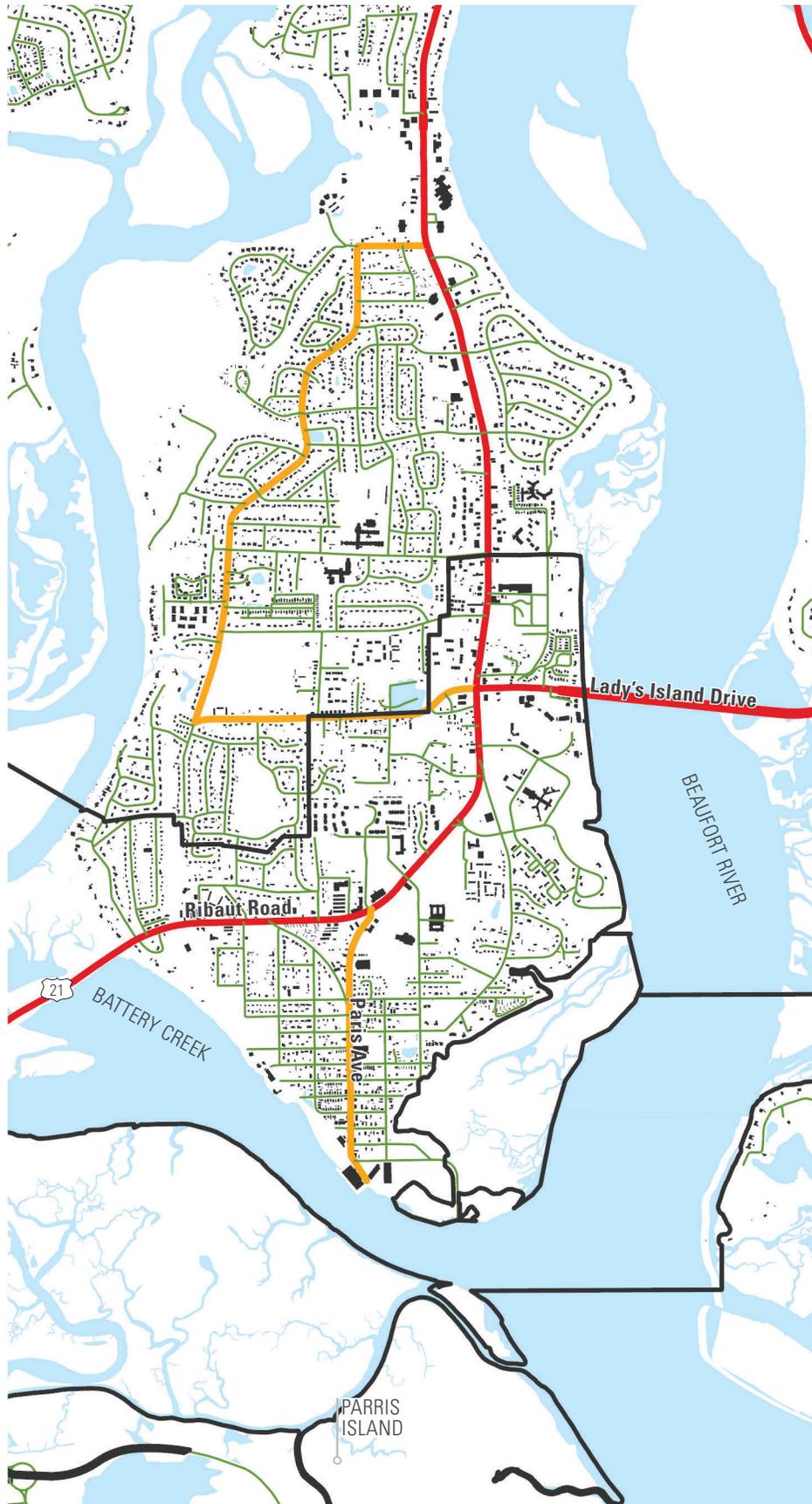
ANNUAL AVERAGE DAILY TRAFFIC COUNTS 2019 / PORT ROYAL

- Dark Orange: ≤ 40,000
- Orange: ≤ 30,000
- Red: ≤ 20,000
- Yellow: ≤ 10,000
- Light Green: ≤ 5,000
- Dark Green: ≤ 2,000
- Black dot: Traffic Count Points

Source: SCDOT

MAJOR ROADS BY FUNCTIONAL CLASSIFICATION





The Principal Arterial Roadways in western Port Royal, in particular, create unsafe barriers to connectivity for pedestrians and bicyclists. These roadways typically serve major centers of urban areas, while Major Collectors serve to gather traffic from Local roads and funnel them into the Arterial network.

Corridor Plans that consider multimodal transportation options, access management, streetscape and urban design will help Port Royal's sense of place, health, mobility and feeling of connectivity.

ROADS BY SCDOT FUNCTIONAL CLASSIFICATION/ PORT ROYAL

- █ Principal Arterial
- █ Minor Arterial
- █ Major Collector
- █ Local Road

Source: Beaufort County, SCDOT

Safety for pedestrians and cyclists is a top priority for Port Royal. One mechanism for achieving this will be through access management, which promotes more regularly spaced curb cuts.

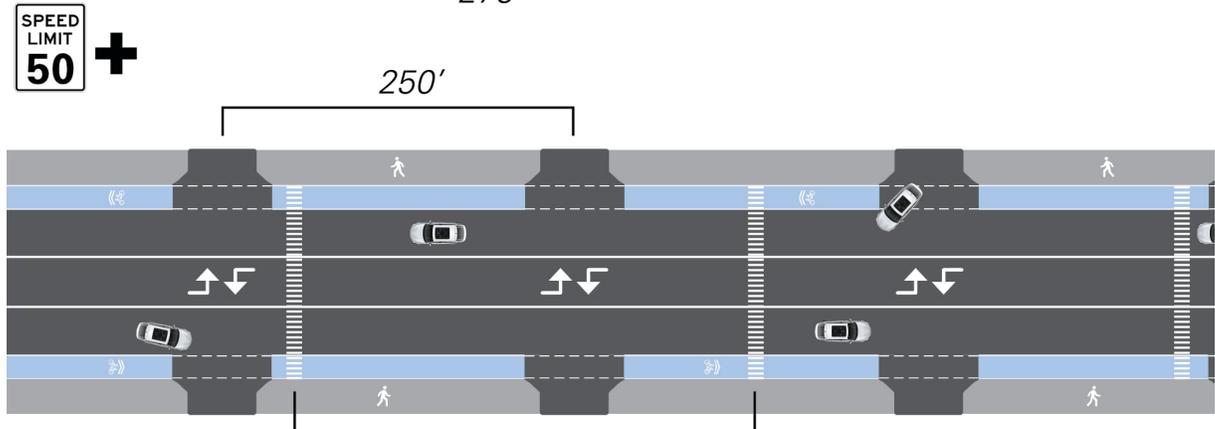
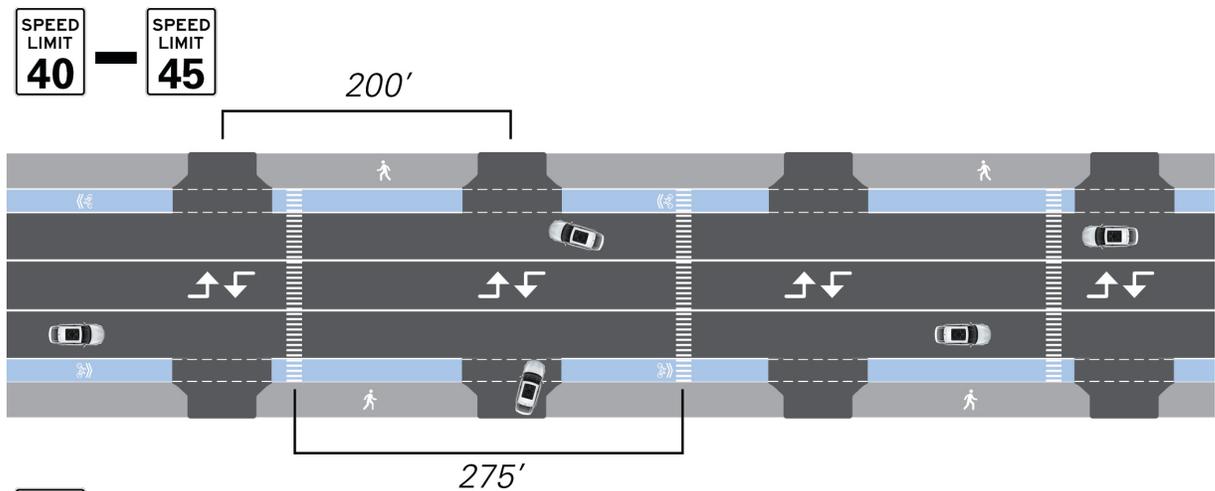
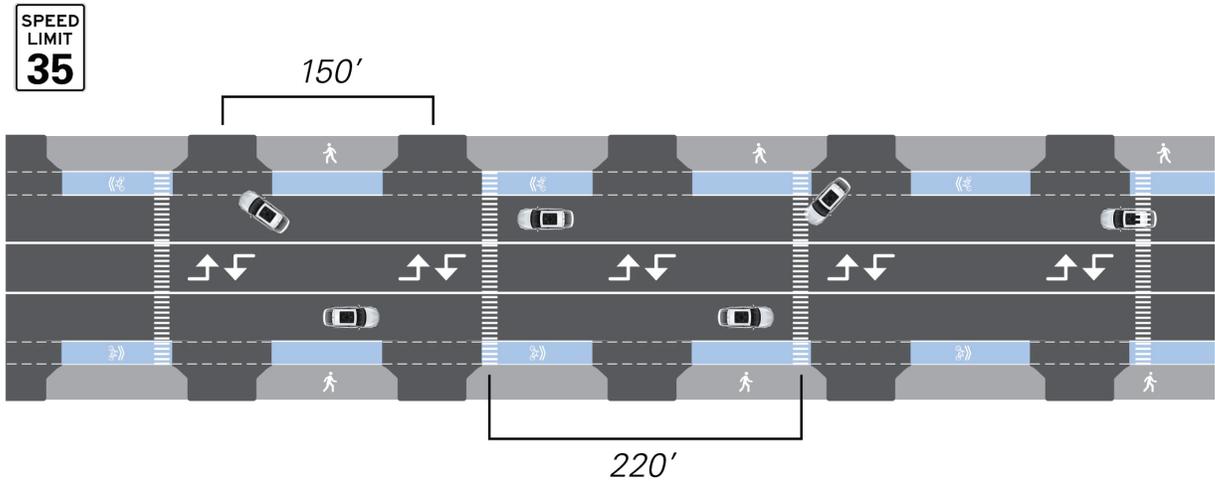
A typical access management plan is determined based on the appropriate spacing of curb cuts when factoring in appropriate traffic speed, land use, utilities, and parking.

The diagrams on the facing page provide a simple and straight forward best practice for determining appropriate access spacing based on speed limit.

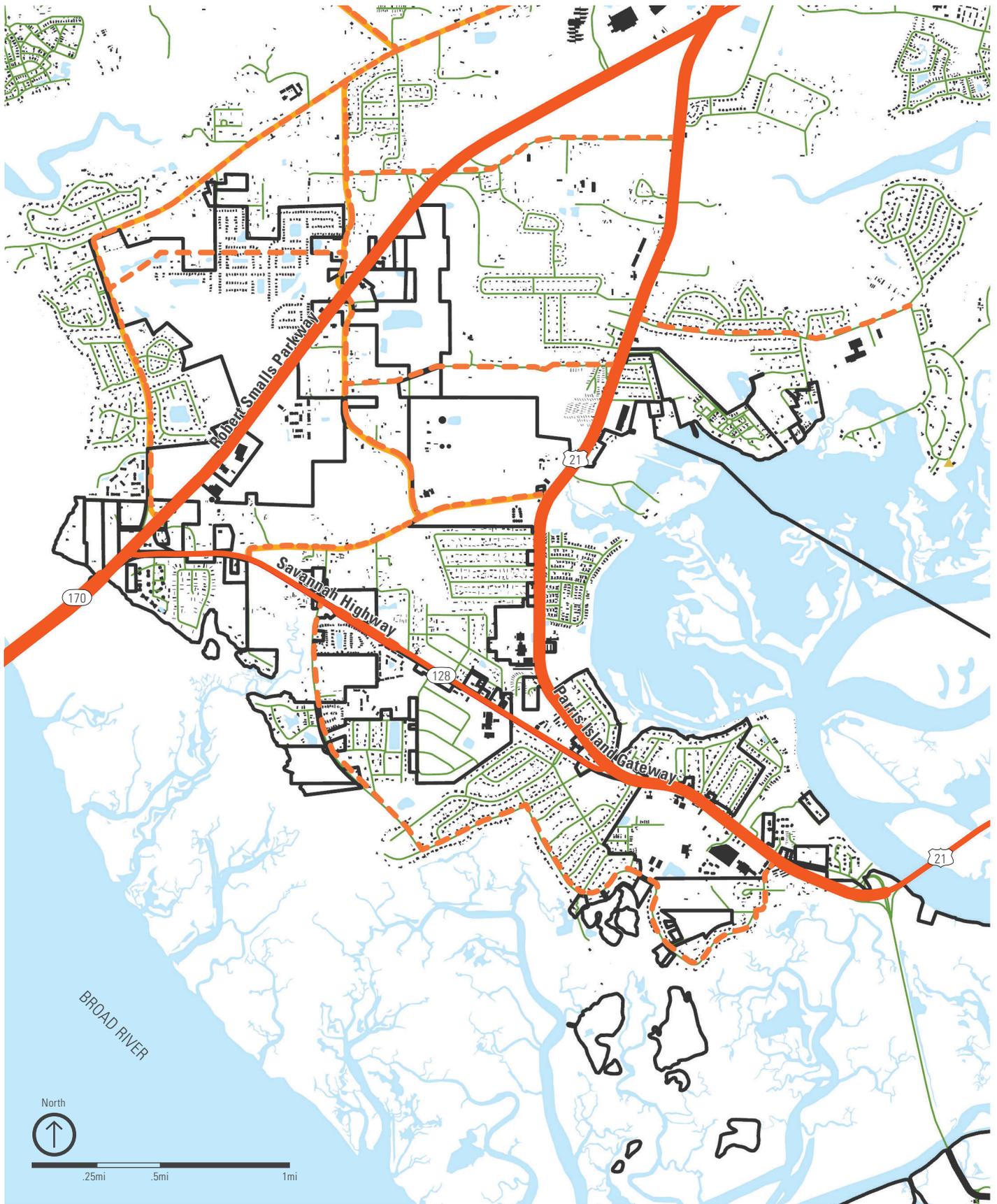
It is generally considered that over 35 mph is when travel speeds become more unsafe for drivers and pedestrians. fortunatley the Old Town has 25 mph speed limits, which should serve as a model for other areas of town.

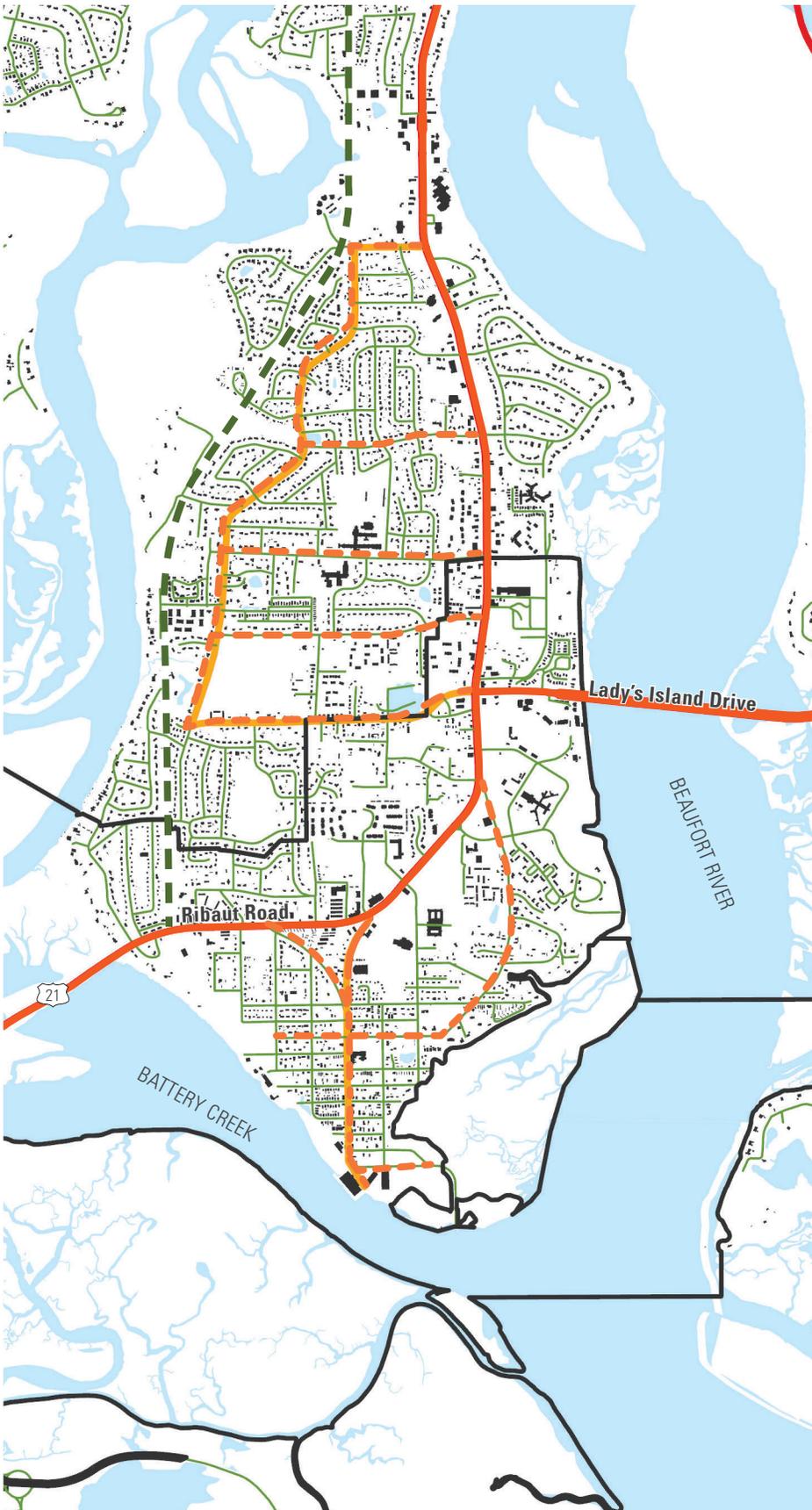


	CURB CUT SPACING	PEDESTRIAN CROSSING SPACING
SPEED LIMIT 35	150'	220'
SPEED LIMIT 40 - 45	200'	275'
SPEED LIMIT 50 +	250'	330'



Transportation that Supports Community Life
POSSIBLE STREET TYPES

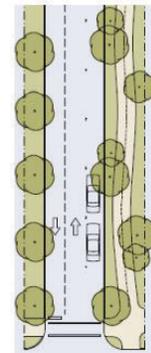




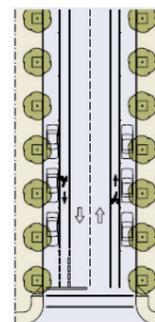
In addition to access management, reduced lanes, and reduced speed limits, this plan recommends a focus on the strategic redesign of streets to improve pedestrian and cyclists safety.

Port Royal should consider adopting Complete Street standards from the NACTO (National Association of City Transportation Officials) Urban Street Guide and Urban Bikeway Design Guide for updating the Unified Development Code.

SUGGESTED STREET TYPES



CLASS I: MULTI-USE TRAIL (OFF-STREET)



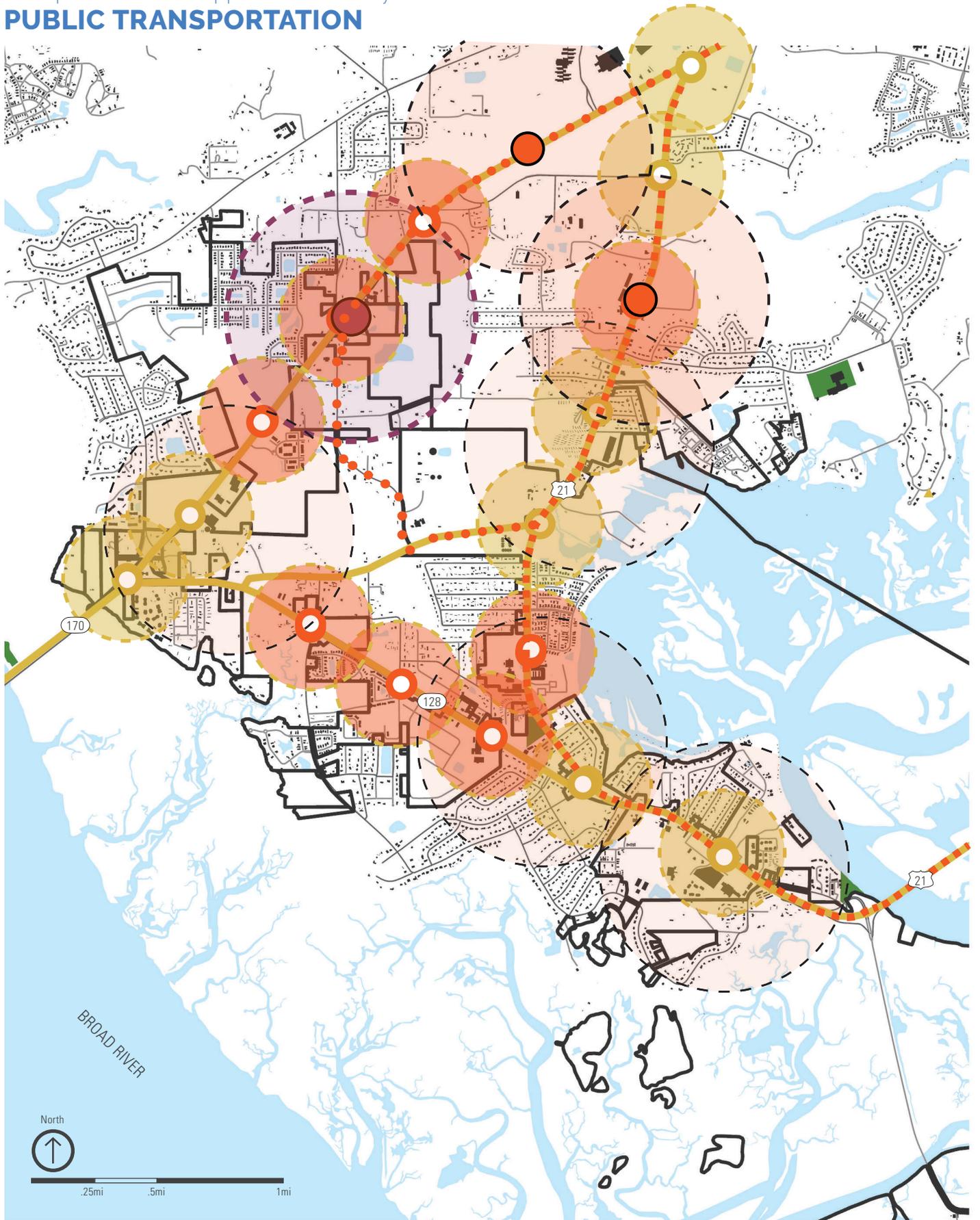
CLASS II: BICYCLE LANE (IN STREET)

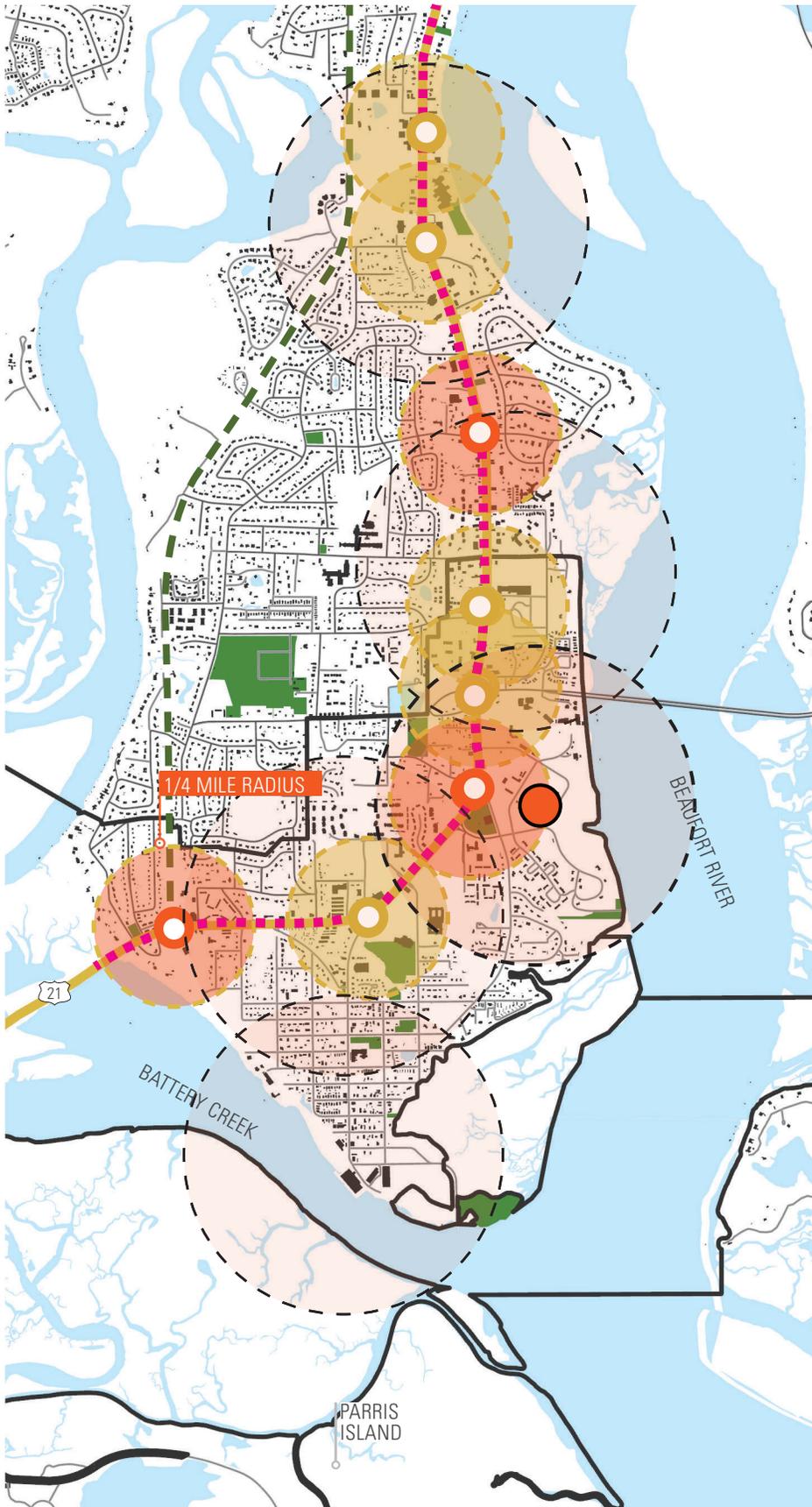


Street Classifications are from: The Port Royal Code: 2.3.90

Source: Design Workshop + Beaufort County

Transportation that Supports Community Life
PUBLIC TRANSPORTATION





The Town of Port Royal is served by the Palmetto Breeze bus route, connecting residents to Beaufort County and the surrounding region. Maximizing transit availability will reduce traffic and provide everyone with another choice besides their automobile.

Palmetto Breeze is considering a Trolley loop that will connect to Beaufort. The opportunity to connect this loop to any future mixed use community node should be explored.

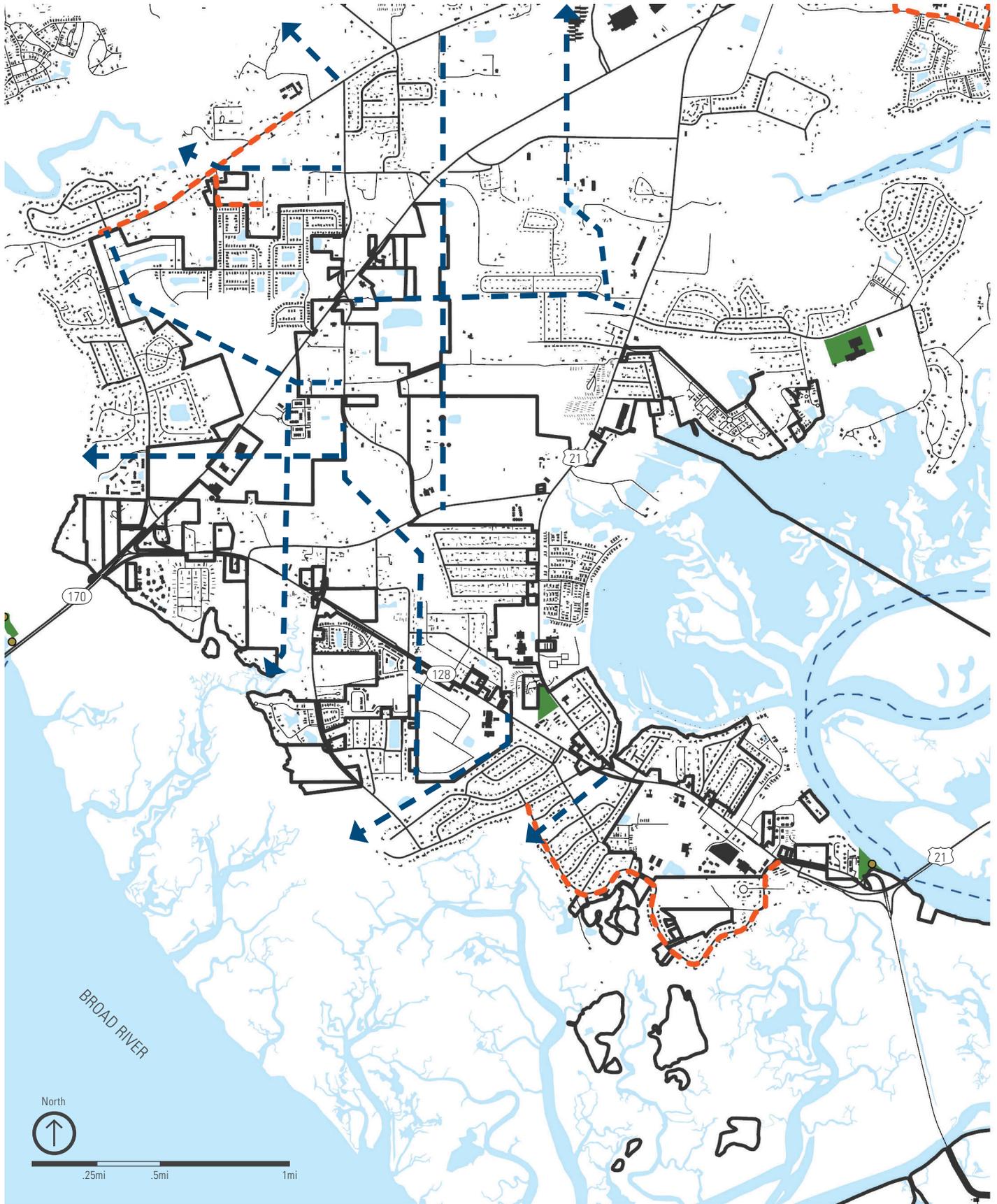


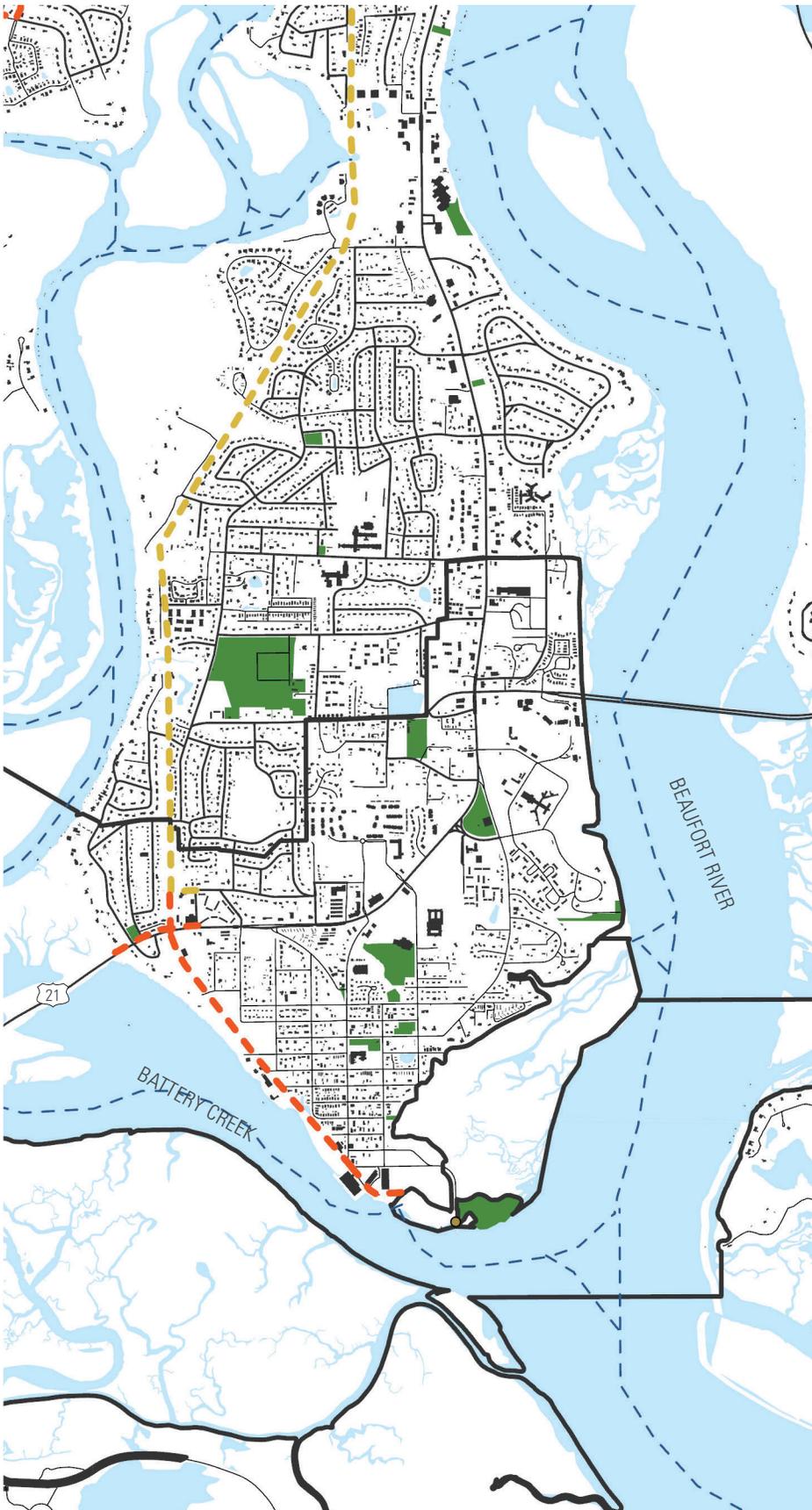
PUBLIC TRANSPORTATION

- Palmetto Breeze Bus Route
- - - Proposed Beaufort Trolley Route
- . . . Suggested Trolley Extension Route
- - - Spanish Moss Trail
- State/Municipal Parks

Source: Beaufort County

OPPORTUNITIES FOR GREENWAYS AND TRAIL CONNECTIONS





The multi-use Spanish Moss Trail provides an opportunity for pedestrian and bicycle connectivity. The County plans to extend the trail down to the Port of Port Royal, expanding and strengthening this connection.

Port Royal should seek to expand trail connections in the future to aid in a more walkable community, especially west of Battery Creek as indicated in the diagram.

Access to the water is critical to quality of life of Port Royal residents, including the existing Beaufort River Blueway, a 6.3 mile route beginning at the Sands Beach Landing.

TRAILS

- Existing Multi-use
- County Proposed Trails
- Existing Blueways
- Possible New Trails

Source: Beaufort County / Open Land Trust

AN ECONOMY POISED FOR A SUSTAINABLE FUTURE

Our fiscal responsibility, planning, workforce training and focused economic development create opportunities for our citizens of all ages, backgrounds and income levels to succeed and prosper.

PRINCIPLES:

- We are fiscally responsible and plan responsibly for our future.
- We support economic development activities related to the water, waterfront activities, and our maritime history.
- We support the growth and development of quality jobs and businesses in the community.
- We prepare our citizens to join the workforce with appropriate skills training.

