

COUNTY COUNCIL OF BEAUFORT COUNTY
ADMINISTRATION BUILDING
BEAUFORT COUNTY GOVERNMENT ROBERT SMALLS COMPLEX
100 RIBAUT ROAD

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SPECIAL COUNSEL

SUZANNE M. RAINEY
CLERK TO COUNCIL

AGENDA
NATURAL RESOURCES COMMITTEE

Monday, April 6, 2015

2:00 p.m.

Executive Conference Room, Administration Building
Beaufort County Government Robert Smalls Complex
100 Ribaut Road, Beaufort

Committee Members:

Brian Flewelling, Chairman
Alice Howard, Vice Chairman
Gerald Dawson
Steve Fobes
William McBride
Jerry Stewart
Roberts "Tabor" Vaux

Staff Support:

Tony Criscitiello, Planning Director
Ed Hughes, Assessor
Eric Larson, Division Director
Environmental Engineering
Dan Morgan, Division Director
Mapping & Applications

1. CALL TO ORDER – 2:00 P.M.
2. US 278 AND BLUFFTON PARKWAY PIPE OVERTOPPING REPORT (informational only) ([backup](#))
3. PROGRESS UPDATE FROM THE SOUTHERN BEAUFORT COUNTY CORRIDOR BEAUTIFICATION BOARD ([backup](#))
4. RESOLUTION IN SUPPORT OF MOVEMENT OF ELECTRIC TRANSMISSION LINES ON OLD SHELDON CHURCH ROAD (Presentation by Dean Moss and Kate Schaeffer) ([backup](#))
5. CONSIDERATION OF REAPPOINTMENTS AND APPOINTMENTS
A. Zoning Board of Appeals (southern Beaufort County)
6. EXECUTIVE SESSION
A. Discussion of negotiations incident to proposed contractual arrangements and proposed purchase of property
7. ADJOURNMENT





BEAUFORT COUNTY STORMWATER UTILITY
120 Shanklin Road
Beaufort, South Carolina 29906
Voice (843) 255-2801 Facsimile (843) 255-9478



INTEROFFICE MEMORANDUM

TO: Gary Kubic, County Administrator

FROM: Eric W. Larson, Stormwater Manager

SUBJECT: Perceived Stormwater Issues
US 278 and Bluffton Parkway

DATE: February 23, 2015

Per your request, I have summarized the two situations raised recently by County Council members.

US 278 cross line pipe and spillover potential

- The issue was first raised in 2006 with the completion of the Stormwater Management Plan (The Master Plan). This was approx. the same time that SCDOT was widening US 278 from Moss Creek / Plantation Park Drive west to Simmonsville Road.
- Perceived problem: The Management Plan modeled all watersheds in the County, including the sizing of pipes (along evacuation routes) to identify conveyance problems in the system during a 100 year storm event, or the 1% chance that a storm will exceed 10 inches in 24 hours and having a peak intensity of 7.6 inches in 15 minutes. The study identified several pipe crossing under US 278 that were undersized for future build out conditions and could potentially cause flooding of the road during the extreme rain event.
- Specific locations under question: Two overtopping locations along US 278, Sawmill Creek (Forby site) and Kitty's Crossing (JAZ site), have been brought up in recent discussions to ask this question - Why weren't the pipes upsized, as recommended in the Management Plan, when US 278 was widened.
- Sequence of events: The Management plan was not finalized until 2006. The US 278 widening project design was complete and under construction. County staff did contact SCDOT and advise them of the Management Plan results. However, SCDOT chose not to pursue any design changes. Reasons provided included budget, time delay, and lack of design level detail in the Management Plan to justify the additional cost and time.
- Since 2006: County staff has noted that several extreme storm events that meet the criteria of a 100 year storm have occurred since 2006. There have been no incidents of overtopping at these locations. In addition, development patterns have changed. While the Management Plan did predict a future condition for development, the County has updated Codes to include volume control and water quality goals which change the base assumptions of the future condition of the model.
- Solution recommended: The Management Plan estimated a cost of \$367,000 to upsize the culverts under US 278 at Kitty's Crossing and \$413,000 to upsize the culverts under US

278 at Sawmill Creek. Given that nearly a decade has passed since the initial report, along with the change in the future (now present) conditions, these projects are no longer recommended by staff without additional study. The proposed 2016 update to the Management Plan will perform this analysis.

- Action taken: Even with the recommendation above, the County has pursued an alternate means to improve conveyance at these sites. The County purchased the Forby Tract in 2014 (\$100,000 contribution by Stormwater Utility). Stormwater staff has proposed that the site be used to detain water during larger storm events, reducing or eliminating the need to upsize the culvert. Currently, only preliminary design is proposed for funding (\$25,000) in the 5 year capital plan. The proposed JAZ development at the intersection of US 278 and US 46 presents an opportunity for private development to contribute to the solution. The proposed stormwater design for that site includes a retention basin and significant stormwater runoff reuse plan, reducing downstream volume and flow rate and potentially eliminating the need for culvert upsizing at that site as well.

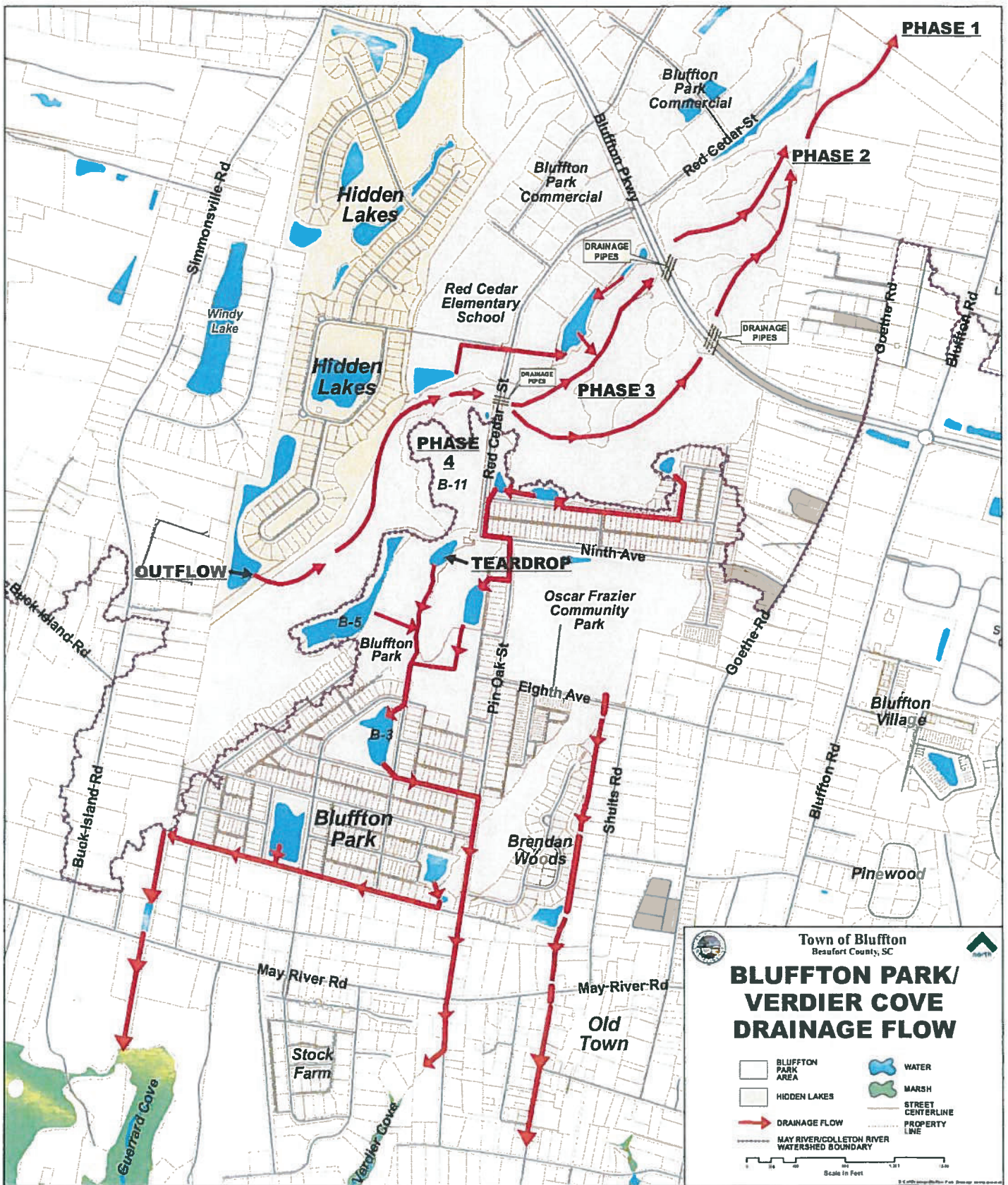
Bluffton Parkway pipe issue near Red Cedar St.