FROM THE COMMUNITY:

When asked about the least positive things about their quality of life, the top 5 responses were:

- 1 Sprawling development
- 2 Traffic/transportation options
- 3 Housing affordability and/or choices
- 4 Lack of cooperation amongst jurisdictions
- 5 Employment opportunities

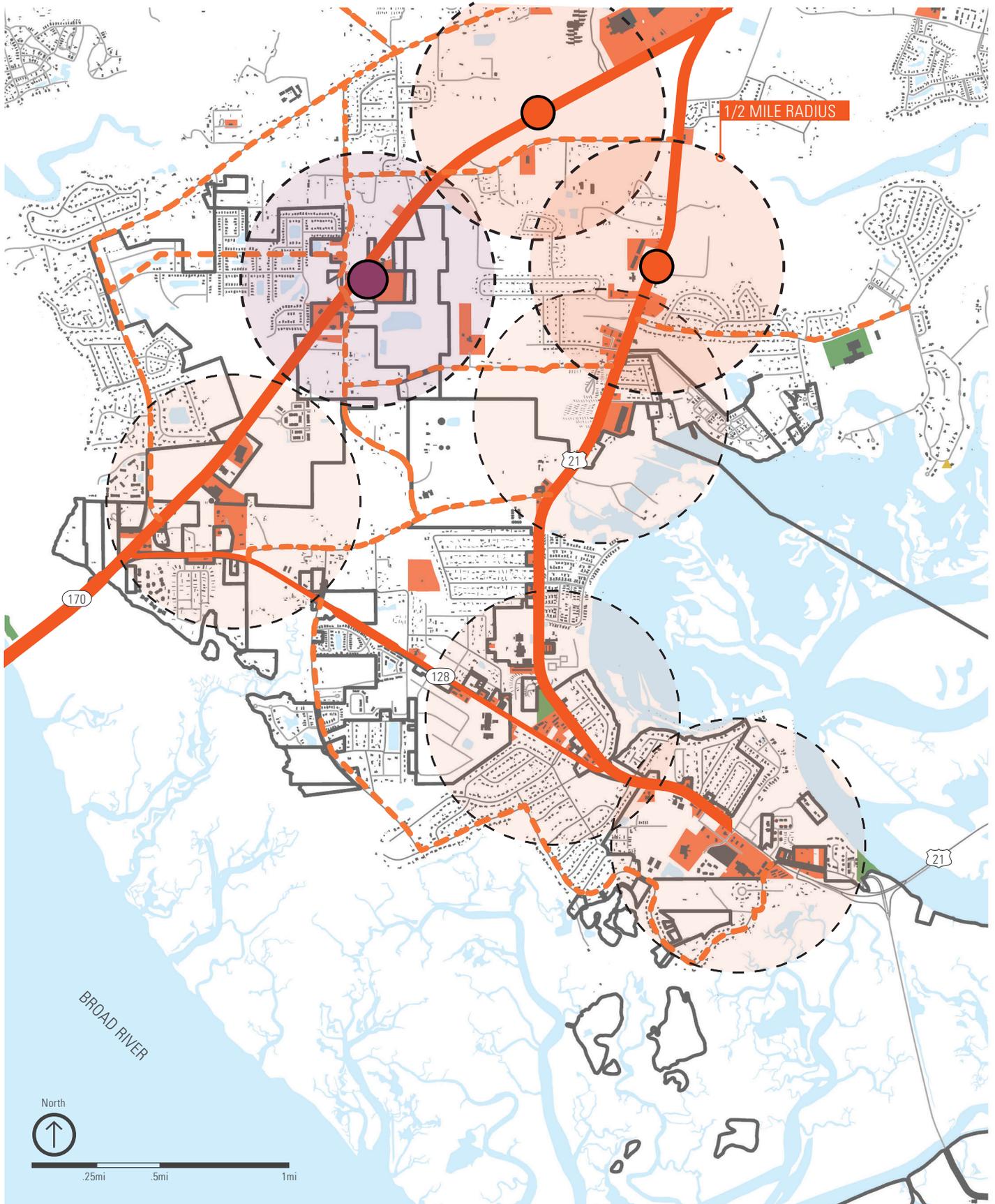


STRATEGIC ACTION ITEMS:

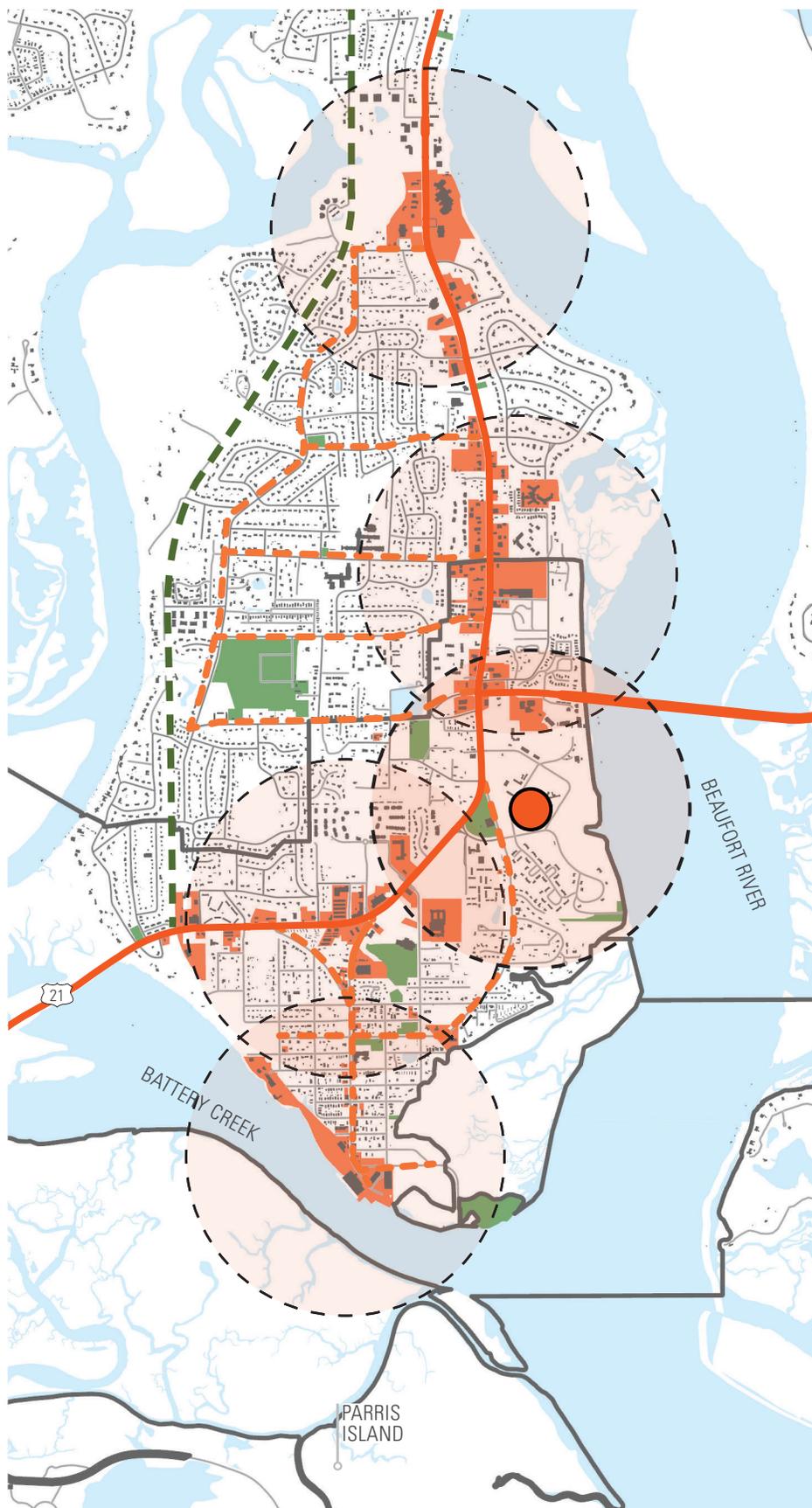
- Work with the landowners and developers of the Port of Port Royal property on ways to accelerate the development of this key property.
- Inventory the existing supply of appropriately zoned land and vacant non-residential structures available for non-retail commercial development and assess their economic and market potential.
- Consider the Old Village as a Main Street program and/or consider creating a business district focused on expanding retail, entertainment, and business development opportunities.
- Create a retail market study or assessment to maximize the revenue potential of the Old Village and other potential retail nodes and clusters.
- Coordinate with the Technical College of the Lowcountry and the University of South Carolina Beaufort to establish necessary facilities and programs for workforce development and to stimulate high-tech entrepreneurial activities in the region.
- Promote entrepreneur / incubator spaces focused on infill development sites or underutilized buildings.
- Conduct business recruitment strategies in coordination with Beaufort County and regional jurisdictions.
- Coordinate infrastructure funding strategies with Beaufort County and neighboring jurisdictions.
- Continue to explore State and Federal funding for infrastructure and economic development.
- Create vulnerability mapping and inventory existing and planned town facilities and infrastructure up to the 2040 horizon to determine the town's capacity to respond to projected sea level rise and larger storm events.
- Construct town services facilities, EMS facilities, and infrastructure in locations that are not in harms way from flooding, sea level rise, storm surge and environmental impacts.
- Continue to maintain a good relationship and foster coordination and planning with all of our military partners.



OPPORTUNITIES FOR COMMUNITY NODES



New centers and community nodes can be located along major transportation routes that can support day to day needs, a mix of uses, affordable housing and provide a walkable destination. Older centers can be re-imagined over time to also support a broader mix of uses and walkability.



- Existing Commercial Land Use
- Possible New Community Node (retail, services, conveniences)
- Possible New Community/Mixed Use Node (walkable retail mixed use)
- Port Royal Boundary
- Water Bodies
- Building Footprints
- Existing Parks
- Street Type A**
+ Multipurpose path off road
- Street Type B**
+ Sidewalks plus bike lane in road

Source: Beaufort County

A COMMUNITY THAT IS FAIR AND EQUITABLE

Fairness and equity are valued and woven into our efforts to enhance the livelihood and quality of life of all citizens and groups.

FROM THE COMMUNITY:

When asked about the areas most in need, the community's top 3 responses were:

- 1 Parks
- 2 Community participation
- 3 Quality schools/quality of town services

PRINCIPLES:

- Ethnic and socioeconomic diversity will be celebrated and promoted regionally.
- Indigenous population groups will remain a contributing part of the region and benefits that come from growth will be protected.



STRATEGIC ACTION ITEMS:

- Create a parks masterplan that provides access to parks and open space within walking distance on safe sidewalks, bike lanes, adequate quantities of both passive and active parks (3 acres per 1000 people) and to address program and facility deficiencies.
- Conduct planning that positions retail, parks and gathering spaces within walking distances of neighborhoods and all residents to provide guidance on properties to target and zone.
- Inventory sidewalks and trails deficiencies within and from neighborhoods to ensure residents have access to other forms of transportation, circulation.
- Conduct a study to determine the adequate speed and accessibility of internet technology town wide.
- Participate in the Beaufort County Affordable Housing Consortium and the Beaufort Housing Authority to help direct affordable housing to Port Royal.
- Identify locations for affordable housing that offers equitable access to all community facilities and amenities.
- Identify federal and state funding streams to address the housing needs throughout the county.
- Work with nonprofit organizations such as the Economic Opportunity Commission, Habitat for Humanity, the Lowcountry Community Development Corporation of Hilton Head and other agencies to maximize the utilization of funds to increase housing opportunities.
- Continue to provide local matching funds to the Lowcountry Regional Home Consortium to receive Home Investment Partnership Funds (HOME) and American Dream Down Payment Assistance Funds from HUD.
- Create housing affordability assistance / policies such as the creation of a Land Trust that can purchase vacant lots and position them for redevelopment, fast tracking for building permits and assistance in the permitting and development process.
- Create a builder / developer pool to build approved affordable house plans and conduct builder/developer forums focused on affordable housing opportunities, incentives and programs.
- Work Cooperatively with the School District to support its efforts to plan for deficiencies and future capital improvement needs for public schools.

PARKS AND OPEN SPACES

Port Royal's parks offer a range of amenities including community playgrounds, pavilions, basketball courts, a skate park, and an amphitheater.



Spanish Moss Trail

The Spanish Moss Trail is a 10-mile rail trail that connects Port Royal to Beaufort and stretches north to the Marine Corps Air Station and Laurel Bay community. It is 12-foot wide and paved multipurpose path scaled for walking, biking, or other pursuits. At its completion it will be 16 miles long. This is a tremendous asset that other greenways and bike lanes can connect to.

Cypress Wetlands, Rookery and Amphitheater

Along Parris Avenue, the Cypress Wetlands, Rookery and Amphitheater is a beautiful park that features walking trails, an open-air pavilion and a small amphitheater. It is a haven for bird watchers.

Naval Heritage Park

Naval Heritage Park sits near the entrance to town and just outside the Beaufort Naval Hospital Grounds. The park houses Port Royal's Farmers' Market. There is also a Skateboard Park and a playground that features a replica of a Spanish galleon. Live oaks create a shady and relaxed environment.

Lenora Park

This community playground is located near the foot of the Russell Bell Bridge at the corner of Ribaut Road and Lenora Drive. It is close to the Spanish Moss Trail and has ample parking off of Lenora Drive.

John Parker Park (Casablanca Circle)

This community park near Casablanca Circle is free to reserve for Port Royal residents. It includes a pavilion with picnic tables, fireplace/grill, playground and a basketball court.

Mariner Park

Beautiful setting on Paris Avenue, Port Royal's main street, featuring an old fashioned anchor circa 1850.

Sands Beach

At the southern tip of the town of Port Royal is Sands Beach where Battery Creek flows into the Beaufort River. There is a boat ramp to launch boats and kayaks. The Henry Robinson Boardwalk runs along Battery Creek, and is a popular place for strolling and for crabbing or fishing. Near the end of the boardwalk is a large observation tower. Sands Beach is the only beach in South Carolina that offers full vehicle access.

Live Oak Park with Helen Foster Oyster Shed

This community park is popular for oyster roasts and is free to reserve for Port Royal residents (fee for larger events/non-residents). The playground is open to the public after school hours. Features include a covered shed with picnic tables, fireplace/grill, oyster tables playground and a basketball court.

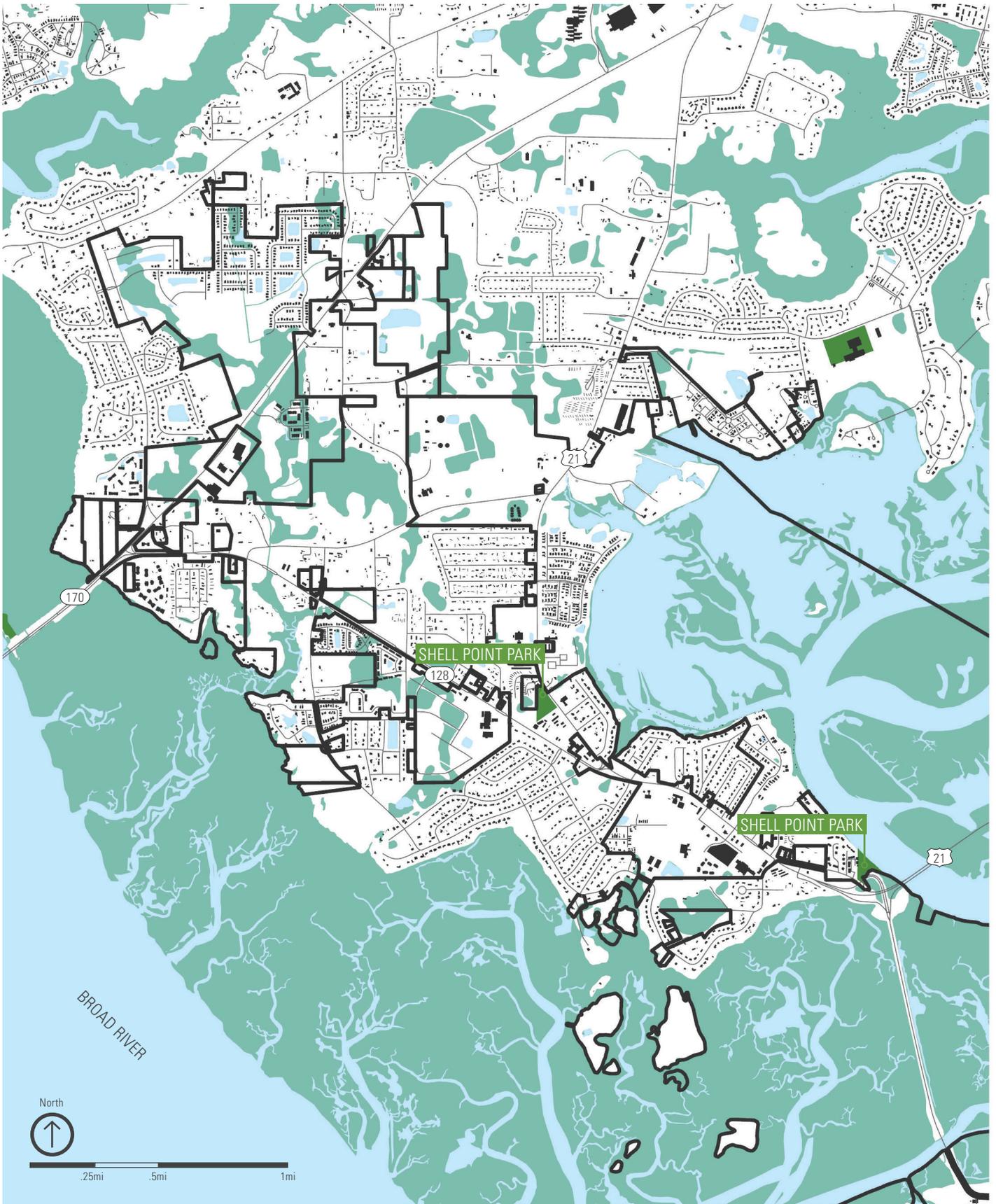


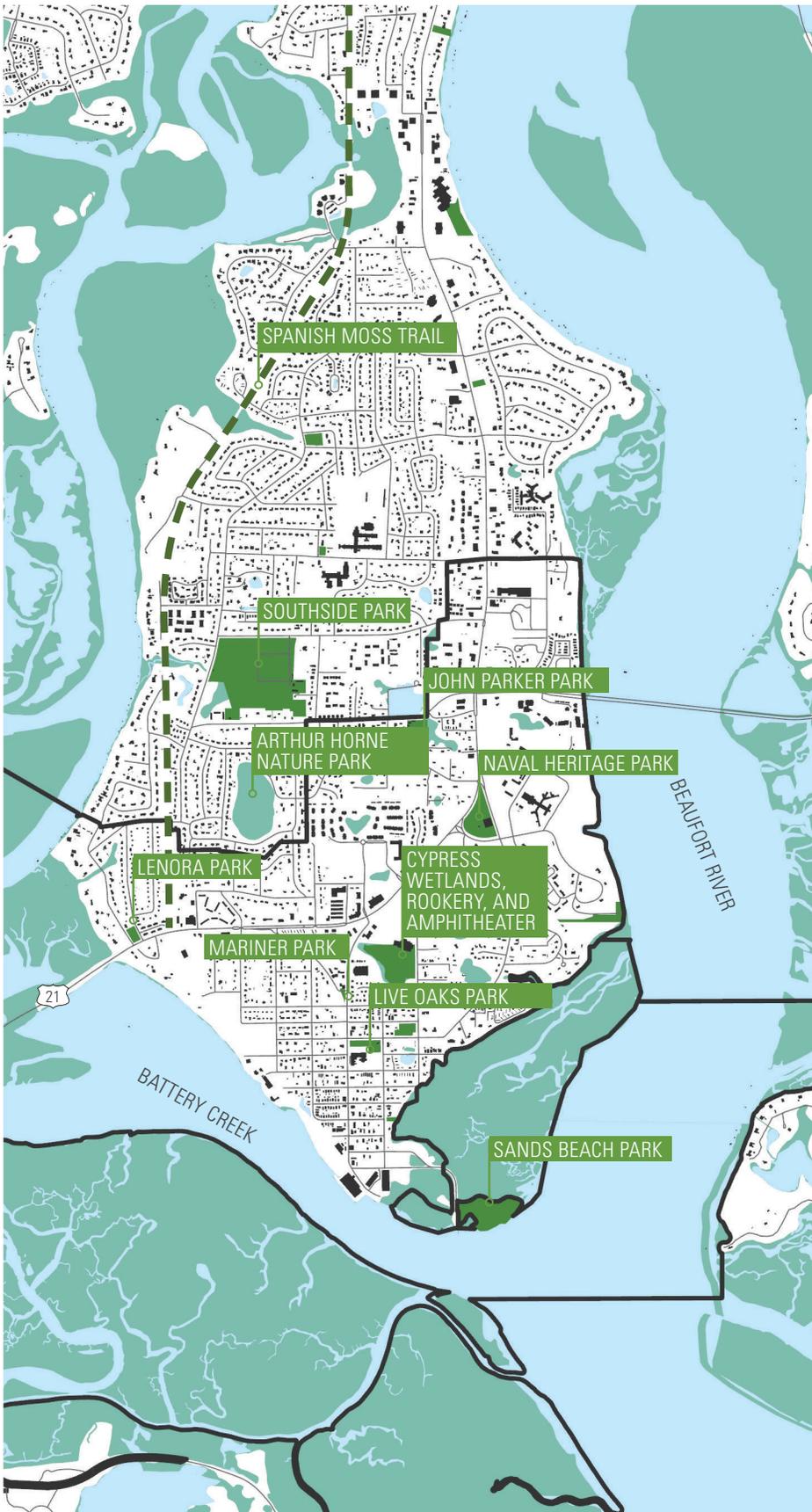
FROM THE COMMUNITY:

When asked about the **types of parks most needed**, the community's top 3 responses were:

- 1** Passive parks and natural open space
- 2** Greenways
- 3** Small pocket parks with playgrounds

A Community That Is Fair and Equitable
PARKS OF PORT ROYAL





Parks are maintained by the Town of Port Royal and the Parks and Recreation Commission.

A typical park and recreation agency offers one park for every 2,281 residents and 9.9 acres of parkland per 1,000 residents, according to the National Recreation and Park Association.

Port Royal has 1.81 acres of parkland per 1000 residents within the town's boundaries, suggesting a shortage of park acreage in Port Royal, specifically west of Battery Creek.

**~1.81 acres
parkland per
1,000
residents**

**within Port Royal
Boundaries**

**Port Royal Population
(2020): 13,243**

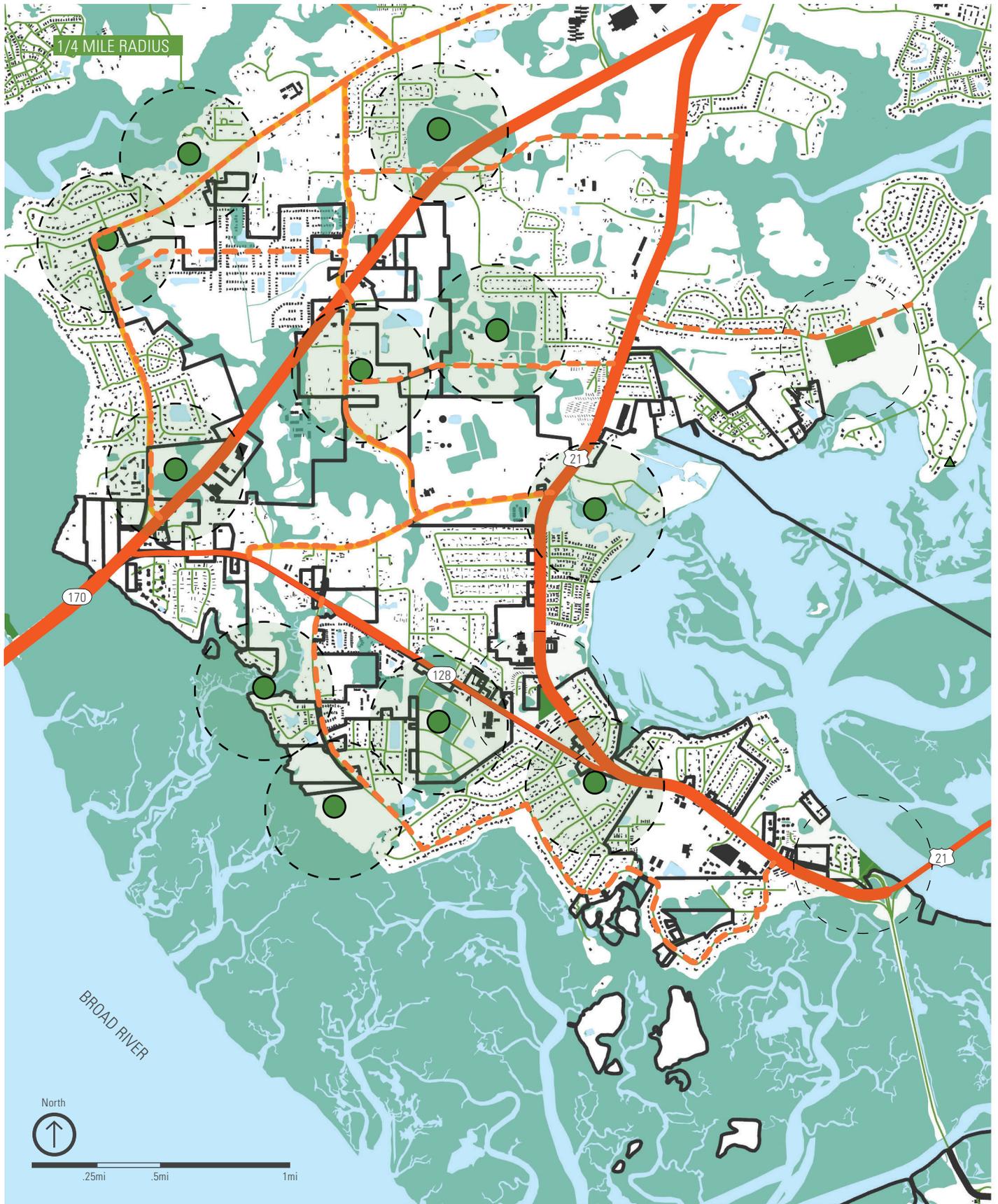
**Park Acreage = 24
acres**

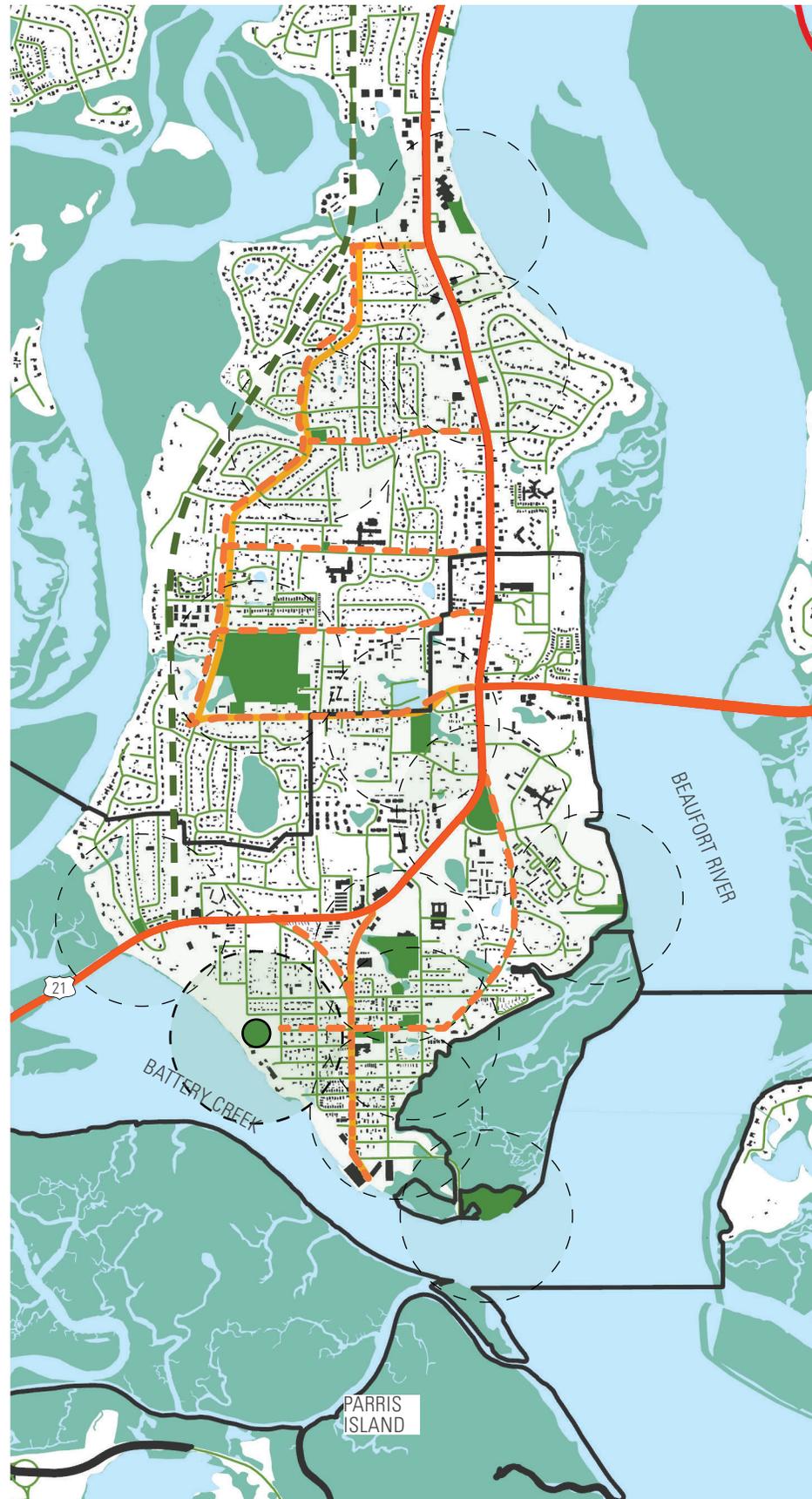
PARKS

- Existing State/Municipal Parks
- Wetlands
- Spanish Moss Trail

Source: Beaufort County

OPPORTUNITIES FOR NEW PARKS + TRAIL HEADS





New parks can be envisioned, especially for the western portion of the town, to enable easier access, walkability, and variety.

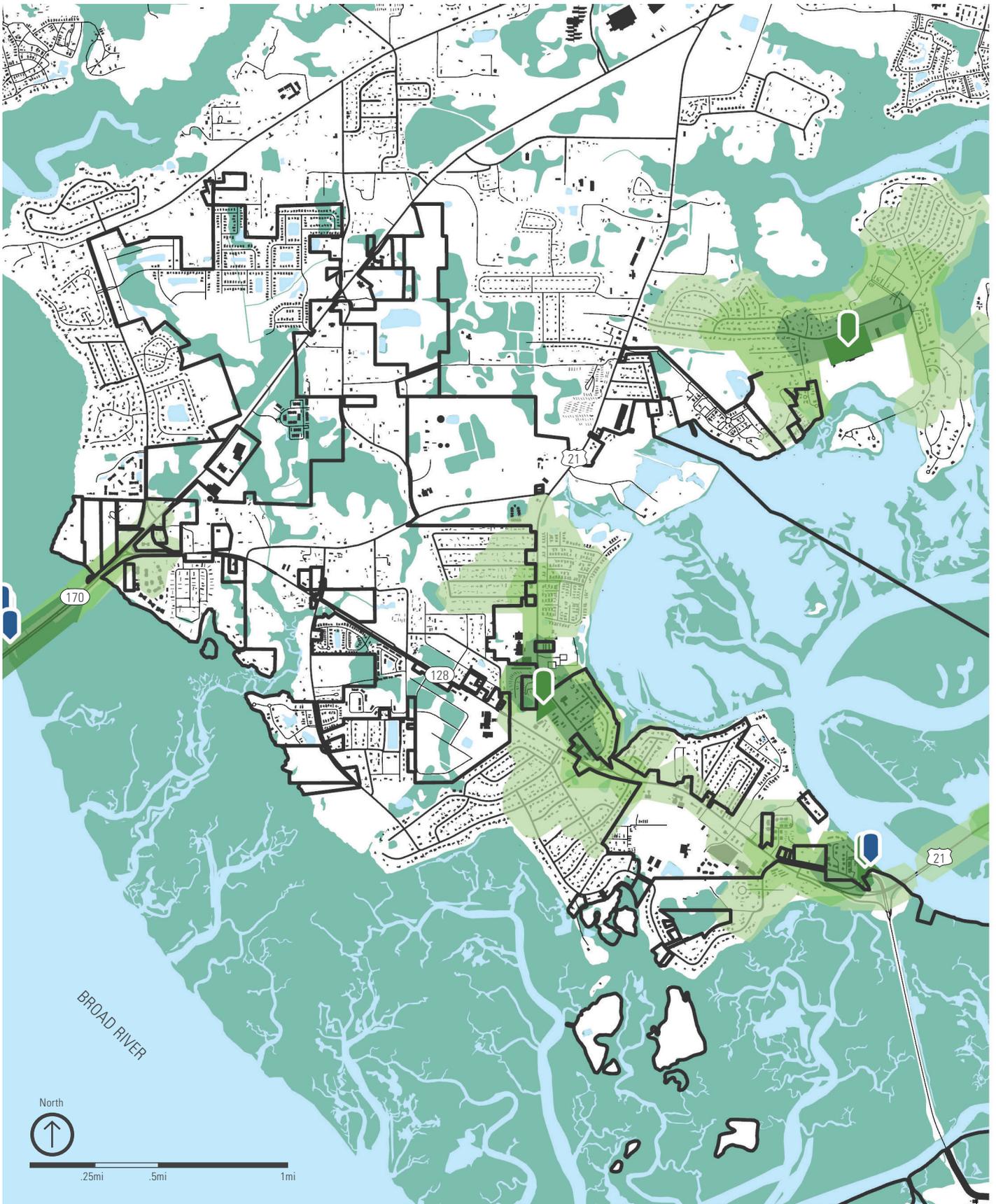
Parks can serve as anchors to new neighborhoods and also link with natural environmental systems. Ideally, new parks can expand water access and views to the water for more people.

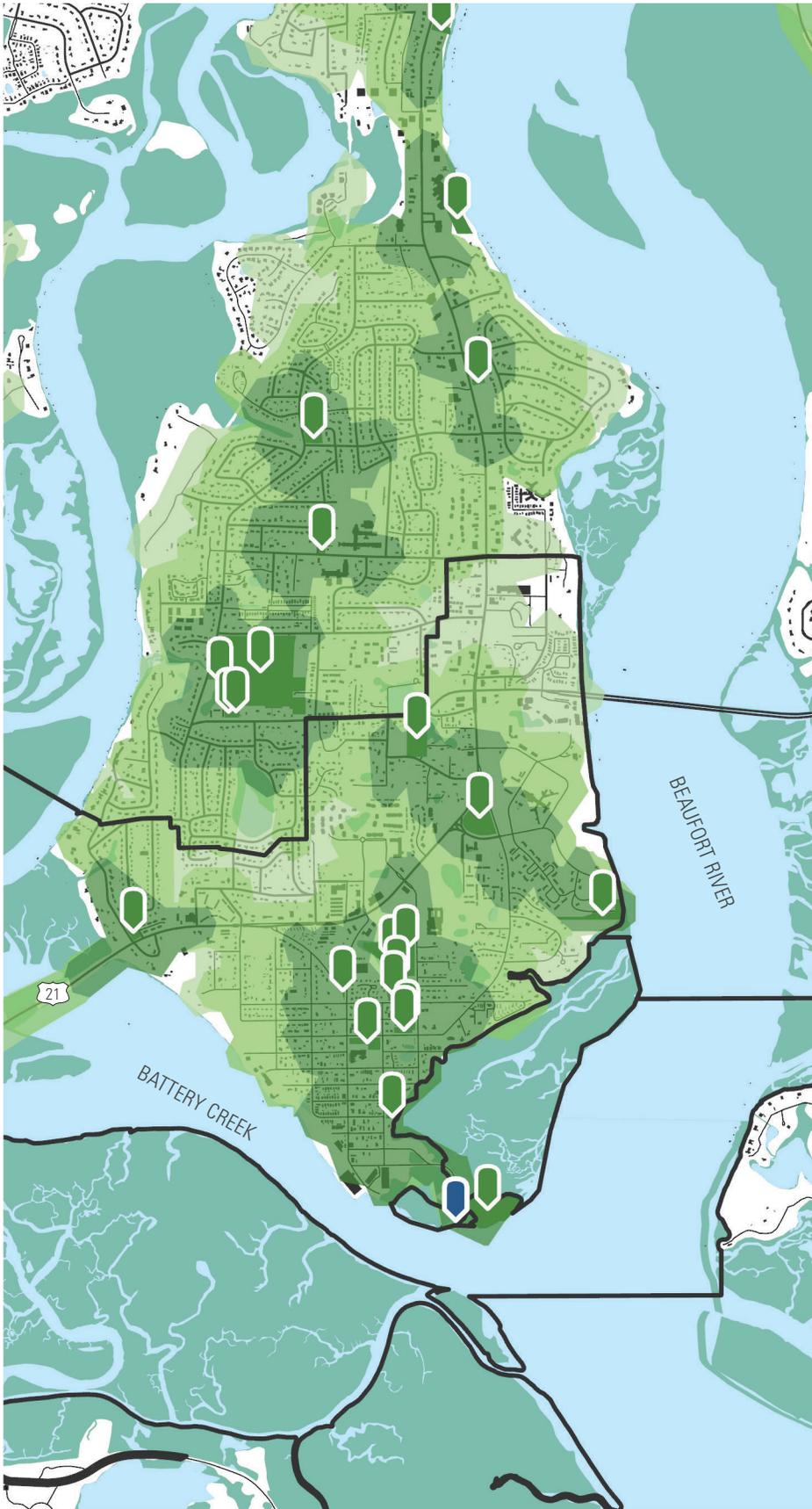
POSSIBLE PARKS/TRAIL HEADS

-  Possible Park/Trail head
-  1/4 Mile Buffer
-  Port Royal Boundary
-  Water Bodies
-  Building Footprints
-  Wetlands
-  Existing Parks
-  Spanish Moss Trail
-  **Street Type A**
+ Multipurpose path off road
-  **Street Type B**
+ Sidewalks plus bike lane in road

Source: Beaufort County

A Community That Is Fair and Equitable
PARKS WITH WALKING DISTANCES





Using GIS analysis, walking distances were determined from each park and open space, showing that nearly all of Port Royal, east of Battery Creek, is within a 15 minute walk from a public park. Service areas were determined using ESRI's Service Area tool and ESRI's network data.

This analysis includes all public parks provided by Beaufort County GIS, not just those within the jurisdictional boundaries of the Town of Port Royal.

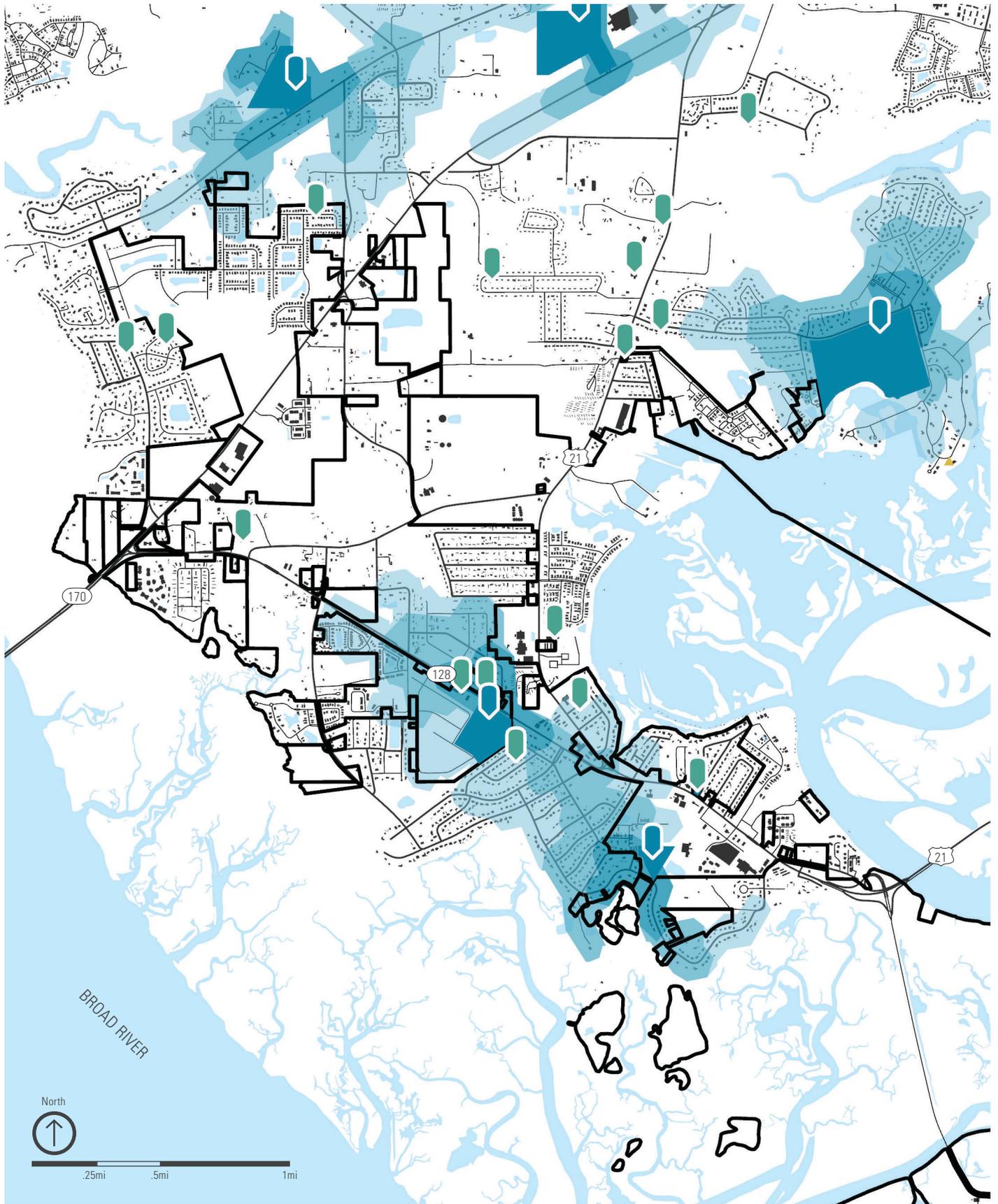
This again reveals gaps in service west of Battery Creek. The Town should prioritize a more thorough analysis to evaluate and access recreational needs.

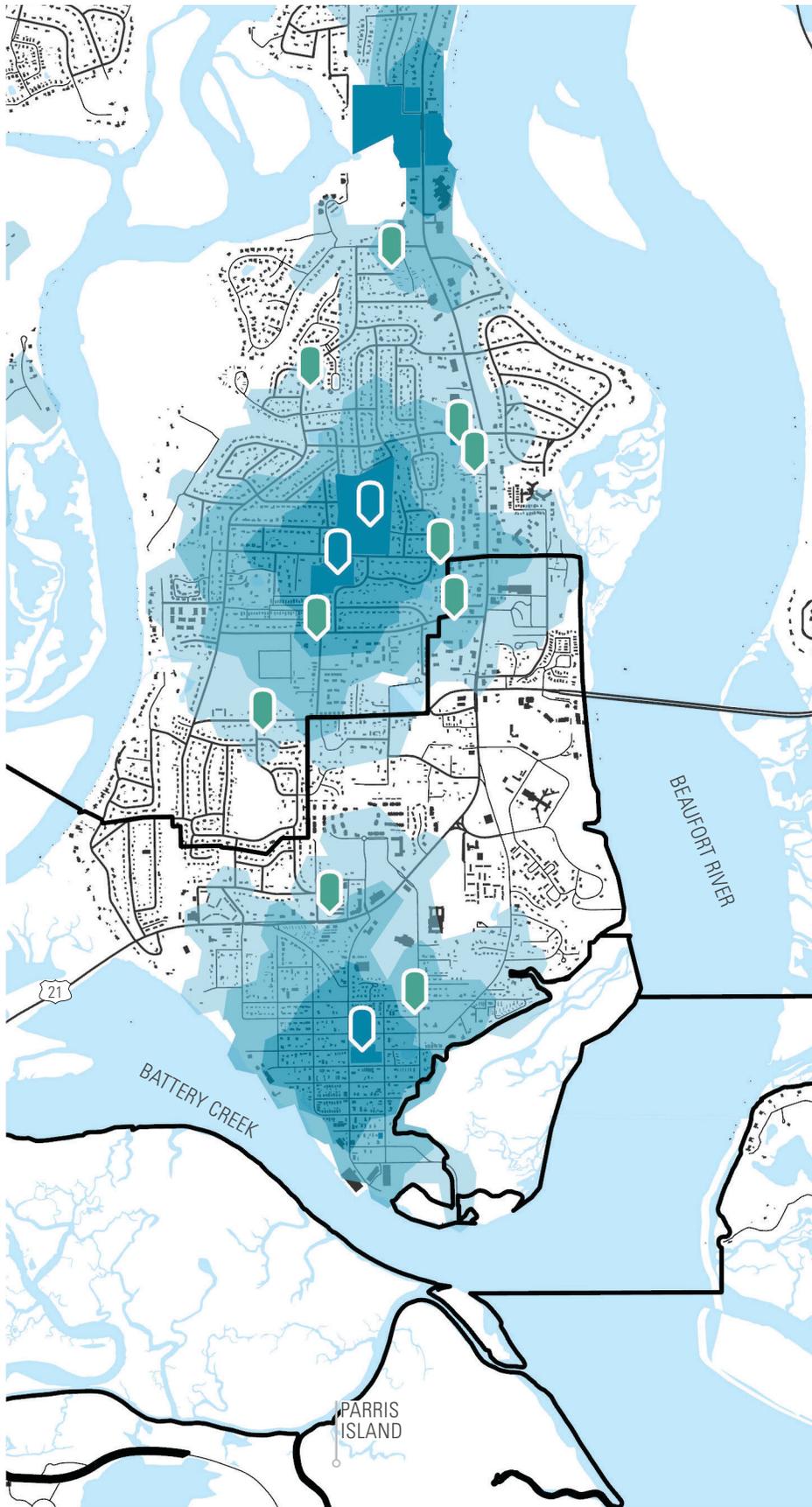
PARK WALKING DISTANCES / PORT ROYAL

-  PARKS
-  5 MINUTE WALK
-  10 MINUTE WALK
-  15 MINUTE WALK
-  PUBLIC BOAT ACCESS TO WATER

A Community That Is Fair and Equitable

EDUCATION FACILITIES WITH WALKING DISTANCES





Most of East Port Royal is within a 15 minute walk from a Public School, however this mapping shows gaps in west Port Royal.

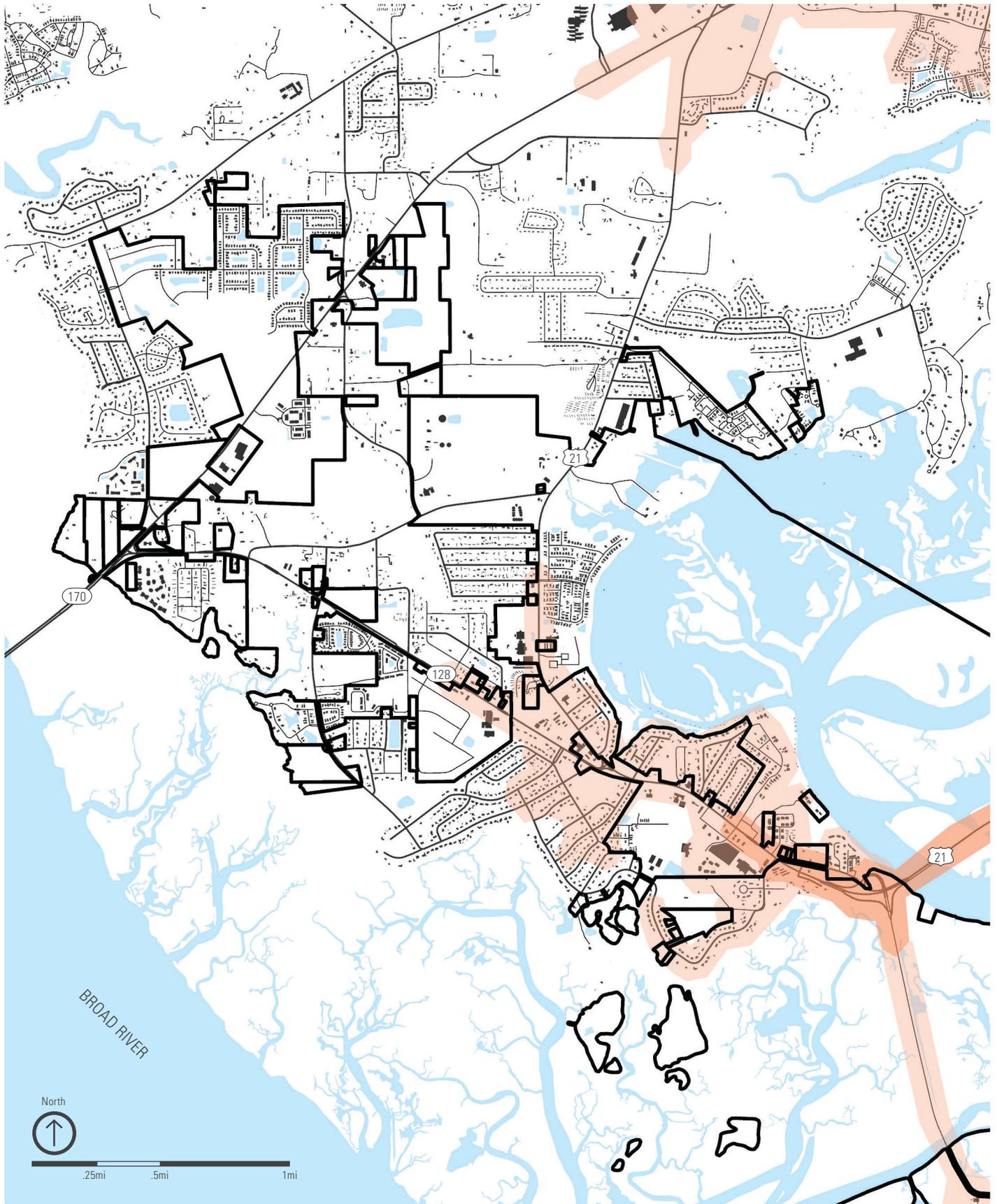
The Beaufort County School System provides public education services for the Town of Port Royal.

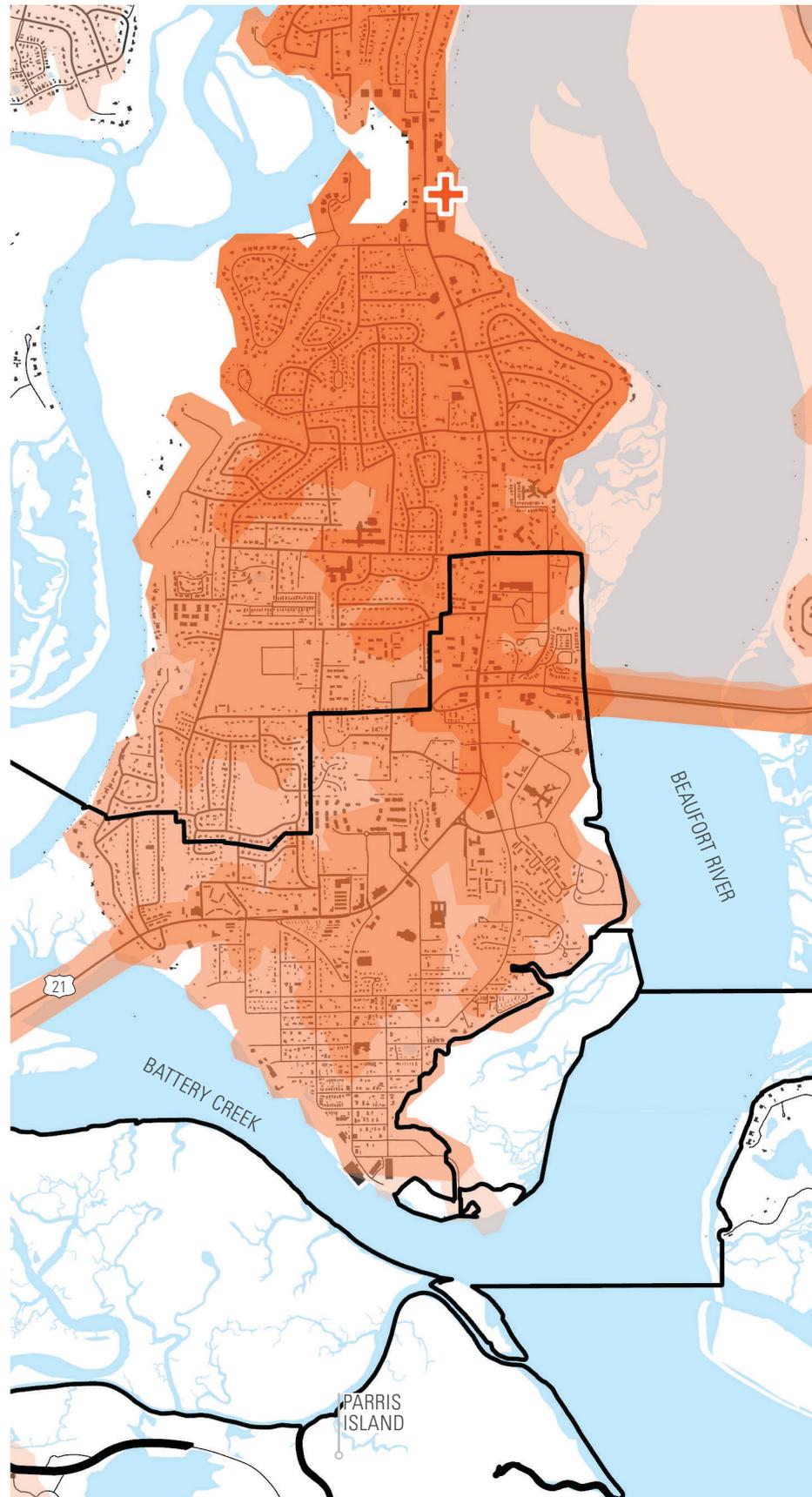
PUBLIC SCHOOLS + WALKING DISTANCE / PORT ROYAL

-  PUBLIC SCHOOLS
-  DAY CARE CENTERS
-  5 MINUTE WALK
-  10 MINUTE WALK
-  15 MINUTE WALK

Source: Beaufort County GIS and ESRI

A Community That Is Fair and Equitable
HOSPITALS WITH DRIVING SERVICE AREAS





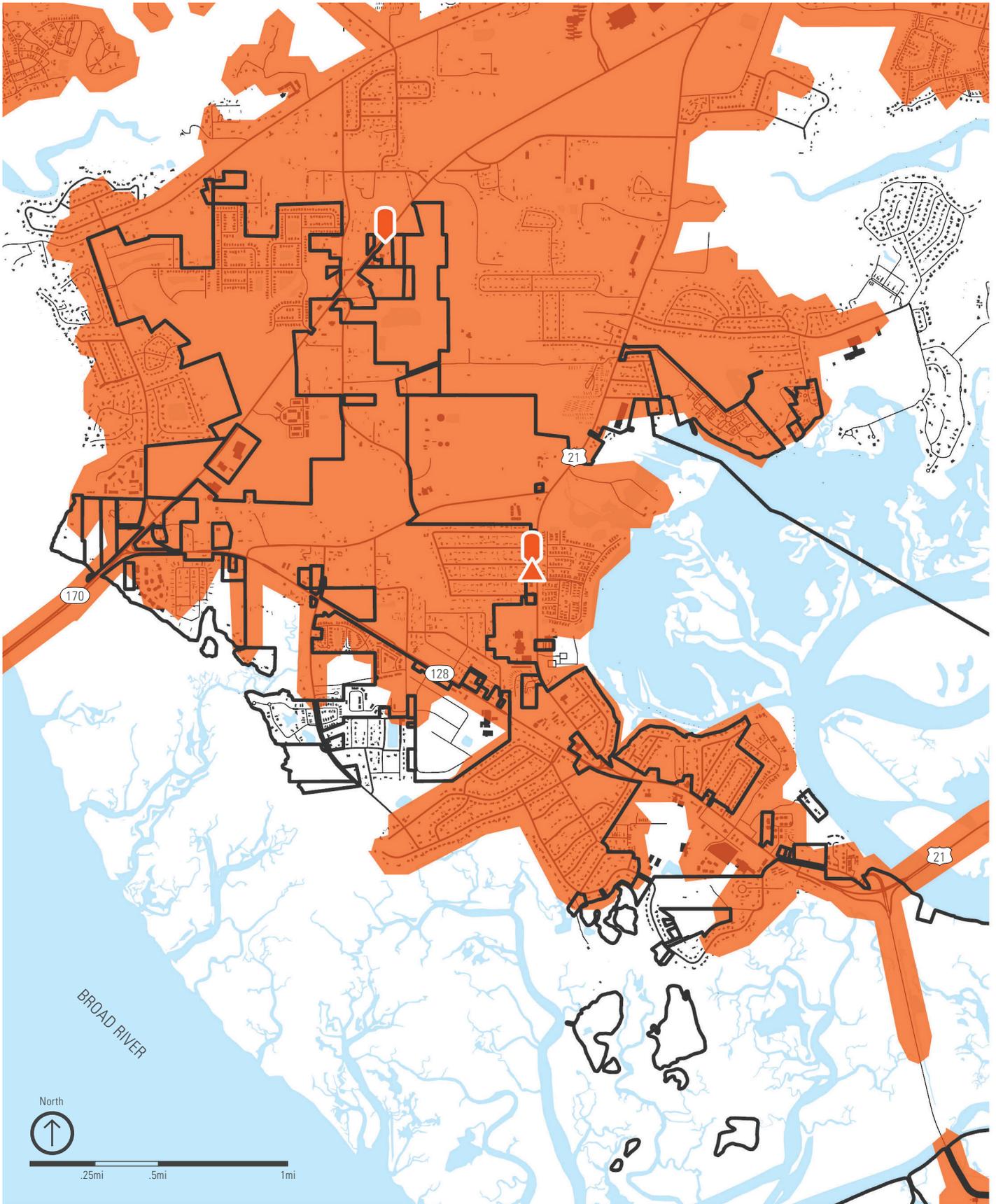
The closest Hospital with emergency services is the Beaufort Memorial Hospital, within a 10-minute drive for much of Port Royal residents.

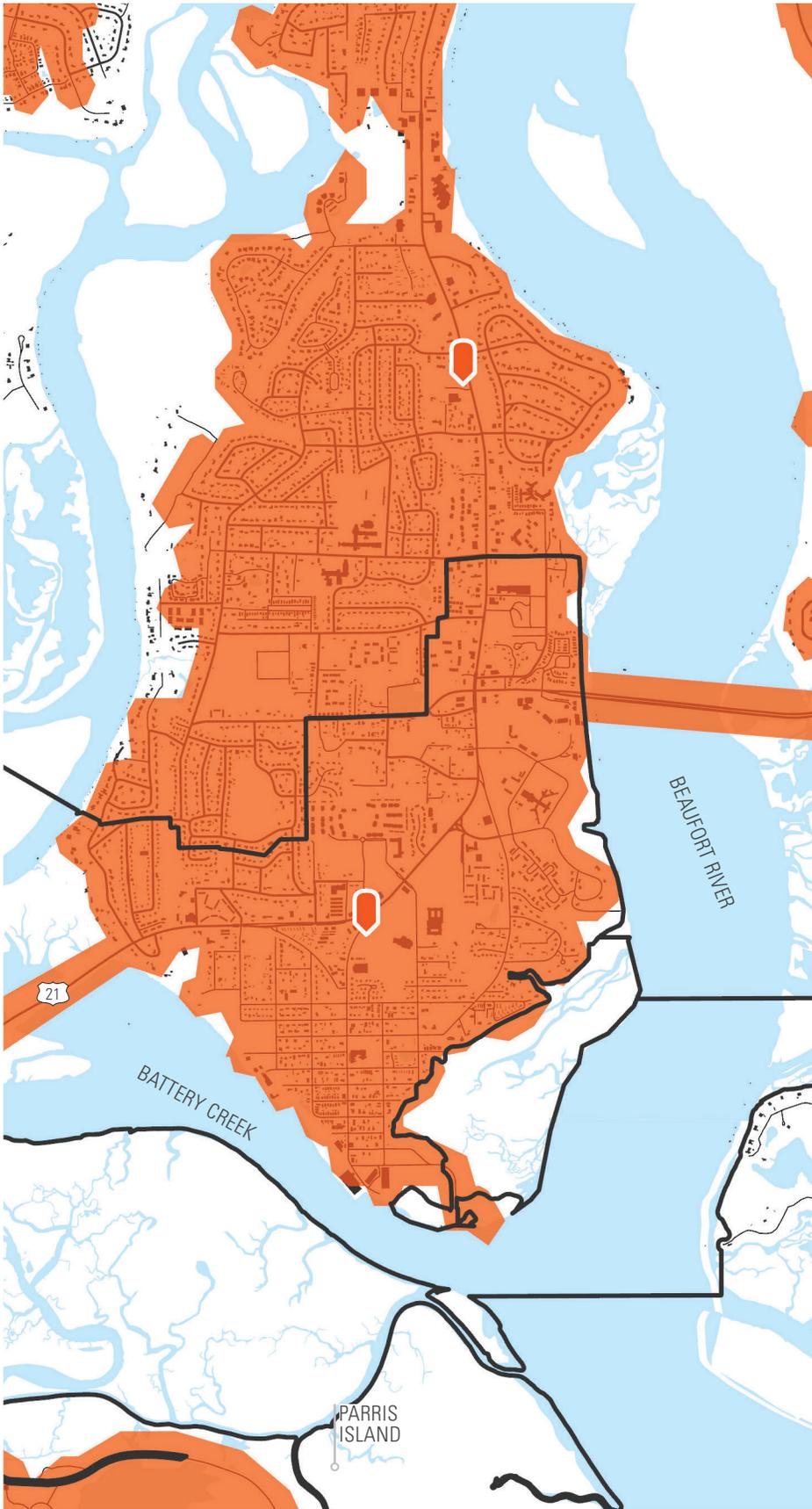
HOSPITALS + DRIVING DISTANCES / PORT ROYAL

-  HOSPITALS
-  4 MINUTE DRIVE
-  6 MINUTE DRIVE
-  8 MIN
-  10 MIN

Source: Beaufort County GIS and ESRI

FIRE STATIONS/EMS WITH DRIVING SERVICE AREAS





With a recent addition of the fire station on Robert Smalls Parkway, nearly all of Port Royal is within a 4 minute drive from a fire station or EMS facility, a standard set by the National Fire Protection Association.

The Beaufort-Port Royal Fire Department carries an ISO 1 fire insurance rating, the highest rating possible, indicating a well protected community.

If Port Royal continues to expand jurisdictional boundaries through annexation, additional service needs should be evaluated.

“After receipt of a call for assistance, the fire department will respond with a unit to that location, **within four minutes**, to 90 percent of area served”

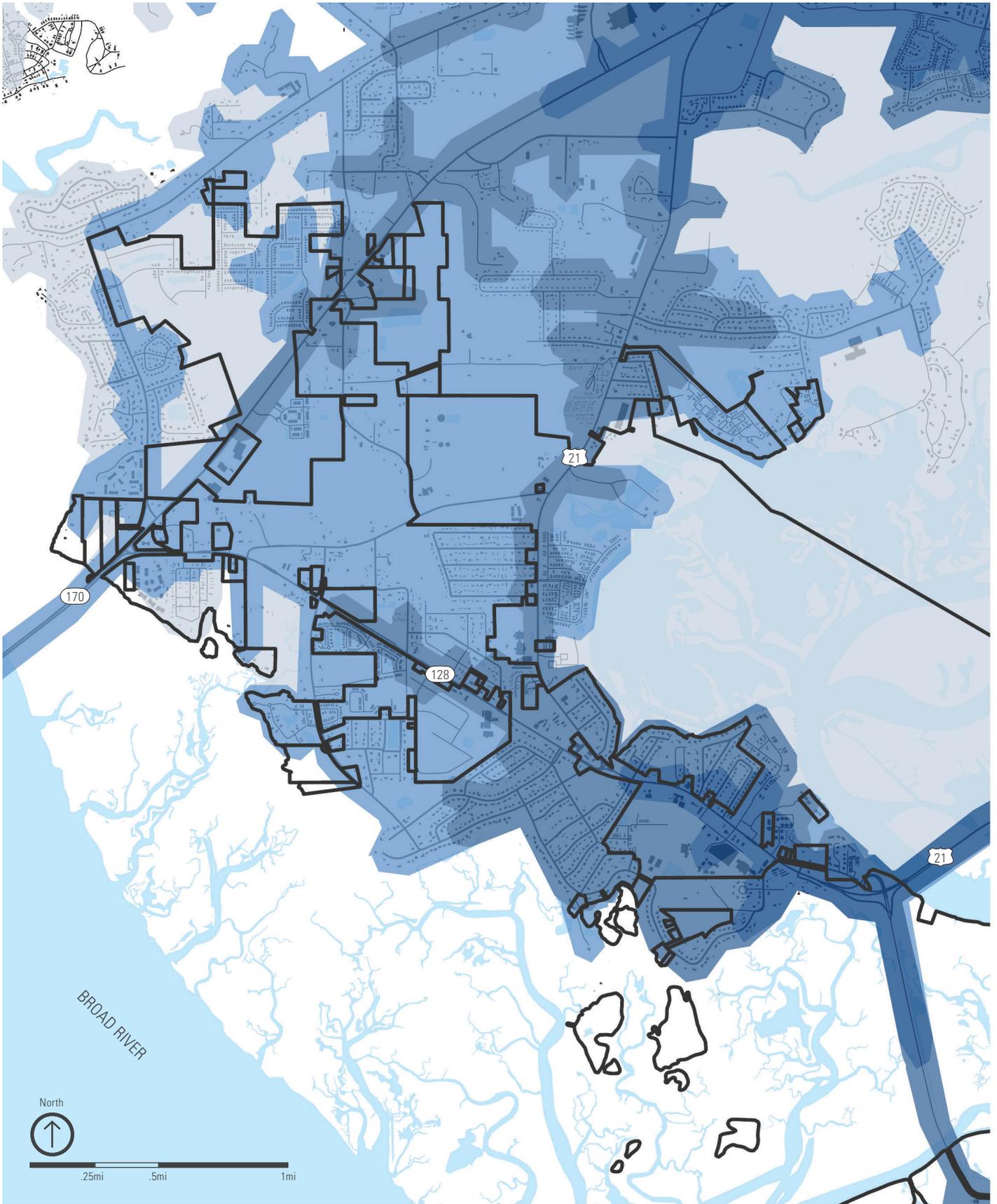
- Source: NFPA 1221 (<https://www.esri.com/library/whitepapers/pdfs/gis-for-fire.pdf>)

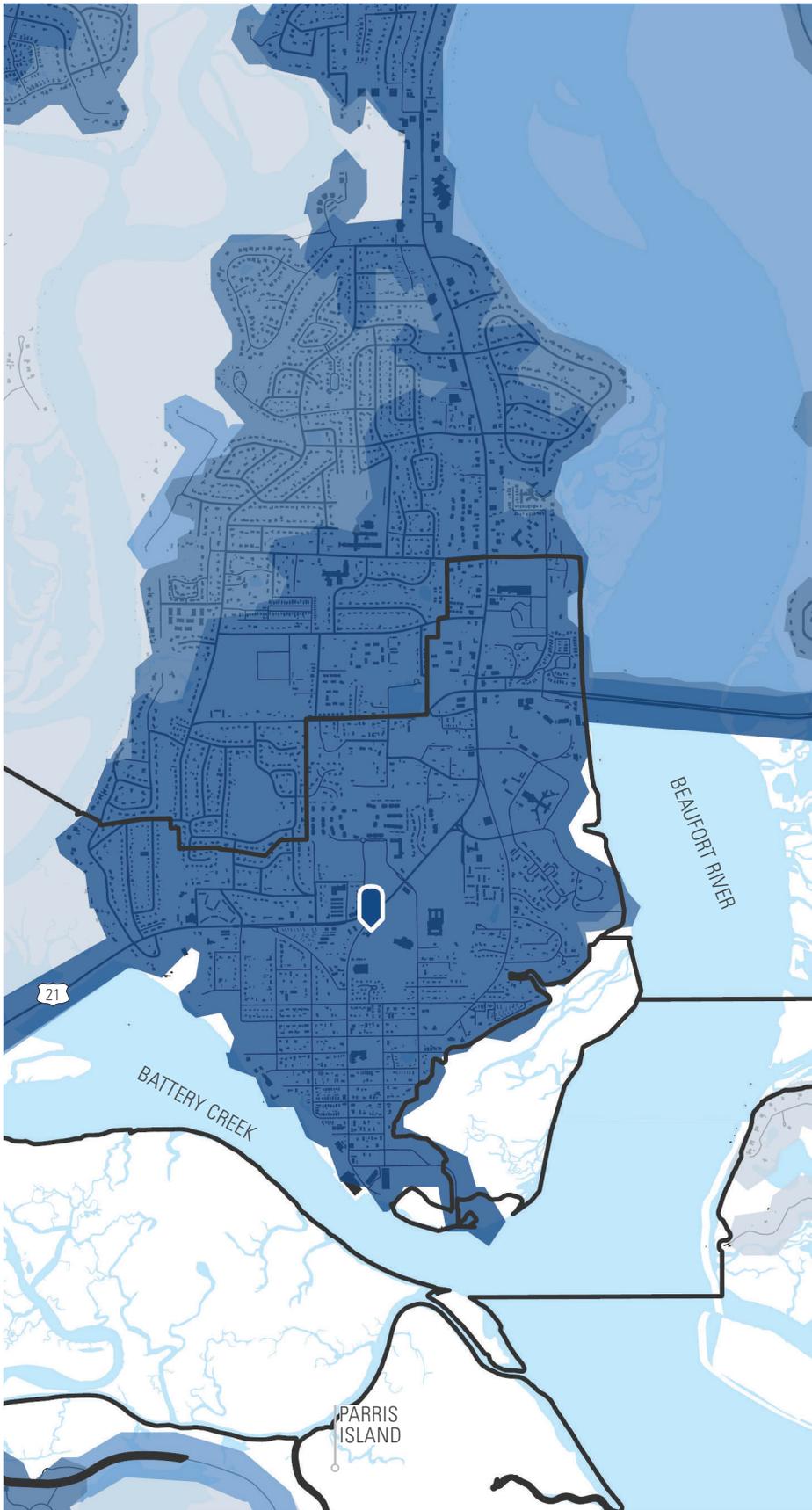
FIRE/EMS + DRIVING DISTANCES / PORT ROYAL

-  FIRE STATIONS
-  EMS
-  4 MINUTE DRIVE

Source: Beaufort County GIS and ESRI

POLICE STATIONS WITH DRIVING SERVICE AREAS





Nearly all of Port Royal is within a 10 minute drive of a police station. Coverage is best in East Port Royal, where nearly all of the area is within 6 minute drive and the majority is within a 4 minute drive.

Police Stations outside of Port Royal were included in this analysis. While the stations in City of Beaufort are not visible on the map, you can see the service areas extending into the map extents.

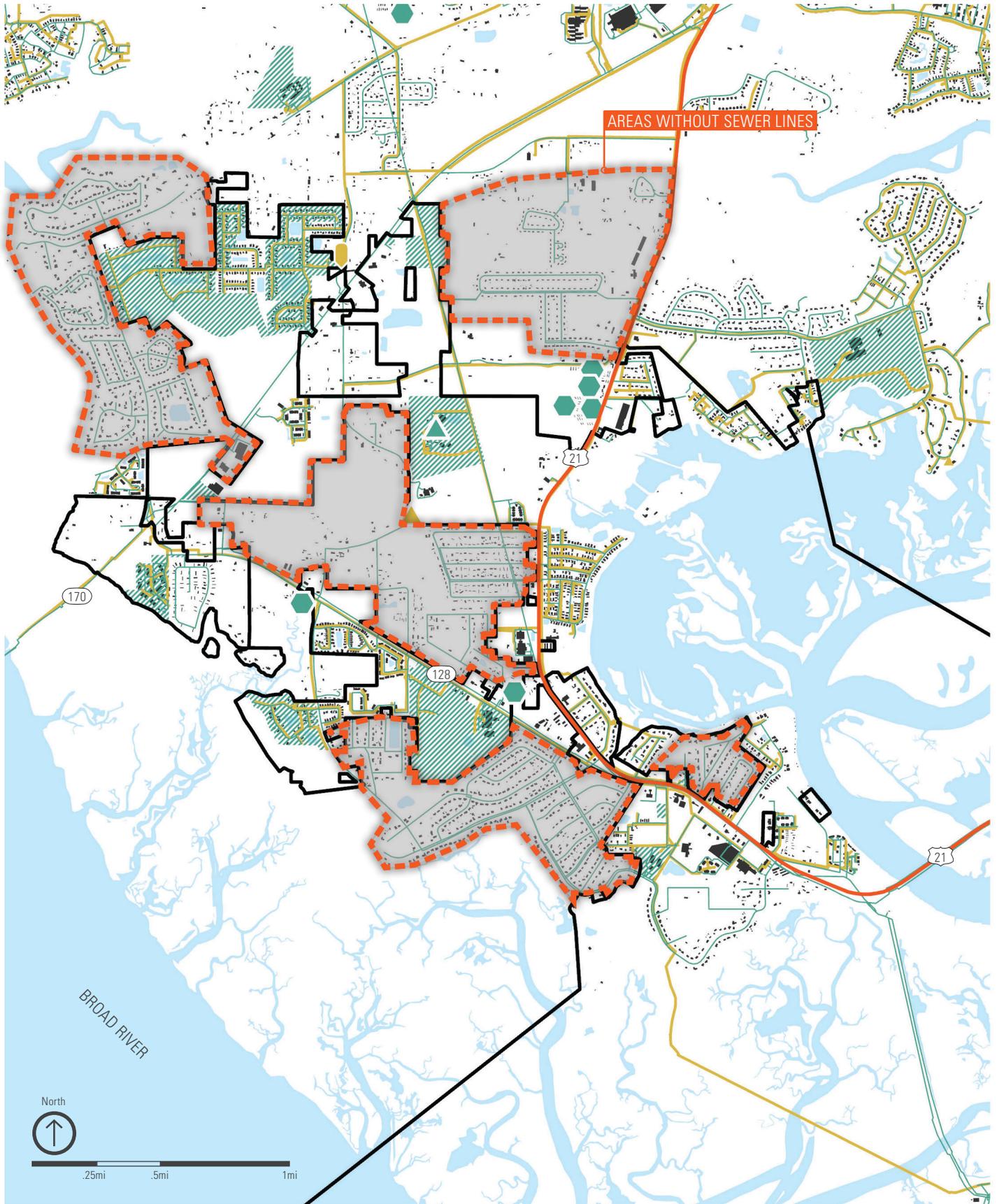
Port Royal should continue to coordinate safety and police needs with continued growth.