- Issue first rose in 2008 and studied by the Town of Bluffton.
- Perceived problem: Improper elevation on cross lines pipes under Bluffton parkway just east of the Red Cedar St. intersection causing backup of runoff from Hidden Lakes and Bluffton Park Commercial Subdivisions located south of the parkway, resulting in spillover into the May River watershed at Verdier Cove via a retention basin in the Bluffton Park Residential Subdivision.
- Solution recommended: The County should install additional pipes at lower elevations under Bluffton Parkway and a portion of Red Cedar St. south of the Elementary school to prevent the higher water surface elevation. Others solutions recommended was to remove a drainage pipe at the "teardrop" retention pond and/or raise the berms surrounding the retention basin and/or use the grading of the future streets within the subdivision to prevent the spillover.
- Action taken: The County did not perform the recommended solution of adding additional pipes. The Town of Bluffton did perform some ditch cleaning in the areas to improve conveyance in 2010. Future sections of the Bluffton Park Residential Subdivision removed the "teardrop" basin pipe and created additional elevation changes through grading to better define the watershed boundary and reducing the number of spillover incidents.
- Current Plan: The Town monitors rainfall amounts and a depth gage near Bluffton Parkway weekly. They document any problems with localized flooding. The Town is also scheduling additional routine maintenance of the ditches in 2015. Neither the Town nor the County believes this to be a continued problem and have not scheduled or budgeted for any capital project for major reconstruction of the drainage system.



Kitty's Crossing

Sawmill Creek



THE BEAUFORT COUNTY CORRIDOR BEAUTIFICATION BOARD



THE CHALLENGE

- Hilton Head Island and Bluffton are major attractions for our tourism industry
- Highway 278 is the gateway to Hilton Head Island and Bluffton
- The highway has only minimal grass landscaping
- Beautifying the highway corridor with native landscaping will benefit us all

THE COUNTY RESPONSE

- Adoption of Ordinance in 2013
- Creation of the Southern Beaufort County Corridor Beautification Board
- Appointment of one citizen from each County Council District and each municipality South of the Broad River
- Selection of J. K. Tiller Associates, Inc.-Landscape Architects as professional consultant to the Board

THE PROGRAM BEGINS

- County authorizes J. K. Tiller Associates to create a Master Plan
- Tiller identifies project segments
- Master Plan adopted by Corridor Beautification Board
- Master Plan approved by County Council
- Corridor Beautification Board identifies initial projects