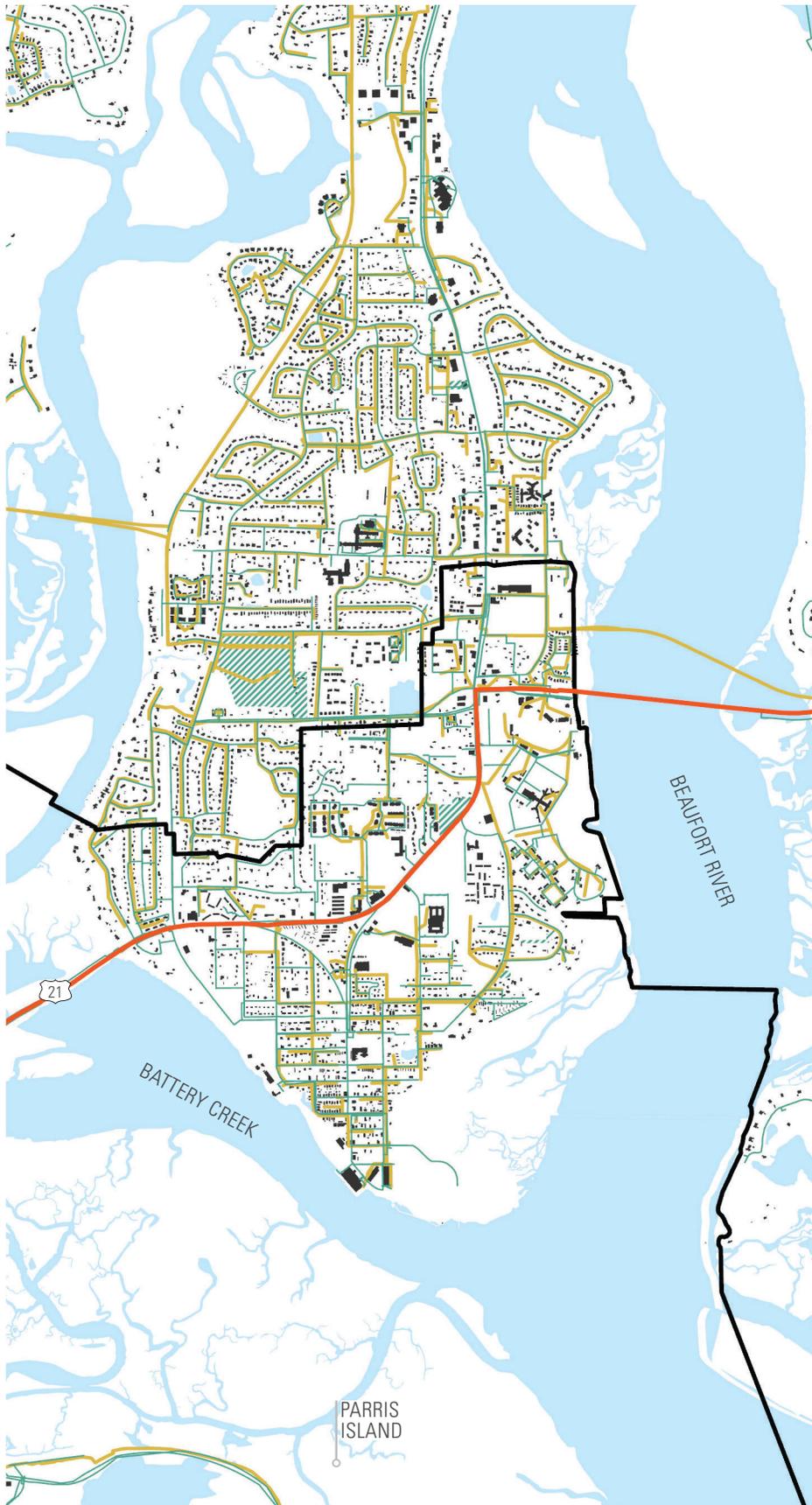
POLICE STATIONS + DRIVING DISTANCES / PORT ROYAL

-  POLICE STATION
-  4 MINUTE DRIVE
-  6 MINUTE DRIVE
-  8 MIN
-  10 MIN

Source: Beaufort County GIS and ESRI

A Community that is Fair and Equitable
PUBLIC INFRASTRUCTURE





Water and sewer are provided by the BJWSA (Beaufort-Jasper Water and Sewer Authority) for the Town of Port Royal.

While water and sewer extends to all properties within the jurisdictional boundaries of the Town, some adjacent areas in County, outlined in red, (that are of suburban density) are still serviced by septic systems. This can endanger water quality for Port Royal.

The Public Wastewater Treatment Facility west of Battery Creek is also a source of pollution, listed as having a NPDES (National Pollutant Discharge Elimination) permit, a license for a facility to discharge a specified amount of a pollutant into a receiving water.

PORT ROYAL PUBLIC INFRASTRUCTURE

- Beaufort County Evacuation Route
- BJWSA Sewer Pipes
- BJWSA Water Pipes
- BJWSA Easements
- Recycling Facilities
- ▲ Solid Waste Facilities
- ▲ Public Wastewater Treatment Facilities
- ⬢ Public Water Supply Wells

Source: BJWSA & Beaufort County

GROWTH PROJECTIONS

Like the rest of Beaufort County, Port Royal's population has grown significantly in the last 20 years.

POPULATION DATA

Population in 2017: 12,886 (96% urban, 4% rural)
Population change since 2000: +226.2%
Males: 7,673 (59.6%)
Females: 5,213 (40.4%)
Median resident age: 25.7 years
South Carolina median age: 39.4 years

INCOME DATA

Estimated median household income in 2017: \$45,128 (it was \$36,599 in 2000)

Estimated per capita income in 2017: \$22,329 (it was \$18,163 in 2000)

COST OF LIVING DATA

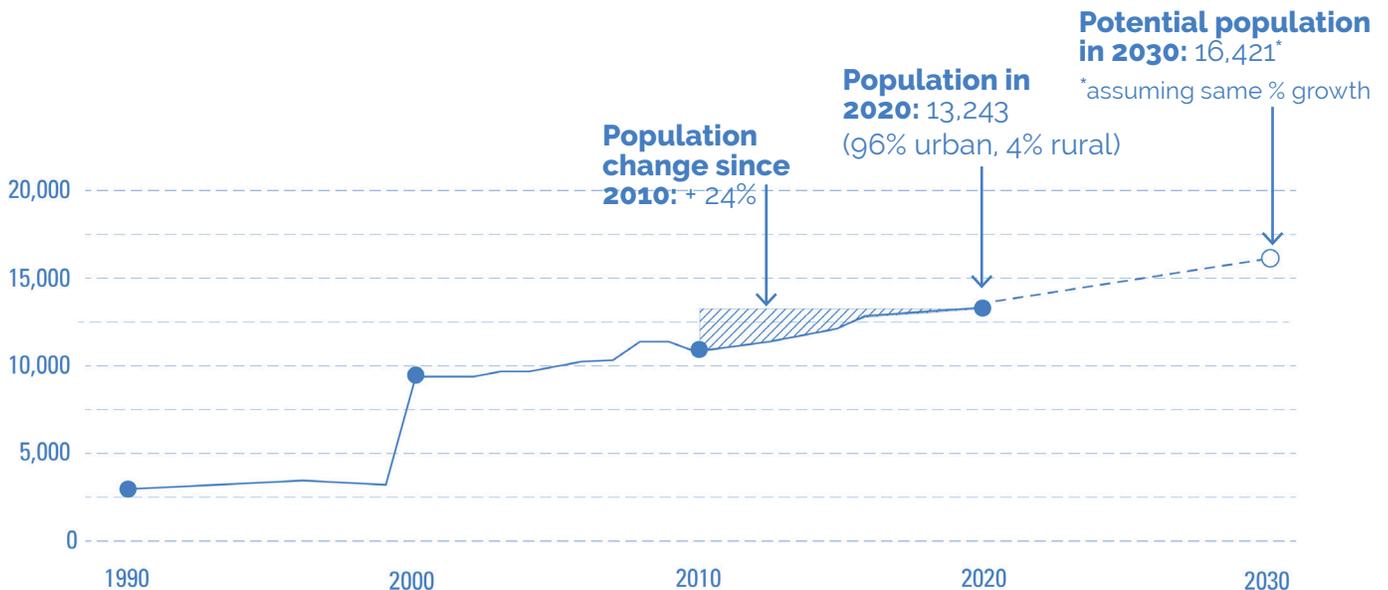
March 2019 cost of living index in Port Royal: 88.2 (less than average, U.S. average is 100)

Percentage living in poverty in 2017: 16.0%

- (14.1% for White Non-Hispanic residents, 17.4% for Black residents, 30.9% for Hispanic or Latino residents, 61.7% for other race residents, 7.3% for two or more races residents)

Residents with income below the poverty level in 2017:

- Port Royal: 16.0%
- Whole state: 15.4%



HOUSING DATA

Estimated median house or condo value in 2017: \$227,523 (it was \$84,700 in 2000)

- Port Royal: \$227,523
- SC:\$161,800

Mean prices in 2017:

- All housing units: \$448,464
- Detached houses: \$485,026
- Townhouses or other attached units: \$365,081
- 2-unit structures: \$440,704
- 3-to-4-unit structures: \$246,149
- 5-or-more-unit structures: \$260,503
- Mobile homes: \$103,054
- Occupied boats, rvs, vans, etc.: \$46,243

Median gross rent in 2017: \$1,087.

Percentage of renters: 65%

Housing density: 997 houses/condos per square mile

Housing units in Port Royal with a mortgage: 744

Houses without a mortgage: 428

Median household income for houses/condos with a mortgage: \$78,400

Median household income for apartments without a mortgage: \$55,470

Median monthly housing costs: \$1,082

POVERTY DATA

Residents with income below 50% of the poverty level in 2017:

- Port Royal: 4.7%
- Whole state: 6.9%

Children below poverty level:

- Port Royal: 8.7%
- State: 22.3%

Poverty rate among high school graduates not in families:

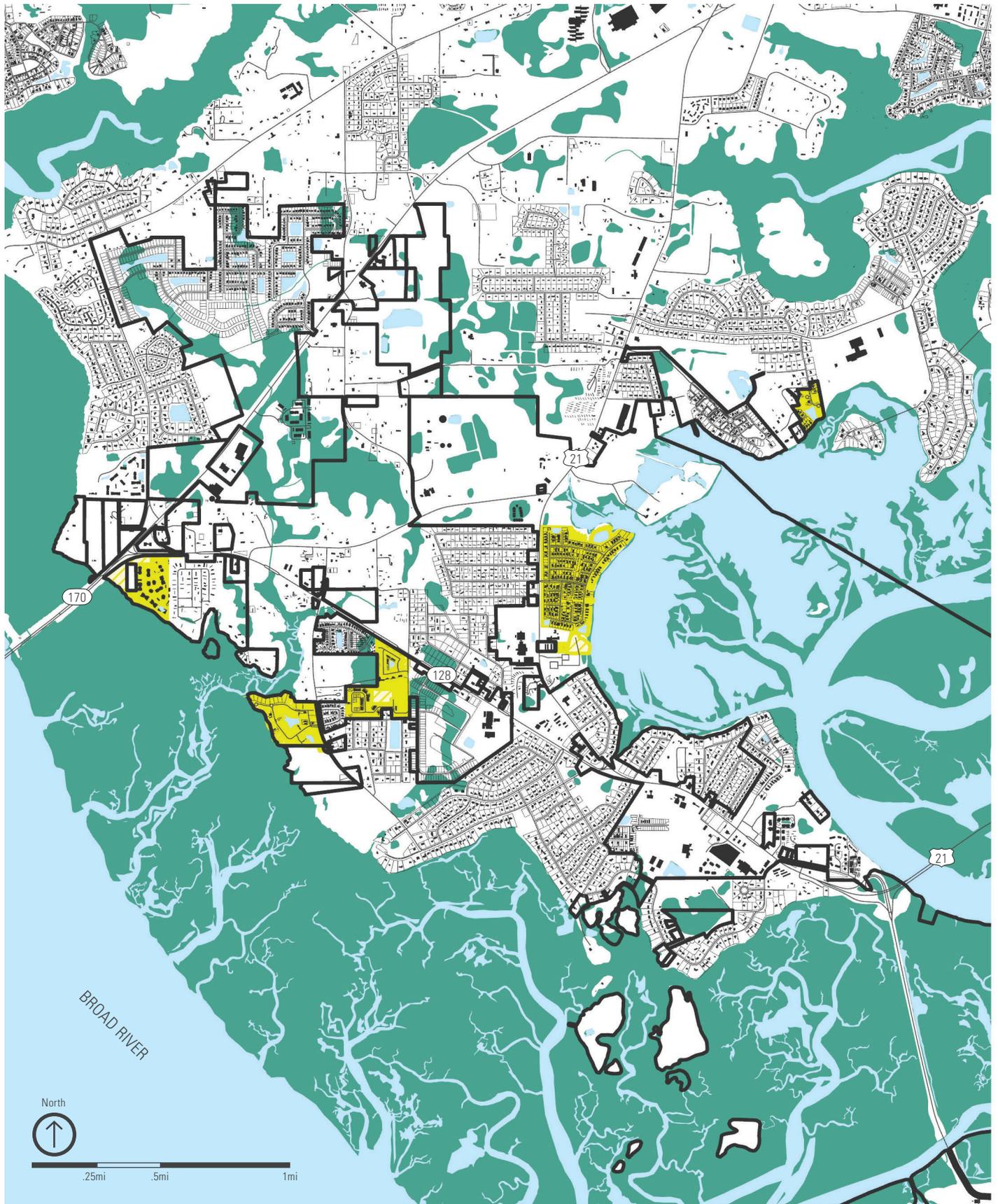
- Port Royal: 9.5%
- South Carolina:19.2%

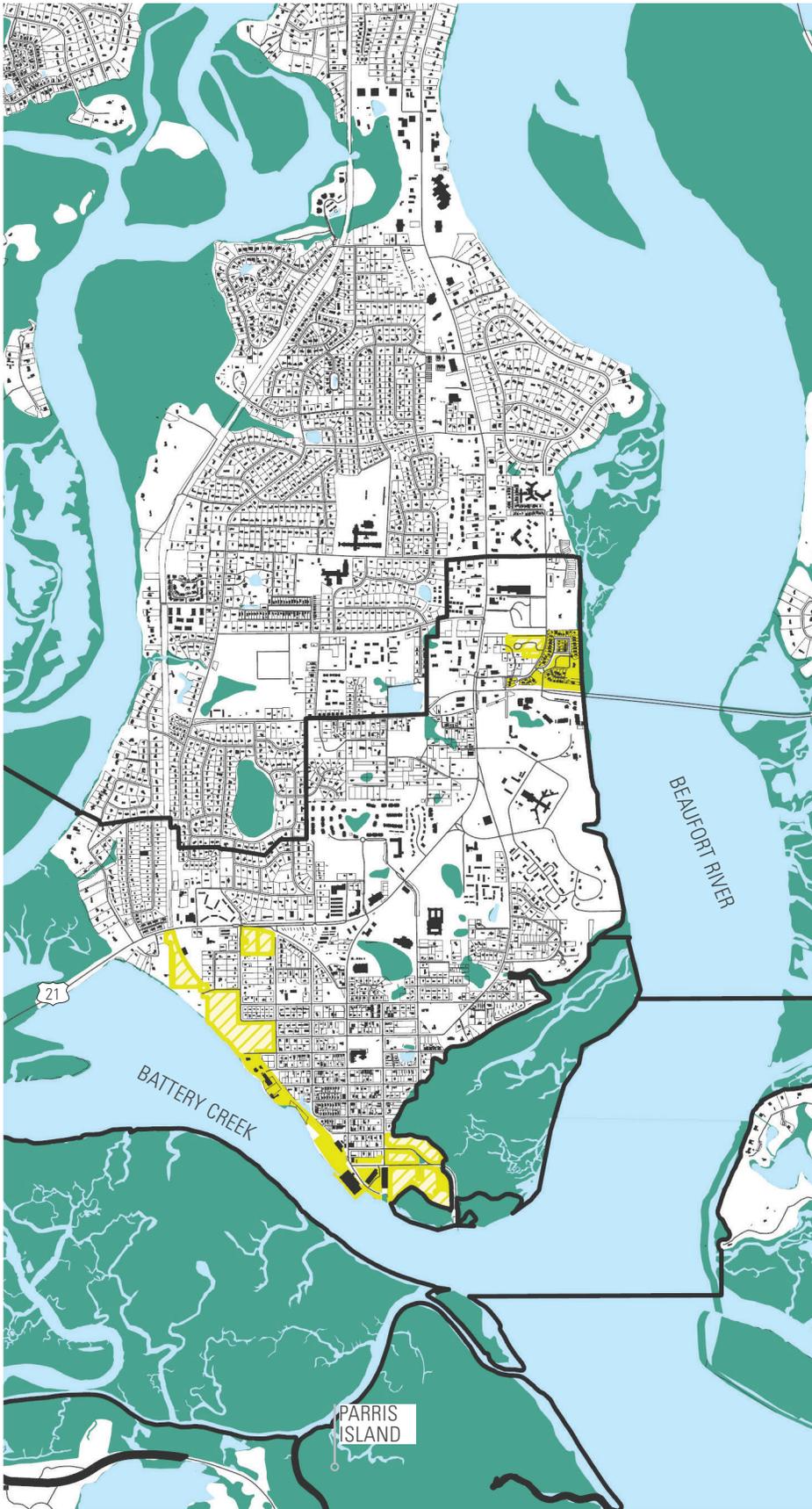
Poverty rate among people who did not graduate high school not in families:

- Port Royal: 50.7%
- South Carolina: 44.9%

Note: Census data for Port Royal includes data for Parris Island. Read more: <http://www.city-data.com/html>

EXISTING PLANNED UNIT DEVELOPMENT CAPACITY





~1,500
 people can be
 accommodated within
 existing capacity in PUDs*.

*Port Royal has eleven (11) Planned Unit Developments (PUD) within its boundaries. Considering vacant/unbuilt capacity within these developments, approximately 1,500 people can be accommodated.

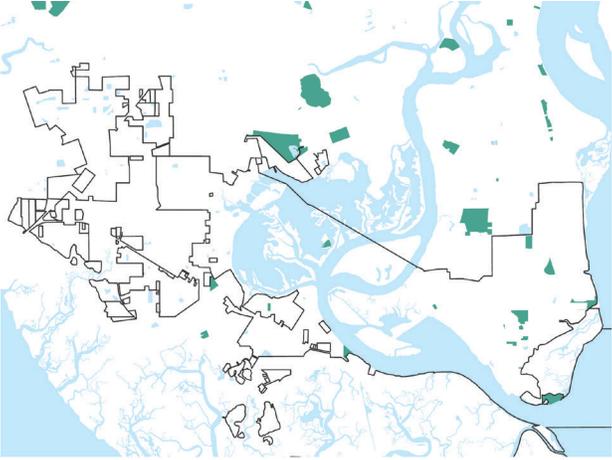
PLANNED UNIT DEVELOPMENTS (PUD)

-  PUD, Unbuilt
-  PUD
-  Wetlands

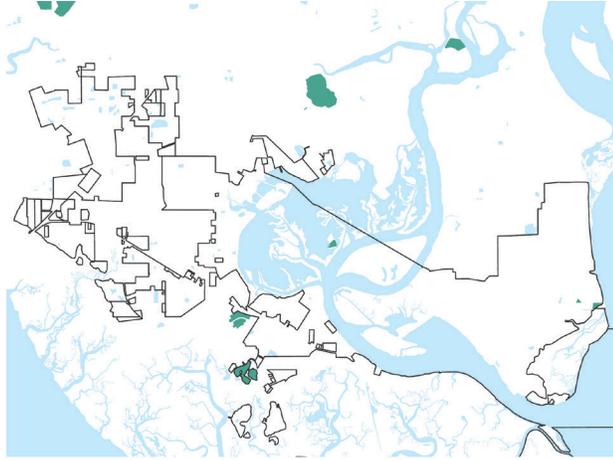
Source: Beaufort County GIS

LAND SUITABILITY PARAMETERS

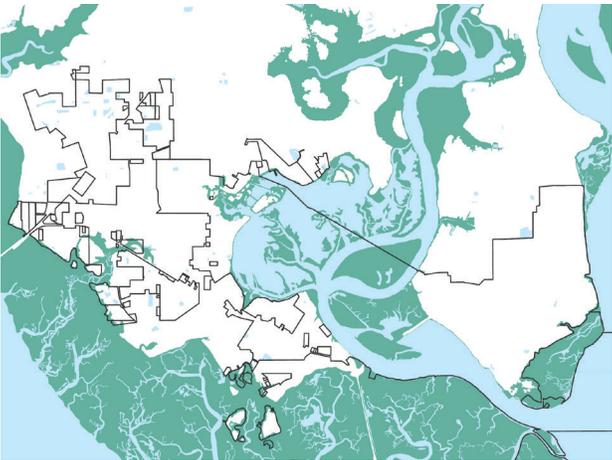
STATE PROTECTED OR MANAGED LANDS



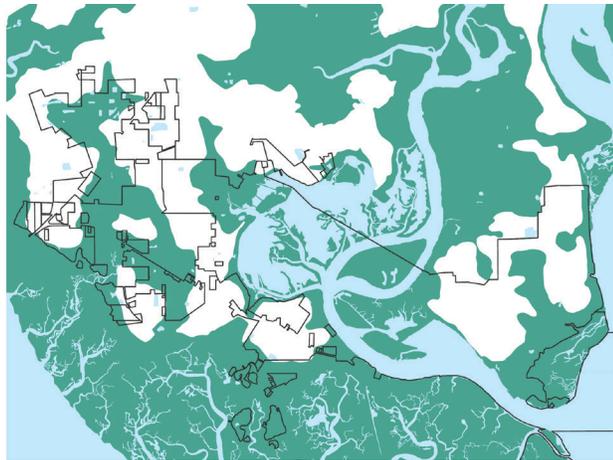
RURAL + PROTECTED ZONING



PROJECTED SEA LEVEL RISE (1-3 FEET)



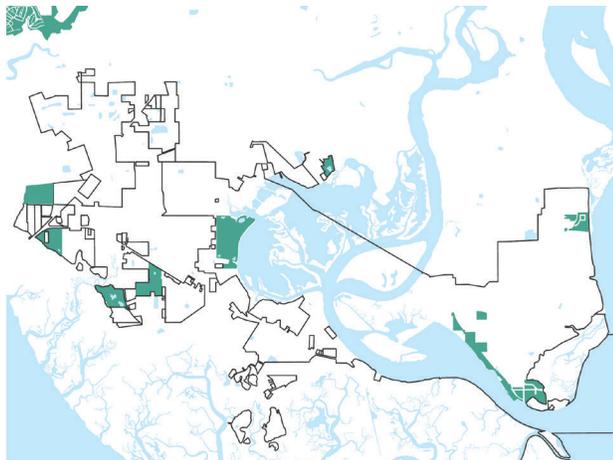
FLOOD ZONES



WETLANDS & HYDRIC SOILS



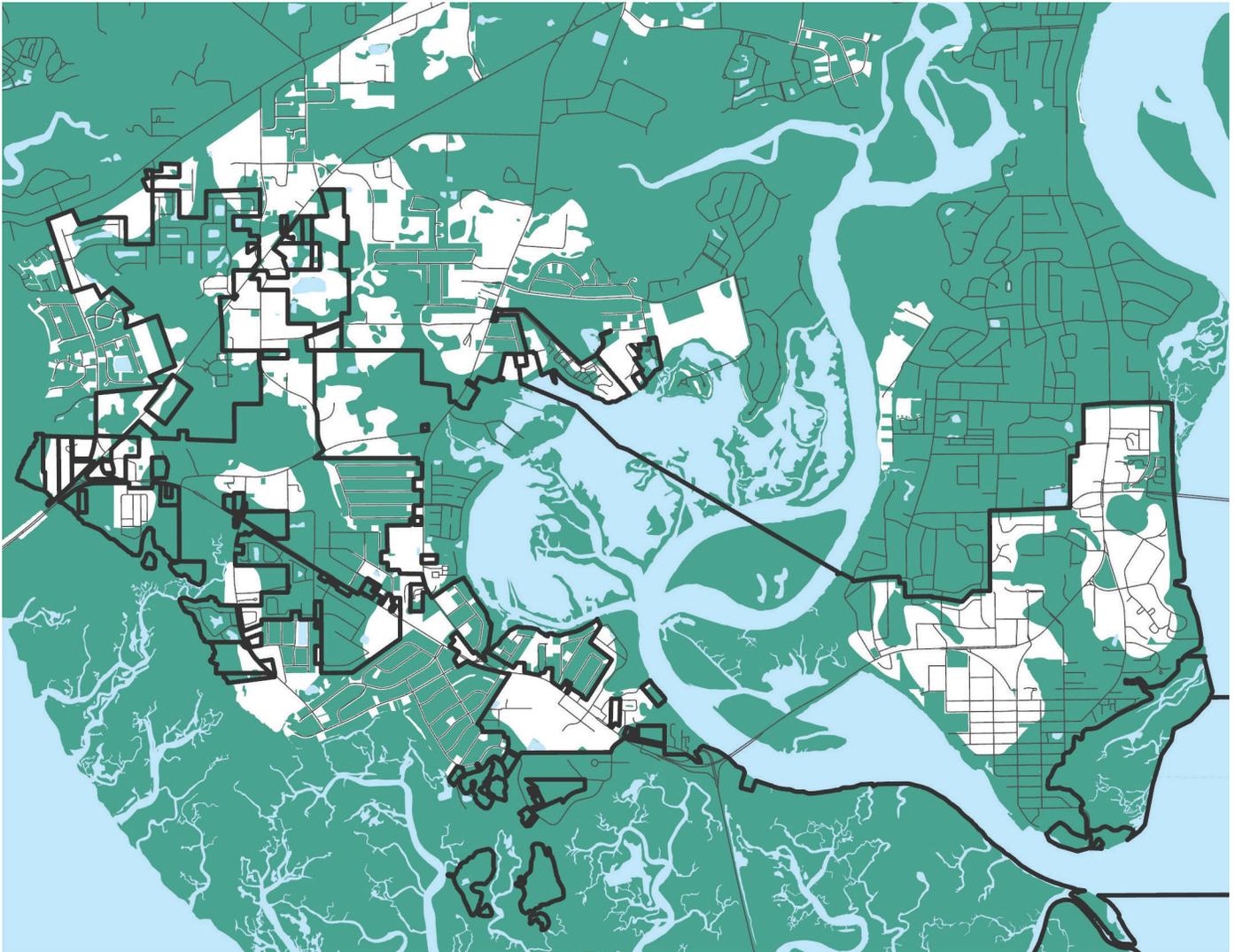
PLANNED UNIT DEVELOPMENTS (PUDS)



LAND SUITABILITY STUDY

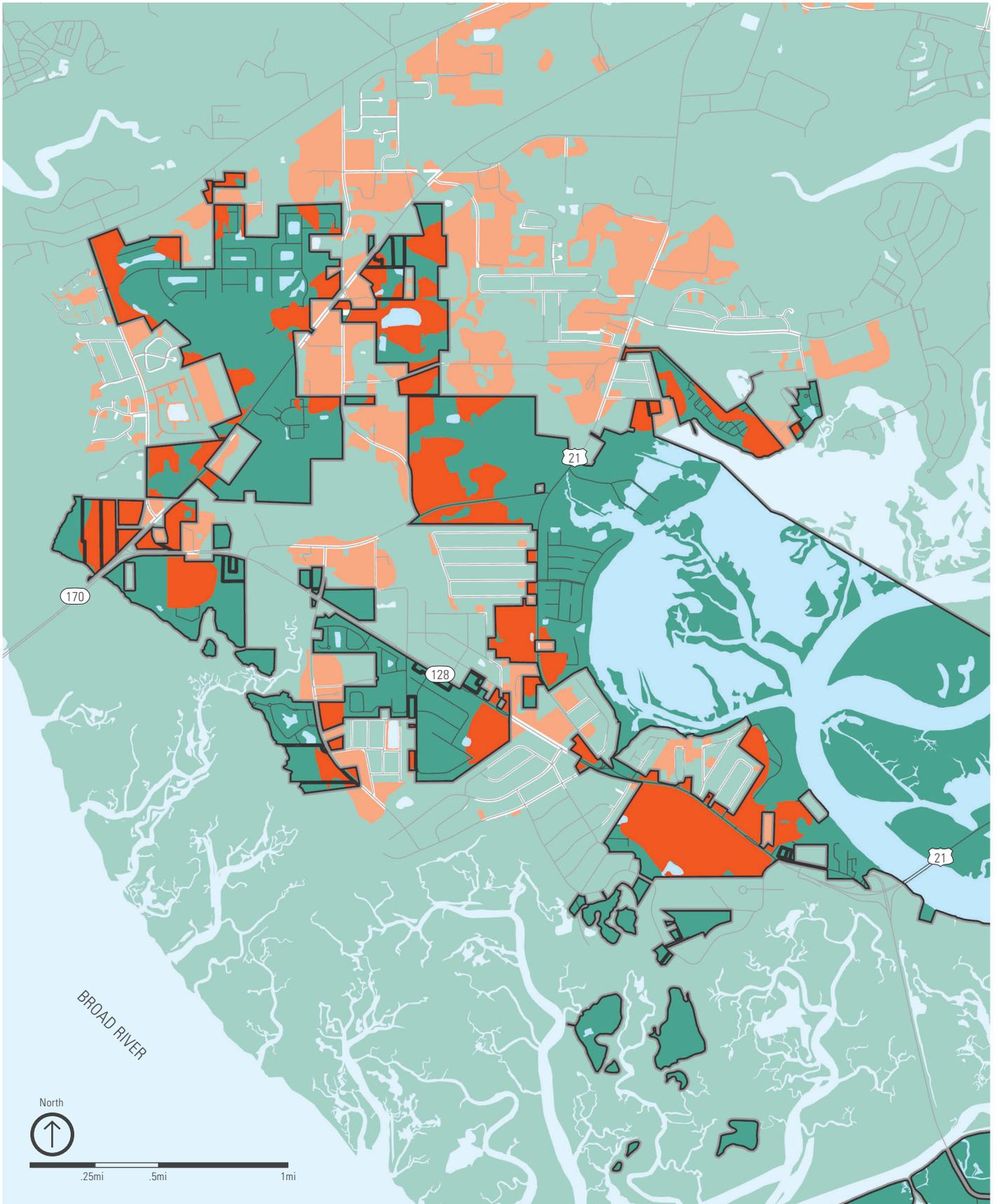
As part of understanding how to create balance between the natural environment and where growth and development might occur, a suitability study was created using County GIS to understand land areas of Port Royal that can best accommodate growth and development and areas of the town that may best be considered for protection and preservation.

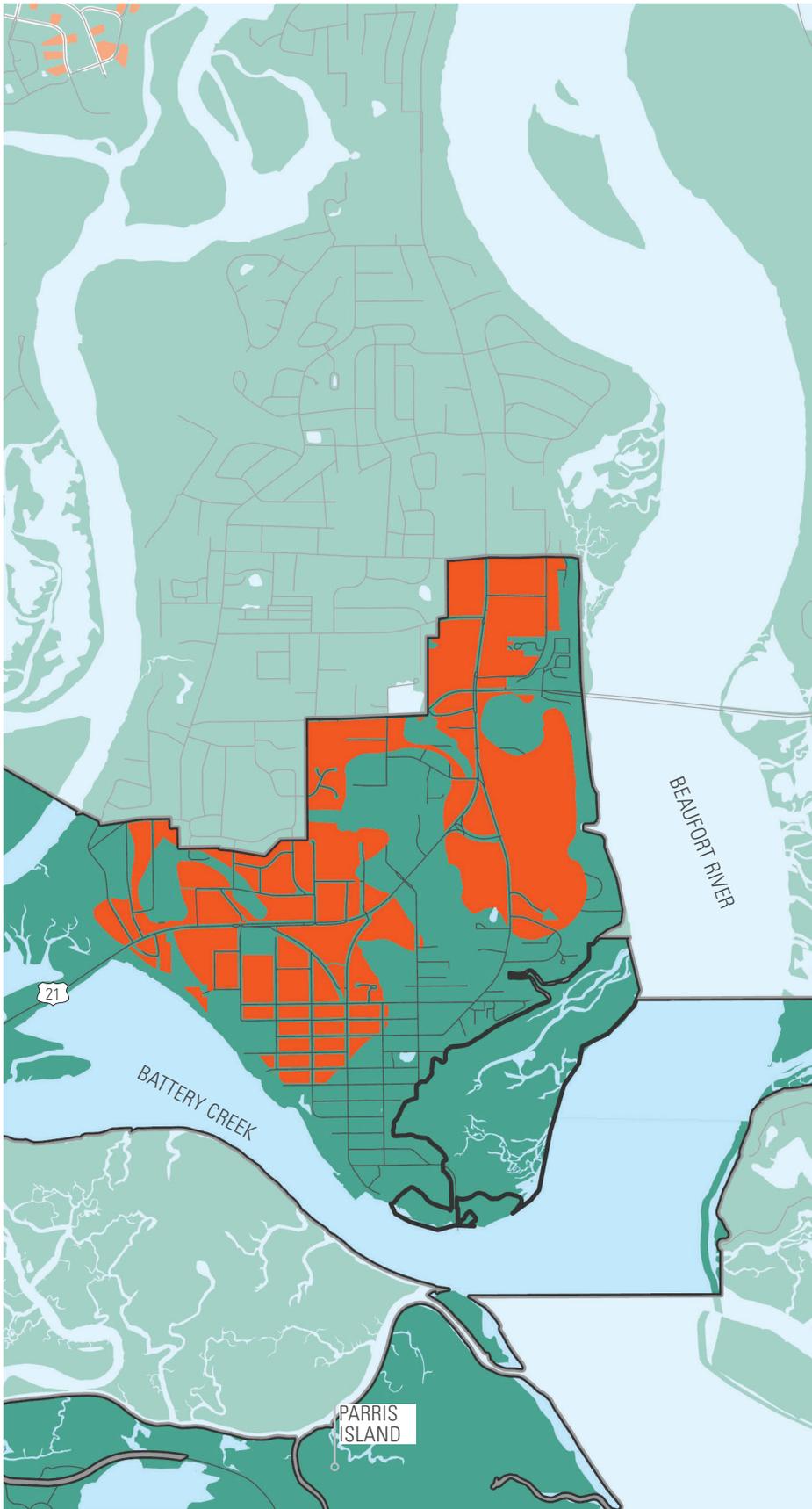
REMAINING WHITE AREAS = LAND OPTIMAL FOR DEVELOPMENT



COMPOSITE LAND SUITABILITY MAP / PORT ROYAL

Growth Projections
SUITABLE PARCELS





~975 acres
land identified as
suitable for development /
redevelopment

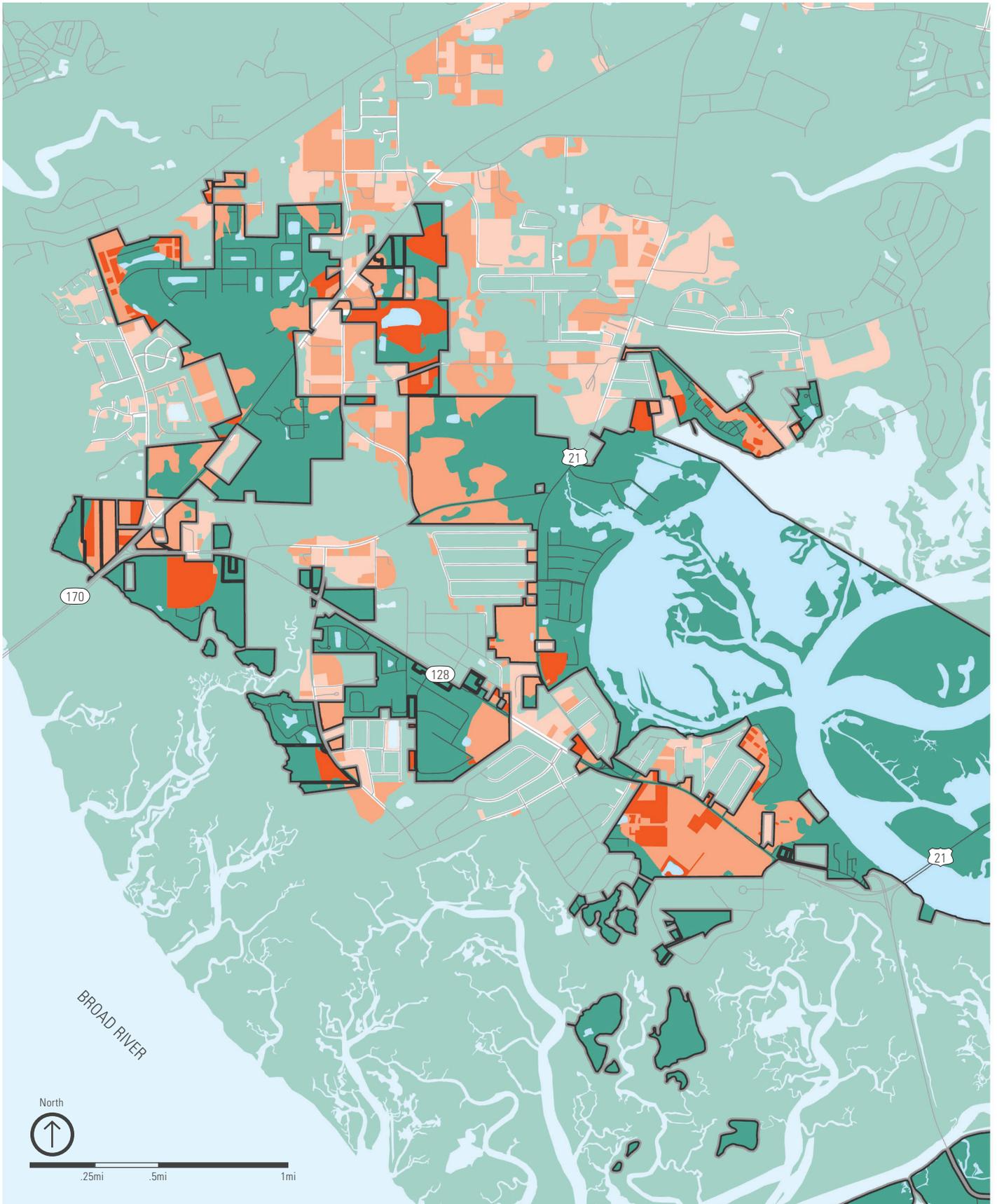
It is within these areas that new development and redevelopment should be prioritized to reduce impacts of flooding and sea level rise.

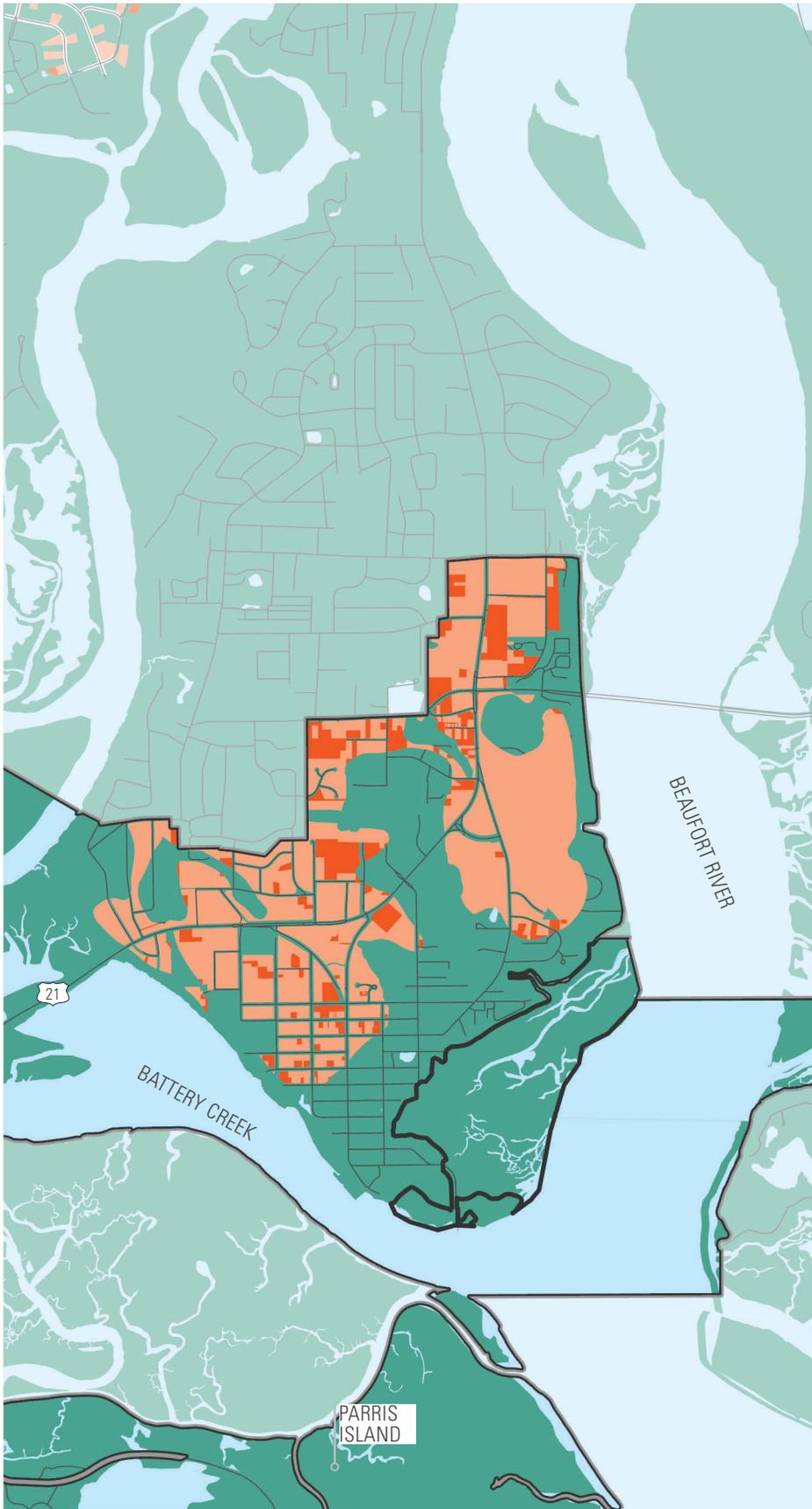
DETAILED LAND SUITABILITY

- Parcels identified in GIS suitability study
- Combined Land Suitability Parameters

Source: Design Workshop and Beaufort County GIS

Growth Projections
VACANT SUITABLE PARCELS





~225

acres of those acres identified as vacant or unplatted parcels

Once verified as being vacant, these lands should be the highest focus for new development and present the opportunity to use infill development to accomplish housing needs.

DETAILED LAND SUITABILITY

- Vacant parcels identified in study
- All Parcels identified in study
- Combined Land Suitability Parameters

Source: Design Workshop and Beaufort County GIS

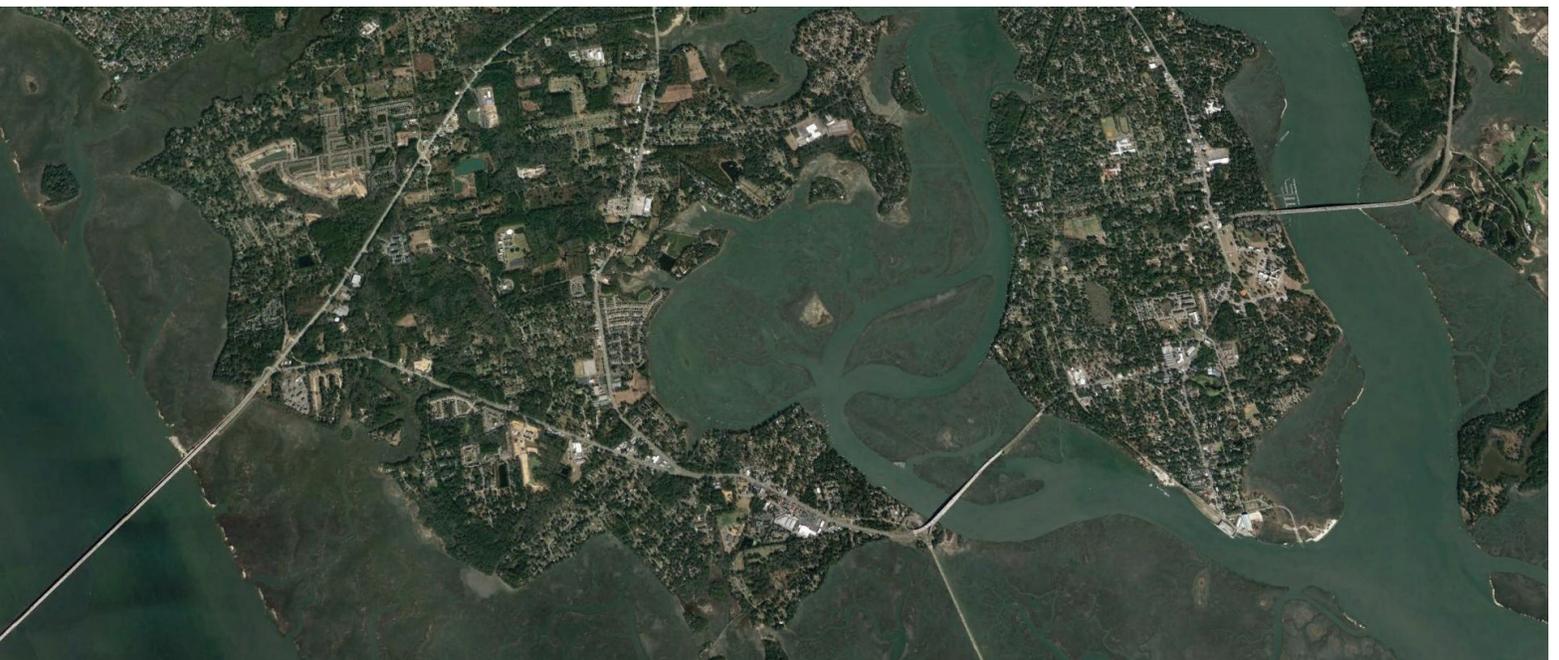
POPULATION ACCOMMODATED

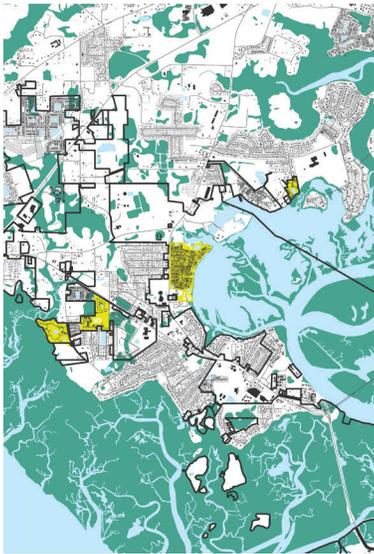
Port Royal's projected population growth can be accommodated within existing Planned Unit Developments and land identified as suitable for development or redevelopment.

FROM THE COMMUNITY:

When asked **where growth should be focused**, the community's top 3 responses were:

- 1** On land that does not harm critical natural environment
- 2** Redevelopment of low performing properties
- 3** Near commercial centers

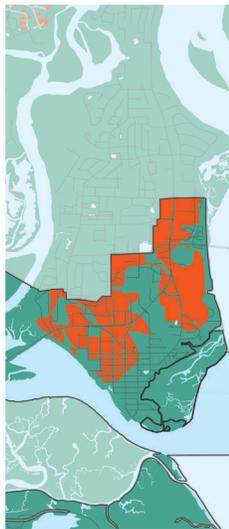
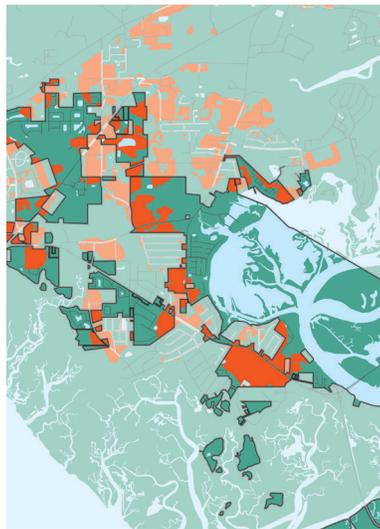




1.5k



EXISTING PUDS
CAPACITY (PLANNED
UNIT DEVELOPMENTS)



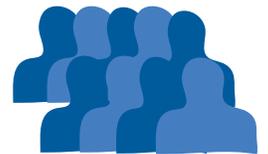
2.4k



CAPACITY OF MOST
SUITABLE LAND FROM
SUITABILITY STUDY



3.9K



TOTAL POPULATION
POTENTIALLY
ACCOMMODATED

(DOES NOT INCLUDE INFILL
DEVELOPMENT)

BUILT ENVIRONMENT AND FUTURE LAND USE

Port Royal is planned and developed according to traditional neighborhood planning principles.

Our streets, public spaces, neighborhoods, buildings and landscape express the Lowcountry climate and way of life.

PRINCIPLES:

- We have high quality neighborhood developments.
- Our urban form is important to our sense of place and quality of life.
- Our built environment is in harmony with the natural environment.
- Our buildings respond to our low country climate and way of life.
- We value reuse and infill development.

FROM THE COMMUNITY:

When asked the ideal program/vision for the Naval Hospital, the community's top 3 responses were:

- 1 A park
- 2 A complete neighborhood with range of housing
- 3 Arts and cultural center



STRATEGIC ACTION ITEMS:

- Work with the landowners and developers of the Port of Port Royal property on ways to accelerate the development of this key property.
- Integrate environmental protection and preservation measures, such as restrictions on development, building, grading, use of septic, land uses, buffers, and setbacks, into existing zoning codes and onto the zoning map in order to guide development away from environmentally sensitive or harmful areas.
- Create a Sea Level Rise Overlay to describe areas vulnerable to sea level rise and match development and building restrictions to the overlay.
- Identify and assess risks to neighborhoods and populations that are vulnerable to future flood impacts.
- Identify and assess risks to critical infrastructure, public buildings, and other city assets that are vulnerable to future flood impacts.
- Ground truth the GIS based inventory and analysis of vacant lots and derelict properties to support new development that advances the town's vision, goals, principles and priorities.
- Create an area plan overlay, based on diagrammatic planning consistent with Port Royal Principles, to support the zoning code for the western portion of town to include provisions for street and trail connectivity, housing diversity, parks, open space, urban form, and other best practices.
- Create design standards, design guidelines and/or pre-approved house plans for infill lot development that supports the low country climate.
- Conduct a community-based process to create a preferred program and plan for the Naval Hospital site and share with appropriate governmental officials.
- Create a prioritized annexation strategy and priority map to guide future annexations that consider areas closest to town, transportation, shopping, and service infrastructure as higher priorities.



Port Royal is perhaps most wellknown for the Old Village, but the actual jurisdictional boundaries and planning area of Port Royal extend well beyond, from the Beaufort River to the Broad River due to town growth through annexations.

As a way of characterizing the geography of Port Royal, nine areas are highlighted that together make up the tapestry of communities and neighborhoods within the town's boundaries. These nine areas are organized between "East of the Battery Creek and West of the Battery Creek."

EAST OF THE BATTERY CREEK

This sub area of Port Royal is what most people who don't live here think of when they hear Port Royal. It includes the Old Village, the Naval Hospital, the Port of Port Royal and the North End. It was created when town planning principles included a gridded network of humane streets organized into walkable blocks, a commercial core that has buildings oriented to the street and pedestrian environment, and neighborhoods that connect directly into "town".

The Old Village

The Old Village is the historic core of the community and creates its primary identity. It has a walkable town pattern that supports a diversity of residential uses and neighborhood scale commercial. Most of the historic structures remaining in Port Royal are located within the village. The Old Village provides a great example of urban form. It is laid out with an interconnected network of streets designed at a scale that is walkable.

Port of Port Royal

The Port of Port Royal is located at the southern tip of the Old Village and adjacent to Sands Beach. It is a significant redevelopment opportunity which can serve to greatly reconnect this area with the surrounding waterfront. Plans for the project include a 255-slip deep-water marina 125 home-sites and condos, townhomes, cottages, and apartments. A retail and entertainment district referred to as the Port Village will have restaurant/bar sites as well as retail, hotel and limited office and creative space.

North End

The northern end of the Port Royal peninsula is comprised of strip commercial development along Ribaut Road and a mix of residential development. The Casablanca neighborhood consists largely of singlefamily homes, but this area also includes a mix of housing types, ranging from condominiums to mobile homes.

The Naval Hospital

The 127-acre Naval Hospital site has an important presence in the Town and represents a key part of Port Royals future – assuming an influence over its future use, management and character. Although the hospital is still in operation, there is a potential that it could potentially be relocated and the site could be redeveloped into community supportive uses.

WEST OF BATTERY CREEK

Shell Point

The Shell Point planning area extends from Grober Hill Road southward to Battery Creek. The residential areas of Shell Point to the south of Savannah Highway consist primarily of medium to large lot single family development, with curvilinear streets and mature tree canopy coverage. Riverview School is also located in this area. On the north side of Savannah Highway, there is a mix of singlefamily development ranging from small to large lots, as well as mobile home parks.

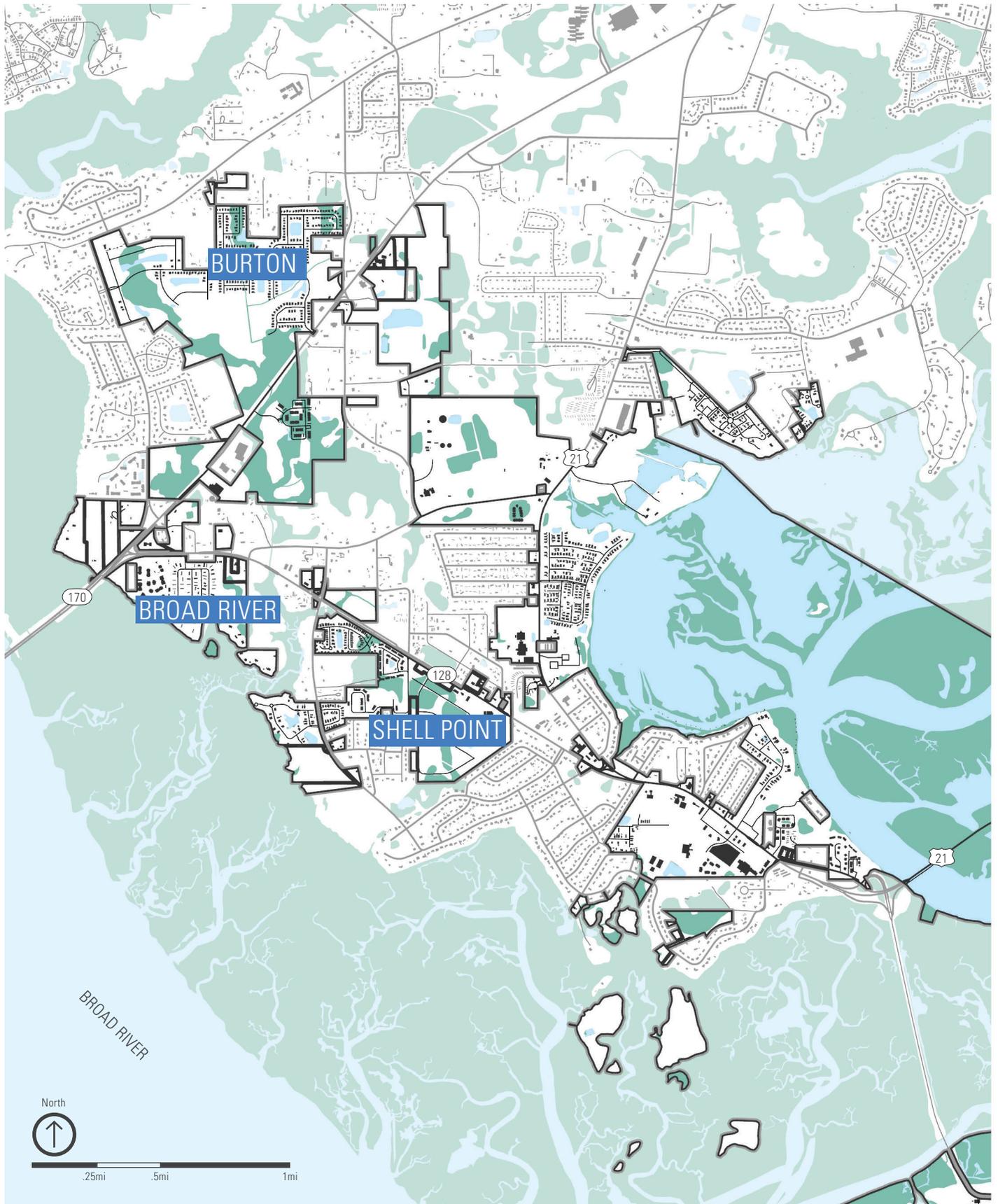
Burton

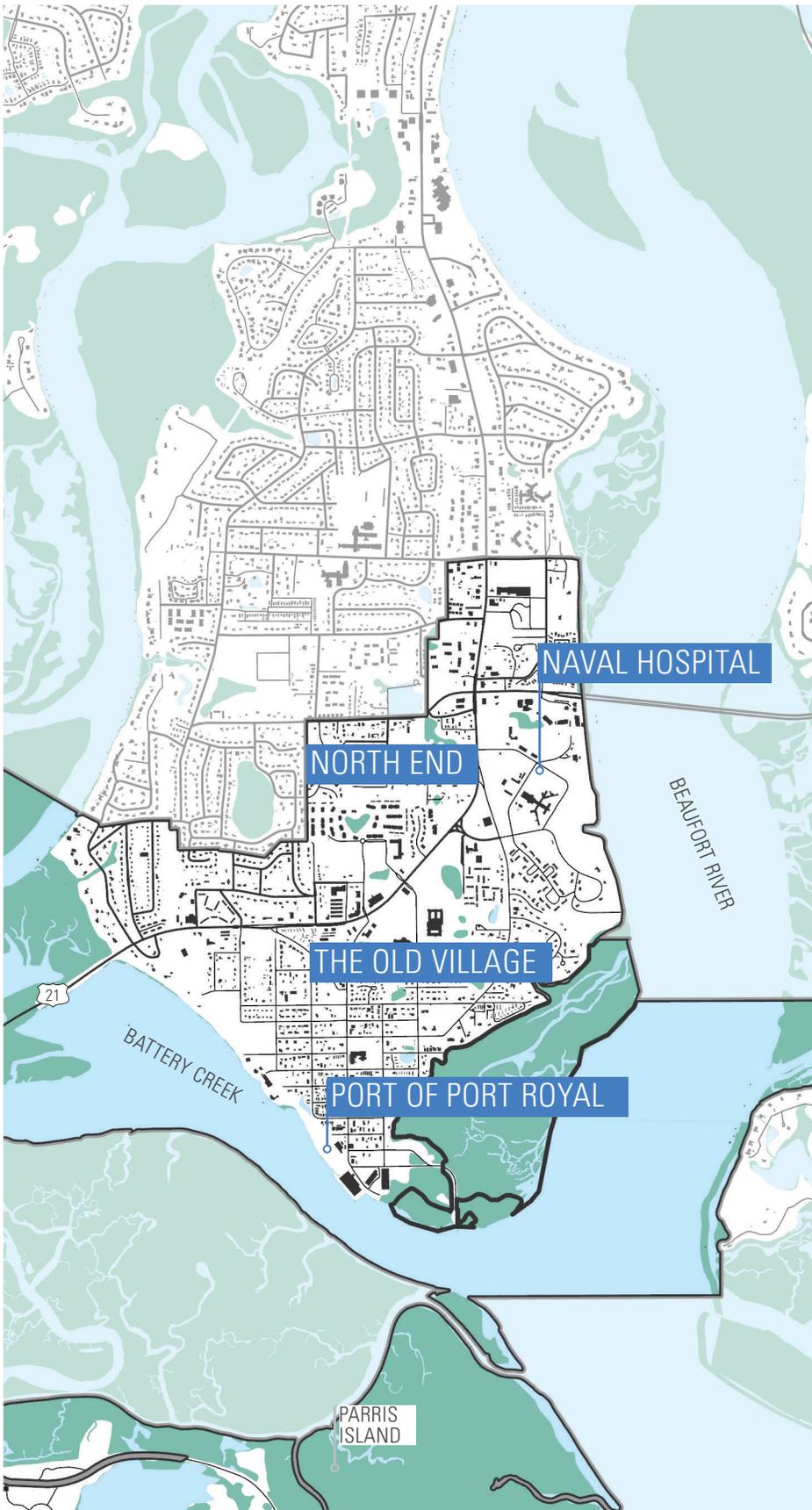
Located between Grober Hill Road and Robert Smalls Parkway, Burton has developed in a somewhat haphazard growth pattern and includes a mix of light industrial, commercial, and residential development, ranging from older neighborhoods with large lots and mobile homes. This area maintains rural characteristics, including areas of family compounds. Connectivity is limited, with most developments channeling traffic through one or two local roads back to a connector or arterial road.

Broad River

The predominant use in this area is lower density single family residential, with very limited commercial development. The development pattern is suburban, with large lots, curvilinear roads, and the frequent use of cul-de-sacs. This area is served well by good roads, but public sewer availability is limited.

Built Environment and Future Land Use
PORT ROYAL PLACES





Port Royal has existing 'places' that residents identify with. These places should be nurtured toward unique identities and include elements that serve the residents such as parks that can be walked to, connectivity, access to the natural environment, and compatible urban design, neighborhood form, architecture and landscape architecture.

Built Environment and Future Land Use
PORT ROYAL PLACES

Lemon Island

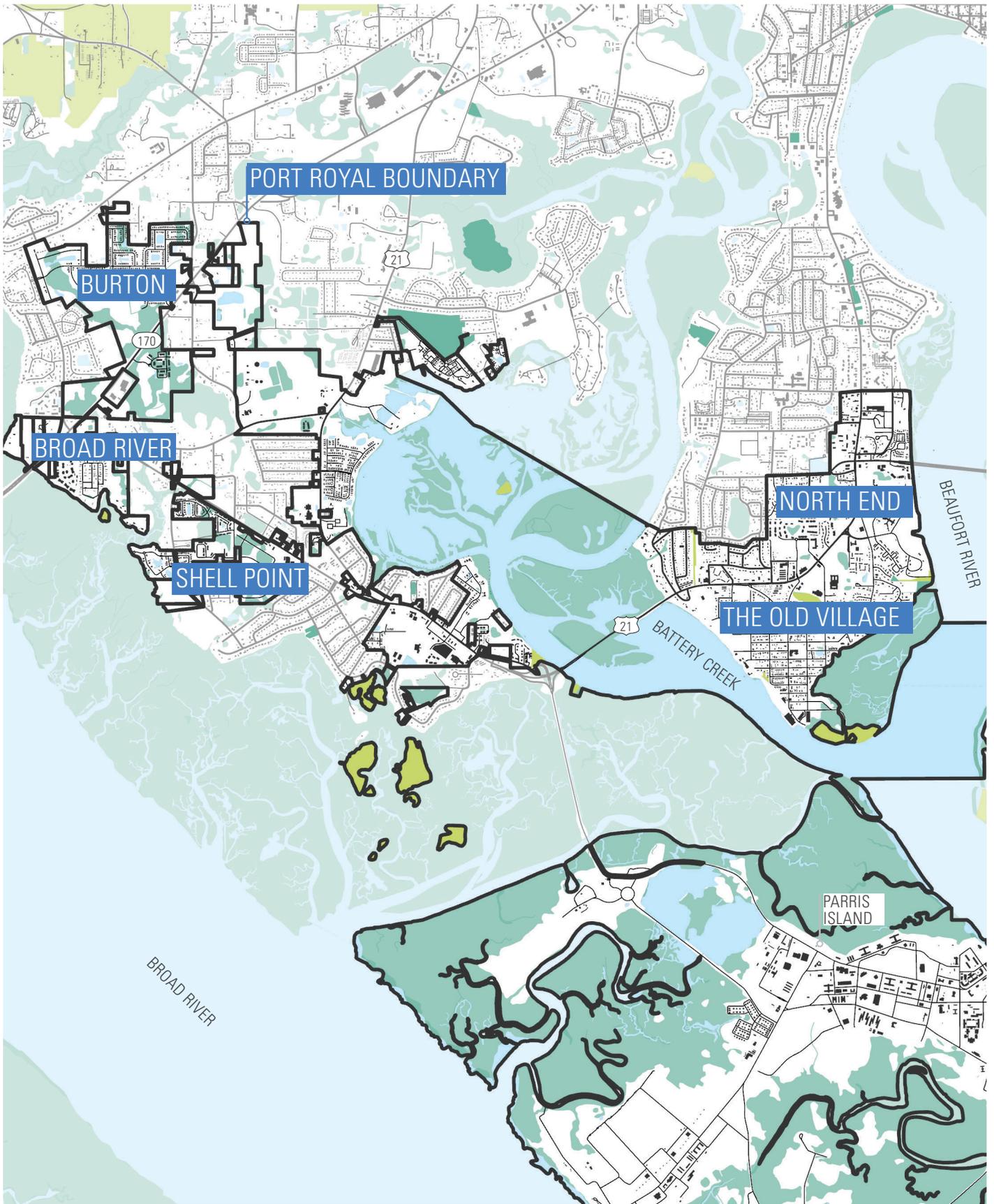
Located to the west of the Broad River, Lemon Island is a sparsely developed island which is largely protected from development. The Beaufort County Land Trust, in a partnership with Beaufort County, has protected 160 acres known as Widgeon Point on Lemon Island.



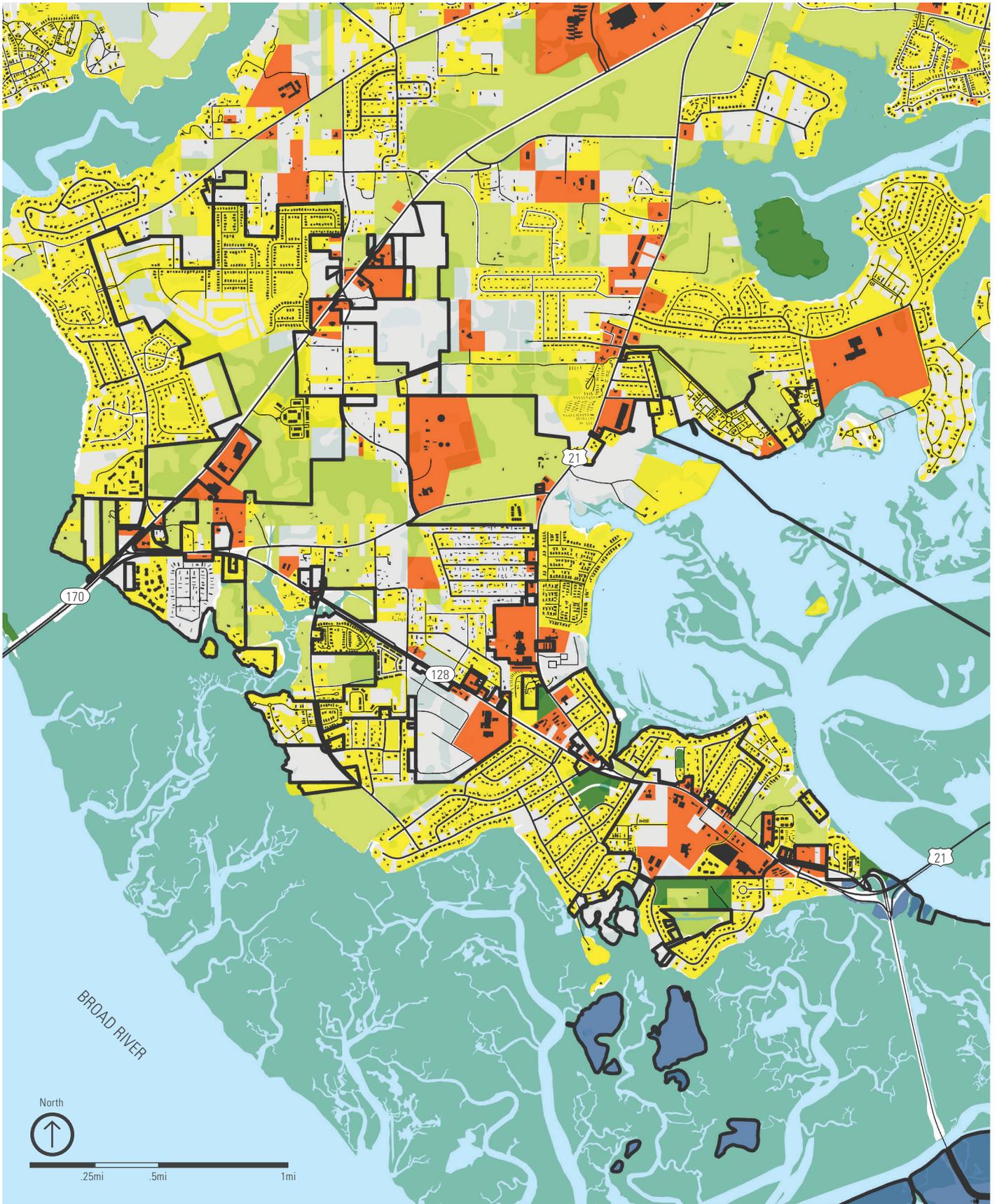
LEGEND

- Marsh, Wetlands & Protected Lands
- Nature Preserve Zoning
- Water Bodies
- Port Royal Municipal Boundary

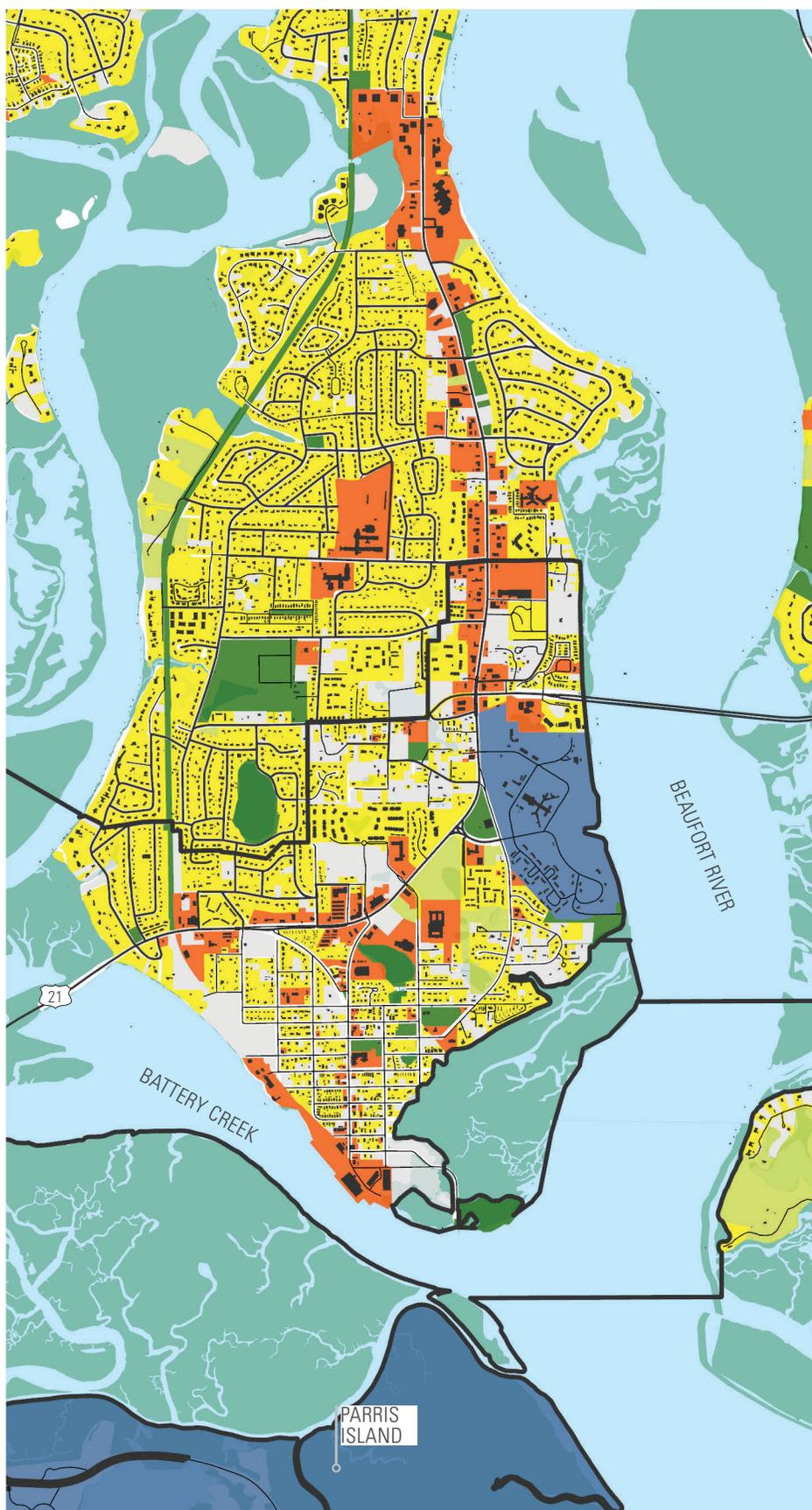
Source: Beaufort County and The Nature Conservancy



Built Environment and Future Land Use
EXISTING PORT ROYAL LAND USE



Existing land use is primarily residential, with pockets of commercial uses along major roadways. The military occupies the Naval Hospital and Parris Island.