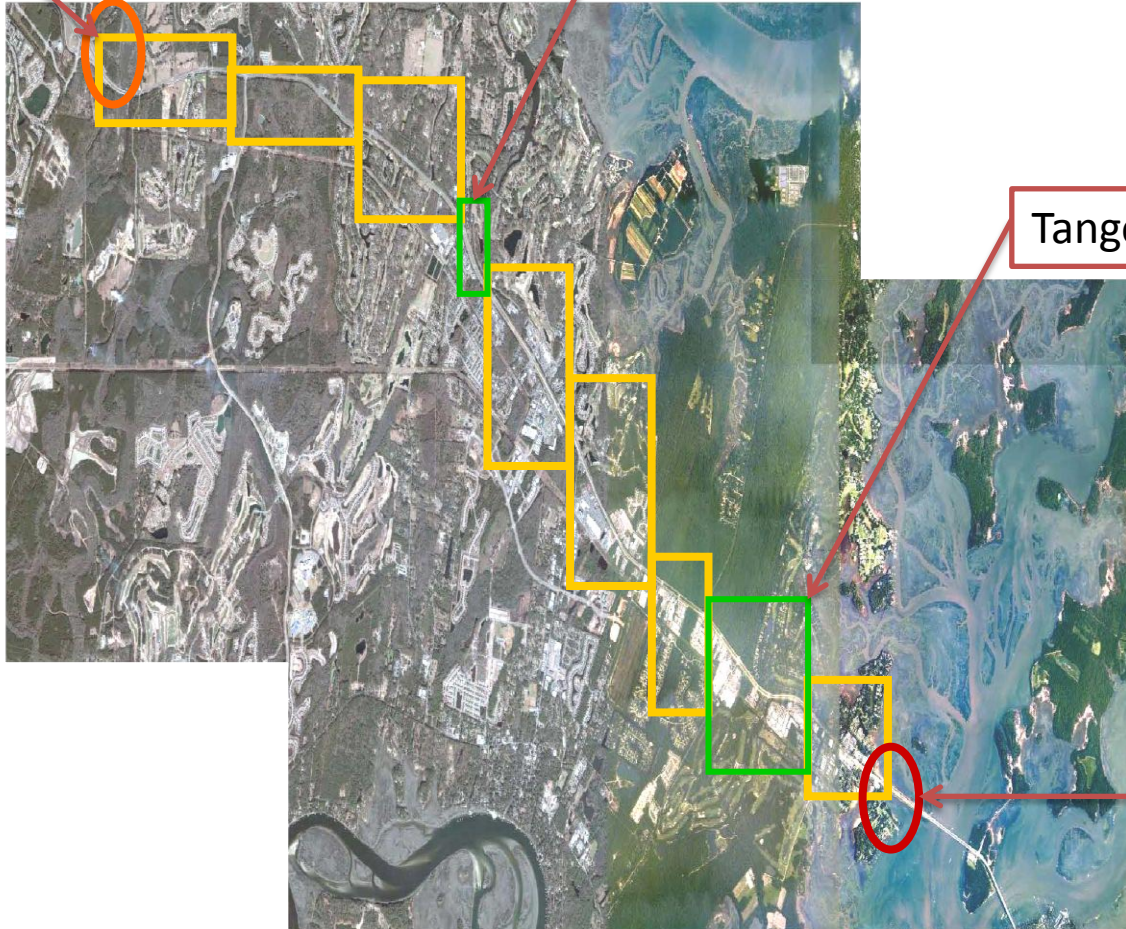
PHASING PLAN

Highway 170
intersection

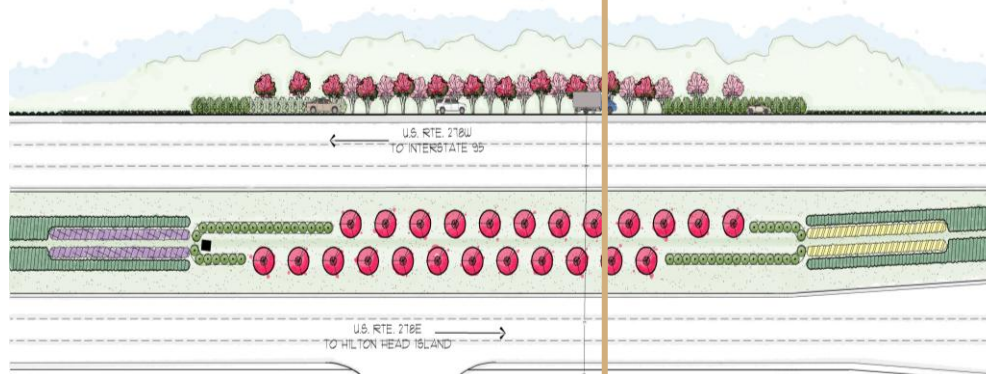
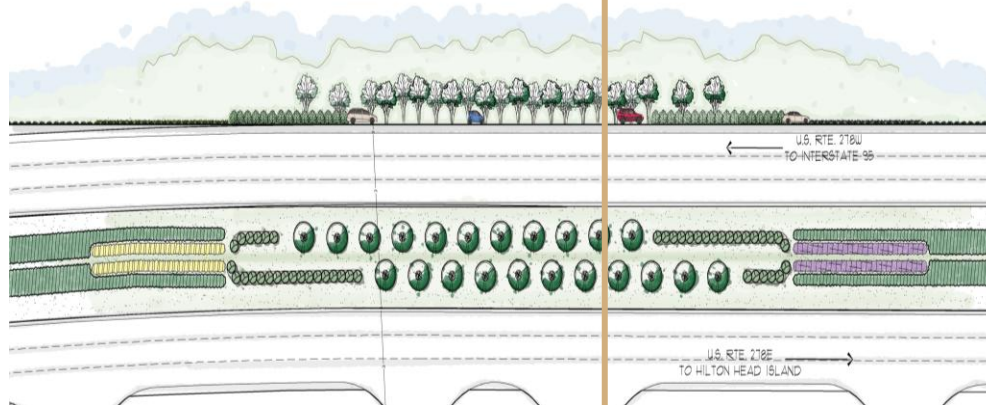
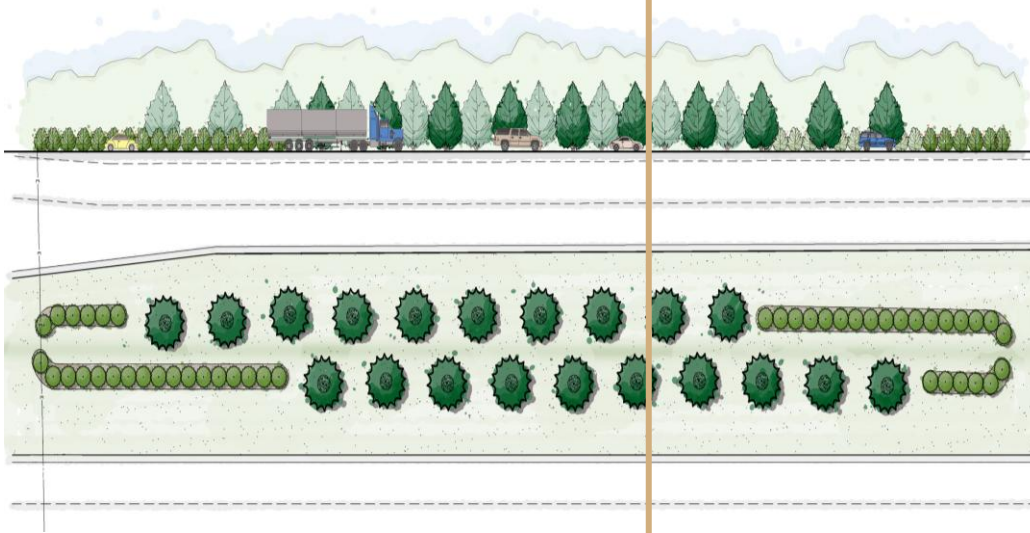
Belfair

Tanger

Hilton Head
Bridges



IMAGES: COURTESY OF JK TILLER & ASSOC



IMAGES: COURTESY OF
JK TILLER & ASSOC

NEXT STEPS

- Belfair Segment has been identified as the “Demonstration Project”
 - Funds on deposit in Tree Fund
 - Construction to begin soon
- Complete Belfair Segment in the Spring of 2015
- Second Segment will be from Tanger-1 to Tanger-2
 - Development Agreement obligation
- Complete Tanger Segment in 2015

FUTURE FUNDING SOURCES

- Limited Funding available from various Beaufort County sources
- Organize 501-c(3) entity to raise tax deductible funds for landscaping the corridor
 - Seek public donations
 - Seek support of businesses along corridor
 - Seek grants
- Require future Development Agreements along corridor to include funding for landscaping



QUESTIONS ?



IMAGES: COURTESY OF J.K. TILLER ASSOC.

RESOLUTION 2015 /

WHEREAS, Old Sheldon Church Road is one of the most beautiful roads in South Carolina; and,

WHEREAS, on April 13th, 1998 Beaufort County Council adopted a resolution requesting that Old Sheldon Church Road be designated a South Carolina Scenic Highway; and,

WHEREAS, Old Sheldon Church Road was designated by the State of South Carolina as a Scenic Highway on May 3, 2005; and,

WHEREAS, Old Sheldon Church Road is an important conservation corridor for wildlife and for scenic entry into Beaufort County,

WHEREAS, South Carolina Electric and Gas Company has an electric transmission line, serving Northern Beaufort County, that runs for 2.5 miles along the edge of Old Sheldon Church Road and which is visually disruptive of the road's scenic beauty; and,

WHEREAS, South Carolina Electric and Gas has determined that the transmission line must be expanded to include the installation of very large single poles; and,

WHEREAS, South Carolina Electric and Gas has expressed a willingness to relocate that expanded transmission line away from the road; and,

WHEREAS, the Beaufort County Open Land Trust and others have contributed funds to the relocation of this transmission line; and,

WHEREAS, an adjacent land owner has donated an easement that will allow the transmission line to be relocated away from Old Sheldon Church Road; and

WHEREAS, the relocation of this transmission line will significantly improve the beauty of Old Sheldon Church Road and this is in the best interests of the State of South Carolina, Beaufort County and all its citizens.

NOW, THEREFORE, BE IT RESOLVED by Beaufort County Council, duly assembled, that it fully endorses the relocation of the Old Sheldon Church Road electric transmission line as proposed by South Carolina Electric and Gas Company, and, be it further resolved that Beaufort County Council commends South Carolina Electric and Gas Company for its willingness to improve the beauty of one of South Carolina's scenic highways.

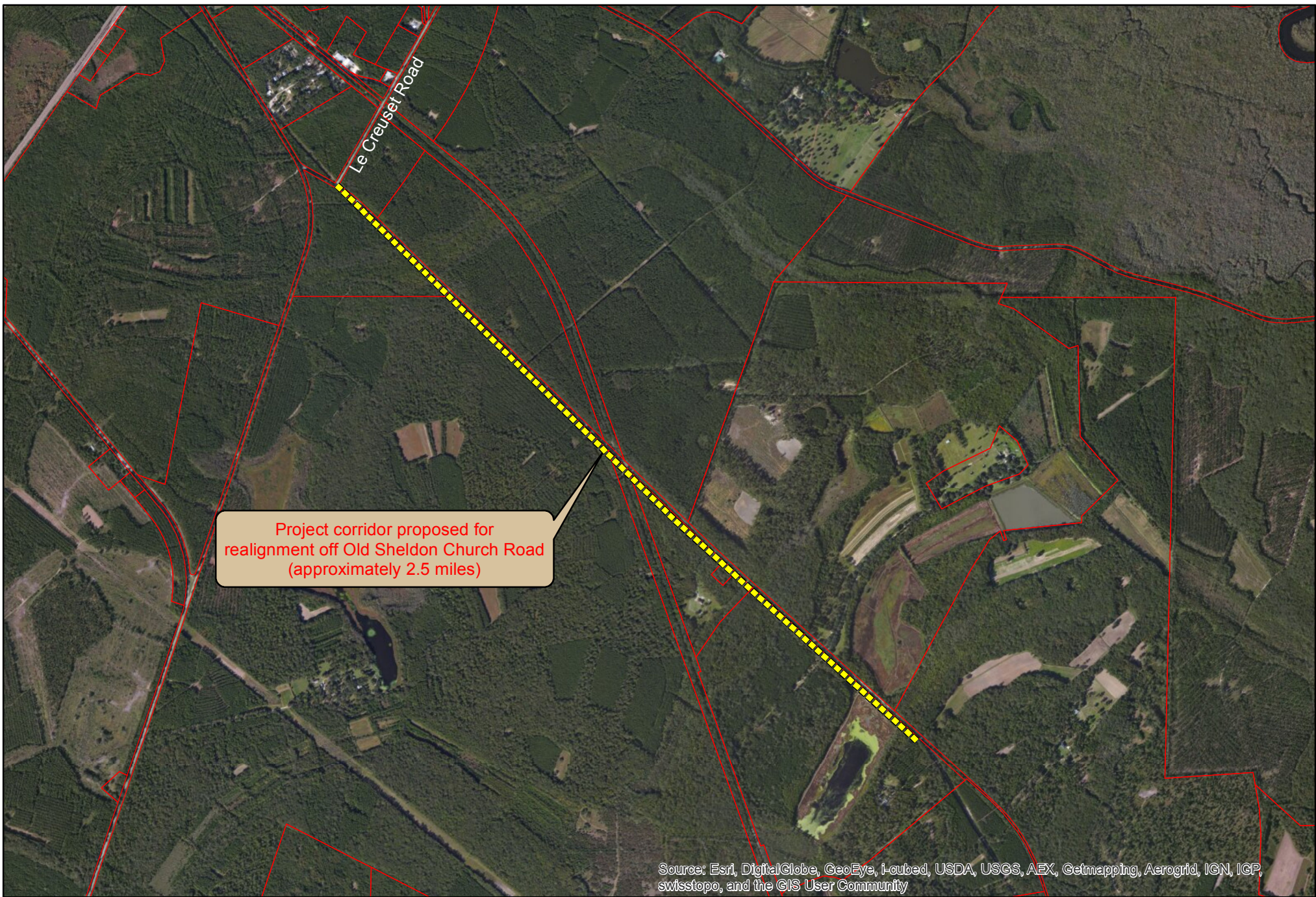
DONE this _____ day of April, 2015.

COUNTY COUNCIL OF BEAUFORT COUNTY

By: _____
D. Paul Sommerville, Chairman

APPROVED AS TO FORM:

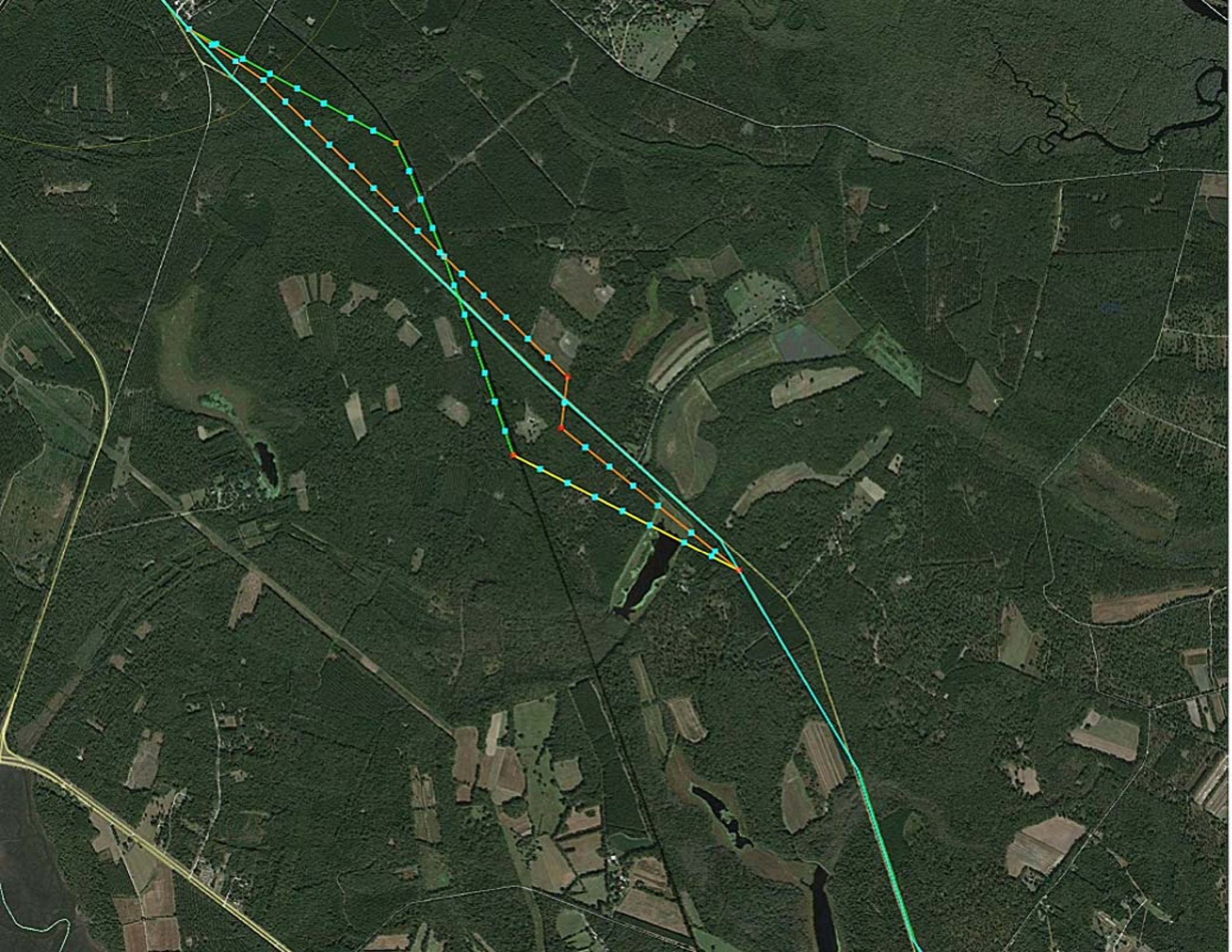
Joshua A. Gruber, Deputy County Administrator/
Special Counsel