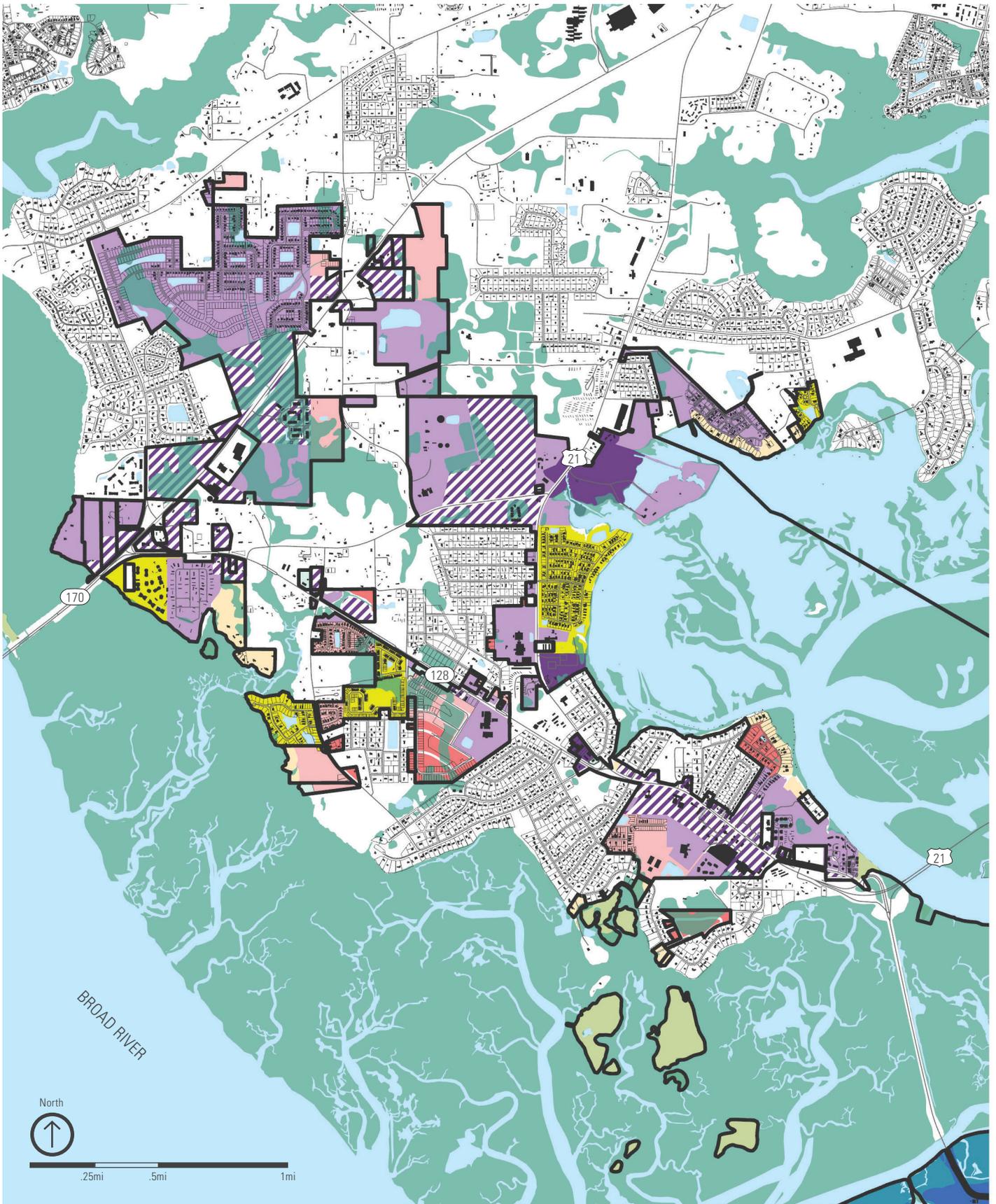


EXISTING LAND USE

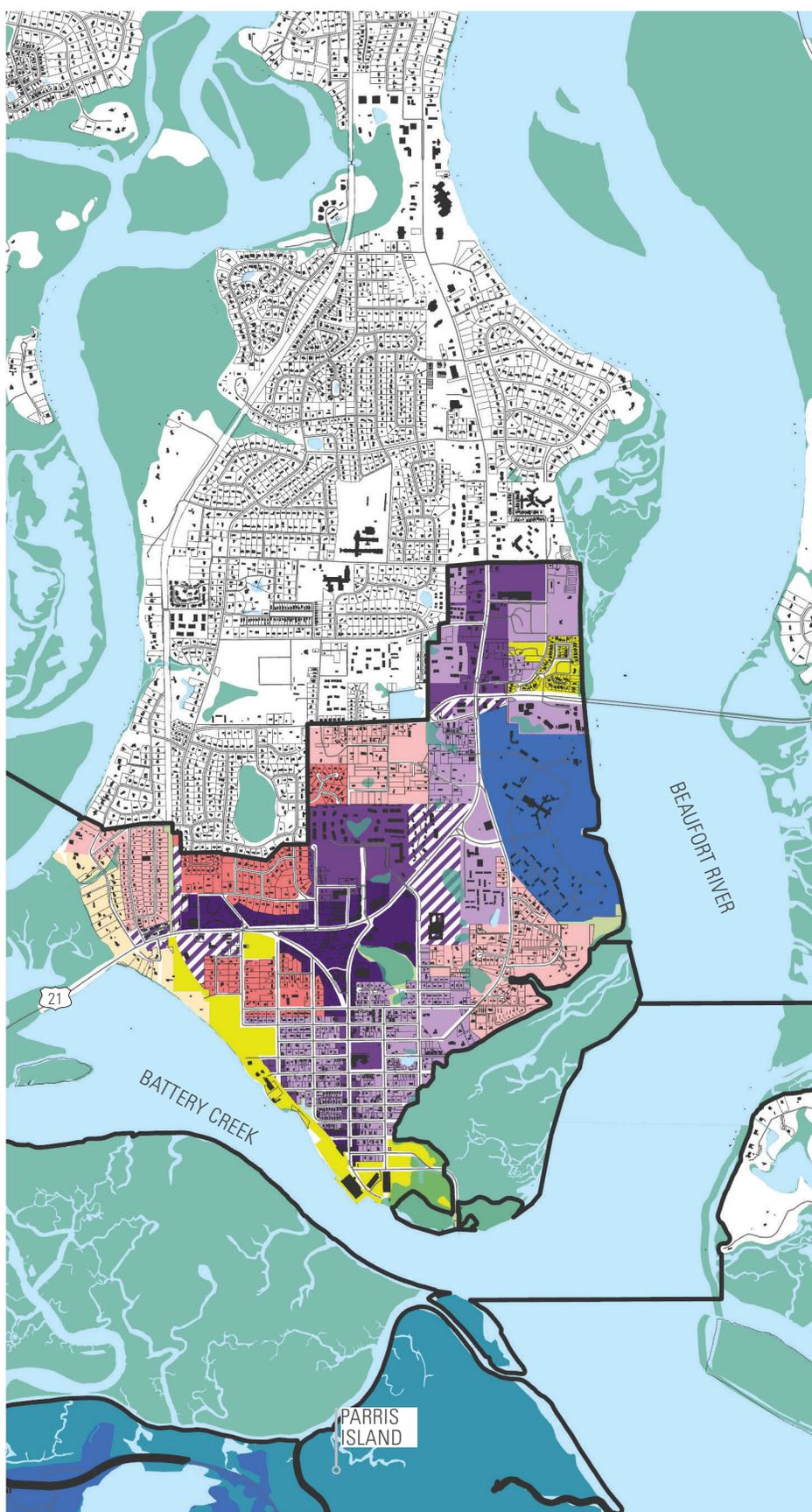
- Agricultural
- Residential
- Commercial/Institutional/Governmental
- Parks, Open Space, Preserved
- Military
- Vacant Property
- Marsh / Wetlands
- Water Bodies

Source: Beaufort County

Built Environment and Future Land Use
EXISTING PORT ROYAL ZONING MAP



Port Royal's zoning accommodates a transect based approach, consistent with County Zoning. The transects define land use and development character in traditional town and neighborhood patterns and cover rural to urban land uses.



PORT ROYAL ZONING

- Military Overlay [M0]
- PUD
- Nature Preserve [T1]
- T3 EDGE
- T3 Neighborhood Center
- T3 Suburban Neighborhood
- T4 Neighborhood Center
- T4 Neighborhood Center Open
- T4 Urban Center
- T5 Main Street

Source: Beaufort County



T1 NATURE PRESERVE

T3 Suburban Neighborhood



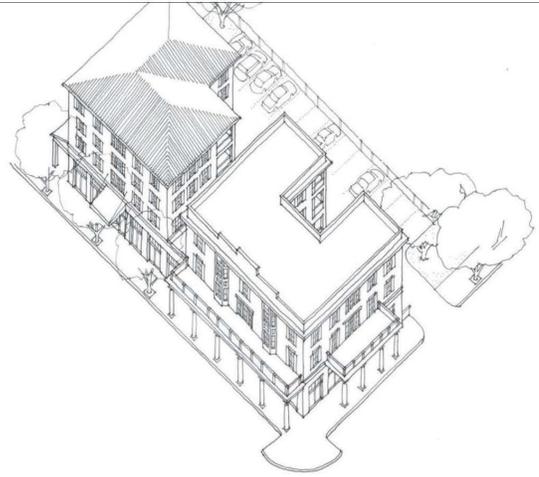
T3 Edge

T3 Neighborhood

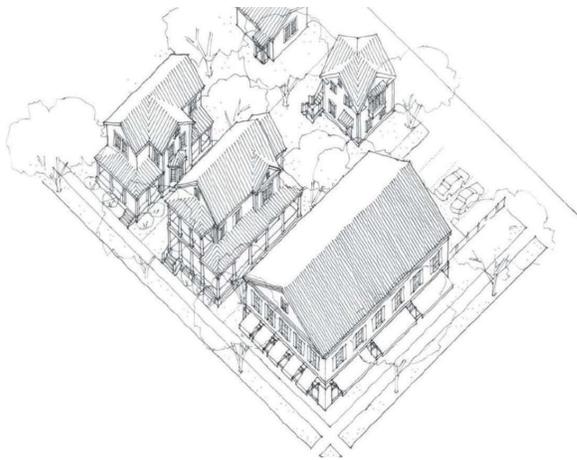
RURAL



T4 Neighborhood Center



T5 Main Street

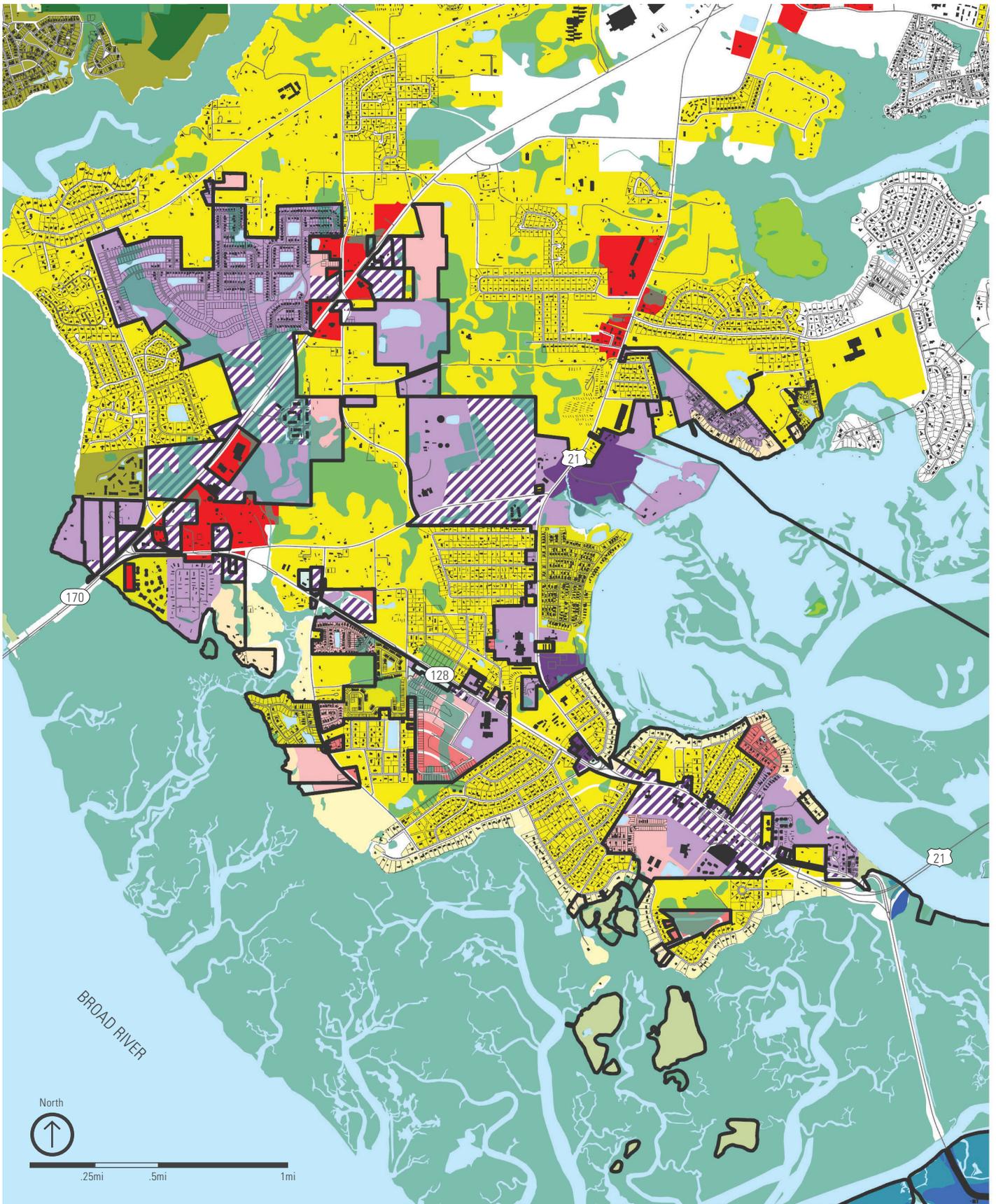


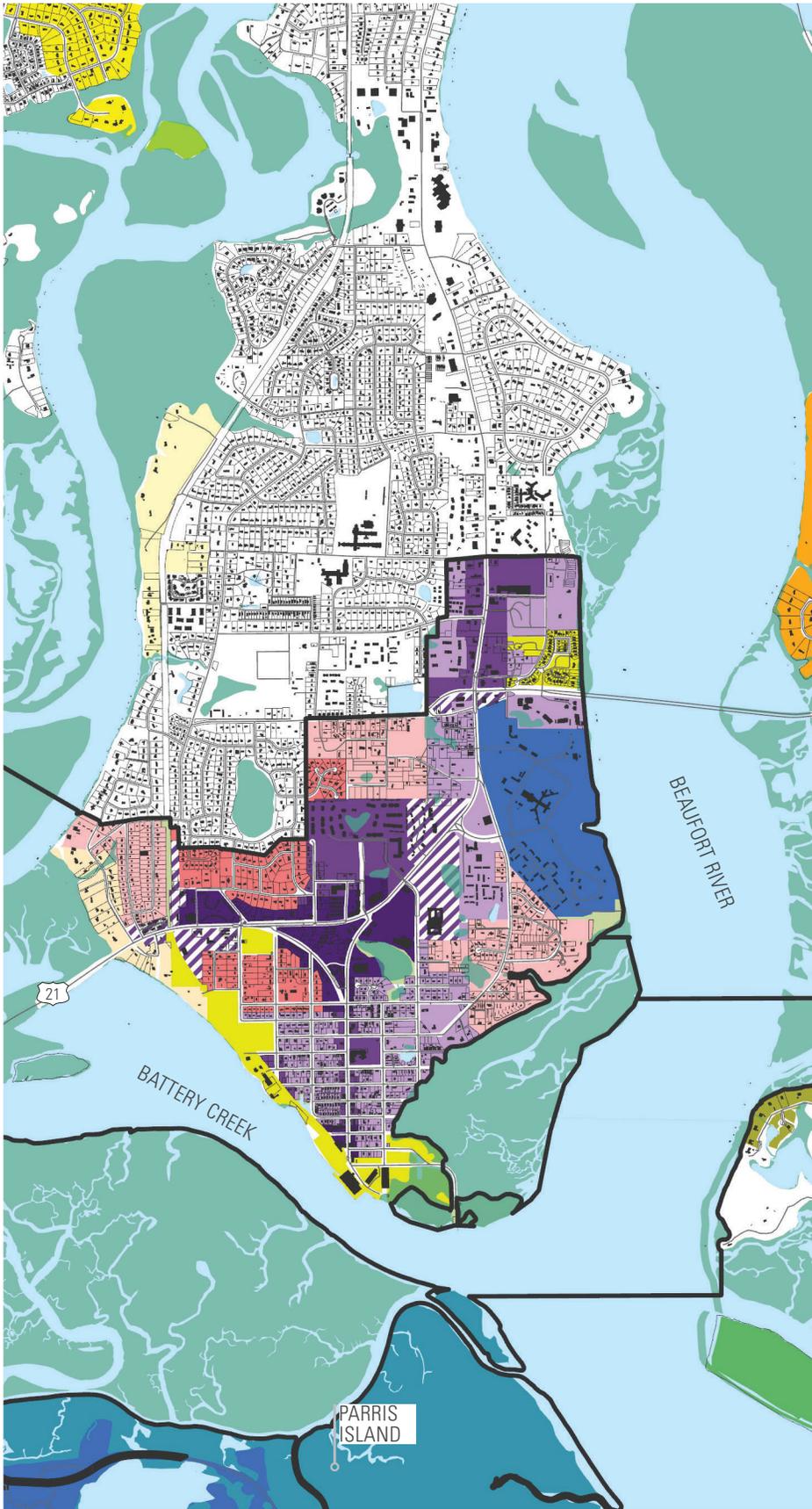
T4 Urban Center

Consistent with Beaufort County, Port Royal's current zoning is based off of the idea of a rural-to-urban transect.

URBAN

EXISTING ZONING MAP WITH ADJACENT COUNTY ZONING





As Port Royal’s boundaries are intertwined with unincorporated areas of the County, it is critical that planning efforts are made with adjacent County zoning in mind. Ideally, over time, the County lands that are surrounded by Port Royal should be made part of Port Royal.

PORT ROYAL ZONING

- Military Overlay [M0]
- PUD
- Nature Preserve [T1]
- T3 EDGE
- T3 Neighborhood Center
- T3 Suburban Neighborhood
- T4 Neighborhood Center
- T4 Neighborhood Center Open
- T4 Urban Center
- T5 Main Street

BEAUFORT COUNTY ZONING

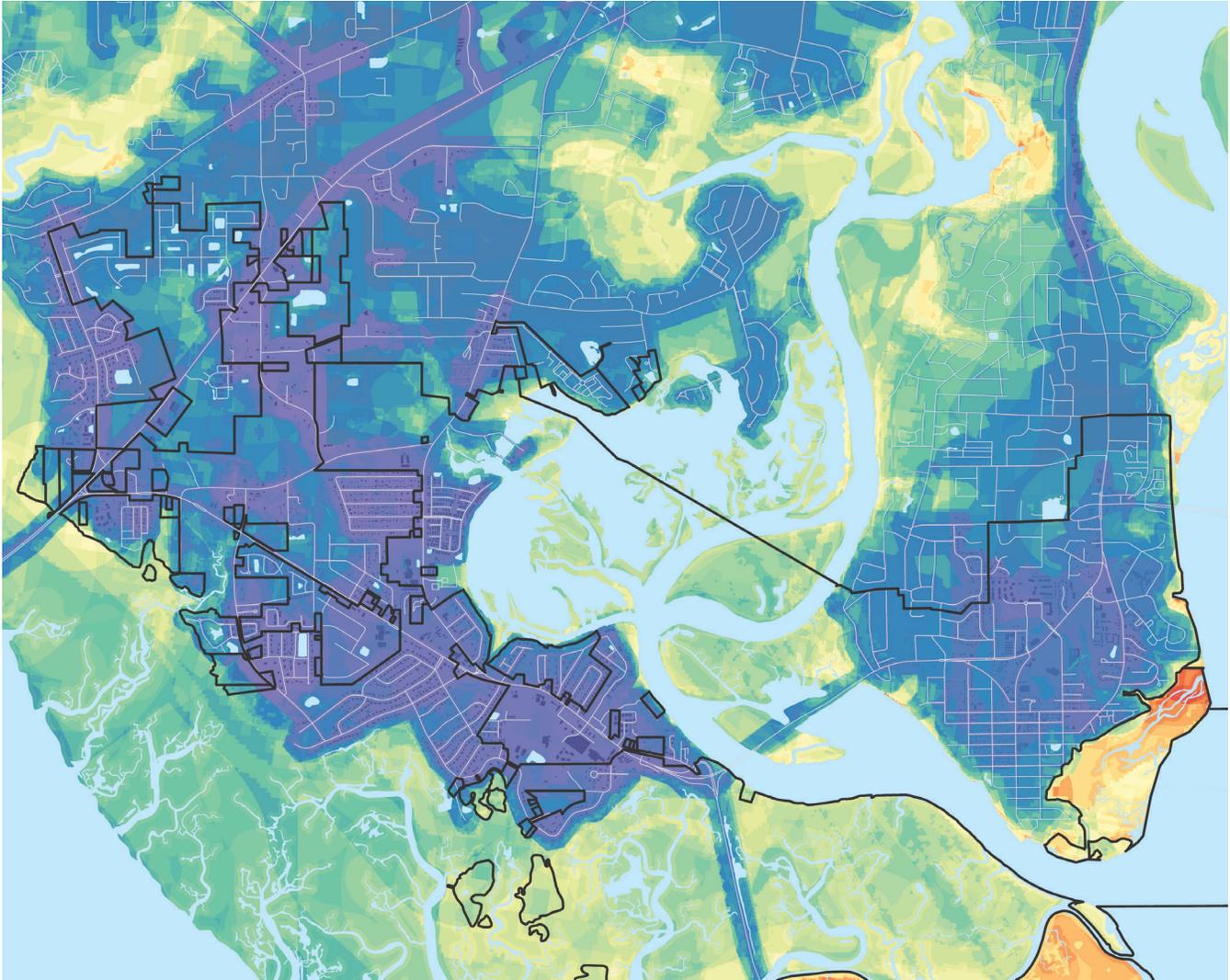
- Mixed Use
- Residential
- Rural Neighborhood
- Rural Land [historic, nature preserve]
- Existing Planned Unit Development [PUD]
- Rural
- Community Preservation

[Beaufort County Zoning layers have been simplified and condensed]

Source: Beaufort County

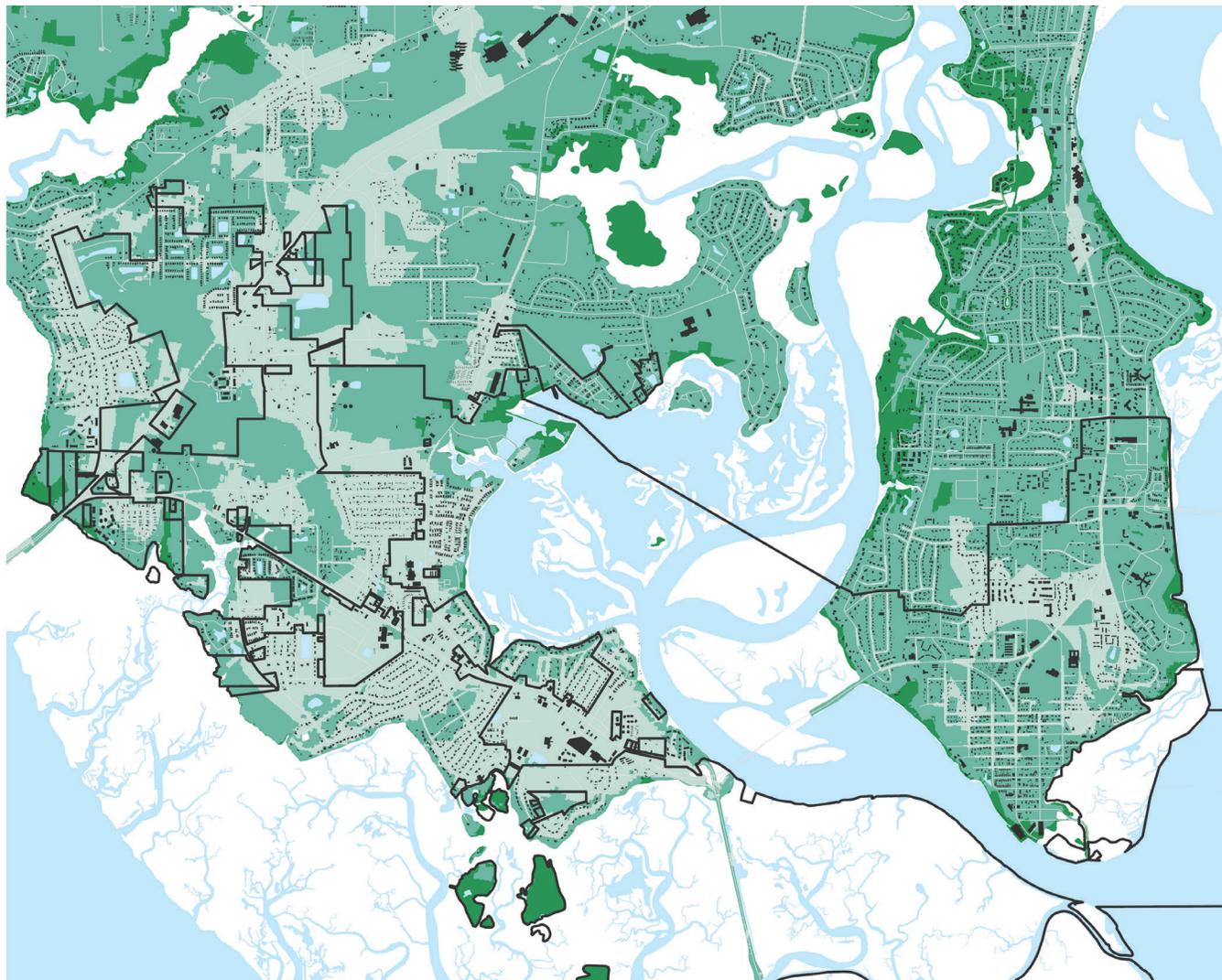
Built Environment and Future Land Use
POTENTIAL GREEN PRINT OVERLAY

GREEN PRINT PRIORITY COMPOSITE



POTENTIAL GREEN PRINT OVERLAY ZONES

Taking the prioritization model output from the Green Print Plan, Port Royal will consider “Green Print Overlay” tiers using the recommendations from the plan, and based on the zoning code.



PRIORITY MODEL - Reclassified

- Highly Developable (Lowest Priority for Conservation)
- Developable with Restrictions 1
- Developable with Restrictions 2
- Least Developable (Highest Priority for Conservation)

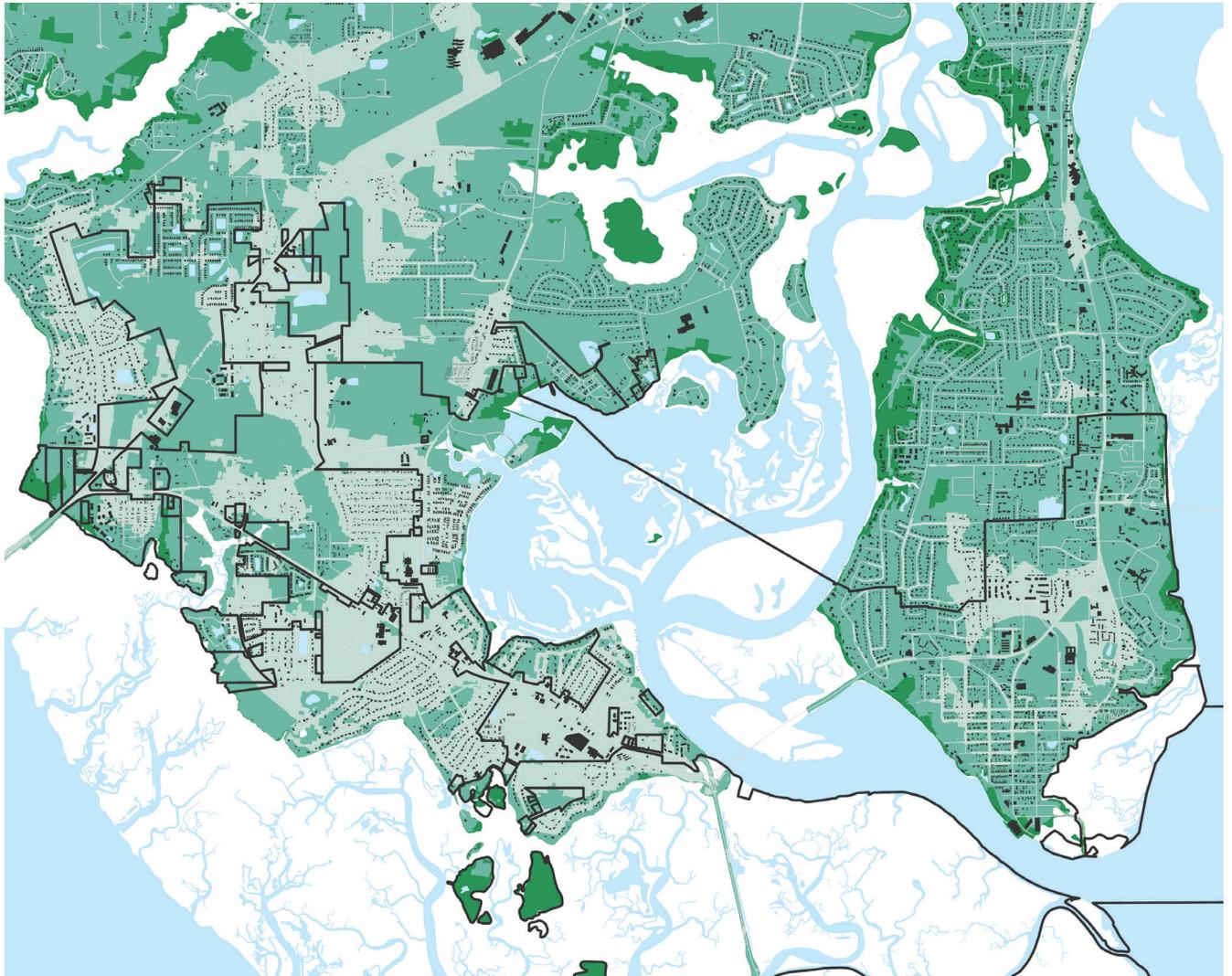
Saltwater wetlands have been removed from prioritization model and reclassified.

The 4-tiered Green Print Overlay will guide development decisions for Port Royal. Strategies within each of these zones will vary depending on the Town’s zoning code.

Highly Developable	Lands that are the lowest priority for preservation and generally upland away from flooding associated issues.	Lands within these areas can and should support high levels of development intensity to support growth, employment and affordable housing goals.
Developable with Restrictions 1	Lands located close to or within lower level priority preservation environments	Lands within these areas can and should support development to support growth, employment and affordable housing goals but with additional Low Impact Development (LID) standards and buffers that will limit impact to more critical environments they are adjacent to
Developable with Restrictions 2	Lands located close to or within higher priority preservation environments and closer to highest priority preservation environments	Lands within these areas should only support limited development at low levels of intensity, conservation based development and the highest levels of Low Impact Design (LID) and sustainable development practices
Least Developable	Lands within highest priority preservation environments	Lands within these areas should only be preserved and not be developed

POTENTIAL GREEN PRINT OVERLAY ZONES

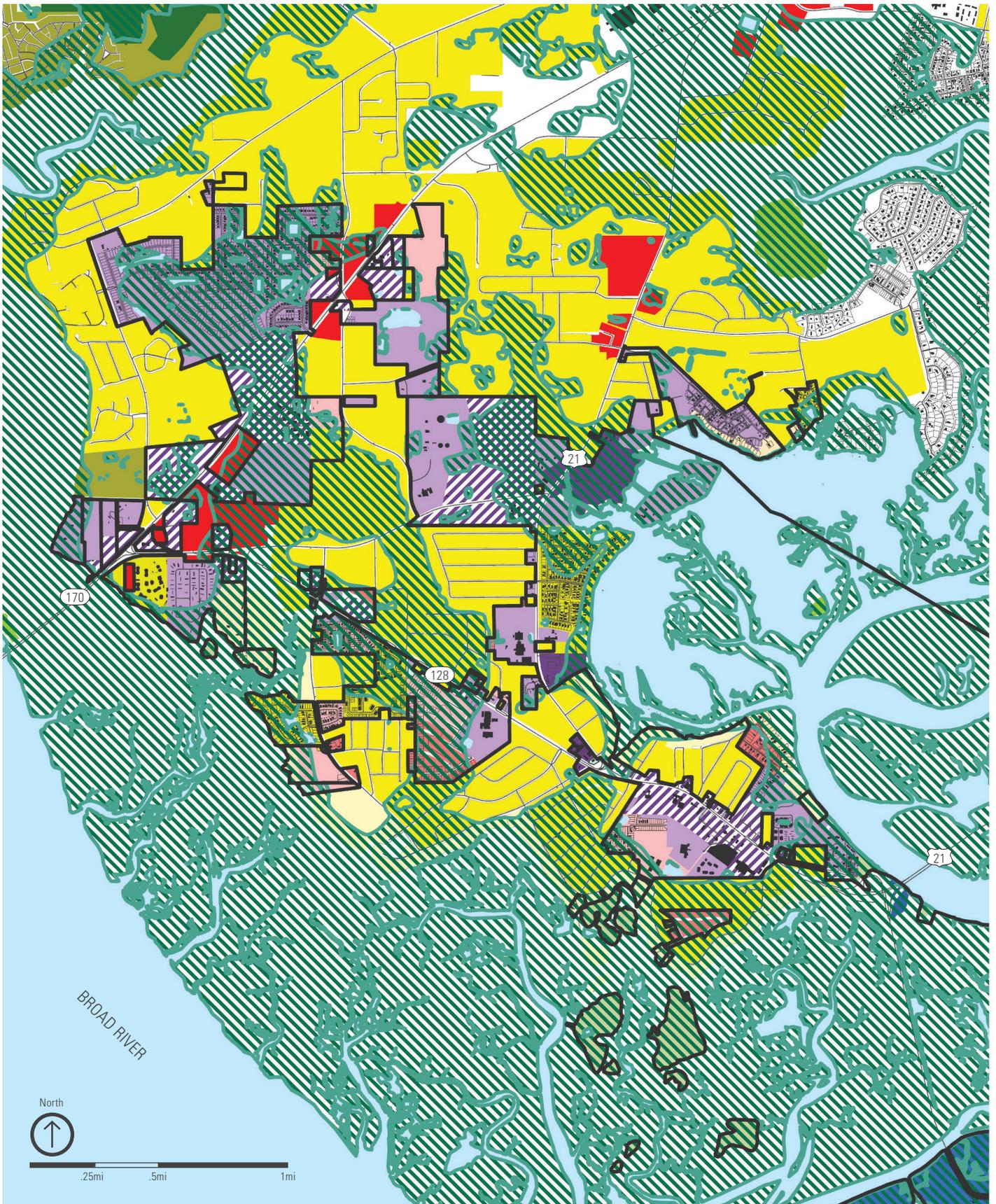
Adaptations to the zoning code, policies, overlays or special design standards should be created to ensure that development performs compatibly within its environment to achieve balance between natural resource protection and growth management.



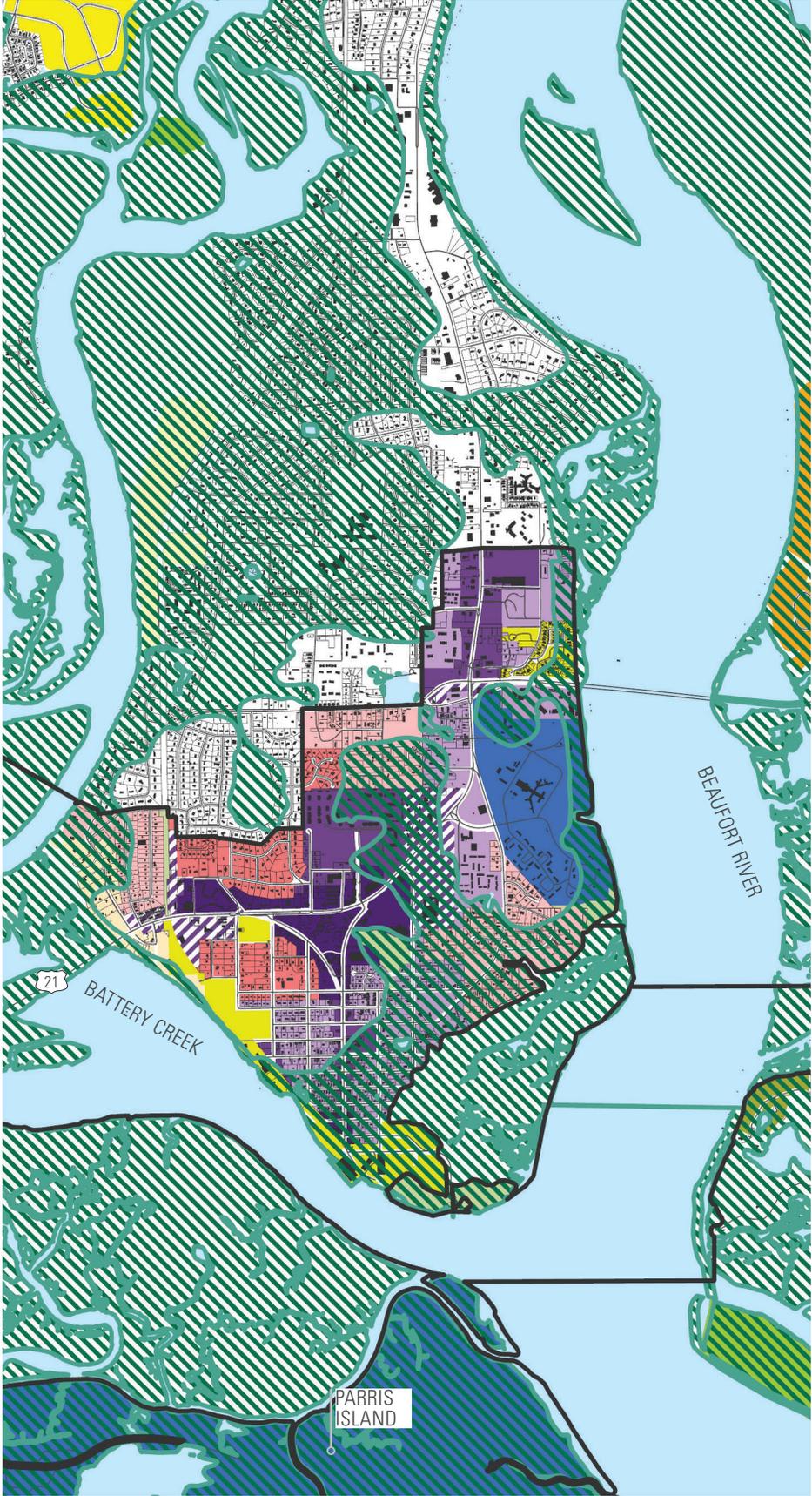
PRIORITY MODEL - Reclassified

- Highly Developable (Lowest Priority for Conservation)
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Built Environment and Future Land Use
(DRAFT) GREENPRINT OVERLAY WITH EXISTING ZONING



As shown on this map, there are conflicts between lands best considered for preservation and the existing County and Town zoning. As mentioned on the prior pages, considering in more detail the appropriate policies and development controls for these areas of conflict will help the Town achieve its vision of harmony between the built and natural environment.