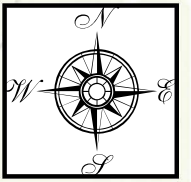


**Old Sheldon Church Road
Existing Overhead Power-Line Location
Beaufort County, South Carolina**


0 500 1,000 2,000 3,000
Feet







Legend

 Canopy Roads

Old Sheldon Church Road Scenic Highway

Source: Esri, DigitalGlobe, GeoEye, AeroGRID, IGN, SDA, USDA, Swire, USDA, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Appendix 6-A

Old Sheldon Church Road Scenic Highway Corridor Management Plan

Introduction

The Old Sheldon Church Road (see Area Map) has played an important role in the history of the Lowcountry since Colonial times when the road served the plantations in the area as well as the parishioners of Sheldon Church. Now, in modern times, resources along the road offer glimpses into this past through the remains of the Sheldon Church ruins, the entrances to several historic plantations and views of former rice fields. In addition to its historic importance, the road is also one of the few remaining beautiful canopy roads in the Lowcountry. A long, uninterrupted canopy of trees can be seen along one portion of the road, as well as dense forest and natural wetlands.

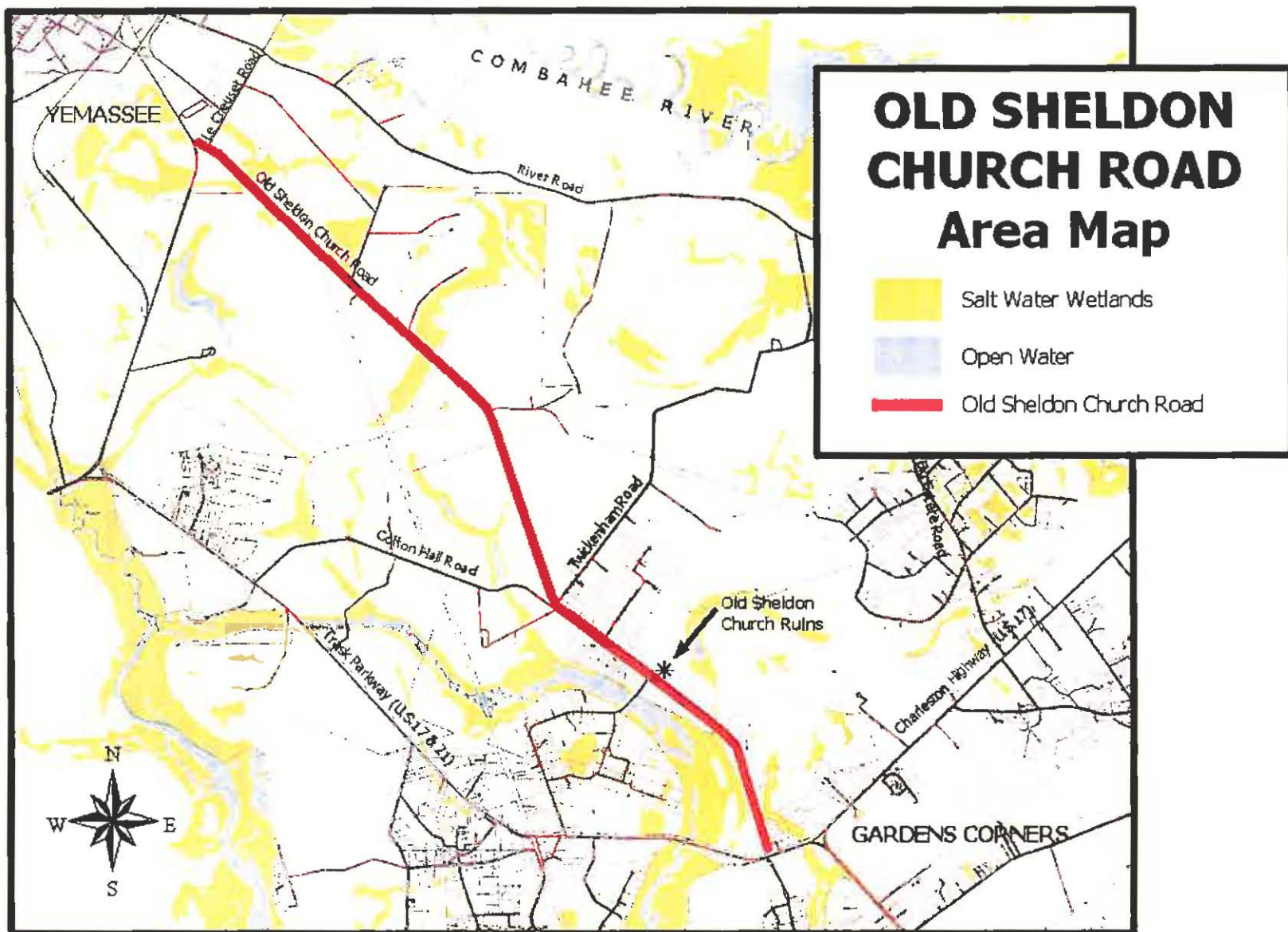
For many years the road was a lightly traveled back road that saw little more than local traffic. In recent years, however, the road has been used as a short cut between I-95 and Beaufort; and traffic, especially heavy truck traffic, has increased. In addition, the rapid growth of Beaufort County could lead to future development that would drastically change the character of this road. An example of this has been a loss of the canopy tree cover along the northwestern portion of the highway, a result of utility line placement. For now, though, most of the Old Sheldon Church Road still has the quiet, natural beauty of the rural landscape that is disappearing at an alarming rate in Beaufort County.

Designation of Old Sheldon Church Road as a Scenic Highway reflects the first critical commitment to preserving this important cultural and environmental area. Growth patterns in Beaufort County, along with large numbers of commuters using the road and a rising number of tourists visiting the Old Sheldon Church ruins, has had a decidedly adverse impact upon this unique road corridor. This management plan is intended to address those factors that could undermine the intrinsic qualities of this roadway in order to preserve the historic character of Old Sheldon Church Road.

Process: In the 1990's, a group led by Mrs. Elizabeth Campbell of Sheldon and consisting of interested individuals from the area began work on having the Old Sheldon Church Road designated a S.C. Scenic Highway. Beaufort County backed the effort of this group and on April 13, 1998, the Beaufort County Council passed a resolution in support of the Scenic Highway designation for Old Sheldon Church Road. The Beaufort County Open Land Trust, Historic Beaufort Foundation, and the South Carolina Coastal Conservation League also provided letters of support.

In 1999, the Old Sheldon Church Road Advisory Committee was formed. Members of the group included landowners and residents of the area, a representative of the Sheldon Fire District, and staff from the Beaufort County Planning Department.

On May 31, 2001, Beaufort County formally applied to the SCDOT for Old Sheldon



Church Road to be designated a State Scenic Byway. On September 24, 2002, the South Carolina Scenic Highway Committee met to consider the application. The Committee made a motion to consider the request and asked for a Corridor Management Plan to be submitted. This motion has been sent to the South Carolina Legislature for approval.

On February 5, 2004, the Sheldon Church Road Advisory Committee approved the draft Corridor Management Plan. The effort to date has involved numerous meetings and consultations with government officials, property owners, private sector representatives, and other interested groups. Included were two members of the S.C. House of Representatives – Rep. Edie Rogers and Rep. Catherine Ceips; John Hardee, SCDOT Commissioner for the 2nd District; William Ladson, Beaufort County Council; Captain Allan Horton, Beaufort County Sheriff's Department; Wendell Mulligan, SCDOT; Chief Walter Jones, Sheldon Fire District; Tom Chambers, South Carolina Electric & Gas; Reed Armstrong and Jacki Martin, South Carolina Coastal Conservation League; Veronica Miller, Keep Beaufort County Beautiful Coordinator; and Eliza Hill, Member, Northern Beaufort County Corridor Review Board.

Relationship to the Beaufort County Comprehensive Plan: The Beaufort County Comprehensive Plan (1997) recognizes the important role that Old Sheldon Church Road plays both historically and as a scenic area for tourists visiting the Old Sheldon Church ruins, a major point of interest. The Cultural Resources Element of the Comprehensive Plan includes the following policy and action item:

- **Policy:** Create a safer roadway on Sheldon Church Road and protect the Sheldon Church Ruins.
- **Action:** Work with the S.C. Department of Transportation and Beaufort County to reduce the speed limit and allowed tonnage on Sheldon Church Road and to designate the road as a South Carolina Scenic Highway.

This management plan is a step toward implementation of this policy and action.

Characteristics of the Corridor

The outstanding cultural, natural, and scenic resources of Old Sheldon Church Road are the primary reasons for its designation as a Scenic Highway, and so are central to this management plan. The road dates to the early 18th Century, and while no exact date is known for the origination of the road, it may have been in existence as early as 1715, and used by settlers and Indians during the Yemasee War. The Prince William's Parish Church, now known as Old Sheldon Church, was built in 1745, and the road would have also served parishioners of the church and the residents of nearby plantations. Although the road has been paved, few modern buildings have been constructed along it, and the trees lining much of the roadway have been retained, thereby preserving the road's historic integrity.

Cultural Resources: Cultural resources along Old Sheldon Church Road are nationally significant and include the following:

- Sheldon Church Ruins (Prince William's Parish Church): The church was built in 1745, was burned by British troops in 1770, rebuilt in 1826, and then burned again by Federal troops in 1865. The church was never rebuilt again. The church graveyard is the burial ground for members of several prominent South Carolina families including the Bull, Chisolm, Elliott, Fuller and Heyward families. The church is said to be the first conscious effort in America to imitate a Greek temple. It is listed in the National Register of Historic Places and is open to the public.
- Tomotley Plantation: Tomotley has been a plantation since the late 17th Century, with several buildings dating from the late 18th and early 19th Centuries. Tomotley is best known for a spectacular allée of oaks that was originally planted in 1820. One entrance to Tomotley is on the Old Sheldon Church Road, while another is located nearby on Cotton Hall Road (SC 48). The property also has extensive wetlands that are former rice fields. It is listed in the National Register of Historic Places.
- Brewton Plantation: The magnificent oak allée to Brewton Plantation is visible from Old Sheldon Church Road. A plantation since John Bull built it in the late 17th Century, Brewton Plantation is named for Miles Brewton, one of the early owners. The present house was built in 1893. It is listed in the National Register of Historic Places.

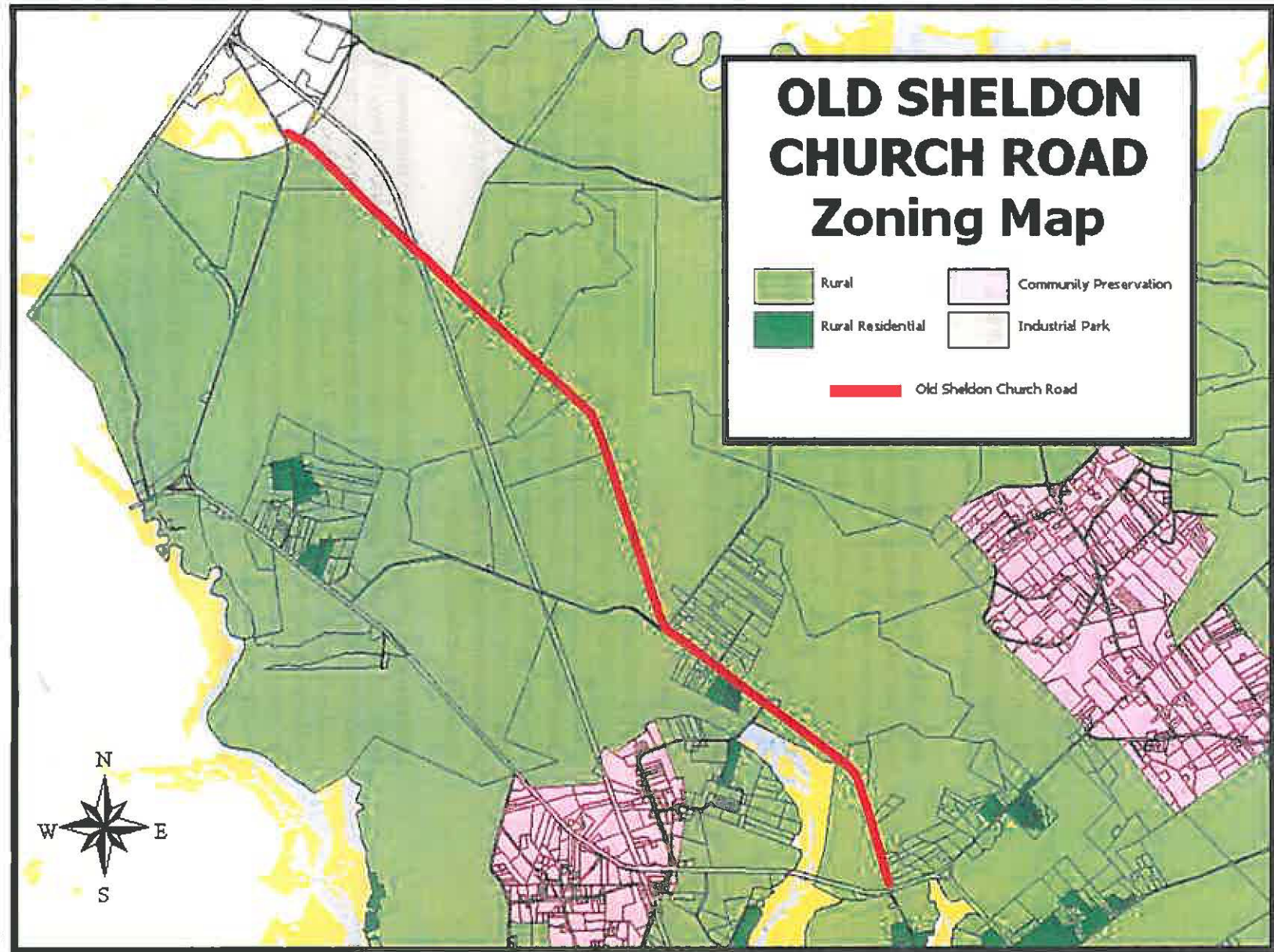
Natural Resources: In addition to its cultural resources, the Old Sheldon Church Road corridor is rich in natural and scenic resources. The land adjacent to the road is part of the ACE Basin Project, consisting of approximately 350,000 acres of diverse habitats within the Ashepoo, Combahee and South Edisto (ACE) drainage basins. The mission of the Project is to maintain the natural character of the basin by promoting wise resource management on private lands and protecting strategic tracts by conservation agencies.