PORT ROYAL ZONING

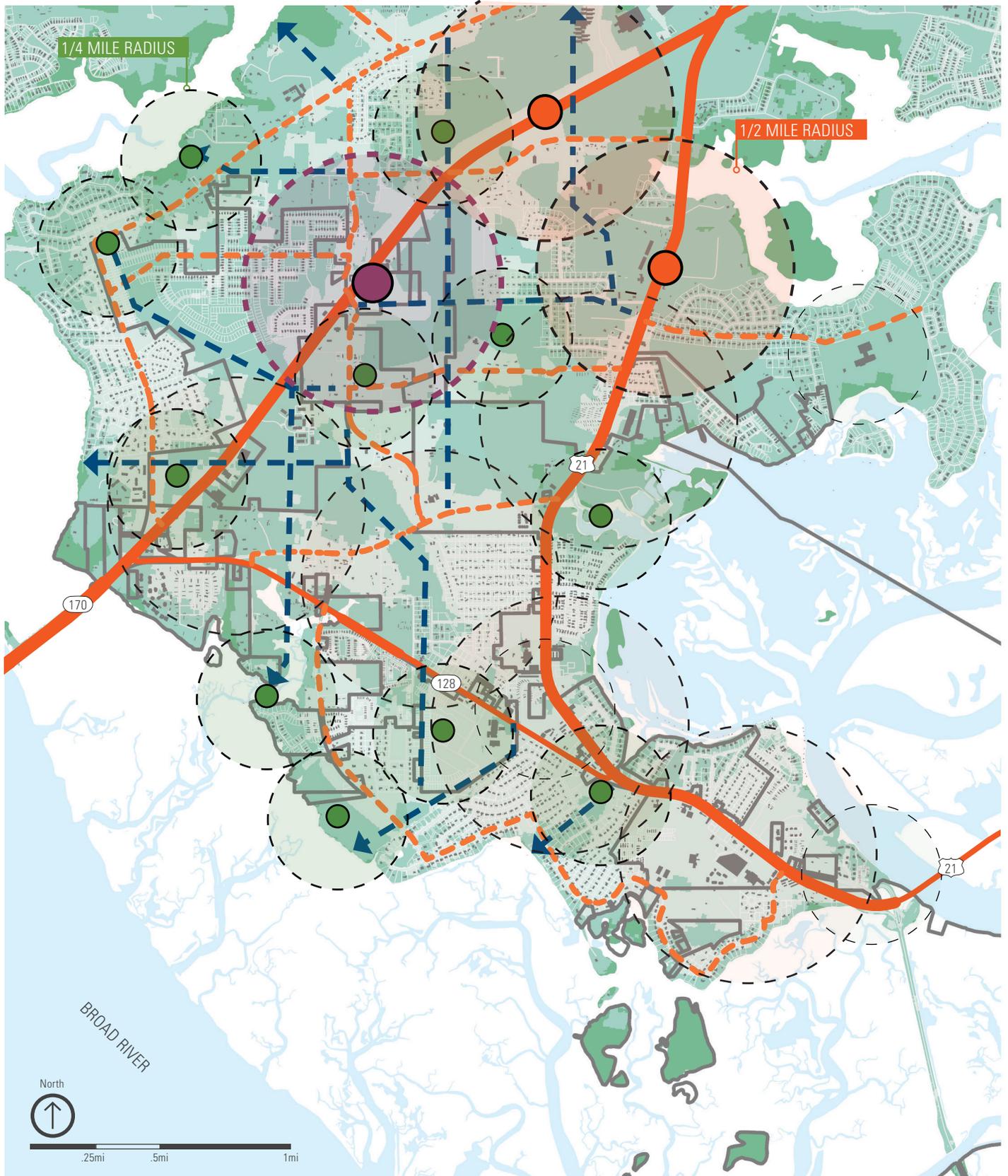
- Military Overlay [M0]
- PUD
- Nature Preserve [T1]
- T3 EDGE
- T3 Neighborhood Center
- T3 Suburban Neighborhood
- T4 Neighborhood Center
- T4 Neighborhood Center Open
- T4 Urban Center
- T5 Main Street
- Draft Green Print Overlay

BEAUFORT COUNTY ZONING

- Mixed Use
- Residential
- Rural Neighborhood
- Rural Land [historic, nature preserve]
- Existing Planned Unit Development [PUD]
- Rural

Source: Beaufort County

Built Environment and Future Land Use
FUTURE LAND USE PLANNING FOR PORT ROYAL



WEST PORT ROYAL



Using the 4-tiered Green Print Overlay as the backdrop, Future Land Use Plans, Strategies and Maps can be created to improve Port Royals livability, accommodate growth and protect the natural environment.

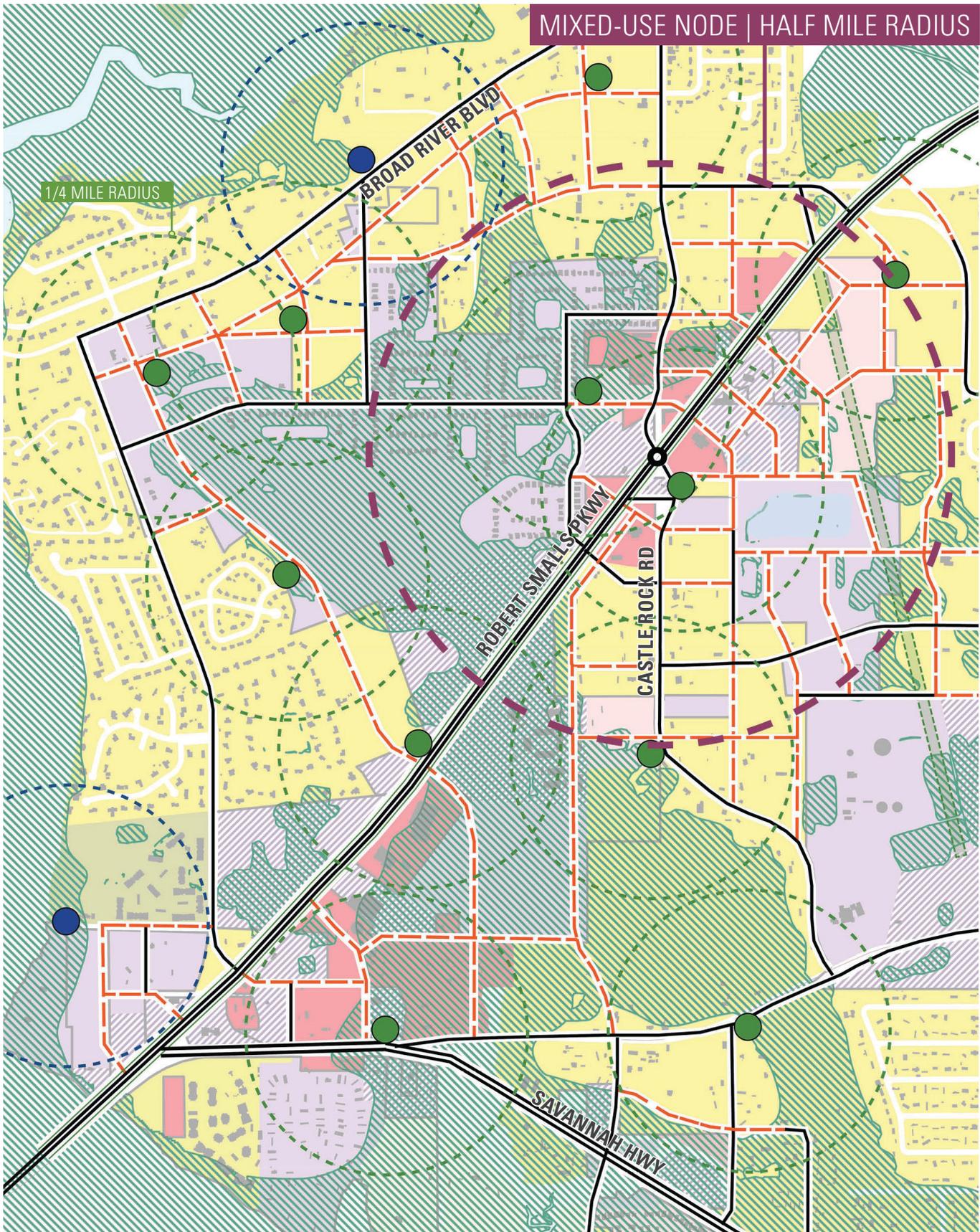
The plan envisions priority trail connections, new community and mixed-use nodes, areas of preservation, the provision of parks and complete street typologies for a more safe and walkable community.

-  Port Royal Boundary
-  Water Bodies
-  Building Footprints
-  Street Type A
-  Street Type B
-  Spanish Moss Trail
-  Possible Trails
-  Possible Community /Mixed Use Node
-  Possible Community Node
-  Possible Park/Trailhead/Water Access

EAST PORT ROYAL

Source: Beaufort County

MIXED USE NODE - POTENTIAL VISION FOR WEST PORT ROYAL



FOCUS AREA: WEST PORT ROYAL

The plan for a mixed use node shown on the previous page provides an example for how a higher levels of coordinated planning can better ensure Port Royals vision. Zoning maps on their own do not provide the nuance that ensures connectivity, the placement of parks and open spaces, walkability, and a granular mix of uses.

If planned, the western portion of Port Royal can establish a destination that improves community life, preserves important resources, and provides places for a range of housing types and affordability.

LEGEND

-  Port Royal Boundary
-  Pond/Water Bodies
-  Building Footprints
-  Existing Roads
-  New Road
-  Robert Smalls PKWY
-  Greenway/Multi-purpose path
-  Proposed Community /Mixed Use Node - 1/2 mile buffer
-  Possible Park/Trailhead
-  Possible Public Water Access Point

PORT ROYAL ZONING

-  T3 Neighborhood Center
-  T4 Neighborhood Center
-  T4 Neighborhood Center Open

BEAUFORT COUNTY ZONING

-  Community Center Mixed-Use [C4CCMU]
-  Neighborhood Mixed-Use [C3NMU]

POSSIBLE OVERLAY

-  Green Print Overlay



HOUSING DIVERSITY AND CHOICES

“Overall, there appears to be a short-term (five-year) housing gap for approximately 667 rental units and 214 for-sale housing units.

While there is a short-term housing gap among all income and affordability segments, the greatest rental gap appears to be for product priced below \$875 (serving households with incomes below \$35,000).

The greatest for sale housing gap is for product priced at or above \$300,000, though lower priced product is also needed.”

- 2018 Beaufort County Housing Needs Assessment

FROM THE COMMUNITY:

When asked about **affordable housing**, the community's top 3 responses were to:

- 1** Locate near transit lines
- 2** Mix into planned communities/neighborhoods
- 3** Create guidelines and standards



MIXED USE - RESIDENTIAL OVER RETAIL



TOWNHOUSES



CLUSTERED COTTAGES



DUPLEXES/TRIPLEXES/QUADPLEXES

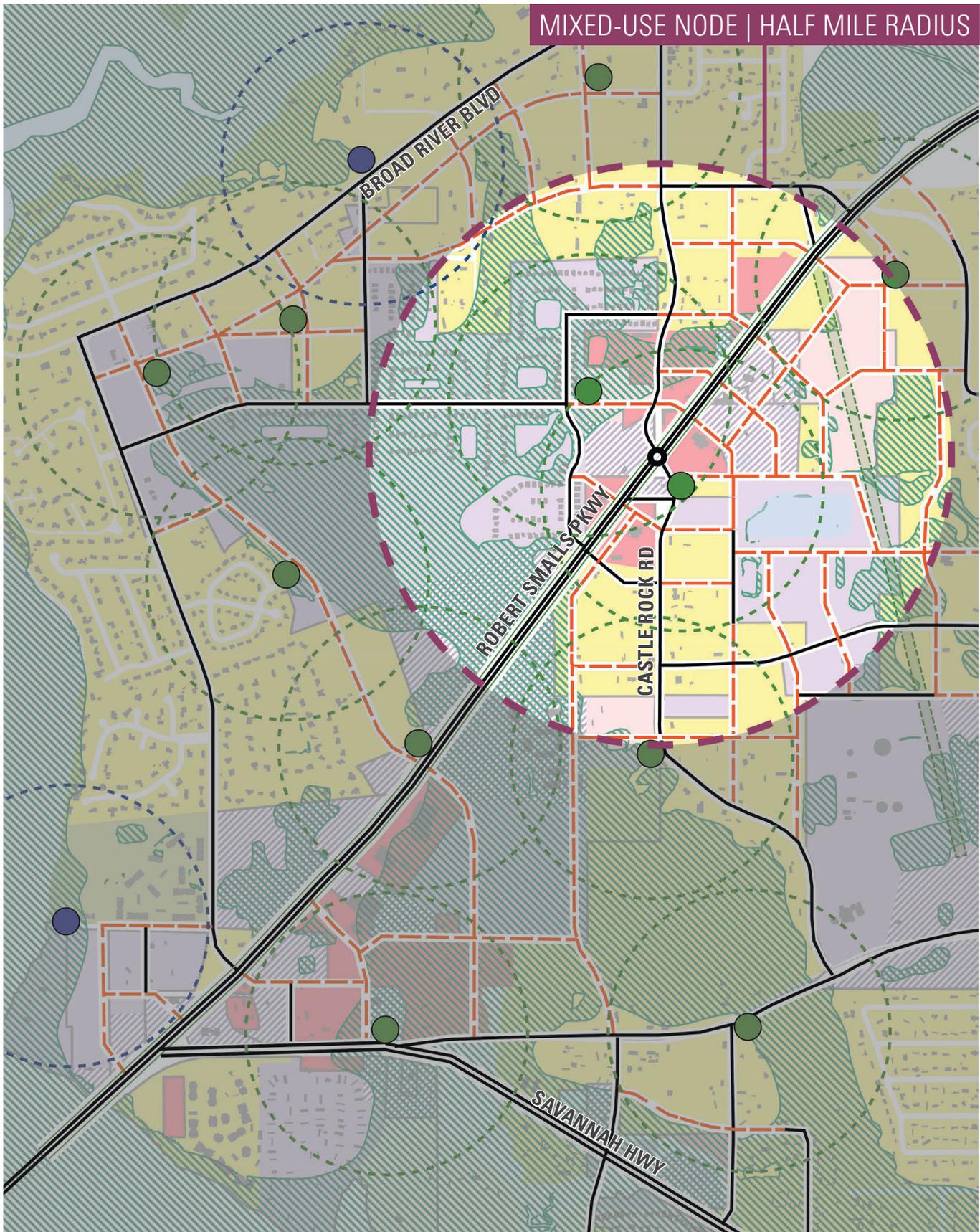


NARROW LOTS



SINGLE FAMILY HOUSING

HOW CAN AFFORDABLE HOUSING FIT INTO THE PORT ROYAL VISION?



HOUSING ACCOMMODATED IN MIXED-USE NODE

3DU/ACRE

9DU/ACRE

570
UNITS



1,710
UNITS

1,192
PEOPLE



3,575
PEOPLE

AFFORDABLE HOUSING (25%)

143
UNITS



428
UNITS

ACTIVE PARTICIPANT IN A COLLABORATIVE REGION

Our plans account for, connect with, and support the plans of adjacent jurisdictions and the region for mutual economic, societal, environmental and community benefits.

PRINCIPLES:

- We are regional partners and actively participate in the collaborative betterment of our region.
- We understand that environmental and transportation systems don't follow jurisdictional boundaries.
- Port Royal can leverage regional partnerships for its betterment.

PRIORITIES:

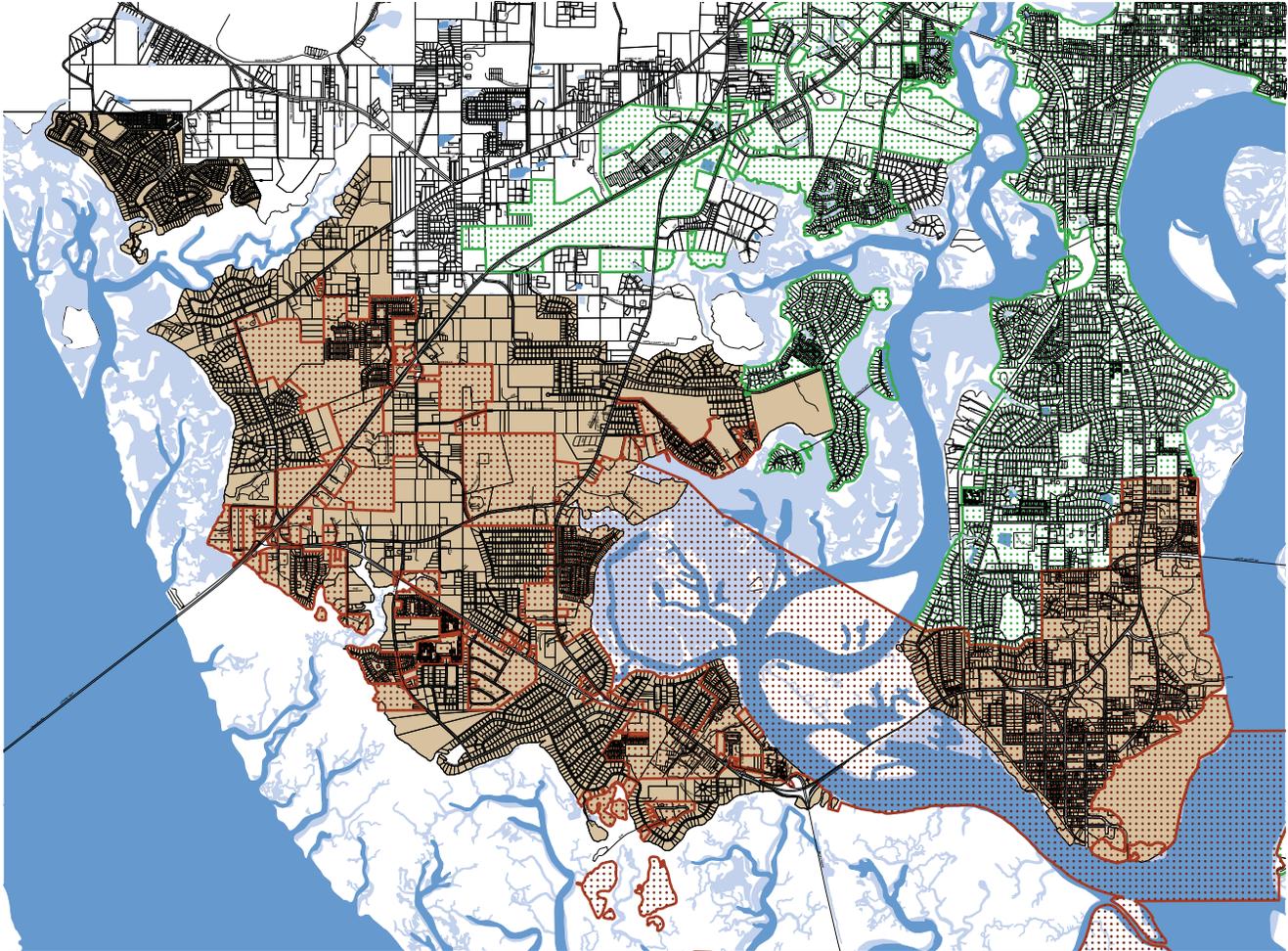
- Working with Beaufort County and neighboring jurisdictions on economic development, open space protection, affordable housing, promotion, education, infrastructure, environmental stewardship, transportation, bus transit, health, safety and connectivity.
- Ongoing participation in the Northern Beaufort County effort to implement the regional plan.
- Supporting the development vision for Northern Beaufort County to maintain a distinct regional form of compact urban and suburban development surrounded by rural development for the purpose of reinforcing the valuable sense of unique and high-quality places within the region.
- Participating with other jurisdictions in Northern Beaufort County in developing methods of creating and permanently preserving a regional open space system.
- Participating in the adequate and fiscally responsible and timely funding and delivery of regional infrastructure and public facilities with Northern Beaufort County and other units of regional government.
- Create economic development programs in coordination with the Northern Beaufort County region.
- Working with other jurisdictions on sea level rise, flooding and climate and environmental impact planning and response.

STRATEGIC ACTION ITEMS:

- Create and maintain, in collaboration with regional governments, an improved regional growth tracking system, including a land demand and land use forecasting model integrated with other regional models (such as the transportation model) that can be used by all entities for planning purposes.
- Work with other local governments in Northern Beaufort County to establish a common definition and baseline standards for open space.
- Work with other local governments to adopt a common definition, baseline standards and a unified plan to address issues associated with sea level rise, flooding, and climate and environmental impacts.
- Participate in the Beaufort County Affordable Housing Consortium and/or other partners to work collaboratively with the Beaufort Housing Authority to address affordable housing needs in the region.
- Work with neighboring jurisdictions in Beaufort County to adopt Regional Level of Service (LOS) Standards for transportation, parks, facilities, services.
- Collaboratively identify existing deficiencies and future capital improvements needs based on Level of Service (LOS).
- Consider funding tools that require changes in state legislation and conduct lobbying the state to initiate legislation that would enable new funding sources.
- Actively participate on the Beaufort County Resilience Committee.



Built Environment and Future Land Use
ANNEXATION - UTILITY SERVICE POLICY

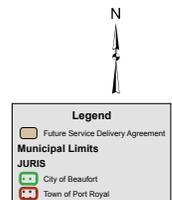


The City of Beaufort / The Town of Port Royal

Future Service Delivery Areas Agreement Map

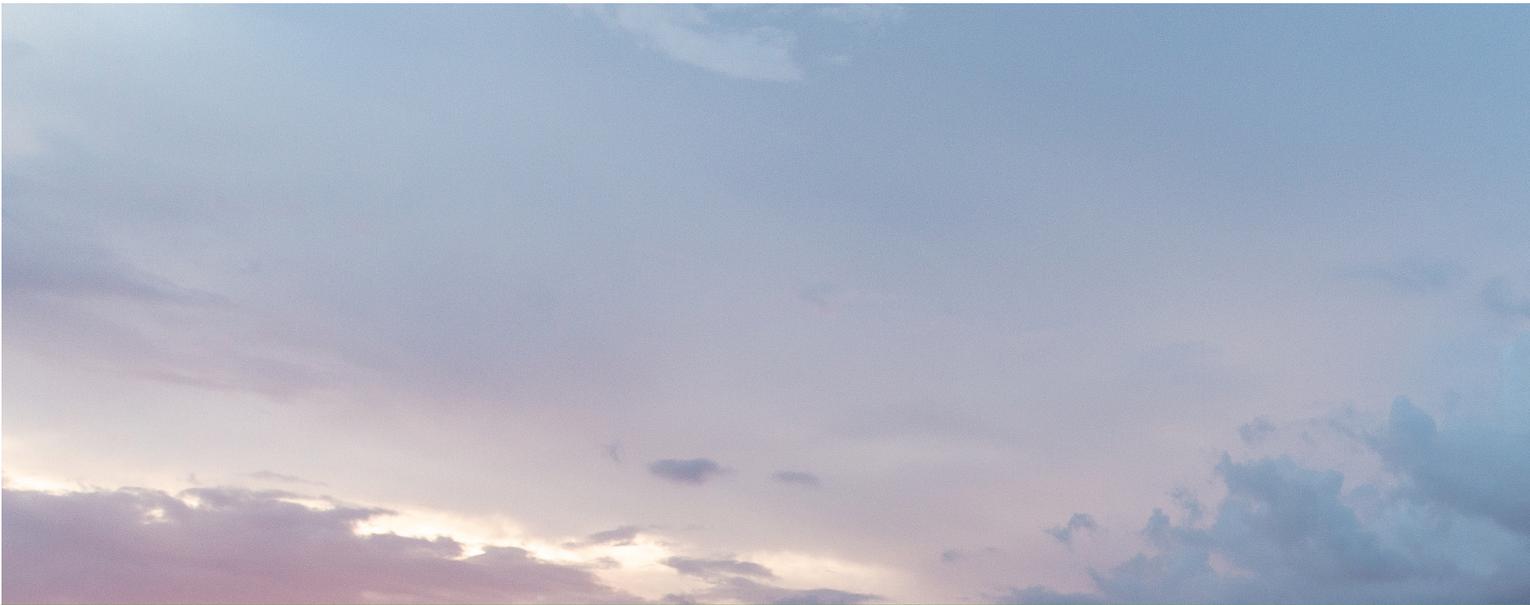
Approved by City of Beaufort
March 12, 2013

Approved by the Town of Port Royal
April 10, 2013



Continuing to work with Beaufort County and the City of Beaufort on a clear and organized annexation policy will enable Port Royal to grow more systematically, provide needed community and utility services to all residents, and enable the western portion of Port Royal to be planned according to the vision established in this Comprehensive Plan.

Conducting an organized and strategic annexation policy will help to reduce or avoid having land areas that are disconnected, not of the same character, sense of place or quality and not provided the same levels of services that are vital for protecting the natural environment, equitable access, and quality of life.





RESILIENT FUTURE

A MORE RESILIENT FUTURE

“Coastal resilience is the capacity of the socioeconomic and natural systems in the coastal environment to cope with disturbances, induced by factors such as sea level rise, extreme events, and human impacts, by adapting whilst maintaining their essential functions.”

FROM THE COMMUNITY:

When asked the best ways to plan for resilience, the community's top 3 responses were:

- 1 Protecting areas prone to be impacted**
- 2 Design and development standards**
- 3 Public education on the topic**

Port Royal's Opportunity

There is no greater opportunity for Port Royal, with the creation of this Comprehensive Plan Update, than to address the impacts that rising tides, increased flooding and major storms have on the health, safety and welfare of our citizens and the economic, social, environmental impacts these events have on our town and region.

This Comprehensive Plan looks out 10 years. With focus and effort, as well as regional collaboration, Port Royal can lead itself into the future with more safe and adaptable building techniques and development models that works with the land and water systems and support the protection and preservation of each other.

The future of Port Royal greatly depends upon how well the Town, Beaufort County and surrounding jurisdictions act on this ongoing threat to property and safety. Investing, educating, and making hard choices about how to protect and preserve infrastructure, properties, culture, businesses, and the very environmental systems that can help mitigate harm will enable Port Royal's citizens to enjoy the quality of life offered by its unique landscape and culture for generations to come.

It will be the highest expression of one of our most important values, which is that our lives are inextricably linked with our land and waters.

Why prepare for Sea Level Rise?

Coastal communities such as Port Royal are experiencing higher levels of impacts from major storm events and rising sea level elevations. Impacts include higher levels of flooding, property damage,

loss of business and infrastructure, people being displaced from their homes and significant impacts to municipal and federal budgets. Sea level rise also impacts environmental systems, including the salinization of fresh-water wetlands, which will alter their ecological balance and function, impacts on aquifers, erosion of protective beach landforms, marsh migration and the potential for prolonged flooding.

These impacts can be mitigated through proper planning that works in harmony with the natural environmental systems that are “designed” to accommodate these impacts and are there, in part, to provide protection. Planning for resiliency will enable Port Royal to avoid costly expenditures to recover and rebuild long term. It will enable the citizens of Port Royal to enjoy their high quality of life with less fear of devastation or economic ruin from coastal or storm flooding.

Building like we have done before, by locating homes and businesses in the path of destructive flooding, is not going to lead to a safer and economically and socially sustainable future. The Port Royal community must embrace this challenge and respond by understanding the issues, identifying the risks, exploring potential solutions and committing to implementation.

Existing Plans Already in Motion

With this Comprehensive Plan, Beaufort County’s Comprehensive Plan, Beaufort County’s Hazard Mitigation Plan, The Green Print Plan, the work of the Sea Level Rise Task Force and new ordinances that are being created to address preserving space

for flood waters, Port Royal is poised to benefit from regional collaboration.

Contributing to this growing body of work and knowledge, Charleston’s “Dutch Dialogues” and its “Sea Level Rise Strategy” report in 2015 offer scientific support for tools, plans and strategies that are relevant for Beaufort County and Port Royal.

Building from Best Practices

As part of creating the tools and strategies for this comprehensive plan, several coastal community comprehensive plans and resiliency plans were studied to determine current best practices. This includes comprehensive plans from Norfolk Virginia, Virginia Beach, New Orleans, Boston, Worcester County Maryland, Broward County Florida, and Seattle. Resiliency Plans were also studied from Charleston, Boston, Washington DC, New Orleans, Norfolk, Miami, and Oakland California.

These plans, as well as additional research conducted for the preparation of this plan, provide the foundation for best practices to be woven into the recommendations of the Port Royal 2030 Plan. These recommendations are based on what peer communities are committing to and represent the state of the art in resiliency planning.

The recommendations also parallel the strategies and actions contained in the Beaufort County Comprehensive Update and it is expected the Comprehensive Plans of our neighboring towns and cities.

RISKS FROM FUTURE STORMS

Beaufort County, City of Beaufort, Town of Bluffton, Town of Hilton Head Island and Town of Port Royal participated in the Beaufort County Hazard Mitigation Plan 2015 update. This document offers an assessment of risk for the region.

FROM THE COMMUNITY:

When asked the most sensible methods to mitigate for future hazards, the community's top 3 responses were:

- 1 Not allowing future development within hazard areas
- 2 Limiting development within hazard areas
- 3 Monitoring science regularly and responding to changes

EXCERPTS FROM BEAUFORT COUNTY HAZARD MITIGATION PLAN 2015 UPDATE:

- Beaufort County's coastal location makes it susceptible to flooding, erosion, and wind hazards associated with hurricanes, tropical storms and nor'easters.
- The SC Hazard Research Lab data of past hurricane frequency indicates an annual percent chance of a hurricane of 12.66 percent is calculated for Beaufort County.
- Data used to perform the State's (South Carolina) risk assessment, which was processed by the University of South Carolina's Hazards Research Lab (HRL) and gathered from the National Climatic Data Center (NCDC) indicates that between 1950 and 2014, 30 floods occurred in Beaufort County. Combined, the 30 floods caused a total of \$22.5 million in property damage and 1.5 million in crop damage.
- According to the data from the SC Hazard Research Laboratory, the percent chance per year of a flood (Hazard Frequency) is 46.88 percent.

Storm Surge

- Storm surge is a major component of northeaster storms along the east coast of the U.S. Because winds are moving from a north and/or eastward position, winds move across the ocean towards shore and form large waves.

- SLOSH maps indicate that for a Category 1 Hurricane, a significant portion of the County, including the majority of Hilton Head Island, and portions of Bluffton, the City of Beaufort and Port Royal would be inundated. Unincorporated areas including Fripp Island and the eastern portion of the Sheldon area would also be inundated by a Category 1 storm. As the category of the hurricane increases, more land area becomes inundated until in the case of a Category 5 storm, there are only pockets of land that are not inundated including some land within and adjacent to Bluffton, and an area located partially within the City of Beaufort and partially to its northwest (Gray's Hill).

At one foot of sea level rise, vast expanses of marshland, a precious commodity for the entire Lowcountry, not only in terms of its ecological but also its cultural value, are completely submerged.

Erosion

- Erosion is considered a serious hazard in coastal areas because it can threaten coastal development by eroding valuable beach areas including both the flat berm portion and protective dunes of a beach. This has a direct effect on residents and business owners as well as the economies of beach communities that depend on tourists and vacationers.

Rising Sea Levels

- Rising sea levels are attributed to the gradual melting of polar icecaps as well as thermal expansion, the process by which water expands as it warms. Land subsidence, the gradual sinking of land due to natural soil compaction, or in some cases the withdrawal of subsurface resources, also contributes to higher water levels in low-lying coastal areas.
- Sea levels are likely to rise between 1 and 7 feet in the next century. As coastal communities consider the potential impacts from rising seas, both best and worst case scenarios ought to be considered in the development of strategies for adaptation.
- Even in the lowest sea level rise scenario, Beaufort County experiences a radical shift in the structure of its coastline and wetland areas.

King Tides

- During the development of the plan Hazard Mitigation Plan 2015 Update , Beaufort County and surrounding areas experienced a near record high tide. On October 27th the tide gauge at Ft. Pulaski reported the 3rd highest tide on record dating to 1935, and the highest since the 1940's a decade where two hurricanes produced higher tides. Charleston SC, reported the 3rd highest tide on record with higher tides only being produced by powerful storms such a Hurricane Hugo. The fact that this event was not associated with extreme precipitation contributes to concerns that king tides, and the increasing regularity at which they occur above flood stage, will become an increasing threat to property and life safety in coastal watersheds.

PLANNED FOR RESILIENCE FROM OUR CHANGING ENVIRONMENT

We recognize that flood waters, storm surges, rising tides and stronger storms are part of our future and require us to plan appropriately for their impacts.

PRINCIPLES:

- Life in harmony with our land and waters.
- Our built environment is in harmony with the natural environment.
- Valuing our natural and built landscapes.
- We are inextricably linked with our water.
- Developing and building safely away from the impacts of major storms and rising sea levels.
- Preserving our natural storm water management systems.
- Utilizing Green Infrastructure Solutions for Maximum Co-benefits.
- We educate the Community on Socio-economic and Public Health Impacts of Climate Change.

PRIORITIES:

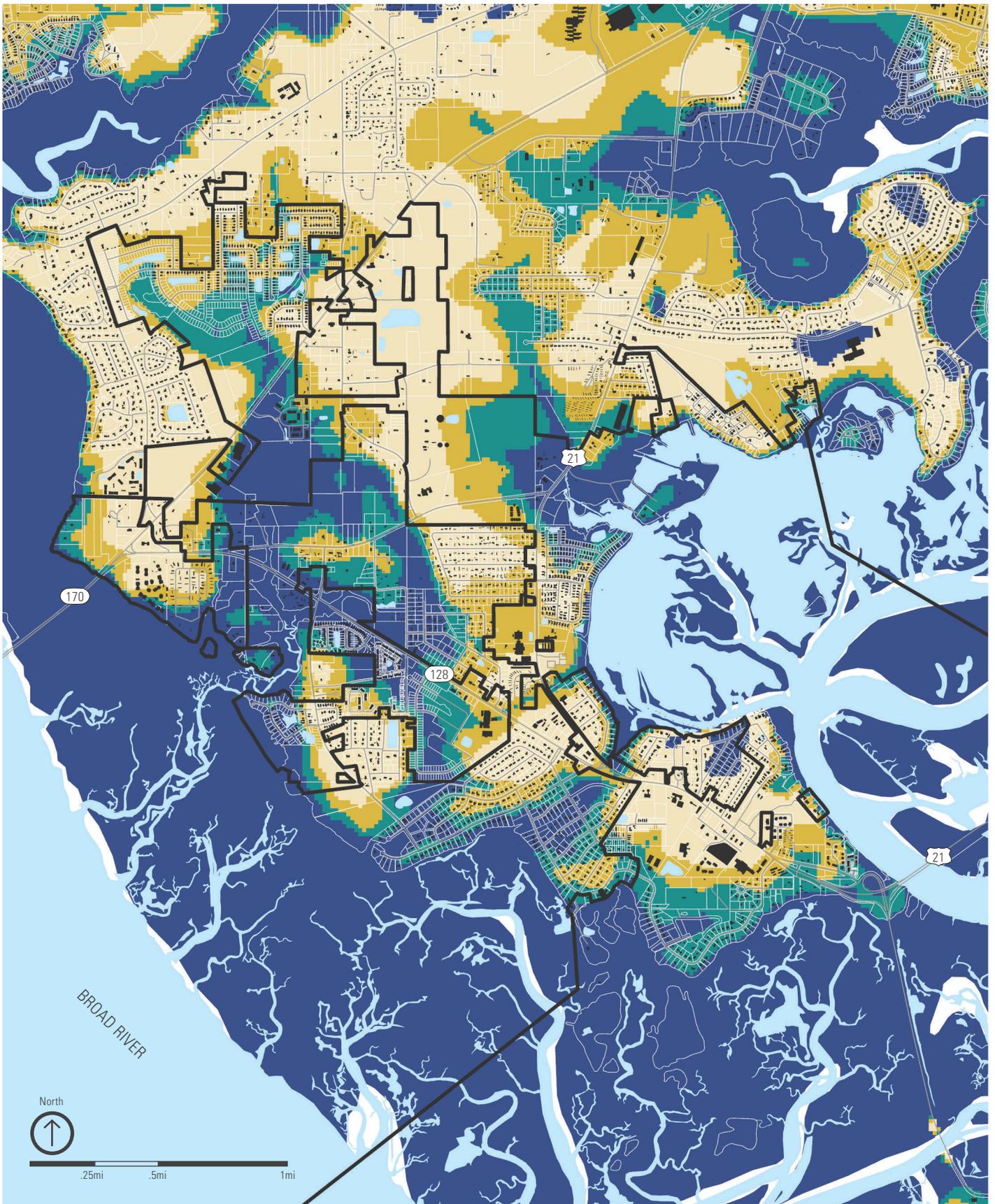
- Anticipate the economic, social, environmental and safety impact of future flooding from storm events and sea level rise.
- Evaluate and assess the impact of sea level rise on public assets, infrastructure and operations.
- Commit to mitigating our climate impact.
- Educate the public and building community on the impacts of sea level rise and increased flooding from storms.
- Establish building criteria that puts development out of harm's way.
- Create the tools needed to encourage development away from sea level rise and flooding impacts.
- Monitor the impacts of sea level rise over time and make course corrections as needed.