The natural resources found along Old Sheldon Church Road are dominated by natural forested and manmade (impoundments) wetlands. Interspersed with these wetlands are pockets of mixed upland forests and, along the northern end, deciduous upland forest and some planted pine. One of the most significant natural features of Old Sheldon Church Road is a long canopy of trees running along the road from its intersection with U.S. 17/21 to Cotton Hall Road, a distance of approximately three miles. The canopy appears sporadically on other sections of the road as well.

The myriad of habitat types that occur along Old Sheldon Church Road contributes to the variety of wildlife that utilizes these resources to rest, nest and forage. The wetlands provide for migratory waterfowl, birds of prey, neotropical migrant and resident songbirds, as well as other terrestrial and aquatic flora and fauna. Evergreen hardwoods and shrubs, which provide the forage and habitat for wildlife, dominate these wetlands. The upland forests consist largely of hardwoods with a mixture of pine species.

Land Use and Preservation Efforts

The Old Sheldon Church Road corridor is located in an area of Beaufort County designated as Rural in the County's Comprehensive Plan (1997). The vast majority of properties along the road are also zoned either Rural or Rural Residential (see Zoning



Map), which are the least intensive zoning districts in Beaufort County. One exception is a swath of land along the extreme northwestern portion of the road that is zoned Industrial Park. This area is adjacent to the Yemassee town limits.

Much of land along the road is currently undeveloped. Except for a vacant store located at the corner of Old Sheldon Church Road and Twickenham Road, a nail salon close to the intersection of Old Sheldon Church Road and US 17/21, and the Old Sheldon Church ruins, what development there is along the road is residential (both conventional and mobile homes), mostly on small lots. Land along the road within the Industrial Park area is currently undeveloped.

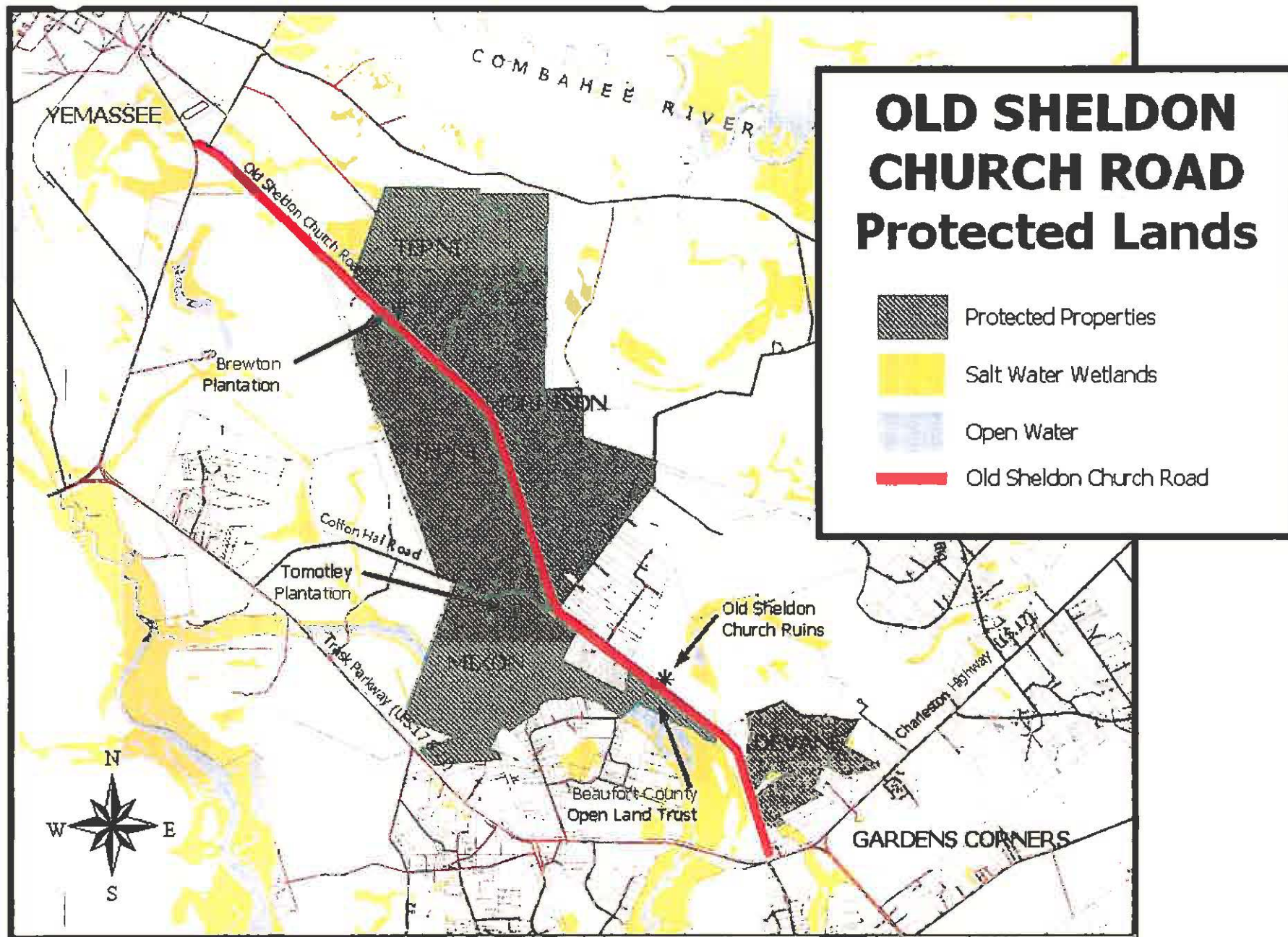
About 50 percent of the property along both sides of Old Sheldon Church Road is protected, either through conservation easements or ownership by conservation agencies (see Protected Lands Map). This amounts to 3,892 acres. As mentioned in the previous section, voluntary protection of private land helps to promote the goals of the ACE Basin Project. As a result of these protection measures, there are only a small number of sizable properties along Old Sheldon Church Road that can be developed in a way that could dramatically impact the corridor. These numbers make personal contact, discussions, and exchange of information possible, while recognizing the legacy of good stewardship among landowners.

Threats to the Corridor

During meetings of the Old Sheldon Church Road Advisory Committee, problems and concerns about the corridor were discussed. These issues are summarized in this section and can be grouped into three major topics: safety issues (including traffic volumes and speed, truck traffic and parking at the church ruins), aesthetic issues (including maintaining the tree canopy along the road, signage, and litter control), and land use issues (including the potential for incompatible development, and furthering conservation/preservation efforts). Goals and strategies developed to address these issues are detailed in Section 6.