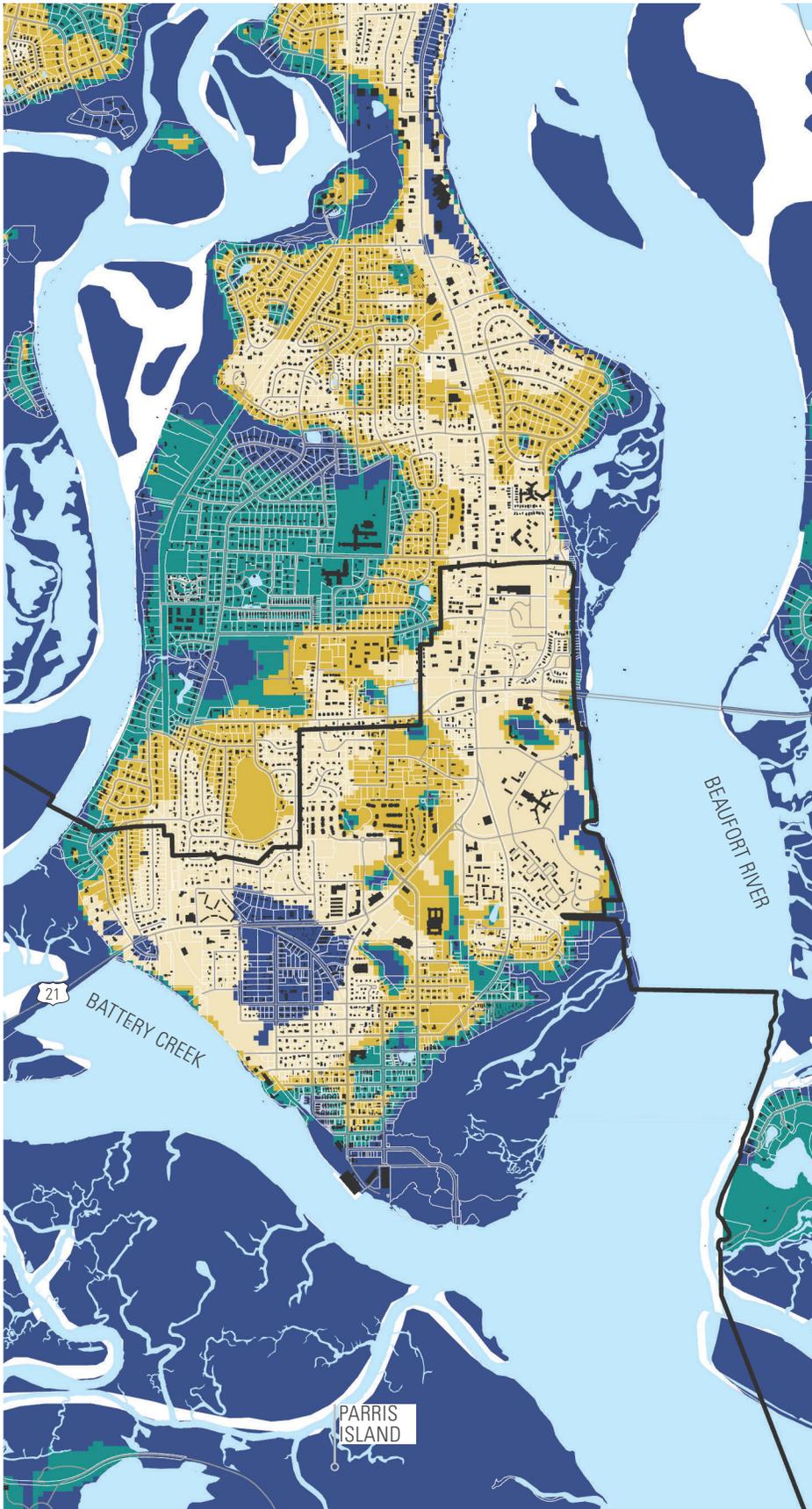


STRATEGIC ACTION ITEMS:

- Systematically review Comprehensive Plan, land use and zoning policies, building and engineering standards, transportation plans, housing plans, park plans, etc. and incorporate measures and create policies that negate or minimize effects associated with enhanced flooding.
- Coordinate enhanced flooding resiliency strategies, planning, design and engineering standards across all codes, plans and policies.
- Within growth management planning and zoning, create long term plans to direct new development and critical infrastructure away from areas impacted from areas defined by science-based mapping to be at risk of enhanced flooding.
- Prepare, review and obtain input and buy in from local officials, businesses, and residents.
- Promote resiliency and sustainability as a necessary growth and economic development strategy.
- Assess existing stormwater plans for future effectiveness and prioritize and evaluate individual stormwater drainage basins particularly those that are prime for future development.
- Seek out, advocate and adopt stormwater design standards that support stormwater management facilities which consider and will be resilient to enhanced flooding.
- Coordinate regional, district or basin area storm water management planning with open space planning, park planning, scenic area planning, schools planning, transportation planning and public facilities planning to consider holistic use of available property for storm water management.
- Develop a Water Plan, based on slow-store-drain, to provide a comprehensive assessment of flood risk, storage, infiltration and drainage performance and set-forth water assignments per drainage basins.
- Consider ways to incentivize expanding available lands needed to accommodate resiliency efforts.
- Consider relocation plans and strategies of people, buildings, and/or infrastructure that face significant risk and that are willing and able to be moved.
- Evaluate possible incentives to invest in risk reduction measures, such as discouraging buildings in the 100-year floodplain, to undertake flood resiliency measures and low impact development (LID).
- Reinforce and provide flood control measures for critical lands, buildings, and/or infrastructure if they must remain where they are.
- Increase opportunities for educational dialogue about climate adaptation and mitigation needs for high-vulnerability communities.

Resilient Future
SLOSH MODEL STORM SURGE





The Town of Port Royal's coastal location makes it susceptible to flooding, erosion, and wind hazards associated with hurricanes, tropical storms, and nor'easters.

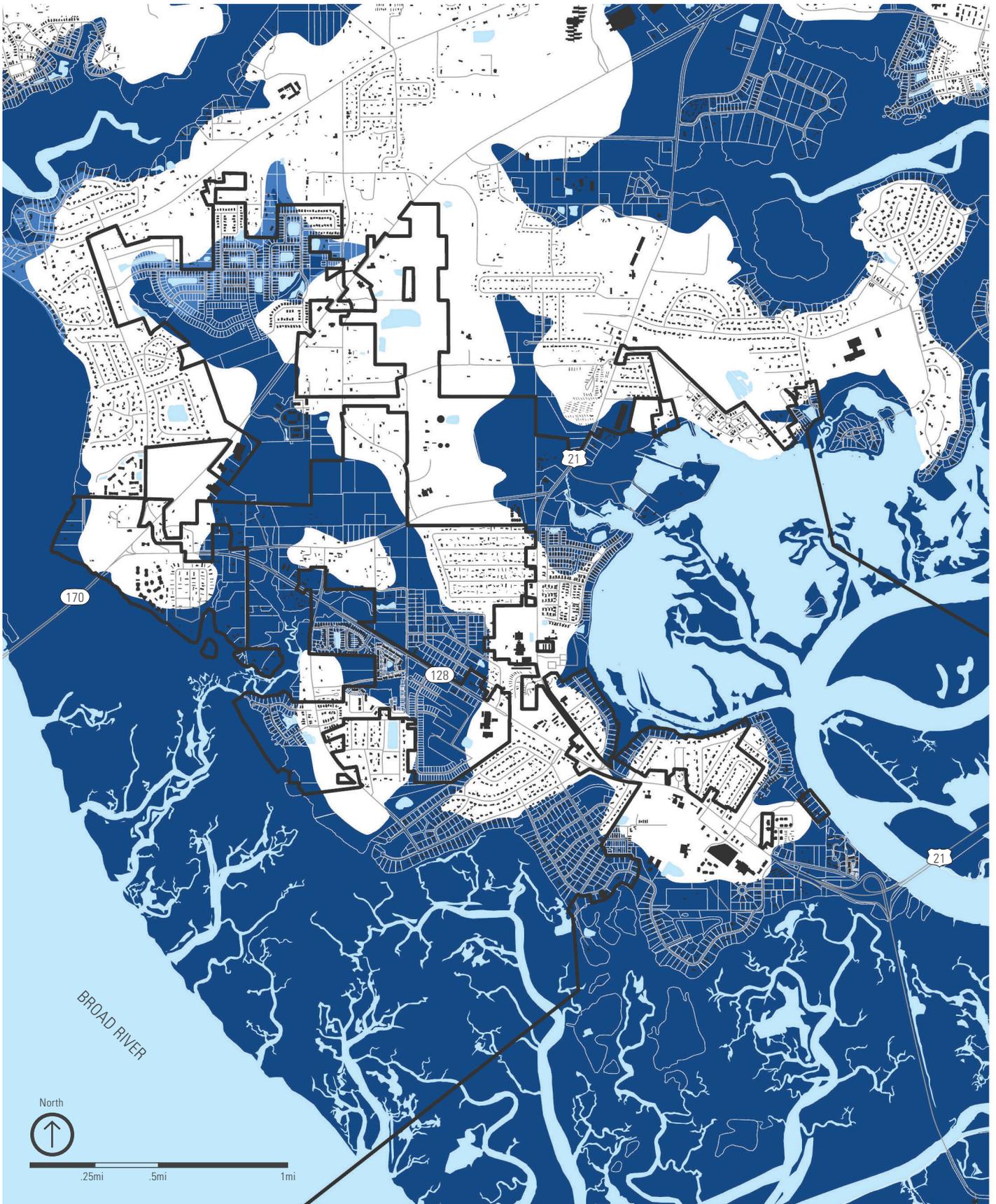
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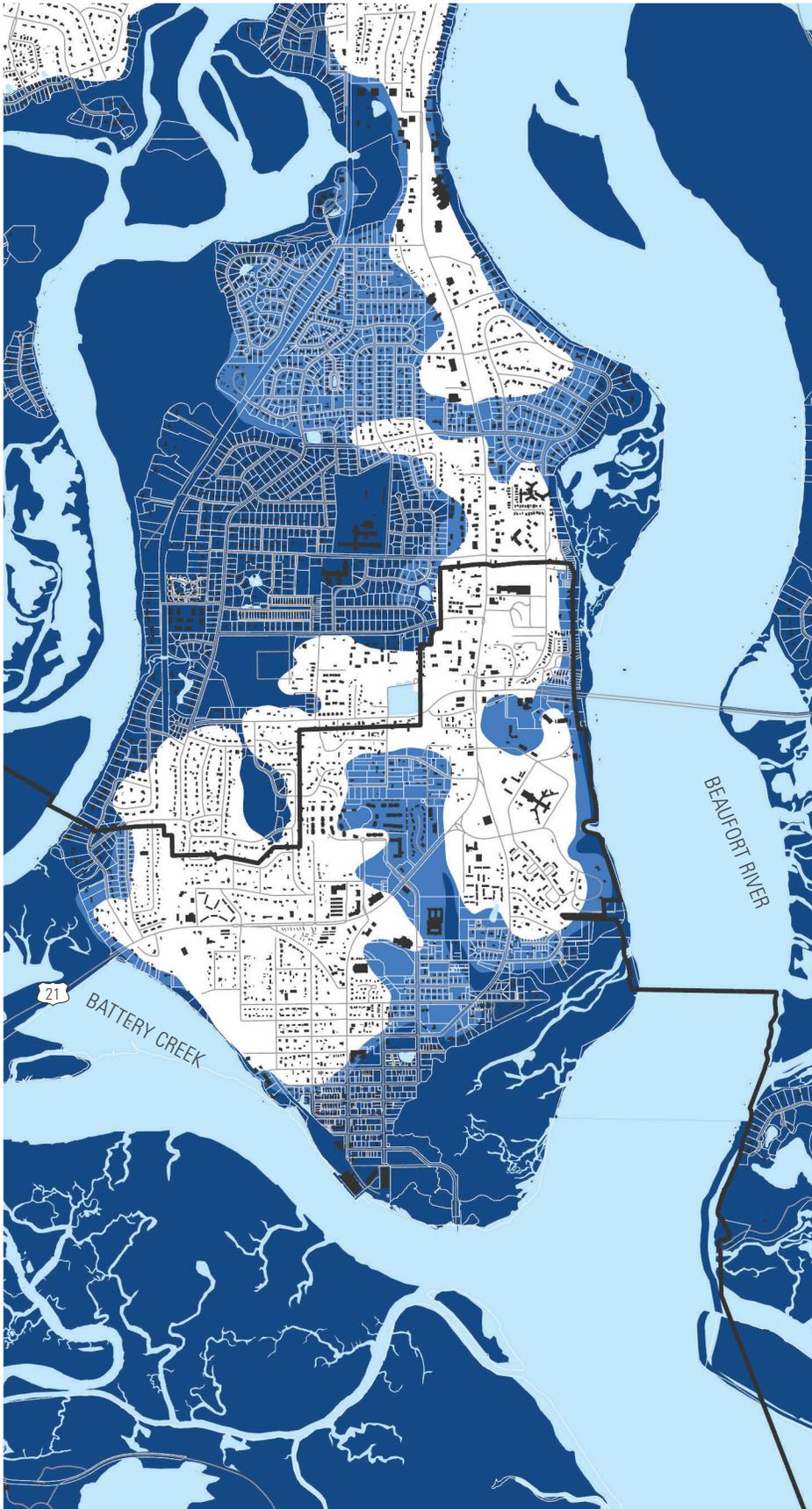
SLOSH MODEL STORM SURGE

- Category 1 Storm
- Category 2 Storm
- Category 3 Storm
- Category 4 Storm and over

Source: NOAA SLOSH

FLOOD ZONES (FLOOD RISK INFORMATION SYSTEM)





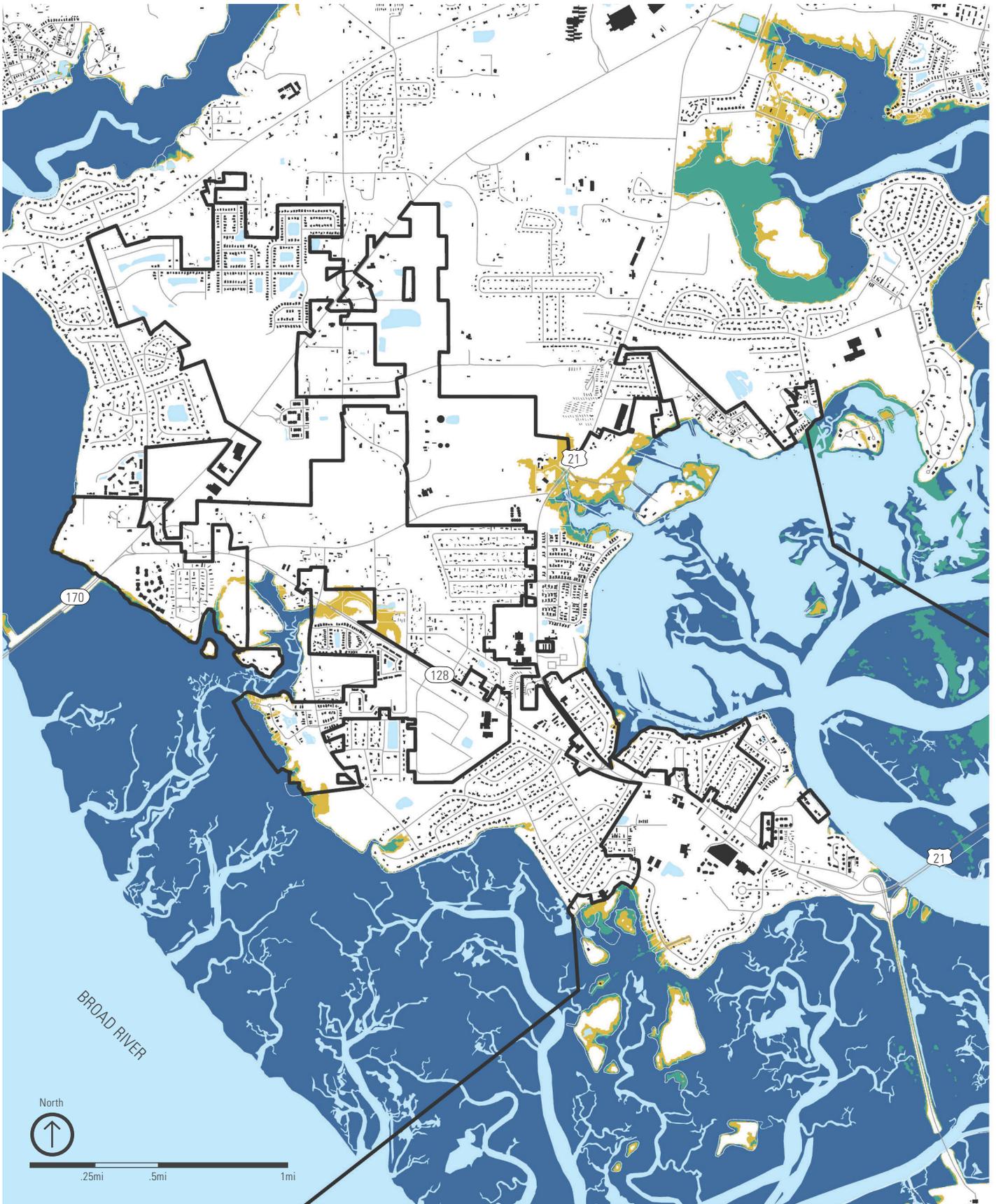
Flood plain mapping provided by FEMA is the basis for flooding insurance requirements. FEMA is required to update flood maps every five years. If a map is not assessed within the five-year window, the level of flood risk is considered "unknown." FEMA must reassess flood maps regularly because flood risks are not static. Flood risks change over time due to a variety of factors, like changing land use patterns.

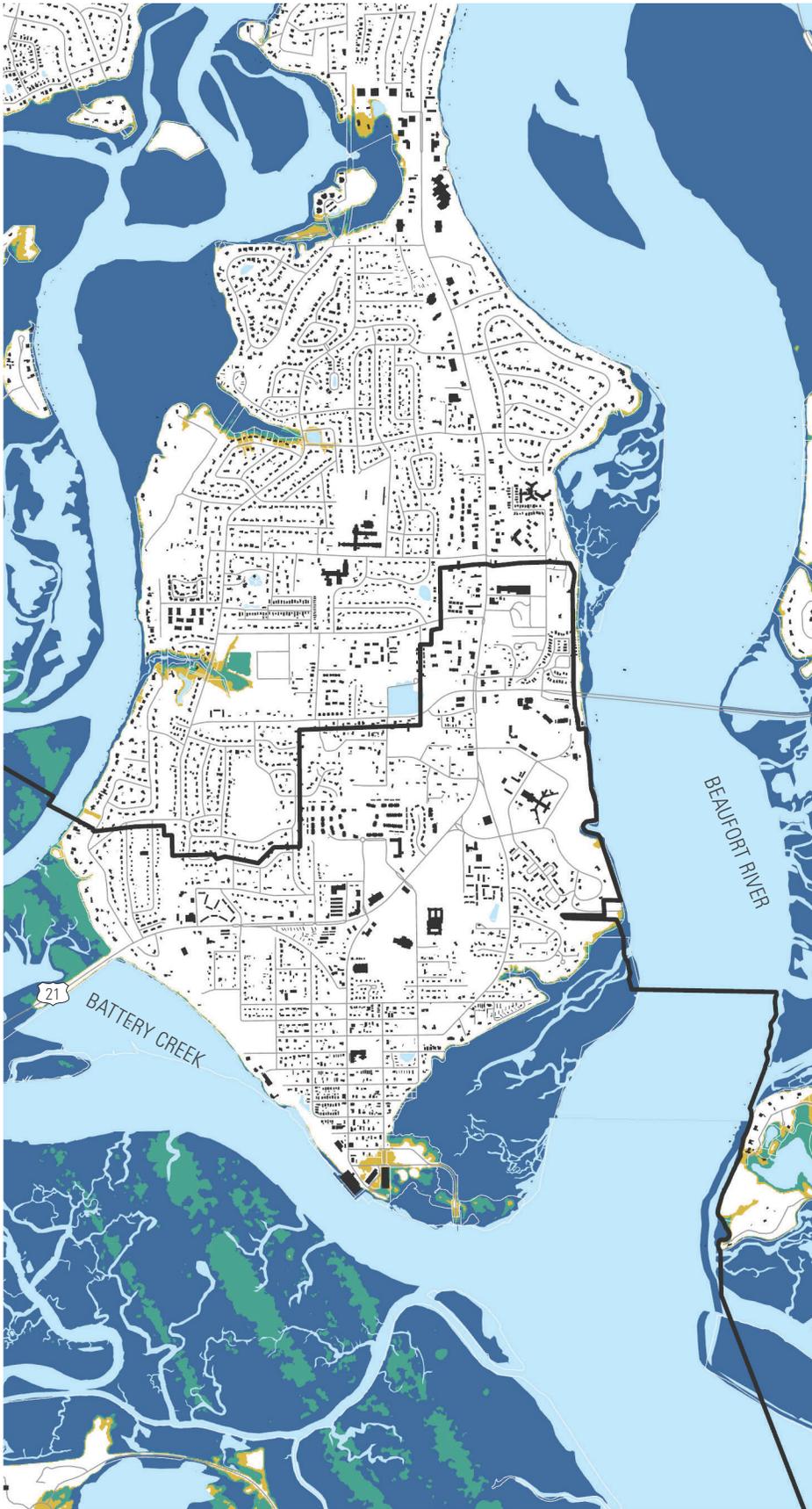
FLOOD ZONES

- AE - 100 Year Flood Zone
- X500 - 500 Year Flood Zone
- VE - Coastal High Hazard Areas
- A - Special Flood Hazard Areas

Source: Beaufort County

Resilient Future
SEA LEVEL RISE (SLR)





According to the NOAA's Intermediate High Model, Port Royal can expect approximately 3 feet of sea level rise (SLR) by 2065.

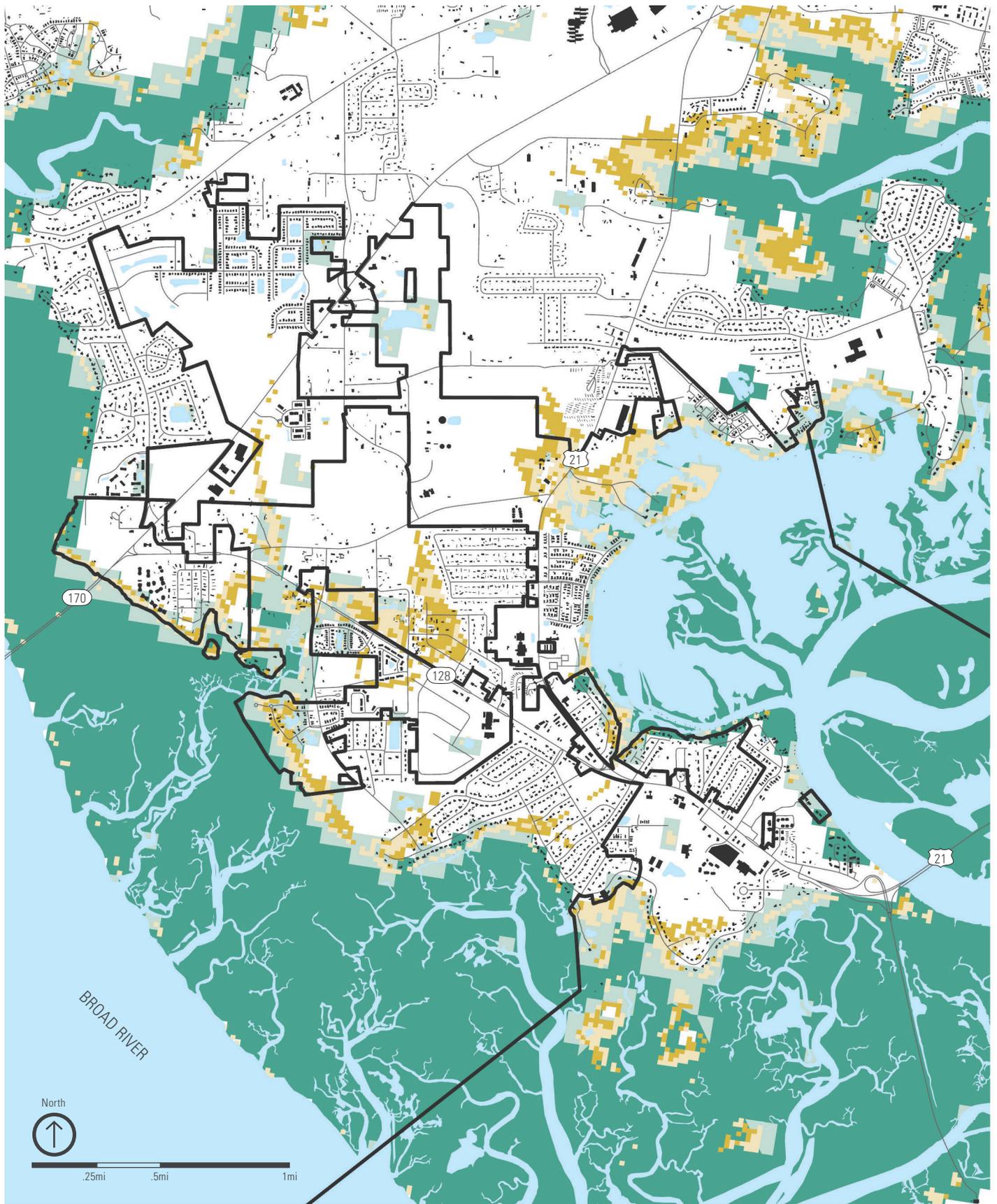
Sea level rise increases the intensity of sunny-day flooding and storm surge.

SEA LEVEL RISE (SLR)

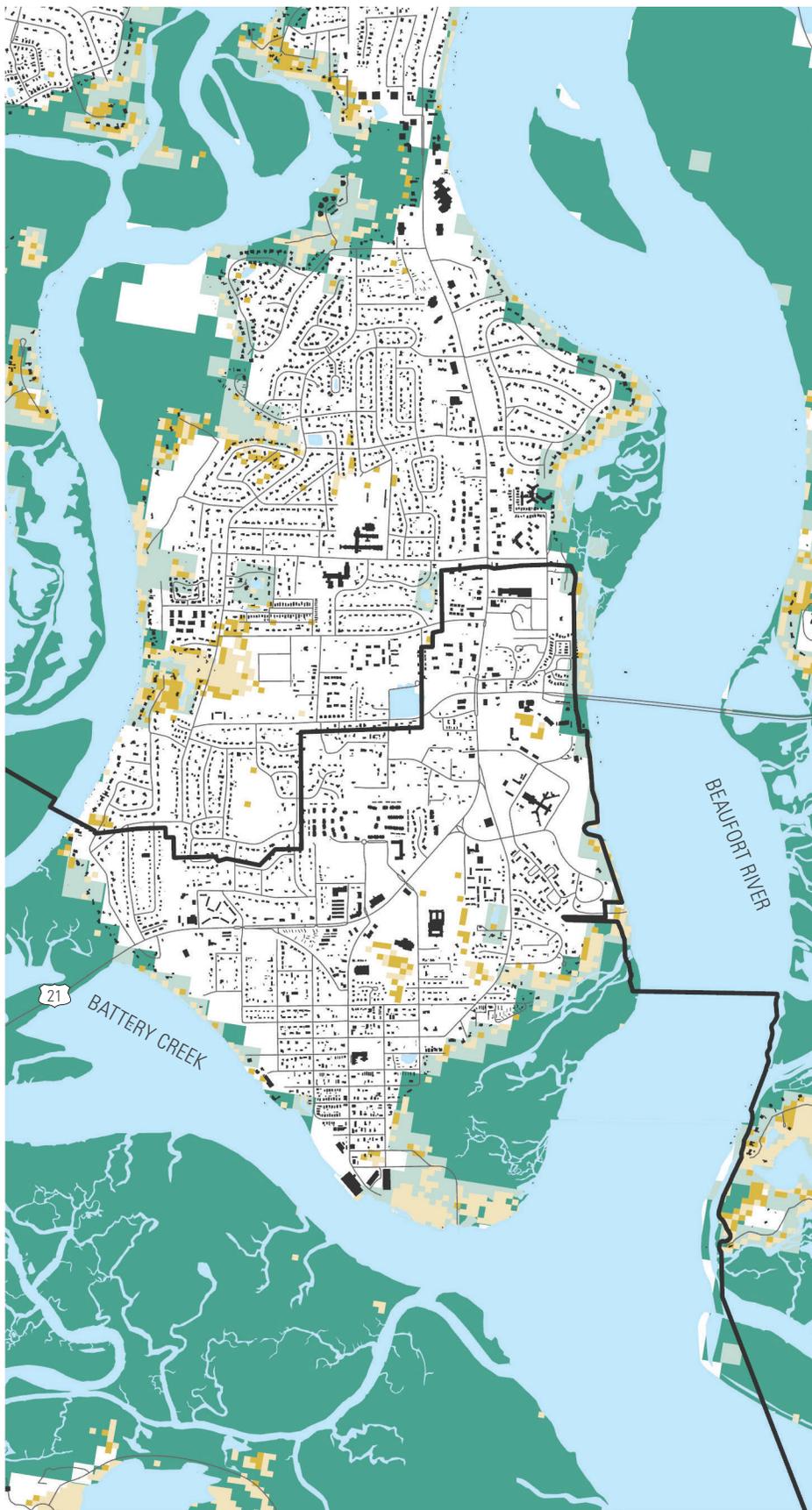
- 1 FT - anticipated 2028 [int. high]
- 2 FT - anticipated 2045 [int. high]
- 3 FT - anticipated 2065 [int. high]

Source: NOAA

Resilient Future
MARSH MIGRATION MAP



Sea level rise also has an impact on our natural environment and habitat as it leads to the inundation of marshes, causing marsh migration further inland.



MARSHES & MARSH MIGRATION

- Existing Marsh
- Unprotected Marsh Migration Corridors
- Migration space 1.5ft SLR
- Migration space 3 ft SLR

Source: Audubon Society





IMPLEMENTATION + ACTION PLAN

IMPLEMENTATION AND PRIORITY INVESTMENT

The Port Royal Comprehensive Plan Update conveys a vision, goals, strategies and actions derived through a collaborative “community based” planning process.

FROM THE COMMUNITY:

When asked about **highest areas of focus and priority**, the community's top 3 responses were:

1 Parks

2 Community Services

3 Accessibility

ORGANIZATION OF THE PLAN:

Consistent with State statute, the Comprehensive Plan consists of nine elements which analyze growth and guide future development and projects in the Town:

1. Population and demographics
2. Economic development, labor, and workforce
3. Natural resources
4. Cultural resources
5. Community facilities; water, sewer, fire, EMS, education, etc.
6. Housing inventory, condition, types, and affordability
7. Future Land Use
8. Transportation, improvements, efficiency, safety
9. Resiliency
10. Priority investments, immediate & long-term public needs

Because of the unique approach undertaken by the Town in the adoption of this Comprehensive Plan, the standard elements listed above are not always segregated.

Rather, they are packaged into integrative Themes that better articulate Port Royal 's priorities for achieving economic, social, and environmental sustainability.

PRIORITY INVESTMENT AND IMPLEMENTATION:

The Priority Investment Element is a requirement for local government comprehensive plans was intended to fulfill the purposes of:

1. Ensuring sound capital improvement planning;
2. Aligning land use planning policies with meaningful and realistic capital improvement goals; and
3. Achieving regional planning coordination objectives.

FUNDING PRIORITY INVESTMENTS:

The Priority Investment Act requires that local governments identify the potential sources of revenue that will be available to fund the investments that the Town has identified in its Capital Improvement Plan:

- Property Tax
- Water and Sewer User Fees
- Stormwater Fees
- Business License Fees
- Tax Increment Financing
- Revenue Bonds
- General Obligation Bonds
- State and Federal Grant Funding
- Accommodation Fees
- Hospitality Fees

PRIORITY INVESTMENT ACTIONS

1. Utilize development agreements, tax increment financing, and similar instruments to finance necessary infrastructure improvements.
2. Seek innovative and creative funding sources (federal and state) to support investment in needed infrastructure.
3. Collaboratively work with property owners and interested developers within key growth areas to develop plans for public/private partnerships.
4. Annually review, revise and adopt a capital improvement plan as part of the Town's budget to ensure that both municipal infrastructure and major departmental equipment needs are identified, planned for and funded each fiscal year.
5. Utilize regular, recurring, sources of funding to finance anticipated infrastructure maintenance and capital investment needs.
6. Seek partnerships with community groups, educational institutions, governmental agencies and commercial ventures to leverage the planned investments by outside groups to support the Town 's infrastructure needs, such as recreational facilities.
7. Provide funding support at a level that is needed to provide high quality and efficient services to the Town.
8. Actively participate in regional planning and financing initiatives to ensure that regionally-funded projects reflect the needs of Port Royal.

2030 ACTION PLAN:

HARMONY WITH OUR LAND AND WATERS

ACTION	Show critical environments that are to be protected from the Green Print Plan as a layer on town zoning maps to create awareness, to protect them and to align zoning and development codes to these environmental layers.	Create a Passive Parks strategic plan based on areas focused for preservation from the Green Print Plan.	Integrate environmental protection and preservation measures to eliminate future development in environmentally sensitive or harmful areas.	Create a Sea Level Rise Overlay to describe areas vulnerable to sea level rise. Match development and building restrictions to the overlay.
INVESTMENT	Medium	Medium	Medium	Medium
TIMING	Near Term	Mid Term	Mid Term	Mid Term
ENTITY	Planning and Council	Parks and Recreation Commission	Multi-jurisdiction Planning and Councils	Multi-jurisdiction Planning and Councils
INITIATED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMPLETED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACTION SUMMARY



Create a "Blue Print" map that describes existing and targeted locations and priorities for public boat accesses to the water for varying types and levels of infrastructure development.

Create a Green Infrastructure Framework plan.

Low

Medium

Mid Term

Mid Term

Multi-jurisdiction Planning and Councils, Parks and Recreation Commission

Planning



2030 ACTION PLAN:

TRANSPORTATION THAT SUPPORTS COMMUNITY LIFE

ACTION	Develop a comprehensive corridor master plan, design standards and regulations to improve Ribaut Road to a more safe, multi-modal, human scaled complete street.	Create a town wide mobility plan that defines the location of connections, bike and pedestrian infrastructure, alternative vehicles, parking, crossings, transit stops.	Analyze how Port Royal can best leverage connections to the Spanish Moss Trail and expand its influence and connectivity across town.	Revise zoning code to propose minimum street and trail connections between developments.
INVESTMENT	Medium	Medium	Low	Medium
TIMING	Mid Term	Mid Term	Mid Term	Mid Term
ENTITY	Planning, County Transportation, Town Manager	Planning, Town Manger	Planning, Town Manger	Town Council
INITIATED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMPLETED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACTION SUMMARY



Create consistent gateway landscape, signage and urban design plans for the entrances into town.

Medium

Near
Term

Town Manager
and Special
Projects Manager



2030 ACTION PLAN:

ECONOMY POISED FOR A SUSTAINABLE FUTURE

ACTION	Inventory the existing supply of appropriately zoned land and vacant non-residential structures available for non-retail commercial development and assess their economic and market potential.	Create a retail market study or assessment to maximize the revenue potential of the Old Village and other potential retail nodes and clusters.	Promote entrepreneur/incubator spaces focused on infill development sites or underutilized buildings.
INVESTMENT	Medium	Medium	Medium
TIMING	Near Term	Mid Term	Near Term
ENTITY	Redevelopment Commission, Town Manager	Redevelopment Commission, Town Manager	Redevelopment Commission, Town Manager
INITIATED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMPLETED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACTION SUMMARY

2030 ACTION PLAN:

A COMMUNITY THAT IS FAIR AND EQUITABLE

Create a parks masterplan that provides access to parks and open space within walking / biking distance and to address program and facility deficiencies.

Inventory sidewalks and trails deficiencies within and from neighborhoods to ensure residents have access to other forms of transportation.

Participate in the Regional Housing Trust Fund and the Beaufort Housing Authority to help direct affordable housing to Port Royal.

Create housing affordability assistance/ policies such as the creation of a Land Trust that can purchase vacant lots and position them for redevelopment, fast tracking for building permits and assistance in the permitting and development process.

Create a builder/ developer pool to build approved affordable house plans and conduct builder/developer forums focused on affordable housing opportunities, incentives and programs.

Medium

Medium

Low

Medium

Low

Near Term

Near Term

Near Term

Mid Term

Mid Term

Parks and Recreation Commission, Planning

Parks and Recreation Commission, Planning

Planning

Multi-jurisdiction Planning and Councils

Multi-jurisdiction Planning and Councils



2030 ACTION PLAN:

BUILT ENVIRONMENT AND FUTURE LAND USE

ACTION	Work with the landowners and developers of the Port of Port Royal property on ways to accelerate the development of this key property.	Create a Sea Level Rise Overlay to describe areas vulnerable to sea level rise and match development and building restrictions to the overlay.	Create an area plan overlay, based on diagrammatic planning consistent with Port Royal Principles, to support the zoning code for the western portion of town.	Create a prioritized annexation strategy and priority map to guide future annexations that consider areas closest to town, transportation, shopping, and service infrastructure as higher priorities.
INVESTMENT	Low	Low	Medium	Low
TIMING	Near Term	Mid Term	Long Term	Mid Term
ENTITY	Redevelopment Commission and Town Manger	Multi-jurisdiction Planning and Councils	Planning and Town Manager	Planning and Town Manager
INITIATED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMPLETED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ACTION SUMMARY

2030 ACTION PLAN:

ACTIVE PARTICIPANT IN A COLLABORATIVE REGION

Work with other local governments to adopt a common definition, baseline standards and a unified plan to address issues associated with sea level rise, flooding, and climate and environmental impacts.

Work with neighboring jurisdictions in Beaufort County to adopt Regional Level of Service (LOS) Standards for transportation, parks, facilities, services.

Low

Low

Mid
Term

Mid
Term

Multi-jurisdiction
Planning and
Councils

Multi-jurisdiction
Planning and
Councils