Safety Issues: Many of the problems identified by residents and landowners are related to traffic. Use of the road as a short cut between I-95 and US Hwy. 17/21 has resulted in increasing traffic volumes, including truck traffic, on a roadway that is not capable of supporting such traffic loads. The current posted speed limit along the road is 55 mph, except for a short segment in front of the Old Sheldon Church ruins where the speed limit drops to 45 mph. Speeding is a common occurrence, and the lack of shoulders and location of large trees and drainage ditches close to the pavement present very real safety issues.

Another safety issue relates to parking at the Old Sheldon Church ruins, a major point of interest to tourists. Currently, the only available parking is a pull off on the side of the road, creating a dangerous situation for those getting in and out of vehicles as traffic goes by at a high rate of speed. On occasion, the property across from the ruins is available for parking, but this creates a situation where visitors must cross the road. In November 2000, Rep. Edie Rogers contacted John Hardee, SCDOT Commissioner for the 2nd District, regarding the concerns expressed by the Committee. As a result, speed limit reductions (to 45 mph) and new signage alerting travelers to pedestrians were implemented near the Old Sheldon Church ruins in 2001. Because these



measures only apply to a very small section of the road, however, they are easy to ignore and very hard to enforce.

Aesthetic Issues: Deep, vegetative buffers and tree canopies along the roadway are essential to maintaining the scenic and historic appearance of Old Sheldon Church Road. The Advisory Committee identified several visual intrusions that have the effect of degrading the corridor's appearance and character. Chief among these is litter.

Roadside litter and illegal dumping blight the viewscape and endanger wildlife. Currently, trash along Old Sheldon Church Road is periodically picked up by workers employed by the Bull Point development (covering US 17/21 to Old Bailey Road) and Brewton Plantation (from Old Bailey Road to the northwestern end). The County, through its litter control program, picks up the trash once it has been bagged.

Although State law prohibits littering, there are no signs along the road that give the fines for this activity, it is not routinely enforced, and use of the road as a short cut for commuters only adds to the problem. Additional help with litter control may be extremely difficult because, again, there are no shoulders along the road and traffic goes by at excessive speeds, making volunteer efforts extremely dangerous.

Another aesthetic issue raised by residents and landowners is the manner in which the SCDOT maintains the right of way along Old Sheldon Church Road. The DOT uses equipment to periodically clear the edge of the road of debris and overhanging vegetation. Obviously, this presents a challenge to any road with a scenic tree canopy and thick natural vegetation. It is also standard for the DOT to leave piles of brush along the roadway after maintenance, which results in unsightly clutter.

Land Use Issues: The vast majority of land along Old Sheldon Church Road is currently vacant, providing opportunities for future development. The County should discourage poorly planned and designed lighting, signage and landscaping, which can degrade the appearance and character of the corridor, detracting from its scenic qualities.

About one-half of the land along the corridor is protected through conservation easements or ownership by conservation agencies. Several large parcels adjacent to the road, however, are not similarly protected, including the land surrounding the Old Sheldon Church ruins. Inappropriate development near the ruins would adversely impact the historic setting of this National Register site.

Corridor Vision

The overall vision for the Old Sheldon Church Road Scenic Highway is as follows:

Preserve the outstanding historic, natural, and scenic resources of Old Sheldon Church Road.

Goals and Strategies

GOAL: *Facilitate safe vehicular and pedestrian traffic along Old Sheldon Church Road to enhance its appeal as a Scenic Highway.*

- Work with the SCDOT and law enforcement to decrease the posted speed limit to 45 mph along the entire road and enforce it.
- Provide additional signage in appropriate places along the road to alert drivers to slow-moving agricultural equipment and deer crossings.
- Work with the SCDOT to designate US Alt. 17 as a truck route from Yemassee to US 17/21 to help divert truck traffic away from Old Sheldon Church Road.
- Coordinate with the St. Helena's Episcopal Church to acquire and develop a small parking area adjacent to the church grounds so visitors will not have to pull onto the road shoulder or cross Old Sheldon Church Road to visit the ruins.

GOAL: *Protect the Old Sheldon Church ruins as an outstanding historic resource.*

- Coordinate with the Beaufort County Sheriff's Department and the St. Helena's Episcopal Church to investigate and implement measures to decrease vandalism at the Old Sheldon Church ruins. Measures to be considered include lighting, a locking gate, higher fencing, signage, increased surveillance, etc.

GOAL: *Protect and restore the tree canopy and other natural areas along the corridor.*

- Develop written guidelines in cooperation with the SCDOT for use in maintaining the right of way (cutting, trimming, clean-up) along the corridor.
- Work with SCE&G to explore ways to mitigate the visual impact of the existing transmission lines along the roadway, including the feasibility and cost of moving the lines farther away from the right of way and planting a vegetative buffer along the road to restore the tree canopy.
- Require any new utility easements to be set back at least 50 feet from the right of way to maintain the tree canopy. Require new utility structures, such as communication towers and power-transmission lines, to be built in ways that minimize visual impacts to the highway.

GOAL: *Prevent visual intrusions that may degrade the corridor's appearance and character.*

- Amend the Zoning and Development Standards Ordinance to include Old Sheldon Church Road in the County's Highway Corridor Overlay District. Under this overlay district, the Northern Beaufort County Corridor Review Board will review architecture, landscaping, buffers, signage, and lighting for new non-residential

projects to ensure appropriateness and compatibility with the character of this corridor.

- Encourage property owners, conservation organizations and the County (through the Rural and Critical Lands Program) to purchase development rights or to secure conservation easements for critical parcels bordering the corridor.
- Maintain the rural zoning designations along the corridor.
- Encourage landowners to continue voluntary good stewardship of their land and maintain a communications network to inform and educate landowners about issues related to the corridor.
- Continue to coordinate with the County's Litter Control Program to ensure adequate volunteer help to pick up litter along the roadway. Provide signs along the road that set fines for littering and enforce them.

Implementation

Not all recommended strategies can be implemented at once. Some strategies will require a one-time effort while others will be ongoing. Still others will require much time and effort organizing and building partnerships and identifying funding sources to achieve results. Overseeing the implementation of this Plan will primarily involve the following entities:

- Citizen Steering Committee: Residents and landowners along Old Sheldon Church Road and surrounding areas are vital to ensuring that the goals and strategies outlined in this Plan are achieved. Up until now, an ad hoc advisory committee has been the driving force behind the effort to designate Old Sheldon Church Road as a Scenic Highway and develop this management plan. The work of this committee will now shift to implementation of the goals and recommendations outlined in the previous section.
- County Planning Department: The County Planning Department will continue to serve as staff to the Steering Committee and act as a liaison with other County and State agencies as necessary.
- Corridor Review Board: The Northern Beaufort County Corridor Review Board will review all proposals for non-residential development along the corridor in terms of architecture, lighting, landscaping, and general site layout.
- Historic Preservation Review Board: The Historic Preservation Review Board will review all applications for construction or demolition affecting those properties along the corridor that are on the National Register.

In addition to these specific entities, the implementation of this Plan will rely to a great extent on successful partnerships with the SCDOT, Beaufort County Council, the Sheriff's Department, SCE&G, and the St. Helena's Episcopal Church to ensure that Old Sheldon Church Road remains a Scenic Highway.